



Agenda
Village of Glen Ellyn
Plan Commission Meeting
Thursday, November 12, 2020
7:00 PM
Virtual Meeting via Zoom

This meeting will be conducted by audio or video conference without a physically present quorum of the Glen Ellyn Plan Commission because of a disaster declaration related to COVID-19 and public health concerns affecting the Village of Glen Ellyn. The Chairperson of the Plan Commission has determined that an in-person meeting at the Civic Center is not practical or prudent because of the disaster. The Chairperson, Commissioners of the Plan Commission, Village Manager, and Village Attorney will not be physically present at the Civic Center because their attendance is unfeasible due to the disaster. Physical attendance at the Civic Center by the public is also not feasible because of the disaster. Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87944809033?pwd=RUxkMVlpWTRoWnQwcnpZZ3FYUXdIQ09>

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- A. Call to Order**
- B. Public Comment (Non Agenda Items)**
- C. Chairperson's Statement of Remote Meeting Procedures**
- D. Allow Remote Participation of Plan Commission Members (roll call vote)**
- E. Approval of Draft Minutes from October 22, 2020 Plan Commission Meeting**
 - 1) October 22, 2020 Draft Plan Commission Meeting Minutes
- F. New Business**
 - 1) Public Hearing to Consider to consider a Planned Unit Development with Zoning Deviations and a Special Use Permit to allow a 5-story, Mixed-Use development at 460 Crescent Boulevard.
- G. Other Business**
- H. Trustee's Report**
- I. Chairman's Report**
- J. Staff Report**
- K. Adjournment**

DRAFT MINUTES
REGULAR PLAN COMMISSION MEETING
October 22, 2020

Call to Order and Roll Call

The meeting was called to order at 7:01 p.m. by Chairperson Mary Loch, who explained the Commission's role in the review process, and enumerated methods used to notify the public of the evening's hearing. She presented procedures for conducting the meeting remotely due to the Covid-19 pandemic, outlining the approach using the Zoom platform, including how public input would be accommodated.

Chairperson Loch introduced meeting participants Village Community Development Director, Staci Springer, Village Planners ,Kelly Purvis and Katie Ashbaugh, and Recording Secretary Barbara Dutton.

Roll call was taken. Present: Chairperson Loch, and Plan Commissioners Lloyd Berry, Angela Fanella, Tracy Heming-Littwin and John Mulherin, Mohammed Saeed and Jamie Vondruska. Absent: Plan Commissioners Laura Brown and David Rodemann.

Adoption of Emergency Allowance of Remote Participation by the Plan Commission

A motion to allow remote participation in the meeting was made by Commissioner Heming-Littwin, and seconded by Commissioner Mulherin. The motion carried with seven (7) yes votes and zero (0) no votes as follows: Commissioners Heming-Littwin, Mulherin, Berry, Fanella, Saeed and Vondruska and Chairperson Loch voted "yes."

Public Comment Non-Agenda Items

There was no public comment pertaining to non-agenda items.

Approval of September 10, 2020 Plan Commission Meeting Minutes

Commissioner Heming-Littwin moved to approve the draft minutes of the September 10, 2020 Regular Plan Commission meeting; seconded by Commissioner Mulherin, the motion carried with seven (7) yes votes and zero (0) no votes as follows: Commissioners Heming-Littwin, Mulherin, Berry, Fanella, Saeed and Vondruska and Chairperson Loch voted "yes."

Public Hearing - Zoning Map Amendment for Certain Property in the Glen Oak Industrial Park

A motion to open the Public Hearing to consider a Zoning Map Amendment for Certain Property in the Glen Oak Industrial Park was made and seconded by Commissioners Heming-Littwin and Saeed, respectively. The motion carried with six (7) yes votes and zero (0) no votes as follows: Commissioners Heming-Littwin, Saeed, Berry, Fanella, Mulherin and Vondruska and Chairperson Loch voted "yes."

Staff Introduction

After being sworn in, Kelly Purvis, Village Planner, Village of Glen Ellyn, 535 Duane Street, explained that the petitioners, Elliot & Elliot LLC, Phillips & Johnston Inc., and Glen Hill LLC, were requesting approval of a Zoning Map Amendment to zone the subject properties I1 Light Industrial District upon annexation to

the Village. The properties, which comprise approximately 7.59 acres of land along Hill Avenue, are currently zoned I-1 Light Industrial District in unincorporated DuPage County, are generally located on the south side of Hill Avenue, west of I-355 and east of Walnut Road. Proper notification of this Public Hearing was issued, she noted, going on to describe the surrounding land use and zoning: Village I1, conservation-recreation in the Village, and County R4, an unincorporated county residential district.

Referencing the Comprehensive Plan's specification to maintain a "light industry" designation for the subject property, Planner Purvis also noted a Commercial Area Policy specifying that the Village should "maintain the small cluster of business uses along Hill Avenue as a limited light industrial area" and "explore the possibility of annexing nearby unincorporated commercial and business areas." She noted, it is also designated as a potential development area.

Planner Purvis related that a utility extension project along Hill Avenue is forthcoming, so an annexation agreement has been negotiated with the subject property owners, and a zoning designation must be determined. Four residential lots will be incorporated as part of the annexation. The Plan Commission, she advised, should consider and make a recommendation to the Village Board regarding which zoning district the Commission finds most appropriate for the subject properties. The body should consider criteria from Section 10-10-13 in granting an approval for a Zoning Map Amendment.

Commissioner Berry asked whether Planner Purvis would be going through the various industrial designations available, to which she responded that light industrial district is the only industrial zoning designation, and that is the district staff is recommending. She noted it is the closest match to the properties' current zoning – to avoid non-conforming conditions being created upon annexation.

Commissioner Mulherin asked if the property would be fundamentally conforming, to which Planner Purvis responded that it is not, but that the petitioners did not want to request variations or special uses at this time. Therefore, the property would come into the Village as non-conforming. She added that although there are some non-conforming conditions, the properties could remain as they are and that if the owners want to make significant structural changes they would need to seek relief.

Petitioner's Presentation

After being sworn in, Petitioner Robert Elliot, 1650 Wilmette Street, Wheaton, Ill., complimented Planner Purvis in presenting the synopsis, and referred the Commission to the written application for further evidence.

Also sworn in for the Petitioner was Kevin Carrara, Attorney with Rathje Woodward, 300 E. Roosevelt Road, Wheaton, Ill.

Commissioner Questions

Commissioner Berry asked whether plans were to leave existing structures in place and operating in their current condition, and was given an affirmative answer by Petitioner Elliot.

Public Comment

Planner Purvis read the following received written comment into the record:

Kevin Stough, Land Preservation Manager, Forest Preserve District of DuPage County, 35580 Naperville Road, Wheaton, IL 60187: *“Chairperson Loch: The Forest Preserve District of DuPage County recently received a Notice of Public Hearing regarding a petition by Elliot & Elliot, LLC, Philips & Johnson, Inc., and Glen Hill, LLC requesting a zoning map amendment for the aforementioned properties upon their annexation to the Village. We appreciate receiving timely notification of such requests that may have an impact on District property and thank you for the opportunity to comment.*

District Staff has reviewed the information provided and does not have any comments. Please do not hesitate to call.”

Commissioner Mulherin moved to close the Public Hearing; seconded by Commissioner Heming-Littwin, the motion carried with seven (7) yes votes and zero (0) no votes as follows: Plan Commissioners Heming-Littwin, Mulherin, Berry, Fanella, Saeed and Vondruska and Chairperson Loch voted “yes.”

Commissioner Discussion

Commissioner Mulherin stated that in his long-time residency in the area, he passed the site many times and always wished it was in the Village limits. He considers the annexation a “win-win,” and endorses Mr. Elliot, who he holds in high esteem, and thereby strongly supports the application.

Commissioner Heming-Littwin moved for the following:

After conducting a public hearing and deliberating on the appropriate zoning classification to apply to the properties at 21W201 Hill Avenue, 21W203 Hill Avenue, 21W211 Hill Avenue, 21W167 Hill Avenue, 21W165 Hill Avenue, 21W169 Hill Avenue, 21W161 Hill Avenue, 21W 159 Hill Avenue, 21W167 Hill Avenue, 21W155 Hill Avenue, 21W153 Hill Avenue, 21W151 Hill Avenue, 21W179 Hill Avenue, and 21W171 Hill Avenue, the Plan Commission hereby recommends I1 Light Industrial zoning for the properties in accordance with Section 10-10-13(E) of the Zoning Code based on the findings of fact attached to the Staff Report, dated October 7, 2020, and discussed at the Plan Commission public hearing on October 22, 2020, and a copy of which will be attached to the minutes of this meeting and kept on file as part of the permanent records of the Village (Findings Attached).

Seconded by Commissioner Saeed, the motion carried by roll call vote with four (7) yes votes and zero (0) no vote as follows: Plan Commissioners Heming-Littwin, Saeed, Berry, Fanella, Mulherin and Vondruska and Chairperson Loch voted “yes.”

Public Hearing - 21W536 Acorn Avenue & 0N282 Cumnor Avenue – Minor Subdivision with Subdivision Code and Zoning Code Variations

A motion to open the Public Hearing for a Minor Subdivision with Subdivision Code and Zoning Code Variations for 21W536 Acorn Avenue & 0N282 Cumnor Avenue was made and seconded by Commissioners Heming-Littwin and Mulherin, respectively. The motion carried with seven (7) yes votes and zero (0) no votes as follows: Commissioners Heming-Littwin, Mulherin, Berry, Fanella, Saeed and Vondruska and Chairperson Loch voted “yes.”

Staff Introduction

Village Planner Purvis, Village of Glen Ellyn, 535 Duane Street, Glen Ellyn, was once again sworn in.

Planner Purvis stated that the petitioners – David and Sandra Crane, owners of the property at 21W536 Acorn Avenue, and Dennis Anest and Susan Nies, owners of the property at 0N282 Cumnor Avenue – have submitted applications for a Minor Subdivision with Subdivision Code and Zoning Code Variations. In order for the property to be resubdivided as proposed, the petitioners will need to receive approval of a Final Plat of Subdivision (minor subdivision) with variations from the Subdivision Code to allow the creation of a flag lot, and to not install street lights and sidewalks, and to not bury utility lines or plant trees, as well as a variation from the Glen Ellyn Zoning Code to allow a lot width of 20 feet for Lot 2 in the proposed subdivision. The minor subdivision will result in the creation of one new lot for a total of three.

She explained that, aside from the aforementioned approvals that are before the Plan Commission for consideration, the Petitioners are seeking approval from the Village Board for annexation agreements, petitions for annexation, a right-of-way vacation and a sidewalk waiver. She reviewed the review process and history of the project to date, and listed the means of public notice employed in support of this evening's hearing.

Planner Purvis described the surrounding zoning and land uses adjacent to the subject properties, which lie just east of the Enclave subdivision and are zoned R4 in unincorporated DuPage County. Besides County and Village residential zoning, other proximate land uses are conservation recreation. She related that meetings with neighborhood residents have been held over the years to discuss incorporation. Water and sewer was extended from Hill Avenue up Cumnor and Fairway Street to accommodate the Enclave subdivision, Planner Purvis related, and the Village has decided to install water and sewer service on Cumnor Avenue north to Acorn Avenue.

Planner Purvis displayed images from the final plat of subdivision depicting the proposed subdivision, which upon incorporation calls for the vacation of a portion of land that will become Village right of way (ROW). The ROW would become part of the new "Lot 2" created when the two existing lots combined with the ROW are resubdivided into three lots. The proposed resubdivision would render Lot 2 as "flag lot" with limited frontage, hence the requested lot-width variation. Public Works suggested that incorporating a shared, private driveway would relieve the owners of having to meet Village roadway standards as part of the subdivision. Staff has reviewed a shared driveway agreement that would run with the property. Lot 2, she noted, would contain an existing pedestrian easement that connects Acorn Avenue with a path to Whittier Avenue.

Planner Purvis stated that staff is supportive of the proposed subdivision configuration and also supportive of the variations required for the subdivision. She noted that the subdivision includes two existing lots with existing homes and only creates one new lot. Additionally, the surrounding neighborhood is established and does not have sidewalks, streetlights, parkway trees planted 40 foot on center, or undergrounded utilities. Planner Purvis provided that the variations requested would not be out of character with the neighborhood, but would be in-keeping with the more rural streetscape.

Planner Purvis also noted that there were a number of items listed in the staff report that were not requested of the petitioners. She noted that the subdivision Code is written to address typical subdivisions which generally include construction of some sort. She stated, in this case, the property owners are simply shifting lot lines to create one new lot. Planner Purvis indicated that staff provided a

reason for each omission in the packet provided for the meeting. She gave the Plan Commission the opportunity to request additional information or to ask any questions about the submittals that had not been provided.

Commissioner Fanella asked what would happen to the pedestrian easement if the property were to be developed. Planner Purvis indicated that the easement would run with the property, and that it would be maintained by the Village in perpetuity. Commissioner Fanella then asked if a driveway could be constructed on the easement, to which Purvis said she believed it needs to remain a woodchip path, at least along the west property line. Commissioner Fanella asked if the Petitioners were fine with that Plan; Planner Purvis responded that they were, and provided some clarification on the delineation of the path and space envisioned for a driveway, the latter of which she expected would be used by pedestrians. The path, she noted, is already used, although is not clearly defined in anyway.

Commissioner Berry asked for clarification on ownership of the existing driveway and maintenance and potential replacement of it; Planner Purvis pointed to a shared driveway easement that would govern Lots 2 and 3, and stated that maintenance and potential replacement costs would be borne by the two owners. Chairperson Loch asked why in the plat of survey being displayed no buildings were depicted on Lot 3 (as there is a house there). Planner Purvis wasn't sure, but thought that it might be because she'd had questions about Lot 1's setbacks, and in response to her query the surveyor had included a building image in the illustration of that lot. She noted, both Lot 1 and Lot 3 have existing homes on the lots.

Petitioner's Presentation

Sworn in was Petitioner Dennis Anest, 0N282 Cumnor Avenue, Glen Ellyn, Ill., who thanked Village staff and expressed appreciation for the utilities being installed currently. He explained that the pedestrian easement is a woodchip path, and that the shared driveway will be maintained by the current owners of the property and Lot 2. He noted that they would also be responsible for snow removal, and that there would be no Village maintenance or liability for the shared driveway.

Petitioner Sandra Crane, 21W536 Acorn Avenue, Glen Ellyn, Ill., was sworn in. She did not have anything further to add.

Commissioner Questions

Commissioner Heming-Littwin asked when, once the property was split, how soon the owners would try to sell or develop the third lot. While Mr. Anest indicated "as soon as possible," Ms. Crane said it would probably be considered in the next year to two. Commissioner Heming-Littwin asked if the newly created lot would be jointly owned by the two parties until it is sold or developed, receiving an affirmative answer from the Petitioners. Commissioner Heming-Littwin asked if utilities would be run down the shared driveway; Planner Purvis responded, "yes."

Public Comment

There was no public comment.

Commissioner Heming-Littwin moved to close the Public Hearing; seconded by Commissioner Vondruska, the motion carried with seven (7) yes votes and zero (0) no votes as follows: Plan

Commissioners Heming-Littwin, Vondruska, Berry, Fanella, Mulherin, Saeed and Chairperson Loch voted “yes.”

Commissioner Discussion

Commissioner Heming-Littwin expressed that she was generally okay with the subdivision proposed, but hoped that a redevelopment would not have a bunch of variances. Planner Purvis explained that any variances sought would have to undergo review by the Zoning Board of appeals to be approved.

Commissioner Heming-Littwin wondered if a paved pedestrian path might be a good idea. Development Director Springer suggested to Planner Purvis that she should check the easement agreement to see if there was a clause allowing the Village to change the path surface, and thought it a good idea to consider for the connection gap between the pedestrian easement and a potential driveway.

Commissioner Heming-Littwin wondered if a house could be built close up to the easement.

Commissioner Vondruska thought a new owner would be aware of the easement issue would have to decide where they would want to build. Commissioner Fanella concurred.

Referencing waiving the undergrounding, Chairperson Loch asked if a new owner building on the lot would be required to bury utilities. Planner Purvis said the requirement doesn’t apply to a single-family homes. Director Springer interjected that undergrounding wouldn’t be required for existing services, only proposed services.

Planner Purvis advised the Commission that it could attach conditions to an approval of the proposal under consideration. She suggested two potential conditions: the removal of accessory structures from Lot 2 prior to recordation of the plat, and developer donations be paid prior to the issuance of a building permit for a construction of a new home on the lot. Commissioner Heming-Littwin wondered if attaching a time frame for removal of buildings was in order, and if Commissioners agreed with the condition requiring developer donations prior to permit issuance. Commissioner Fanella asked what these structures were, to which Planner Purvis replied, a garden patch with a planter box, a retaining wall and a fence, among other items.

Commissioner Heming-Littwin moved to recommend approval of a minor subdivision with subdivision and zoning code variations, as such:

After conducting a public hearing and deliberating on the requests of David and Sandra Crane and Dennis Anest and Susan Nies, for a Minor Subdivision with Subdivision and Zoning Code Variations to allow the resubdivision of their properties located at 21W 536 Acorn Avenue and 0N282 Cumnor Avenue, the Plan Commission hereby recommends approval based on the findings of fact attached to the Staff Report, dated October 2, 2020, and discussed at the Plan Commission public hearing on October 22, 2020, a copy of which will be attached to the minutes of the meeting and kept on file as a permanent record of the Village.

The Plan Commission makes this recommendation of approval with the following conditions: Prior to recording the final plat of subdivision, all accessory structures must be removed on Lot 2; and payment of developer donations must be made prior to issuance of construction permits for a new home.

Seconded by Commissioner Mulherin, the motion passed by roll call vote with seven (7) yes votes and zero (0) no votes as follows: Plan Commissioners Heming-Littwin, Mulherin, Berry, Fanella, Saeed and Vondruska and Chairperson Loch voted “yes.”

Trustee’s Report

None.

Chairman’s Report

Chairperson Loch offered a reminder about the upcoming national, state and local elections on November 3, and a Civic Betterment Party election on November 14, and encouraged people to vote.

Staff Report

Planner Purvis stated that the streetscape mock-ups at Main and Crescent should be wrapping up, explaining that the effort was undertaken to discern community preference of new streetscape materials. An open house to present the draft Comprehensive Plan, she announced, has been scheduled for November 18. The event will be held in the Civic Center gymnasium, which will be set up to meet Covid-19 safety protocols. Advance registration is required to attend, but a remote presentation of the draft Comprehensive Plan will also be held at a later date. She added that, at this time, Plan Commission meetings will remain remote.

Village Planner Katie Ashbaugh said that Staff hopes the Glenwood Station development project for the McChesney-Miller site will be a topic before the Plan Commission at a Public Hearing on November 12th. She reported that Staff met with the Historic Preservation Commission Chair and the Glen Ellyn Historical Society Executive Director to get feedback on the project. Planner Ashbaugh also reported that Staff is targeting the Village Board making a final determination on the final PUD for the Main Street Pedway connecting the Civic Center parking garage to Main Street, so the subject could appear on an agenda as soon as the December 3 meeting. Planner Purvis said a public hearing concerning the draft Comprehensive Plan might be scheduled for late November or early December.

Commissioner Heming-Littwin asked for an update on the Apex and parking garage projects. Planner Purvis related that utility connections were currently being made for the Apex development, and that she thought the project was moving along. Planner Ashbaugh said the lower tier of the south-side wall of the parking garage was finished, that materials were being put in place, and that the contractor was ahead of schedule on the project. She added that masonry work has begun, and that the east entrance to the Civic Center was closed.

Other Business

None.

Adjournment

Following a motion to adjourn by Commissioner Heming-Littwin, seconded by Commissioner Mulherin, Chairperson Loch concluded the meeting at 8:37 p.m.

Respectfully submitted,

Barbara Dutton
Recording Secretary

Reviewed by,
Planner Purvis



**Glen Ellyn Plan
Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 11/12/2020 7:00 PM
Department: Community Development
Department Head: Staci Springer
Category: Public Hearing
Prepared By: Katie Ashbaugh

**AGENDA ITEM (ID
2020-663)**

DOC ID: 2020-663

Public Hearing to Consider to consider a Planned Unit Development with Zoning Deviations and a Special Use Permit to allow a 5-story, Mixed-Use development at 460 Crescent Boulevard.

Statement of the Issue:

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. Staff Report
2. Aerial Photo
3. Zoning and Location Map
4. Location Map for Public Hearing Notice
5. List of Addresses for Public Hearing Notice
6. Public Hearing Notice
7. Certificate of Publication
8. Petitioner's Cover Letter
9. Petitioner's Application for Preliminary PUD Approval
10. Petitioner's Application for Final PUD Approval
11. Petitioner's Application for Special Use Permit Approval
12. Petitioner's Application for Exterior Appearance Approval
13. Supporting Application Materials
14. List of Requested Deviations
15. Representative Project References

16. EcoCAT Report
17. Land Use Opinion
18. 2015 Phase II Subsurface Investigation Report
19. 2017 Phase II Subsurface Investigation Report
20. A-100 Cover Sheet
21. A-101 - Lower Level Parking
22. A-102 - Main Parking-Street Level - PUD Plan
23. A-103 - Floor Plans - Levels 2-5
24. A-104 - Typical Unit Floor Plans 1-Bed
25. A-200 Elevations
26. A-300 - Building Sections
27. A-400 - Elevations-Color
28. A-401 - Renderings-Day
29. A-402 - Renderings-Night
30. Before - After Exhibit, Building Design
31. L-100 - Landscape Plan
32. Engineer's Statement
33. C1.0 - Cover Sheet
34. C2.0 - Existing Conditions
35. C2.1- Preliminary Site Demolition Plan
36. C3.0 Preliminary Site Dimensional & Paving Plan
37. C4.0 - Preliminary Utility Plan
38. C5.0 - Preliminary Grading Plan
39. C5.1 - Average Existing Grade Exhibit
40. C5.2 - Detailed Grading NW
41. C5.3 - Sidewalk Grading - Glenwood
42. TR1.0 Vehicle Circulation Exhibit
43. EXH1.0 - Pervious-Impervious Exhibit
44. Photometric Plan
45. Primary and Secondary Material Details
46. Light Fixture Specs
47. Construction Schedule
48. Residential Market Analysis
49. Traffic Study
50. Minutes of Public Meetings RE 460 Crescent - Downtown
51. Public Comments received as 11-6-2020
52. Excerpts from 2001 Comprehensive Plan
53. Excerpts from the 2009 Downtown Strategic Plan
54. Excerpts from draft Comprehensive Plan
55. Memo to Petitioner RE: HPC & GEHS Comments dated 10/21/2020

STAFF REPORT

TO: The Glen Ellyn Plan Commission

FROM: Katie Ashbaugh, AICP, Planner

DATE: November 6, 2020

SUBJECT: *November 12, 2020, Plan Commission Meeting*
Public Hearing to consider a Planned Unit Development with Zoning Deviations and a Special Use Permit to allow a 5-story, Mixed-Use development at 460 Crescent Boulevard.

PETITIONER: The petitioner is Michael O'Connor, Vice President of Development and Leasing for Holladay Properties.

REQUEST: Recommendation of approval of the following:

1. A Special Use Permit for a Planned Unit Development on the property located at 460 Crescent Boulevard per Section 10-10-15 of the Glen Ellyn Zoning Code;
2. The following zoning deviations from the Glen Ellyn Zoning Code:
 - a. To allow 102 parking stalls where a total of 151 are required for a mix of 86 studio, one-bedroom, and two-bedroom multi-family dwelling units and 1,490 square feet of commercial use [Section 10-4-17-2(G)(8), Section 10-4-17-2(G)(1)];
 - b. To allow a corner side yard setback of zero (0) feet where a setback of approximately 39 feet six (6) inches is required from the south (corner side) lot line [Section 10-4-17-2(D)(2)(b)];
 - c. To allow an overall maximum height of approximately 67 feet, including parapet walls, elevator overrun, HVAC units, mechanical units, and any other rooftop structures where 60 feet is permitted [Section 10-4-17-2(E)(2)];
 - d. To allow the front façade of the proposed building (facing Glenwood Avenue) to not be 'stepped back' 15 feet where the building is taller than 45 feet in height [Section 10-4-17-2(E)(1)];
 - e. To allow impervious surface setbacks from the north (interior side), east (front), and south (corner side) lot lines of approximately zero (0) feet where a setback of five (5) feet six (6) inches is required [Section 10-5-5(C)(1)];
 - f. To allow the emergency generator to be approximately four (4) feet seven (7) inches from the north (interior side) lot line where a setback of at least five (5) feet six (6) inches is required [Section 10-5-5(B)(4) #10.b];

- g. To allow mechanical equipment as a permitted encroachment in the side yard between the north (interior side) lot line and the north elevation of the proposed building to be approximately three (3) feet from said lot line where a setback of 11 feet is required [Section 10-5-5(B)(4) #19];
 - h. To allow a maximum lot coverage of approximately 84 percent where a lot coverage of 65 percent is permitted [Section 10-7-9(D)];
 - i. The following deviations from Section 10-5-8(I) are required:
 - i. To allow one (1) parking stall at a 45-degree angle to be 16 feet 10 inches in length where a length of 19 feet is required;
 - ii. To allow an approximately 14-foot drive aisle for one 90-degree parking stall where a 25-foot drive aisle is required
 - j. To allow exterior light fixtures to have exposed tops and sides where they are required to be shielded on the tops and sides [Section 10-5-13(M)(1)(c)].
3. A Special Use Permit per Section 10-10-14 of the Zoning Code to allow multi-family dwellings on the property located at 460 Crescent Boulevard.
4. Exterior Appearance approval.

**PUBLIC
NOTICE:**

Notice of the public hearing was published in the October 28, 2020, edition of the Daily Herald, mailed to property owners within 250 feet of the subject property, and a placard was placed on the property, all per state statute and Section 10-10-11 of the Glen Ellyn Zoning Code. Please see the Public Engagement section of this report for details of additional public outreach completed.

**EXISTING
CONDITIONS:**

The former McChesney & Miller grocery store is located at 460 Crescent Boulevard, on the north side of Crescent Boulevard and the west side of Glenwood Avenue. The property is approximately 0.81 acres in size, with about 319 feet of frontage along Crescent and 110 feet along Glenwood. It is within the C5B Central Service Sub-District.

The property is currently developed with a one-story, +/- 13,500 square-foot commercial building and a 42 stall surface parking lot, which was formerly owned and occupied by the McChesney & Miller grocery store. One of the longest-running businesses in DuPage County, the business opened in 1862 and relocated to the subject property in 1975. In the fall of 2014, the business closed and the property has since been vacant.

To the west of the subject property is an auto repair shop, Lord's Auto Clinic. To the north are two restaurants, Barone's of Glen Ellyn and Glen Oak Café. To the east across Glenwood Avenue is The Beer Cellar of Glen Ellyn and

Audiologic Services. To the south across Crescent Boulevard is the Village-owned Crescent-Glenwood Parking Lot. Surrounding land uses are noted below.

Surrounding Land Uses

North: Restaurants
South: Public Parking Lot
East: Retail, Medical Office
West: Auto Repair

Surrounding Zoning

C5B Central Service Sub-district
C5B Central Service Sub-district
C5A Central Retail Core Sub-district
C5B Central Service Sub-district

**LONG RANGE
PLANS:**

Given that this property is located within the Downtown, both the 2001 Comprehensive Plan (Comp Plan) and the Downtown Strategic Plan (Downtown Plan) provide specific future use designations and considerations for the redevelopment of this property and the area as a whole.

Additionally, the Village is currently in the process of drafting a new Comprehensive Plan, which is still in review. The Plan Commission reviewed a draft of the Downtown Glen Ellyn Subarea Framework section of the proposed plan update on May 30, 2019, and provided feedback. Please see Attachment 49 for the approved meeting minutes excerpt.

2001 Comprehensive Plan (Attachment 52)

Section 3 of the 2001 Comprehensive Plan identifies the future land use of the subject property, and the entire block, as Downtown Commercial. Within the Planning Influences subsection, it cites the C5B district height maximum of 55 feet, with a height bonus of up to 65 feet for certain circumstances. Regarding the height of new construction, the "height of buildings on specific parcels should continue to be governed by zoning" and also consider the following factors: "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) sightlines in relation to prominent visual landmarks and historic features". It should be noted that in 2001, the subject property was not identified as an "improvement & development site" because it was still occupied by an operating business, the McChesney & Miller grocery store. Finally, per the Residential Policies section, the plan notes that the "somewhat higher densities should be considered" and "residential units are also appropriate on the upper floors of Downtown commercial buildings."

Downtown Strategic Plan, 2009 (Attachment 53)

First, the Downtown Plan identifies the future land use of the subject property as Multiple-Family Residential (Executive Summary, Figure 2), and also as an Opportunity Site, for "potential residential redevelopment with structured parking" (Page 7.6 of 12). The Downtown Plan also recommends that the Village construct a minimum of 450 new dwelling units in the downtown (pages 8.2-8.3 of 8).

Additionally, from a block-area planning perspective, Initiative 18 includes the subject property in Phase III, “facilitat[ing] a private residential and mixed-use neighborhood development in the Crescent Blvd. and Glenwood Ave. area”. This is described as being a primarily residential, mixed-use development with up to 18,000 square feet of retail and 168 dwelling units (d.u.), above one to two lower levels of parking. When applying the above to this proposed redevelopment, the site is approximately 0.80 acres or 46 percent of the total block referenced in Phase III (the total block measures 1.71 acres).

2020 Comprehensive Plan - DRAFT (Attachment 54)

As part of the Comprehensive Plan, the Village is reviewing parking requirements and building height regulations in the downtown, among other topics. For parking, the draft Comprehensive Plan recommends the larger of 1.27 spaces per unit or 0.86 units per bedroom for the entire Downtown Subarea. If applied to this project, the draft Comp Plan would require 110 parking stalls. This site was previously identified as a Catalyst Site in the draft Comprehensive Plan reviewed by the Plan Commission on May 30, 2019. Since this application has been formally filed, this property is no longer identified as a Catalyst Site.

The draft Comprehensive Plan makes several recommendations concerning development height. These recommendations include a suggested range of 15 to 18 feet for commercial ground floor uses. Floors above the ground floor for parking should be 10 to 12 feet in height to accommodate vertical parking circulation. Also, floors above the ground floor for multi-family units should be 10 to 12 feet in height. The draft Plan recommended that a parapet wall height of 3 to 5 feet is desirable to hide rooftop mechanical equipment and provide attractive architectural elements. Applying these dimensions to a 5-story building, heights of 58 to 71 feet would be appropriate. When discussing height for this specific property, the Plan Commission was generally in support of allowing additional building height due to the topography on the site, as the block's higher points along the north and west sides slope downward with the lowest point being at the southeast corner.

In summary, the Village's long-range planning documents support mixed-use development on the subject property, with commercial/retail on the ground floor, enclosed parking garage, and additional multi-family dwelling units.

**STATE
HISTORIC
REVIEW:**

Due to the structure being more than 50 years old and the potential local significance of this business that formerly occupied 460 Crescent Boulevard, staff advised the petitioner to file a Notice of Undertaking with the State Historic Preservation Office and initiate the cultural and historic resource review per the Illinois State Agency Historic Resources Preservation Act. On September 10, 2020, the State Historic Preservation Office notified the petitioner that “no historic, architectural, or archaeological sites exist within the project area.”

The subject property is not located within either of the National Register Districts in downtown Glen Ellyn nor is it listed on the National Register of Historic Places. It also is not a Local Landmark as designated by the Glen Ellyn Historic Preservation Commission (HPC) and Glen Ellyn Village Board. No formal review is required by the HPC or the Village Board for compliance with best practices of historic preservation.

**EXTERIOR
APPEARANCE
REVIEW
SUMMARY:**

Exterior Appearance (Attachments 11, 24, 26, 27, 28, 29, 44, 45,

The Architectural Appearance Group (AAG) provided their feedback on the proposed architectural design, which was shared with the petitioner. The petitioner has since incorporated the majority of the comments. Below is a summary of some of the design changes the petitioner has made and staff's analysis of the project's compliance with the Appearance Review Guidelines (ARG).

- *Building materials.* Additional shades of brick have been added to the color palette and cast stone is used more frequently throughout the building structure and design details. This meets ARG #1.2 and 1.8.1, which cite that brick and stone with natural and earth tone colors are preferred wall materials. Armstrong 'plasterform' material is also used for the decorative cornice rather than EIFS. All four (4) sides of the building are entirely brick and cast stone to meet ARG #7.1, which suggests that masonry be used at the ground floor on all four sides and as the primary material of upper floors.
- *Roofline.* The decorative cornice serves to meet ARG #1.5.1 and 1.5.2, which recommend that roofs be of a material, color, and texture appropriate for the building and use and that the roof edge and wall be differentiated. ARG #1.5.5 also suggests that parapet walls have a defined top. The majority of the taller parapet walls also have a defined top with a thin cast stone band running parallel to the tops of the lower parapet walls.
- *Reduction in appearance of bulk.* Floors 2-5 have been shifted ten (10) feet to the north to create a "step back" from the corner side lot line along Crescent. This also creates rooftop patios for the club room at the southeast corner and the second-floor apartments. The parapet wall heights vary from building section in coordination with the façade projections and recessions. The brick colors also alternate in this pattern. The balconies on the north façade are now recessed one (1) foot into the building and the columns are of cast stone rather than brick. All of these elements serve to meet ARG #1.9, which suggests that the apparent mass and bulk be reduced by structural articulation and other functional elements.
- *Cohesive building elements.* The balconies on the north façade are now

recessed one (1) foot into the building and the columns are of cast stone rather than brick. This meets the intent of ARG #7.2, which suggests that multi-family structures more than two (2) stories in height wrap any balconies. The lighting fixture enclosures, balcony railing, garage doors, window treatments, and site fencing all are black, which blend with the colors of the primary materials and meet ARG #1.8.2.

- *Pedestrian-oriented design.* Additional brick colors and architectural details, such as the appearance of openings, have been added along the ground floor facing Crescent to enhance the building at the pedestrian level. The primary pedestrian entrance at the southeast corner is also covered with an awning and gas lanterns are proposed to further accent this area. These all combine to meet the intent of ARG #1.6, which suggests that entrances be readily identifiable and highlighted with design elements such as lighting and canopies. Three planters are spaced along the Crescent façade to add some greenery to the site. A cornice has been added along the first floor roofline and is pronounced. The two garage doors are now recessed six (6) feet into the building. A foundation/knee wall of cast stone has also been added below the wall planes which are primarily brick on the first floor facing Crescent Boulevard.
- *Design details.* The black-framed six-light double-hung windows with transoms, cast stone medallions between the fifth-floor windows and cornice, black metal balcony railings, and gas lanterns at the building entrance all are design elements inspired by other downtown buildings. The garage doors are also more residential in style and have panels, which meets ARG #7.5.3.
- *Landscaping & Other Screening.* Per ARG #2.1.4, the petitioner is proposing a variety of deciduous and coniferous shrubs along the north property line. The commercial refuse area is also tucked into an inset of the north façade perpendicular to Glenwood Avenue and will be screened with a metal gate and matching brick wall to meet ARG #2.3.1. The emergency generator and electrical equipment also along the north property line are approximately eight (8) feet below the properties to the north and are screened from Glenwood Avenue by a 6-foot tall, black, closed PVC fence to meet this guideline. The majority of the rooftop mechanical units are also screened by the parapet walls and should not be visible from public right-of-way. The elevator overrun, however, exceeds the height of the parapet walls by approximately four (4) feet five (5) inches.

After reviewing the submitted applications and plans for the proposed exterior appearance, staff finds the project to be in substantial conformance with the Village's Appearance Review Guidelines. Staff therefore suggests that the Plan Commission make a recommendation to approve the Exterior Appearance for the development.

Historic Design Elements

Although no formal review is required by the HPC or the Village Board related to historic preservation for this project, Village Trustees asked the petitioner to request feedback from the historic preservation community to further enhance the design of the building and ensure its compatibility with the character of the downtown. Following this direction from the Board, the petitioner first met with Executive Director Karen Hall of the Glen Ellyn Historical Society (GEHS) at the History Center to gain additional design inspiration and ways to connect the proposed building with Glen Ellyn's historic fabric in the downtown. Some ideas have been inspired by the tour, including the petitioner incorporating some artwork into the building lobby that pays tribute to the former McChesney & Miller grocery store. Staff shared elevations and renderings with both the HPC and the GEHS and requested comments from each group. The petitioner attended a conference call with HPC Chairperson Tim Loftus and Director Hall where some excellent suggestions were provided. A summary of those comments is provided below.

Building Height

- Increase the height differential of the parapet walls, for example by increasing the height of the taller parapet walls
- Fully screen the RTUs/elevator overrun or hide them with architectural details (the requested height deviation accommodates this)
- The cornice should be more elaborate and varied from one section to the next to break it up, particularly along the first-floor roofline
- The building corners should be further enhanced

Building Details

- Consider enlarging the clock and placing it more prominently at a higher location
- Consider more historical period exterior lighting
- Vertical filigree ironwork could be added to connect the clock to the ground/entry area below the clock
- Add further enhancement to the façade at the pedestrian level through materials and design details
- Add public art to invite engagement and to “be a part of the community” (such as “kinetic rebar piece” among plantings, “inspirational graphic comment” painted on or sculpted into the wall for selfies, a “giant sculpture address number”)

As noted in the Exterior Appearance review, the petitioner has made significant improvements to the design of the proposed development. In the Plan Commission Action section of this staff report, staff recommends that a few of the suggestions provided by the historic preservation community be incorporated into the plans. Condition 9 specifically addresses the rooftop screening guideline and comment. Staff has prepared a before and after exhibit

(Attachment 29) showing how significantly the building elevations have changed since the initial submittal.

**ZONING
REVIEW
SUMMARY:**

Proposed Uses

The petitioner is proposing one 5-story mixed-use building with 86 apartment units; 1,490 square-feet of commercial space; and 104 parking stalls on property commonly known as 460 Crescent Boulevard. More information on the proposed project is below.

Residential

The residential use consists of four (4) junior one-bedroom, one-bath units; 47 one-bedroom, one-bath units; 31 two-bedroom, one-bath units; and four (4) two-bedroom plus den, one-bath units for a total of 86. The petitioner is proposing unit sizes ranging from 555 square feet to 1,286 square feet. The market study estimates rent ranges from \$1,440 to \$2,850 per month and an average market rent of \$2.32 per square foot, or \$2,114 per month. Each apartment has a dedicated private balcony. Per the market study (Attachment 47), the subject property's market potential for rental apartment development is "favorable" and the site is an "excellent location" in proximity to employment, shopping, services, and available recreation. The market study also estimates the building will be 95 percent occupied within 12 months of opening. See the chart below for a full listing of the unit types and expected rents for each unit.

Number of Units	Unit Type	Unit Square Footage	Mix %	Estimated Rent/Month
4	Jr. 1-Bed	555	4.6%	\$1,440
47	1-Bed	768-823	54.6%	\$1,845-1,935
31	2-Bed	901-1,237	32.5%	\$2,140-2,700
4	2-Bed + Den	1,117-1,286	8.1%	\$2,470-2,850

Commercial

The commercial use consists of 1,490 square feet of leasable space on the ground floor facing Glenwood Avenue. The petitioner originally proposed only 1,203 square feet of commercial space at the May 14, 2020, Plan Commission Pre-Application meeting. Some members of the Plan Commission said they would like to see the commercial footprint expanded if possible. The petitioner is now proposing approximately 24 percent more commercial space. The tenant is not known at this time, although the petitioner indicates the space may be appropriate for a wine bar, or other similar use that would create additional foot traffic.

Site Design

Required Bulk Setbacks

The proposed building includes 1,490 square feet of leasable commercial

space. Therefore, the following setback requirements for ground-floor commercial with residential above apply to the development [Section 10-4-17-2(D)(2)].

East front lot line, along Glenwood Avenue across from commercial, C5A

- Required: 0 feet
- Proposed: 5 feet

South corner side lot line, along Crescent Boulevard across from commercial, C5B

- Required: 39 feet 6 inches feet to match that of Lord's, as retail use is not proposed on this side
- Proposed: 2 to 6 inches; deviation requested of 0 inches
- Floors 2-5 proposed to be 'stepped back' 10 feet from the south corner side lot line

West rear lot line, adjacent to commercial (Lord's Auto Clinic), C5B

- Required: 0 feet
- Proposed: approximately 6 feet 7 inches

North interior side lot line, adjacent to commercial (Barone's, Glen Oak Café), C5B

- Required: 0 feet
- Proposed: 14 feet 6 inches
- Floors 2-5 proposed to be 'stepped back' 9 feet from the south corner side lot line

To maximize the walkable area on Glenwood Avenue, the petitioner has proposed a front yard setback of five (5) feet.

Accessory Structure Setbacks

For this project, certain accessory structures are proposed and required to comply with Section 10-5-5(B)(4), Permitted Obstructions in Required Yards. These include a fence, an emergency generator, electrical equipment, and a retaining wall. A 5-foot tall open, black aluminum fence is proposed along the entire length of the north and west lot lines. The fence wraps the southwest corner and connects to the proposed building. This segment also includes a gate. No deviations are required for the proposed fence.

In between the north façade of the proposed building and the north interior side lot line, the emergency generator and electrical equipment are proposed. Emergency generators are required to be five (5) six (6) inches from the corner side, interior side, and rear lot lines. Mechanical equipment is permitted in the rear yard provided it is no closer than ten (10) percent of the lot width from the lot line. The electrical equipment, considered mechanical equipment, is proposed in the interior side yard and setback approximately three (3) feet

from the north lot line. Two deviations are required for the emergency generator and electrical equipment setbacks.

An existing retaining wall runs from the northeast corner of the property west along the north lot line for a total length of approximately 154 feet. Retaining walls three (3) feet or taller must be ten (10) percent of the lot width from any lot line. The existing retaining wall is not being altered in any way and is considered legal nonconforming. The petitioner is proposing to extend the existing retaining wall by approximately 31 feet six (6) inches along the north lot line. If retaining walls are deemed necessary by the Village Engineer, the aforementioned setbacks can be reduced. The Village Engineer has reviewed the proposed extension of the retaining wall with a maximum height of approximately 11 feet and has approved its proposed location. No deviations are required for the new retaining wall.

Impervious surface setbacks are determined by the lot width of the property. The lot width of the subject property is 110 feet, requiring a setback of five (5) percent, or five (5) feet six (6) inches. The proposed impervious surface setbacks are zero (0) feet from the north interior side, east front, and south corner side lot lines. The setback from the west rear lot line is approximately six (6) feet nine (9) inches. Three deviations are required for three of the four impervious surface setbacks.

Building Height (Attachment 25)

The maximum permitted height in the C5B district is 55 feet. Because all of the proposed parking for the project is enclosed, a bonus of five (5) feet for a total of 60 feet is permitted. The C5B district requires that any portion of the building above 45 feet be stepped back not less than 15 feet from the front building façade.

The proposed height, shown as measured from the average grade to the top of the elevator overrun, is 66 feet eight (8) inches. As measured from the average grade to the top of the parapet wall, the height is 62 feet three (3) inches. Along Glenwood Avenue, the front façade above 45 feet is not stepped back 15 feet. To allow the building at its proposed height and to not require the 15-foot "step back", two deviations are required for the building height.

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 is approximately 84 percent. One deviation is required to allow a lot coverage of 84 percent. This is not out of character for downtown development, where a consistent street wall is desired and many buildings cover the majority of their lots.

Parking & Circulation (Attachments 20, 21, and 41)

The petitioner is proposing one (1) below-grade parking level and one (1) at-grade ground parking level for a total of 104 parking stalls. Both access drives

are from Crescent Boulevard and are full-access. The two (2) parking levels are separate and do not connect. Only apartment residents may use the parking garage. Below is a summary of each level.

	<u>Below Grade</u>	<u>At-Grade</u>	<u>Total</u>
<i>Number of Stalls</i>	56	48	104
<i>45-Degree Stalls</i>	47	43	90
<i>90-Degree Stalls</i>	11	3	14
<i>Entry</i>	Eastern	Western	
<i>Circulation</i>	Counter-clockwise	Clockwise	

Per Section 10-5-5(I), the required perpendicular length of 45-degree parking stalls is 19 feet 9.5 inches, with an aisle width of ten (10) feet. The required length for 45-degree stalls is 19 feet. All but two of the 90 proposed 45-degree stalls meet this requirement. In the below-grade level, the petitioner is proposing one (1) compact vehicle parking stall with a length of 16 feet 10 inches where 19 feet is required, on the east end of the center row of parking.

Of the twelve (12) proposed 90-degree stalls, all meet the minimum width and length required of nine (9) feet by 19 feet. One parking stall on each level does not provide the minimum drive aisle width required of 25 feet. A drive aisle of 14 feet is proposed. Please note, the Village's traffic consultant has reviewed the design and is not concerned with these requests. Two deviations are requested for the parking layout.

As proposed, the petitioner is seeking two deviations related to the required parking: a deviation from Section 10-4-17-2(G)(8) to allow 102 parking stalls (1.18 stalls per dwelling unit) where 145 stalls (1.7 stalls per dwelling unit) are required for the current mix of dwelling units, and an additional deviation from Section 10-4-17-2(G)(1) to allow zero (0) parking stalls where six (6) are required for the 1,490 square feet of commercial space. Two deviations are requested for the proposed number of parking stalls per use.

The traffic study indicates that because of its proximity to public transportation, residents in transit-oriented developments are two times more likely to not own a car (Attachment 48). The petitioner also plans to charge an additional monthly fee per parking stall for residents, which further incentivizes them to not own a vehicle. To anticipate the increasing use of electric vehicles, the petitioner is proposing four (4) electric vehicle charging stations on the lower level and three (3) on the ground floor level, for a total of seven (7) in the development.

On January 21, 2020, Village Board conducted a workshop (Attachment 49) (before the proposed development application was submitted) and discussed possible design considerations for this site, including acceptable parking ratios for a multi-family development. The Board indicated that a ratio of 1.5 parking stalls per dwelling unit was acceptable for the redevelopment of this site specifically. Some of the Trustees also indicated they would be comfortable

with a lower parking stall per dwelling unit ratio. As required by the Zoning Code, the petitioner submitted a traffic study prepared by KLOA (Attachment 48), which indicated that the proposed parking ratio exceeds ITE recommendations and is consistent with parking ratios for other transit-oriented developments in the area.

Traffic Analysis

The traffic study prepared by KLOA, Inc., used previous traffic and pedestrian counts conducted on Tuesday, December 1, 2015, and Tuesday, August 28, 2018, between 7:00 and 9:00 am and 4:00 and 7:00 pm to determine current traffic conditions. The results of these traffic counts concluded that the hour of weekday morning peak traffic occurs from 7:15 am to 8:15 am and the hour of weekday evening peak traffic occurs from 5:00 pm to 6:00 pm. The study also used background traffic conditions based upon average daily traffic (ADT) projections for 2025 provided by the Chicago Metropolitan Agency for Planning (CMAP) and the estimated traffic volumes for the Avere on Duane (427 Duane St.) and Apex 400 (400 N Main St.) developments, which are currently under construction.

Based on the above parameters, the proposed residential use is estimated to generate a total of 360 daily two-way trips. This total is a result of the 23 percent reduction projected given the subject property is within one-quarter of a mile of the Glen Ellyn Metra station. For the proposed commercial use, a total of 60 daily two-way trips are estimated. Overall, the total of 420 daily trips estimated, is low in comparison with the existing traffic volumes on area roads. Additionally, vehicular delays at intersections are projected not to change levels of service or to be detectable due to this development. The Village traffic consultant reviewed the traffic impact study and concurred with the methodology used and the findings of KLOA, Inc.

Pedestrian Access

The proposed building provides three (3) pedestrian access points from the public right-of-way. The primary entrance for apartment residents and visitors is located at an angle on the southeast corner at the building. This entrance leads to the lobby for the apartments. The second access point leads to the commercial space and is on Glenwood Avenue, approximately 56 feet north of the southeast corner. The last access point is a door to connect the garage to Crescent, located at the southwest corner of the building.

The north building facade has two additional access points. The western door connects to the loading space for residential moves. The eastern door connects the commercial space to the loading space.

Loading Spaces

Per Section 10-5-9, a loading space is not required for this project as the commercial space is less than 5,000 square feet. However, a loading space is provided on the north side of the building and meets the minimum size requirements. The petitioner is also proposing a drop-off/pick-up area at the

northwest corner of the Crescent-Glenwood intersection, with a recessed curb. The traffic study states that this will allow vehicles to drop off or pick up residents without blocking traffic, but notes that a 15-minute time limit sign should be installed in conjunction with this improvement.

Stormwater Management & Environmental Review

The property is not within a regulatory floodplain. Only an additional 146 square feet of impervious surface is proposed. Therefore, no stormwater management facilities are required (Attachment 42).

The petitioner provided the required natural resource review (Attachment 15), which concluded that no threatened or endangered species or other natural resources are located on the subject property. Additionally, the petitioner provided two (2) Phase II environmental reports, dated 2015 and 2017 (Attachments 17, 18). Both of these reports concluded that no remediation is needed on the subject property.

Overhead Utilities

Overhead utilities run along the west (rear) lot line adjacent to Lord's Auto Clinic as well as the north (interior side) lot line adjacent to Barone's and Glen Oak Café. Along the west lot line, they are within the limits of the subject property. Along the north lot line, however, they are on Barone's and Glen Oak Café's properties. Per Zoning Code requirements, only those utility lines within the limits of the subject property are required to be undergrounded. The petitioner is proposing to underground the utilities along the west property line as required.

Lighting (Attachments 43, 45)

The petitioner is requesting a deviation from Section 10-5-13(M) to allow certain light fixtures to not be shielded on the tops and sides. Three light fixtures are proposed on the building elevations that do not meet the shielding requirements. They are the Brownlee wall sconce in black the BEGA wall luminaire in black, and the San Marco gas lantern. No deviations are required for illumination levels. One deviation is required to not have all of the aforementioned light fixtures be shielded.

Landscaping (Attachment 30)

Per Section 10-7-4(A), planned unit developments proposed in the C5A and C5B districts are not required to provide open space. However, because 0.06 acres (2,518 ft²) of open space is proposed, a landscape plan is required. The petitioner is planning to use approximately 438 square feet of the open space as a dog run for residents' pets. The surface for the dog run will be impervious "astroturf" grass. The remainder of the open space will be landscaped with a low maintenance ground cover and a combination of coniferous and deciduous shrubs along the north lot line. Because the properties to the north and west are also zoned C5B Central Service Subdistrict, screening along the north and west lot lines is not required. No deviations are required for the proposed landscaping.

For public way landscaping, the petitioner is proposing three planter boxes along the Crescent façade, two of which are 12 feet long and the other is 8 feet long. All are one foot two inches in depth and a variety of grasses are proposed to add interest to public realm. A clear path of at least five feet is maintained along Crescent. The apartment entrance at the southwest corner of the building and the commercial space entrance at the center of the Glenwood façade also have round planters on each side. Finally, the Public Works Streets & Forestry Division has reviewed and approved the proposed public parkway trees.

Site & Building Amenities

Apartments

The petitioner is proposing multiple amenities for the building, both interior, and exterior. Inside the building, the petitioner is proposing a pet spa, craft room, bicycle studio, meeting room, business center, package and mailrooms, a fitness studio, and club room. Off the club room and fitness studio are rooftop terraces. These terraces look out over Glenwood and Crescent. To the north of the building, the petitioner is proposing a dog run.

For garbage removal, each floor of apartments has a trash room with a garbage chute. The garbage chute connects to the garbage room located on the at-grade/ground floor inside the parking garage. The garbage hauler will be responsible for taking the garbage out to Crescent on pick up days.

Commercial Space

An outdoor seating area is proposed along the east side of the building facing Glenwood. Although a tenant is not yet planned for this space, the petitioner intends to have some type of retail or quick-serve restaurant in the space.

For garbage removal for the commercial space, the north façade is inset to fit a 4-yard dumpster immediately east of the secondary door. It is enclosed by the building itself. The petitioner is proposing perforated metal paneling for the gate.

Developer Donations

The developer donations that will be contributed to the taxing districts by the developer are as follows:

1. Glen Ellyn Park District – \$50,000.00
2. School District 41 – \$25,789.00
3. School District 87 - \$8,776.60
4. Fire Company - \$43,000.00
5. Glen Ellyn Library - \$43,640.04

Staff has included a condition of approval for the requested zoning relief that requires the petitioner to pay these developer donations before building permit issuance.

**REVIEW
PROCESS:**

Per Section 10-10-15(A), developers must attend a Pre-Application meeting with the Plan Commission before filing a formal application for Planned Unit Development (PUD) approval. On May 14, 2020, the petitioner completed this requirement and confirmed with the Plan Commission they could proceed with a simultaneous review of the Preliminary PUD and the Final PUD plans or a 'one-step' PUD. Therefore, the petitioner is requesting a recommendation of approval from the Plan Commission for the following:

1. A Preliminary and Final Planned Unit Development Plan with noted Zoning Deviations;
2. A Special Use Permit to allow multi-family dwellings; and
3. An Application for Exterior Appearance approval.

The Plan Commission should make a recommendation on the above requests. The Village Board will make a final determination to approve, approve with conditions, or deny the requests. The petitioner has also filed a TIF Incentive Request for consideration by the Village Board. The Village Board will consider the draft redevelopment agreement along with the requested zoning entitlements. The Plan Commission does not have purview over TIF Incentive Requests.

**CONSTRUCTION
SCHEDULE:**

The petitioners have provided a construction schedule as part of their PUD submittal. They anticipate preparation for the demolition of the building on the site to begin in August 2021, with the construction of the building beginning at the end of September 2021. They anticipate substantial completion of the project by March of 2023.

**PUBLIC
ENGAGEMENT:**

Previous Public Discussions (Attachment 49)

As referenced above, the petitioner presented the subject project to the Plan Commission at a Pre-Application meeting on May 14, 2020, to receive informal feedback on the zoning relief and exterior appearance. The Village Board also discussed design alternatives for the potential redevelopment of the subject property at their regularly scheduled January 21, 2020 workshop and this proposed development specifically at their regularly scheduled June 22, 2020 workshop. To publicize the Pre-Application meeting with the Plan Commission, the following methods of public outreach were completed:

1. April 30, 2020 – The Village published a development web page on the Village website to include information and concept plans on the project, which has been updated continuously to reflect current plans. This page includes a “Public Comment” button to allow the public to submit comments on the subject project. This page also includes a “Notify Me” button to allow interested parties to request email updates for any changes to the project webpage. Eighty-five (85) people are currently subscribed.
2. May 1, 2020 – The *Daily Herald* published an article about the project and

the Pre-Application meeting.

3. May 6, 2020 – Mailed notice to property owners within 350 feet of the subject property, which included participant link to the Zoom meeting and the link to the aforementioned web page.
4. May 7, 2020 – Project information and a notice of the Pre-Application meeting was included in the Village e-News email blast.
5. May 12, 2020 – The Glen Ellyn Chamber of Commerce and the Downtown Alliance each included project information in their newsletters.

Public Hearing

Given the continued high profile and public interest of this particular property, and the unique circumstances caused by the COVID-19 pandemic, the following additional public outreach methods were completed to publicize the Plan Commission public hearing on November 12, 2020:

1. October 27, 2020 – The Daily Herald published a news article about the project, which included the public hearing information.
2. October 30, 2020 – The dedicated development web page on the Village website was updated with current plans and the date of the public hearing before the Plan Commission. This page also includes a “Notify Me” option to allow for interested parties to request email updates for any changes to the Village webpage, and a “Public Comment” option to allow interested parties to submit their comments related to this development.
3. November 4, 2020 – The Village’s Facebook and Twitter accounts and the Village’s Economic Development Facebook account all shared a social media post. The Village e-newsletter and the Economic Development newsletter also included public hearing information.
4. November 5, 2020 – The Village’s electronic message board located at the Main and Crescent intersection began showing the public hearing information. The Glen Ellyn Chamber of Commerce also shared the Village’s 11/4/2020 Facebook post with their followers.

PROJECT BENEFITS:

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

1. The project adds a total of 86 new apartment units to the downtown, the new residents of which would support existing downtown businesses and bring new life and vitality to the area. The Downtown Plan recommends that the Village add a minimum of 450 new residential units to the downtown.
2. The project would include the redevelopment of one 0.81 acre site with 1,490 square feet of new, modern commercial space, where 13,500 square feet of commercial space has been vacant for six (6) years.
3. The proposed project would provide high-quality, luxury housing options that are not currently available in the Village that may allow existing residents to age in place and young professionals to either work from home in the COVID-19 era or commute via public transit to downtown Chicago

in less than 60 minutes.

4. The project would meet the current Village building code requirements.
5. The project is considered a transit-oriented development, which is shown to be in high demand and a successful trend in other suburban downtowns with Metra stations.

**PLAN
COMMISSION
ACTION:**

The Plan Commission should consider the petitioner's requests for approval of the following for the property located at 460 Crescent Boulevard:

1. A Preliminary and Final Planned Unit Development Plan with noted Zoning Deviations;
2. A Special Use Permit to allow multi-family dwellings; and
3. An Application for Exterior Appearance approval.

Staff Recommendations

Staff suggests that the Plan Commission consider that following conditions if they elect to recommend approval of the project:

1. That the petitioner construct, maintain, and operate the development in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees;
2. That the petitioner shall install, maintain, and replace all landscape materials per the approved landscape plan;
3. That the petitioner prepare a construction management plan for review at a pre-construction meeting with the Police, Fire, Public Works, and Community Development Departments and that said Village staff approve the construction management plan before the issuance of a building permit;
4. That the proposed drop-off/pick-up recessed curb area at the northwest corner of the Crescent-Glenwood intersection, should it remain and be incorporated into the Village Board approved downtown streetscape improvement plan, be signed with a time limit of 15 minutes;
5. That the petitioner shall comply with the downtown streetscape improvement plan adopted by the Village Board for the Glenwood Avenue and Crescent Boulevard rights-of-way and coordinate with Public Works on the installation of the materials;
6. That any outdoor café seating obtain a license agreement with the Village annually before seating is installed and used;
7. That the petitioner coordinate with Public Works to install a new bike rack consistent with downtown streetscape furniture in an appropriate location;
8. That sheets A-101 and A-102, prepared by Tandem Architecture, Inc., dated 11/5/2020, which propose a total of 104 parking stalls, be modified as required by the 2018 Illinois Accessibility Code and Section 10-5-13(I) of the Glen Ellyn Zoning Code, to provide that no less than 102 parking stalls prior to building permit issuance;
9. That all visible rooftop mechanical units be screened with a height not to

- exceed that of the overall maximum height deviation granted;
10. That all proposed improvements to the public right-of-way be subject to change per the pending downtown central business district streetscape improvement, per Village Board approval;
 11. That the petitioner secure all required temporary construction and perpetual easements on private property before the issuance of any building permits;
 12. That the petitioner incorporate some additional design detail into the building as recommended by the Historic Preservation Commission and the Glen Ellyn Historical Society per the memo addressed to the petitioner dated October 21, 2020, including adding details to the building corners, varying the roofline by increasing the cornice heights and incorporating public art and historic light fixtures and any such changes shall be incorporated prior to Village Board review of the project;
 13. That the petitioner pay a total of \$171,205.64 in developer donations for dispersal to the Glen Ellyn Park District, School District 41, School District 87, the Glen Ellyn Library, and the Glen Ellyn Volunteer Fire Company before the issuance of any building permits; and
 14. That all floor plans, elevations, and other architectural plans be consistent with one another to the satisfaction of the Building & Zoning Official prior to the issuance of any building permits.

Upon considering each of these requests, the Commission should make a recommendation to the Village Board for approval, approval with conditions, or denial.

ATTACHMENTS:

1. Aerial Photo
2. Zoning and Location Map
3. Location Map for Public Hearing Notice
4. List of Addresses for Public Hearing Notice
5. Public Hearing Notice
6. Certificate of Publication
7. Petitioner's Cover Letter
8. Petitioner's Application for Preliminary PUD Approval
9. Petitioner's Application for Final PUD Approval
10. Petitioner's Application for Special Use Permit for Multi-Family Dwelling Units
11. Petitioner's Application for Exterior Appearance Approval
12. Supporting Application Materials
13. List of Requested Deviations
14. Representative Project References
15. EcoCAT Report
16. Land Use Opinion
17. 2015 Phase II Subsurface Investigation Report
18. 2017 Phase II Subsurface Investigation Report
19. A-100 Cover Sheet
20. A-101 Lower Level Parking

21. A-102 Main Street-Parking Level PUD Plan
22. A-103 Floor Plans – Levels 2-5
23. A-104 Typical Unit Floor Plans 1 and 2 Bedroom
24. A-200 Elevations
25. A-300 Building Sections
26. A-400 Elevations – Color
27. A-401 Renderings – Day
28. A-402 Renderings – Night
29. Before & After Exhibit, Building Design
30. L-100 Landscape Plan
31. Engineer's Statement
32. C1.0 Cover Sheet
33. C2.0 Existing Conditions
34. C2.1 Preliminary Site Demolition Plan
35. C3.0 Preliminary Site Dimensional & Paving Plan
36. C4.0 Preliminary Utility Plan
37. C5.0 Preliminary Grading Plan
38. C5.1 Average Existing Grade Exhibit
39. C5.2 Detailed Grading
40. C5.3 Sidewalk Grading – Glenwood
41. TR1.0 Vehicle Circulation Exhibit
42. EXH1.0 Pervious-Impervious Exhibit
43. Photometric Plan
44. Primary and Secondary Material Details
45. Light Fixture Specs
46. Construction Schedule
47. Residential Market Analysis
48. Traffic Study
49. Minutes of Public Meetings, RE: 460 Crescent & Downtown
50. Public Comments received as of 11-6-2020
51. Memo to Petitioner RE: HPC & GEHS Comments dated 10/21/2020
52. Excerpts from 2001 Comprehensive Plan
53. Excerpts from 2009 Downtown Strategic Plan
54. Excerpts from draft 2020 Comprehensive Plan

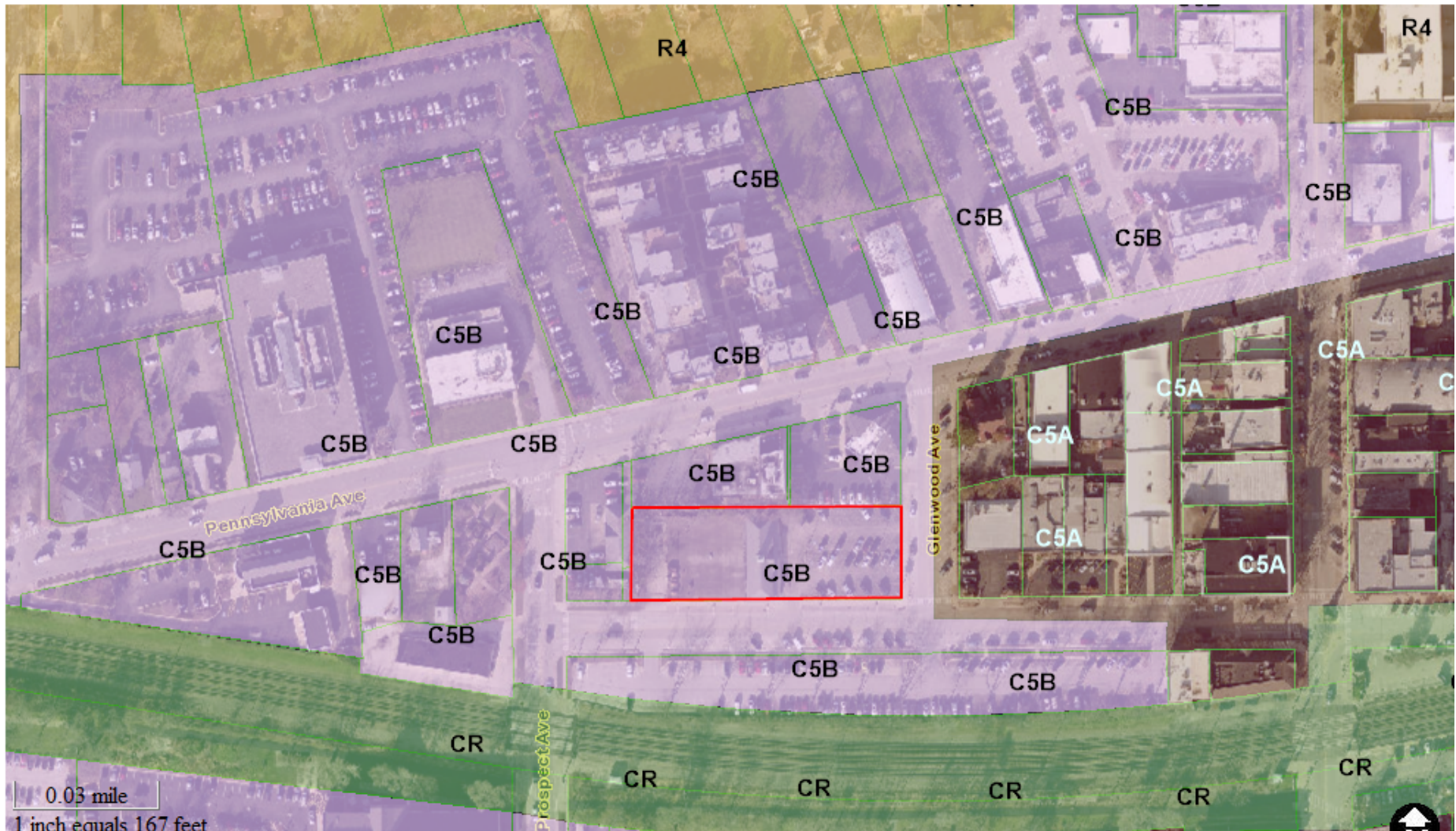


Map created on May 8, 2020.

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



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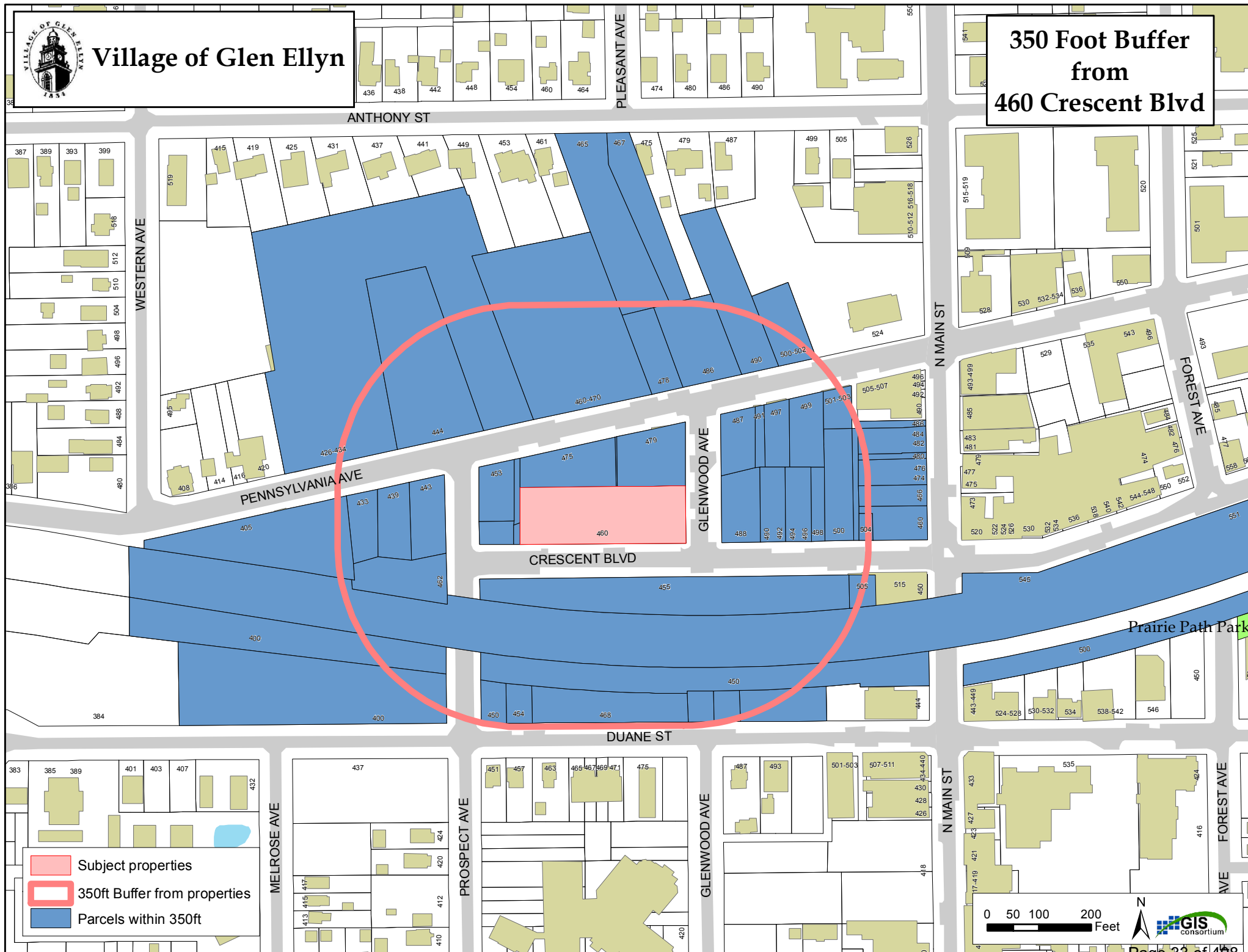
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Village of Glen Ellyn

350 Foot Buffer
from
460 Crescent Blvd



**List of Addresses for Public Hearing Notice
460 Crescent Blvd**

Recipient	Street Number	Direction	Street Name	Apt #	City	State	Zip
450 DUANE ST LLC	450		DUANE ST		GLEN ELLYN	IL	60137
460-66 NORTH MAIN STREET	4520	N	DOVER DR		CHICAGO	IL	60640
479 PENNSYLVANIA AVE LLC	479		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137
490 PENN LLC	490		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137
ALLEN, RANDALL R TR	462D		PENNSYLVANIA AVE	#4S	GLEN ELLYN	IL	60137
ANDERSON, STEPHANIE	464A		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137
AYO, ROBERT	468-F		PENNSYLVANIA AVE	#9	GLEN ELLYN	IL	60137
BMO HARRIS BANK	111	W	MONROE ST	#24W	CHICAGO	IL	60603
BRIDGE COMMUNITIES INC	505		CRESCENT BLVD		GLEN ELLYN	IL	60137
BURRELLO, JOSEPH & JANET	468		PENNSYLVANIA AVE	#H	GLEN ELLYN	IL	60137
CHUNG, Y & S BAEK	3239		SAN AMADEO	#B	LAGUNA WOODS	CA	92637
CITIGROUP INC			PO BOX 30508		TAMPA	FL	33630
CLEWLOW, ROBERT & DEBBIE	465		ANTHONY ST		GLEN ELLYN	IL	60137
COMMUTER RAIL DIVISION	547	W	JACKSON BLVD		CHICAGO	IL	60661
COSTELLO, JOSEPH N	9S371		STEARMAN DR		NAPERVILLE	IL	60564
COUNTY OF DU PAGE	421	N	COUNTY FARM RD		WHEATON	IL	60187
CROWLEY, STEPHEN	468A		PENNSYLVANIA AVE	#14	GLEN ELLYN	IL	60137
DAVIS, DONNA J	462 H		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137
DB-GE CRESENT LLC	2920	W	EUCLID AVE		ARLINGTON HGTS	IL	60005
DOLPHIN, JAMES & KENDALL	407A		PENNSYLVANIA AVE	#4	GLEN ELLYN	IL	60137
DUPAGE COUNTY HWY DEPT	130	N	COUNTY FARM RD		WHEATON	IL	60187
DUPAGE MEDICAL GROUP	1100	W	31ST	#300	DOWNERS GROVE	IL	60515
EVANS JR, JOHN P	500		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137
FAMILY SERVICE OF DU PAGE	402	W	LIBERTY DR		WHEATON	IL	60187
FISCHER LIVING TRUST	460B		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137
GE480 N MAIN ST LLC	480	N	MAIN ST		GLEN ELLYN	IL	60137
GIOVENCO, VINCENZO	571	S	LA LONDE		LOMBARD	IL	60148
GLEN ELLYN LIBRARY	400		DUANE ST		GLEN ELLYN	IL	60137
GRAY, RICHARD & COLLEEN	470		PENNSYLVANIA AVE	#B	GLEN ELLYN	IL	60137
HARPER LEE HOLDINGS LLC	462		PROSPECT AVE		GLEN ELLYN	IL	60137
HASTINGS, STEVEN & DIANE	466A		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137
HEARTS OF OAK LLC	439		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137
INGARDONA, ALEX & KRISTY	468D		PENNSYLVANIA AVE	#11	GLEN ELLYN	IL	60137
KENT, GARY & VIRGINIA	462		PENNSYLVANIA AVE	#1N	GLEN ELLYN	IL	60137
KIEF, CAROLYN & GRANT	464B		PENNSYLVANIA AVE	#23	GLEN ELLYN	IL	60137
LORDS AUTO	453		PENNSYLVANIA AVE		GLEN ELLYN	IL	60137
LYNN JR, FRANCIS A	462 3S		PENNSYLVANIA AVE	#31	GLEN ELLYN	IL	60137
MARBERRY, PETER	315	E	MAIN ST		ST CHARLES	IL	60174
MARKUM, JAMES G	462		PENNSYLVANIA AVE	#3N	GLEN ELLYN	IL	60137
MERRICK, BARBARA	468B		PENNSYLVANIA AVE	#13	GLEN ELLYN	IL	60137
MIKEZ, STEPHEN & MICHELLE	466		PENNSYLVANIA AVE	#21	GLEN ELLYN	IL	60137
MIRZA, KARRAR & M BEGUM	1285		BURDETTE CT		GLENDALE HGTS	IL	60139
MOELLER, JAMES C	466F		PENNSYLVANIA AVE	#17	GLEN ELLYN	IL	60137
MOREY, GENE	462A		PENNSYLVANIA AVE	#29	GLEN ELLYN	IL	60137
MURPHY, HARRY & PATRICIA	466	E	PENNSYLVANIA AVE	#18	GLEN ELLYN	IL	60137
PETRY, T & M CLIFFORD	460		PENNSYLVANIA AVE	#3A	GLEN ELLYN	IL	60137
PUCCINI, JASON & CARLA	467		ANTHONY ST		GLEN ELLYN	IL	60137
PUGLIA, SUSAN D	460-C		PENNSYLVANIA AVE	#3	GLEN ELLYN	IL	60137
ROOT, RANDALL C			PO BOX 550		BROOKLYN	MI	49230
SAMPSON, RICHARD D	470		PENNSYLVANIA AVE	#C	GLEN ELLYN	IL	60137
SBC	909		CHESTNUT	#36M1	ST LOUIS	MO	63101
SOUND PROPERTY INVESTMENT	4602		SUNNYSIDE AVE		WOODSTOCK	IL	60098
STANO, DENISE	466		PENNSYLVANIA AVE	#G	GLEN ELLYN	IL	60137
STUART BUCKLEY ENTERPRISE	454		DUANE ST		GLEN ELLYN	IL	60137
SVIGOS, PAUL	1	W	DUNDEE RD	#200	BUFFALO GROVE	IL	60089
TERMOSJ LLC	1315		CINDY LN		SANDWICH	IL	60548
V PROPERTIES	4N602		MOUNTAIN ASH DR		WAYNE	IL	60184
V PROPERTIES LLC	4N602		MOUNTAIN ASH DR		WAYNE	IL	60184

**List of Addresses for Public Hearing Notice
460 Crescent Blvd**

VAN STRYDONCK, FREDERICK	468E	PENNSYLVANIA AVE	#10	GLEN ELLYN	IL	60137
VENEZIA, JEANNINE H	462-F	PENNSYLVANIA AVE	#26	GLEN ELLYN	IL	60137
VENTURE PROPERTIES	478	PENNSYLVANIA	#103	GLEN ELLYN	IL	60137
VILLAGE OF GLEN ELLYN	535	DUANE ST		GLEN ELLYN	IL	60137
VINYARD, G & J SHEPELAK	468C	PENNSYLVANIA AVE	#12	GLEN ELLYN	IL	60137
WAGNER, JUDITH	466C	PENNSYLVANIA AVE	#20	GLEN ELLYN	IL	60137
WALSH, K & V DRAZDYS	466D	PENNSYLVANIA AVE	#19	GLEN ELLYN	IL	60137
WEBSTER, STEPHEN & MARSHA	468	PENNSYLVANIA AVE	#G	GLEN ELLYN	IL	60137
WEILER, MICHAEL & E	466	PENNSYLVANIA AVE	#H	GLEN ELLYN	IL	60137
WILLSEY, FRANCIS & KANELLA	218	HERRICK RD		RIVERSIDE	IL	60546
WITH, JON	2915	KELLY DR		ELGIN	IL	60124
YA HOLDINGS LLC	1065	THORNDALE AVE		BENSENVILLE	IL	60106

NOTICE OF PUBLIC HEARING

Michael O'Connor, Vice President of Development and Leasing for Holladay Properties and the petitioner, is requesting approval of a Special Use for a Planned Unit Development with zoning deviations and a Special Use Permit to allow multi-family dwellings on the property located at 460 Crescent Boulevard on behalf of the property owner, the SB-GE Crescent, LLC. The property is located at the northwest corner of the Crescent Boulevard and Glenwood Avenue intersection in the C5B Central Service Subdistrict. The requests are associated with the proposed construction of a five-story, six-level mixed-use building. The proposed building will have one level of below-grade parking and one level of at-grade parking with a total of 102 parking stalls. The proposed building will also include approximately 1,490 square feet of commercial space on the ground floor and the second through fifth floors will consist of 86 dwelling units. The proposed project will require the demolition of the existing vacant 13,500 commercial building and 42 stall surface parking lot. The property is approximately 0.81 acres in total.

Before the Glen Ellyn Village Board can consider the requests, the Glen Ellyn Plan Commission must conduct a public hearing. The Plan Commission will consider the requests on **Thursday, November 12, 2020 at 7:00 p.m. via the virtual meeting platform, Zoom.**

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

1. A Special Use Permit in accordance with Section 10-10-14 of the Zoning Code to allow multi-family dwellings in the C5B Central Service Subdistrict on the property located at 460 Crescent Boulevard.
2. A Special Use Permit for a Planned Unit Development on the property located at 460 Crescent Boulevard in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.
3. The following deviations from the Glen Ellyn Zoning Code:
 - a. To allow 102 parking stalls where a total of 151 are required for a mix of 86 studio, one-bedroom, and two-bedroom multi-family dwelling units and 1,490 square feet of commercial use [Section 10-4-17-2(G)(8), Section 10-4-17-2(G)(1)].
 - b. To allow a corner side yard setback of zero (0) feet where a setback of approximately 39 feet six (6) inches is required from the south (corner side) lot line [Section 10-4-17-2(D)(2)(b)].
 - c. To allow an overall maximum height of approximately 67 feet, including parapet walls, elevator overrun, HVAC units, and mechanical units, where 60 feet is permitted [Section 10-4-17-2(E)(2)].
 - d. To allow the front façade of the proposed building (facing Glenwood Avenue) to not be 'stepped back' 15 feet where the building is taller than 45 feet in height [Section 10-4-17-2(E)(1)].
 - e. To allow impervious surface setbacks from the north (interior side), east (front), and south (corner side) lot lines of approximately zero (0) feet where a setback of five (5) feet six (6) inches is required [Section 10-5-5(C)(1)].
 - f. To allow the emergency generator to be approximately four (4) feet seven (7) inches from the north (interior side) lot line where a setback of at least five (5) feet six (6) inches is required [Section 10-5-5(B)(4) #10.b].

- g. To allow mechanical equipment as a permitted encroachment in the side yard between the north (interior side) lot line and the north elevation of the proposed building to be approximately three (3) feet from said lot line where a setback of 11 feet is required [Section 10-5-5(B)(4) #19].
- h. To allow a maximum lot coverage of approximately 84 percent where a lot coverage of 65 percent is permitted [Section 10-7-9(D)].
- i. The following variations from Section 10-5-8(I) are required:
 - i. To allow one (1) parking stall at a 45-degree angle to be 16 feet 10 inches in length where a length of 19 feet is required.
- j. To allow an approximately 14-foot drive aisle for one 90-degree parking stall where a 25-foot drive aisle is required.
- k. To allow exterior light fixtures to have exposed tops and sides where they are required to be shielded on the tops and sides [Section 10-5-13(M)(1)(c)].

The subject properties are legally described as follows:

460 CRESCENT BOULEVARD

THE SOUTH 110 FEET OF ALL THAT PART OF BLOCK 5 IN THE TOWN OF DANBY (ALSO BLOCK 5 IN THE PLAT OF COUNTY CLERK'S SECOND ASSESSMENT DIVISION) ALL IN THE SOUTHWEST ¼ OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF THE WEST LINE OF LOT 3 IN MORRELL'S PLAT OF LOTS 2 AND 3, BEING PART OF SAID BLOCK 5 ACCORDING TO THE PLAT OF SAID MORRELL'S LOTS RECORDED JANUARY 10, 1962 AS DOCUMENT R62-994, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 05-11-314-008

To view some plans related to the proposed project, please visit the Village website here: <http://www.glenellyn.org/246/Public-Notice-Portal>. Plans are also on file in the Community Development Department, Civic Center, 535 Duane Street, Glen Ellyn, Illinois and can be requested by contacting Katie Ashbaugh, Planner at kashbaugh@glenellyn.org. All plans and a staff report will be posted on the Village's website no later than Friday, November 6, 2020, on the Agendas and Minutes page, linked here, <http://www.glenellyn.org/734/Village-Agendas-Minutes>.

On June 12, 2020, Governor Pritzker signed PA 100-0640 (SB2135) into law. This new law amends the Open Meetings Act ILCS 120 to expressly authorize public bodies to meet remotely without the otherwise required quorum present at the meeting place while a disaster declaration is in place. The COVID-19 disaster declaration satisfies this condition, allowing Plan Commission members to participate electronically in meetings at this time. The public is welcome to observe and participate in all meetings of the Plan Commission.

All persons who are interested are invited to attend the public hearing via Zoom. Any public questions or comments regarding this request should be submitted in advance of the meeting either via the Plan Commission public comment form, linked here, <https://glenellynil.seamlessdocs.com/f/publiccommentplan> or via email to Katie Ashbaugh, Planner, at kashbaugh@glenellyn.org. All public comments received by 4:30 pm on Thursday, November 12, 2020 will be read into the record at the public hearing. The public may also observe and participate in the meeting in progress on Zoom. The Zoom information is provided below.

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87944809033?pwd=RUxkMVlpWTRoWnQwcnpZZ3FYUXd1QT09>

Passcode: 625535

Or iPhone one-tap:

US: +13126266799,,87944809033#,,,,,0#,,625535# or
+16465588656,,87944809033#,,,,,0#,,625535#

Or Telephone: Dial(for higher quality, dial a number based on your current location):

US: +1 312 626 6799 or +1 646 558 8656 or +1 301 715 8592 or +1 669 900 9128 or +1
253 215 8782 or +1 346 248 7799

Webinar ID: 879 4480 9033

Passcode: 625535

International numbers available: <https://us02web.zoom.us/j/87944809033?pwd=RUxkMVlpWTRoWnQwcnpZZ3FYUXd1QT09>

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 Passcode: 625535

Or iPhone one-tap:
 US: +13126266799, 87944809033# or +16465588656, 87944809033# or +13017158592 or +16699009128 or +12532158782 or +13462487799
 Webinar ID: 879 4480 9033
 Passcode: 625535

International numbers available:
<https://us02web.zoom.us/j/87944809033>
 Published in Daily Herald October 28, 2020 (4553453)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

DuPage County Daily Herald

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

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

County(ies) of DuPage

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

I further certify that the DuPage County DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 10/28/2020 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 Laurel Baltz
Designee of the Publisher and Officer of the Daily Herald

RECEIVED

NOV 03 2020

VILLAGE OF GLEN ELLYN

May 29, 2020

Ms. Katie Ashbaugh, AICP
Planner
Planning and Development Dept.
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

RE: Plan Commission Application Proposed Transit Oriented Mixed Use Development-460 Crescent Blvd.

Dear Katie:

We are pleased to submit the enclosed PUD Application to the Plan Commission for our proposed mixed use development to be constructed at 460 Crescent Blvd at the north west corner of Crescent Blvd. and Glenwood Ave. in downtown Glen Ellyn. Following our recent Pre- Application meeting with the Plan Commission we have revised our plans and believe our proposed development will fulfill the vision of the draft comprehensive plan update for the development of this important catalyst site and the overall enhancement of the downtown. Our proposed project will help to transform the north side of the downtown into a thriving, walkable, urban living environment attracting both new and existing residents to live, work and play in downtown Glen Ellyn.

This letter is intended to provide a summary of our response which is contained in the accompanying plans and reports prepared by our consultant team in order to address each of the requirements within the PUD Application Packet.

1. General Information

- a. Owner SB-GE Crescent, LLC 130 East Randolph #2100 Chicago, IL 60601 312-248-2087.
- b. Legal description- see survey attached. Address 460 Crescent Boulevard PIN# 05-11-314-008
- c. Present Zoning- C5B
- d. Commercial PUD proposed
- e. Proposed Uses: Residential Dwelling Units, Ancillary Enclosed Parking for Residential Tenants, Commercial Retail Uses as allowed in C5B- Specific use TBD.
- f. List of proposed deviations:
 1. Seeking a Special Use Permit for a Planned Unit Development and a Special Use Permit for multi-family residential.
 2. A parking deviation from Section 10-4-17-2(G)(8) to allow 104 parking stalls (1.21 stalls per dwelling unit) where 145 stalls (1.7 stalls per dwelling unit) are required for the current mix of dwelling units
 3. Deviation from Section 10-4-17-2(G)(1) to allow zero (0) parking stalls where six(6) are required for the 1,490 square feet of commercial space.

4. 60 ft. is max height recommended for C5 districts, we are asking for a deviation for 66'-8" above our calculated average grade (749.93'). This deviation is required for only the architectural features (tower elements). The main roof is 59' and 8.5" which falls within the maximum height of 60 ft. The parapet wall is 62' and 2.5".
 5. Section 10-4-17-2(E)(1) requires the portion of a structure over 45 feet must be stepped back from the front building facade(s) not less than 15 feet. We are asking for a deviation of this setback. We propose to instead provide a five (5) foot front yard setback to the entire building along Glenwood Avenue which will provide a sidewalk width over twelve (12) feet for the public walk.
- g. Quantitative Summary: 0.805 Acres. Residential Density 106.8 DU/Acre, 104 parking spaces for residential use, Public Open Space 550 SF (setback for public plaza, outdoor seating and dining at Glenwood). See attached site data table and Civil Engineering sheet A-102 for Dwelling unit/bedroom quantities and Lot Coverage calculation.
2. Maps Plats and Graphics
 - a. Survey- See enclosed ALTA Survey.
 - b. Existing Site Conditions- See attached Topographic survey.
 - c. Surrounding Conditions- See attached Surrounding Conditions exhibit including building sections describing relative elevations of buildings in the vicinity of the site (Included with building plans).
 - d. Preliminary Planned Unit Development Plat- See attached exhibit contained in architectural set.
 - e. Grading and Landscape Plan- See attached Landscape Plan. Grading Plan is included with preliminary engineering documents in Utility and Drainage Plans section f (sheet C 5.0).
 - f. Utility and Drainage Plan- see attached preliminary engineering set (sheet C4.0).
 - g. Building Plans- See attached floor plans, elevations and renderings.
 3. Supporting Documentation
 - a. Developer Statement- Developer hereby commits to develop, own and operate as a Class A mixed use residential property consistent with the vision of the Comprehensive Plan of the Village of Glen Ellyn (Complete Developer Narrative Statement attached).
 - b. Cost Revenue Study- It is our understanding the school districts will be notified by the Village and any impact of added students on the schools will be addressed by an economic formula contained in the Re-development Agreement.
 - c. Traffic Analysis- See attached Parking and Traffic Study prepared by KLOA pertaining to parking requirements for the residential and commercial components as well as proposed access points and traffic impact pertaining to the proposed uses.
 - d. Environmental Impact Study- See attached ECOCAT notification. We are aware of no other required environmental study requirements.
 - e. Natural Resources Report- See attached application for the Kane DuPage Soil and Water Conservation District. In addition we have attached correspondence from the District indicating a LUO Report is not required for this site.
 - f. Soil Boring Reports- see attached soil boring reports conducted as part of the Phase One Environmental Investigation.

- g. Statement of Economic justification- See attached market study summary prepared by Tracy Cross and Associates addressing proposed residential component.
- h. Draft of proposed covenants pertaining to maintenance and operations- See attached draft covenants to be included in the Re-development Agreement between the Developer and the Village of Glen Ellyn.
- i. Preliminary Timeline- The anticipate timeline assumes completion of entitlement process with the Village in the fall of 2020 and commencement of construction in mid-2021 with completion in late 2022.
- j. Stages- The project will be constructed as a single phase in its entirety.
- k. Evidence of capability- Developer has completed similar projects and offers contact information for references who will verify the capabilities and performance of the Developer.
- l. Written Statement of Developer- The Developer hereby agrees to be bound by the covenants, conditions and regulations proposed by the applicant herein and agrees to include these commitments in the Re-Development Agreement between the Developer and the Village of Glen Ellyn. Should any additional commitments be required for recording with the DuPage County Recorder of Deeds the Developer hereby agrees to complete this at the direction of the Director of the Department of Planning.

We believe this Planned Unit Development Application and the accompanying documents and plans are complete and request this matter be placed on the agenda of the Planning Commission for consideration. Please feel free to contact us with any questions you may have. We appreciate this opportunity and look forward to working with the Village of Glen Ellyn on this exciting project.

Yours very truly,

HOLLADAY PROPERTY SERVICES, INC.



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



T. Drew Mitchell
Vice President- Development

Cc: Staci Springer- Village of Glen Ellyn
Kelly Purvis- Village of Glen Ellyn

**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 Unit Development Plan (PUD), as described below.

Date Filed: May 29, 2020 Application No. _____

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

Name of Applicant: Holladay Properties

Address of Applicant: 6370 Ameriplex Drive Suite 110 Portage, IN. 46368

Business Phone: 219-764-3104 (Mobile): 602-663-3986

Email: moconnor@holladayproperties.com (Fax): 219-764-0446

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

Name of Owner(s): SB-GE Crescent, LLC

Address: 130 E. Randolph St. #2100 Chicago, IL. 60601

Legal Description of Property:

See attached ALTA survey

Zoning Classification: C5B Property Size/Area: 0.805 acres

Present Use: Vacant Grocery Store building and surface parking lot

Requested Use/Construction:

Residential and commercial mixed use with enclosed off street parking.

Estimated Date to Start Construction: Mid 2021

(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 mixed use development fulfills the vision for this catalyst site as described in the draft Comprehensive Plan for the Downtown. The proposed development replaces a vacant grocery store and parking lot. The existing building is functionally obsolete for its former grocery store use. Vehicle access to the interior parking garage is planned in two locations from Crescent Boulevard and a third access point for loading vehicles is provided off Glenwood. These access locations are consistent with the approximate locations of the existing access points serving the site. The proposed mixed use development includes 86 residential units and 1,556 SF of commercial/retail space fronting on Glenwood St. The commercial/retail space may serve one large tenant or may be divided to serve two smaller tenants. There is space for café style outdoor seating areas adjacent to each retail space.

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:

PRELIMINARY PUD APPLICATION
CRESCENT STATION
460 CRESCENT BOULEVARD

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 plan is harmonious with the comprehensive plan and zoning ordinance. Specifically, it provides mixed use development including ground floor commercial space with residential dwelling units on upper floors within the Glen Ellyn Downtown in keeping with the Glen Ellyn Downtown Strategic Plan (hereinafter referred to as "The Plan")

The Plan, adopted in 2009, includes several references encouraging the type of development proposed on the subject property. The Plan notes that *"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."* Thus, in the list of Objectives included in The Plan, number 2 states: *"Increase the Village's population within walking distance of the Downtown, by increasing the number of dwelling units (and thereby, consumers) in an around the Downtown."* (Page 8.2) Furthermore, the property on which the apartment building is proposed is included in the downtown plan, designated for future use as *"Multiple Family Residential"*

The Plan notes that *"Elements such as surface parking lots and one-story buildings don't provide the intensity that is needed to create a successful Downtown and TOD district."* The Plan goes on to state *"Adding housing Downtown is especially important given the surrounding area is substantially built-out and population growth is likely to be limited. The creation of multi-family housing will serve the needs of empty nesters and younger-aged, smaller-size households."* The vacant grocery building and surface parking lot is specifically noted on the list of sites identified for potential to be *"redeveloped, repurposed, and/or reinvigorated."*

The Plan also includes a section titled “Strategies and Measures.” The Plan sets forth a specific measure to *“Construct a minimum of 450 new dwelling units in the Downtown.”* (Village of Glen Ellyn Downtown Strategic Plan – Page 8.3 of 8)

The Plan recognizes that *“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.”* (Village of Glen Ellyn Downtown Strategic Plan – Page 8.4)

The Plan reads *“Provide additional dwelling units for different types of households – especially empty-nesters (couples who no longer need a big house but want to remain in Glen Ellyn) and young professionals (individuals and couples who want to live in Glen Ellyn but don’t need or want a house at this stage in their lives). There is a demand for Downtown residential living for people who want to enjoy the benefits of the Downtown including its charm, convenience, and the cluster of services available within a comfortable walk from home.”* (Village of Glen Ellyn Downtown Strategic Plan – Page 8.6)

Crescent Station is specifically designed to fulfill the vision of a mixed use development on this Catalyst site as described in The Plan.

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

The proposed design of the building is in keeping with the vision of the Plan. The proposed building is proximate to larger scale buildings located within the downtown and is located in close proximity to existing multi-family buildings to the north as well as providing extremely convenient access to the train station as is characteristic of downtown TOD development. The subject property is located at the low end of the block as the terrain rises to the north and to the west. The intended character of the area as set forth in the Glen Ellyn Strategic Plan is for mixed use development with ground floor commercial space and residential dwelling units on upper floors. The existing zoning of the 460 Crescent Boulevard site is C5B.

The proposed use of the property is mixed use with ground floor commercial with residential use on upper floors which is consistent with the Plan for the downtown.

The Traffic Study prepared by KLOA in connection with the proposed development determined that the relatively low traffic generated by the use will not overburden adjacent streets and that the primary access points to the building on Crescent Boulevard is appropriate. The proposed use will not be hazardous or disturbing to existing or future neighborhood uses.

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

The proposed building is responsive to the stated goals of the Plan and fulfills the vision of the Glen Ellyn Strategic Plan for buildings which provide ground floor commercial space with residential use on upper floors. The proposed building benefit the Downtown and adjoining properties by fulfilling the goal of adding additional dwelling units and consumers to the Downtown who will support existing and future Downtown businesses and add to the vibrancy of the community.

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 public facilities and services are sufficient to serve the proposed use. The character of the building and the targeted market will not place an undue demand on municipal services. The existing storm, sanitary and water services have sufficient capacity to serve the proposed development. The building will be served by two elevators and equipped with automatic fire sprinklers and emergency generator for added safety. The anticipated future residents are most likely to be adults with few if any school aged children. The apartment building will be owned by a single entity and will be professionally managed by an on-site manager. The owner of the building will contract for private refuse and recycling, building and grounds maintenance including landscaping and snow removal.

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:

We anticipate the residents of the proposed building to be “renters by choice” that are seeking an alternative to a traditional single-family home. In keeping with the objectives set forth in The Plan, increasing downtown population is critical to attracting and supporting local retailers and restaurants. The target market for Crescent Station is a combination of empty nesters, single professionals and couples that may be moving to the area and seeking the convenience of a transit oriented development. Experience with similarly situated buildings indicates low demand on public services and few if any school aged students. The commercial tenants on the ground floor of the building will add to the vibrancy of the downtown area, provide needed services to the residents and surrounding neighbors and will serve to activate the street level by offering outdoor seating and streetscape enhancements.

As set forth in the Glen Ellyn Downtown Strategic Plan, *“Due to the complexity and diversity of issues typically involved in redevelopment projects, (environmental, transportation, infrastructure, land acquisition and assembly, building demolition and/or rehabilitation, and business recruitment), a municipality needs a number of resources to help address the varying aspects of a redevelopment project. Municipalities across the country have demonstrated that locally-controlled economic development tools are critical components to the redevelopment process. Local funding sources such as Tax Increment Financing (TIF), Special Service Areas (SSAs), property tax abatements, and land acquisitions and/or write-downs, empower municipalities to guide redevelopment and provide timely assistance, which is critical to making today’s development projects a reality.”* (Page 10.32). The 460 Crescent Boulevard site is within the existing downtown TIF district and the economic viability of the project is dependent upon receiving TIF funding in substantial conformance with the proforma analysis provided by the Developer in May 2020.

As evidenced by the TIF projections and verified by the Village’s consultant, the Crescent Station development will generate significant increment a substantial portion of which will inure to the benefit of the Village.

In summary, the proposed development of Crescent Station will add to the economic

vibrancy of the community and will not incur significant demands on public resources or facilities and will result in a positive fiscal impact to the community and its taxing districts.

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 residential use will not involve uses, activities, processes, material or equipment that would be detrimental to any persons or property or the general welfare and will not produce excessive traffic, noise, smoke, fumes, glare of odors. The commercial use of the ground floor will be consistent with the current C5B zoning uses and requirements in place for this site.

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

The vehicular traffic will be directed to Crescent Boulevard which will minimize traffic on nearby Pennsylvania Ave. Limited access to the designated off street loading area for tenant move in will be accessed from Glenwood Street eliminating disruption to through traffic. The findings of the Traffic Study prepared by KLOA include the development will have minimal impact on current traffic patterns.

Adequate on -site parking for residents of the building is provided for the proposed TOD development. Detailed findings are contained in the traffic study prepared by KLOA.

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

As the subject site is currently developed with an existing retail building and surface parking lot, the proposed building will not add to the impervious area developed on the site. Existing infrastructure will be utilized to convey storm water from the site. Therefore, no additional public expense will be required for flood protection, rescue or relief.

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

As the site is currently developed with an existing retail building and surface parking lot there is no loss or damage of natural or scenic features of major importance to the community. Further, although the former grocery store use was a significant historic business with in the community, the building itself does not have a significant historic value to the community. The site and building are recommended for re-development as a catalytic site under the Plan.

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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.

<u>5-29-20</u>	<u>MICHAEL C. O'CONNOR</u>	<u>Michael C. O'Connor</u>
Date	Print Name	Signature of Applicant
<u></u>	<u></u>	<u></u>
Date	Print Name	Signature of Applicant
<u></u>	<u></u>	<u></u>
Date	Print Name	Signature of Applicant

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

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

CLEAR PAGE

Date filed: MAY 29, 2020 Application No. _____

Common Name of PUD: CRESCENT STATION 460 CRESCENT BLVD.

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

Name of Applicant: HOLLADAY PROPERTIES

Address of Applicant: 6370 AMERIPLEX DRIVE PORTAGE, IN. 46368

Business Phone: 219-764-3104 (Mobile): 602-663-3986

Email: maconnor@holladayproperties.com (Fax): 219-764-0446

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

Name of Owner(s): SB-GE CRESCENT, LLC.

Address: 130 E. RANDOLPH #2100 Chicago, IL. 60601

Legal Description of Property: 460 CRESCENT BLVD. PIN 05-11-314-008

ATTACHED - SEE ALTA SURVEY

Zoning Classification: C5B Property Size/Area: 0.805 ACRES

Requested Use/Construction:

RESIDENTIAL COMMERCIAL MIXED USE
WITH ENCLOSED OFF STREET PARKING.

Date of Preliminary PUD Plan Approval: _____

Estimated Date to Start Construction: MID 2021

May 29, 2020
Date

Michael C. Illman
Signature of Applicant

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: May 29, 2020

Application No: _____

Name of Applicant: Holladay PropertiesAddress of Applicant: 6370 Ameriplex Drive Suite 110 Portage, IN. 46368Business Phone: 219-764-3104 Fax: 219- 764-0446Home Phone: 602-663-3986 Mobile Phone: 602-663-3986Email: moconnor@holladayproperties.comProperty Interest of Applicant: Contract Purchaser

(Owner, Contract Purchaser, Owner Representative)

Name of Owner: SB-GE Crescent, LLCAddress of Owner: 130 E. Randolph St. #2100 Chicago, IL. 60601Business Phone: 312-248-2087 Fax: _____Home Phone: 443-514-6175 Mobile Phone: 443-514-6175Email: jdiedrich@ca-ventures.comProperty Address: 460 Crescent Blvd. Glen Ellyn, IL.

Legal Description of Property:

See attached ALTA survey.

Permanent Index No. (PIN): 05-11-314-008 Zoning: C5B

Lot Dimensions: _____ Lot Area: _____

Present Use:

Vacant Grocery Building and Surface Parking Lot.

Requested Use/Construction:

Mixed use Commercial and Residential Building with enclosed off street parking.

Estimated Date to Begin New Use/Construction: Mid- 2021

CRESCENT STATION
460 CRESCENT BOULEVARD

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 plan is harmonious with the comprehensive plan and zoning ordinance. Specifically, it provides mixed use development including ground floor commercial space with residential dwelling units on upper floors within the Glen Ellyn Downtown in keeping with the Glen Ellyn Downtown Strategic Plan (hereinafter referred to as "The Plan")

The Plan, adopted in 2009, includes several references encouraging the type of development proposed on the subject property. The Plan notes that *"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."* Thus, in the list of Objectives included in The Plan, number 2 states: *"Increase the Village's population within walking distance of the Downtown, by increasing the number of dwelling units (and thereby, consumers) in an around the Downtown."* (Page 8.2) Furthermore, the property on which the apartment building is proposed is included in the downtown plan, designated for future use as *"Multiple Family Residential"*

The Plan notes that *"Elements such as surface parking lots and one-story buildings don't provide the intensity that is needed to create a successful Downtown and TOD district."* The Plan goes on to state *"Adding housing Downtown is especially important given the surrounding area is substantially built-out and population growth is likely to be limited. The creation of multi-family housing will serve the needs of empty nesters and younger-aged, smaller-size households."* The vacant grocery building and surface parking lot is specifically noted on the list of sites identified for potential to be *"redeveloped, repurposed, and/or reinvigorated."*

The Plan also includes a section titled “Strategies and Measures.” The Plan sets forth a specific measure to *“Construct a minimum of 450 new dwelling units in the Downtown.”* (Village of Glen Ellyn Downtown Strategic Plan – Page 8.3 of 8)

The Plan recognizes that *“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.”* (Village of Glen Ellyn Downtown Strategic Plan – Page 8.4)

The Plan reads *“Provide additional dwelling units for different types of households – especially empty-nesters (couples who no longer need a big house but want to remain in Glen Ellyn) and young professionals (individuals and couples who want to live in Glen Ellyn but don’t need or want a house at this stage in their lives). There is a demand for Downtown residential living for people who want to enjoy the benefits of the Downtown including its charm, convenience, and the cluster of services available within a comfortable walk from home.”* (Village of Glen Ellyn Downtown Strategic Plan – Page 8.6)

Crescent Station is specifically designed to fulfill the vision of a mixed use development on this Catalyst site as described in The Plan.

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

The proposed design of the building is in keeping with the vision of the Plan. The proposed building is proximate to larger scale buildings located within the downtown and is located in close proximity to existing multi-family buildings to the north as well as providing extremely convenient access to the train station as is characteristic of downtown TOD development. The subject property is located at the low end of the block as the terrain rises to the north and to the west. The intended character of the area as set forth in the Glen Ellyn Strategic Plan is for mixed use development with ground floor commercial space and residential dwelling units on upper floors. The existing zoning of the 460 Crescent Boulevard site is C5B.

The proposed use of the property is mixed use with ground floor commercial with residential use on upper floors which is consistent with the Plan for the downtown.

The Traffic Study prepared by KLOA in connection with the proposed development determined that the relatively low traffic generated by the use will not overburden adjacent streets and that the primary access points to the building on Crescent Boulevard is appropriate. The proposed use will not be hazardous or disturbing to existing or future neighborhood uses.

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

The proposed building is responsive to the stated goals of the Plan and fulfills the vision of the Glen Ellyn Strategic Plan for buildings which provide ground floor commercial space with residential use on upper floors. The proposed building benefit the Downtown and adjoining properties by fulfilling the goal of adding additional dwelling units and consumers to the Downtown who will support existing and future Downtown businesses and add to the vibrancy of the community.

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 public facilities and services are sufficient to serve the proposed use. The character of the building and the targeted market will not place an undue demand on municipal services. The existing storm, sanitary and water services have sufficient capacity to serve the proposed development. The building will be served by two elevators and equipped with automatic fire sprinklers and emergency generator for added safety. The anticipated future residents are most likely to be adults with few if any school aged children. The apartment building will be owned by a single entity and will be professionally managed by an on-site manager. The owner of the building will contract for private refuse and recycling, building and grounds maintenance including landscaping and snow removal.

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:

We anticipate the residents of the proposed building to be “renters by choice” that are seeking an alternative to a traditional single-family home. In keeping with the objectives set forth in The Plan, increasing downtown population is critical to attracting and supporting local retailers and restaurants. The target market for Crescent Station is a combination of empty nesters, single professionals and couples that may be moving to the area and seeking the convenience of a transit oriented development. Experience with similarly situated buildings indicates low demand on public services and few if any school aged students. The commercial tenants on the ground floor of the building will add to the vibrancy of the downtown area, provide needed services to the residents and surrounding neighbors and will serve to activate the street level by offering outdoor seating and streetscape enhancements.

As set forth in the Glen Ellyn Downtown Strategic Plan, *“Due to the complexity and diversity of issues typically involved in redevelopment projects, (environmental, transportation, infrastructure, land acquisition and assembly, building demolition and/or rehabilitation, and business recruitment), a municipality needs a number of resources to help address the varying aspects of a redevelopment project. Municipalities across the country have demonstrated that locally-controlled economic development tools are critical components to the redevelopment process. Local funding sources such as Tax Increment Financing (TIF), Special Service Areas (SSAs), property tax abatements, and land acquisitions and/or write-downs, empower municipalities to guide redevelopment and provide timely assistance, which is critical to making today’s development projects a reality.”* (Page 10.32). The 460 Crescent Boulevard site is within the existing downtown TIF district and the economic viability of the project is dependent upon receiving TIF funding in substantial conformance with the proforma analysis provided by the Developer in May 2020.

As evidenced by the TIF projections and verified by the Village’s consultant, the Crescent Station development will generate significant increment a substantial portion of which will inure to the benefit of the Village.

In summary, the proposed development of Crescent Station will add to the economic

vibrancy of the community and will not incur significant demands on public resources or facilities and will result in a positive fiscal impact to the community and its taxing districts.

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 residential use will not involve uses, activities, processes, material or equipment that would be detrimental to any persons or property or the general welfare and will not produce excessive traffic, noise, smoke, fumes, glare of odors. The commercial use of the ground floor will be consistent with the current C5B zoning uses and requirements in place for this site.

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

The vehicular traffic will be directed to Crescent Boulevard which will minimize traffic on nearby Pennsylvania Ave. Limited access to the designated off street loading area for tenant move in will be accessed from Glenwood Street eliminating disruption to through traffic. The findings of the Traffic Study prepared by KLOA include the development will have minimal impact on current traffic patterns.

Adequate on -site parking for residents of the building is provided for the proposed TOD development. Detailed findings are contained in the traffic study prepared by KLOA.

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

As the subject site is currently developed with an existing retail building and surface parking lot, the proposed building will not add to the impervious area developed on the site. Existing infrastructure will be utilized to convey storm water from the site. Therefore, no additional public expense will be required for flood protection, rescue or relief.

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

As the site is currently developed with an existing retail building and surface parking lot there is no loss or damage of natural or scenic features of major importance to the community. Further, although the former grocery store use was a significant historic business within the community, the building itself does not have a significant historic value to the community. The site and building are recommended for re-development as a catalytic site under the Plan.

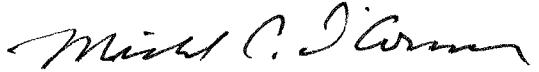
CLEAR PAGE

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.

<u>5-29-20</u>	<u>Mike O'Connor</u>	<u></u>
Date	Print Name	Signature of Applicant
<u> </u>	<u> </u>	<u> </u>
Date	Print Name	Signature of Applicant
<u> </u>	<u> </u>	<u> </u>
Date	Print Name	Signature of Applicant

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

EXTERIOR APPEARANCE REVIEW
APPLICATION

Please complete and return this form to the Planning and Development Department, 535 Duane St.,
Glen Ellyn, IL 60137. If you have questions, please phone: 630.547.5250

I. APPLICATION INFORMATION:

CLEAR PAGE

A. Date Filed: 05/29/20 B: Application No. _____

C. Project Name: Crescent Station

D. Project Description:

Mixed-use Commercial and Residential Building with enclosed off street parking.

E. Address of Property: 460 Crescent Blvd, Glen Ellyn, IL

F. Permanent Index No.: 05-11-314-008 G. Zoning: C5B

H. Name of Applicant: Holladay Properties

I. Address of Applicant: 6370 Ameriplex Drive Suite #110 Portage, IN. 46368

J. Phone No. (Business): 219-764-3104 (Home) 602-663-3986

K. (Mobile) 602-663-3986 (Other) _____

L. Fax No.: 219-764-0446

M. E-mail Address of Applicant: moconnor@holladayproperties.com

N. Name of Property Owner: SB-GE Crescent, LLC

O. Address of Property Owner: 130 E. Randolph St. #2100 Chicago, IL 60601

P. Phone No. (Business): 312-248-2087 (Home) 443-514-6175

Q. E-Mail Address of Property Owner: jdiedrich@ca-ventures.com

II. CONFORMANCE WITH APPEARANCE REVIEW GUIDELINES:

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

R. Please explain why the proposed architectural style was chosen.

Our overall intentions were to craft a building that pays homage to the historic vernacular of the Village while being considerate of fresh inspiration. An interpretation of the building style can be seen as the space between the classic historic ideas we are honoring, and the modern elements that will continue the legacy of the Village's success. We felt an elevation that respectfully integrated the character of the existing turn of the century masonry Architecture, as well as the fundamental historic style of the Glen Ellyn downtown would be the best fit for this site. The elevation features brick with classic stone detailing as the main materials. We chose classic double hung windows with transoms, metal railings, black fabric awnings and tall cornices which are all elements seen in the local Architecture. A few subtle elements we have included are gas lanterns flanking the lobby doors and a projecting clock as a corner feature, which can be seen as features on multiple buildings in Glen Ellyn.

S. Provide information about the architectural style and exterior materials of the buildings in the surrounding area:

Directly south of our site is a parking lot and railroad tracks. Since this site is located in a commercial district, the immediate area north, east, and west are composed of various building types, mostly one story brick commercial buildings. Beyond the direct adjacency of our site, the core downtown areas or at other development projects nearby, the historical details and feelings are clear & present. There are buildings throughout Glen Ellyn that we used for our inspiration while designing. For example: The Legacy town homes (brick & stone, parapets), 490-500 Pennsylvania Ave (brick & stone, grid windows), 460 Main Street at the corner of Main & Crescent (clock, lanterns, multi-story brick & stone bldg with separate treatment at ground-level, banding/cornices, pedestrian activation), Forest Apartments & Glen Astor Condos (multi-story, all-masonry, balcony rails, brick coursing), All buildings @ Duane St & Main St (Corner treatments, awnings, brick & stone detailing, banding, medallions, columns). In reference to other currently proposed developments, like the Civic Center Parking, are similarly sensitive to the material consideration and detailing.

T. Please explain how the project complies with the Appearance Review Guidelines:

We feel our elevation is compatible and blends with the character of the existing downtown. All four sides have consistent architectural detailing and structural articulation by inseting or projecting the balconies. Brick detailing at the pedestrian level on the south elevation adds overall beautification and reference to the remainder of the building's details. Brick pilasters, cornice detailing, and stone banding breaks up the facade as well as inset sections add material change and parapet height variations. These exterior materials have natural earth tones. The front entrance is readily identifiable as a corner element and reinforced through the use of components that will draw the eye such as fabric awnings, gas lanterns and a decorative projecting clock.

U. Please explain why any deviations from the Appearance Review Guidelines are proposed:

We are asking to deviate from the code required setback of 15 feet above 45 feet in height, in return for moving the entire building back 5 feet along Crescent. This will provide a 5 foot wider sidewalk along the east side which will be for public use. We deviate from a few other setback requirements in order to provide a dense, lively building to the downtown area. These deviation requests are part of our overall site improvement strategies & to aide pedestrian activation at the site. We are also asking for a height deviation on elements over 60'. However, these elements are not structural nor within the enclosure of the principal building, they would only be portions of the parapets and roof elements. We would like to point out that this site has no neighbors to the south and is at a geographical low point so we are confident our typical height and setback requests will enhance the project altogether. Please refer to Sheet A-100 of our submitted plans for a complete overview of deviations and our noted justifications.

Signature: Michael C. Donner Date: 10/23/20

MAKE CHECK PAYABLE TO: DU PAGE COUNTY COLLECTOR – *SEND THIS COUPON* WITH YOUR 1ST INSTALLMENT PAYMENT OF **2019 TAX**

MAIL PAYMENT TO: P.O. BOX 4203, CAROL STREAM, IL 60197-4203

PAY ON-LINE AT: treasurer.dupageco.org

SEE REVERSE SIDE FOR ADDITIONAL INFORMATION

***** DUPLICATE BILL *****

05-11-314-008

DB-GE CRESENT LLC
2920 W EUCLID AVE
ARLINGTON HGTS IL 60005

1

ON OR BEFORE:	PAY:
JUNE 1, 2020	.00
PAYING LATE?	PAY THIS AMOUNT:

U.S. POSTMARK IS USED TO DETERMINE LATE PENALTY.

PAYMENT OF THIS 2019 TAX BILL AFTER OCTOBER 30, 2020, REQUIRES A CASHIER'S CHECK, CASH OR MONEY ORDER.

CHECK BOX AND COMPLETE CHANGE OF ADDRESS ON BACK.

NO PAYMENT WILL BE ACCEPTED AFTER NOV. 18, 2020

\$17,860.79 PAID JUNE 01, 2020

MAKE CHECK PAYABLE TO: DU PAGE COUNTY COLLECTOR – *SEND THIS COUPON* WITH YOUR 2ND INSTALLMENT PAYMENT OF **2019 TAX**

MAIL PAYMENT TO: P.O. BOX 4203, CAROL STREAM, IL 60197-4203

PAY ON-LINE AT: treasurer.dupageco.org

SEE REVERSE SIDE FOR ADDITIONAL INFORMATION

***** DUPLICATE BILL *****

05-11-314-008

DB-GE CRESENT LLC
2920 W EUCLID AVE
ARLINGTON HGTS IL 60005

2

ON OR BEFORE:	PAY:
SEP 1, 2020	17,860.79
PAYING LATE?	PAY THIS AMOUNT:
SEP 2 THRU 30	18,128.70
OCT 1 THRU 31	18,396.61
NOV 1 THRU 18	18,664.53 *
*INCLUDES \$10 COST: SEE BACK OF BILL FOR EXPLANATION	

U.S. POSTMARK IS USED TO DETERMINE LATE PENALTY.

PAYMENT OF THIS 2019 TAX BILL AFTER OCTOBER 30, 2020, REQUIRES A CASHIER'S CHECK, CASH OR MONEY ORDER.

CHECK BOX AND COMPLETE CHANGE OF ADDRESS ON BACK.

NO PAYMENT WILL BE ACCEPTED AFTER NOV. 18, 2020

2051131400805333000178607922

Rate 2018	Tax 2018	Taxing District	Rate 2019	Tax 2019
		** COUNTY **		
.1007	481.47	COUNTY OF DU PAGE	.1002	479.08
.0217	103.75	PENSION FUND	.0209	99.92
.0330	157.78	COUNTY HEALTH DEPT	.0331	158.26
.0119	56.89	PENSION FUND	.0113	54.02
.1180	564.19	FOREST PRESERVE DIST	.1141	545.54
.0098	46.85	PENSION FUND	.0101	48.29
.0146	69.80	DU PAGE AIRPORT AUTH	.0141	67.41
		** LOCAL **		
NO LEVY		DU PAGE WATER COMM	NO LEVY	
.0442	211.33	MILTON TOWNSHIP	.0408	195.07
.0700	334.69	MILTON TWP ROAD	.0700	334.69
.0022	10.51	PENSION FUND	.0022	10.51
NEW		MILTON TWP MOSQ DIST	.0124	59.28
.4971	2,376.78	VLG OF GLEN ELLYN	.5011	2,395.90
.2968	1,419.08	VLG GLEN ELLYN LIBR	.2924	1,398.05
.0185	88.45	PENSION FUND	.0211	100.88
.1250	597.66	GLN ELLYN SPC SER 13	.1250	597.66
.2926	1,399.00	GLEN ELLYN PARK DIST	.2960	1,415.26
.0099	47.33	PENSION FUND	.0097	46.37
.0105	50.20	GLEN ELLYN MOSQ DIST	NO LEVY	
		** EDUCATION **		
3.2574	15,574.60	GRADE SCHOOL DIST 41	3.2756	15,661.62
.0810	387.28	PENSION FUND	.0802	383.46
2.2413	10,716.32	HIGH SCHOOL DIST 87	2.1902	10,472.00
.0421	201.29	PENSION FUND	.0394	188.38
.2317	1,107.82	COLLEGE DU PAGE 502	.2112	1,009.81
		** TIF DISTRICT **		
	.13	VLG GLEN ELLYN TIF 1		.12
	-----			-----
7.5300	36,003.20	TOTAL	7.4711	35,721.58

Mailed to:
DB-GE CRESENT LLC
2920 W EUCLID AVE
ARLINGTON HGTS IL 60005
Property Location:
460 CRESCENT BLVD
GLEN ELLYN, 60137
Township Assessor:
MILTON
630-653-5220
Tax Code:
5333
Property Index Number:
05-11-314-008

TIF Frozen Value	530,262
Fair Cash Value	
Land Value	387,260
+ Building Value	90,870
= Assessed Value	478,130*
x State Multiplier	1.0000
= Equalized Value	478,130
- Residential Exemption	
- Senior Exemption	
- Senior Freeze	
- Disabled Veteran	
- Disability Exemption	
- Returning Veteran Exemption	
- Home Improvement Exemption	
- Housing Abatement	
= Net Taxable Value	478,130
x Tax Rate	7.4711
= Total Tax Due	35,721.58
- Less Advance Payment	
= Net Tax Due	17,860.79
+ PACE Reimbursement	
= Net Due	

CHANGE OF NAME/ADDRESS:
CALL: 630-407-5900

*** S OF A FACTOR 1.0000**

1st INST PAID JUNE 01, 2020

2nd INST DUE ON SEP 1, 2020



2019 DuPage County Real Estate Tax Bill
Gwen Henry, CPA, County Collector
421 N. County Farm Road
Wheaton, IL 60187

Office Hours – 8:00 am–4:30 pm, Mon–Fri
Telephone – (630) 407-5900

2018 \$478,130 Assessed Value 2019 \$478,130

Property Index Number

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I certify that I am the owner and authorize the above name and/or address change.

Print Name _____

Property Index Number

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I certify that I am the owner and authorize the above name and/or address change.

Print Name _____

Failure to receive a bill does not relieve the taxpayer of penalty if payment is late.

This is the only bill you will receive. This bill includes a separate payment coupon for each installment.

All checks are electronically deposited upon receipt, regardless of date on check. Funds must be in U.S. dollars.

Payments returned to us by your bank as unpaid will be subject to a \$25.00 return item fee plus applicable penalties.

Personal checks received after 10/30/20 will be returned.

No payment will be accepted after 11/18/20 regardless of postmark.

Banks: Thru 09/01/20 (see website for participating banks)
Mail Thru 09/30/20:
 DuPage County Collector, P.O. Box 4203, Carol Stream, IL 60197
Mail After 09/30/20:
 DuPage County Collector, 421 N. County Farm Rd, Wheaton, IL 60187
Online: Thru 10/30/20 using Bank account transfer or with Visa, Mastercard or Discover.

- 2.10% Credit Card convenience fee to service provider
- \$3.00 Debit Card convenience fee to service provider

Drop Box: Thru 11/02/20 by 8:00 am
 South Parking Lot, 421 N. County Farm Rd, Wheaton

Phone: Thru 11/16/20 (844)775-5615 (Credit Cards with 2.10% fee)
In Person: Thru 4:30pm on 11/18/20
 Treasurer's Office, 421 N. County Farm Rd, Wheaton

SENIOR ASSESSMENT FREEZE and SENIOR EXEMPTION
Contact Supervisor of Assessments 630-407-5858

SENIOR CITIZEN TAX DEFERRAL
Contact County Treasurer 630-407-5900

06/01/20	1st installment due date
09/01/20	2nd installment due date
10/09/20	Payment deadline to avoid publication
10/27/20	Certified delinquent bills mailed
10/30/20	Last day to pay online
11/02/20	Certified funds required for payment
11/02/20	\$10 newspaper publication fee assessment begins
11/18/20	In-office payment deadline 4:30pm
11/19/20	Tax Sale

Equalization factors imposed by the State and by DuPage County are used to insure that assessment levels in all nine townships are at the statutory level of assessment of 33.33% of fair cash value. The Illinois Department of Revenue equalization factor (state multiplier) is shown on the front of the bill. The DuPage County Supervisor of Assessments (S of A) equalization factor is also shown on the front of this tax bill*.

After September 30, 2020: Mail payments to the DuPage County Collector, 421 N. County Farm Rd., Wheaton, IL 60187

DuPage County Treasurer's website: www.dupageco.org/treasurer

CLEAR PAGE

OWNERSHIP BY A CORPORATION

Date: **11/02/20**

Address: **460 Crescent Blvd. Glen Ellyn, IL 60137**

Legal Description:

SEE ATTACHED EXHIBIT

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

Name: Springbank Real Estate Group LLC	Address: 3400 Stonegate Blvd Suite 2128 Arlington Heights, IL 60005	% 80
Name: Springbank Capital Advisors LLC	Address: 3400 Stonegate Blvd Suite 2128 Arlington Heights, IL 60005	% 20
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____
Name: _____	Address: _____	% _____

THE SOUTH 110 FEET OF ALL THAT PART OF BLOCK 5 IN THE TOWN OF DANBY (ALSO BLOCK 5 IN THE PLAT OF COUNTY CLERK'S SECOND ASSESSMENT DIVISION) ALL IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF THE WEST LINE OF LOT 3 IN MORRELL'S PLAT OF LOTS 2 AND 3, BEING PART OF SAID BLOCK 5 ACCORDING TO THE PLAT OF SAID MORRELL'S LOTS RECORDED JANUARY 10, 1962 AS DOCUMENT R62-994, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-11-314-008
Property Address: 460 Crescent Blvd.
Glen Ellyn, IL 60137

June 11, 2020

Staci Springer
Community Development Director
Community Development Department
535 Duane Street
Glen Ellyn, IL 60137

Re: 460 Crescent Boulevard, Glen Ellyn, IL

Dear Ms. Springer:

As the Owner of Record of the above-referenced real property (the "Property"), legally described in the Planned Unit Development applications submitted by Holladay Property Services Midwest, Inc. ("Holladay"). I hereby authorize Holladay, its principals, agents, attorneys and consultants, to file petitions, applications, plans and studies, and take such other actions as may be part of the zoning process for the purpose of obtaining all zoning approvals necessary from the Village of Glen Ellyn, Illinois for the proposed Planned Unit Development. Holladay is not, however, the agent or attorney for the undersigned, and the undersigned reserves the right to approve and execute any documents which may bind the Property prior to the sale of the Property to Holladay or which otherwise require execution by the owner of the Property pursuant to the applications being filed.

Very Truly Yours,

SB-GE CRESCENT LLC, an Illinois limited liability company

By: ~~Springbank Real Estate Group, LLC, an Illinois limited liability company~~

Its: ~~Sole Member and Manager~~

By: ~~Springbank Capital Advisors, LLC, an Illinois limited liability company~~

Its: ~~Sole Member and Manager~~

By: _____
Name: Mark A. Alberts
Its: Authorized Signatory

AFFIDAVIT OF AUTHORIZATION

I, SB-GE CRESCENT LLC, an Illinois limited liability company owner of the property described as

THE SOUTH 110 FEET OF ALL THAT PART OF BLOCK 5 IN THE TOWN OF DANBY (ALSO BLOCK 5 IN THE PLAT OF COUNTY CLERK'S SECOND ASSESSMENT DIVISION) ALL IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF THE WEST LINE OF LOT 3 IN MORRELL'S PLAT OF LOTS 2 AND 3, BEING PART OF SAID BLOCK 5 ACCORDING TO THE PLAT OF SAID MORRELL'S LOTS RECORDED JANUARY 10, 1962 AS DOCUMENT R62-994, IN DUPAGE COUNTY, ILLINOIS

verify that Holladay Property Services Midwest, Inc., a Delaware corporation is duly authorized to apply and represent my interests before the Glen Ellyn Plan Commission, Zoning Board of Appeals and/or Village Board. Owner acknowledges that any notice given applicant is actual notice to owner.

See Attached Signature Page

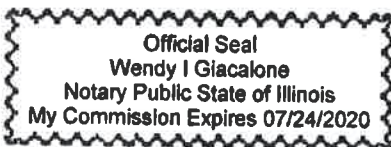
Owner Signature

Subscribed and sworn to before me this

11th day of June, 2020

Wendy I Giacalone

Notary Public



[Signature page to Affidavit of Authorization]

SB-GE CRESCENT LLC, an Illinois limited liability company

By: Springbank Real Estate Group, LLC, an Illinois limited liability company

Its: Sole Member and Manager

By: Springbank Capital Advisors, LLC, an Illinois limited liability company

Its: Sole Member and Manager

By: _____

Name: Mark A. Alberts

Its: Authorized Signatory

Date: November 5th, 2020

From: Chris Walsh, Tandem Architecture
1040 W Huron St, Suite 300
Chicago, IL 60642

RE: Village of Glen Ellyn
460 Crescent Boulevard
Glen Ellyn, IL 60137

ZONING DEVIATIONS AND JUSTIFICATIONS

Please refer to the following list of required Zoning Deviations and subsequent Justifications.
Justification responses to each deviation will be denoted in red.

Zoning Deviations & Justifications

1. The following Zoning Deviations are required “for the proper development of the property consistent with the objectives outlined in [Chapter 7, Planned Unit Developments]”
 - a. To allow 104 parking stalls where a total of 151 are required for a mix of 86 studio, one-bedroom, and two-bedroom multi-family dwelling units and zero (0) parking stall where six (6) are required for 1,490 square feet of commercial use [Section 10-4-17-2(G)(8), Section 10-4-17-2(G)(1)] **Our proposed building allows for resident parking on-site at a 1.2 ratio and relies on nearby public parking for the commercial space. Typical for dense mixed-use. In our experience, and our traffic consultant agrees, that similar project types near a train station and near an active downtown, a ratio of 1.2 parking spaces per apartment is appropriate.**
 - b. To allow a corner side yard setback of zero (0) feet where a setback of approximately 39 feet six (6) inches is required from the south (corner side) lot line [Section 10-4-17-2(D)(2)(b)] **Lord’s Auto has an unusually large setback of 37 feet. There are multiple examples of buildings adjacent to the lot line just one block east of our proposed building, so we feel this is appropriate and extends the character of the downtown area. Also, the existing building on our site is adjacent to the south lot line.**
 - c. To allow an overall maximum height of approximately 67 feet, including parapet walls, elevator overrun, HVAC units, and mechanical units, where 60 feet is permitted [Section 10-4-17-2(E)(2)] **Only parapet walls and**



mechanical units are above the allowable height which are typically permitted to extend above the allowable height in other municipalities.

- d. To allow the front façade of the proposed building (facing Glenwood Avenue) to not be 'stepped back' 15 feet where the building is taller than 45 feet in height [Section 10-4-17-2(E)(1)] **In lieu of only stepping back the upper portion of the building 15' we pushed the entire east building façade back 5' to give a wider sidewalk and more public space.**
- e. To allow impervious surface setbacks from the north (interior side), east (front), and south (corner side) lot lines of approximately zero (0) feet where a setback of five (5) feet six (6) inches is required [Section 10-5-5(C)(1)] **Only the eastern half of the north (interior side) of the site requires this variance, the western half of the north (interior side) will have a pervious surface and plantings. At the east (front) lot line, we will be creating a wider public sidewalk with this space. The building at the south (corner side) lot line carries from 2"-6" along the façade. There are multiple examples of buildings adjacent to the lot line just one block east of our proposed building.**
- f. To allow the emergency generator to be approximately four (4) feet seven (7) inches from the north (interior side) lot line where a setback of at least five (5) feet six (6) inches is required [Section 10-5-5(B)(4)#10.b] **The generator will be approximately eight feet lower than the parking lot to the north which we feel negates the closer proximity to the lot line.**
- g. To allow mechanical equipment as a permitted encroachment in the side yard between the north (interior side) lot line and the north elevation of the proposed building to be approximately three (3) feet from said lot line where a setback of 11 feet is required [Section 10-5-5(B)(4)#19] **The equipment will be approximately eight feet lower than the parking lot to the north which we feel negates the closer proximity to the lot line.**
- h. To allow a maximum lot coverage of approximately 84 percent where a lot coverage of 65 percent is permitted [Section 10-7-9(D)] **Indoor parking layout requires that the building footprint is larger than the residential building above.**
- i. The following variations from Section 10-5-8(I) are required:
 - i. To allow one (1) parking stall at a 45-degree angle to be 16 feet 10 inches in length where a length of 19 feet is required. **Management will control the assignment of each spot and will ensure that this spot is assigned a compact car. Compact car spaces are common in other municipalities.**



- ii. To allow an approximately 14-foot drive aisle for one 90-degree parking stall where a 25-foot drive aisle is required. **We have evaluated the most efficient ways to design the parking, and we feel that each spot has enough room for maneuvering, including stalls that do not fully adhere to the required standards.**
- j. To allow exterior light fixtures to have exposed tops and sides where they are required to be shielded on the tops and sides [Section 10-5-13(M)(1)(c)] **The proposed lighting has a significant positive impact on the evening experience of the building.**

The development as proposed requires 14 Zoning Deviations.

If you have any questions or further comments, please contact me using my contact information listed below.

Thank you,

Chris Walsh, Tandem Architecture

312-255-1153

chris@tandeminc.net

Representative Projects References

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

(219) 406-3731

amaletta@northshorehealth.org

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

Project Description: 304 unit mixed-use development

Age of Account: 5 years

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

Downers Grove, IL

(630)434-6893

spopovich@downersgrove.us

Project: Burlington Station (Downers Grove, IL)

Project Description: 89-unit luxury apartment building

Age of Account: 5 years

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

25 East First Street, Hinsdale, IL 60521

(630)246-5070

jteague@hinsdalebank.com

Project: Burlington Station (Downers Grove, IL)

Project Description: 89-unit luxury apartment building

Age of Account: 5 years

Applicant: CivWorks Consulting, LLC
Contact: Osvaldo Pastrana
Address: 3343 N. Neva Ave.
Chicago, IL 60634

IDNR Project Number: 2010338
Date: 06/09/2020

Project: PROPOSED MIXED-USE - 460 CRESCENT BLVD.
Address: 460 CRESCENT BOULEVARD, GLEN ELLYN

Description: REDEVELOPMENT OF THE SITE WITH A NEW 5 TO 6 STORY MIXED USE BUILDING
FEATURING 86 LUXURY APARTMENT UNITS AND APPROX. 1,203 SF OF FIRST FLOOR
COMMERCIAL SPACE

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

Brian Willard
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction

IL Environmental Protection Agency
DIVISION OF WATER POLLUTION
CONTROL
121 N. GRAND AVENUE EAST
SPRINGFIELD, Illinois 62794

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

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.



April 9, 2020

Village of Glen Ellyn
Kelly Purvis
535 Duane St
Glen Ellyn, IL 60137

Re: Land Use Opinion **Final Correction**

Application #20-025
Petitioner: Michael O'Connor
Holladay Properties Services
6370 Ameriplex
Portage IN 46368

Location Address: 460 Crescent Boulevard, Glen Ellyn, IL
Location: Milton , Township Section 11, Range 39N 10E in DuPage County

The application for a Land Use Opinion was sent to the Kane-DuPage Soil & Water Conservation District (KDSWCD) in compliance with Section 22.02a of the Illinois Soil and Water Conservation District Act.

Due to a recent change in board policy, a Land Use Opinion is not required at this time for the proposed zoning change. Therefore, no further action will be taken by the Soil and Water Conservation District Board. However, if there are deviations from the submitted application or plan, a full LUO report may be required and an application may need to be resubmitted.

If you have any questions concerning this letter, please contact KDSWCD office at the address or phone below.

Sincerely,

Jennifer Shroder
Resource Assistant



AJS GROUP, INC.

Professional Environmental Services

PHASE II SUBSURFACE INVESTIGATION REPORT

Property Investigated:

**460 Crescent Boulevard
Glen Ellyn, DuPage County, Illinois 60137
Parcel Index Number: 05-11-314-008**

Prepared for:

**SpringBank Capital Advisors
3400 Euclid Avenue
Arlington Heights, Illinois 60005
Attention: Mr. Michael K. Heyse, President**



Report Date: February 6, 2015

AGI Project No. 5315-0812

7501 Lemont Road, Suite 315A, Woodridge, Illinois 60517

Tel: 630-696-5099 Fax: 888-348-2667 Email: ajs@ajsgroup.com



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Table 1 Soil Analytical Results

Figure 1 Site Vicinity Map

Figure 2 Soil Boring Location Map

Appendix I Soil Analytical Results & Chain of Custody

Appendix II Soil Boring Logs



1.0 INTRODUCTION

AJS Group, Inc. was retained by Mr. Michael K. Heyse, SpringBank Capital Advisors, to perform this Phase II subsurface investigation at 460 Crescent Boulevard, Glen Ellyn, Illinois (referred to as the subject property hereafter). The objective for this project was to determine or deny the presence of any subsurface soil contamination associated with the former Shell gas station, which was in service at the southeast corner of the subject property from 1940s to 1950s.

On January 26, 2015, AJS Group, Inc. mobilized a field crew consisting of a geoprobe operator, a labor and an environmental consultant onto the subject property and conducted a total of twelve soil borings to a depth of 12 feet below the existing grade. As a result, a total of eight representative soil samples were collected for laboratory analysis. The indicator contaminants of concern analyzed for these eight soil samples include benzene, toluene, ethylbenzene and total xylenes (BTEX), and total lead per the Illinois EPA's requirements for leaded gasoline. In addition, one soil sample was also tested for pH value to facilitate the comparison of the total lead analytical results to the pH-dependent Tier 1 soil remediation objectives.

Based on the laboratory analytical results for the above soil samples, it is determined that there is no BTEX & total lead soil contamination associated with the former Shell gas station except that two total lead concentrations, which were detected in the soil samples SB1-2' and SB11-9' at levels of 152.09 mg/kg and 149.76 mg/kg, respectively, are in excess of the Illinois EPA's pH-dependent Tier 1 soil remediation objective for the soil component of Class I groundwater ingestion route (107 mg/kg), which means that the existing total lead concentrations in these two locations could potentially impact the underlying groundwater resources.

However, based on the fact that the indigenous soil encountered at the subject property mainly consists of relatively silty clay, the shallow groundwater beneath the subject property could potentially fit into the category of Class II groundwater resources. If this holds true, the above total lead concentrations would not cause adverse impact onto the Class II groundwater resources.

Overall, it is our opinion that the former Shell gas station has not caused any adverse impact onto the subsurface soil as of this time.



2.0 SITE DESCRIPTION

The subject property is located at 460 Crescent Boulevard, Glen Ellyn, Illinois. It is currently occupied by a grocery store (being closed down at the time of the site investigation) and associated asphalt parking lots. It is bordered by Crescent Boulevard on the south side, Glenwood Avenue on the north side, commercial properties on the north side and a residence on the west side (see Figure 1 for site location).

According to the DuPage County records, the subject property encompasses a parcel of land totaling approximately 35,100 square feet, and is improved with a one-story commercial building totaling approximately 9,000 square feet. The parcel index number for the subject property is 05-11-314-008.

According to our interview with Mr. Bill Behrmann, the current property owner, and based on the historical aerial photographs for 1939, 1946, 1961, 1974, 1988, 1994, 1998, 2002, 2005 & 2007, it appears that a Shell gas station was in service at the southeast corner of the subject property from 1940s to 1950s.



3.0 SITE GEOLOGY

3.1 Site Geology

According to Surficial Geology of the Chicago Region (Illinois Geological Survey Circular # 460, 1970), the subject property is underlain by glacial till, which mainly consists of relatively impermeable silt & clay.

According to the Illinois State Geological Survey's (ISGS) Circular 532 (1984), titled "Potential For Contamination of Shallow Aquifers in Illinois", it appears that the subject property is located in a designated "E" area, where relatively impermeable silty or clay or their combination exists within 50 feet of the ground surface.

Based on the soil core samples encountered in each of the twelve soil borings, it is determined that the indigenous soil mainly consists of silty clay, which indicates that the site geology is generally consistent with the soil type described for "E" area.

3.2 Site Hydrogeology

No shallow groundwater was encountered in any of the twelve soil borings. However, according to the USGS 7.5 minute topographic map, the subject property has an elevation of about 770 feet above the mean sea level (MSL). The topography around the subject property slopes generally toward southeast. It is inferred that the shallow groundwater, if present, would flow toward southeast in conformance with the regional topography identified above.



4.0 SITE INVESTIGATION ACTIVITIES

On January 26, 2015, AJS Group, Inc. mobilized a field crew onto the remediation site to conduct a total of twelve soil borings to a depth of 12 feet below the grade surface at the strategic locations as depicted in Figure 2. The soil boring locations were designed to capture gasoline soil contamination that may have been caused by the former Shell station. A total of eight representative soil samples were collected for laboratory analysis of BTEX and total lead. One soil sample was also tested for pH value to facilitate the comparison of the total lead analytical results to the pH-dependent Tier 1 soil remediation objectives.

During the soil boring activities, each soil boring was continuously sampled, logged and described, with representative soil samples collected at a depth interval of every two feet and/or in the segments where apparent visual and olfactory evidence was observed. All these soil samples were screened and measured with a PID meter in the field for the presence of volatile organic compounds.

The soil boring activities were conducted by directly driving a 4-foot long sampler, the interior of which is lined with a plastic sleeve, into the undisturbed depth. Upon retrieval, the soil core was quickly inspected and representative soil samples were then immediately collected at a two-foot depth interval or at the most contaminated segment(s) to minimize the loss of the contaminants through volatilization. Specifically, representative soil samples were collected and placed into two 40-ml glass vials containing NaHSO₄ and one 40-ml glass vial containing CH₃OH. One additional soil sample was also packed into a 4-ounce jar for the determination of the soil moisture, dry weight, etc. in the laboratory. All samples vials and jars were provided by the laboratory and were deemed clean.

All BTEX soil samples were collected in accordance with EPA's SW-846 Method 5035. Proper decontamination procedures were followed during the soil sampling activities. A new plastic liner was used for each soil boring advancement. A new pair of gloves was used for collecting each soil sample.

Proper decontamination procedures were strictly followed during the soil sampling activities. The Chain of Custody documentation was adhered to during the soil sampling activities & soil sample delivery process. All soil samples were stored in a cooler with ice packs with the interior temperature maintained 4-6 °C.



5.0 SOIL ANALYTICAL RESULTS

A total of eight representative soil samples were selected for laboratory analyses. The selection of these soil samples was based on PID readings obtained, visual observations made in the field and our professional judgment. The indicator contaminants of concern analyzed for these eight soil samples include BTEX and total lead. One soil sample (SB1-2') was also tested for pH value. The soil analytical results are tabulated in Table 1 and the laboratory report is included in Appendix I.

5.1 Soil Analytical Results for BTEX:

As indicated in Table 1, none of the BTEX compounds were detected in any of the eight soil samples SB1-2', SB2-9', SB3-9', SB4-3', SB5-3' SB10-3', SB11-9' & SB12-9' at levels in excess of the laboratory stated detection limits or the most stringent Tier 1 soil remediation objectives.

5.2 Soil Analytical Results for Total Lead:

As indicated in Table 1, the detectable total lead concentration was found in each of the eight soil samples. Among them, two total lead concentrations, which were detected in the soil samples SB1-2' and SB11-9' at levels of 152.09 mg/kg and 149.76 mg/kg, respectively, are in excess of the Illinois EPA's pH-dependent Tier 1 soil remediation objective for the soil component of Class I groundwater ingestion route (107 mg/kg). This means that the existing total lead concentrations in these two locations could potentially impact the underlying groundwater resources.

However, based on the fact that the indigenous soil encountered at the subject property mainly consists of relatively silty clay, the shallow groundwater beneath the subject property could potentially fit into the category of Class II groundwater resources pursuant to 35 Illinois Administrative Code 620. If this holds true, the above total lead concentrations would not cause adverse impact onto the Class II groundwater resources.



6.0 CONCLUSIONS AND RECOMMENDATIONS

In this Phase II subsurface investigation, AJS Group, Inc. conducted a total of twelve soil borings to a depth of 12 feet below the existing grade. As a result, a total of eight representative soil samples were collected for laboratory analysis. The indicator contaminants of concern analyzed for these eight soil samples include BTEX, and Total Lead per the Illinois EPA's requirements for leaded gasoline. In addition, one representative soil sample was also tested for pH value to facilitate the comparison of the total lead analytical results to the pH-dependent Tier 1 soil remediation objectives.

Based on our observations & field PID measurements, and according to the soil analytical results obtained in this investigation, AJS Group, Inc. has determined that the subject property is currently free of any soil contamination that may pose significant threat to the human health or exert any adverse impact onto the subsurface soil and/or groundwater. Specifically, the following conclusions can be drawn regarding the subject property:

- No soil contamination related to BTEX & total Lead exists at the subject property, which would exert adverse impact onto human health and the environment via the soil ingestion exposure route.
- No soil contamination related to BTEX & total lead exists at the subject property, which would exert adverse impact onto human health and the environment via the outdoor vapor inhalation exposure route.
- No soil contamination related to BTEX & total lead exists at the subject property, which would exert adverse impact onto human health and the environment via the soil component of Class II groundwater ingestion exposure route. However, the two total lead concentrations detected in SB1-2' & SB11-9' have potential to impact the Class I groundwater resources although the shallow groundwater beneath the subject property would likely fit into the category of Class II groundwater resources.

Based on the above findings, AJS Group, Inc. does not recommend any further investigative or remedial action for the subject property at this time.



7.0 CLOSURE REMARKS

The Phase II subsurface investigation detailed in this report was performed in accordance with generally accepted methods and practices of environmental profession. The findings documented in this report are believed to be reliable to the extent possible for the information gathered and for the scope and intent of the work mutually agreed upon by the client and AJS Group, Inc.

AJS Group, Inc. appreciates the opportunity to be of service to you in this project. Should you have any questions concerning this report, please feel free to contact my office.

Prepared by:
AJS Group, Inc.

A handwritten signature in black ink, appearing to read 'John', is written over the printed name 'John'.

Project Manager



8.0 Qualifications of Environmental Professionals

This report was prepared by Joseph Zhou, whose qualifications are summarized as follows.

Professional Highlight:

Mr. Zhou has over 20-year experiences in environmental consulting & engineering and has personally conducted and/or managed hundreds of Phase I environmental site assessments, Phase II subsurface soil and/or groundwater investigations, environmental cleanups via conventional “dig & haul” methods and via alternative technologies, such as vapor extraction, chemical oxidation, bioremediation, as well as risk-based environmental site assessments and/or corrective actions pursuant to the Illinois EPA’s “TACO” Guidelines (35 IAC 742) for various commercial and industrial properties, such as gas stations, drycleaning plants and industrial factories. In doing so, Mr. Zhou has acquired or contributed to acquire hundreds of No Further Remediation (NFR) letters from the Illinois EPA for various commercial and industrial properties.

Registration and Certifications:

Licensed Professional Engineer (License #32226-006) in State of Wisconsin since 1997

Education:

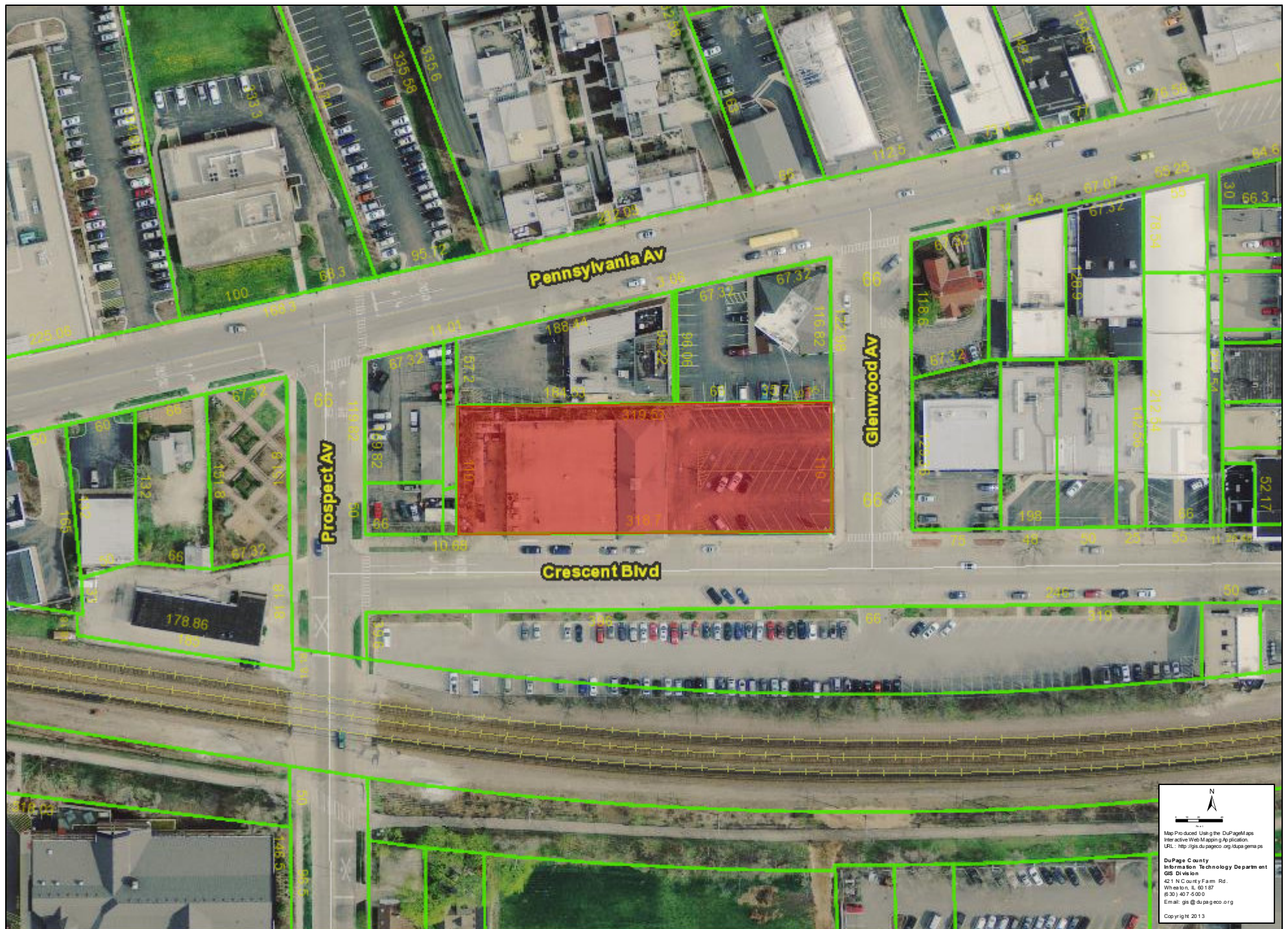
B.S. in geological engineering, Chengdu University of Technology, China (1982)
M.S. in geophysics/seismology, Chinese Science Academy Graduate School (1985)
M.S. in geology, Bowling Green State University, Ohio (1989)
Ph.D. candidate, Michigan State University (1992)

Table 1 Soil Analytical Results

Sample ID	SB1-2'	SB2-9'	SB3-9'	SB4-3'	Tier 1 Soil Remediation Objectives (SROs)			
Target Chemicals	Sampled 1/26/2015				Ingestion	Inhalation	Class I	Class II
BTEX								
Benzene	<0.002	<0.002	<0.002	<0.002	12	0.8	0.03	0.17
Ethylbenzene	<0.005	<0.005	<0.005	<0.005	7,800	400	13	19
Toluene	<0.005	<0.005	<0.005	<0.005	1,600	650	12	29
Xylenes (total)	<0.005	<0.005	<0.005	<0.005	1,600	320/5.6*	150	150
Total Lead (pH = 8.18)								
Total Lead	152.09	10.18	16.12	80.4	400`	N/A	107**	1,420**

Sample ID	SB5-3'	SB10-3'	SB11-9'	SB12-9'	Tier 1 Soil Remediation Objectives (SROs)			
Target Chemicals	Sampled 1/26/2015				Ingestion	Inhalation	Inhalation	Class II
BETX								
Benzene	<0.002	<0.002	<0.002	<0.002	12	0.8	0.03	0.17
Ethylbenzene	<0.005	<0.005	<0.005	<0.005	7,800	400	13	19
Toluene	<0.005	<0.005	<0.005	<0.005	1,600	650	12	29
Xylenes (total)	<0.005	<0.005	<0.005	<0.005	1,600	320/5.6*	150	150
Total Lead (pH = 8.18)								
Total Lead	44.45	19.51	149.76	31.21	400`	N/A	107**	1,420**

Note: All analytical results & Tier 1 SROs expressed in mg/kg with **bold** results exceeding Tier 1 SROs; Class I: Tier 1 SROs for soil component of Class I groundwater; Ingestion: Tier 1 SROs for soil ingestion route; Inhalation: Tier 1 SROs for vapor inhalation route; N/A: No Tier 1 SROs available at this time; Tier 1 SROs denoted with *: for construction worker exposure only; Tier 1 SROs denoted with **: pH-dependent Tier 1 SROs.





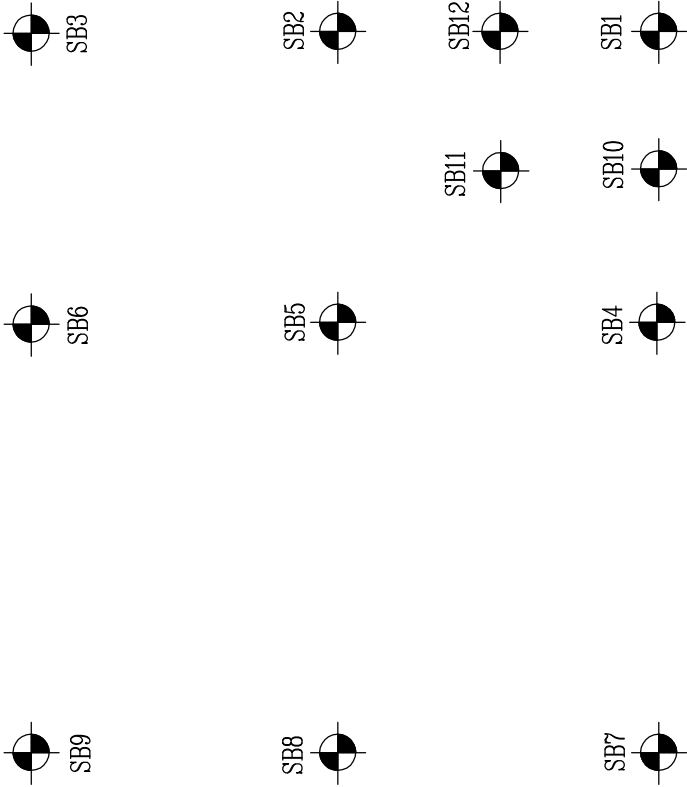
GLENWOOD AVENUE

Concrete Sidewalk

North Adjoining Properties

LEGEND

 Soil boring locations



Concrete Sidewalk

CRESCENT BLVD

FIGURE NO.	2
FIGURE NAME	Soil Boring Location Map
ADDRESS	460 Crescent Blvd, Glen Ellyn, Illinois 60137



AJS GROUP, INC.
7501 Lemont Road, Suite 315A, Woodridge, IL 60517



AJS GROUP, INC.

Professional Environmental Services

APPENDIX I

SOIL ANALYTICAL RESULTS & CHAIN OF CUSTODY

7501 Lemont Road, Suite 315A, Woodridge, Illinois 60517

Tel. 630-696-5099 Fax: 888-348-2267 Website: Ajsgrp.com



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IL ELAP / NELAC Accreditation # 100292

January 30, 2015

Joe Zhou
AJS Group, INC
7501 Lemont Rd, Suite 315A
Woodridge, IL 60517

Project ID: 460 Crescent Blvd, Glen Ellyn
Grace Analytical Job ID: 5012602

The above referenced project was analyzed as directed on the enclosed Chain of Custody record. Analyses were performed in accordance with requirements of 35 IAC 186(Accreditation #100246) and within holding time. Quality control criteria as outlined in the methods and current IL ELAP/NELAP have been met unless otherwise noted. QA/QC documentation and raw data will remain on file for future reference.

Request for duplications or reproductions of these analytical reports must be made in writing to GAL and signed by an authorized agent. The analytical results relate only to the samples analyzed.

GAL seeks your feedback, both positive and negative, on our performance. Please contact us for a copy of our feedback form or submit your comments to us at feedback@gracelabinc.com.

Should you have any questions regarding any of the enclosed analytical data or need additional information, please contact me at (708) 449-9449 or e-mail skim@gracelabinc.com.

Sincerely,

Steven Kim, Ph.D.
Laboratory Director
Grace Analytical Lab, Inc.





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AJS Group, INC
7501 Lemont Rd, Suite 315A
Woodridge IL, 60517

Project Name: Survey
Project Number: 460 Crescent Blvd, Glen Ellyn
Project Manager: Joe Zhou

SN: 2015130170904
Reported By: AM
01/30/15 17:08

ANALYTICAL REPORT FOR SAMPLES

Sample ID	Laboratory ID	Matrix	Date Sampled	Date Received
SB1-2'	5012602-01	Soil	01/26/15 09:14	01/26/15 16:45
SB2-9'	5012602-02	Soil	01/26/15 09:47	01/26/15 16:45
SB3-9'	5012602-03	Soil	01/26/15 10:26	01/26/15 16:45
SB4-3'	5012602-04	Soil	01/26/15 10:59	01/26/15 16:45
SB5-3'	5012602-05	Soil	01/26/15 11:32	01/26/15 16:45
SB10-3'	5012602-06	Soil	01/26/15 12:05	01/26/15 16:45
SB11-9'	5012602-07	Soil	01/26/15 12:41	01/26/15 16:45
SB12-9'	5012602-08	Soil	01/26/15 13:19	01/26/15 16:45

CASE NARRATIVES



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7501 Lemont Rd, Suite 315A
Woodridge IL, 60517

Project Name: Survey
Project Number: 460 Crescent Blvd, Glen Ellyn
Project Manager: Joe Zhou

SN: 2015130170904
Reported By: AM
01/30/15 17:08

Client Sample ID: SB1-2'

Lab Sample ID: 5012602-01 (Soil)

Analyte	Result	Reporting Limit	Units	Dilution	Prepared	Analyzed	Method	Qualifiers
---------	--------	--------------------	-------	----------	----------	----------	--------	------------

Grace Analytical Lab, Inc.

Wet Chemistry

% Solids	78.9		% by Weight	1	01/26/15	01/27/15	2540B	
pH	8.18		N/A	1	01/26/15	01/27/15	9045C	

Volatile Organic Compounds by EPA Method 8260B

Benzene	ND	2.00	ug/kg dry	1	01/27/15	01/27/15	EPA 8260B	
Ethylbenzene	ND	5.00	ug/kg dry	1	01/27/15	01/27/15	EPA 8260B	
Toluene	ND	5.00	ug/kg dry	1	01/27/15	01/27/15	EPA 8260B	
Xylenes, total	ND	5.00	ug/kg dry	1	01/27/15	01/27/15	EPA 8260B	

First Environmental Laboratories Inc.

Total Metals

Lead	152.09	0.5	mg/kg	1	01/29/15	01/29/15	6010C	
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Woodridge IL, 60517

Project Name: Survey
Project Number: 460 Crescent Blvd, Glen Ellyn
Project Manager: Joe Zhou

SN: 2015130170904
Reported By: AM
01/30/15 17:08

Client Sample ID: SB2-9'

Lab Sample ID: 5012602-02 (Soil)

Analyte	Result	Reporting Limit	Units	Dilution	Prepared	Analyzed	Method	Qualifiers
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Grace Analytical Lab, Inc.

Wet Chemistry

% Solids	70.8		% by Weight	1	01/26/15	01/27/15	2540B	
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Volatile Organic Compounds by EPA Method 8260B

Benzene	ND	2.00	ug/kg dry	1	01/27/15	01/27/15	EPA 8260B	
Ethylbenzene	ND	5.00	ug/kg dry	1	01/27/15	01/27/15	EPA 8260B	
Toluene	ND	5.00	ug/kg dry	1	01/27/15	01/27/15	EPA 8260B	
Xylenes, total	ND	5.00	ug/kg dry	1	01/27/15	01/27/15	EPA 8260B	

First Environmental Laboratories Inc.

Total Metals

Lead	10.18	0.5	mg/kg	1	01/29/15	01/29/15	6010C	
------	-------	-----	-------	---	----------	----------	-------	--



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Woodridge IL, 60517

Project Name: Survey
Project Number: 460 Crescent Blvd, Glen Ellyn
Project Manager: Joe Zhou

SN: 2015130170904
Reported By: AM
01/30/15 17:08

Client Sample ID: SB3-9'

Lab Sample ID: 5012602-03 (Soil)

Analyte	Result	Reporting Limit	Units	Dilution	Prepared	Analyzed	Method	Qualifiers
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Grace Analytical Lab, Inc.

Wet Chemistry

% Solids	79.4		% by Weight	1	01/26/15	01/27/15	2540B	
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Volatile Organic Compounds by EPA Method 8260B

Benzene	ND	2.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Ethylbenzene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Toluene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Xylenes, total	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	

First Environmental Laboratories Inc.

Total Metals

Lead	16.12	0.5	mg/kg	1	01/29/15	01/29/15	6010C	
------	-------	-----	-------	---	----------	----------	-------	--



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Woodridge IL, 60517

Project Name: Survey
Project Number: 460 Crescent Blvd, Glen Ellyn
Project Manager: Joe Zhou

SN: 2015130170904
Reported By: AM
01/30/15 17:08

Client Sample ID: SB4-3'

Lab Sample ID: 5012602-04 (Soil)

Analyte	Result	Reporting Limit	Units	Dilution	Prepared	Analyzed	Method	Qualifiers
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Grace Analytical Lab, Inc.

Wet Chemistry

% Solids	78.1		% by Weight	1	01/26/15	01/27/15	2540B	
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Volatile Organic Compounds by EPA Method 8260B

Benzene	ND	2.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Ethylbenzene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Toluene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Xylenes, total	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	

First Environmental Laboratories Inc.

Total Metals

Lead	80.4	0.5	mg/kg	1	01/29/15	01/29/15	6010C	
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AJS Group, INC
7501 Lemont Rd, Suite 315A
Woodridge IL, 60517

Project Name: Survey
Project Number: 460 Crescent Blvd, Glen Ellyn
Project Manager: Joe Zhou

SN: 2015130170904
Reported By: AM
01/30/15 17:08

Client Sample ID: SB5-3'

Lab Sample ID: 5012602-05 (Soil)

Analyte	Result	Reporting Limit	Units	Dilution	Prepared	Analyzed	Method	Qualifiers
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Grace Analytical Lab, Inc.

Wet Chemistry

% Solids	79.4		% by Weight	1	01/26/15	01/27/15	2540B	
----------	------	--	-------------	---	----------	----------	-------	--

Volatile Organic Compounds by EPA Method 8260B

Benzene	ND	2.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Ethylbenzene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Toluene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Xylenes, total	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	

First Environmental Laboratories Inc.

Total Metals

Lead	44.45	0.5	mg/kg	1	01/29/15	01/29/15	6010C	
------	-------	-----	-------	---	----------	----------	-------	--



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AJS Group, INC
7501 Lemont Rd, Suite 315A
Woodridge IL, 60517

Project Name: Survey
Project Number: 460 Crescent Blvd, Glen Ellyn
Project Manager: Joe Zhou

SN: 2015130170904
Reported By: AM
01/30/15 17:08

Client Sample ID: SB10-3'

Lab Sample ID: 5012602-06 (Soil)

Analyte	Result	Reporting Limit	Units	Dilution	Prepared	Analyzed	Method	Qualifiers
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Grace Analytical Lab, Inc.

Wet Chemistry

% Solids	78.4		% by Weight	1	01/26/15	01/27/15	2540B	
----------	------	--	-------------	---	----------	----------	-------	--

Volatile Organic Compounds by EPA Method 8260B

Benzene	ND	2.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Ethylbenzene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Toluene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Xylenes, total	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	

First Environmental Laboratories Inc.

Total Metals

Lead	19.51	0.5	mg/kg	1	01/29/15	01/29/15	6010C	
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Woodridge IL, 60517

Project Name: Survey
Project Number: 460 Crescent Blvd, Glen Ellyn
Project Manager: Joe Zhou

SN: 2015130170904
Reported By: AM
01/30/15 17:08

Client Sample ID: SB11-9'

Lab Sample ID: 5012602-07 (Soil)

Analyte	Result	Reporting Limit	Units	Dilution	Prepared	Analyzed	Method	Qualifiers
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Grace Analytical Lab, Inc.

Wet Chemistry

% Solids	86.8		% by Weight	1	01/26/15	01/27/15	2540B	
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Volatile Organic Compounds by EPA Method 8260B

Benzene	ND	2.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Ethylbenzene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Toluene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Xylenes, total	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	

First Environmental Laboratories Inc.

Total Metals

Lead	149.76	0.5	mg/kg	1	01/29/15	01/29/15	6010C	
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GRACE ANALYTICAL LAB, INC.

5300 McDermott Drive • Berkeley, IL 60163 • Tel. (708) 449-9449

Your logical choice for custom laboratory solutions

IL ELAP / NELAC Accreditation # 100292

AJS Group, INC
7501 Lemont Rd, Suite 315A
Woodridge IL, 60517

Project Name: Survey
Project Number: 460 Crescent Blvd, Glen Ellyn
Project Manager: Joe Zhou

SN: 2015130170904
Reported By: AM
01/30/15 17:08

Client Sample ID: SB12-9'

Lab Sample ID: 5012602-08 (Soil)

Analyte	Result	Reporting Limit	Units	Dilution	Prepared	Analyzed	Method	Qualifiers
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Grace Analytical Lab, Inc.

Wet Chemistry

% Solids	91.3		% by Weight	1	01/26/15	01/27/15	2540B	
----------	------	--	-------------	---	----------	----------	-------	--

Volatile Organic Compounds by EPA Method 8260B

Benzene	ND	2.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Ethylbenzene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Toluene	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	
Xylenes, total	ND	5.00	ug/kg dry	1	01/27/15	01/28/15	EPA 8260B	

First Environmental Laboratories Inc.

Total Metals

Lead	31.21	0.5	mg/kg	1	01/29/15	01/29/15	6010C	
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AJS Group, INC

7501 Lemont Rd, Suite 315A

Woodridge IL, 60517

Project Name: Survey

Project Number: 460 Crescent Blvd, Glen Ellyn

Project Manager: Joe Zhou

SN: 2015130170904

Reported By: AM

01/30/15 17:08

Notes and Definitions

DET	Analyte DETECTED
ND	Analyte NOT DETECTED at or above the reporting limit
NR	Not Reported
dry	Sample results reported on a dry weight basis
RPD	Relative Percent Difference



GRACE ANALYTICAL LAB, INC.

5012602

CHAIN OF CUSTODY

PAGE

OF

PHONE (708) 449-9449 FAX (708) 449-3663
5300-B McDermott Drive Berkeley, IL 60163

CLIENT INFORMATION

Project Manager:
Company: AS Group, Inc.

Phone: 630 696 5099 Fax:

Project Name: 460 Crestmont Blvd, Glen Ellyn

Project ID#:
Sampler: Joe C. Zhou

SAMPLE RECEIVING RECORDS

Samples Received On Ice ☒ YES ☐ NO
Sample Temperature (if not On Ice) 3.8 °C
Samples Intact/Not Leaking ☒ YES ☐ NO

SAMPLE CHARACTERISTICS

☐ NONHAZARDOUS
☐ Special Handling Required (Please Describe)

TURNAROUND Standard

Date Required:
Schedule in advance to insure RUSH Processing
Comments / Special Instructions

BTEX
Total Lead
PH
OC Levels
None
Level 2
Level 3
Level 4

GAL SAMPLE ID	FIELD ID, LOCATION / DESCRIPTION	DATE	TIME	MATRIX	Number of Containers	PRESERVATIVE	ANALYSIS NEEDED	REMARKS
5012602-01	SB1-2'	1/26/15	9:14	Soil	4	NaHSO ₄ CH ₃ OH	X	X
-02	SB2-9'		9:47		4		X	X
-03	SB3-9'		10:16		4		X	X
-04	SB4-3'		10:59		4		X	X
-05	SB5-3'		11:32		4		X	X
-06	SB10-3'		12:05		4		X	X
-07	SB11-9'		12:41		4		X	X
-08	SB12-9'	1/26/15	13:19	Soil	4	NaHSO ₄ CH ₃ OH	X	X

MATRIX: Soil (S), Surface Water (SW), Ground Water (GW), Waste Water (WW), Waste/Solid (W/S), Waste/Liquid (W/L), Drinking Water (DW), Air Cassettes (AC); Note if COMPOSITE (C) or GRAB (G)

PRESERVATIVE: Nitric Acid (HNO₃), Hydrochloric Acid (HCl), Sodium Hydroxide (NaOH), Sulfuric Acid (H₂SO₄), Sodium Bisulfate (NaHSO₄), Methanol (CH₃OH), None

Relinquished By (Signature): <u>Joe C. Zhou</u>	Date/Time: <u>1/26/15 16:45</u>	Received By (Signature):	Date/Time:	Relinquished By (Signature):	Date/Time:	Received For Lab By (Signature): <u>Mike Ma</u>	Date/Time: <u>1/26/15 16:45</u>
(Relinquished By (Signature):)	(Date/Time)	(Received By (Signature):)	(Date/Time)	(Relinquished By (Signature):)	(Date/Time)	(Received For Lab By (Signature):)	(Date/Time)

WHITE - ORIGINAL FILE COPY

CANARY - LAB COPY

Grace Analytical lab, inc.

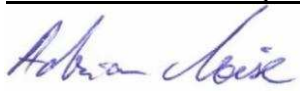
5300-B McDermott Dr. Berkeley, IL 60163 . Tel. (708) 449-9449 . Fax (708) 449-3663

SAMPLE/COOLER RECEIPT FORM GAL JOB ID#: 5012602

Client Name: AJS Group, Inc. Cooler Received/Opened: 1/26/2015 at 16:45

Project ID: 460 Crescent Blvd, Glen Ellyn

Signed by:



Log-In Personnel Signature

- | | Yes | No | NA |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| 1. Temperature of Cooler when triaged: <u>3.8°C</u> | | | |
| 2. Were custody seals on outside of cooler?... | ☐ | ☐ | ☒ |
| 3. Were custody seals on containers intact? | ☐ | ☐ | ☒ |
| If YES: Were the seals intact, signed, and dated correctly? | ☐ | ☐ | ☐ |
| 4. Were Chain of Custody form inside cooler? | ☒ | ☐ | ☐ |
| 5. Were Chain of Custody form properly filled out (ink, signed, etc)?. | ☒ | ☐ | ☐ |
| 6. Did you sign the Chain of Custody form in the appropriate place? | ☒ | ☐ | ☐ |
| 7. Was there packing material used | ☐ | ☒ | ☐ |
| If YES: ☐ Bubblewrap ☐ Peanuts ☐ Vermiculite ☐ Other ☐ None | | | |
| 8. Cooling process: ☒ Ice ☐ Icepack ☐ Ice(direct contact) ☐ Dry ice ☐ other ☐ None | | | |
| 9. Did all containers arrive in good condition (unbroken)? | ☒ | ☐ | ☐ |
| 10. Were all container labels complete (ID #, data, signed, preserv., etc | ☒ | ☐ | ☐ |
| 11. Did all container labels and tags agree with Chain of Custody form | ☒ | ☐ | ☐ |
| 12. Were correct containers used for the analysis requested | ☒ | ☐ | ☐ |
| 13. a. Were Water VOA vials received | ☐ | ☒ | ☐ |
| b. Was there any observable head space present in any VOA vial | ☐ | ☐ | ☒ |
| 14. Was sufficient amount of sample sent in each container | ☒ | ☐ | ☐ |
| 15. Were correct preservatives used | ☒ | ☐ | ☐ |

If not, record _____

16. Was residual chlorine present ☐ ☐ ☒

17. Indicate the Airbill Tracking Number and Name of Courier below:

☐Fed-Ex ☐UPS ☐Velocity ☐Airborne ☐Route ☐Misc. ☒Hand delivered ☐Picked Up

18. If a Non-Conformance exists, record reason: _____



AJS GROUP, INC.

Professional Environmental Services

APPENDIX II

SOIL BORING LOGS

7501 Lemont Road, Suite 315A, Woodridge, Illinois 60517

Tel. 630-696-5099 Fax: 888-348-2267 Website: Ajsgrp.com

SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015		
Boring Number Sheet 1 of 1 SB1				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe		
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description		Analytical Sample Number		
-0'	0-4'	3.1	0.0	Asphalt pavement (3'), and crushed asphalt & limestone fills, no visual or olfactory evidence of contamination observed.		SB1-2' (This soil sample was collected at about 2' below grade)		
-1'								
-2'			8.2	Clay & gravel fills, black, slight gasoline odor, minor petroleum staining.				
-3'								
-4'	4-8'	3.6	0.0	Silty clay (CL), brown, moist, no visual or olfactory evidence of petroleum impact.				
-5'								
-6'			0.0					
-7'								
-8'	8-12'	3.5	0.0					
-9'								
-10'			0.0					
-11'								
-12'			0.0	Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.				
-13'				END OF BORING AT 12 FEET				
-14'								
-15'								
-16'								
-17'								
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.								
Water Table: Not encountered.				Geologist: Joe Z.		Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517		

SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015	
Boring Number Sheet 1 of 1 SB2				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description		Analytical Sample Number	
-0'	0-4'	2.8	0.0	Asphalt pavement (3') & crushed asphalt fills, no olfactory evidence of petroleum impact observed.		SB2-9' (This soil sample was collected at about 9' below grade)	
-1'							
-2'				Limestone fills, moist, no visual or olfactory evidence of petroleum impact observed.			
-3'	4-8'	3.0	0.0				
-4'				Gravel, sand & clay fills, varying colors, brown, moist, no visual or olfactory evidence of petroleum impact.			
-5'							
-6'	8-12'	3.4	0.0				
-7'							
-8'							
-9'				Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.			
-10'							
-11'				0.0			
-12'	END OF BORING AT 12 FEET						
-13'							
-14'							
-15'							
-16'							
-17'							

Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual.
 2. Sampling depth is within +/- 1 foot range.

Water Table: Not encountered.	Geologist: Joe Z.	Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517
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SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015	
Boring Number Sheet 1 of 1 SB3				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description	Analytical Sample Number		
-0'	0-4'	3.0	0.0	Asphalt pavement (3') & crushed asphalt fills, no olfactory evidence of petroleum impact observed.	SB3-9' (This soil sample was collected at about 9' below grade)		
-1'							
-2'			0.0	Limestone fills, moist, no visual or olfactory evidence of petroleum impact observed.			
-3'	4-8'	2.7					
-4'			0.0				
-5'			0.0				
-6'	8-12'	3.2		Gravel, sand & clay fills, varying colors, brown, moist, no visual or olfactory evidence of petroleum impact.			
-7'			0.0				
-8'			0.0				
-9'				Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.			
-10'			0.0				
-11'							
-12'			0.0				
-13'				END OF BORING AT 12 FEET			
-14'							
-15'							
-16'							
-17'							
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.							
Water Table: Not encountered.				Geologist: Joe Z.		Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517	

SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015	
Boring Number Sheet 1 of 1 SB4				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description		Analytical Sample Number	
-0'	0-4'	3.0	0.0	Asphalt pavement (3') & crushed asphalt fills, no olfactory evidence of petroleum impact observed.		SB4-9' (This soil sample was collected at about 9' below grade)	
-1'				Silty clay, rusty gray, moist, no visual or olfactory evidence of petroleum impact observed.			
-2'							
-3'	4-8'	2.7	0.0				
-4'							
-5'				Silty clay (CL), brown, moist, no visual or olfactory evidence of contamination.			
-6'	8-12'	3.2	0.0				
-7'							
-8'				Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.			
-9'			0.0				
-10'							
-11'							
-12'			0.0	END OF BORING AT 12 FEET			
-13'							
-14'							
-15'							
-16'							
-17'							

Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual.
 2. Sampling depth is within +/- 1 foot range.

Water Table: Not encountered.	Geologist: Joe Z.	Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517
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SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015	
Boring Number Sheet 1 of 1 SB5				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description		Analytical Sample Number	
-0'	0-4'	3.5		Asphalt pavement (3') & gravel fills, no visual or olfactory evidence of contamination observed.		SB5-3' (This soil sample was collected at about 3' below grade)	
-1'			0.0	Clay fills with some gravel, blackish gray, no visual or olfactory evidence of petroleum impact observed.			
-2'							
-3'			0.0				
-4'	4-8'	3.8		Grave, sand & clay fill, varying colors, moist, no visual or olfactory evidence of petroleum impact.			
-5'			0.0				
-6'							
-7'			0.0				
-8'	8-12'	4.0					
-9'			0.0				
-10'				Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.			
-11'			0.0				
-12'				END OF BORING AT 12 FEET			
-13'							
-14'							
-15'							
-16'							
-17'							
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.							
Water Table: Not encountered.				Geologist: Joe Z.		Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517	

SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015	
Boring Number Sheet 1 of 1 SB6				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description	Analytical Sample Number		
-0'	0-4'	2.9		Asphalt pavement (3') & crushed asphalt fills, no olfactory evidence of petroleum impact observed.	No soil sample was collected from this soil boring for laboratory analysis)		
-1'			0.0	Limestone fills, moist, no visual or olfactory evidence of petroleum impact observed.			
-2'							
-3'			0.0				
-4'	4-8'	3.2					
-5'			0.0				
-6'							
-7'			0.0				
-8'	8-12'	3.8		Gravel, sand & clay fills, varying colors, brown, moist, no visual or olfactory evidence of petroleum impact.			
-9'			0.0				
-10'				Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.			
-11'			0.0				
-12'				END OF BORING AT 12 FEET			
-13'							
-14'							
-15'							
-16'							
-17'							
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.							
Water Table: Not encountered.				Geologist: Joe Z.		Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517	

SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015	
Boring Number Sheet 1 of 1 SB7				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description		Analytical Sample Number	
-0'	0-4'	2.5		Asphalt pavement (3') & crushed asphalt fills, no olfactory evidence of petroleum impact observed.		No soil sample was collected from this soil boring for laboratory analysis)	
-1'			0.0	Sand fill, brown or brownish gray, moist, no visual or olfactory evidence of petroleum impact observed.			
-2'							
-3'			0.0				
-4'	4-8'	2.7					
-5'			0.0				
-6'							
-7'			0.0				
-8'	8-12'	3.6					
-9'			0.0	Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.			
-10'							
-11'			0.0				
-12'				END OF BORING AT 12 FEET			
-13'							
-14'							
-15'							
-16'							
-17'							
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.							
Water Table: Not encountered.				Geologist: Joe Z.		Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517	

SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015	
Boring Number Sheet 1 of 1 SB8				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description		Analytical Sample Number	
-0'	0-4'	2.7	0.0	Asphalt pavement (3') & crushed asphalt fills, no olfactory evidence of petroleum impact observed.		No soil sample was collected from this soil boring for laboratory analysis)	
-1'				-----			
-2'				Limestone fills, moist, no visual or olfactory evidence of petroleum impact observed.			
-3'	4-8'	3.5	0.0	-----			
-4'							
-5'							
-6'	8-12'	4.0	0.0	Silty clay (CL), brown, moist, no visual or olfactory evidence of contamination.			
-7'				-----			
-8'							
-9'				Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.			
-10'				-----			
-11'							
-12'			END OF BORING AT 12 FEET				
-13'							
-14'							
-15'							
-16'							
-17'							
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.							
Water Table: Not encountered.				Geologist: Joe Z.		Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517	

SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015	
Boring Number Sheet 1 of 1 SB9				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description		Analytical Sample Number	
-0'	0-4'	2.5		Asphalt pavement (3') & crushed asphalt fills, no olfactory evidence of petroleum impact observed.		No soil sample was collected from this soil boring for laboratory analysis)	
-1'			0.0	Limestone fills, moist, no visual or olfactory evidence of petroleum impact observed.			
-2'							
-3'			0.0				
-4'	4-8'	3.0					
-5'			0.0				
-6'							
-7'			0.0				
-8'	8-12'	3.5					
-9'			0.0	Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.			
-10'							
-11'			0.0				
-12'				END OF BORING AT 12 FEET			
-13'							
-14'							
-15'							
-16'							
-17'							
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.							
Water Table: Not encountered.				Geologist: Joe Z.		Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517	

SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015	
Boring Number Sheet 1 of 1 SB11				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description	Analytical Sample Number		
-0'	0-4'	2.8		Asphalt pavement (3') & crushed asphalt fills, no visual or olfactory evidence of contamination observed.	SB11-9' (This soil sample was collected at about 9' below grade)		
-1'			0.0				
-2'							
-3'	4-8'	2.4	0.0	Limestone fills, light gray, moist, no visual or olfactory evidence of petroleum impact.			
-4'							
-5'			0.0				
-6'							
-7'			0.0				
-8'	8-12'	3.7					
-9'			0.0				
-10'				Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.			
-11'			0.0				
-12'							
-13'				END OF BORING AT 12 FEET			
-14'							
-15'							
-16'							
-17'							

Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual.
 2. Sampling depth is within +/- 1 foot range.

Water Table: Not encountered.	Geologist: Joe Z.	Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517
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SOIL BORING LOG

Project Name 460 Crescent				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date January 26, 2015	
Boring Number Sheet 1 of 1 SB12				Drilling Firm C.S. Drilling, Inc.		Drilling Method Van-Mounted GeoProbe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description		Analytical Sample Number	
-0'	0-4'	2.6		Asphalt pavement (3') & crushed asphalt fills, no visual or olfactory evidence of contamination observed.		SB12-9' (This soil sample was collected at about 9' below grade)	
-1'			0.0	Limestone fills, light gray, moist, no visual or olfactory evidence of petroleum impact.			
-2'							
-3'			0.0				
-4'	4-8'	2.9					
-5'			0.0				
-6'							
-7'			0.0				
-8'	8-12'	3.4					
-9'			0.0	Silty clay (CL), brownish gray, moist, no visual or olfactory evidence of contamination.			
-10'							
-11'			0.0				
-12'				END OF BORING AT 12 FEET			
-13'							
-14'							
-15'							
-16'							
-17'							
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.							
Water Table: Not encountered.				Geologist: Joe Z.		Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517	



AJS GROUP, INC.

Professional Environmental Services

PHASE II SUBSURFACE INVESTIGATION REPORT

Property Investigated:

**460 Crescent Boulevard
Glen Ellyn, DuPage County, Illinois 60137
Parcel Index Number: 05-11-314-008**

Prepared for:

**Mr. R.L. "Skeet" Walker
Springbank Real Estate Group
730 W. Randolph Street, Suite 500
Chicago, IL 60661**



Report Date: July 3, 2017

Project No. 5315-1225

7501 Lemont Road, Suite 315A, Woodridge, Illinois 60517

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1.0 INTRODUCTION

AJS Group, Inc. was retained by Mr. R.L. “Skeet” Walker, Springbank Real Estate Group (Client), to perform a Phase II subsurface investigation at 460 Crescent Boulevard, Glen Ellyn, Illinois (referred to as the subject property hereafter). The objective for this project was to determine (1) if the subject property is currently impacted by a drycleaner facility that had previously been in operation at the north adjacent property for an unknown period of time; and (2) if any underground storage tank(s) currently exists/exist in the area of the former Shell gas station, which was reportedly located at the southeast portion of the subject property from 1940s to 1950s.

Per our contract received from Client on June 19, 2017, AJS Group, Inc. mobilized a field crew consisting of a geoprobe operator, a labor and an environmental consultant onto the subject property and conducted a total of four soil borings to a depth of 16 feet below the existing grade. As a result, a total of eight representative soil samples, two from each soil boring, were collected for laboratory analysis. The indicator contaminants of concern analyzed for these eight soil samples include the full spectrum of volatile organic compounds (VOCs). Prior to soil boring activities, Ground Penetrating Radar Systems, Inc. (GPRS) performed a ground scanning to determine if there is any UST associated with the former gas station facility using a ground penetrating radar.

Based on the GPR survey results obtained at the subject property, it can be determined that there is currently no UST at the subject property in connection with the former gas station facility.

Based on the soil analytical results for the eight soil samples collected at the subject property, it can be determined that none of the VOCs compounds were detected in concentrations exceeding the Illinois EPA’s most stringent Tier 1 soil remediation objectives for residential and/or commercial properties, which means that the subject property is currently not adverse impacted by the former drycleaner facility located at the north adjacent property.

In summary, it is our opinion that there is currently no UST at the subject property associated with the former on-site gas station facility, and the former drycleaner facility previously located at the north adjacent property has not resulted in any adverse impact in the subsurface soils at the subject property as of this time.



2.0 SITE DESCRIPTION

The subject property is located at 460 Crescent Boulevard, Glen Ellyn, Illinois. It is currently unoccupied, but had been operated as a grocery store for an unknown period of time prior to 2015. The ground surface is relatively flat, however, the ground surface in the northern strip of the land, which consists of a landscaping area, located adjacent to the north wall of the current one-story commercial building is approximately 12 feet higher than the ground surface for the subject building and associated asphalt parking lot area.

According to the information obtained from DuPage County, the subject property encompasses a parcel of land totaling approximately 34,828 square feet, and was developed with the current one-story commercial building of approximately 12,600 square feet in 1966. The parcel index number for the subject property is 05-11-314-008.

Based on our previous interview with the former property owner Mr. Bill Behrmann, and based on the historical aerial photographs for 1939, 1946, 1961, 1974, 1988, 1994, 1998, 2002, 2005 & 2007, it appears that a Shell gas station had been in service at the southeast portion of the subject property from 1940s to 1950s.

Additionally, according to the information given to us by Mr. R.L. "Skeet" Walker, Springbank Real Estate Group (Client), the north adjacent property located at 475 Pennsylvania Avenue, which is currently occupied by Barone's Family Dining, had been operated as a drycleaner facility for an unknown period of time in the past.



3.0 SITE GEOLOGY

3.1 Site Geology

According to Surficial Geology of the Chicago Region (Illinois Geological Survey Circular # 460, 1970), the subject property is underlain by glacial till, which mainly consists of relatively impermeable silt & clay.

According to the Illinois State Geological Survey's (ISGS) Circular 532 (1984), titled "Potential For Contamination of Shallow Aquifers in Illinois", it appears that the subject property is located in a designated "E" area, where relatively impermeable silty or clay or their combination exists within 50 feet of the ground surface.

Based on the soil core samples encountered at the subject property during this site investigation, it is determined that the indigenous soil mainly consists of silty clay, which indicates that the site geology is generally consistent with the soil type described for "E" area.

3.2 Site Hydrogeology

No shallow groundwater was encountered in any of the twelve soil borings. However, according to the USGS 7.5 minute topographic map, the subject property has an elevation of about 770 feet above the mean sea level (MSL). The topography around the subject property slopes generally toward southeast. It is inferred that the shallow groundwater, if present, would flow toward southeast in conformance with the regional topography identified above.



4.0 SITE INVESTIGATION ACTIVITIES

4.1 Ground Penetrating Radar (GPR) Survey:

On June 21, 2017, and before the soil borings activities were initiated on the premises, Ground Penetrating Radar Systems, Inc. (GPRS) performed the ground scanning using a ground penetrating radar. As a result, no underground storage tank was discovered at the subject property.

However, a former excavation with the disturbed soil was located in the southeast portion of the subject property, where the former gas station was reportedly located. To further verify this anomaly for the former excavation, we dug a test hole to a depth of about six feet below the grade in the middle of this suspect former excavation area, finding that it was indeed filled with various gravel, sand, crushed asphalt and other debris.

Please refer to Ground Penetrating Radar UST Scanning Report (Appendix III) for details.

4.2 Subsurface Soil Investigation:

On June 21, 2017, AJS Group, Inc. mobilized a field crew onto the remediation site to conduct a total of four soil borings to a depth of 16 feet below the grade surface at the strategic locations as depicted in Figure 1. The soil boring locations were designed to capture the soil contamination that may have been caused by the former drycleaner facility located at 475 Pennsylvania Avenue, a north adjacent property. A total of eight representative soil samples were collected for laboratory analysis of VOCs.

During the soil boring activities, each soil boring was continuously sampled, logged and described, with representative soil samples collected at a depth interval of every two feet and/or in the segments where apparent visual and olfactory evidence was observed. All these soil samples were screened and measured with a PID meter in the field for the presence of volatile organic compounds.

The soil boring activities were conducted by directly driving a 4-foot long sampler, the interior of which is lined with a plastic sleeve, into the undisturbed depth. Upon retrieval, the soil core was quickly inspected and representative soil samples were then immediately collected at a two-foot depth interval or at the most contaminated segment(s) to minimize the loss of the contaminants through volatilization. Specifically, representative soil samples were collected and placed into two 40-ml glass vials containing NaHSO₄ and one 40-ml glass vial containing CH₃OH. One additional soil sample was also packed into a 4-ounce jar for the determination of the soil moisture, dry



weight, etc. in the laboratory. All samples vials and jars were provided by the laboratory and were deemed clean.

All BTEX soil samples were collected in accordance with EPA's SW-846 Method 5035. Proper decontamination procedures were followed during the soil sampling activities. A new plastic liner was used for each soil boring advancement. A new pair of gloves was used for collecting each soil sample.

Proper decontamination procedures were strictly followed during the soil sampling activities. The Chain of Custody documentation was adhered to during the soil sampling activities & soil sample delivery process. All soil samples were stored in a cooler with ice packs with the interior temperature maintained 4-6 °C.

Upon completion, each soil boring was sealed with bentonite, and then filled with soil cutting and sand to a depth of about four inches below the grade. The boreholes at B1, B2 & B3 were patched with asphalt to match the original ground finishing, and the borehole at B4 was filled with gravel to the original ground surface.



5.0 SOIL ANALYTICAL RESULTS

A total of eight representative soil samples were selected for laboratory analyses. The selection of these soil samples was based on PID readings obtained, visual observations made in the field and our professional judgment. The indicator contaminants of concern analyzed for these eight soil samples include the full spectrum of volatile organic compounds (VOCs). The soil analytical results are tabulated in Tables 1A & 1B and the laboratory report is included in Appendix I.

As indicated in Tables 1A & 1B, none of the VOCs compounds were detected in any of the eight soil samples in concentrations exceeding the Illinois EPA's most stringent Tier 1 soil remediation objectives for residential and/or commercial properties.

However, very low concentrations of tetrachloroethene or perchloroethene (PCE) were detected at 0.0051 mg/kg in the soil sample B1-A (3'), 0.013 mg/kg in B2-A (3'), 0.0023 mg/kg in B2-B (9') and 0.005 mg/kg in B4-B (12'). The presence of PCE in the above soil samples indicates that the chlorinated drycleaning solvent release might have occurred at the former drycleaner facility located at the north adjacent property, but such impact has not risen to the contamination level.



6.0 CONCLUSIONS AND RECOMMENDATIONS

In this Phase II subsurface investigation, AJS Group, Inc. conducted a ground penetrating radar (GPR) survey and performed a total of four soil borings to a depth of 16 feet below the existing grade. During the soil boring activities, a total of eight representative soil samples, two from each soil boring, were collected for laboratory analysis of VOCs.

Based on the investigation results obtained from the above GPR survey and the soil investigation, and according to the soil analytical results obtained at the subject property, AJS Group, Inc. has obtained the following findings:

- No underground storage tank (UST) was found in the asphalt parking lot area, especially in the southeastern portion of the subject property, where the former gas station facility was located from 1940s to 1950s.
- The subject property is currently not adversely impacted by the former drycleaner facility located at 475 Pennsylvania Avenue, a north adjacent property.

Additionally, we can also draw the following conclusions regarding the subject property:

- No soil contamination related to VOCs exists at the subject property, which would exert adverse impact onto human health and the environment via the soil ingestion exposure route.
- No soil contamination related to VOCs exists at the subject property, which would exert adverse impact onto human health and the environment via the outdoor vapor inhalation exposure route.
- No soil contamination related to VOCs exists at the subject property, which would exert adverse impact onto human health and the environment via the soil component of Class I groundwater ingestion exposure route.
- No soil contamination related to VOCs exists at the subject property, which would exert adverse impact onto human health and the environment via the indoor vapor inhalation exposure route.

Based on the above findings, AJS Group, Inc. does not recommend any further investigative or remedial action for the subject property at this time.



7.0 CLOSURE REMARKS

The Phase II subsurface investigation detailed in this report was performed in accordance with generally accepted methods and practices of environmental profession. The findings documented in this report are believed to be reliable to the extent possible for the information gathered and for the scope and intent of the work mutually agreed upon by the client and AJS Group, Inc.

AJS Group, Inc. appreciates the opportunity to be of service to you in this project. Should you have any questions concerning this report, please feel free to contact my office.

Prepared by:
AJS Group, Inc.

A handwritten signature in black ink, appearing to read 'John', is written over the printed name 'John'.

Project Manager



8.0 QUALIFICATIONS

This report was prepared by Joseph Zhou, whose qualifications are summarized as follows.

Professional Highlight:

Mr. Zhou has over 20-year experiences in environmental consulting & engineering and has personally conducted and/or managed hundreds of Phase I environmental site assessments, Phase II subsurface soil and/or groundwater investigations, environmental cleanups via conventional “dig & haul” methods and via alternative technologies, such as vapor extraction, chemical oxidation, bioremediation, as well as risk-based environmental site assessments and/or corrective actions pursuant to the Illinois EPA’s “TACO” Guidelines (35 IAC 742) for various commercial and industrial properties, such as gas stations, drycleaning plants and industrial factories. In doing so, Mr. Zhou has acquired or contributed to acquire hundreds of No Further Remediation (NFR) letters from the Illinois EPA for various commercial and industrial properties.

Registration and Certifications:

Professional Engineer (Registration #32226-006) in State of Wisconsin starting from 1997

Education:

B.S. in geological engineering, Chengdu University of Technology, China (1982)
M.S. in geophysics/seismology, Chinese Science Academy Graduate School (1985)
M.S. in geology, Bowling Green State University, Ohio (1989)
Ph.D. candidate, Michigan State University (1992)

Table 1A Soil Analytical Results

			Client Sample ID :		B1-A (3')	B1-B (11')	B2-A (3')	B2-B (9')
			Date Collected :		06/21/2017			
Tier 1 SROs								
Analyte	Ingestion	Inhalation	Class I	Class II				
Acetone	70,000	100,000	25	25	< 0.038	< 0.056	< 0.049	< 0.031
Benzene	12	0.8	0.03	0.17	< 0.0025	0.0061	< 0.0033	< 0.0021
Bromodichloromethane	10	3,000	0.6	0.6	< 0.0025	< 0.0038	< 0.0033	< 0.0021
Bromoform	81	53	0.8	0.8	< 0.0025	< 0.0038	< 0.0033	< 0.0021
Bromomethane	110	10 / 3.9*	0.2	1.2	< 0.0050	< 0.0075	< 0.0066	< 0.0041
2-Butanone	47,000	25,000/730*	17	17	< 0.038	< 0.056	< 0.049	< 0.031
Carbon disulfide	7,800	720	32	160	< 0.025	< 0.038	< 0.033	< 0.021
Carbon tetrachloride	5	0.3	0.07	0.33	< 0.0025	< 0.0038	< 0.0033	< 0.0021
Chlorobenzene	1,600	130 / 1.3*	1	6.5	< 0.0025	< 0.0038	< 0.0033	< 0.0021
Chloroethane	N/A	1,500/39*	N/A	N/A	< 0.0050	< 0.0075	< 0.0066	< 0.0041
Chloroform	100	0.3	0.6	2.9	< 0.0025	< 0.0038	< 0.0033	< 0.0021
Chloromethane	N/A	110	N/A	N/A	< 0.0050	< 0.0075	< 0.0066	< 0.0041
Dibromochloromethane	1,600	1,300	0.4	0.4	< 0.0025	< 0.0038	< 0.0033	< 0.0021
1,1-Dichloroethane	7,800	1,300 / 130*	23	110	< 0.0025	< 0.0038	< 0.0033	< 0.0021
1,2-Dichloroethane	7	0.4	0.02	0.1	< 0.0025	< 0.0038	< 0.0033	< 0.0021
1,1-Dichloroethene	3,900	290 / 3.0*	0.06	0.3	< 0.0025	< 0.0038	< 0.0033	< 0.0021
cis-1,2-Dichloroethene	780	1,200	0.4	1.1	< 0.0025	< 0.0038	< 0.0033	< 0.0021
trans-1,2-Dichloroethene	1,600	3,100	0.7	3.4	< 0.0025	< 0.0038	< 0.0033	< 0.0021
1,2-Dichloropropane	9	15 / 0.50*	0.03	0.15	< 0.0025	< 0.0038	< 0.0033	< 0.0021
cis-1,3-Dichloropropene	6.4	1.1 / 0.39*	0.005	0.02	< 0.0010	< 0.0015	< 0.0013	< 0.00083
trans-1,3-Dichloropropene	6.4	1.1 / 0.39*	0.005	0.02	< 0.0010	< 0.0015	< 0.0013	< 0.00083
Ethylbenzene	7,800	400 / 58*	13	19	< 0.0025	< 0.0038	< 0.0033	< 0.0021
2-Hexanone	390	450/47*	0.16	0.16	< 0.010	< 0.015	< 0.013	< 0.0083
4-Methyl-2-pentanone	6,300	3,100/340*	2.5	2.5	< 0.010	< 0.015	< 0.013	< 0.0083
Methylene chloride	85	13	0.02	0.2	< 0.0050	< 0.0075	< 0.0066	< 0.0041
Methyl tert-butyl ether	780	8,800 / 140*	0.32	0.32	< 0.0025	< 0.0038	< 0.0033	< 0.0021
Styrene	16,000	1,500 / 430*	4	18	< 0.0025	< 0.0038	< 0.0033	< 0.0021
1,1,2,2-Tetrachloroethane	2,300	N/A	2.5	2.5	< 0.0025	< 0.0038	< 0.0033	< 0.0021
Tetrachloroethene	12	11	0.06	0.3	0.0051	< 0.0038	0.013	0.0023
Toluene	16,000	650 / 42*	12	29	< 0.0025	0.0091	< 0.0033	< 0.0021
1,1,1-Trichloroethane	N/A	1,200	2	9.6	< 0.0025	< 0.0038	< 0.0033	< 0.0021
1,1,2-Trichloroethane	310	1,800	0.02	0.3	< 0.0025	< 0.0038	< 0.0033	< 0.0021
Trichloroethene	58	5	0.06	0.3	< 0.0025	< 0.0038	< 0.0033	< 0.0021
Vinyl chloride	0.46	0.28	0.01	0.07	< 0.0025	< 0.0038	< 0.0033	< 0.0021
Xylenes, Total	16,000	320 / 5.6*	150	150	< 0.0075	< 0.011	< 0.0099	< 0.0062

Tier 1 SROs: Tier 1 Soil remediation objectives for residential properties; Ingestion: Soil ingestion route; Inhalation: Outdoor inhalation route;

Class I/Class II: Soil component of Class I/Class II groundwater exposure route; N/A: No Tier 1 SROs available at this time;

*: Tier 1 SROs for construction worker exposure route.

Table 1B Soil Analytical Results

			Client Sample ID :		B3-A (3')	B3-B (9')	B4-A (3')	B4-B (12')
			Date Collected :		06/21/2017			
Tier 1 SROs								
Analyte	Ingestion	Inhalation	Class I	Class II				
Acetone	70,000	100,000	25	25	< 0.050	< 0.046	< 0.060	< 0.058
Benzene	12	0.8	0.03	0.17	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Bromodichloromethane	10	3,000	0.6	0.6	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Bromoform	81	53	0.8	0.8	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Bromomethane	110	10 / 3.9*	0.2	1.2	< 0.0066	< 0.0062	< 0.0080	< 0.0078
2-Butanone	47,000	25,000/730*	17	17	< 0.050	< 0.046	< 0.060	< 0.058
Carbon disulfide	7,800	720	32	160	< 0.033	< 0.031	< 0.040	< 0.039
Carbon tetrachloride	5	0.3	0.07	0.33	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Chlorobenzene	1,600	130 / 1.3*	1	6.5	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Chloroethane	N/A	1,500/39*	N/A	N/A	< 0.0066	< 0.0062	< 0.0080	< 0.0078
Chloroform	100	0.3	0.6	2.9	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Chloromethane	N/A	110	N/A	N/A	< 0.0066	< 0.0062	< 0.0080	< 0.0078
Dibromochloromethane	1,600	1,300	0.4	0.4	< 0.0033	< 0.0031	< 0.0040	< 0.0039
1,1-Dichloroethane	7,800	1,300 / 130*	23	110	< 0.0033	< 0.0031	< 0.0040	< 0.0039
1,2-Dichloroethane	7	0.4	0.02	0.1	< 0.0033	< 0.0031	< 0.0040	< 0.0039
1,1-Dichloroethene	3,900	290 / 3.0*	0.06	0.3	< 0.0033	< 0.0031	< 0.0040	< 0.0039
cis-1,2-Dichloroethene	780	1,200	0.4	1.1	< 0.0033	< 0.0031	< 0.0040	< 0.0039
trans-1,2-Dichloroethene	1,600	3,100	0.7	3.4	< 0.0033	< 0.0031	< 0.0040	< 0.0039
1,2-Dichloropropane	9	15 / 0.50*	0.03	0.15	< 0.0033	< 0.0031	< 0.0040	< 0.0039
cis-1,3-Dichloropropene	6.4	1.1 / 0.39*	0.005	0.02	< 0.0013	< 0.0012	< 0.0016	< 0.0016
trans-1,3-Dichloropropene	6.4	1.1 / 0.39*	0.005	0.02	< 0.0013	< 0.0012	< 0.0016	< 0.0016
Ethylbenzene	7,800	400 / 58*	13	19	< 0.0033	< 0.0031	< 0.0040	< 0.0039
2-Hexanone	390	450/47*	0.16	0.16	< 0.013	< 0.012	< 0.016	< 0.016
4-Methyl-2-pentanone	6,300	3,100/340*	2.5	2.5	< 0.013	< 0.012	< 0.016	< 0.016
Methylene chloride	85	13	0.02	0.2	< 0.0066	< 0.0062	< 0.0080	< 0.0078
Methyl tert-butyl ether	780	8,800 / 140*	0.32	0.32	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Styrene	16,000	1,500 / 430*	4	18	< 0.0033	< 0.0031	< 0.0040	< 0.0039
1,1,2,2-Tetrachloroethane	2,300	N/A	2.5	2.5	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Tetrachloroethene	12	11	0.06	0.3	< 0.0033	< 0.0031	< 0.0040	0.0050
Toluene	16,000	650 / 42*	12	29	< 0.0033	< 0.0031	< 0.0040	< 0.0039
1,1,1-Trichloroethane	N/A	1,200	2	9.6	< 0.0033	< 0.0031	< 0.0040	< 0.0039
1,1,2-Trichloroethane	310	1,800	0.02	0.3	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Trichloroethene	58	5	0.06	0.3	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Vinyl chloride	0.46	0.28	0.01	0.07	< 0.0033	< 0.0031	< 0.0040	< 0.0039
Xylenes, Total	16,000	320 / 5.6*	150	150	< 0.010	< 0.0093	< 0.012	< 0.012

Tier 1 SROs: Tier 1 Soil remediation objectives for residential properties; Ingestion: Soil ingestion route; Inhalation: Outdoor inhalation route;

Class I/Class II: Soil component of Class I/Class II groundwater exposure route; N/A: No Tier 1 SROs available at this time;

*: Tier 1 SROs for construction worker exposure route.

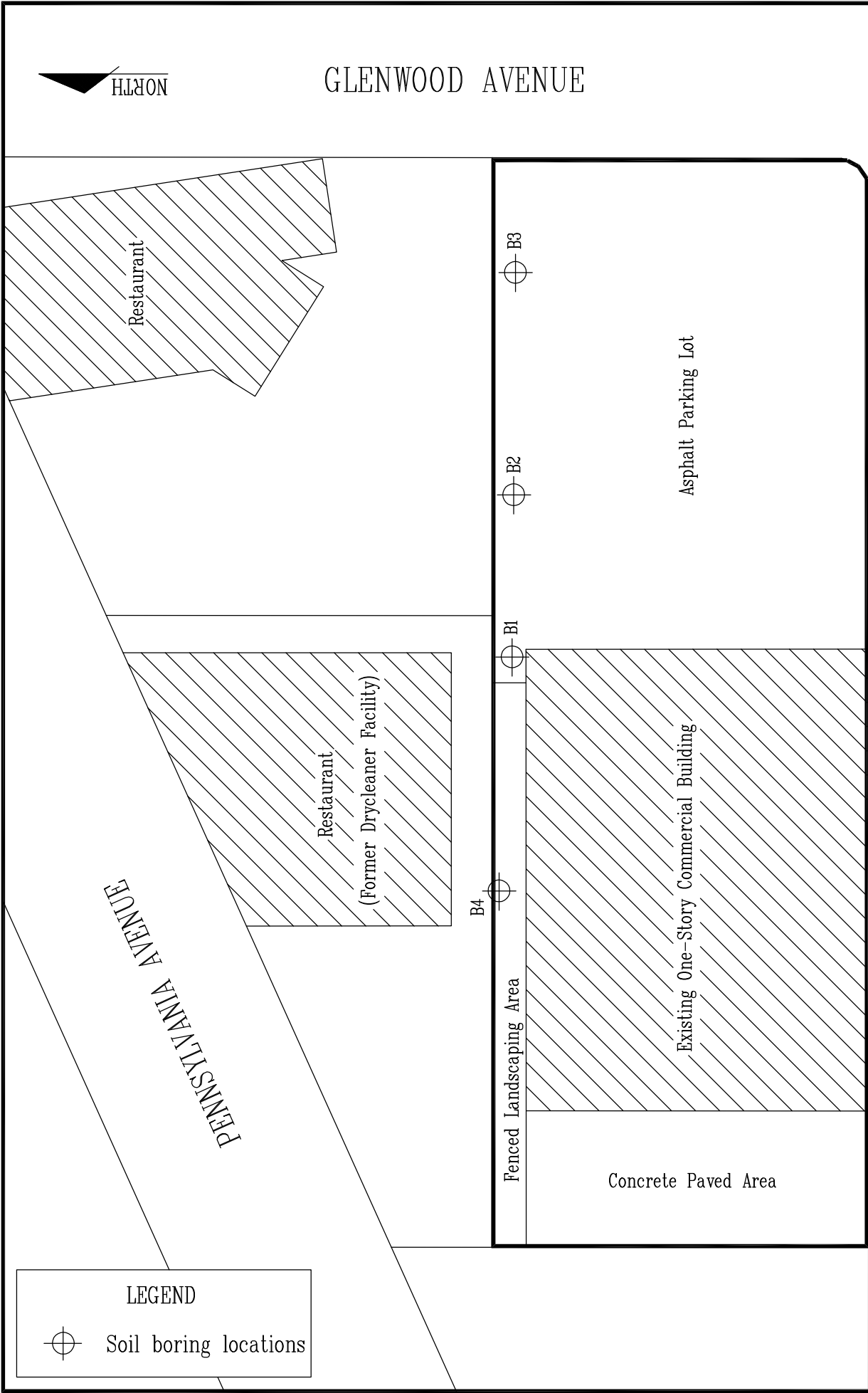


FIGURE NO.	1	AJS GROUP, INC. 7501 Lemont Road, Suite 315A, Woodridge, IL 60517
FIGURE NAME	Soil Boring Location Map	
ADDRESS	460 Crescent Blvd, Glen Ellyn, Illinois 60137	





AJS GROUP, INC.

Professional Environmental Services

APPENDIX I

SOIL ANALYTICAL RESULTS & CHAIN OF CUSTODY

7501 Lemont Road, Suite 315A, Woodridge, Illinois 60517

Tel. 630-696-5099 Fax: 888-348-2267 Website: Ajsgrp.com

STAT Analysis Corporation

2242 West Harrison St., Suite 200, Chicago, IL 60612-3766

Tel: (312) 733-0551 Fax: (312) 733-2386 STATinfo@STATAnalysis.com

Accreditations: IEPA ELAP 100445; ORELAP IL300001; AIHA-LAP, LLC 101160; NVLAP LabCode 101202-0

June 28, 2017

AJS Group Inc
7501 Lemont Road, Suite 315A
Woodridge, IL 60517
Telephone: (630) 696-5099
Fax: (888) 348-2667

Analytical Report for STAT Work Order: 17060702 Revision 0

RE: 460 Crescent Blvd, Glen Ellyn

Dear Joe Zhou:

STAT Analysis received 8 samples for the referenced project on 6/21/2017 3:25:00 PM. The analytical results are presented in the following report.

All analyses were performed in accordance with the requirements of 35 IAC Part 186 / NELAC standards. Analyses were performed in accordance with methods as referenced on the analytical report. Those analytical results expressed on a dry weight basis are also noted on the analytical report.

All analyses were performed within established holding time criteria, and all Quality Control criteria met EPA or laboratory specifications except when noted in the Case Narrative or Analytical Report. If required, an estimate of uncertainty for the analyses can be provided. A listing of accredited methods/parameters can also be provided.

Thank you for the opportunity to serve you and I look forward to working with you in the future. If you have any questions regarding the enclosed materials, please contact me at (312) 733-0551.

Sincerely,



Frank Capoccia
Project Manager

The information contained in this report and any attachments is confidential information intended only for the use of the individual or entities named above. The results of this report relate only to the samples tested. If you have received this report in error, please notify us immediately by phone. This report shall not be reproduced, except in its entirety, unless written approval has been obtained from the laboratory. This analytical report shall become property of the Customer upon payment in full. Otherwise, STAT will be under no obligation to support, defend or discuss the analytical report.

Client: AJS Group Inc
Project: 460 Crescent Blvd, Glen Ellyn
Work Order: 17060702 Revision 0

Work Order Sample Summary

Lab Sample ID	Client Sample ID	Tag Number	Collection Date	Date Received
17060702-001A	B1-A		6/21/2017 8:17:00 AM	6/21/2017
17060702-001B	B1-A		6/21/2017 8:17:00 AM	6/21/2017
17060702-002A	B1-B		6/21/2017 8:45:00 AM	6/21/2017
17060702-002B	B1-B		6/21/2017 8:45:00 AM	6/21/2017
17060702-003A	B2-A		6/21/2017 9:20:00 AM	6/21/2017
17060702-003B	B2-A		6/21/2017 9:20:00 AM	6/21/2017
17060702-004A	B2-B		6/21/2017 9:51:00 AM	6/21/2017
17060702-004B	B2-B		6/21/2017 9:51:00 AM	6/21/2017
17060702-005A	B3-A		6/21/2017 10:33:00 AM	6/21/2017
17060702-005B	B3-A		6/21/2017 10:33:00 AM	6/21/2017
17060702-006A	B3-B		6/21/2017 11:08:00 AM	6/21/2017
17060702-006B	B3-B		6/21/2017 11:08:00 AM	6/21/2017
17060702-007A	B4-A		6/21/2017 11:40:00 AM	6/21/2017
17060702-007B	B4-A		6/21/2017 11:40:00 AM	6/21/2017
17060702-008A	B4-B		6/21/2017 12:25:00 PM	6/21/2017
17060702-008B	B4-B		6/21/2017 12:25:00 PM	6/21/2017

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Accreditations: IEPA ELAP 100445; ORELAP IL300001; AIHA-LAP, LLC 101160; NVLAP LabCode 101202-0

Date Reported: June 28, 2017

ANALYTICAL RESULTS

Date Printed: June 28, 2017

Client: AJS Group Inc

Client Sample ID: B1-A

Work Order: 17060702 Revision 0

Collection Date: 6/21/2017 8:17:00 AM

Project: 460 Crescent Blvd, Glen Ellyn

Matrix: Soil

Lab ID: 17060702-001

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS						
	SW5035/8260B			Prep Date: 6/21/2017		Analyst: PS
Acetone	ND	0.038		mg/Kg-dry	1	6/27/2017
Benzene	ND	0.0025		mg/Kg-dry	1	6/27/2017
Bromodichloromethane	ND	0.0025		mg/Kg-dry	1	6/27/2017
Bromoform	ND	0.0025		mg/Kg-dry	1	6/27/2017
Bromomethane	ND	0.0050		mg/Kg-dry	1	6/27/2017
2-Butanone	ND	0.038		mg/Kg-dry	1	6/27/2017
Carbon disulfide	ND	0.025		mg/Kg-dry	1	6/27/2017
Carbon tetrachloride	ND	0.0025		mg/Kg-dry	1	6/27/2017
Chlorobenzene	ND	0.0025		mg/Kg-dry	1	6/27/2017
Chloroethane	ND	0.0050		mg/Kg-dry	1	6/27/2017
Chloroform	ND	0.0025		mg/Kg-dry	1	6/27/2017
Chloromethane	ND	0.0050		mg/Kg-dry	1	6/27/2017
Dibromochloromethane	ND	0.0025		mg/Kg-dry	1	6/27/2017
1,1-Dichloroethane	ND	0.0025		mg/Kg-dry	1	6/27/2017
1,2-Dichloroethane	ND	0.0025		mg/Kg-dry	1	6/27/2017
1,1-Dichloroethene	ND	0.0025		mg/Kg-dry	1	6/27/2017
cis-1,2-Dichloroethene	ND	0.0025		mg/Kg-dry	1	6/27/2017
trans-1,2-Dichloroethene	ND	0.0025		mg/Kg-dry	1	6/27/2017
1,2-Dichloropropane	ND	0.0025		mg/Kg-dry	1	6/27/2017
cis-1,3-Dichloropropene	ND	0.0010		mg/Kg-dry	1	6/27/2017
trans-1,3-Dichloropropene	ND	0.0010		mg/Kg-dry	1	6/27/2017
Ethylbenzene	ND	0.0025		mg/Kg-dry	1	6/27/2017
2-Hexanone	ND	0.010		mg/Kg-dry	1	6/27/2017
4-Methyl-2-pentanone	ND	0.010		mg/Kg-dry	1	6/27/2017
Methylene chloride	ND	0.0050		mg/Kg-dry	1	6/27/2017
Methyl tert-butyl ether	ND	0.0025		mg/Kg-dry	1	6/27/2017
Styrene	ND	0.0025		mg/Kg-dry	1	6/27/2017
1,1,2,2-Tetrachloroethane	ND	0.0025		mg/Kg-dry	1	6/27/2017
Tetrachloroethene	0.0051	0.0025		mg/Kg-dry	1	6/27/2017
Toluene	ND	0.0025		mg/Kg-dry	1	6/27/2017
1,1,1-Trichloroethane	ND	0.0025		mg/Kg-dry	1	6/27/2017
1,1,2-Trichloroethane	ND	0.0025		mg/Kg-dry	1	6/27/2017
Trichloroethene	ND	0.0025		mg/Kg-dry	1	6/27/2017
Vinyl chloride	ND	0.0025		mg/Kg-dry	1	6/27/2017
Xylenes, Total	ND	0.0075		mg/Kg-dry	1	6/27/2017
Percent Moisture						
	D2974			Prep Date: 6/23/2017		Analyst: KKA
Percent Moisture	6.5	0.2	*	wt%	1	6/24/2017

Qualifiers:

ND - Not Detected at the Reporting Limit

J - Analyte detected below quantitation limits

B - Analyte detected in the associated Method Blank

HT - Sample received past holding time

* - Non-accredited parameter

RL - Reporting / Quantitation Limit for the analysis

S - Spike Recovery outside accepted recovery limits

R - RPD outside accepted recovery limits

E - Value above quantitation range

H - Holding time exceeded

STAT Analysis Corporation

2242 West Harrison St., Suite 200, Chicago, IL 60612-3766

Tel: (312) 733-0551 Fax: (312) 733-2386 STATinfo@STATAnalysis.com

Accreditations: IEPA ELAP 100445; ORELAP IL300001; AIHA-LAP, LLC 101160; NVLAP LabCode 101202-0

Date Reported: June 28, 2017

Date Printed: June 28, 2017

ANALYTICAL RESULTS

Client: AJS Group Inc

Client Sample ID: B1-B

Work Order: 17060702 Revision 0

Collection Date: 6/21/2017 8:45:00 AM

Project: 460 Crescent Blvd, Glen Ellyn

Matrix: Soil

Lab ID: 17060702-002

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS						
	SW5035/8260B			Prep Date: 6/21/2017		Analyst: PS
Acetone	ND	0.056		mg/Kg-dry	1	6/27/2017
Benzene	0.0061	0.0038		mg/Kg-dry	1	6/27/2017
Bromodichloromethane	ND	0.0038		mg/Kg-dry	1	6/27/2017
Bromoform	ND	0.0038		mg/Kg-dry	1	6/27/2017
Bromomethane	ND	0.0075		mg/Kg-dry	1	6/27/2017
2-Butanone	ND	0.056		mg/Kg-dry	1	6/27/2017
Carbon disulfide	ND	0.038		mg/Kg-dry	1	6/27/2017
Carbon tetrachloride	ND	0.0038		mg/Kg-dry	1	6/27/2017
Chlorobenzene	ND	0.0038		mg/Kg-dry	1	6/27/2017
Chloroethane	ND	0.0075		mg/Kg-dry	1	6/27/2017
Chloroform	ND	0.0038		mg/Kg-dry	1	6/27/2017
Chloromethane	ND	0.0075		mg/Kg-dry	1	6/27/2017
Dibromochloromethane	ND	0.0038		mg/Kg-dry	1	6/27/2017
1,1-Dichloroethane	ND	0.0038		mg/Kg-dry	1	6/27/2017
1,2-Dichloroethane	ND	0.0038		mg/Kg-dry	1	6/27/2017
1,1-Dichloroethene	ND	0.0038		mg/Kg-dry	1	6/27/2017
cis-1,2-Dichloroethene	ND	0.0038		mg/Kg-dry	1	6/27/2017
trans-1,2-Dichloroethene	ND	0.0038		mg/Kg-dry	1	6/27/2017
1,2-Dichloropropane	ND	0.0038		mg/Kg-dry	1	6/27/2017
cis-1,3-Dichloropropene	ND	0.0015		mg/Kg-dry	1	6/27/2017
trans-1,3-Dichloropropene	ND	0.0015		mg/Kg-dry	1	6/27/2017
Ethylbenzene	ND	0.0038		mg/Kg-dry	1	6/27/2017
2-Hexanone	ND	0.015		mg/Kg-dry	1	6/27/2017
4-Methyl-2-pentanone	ND	0.015		mg/Kg-dry	1	6/27/2017
Methylene chloride	ND	0.0075		mg/Kg-dry	1	6/27/2017
Methyl tert-butyl ether	ND	0.0038		mg/Kg-dry	1	6/27/2017
Styrene	ND	0.0038		mg/Kg-dry	1	6/27/2017
1,1,2,2-Tetrachloroethane	ND	0.0038		mg/Kg-dry	1	6/27/2017
Tetrachloroethene	ND	0.0038		mg/Kg-dry	1	6/27/2017
Toluene	0.0091	0.0038		mg/Kg-dry	1	6/27/2017
1,1,1-Trichloroethane	ND	0.0038		mg/Kg-dry	1	6/27/2017
1,1,2-Trichloroethane	ND	0.0038		mg/Kg-dry	1	6/27/2017
Trichloroethene	ND	0.0038		mg/Kg-dry	1	6/27/2017
Vinyl chloride	ND	0.0038		mg/Kg-dry	1	6/27/2017
Xylenes, Total	ND	0.011		mg/Kg-dry	1	6/27/2017
Percent Moisture						
	D2974			Prep Date: 6/23/2017		Analyst: KKA
Percent Moisture	8.8	0.2	*	wt%	1	6/24/2017

Qualifiers:

ND - Not Detected at the Reporting Limit

J - Analyte detected below quantitation limits

B - Analyte detected in the associated Method Blank

HT - Sample received past holding time

* - Non-accredited parameter

RL - Reporting / Quantitation Limit for the analysis

S - Spike Recovery outside accepted recovery limits

R - RPD outside accepted recovery limits

E - Value above quantitation range

H - Holding time exceeded

STAT Analysis Corporation

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Accreditations: IEPA ELAP 100445; ORELAP IL300001; AIHA-LAP, LLC 101160; NVLAP LabCode 101202-0

Date Reported: June 28, 2017

Date Printed: June 28, 2017

ANALYTICAL RESULTS

Client: AJS Group Inc

Client Sample ID: B2-A

Work Order: 17060702 Revision 0

Collection Date: 6/21/2017 9:20:00 AM

Project: 460 Crescent Blvd, Glen Ellyn

Matrix: Soil

Lab ID: 17060702-003

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS						
	SW5035/8260B			Prep Date: 6/21/2017		Analyst: PS
Acetone	ND	0.049		mg/Kg-dry	1	6/27/2017
Benzene	ND	0.0033		mg/Kg-dry	1	6/27/2017
Bromodichloromethane	ND	0.0033		mg/Kg-dry	1	6/27/2017
Bromoform	ND	0.0033		mg/Kg-dry	1	6/27/2017
Bromomethane	ND	0.0066		mg/Kg-dry	1	6/27/2017
2-Butanone	ND	0.049		mg/Kg-dry	1	6/27/2017
Carbon disulfide	ND	0.033		mg/Kg-dry	1	6/27/2017
Carbon tetrachloride	ND	0.0033		mg/Kg-dry	1	6/27/2017
Chlorobenzene	ND	0.0033		mg/Kg-dry	1	6/27/2017
Chloroethane	ND	0.0066		mg/Kg-dry	1	6/27/2017
Chloroform	ND	0.0033		mg/Kg-dry	1	6/27/2017
Chloromethane	ND	0.0066		mg/Kg-dry	1	6/27/2017
Dibromochloromethane	ND	0.0033		mg/Kg-dry	1	6/27/2017
1,1-Dichloroethane	ND	0.0033		mg/Kg-dry	1	6/27/2017
1,2-Dichloroethane	ND	0.0033		mg/Kg-dry	1	6/27/2017
1,1-Dichloroethene	ND	0.0033		mg/Kg-dry	1	6/27/2017
cis-1,2-Dichloroethene	ND	0.0033		mg/Kg-dry	1	6/27/2017
trans-1,2-Dichloroethene	ND	0.0033		mg/Kg-dry	1	6/27/2017
1,2-Dichloropropane	ND	0.0033		mg/Kg-dry	1	6/27/2017
cis-1,3-Dichloropropene	ND	0.0013		mg/Kg-dry	1	6/27/2017
trans-1,3-Dichloropropene	ND	0.0013		mg/Kg-dry	1	6/27/2017
Ethylbenzene	ND	0.0033		mg/Kg-dry	1	6/27/2017
2-Hexanone	ND	0.013		mg/Kg-dry	1	6/27/2017
4-Methyl-2-pentanone	ND	0.013		mg/Kg-dry	1	6/27/2017
Methylene chloride	ND	0.0066		mg/Kg-dry	1	6/27/2017
Methyl tert-butyl ether	ND	0.0033		mg/Kg-dry	1	6/27/2017
Styrene	ND	0.0033		mg/Kg-dry	1	6/27/2017
1,1,2,2-Tetrachloroethane	ND	0.0033		mg/Kg-dry	1	6/27/2017
Tetrachloroethene	0.013	0.0033		mg/Kg-dry	1	6/27/2017
Toluene	ND	0.0033		mg/Kg-dry	1	6/27/2017
1,1,1-Trichloroethane	ND	0.0033		mg/Kg-dry	1	6/27/2017
1,1,2-Trichloroethane	ND	0.0033		mg/Kg-dry	1	6/27/2017
Trichloroethene	ND	0.0033		mg/Kg-dry	1	6/27/2017
Vinyl chloride	ND	0.0033		mg/Kg-dry	1	6/27/2017
Xylenes, Total	ND	0.0099		mg/Kg-dry	1	6/27/2017
Percent Moisture						
	D2974			Prep Date: 6/23/2017		Analyst: KKA
Percent Moisture	11.0	0.2	*	wt%	1	6/24/2017

Qualifiers:

ND - Not Detected at the Reporting Limit

J - Analyte detected below quantitation limits

B - Analyte detected in the associated Method Blank

HT - Sample received past holding time

* - Non-accredited parameter

RL - Reporting / Quantitation Limit for the analysis

S - Spike Recovery outside accepted recovery limits

R - RPD outside accepted recovery limits

E - Value above quantitation range

H - Holding time exceeded

STAT Analysis Corporation

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Accreditations: IEPA ELAP 100445; ORELAP IL300001; AIHA-LAP, LLC 101160; NVLAP LabCode 101202-0

Date Reported: June 28, 2017

Date Printed: June 28, 2017

ANALYTICAL RESULTS

Client: AJS Group Inc

Client Sample ID: B2-B

Work Order: 17060702 Revision 0

Collection Date: 6/21/2017 9:51:00 AM

Project: 460 Crescent Blvd, Glen Ellyn

Matrix: Soil

Lab ID: 17060702-004

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS						
	SW5035/8260B			Prep Date: 6/21/2017		Analyst: PS
Acetone	ND	0.031		mg/Kg-dry	1	6/28/2017
Benzene	ND	0.0021		mg/Kg-dry	1	6/28/2017
Bromodichloromethane	ND	0.0021		mg/Kg-dry	1	6/28/2017
Bromoform	ND	0.0021		mg/Kg-dry	1	6/28/2017
Bromomethane	ND	0.0041		mg/Kg-dry	1	6/28/2017
2-Butanone	ND	0.031		mg/Kg-dry	1	6/28/2017
Carbon disulfide	ND	0.021		mg/Kg-dry	1	6/28/2017
Carbon tetrachloride	ND	0.0021		mg/Kg-dry	1	6/28/2017
Chlorobenzene	ND	0.0021		mg/Kg-dry	1	6/28/2017
Chloroethane	ND	0.0041		mg/Kg-dry	1	6/28/2017
Chloroform	ND	0.0021		mg/Kg-dry	1	6/28/2017
Chloromethane	ND	0.0041		mg/Kg-dry	1	6/28/2017
Dibromochloromethane	ND	0.0021		mg/Kg-dry	1	6/28/2017
1,1-Dichloroethane	ND	0.0021		mg/Kg-dry	1	6/28/2017
1,2-Dichloroethane	ND	0.0021		mg/Kg-dry	1	6/28/2017
1,1-Dichloroethene	ND	0.0021		mg/Kg-dry	1	6/28/2017
cis-1,2-Dichloroethene	ND	0.0021		mg/Kg-dry	1	6/28/2017
trans-1,2-Dichloroethene	ND	0.0021		mg/Kg-dry	1	6/28/2017
1,2-Dichloropropane	ND	0.0021		mg/Kg-dry	1	6/28/2017
cis-1,3-Dichloropropene	ND	0.00083		mg/Kg-dry	1	6/28/2017
trans-1,3-Dichloropropene	ND	0.00083		mg/Kg-dry	1	6/28/2017
Ethylbenzene	ND	0.0021		mg/Kg-dry	1	6/28/2017
2-Hexanone	ND	0.0083		mg/Kg-dry	1	6/28/2017
4-Methyl-2-pentanone	ND	0.0083		mg/Kg-dry	1	6/28/2017
Methylene chloride	ND	0.0041		mg/Kg-dry	1	6/28/2017
Methyl tert-butyl ether	ND	0.0021		mg/Kg-dry	1	6/28/2017
Styrene	ND	0.0021		mg/Kg-dry	1	6/28/2017
1,1,2,2-Tetrachloroethane	ND	0.0021		mg/Kg-dry	1	6/28/2017
Tetrachloroethene	0.0023	0.0021		mg/Kg-dry	1	6/28/2017
Toluene	ND	0.0021		mg/Kg-dry	1	6/28/2017
1,1,1-Trichloroethane	ND	0.0021		mg/Kg-dry	1	6/28/2017
1,1,2-Trichloroethane	ND	0.0021		mg/Kg-dry	1	6/28/2017
Trichloroethene	ND	0.0021		mg/Kg-dry	1	6/28/2017
Vinyl chloride	ND	0.0021		mg/Kg-dry	1	6/28/2017
Xylenes, Total	ND	0.0062		mg/Kg-dry	1	6/28/2017
Percent Moisture						
	D2974			Prep Date: 6/23/2017		Analyst: KKA
Percent Moisture	12.1	0.2	*	wt%	1	6/24/2017

Qualifiers:
ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
HT - Sample received past holding time
* - Non-accredited parameter

RL - Reporting / Quantitation Limit for the analysis
S - Spike Recovery outside accepted recovery limits
R - RPD outside accepted recovery limits
E - Value above quantitation range
H - Holding time exceeded

STAT Analysis Corporation

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Tel: (312) 733-0551 Fax: (312) 733-2386 STATinfo@STATAnalysis.com

Accreditations: IEPA ELAP 100445; ORELAP IL300001; AIHA-LAP, LLC 101160; NVLAP LabCode 101202-0

Date Reported: June 28, 2017

Date Printed: June 28, 2017

ANALYTICAL RESULTS

Client: AJS Group Inc

Client Sample ID: B3-A

Work Order: 17060702 Revision 0

Collection Date: 6/21/2017 10:33:00 AM

Project: 460 Crescent Blvd, Glen Ellyn

Matrix: Soil

Lab ID: 17060702-005

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS						
	SW5035/8260B				Prep Date: 6/21/2017	Analyst: PS
Acetone	ND	0.050		mg/Kg-dry	1	6/28/2017
Benzene	ND	0.0033		mg/Kg-dry	1	6/28/2017
Bromodichloromethane	ND	0.0033		mg/Kg-dry	1	6/28/2017
Bromoform	ND	0.0033		mg/Kg-dry	1	6/28/2017
Bromomethane	ND	0.0066		mg/Kg-dry	1	6/28/2017
2-Butanone	ND	0.050		mg/Kg-dry	1	6/28/2017
Carbon disulfide	ND	0.033		mg/Kg-dry	1	6/28/2017
Carbon tetrachloride	ND	0.0033		mg/Kg-dry	1	6/28/2017
Chlorobenzene	ND	0.0033		mg/Kg-dry	1	6/28/2017
Chloroethane	ND	0.0066		mg/Kg-dry	1	6/28/2017
Chloroform	ND	0.0033		mg/Kg-dry	1	6/28/2017
Chloromethane	ND	0.0066		mg/Kg-dry	1	6/28/2017
Dibromochloromethane	ND	0.0033		mg/Kg-dry	1	6/28/2017
1,1-Dichloroethane	ND	0.0033		mg/Kg-dry	1	6/28/2017
1,2-Dichloroethane	ND	0.0033		mg/Kg-dry	1	6/28/2017
1,1-Dichloroethene	ND	0.0033		mg/Kg-dry	1	6/28/2017
cis-1,2-Dichloroethene	ND	0.0033		mg/Kg-dry	1	6/28/2017
trans-1,2-Dichloroethene	ND	0.0033		mg/Kg-dry	1	6/28/2017
1,2-Dichloropropane	ND	0.0033		mg/Kg-dry	1	6/28/2017
cis-1,3-Dichloropropene	ND	0.0013		mg/Kg-dry	1	6/28/2017
trans-1,3-Dichloropropene	ND	0.0013		mg/Kg-dry	1	6/28/2017
Ethylbenzene	ND	0.0033		mg/Kg-dry	1	6/28/2017
2-Hexanone	ND	0.013		mg/Kg-dry	1	6/28/2017
4-Methyl-2-pentanone	ND	0.013		mg/Kg-dry	1	6/28/2017
Methylene chloride	ND	0.0066		mg/Kg-dry	1	6/28/2017
Methyl tert-butyl ether	ND	0.0033		mg/Kg-dry	1	6/28/2017
Styrene	ND	0.0033		mg/Kg-dry	1	6/28/2017
1,1,2,2-Tetrachloroethane	ND	0.0033		mg/Kg-dry	1	6/28/2017
Tetrachloroethene	ND	0.0033		mg/Kg-dry	1	6/28/2017
Toluene	ND	0.0033		mg/Kg-dry	1	6/28/2017
1,1,1-Trichloroethane	ND	0.0033		mg/Kg-dry	1	6/28/2017
1,1,2-Trichloroethane	ND	0.0033		mg/Kg-dry	1	6/28/2017
Trichloroethene	ND	0.0033		mg/Kg-dry	1	6/28/2017
Vinyl chloride	ND	0.0033		mg/Kg-dry	1	6/28/2017
Xylenes, Total	ND	0.010		mg/Kg-dry	1	6/28/2017
Percent Moisture						
	D2974				Prep Date: 6/23/2017	Analyst: KKA
Percent Moisture	12.8	0.2	*	wt%	1	6/24/2017

Qualifiers:

ND - Not Detected at the Reporting Limit

J - Analyte detected below quantitation limits

B - Analyte detected in the associated Method Blank

HT - Sample received past holding time

* - Non-accredited parameter

RL - Reporting / Quantitation Limit for the analysis

S - Spike Recovery outside accepted recovery limits

R - RPD outside accepted recovery limits

E - Value above quantitation range

H - Holding time exceeded

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Accreditations: IEPA ELAP 100445; ORELAP IL300001; AIHA-LAP, LLC 101160; NVLAP LabCode 101202-0

Date Reported: June 28, 2017

Date Printed: June 28, 2017

ANALYTICAL RESULTS

Client: AJS Group Inc

Client Sample ID: B3-B

Work Order: 17060702 Revision 0

Collection Date: 6/21/2017 11:08:00 AM

Project: 460 Crescent Blvd, Glen Ellyn

Matrix: Soil

Lab ID: 17060702-006

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS						
	SW5035/8260B			Prep Date: 6/21/2017		Analyst: PS
Acetone	ND	0.046		mg/Kg-dry	1	6/28/2017
Benzene	ND	0.0031		mg/Kg-dry	1	6/28/2017
Bromodichloromethane	ND	0.0031		mg/Kg-dry	1	6/28/2017
Bromoform	ND	0.0031		mg/Kg-dry	1	6/28/2017
Bromomethane	ND	0.0062		mg/Kg-dry	1	6/28/2017
2-Butanone	ND	0.046		mg/Kg-dry	1	6/28/2017
Carbon disulfide	ND	0.031		mg/Kg-dry	1	6/28/2017
Carbon tetrachloride	ND	0.0031		mg/Kg-dry	1	6/28/2017
Chlorobenzene	ND	0.0031		mg/Kg-dry	1	6/28/2017
Chloroethane	ND	0.0062		mg/Kg-dry	1	6/28/2017
Chloroform	ND	0.0031		mg/Kg-dry	1	6/28/2017
Chloromethane	ND	0.0062		mg/Kg-dry	1	6/28/2017
Dibromochloromethane	ND	0.0031		mg/Kg-dry	1	6/28/2017
1,1-Dichloroethane	ND	0.0031		mg/Kg-dry	1	6/28/2017
1,2-Dichloroethane	ND	0.0031		mg/Kg-dry	1	6/28/2017
1,1-Dichloroethene	ND	0.0031		mg/Kg-dry	1	6/28/2017
cis-1,2-Dichloroethene	ND	0.0031		mg/Kg-dry	1	6/28/2017
trans-1,2-Dichloroethene	ND	0.0031		mg/Kg-dry	1	6/28/2017
1,2-Dichloropropane	ND	0.0031		mg/Kg-dry	1	6/28/2017
cis-1,3-Dichloropropene	ND	0.0012		mg/Kg-dry	1	6/28/2017
trans-1,3-Dichloropropene	ND	0.0012		mg/Kg-dry	1	6/28/2017
Ethylbenzene	ND	0.0031		mg/Kg-dry	1	6/28/2017
2-Hexanone	ND	0.012		mg/Kg-dry	1	6/28/2017
4-Methyl-2-pentanone	ND	0.012		mg/Kg-dry	1	6/28/2017
Methylene chloride	ND	0.0062		mg/Kg-dry	1	6/28/2017
Methyl tert-butyl ether	ND	0.0031		mg/Kg-dry	1	6/28/2017
Styrene	ND	0.0031		mg/Kg-dry	1	6/28/2017
1,1,2,2-Tetrachloroethane	ND	0.0031		mg/Kg-dry	1	6/28/2017
Tetrachloroethene	ND	0.0031		mg/Kg-dry	1	6/28/2017
Toluene	ND	0.0031		mg/Kg-dry	1	6/28/2017
1,1,1-Trichloroethane	ND	0.0031		mg/Kg-dry	1	6/28/2017
1,1,2-Trichloroethane	ND	0.0031		mg/Kg-dry	1	6/28/2017
Trichloroethene	ND	0.0031		mg/Kg-dry	1	6/28/2017
Vinyl chloride	ND	0.0031		mg/Kg-dry	1	6/28/2017
Xylenes, Total	ND	0.0093		mg/Kg-dry	1	6/28/2017
Percent Moisture						
	D2974			Prep Date: 6/23/2017		Analyst: KKA
Percent Moisture	9.8	0.2	*	wt%	1	6/24/2017

Qualifiers:
ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
HT - Sample received past holding time
* - Non-accredited parameter

RL - Reporting / Quantitation Limit for the analysis
S - Spike Recovery outside accepted recovery limits
R - RPD outside accepted recovery limits
E - Value above quantitation range
H - Holding time exceeded

STAT Analysis Corporation

2242 West Harrison St., Suite 200, Chicago, IL 60612-3766

Tel: (312) 733-0551 Fax: (312) 733-2386 STATinfo@STATAnalysis.com

Accreditations: IEPA ELAP 100445; ORELAP IL300001; AIHA-LAP, LLC 101160; NVLAP LabCode 101202-0

Date Reported: June 28, 2017

ANALYTICAL RESULTS

Date Printed: June 28, 2017

Client: AJS Group Inc

Client Sample ID: B4-A

Work Order: 17060702 Revision 0

Collection Date: 6/21/2017 11:40:00 AM

Project: 460 Crescent Blvd, Glen Ellyn

Matrix: Soil

Lab ID: 17060702-007

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS						
	SW5035/8260B				Prep Date: 6/21/2017	Analyst: PS
Acetone	ND	0.060		mg/Kg-dry	1	6/28/2017
Benzene	ND	0.0040		mg/Kg-dry	1	6/28/2017
Bromodichloromethane	ND	0.0040		mg/Kg-dry	1	6/28/2017
Bromoform	ND	0.0040		mg/Kg-dry	1	6/28/2017
Bromomethane	ND	0.0080		mg/Kg-dry	1	6/28/2017
2-Butanone	ND	0.060		mg/Kg-dry	1	6/28/2017
Carbon disulfide	ND	0.040		mg/Kg-dry	1	6/28/2017
Carbon tetrachloride	ND	0.0040		mg/Kg-dry	1	6/28/2017
Chlorobenzene	ND	0.0040		mg/Kg-dry	1	6/28/2017
Chloroethane	ND	0.0080		mg/Kg-dry	1	6/28/2017
Chloroform	ND	0.0040		mg/Kg-dry	1	6/28/2017
Chloromethane	ND	0.0080		mg/Kg-dry	1	6/28/2017
Dibromochloromethane	ND	0.0040		mg/Kg-dry	1	6/28/2017
1,1-Dichloroethane	ND	0.0040		mg/Kg-dry	1	6/28/2017
1,2-Dichloroethane	ND	0.0040		mg/Kg-dry	1	6/28/2017
1,1-Dichloroethene	ND	0.0040		mg/Kg-dry	1	6/28/2017
cis-1,2-Dichloroethene	ND	0.0040		mg/Kg-dry	1	6/28/2017
trans-1,2-Dichloroethene	ND	0.0040		mg/Kg-dry	1	6/28/2017
1,2-Dichloropropane	ND	0.0040		mg/Kg-dry	1	6/28/2017
cis-1,3-Dichloropropene	ND	0.0016		mg/Kg-dry	1	6/28/2017
trans-1,3-Dichloropropene	ND	0.0016		mg/Kg-dry	1	6/28/2017
Ethylbenzene	ND	0.0040		mg/Kg-dry	1	6/28/2017
2-Hexanone	ND	0.016		mg/Kg-dry	1	6/28/2017
4-Methyl-2-pentanone	ND	0.016		mg/Kg-dry	1	6/28/2017
Methylene chloride	ND	0.0080		mg/Kg-dry	1	6/28/2017
Methyl tert-butyl ether	ND	0.0040		mg/Kg-dry	1	6/28/2017
Styrene	ND	0.0040		mg/Kg-dry	1	6/28/2017
1,1,2,2-Tetrachloroethane	ND	0.0040		mg/Kg-dry	1	6/28/2017
Tetrachloroethene	ND	0.0040		mg/Kg-dry	1	6/28/2017
Toluene	ND	0.0040		mg/Kg-dry	1	6/28/2017
1,1,1-Trichloroethane	ND	0.0040		mg/Kg-dry	1	6/28/2017
1,1,2-Trichloroethane	ND	0.0040		mg/Kg-dry	1	6/28/2017
Trichloroethene	ND	0.0040		mg/Kg-dry	1	6/28/2017
Vinyl chloride	ND	0.0040		mg/Kg-dry	1	6/28/2017
Xylenes, Total	ND	0.012		mg/Kg-dry	1	6/28/2017
Percent Moisture						
	D2974				Prep Date: 6/23/2017	Analyst: KKA
Percent Moisture	11.4	0.2	*	wt%	1	6/24/2017

Qualifiers:

ND - Not Detected at the Reporting Limit
 J - Analyte detected below quantitation limits
 B - Analyte detected in the associated Method Blank
 HT - Sample received past holding time
 * - Non-accredited parameter

RL - Reporting / Quantitation Limit for the analysis
 S - Spike Recovery outside accepted recovery limits
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 E - Value above quantitation range
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STAT Analysis Corporation

2242 West Harrison St., Suite 200, Chicago, IL 60612-3766

Tel: (312) 733-0551 Fax: (312) 733-2386 STATinfo@STATAnalysis.com

Accreditations: IEPA ELAP 100445; ORELAP IL300001; AIHA-LAP, LLC 101160; NVLAP LabCode 101202-0

Date Reported: June 28, 2017

Date Printed: June 28, 2017

ANALYTICAL RESULTS

Client: AJS Group Inc

Client Sample ID: B4-B

Work Order: 17060702 Revision 0

Collection Date: 6/21/2017 12:25:00 PM

Project: 460 Crescent Blvd, Glen Ellyn

Matrix: Soil

Lab ID: 17060702-008

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS						
	SW5035/8260B			Prep Date: 6/21/2017		Analyst: PS
Acetone	ND	0.058		mg/Kg-dry	1	6/28/2017
Benzene	ND	0.0039		mg/Kg-dry	1	6/28/2017
Bromodichloromethane	ND	0.0039		mg/Kg-dry	1	6/28/2017
Bromoform	ND	0.0039		mg/Kg-dry	1	6/28/2017
Bromomethane	ND	0.0078		mg/Kg-dry	1	6/28/2017
2-Butanone	ND	0.058		mg/Kg-dry	1	6/28/2017
Carbon disulfide	ND	0.039		mg/Kg-dry	1	6/28/2017
Carbon tetrachloride	ND	0.0039		mg/Kg-dry	1	6/28/2017
Chlorobenzene	ND	0.0039		mg/Kg-dry	1	6/28/2017
Chloroethane	ND	0.0078		mg/Kg-dry	1	6/28/2017
Chloroform	ND	0.0039		mg/Kg-dry	1	6/28/2017
Chloromethane	ND	0.0078		mg/Kg-dry	1	6/28/2017
Dibromochloromethane	ND	0.0039		mg/Kg-dry	1	6/28/2017
1,1-Dichloroethane	ND	0.0039		mg/Kg-dry	1	6/28/2017
1,2-Dichloroethane	ND	0.0039		mg/Kg-dry	1	6/28/2017
1,1-Dichloroethene	ND	0.0039		mg/Kg-dry	1	6/28/2017
cis-1,2-Dichloroethene	ND	0.0039		mg/Kg-dry	1	6/28/2017
trans-1,2-Dichloroethene	ND	0.0039		mg/Kg-dry	1	6/28/2017
1,2-Dichloropropane	ND	0.0039		mg/Kg-dry	1	6/28/2017
cis-1,3-Dichloropropene	ND	0.0016		mg/Kg-dry	1	6/28/2017
trans-1,3-Dichloropropene	ND	0.0016		mg/Kg-dry	1	6/28/2017
Ethylbenzene	ND	0.0039		mg/Kg-dry	1	6/28/2017
2-Hexanone	ND	0.016		mg/Kg-dry	1	6/28/2017
4-Methyl-2-pentanone	ND	0.016		mg/Kg-dry	1	6/28/2017
Methylene chloride	ND	0.0078		mg/Kg-dry	1	6/28/2017
Methyl tert-butyl ether	ND	0.0039		mg/Kg-dry	1	6/28/2017
Styrene	ND	0.0039		mg/Kg-dry	1	6/28/2017
1,1,2,2-Tetrachloroethane	ND	0.0039		mg/Kg-dry	1	6/28/2017
Tetrachloroethene	0.0050	0.0039		mg/Kg-dry	1	6/28/2017
Toluene	ND	0.0039		mg/Kg-dry	1	6/28/2017
1,1,1-Trichloroethane	ND	0.0039		mg/Kg-dry	1	6/28/2017
1,1,2-Trichloroethane	ND	0.0039		mg/Kg-dry	1	6/28/2017
Trichloroethene	ND	0.0039		mg/Kg-dry	1	6/28/2017
Vinyl chloride	ND	0.0039		mg/Kg-dry	1	6/28/2017
Xylenes, Total	ND	0.012		mg/Kg-dry	1	6/28/2017
Percent Moisture						
	D2974			Prep Date: 6/23/2017		Analyst: KKA
Percent Moisture	8.7	0.2	*	wt%	1	6/24/2017

Qualifiers:

ND - Not Detected at the Reporting Limit

J - Analyte detected below quantitation limits

B - Analyte detected in the associated Method Blank

HT - Sample received past holding time

* - Non-accredited parameter

RL - Reporting / Quantitation Limit for the analysis

S - Spike Recovery outside accepted recovery limits

R - RPD outside accepted recovery limits

E - Value above quantitation range

H - Holding time exceeded

[illegible]

Sample Receipt Checklist

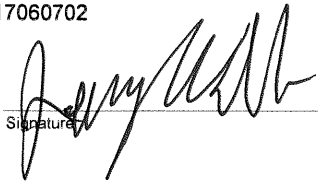
Client Name AJS

Date and Time Received: 6/21/2017 3:25:00 PM

Work Order Number 17060702

Received by: JNW

Checklist completed by:

 6/21/17
Signature Date

Reviewed by:

mk 6/21/17
Initials Date

Matrix:

Carrier name Client Delivered

Shipping container/cooler in good condition?	Yes ☒	No ☐	Not Present ☐
Custody seals intact on shipping container/cooler?	Yes ☐	No ☐	Not Present ☒
Custody seals intact on sample bottles?	Yes ☐	No ☐	Not Present ☒
Chain of custody present?	Yes ☒	No ☐	
Chain of custody signed when relinquished and received?	Yes ☒	No ☐	
Chain of custody agrees with sample labels/containers?	Yes ☒	No ☐	
Samples in proper container/bottle?	Yes ☒	No ☐	
Sample containers intact?	Yes ☒	No ☐	
Sufficient sample volume for indicated test?	Yes ☒	No ☐	
All samples received within holding time?	Yes ☒	No ☐	
Container or Temp Blank temperature in compliance?	Yes ☒	No ☐	Temperature 4.6 °C
Water - VOA vials have zero headspace?	No VOA vials submitted ☐	Yes ☐	No ☐
Water - Samples pH checked?	Yes ☐	No ☐	Checked by: _____
Water - Samples properly preserved?	Yes ☐	No ☐	pH Adjusted? _____

Any No response must be detailed in the comments section below.

Comments:

Client / Person

contacted: _____ Date contacted: _____ Contacted by: _____

Response:



AJS GROUP, INC.

Professional Environmental Services

APPENDIX II

SOIL BORING LOGS

7501 Lemont Road, Suite 315A, Woodridge, Illinois 60517

Tel. 630-696-5099 Fax: 888-348-2267 Website: Ajsgrp.com

SOIL BORING LOG

Project Name Former Farmers Market				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date June 21, 2017	
Boring Number Sheet 1 of 1 B1				Drilling Firm: Metro-Chicago Drilling, Inc.		Drilling Method Track Mounted Geoprobe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description	Analytical Sample Number		
-0'	0-4'	3.0		Asphalt pavement (3') & crushed asphalt fills, no olfactory evidence of petroleum/chemical impact observed.	B1-A (3'): This soil sample was collected at a depth of about 3 feet below grade.		
-1'			<1				
-2'				Limestone fills, moist, no visual or olfactory evidence of petroleum/chemical impact observed.			
-3'			<1				
-4'	4-8'	3.0					
-5'			<1				
-6'							
-7'			<1				
-8'	8-12'	3.8					
-9'			<1				
-10'					B1-B (11'): This soil sample was collected at a depth of about 11 feet below grade.		
-11'			<1	Silty clay (CL), brownish gray to dark gray, moist, no visual or olfactory evidence of chemical/petroleum impact.			
-12'	12-16'	4.0					
-13'			<1				
-14'							
-15'			<1				
-16'							
-17'				END OF BORING AT 16 FEET			
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.							
Water Table: Not encountered.				Geologist: Joe Zhou		Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517	

SOIL BORING LOG

Project Name Former Farmers Market				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date June 21, 2017			
Boring Number Sheet 1 of 1 B2				Drilling Firm: Metro-Chicago Drilling, Inc.		Drilling Method Track Mounted Geoprobe			
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description	Analytical Sample Number				
-0'	0-4'	2.8		Asphalt pavement (3') & crushed asphalt fills, no olfactory evidence of petroleum/chemical impact observed.	B2-A (3'): This soil sample was collected at a depth of about 3 feet below grade.				
-1'			<1						
-2'				Limestone fills, moist, no visual or olfactory evidence of petroleum/chemical impact observed.					
-3'	<1								
-4'	4-8'	3.4							
-5'			<1						
-6'									
-7'		<1							
-8'	8-12'	3.6							
-9'			<1	Silty clay (CL), brownish gray to gray, moist, no visual or olfactory evidence of petroleum/chemical impact.				B2-B (9'): This soil sample was collected at a depth of about 9 feet below grade.	
-10'									
-11'	<1								
-12'	12-16'	4.0							
-13'			<1						
-14'									
-15'		<1							
-16'	END OF BORING AT 16 FEET								
-17'									
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.									
Water Table: Not encountered.				Geologist: Joe Zhou		Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517			

SOIL BORING LOG

Project Name Former Farmers Market				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137		Date June 21, 2017	
Boring Number Sheet 1 of 1 B3				Drilling Firm: Metro-Chicago Drilling, Inc.		Drilling Method Track Mounted Geoprobe	
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description	Analytical Sample Number		
-0'	0-4'	3.2		Asphalt pavement (3') & crushed asphalt fills, no olfactory evidence of petroleum/chemical impact observed.	B3-A (3'): This soil sample was collected at a depth of about 3 feet below grade.		
-1'			<1				
-2'							
-3'	4-8'	2.9	<1	Limestone fills, moist, no visual or olfactory evidence of petroleum/chemical impact observed.	B3-B (9'): This soil sample was collected at a depth of about 9 feet below grade.		
-4'							
-5'			<1				
-6'	8-12'	3.8		Gravel, sand & clay fills, varying colors, moist, no visual or olfactory evidence of petroleum/chemical impact.			
-7'			<1				
-8'							
-9'	12-16'	3.5	<1	Silty clay (CL), brownish gray to dark gray, moist, no visual or olfactory evidence of petroleum/chemical impact.			
-10'							
-11'			<1				
-12'							
-13'			<1				
-14'							
-15'			<1				
-16'				END OF BORING AT 16 FEET			
-17'							

Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual.
 2. Sampling depth is within +/- 1 foot range.

Water Table: Not encountered.	Geologist: Joe Zhou	Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517
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SOIL BORING LOG

Project Name Former Farmers Market				Site Address 460 Crescent Blvd, Glen Ellyn, IL 60137	Date June 21, 2017
Boring Number Sheet 1 of 1 B4				Drilling Firm: Metro-Chicago Drilling, Inc.	Drilling Method Track Mounted Geoprobe
Boring Depth	Sample Interval	Recovery (ft)	PID (ppm)	Soil/Sediment Description	Analytical Sample Number
-0'	0-4'	3.5	<1	Crushed limestone fill, no olfactory evidence of petroleum/chemical impact observed.	B4-A (3'): This soil sample was collected at a depth of about 3 feet below grade.
-1'					
-2'					
-3'	4-8'	4.0	<1	Clayey topsoil (OL), black grading to dark gray, moist, no visual or olfactory evidence of petroleum/chemical impact observed.	
-4'					
-5'					
-6'	8-12'	4.0	<1	Silty clay (CL), brown, moist, no visual or olfactory evidence of petroleum/chemical impact.	
-7'					
-8'					
-9'	12-16'	3.8	<1		
-10'					
-11'					
-12'			<1	Silty clay (CL), brownish gray to dark gray, moist, no visual or olfactory evidence of petroleum/chemical impact.	B4-B (12'): This soil sample was collected at a depth of about 12 feet below grade.
-13'					
-14'					
-15'			<1		
-16'					
-17'				END OF BORING AT 16 FEET	
Note: 1. Stratification boundaries are approximate. In-situ transition between soil types may be gradual. 2. Sampling depth is within +/- 1 foot range.					
Water Table: Not encountered.				Geologist: Joe Zhou	Consulting Firm: AJS Group, Inc. 7501 Lemont Road, Suite 315A Woodridge, IL 60517



AJS GROUP, INC.

Professional Environmental Services

APPENDIX III

GROUND PENETRATING RADAR SCANNING REPORT

7501 Lemont Road, Suite 315A, Woodridge, Illinois 60517

Tel. 630-696-5099 Fax: 888-348-2267 Website: Ajsgrp.com



June 27, 2017

AJS Group

Joe Zhou

630.696.5099

joe@ajsgrp.com

Subject: Ground Penetrating Radar (GPR) UST scanning 460 Crescent Blvd in Glen Ellyn, IL

Lead Technician: Shaun Ashley

Ground Penetrating Radar Systems, Inc.

Mobile: 773.717.6935

shaun.ashley@gp-radar.com

Table of Contents

1. Overview of GPR
2. Equipment & Capabilities
3. Site Description
4. Inspection Methods
5. Findings/ Radar Data
6. Closing

1. Overview of GPR

Ground Penetrating Radar (GPR) is a non-destructive testing technology that sends a series of radar pulses into the surface which reflect back off of anomalies below. As the radar pulses pass through the ground, the waves bend slightly when encountering a material with differing physical properties, particularly density and conductivity. Thousands of pulses are sent and received in a small area, and the received signals are combined to form a real-time image of what is in the ground. The various places where the radar waves bend are displayed as anomalies which can be interpreted as steel pipes, PVC conduits, underground storage tanks, voids, foundations, etc. One of the many advantages of the technology is the ability to locate non-metallic objects as well as determining depth to the object. GPR data acquisition is very fast and results are available immediately, allowing any discovered anomalies to be marked directly in the field. Although sometimes confused with X-Ray, GPR uses no radiation emissions and is perfectly safe to work with human presence in close proximity.



2. Equipment and Capabilities

Ground Penetrating Radar (GPR)

- **GSSI SIR – 3000**
 - GPRS uses a Geophysical Survey Systems Inc (GSSI) SIR-3000 Radar unit. This is the most advanced GPR available. It allows for onsite interpretation, as well as stores data for later processing. This equipment is self-calibrating, allowing more precise depth and location measurements.
 - GSSI is the world's leading GPR designer and manufacturer. Information can be found at www.geophysical.com
- **400 MHz GSSI antenna**
 - For this project, a 400 MHz antenna was used with the GPR. This antenna allows data collection to a maximum depth of approximately 4-6 feet, depending on soil conditions. At this site, the signal was effective to a depth of approximately four feet.
- **RD7000 pipe locator**
 - Manufacturer: Radiodetection. The RD7000 can detect the electromagnetic fields from live power or radio frequency signals. It can also be used in conjunction with a transmitter to connect directly to accessible, metallic pipes, risers, or tracer wires. A tone is sent through the pipe or tracer wire at a specific frequency which can then be detected by the receiver. For more information, please visit: <http://www.spx.com/en/radiodetection/pd-rd7000/>

3. Site Description

This scanning was conducted at *460 Crescent Blvd in Glen Ellyn, IL*. Underground storage tank/s was known to have been installed at this facility. The total scanned area of the facility is approximately 4000sq/ft. The site was scanned to attempt to locate evidence of the presence of underground storage tanks.

Date: June 27, 2017



Shaun Ashley • Chicago, IL
773.717.6935 • 866-851-8247 fax • shaun.ashley@gp-radar.com • www.gp-radar.com

- 4 -

4. Inspection Methods

The primary purpose of this scanning was to locate any evidence of the presence of underground storage tanks and other significant underground anomalies.

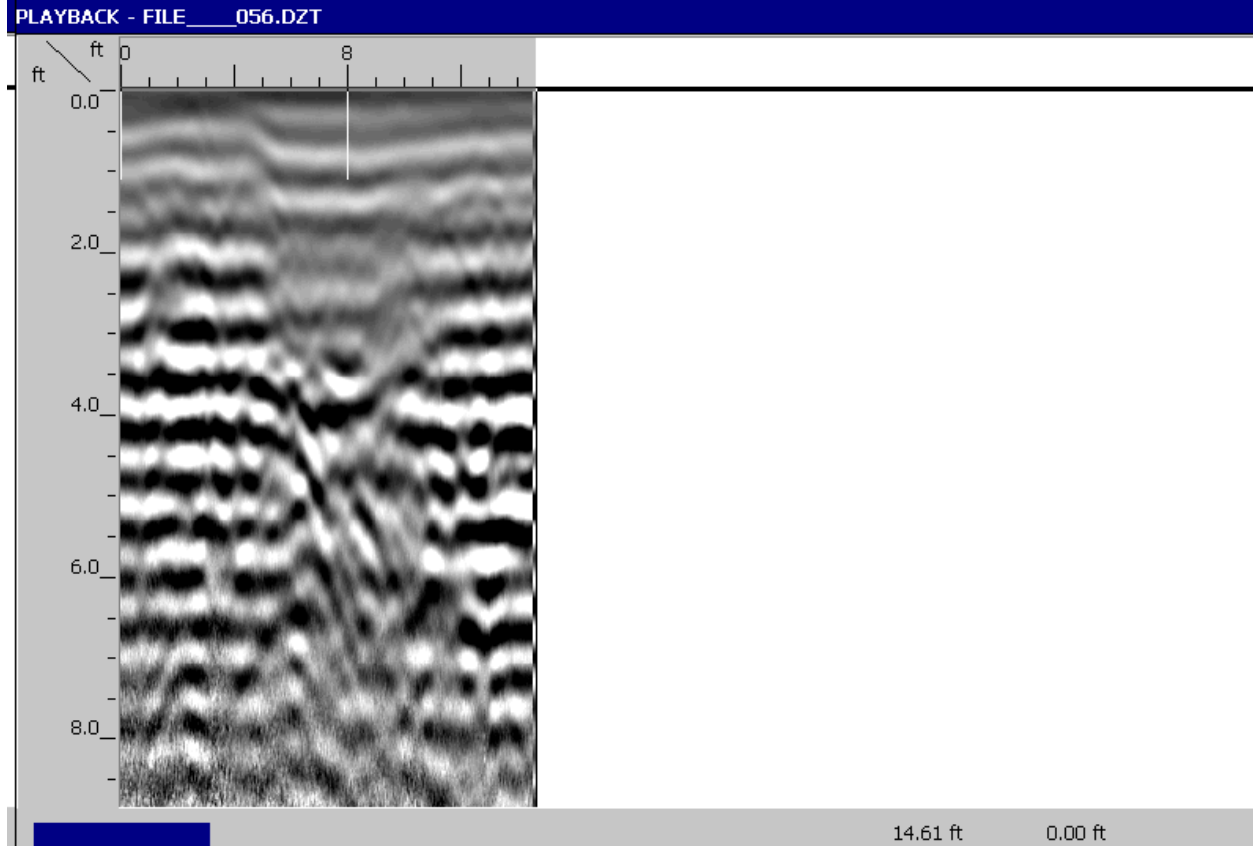
The inspection method for this project consisted of conducting GPR scanning of all ground-level areas outside the building. Scans were taken in a grid pattern, with adjacent scans no more than two feet apart. The GPR detects differences in physical properties such as conductivity and density; metallic objects are most clearly visible, but it can also detect PVC, concrete (especially reinforced), and often old excavations if the backfill is different from native soil. As each scan progresses, the GPR presents a sub-surface image in real time, allowing USTs, foundations, and other significant anomalies to be marked out directly in the field.

5. Findings

All ground-level areas at the site were scanned on a grid with transects of 2' or less apart, with repeated scanning in the area where older USTs were believed to have been installed. The locations of any USTs or other significant anomalies were marked directly on the surface with orange paint.

We found that the soil allowed for GPR depth penetration of 4' in most areas but there were areas where our depths were limited and soil conditions can change throughout any site. **The site was scanned in attempt to locate evidence of the presence of underground storage tanks and for other significant anomalies. Once all of the target areas were scanned, GPRS did not see signs of a possible UST but was able to locate an anomaly that would be consistent of a possible excavation.** Further investigation may be required. GPRS located what we were able to locate given site conditions/obstructions, scanning constraints and equipment limitations. Obstructions included parked cars.

Typical data at the site- Possible excavation at approximately 2' deep







6. Closing

Thank you for the opportunity to serve you on this project. I hope this report has answered all the questions you had regarding this scanning. However, if there is anything you have questions about or feel was omitted, please do not hesitate to call.

Thank you,

Shaun Ashley
Ground Penetrating Radar Systems
773.717.6935 Phone
419-843-5829 Fax
shaun.ashley@gp-radar.com

Shaun Ashley • Chicago, IL
773.717.6935 • 866-851-8247 fax • shaun.ashley@gp-radar.com • www.gp-radar.com

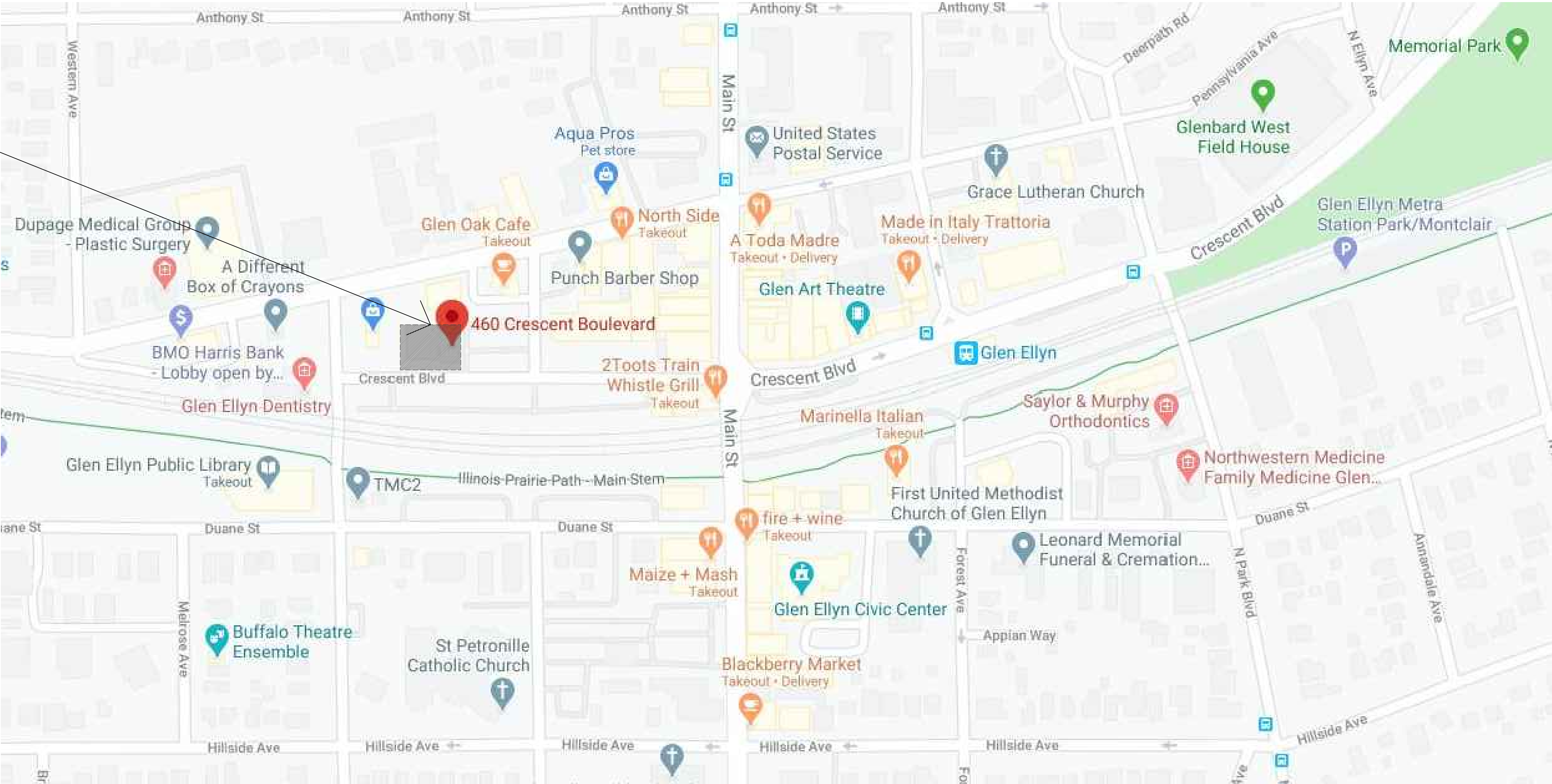
- 8 -

SHEET LIST	
A-100	COVER SHEET & INFO (REVISED 2020.11.05)
A-101	LOWER PARKING LEVEL FLOOR PLAN (REVISED 2020.11.05)
A-102	MAIN PARKING/STREET LEVEL FLOOR PLAN & SITE PLAN (REVISED 2020.11.05)
A-103	FLOOR PLANS LEVELS 2-5
A-104	TYPICAL UNIT PLANS
L-100	LANDSCAPE PLAN (REVISED 2020.11.05)
A-200	BUILDING ELEVATIONS (REVISED 2020.11.05)
A-300	BUILDING SECTIONS
A-400	COLORED ELEVATIONS (REVISED 2020.11.05)
A-401	BUILDING RENDERINGS (REVISED 2020.11.05)
A-402	BUILDING RENDERINGS (REVISED 2020.11.05)

ZONING & BUILDING CODE INFO	
ZONING:	GLEN ELLYN ZONING ORDINANCE
BUILDING CODE:	ICC 2009 INTERNATIONAL BUILDING CODE w/ LOCAL AMENDMENTS ICC 2009 INTERNATIONAL RESIDENTIAL CODE w/ LOCAL AMENDMENTS
MECHANICAL CODE:	ICC 2009 INTERNATIONAL MECHANICAL CODE w/ LOCAL AMENDMENTS
PLUMBING CODE:	ILLINOIS STATE PLUMBING CODE, 2014 w/ LOCAL AMENDMENTS
ELECTRICAL CODE:	2011 NATIONAL ELECTRIC CODE w/ LOCAL AMENDMENTS
ACCESSIBILITY CODE:	ILLINOIS ACCESSIBILITY CODE 2009 ICC-A117.1 STANDARD FAIR HOUSING ACT
FIRE CODE:	2009 INTERNATIONAL FIRE CODE w/ LOCAL AMENDMENTS
ENERGY CODE:	2018 INTERNATIONAL CONSERVATION CODE w/ LOCAL AMENDMENTS
FUEL GAS CODE:	ICC 2009 INTERNATIONAL FUEL GAS CODE
LIFE SAFETY CODE:	2009 ILLINOIS NFPA 101 LIFE SAFETY CODE
CONSTRUCTION TYPE:	3A
SPRINKLER SYSTEM:	NFPA 13

PARKING RATIO REFERENCES	
QUINCY STATION WESTMONT, IL	94 D.U., 111 PARKING SPACES 1.18 RATIO
LILAC STATION LOMBARD, IL	118 D.U., 142 PARKING SPACES 1.2 RATIO
GLENWOOD STATION GLEN ELLYN, IL	86 D.U., 104 PARKING SPACES 1.2 RATIO

PROJECT
LOCATION

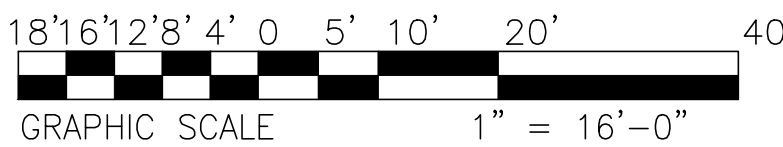


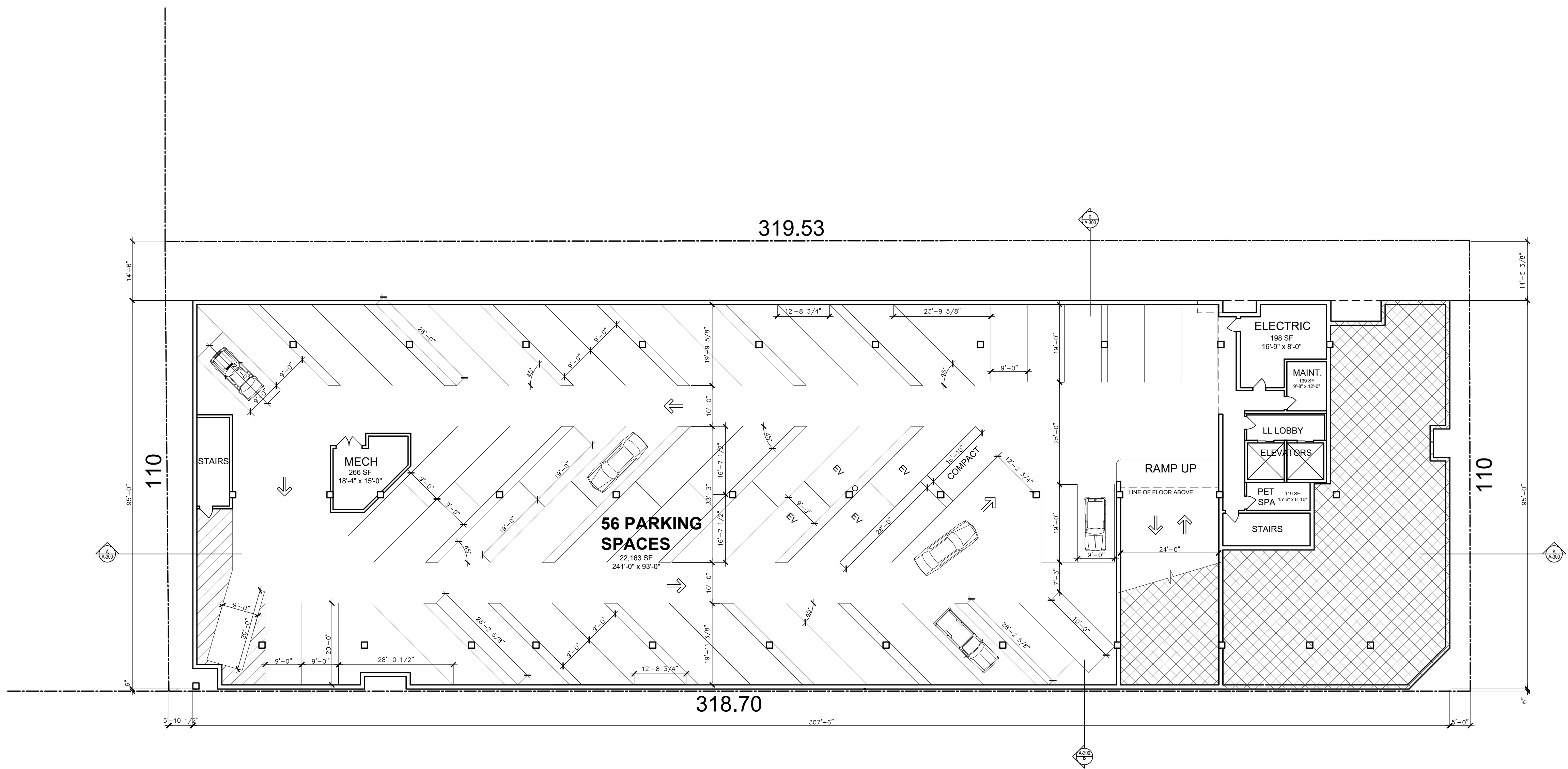
SITE LOCATION
460 CRESCENT BLVD, GLEN ELLYN 60137

11/05/2020



DESIGN FIRM
REGISTRATION
NO. 184.004899
INFO@TANDEMINC.NET
1040 W HURON ST. SUITE 300
CHICAGO, IL 60642
312-255-1153



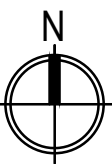
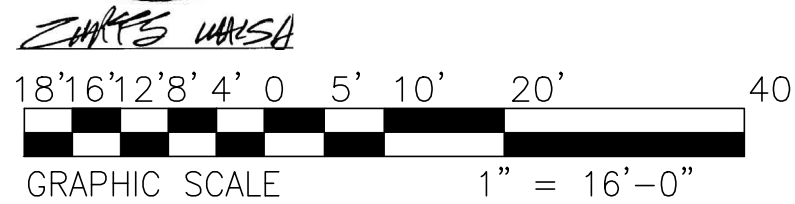


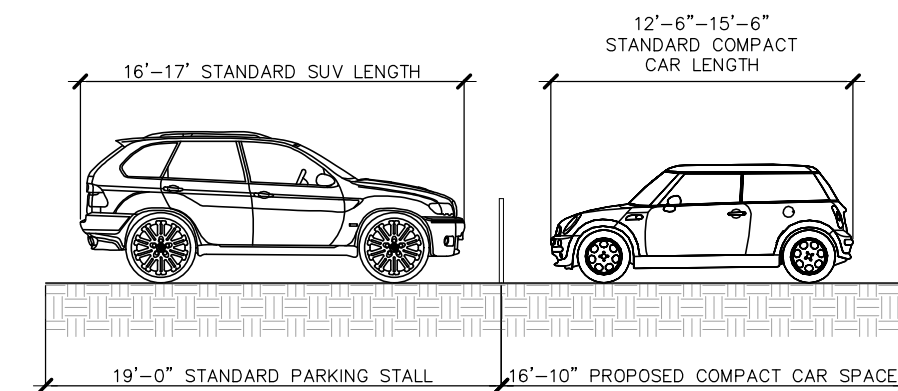
LOWER PARKING LEVEL

11/05/2020



DESIGN FIRM
REGISTRATION
NO. 184.004899





COMPACT CAR SECTION

Table 208.2 Parking Spaces	
Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

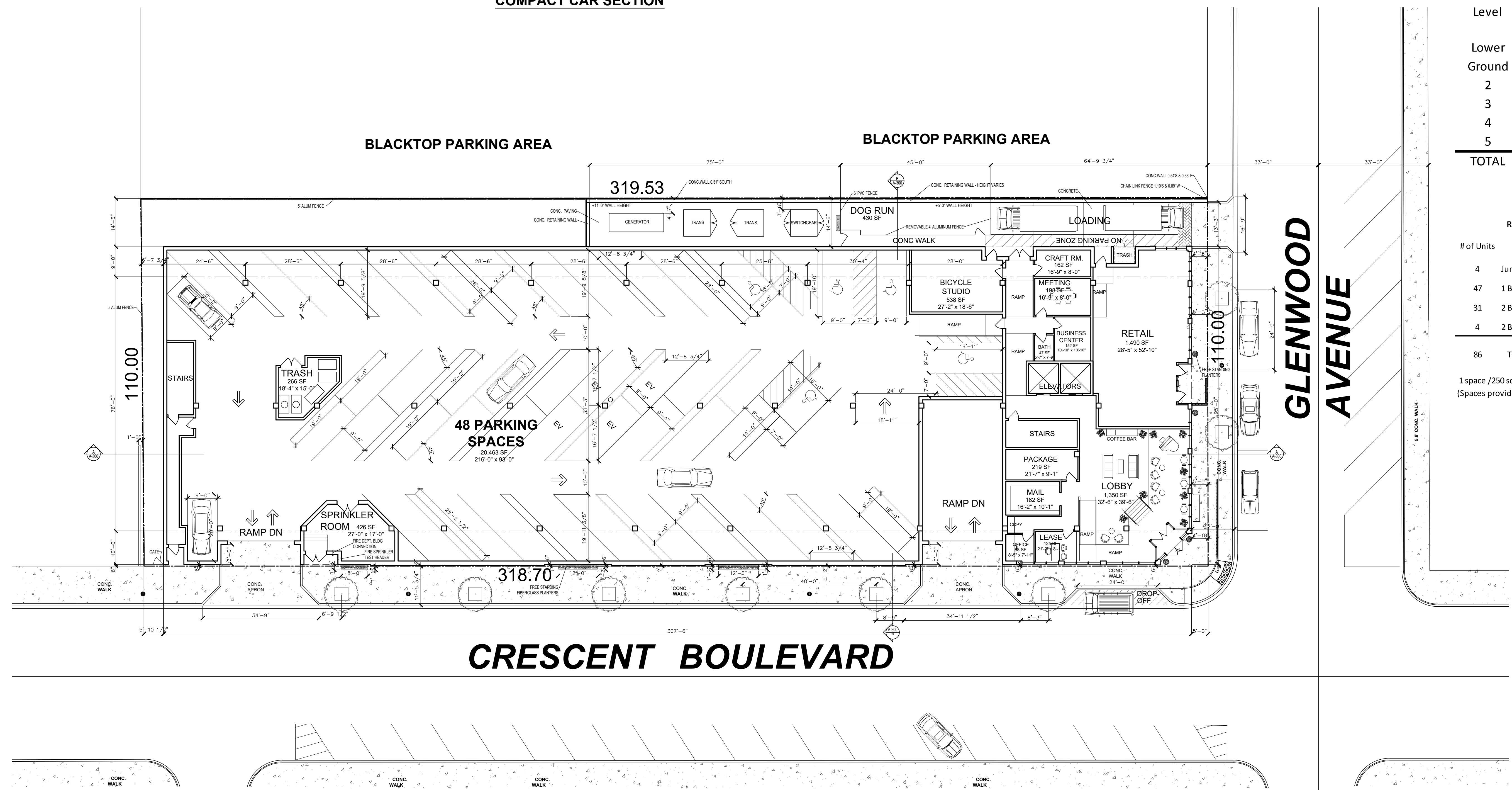
Site Data	
Site	35,060 SF/0.80 acres
Main Building	144,827 GSF
Building Height	5 stories + 1 lvl below grade/ 66'-8"
Dwelling Units	86 units
Retail	1,490 SF
Residential Parking	104 spaces

Building Square Footage		
Level	Total Square Footage Per Floor	Leasable Square Footage
Lower	25,393	0
Ground	28,989	1,525
2	22,885	18,223
3	22,520	20,120
4	22,520	20,120
5	22,520	20,120
TOTAL	144,827	80,108

Required Parking Per Code			
# of Units	Unit Type	Parking/ Unit	Req'd Parking
4	Junior 1 BR	(x1)	4
47	1 Bedroom	(x1.5)	71
31	2 Bedroom	(x2)	62
4	2 BR + Den	(x2)	8
86	TOTAL UNITS		145
			TOTAL REQ'D

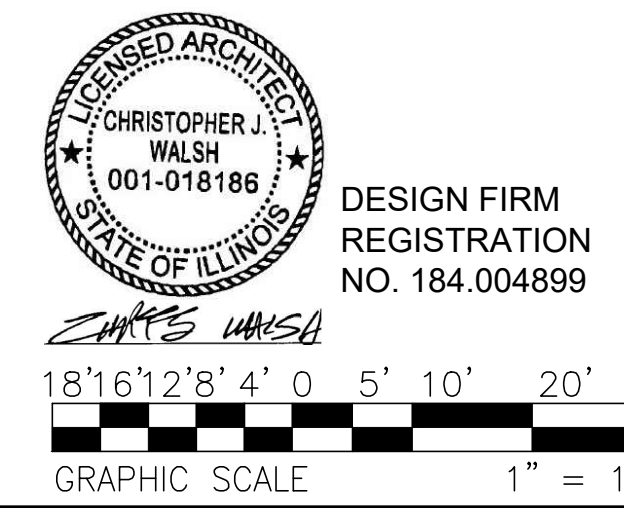
1 space /250 square feet of gross floor area: 1525/250 = 6.1
(Spaces provided for apartments = 1.2/unit)

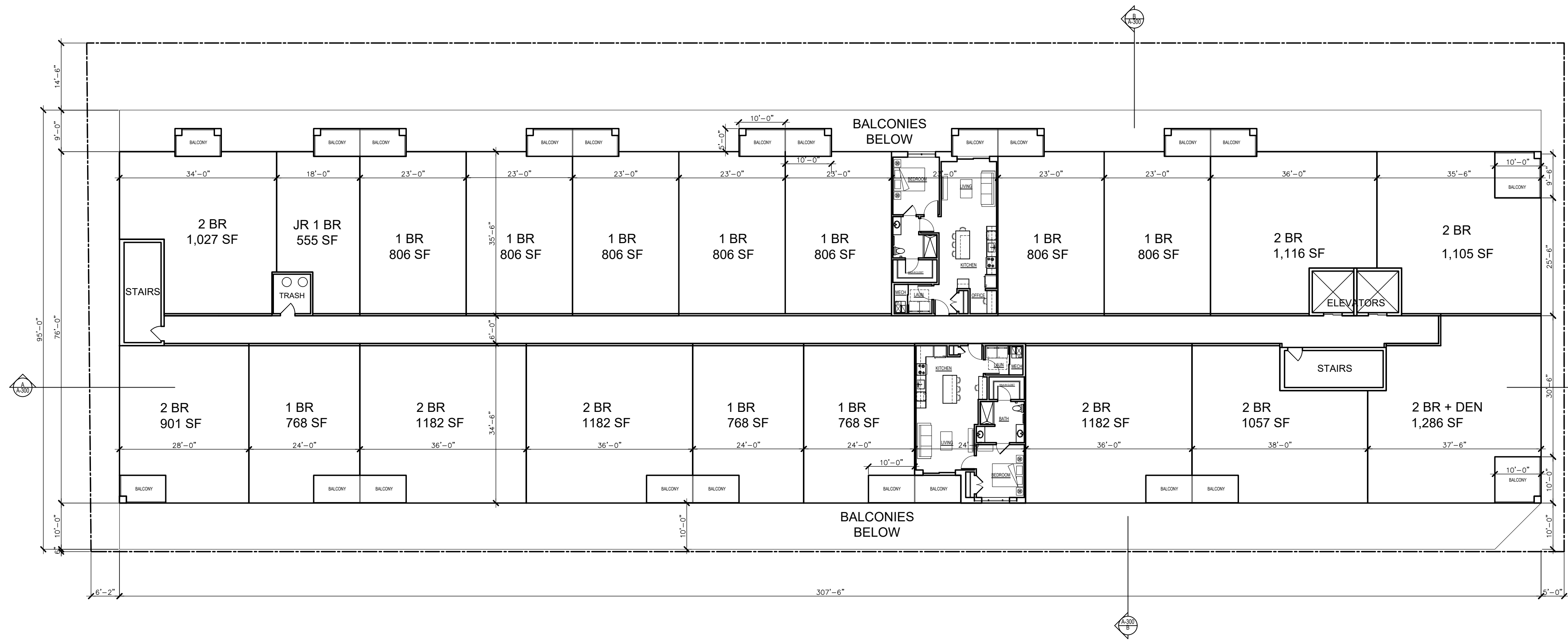
152 TOTAL CODE REQ'D PARKING



MAIN PARKING / STREET LEVEL
PLANNED UNIT DEVELOPMENT PLAN

11/05/2020

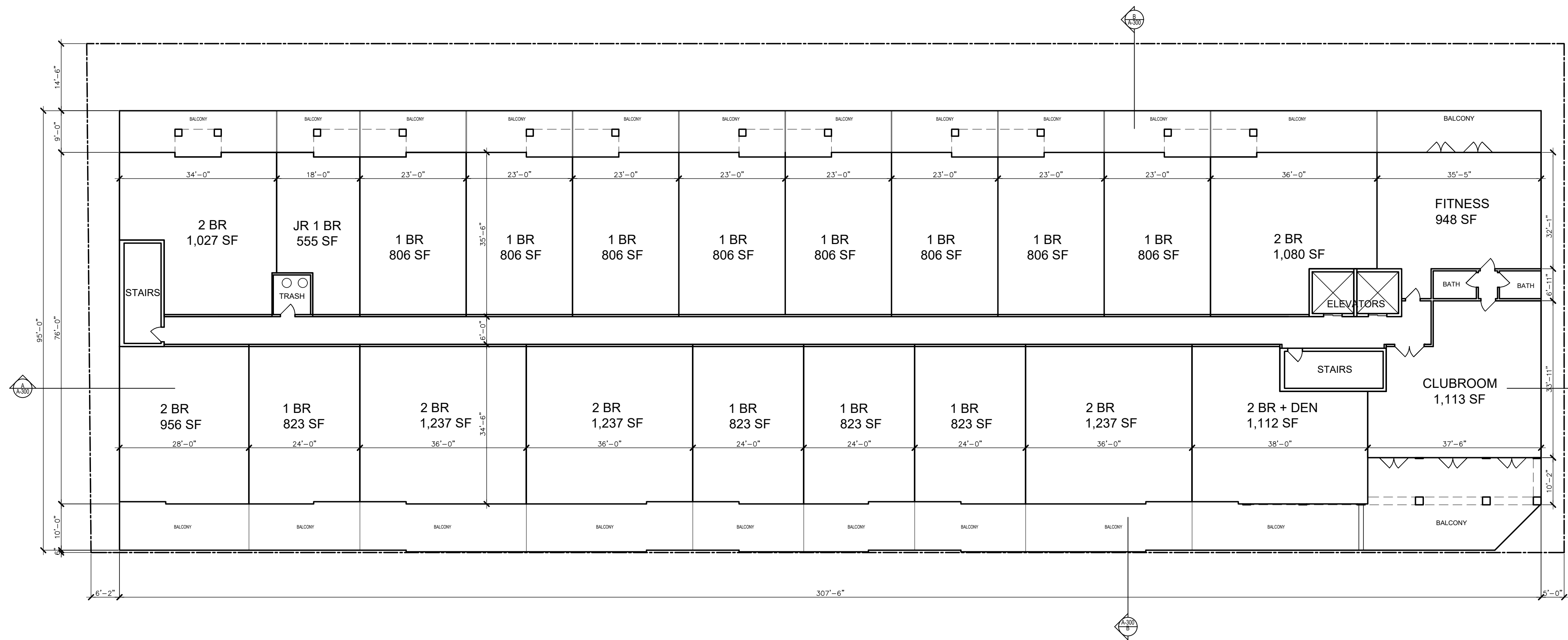




Apartment Data			
Number of Units	Unit Type	Unit Square Footage	Mix %
4	Junior 1 Bedroom	555	4.60%
47	1 Bedroom	768 - 823	54.60%
31	2 Bedroom	901 - 1,237	32.50%
4	2 Bedroom + Den	1,117 - 1,286	8.10%
86	TOTAL UNITS		

22 UNITS PER FLOOR

FLOOR PLANS - LEVELS 3 - 5



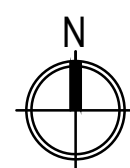
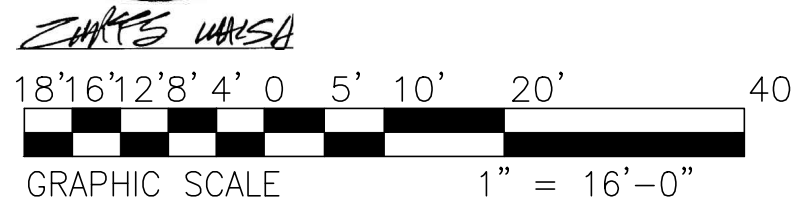
20 UNITS

FLOOR PLANS - LEVEL 2

09/29/2020



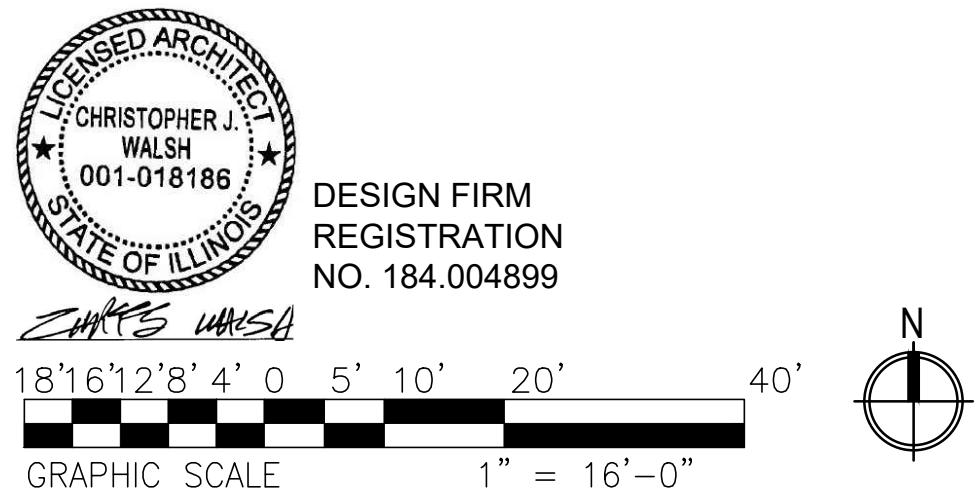
DESIGN FIRM
REGISTRATION
NO. 184.004899



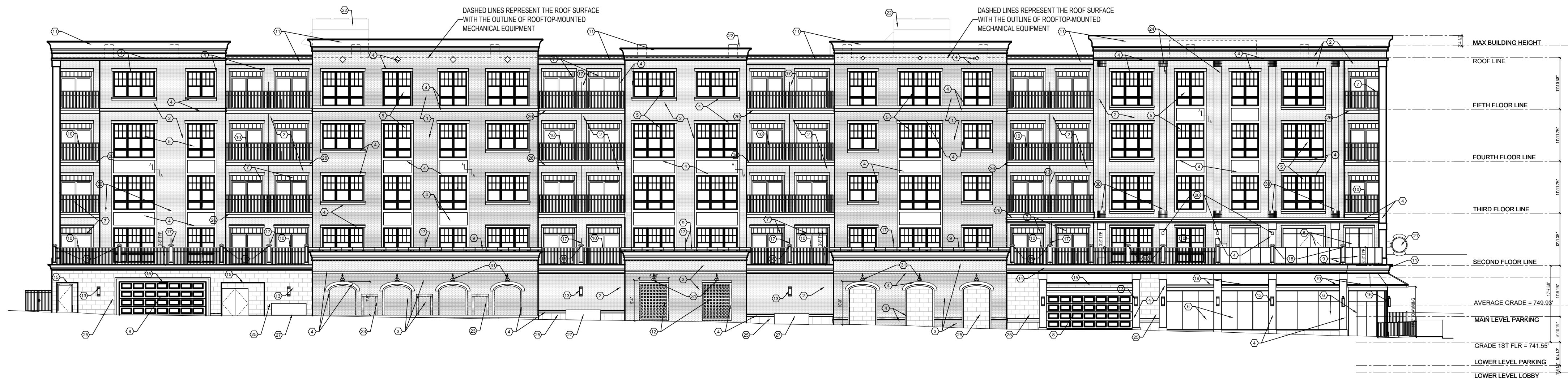


TYPICAL UNIT PLANS - 1-BEDROOM UNIT
768 SF - 806 SF

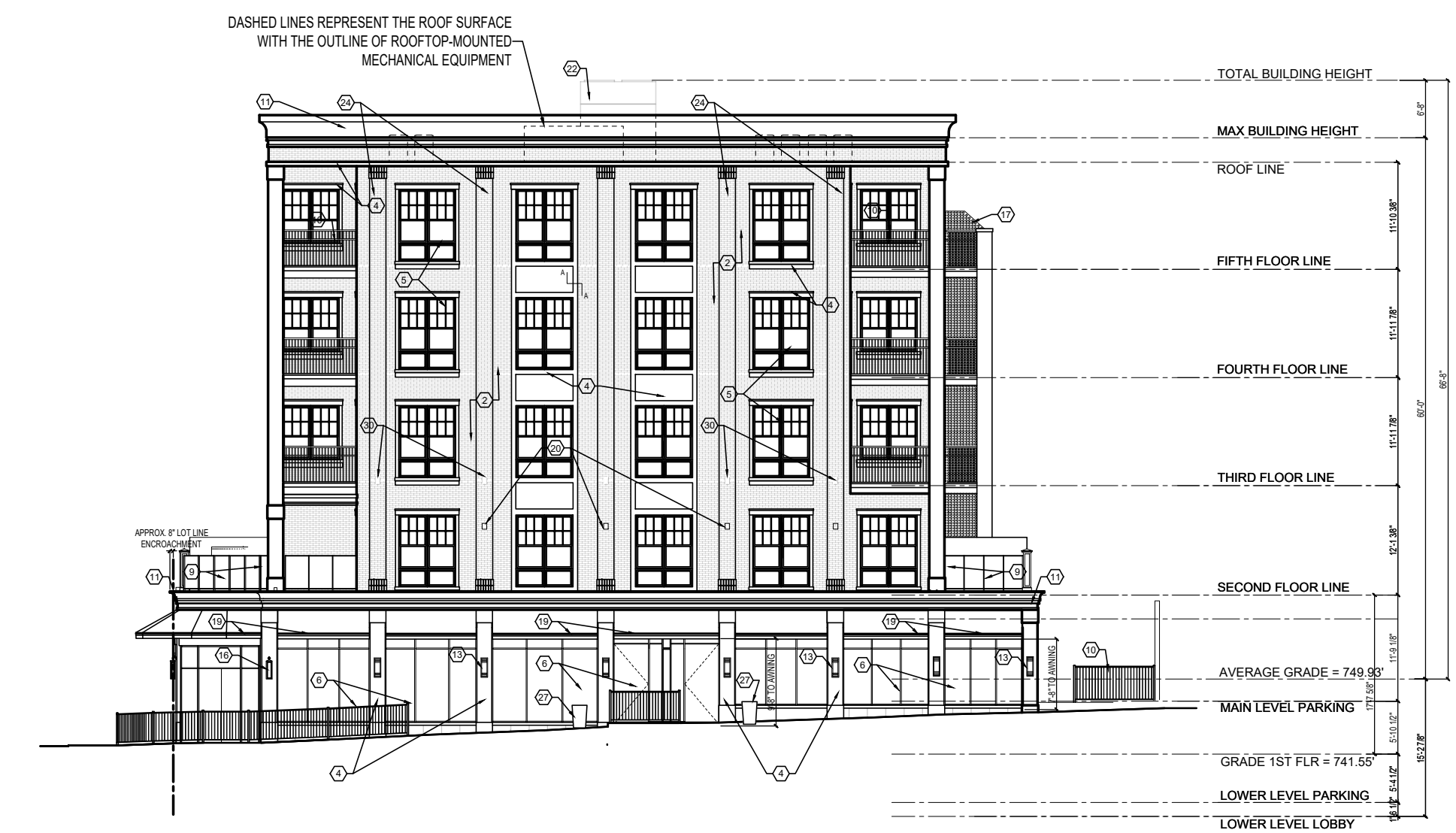
09/29/2020



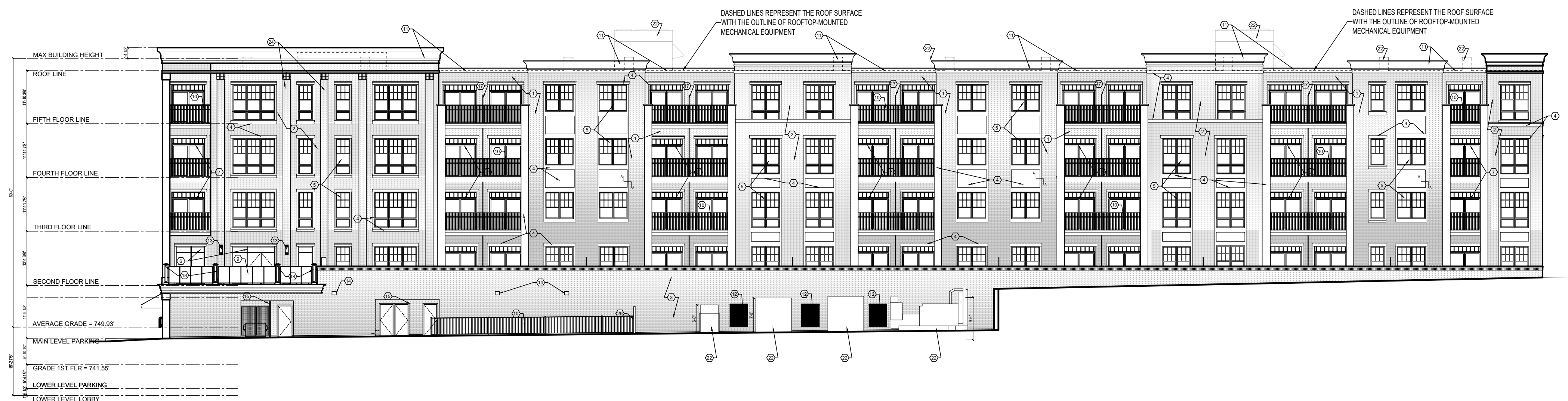
NOTES			
1) BRICK - SIOUX CITY, REVERE PEWTER VELOUR	16) 42" GLASS PANEL RAILING w/ BLK PNTD ALUM FRAME	26) NEWEL POST	36) FREESTANDING FIBERGLASS PLANTER
2) BRICK - SIOUX CITY, CHAMBERY VELOUR	17) 42" BLK PNTD ALUM RAILING	27) FABRIC AWNINGS	37) 1-1/2" INSET CAST STONE PANEL TYP. DETAIL
3) BRICK - GLENSIDE, CARBON BRICK	18) FIBERGLASS PAINTED CORNICE (ARMSTRONG)	28) FLAGPOLES	38) 6" BLACK PVC FENCE
4) CAST STONE - ECHOLON FRANKLIN STONE GREY	19) MECHANICAL VENTS OR OPENINGS	29) DECORATIVE CLOCK	39) REGA 24 500 UP/DOWN LIGHT FIXTURE
5) WINDOWS - VINYL PAINTED BLACK	20) BROWNLEE LIGHTING 7612-C48-35K	30) MECHANICAL EQUIPMENT	40) RLM CLASSICS EB0708LW-PA15-AK
6) STOREFRONT - ALUMINUM PAINTED BLACK	21) LITHONIA LIGHTING WDG1 LED P2 35K 80CRI VW	31) BRICK DETAILING	
7) BALCONY DOOR - VINYL PAINTED BLACK	22) LITHONIA LIGHTING OLCPM CEILING MOUNT	32) BRICK PILASTERS	
8) DECORATIVE GARAGE DOOR - METAL PAINTED BLACK	23) SHERRY, STRONGER SAN MARCO GAS LANTERN	33) STONE BLOCK	
	24) PERFORATED METAL PANEL - BLACK	34) PAINTED ALUMINUM - TO MATCH STONE	



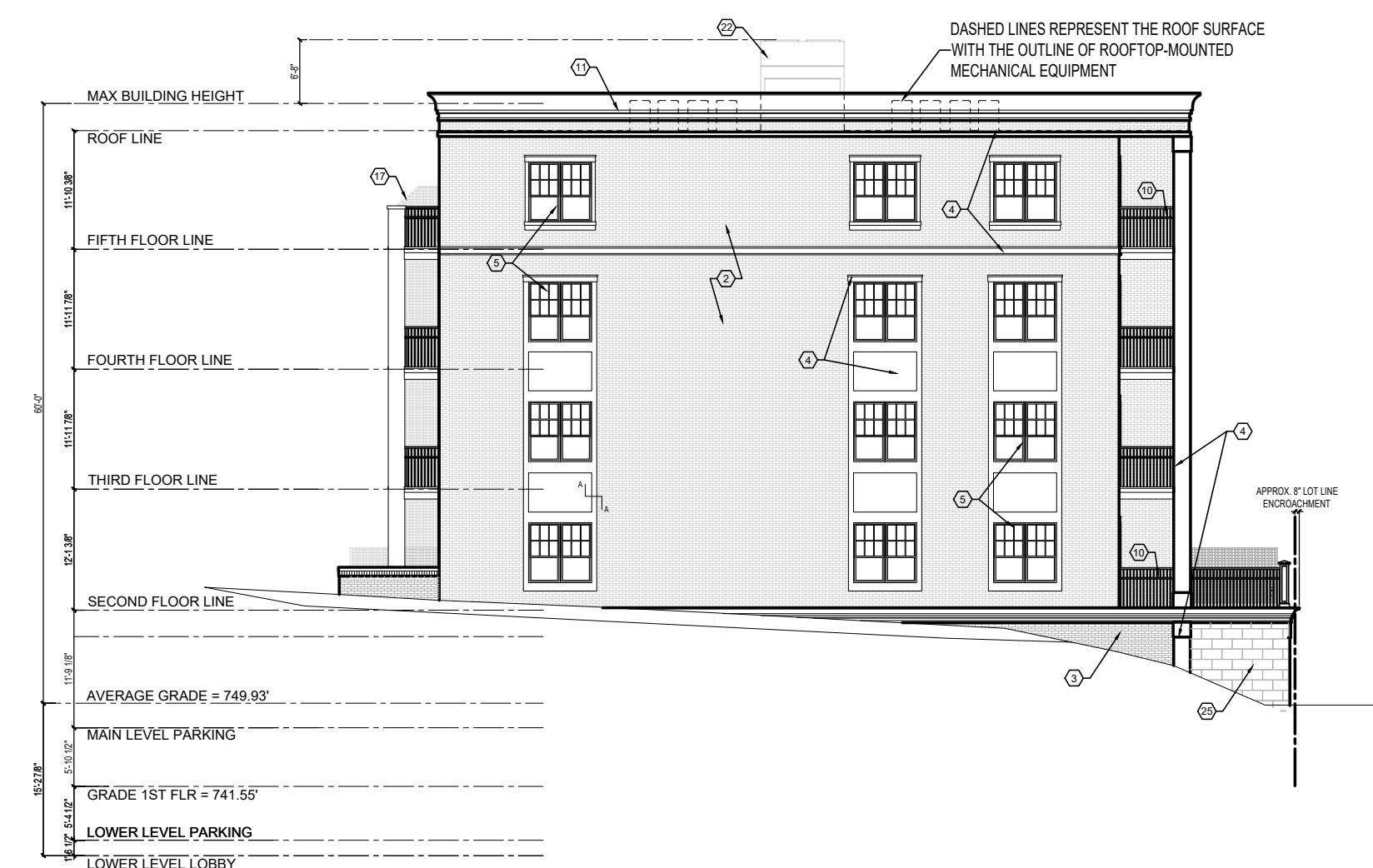
SOUTH ELEVATION



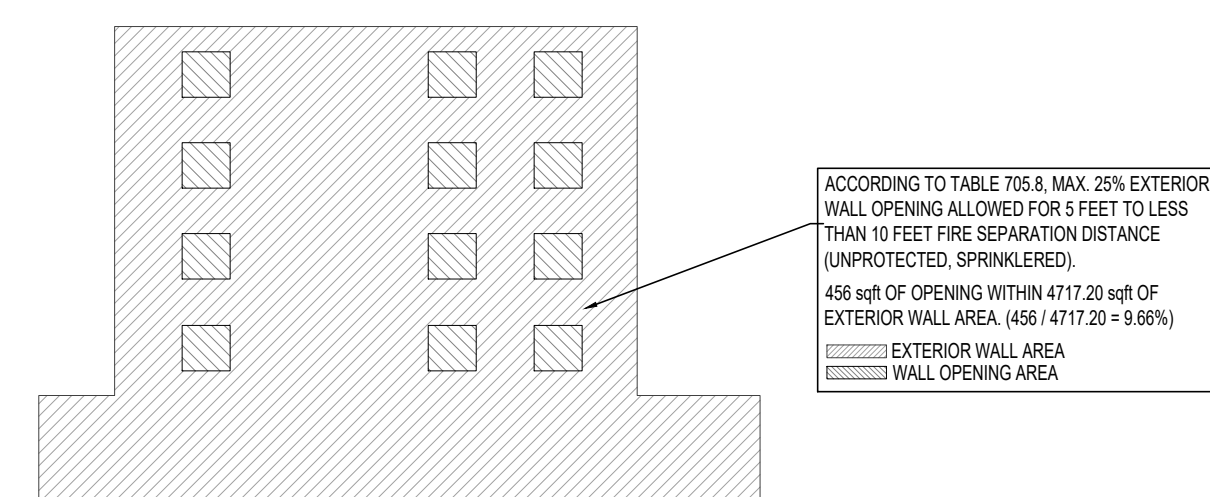
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



WEST ELEVATION WALL OPENINGS

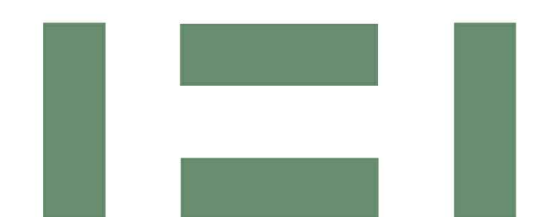
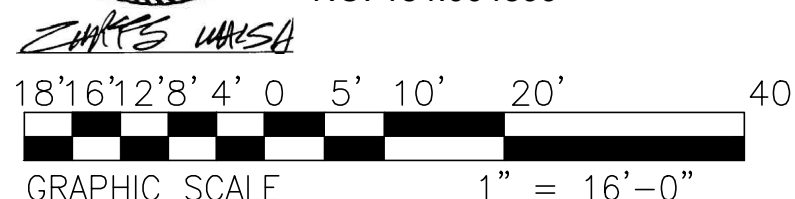
11/05/2020



TANDEM
ARCHITECTURE

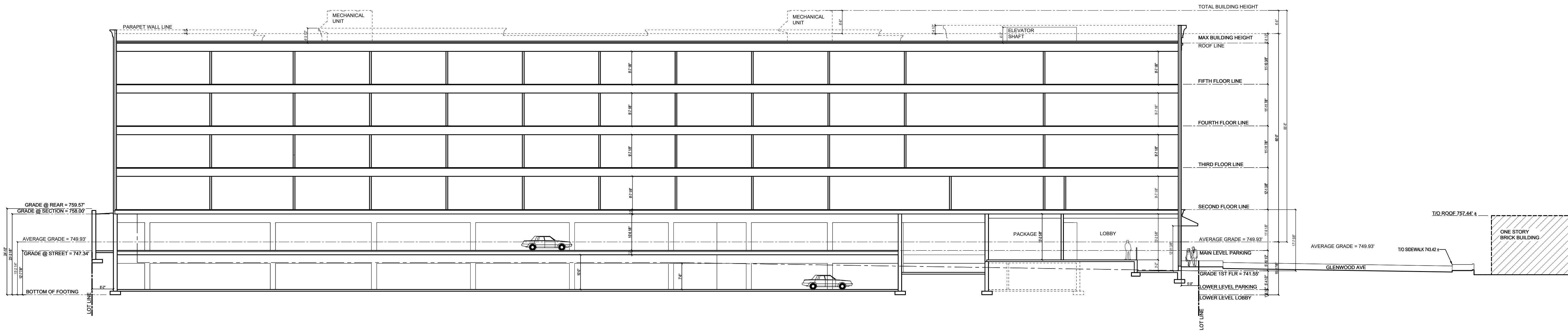


DESIGN FIRM
REGISTRATION
NO. 184.004899

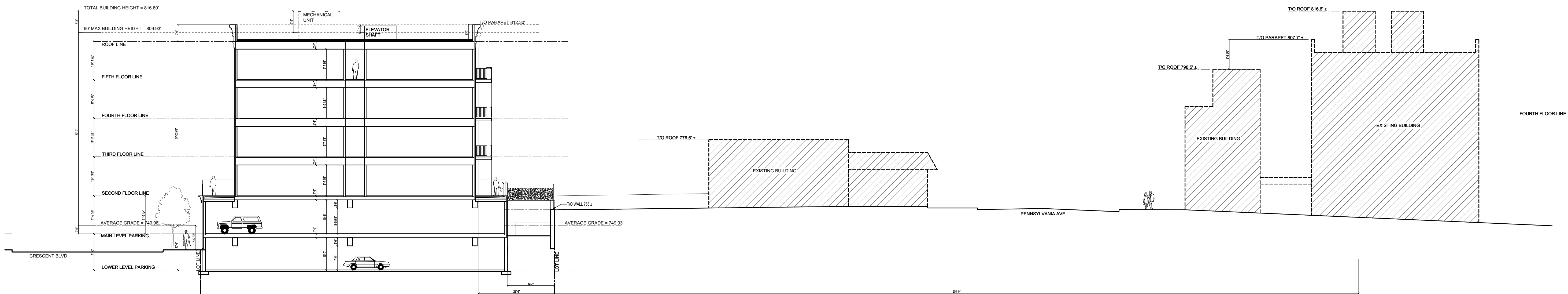


HOLLADAY
PROPERTIES

Building Solutions Since 1952

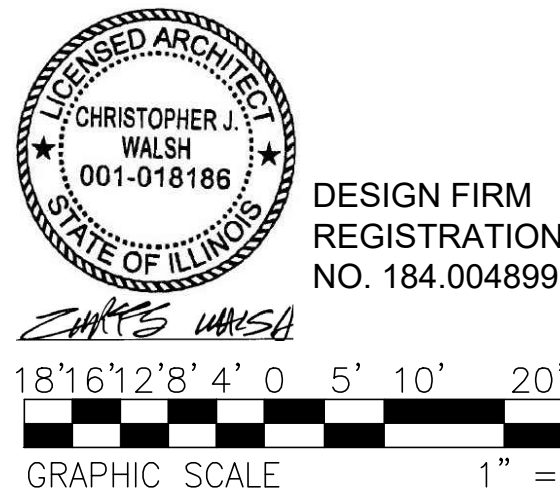


BUILDING SECTION A



BUILDING SECTION B SURROUNDING CONDITIONS

09/29/2020





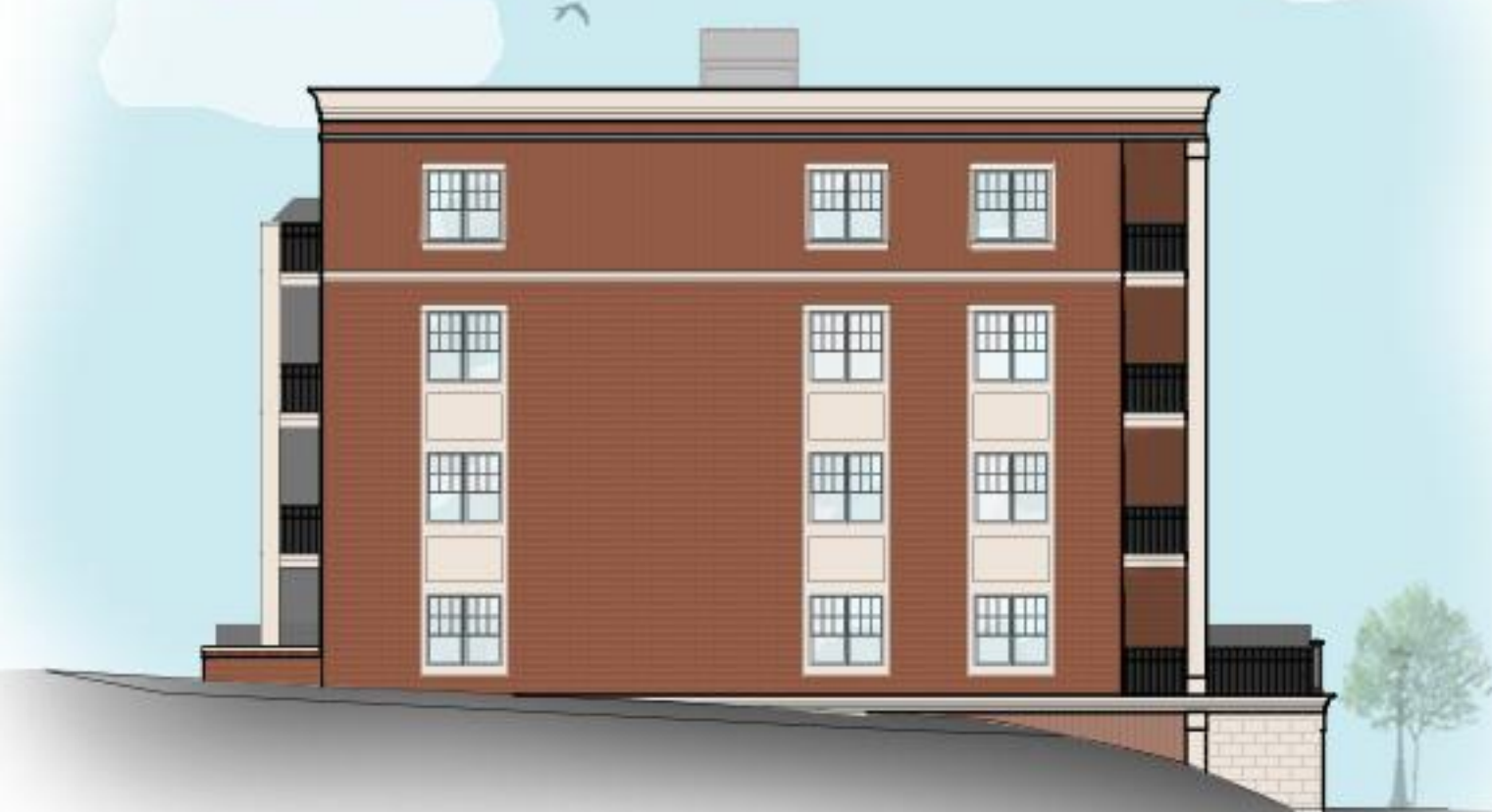
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



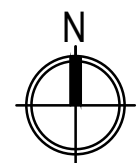
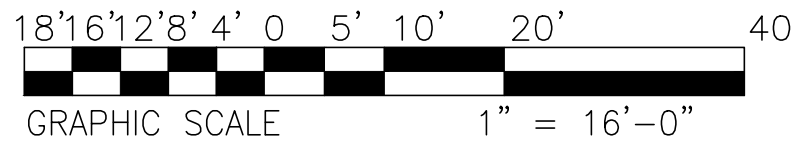
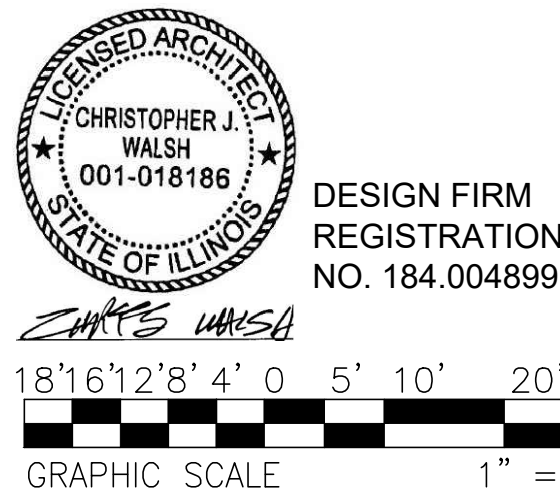
WEST ELEVATION

11/05/2020



PROJECT RENDERINGS

11/05/2020

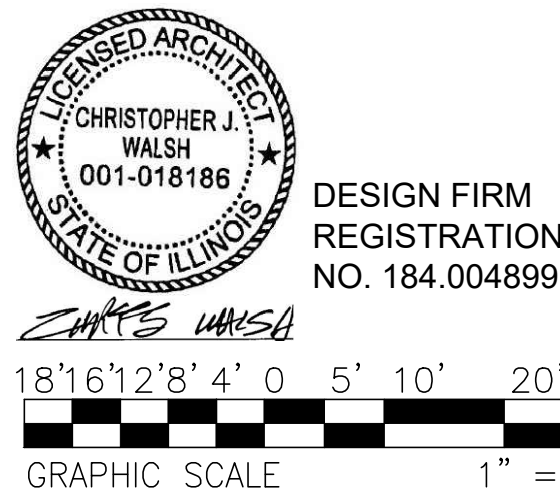


Building Solutions Since 1952



PROJECT RENDERINGS

11/05/2020



Before & After Exhibit, Building Design



Southeast corner, 4/15/2020



Southeast corner, 9/29/2020



Northeast corner, 4/15/2020



Northeast corner, 9/29/2020



Southwest corner, 4/15/2020



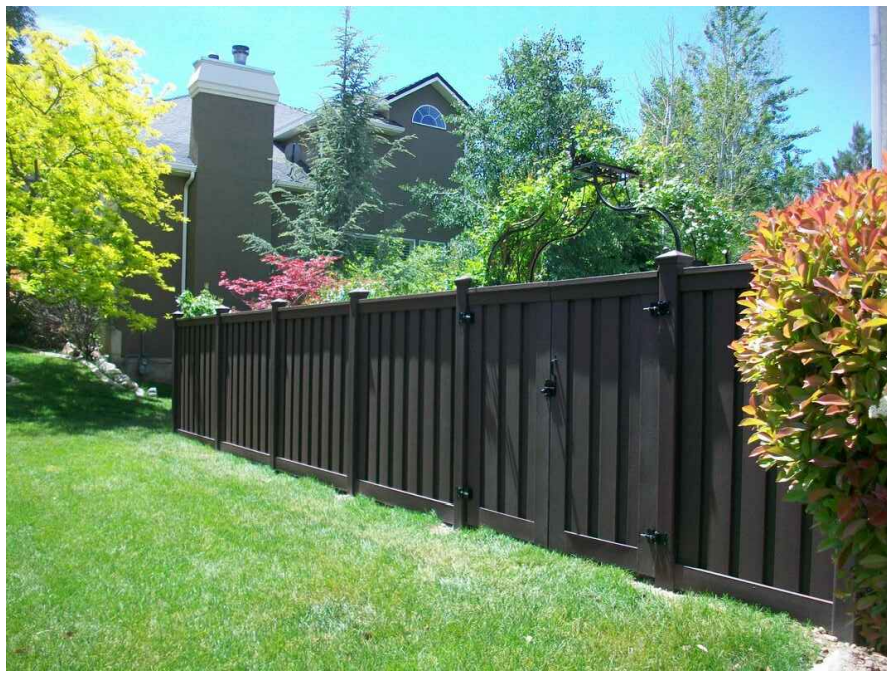
Southwest corner, 9/29/2020



Southeast corner, 9/29/2020 (night)



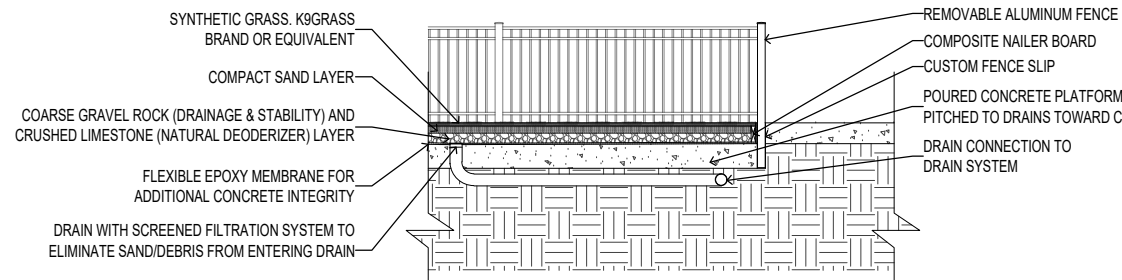
5' ALUMINUM FENCE
EXAMPLE



6' PVC FENCE
EXAMPLE



4' ALUMINUM FENCE
EXAMPLE

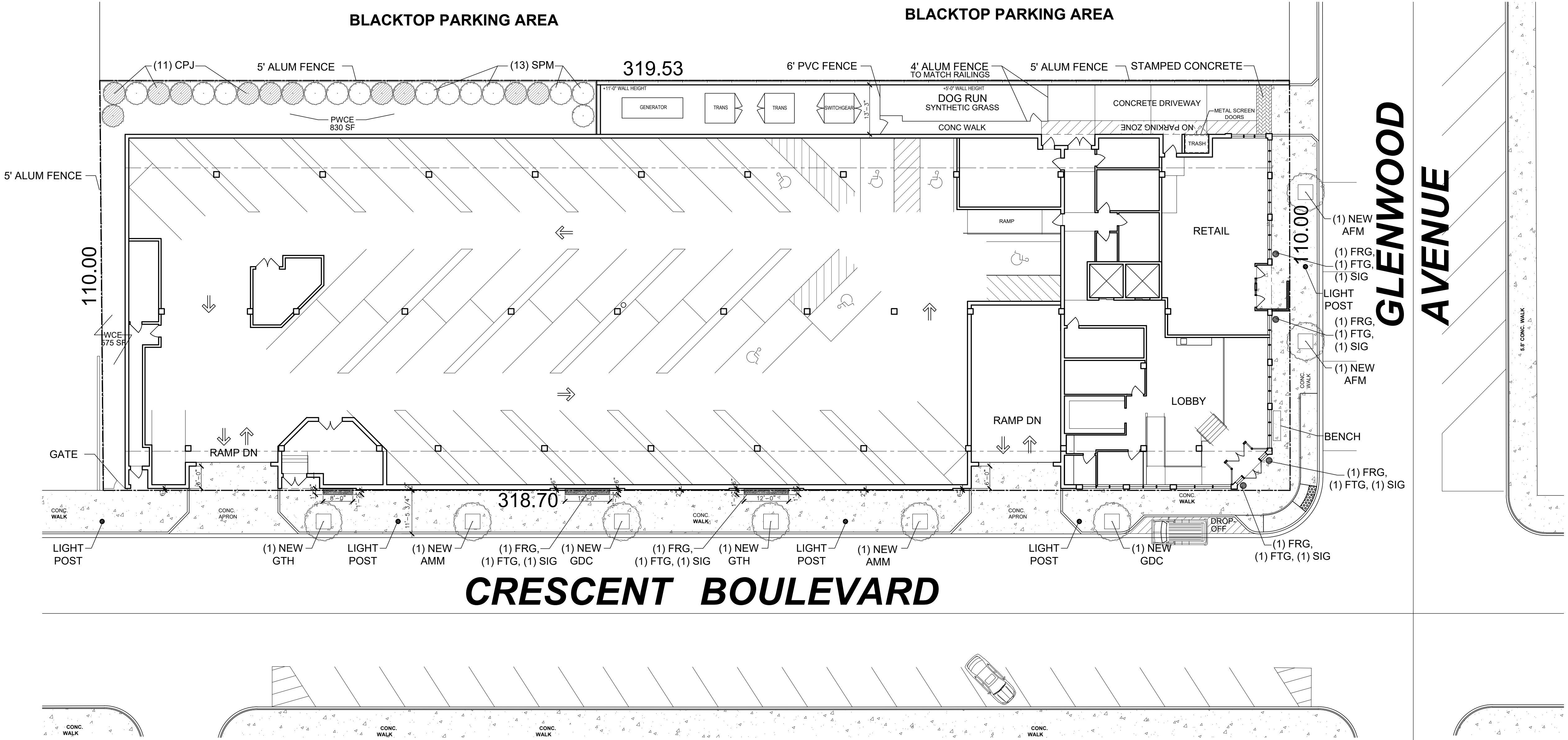


DOG RUN SYNTHETIC
GRASS DETAIL

LANDSCAPE PLANTING:					
SYMBOL	QTY	BOTANIC NAME	COMMON NAME	SIZE	NOTES
DECIDUOUS TREES					
GTH	2	Gleditsia Triacanthos "Northern Acclaim"	Honey Locust Northern Acclaim	3"	
AMM	2	Acer freemanii Marmo	Marmo Maple	3"	
GDC	2	Gymnocladus dioica 'Espresso'	Espresso Kentucky Coffeetree	3"	
ATM	2	Acer freemanii 'Autumn Fantasy'	Autumn Fantasy Maple	3"	
DECIDUOUS SHRUBS					
SPM	13	Syringa Pubescens 'Miss Kim'	Miss Kim Lilac	30"	
MISCELLANEOUS PLANTS					
FRG	18	Calamagrostis x acutiflora	Feather Reed Grass	1 gal	In freestanding planters
FTG	18	Pennisetum alopecuroides	Fountain Grass	1 gal	In freestanding planters
SIG	18	Sorghastrum nutans	Scout Blue Indian Grass	1 gal	In freestanding planters
EVERGREEN SHRUBS					
CPJ	11	Juniperus Chinensis	Kallays Compact Pfizer Juniper	5 gal	
GROUNDCOVERS					
WCE	575 SF	Euonymus fortunei	Wintercreeper Euonymus	-	
PWCE	830 SF	Euonymus fortunei 'Coloratus'	Purpleleaf Wintercreeper Euonymus	-	

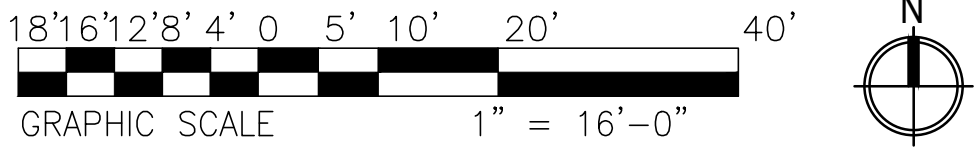
LANDSCAPE NOTES

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 TO DETERMINE 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 OF 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 DUE TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE SAME 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.
24. PLEASE SEE ATTACHED EXHIBIT FOR SECTION 10-5-13(L) INFORMATION.



LANDSCAPE PLAN

11/05/2020





3343 N. Neva Ave
Chicago, IL 60634
☎ : (312) 637-9570
📠 : (312) 637-9454
✉ : info@civworks.com
🌐 : www.civworks.com

ENGINEER'S STATEMENT

June 10, 2020

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

**RE: PROPOSED MIXED-USE DEVELOPMENT
460 CRESCENT BOULEVARD
GLEN ELLYN, IL 60137**

To whom it may concern,

This engineer's statement has been prepared pursuant to Article IV Section 15-36 of the "DuPage County Countywide Stormwater and Floodplain Ordinance" with latest effective date of 5-14-2019 (The Ordinance) as it applies to the above mentioned project.

- As a Professional Engineer, it is my professional opinion that the proposed development meets the minimum criteria for stormwater management in accordance with The Ordinance and with the local requirements of the Village of Glen Ellyn Storm Water and Floodplain Management Ordinance.
- As a Professional Engineer, I state that there are no Wetlands and Wetland Buffers on the subject property and the development is therefore exempt from Article XI of The Ordinance as it pertains to Wetlands and Wetland Buffers performance standards.
- As a Professional Engineer, I state that the project is not required to provide Post Construction Best Management Practices (PCBMP's) because it does not create more than 300 SF of new impervious area and is therefore exempt from the minimum criteria for PCBMP's in accordance with Article VIII of The Ordinance and the local Village amendments.
- As a Professional Engineer, I state that there no existing regulatory Flood Plain on the subject property and the development is therefore exempt from the minimum requirements of Article X of The Ordinance as it pertains to Flood Plain performance standards.

Should you have any questions or require any additional information, please do not hesitate to contact me.

Yours truly,
CIVWORKS CONSULTING, LLC

A blue ink signature of Osvaldo Pastrana, written in a cursive style.

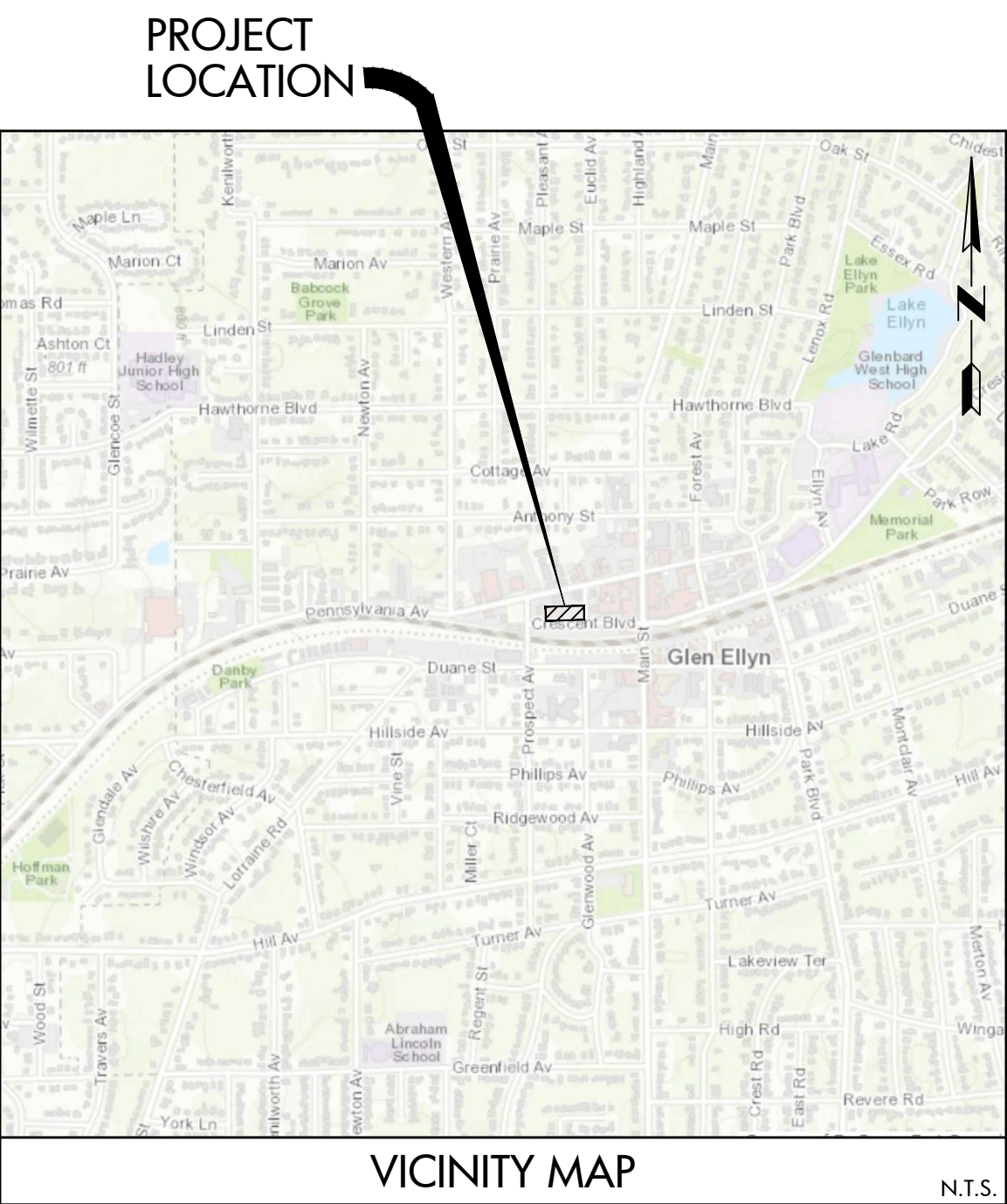
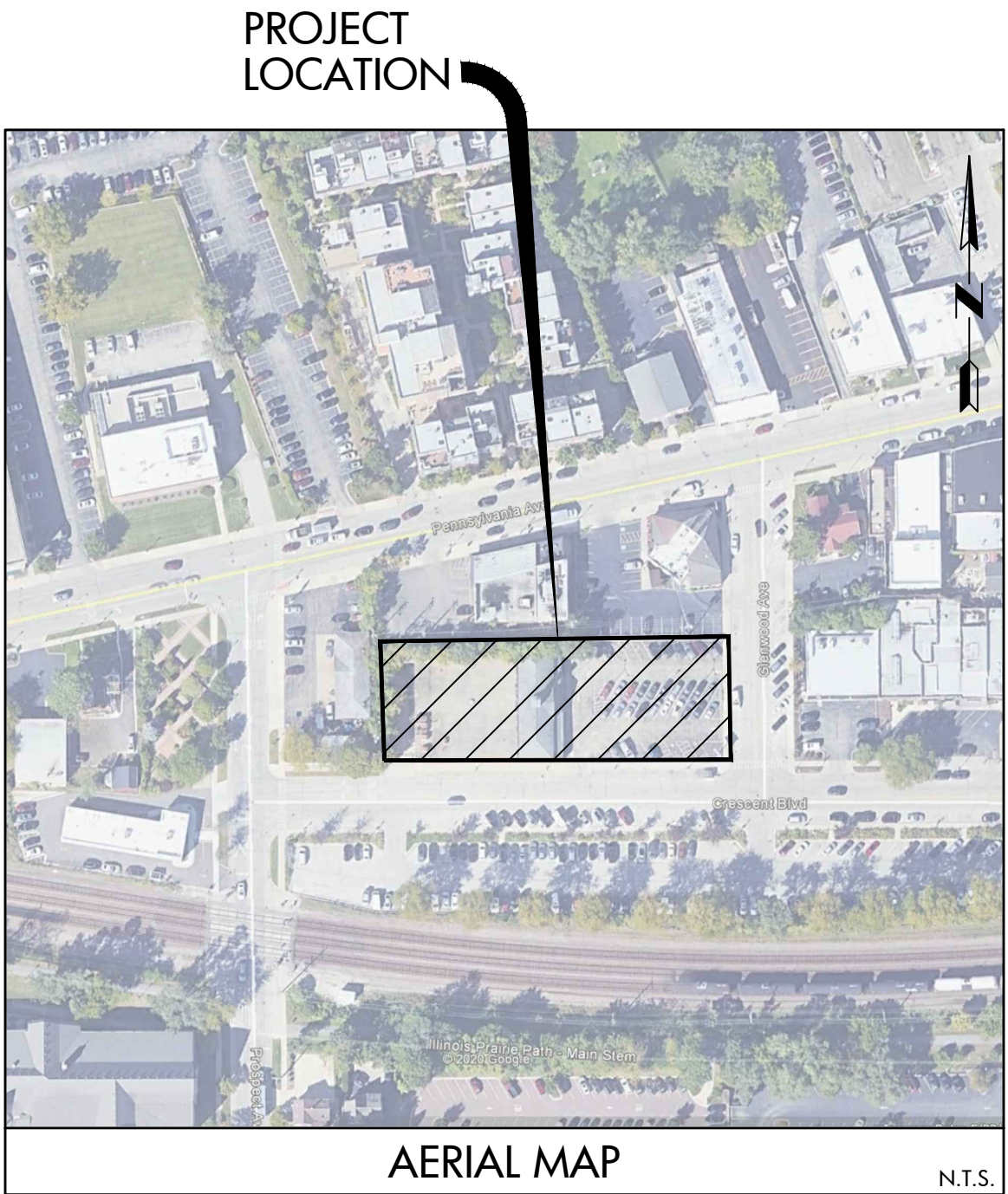
Osvaldo Pastrana, P.E.
Principal

GLENWOOD STATION

460 CRESCENT BOULEVARD
GLEN ELLYN, IL 60137

PRELIMINARY SITE DEVELOPMENT PLANS

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
		LIGHT STANDARD/DOUBLE LIGHT STANDARD
		WATER VALVE VAULT
		WATER VALVE BOX
		FIRE HYDRANT
		BUFFALO BOX
		SANITARY MANHOLE
		FLARED END SECTION
		STORM INLET
		STORM CATCH BASIN
		STORM MANHOLE
		CLEANOUT
		STORM SEWER PIPE
		SANITARY SEWER PIPE
		WATER MAIN PIPE
		FORCE MAIN PIPE
		STORM SEWER SERVICE
		SANITARY SEWER SERVICE
		WATER MAIN SERVICE
		SANITARY RIM ELEVATION SANITARY INVERT ELEVATION
		WATER GRADE RING ELEVATION WATER STATION LOCATION
		STORM RIM ELEVATION STORM INVERT ELEVATION
		PROPOSED SANITARY STRUCTURE LABEL
		PROPOSED WATER STRUCTURE LABEL
		PROPOSED STORM STRUCTURE LABEL
		PROPOSED RETAINING WALL
		CURB AND GUTTER
		DEPRESSED CURB AND GUTTER
		REVERSE CURB AND GUTTER
		SIDEWALK
		SWALE FLOW ARROW
		DRAINAGE ARROW
		OVERLAND FLOW
		1 FOOT CONTOURS
		ACCESSIBLE CURB RAMP



INDEX OF DRAWINGS	
SHEET NO.	DRAWING TITLE
C1.0	CIVIL ENGINEERING COVER SHEET
C2.0	EXISTING CONDITIONS (BY OTHERS)
C2.1	PRELIMINARY SITE DEMOLITION PLAN
C3.0	PRELIMINARY SITE DIMENSIONAL AND PAVING PLAN
C4.0	PRELIMINARY SITE UTILITY PLAN
C5.0	PRELIMINARY SITE GRADING PLAN
C5.1	EXISTING AVERAGE GRADE EXHIBIT
C5.2	DETAILED GRADING - NORTH AND WEST
C5.3	SIDEWALK GRADING ALONG GLENWOOD AVE.
EXH1.0	PERVIOUS/IMPERVIOUS EXHIBIT AND STORMWATER SUMMARY
TR1.0	GARAGE PARKING VEHICLE CIRCULATION EXHIBIT

ABBREVIATIONS			
ADJ	ADJUST	E	ELECTRIC
AGG	AGGREGATE GRAVEL	E-E	EDGE TO EDGE
B.A.M.	BIT. AGG. MIXTURE	ELEV.	ELEVATION
B-B	BACK TO BACK	E/P	EDGE OF PAVEMENT
B/P	BOTTOM OF PIPE	EX.	EXISTING
B/WALL	GROUND AT BOTTOM OF WALL	F.E.	FIELD ENTRANCE
B.B.	BUFFALO BOX	F-F	FACE TO FACE
BIT.	BITUMINOUS CONCRETE	FF	FINISHED FLOOR
BM	BENCHMARK	FES	FLARED END SECTION
B.O.	BY OTHERS	FH	FIRE HYDRANT
C.E.	COMMERCIAL ENTRANCE	F/L	FLOW LINE
CB	CATCH BASIN	FM	FORCE MAIN
CL	CENTERLINE	G	GROUND
CLID	CLOSED LID	GAS	GAS
CMP	CORRUGATED METAL PIPE	G/F	GRADE AT FOUNDATION
CONTR	CONTROL	GW	GUY WIRE
C.O.	CLEAN OUT	H.C.	HANDICAP
CONC.	CONCRETE	HDWL	HEADWALL
CY	CUBIC YARD	HH	HANDHOLE
D	DITCH	HWL	HIGH WATER LEVEL
DIA.	DIAMETER	INL	INLET
DIP	DUCTILE IRON PIPE	INV.	INVERT
DIWA	DUCTILE IRON WATER MAIN	IP	IRON PIPE
DT	DRAIN TILE	MAX.	MAXIMUM
D.S.	DOWN SPOUT	MB	MAILBOX
MH	STORM MANHOLE	MIN.	MINIMUM
RT	RIGHT	NWL	NORMAL WATER LEVEL
SAN	SANITARY SEWER	OLD	OPEN LID
SF	SQUARE FOOT	P.E.	PRIVATE ENTRANCE
SHLD.	SHOULDER	PERF.	PERFORATED
SL	STREET LIGHT	PC	POINT OF CURVE
SMH	SANITARY MANHOLE	P.C.C.	PORTLAND CEMENT CONCRETE
ST	STORM SEWER	PCC	POINT OF COMPOUND CURVE
STA.	STATION	PGL	PROFILE GRADE LINE
STD	STANDARD	PI	POINT OF INTERSECTION
SW	SIDEWALK	PL	PROPERTY LINE
SY	SQUARE YARDS	PP	POWER POLE
TBR	TO BE REMOVED	PROP.	PROPOSED
T	TELEPHONE	PT	POINT OF TANGENCY
T-A	TYPE A	PVC	POLYVINYL CHLORIDE PIPE
T/C	TOP OF CURB	P.V.C.	POINT OF VERTICAL CURVE
T/F	TOP OF FOUNDATION	PVI	POINT OF VERTICAL INTERSECTION
T/P	TOP OF PIPE	PVT	POINT OF VERTICAL TANGENCY
T/W	TOP OF WALK	P	PAVEMENT
T/WALL	TOP OF WALL	R	RADIUS
TEMP	TEMPORARY	R.O.W.	RIGHT-OF-WAY
TRANS	TRANSFORMER	RCF	REINFORCED CONCRETE PIPE
V.B.	VALVE BOX	REM	REMOVAL
V.V.	VALVE VAULT	RR	RAILROAD
WL	WATER LEVEL	WM	WATER MAIN

CivWORKS
Consulting, LLC

ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-005714



I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT DESCRIBED BELOW WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF ILLINOIS.

SIGNATURE: Osvaldo Pastrana
NAME: OSVALDO PASTRANA
DATE: 02-29-2020 LICENSE NUMBER: 062-057584
MY LICENSE RENEWAL DATE IS: NOVEMBER 30, 2021
PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL: FULL CIVIL SET

HOLLADAY PROPERTIES
Building Solutions Since 1952

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ILLINOIS ONE CALL SYSTEM
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OR 800-892-0123
48 HOURS (2 working days) BEFORE YOU DIG

NOTE:
THE LOCATION, ELEVATION, SIZE, AND TYPES OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, ELEVATION, SIZE AND TYPES OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

CivWORKS
Consulting, LLC

3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9270
Fax: (312) 637-9424
Email: info@civworks.com
Website: www.civworks.com
VILLAGE OF GLEN ELLYN, ILLINOIS

2 09-29-20 REVISED PER VILLAGE REVIEW
1 08-07-20 REVISED PER VILLAGE REVIEW

CIVIL ENGINEERING COVER SHEET

GLENWOOD STATION
460 CRESCENT BOULEVARD, GLEN ELLYN, IL 60137

SHEET TITLE:

PROJ. MGR.: OP
DRAWN BY: OP
FIRST ISSUE DATE: 06-01-2020
SCALE: N.T.S.

SHEET NO.
C1.0

PROJ. NUMBER: 20014

A
B
C
D
E

LEGAL DESCRIPTION:
THE SOUTH 110 FEET OF ALL THAT PART OF BLOCK 5, IN THE TOWN OF DANBY (ALSO BLOCK 5 IN THE PLAT OF COUNTY CLERK'S SECOND ASSESSMENT DIVISION), ALL IN THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING EAST OF THE WEST LINE OF LOT 3 IN MORRELL'S PLAT OF LOTS 2 AND 3, BEING PART OF SAID BLOCK 5 ACCORDING TO THE PLAT OF SAID MORRELL'S LOTS RECORDED JANUARY 10, 1902 AS DOCUMENT #62-994, IN DUPAGE COUNTY, ILLINOIS.
Permanent Index No.: 05-11314-008

LEGEND			
	STORM SEWER		SANITARY MANHOLE
	COMBINED SEWER		STORM MANHOLE
	WATER MAIN		CATCH BASIN
	GAS MAIN		INLET
	UNDERGROUND TELEPHONE LINE		FLARED END SECTION
	UNDERGROUND ELECTRIC LINE		ELECTRIC MANHOLE
	UNDERGROUND CITY LINE		TELEPHONE MANHOLE
	CATV		CABLE TV UPRIGHT
	OVERHEAD WIRES ON UTILITY POLES		FIRE HYDRANT
	FIBER OPTIC LINE		VALVE AND VAULT
	RAILROAD		WATER VALVE
	FENCE		AUXILIARY VALVE
	GUARDRAIL		WELL
	EDGE OF WATER		GAS VALVE
	WETLAND LIMITS		HAND HOLE
			STREET LIGHT
			UTILITY POLE
			TRAFFIC SIGNAL
			TRAFFIC SIGNAL BOX
			SPRINKLER HEAD
			BOLLARD
			MAILBOX
			SIDWALK
			UNIDENTIFIED MANHOLE
			CONTOUR
			SPOT ELEVATION
			RIGHT-OF-WAY MONUMENT
			DITCH
			IRON / STEEL ROD
			IRON PIPE
			CUT CROSS
			PM / H&M NAIL
			RAILROAD SPIKE
			SOIL BORING
			TREE WITH SIZE
			FIR TREE WITH SIZE
			BUSH
			ASPHALT
			CONCRETE
			GRAVEL

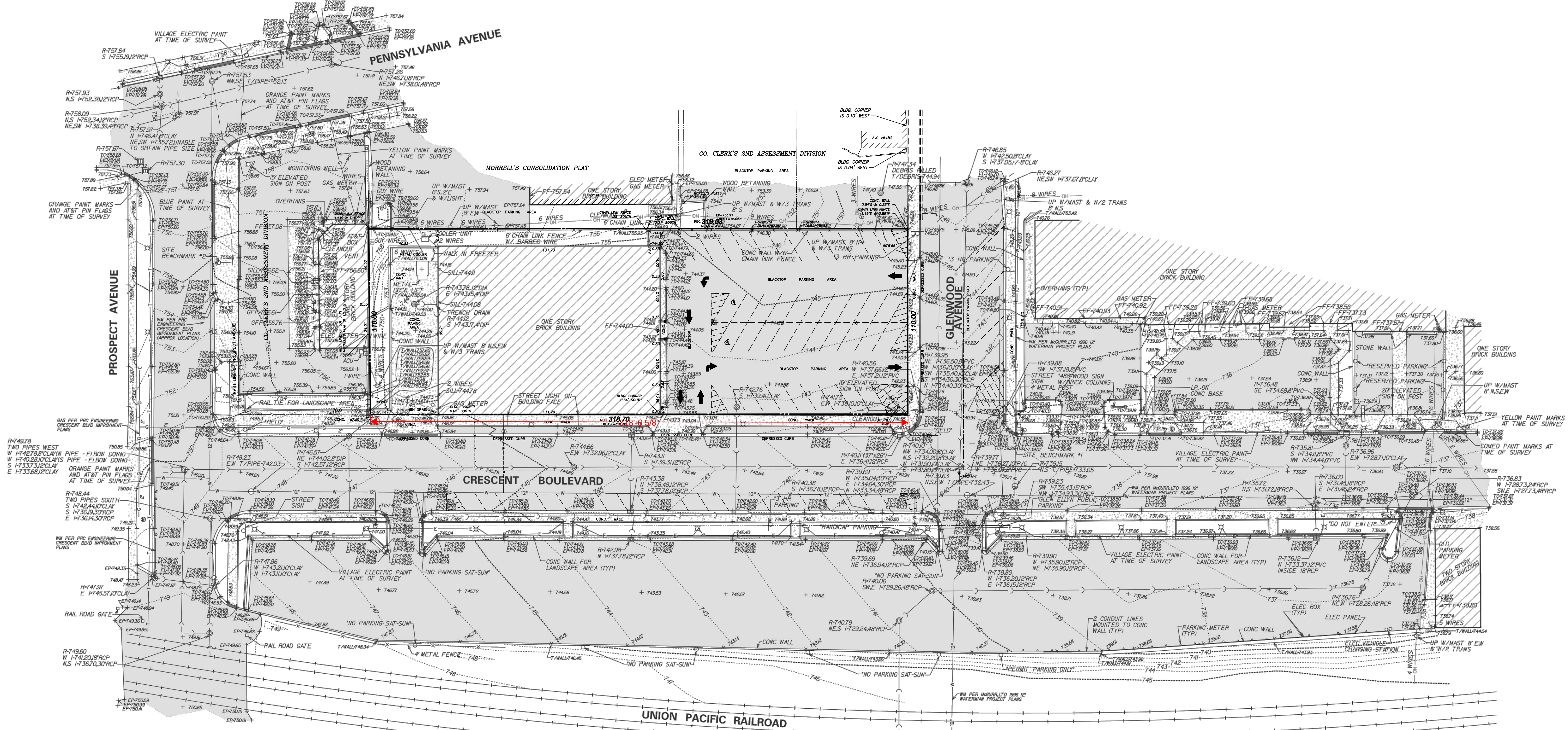
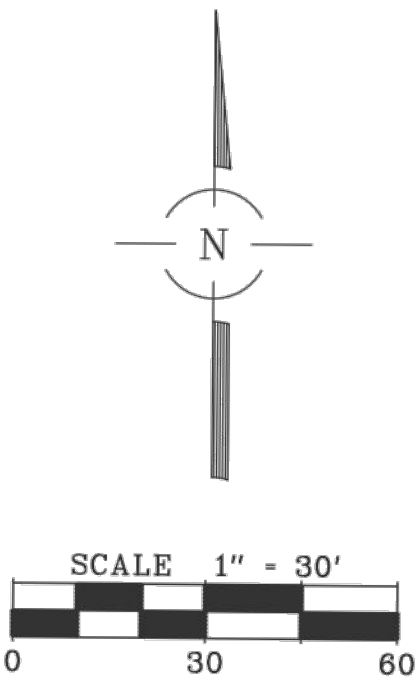
NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

LAST DATE OF FIELD WORK: MAY 6, 2015.

SOURCE BENCHMARK:
DUPAGE COUNTY 2006 GEODETIC SURVEY MONUMENT
BENCHMARK: 0105
PID: DK3189
LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF MAIN STREET AND CRESCENT STREET. STATION IS 74.0 FEET SOUTH OF THE CENTERLINE OF CRESCENT STREET AND 42.5 FEET EAST OF THE CENTERLINE OF MAIN STREET. MONUMENT IS A 3.5 INCH BRASS DISK SET ON TOP OF A 3 FOOT HIGH RETAINING WALL.
ELEVATION: 745.28 NAVD88
SITE BENCHMARK #1:
ARROW BOLT OF FIRE HYDRANT LOCATED ON THE NORTHEAST CORNER OF CRESCENT AVENUE AND GLENWOOD AVENUE.
ELEVATION: 741.29 NAVD88
SITE BENCHMARK #2:
NORTHEAST BOLT OF FIRE HYDRANT LOCATED ON EAST SIDE OF PROSPECT AVENUE, SOUTH OF PENNSYLVANIA AVENUE AND +/-60 FEET WEST OF THE WEST BUILDING FACE OF #453.
ELEVATION: 757.83 NAVD88



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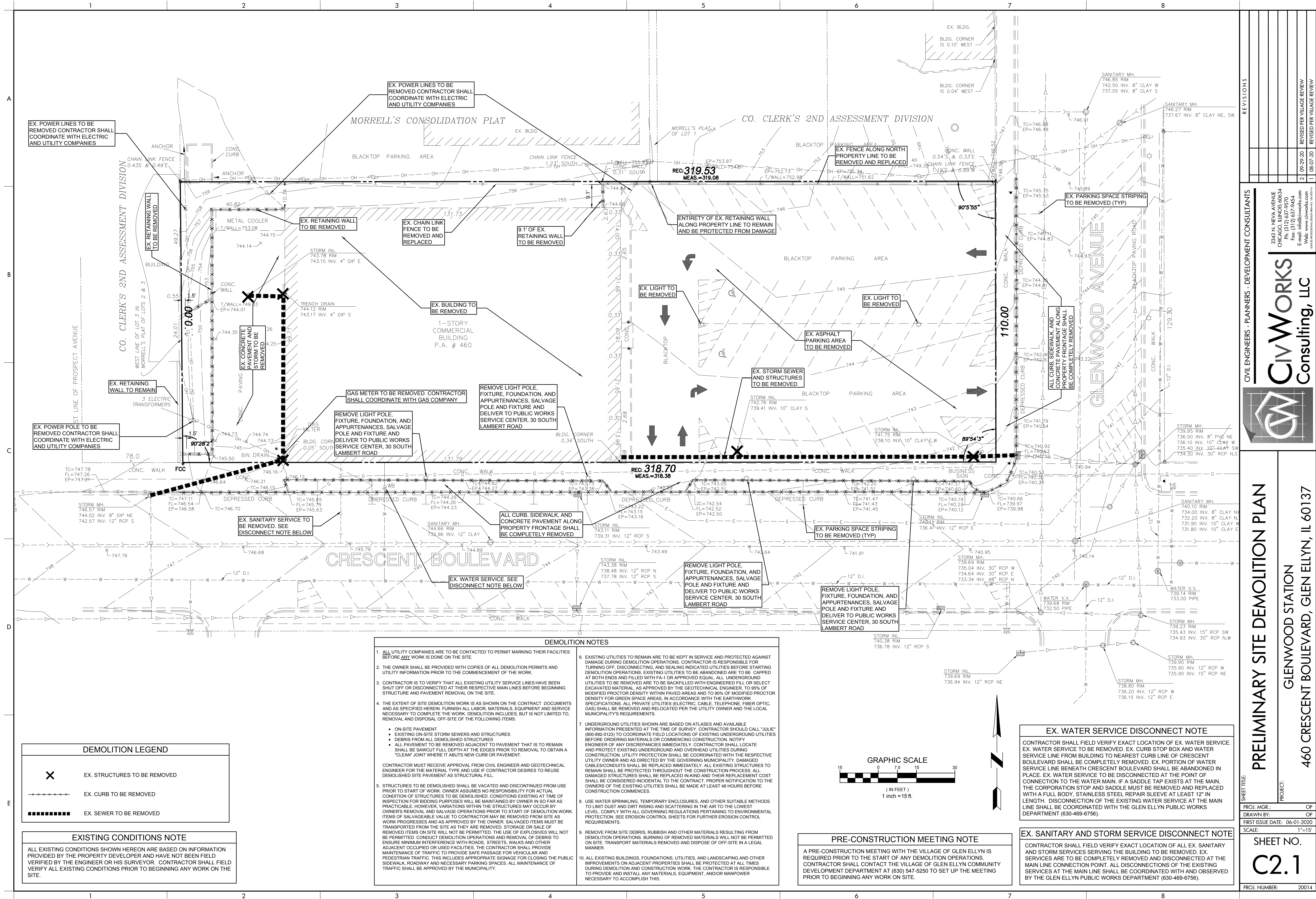
CivWorks
Consulting, LLC

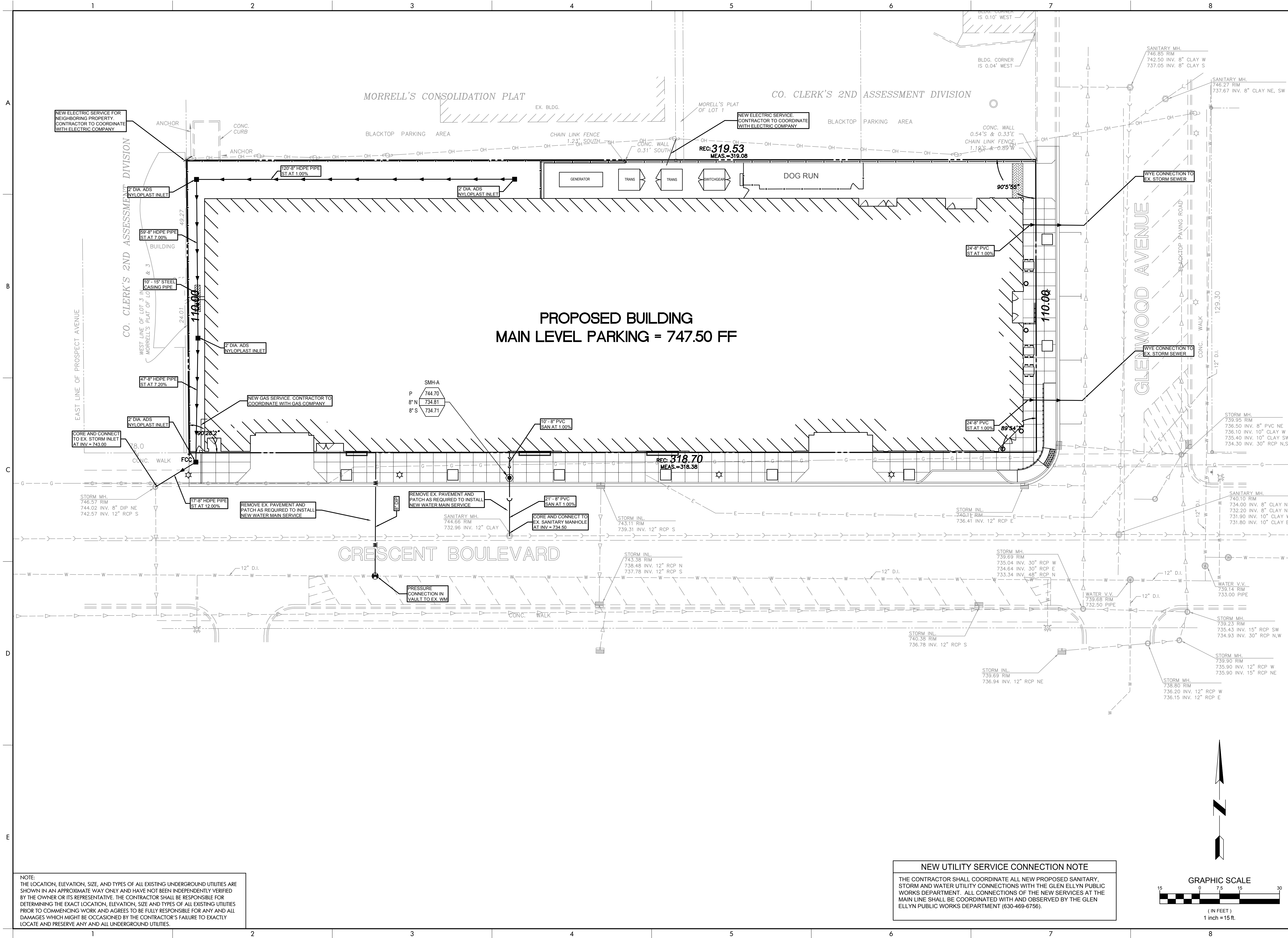
3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
Email: info@civworks.com
WWW.CIVWORKS.COM

EXISTING CONDITIONS (BY OTHERS)

GLENWOOD STATION
460 CRESCENT BOULEVARD, GLEN ELYN, IL 60137

SHEET TITLE:	PROJECT:
PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	06-01-2020
SCALE:	1"=15'
SHEET NO.	C2.0
PROJ. NUMBER:	20014





NOTE:
THE LOCATION, ELEVATION, SIZE, AND TYPES OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, ELEVATION, SIZE AND TYPES OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NEW UTILITY SERVICE CONNECTION NOTE

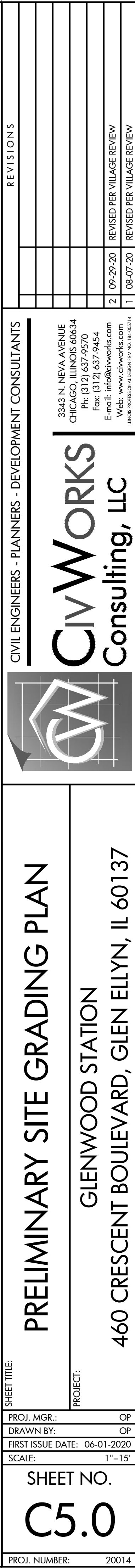
THE CONTRACTOR SHALL COORDINATE ALL NEW PROPOSED SANITARY, STORM AND WATER UTILITY CONNECTIONS WITH THE GLEN ELLYN PUBLIC WORKS DEPARTMENT. ALL CONNECTIONS OF THE NEW SERVICES AT THE MAIN LINE SHALL BE COORDINATED WITH AND OBSERVED BY THE GLEN ELLYN PUBLIC WORKS DEPARTMENT (630-469-6756).

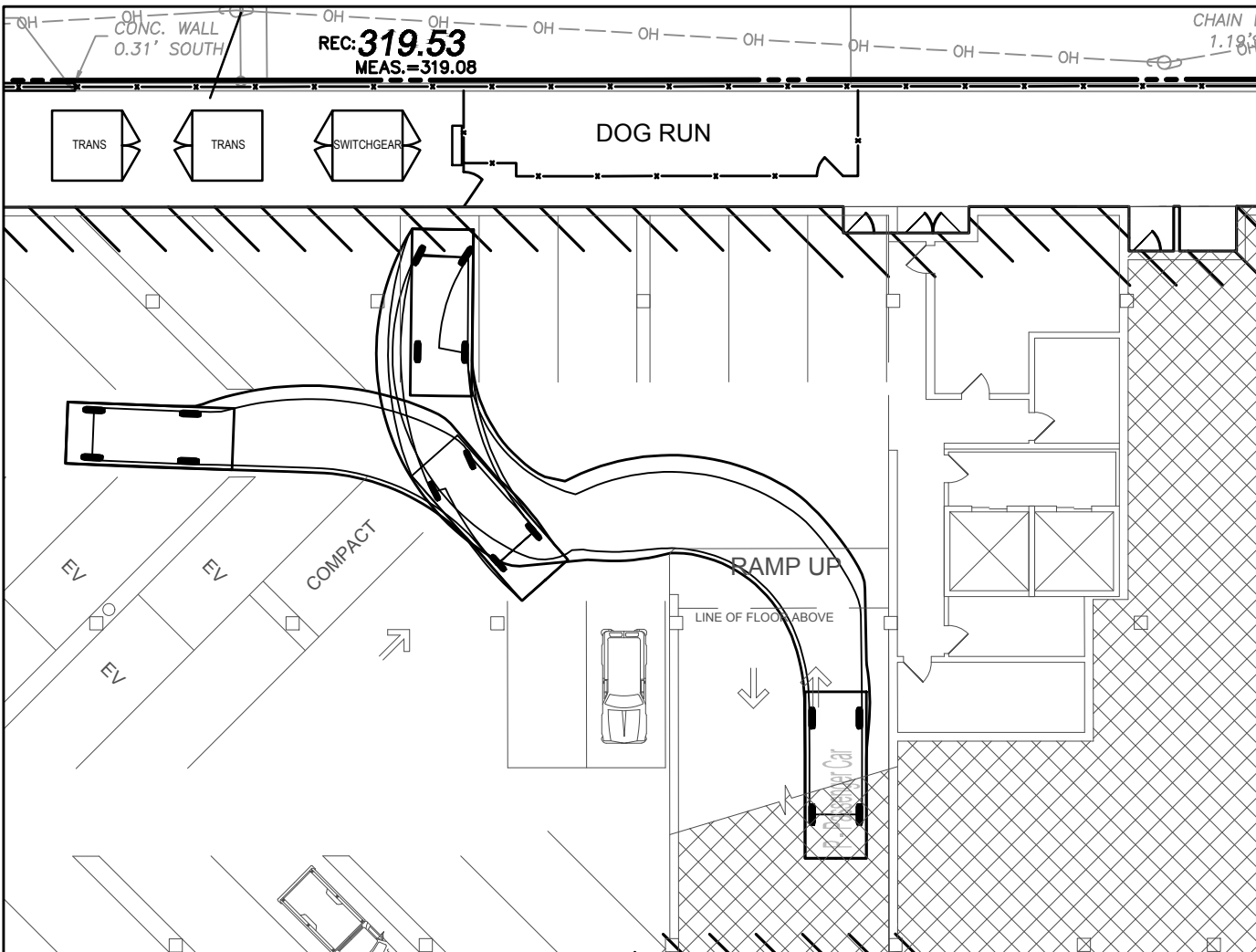
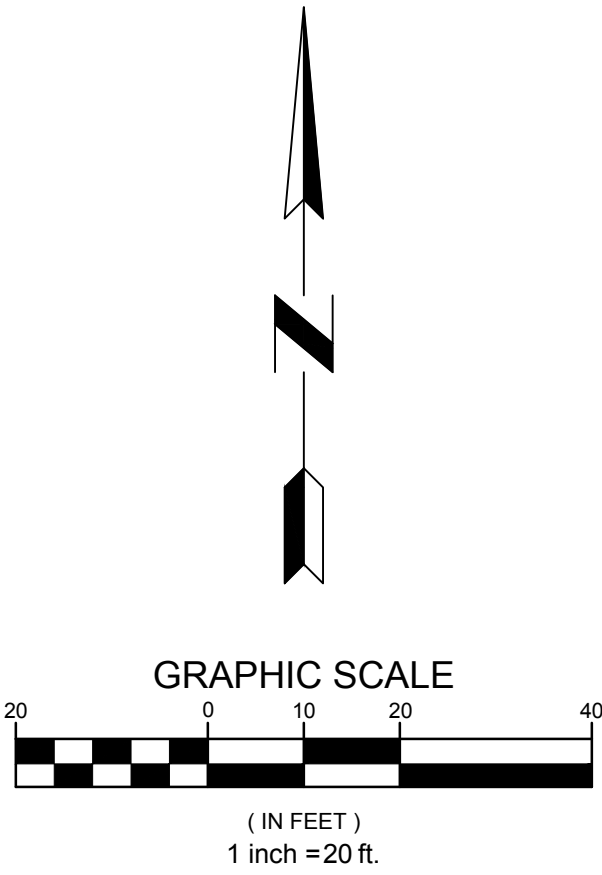
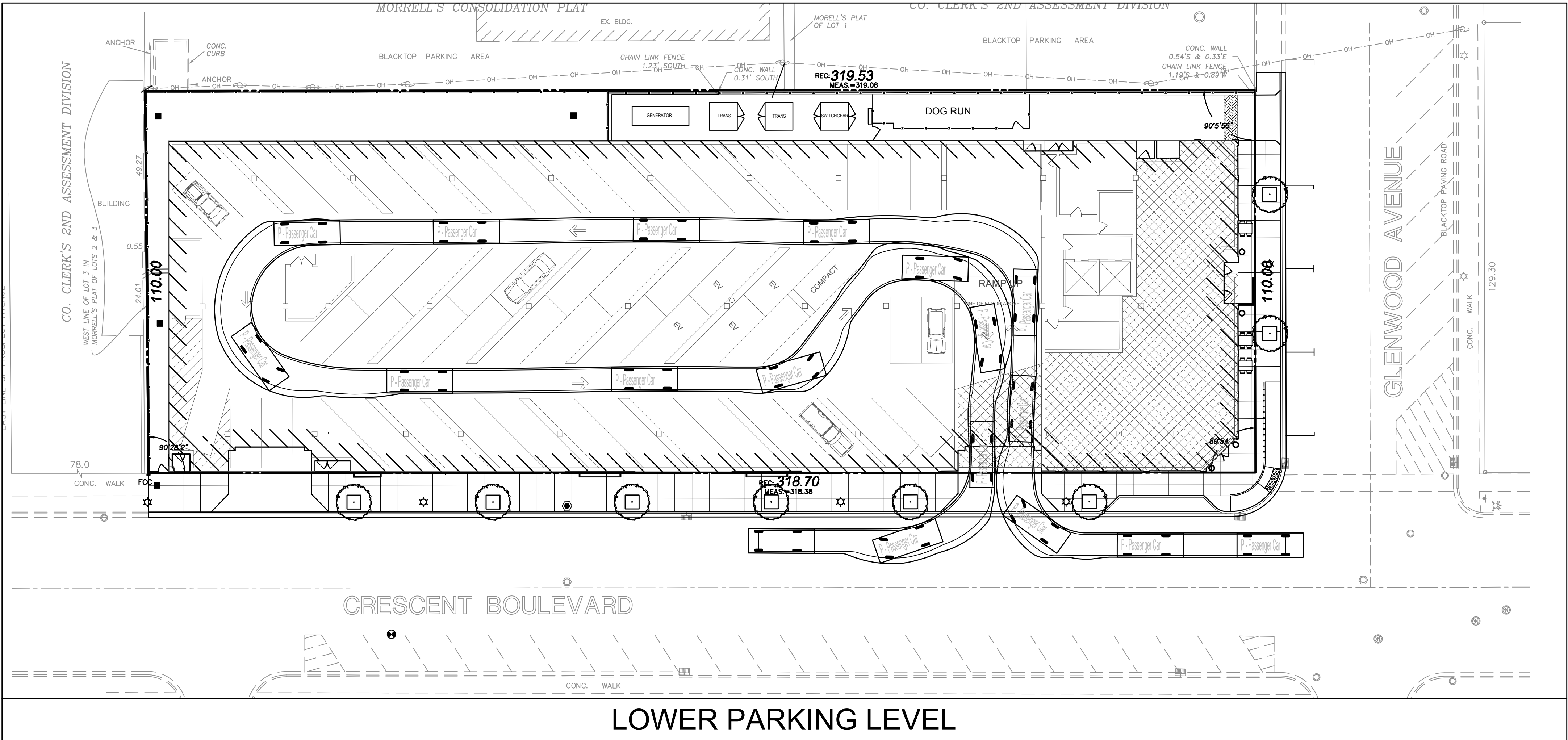
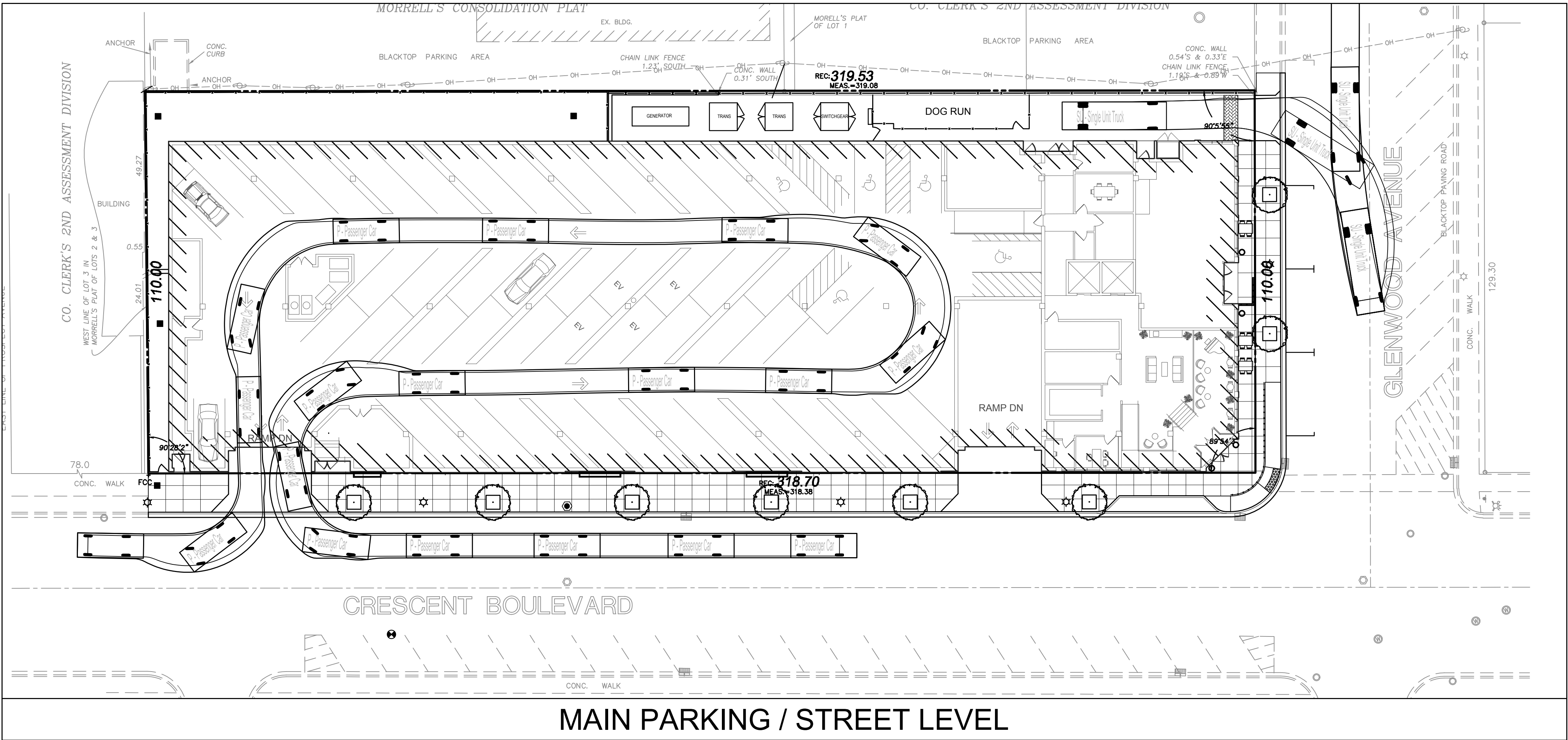
REVISIONS	
1	08-07-20
2	09-29-20

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS	
CivWORKS Consulting, LLC	
3343 N. NEVA AVENUE CHICAGO, ILLINOIS 60634 Ph: (312) 637-9570 Fax: (312) 637-9454 Email: info@civworks.com www.civworks.com	

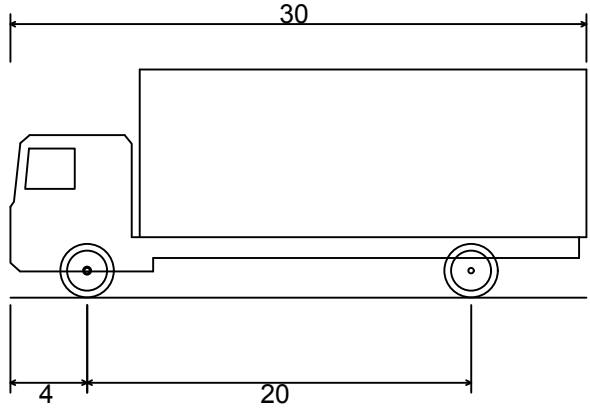
PRELIMINARY SITE UTILITY PLAN	
GLENWOOD STATION 460 CRESCENT BOULEVARD, GLEN ELLYN, IL 60137	
PROJECT:	
SHEET TITLE:	
PROJ. MGR.: OP	
DRAWN BY: OP	
FIRST ISSUE DATE: 06-01-2020	
SCALE: 1"=15'	
SHEET NO. C4.0	
PROJ. NUMBER: 20014	

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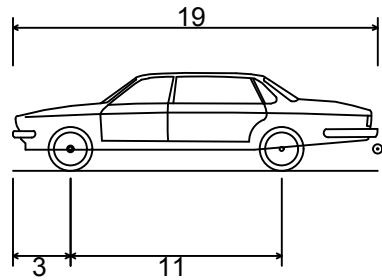




90° STALL PARKING MANEUVER
LOWER LEVEL



SU - Single Unit Truck (DELIVERY OR GARBAGE TRUCK)
Overall Length 30.000ft
Overall Width 8.000ft
Overall Body Height 11.881ft
Min Body Ground Clearance 1.367ft
Track Width 8.000ft
Lock-to-lock time 5.00s
Curb to Curb Turning Radius 42.000ft

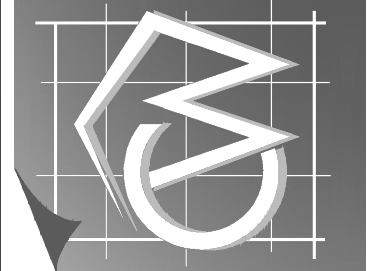


P - Passenger Car (EQUIVALENT TO SUV AND PICK-UP TRUCKS)
Overall Length 19.000ft
Overall Width 7.000ft
Overall Body Height 5.101ft
Min Body Ground Clearance 1.116ft
Track Width 6.000ft
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 24.000ft

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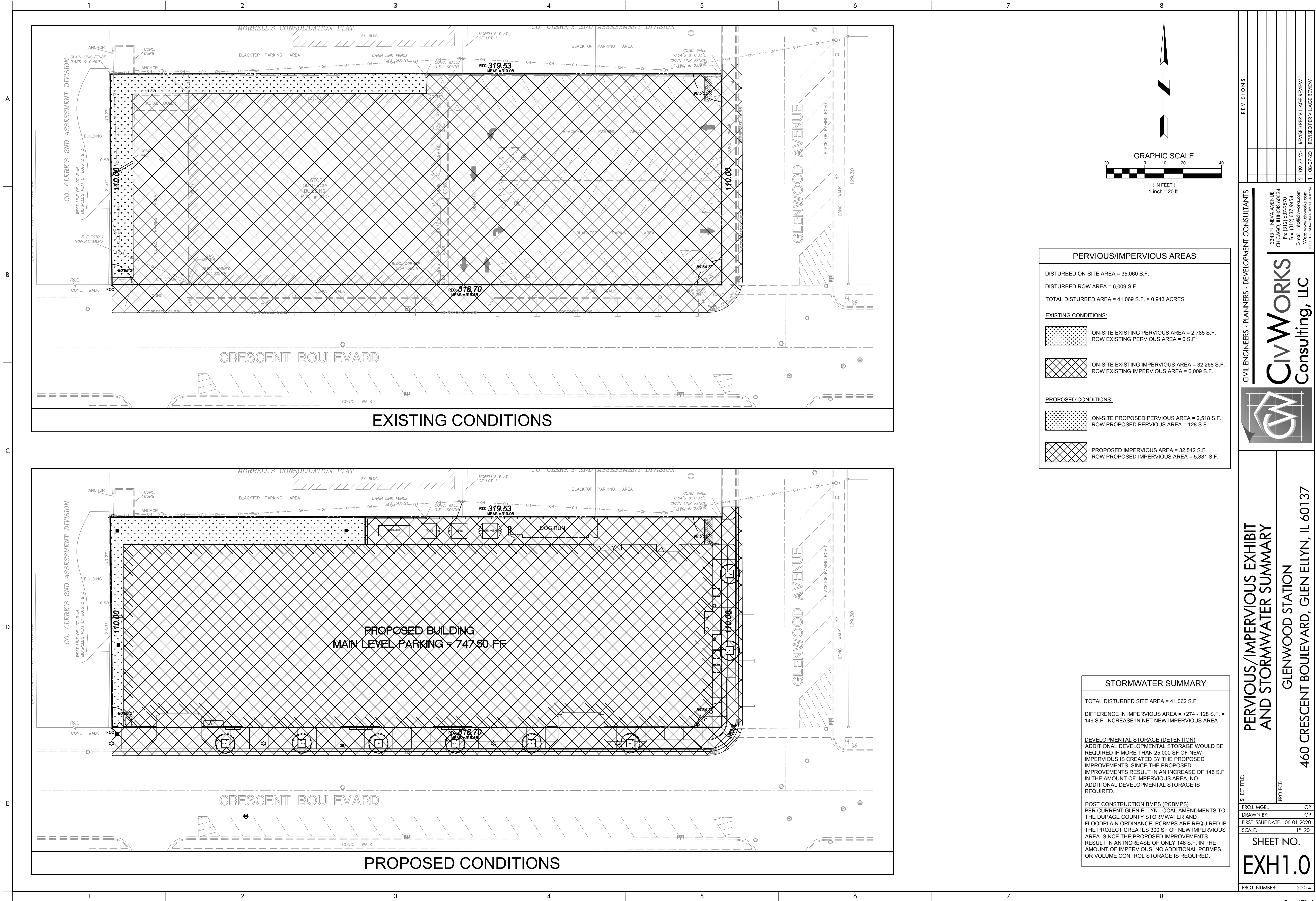
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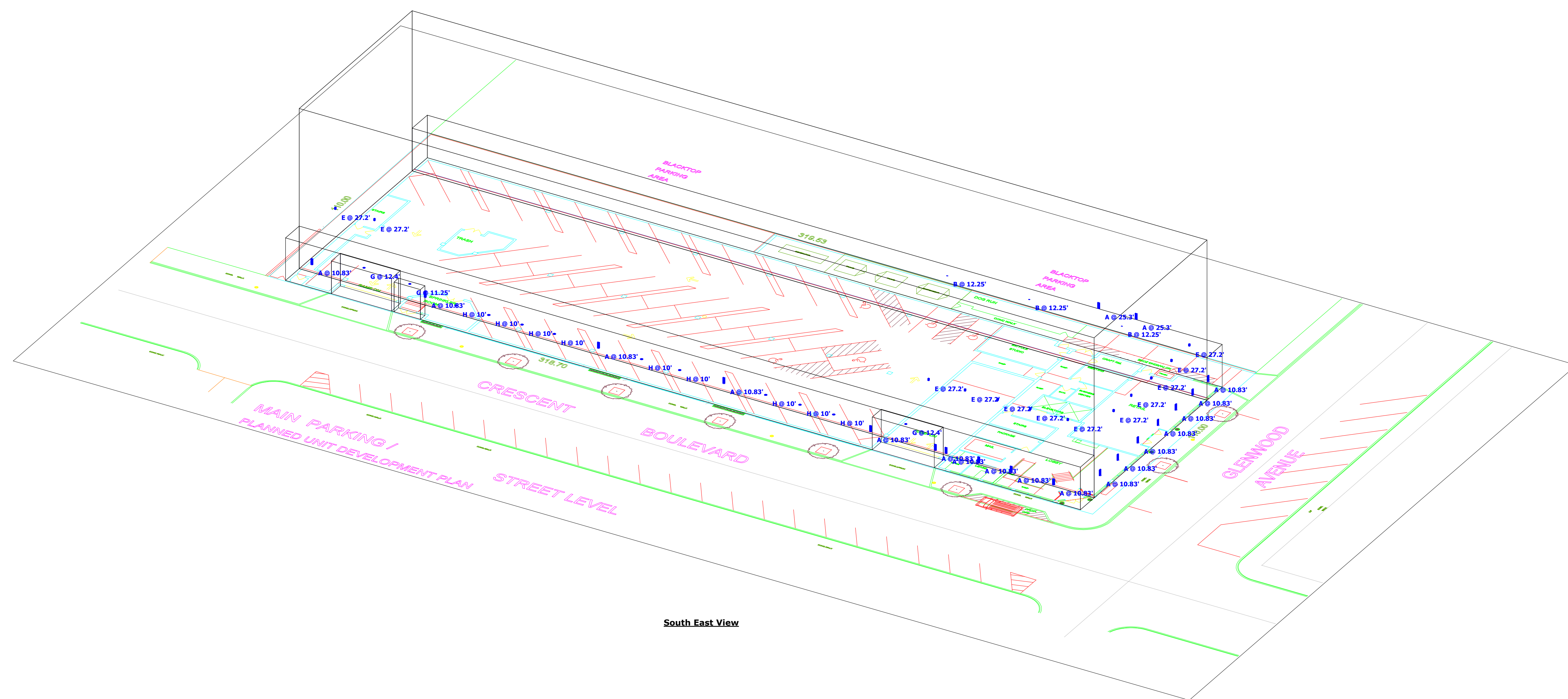
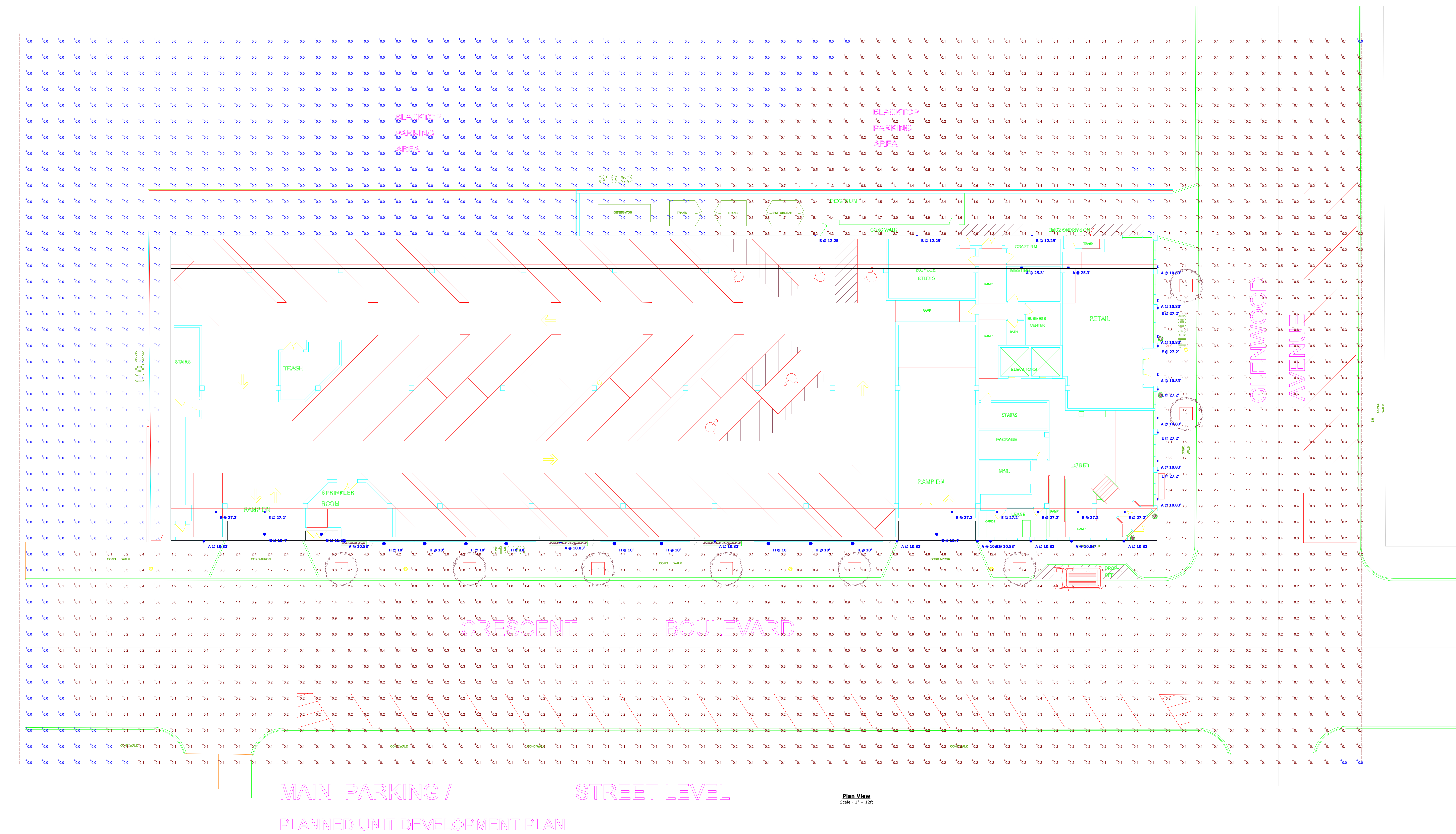


GARAGE PARKING VEHICLE CIRCULATION EXHIBIT

GLENWOOD STATION
460 CRESCENT BOULEVARD, GLEN ELLYN, IL 60137

SHEET TITLE:	PROJECT:
PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	06-01-2020
SCALE:	1"=20'
SHEET NO.	
TR1.0	
PROJ. NUMBER:	20014



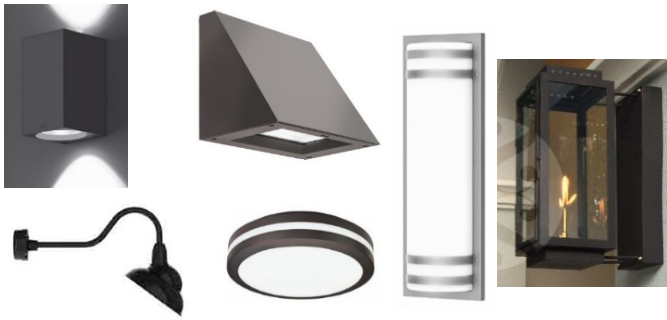


Schedule															
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	Lumen Multiple	LLF	Wattage	Efficiency	Distribution	Notes
	A	19	Browline Lighting	7612-C49-35K			1	7612-C49-35K.xls	4613	1	0.95	47.22	100%		
	B	3	Lithonia Lighting	WDEL LED P2 35K BUCR1 W	WDEL LED WITH P2 - PERFORMANCE PACKAGE, 3500K, BUCR1 VISUAL COMFORT WIDE OPTIC		1	WDEL_LED_P2_35K_BOCR1_VW.xls	1929	1	0.95	15.0178	100%	TYPE II, VARY	
	E	12	BEGA Converted by LUMCON 05.07.2016 / H.F.		24593	LED 33W		24593_BEGA_1ES.xls	2998	1	0.95	38	100%		RUG RATING: B1 - U0 - G0
	G	3	Lithonia Lighting	OLCPM 15 DOB	GENERAL PURPOSE LED CAST FLUSH MOUNT WITH DARK BRONZE FINISH	LED	1	OLCPM_15_DOB.xls	1042	1	0.95	16.6	100%	DIRECT, SC 0-1.9, SC 90-1.18	
	H	9	Spectrum Lighting	EB1241B125-35K-EX-T12-MET	Nom. 12" diam x 12.1" H, Angled Emergency Sign Light	N/A, Gen3	1	SP_00338_3--EB1241B125-35KEX-T12-MET.xls	1251	1	0.95	10	100%		

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.7 fc	21.0 fc	0.0 fc	N/A	N/A



BRICK 1: SIOUX CITY, REVERE PEWTER VELOUR



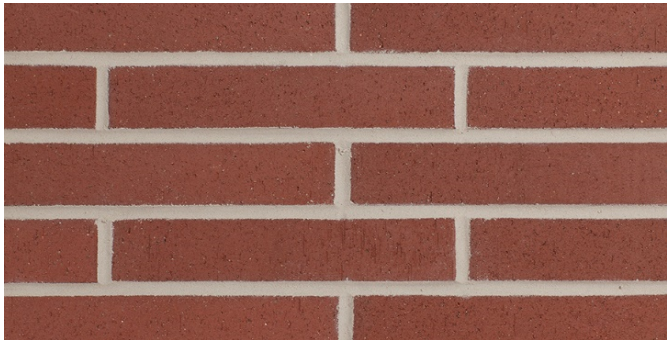
BUILDING LIGHTING: BLACK



CAST STONE: ECHELON, FRANKLIN STONE, GREY, SMOOTH



GARAGE DOORS: COLONIAL STYLE, BLACK



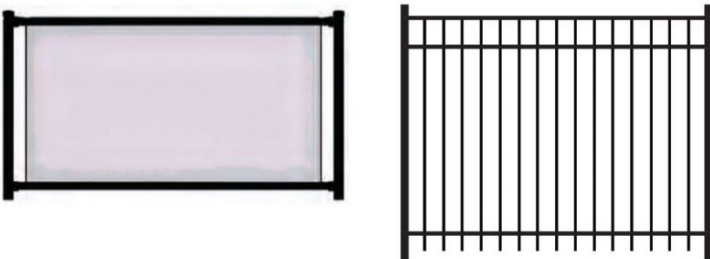
BRICK 2: SIOUX CITY, CRANBERRY VELOUR



STOREFRONT & WINDOWS: BLACK



FENCING: 6' BLACK PRIVACY PVC, 4' & 42" BLACK ALUM UNITS & DOG RUNS, 42" GLASS CLUBHOUSE, 5' ALUM @ PROPERTY LINE



BRICK 3: GLEN-GERY, CARBON BLACK



ORNAMENTAL ALUMINUM FENCING



Clearfield

➔ Fencing Direct offers fencing to meet your every need. With a variety of fence styles, colors and accessories - virtually endless design possibilities can be created to satisfy every taste and budget.

➔ Fencing Direct Fencing is low-maintenance, so you can forget about ever painting, sanding or staining again! Our 100% durable, powder-coated aluminum combines the most stringent quality standards, with innovative compounds to produce a product that won't peel, flake, corrode, rot or rust.

➔ All Fencing Direct Fencing fence styles are extremely durable in areas prone to high winds. Panels are tested and approved to withstand even the strongest winds.

ORNAMENTAL ALUMINUM FENCING



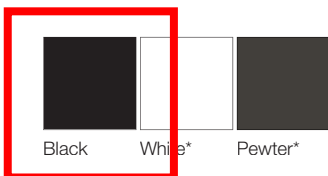
Bradford



Huntington

➔ Extremely durable, a Fencing Direct fence will keep its great looks for years to come. We back our products with a transferable limited lifetime warranty, one of the strongest in the industry.

➔ Fencing Direct Fencing panels allow for the fence to flow the natural slope of your yard and are available in modern flat top and traditional picket styles in black, white* and pewter* (*available in select styles) colors, we're sure to have a fence for you.



Black

White*

Pewter*

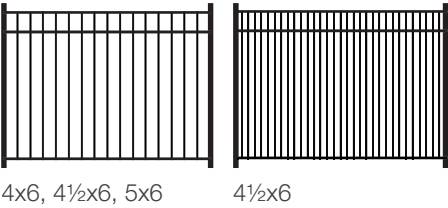
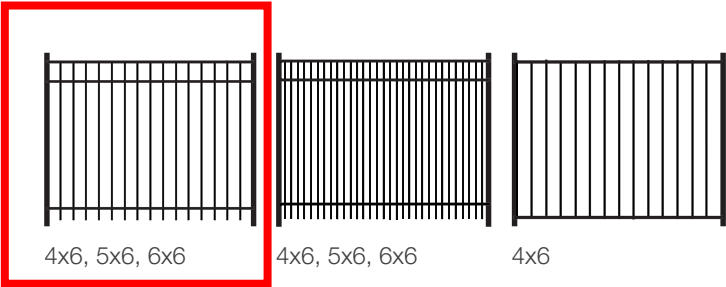
BRADFORD



When you're searching for a great value in an elegant fence, that also provides safety, security and containment, our flat top panels provide you just that. Their lasting beauty and easy installation make it a great option for any budget.

STYLES

Flat top panels are contemporary, uniform, and complements any home or establishment.





TRANSFERABLE LIMITED LIFETIME WARRANTY

What is covered: Fencing Direct warrants vinyl and aluminum products to include; vinyl and aluminum fence, vinyl and aluminum railing and plastic lattice against defects or workmanship for as long as you own your home. Fencing Direct will at its option replace the product in question with new product of the same or equivalent value at no charge. Fencing Direct warrants these products against peeling, flaking, splintering, corrosion, rusting or abnormal discoloration under normal use and service. This warranty extends to the original purchaser or transferee as specified herein on the products noted above. Separate and distinct warranties for hardware and other products are not covered under this warranty.

What this warranty does not cover: This limited warranty does not cover damage resulting from accident, unreasonable use, neglect, alteration, improper service, improper installation, acts of God or any other causes not arising out of defects in materials or workmanship. Additionally, this warranty does not cover costs of installation, removal, reinstallation or surface mold and mildew created by excessive environmental conditions. Any service or repair provided outside the scope of this limited warranty shall be at Fencing Direct's rate and terms then in effect.

What do we do to correct the problems? Should your Fencing Direct product prove defective under warranty, reference the website or call the phone number listed below. Your problem will be assigned a tracking number and an authorized Fencing Direct representative will contact you to arrange a convenient time to schedule an on site inspection, or request pictures, if need be. If after inspection product is deemed to be manufacturer defect we will make arrangements to rectify the issue. You must have proof of your purchase in order for the problem to be corrected.

Transferee Coverage: Warranty coverage will be extended to one transferee on the above listed products with the following limitations. Transferee must obtain an original or copy of the initial sales receipt (with proof of date) from the previous owner(s). Additionally, if fence is purchased from a builder or installer, documentation must be supplied that names the product installed on property and date of transfer.

Registration: To activate this warranty, the registration card must be completed and returned to Fencing Direct within 30 days of installation.

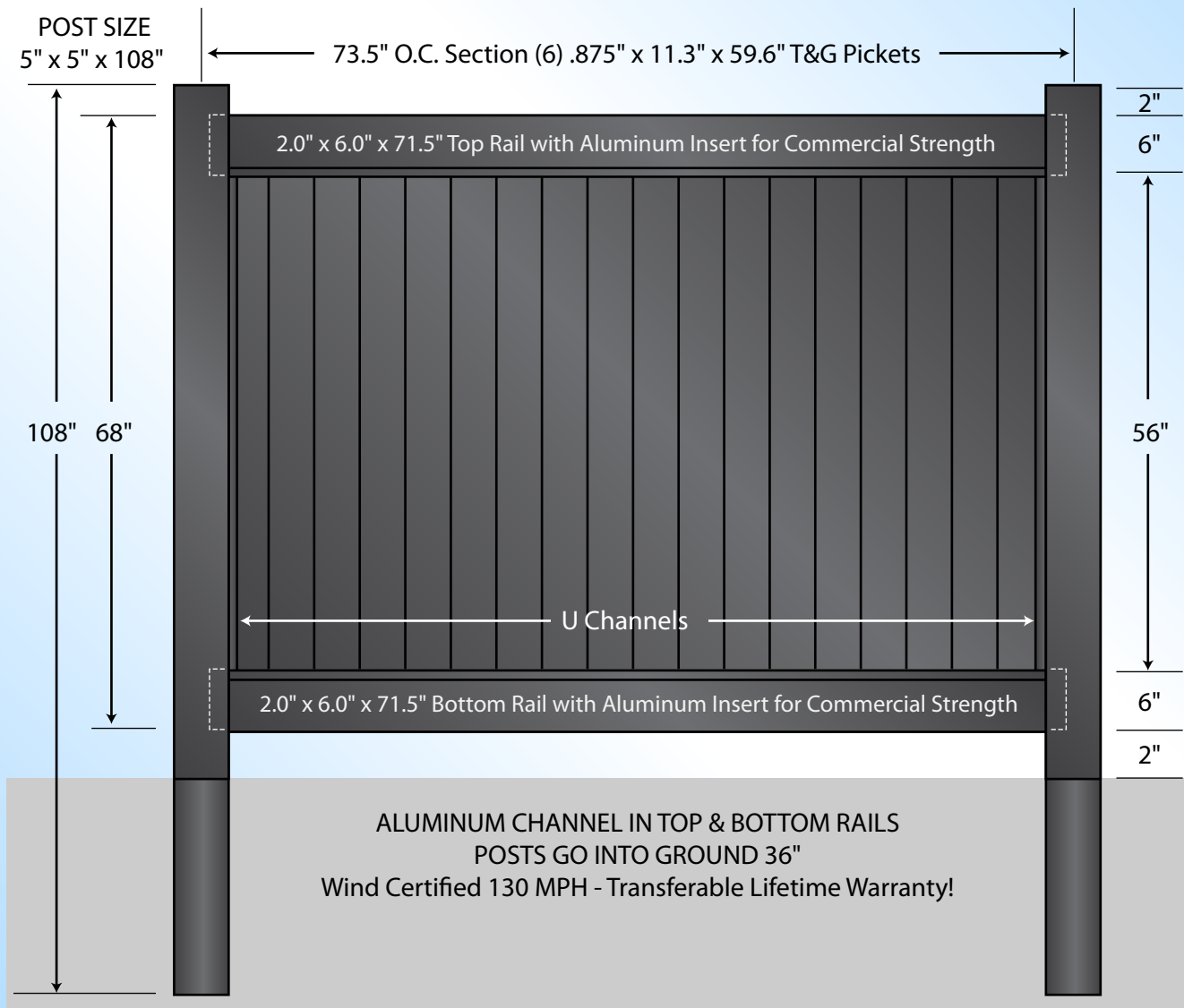
Refer to **FENCINGDIRECT.COM** for specific details about warranty limitations.
(800) 603-6771



VINYL FENCE WHOLESALER

Black Vinyl Privacy Fence - Technical Specifications

6' Tall x 6' Wide Sections





Welcome Home

Home is the foundation that supports the rest of everything in life.



Tuscany C10
Rivera C30, C30R, C31, C32, C33, C34



Style C10*

From the stylish top rail to the classic bottom rail to the ideal 3/4" square balusters, Style C10 compliments the most distinguished decks and patios.

Style C101

If you prefer a more open viewing area with the classic look of balusters, Style C101 does just that. The 3/4" round balusters leave an airy feeling while maintaining the security of an enclosed railing.

A Style: C10 Radius
Color: Satin Black

B Style: C101
Color: Black
Fine Texture

Tuscany



C10*

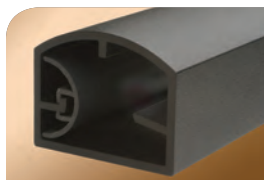
C101

SPECIFICATIONS

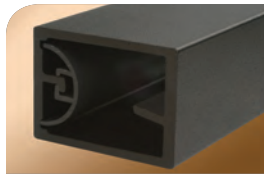
- Railing Heights: 36", 42"
- Railing Lengths: 4', 5', 6', 7', 8'
- Stair Rail Lengths*: 4', 5', 6', 7', 8'
- C10 Baluster: 3/4" x 3/4" x (.045" wall)
- C101 Baluster: 3/4" Round (.050" wall)
- Baluster Spacing: 3.875", 3.625" Stairs
- Stylish Top Rail: 1-3/4" w (.090") x 1-3/8" t (.085")
- Bottom Rail: 1-3/4" w (.090") x 1-1/4" t (.120")
- Vinyl Insert Baluster Retainer (Top and Bottom Rails)
- Bottom Rail Support: 7', 8'
- Adjustable Gates: 36"W, 48"W, and 60"W Openings

NOTE: Baluster end spacing may vary by length.

All sections do not come out even on each end as shown above.

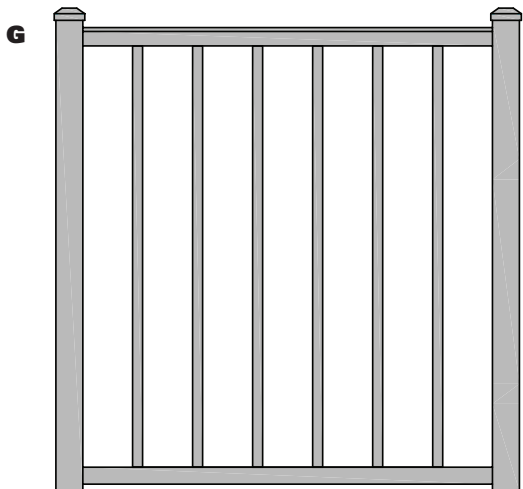


Top Rail Profile



Bottom Rail Profile

A stylish 1-3/4" x 1-3/8" top rail combined with the 1-3/4" x 1-1/4" classic bottom rail creates a streamlined design sure to appeal to those with a touch of class.



*For Stair Rail Racking Information visit our website.

Styles C10* & C101

The Tuscany Series adds a touch of class with classic 2-rail designs. These designs are accented with a stylish top rail and 3/4" square or round balusters along with a variety of satin, textured, and multi-colored finishes, and a lifetime limited warranty. Featuring classic designs to warm your heart as you are greeted home.



E Style: C10 With Level Crossover Post
Color: Bronze Fine Texture



F Style: C10 With Level Crossover Post
Color: Satin Black

G Style: C10 Adjustable Gate

CCRR-0163 complies with IBC, IRC, and FBC



*For 4' through 6' Sections



Satin Black



Black Fine Texture



Ninety Bronze



Bronze Fine Texture



Gloss Beige



Gloss White



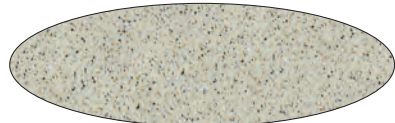
White Fine Texture



Clay



Speckled Walnut



Sandy Shore



Chocolate



Silver

Colors

Standard Colors & Custom Colors

Westbury® Aluminum Railing is offered in a variety of colors and textures to compliment your home. Our 12 standard colors include satin, textured and multi-color finishes. Westbury® Aluminum Railing is also available in custom colors to meet your design vision, the possibilities are endless.

Powder Coating



Verified AAMA 2604 Compliant Powder Coating

AAMA 2604 & AAMA 2605

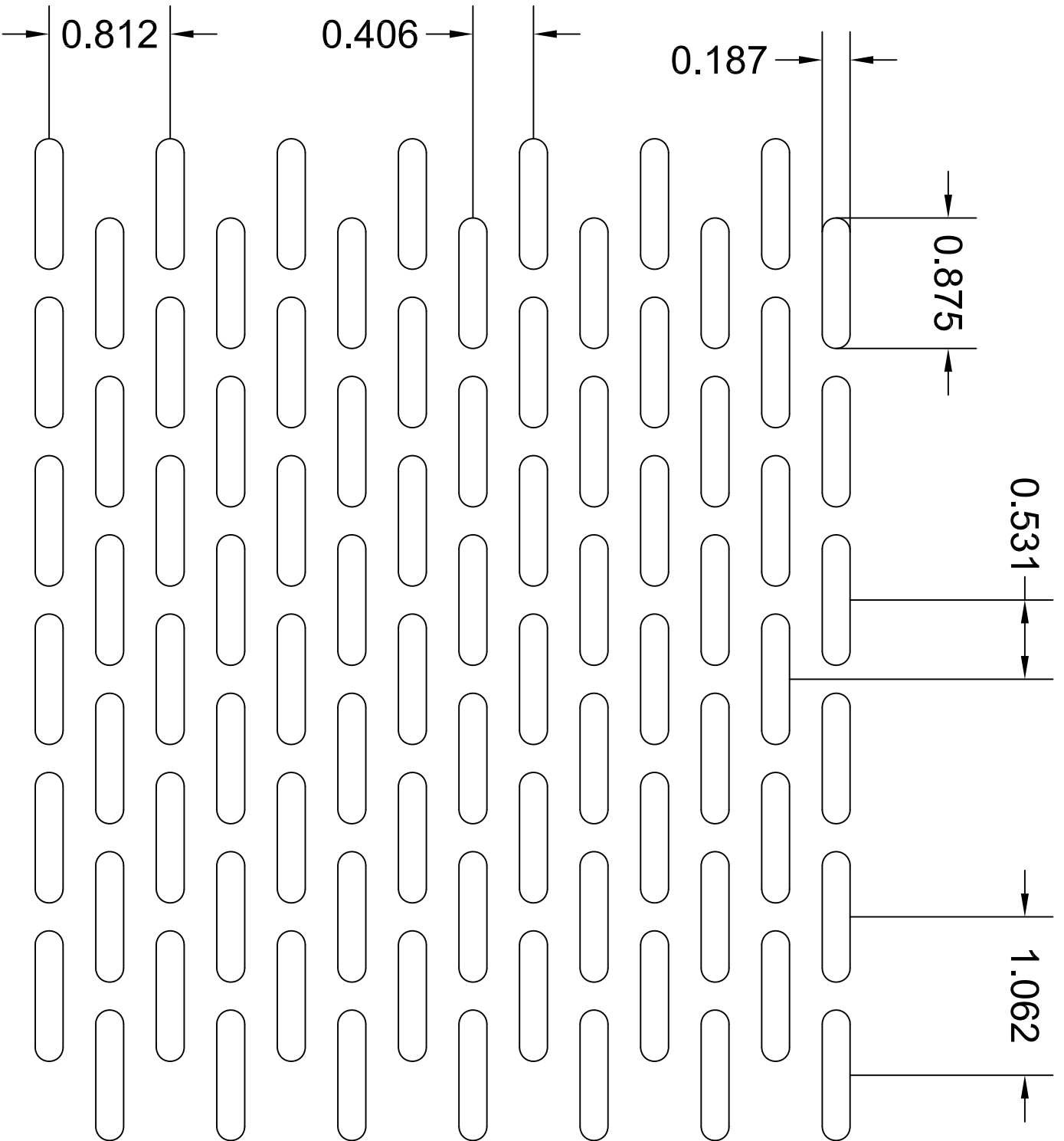
DSI uses AAMA 2604 rated powder coating on all Westbury® Aluminum Railing. Our PCI-4000 Certified Powder Coating process offers an uncompromising quality created by state-of-the-art technology. AAMA 2605 Powder Coating is also available as an option for your Westbury® Aluminum Railing.



A Style: C10
Color: Black Fine Texture
With Level Crossover Post

Colors shown are a close representation of the true color.
Please consult actual samples for accurate powder coating colors.

Apartment Balcony Divider



** HOLE PATTERN IS ACTUAL SIZE **

PATTERN TYPE	SLOT STAGGERED	
SIZE x CENTERS	0.187 x 0.875 RD. END	
OPEN AREA	40 %	

Tooling Notes :
48H.035FIN

LENGTH TO LENGTH
(SLOT) TO (SHEET)

SLO11



Welcome Home

Home is the foundation that supports the rest of everything in life.



Tuscany C10
Rivera C30, C30R, C31, C32, C33, C34

CCRR-0163 complies with IBC, IRC, and FBC



SPECIFICATIONS

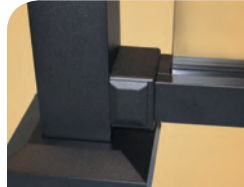
- Railing Heights: 36", 42"
- Railing Lengths: 4', 5', 6'
- Stair Rail Lengths: All Stair Rails are Custom Ordered
- Glass Panel: 1/4" Tempered Glass Standard
- Standard Glass Panel Color: Clear
Special Order Colors: Bronze, Grey
- Optional 3/8" Tempered Glass Rails Available
(3/8" Glass NOT Available Through DSI)
- Stylish Top Rail: 1-3/4" w (.085") x 1-3/8" t (.085")
- Bottom Rail: 1-3/4" w (.085") x 1-1/4" t (.085")
- EPDM Gasket: Top and Bottom Rails
- Welded Gates: 36"W, 48"W, and 60"W Openings
(Custom Sizes Available through Tech Services)

NOTE: Glass end spacing may vary if rails are cut down.
All sections do not come out even on each end as shown above.



Top Rail Profile

The stylish top rail and classic bottom rail securely hold glass panels in place.



Bottom Rail Profile

Veranda

Style C70

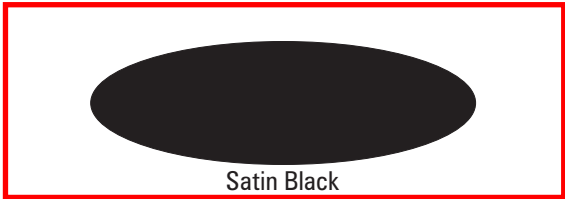
The Veranda Series creates a phenomenal viewing area. The crystal clear design incorporates full glass panels into the classic 2-rail design. Whether you have a view of land or water, the Veranda Series gives you an open concept with the security of a full railing sections.



D&E Style: C70
Color: White Fine Texture with Clear Glass

CCRR-0163 complies with IBC, IRC, and FBC





Satin Black



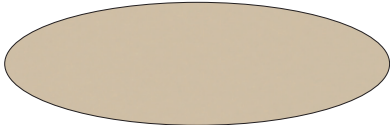
Black Fine Texture



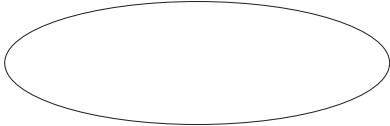
Ninety Bronze



Bronze Fine Texture



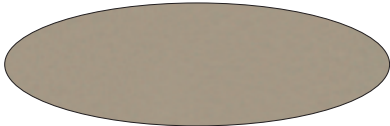
Gloss Beige



Gloss White



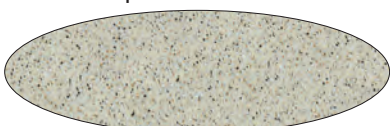
White Fine Texture



Clay



Speckled Walnut



Sandy Shore



Chocolate



Silver

Colors shown are a close representation of the true color.
Please consult actual samples for accurate powder coating colors.

Colors

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Powder Coating



Verified AAMA 2604 Compliant Powder Coating

AAMA 2604 & AAMA 2605

DSI uses AAMA 2604 rated powder coating on all Westbury® Aluminum Railing. Our PCI-4000 Certified Powder Coating process offers an uncompromising quality created by state-of-the-art technology. AAMA 2605 Powder Coating is also available as an option for your Westbury® Aluminum Railing.



A Style: C10
Color: Black Fine Texture
With Level Crossover Post



Commercial BuildMark® Commercial TradeMark™



Sectional Raised Panel Doors

Ideal for situations that demand a residential look in a commercial size, Commercial BuildMark and TradeMark give you a choice of raised panel options to match your residential door. Door sections are a full 2" thick and give commercial durability with a residential look and woodgrain finish. Commercial BuildMark and TradeMark designs match our Advantage Series™ residential doors.



Commercial BuildMark®

The clean lines of colonial, ranch or flush panels add charm in an economically priced pan or insulated door, or choose the carriage house option for a distinctive look.



Commercial TradeMark™

The combination of durable, 24-gauge steel, defined raised panel styling and authentic woodgrain texture gives fantastic curb appeal.

Commercial BuildMark®

When your building needs a classic raised panel design, Commercial BuildMark offers the aesthetic of a residential door, combined with the strength of a commercial door.

BuildMark Finish Options

Solid Color Options



Painted Woodtone Color Options



Optional Post Paint Finish

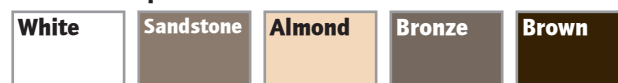
 Raynor's ColorWave™ features Sherwin-Williams® next generation post paint system for your garage door. With 1,500 colors to choose from, home and business owners can couple this elite paint system with state of the art Raynor manufacturing to craft the perfect look for their home or project.

Commercial TradeMark™

Durable steel with a defined raised panel styling and authentic woodgrain texture provides a perfect solution when exterior appearance is important.

TradeMark Finish Options

Solid Color Options



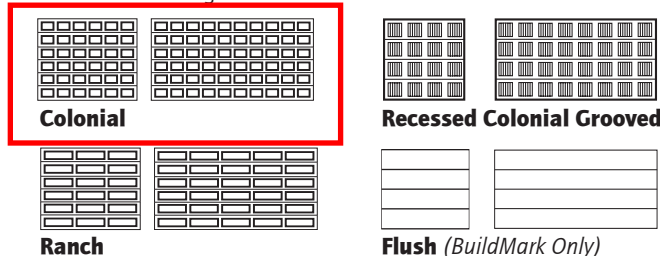
Optional Post Paint Finish

 Raynor's ColorWave™ features Sherwin-Williams® next generation post paint system for your garage door. With 1,500 colors to choose from, home and business owners can couple this elite paint system with state of the art Raynor manufacturing to craft the perfect look for their home or project.

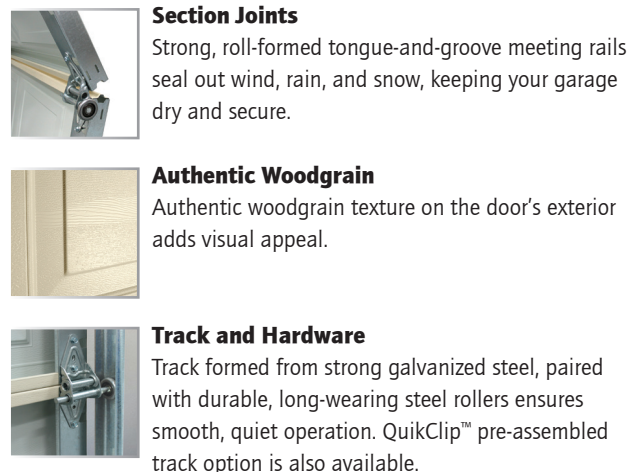
The swatches shown on monitors and printed materials may vary from the actual color. For a true representation of the door, visit your local Raynor Dealer

Panel Options

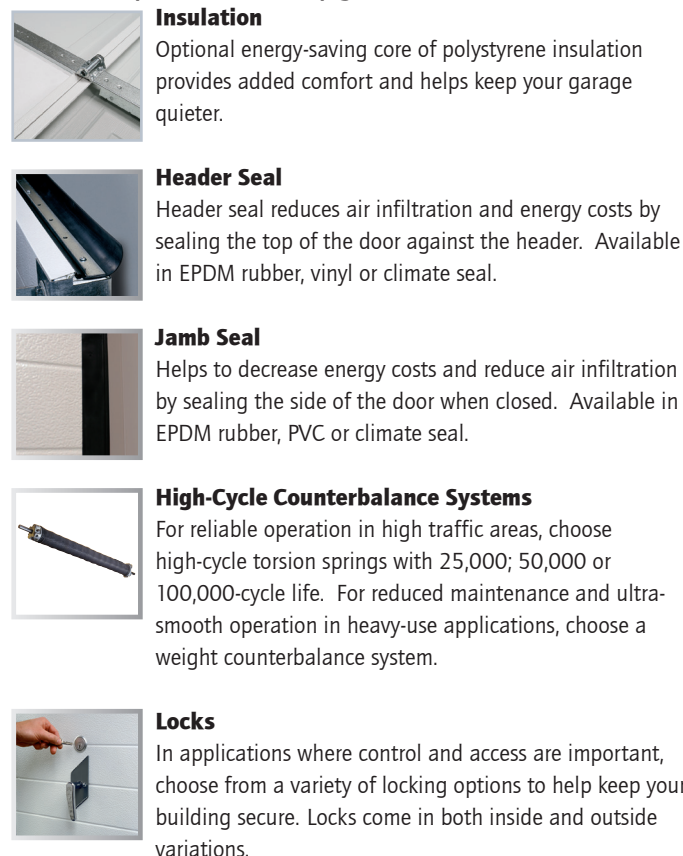
Heights: 6'6" through 16' in 3" increments
Widths: 4'2" through 20'2" in 1" increments



Features

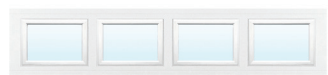


Model Options and Upgrades



Window Options

Snap-In Inserts



Obscure Colonial



Obscure Ranch



Sherwood



Sunburst Ranch



Prairie



Prairie Ranch



Cathedral



Arched Stockbridge Ranch



Waterton



Waterton Ranch



Cascade



Cascade Ranch



Stockton



Stockton Ranch



Stockbridge Ranch



Arched Stockton Ranch



Sunburst 4



Sunburst 5



Sunburst 6



Sunburst 7



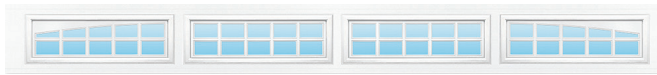
Sunburst 8



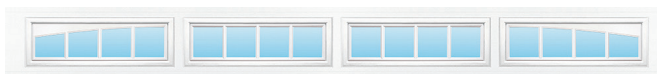
Sunburst 9



Sunray (4 panel)



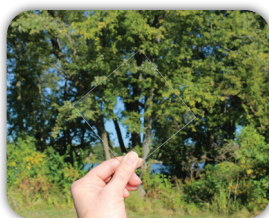
Berkshire



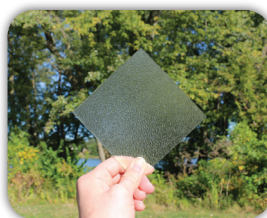
Breckenridge

Pick your Glass

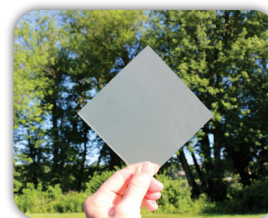
All of our windows are tightly sealed to keep the elements out of your garage. Choose from either clear, obscure or satin glass styles.



Clear



Obscure



Satin

Feature Guide

Model	Exterior Steel Thickness	Max. Opening Width	Max. Opening Height	Construction	Surface Texture	Section Thickness	End/Center Stile Thickness	Optional Insulation (R-Value)	Exterior Colors	Section Limited Warranty
Commercial BuildMark	25-Gauge	20'-0"	16'-0"	Steel Pan	Woodgrain (Colonial, Ranch, Flush, Recessed Colonial Grooved)	2"	18-Gauge/20-Gauge	Polystyrene (6.60)	White, Almond, Sandstone, Brown, Desert Tan, Black, Auburn Woodtone, Mocha Woodtone, Walnut Woodtone, ColorWave™	10-Years Rust-through
Commercial TradeMark	24-Gauge	20'-0"	16'-0"	Steel Pan	Woodgrain (Colonial, Ranch, Recessed Colonial Grooved)	2"	18-Gauge/20-Gauge	Polystyrene (6.60)	White, Almond, Sandstone, Brown, BronzeTone™, ColorWave™	10-Years Rust-through

LIMITED WARRANTY: Commercial BuildMark and TradeMark door sections carry a 10-year limited warranty against rust-through. See your local Raynor Dealer for complete details.

Commercial Operators

Raynor ControlHoist™ 2.0 (with solid state logic board control) operators are available in a variety of motor, voltage, and phase combinations for any commercial or industrial application. Contact your local Raynor Authorized Dealer to select the operator and accessories that are suited for your door's size and usage.



ControlHoist 2.0



3 Button Transmitter

Raynor Door Options

Raynor also offers a full line of sectional, rolling, fire, high performance and traffic doors, as well as, security grilles. See your Raynor Dealer or visit www.raynor.com for more information.



TC Series, TC300



RapidCoil, RC300



DuraShutter

Professional Installation and Service

Depend on your Raynor Dealer

When you select Raynor, you're not just getting a superior garage door - you're also getting professional garage door installation and service expertise.

Every Raynor garage door is installed by a trained Raynor professional, and that means added benefits for you. First, you won't have to deal with it yourself. Second, because it's done right the first time, your door will deliver performance and reliability from the day it's installed. Your technician will check your door for everything from safety to performance and appearance. Trust your Raynor garage door to someone who knows it better than anyone else, your professional Raynor Dealer.



P.O. Box 448, 1101 East River Rd.
Dixon, IL 61021-0448
1-800-4-RAYNOR (472-9667)

Exclusively Distributed by:

FEATURES & SPECIFICATIONS

INTENDED USE — The OLCFM provides years of maintenance-free general illumination for residential and commercial outdoor applications such as porches, covered walkways and store entrances.

CONSTRUCTION — Rugged cast-aluminum top-plate and outer-ring are protected by a thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling.

Polycarbonate LED lens/cover protects LEDs.

Fixture weight = 2.98 lbs.

OPTICS — 96 high-performance LEDs produces up to 1077 lumens and maintain 70% of light output at 50,000 hours of service.

(LED lifespan based on IESNA LM-80-08 results and calculated per IESNA TM-21-11 methodology.)

White acrylic diffuser provides a soft white light at 4000K CCT

See Lighting Facts Labels for specific fixture performance.

ELECTRICAL — Fixture operates at 120 volts, 60 Hz.

Standard input = 16.6 watts

Operating temperature -40°C to 40°C.

Amps @ 120V = .131.

Surge protection = 2.5kV.

INSTALLATION — Mounts easily to existing junction box (by others).

LISTINGS — UL Listed to U.S. and Canadian safety standards for wet locations.

Designed for ceiling or wall mounting more than 4' above the ground.

Tested in accordance with IESNA LM-79 and LM-80 standards.

WARRANTY — 5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

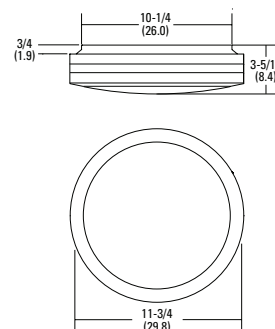
Note: Specifications subject to change without notice.

Catalog Number
Notes
Type

Outdoor General Purpose

OLCFM

OUTDOOR LED CAST FLUSH MOUNT



All dimensions are inches (centimeters) unless otherwise indicated.

ORDERING INFORMATION

All configurations of this product are considered "standard" and have short lead times.

Example: OLCFM 15 DDB

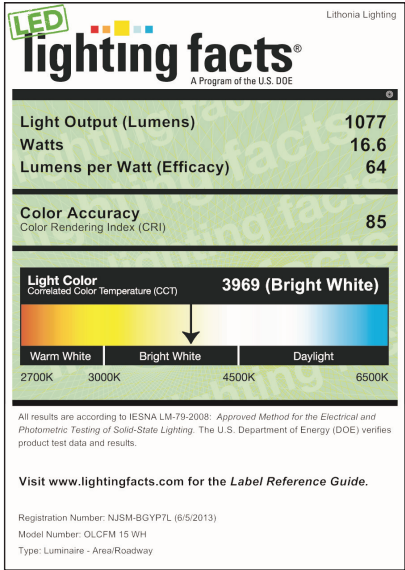
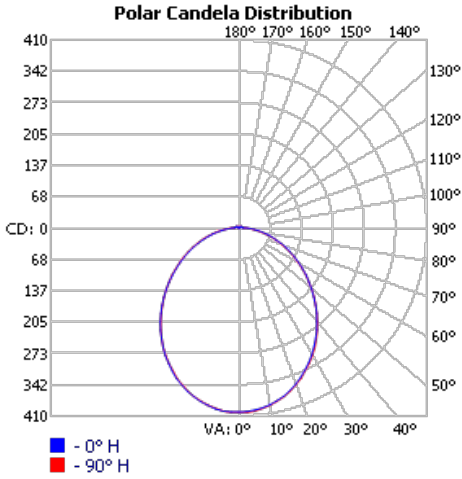
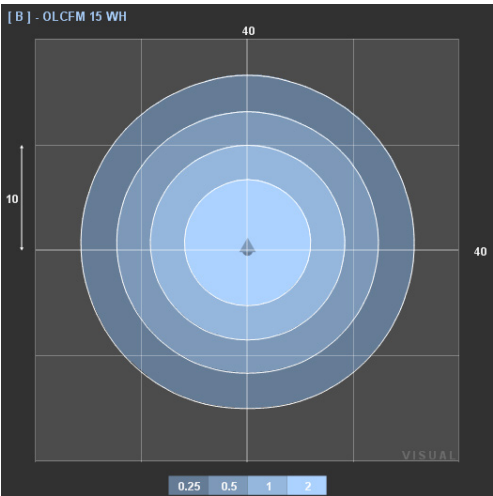
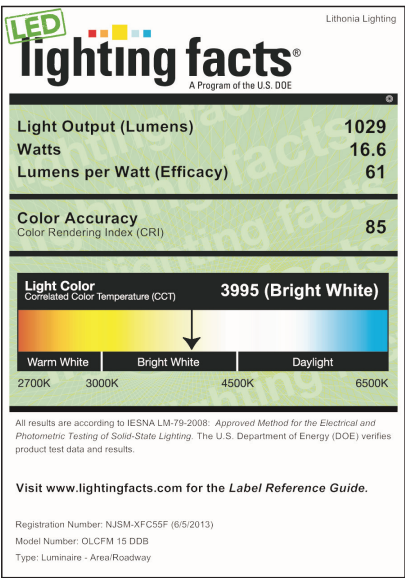
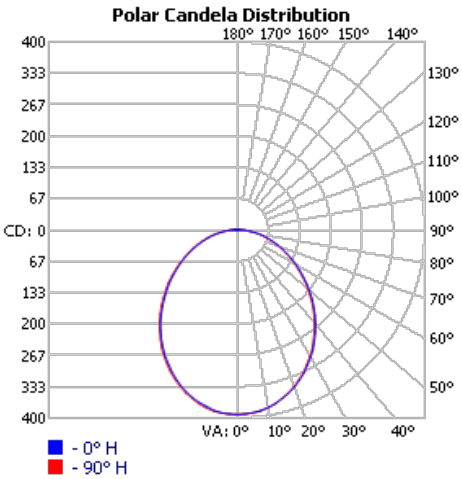
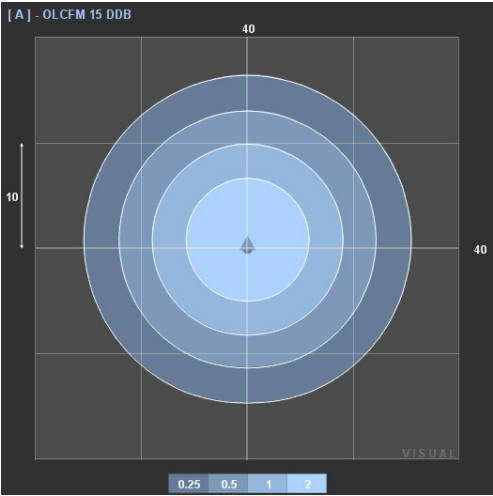
OLCFM				
Series	Light Engine	Color Temperature (CCT) ¹	Voltage	Finish
OLCFM	15	(blank) 4000K	(blank) 120V	DDB Dark bronze WH White

Notes

1 Nominal Correlated Color Temperature (CCT) per ANSI C78.377-2008.

PHOTOMETRIC DIAGRAMS

To see complete photometric reports or download .ies files for this product,visit www.Lithonia.com. Tested in accordance with IESNA LM- 79 and LM- 80 standards.





WDGE1 LED

Architectural Wall Sconce

Catalog
Number

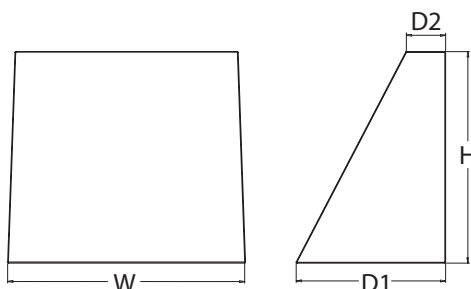
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1): 5.5"
Depth (D2): 1.5"
Height: 8"
Width: 9"
Weight: 9 lbs
 (without options)



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

WDGE LED Family Overview

Luminaire	Standard EM, 0°C	Cold EM, -20°C	Sensor	Lumens (4000K)					
				P1	P2	P3	P4	P5	P6
WDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P1	27K 2700K	80CRI	VF Visual comfort forward throw	MVOLT 347 ²	Shipped included SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only) ⁵ Shipped separately AWS 3/8inch Architectural wall spacer BBW Surface-mounted back box PBBW Premium surface-mounted back box (top, left, right conduit entry)
	P2	30K 3000K	90CRI	VW Visual comfort wide		
		35K 3500K				
		40K 4000K				
		50K ¹ 5000K				

Options	Finish
E4WH ³ Emergency battery backup, CEC compliant (4W, 0°C min)	DDBXD Dark bronze
PE ⁴ Photocell, Button Type	DBLXD Black
DS Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details)	DNAXD Natural aluminum
DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DWHXD White
BCE Bottom conduit entry for premium back box (PBBW). Total of 4 entry points.	DSSXD Sandstone
	DDBTXD Textured dark bronze
	DBLTXD Textured black
	DNATXD Textured natural aluminum
	DWHGXD Textured white
	DSSTXD Textured sandstone

Accessories

Ordered and shipped separately.

WDGEAWS DDBXD U	WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE1PBBW DDBXD U	WDGE1 Premium surface-mounted back box (specify finish)
WSBBW DDBXD U	Surface - mounted back box (specify finish)

NOTES

- 50K not available in 90CRI.
- 347V not available with E4WH, DS or PE.
- E4WH not available with PE or DS.
- PE not available with DS.
- Not qualified for DLC. Not available with E4WH.



COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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WDGE1 LED
 Rev. 04/15/20

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Dist. Type	27K (2700K, 80 CRI)					30K (3000K, 80 CRI)					35K (3500K, 80 CRI)					40K (4000K, 80 CRI)					50K (5000K, 80 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P1	10W	VF	1,120	112	0	0	0	1,161	116	0	0	0	1,194	119	0	0	0	1,227	123	0	0	0	1,235	123	0	0	0
		VW	1,122	112	0	0	0	1,163	116	0	0	0	1,196	120	0	0	0	1,229	123	0	0	0	1,237	124	0	0	0
P2	15W	VF	1,806	120	1	0	0	1,872	125	1	0	0	1,925	128	1	0	0	1,978	132	1	0	0	1,992	133	1	0	0
		VW	1,809	120	1	0	0	1,876	125	1	0	0	1,929	128	1	0	0	1,982	132	1	0	0	1,996	133	1	0	0

Electrical Load

Performance Package	System Watts	Current (A)				
		120V	208V	240V	277V	347V
P1	10W	0.082	0.049	0.043	0.038	--
	13W	--	--	--	--	0.046
P2	15W	0.132	0.081	0.072	0.064	--
	18W	--	--	--	--	0.056

Lumen Multiplier for 90CRI

CCT	Multiplier
27K	0.845
30K	0.867
35K	0.845
40K	0.885
50K	0.898

Lumen Output in Emergency Mode (4000K, 80 CRI)

Option	Dist. Type	Lumens
E4WH	VF	646
	VW	647

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.96	>0.95	>0.91



COMMERCIAL OUTDOOR

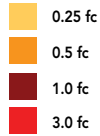
One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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WDGE1 LED
Rev. 04/15/20

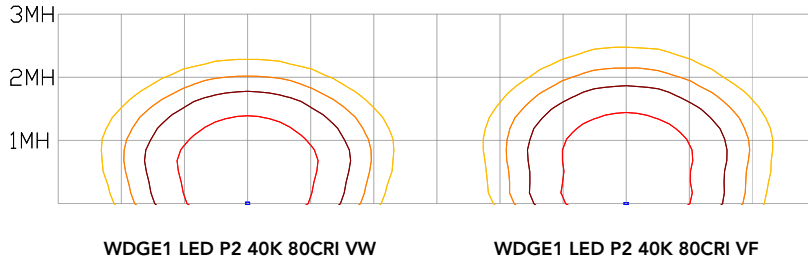
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage.
Tested in accordance with IESNA LM-79 and LM-80 standards.

LEGEND



MH = 8ft
Grid = 8ft x 8ft



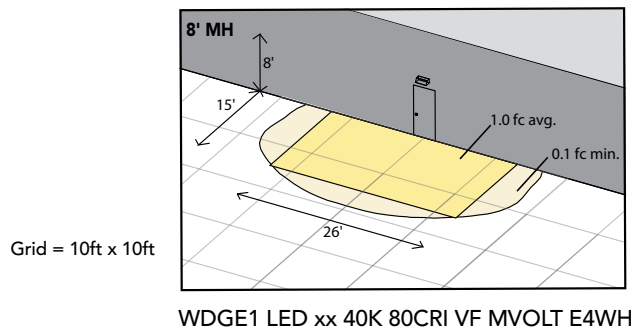
Emergency Egress Options

Emergency Battery Backup

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain a minimum of 60% of the light output at the end of 90 minutes.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

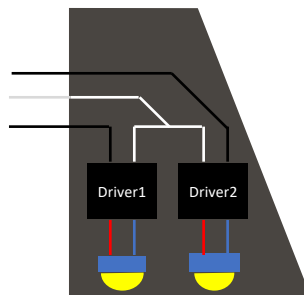
The example below shows illuminance of 1 fc average and 0.1 fc minimum in emergency mode with E4WH and VF distribution.



Dual Switching (DS) Option

The dual switching option offers operational redundancy that certain codes require. With this option the luminaire comes integrated with two drivers and two light engines. These work completely independent to each other so that a failure of any individual component does not cause the whole luminaire to go dark. This option is typically used with a back generator or inverter providing emergency power.

Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9





E4WH – 4W Emergency Battery Backup

D = 5.5"

H = 8"

W = 9"

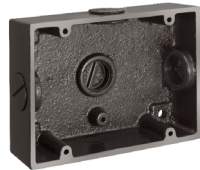


PBBW – Premium Back Box

D = 1.75"

H = 8"

W = 9"



BBW – Standard Back Box

D = 1.5"

H = 4"

W = 5.5"



AWS – 3/8inch Architectural Wall Spacer

D = 0.38"

H = 4.4"

W = 7.5"

FEATURES & SPECIFICATIONS

INTENDED USE

Common architectural look, with clean rectilinear shape, of the WDGE LED was designed to blend with any type of construction, whether it be tilt-up, frame or brick. Applications include commercial offices, warehouses, hospitals, schools, malls, restaurants, and other commercial buildings.

CONSTRUCTION

The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP66 rating for the luminaire.

FINISH

Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS

Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in wall-mount applications. The WDGE LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine consists of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L91/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%. Luminaire comes with built in 6kV surge protection, which meets a minimum Category C low exposure (per ANSI/IEEE C62.41.2).

INSTALLATION

A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections. The 3/8" Architectural Wall Spacer (AWS) can be used to create a floating appearance or to accommodate small imperfections in the wall surface. The ICW option can be used to mount the luminaire inverted for indirect lighting in dry and damp locations. Design can withstand up to a 1.5 G vibration load rating per ANSI C136.31.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP66 rated. PIR options are rated for wet location. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 2700K and 3000K color temperature only and SRM mounting only.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

Wall luminaires for light in two directions

Housing: One Piece, die cast aluminum housing with a one piece, die cast aluminum mounting plate. The mounting plate is supplied with a flat plate that mounts directly to a standard, recessed 4" octagonal wiring box. Die castings are marine grade, copper free ($\leq 0.3\%$ copper content) A360.0 aluminum alloy.

Enclosure: Clear tempered glass diffusers, the top diffuser with a machined step to provide a flush finish with the cast housing. Two reflectors provided are anodized aluminum. Housing is secured to the mounting plate with a single, mechanically captive, stainless steel set screw.

Electrical: 33.0W LED luminaire, 38.4 total system watts, -30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with an 85 CRI. Available in 4000K (85 CRI); add suffix K4 to order.

Note: Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

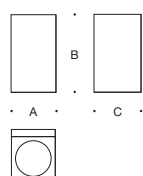
Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA certified to U.S. and Canadian standards for wet locations. Protection class IP64

Weight: 7.3 lbs.

Luminaire Lumens: 3031

Type: BEGA Wall Luminaire
 BEGA Product: 24 593
 Project:
 Voltage:
 Color: Black
 Options:
 Modified:



	Lamp	β	A	B	C
24 593	33.0W LED	18°	$5\frac{7}{8}$	$10\frac{5}{8}$	$6\frac{7}{8}$



SAN MARCO - GAS LANTERN - CUSTOM MADE, TO ORDER

DIMENSIONS: 9" W x 23" H x 11" D

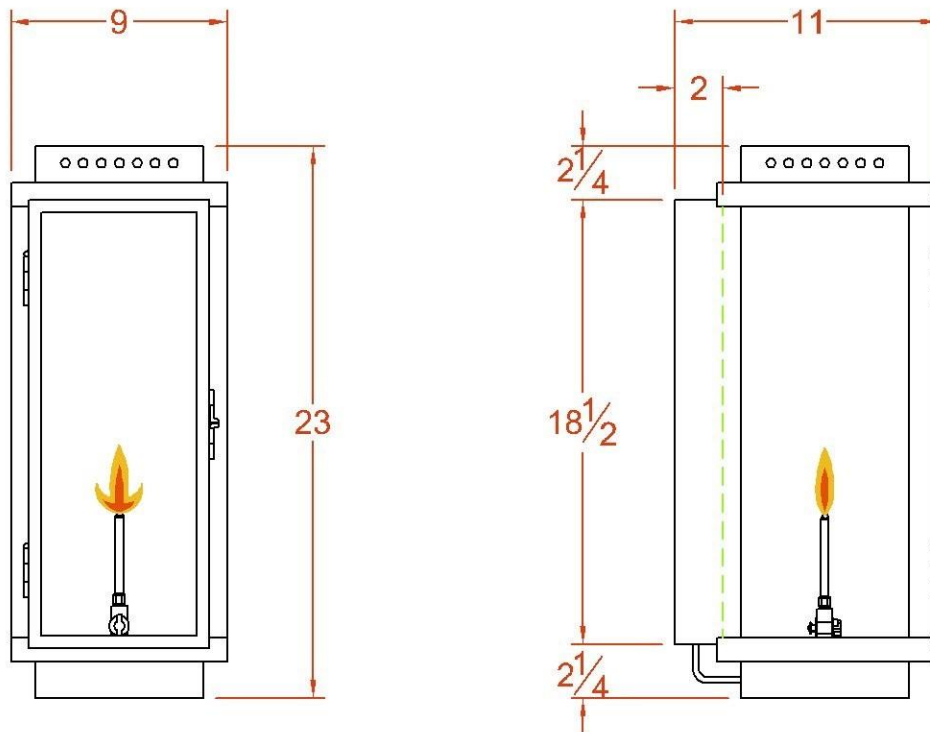
NATURAL GAS OPERATION

ELECTRONIC IGNITION

OFFSET WALL BOX

COSNTRUCTION: SOLID COPPER & TRANSPARENT GLASS

FINISH: BLACK HEAT-RESISTANT PAINT



LINE DRAWING

____ APPROVED

____ RESUBMIT W/ CHANGES

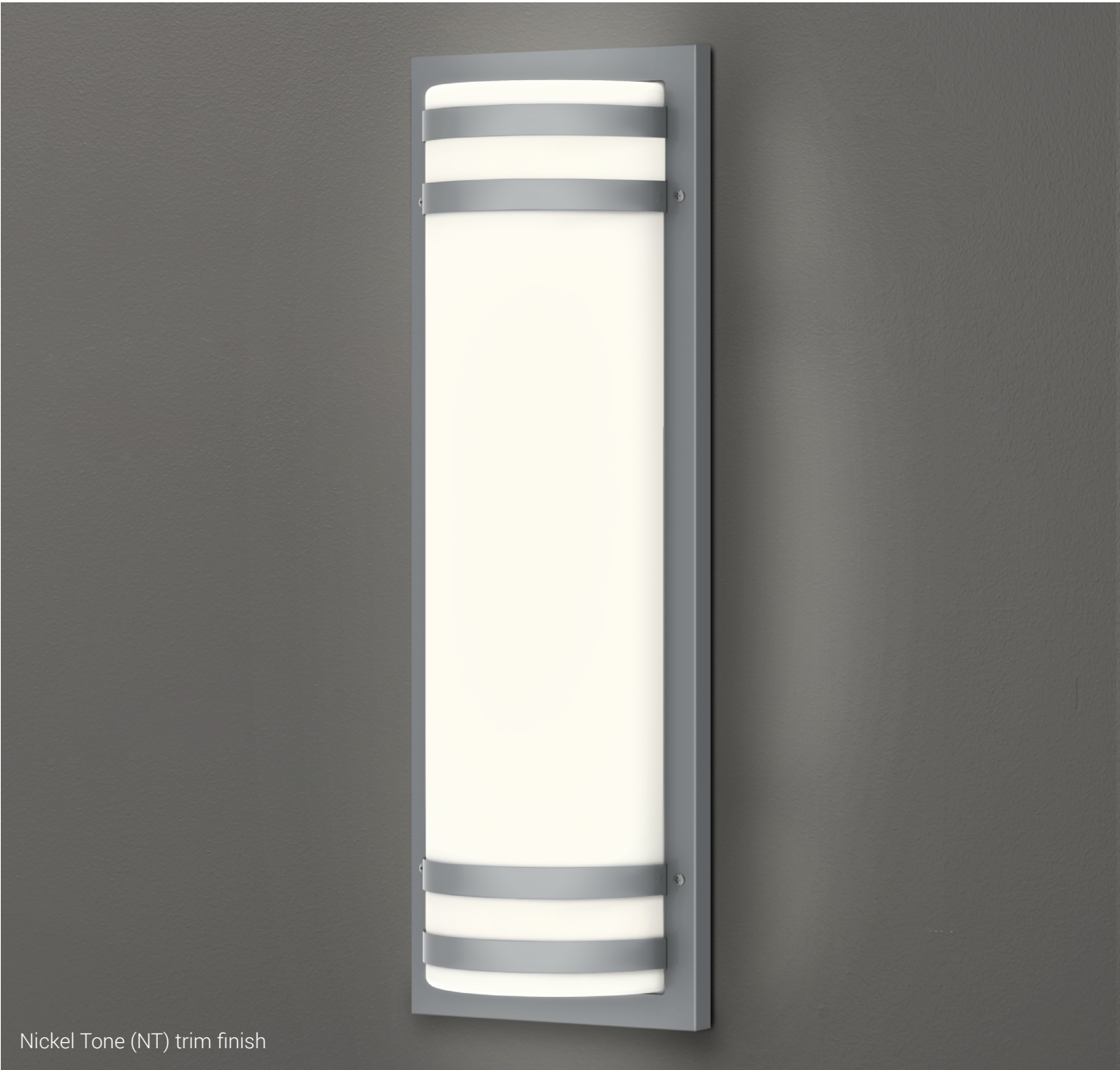
____ YOUR INITIALS

____ DATE

gaslanternsandlights.com

Sheryl Stringer

sherylstringer@me.com



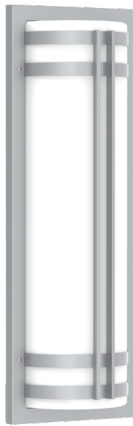
Nickel Tone (NT) trim finish



VB0 trim



VB1 trim



VB2 trim

7612 LED

The 7600 series (Models: 7600/01/02/04/10/12/14/16/18) is available in a variety of sizes and lumen packages, making it highly versatile for exterior facades. Constructed of aluminum with your choice of durable powder coat finish, sturdy acrylic diffuser, and stainless steel hardware. Use this architectural sconce for any application requiring performance and a decorative aesthetic. Perfect for exterior facades, columns, breezeways, pool decks, and more. Vertical bars optional. Integral battery backup and cold weather integral battery backup optional.

FINISHES



7612 LED

STANDARD SPECIFICATIONS

FRAME

Heavy duty aluminum with roll formed aluminum bands. The optional trim bars are solid 0.250" thick aluminum, held in place by fasteners.

DIFFUSER

Translucent, UV stabilized, white acrylic. Diffuser is form molded allowing for a uniform standard thickness of 0.100" throughout.

PAN

Formed heavy duty aluminum sheet, featuring aluminum thread inserts to prevent rusting of fasteners.

LED PERFORMANCE - 3500K STANDARD

120-277V - 3500K, 82 CRI - L80 rating - 60,000 hrs - L70 rating (projected) - 100,000 hrs

Amperage rated @ 110V input

Operating ambient temperature: -20°C / -4°F - 40°C / 104°F

Delivered 3500K lumens noted. Consult Brownlee.com for performance of all CCTs.

C37 - 35W nominal, .30 A input - 3420 lm. Dimmable (0-10V).

C49 - 45W nominal, .40 A input - 4609 lm. Dimmable (0-10V).

MOUNTING

The 7612 series is designed to be mounted directly to the wall with (4) 1/4" anchors (not included).

FINISH

All 7612 parts are prepared using a three step pre-treatment/sealing process, followed by a powder coat primer prior to applying any of the Brownlee paint finishes.

WARRANTY

5 year limited warranty on this LED product. Consult factory for details.

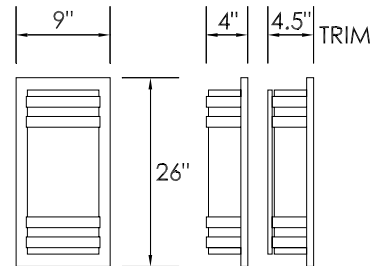
PROJECT:

MODEL #:

FIXTURE TYPE:



NT finish, VBO trim



WET



ORDERING INFORMATION

7612 - _____
Model 2. 3. 4. 5. 6. (if required)

2. FINISH

STANDARD

AB	Antique Bronze
AS	Antique Silver
BL	Black
BZ	Bronze
DB	Desert Bronze
GM	Gun Metal
MB	Metallic Bronze
NT	Nickel Tone
PL	Platinum
WH	White

CUSTOM

Provide color sample or RAL code to match

3. WATTAGE

C37	35W C Series LED
C49	45W C Series LED

4. TRIM

VBO	No trim
VB1	1 vertical bar*
VB2	2 vertical bars*

*Does not meet ADA requirements

5. COLOR TEMPERATURE

35K	3500K standard color temperature
27K	2700K color temperature
30K	3000K color temperature
40K	4000K color temperature

6. AVAILABLE OPTIONS

BAC¹	Buy American Compliant
BB1^{2*}	Integral Battery Backup (adds 1.5" to depth)
BBC^{2*}	Integral Battery Backup, Cold Weather (adds 1.5" to depth)
BLD^{3**}	Bi-Level Dimming
DTR⁴	Triac (Line Voltage) Dimming (120V)
ECW⁵	Extreme Cold Weather (-40°C / -40°F min.)
ES⁶	ENERGY STAR®
EXT	Extended Housing (Intended to match BBI(C) aesthetic) (Adds 1.5" to depth)
FCL⁷	French Canadian Labels
OCC⁸	Occupancy Sensor
T24⁹	Title 24 Compliant (C49 in 3000K only)

Notes: (0) 90R - cannot be combined with ES or T24 (1) BAC - cannot be combined with FCL (2) BBI/BBS/BBC - cannot be combined with DTR, ECW, EXT, or T24 (3) BLD - cannot be combined with DTR, OCC, or T24 (4) DTR - cannot be combined with BBI, BBC, BBS, BLD or T24 (5) ECW - cannot be combined with BBI, BBC, or DTR (6) ES - cannot be combined with 90R, DTR, FCL, or T24 (7) FCL - cannot be combined with BAC, ES, or T24 (8) OCC - cannot be combined with BLD (9) T24 - cannot be combined with 90R, BBI, BBC, BBS, BLD, DTR, ES, or FCL (10) BBS - cannot be combined with BLD, DTR, ECW, EXT, OCC, or T24 (11) PCH/PC4 cannot be combined with BLD or OCC

Add'l Notes: *BBI/BBS/BBC - standard BBI (and BBS) option has a minimum operating temperature of 10C/50F. BBC option has a minimum operating temperature of -20C/-4F. **BLD - Bi-Level Dimming is field adjustable from 100% to a dimmed light level of 10, 20, 30, or 50%. All units are factory set at 50%.

Specifications and dimensions subject to change without notice.

Consult your Brownlee Lighting representative for availability and ordering information.





EMBLEM SIGN
WET LOCATION
 EXTERIOR - SIGN LIGHTS

PROJECT: _____

TYPE: _____



EB1214LW
 SF - Sea Foam



EB1214LW
 PL - Purple



EB1214LW
 PT - Platinum Silver



EB1214LW
 RD - Red Baron

SERIES	LUMENS ¹		CCT		DRIVER / DIMMING ²		ACCESSORIES ⁵		MOUNTING ⁷		FINISH ¹⁴	
EB0709LW EB0910LW EB1214LW	15L	1500 Lm	27K	2700K	EX Electronic Driver, 120V/277V DS10X 10%, 0-10V, 120V/277V DO10X ³ 1%, 0-10V, 120V/277V DS2W1 ELV/MLV, 120V DLTE1 ⁴ Lutron® 2-Wire Forward Phase (MLV), 120V DL3EX ⁴ 1%, Lutron® EcoSystem®, Fades to Black, 120V/277V	TF1 ⁶ 3" Frosted Dome TG1 3" Dome Wire Guard MF1 3" Frosted Mini MG1 3" Short Wire Guard FJ1 3" Frosted Tall FG1 3" Tall Wire Guard	WALL MOUNT		MW ¹⁵ Matte White MB ¹⁵ Matte Black PT ¹⁵ Platinum Silver CC Custom Color	See Page 5 for Full Range of Color Options (83-90085)		
			27L	2700 Lm			30K	3000K			CP104 ⁸ Small Driver Canopy	
							35K	3500K			CP106 ⁸ Large Driver Canopy	
							40K	4000K			CP6/RMD Remote Mount Driver	
							PA ⁹ Mounting Arm Style					
								CEILING MOUNT				
								RDC5 Small Driver Canopy				
								CP13 Large Driver Canopy				
								PM ^{10/11} Rigid Pendant Mount				
								HM ^{10/11/12} Hang Straight				
								EMCR ¹³ 10W Large Driver Canopy EM				
								EMRM 7W Remote EM				
								EMEN 7W Remote with Enclosure				

EXAMPLE: EB1214LW15L35KEXFJ1/CP104PA36BL

NOTES:

1 Nominal Source Lumens at 35K 2 Contact Factory for Additional Options 3 Available with CP106/RDC5/CP13 Only 4 Available with CP106/CP13 Only
 5 See Enclosures & Guards Page for Wire Guards and Additional Options 6 Standard Enclosure 7 See Mounting Page for Details on Components and Finishes
 8 Contact Factory for Knock Out Holes 9 See Mounting Page for Available Arm Options 10 Specify Length in Inches: See Mounting Page for Available Lengths
 11 Intended for Outdoor Covered Ceiling Applications Only 12 Not for Use in Locations with Wind Exposure 13 EMCR Replaces RDC5 or CP13
 14 See Color Page for More Options/Consult Factory for Special Finishes 15 Standard Finishes

Dimensions and values shown are nominal. Spectrum Lighting continually works to improve products and reserves the right to make changes which may alter the performance or appearance of products.



SPECTRUM
 LIGHTING INC.

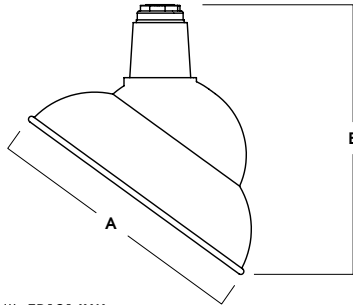


EMBLEM SIGN WET LOCATION EXTERIOR - SIGN LIGHTS

LUMENS / WATTAGE DATA				
PART NUMBER	SOURCE LUMENS ¹	DELIVERED LUMENS ²	SYSTEM WATTS	LPW
EB1214LW15L	1500	1251	10	125
EB1214LW27L	2700	2184	18	121

¹ Nominal Source Lumens at 35K ² Nominal Delivered Lumens at 35K

HOUSING DIMENSIONS



Dimensioned with EB1214LW

SERIES	A	B
EB0709LW	7.1	9.7
EB0910LW	8.8	9.8
EB1214LW	12.4	12.1

APPLICATION

Emblem Sign light is perfect for a variety of sign and surface lighting applications. LW Series is designed for outdoor wet locations.

FEATURES

Spectrum Lighting's RLM Classics are inspired by vintage lighting fixtures redesigned with modern LED light sources and materials. The wide range of options for illumination, mounting, enclosures, guards and finishes allows for creative fixture specification and design. LED module and driver are serviceable for future replacement. Available in three sizes.

FINISH

Multi-stage polyester powder-coat process applied on our dedicated paint lines. Variety of standard and custom finishes are available. Interior is Matte White unless specified.

ELECTRONICS

LW LED system features high brightness white Samsung LED's. 3-step MacAdam Ellipse binning. Standard CRI: 80+. Higher CRI, R9 and custom LED configurations are available; consult factory. Choice of electronic 120V/277V and dimming drivers.

CONSTRUCTION

Fixture shades are spun in our factory from 0.063 high purity aluminum. Wall mount canopies are die-cast aluminum with stainless steel hardware. Wall arms are formed 3/4 NPT aluminum pipe and may be field cut.

CODE COMPLIANCE

BAA compliant. ETL certified to meet US and Canadian standards. Suitable for outdoor wet locations. Manufactured and tested to UL standards No. 1598/8750.

SERIES SIZES

EB0709LW



EB0910LW



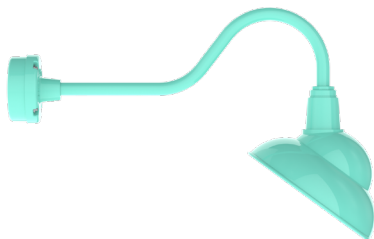
EB1214LW



WALL MOUNT

(SEE MOUNTING PAGES FOR MORE OPTIONS & DIMENSIONS.)

PA_
MOUNTING ARM STYLE



EB1214LW SHOWN WITH CP104PA23

CEILING MOUNT

(SEE MOUNTING PAGES FOR MORE OPTIONS & CANOPY DIMENSIONS.)

HM / PM
HANG STRAIGHT / PENDANT



EB1214LW SHOWN WITH RDC5PM

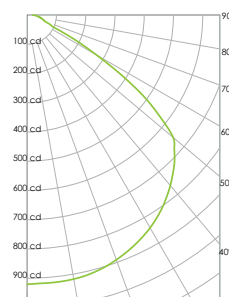
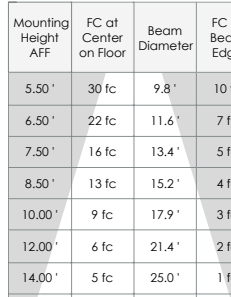


EMBLEM SIGN

WET LOCATION

EXTERIOR - SIGN LIGHTS / PHOTOMETRIC DATA

EB1214GV-27L-35K-EX-TF1-MWI

CANDLEPOWER CURVE	INTENSITY	ZONAL LUMENS	SINGLE UNIT: PERFORMANCE INITIAL FOOTCANDLES BASED ON IES BEAM ANGLE				MULTIPLE UNITS: PERFORMANCE 80/50/20% REFLECTANCES INITIAL FOOTCANDLES AND WATTS PER SQUARE FOOT													
 Delivered Lumens: 2,183 Luminaire Watts: 18 LER: 121.28	0.00°																			
	0.00° 920	0° - 10°	89	4%		Mounting Height AFF	FC at Center on Floor	Beam Diameter	FC at Beam Edge	Ceiling Height	Fixture Spacing	RCR 2		RCR 4						
	5.00° 919	0° - 20°	336	15%								FC *	W/Sq. Ft.	FC *	W/Sq. Ft.					
	10.00° 917	0° - 30°	649	30%		5.50'	30 fc	9.8'	10 fc	8'	8' *	25	0.24	20	0.24					
	15.00° 908	0° - 40°	977	45%		6.50'	22 fc	11.6'	7 fc	12'	10' **	22	0.20	17	0.20					
	20.00° 891	0° - 60°	1,589	73%		7.50'	16 fc	13.4'	5 fc	16'	12' ***	14	0.14	7	0.09					
	30.00° 840	0° - 80°	1,928	88%		8.50'	13 fc	15.2'	4 fc	Delivered Illuminance Rating: (DIR) 2' Suspension Length Square rooms used for multiple units: - RCR 2: Length & Width = Ceiling Ht. - 4.5' x 5.00 - RCR 4: Length & Width = Ceiling Ht. - 4.5' x 2.50 * Average Footcandles at 2.5' Above Floor ** Exceeds spacing criteria by 69% *** Exceeds spacing criteria by -1% **** Exceeds spacing criteria by -23%										
	40.00° 761	0° - 90°	2,018	92%		10.00'	9 fc	17.9'	3 fc											
	50.00° 651					12.00'	6 fc	21.4'	2 fc											
	60.00° 273					14.00'	5 fc	25.0'	1 fc											
	70.00° 66					16.00'	4 fc	28.6'	1 fc											
	80.00° 42																			
	90.00° 19	Total	2,183	100%																
CP at 0deg (Nadir): 920 Beam Angle: 93.07 Lamp Multiplier: 15L x 0.573																				
CRI: 85+ Spacing Ratio: 1.35 CCT Multiplier: 27K x 0.971, 30K x 0.985, 40K x 1.03																				

MOUNTING & ACCESSORIES

SOME OPTIONS NOT AVAILABLE ON ALL FIXTURES, CONSULT SPECIFICATION SHEETS. SEE INDIVIDUAL SPECIFICATION SHEETS OR CONSULT FACTORY FOR ADDITIONAL INFORMATION. NOTE: THIS IS TYPICAL OF RLM SPECIFICATION FOR MOUNTING. INDIVIDUAL FIXTURES OR PROJECTS MAY HAVE SPECIALIZED REQUIREMENTS.



ENCLOSURES UP TO 27L

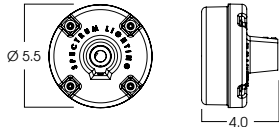


ENCLOSURE WIRE GUARDS UP TO 27L

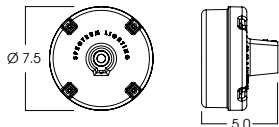


WALL MOUNTING

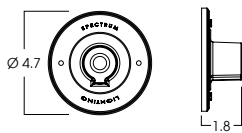
CP104 - SMALL DRIVER CANOPY (STANDARD)
MAY BE USED AS SPLICE BOX FOR DIRECT FEED



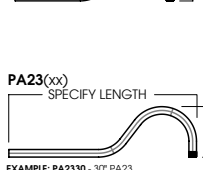
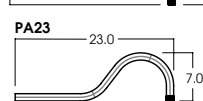
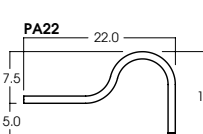
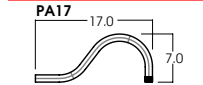
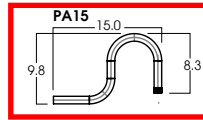
CP106 - LARGE DRIVER CANOPY
MAY BE USED AS SPLICE BOX FOR DIRECT FEED



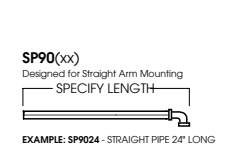
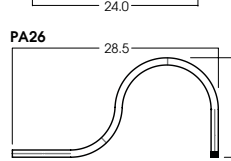
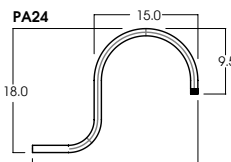
CP6/RMD - REMOTE MOUNT DRIVER
MOUNTS DIRECTLY TO WALL OR OCTAGON STYLE J-BOX



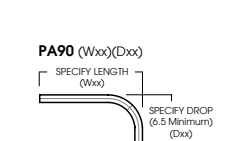
CUSTOM AND OTHER WALL ARMS AVAILABLE - CONTACT FACTORY. ARMS MAY BE FIELD CUT ON WALL SIDE - FIXTURE SIDE THREADED 3/4" NPT REQUIRES SEALANT FOR WET LOCATION.



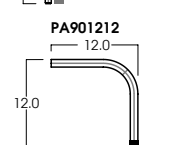
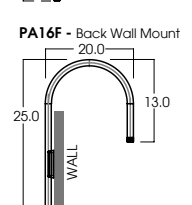
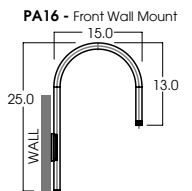
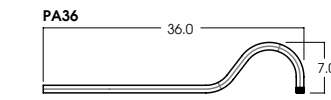
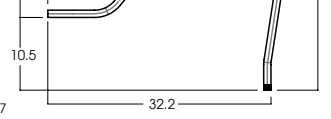
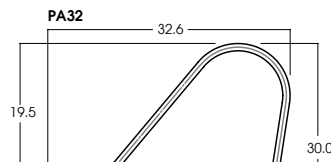
EXAMPLE: PA2330 - 30" PA23



EXAMPLE: SP9024 - STRAIGHT PIPE 24" LONG

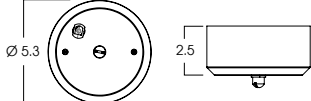


EXAMPLE: PA90W20D07 - 90° PIPE 20 LONG 7" DEEP THREADED AT FIXTURE END

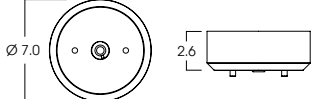


CEILING MOUNTING

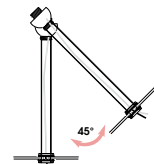
RDC5 - SMALL DRIVER CANOPY (STANDARD)
MOUNTS TO 4" OCTO J-BOX



CP13 - LARGE DRIVER CANOPY

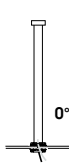


HM*
HANG STRAIGHT
45° SWIVEL 1/2" STEM - 3/8" NPT



ORDER: **HM** (Length)
SPECIFY LENGTH:
HM3 - 3" HM24 - 24"
HM6 - 6" HM36 - 36"
HM12 - 12" HM48 - 48"
HM18 - 18" HM72 - 72"
HMLC(XX)
Custom Length
(Specify in Inches)

PM*
RIGID PENDANT MOUNT
RIGID 1/2" STEM - 3/8" NPT

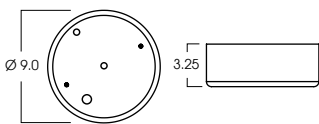


ORDER: **PM** (Length)
SPECIFY LENGTH:
PM3 - 3" PM24 - 24"
PM6 - 6" PM36 - 36"
PM12 - 12" PM48 - 48"
PM18 - 18" PM72 - 72"
PMLC(XX)
Custom Length
(Specify in Inches)

*MAXIMUM ONE PIECE STEM LENGTH IS 72". LONGER LENGTHS ARE POSSIBLE USING MULTIPLE STEMS AND COUPLERS.

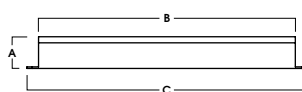
EMERGENCY BATTERY OPTIONS

EMCR - LARGE DRIVER CANOPY FOR 10W EMERGENCY BATTERY
(FOR ROUND CEILING MOUNT TYPES)



REMOTE EMERGENCY BATTERY OPTIONS

EMRM* - 7W REMOTE EMERGENCY BATTERY
(50" MAX)



A	B	C
1.3	12.6	13.0

EMEN* - 7W REMOTE EMERGENCY BATTERY
WITH ENCLOSURE (50" MAX)



A	B	C
2.0	17.0	6.2

*OTHER EM BATTERY SIZES AVAILABLE, CONTACT FACTORY.

COLOR OPTIONS - POWDER COAT PAINT FINISHES

NOTE: NO PRINTED IMAGE CAN EQUAL THE EXACT COLOR OF FINISH ON METAL.
SEE INDIVIDUAL SPECIFICATION SHEETS OR CONSULT FACTORY FOR ADDITIONAL INFORMATION.



STANDARD CORD / STEM / CANOPY FINISHES

PAINT TIMES

FIXTURE COLOR	STANDARD CORD COLOR	STANDARD CANOPY / STEM COLOR
Matte White, Textured White	Matte White	Matte White
Gloss White	Matte White	Gloss White
Matte Black, Gloss Black, Textured Black	Matte Black	Matte Black
All Others	Matte Black	Same Color as Fixture
Custom Color	Contact Factory	Contact Factory

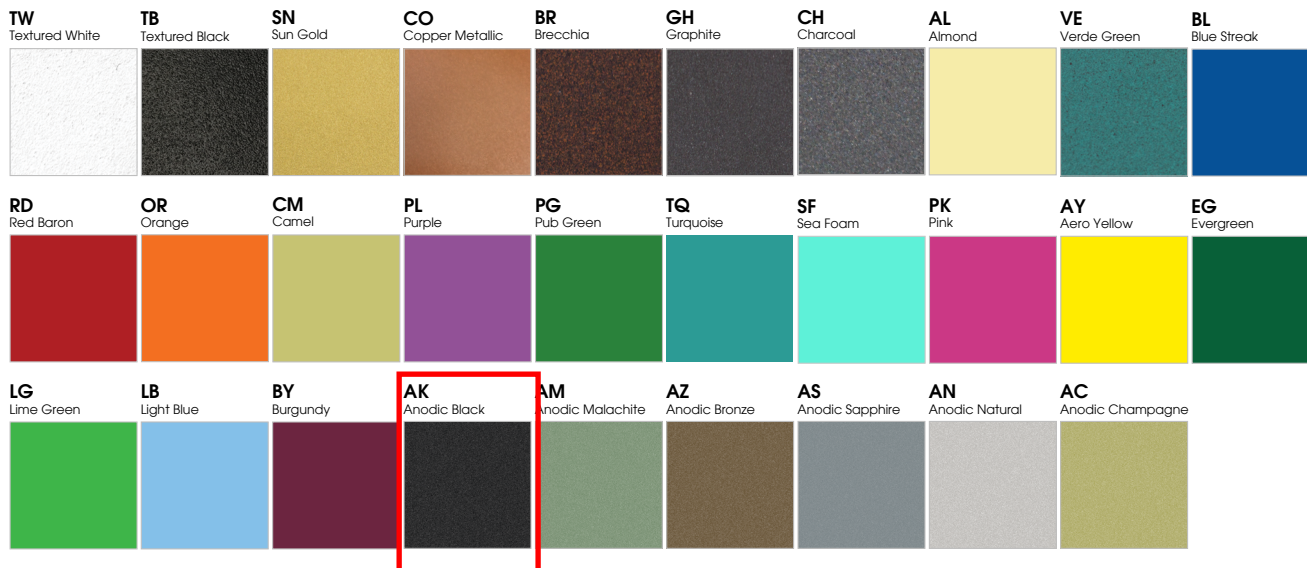
TIER	COST	AVERAGE PAINT TIME*
Tier 1 - Standard Finishes	\$	⌚
Tier 2 - Typical Finishes	\$\$	⌚⌚
Custom Color	Contact Factory	Contact Factory

*CONTACT FACTORY FOR SPECIFIC PRODUCT LEAD TIMES

TIER 1 - STANDARD FINISHES



TIER 2 - TYPICAL FINISHES

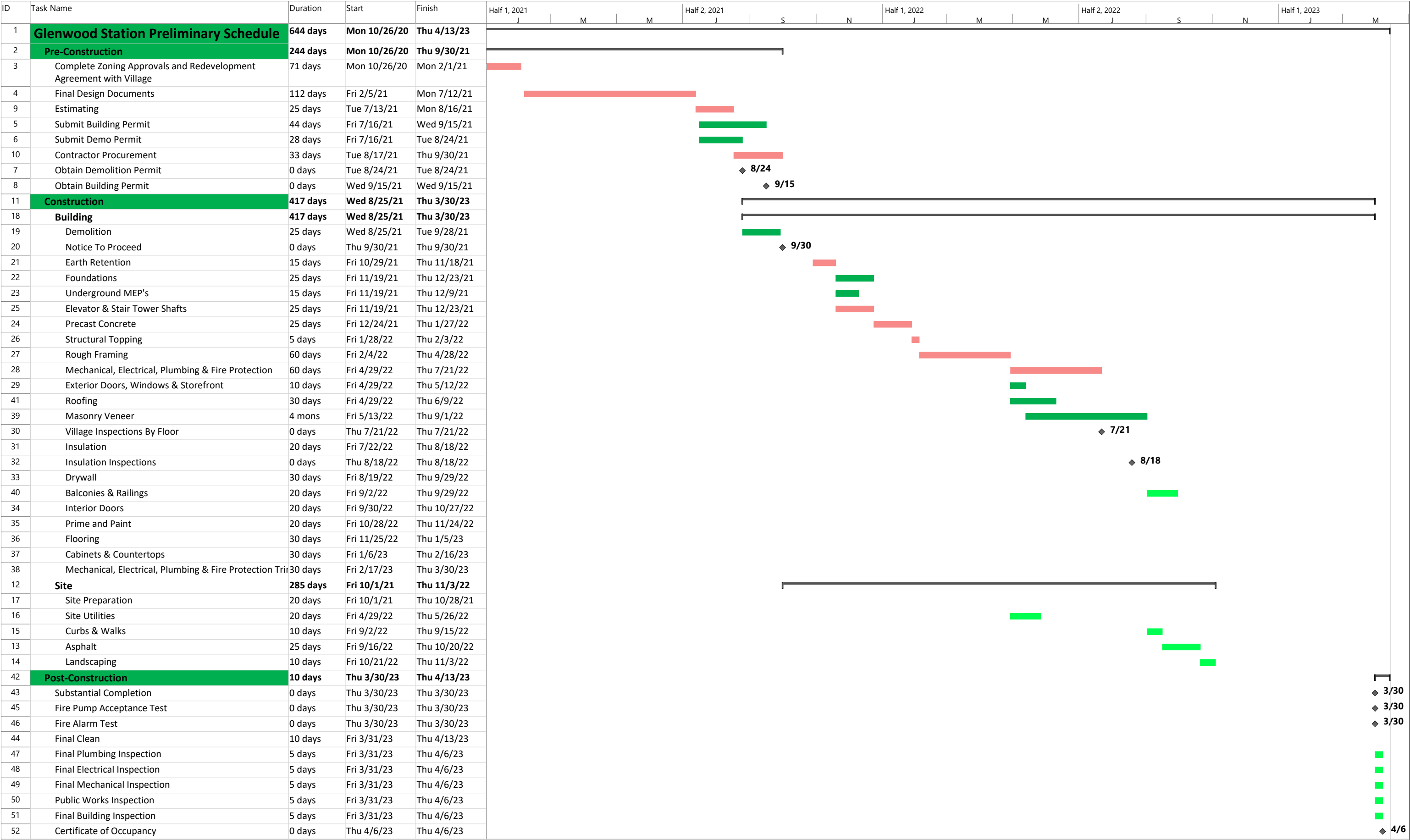


CUSTOM COLOR FINISHES

CONTACT FACTORY

CC
Custom Color







TRACY CROSS & ASSOCIATES, INC.

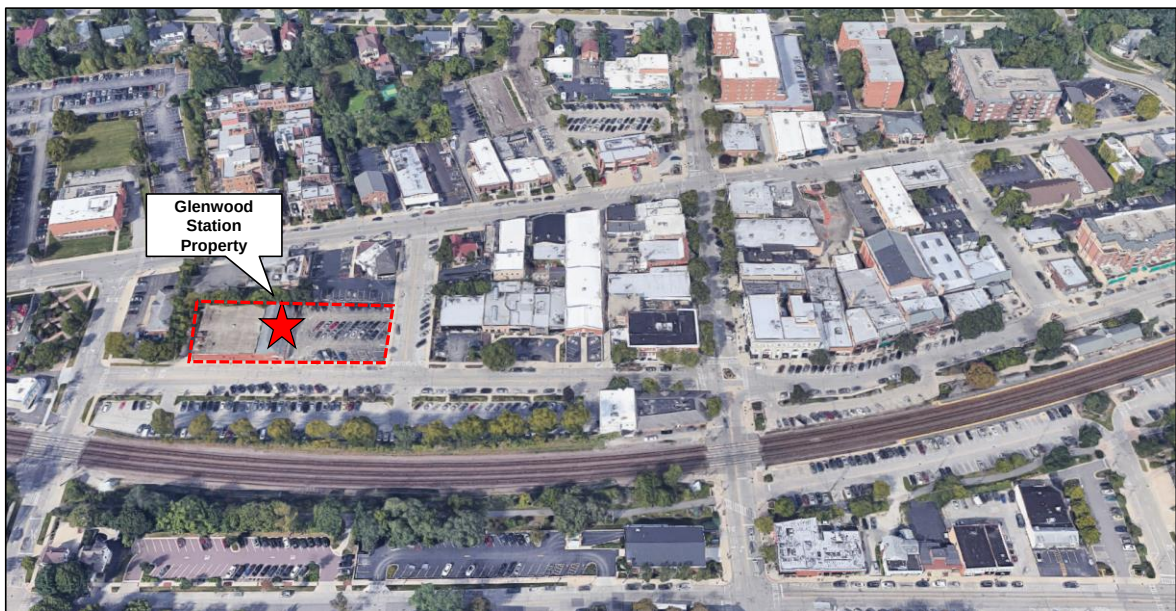
***Residential Market Analysis
--- Glenwood Station Apartments ---
Glen Ellyn, Illinois***

SEPTEMBER 2020

INTRODUCTION

At the request of Holladay Properties, Tracy Cross & Associates, Inc. evaluated the market potential for residential development in Glen Ellyn, DuPage County, Illinois. Specifically, this analysis addresses the marketability of luxury, transit-oriented moderate-density apartments within a 35,104 square foot redevelopment parcel, formerly the McChesney & Miller Grocery Market, located at 460 Crescent Boulevard at Glenwood Avenue in the village's Downtown District. The property is situated two blocks west of Glen Ellyn's METRA commuter rail station at Main Street, and is also two miles west of Route 53 and two miles north and south, respectively, of Route 38/Roosevelt Road and Route 64/North Avenue, principal commutation and commercial corridors of the near west suburbs.

**GEOGRAPHIC DELINEATION: GLENWOOD STATION PROPERTY
-- GLEN ELLYN, ILLINOIS --**



Source: Holladay Properties and Google Maps

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Overall, this analysis establishes the following:

- ☐ Conclusions regarding the depth of the Glen Ellyn area for new construction multifamily development during the 2020-2025 forecast period based upon pertinent economic, demographic and residential construction trends which define the marketplace.
- ☐ Conclusions regarding the marketability of 86 apartments to be distributed within a five-story, mixed-use building to include private structured parking together with approximately 1,525 square feet of commercial/retail space. These conclusions are based upon factors associated with the location of the property, the performance of proximate newer construction apartment developments, and the near term outlook for apartment development in Glen Ellyn and its near west suburban environs.
- ☐ A benchmark rent strategy and attendant absorption forecast to competitively position the conceptualized Glenwood Station Apartments relative to similar and newer rental developments throughout the marketplace.
- ☐ Alternative benchmark rent strategies and attendant absorption forecasts to enable further financial modeling.

THE SUBJECT PROPERTY AND ITS ENVIRONS

The subject property consists of a 35,104 square foot parcel in the Downtown District of Glen Ellyn which is slated for redevelopment in conjunction with the village's Comprehensive Plan. The main trail of the Illinois Prairie Path, a 61-mile non-motorized nature path, parallels the southern boundary of the site. METRA's UP-West commuter rail station is located two blocks east of the property. Travel times to the city of Chicago from this location average 45 minutes. Notably, the most current ridership data available, the Glen Ellyn station ranked among the top ten busiest commuter stations in the region in 2018, averaging 1,921 boarding's daily. The village of Glen Ellyn boasts a vibrant downtown business district replete with fine dining and casual eateries, numerous long-established local merchants, epicurean markets, a cinema, art and antique galleries, jewelers and specialty boutiques, along with numerous consumer service providers, churches and civic gathering spots, all within a four-block walking distance of the subject site.



Glen Ellyn is also well-served by local and regional transportation systems including the I-355/Route 53, I-88 and I-290/294 highway systems, along with North Avenue/US 64, Roosevelt Road/Route 38 and Butterfield Road/Route 56, which represent major commutation and commercial arterials of the western suburbs. These roadways link area residents with major sources of employment in and around Glen Ellyn, Downers Grove, Elmhurst, Oak Brook, Lisle, Lombard, Naperville, Aurora, Warrenville and Woodridge, as well as heavy satellite employment concentrations in Itasca, Schaumburg, Elk Grove Village and around O'Hare, which can all be reached within a 30-minute drive time. The property is also within a reasonable seven-mile distance of several major suburban medical campuses including Advocate Glen Oak Hospital in Glendale Heights, Northwestern Medicine Central DuPage Hospital in Winfield, and Edward-Elmhurst Memorial in Elmhurst, while Loyola University Medical Center is located roughly twelve miles east in Maywood.

Residentially, Glen Ellyn boasts numerous established tree-lined neighborhoods of expansive single family homes, along with larger homesite subdivisions concentrated in its southern quadrants. As might be expected, Glen Ellyn experienced its strongest growth period during the post-war era of the 1950s through the 1970s when roughly 60 percent of its housing stock was constructed. Reflecting its mature generally built-out nature, residential construction of late primarily reflects single family teardown/replacement activity, along with limited newer attached for sale townhome development priced from the high \$400,000s to well over \$1.0 million.



Overall, the site occupies an **excellent** location relative to employment, shopping, services and recreation, while its location in downtown Glen Ellyn offers an ideal marketing window for Holladay Properties.

THE PROPOSED DEVELOPMENT

As conceptualized, Glenwood Station Apartments will consist of 86 garden apartments distributed within a five-story residential building to include four residential floors over two levels of private structured parking providing 104 single stalls. Parking allocations translate to an enclosed parking ratio of 1.21 spaces per residential unit which is fully consistent with the transit-oriented nature of the proposed community and viewed as sufficient. Ingress/egress to the garage will be oriented from Crescent Boulevard. The lower level of the parking structure will also incorporate a pet spa, while a dog run will be provided behind the service area on the north side of the building. The first floor of the midrise building will include a residential lobby, leasing office and mail/package room with technology concierge, resident business center, meeting room and craft/hobby room, along with a bicycle studio. As noted, a small retail component



is also planned. A clubroom with terrace and outdoor kitchen, along with a fitness studio will be located on Level Two.

Utilizing energy-efficient construction technologies, the development will feature architectural design aesthetics complimentary to its Glen Ellyn environs. All apartments will include a balcony, while Floor 2 residences will feature an expansive private terrace. As summarized in the following text table, residential design concepts primarily consist of one and two plan types, together with a nominal number of JR-1/convertible and larger two bedroom and den styles which range in unit size from 555 to 1,286 square feet. Overall, Glenwood Station Apartments will provide 78,520 net leasable square feet, with the average apartment residence containing 913 square feet of living area, *exclusive* of balcony or terrace.

**DEVELOPMENT MATRIX: GLENWOOD STATION
-- GLEN ELLYN, ILLINOIS --**

Plan Designation	Total	Percent	Bedrooms/ Baths	Net Leasable Square Feet		
	Proposed	of		Plan Size (Sq. Ft.)		Total
	Units	Total		Range	Average	
Five-Story Mixed-Use Building with Structured Parking: 86 Units / 104 Private Parking Stalls						
Plan A	4	4.7	JR-1 / 1.0	555	555	2,220
Plan B	48	55.8	1 / 1.0	768 - 823	798	38,300
Plan C	30	34.9	2 / 2.0	901 - 1,237	1,101	33,030
Plan B2	4	4.7	2+Den / 2.0	1,112 - 1,286	1,242	4,970
Total/Average:	86	100.0	---	555 - 1,286	913	78,520

Source: Holladay Properties: Concept Schematic dated 9/24/2020.

All apartments are expected to feature quality interior appointments commensurate with new construction apartment development throughout the region. Typically, these include nine-foot ceiling height, plank-style laminate flooring in kitchens and living areas, with carpeted bedrooms and bedroom-wing hallways; designer kitchens with quartz/granite countertops and islands, ceramic tile backsplash, stainless steel undermount sinks, energy-efficient stainless steel kitchen and laundry appliances; walk-in master bedroom closets; and designer baths with laminate or ceramic tile flooring, quartz/granite vanity tops, solid-surface shower surrounds and frameless glass shower doors. All apartments will provide internet/cable connectivity, some level of Smart technology, and adequate secondary closeting. For analytical purposes, it is assumed that all utilities will be billed directly to the resident.



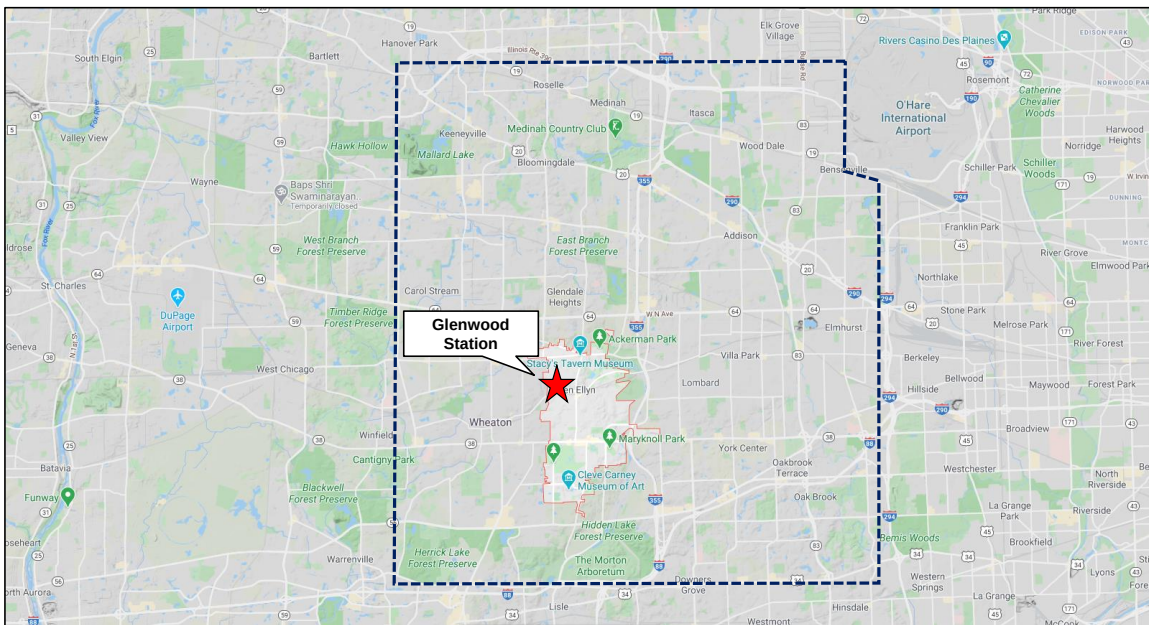
Pending approval, construction of Glenwood Station Apartments is expected to commence in 2021 in anticipation of initial occupancies in the spring of 2023.



THE GLEN ELLYN MARKET AREA

For purposes of this analysis, the *Glen Ellyn Market Area* consists of the host Milton Township along with the adjoining townships of Addison, Bloomingdale and York in northeast DuPage County. Generally extending south from Devon Avenue to Interstate 88 and west from Interstate 294 to County Line Road, this defined area forms a homogeneous component of the near west suburbs defined by its dependence upon like sources of employment and transportation, socio-economic similarities in demographic and household composition, and the alignment and location of newer rental developments which will serve as sources of competition.

GEOGRAPHIC DELINEATION: GLEN ELLYN MARKET AREA



Source: Google Maps and Tracy Cross & Associates, Inc.

CONCLUSION

The market potential for rental apartment development within the Crescent Boulevard property is viewed as **favorable** based upon the overall strength of the region's rental apartment sector and the property's **excellent** location proximate to significant concentrations of employment, healthcare, dining, shopping, entertainment and recreation, along with access to multiple modes of transportation. This conclusion also considers the expectation of measured economic growth during the 2020-2025 forecast period, along with sustaining demand for rental apartment construction in the marketplace through the forecast period and beyond.

Our conclusion assumes market introduction in 2023, balancing a well-conceived apartment development with renter construction requirements over the 2020-2025 forecast period. Specifically, the defined Glen Ellyn Market Area could support construction of 195 new rental units annually (or a total of 975 units through 2025) without creating market weakness **if competitive rents are maintained**. This new construction requirement reflects likely renter household growth over the five-year forecast period, multifamily



construction trends over the past three decades, replacement demand, as well as a 5.0 to 6.0 percent vacancy allowance necessary to maintain market balance. The 195-unit yearly rental construction requirement represents adequate support for the proposed Glenwood Station Apartments.

**ANNUAL RENTAL CONSTRUCTION REQUIREMENT SUMMARY: 2020 - 2025
-- GLEN ELLYN MARKET AREA --**

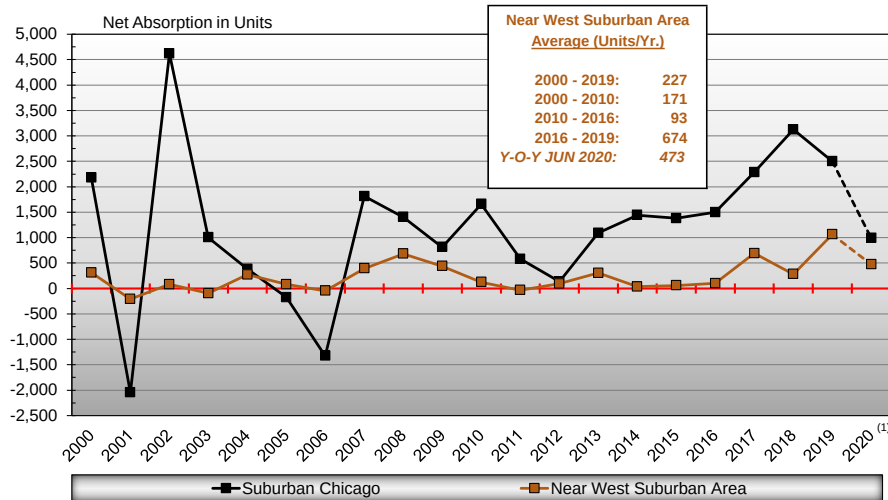
Attribute	Number
Expected Annual Household Growth	300
Expected Annual Renter Household Growth @ 40.0 Percent of Total ⁽¹⁾	120
Annual Vacancy Requirement to Maintain Balance in the Market ⁽²⁾	25
Annual Replacement Demand @ 0.13 Percent of 2020 Rental Inventory	50
Derived Annual Construction Requirement	195
⁽¹⁾ Determined by applying the expected percentage of new renter households to the expected number of new household additions from 2020 through 2025. ⁽²⁾ A balanced marketplace generally requires vacancies in the range of 5.0 to 6.0 percent; represents annualized estimate applied to total market area renter households over the five-year forecast period.	

Source: Tracy Cross & Associates, Inc.

Also lending support to the marketability of Glenwood Station Apartments, since 2000 and through 2019, Chicago's suburban rental marketplace maintained strong levels of net absorption. Over the last 19 years, for example, the suburban marketplace averaged an estimated net absorption of 1,167 units yearly, with absorption levels accelerating to an annual pace of 2,637 units during the more recent 2016-2019 timeframe. In tandem with the suburban region overall, net absorption in the near west suburban area (which includes Glen Ellyn) has averaged 227 units yearly since 2000, *alone* accounting for 19.5 percent of net suburban Chicago absorption over the last 19 years. Notably, net absorption in the near west suburban area during the 2016-2019 timeframe *nearly tripled* long term trends, averaging 674 units yearly. In fact, the 1,060 units absorbed in 2019 *represented the highest absorption level noted in this sub-area of the region since 1995*. Although the pace of absorption region-wide moderated during the most recent June 2019-June 2020 period, absorption levels in the near west suburbs continued to exceed long term trend lines, attributed in large part to increased occupancies among existing post-1985 developments, coupled with accelerated new construction of late concentrated in areas east of I-355.



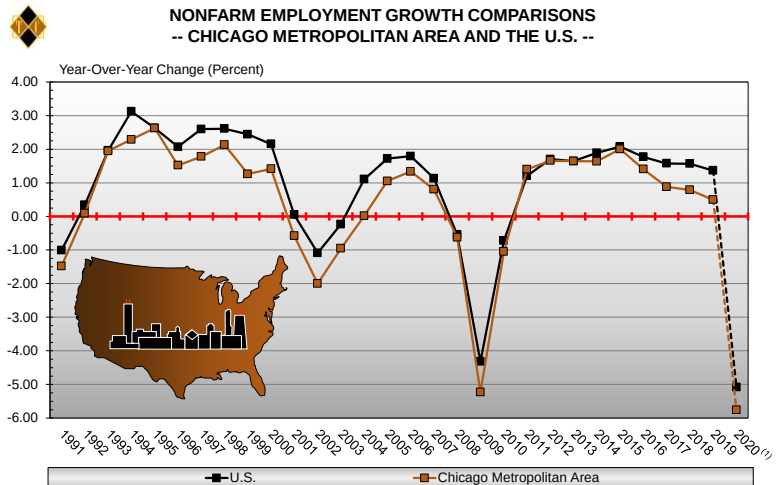
NET ABSORPTION: POST-1985 RENTAL APARTMENTS
-- NEAR WEST SUBURBAN AREA --



(1) Y-O-Y June 2020.

Source: Tracy Cross & Associates, Inc.

On a cautionary note, in the current environment we would be remiss not to address the impact of the COVID-19 pandemic upon the national and regional economy, exacerbated by the recent period of social unrest, and their implications for the housing market near term. While impossible to quantify given the very fluid nature of the situation, we expect the residential marketplace will be **significantly impacted** over the next six- to nine months as employment uncertainty (in particular) continues to grip the nation. As illustrated in the following graphic, for example, total non-agricultural employment in the Chicago, IL Metropolitan Statistical Area stood at 3,557,600 in June 2020, reflecting year-over-year losses of 255,800 jobs or 5.8 percent of total employment. This compares with the 5.1 percent employment contraction witnessed nationwide during the twelve-month period. As might be expected, the majority of contractions occurred during the April-June 2020 period when regional job losses averaged 432,400 per month.



(1) YTD June.

Source: U.S. Department of Labor, Bureau of Labor Statistics

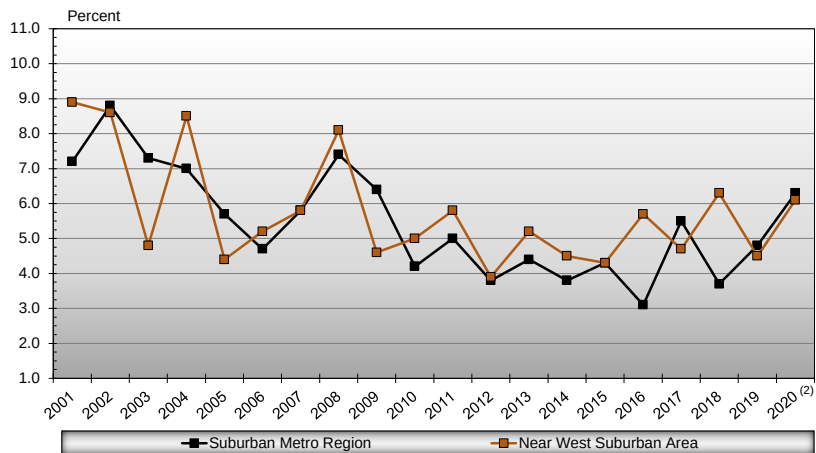
That said, federal stimulus efforts coupled with coordinated reboot of business nationally have now begun to stabilize the economy with discernible growth anticipated beginning in the 4th Quarter 2020. Regionally, home sales (in particular) have begun to respond with for-sale housing sectors expected to continue to gain traction through the end of 2020 and achieve tangible growth during the 2021-2025 forecast period,



especially given today's historic mortgage interest climate and expected favorable conditions for at least the next 24 to 36 months.

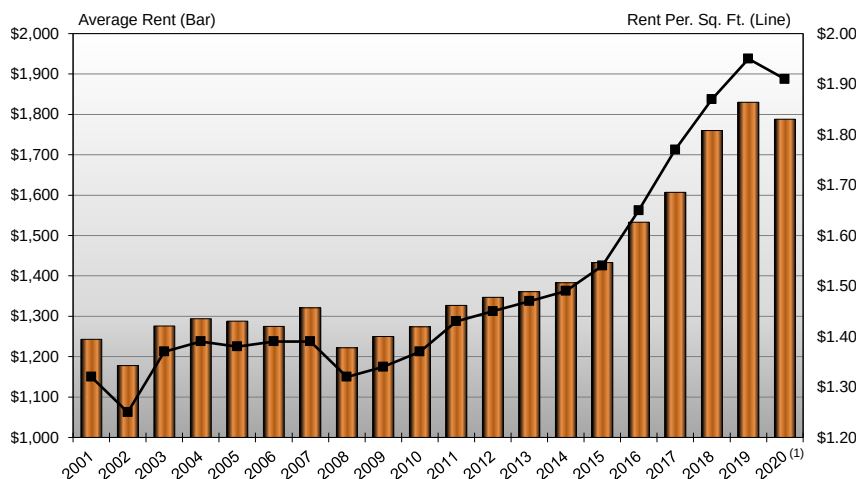
Conversely, given typical renter profiles, absorption, lease renewals and rents will be *directly impacted* by economic and/or social order disruptions for at least the next twelve months, likely reflected in strong lease incentives, discounting, and/or rent rollbacks. For example, the service-oriented hospitality industry has endured the most significant employment losses over the last several months *and* is expected to experience a more prolonged recovery period which will have a near term impact upon the rental market. This is especially true considering the uncertainty of additional stimulus dollars for the unemployed which (if at all) are not likely to replicate the support given during the April-July 2020 period. The impact of the current period of economic strain has been noted in increasing vacancies among stabilized apartments throughout the region as well as moderating rental rates. In the Near West Suburban Area, for example, vacancies among stabilized developments advanced from a relatively tight 4.5 percent at the close of 2019 to 6.1 percent as of June 2020. Similarly, at the close of June 2020, *posted* rents in the Near West Suburban Area averaged \$1.90 per square foot, down 2.6 percent from the \$1.95 per square foot average noted six months earlier and, more to the point, representing the first decline in asking rents (i.e. *before* incentives) in this sub-area in more than a decade.

STABILIZED VACANCY TRENDS: POST-1985 APARTMENTS⁽¹⁾
-- NEAR WEST SUBURBAN AREA -- JUNE 2020 --



(1) Excludes developments undergoing lease-up.
(2) YTD June 2020.
Source: Tracy Cross & Associates, Inc.

RENT GROWTH TRENDS: POST-1985 APARTMENTS
-- NEAR WEST SUBURBAN AREA --



(1) As of June 2020.
Source: Tracy Cross & Associates, Inc.



Realistically, however, the overall impact of the pandemic (and ensuing economic and social unrest) on the rental market will vary *dramatically from region to region* and could potentially also result in *intra-regional* shifts in levels of demand. It is notable that, according to the Illinois Department of Employment Security, in 2019 there were nearly 1.7 million *suburban private sector* jobs within a convenient 40-minute commuting distance of Glen Ellyn, representing major employers across a broad base of industry sectors. Recent employment losses notwithstanding, our favorable conclusion considers the expectation of tangible yet reserved regional economic growth *beginning in 2021* and continuing through the 2025 forecast period, in concert with anticipated introduction of Glenwood Station Apartments in 2023.

PRIVATE SECTOR EMPLOYMENT TRENDS
-- SUBURBAN AREAS INCLUDING AND PROXIMATE TO GLEN ELLYN --
2000 - 2019

Area	Total Private Sector Employment				Average Annual Change		
	2000	2010	2015	2019	2000 - 2010	2010 - 2015	2015 - 2019
Six-County Chicago Metro Area ⁽¹⁾	3,487,542	3,133,051	3,444,928	3,598,232	-35,449	62,375	38,326
Within a 40-Minute Commute of Glen Ellyn:	1,561,737	1,396,468	1,608,626	1,669,042	-16,527	42,432	15,104
DuPage County	524,025	484,910	543,467	559,870	-3,912	11,711	4,101
Village of Glen Ellyn	10,448	10,143	9,274	8,480	-31	-174	-199
Suburban Cook County ⁽²⁾	813,787	664,001	709,634	722,249	-14,979	9,127	3,154
Kane County	105,739	92,063	171,928	178,561	-1,368	15,973	1,658
Will County	118,186	155,494	183,597	208,362	3,731	5,621	6,191

⁽¹⁾ Includes Cook, DuPage, Kane, Lake, McHenry, and Will counties in Illinois.
⁽²⁾ Includes West Suburban, Northwest Suburban and Southwest Suburban Cook County as defined by IDES.

Source: Illinois Department of Employment Security: *Where Workers Work 2019*

MARKET SUPPORT

The following paragraphs summarize demand-related market fundamentals which inform the suggested benchmark rent strategy and absorption forecast:

- ❑ As summarized in Appendix A1, positive employment will continue to foster relatively steady rates of household growth during the 2020-2025 forecast period. Specifically, estimates derived from the 2010 Census carried forward to 2020 indicate that the Glen Ellyn Market Area currently supports a household base of 164,515, representing the annual addition of 316 households yearly since 2010, with household growth through 2025 projected at 300 yearly. Household growth forecasts reconcile the expectation of measured improvement in the regional economy over the forecast period, offset by continued weakness in the condominium sector and a diminishing supply of land available for both single family and townhome development of scale, as the maturing nature of the Glen Ellyn Market Area as a whole effectively *limits* new construction to redevelopment sites such as the subject Crescent Boulevard initiative. For sale potentials, in turn, will also be undermined by constraints upon supply caused by zoning covenants and subdivision regulations which will push new home development to higher price points in several of the market area's constituent municipalities such as Glen Ellyn itself, Bloomingdale, Elmhurst, and Oak Brook, among others.



- Notably, while tenure estimates in the Glen Ellyn Market Area favor ownership, an estimated 44,255 households or 26.9 percent are renters. Also consistent with the proposed lifestyle development initiative, market area householders are relatively young, reflecting a median age of 53 years. Specifically, 14.6 percent of current market area households are under the age of 35, while more than one-half are aged between 45 and 74, representing the strongest age categories for rental and/or lifestyle-oriented housing forms. Moreover, analysis of household composition reveals that two-thirds of resident market area households represent those *without children*, primarily reflecting persons living alone or in two-person arrangements, consistent with unit types proposed for Glenwood Station Apartments.

HOUSEHOLD COMPOSITION: 2020
 -- GLEN ELLYN MARKET AREA --

Attribute	Glen Ellyn Market Area		Village of Glen Ellyn	
	Number	Percent	Number	Percent
Total Households	164,515	100.0	10,694	100.0
1-Person Household	42,303	25.7	2,844	26.6
2-Person Household	50,678	30.8	3,232	30.2
3-Person Household	27,107	16.5	1,692	15.8
4-Person Household	24,305	14.8	1,631	15.3
5-Person Household	12,352	7.5	876	8.2
6-Person Household	4,919	3.0	287	2.7
7 or More Person Household	2,851	1.7	132	1.2
Total 1- and 2-Person Households	92,981	56.5	6,076	56.8

Source: U.S. Department of Commerce, Bureau of the Census: Census 2010; Environics Analytics

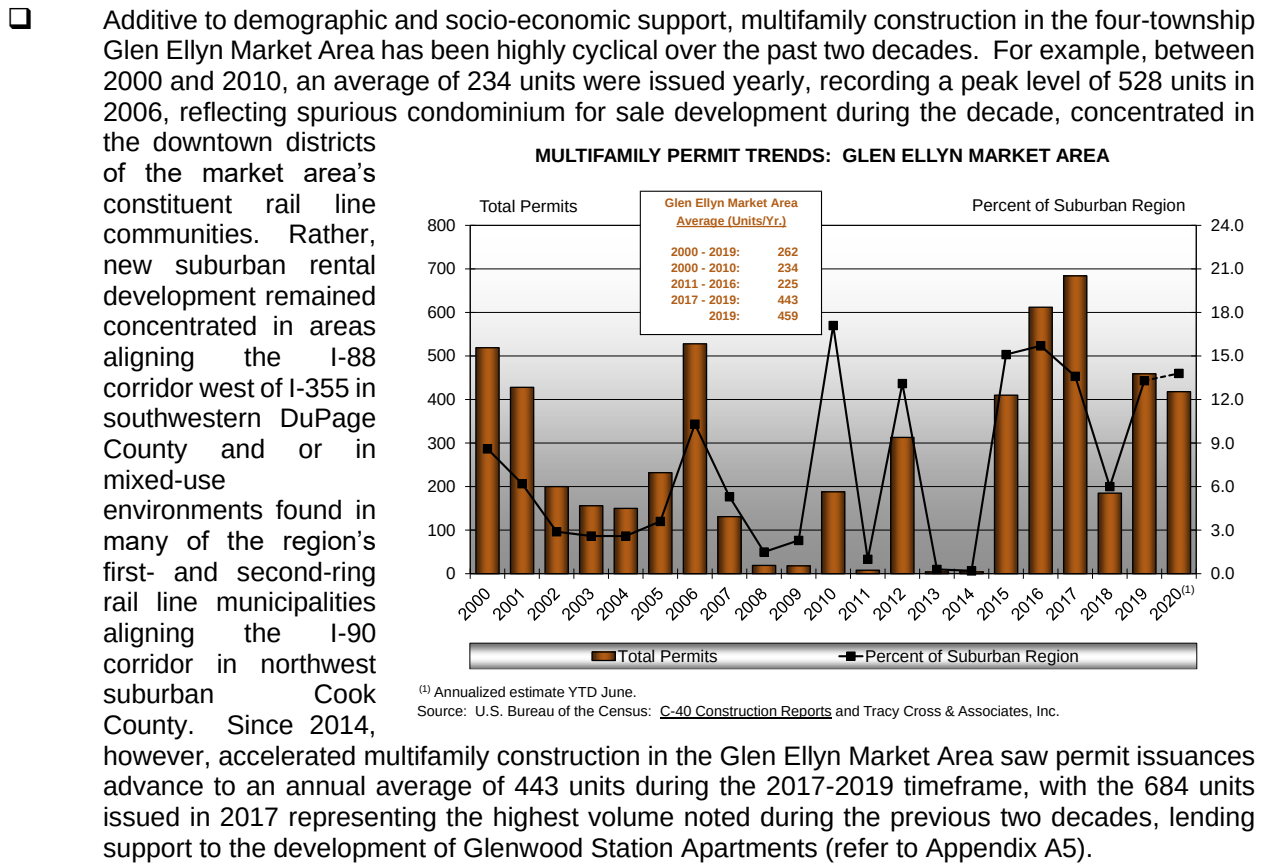
- As summarized in the following table and detailed in Appendix A2, market area householders support an estimated 2020 median income of \$90,969, with householders in Glen Ellyn currently earning a median \$116,908 per annum. More importantly, not less than 50.0 percent of market area households at profile age categories of “Under 35” and “Aged 45 to 74” earn at least \$75,000 per annum, incomes requisite to support the benchmark rents established for Glenwood Station Apartments.

HOUSEHOLD AGE AND INCOME CHARACTERISTICS: 2020
 -- GLEN ELLYN MARKET AREA --

Attribute	Total Households					
	Glen Ellyn Market Area			Village of Glen Ellyn		
	Number	Percent	Median	Number	Percent	Median
Total Households	164,515	100.0	\$90,969	10,694	100.0	\$116,908
Under 25 Years	3,956	2.4	51,815	277	2.6	51,713
25 - 34 Years	20,098	12.2	86,156	1,161	10.9	105,226
35 - 44 Years	29,212	17.8	107,388	1,509	14.1	135,041
45 - 54 Years	30,821	18.7	115,620	2,075	19.4	192,453
55 - 64 Years	33,886	20.6	107,057	2,420	22.6	184,929
65 - 74 Years	26,128	15.9	73,661	1,790	16.7	84,958
75 - 84 Years	13,886	8.4	49,212	906	8.5	54,605
85 Years and Over	6,528	4.0	38,382	556	5.2	38,807
Total Households Under 35 Years	24,054	14.6	\$80,508	1,438	13.4	\$94,918
With Incomes of \$75,000 or More	12,850	53.4	---	847	58.9	---
Total Households Aged 45 to 74 Years	90,835	55.2	\$100,356	6,285	58.8	\$158,941
With Incomes of \$75,000 or More	57,635	63.5	---	3,154	50.2	---

Source: Environics Analytics and Tracy Cross & Associates, Inc.





A BENCHMARK RENT STRATEGY

Balancing underlying market strengths and anticipated economic growth with competition from existing, larger-scale developments throughout the general near west suburban area, coupled with new rental projects now under construction and/or in the planning pipeline, will require careful product positioning in order to ensure both acceptable levels of initial absorption and sustainable occupancies long term. To this end and based upon Concept Schematics dated September 24, 2020, **Exhibit 1** summarizes a suggested benchmark rent strategy to competitively position the Glenwood Station Apartments in context with suburban new construction alternatives which offer similar lifestyle environs. As outlined, benchmark posted **base** rents, which are presented in September 2020 dollars and *include* corner-unit premiums as appropriate, extend from \$1,440 to \$2,850, and average \$2,114 for a 913 square foot apartment. Benchmark posted base rents yield a current dollar value ratio of \$2.32 per square foot. For clarity, posted base rents represent the lowest rent available for a particular plan type and are (generally) established on Level 2 of the proposed midrise building. Again, they *include* corner-unit premiums for Plans C1, C2, C3, C6, and D2. Benchmark rents assume quality interior appointments and community amenities as outlined in the Concept Schematics and summarized in Exhibit 1. Exhibit 1 also forwards a range of suggested market-consistent premiums and other fees for consideration.

Exhibit 2 further details the benchmark rent strategy by plan type and summarizes anticipated overall rents (again, in current dollars) based upon estimated floor and corner-unit premiums only. In this regard, overall rents are projected to extend from \$1,440 to \$2,880 and average \$2,127 monthly or \$2.33 per square foot.



A BENCHMARK RENTAL STRATEGY^(1:4): GLENWOOD STATION APARTMENTS
-- GLEN ELLYN, ILLINOIS --



FIVE-STORY ELEVATOR-SERVED BUILDINGS WITH STRUCTURED PARKING: 86 UNITS

Plan Designation	A ⁽³⁾	B	C	D
Number of Units:	4	48	30	4
Percent Distribution:	4.7	55.8	34.9	4.7
Bedrooms:	JR-1	1	2	2+Den
Baths:	1.0	1.0	2.0	2.0
Plan Size Range (Sq. Ft.):	555	768 - 823	901 - 1,237	1,112 - 1,286
Average:	555	798	1,101	1,242
Benchmark Posted Base Rent Range ⁽¹⁾ :	\$1,440	\$1,845 - \$1,935	\$2,140 - \$2,700	\$2,470 - \$2,850
Average:	\$1,440	\$1,892	\$2,557	\$2,774
Per Sq. Ft.:	\$2.59	\$2.37	\$2.32	\$2.23

Community Summary ^(1:3)	Absorption at Benchmark
Total Number of Units: 86 Total Net Leasable Square Feet: 78,520 Weighted Average Unit Size (Sq. Ft.): 913 Average Posted Base Rent/Sq. Ft.⁽¹⁾: \$2,114 Rent/Sq. Ft.⁽¹⁾: \$2.32 Estimated Overall Average Rent⁽²⁾: \$2,127 Rent/Sq. Ft.⁽²⁾: \$2.33	Average Absorption to Stabilization: 6.8 (In Units) Months to Stabilization: 12.0 (82 Total Units at 95% Occupancy)

Benchmark Standard Features / Community Amenities / Suggested Premiums

- Programmable Thermostat
- Internet/Cable/Smart Technology Connectivity
- Nine-Foot Ceiling Height
- Designer Finishes Throughout
- Plank-Style Laminate Flooring in Kitchen/Living Areas
- Carpeted Bedrooms and Bedroom-wing Hallways
- Walk-In Master Bedroom Closet; Adequate Secondary Closets
- Designer Baths with Laminate or Ceramic Flooring, Quartz/Granite Vanity Top, Frameless Glass Shower Doors, Solid-Surface Surround with Accessory Niche
- Designer Kitchen Cabinetry and Lighting
- Quartz/Granite Kitchen Countertop/Island
- Energy-Efficient Stainless Steel Appliances
 - Range
 - Dishwasher
 - Refrigerator
 - Microwave/Hood Vent
 - Full-Size Washer and Dryer
- Undermount Stainless Steel Sink with Garbage Disposal
- Balcony/Terrace (per plan)

- Non-Smoking Environment
- Secured Reception Lobby
- Secured Mail/Package Room with Technology Concierge
- Community Room with E-Lounge Café, Business Center and Social Area
- Fitness Studio with On-Demand Training
- Landscaped and Furnished Courtyard Terrace with Outdoor Kitchen/Grill Station
- Pet Spa / Pet Run
- Secured Bicycle Storage
- Tenant Paid Water/Refuse Collection or Resident Billing System
- Individually Metered Utilities
- On-Site Leasing/Management Office

Suggested Premiums/Incremental Fees (Monthly)

- View Premium: \$25 to \$50 (Assumes maximum of 15% or +/-12 Units)
- Corner-Unit Premium: \$50
- Floor Premium: Floor 3 and 4 @ \$10; Floor 5 @ \$20
- Floor 2 Terrace: \$150
- Pet Fees (Deposit/Mo. Rent): \$325 / \$25
- Assigned Enclosed Single Parking Space: \$135

⁽¹⁾ Benchmark base rents are presented in September 2020 dollars and **include** premiums for corner-unit orientation. They **do not include** premiums for floor, enhanced views, or incremental revenues derived from optional enclosed parking, pet fees, administrative fees or other landlord-provided services.

⁽²⁾ Overall posted rents, which are presented in September 2020 dollars, include **estimates of floor and corner-unit premiums only**. They do not include incremental fees derived from enhanced views, Floor 2 terrace, enclosed parking, pet fees, storage, administrative fees, or other landlord-provided services. Utilized for analytical purposes only.

⁽³⁾ Indicates a residence with a defined/separated sleeping area or alcove.

⁽⁴⁾ Benchmark rents and absorption forecast **assume a minimum** of 104 enclosed/structured parking spaces will be provided to accommodate residents. Parking allocation yields an overall parking ratio of 1.21 parking spaces per residence consistent with transit-oriented suburban developments.

Source: Holladay Properties Concept Schematics dated 9/24/2020 and Tracy Cross & Associates, Inc.

A BENCHMARK RENTAL STRATEGY^(1:2): DETAILED BY UNIT TYPE AND LOCATION
-- GLENWOOD STATION - GLEN ELLYN, ILLINOIS --

Floor	Plan Designation								Posted Monthly Revenue Per Floor ⁽²⁾
	A ⁽³⁾ JR-1 / 1.0 555 Sq. Ft.	B1 1 / 1.0 768 Sq. Ft.	B2 1 / 1.0 806 Sq. Ft.	B3 1 / 1.0 823 Sq. Ft.	C1 ⁽⁴⁾ 2 / 2.0 901 Sq. Ft.	C2 ⁽⁴⁾ 2 / 2.0 956 Sq. Ft.	C3 ⁽⁴⁾ 1 / 1.0 1,027 Sq. Ft.	C4 2 / 2.0 1,057 Sq. Ft.	
Five-Story Mixed-Use Building / Four (4) Residential Floors: 86 Units									
5	\$1,480	\$1,875	\$1,945	---	\$2,170	---	\$2,400	\$2,405	---
4	1,460	1,855	1,925	---	2,150	---	2,380	2,385	---
3	1,450	1,845	1,915	---	2,140	---	2,370	2,375	---
2	1,440	---	1,905	1,935	---	2,230	2,360	---	---
1	---	---	---	---	---	---	---	---	---
Total Number of Units:	4	12	32	4	3	1	4	3	---
Total Monthly Rent:	\$5,830	\$22,300	\$61,520	\$7,740	\$6,460	\$2,230	\$9,510	\$7,165	---
Average Monthly Rent:	\$1,458	\$1,858	\$1,923	\$1,935	\$2,153	\$2,230	\$2,378	\$2,388	---
Average Rent/Sq. Ft.:	\$2.63	\$2.42	\$2.39	\$2.35	\$2.39	\$2.33	\$2.31	\$2.26	---
Floor	Plan Designation								Posted Monthly Revenue Per Floor ⁽²⁾
	C5 2 / 2.0 1,080 Sq. Ft.	C6 ⁽⁴⁾ 2 / 2.0 1,105 Sq. Ft.	D1 2+DEN / 2.0 1,112 Sq. Ft.	C7 2 / 2.0 1,116 Sq. Ft.	C8 2 / 2.0 1,182 Sq. Ft.	C9 2 / 2.0 1,237 Sq. Ft.	D2 ⁽⁴⁾ 2+DEN / 2.0 1,286 Sq. Ft.		
5	---	\$2,545	---	\$2,510	\$2,635	---	\$2,880		
4	---	2,525	---	2,490	2,615	---	2,860		
3	---	2,515	---	2,480	2,605	---	2,850		
2	2,410	---	2,470	---	---	2,700	---		
1	---	---	---	---	---	---	---		---
Total Number of Units:	1	3	1	3	9	3	3		86
Total Monthly Rent:	\$2,410	\$7,585	\$2,470	\$7,480	\$23,565	\$8,100	\$8,590		\$182,955
Average Monthly Rent:	\$2,410	\$2,528	\$2,470	\$2,493	\$2,618	\$2,700	\$2,863		\$2,127
Average Rent/Sq. Ft.:	\$2.23	\$2.29	\$2.22	\$2.23	\$2.22	\$2.18	\$2.23		\$2.33
Community Summary									
Total Number of Units: 86 Weighted Average Unit Size (Sq. Ft.): 913 Total Posted Base Rent⁽¹⁾: \$181,775 Average Posted Base Rent⁽¹⁾: \$2,114 Rent/Sq. Ft.: \$2.32 Estimated Total Overall Rent⁽²⁾: \$182,955 Estimated Overall Average Rent⁽²⁾: \$2,127 Estimated Rent/Sq. Ft.: \$2.33 Suggested Incremental Fees: Corner-Unit Orientation: <i>Included</i> (Value @ \$50) Enhanced View: \$20 to \$40 (Assumes 15% or +/-12 Units) Pet Fees (Deposit / Pet Rent): \$325 / \$30 Enclosed Parking (104 Single Spaces): Assigned Single Space: \$125									
⁽¹⁾ Benchmark posted <i>base</i> rents are presented in September 2020 dollars and <i>include</i> premiums for corner-unit orientation. Benchmark rents <i>do not include</i> premiums for floor or enhanced views, or incremental revenues derived from enclosed parking, storage, pet fees, administrative fees or other landlord-provided services. ⁽²⁾ Benchmark <i>overall</i> rents are presented in September 2020 dollars and include <i>estimates of floor and corner-unit premiums only</i>. They do not include incremental fees/premiums for enhanced views, Floor 2 terrace, enclosed parking, storage, pet fees, administrative fees and other landlord-provided services. Utilized for analytical purposes only. ⁽³⁾ Represents a residence with a defined/separated sleeping area or alcove. ⁽⁴⁾ Indicates a corner-unit orientation.									

It is reiterated that benchmark rents *do not include* incremental fees for enhanced views, Floor 2 terraces, enclosed parking, storage, pet fees, administrative fees, or other landlord-provided services.

A FORECAST OF ABSORPTION

Assuming market introduction in 2023, at September 2020 benchmark rents, Glenwood Station Apartments will achieve an overall absorption rate of 6.8 units per month, enabling the 86-unit community to generate a stabilized occupancy level of 95.0 percent or 82 units occupied within a 12.0-month timeframe **from first occupancy**. This leasing period assumes extensive marketing commence with site improvements and three- to six months of lease reservations prior to initial deliveries. While the marketplace is expected to maintain balance during the 2020-2025 forecast period, over the course of lease-up it may be necessary to offer a nominal discount or lease incentive on *select units* as market conditions dictate. Also, while it is understood that unit counts may vary with final design and approvals, it is strongly suggested that a *proportionate ratio of unit types and plan sizes be maintained* in order to achieve the forecasted rates of absorption.

A FORECAST OF ABSORPTION BY TIME PERIOD -- GLENWOOD STATION APARTMENTS --

Monthly Absorption in Units -- An 86-Unit Mixed-Use Development --			
	Monthly Rate	Total Units	Cumulative Total
Months 1 - 3 ⁽¹⁾	8.0	24	24
Months 4 - 6	7.0	21	45
Months 7 - 12	6.2	37	82
Average Absorption Rate:		6.8 Units / Month	
Months to Stabilization (82 units @ 95% Occupancy)		12.0 Months	
⁽¹⁾ Lease reservation marketing, assumed to commence <i>at least</i> three (3) months prior to initial occupancy, are factored into this forecast.			

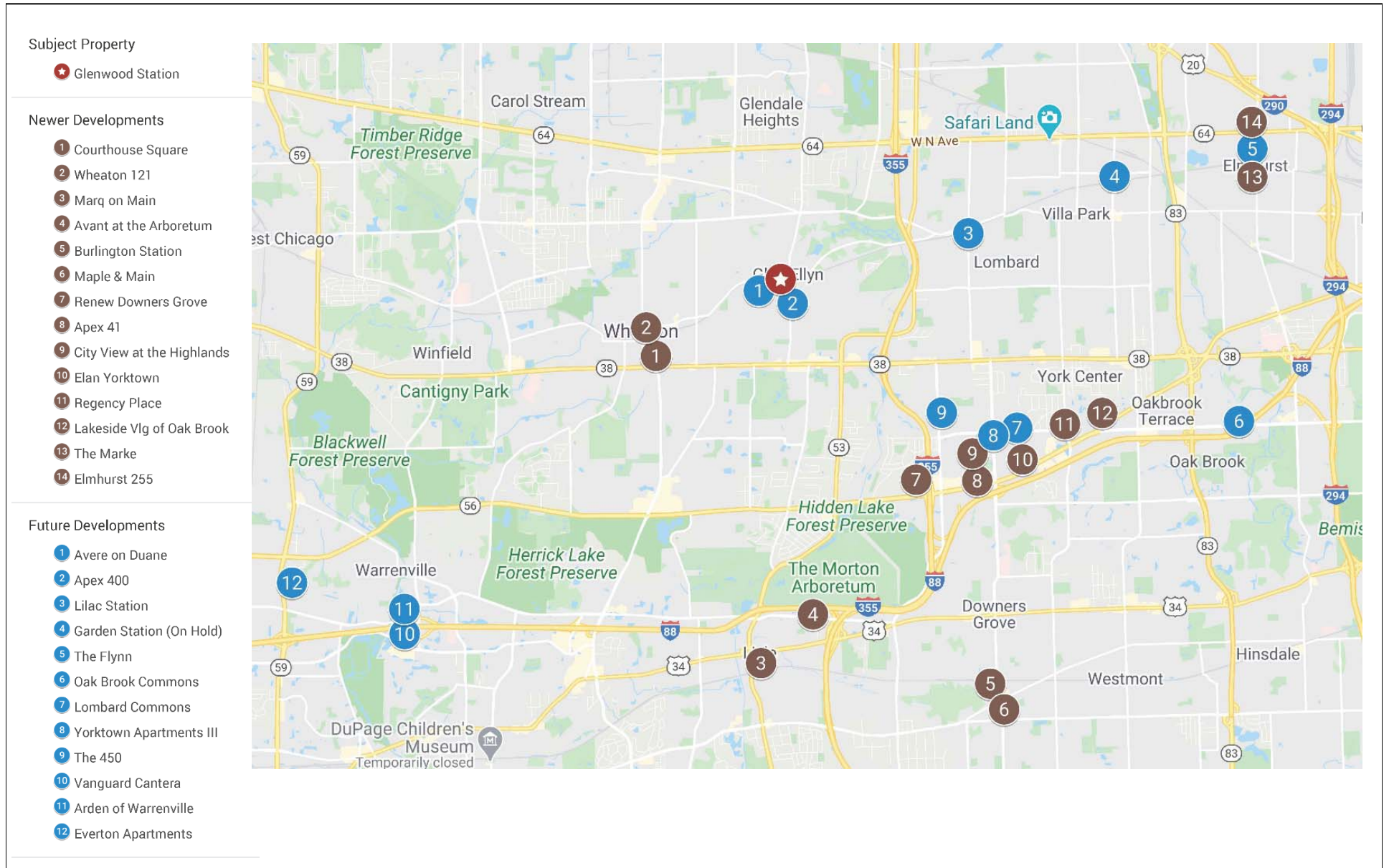
Source: Tracy Cross & Associates, Inc.

COMPETITIVE POSITIONING

From a practical standpoint, Glenwood Station Apartments will experience its strongest levels of competitive influence from 14 new construction and/or fully renovated apartment developments marketing within an approximate 7.0-mile radius of Glen Ellyn (the Glen Ellyn Competitive Market Area or CMA) and which share commonalities in terms of access to multiple modes of transit, sources of employment, and strong in-place ancillary shopping, dining and entertainment. These localized urban-oriented developments were all built during the 2003-2019 timeframe and all represent similar moderate- to high-density product forms with structured parking available for an incremental fee. Most are within walking distance of public transit and all offer a broad range of plan types and unit sizes which expand market appeal from an affordability standpoint. **Exhibit 3** provides a geographic orientation of the 14 newer developments, along with projects



**GEOGRAPHIC ORIENTATION:
REPRESENTATIVE NEWER/PLANNED APARTMENT DEVELOPMENTS
-- NEAR WEST SUBURBAN AREA --**



Source: Google Maps and Tracy Cross & Associates, Inc.

now under construction and/or in the planning pipeline in the immediate area, while a composite summary is provided in **Exhibit 4**.

- ❑ **Exhibits 5 and 6** illustrate the competitive benchmark positioning of the proposed development (in both whole dollars and for comparable footage) relative to newer localized communities. For example, ...
 - On a *comparable footage basis*, benchmark posted base rents appropriately position Glenwood Station Apartments a modest \$110 monthly above the market average among the 14 newest developments in the marketplace. This competitive posture balances the expected quality new construction alternative with variances in project scale and levels of community amenities.
 - The benchmark value positioning also considers the *dramatic shift* in vacancies in the market area over the last twelve months. Specifically, as detailed in Exhibit 4, vacancies among the twelve *stabilized* projects in the CMA currently stand at 6.0 percent, *double* the 3.5 percent vacancy factor noted among stabilized projects one year earlier (June 2019). Exhibit 4 also illustrates that, across-the-board, vacancies in the marketplace have resulted in accelerated levels of lease incentives and discounts, with effective rents among localized projects now *averaging* \$1.94 per square foot or roughly a 6.7 percent discount from posted rents.
 - For added perspective, Appendix A3 delineates pertinent feature and amenity characteristics, and summarizes the range of leasing requirements and other incremental fees currently in effect among seven of the newest and/or most proximate communities in the market area. These characteristics are consistent with those envisioned for Glenwood Station Apartments and factored into the benchmark rent strategy and absorption forecast.
 - Also, in the aftermath of the COVID-19 experience, it is also very likely that consumers across-the-board and (particularly) among profile lifestyle segments, will prioritize health and wellness factors in their housing choices. Incorporating this anticipated shift in lifestyle behaviors in the planning of interior appointments and community amenities as proposed, coupled with the energy-efficient technologies of new construction will enable Holladay Properties to establish a strong competitive position in the marketplace of tomorrow.
- ❑ Current and anticipated market conditions suggest that Holladay Properties *initiate an aggressive marketing posture through stabilization* and a ***judicious approach to rent growth thereafter*** in order to maintain a competitive advantage in the marketplace. To this point, and consistent with new projects now undergoing lease-up throughout the general area, in order to achieve the projected absorption rate, it *may* be necessary to also offer some form of incentive such as one month free with a 13-month lease through stabilization, while planning for similar promotions thereafter as competitive conditions dictate.
- ❑ The 6.8-unit per month absorption forecast is modestly lower than the average 10.4-unit monthly absorption level generated by newer CMA projects of similar scale during their respective stabilization periods, balancing the above-market benchmark positioning and variances in community amenities with consistencies in project scale, plan types and unit sizes. The projected absorption period is also lower than the 12.4-unit monthly average noted among projects now undergoing initial lease-up. However, as also detailed in Exhibit 4, each of these newest communities is also marketing *aggressive* incentives.



COMPOSITE SUMMARY: REPRESENTATIVE NEWER APARTMENT DEVELOPMENTS
-- GLEN ELLYN CMA --

Municipality/ Development	Year Built/ Renovated	Number of Units	Number Vacant	Percent Vacant	Average Unit Size (Sq. Ft.)	Rent Characteristics					Stabilized Developments ⁽¹⁾		
						Average Posted June 2019	June 2020		Number of Units	Number Vacant	Percent Vacant		
							Average Posted					Average Effective	
							\$	\$/Sq.	\$	\$/Sq. Ft.			
Total/Average	---	3,127	333	10.6	963	\$2,023	\$1,997	\$2.08	\$1,867	\$1.94	2,517	150	6.0
Downers Grove	---	498	25	5.0	977	\$1,953	\$1,975	\$2.02	\$1,885	\$1.93	498	25	5.0
Burlington Station ⁽²⁾	2018	89	0	0.0	1,029	2,093	2,186	2.12	2,186	2.12	89	0	0.0
Maple & Main ⁽³⁾	2018	115	11	9.6	871	2,156	2,212	2.54	2,212	2.54	115	11	9.6
Renew Downers Grove	2008	294	14	4.8	1,003	1,832	1,818	1.81	1,666	1.66	294	14	4.8
Elmhurst	---	356	22	6.2	916	\$2,281	\$2,310	\$2.52	\$2,301	\$2.51	356	22	6.2
Elmhurst 255 ⁽⁴⁾	2016	192	4	2.1	929	2,297	2,374	2.56	2,374	2.56	192	4	2.1
The Marke ⁽⁵⁾	2019	164	18	11.0	901	2,262	2,235	2.48	2,215	2.46	164	18	11.0
Lisle	---	512	44	8.6	880	\$1,758	\$1,758	\$2.00	\$1,652	\$1.88	512	36	7.0
Avant at the Arboretum ⁽⁶⁾	2013	310	21	6.8	936	1,711	1,679	1.79	1,679	1.79	310	21	6.8
Marq on Main ⁽⁷⁾	2018	202	23	11.4	795	1,831	1,880	2.36	1,611	2.03	202	15	7.4
Lombard	---	879	94	10.7	953	\$1,986	\$1,859	\$1.95	\$1,641	\$1.72	584	48	8.2
Apex 41 ⁽⁸⁾	2016	181	16	8.8	951	2,094	2,014	2.12	1,726	1.81	181	16	8.8
City View at the Highlands	2003/2016	403	32	7.9	916	1,784	1,609	1.76	1,485	1.62	403	32	7.9
Elan Yorktown ⁽⁹⁾	2018	295	46	15.6	1,005	2,196	2,104	2.09	1,803	1.79	---	---	---
Oakbrook Terrace	---	427	139	32.6	1,147	\$2,485	\$2,372	\$2.07	\$2,247	\$1.96	112	10	8.9
Regency Place	2007	112	10	8.9	1,199	2,809	2,377	1.98	2,377	1.98	112	10	8.9
Lakeside Village of Oak Brook ⁽¹⁰⁾	2018	315	129	41.0	1,128	2,370	2,370	2.10	2,201	1.95	---	---	---
Wheaton	---	455	9	2.0	921	\$1,834	\$1,963	\$2.13	\$1,828	\$1.99	455	9	2.0
Courthouse Square ⁽¹¹⁾	2016	149	3	2.0	974	2,197	2,203	2.26	2,203	2.26	149	3	2.0
Wheaton 121 ⁽¹²⁾	2013	306	6	2.0	895	1,657	1,846	2.06	1,646	1.84	306	6	2.0

⁽¹⁾ Excludes rental programs currently undergoing renovation and/or new programs undergoing initial absorption.

⁽²⁾ Initial occupancy November 2018; stabilized May 2019 at an overall absorption rate of 14.0 units per month.

⁽³⁾ Initial occupancy December 2018; stabilized September 2019 at an overall absorption rate of 11.9 units per month.

⁽⁴⁾ Initial occupancy September 2016; stabilized December 2017 at an overall absorption rate of 12.0 units per month.

⁽⁵⁾ Initial occupancy April 2019; stabilized June 2020 at an overall absorption rate of 13.7 units per month.

⁽⁶⁾ Initial occupancy September 2013; stabilized June 2015 at an overall absorption rate of 12.3 units per month.

⁽⁷⁾ Initial occupancy August 2018; stabilized June 2020 at an overall absorption rate of 8.5 units per month.

⁽⁸⁾ Initial occupancy September 2016; stabilized June 2018 at an overall absorption rate of 7.6 units per month.

⁽⁹⁾ Leasing commenced August 2018; initial occupancy December 2018. Absorption rate of 13.5 units per month reflects 249 units occupied as of June 2020.

⁽¹⁰⁾ Leasing commenced November 2018; initial occupancy December 2018. Absorption rate of 10.1 units per month reflects 186 units occupied as of June 2020.

⁽¹¹⁾ Initial occupancy September 2016; stabilized August 2017 at an overall absorption rate of 11.7 units per month.

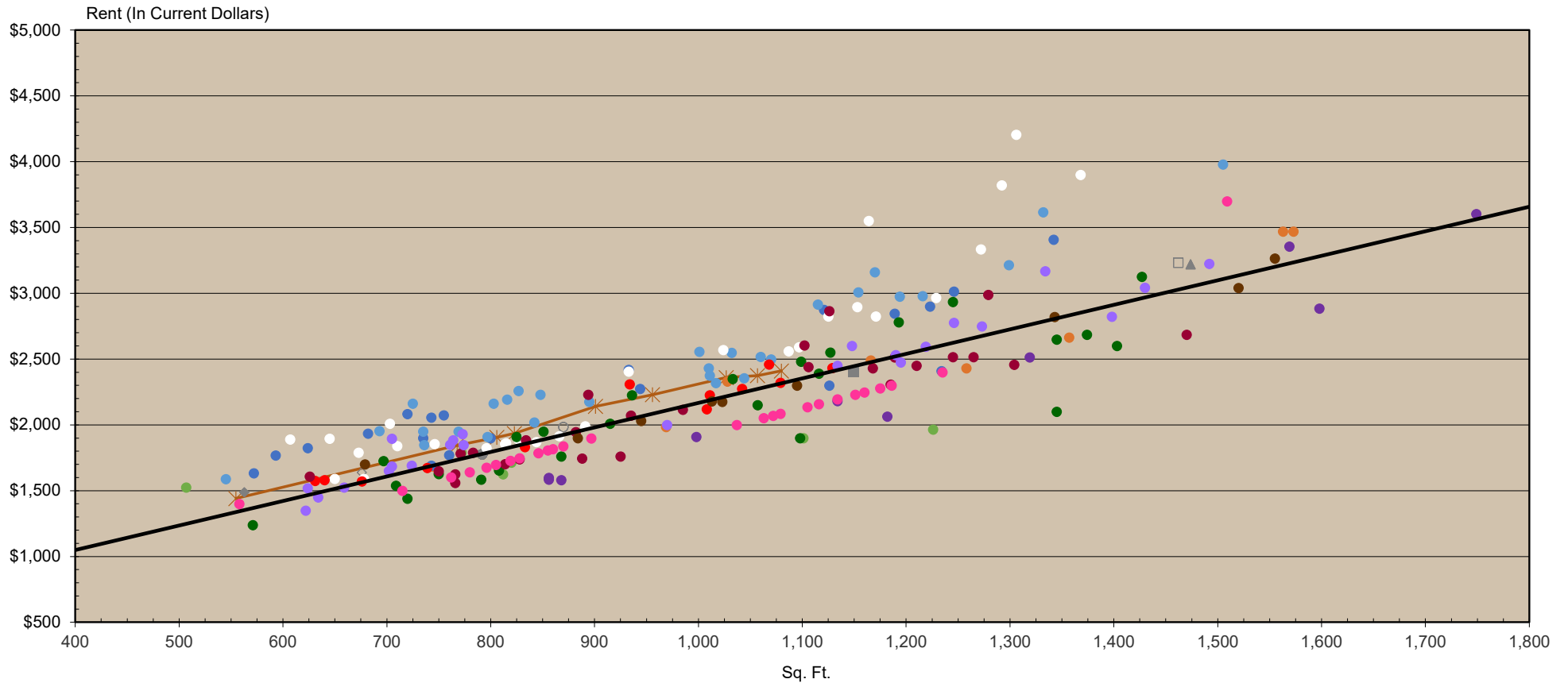
⁽¹²⁾ Initial occupancy June 2013; stabilized June 2015 at an overall absorption rate of 10.3 units per month.

Source: Tracy Cross & Associates, Inc.



5

Rent/Value Analysis
Representative Newer Garden Apartments: Excluding Two-Story Townhome and Specialty Units
Glen Ellyn CMA
June 2020



Development (Vacancy/Absorption)

◆ Studio	◇ JR-1/Convertible	● One Bedroom	○ One Bedroom & Den	■ Two Bedroom	□ Two Bedroom & Den
▲ Three Bedroom	● Burlington Station (0.0)	● Maple & Main (9.6)	● Renew Downers Grove (4.8)	● Elmhurst 255 (2.1)	● The Marke (13.7/Mo.)
● Marq on Main (7.4)	● Apex 41 (8.8)	● Elan Yorktown (13.5/Mo.)	● Lakeside Vlg (10.1/Mo.)	● Regency Place (8.9)	● Courthouse Square (2.0)
● Wheaton 121 (2.0)	● Glenwood Station-Bnmk	— Market Line			

Rent/value analysis uses a scatter diagram to graphically represent a set of observations found in today's marketplace, specifically the square footage of units offered and their associated rent levels. Regression analysis is then used to fit a line through the set of market observations that represent the "best fit" or average market line. This market line can then be used to predict the performance of a new, untested product line or offer explanations regarding the occupancy/absorption rates of currently available product lines.



6

Rent/Value Analysis
Representative Newer Garden Apartments: Excluding Two-Story Townhome and Specialty Units
Glen Ellyn CMA
June 2020

Plan Size (Sq. Ft.)	Average Market Rent	Development/Location	Year Built/ Renovated	Total Units	Average Plan Size (Sq. Ft.)	Average Posted Rent		Average Market Rent	Variance From Market	Vacancy Rate / Absorption (Units/Mo.)
						Dollars	Rent per Sq. Ft.			
400	\$1,050	Elmhurst 255/Elmhurst	2016	192	929	\$2,374	\$2.56	\$2,033	+\$341	2.1
500	1,236	Maple & Main/Downers Grove	2018	115	871	2,212	2.54	1,926	+286	9.6
600	1,422	The Marke/Elmhurst	2019	164	901	2,235	2.48	1,981	+254	(13.7/Mo.)
700	1,608	Glenwood Station-Bnmk Base	2023	86	913	2,114	2.32	2,004	+110	6.8/Mo. Fcst
800	1,794	Marq on Main/Lisle	2018	202	795	1,880	2.36	1,784	+96	7.4
900	1,980	Courthouse Square/Wheaton	2016	149	974	2,203	2.26	2,117	+86	2.0
1,000	2,166									
1,100	2,352	---- Market ----	2016	2,385 / 199	965	2,100	2.18	2,100	0	4.8 / (12.4/Mo.)
1,200	2,538									
1,300	2,724	Burlington Station/Downers Grove	2018	89	1,029	2,186	2.12	2,219	-33	0.0
1,400	2,910	Lakeside Village/Oakbrook Terrace	2018	315	1,128	2,370	2.10	2,404	-34	(10.1/Mo.)
1,500	3,096	Apex 41/Lombard	2016	181	951	2,014	2.12	2,074	-60	8.8
1,600	3,282	Elan Yorktown/Lombard	2018	290	1,005	2,077	2.07	2,175	-98	(13.5/Mo.)
1,700	3,468	Renew/Downers Grove	2008	270	938	1,769	1.89	2,050	-281	4.8
1,800	3,654	⁽²⁾ Regency Place/Oakbrook Terrace	2007	112	1,199	2,227	1.86	2,536	-309	8.9
1,900	3,840	Wheaton 121/Wheaton	2013	306	895	1,646	1.84	1,970	-324	2.0
2,000	4,026	⁽¹⁾ Avant at the Arboretum/Lisle	2013	310	936	1,679	1.79	2,046	-367	6.8
		⁽¹⁾ City View at the Highlands/Lombard	2003/2016	403	916	1,609	1.76	2,009	-400	7.9

Slope: \$1.86 per sq. ft.

⁽¹⁾ Development not included in derivation of market line.

⁽²⁾ Posted rents adjusted \$150 to reflect value of enclosed parking included.

ABSORPTION TRENDS: SELECT APARTMENTS BUILT IN 2000 OR LATER
-- GLEN ELLYN CMA - JUNE 2020 --

Absorption Summary			
Attribute	Total	Developments of Less Than 150 Units	Developments of 150 Units or More
Number of Stabilized Developments	12	4	8
Total Units	2,517	465	2,052
Average Development Size	210	116	257
Average Occupancy Absorption to Stabilization ⁽¹⁾	10.7	10.4	10.9
As a Percent of Total Units	5.1	8.9	4.2

⁽¹⁾ Stabilization achieved at 94.0 to 96.0 percent occupancies.

Source: Tracy Cross & Associates, Inc.

- ❑ The forecasted pace of absorption can also be supported by turnover in the market area's existing rental stock. As previously noted, some 44,255 Glen Ellyn Market Area householders are renters. Of these, approximately 13,000 will move annually, with at least 50 percent of these mobile households remaining renters, staying in the local area, and thus representing part of the subject development's pool of prospective residents. Hence, the forecasted overall absorption rate of 6.8 units per month represents *less than 2.0 percent* of aggregate new construction requirements and turnover potentials.
- ❑ The conceptualized apartment development also *fully addresses* current and expected future trends in the residential marketplace and is representative of the newest urban apartment offerings in the region; while the benchmark rent strategy is established to enable the proposed development to align with the gradual upward movement of incomes in the marketplace.

UNIT MIX ANALYSIS: SELECTED NEWER GARDEN APARTMENT
-- GLEN ELLYN CMA - JUNE 2020 --

Unit Type	Glenwood Station Apartments				Selected Newer Garden Apartments ⁽¹⁾			
	Total Units		Plan Size (Sq. Ft.)		Total Units		Plan Size (Sq. Ft.)	
	Number	Percent	Range	Average	Number	Percent	Range	Average
Studio	---	---	---	---	48	2.0	507 - 724	563
Convertible/JR-1	4	4.7	555	555	38	1.6	572 - 766	676
One Bedroom	48	55.8	768 - 823	798	1,129	47.3	607 - 1,345	792
One Bedroom+Den	---	---	---	---	99	4.2	739 - 1,258	870
Two Bedroom	30	34.9	901 - 1,237	1,101	961	40.3	933 - 1,427	1,149
Two Bedroom+Den	4	4.7	1,112 - 1,286	1,242	37	1.6	1,272 - 1,573	1,462
Three Bedroom	---	---	---	---	73	3.1	1,292 - 1,749	1,474
Three Bedroom+Den	---	---	---	---	---	---	---	---
Total/Averages:	86	100.0	555 - 1,286	913	2,385	100.0	507 - 1,749	965

⁽¹⁾ Includes developments identified in Exhibits 3 through and 6.

Source: Tracy Cross & Associates, Inc.



- ❑ Moreover, the proposed plan offerings and lifestyle amenities will appeal across a broad spectrum of consumer segments, including not only younger professional singles and childless couples, but also more mature consumers desirous of a lifestyle environment. To this latter point, lifestyle rental alternatives are generating strong interest among consumers between the ages of 45 and 74 given, in most cases, the high level of amenities and/or concierge services available to residents. Lending support to absorption potentials at Glenwood Station, it is again noted that roughly two-thirds of higher income Glen Ellyn Market Area householders align age categories between 45 and 74, while American Community Survey estimates derived from the 2010 Census reveal that roughly 30.0 percent of the market area's *existing renters* also reflect these profile age categories. That said, and with specific focus upon potential profile mature/move-down consumer segments, factors related to mobility and lifestyle preferences indicate that despite the aging of the general population, householders in their maturing lifecycle move infrequently. In fact, most householders in age categories of 55 and older are completely satisfied with their current residence, with less than 6.0 percent moving on an annual basis. For this reason, it is strongly recommended that dedicated marketing efforts begin with site improvements, with lease reservations beginning *at least three (3) months prior to initial deliveries*.
- ❑ Lastly, the benchmark rent strategy and absorption forecast also consider an *intensely competitive environment* marked by periods of accelerated apartment construction. This pattern of development will continue for the foreseeable future and intensify short term as, apart from the proposed Glenwood Station Apartments, there are currently eleven *announced* rental projects and no fewer than 2,300 new apartment units under construction and/or in various stages of the planning pipeline in west suburban areas generally proximate to Glen Ellyn (Appendix A4). Of these, seven projects and a collective 1,520 units are expected to begin lease reservation marketing and/or occupancy within the next 12- to 18 months, reinforcing the necessity to maintain an aggressive marketing approach through stabilization and beyond. Notably, two of these projects are found in Glen Ellyn itself. These include the 48-unit *Avere on Duane*, located two blocks south of the subject site at Duane Street and Prospect Avenue the 107-unit *Apex 400*, located four blocks southeast at Main Street and Hillside Avenue. *Avere on Duane*, which will also have an appeal to lifestyle, discretionary-income consumers and is scheduled to begin lease reservations shortly. Similarly, *Apex 400* has recently begun site improvements with leasing activity anticipated in the spring of 2022. The marketplace, however, is expected to maintain balanced occupancies despite the number of units which could be introduced over the 2020-2025 timeframe, save for short periods should multiple developments come on-line within six- to nine months of one another.

ALTERNATIVE BENCHMARK RENT STRATEGIES

To reiterate, benchmark strategies are established to provide a competitive position in the marketplace and allow for an acceptable absorption period for the proposed 86-unit development. As these lease rates may differ from Holladay Properties' financial objectives, the following text table outlines alternative benchmark strategies and attendant absorption forecasts to assist in continued pro forma financial modeling.



ALTERNATIVE RENT/ABSORPTION SCENARIOS: GLENWOOD STATION APARTMENTS
-- GLEN ELLYN, ILLINOIS --

A 86-Unit Mixed-Use Development						
Benchmark Posted Base Rent ⁽¹⁾ for an 913 Sq. Ft. Residence		Variance From Benchmark	Anticipated Monthly Absorption		Average Monthly Absorption Rate ⁽¹⁾	Months to Stabilization @ 95% (89 Units)
\$	\$/Sq. Ft.		First Three (3) Months of Occupancy	Thereafter		
\$2,214	\$2.42	+\$100	6.5	4.2	4.6	18.0
2,189	2.40	+75	6.9	4.5	4.9	16.6
2,164	2.37	+50	7.3	5.1	5.5	14.8
2,139	2.34	+25	7.7	5.4	5.9	13.9
2,114	2.32	Benchmark	8.0	6.4	6.8	12.0
⁽¹⁾ Benchmark posted base rents are presented in September 2020 dollars. They include <i>include</i> premiums for corner-unit orientation, but do not include premiums for floor, enhanced views or other incremental revenues sources. ⁽²⁾ Starting at the first month of occupancy. Marketing and lead list generation assumed to commence with site improvements. Lease reservations, which are anticipated to begin <i>at least</i> three (3) months prior to initial occupancies, are factored into this forecast.						

Source: Tracy Cross & Associates, Inc.

It is again noted that the benchmark rents and associated absorption potentials are presented in September 2020 dollars. However, given anticipated market conditions, it is likely that area rents will continue to moderate near term. For pro forma comparisons and barring *additional* unforeseen economic turmoil, it is therefore *strongly suggested* that posted benchmark rents ***be held constant through at least 2021***, with modest annual rent appreciation in the range of 1.5 to 2.0 percent applied to benchmark rents *beginning in 2022*.

GENERAL LIMITING CONDITIONS

Tracy Cross & Associates, Inc. has made extensive efforts to confirm the accuracy and timeliness of the information contained in this study. Such information was compiled from a variety of sources, including interviews with developers and their agents, government officials, and other third parties. Although Tracy Cross & Associates, Inc. believes all information in this study is correct, it does not warrant the accuracy of such information and assumes no responsibility for inaccuracies in the information provided by third parties.

Conclusions and recommendations established in this analysis represent a professional opinion and are based upon forecasts into the future which could be significantly altered by outside occurrences. These include, among others, the possible interplay of unforeseen social, economic, physical/environmental, and governmental actions. In this regard, Tracy Cross & Associates, Inc., its owners, and its employees shall be held harmless of changes in conditions that may materially result from these occurrences.





A1

POPULATION, HOUSEHOLDS, TENURE, AND INCOME: 2020
-- GLEN ELLYN MARKET AREA --

Attribute/Year	Glen Ellyn Market Area	Village of Glen Ellyn	Attribute/Year	Glen Ellyn Market Area	Village of Glen Ellyn
Population			Households		
2000	442,489	26,961	2000	158,565	10,187
2010	441,027	27,450	2010	161,356	10,381
2020	443,237	28,065	2020	164,515	10,694
2023	443,553	28,131	2023	166,015	10,984
Average Annual Change			Average Annual Change		
2000 - 2010	-146	49	2000 - 2010	279	19
2010 - 2020	221	62	2010 - 2020	316	31
2020 - 2025	63	13	2020 - 2025	300	58
2020 Household Tenure			2020 Household Income		
Total Housing Units	175,551	11,390	Total Households	164,515	9,797
Total Occupied	164,515	10,694	Under \$25,000	17,625	1,211
Owner Occupied	120,260	8,014	25,000 - 34,999	9,810	488
Percent	73.1	74.9	35,000 - 49,999	16,504	814
Renter Occupied	44,255	2,680	50,000 - 74,999	23,813	1,207
Percent	26.9	25.1	75,000 - 99,999	22,222	1,019
Vacant	11,036	696	100,000 and Over	74,541	5,058
Percent	6.3	6.1	Median	\$90,969	\$116,908
2020 Household Size			2020 Travel Time to Work		
Total Population	443,237	28,065	Total Workers Age 16+	215,549	12,607
In Group Quarters	7,425	35	Less than 30 Minutes	124,144	6,780
In Households	435,812	28,030	30 - 44 Minutes	46,984	2,601
Total Households	164,515	10,694	45 - 59 Minutes	20,343	1,270
Average Persons Per Household	2.65	2.62	60 or More Minutes	24,078	1,956
			Average Minutes to Work	31.0	34.0

Source: U.S. Department of Commerce, Bureau of the Census: *Census 2000, 2010*; Environics Analytics; and Tracy Cross & Associates, Inc.



A2

HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER: 2020 ESTIMATE
-- GLEN ELLYN MARKET AREA --

Age of Householder	2020 Income												Total	Median
	Under \$25,000		\$25,000 - 34,999		\$35,000 - 49,999		\$50,000 - 74,999		\$75,000 - 99,999		\$100,000 and Over			
	Number of Households	Percent of Total Households	Number of Households	Percent of Total Households	Number of Households	Percent of Total Households	Number of Households	Percent of Total Households	Number of Households	Percent of Total Households	Number of Households	Percent of Total Households		
Glen Ellyn Market Area														
15 - 24 Years	1,094	0.66	292	0.18	528	0.32	807	0.49	480	0.29	755	0.46	3,956	\$51,815
25 - 34 Years	1,586	0.96	1,174	0.71	2,096	1.27	3,627	2.20	3,337	2.03	8,278	5.03	20,098	86,156
35 - 44 Years	1,754	1.07	1,175	0.71	2,248	1.37	3,879	2.36	4,344	2.64	15,812	9.61	29,212	107,388
45 - 54 Years	1,694	1.03	1,053	0.64	2,111	1.28	3,828	2.33	4,018	2.44	18,117	11.01	30,821	115,620
55 - 64 Years	2,851	1.73	1,361	0.83	2,698	1.64	4,341	2.64	4,476	2.72	18,159	11.04	33,886	107,057
65 - 74 Years	3,521	2.14	2,105	1.28	3,485	2.12	4,152	2.52	3,587	2.18	9,278	5.64	26,128	73,661
75 - 84 Years	3,035	1.84	1,749	1.06	2,262	1.37	2,229	1.35	1,395	0.85	3,216	1.95	13,886	49,212
85 Years & Over	2,090	1.27	901	0.55	1,076	0.65	950	0.58	585	0.36	926	0.56	6,528	38,382
Total	17,625	10.71	9,810	5.96	16,504	10.03	23,813	14.47	22,222	13.51	74,541	45.31	164,515	\$90,969
Village of Glen Ellyn														
15 - 24 Years	104	0.97	12	0.11	20	0.19	41	0.38	51	0.48	49	0.46	277	\$51,713
25 - 34 Years	106	0.99	50	0.47	103	0.96	155	1.45	136	1.27	611	5.71	1,161	105,226
35 - 44 Years	98	0.92	38	0.36	89	0.83	136	1.27	139	1.30	1,009	9.44	1,509	135,041
45 - 54 Years	96	0.90	45	0.42	75	0.70	152	1.42	150	1.40	1,557	14.56	2,075	192,453
55 - 64 Years	223	2.09	75	0.70	96	0.90	195	1.82	192	1.80	1,639	15.33	2,420	184,929
65 - 74 Years	212	1.98	101	0.94	207	1.94	281	2.63	217	2.03	772	7.22	1,790	84,958
75 - 84 Years	189	1.77	97	0.91	133	1.24	153	1.43	90	0.84	244	2.28	906	54,605
85 Years & Over	183	1.71	70	0.65	91	0.85	94	0.88	44	0.41	74	0.69	556	38,807
Total	1,211	11.32	488	4.56	814	7.61	1,207	11.29	1,019	9.53	5,955	55.69	10,694	\$116,908

Source: Environics Analytics and Tracy Cross & Associates, Inc.



DEVELOPMENT PROFILE SUMMARY: REPRESENTATIVE NEWER APARTMENT DEVELOPMENTS
-- GLEN ELLYN CMA - JUNE 2020 --

Attribute							
Project Name	THE MARKE	ELAN YORKTOWN	MARQ ON MAIN	ELMHURST 255	COURTHOUSE SQUARE	WHEATON 121	REGENCY PLACE
Location	ELMHURST	LOMBARD	LISLE	ELMHURST	WHEATON	WHEATON	OAKBROOK TERRACE
Year Built	2019	2018	2018	2016	2016	2013	2007
Units	164	295	202	192	149	306	112
Project Type/Number of Floors	MIDRISE / 6 FLOORS	MIDRISE / 4 FLOORS	MIDRISE / 5 FLOORS	MIDRISE / 6 FLOORS	MIDRISE / 6 FLOORS	MIDRISE / 6 FLOORS	MIDRISE / 4 FLOORS
Average Unit Size	901	1,005	795	961	974	895	1,199
Average Posted Base Rent	\$2,235	\$2,104	\$1,783	\$2,374	\$2,203	\$1,846	\$2,377
Average Rent/Sq. Ft.	\$2.48	\$2.09	\$2.24	\$2.47	\$2.26	\$2.06	\$1.98
PARKING / UTILITIES / INCREMENTAL FEES							
Parking⁽¹⁾							
Structured Assigned/General	\$135 / \$85	\$100 / NA	\$95 / NA	\$45 MC; \$125-\$175 / NA	\$125 / NA	\$125-\$190(T) / NA	INCL / INCL
Shared Car/Charging Station	NA / INCL	NA / NA	NA / INCL	NA / NA	NA / NA	NA / NA	NA / NA
Attached/Detached Garage	NA / NA	NA / NA	NA / NA	NA / NA	NA / NA	NA / NA	NA / NA
Carpport/Surface Assigned	NA / NA	NA / NA	NA / NA	NA / NA	NA / NA	NA / NA	NA / NA
Utilities^(1:2)							
Water/Refuse Collection	TENANT	TENANT	TENANT	TENANT	TENANT	BNDL: \$15-\$35	TENANT
Gas	TENANT	TENANT	TENANT	TENANT	TENANT	TENANT	TENANT
Electric	TENANT	TENANT	TENANT	TENANT	TENANT	TENANT	TENANT
Cable/Internet	TENANT	TENANT	TENANT	TENANT	TENANT	TENANT	TENANT
Premiums⁽¹⁾							
Floor	VARIES	VARIES	VARIES	VARIES	VARIES	VARIES	NA
View	VARIES	VARIES	VARIES	VARIES	VARIES	VARIES	NA
Other Fees⁽¹⁾							
Administrative/Application	\$400 / \$65	\$400 / \$50	\$150 / \$65	\$250 / \$65	\$300 / \$65	\$150 / \$60	\$300-\$400 / \$65
Security Deposit	NA	NA	\$88	\$500 - ONE MONTH	\$175	\$300	NA
Pet Deposit/Pet Rent	\$425 / \$35	\$350 / \$25	\$300 / NA	\$300 / \$30	\$300 / \$30	\$250 / \$20	\$300 / \$25
Storage: Central/Bike	\$50 / INCL	\$25 / INCL	NA / INCL	INCL / INCL	\$30 / INCL	INCL / INCL	INCL / NA
STANDARD FEATURES AND COMMUNITY AMENITIES							
Interior Features⁽¹⁾							
Flooring: Common/Bedroom	FX WOOD / CRPT	FX WOOD / CRPT	FX WOOD / FX WOOD	FX WOOD / FX WOOD	FX WOOD / CRPT	FX WOOD / CRPT	CRPT / CRPT
Kitchen Appliances/Washer-Dryer	SS / UNIT	SS / UNIT	SS / UNIT	SS / UNIT	SS / UNIT	SS / UNIT	SS / UNIT
Kitchen Counters/Flooring	QUARTZ / FX WOOD	QUARTZ / FX WOOD	QUARTZ / FX WOOD	QUARTZ / FX WOOD	GRANITE / FX WOOD	GRANITE / FX WOOD	GRANITE / FX WOOD
Bath Counter/Flooring	QUARTZ / CERAMIC	QUARTZ / CERAMIC	QUARTZ / CERAMIC	QUARTZ / CERAMIC	GRANITE / CERAMIC	GRANITE / CERAMIC	GRANITE / CERAMIC
Patio/Balcony	INCL	INCL	INCL	INCL	OPT	INCL	INCL
Community/Building Amenities⁽¹⁾							
Clubroom/Kitchen	INCL / SERVICE	INCL / DEMONSTRATION	INCL / SERVICE	INCL / SERVICE	INCL / SERVICE	INCL / SERVICE	INCL / DEMONSTRATION
Fitness Center/Wi-Fi/E-Lounge	INCL / INCL / INCL	INCL / INCL / INCL	INCL / INCL / INCL	INCL / INCL / INCL	INCL / INCL / INCL	INCL / INCL / NA	INCL / INCL / INCL
Media Room/Business Center	NA / INCL	INCL / INCL	NA / INCL	INCL / INCL	INCL / INCL	INCL / INCL	INCL / INCL
Doorman/Concierge	NA / NA	NA / NA	NA / NA	NA / NA	NA / PRSBX, PKG SVC	NA / NA	NA / PKG SVC
Playground/Sport Court/Game Room	NA / NA / NA	NA / NA / INCL	NA / NA / NA	NA / INCL / NA	NA / NA / INCL	NA / INCL / NA	NA / NA / NA
Garden or Roof Terrace	INCL	INCL	INCL / INCL	INCL	INCL / NA	INCL	INCL
Fireside Lounge/Grill Area	INCL / INCL	INCL / INCL	INCL / INCL	INCL / INCL	INCL / INCL	INCL / INCL	INCL / INCL
Swimming Pool	OUTDOOR	OUTDOOR	OUTDOOR	OUTDOOR	OUTDOOR	OUTDOOR	INDOOR
Pet Park/Grooming Station	INCL / INCL	INCL / INCL	NA / NA	NA / NA	NA / INCL	INCL / INCL	NA / NA

⁽¹⁾ Indicates incremental monthly fee as applicable.

⁽²⁾ Assumes tenant responsible for all utilities as standard unless otherwise indicated.



A4

RENTAL APARTMENT PROJECTS IN PLANNING⁽¹⁾
-- WEST SUBURBAN AREAS PROXIMATE TO GLEN ELLYN --

Municipality/ Proposed Development	Location	Builder/Developer	Current Status^(2:3)	Anticipated Leasing	Number of Units
Elmhurst The Flynn	183-191 N. Addison Avenue	Lennar Multifamily Comm.	UC	2021	212
Glen Ellyn Apex 400 Avere on Duane	400-418 N. Main Street 437 Duane Street	GSP Development Reva Development	INF UC	2021 2021-22	107 48
Lombard Lilac Station Yorktown Apartments III Lombard Commons The 450	101-111 S. Main Street 2201 Highland Avenue Grace St and Yorktown Ring Road at 22nd St 1S601 Finley Road	Holladay Properties AIMCO Residential Gilbane Development Urban Street Group	Approved Approved Approved UC	2021-22 --- --- 2022	118 78 336 288
Oak Brook Oak Brook Commons	2111 McDonald Drive	Hines Interests LP	Approved	2022	250
Villa Park Garden Station (On Hold)	401 N. Ardmore Avenue	TBD	CS	---	230
Warrenville Everton Apartments Vanguard Cantera Arden of Warrenville	3S635 Everton Drive 28250 Diehl Road north of I-88 28294 Ferry Road	Atlantic Realty Partners Covington Realty Partners Interforum Holdings	UC UC UC	Late-2020 2021 Late-2020	259 242 364
				Total⁽⁴⁾	2,532
				<i>Excluding Garden Station:</i>	2,302
⁽¹⁾ Excludes age and/or income-restricted, service-enhanced, and congregate care senior developments. ⁽²⁾ As of August 2020. ⁽³⁾ Status key: Concept Stage (CS); Preliminary Plat Approval (PP); Final Plat Approval (FP); Site Improvements started (INF); Permits issued/under construction (UC). ⁽⁴⁾ Excludes developments with unit counts and product idioms yet to be determined.					

Source: Tracy Cross & Associates, Inc.

RESIDENTIAL BUILDING PERMIT TRENDS: SUBURBAN CHICAGO AND THE GLEN ELLYN MARKET AREA 2000 - 2019

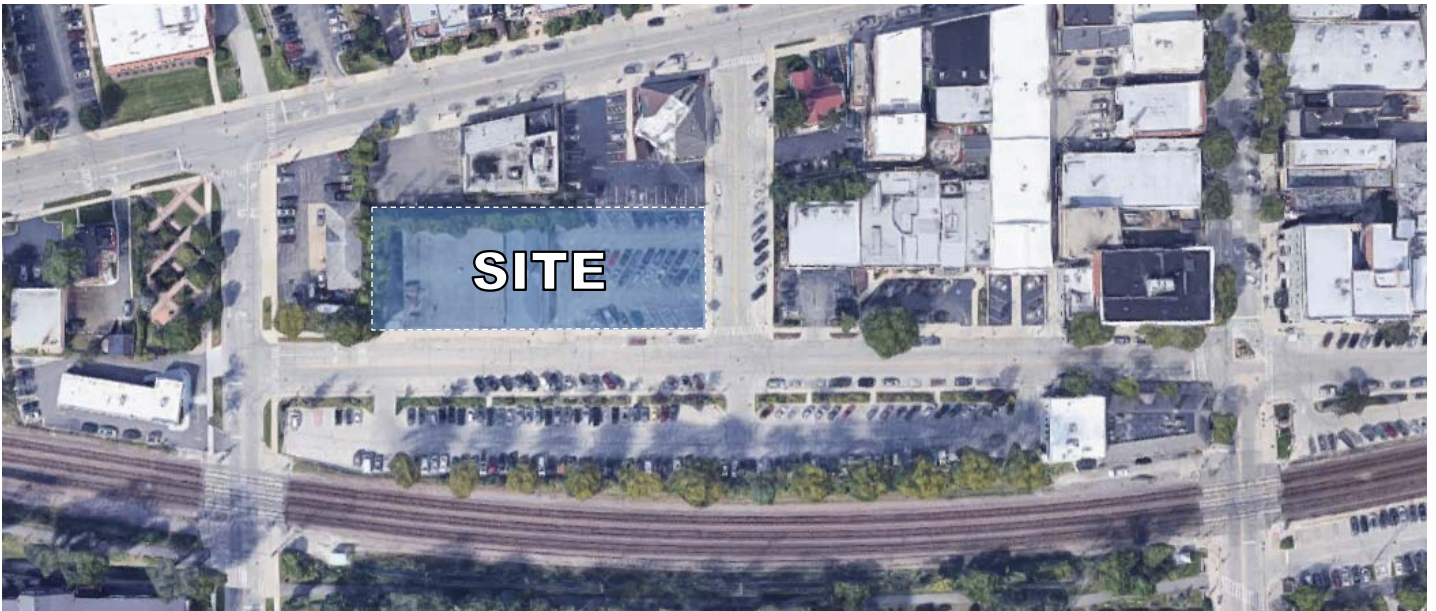
Year	Suburban Chicago			Glen Ellyn Market Area						Village of Glen Ellyn					
	Total	Single Family	Multi-Family	Total	Percent of Suburban Area	Single Family	Percent of Suburban Area	Multi-Family	Percent of Suburban Area	Total	Percent of Market Area	Single Family	Percent of Market Area	Multi-Family	Percent of Market Area
2000	32,476	26,475	6,001	1,412	4.3	893	3.4	519	8.6	69	4.9	69	7.7	0	0.0
2001	34,970	28,072	6,898	1,284	3.7	856	3.0	428	6.2	60	4.7	60	7.0	0	0.0
2002	37,252	30,469	6,783	1,380	3.7	1,180	3.9	200	2.9	110	8.0	75	6.4	35	17.5
2003	37,409	31,402	6,007	1,000	2.7	844	2.7	156	2.6	74	7.4	74	8.8	0	0.0
2004	36,905	31,200	5,705	1,076	2.9	926	3.0	150	2.6	57	5.3	57	6.2	0	0.0
2005	38,553	32,181	6,372	1,200	3.1	968	3.0	232	3.6	109	9.1	73	7.5	36	15.5
2006	29,336	24,216	5,120	1,475	5.0	947	3.9	528	10.3	77	5.2	73	7.7	4	0.8
2007	17,359	14,868	2,491	737	4.2	606	4.1	131	5.3	45	6.1	41	6.8	4	3.1
2008	7,371	6,113	1,258	236	3.2	217	3.5	19	1.5	29	12.3	17	7.8	12	63.2
2009	4,052	3,263	789	171	4.2	153	4.7	18	2.3	7	4.1	7	4.6	0	0.0
2010	4,266	3,169	1,097	339	7.9	151	4.8	188	17.1	13	3.8	13	8.6	0	0.0
2011	4,048	3,213	835	209	5.2	201	6.3	8	1.0	21	10.0	21	10.4	0	0.0
2012	6,679	4,283	2,396	572	8.6	259	6.0	313	13.1	24	4.2	24	9.3	0	0.0
2013	7,069	5,542	1,527	361	5.1	357	6.4	4	0.3	29	8.0	29	8.1	0	0.0
2014	8,500	5,931	2,569	408	4.8	404	6.8	4	0.2	52	12.7	52	12.9	0	0.0
2015	8,620	5,905	2,715	764	8.9	354	6.0	410	15.1	40	5.2	40	11.3	0	0.0
2016	9,795	5,888	3,907	929	9.5	317	5.4	612	15.7	17	1.8	17	5.4	0	0.0
2017	10,897	5,865	5,032	955	8.8	271	4.6	684	13.6	23	2.4	23	8.5	0	0.0
2018	9,336	6,272	3,064	476	5.1	291	4.6	185	6.0	29	6.1	29	10.0	0	0.0
2019	8,794	5,353	3,441	742	8.4	283	5.3	459	13.3	72	9.7	24	8.5	48	10.5
2020 ⁽¹⁾	7,916	4,880	3,036	618	7.8	200	4.1	418	13.8	149	24.1	42	21.0	107	25.6
Annual Average															
2000 - 2019	17,684	13,984	3,700	786	4.4	524	3.7	262	7.1	48	6.1	41	7.8	7	2.6

⁽¹⁾ Annualized estimate YTD June.

Sources: U.S. Department of Commerce, Bureau of the Census, *C-40 Construction Reports* and Tracy Cross & Associates, Inc.

Traffic Impact Study Proposed 460 Crescent Boulevard Development

Glen Ellyn, Illinois



Prepared For:



Holladay Properties



November 9, 2020

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed residential development to be located at 460 Crescent Boulevard in the northwest quadrant of the intersection of Glenwood Avenue with Crescent Boulevard in Glen Ellyn, Illinois. As proposed, the site, which is currently occupied by the vacant McChesney & Miller Inc. grocery store and its parking lot which is being utilized as three-hour free public parking, will be redeveloped with an apartment building containing 86 units, approximately 1,490 square feet of retail space, and a parking garage containing 104 indoor parking spaces dedicated to the residents. The parking garage will be divided into two levels that will not connect to each other. Access to the parking garage will be provided via two full-movement access drives off Crescent Boulevard.

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

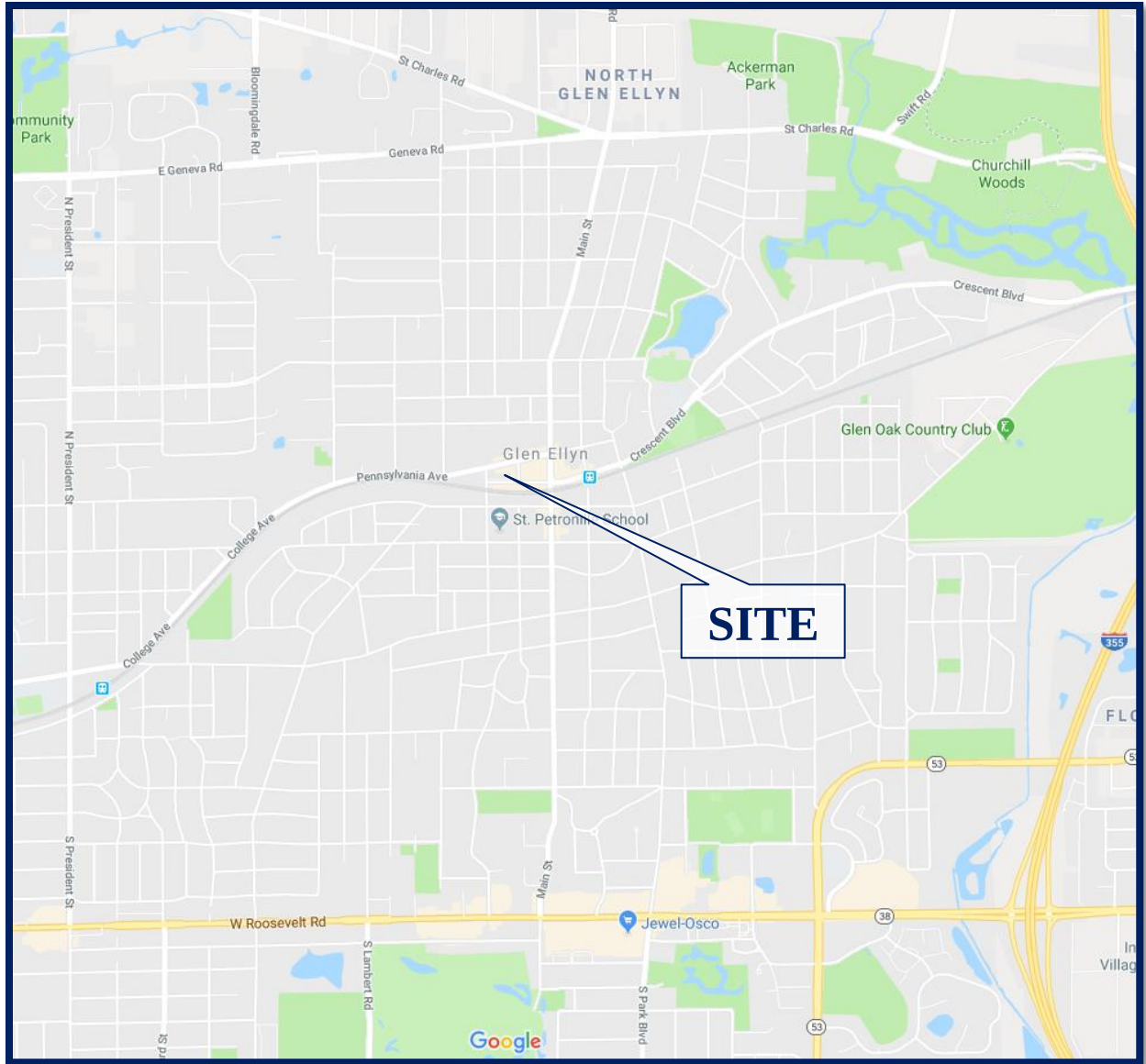
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

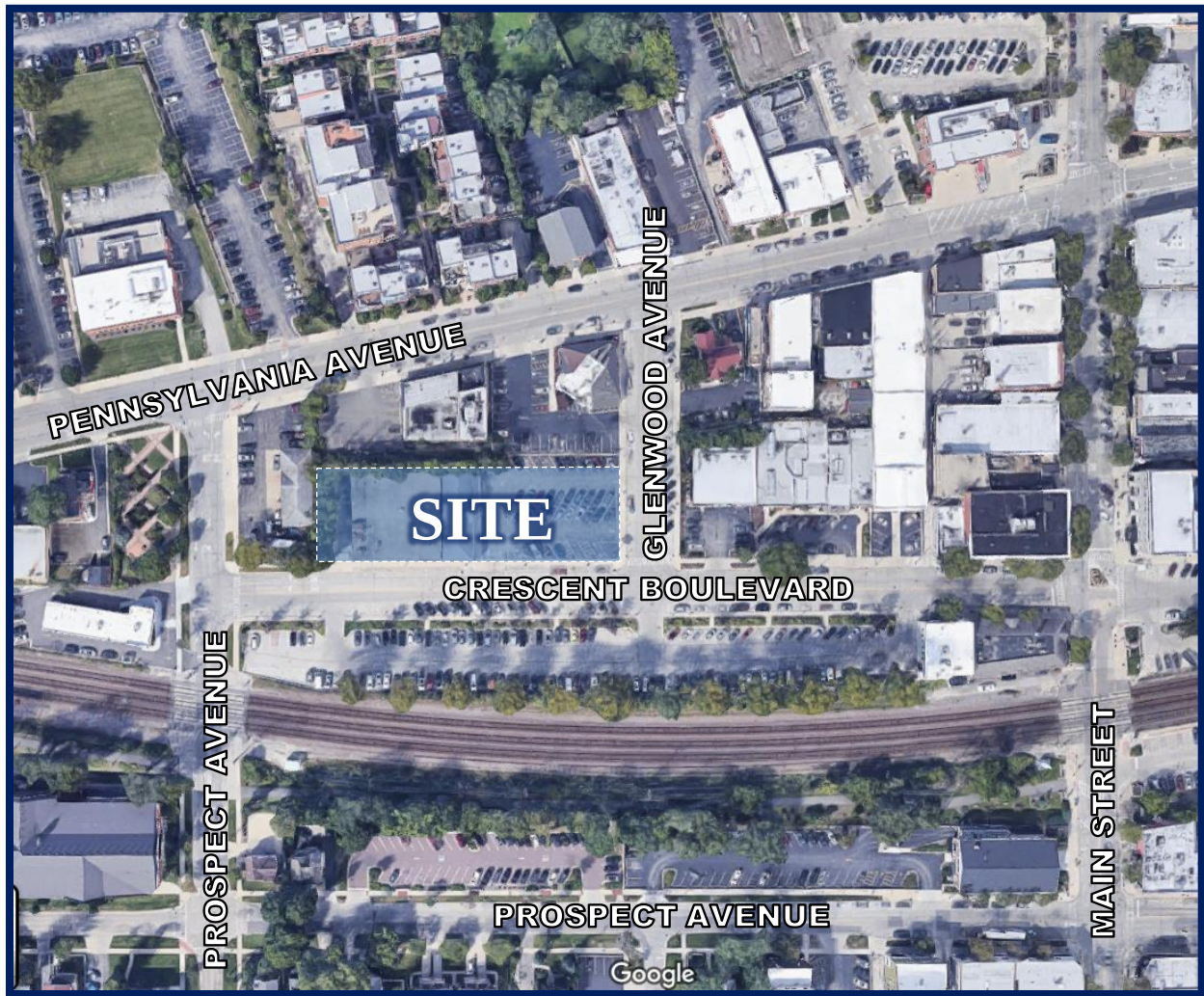
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Background Conditions – Analyzes the background traffic volumes which include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic to be generated by the recently approved AVERE on Duane and APEX 400 developments.
3. Future Conditions – Analyzes the projected traffic volumes which include the background traffic volumes and the traffic estimated to be generated by the proposed subject development.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

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

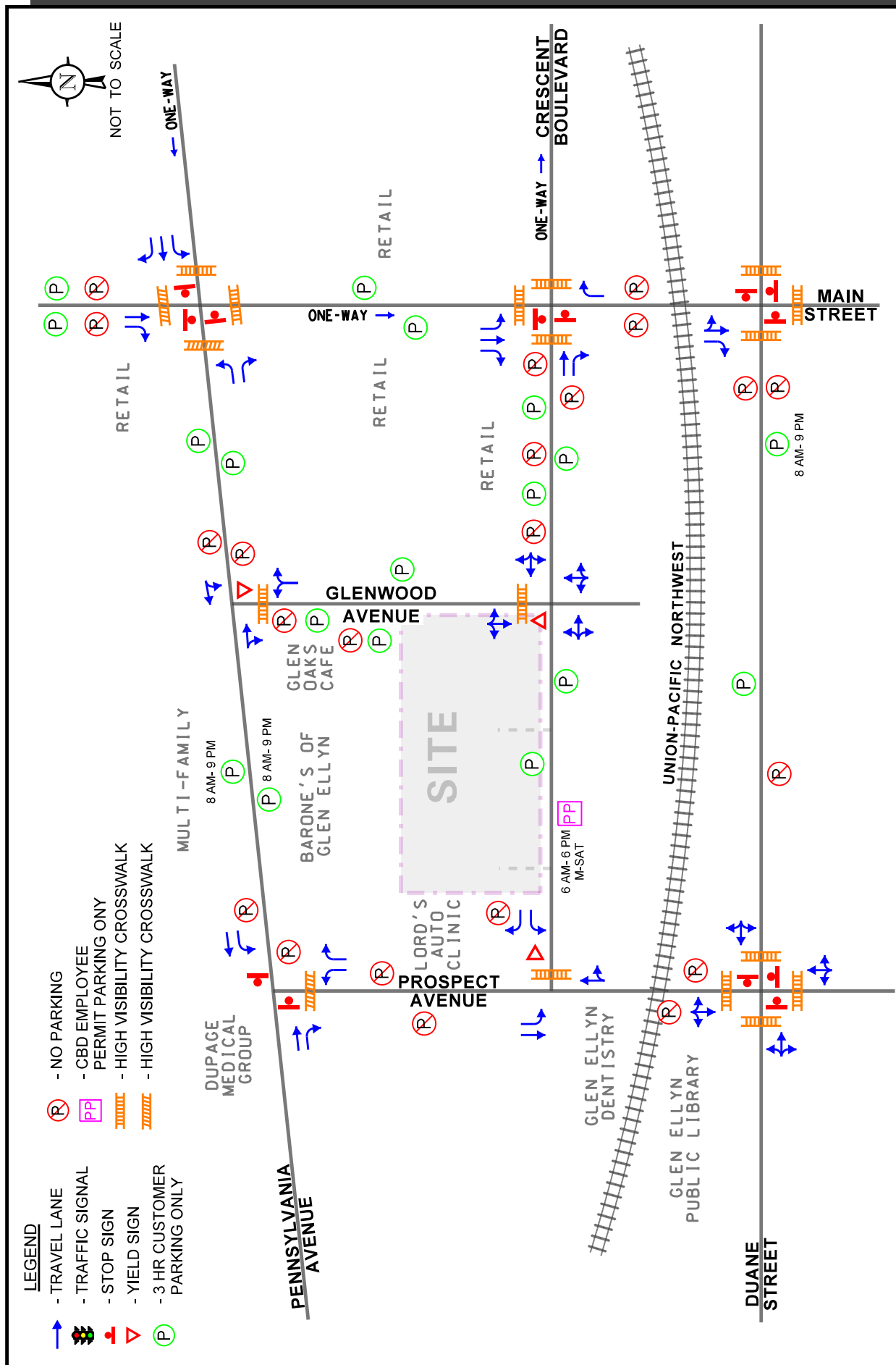
Site Location

The site is located in the northwest quadrant of the intersection of Crescent Boulevard with Glenwood Avenue in Glen Ellyn, Illinois. The site is currently occupied by the vacant McChesney & Miller Inc. grocery store and its parking lot which is currently being used as three-hour free public parking. Land uses in the vicinity of the site include the following: Barones of Glen Ellyn restaurant and Glen Oak café to the north, The Beer Cellar Glen Ellyn to the east, Lord's Auto Clinic to the west, and Union Pacific West (UP-W) railroad tracks to the south. It should be noted that the Glen Ellyn Metra station is located less than a quarter mile to the southeast of the site.

Existing Roadway System Characteristics

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

Pennsylvania Avenue is an east-west local road that generally provides one lane in each direction and is classified as a community collector street by the Village of Glen Ellyn Comprehensive Plan west of Main Street. East of Main Street, Pennsylvania Avenue is a one-way westbound road and is classified as a Village arterial street by the Village of Glen Ellyn Comprehensive Plan. At its two-way stop-sign controlled intersection with Prospect Avenue, Pennsylvania Avenue provides a through lane and an exclusive right-turn lane on the eastbound approach under stop sign control. The westbound approach provides a through lane and an exclusive left-turn lane under stop sign control. In addition, a high-visibility crosswalk is provided on the east leg of this intersection. At its unsignalized intersection with Glenwood Avenue, Pennsylvania Avenue provides a combined through/right-turn lane on the eastbound approach and a combined through/left-turn lane on westbound approach. At its unsignalized intersection with Main Street, Pennsylvania Avenue provides an exclusive left-turn lane and an exclusive right-turn lane on the eastbound approach under stop sign control. The westbound approach provides an exclusive left-turn lane, a through lane and an exclusive right-turn lane under sign control. Additionally, high-visibility crosswalks are provided on the east and west legs of this intersection. Parking is generally limited to three hours and for customers only on both sides of the road. Pennsylvania Avenue is under the jurisdiction of the Village of Glen Ellyn and carries an Annual Average Daily Traffic (AADT) volume of 8,400 vehicles (IDOT 2016).



Prospect Avenue is a north-south minor collector that generally provides one lane in each direction and is classified as a neighborhood collector north of Hill Avenue by the Village of Glen Ellyn Comprehensive Plan. At its two-way stop-sign controlled intersection with Pennsylvania Avenue, Prospect Avenue provides an exclusive left-turn lane and an exclusive right-turn lane on the northbound approach. Additionally, a high-visibility crosswalk is provided on the south leg of this intersection. At its unsignalized intersection with Crescent Boulevard, Prospect Avenue provides a combined through/right-turn lane on the northbound approach. The southbound approach provides a through lane and an exclusive left-turn lane. At its three-way stop-sign controlled intersection with Duane Street, Prospect Avenue provides a combined left-turn/through/right-turn lane on both approaches. In addition, high-visibility crosswalks are provided on the north and south legs of this intersection. Parking is generally not permitted on both sides of the road. Prospect Avenue is under the jurisdiction of the Village of Glen Ellyn and carries an AADT volume of 3,950 vehicles (IDOT 2016).

Main Street is a north-south local road that generally provides one lane in each direction except the section between Pennsylvania Avenue and Crescent Boulevard which is restricted to one-way southbound traffic. Main Street is classified as a Village arterial street by the Village of Glen Ellyn Comprehensive Plan. At its unsignalized intersection with Pennsylvania Avenue, Main Street provides an exclusive right-turn lane and a through lane on the southbound approach under stop sign control. In addition, high-visibility crosswalks are provided on the north and south legs of this intersection. At its unsignalized intersection with Crescent Boulevard, Main Street provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the southbound approach under stop sign control. The northbound approach provides an exclusive right-turn lane. Additionally, a high-visibility crosswalk is provided on the north leg of this intersection. Parking is generally limited to three-hour customer parking only on both sides of the road. Main Street is under the jurisdiction of the Village of Glen Ellyn and carries an AADT volume of 9,300 vehicles north of Pennsylvania Avenue and 6,450 vehicles south of Pennsylvania Avenue (IDOT 2016).

Crescent Boulevard is an east-west minor collector road that generally provides one lane in each direction except the section between Main Street and Forest Avenue which is restricted to one-way eastbound traffic. Crescent Boulevard is classified as a neighborhood collector by the Village of Glen Ellyn Comprehensive Plan. At its unsignalized intersection with Prospect Avenue, Crescent Boulevard provides an exclusive left-turn lane and an exclusive right-turn lane on the westbound approach under yield sign control. In addition, a high-visibility crosswalk is provided on the east leg of this intersection. At its unsignalized intersection with Glenwood Avenue, Crescent Boulevard provides a combined left-turn/through/right-turn lane on both approaches. At its unsignalized intersection with Main Street, Crescent Boulevard provides an exclusive right-turn lane and a through lane on the eastbound approach under stop sign control. Additionally, high-visibility crosswalks are provided on the east and west legs of this intersection. Parking is generally limited to three-hour customer parking only and CBD employee permit parking Monday through Saturday, 6:00 A.M. to 6:00 P.M. Crescent Boulevard is under the jurisdiction of the Village of Glen Ellyn and carries an AADT volume of 2,900 vehicles (IDOT 2016).

Glenwood Avenue is a north-south local road that provides one lane in each direction. At its unsignalized intersection with Pennsylvania Avenue, Glenwood Avenue provides a combined left-turn/right-turn lane on the northbound approach under yield sign control. Additionally, a high-visibility crosswalk is provided on the south leg of this intersection. At its unsignalized intersection with Crescent Boulevard, Glenwood Avenue provides a combined left-turn/through/right-turn lane on both approaches. The southbound approach is under yield sign control. In addition, a high-visibility crosswalk is provided on the north leg of this intersection. Parking is generally limited to three-hour customer parking only on both sides of the road. Glenwood Avenue is under the jurisdiction of the Village of Glen Ellyn.

Duane Street is an east-west local road generally provides one lane in each direction and is classified as a community collector street by the Village of Glen Ellyn Comprehensive Plan. At its three-way stop sign controlled intersection with Prospect Avenue, Duane Street provides a combined left-turn/through/right-turn lane on both approaches under stop sign control. Additionally, high-visibility crosswalks are provided on the east and west legs of this intersection. Parking is generally limited to three-hour customer parking only on both sides of the road. Duane Street is under the jurisdiction of the Village of Glen Ellyn.

Existing Traffic Volumes

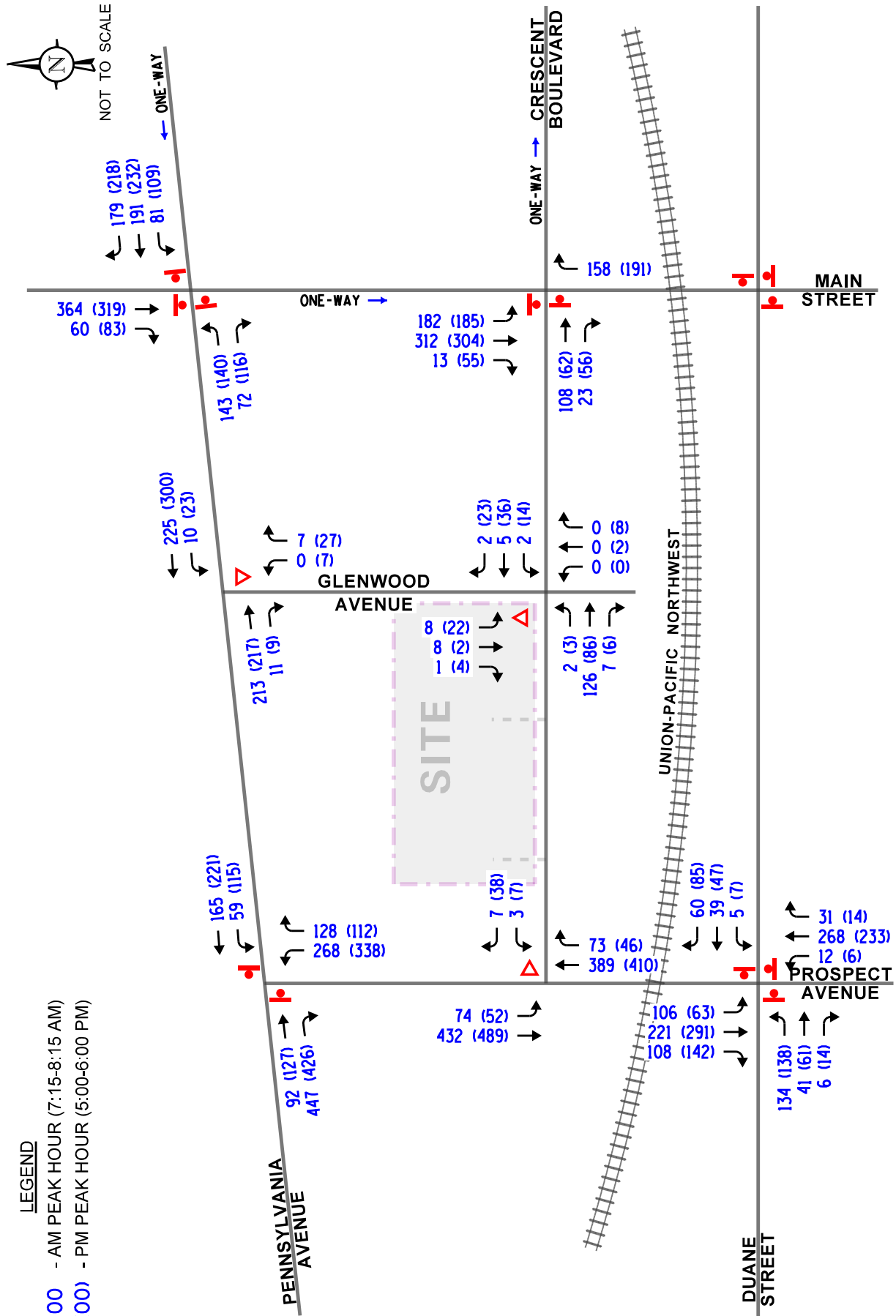
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. utilized previous traffic and pedestrian counts conducted on Tuesday, December 1, 2015 and Tuesday, August 28, 2018 during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 7:00 P.M.) peak periods at the following intersections:

- Pennsylvania Avenue with Prospect Avenue
- Pennsylvania Avenue with Glenwood Avenue
- Pennsylvania Avenue with Main Street
- Crescent Boulevard with Prospect Avenue
- Crescent Boulevard with Glenwood Avenue
- Crescent Boulevard with Main Street
- Duane Street with Prospect Avenue
- Duane Street with Main Street

The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M. and the weekday evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (5:00-6:00 PM)



Train Observations

Located approximately 115 feet south of Crescent Boulevard is the at-grade railroad crossing on Prospect Avenue with the Union Pacific – West Metra Commuter Railway that carries 25 inbound trains and 24 outbound trains on weekdays, resulting in 49 commuter trains per day. This railroad also carries an average of 40 freight trains per day. Field observations conducted during the peak hours indicated the following:

- During the weekday morning peak hour, four Metra train events were observed. The gates were down for approximately 40 seconds. The southbound approach at the railroad crossing had a maximum queue of five vehicles with an average of four vehicles. The queues extended beyond Crescent Boulevard three times by one to two vehicles for less than one minute. Once the gates went up, these queues cleared quickly.
- During the weekday evening peak hour, seven Metra train and one freight train events were observed. The gates were down for approximately one minute during the Metra train events and for eight minutes during the freight train event. The southbound approach at the railroad crossing had a maximum queue of ten vehicles with an average of eight vehicles. The queues extended beyond Crescent Boulevard during every Metra train event. However, once the gates went up, the queues dissipated quickly and did not extend beyond Pennsylvania Avenue.

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the plans call for redeveloping the site with an apartment building containing 86 units, approximately 1,490 square feet of retail space, and a parking garage containing 104 indoor parking spaces dedicated to the residents of the development. The parking garage will be divided into two levels that will not connect to each other. In addition, the development is proposing a drop-off/pick-up area along Crescent Boulevard. Access to the parking garage will be provided via the following:

- A full-movement access drive off Crescent Boulevard located approximately 130 feet east of Prospect Avenue and 320 feet west of Glenwood Avenue. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. This access drive will serve the main level of the proposed parking garage containing 48 parking spaces.
- A full-movement access drive off Crescent Boulevard located approximately 295 feet east of Prospect Avenue and 155 feet west of Glenwood Avenue. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. This access drive will serve the lower level of the proposed parking garage containing 56 parking spaces.

It should be noted that these access drives will be located at approximately the same locations of the access drives serving the previous land use. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

The directions from which residents of the apartment units and employees and patrons of the retail space will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The volume of traffic generated by the proposed development was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. The “Multifamily Housing (Mid Rise)” (Land-Use Code 221) rate was used for the apartment units and the “Shopping Center” (Land-Use Code 820) rate was used for the retail space.

As previously indicated, the proposed development is located within one-half of a mile of the Glen Ellyn station for the Union Pacific – West Metra Commuter Railway. As such, many of the residents will utilize public transportation to get to work. Based on census data provided for households located less a quarter of a mile of the Glen Ellyn Metra station, approximately 23 percent of residents utilize public transportation, bicycle, or walking to travel to/from work.

Table 1 tabulates the vehicle trips anticipated for this development.

Table 1
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two- Way Trips
		In	Out	Total	In	Out	Total	
221	Apartments (86 Units)	8	22	30	23	15	38	468
	<i>23% Reduction¹</i>	-2	-5	-7	-5	-3	-8	-108
820	Retail (1,490 s.f.)	1	--	1	3	3	6	60
	Total	7	17	24	21	15	36	420
1 – To account for proximity to public transportation								

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth and other developments in the area, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

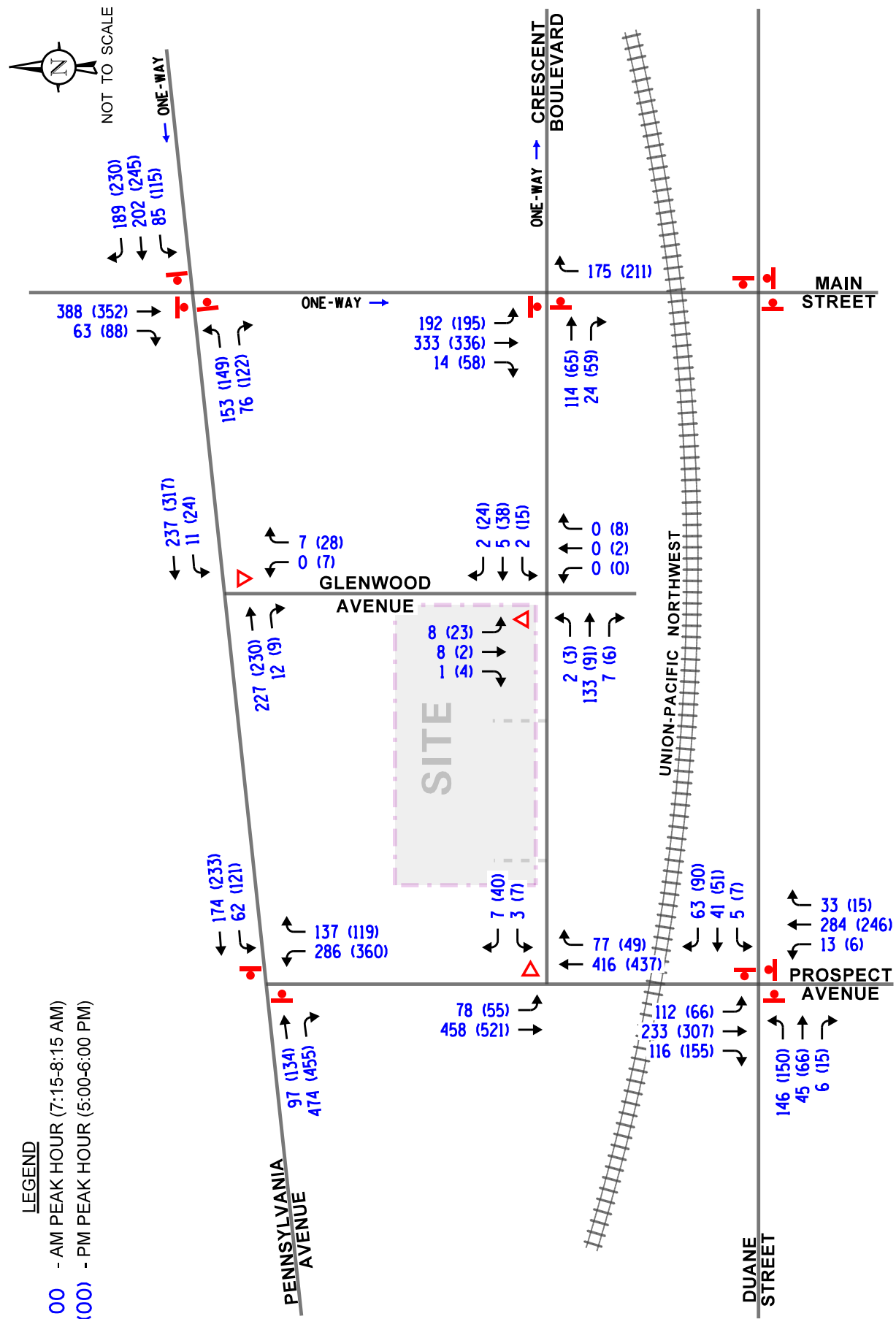
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the site traffic assignment. It should be noted that the parking garage is dedicated to the residents only.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections previously provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated October 5, 2018, an increase of approximately 0.79 percent per year for seven years was applied to project Year 2025 conditions. It should be noted that this background growth was applied to all existing traffic volumes. A copy of the CMAP 2040 projections letter is included in the Appendix. Furthermore, the background traffic volumes also included the traffic that will be generated by the recently approved APEX 400 and AVERE on Duane developments. The Year 2025 background traffic volumes are illustrated in **Figure 7**.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the Year 2025 background traffic volumes (Figure 7) to determine the Year 2025 total projected traffic volumes, as illustrated in **Figure 8**.



5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2020), Year 2025 no-build, and Year 2025 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using the Synchro/SimTraffic 10 computer software. Synchro/SimTraffic 10 was utilized to represent the operations of the intersections more accurately due to their proximity to one another.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2025 no-build, and Year 2025 total projected conditions are presented in **Tables 2** through **5**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Level of Service	Delay (seconds)	Level of Service	Delay (seconds)
Pennsylvania Avenue with Prospect Avenue				
• ICU Level of Service ¹	A	41.6%	A	47.2%
• Eastbound Approach	C	16.5	C	24.1
• Westbound Approach	F	99+	F	99+
• Northbound Left Turns	A	8.0	A	8.1
Pennsylvania Avenue with Glenwood Avenue				
• ICU Level of Service ¹	A	38.3%	A	52.0%
• Northbound Approach	B	10.5	B	11.8
• Westbound Left Turns	A	0.4	A	0.7
Pennsylvania Avenue with Main Street				
• Overall	C	16.4	C	16.0
• Eastbound Approach	B	13.1	B	13.3
• Westbound Approach	B	12.5	B	14.0
• Southbound Approach	C	22.2	C	20.6
Crescent Boulevard with Prospect Avenue				
• ICU Level of Service ¹	A	51.1%	A	49.5%
• Westbound Approach	C	16.2	B	14.8
• Southbound Left Turns	A	9.0	A	8.8
Crescent Boulevard with Glenwood Avenue				
• ICU Level of Service ¹	A	30.3%	A	32.1%
• Northbound Approach	A	0.1	B	10.0
• Southbound Approach	B	11.0	B	11.4
• Eastbound Left Turns	A	0.1	A	0.2
• Westbound Left Turns	A	1.7	A	1.6
Crescent Boulevard with Main Street				
• ICU Level of Service ¹	A	46.5%	A	49.7%
Prospect Avenue with Duane Street				
• ICU Level of Service ¹	C	67.7%	D	75.1%
1- Given the traffic control configuration and the limitations of the HCM procedures, this intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.				

Table 3

CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Level of Service	Delay (seconds)	Level of Service	Delay (seconds)
Pennsylvania Avenue with Prospect Avenue				
• ICU Level of Service ¹	A	43.4%	A	48.8%
• Eastbound Approach	C	17.7	D	29.3
• Westbound Approach	F	99+	F	99+
• Northbound Left Turns	A	8.0	A	8.2
Pennsylvania Avenue with Glenwood Avenue				
• ICU Level of Service ¹	A	39.7%	A	53.1%
• Northbound Approach	B	10.6	B	11.9
• Westbound Left Turns	A	0.5	A	0.7
Pennsylvania Avenue with Main Street				
• Overall	C	19.1	C	18.6
• Eastbound Approach	B	13.9	B	14.2
• Westbound Approach	B	13.3	C	15.2
• Southbound Approach	D	27.9	D	25.8
Crescent Boulevard with Prospect Avenue				
• ICU Level of Service ¹	A	53.0%	A	51.1%
• Westbound Approach	C	17.1	C	15.4
• Southbound Left Turns	A	9.1	A	9.0
Crescent Boulevard with Glenwood Avenue				
• ICU Level of Service ¹	A	30.4%	A	32.3%
• Northbound Approach	A	0.1	B	10.1
• Southbound Approach	B	11.1	B	11.6
• Eastbound Left Turns	A	0.1	A	0.2
• Westbound Left Turns	A	1.7	A	1.6
Crescent Boulevard with Main Street				
• ICU Level of Service ¹	A	47.7%	A	51.5%
Prospect Avenue with Duane Street				
• ICU Level of Service ¹	C	71.0%	D	79.0%
1- Given the traffic control configuration and the limitations of the HCM procedures, this intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.				

Table 4

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Pennsylvania Avenue with Prospect Avenue				
• ICU Level of Service ¹	A	43.5%	A	49.0%
• Eastbound Approach	C	17.9	D	29.9
• Westbound Approach	F	99+	F	99+
• Northbound Left Turns	A	8.0	A	8.2
Pennsylvania Avenue with Glenwood Avenue				
• ICU Level of Service ¹	A	39.8%	A	53.3%
• Northbound Approach	B	10.7	B	11.9
• Westbound Left Turns	A	0.5	A	0.8
Pennsylvania Avenue with Main Street				
• Overall	C	19.3	C	19.0
• Eastbound Approach	B	14.1	B	14.5
• Westbound Approach	B	13.4	C	15.4
• Southbound Approach	D	28.2	D	26.5
Crescent Boulevard with Prospect Avenue				
• ICU Level of Service ¹	A	53.3%	A	51.7%
• Westbound Approach	C	17.9	C	16.0
• Southbound Left Turns	A	9.2	A	9.0
Crescent Boulevard with Glenwood Avenue				
• ICU Level of Service ¹	A	30.6%	A	31.9%
• Eastbound Left Turns	A	0.3	A	0.5
• Westbound Left Turns	A	1.6	A	1.5
• Northbound Approach	A	0.1	B	10.1
• Southbound Approach	B	11.2	B	11.6
Crescent Boulevard with Main Street				
• ICU Level of Service ¹	A	47.7%	A	51.5%
Prospect Avenue with Duane Street				
• ICU Level of Service ¹	C	71.2%	D	79.6%
Crescent Boulevard with Proposed West Access Drive				
• Eastbound Left Turns	A	7.4	A	7.5
• Southbound Approach	A	9.9	B	10.0
Crescent Boulevard with Proposed East Access Drive				
• Eastbound Left Turns	A	7.4	A	7.5
• Southbound Approach	A	9.9	B	10.0
1- Given the traffic control configuration and the limitations of the HCM procedures, this intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development traffic.

Pennsylvania Avenue with Prospect Avenue

Because of the traffic control configuration of this intersection where the northbound approach is free and the eastbound and westbound approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, this intersection currently utilizes approximately 41 to 48 percent of the capacity of the intersection. The eastbound approach and northbound left turn movements currently operates at LOS C or better during the weekday morning and evening peak hours. In addition, the westbound approach currently operates at LOS F during both peak hours. This is normal and expected due to the traffic control configuration which is not uncommon and is necessary due to the proximity of this intersection to the railroad tracks. It should be noted that, as previously indicated, southbound queues on Prospect Avenue normally did not extend to or past Pennsylvania Avenue during Metra train events and these queues dissipated very quickly once the gates were up.

Under Year 2025 no-build and Year 2025 total projected conditions, it is projected that the intersection will utilize approximately 44 to 49 percent of capacity of the intersection. As a result, the intersection will continue to operate efficiently and with minimal delays.

Pennsylvania Avenue with Glenwood Avenue

Because of the traffic control configuration of this intersection where the northbound approach is under yield sign control and the westbound and eastbound approaches are free, the intersection could not be analyzed using HCM procedures. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the ICU level of service.

Based on the ICU analysis, this intersection utilizes approximately 38 to 52 percent of the capacity of the intersection. Additionally, the northbound approach and the westbound left turn movements currently operate at LOS B or better during both peak hours.

Under Year 2025 no-build and Year 2025 total projected conditions, it is projected that the intersection will utilize approximately 40 to 53 percent of capacity of the intersection. As a result, the intersection will continue to operate efficiently and with minimal delays.

Pennsylvania Avenue with Main Street

The results of the capacity analyses indicate that overall this all-way stop-sign controlled intersection currently operates at LOS C during the weekday morning and evening peak hours. In addition, all approaches are currently operating at LOS C or better during both peak hours.

Under Year 2025 no-build conditions, overall this intersection will continue to operate at the same existing levels of service with increases in delay of less than three seconds during both peak hours. The eastbound and westbound approaches will operate at LOS C or better during both peak hours with increases in delay of less than two seconds. In addition, the southbound approach will operate at LOS D during both peak hours with increases in delay of approximately six and five seconds, respectively.

Under Year 2025 total projected conditions, overall this intersection will continue to operate at LOS C during the weekday morning and evening peak hours with minimal increases in delays over no-build conditions. All approaches will continue to operate at the same levels of service with increases in delay of less than one second over no-build conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Crescent Boulevard with Prospect Avenue

Because of the traffic control configuration of this intersection where the westbound traffic is under yield sign and the other two approaches are free, the intersection could not be analyzed using HCM procedures. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the ICU level of service.

Based on the ICU analysis, this intersection utilizes approximately 49 to 52 percent of the capacity of the intersection. Additionally, the westbound approach and southbound left-turn movement currently operate at LOS C or better during both peak hours.

Under Year 2025 no-build and Year 2025 total projected conditions, it is projected that the intersection will utilize approximately 52 to 54 percent of capacity of the intersection. Based on the results of the traffic simulation and the capacity analyses, the westbound approach will experience 95th percentile queues of one to two vehicles, which will not extend to the proposed location of the access drives for the garage. In addition, the southbound left-turning movement will experience 95th percentile queues of two to three vehicles, which can be accommodated by the existing exclusive southbound left-turn lane. While the proposed development will contribute traffic to the intersection, this additional traffic will be minimal and will not exceed 1.8 percent during both peak hours. As a result, the intersection will continue to operate efficiently and with minimal delays.

It should be noted that, as previously indicated, during the weekday morning peak hour the southbound queues at the railroad crossing extended three times beyond this intersection for less than one minute by one to two vehicles. During the weekday evening peak hour, the southbound queues at the railroad crossing extended eight times beyond this intersection by approximately four vehicles and for less than one minute except during the freight train event which lasted for approximately six minutes. These queues had a minimal impact on the intersection, allowing the intersection to continue operating efficiently

Crescent Boulevard with Glenwood Avenue

Because of the traffic control configuration of this intersection where the southbound traffic is under yield sign control and the other three approaches are free, the intersection could not be analyzed using HCM procedures. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the ICU level of service.

Based on the ICU analysis, this intersection utilizes approximately 30 to 33 percent of the capacity of the intersection and all movements currently operate at LOS B or better during both peak hours.

Under Year 2025 no-build and Year 2025 total projected conditions, it is projected that the intersection will utilize approximately 31 to 33 percent of capacity of the intersection. As a result, the intersection will continue to operate efficiently and with minimal delays.

Crescent Boulevard with Main Street

Because of the traffic control configuration of this intersection where the northbound traffic is free flow and the southbound and westbound approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. This intersection's traffic control is designed to allow northbound movements to operate under free flow conditions in order to keep northbound queues from extending onto the train tracks.

Based on the ICU analysis, this intersection utilizes approximately 46 to 50 percent of the capacity of the intersection.

Under Year 2025 no-build and Year 2025 total projected conditions, it is projected that the intersection will utilize approximately 48 to 52 percent of capacity of the intersection. When compared to the projected traffic volumes, the amount of traffic traveling through this intersection will increase by less than one percent during both peak hours. As a result, the intersection will continue to operate efficiently and with minimal delays.

Prospect Avenue with Duane Street

Because of the traffic control configuration of this intersection where the southbound traffic is free flow and the other three approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. This intersection's traffic control is designed to allow southbound movements to operate under free flow conditions in order to keep southbound queues from extending onto the train tracks. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the ICU level of service.

Based on the ICU analysis, this intersection utilizes approximately 67 to 76 percent of the capacity of the intersection.

Under Year 2025 no-build and Year 2025 total projected conditions, it is projected that the intersection will utilize approximately 71 to 80 percent of capacity of the intersection. As a result, the intersection will continue to operate efficiently and with minimal delays.

Crescent Boulevard with Proposed Garage Access Drives

The results of the capacity analyses indicated that outbound movements from both access drives will operate at LOS B or better during the weekday morning and evening peak hours with 95th percentile queues of one to two vehicles. Furthermore, the eastbound left-turn movements from Crescent Boulevard onto the proposed access drives are projected to operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, the proposed access drives on Crescent Boulevard will be adequate in accommodating the traffic projected to be generated by the proposed development and no roadway improvements will be required.

Drop-Off/Pick-Up Area Evaluation

As previously mentioned, the development is proposing a drop-off/pick-up area along Crescent Boulevard. Based on a review of the site plan, the area will accommodate approximately one vehicle and will be recessed, thus allowing vehicles stopping to drop off or pick up residents to do so without blocking through traffic on Crescent Boulevard. In order to ensure the drop-off/pick-up area is used properly, consideration should be given to placing a sign along the drop-off/pick-up area indicating a 15-minute time limit. Based on KLOA, Inc.'s observations of other apartment buildings throughout the Chicagoland area, the proposed drop-off/pick-up area will be adequate in accommodating the anticipated demand in and out of the drop-off/pick-up area.

Parking Evaluation

As previously indicated, the development is to contain 86 apartments (four studios, 47 one-bedroom units, and 35 two-bedroom/two-bedroom plus den units) with a parking garage containing 104 parking spaces designated for the residential use. Therefore, the development will provide a parking ratio of approximately 1.21 spaces per unit or 0.86 spaces per bedroom. It is important to note that parking spaces will not be included as part of the leases for the apartments and an additional monthly fee will be charged to any tenant that desires to park within the development. This will provide economic incentives for tenants to opt out of parking and make better use of alternative travel modes.

Based on the Village of Glen Ellyn Code of Ordinances, multiple-family dwellings have a variable parking requirement based on the number of bedrooms provided per unit. Studio units are required to provide one space per unit. One-bedroom dwelling units are required to provide 1.5 parking spaces for each dwelling unit and two-bedroom dwelling units are required to provide two parking spaces for each dwelling unit. Given the development's bedroom composition and based on the Village of Glen Ellyn requirements, the development should provide 144 parking spaces. The proposed transit-oriented development will provide a total of 104 parking spaces reserved for the residential use, which results in a deficit of 40 parking spaces when compared to Village Code.

Transit Oriented Development Parking Characteristics

It should be noted that given the site's proximity to public transportation and its location within the Glen Ellyn downtown area as well as the mix of land uses surrounding the site, the proposed land use fits the characteristics of a Transit Oriented Development (TOD). A TOD is, by definition, a type of development that has mixed uses integrated within a walkable neighborhood and located within ¼ mile from public transportation. Typically, a TOD is characterized by:

- A mix of uses
- Moderate to high density
- Pedestrian orientation/connectivity
- Transportation choices
- Reduced parking

Parking demand/requirements at a TOD development are much lower than the parking demand of developments that are not located within close proximity to public transportation. Based on a 2008 report titled *Effects of TOD on Housing, Parking and Travel*, published by the Federal Transit Administration (FTA), the Transportation Research Board (TRB), and the Transit Development Corporation, typically TOD residents are almost twice as likely to not own a car and own almost half the number of cars of other households.

Census Data Information

Based on a review of the Census 2009 data, as well as on an analysis prepared by the Center for Transit-Oriented Development in cooperation with the Center for Neighborhood Technology,

Census Data Information

Based on a review of the Census 2009 data, as well as on an analysis prepared by the Center for Transit-Oriented Development in cooperation with the Center for Neighborhood Technology, the following is a breakdown of the vehicle ownership within close proximity to the Glen Ellyn train station and other vehicle ownership characteristics:

- Auto ownership of owned homes within ¼ mile of train station = 1.87 vehicles
- Auto ownership of rental units within ¼ mile of train station = 0.95 vehicles
- Approximately 58 percent of households within ¼ mile of the train station have one or no vehicle at all

Given that the proposed apartment building is located within approximately 800 feet of the Glen Ellyn Metra station and is designated as a transit-oriented development, it is anticipated that the residential units within the proposed development will have the same characteristics as other rental developments within the one-quarter mile radius.

Institute of Transportation Engineers Parking Rates

While the proposed reserved residential parking ratio of 1.21 spaces per unit/0.86 spaces per bedroom does not meet the Village code requirement, based on a review of survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation Manual*, 5th Edition for Land-Use Code 221 (Mid-Rise Apartments), the following was determined:

- The calculated peak parking demand on a weekday and a Saturday will be 74 and 99 parked vehicles, respectively.
- Average parking supply ratio for sites within ½ mile of a train station is 1.5 spaces per dwelling unit.
- Average parking supply ratio for sites within ½ mile of a train station is 0.8 spaces per bedroom.

As can be seen, the proposed number of parking spaces and the ratio of 0.86 spaces per bedroom exceed ITE's requirements.

Furthermore, the proposed parking supply is consistent with other apartment developments (built or planned) in the Chicago area which provide parking at an average ratio of 1.25 spaces per unit. The location, number of units, and number of parking spaces provided for these developments are summarized in **Table A** in the Appendix.

Best Parking Practices

As it was previously mentioned, the proximity of the Glen Ellyn Metra train station and the Pace Bus Route 715 stop close to the site as well as its location within downtown Glen Ellyn qualifies the project as a TOD.

Best practices with respect to parking policies that are supportive of Smart Growth and TODs include strategies that promote walking, biking, and the use of public transit while reducing or eliminating the need for private automobiles. These strategies include the following:

- Incorporate transit-friendly parking design behind street-facing retail
- Manage/limit the amount of parking provided
- Reserve parking space for car-sharing services
- Allow for parking to be shared by multiple uses
- Provide enclosed, secured storage facilities for bicycles
- Unbundle parking by separating parking costs from unit leases, which provides economic incentives for tenants to opt out of parking and make better use of alternative travel modes

Car-sharing programs provide participants with convenient and flexible access to centrally owned and maintained vehicles. Car-sharing offers an alternative to individual car ownership, which effectively increases the number of users per vehicle and contributes to lower auto ownership rates and reduced parking demand. According to recent North American studies and car-sharing member surveys, each car-sharing vehicle removes an average of 15 privately-owned cars from the community.

The incorporation of the above-noted strategies into a development is recognized by the U.S. Green Building Council in the form of credits towards LEED certification of the project.

Based on the above, the proposed transit-oriented development will provide a sufficient number of parking spaces to accommodate the projected parking demand of the proposed residential units within the development and sufficient public parking is provided within the vicinity of the site to accommodate any surplus in retail parking demand that may be generated by the proposed commercial space within the proposed development.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The traffic that will be generated by the proposed development will be low and will be reduced due to its proximity to public transportation.
- The traffic that will be generated by the proposed development can be accommodated by the area roadway system.
- Providing access to the proposed residential development off Crescent Boulevard will be adequate in accommodating the traffic projected to be generated by the proposed development.
- The anticipated use of the drop-off/pick-up area will be adequate in accommodating the anticipated circulation in and out of the drop-off/pick-up area.
- Given its location in close proximity to public transportation, the proposed development meets the characteristics of a TOD Development.
- The proposed 104 parking spaces for the residential component of the development will be adequate in meeting the projected peak parking demand based on ITE surveys.
- The proposed parking ratio of 1.21 parking spaces per unit is consistent with the typical number of parking spaces provided at many other TOD developments within the Chicagoland metro area.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
CMAP 2040 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Parking Ratios of Similar Developments

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Crescent Boulevard with
Glenwood Avenue
Site Code:
Start Date: 12/01/2015
Page No: 1

Turning Movement Data

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Metra Parking Access Northbound						Glenwood Avenue Southbound						Int. Total		
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total			
7:00 AM	0	0	35	2	0	37	0	0	2	0	1	2	0	0	0	0	0	18	0	0	1	5	1	5	7	46	
7:15 AM	0	1	25	1	0	27	0	1	0	1	3	2	0	0	0	0	0	7	0	0	1	1	0	0	2	31	
7:30 AM	0	0	41	0	0	41	0	1	3	0	1	4	0	0	0	0	0	27	0	0	3	1	0	4	4	49	
7:45 AM	0	1	25	4	0	30	0	0	0	1	2	1	0	0	0	0	0	3	0	0	3	1	0	2	4	35	
Hourly Total	0	2	126	7	0	135	0	2	5	2	7	9	0	0	0	0	0	55	0	0	8	8	1	11	17	161	
8:00 AM	0	3	28	0	0	31	0	1	3	1	0	5	0	1	0	1	1	12	2	0	1	1	3	2	5	43	
8:15 AM	0	1	18	2	0	21	0	0	0	1	1	1	0	0	0	0	1	6	1	0	1	1	0	1	2	25	
8:30 AM	0	2	18	1	1	21	0	1	1	0	3	2	0	0	0	0	0	5	0	0	8	3	1	2	12	35	
8:45 AM	0	0	22	2	0	24	0	0	2	1	5	3	0	0	0	1	3	1	1	0	0	2	2	1	4	32	
Hourly Total	0	6	86	5	1	97	0	2	6	3	9	11	0	1	0	0	3	26	4	0	10	7	6	6	23	135	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	2	19	0	0	21	0	3	12	2	0	17	0	0	0	0	0	1	0	0	9	1	4	5	14	52	
4:15 PM	0	2	15	0	0	17	0	2	8	6	1	16	0	0	0	0	0	1	0	0	6	0	0	3	6	39	
4:30 PM	0	1	25	0	0	26	0	0	5	3	0	8	0	0	1	1	0	0	2	0	3	0	0	4	3	39	
4:45 PM	1	2	26	0	0	29	0	2	6	6	0	14	0	0	2	1	3	3	3	0	7	1	0	2	8	54	
Hourly Total	1	7	85	0	0	93	0	7	31	17	1	55	0	0	3	2	5	5	5	0	25	2	4	14	31	184	
5:00 PM	0	1	26	0	0	27	0	1	5	3	3	9	0	0	1	1	1	1	2	0	4	0	1	5	5	43	
5:15 PM	0	1	28	2	4	31	0	2	9	5	2	16	0	0	1	0	2	1	1	0	10	1	1	10	12	60	
5:30 PM	0	0	11	3	0	14	2	6	9	8	0	25	0	0	0	3	1	3	1	0	6	1	1	2	8	50	
5:45 PM	0	1	21	1	0	23	0	5	13	7	1	25	0	0	0	4	0	4	4	0	2	0	1	9	3	55	
Hourly Total	0	3	86	6	4	95	2	14	36	23	6	75	0	0	2	8	4	10	10	0	22	2	4	26	28	208	
Grand Total	1	18	383	18	5	420	2	25	78	45	23	150	0	1	5	13	90	19	99	0	65	19	15	57	99	688	
Approach %	0.2	4.3	91.2	4.3	-	-	1.3	16.7	52.0	30.0	-	-	0.0	5.3	26.3	68.4	-	-	-	0.0	65.7	19.2	15.2	-	-	-	
Total %	0.1	2.6	55.7	2.6	-	61.0	0.3	3.6	11.3	6.5	-	21.8	0.0	0.1	0.7	1.9	-	2.8	0.0	9.4	2.8	2.2	-	-	14.4	-	
Lights	1	18	374	18	-	411	2	24	77	44	-	147	0	1	5	13	-	19	0	63	19	15	-	-	97	674	
% Lights	100.0	100.0	97.7	100.0	-	97.9	100.0	96.0	98.7	97.8	-	98.0	-	100.0	100.0	100.0	-	100.0	-	96.9	100.0	100.0	-	-	98.0	98.0	
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	0	-	1	1	
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	-	-	-	1.5	0.0	0.0	-	-	1.0	0.1
Single-Unit Trucks	0	0	2	0	-	2	0	1	1	1	-	3	0	0	0	0	-	0	0	0	1	0	0	-	1	6	
% Single-Unit Trucks	0.0	0.0	0.5	0.0	-	0.5	0.0	4.0	1.3	2.2	-	2.0	-	-	0.0	0.0	-	0.0	-	-	1.5	0.0	0.0	-	-	1.0	0.9
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1	
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	6	
% Bicycles on Road	0.0	0.0	1.6	0.0	-	1.4	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.9
Pedestrians	-	-	-	-	5	-	-	-	-	-	23	-	-	-	-	-	-	90	-	-	-	-	-	57	-	-	



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Count Name: Crescent Boulevard with
Glenwood Avenue
Site Code:
Start Date: 12/01/2015
Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Metra Parking Access Northbound						Glenwood Avenue Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
7:00 AM	0	0	35	2	0	37	0	0	2	0	1	2	0	0	0	0	0	18	0	1	5	1	5	7	46	
7:15 AM	0	1	25	1	0	27	0	1	0	1	3	2	0	0	0	0	0	7	0	1	1	0	0	2	31	
7:30 AM	0	0	41	0	0	41	0	1	3	0	1	4	0	0	0	0	0	27	0	3	1	0	4	4	49	
7:45 AM	0	1	25	4	0	30	0	0	0	1	2	1	0	0	0	0	3	0	2	3	1	0	2	4	35	
Total	0	2	126	7	0	135	0	2	5	2	7	9	0	0	0	0	55	0	0	8	8	1	11	17	161	
Approach %	0.0	1.5	93.3	5.2	-	-	0.0	22.2	55.6	22.2	-	-	-	NaN	NaN	NaN	NaN	-	-	0.0	47.1	47.1	5.9	-	-	
Total %	0.0	1.2	78.3	4.3	-	83.9	0.0	1.2	3.1	1.2	-	5.6	0.0	0.0	0.0	0.0	-	-	0.0	5.0	5.0	0.6	-	10.6	-	
PHF	0.000	0.500	0.768	0.438	-	0.823	0.000	0.500	0.417	0.500	-	0.563	0.000	0.000	0.000	0.000	-	-	0.000	0.667	0.400	0.250	-	0.607	0.821	
Lights	0	2	120	7	-	129	0	2	5	2	-	9	0	0	0	0	-	-	0	7	8	1	-	16	154	
% Lights	-	100.0	95.2	100.0	-	95.6	-	100.0	100.0	100.0	-	100.0	-	-	-	-	-	-	-	-	87.5	100.0	100.0	-	94.1	95.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	-	0	1	0	0	-	1	1	
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	12.5	0.0	0.0	-	5.9	0.6
Single-Unit Trucks	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	-	0	0	0	0	-	0	2	
% Single-Unit Trucks	-	0.0	1.6	0.0	-	1.5	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	-	0	0	0	0	-	0	0	
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	-	0	0	0	0	-	0	4	
% Bicycles on Road	-	0.0	3.2	0.0	-	3.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	2.5
Pedestrians	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	-	55	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Crescent Boulevard with
Glenwood Avenue
Site Code:
Start Date: 12/01/2015
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Metra Parking Access Northbound						Glenwood Avenue Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
5:00 PM	0	1	26	0	0	27	0	1	5	3	3	9	0	0	1	1	1	1	2	0	4	0	1	5	5	43
5:15 PM	0	1	28	2	4	31	0	2	9	5	2	16	0	0	1	0	2	1	1	0	10	1	1	10	12	60
5:30 PM	0	0	11	3	0	14	2	6	9	8	0	25	0	0	0	3	1	3	3	0	6	1	1	2	8	50
5:45 PM	0	1	21	1	0	23	0	5	13	7	1	25	0	0	0	4	0	4	4	0	2	0	1	9	3	55
Total	0	3	86	6	4	95	2	14	36	23	6	75	0	0	2	8	4	10	10	0	22	2	4	26	28	208
Approach %	0.0	3.2	90.5	6.3	-	-	2.7	18.7	48.0	30.7	-	-	0.0	0.0	20.0	80.0	-	-	-	0.0	78.6	7.1	14.3	-	-	-
Total %	0.0	1.4	41.3	2.9	-	45.7	1.0	6.7	17.3	11.1	-	36.1	0.0	0.0	1.0	3.8	-	4.8	-	0.0	10.6	1.0	1.9	-	13.5	-
PHF	0.000	0.750	0.768	0.500	-	0.766	0.250	0.583	0.692	0.719	-	0.750	0.000	0.000	0.500	0.500	-	0.625	-	0.000	0.550	0.500	1.000	-	0.583	0.867
Lights	0	3	86	6	-	95	2	13	36	23	-	74	0	0	2	8	-	10	-	0	22	2	4	-	28	207
% Lights	-	100.0	100.0	100.0	-	100.0	100.0	92.9	100.0	100.0	-	98.7	-	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	-	100.0	99.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	0.0	7.1	0.0	0.0	-	1.3	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	-	4	-	-	-	-	-	26	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Crescent Boulevard with Main Street
Site Code:
Start Date: 12/01/2015
Page No: 1

Turning Movement Data

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	29	3	1	32	0	0	0	0	17	0	0	0	0	32	33	32	0	39	41	2	7	82	146
7:15 AM	0	0	28	0	3	28	0	0	0	0	15	0	0	0	0	48	24	48	0	44	56	1	12	101	177
7:30 AM	0	0	33	10	6	43	0	0	0	0	11	0	0	0	0	37	52	37	0	61	92	4	9	157	237
7:45 AM	0	0	23	4	5	27	0	0	0	0	4	0	0	0	0	28	13	28	0	35	97	3	9	135	190
Hourly Total	0	0	113	17	15	130	0	0	0	0	47	0	0	0	0	145	122	145	0	179	286	10	37	475	750
8:00 AM	0	0	24	9	2	33	0	0	0	0	7	0	0	0	0	45	30	45	0	42	67	5	9	114	192
8:15 AM	0	0	16	4	2	20	0	0	0	0	8	0	0	0	0	26	3	26	0	34	76	0	5	110	156
8:30 AM	0	0	12	9	4	21	0	0	0	0	3	0	0	0	0	30	6	30	0	39	95	2	8	136	187
8:45 AM	0	0	17	6	9	23	0	0	0	0	6	0	0	0	0	23	0	23	0	26	69	4	8	99	145
Hourly Total	0	0	69	28	17	97	0	0	0	0	24	0	0	0	0	124	39	124	0	141	307	11	30	459	680
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	14	16	8	30	0	0	0	0	3	0	0	0	0	42	0	42	0	40	59	11	10	110	182
4:15 PM	0	0	20	11	4	31	0	0	0	0	5	0	0	0	0	64	0	64	0	41	83	11	16	135	230
4:30 PM	0	0	22	10	3	32	0	0	0	0	2	0	0	0	0	43	0	43	0	51	76	9	15	136	211
4:45 PM	0	0	21	8	6	29	0	0	0	0	3	0	0	0	0	34	0	34	0	63	50	9	16	122	185
Hourly Total	0	0	77	45	21	122	0	0	0	0	13	0	0	0	0	183	0	183	0	195	268	40	57	503	808
5:00 PM	0	0	15	17	10	32	0	0	0	0	12	0	0	0	4	55	1	59	0	40	106	7	18	153	244
5:15 PM	0	0	18	11	16	29	0	0	0	0	6	0	0	0	0	48	0	48	0	44	72	10	10	126	203
5:30 PM	0	0	12	14	47	26	0	0	0	0	11	0	0	0	0	46	1	46	0	49	53	23	12	125	197
5:45 PM	0	0	17	14	10	31	0	0	0	0	24	0	0	0	0	42	0	42	0	52	73	15	10	140	213
Hourly Total	0	0	62	56	83	118	0	0	0	0	53	0	0	0	4	191	2	195	0	185	304	55	50	544	857
Grand Total	0	0	321	146	136	467	0	0	0	0	137	0	0	0	4	643	163	647	0	700	1165	116	174	1981	3095
Approach %	0.0	0.0	68.7	31.3	-	-	NaN	NaN	NaN	NaN	-	-	0.0	0.0	0.6	99.4	-	-	0.0	35.3	58.8	5.9	-	-	-
Total %	0.0	0.0	10.4	4.7	-	15.1	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	20.8	-	20.9	0.0	22.6	37.6	3.7	-	64.0	-
Lights	0	0	313	144	-	457	0	0	0	0	-	0	0	0	4	623	-	627	0	688	1135	115	-	1938	3022
% Lights	-	-	97.5	98.6	-	97.9	-	-	-	-	-	-	-	-	100.0	96.9	-	96.9	-	98.3	97.4	99.1	-	97.8	97.6
Buses	0	0	1	1	-	2	0	0	0	0	0	0	0	0	0	6	-	6	0	7	13	0	-	20	28
% Buses	-	-	0.3	0.7	-	0.4	-	-	-	-	-	-	-	-	0.0	0.9	-	0.9	-	1.0	1.1	0.0	-	1.0	0.9
Single-Unit Trucks	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	9	-	9	0	2	17	1	-	20	32
% Single-Unit Trucks	-	-	0.6	0.7	-	0.6	-	-	-	-	-	-	-	-	0.0	1.4	-	1.4	-	0.3	1.5	0.9	-	1.0	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	4	-	4	0	2	0	0	-	2	6
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	0.6	-	0.6	-	0.3	0.0	0.0	-	0.1	0.2
Bicycles on Road	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	1	-	1	0	1	0	0	-	1	7
% Bicycles on Road	-	-	1.6	0.0	-	1.1	-	-	-	-	-	-	-	-	0.0	0.2	-	0.2	-	0.1	0.0	0.0	-	0.1	0.2
Pedestrians	-	-	-	-	136	-	-	-	-	-	137	-	-	-	-	-	163	-	-	-	-	-	174	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Crescent Boulevard with Main Street
Site Code:
Start Date: 12/01/2015
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	28	0	3	28	0	0	0	0	15	0	0	0	0	48	24	48	0	44	56	1	12	101	177
7:30 AM	0	0	33	10	6	43	0	0	0	0	11	0	0	0	0	37	52	37	0	61	92	4	9	157	237
7:45 AM	0	0	23	4	5	27	0	0	0	0	4	0	0	0	0	28	13	28	0	35	97	3	9	135	190
8:00 AM	0	0	24	9	2	33	0	0	0	0	7	0	0	0	0	45	30	45	0	42	67	5	9	114	192
Total	0	0	108	23	16	131	0	0	0	0	37	0	0	0	0	158	119	158	0	182	312	13	39	507	796
Approach %	0.0	0.0	82.4	17.6	-	-	NaN	NaN	NaN	NaN	-	-	0.0	0.0	0.0	100.0	-	-	0.0	35.9	61.5	2.6	-	-	-
Total %	0.0	0.0	13.6	2.9	-	16.5	0.0	0.0	0.0	0.0	-	19.8	0.0	0.0	0.0	19.8	-	19.8	0.0	22.9	39.2	1.6	-	63.7	-
PHF	0.000	0.000	0.818	0.575	-	0.762	0.000	0.000	0.000	0.000	-	0.823	0.000	0.000	0.000	0.823	-	0.823	0.000	0.746	0.804	0.650	-	0.807	0.840
Lights	0	0	101	22	-	123	0	0	0	0	-	0	0	0	0	150	-	150	0	177	297	12	-	486	759
% Lights	-	-	93.5	95.7	-	93.9	-	-	-	-	-	-	-	-	-	94.9	-	94.9	-	97.3	95.2	92.3	-	95.9	95.4
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	3	-	3	0	3	10	0	-	13	17
% Buses	-	-	0.9	0.0	-	0.8	-	-	-	-	-	-	-	-	-	1.9	-	1.9	-	1.6	3.2	0.0	-	2.6	2.1
Single-Unit Trucks	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	5	-	5	0	2	5	1	-	8	16
% Single-Unit Trucks	-	-	1.9	4.3	-	2.3	-	-	-	-	-	-	-	-	-	3.2	-	3.2	-	1.1	1.6	7.7	-	1.6	2.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	4
% Bicycles on Road	-	-	3.7	0.0	-	3.1	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	-	16	-	-	-	-	-	37	-	-	-	-	-	-	119	-	-	-	-	39	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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(847)518-9990

Count Name: Crescent Boulevard with Main
Street
Site Code:
Start Date: 12/01/2015
Page No: 6

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Main Street Northbound						Main Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	0	20	11	4	31	0	0	0	0	5	0	0	0	0	64	0	64	0	41	83	11	16	135	230
4:30 PM	0	0	22	10	3	32	0	0	0	0	2	0	0	0	0	43	0	43	0	51	76	9	15	136	211
4:45 PM	0	0	21	8	6	29	0	0	0	0	3	0	0	0	0	34	0	34	0	63	50	9	16	122	185
5:00 PM	0	0	15	17	10	32	0	0	0	0	12	0	0	0	4	55	1	59	0	40	106	7	18	153	244
Total	0	0	78	46	23	124	0	0	0	0	22	0	0	0	4	196	1	200	0	195	315	36	65	546	870
Approach %	0.0	0.0	62.9	37.1	-	-	NaN	NaN	NaN	NaN	-	-	0.0	0.0	2.0	98.0	-	-	0.0	35.7	57.7	6.6	-	-	-
Total %	0.0	0.0	9.0	5.3	-	14.3	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.5	22.5	-	23.0	0.0	22.4	36.2	4.1	-	62.8	-
PHF	0.000	0.000	0.886	0.676	-	0.969	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.250	0.766	-	0.781	0.000	0.774	0.743	0.818	-	0.892	0.891
Lights	0	0	77	46	-	123	0	0	0	0	-	0	0	0	4	192	-	196	0	195	311	36	-	542	861
% Lights	-	-	98.7	100.0	-	99.2	-	-	-	-	-	-	-	-	100.0	98.0	-	98.0	-	100.0	98.7	100.0	-	99.3	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Buses	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	0.5	-	0.5	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	3	-	3	0	0	4	0	-	4	7
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	1.5	-	1.5	-	0.0	1.3	0.0	-	0.7	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	-	1.3	0.0	-	0.8	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	23	-	-	-	-	-	22	-	-	-	-	-	-	1	-	-	-	-	65	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Pennsylvania
Avenue
Site Code:
Start Date: 12/01/2015
Page No: 1

Turning Movement Data

Start Time	Pennsylvania Avenue Eastbound						Pennsylvania Avenue Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	32	0	11	0	43	0	13	42	38	4	93	0	0	0	0	0	13	0	0	58	14	4	72	208
7:15 AM	0	36	0	19	0	55	0	22	53	54	7	129	0	0	0	0	0	4	0	0	63	17	1	80	264
7:30 AM	0	39	0	22	0	61	0	24	44	51	4	119	0	0	0	0	0	11	0	0	114	13	0	127	307
7:45 AM	0	35	0	18	1	53	0	23	44	28	2	95	0	0	0	0	0	6	0	0	97	19	2	116	264
Hourly Total	0	142	0	70	1	212	0	82	183	171	17	436	0	0	0	0	0	34	0	0	332	63	7	395	1043
8:00 AM	0	33	0	13	0	46	0	12	50	46	8	108	0	0	0	0	0	7	0	0	90	11	1	101	255
8:15 AM	0	25	0	10	0	35	0	15	38	17	6	70	0	0	0	0	0	5	0	0	85	21	3	106	211
8:30 AM	0	23	0	17	1	40	0	16	37	38	2	91	0	0	0	0	0	3	0	0	98	15	1	113	244
8:45 AM	0	30	0	17	0	47	0	17	34	38	2	89	0	0	0	0	0	1	0	0	70	13	2	83	219
Hourly Total	0	111	0	57	1	168	0	60	159	139	18	358	0	0	0	0	0	16	0	0	343	60	7	403	929
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	35	0	19	0	54	0	32	56	48	2	136	0	0	0	0	0	3	0	0	50	21	0	71	261
4:15 PM	0	26	1	34	0	61	0	26	53	51	5	130	0	0	0	0	0	8	0	0	82	23	2	105	296
4:30 PM	0	35	0	32	0	67	0	36	57	47	6	140	0	0	0	0	0	12	0	0	70	29	3	99	306
4:45 PM	0	31	0	37	0	68	0	28	48	51	1	127	0	0	0	0	0	13	0	0	75	21	2	96	291
Hourly Total	0	127	1	122	0	250	0	122	214	197	14	533	0	0	0	0	0	36	0	0	277	94	7	371	1154
5:00 PM	0	36	0	34	0	70	0	22	65	57	4	144	0	0	0	0	0	9	0	0	78	25	9	103	317
5:15 PM	0	34	0	32	0	66	0	23	53	58	5	134	0	0	0	0	0	4	0	0	78	21	0	99	299
5:30 PM	0	26	0	21	2	47	0	32	46	53	4	131	0	0	0	0	0	9	0	0	79	17	5	96	274
5:45 PM	0	44	0	29	0	73	0	32	68	50	26	150	0	0	0	0	0	6	0	0	84	20	1	104	327
Hourly Total	0	140	0	116	2	256	0	109	232	218	39	559	0	0	0	0	0	28	0	0	319	83	15	402	1217
Grand Total	0	520	1	365	4	886	0	373	788	725	88	1886	0	0	0	0	0	114	0	0	1271	300	36	1571	4343
Approach %	0.0	58.7	0.1	41.2	-	-	0.0	19.8	41.8	38.4	-	-	NaN	NaN	NaN	NaN	NaN	-	-	0.0	0.0	80.9	19.1	-	-
Total %	0.0	12.0	0.0	8.4	-	20.4	0.0	8.6	18.1	16.7	-	43.4	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	29.3	6.9	-	36.2	-
Lights	0	517	1	357	-	875	0	370	773	695	-	1838	0	0	0	0	0	-	0	0	1230	288	-	1518	4231
% Lights	-	99.4	100.0	97.8	-	98.8	-	99.2	98.1	95.9	-	97.5	-	-	-	-	-	-	-	-	96.8	96.0	-	96.6	97.4
Buses	0	2	0	1	-	3	0	2	6	12	-	20	0	0	0	0	0	-	0	0	20	3	-	23	46
% Buses	-	0.4	0.0	0.3	-	0.3	-	0.5	0.8	1.7	-	1.1	-	-	-	-	-	-	-	-	1.6	1.0	-	1.5	1.1
Single-Unit Trucks	0	1	0	5	-	6	0	1	7	18	-	26	0	0	0	0	0	-	0	0	21	9	-	30	62
% Single-Unit Trucks	-	0.2	0.0	1.4	-	0.7	-	0.3	0.9	2.5	-	1.4	-	-	-	-	-	-	-	-	1.7	3.0	-	1.9	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	2	-	2	0	0	2	0	-	2	0	0	0	0	0	-	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	0.0	0.5	-	0.2	-	0.0	0.3	0.0	-	0.1	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	4	-	-	-	-	-	88	-	-	-	-	-	-	114	-	-	-	-	36	-	-



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Count Name: Main Street with Pennsylvania
Avenue
Site Code:
Start Date: 12/01/2015
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Pennsylvania Avenue Eastbound							Pennsylvania Avenue Westbound							Main Street Northbound							Main Street Southbound							Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		
7:15 AM	0	36	0	19	0	55		0	22	53	54	7	129		0	0	0	0	4	0	0	0	0	63	17	1	80	264	
7:30 AM	0	39	0	22	0	61		0	24	44	51	4	119		0	0	0	0	11	0	0	0	0	114	13	0	127	307	
7:45 AM	0	35	0	18	1	53		0	23	44	28	2	95		0	0	0	0	6	0	0	0	0	97	19	2	116	264	
8:00 AM	0	33	0	13	0	46		0	12	50	46	8	108		0	0	0	0	7	0	0	0	0	90	11	1	101	255	
Total	0	143	0	72	1	215		0	81	191	179	21	451		0	0	0	0	28	0	0	0	0	364	60	4	424	1090	
Approach %	0.0	66.5	0.0	33.5	-	-		0.0	18.0	42.4	39.7	-	-		NaN	NaN	NaN	NaN	-	-	-	-	0.0	0.0	85.8	14.2	-	-	-
Total %	0.0	13.1	0.0	6.6	-	19.7		0.0	7.4	17.5	16.4	-	41.4		0.0	0.0	0.0	0.0	-	-	-	0.0	0.0	33.4	5.5	-	38.9	-	
PHF	0.000	0.917	0.000	0.818	-	0.881		0.000	0.844	0.901	0.829	-	0.874		0.000	0.000	0.000	0.000	-	-	-	0.000	0.000	0.798	0.789	-	0.835	0.888	
Lights	0	142	0	71	-	213		0	79	184	167	-	430		0	0	0	0	-	0	0	0	0	346	52	-	398	1041	
% Lights	-	99.3	-	98.6	-	99.1		-	97.5	96.3	93.3	-	95.3		-	-	-	-	-	-	-	-	-	95.1	86.7	-	93.9	95.5	
Buses	0	1	0	0	-	1		0	1	3	5	-	9		0	0	0	0	-	0	0	0	0	13	1	-	14	24	
% Buses	-	0.7	-	0.0	-	0.5		-	1.2	1.6	2.8	-	2.0		-	-	-	-	-	-	-	-	-	3.6	1.7	-	3.3	2.2	
Single-Unit Trucks	0	0	0	1	-	1		0	1	4	7	-	12		0	0	0	0	-	0	0	0	0	5	7	-	12	25	
% Single-Unit Trucks	-	0.0	-	1.4	-	0.5		-	1.2	2.1	3.9	-	2.7		-	-	-	-	-	-	-	-	-	1.4	11.7	-	2.8	2.3	
Articulated Trucks	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	0.0	-	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0		-	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0	0	0	0	0	-	0	0	
% Bicycles on Road	-	0.0	-	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0		-	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0	
Pedestrians	-	-	-	-	1	-		-	-	-	-	21	-	-	-	-	-	-	-	28	-	-	-	-	-	4	-	-	
% Pedestrians	-	-	-	-	100.0	-		-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Pennsylvania
Avenue
Site Code:
Start Date: 12/01/2015
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Pennsylvania Avenue Eastbound							Pennsylvania Avenue Westbound							Main Street Northbound							Main Street Southbound							Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		
5:00 PM	0	36	0	34	0	70		0	22	65	57	4	144		0	0	0	0	0	9	0	0	0	78	25	9	103	317	
5:15 PM	0	34	0	32	0	66		0	23	53	58	5	134		0	0	0	0	0	4	0	0	0	78	21	0	99	299	
5:30 PM	0	26	0	21	2	47		0	32	46	53	4	131		0	0	0	0	0	9	0	0	0	79	17	5	96	274	
5:45 PM	0	44	0	29	0	73		0	32	68	50	26	150		0	0	0	0	0	6	0	0	0	84	20	1	104	327	
Total	0	140	0	116	2	256		0	109	232	218	39	559		0	0	0	0	0	28	0	0	0	319	83	15	402	1217	
Approach %	0.0	54.7	0.0	45.3	-	-		0.0	19.5	41.5	39.0	-	-		NaN	NaN	NaN	NaN	-	-	-	0.0	0.0	79.4	20.6	-	-	-	
Total %	0.0	11.5	0.0	9.5	-	21.0		0.0	9.0	19.1	17.9	-	45.9		0.0	0.0	0.0	0.0	-	-	-	0.0	0.0	26.2	6.8	-	33.0	-	
PHF	0.000	0.795	0.000	0.853	-	0.877		0.000	0.852	0.853	0.940	-	0.932		0.000	0.000	0.000	0.000	-	-	-	0.000	0.000	0.949	0.830	-	0.966	0.930	
Lights	0	140	0	115	-	255		0	109	228	214	-	551		0	0	0	0	0	-	0	0	0	317	82	-	399	1205	
% Lights	-	100.0	-	99.1	-	99.6		-	100.0	98.3	98.2	-	98.6		-	-	-	-	-	-	-	-	-	99.4	98.8	-	99.3	99.0	
Buses	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	-	-	0	0	1	0	-	1	1	
% Buses	-	0.0	-	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0		-	-	-	-	-	-	-	-	-	0.3	0.0	-	0.2	0.1	
Single-Unit Trucks	0	0	0	1	-	1		0	0	3	4	-	7		0	0	0	0	-	-	-	0	0	1	1	-	2	10	
% Single-Unit Trucks	-	0.0	-	0.9	-	0.4		-	0.0	1.3	1.8	-	1.3		-	-	-	-	-	-	-	-	-	0.3	1.2	-	0.5	0.8	
Articulated Trucks	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	-	-	0	0	0	0	-	0	0	
% Articulated Trucks	-	0.0	-	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0		-	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0		0	0	1	0	-	1		0	0	0	0	-	-	-	0	0	0	0	-	0	1	
% Bicycles on Road	-	0.0	-	0.0	-	0.0		-	0.0	0.4	0.0	-	0.2		-	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	0.1	
Pedestrians	-	-	-	-	2	-		-	-	-	-	39	-		-	-	-	-	-	28	-	-	-	-	-	15	-	-	
% Pedestrians	-	-	-	-	100.0	-		-	-	-	-	100.0	-		-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pennsylvania Avenue with
Glenwood Avenue
Site Code:
Start Date: 12/01/2015
Page No: 1

Turning Movement Data

Start Time	Pennsylvania Avenue Eastbound					Pennsylvania Avenue Westbound					Glenwood Avenue Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:00 AM	0	42	0	0	42	0	6	49	0	55	0	0	1	2	98
7:15 AM	0	57	2	0	59	0	4	61	0	65	0	0	2	2	126
7:30 AM	0	57	4	0	61	0	1	49	1	50	0	0	2	1	113
7:45 AM	0	53	2	1	55	1	4	59	0	64	0	0	2	1	121
Hourly Total	0	209	8	1	217	1	15	218	1	234	0	0	7	6	458
8:00 AM	0	46	3	2	49	1	1	56	0	58	0	0	1	4	108
8:15 AM	0	45	2	0	47	0	3	58	1	61	0	0	1	1	109
8:30 AM	0	42	2	1	44	0	7	31	3	38	0	0	0	0	82
8:45 AM	0	48	4	0	52	0	7	43	3	50	0	0	4	5	106
Hourly Total	0	181	11	3	192	1	18	188	7	207	0	0	6	10	405
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	46	2	0	48	0	8	70	4	78	0	0	6	7	132
4:15 PM	0	46	3	0	49	0	6	72	0	78	0	3	5	4	135
4:30 PM	0	56	1	2	57	0	4	83	0	87	0	0	7	2	151
4:45 PM	0	56	3	1	59	0	4	75	0	79	0	2	9	3	149
Hourly Total	0	204	9	3	213	0	22	300	4	322	0	5	27	16	567
5:00 PM	0	69	4	0	73	0	2	87	1	89	0	2	4	8	168
5:15 PM	0	46	1	0	47	0	12	68	0	80	0	3	10	0	140
5:30 PM	0	42	1	0	43	0	3	65	2	68	0	0	6	5	117
5:45 PM	0	60	3	0	63	1	6	80	0	87	0	2	7	3	159
Hourly Total	0	217	9	0	226	1	23	300	3	324	0	7	27	16	584
Grand Total	0	811	37	7	848	3	78	1006	15	1087	0	12	67	48	2014
Approach %	0.0	95.6	4.4	-	-	0.3	7.2	92.5	-	-	0.0	15.2	84.8	-	-
Total %	0.0	40.3	1.8	-	42.1	0.1	3.9	50.0	-	54.0	0.0	0.6	3.3	-	3.9
Lights	0	800	36	-	836	3	77	988	-	1068	0	12	66	-	78
% Lights	-	98.6	97.3	-	98.6	100.0	98.7	98.2	-	98.3	-	100.0	98.5	-	98.7
Buses	0	3	0	0	3	0	1	7	-	8	0	0	0	-	11
% Buses	-	0.4	0.0	-	0.4	0.0	1.3	0.7	-	0.7	-	0.0	0.0	-	0.5
Single-Unit Trucks	0	7	1	-	8	0	0	10	-	10	0	0	1	-	19
% Single-Unit Trucks	-	0.9	2.7	-	0.9	0.0	0.0	1.0	-	0.9	-	0.0	1.5	-	0.9
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	1
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	1
% Bicycles on Road	-	0.1	0.0	-	0.1	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	7	-	-	-	-	15	-	-	-	-	48	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pennsylvania Avenue with
Glenwood Avenue
Site Code:
Start Date: 12/01/2015
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Pennsylvania Avenue Eastbound						Pennsylvania Avenue Westbound						Glenwood Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	57	2	0	59		0	4	61	0	65		0	0	2	2	2	126
7:30 AM	0	57	4	0	61		0	1	49	1	50		0	0	2	1	2	113
7:45 AM	0	53	2	1	55		1	4	59	0	64		0	0	2	1	2	121
8:00 AM	0	46	3	2	49		1	1	56	0	58		0	0	1	4	1	108
Total	0	213	11	3	224		2	10	225	1	237		0	0	7	8	7	468
Approach %	0.0	95.1	4.9	-	-		0.8	4.2	94.9	-	-		0.0	0.0	100.0	-	-	-
Total %	0.0	45.5	2.4	-	47.9		0.4	2.1	48.1	-	50.6		0.0	0.0	1.5	-	1.5	-
PHF	0.000	0.934	0.688	-	0.918		0.500	0.625	0.922	-	0.912		0.000	0.000	0.875	-	0.875	0.929
Lights	0	209	11	-	220		2	9	214	-	225		0	0	7	-	7	452
% Lights	-	98.1	100.0	-	98.2		100.0	90.0	95.1	-	94.9		-	-	100.0	-	100.0	96.6
Buses	0	1	0	-	1		0	1	3	-	4		0	0	0	-	0	5
% Buses	-	0.5	0.0	-	0.4		0.0	10.0	1.3	-	1.7		-	-	0.0	-	0.0	1.1
Single-Unit Trucks	0	3	0	-	3		0	0	8	-	8		0	0	0	-	0	11
% Single-Unit Trucks	-	1.4	0.0	-	1.3		0.0	0.0	3.6	-	3.4		-	-	0.0	-	0.0	2.4
Articulated Trucks	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	3	-		-	-	-	1	-		-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	100.0	-		-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pennsylvania Avenue with
Glenwood Avenue
Site Code:
Start Date: 12/01/2015
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Pennsylvania Avenue Eastbound						Pennsylvania Avenue Westbound						Glenwood Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	56	1	2	57		0	4	83	0	87		0	0	7	2	7	151
4:45 PM	0	56	3	1	59		0	4	75	0	79		0	2	9	3	11	149
5:00 PM	0	69	4	0	73		0	2	87	1	89		0	2	4	8	6	168
5:15 PM	0	46	1	0	47		0	12	68	0	80		0	3	10	0	13	140
Total	0	227	9	3	236		0	22	313	1	335		0	7	30	13	37	608
Approach %	0.0	96.2	3.8	-	-		0.0	6.6	93.4	-	-		0.0	18.9	81.1	-	-	-
Total %	0.0	37.3	1.5	-	38.8		0.0	3.6	51.5	-	55.1		0.0	1.2	4.9	-	6.1	-
PHF	0.000	0.822	0.563	-	0.808		0.000	0.458	0.899	-	0.941		0.000	0.583	0.750	-	0.712	0.905
Lights	0	227	9	-	236		0	22	311	-	333		0	7	30	-	37	606
% Lights	-	100.0	100.0	-	100.0		-	100.0	99.4	-	99.4		-	100.0	100.0	-	100.0	99.7
Buses	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0		0	0	1	-	1		0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0		-	0.0	0.3	-	0.3		-	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	-	0		0	0	1	-	1		0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0		-	0.0	0.3	-	0.3		-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	3	-		-	-	-	1	-		-	-	-	13	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	100.0	-		-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pennsylvania Avenue with
Prospect Avenue
Site Code:
Start Date: 12/01/2015
Page No: 1

Turning Movement Data

Start Time	Pennsylvania Avenue Eastbound						Pennsylvania Avenue Westbound						Prospect Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total		U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	26	74	1	100		0	10	38	2	48		0	30	29	0	59	207
7:15 AM	0	19	88	0	107		0	17	48	1	65		0	38	38	1	76	248
7:30 AM	0	35	111	1	146		0	20	33	3	53		0	51	28	1	79	278
7:45 AM	0	26	115	0	141		0	12	40	2	52		0	57	28	0	85	278
Hourly Total	0	106	388	2	494		0	59	159	8	218		0	176	123	2	299	1011
8:00 AM	0	12	118	0	130		0	10	44	3	54		0	109	34	1	143	327
8:15 AM	0	26	83	0	109		0	11	42	0	53		0	49	24	0	73	235
8:30 AM	0	26	77	0	103		0	6	27	0	33		0	34	17	1	51	187
8:45 AM	0	24	76	1	100		0	2	30	1	32		0	43	27	0	70	202
Hourly Total	0	88	354	1	442		0	29	143	4	172		0	235	102	2	337	951
*** BREAK ***	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-
4:00 PM	0	28	87	0	115		0	23	54	1	77		0	70	18	0	88	280
4:15 PM	0	31	80	0	111		0	22	54	0	76		0	60	18	0	78	265
4:30 PM	0	37	94	0	131		0	26	64	0	90		0	70	20	0	90	311
4:45 PM	0	39	68	0	107		0	13	56	0	69		0	54	20	3	74	250
Hourly Total	0	135	329	0	464		0	84	228	1	312		0	254	76	3	330	1106
5:00 PM	0	36	105	0	141		0	32	63	2	95		0	90	37	0	127	363
5:15 PM	0	31	91	0	122		0	20	52	3	72		0	73	21	1	94	288
5:30 PM	0	25	83	0	108		0	23	39	1	62		0	74	23	0	97	267
5:45 PM	0	35	69	0	104		0	18	67	0	85		0	101	31	1	132	321
Hourly Total	0	127	348	0	475		0	93	221	6	314		0	338	112	2	450	1239
Grand Total	0	456	1419	3	1875		0	265	751	19	1016		0	1003	413	9	1416	4307
Approach %	0.0	24.3	75.7	-	-		0.0	26.1	73.9	-	-		0.0	70.8	29.2	-	-	-
Total %	0.0	10.6	32.9	-	43.5		0.0	6.2	17.4	-	23.6		0.0	23.3	9.6	-	32.9	-
Lights	0	449	1404	-	1853		0	259	737	-	996		0	981	410	-	1391	4240
% Lights	-	98.5	98.9	-	98.8		-	97.7	98.1	-	98.0		-	97.8	99.3	-	98.2	98.4
Buses	0	3	10	-	13		0	1	6	-	7		0	17	1	-	18	38
% Buses	-	0.7	0.7	-	0.7		-	0.4	0.8	-	0.7		-	1.7	0.2	-	1.3	0.9
Single-Unit Trucks	0	2	4	-	6		0	5	7	-	12		0	5	2	-	7	25
% Single-Unit Trucks	-	0.4	0.3	-	0.3		-	1.9	0.9	-	1.2		-	0.5	0.5	-	0.5	0.6
Articulated Trucks	0	2	1	-	3		0	0	1	-	1		0	0	0	-	0	4
% Articulated Trucks	-	0.4	0.1	-	0.2		-	0.0	0.1	-	0.1		-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	3	-		-	-	-	19	-		-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	100.0	-		-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pennsylvania Avenue with
Prospect Avenue
Site Code:
Start Date: 12/01/2015
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Pennsylvania Avenue Eastbound					Pennsylvania Avenue Westbound					Prospect Avenue Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
7:15 AM	0	19	88	0	107	0	17	48	1	65	0	38	38	1	248
7:30 AM	0	35	111	1	146	0	20	33	3	53	0	51	28	1	278
7:45 AM	0	26	115	0	141	0	12	40	2	52	0	57	28	0	278
8:00 AM	0	12	118	0	130	0	10	44	3	54	0	109	34	1	327
Total	0	92	432	1	524	0	59	165	9	224	0	255	128	3	1131
Approach %	0.0	17.6	82.4	-	-	0.0	26.3	73.7	-	-	0.0	66.6	33.4	-	-
Total %	0.0	8.1	38.2	-	46.3	0.0	5.2	14.6	-	19.8	0.0	22.5	11.3	-	33.9
PHF	0.000	0.657	0.915	-	0.897	0.000	0.738	0.859	-	0.862	0.000	0.585	0.842	-	0.670
Lights	0	90	423	-	513	0	56	156	-	212	0	245	128	-	373
% Lights	-	97.8	97.9	-	97.9	-	94.9	94.5	-	94.6	-	96.1	100.0	-	97.4
Buses	0	1	6	-	7	0	1	2	-	3	0	8	0	-	8
% Buses	-	1.1	1.4	-	1.3	-	1.7	1.2	-	1.3	-	3.1	0.0	-	2.1
Single-Unit Trucks	0	1	3	-	4	0	2	7	-	9	0	2	0	-	15
% Single-Unit Trucks	-	1.1	0.7	-	0.8	-	3.4	4.2	-	4.0	-	0.8	0.0	-	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	1	-	-	-	-	9	-	-	-	-	3	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pennsylvania Avenue with
Prospect Avenue
Site Code:
Start Date: 12/01/2015
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Pennsylvania Avenue Eastbound					Pennsylvania Avenue Westbound					Prospect Avenue Northbound				
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	Int. Total
5:00 PM	0	36	105	0	141	0	32	63	2	95	0	90	37	0	363
5:15 PM	0	31	91	0	122	0	20	52	3	72	0	73	21	1	288
5:30 PM	0	25	83	0	108	0	23	39	1	62	0	74	23	0	267
5:45 PM	0	35	69	0	104	0	18	67	0	85	0	101	31	1	321
Total	0	127	348	0	475	0	93	221	6	314	0	338	112	2	1239
Approach %	0.0	26.7	73.3	-	-	0.0	29.6	70.4	-	-	0.0	75.1	24.9	-	-
Total %	0.0	10.3	28.1	-	38.3	0.0	7.5	17.8	-	25.3	0.0	27.3	9.0	-	36.3
PHF	0.000	0.882	0.829	-	0.842	0.000	0.727	0.825	-	0.826	0.000	0.837	0.757	-	0.852
Lights	0	127	348	-	475	0	91	220	-	311	0	338	111	-	449
% Lights	-	100.0	100.0	-	100.0	-	97.8	99.5	-	99.0	-	100.0	99.1	-	99.8
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Single-Unit Trucks	0	0	0	-	0	0	2	0	-	2	0	0	1	-	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	2.2	0.0	-	0.6	-	0.0	0.9	-	0.2
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.5	-	0.3	-	0.0	0.0	-	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	6	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Prospect Avenue with Duane
Street
Site Code:
Start Date: 08/28/2018
Page No: 1

Turning Movement Data

Start Time	Duane Street Eastbound						Duane Street Westbound						Prospect Avenue Northbound						Prospect Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	27	14	0	0	41	0	0	4	2	5	6	0	6	40	3	3	49	0	12	48	20	0	80	176
7:15 AM	0	37	11	0	3	48	0	0	11	15	1	26	0	3	61	5	2	69	0	14	47	24	1	85	228
7:30 AM	0	32	8	4	0	44	0	2	17	7	0	26	0	4	54	7	0	65	0	16	60	39	1	115	250
7:45 AM	0	32	9	2	3	43	0	1	6	21	3	28	0	3	65	7	3	75	0	39	60	22	2	121	267
Hourly Total	0	128	42	6	6	176	0	3	38	45	9	86	0	16	220	22	8	258	0	81	215	105	4	401	921
8:00 AM	0	33	13	0	2	46	0	2	5	17	10	24	0	2	88	12	3	102	0	37	54	23	4	114	286
8:15 AM	0	26	4	0	0	30	0	0	6	18	0	24	0	0	49	2	0	51	0	12	36	12	1	60	165
8:30 AM	0	20	8	0	1	28	0	1	5	21	1	27	0	3	50	1	0	54	0	10	39	12	0	61	170
8:45 AM	0	22	15	0	1	37	0	0	7	13	1	20	0	3	36	1	0	40	0	7	45	15	0	67	164
Hourly Total	0	101	40	0	4	141	0	3	23	69	12	95	0	8	223	16	3	247	0	66	174	62	5	302	785
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	29	13	4	1	46	0	1	3	16	0	20	0	3	53	4	0	60	0	11	53	22	0	86	212
2:45 PM	0	18	11	4	2	33	0	4	8	12	3	24	0	4	27	1	3	32	0	16	36	22	2	74	163
Hourly Total	0	47	24	8	3	79	0	5	11	28	3	44	0	7	80	5	3	92	0	27	89	44	2	160	375
3:00 PM	0	25	9	4	2	38	0	3	10	22	5	35	0	1	62	5	0	68	0	20	69	30	4	119	260
3:15 PM	0	26	9	3	4	38	0	2	10	47	8	59	0	2	102	7	5	111	0	12	38	22	6	72	280
3:30 PM	0	19	8	2	4	29	0	2	10	18	1	30	0	0	50	5	4	55	0	5	41	29	5	75	189
3:45 PM	0	40	11	2	6	53	0	4	10	18	1	32	0	2	72	4	1	78	0	13	54	26	2	93	256
Hourly Total	0	110	37	11	16	158	0	11	40	105	15	156	0	5	286	21	10	312	0	50	202	107	17	359	985
4:00 PM	0	32	13	3	1	48	0	2	9	22	0	33	0	6	55	1	0	62	0	11	55	30	7	96	239
4:15 PM	0	24	4	3	0	31	0	3	8	15	0	26	0	3	44	3	1	50	0	14	64	30	1	108	215
4:30 PM	0	33	7	4	1	44	0	1	12	20	1	33	0	6	51	3	1	60	0	11	58	24	0	93	230
4:45 PM	0	25	13	2	1	40	0	1	13	26	4	40	0	4	53	0	0	57	0	14	67	34	3	115	252
Hourly Total	0	114	37	12	3	163	0	7	42	83	5	132	0	19	203	7	2	229	0	50	244	118	11	412	936
5:00 PM	0	47	13	1	1	61	0	1	13	22	1	36	0	1	59	1	2	61	0	12	74	39	2	125	283
5:15 PM	0	25	16	6	1	47	0	2	10	20	0	32	0	3	57	2	5	62	0	12	80	25	5	117	258
5:30 PM	0	31	19	3	1	53	0	3	11	16	1	30	0	1	68	7	1	76	0	17	82	48	0	147	306
5:45 PM	0	35	13	4	1	52	0	1	13	27	0	41	0	1	49	4	2	54	0	22	55	30	5	107	254
Hourly Total	0	138	61	14	4	213	0	7	47	85	2	139	0	6	233	14	10	253	0	63	291	142	12	496	1101
Grand Total	0	638	241	51	36	930	0	36	201	415	46	652	0	61	1245	85	36	1391	0	337	1215	578	51	2130	5103
Approach %	0.0	68.6	25.9	5.5	-	-	0.0	5.5	30.8	63.7	-	-	0.0	4.4	89.5	6.1	-	-	0.0	15.8	57.0	27.1	-	-	-
Total %	0.0	12.5	4.7	1.0	-	18.2	0.0	0.7	3.9	8.1	-	12.8	0.0	1.2	24.4	1.7	-	27.3	0.0	6.6	23.8	11.3	-	41.7	-
Lights	0	626	236	51	-	913	0	35	199	407	-	641	0	61	1227	84	-	1372	0	336	1207	573	-	2116	5042
% Lights	-	98.1	97.9	100.0	-	98.2	-	97.2	99.0	98.1	-	98.3	-	100.0	98.6	98.8	-	98.6	-	99.7	99.3	99.1	-	99.3	98.8
Buses	0	6	0	0	-	6	0	0	0	1	-	1	0	0	6	0	-	6	0	0	0	0	-	0	13
% Buses	-	0.9	0.0	0.0	-	0.6	-	0.0	0.0	0.2	-	0.2	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	6	2	0	-	8	0	0	1	5	-	6	0	0	8	1	-	9	0	1	7	3	-	11	34

% Single-Unit Trucks	-	0.9	0.8	0.0	-	0.9	-	0.9	-	0.0	0.5	1.2	-	0.6	-	0.3	0.6	0.5	-	0.5	0.7
Articulated Trucks	0	0	1	0	-	1	1	2	-	0	0	2	0	2	0	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.4	0.0	-	0.1	0.2	0.3	-	-	2.8	0.0	0.2	0.1	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	2	0	-	2	1	2	-	0	0	2	0	2	0	0	1	2	-	3	9
% Bicycles on Road	-	0.0	0.8	0.0	-	0.2	0.2	0.3	-	-	0.0	0.2	0.0	0.1	-	0.0	0.1	0.3	-	0.1	0.2
Pedestrians	-	-	-	-	36	-	-	46	-	-	-	-	-	36	-	-	-	-	51	-	-
% Pedestrians	-	-	-	-	100.0	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Prospect Avenue with Duane
Street
Site Code:
Start Date: 08/28/2018
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Duane Street Eastbound						Duane Street Westbound						Prospect Avenue Northbound						Prospect Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	37	11	0	3	48	0	0	11	15	1	26	0	3	61	5	2	69	0	14	47	24	1	85	228
7:30 AM	0	32	8	4	0	44	0	2	17	7	0	26	0	4	54	7	0	65	0	16	60	39	1	115	250
7:45 AM	0	32	9	2	3	43	0	1	6	21	3	28	0	3	65	7	3	75	0	39	60	22	2	121	267
8:00 AM	0	33	13	0	2	46	0	2	5	17	10	24	0	2	88	12	3	102	0	37	54	23	4	114	286
Total	0	134	41	6	8	181	0	5	39	60	14	104	0	12	268	31	8	311	0	106	221	108	8	435	1031
Approach %	0.0	74.0	22.7	3.3	-	-	0.0	4.8	37.5	57.7	-	-	0.0	3.9	86.2	10.0	-	-	0.0	24.4	50.8	24.8	-	-	-
Total %	0.0	13.0	4.0	0.6	-	17.6	0.0	0.5	3.8	5.8	-	10.1	0.0	1.2	26.0	3.0	-	30.2	0.0	10.3	21.4	10.5	-	42.2	-
PHF	0.000	0.905	0.788	0.375	-	0.943	0.000	0.625	0.574	0.714	-	0.929	0.000	0.750	0.761	0.646	-	0.762	0.000	0.679	0.921	0.692	-	0.899	0.901
Lights	0	130	38	6	-	174	0	4	39	58	-	101	0	12	263	31	-	306	0	106	219	107	-	432	1013
% Lights	-	97.0	92.7	100.0	-	96.1	-	80.0	100.0	96.7	-	97.1	-	100.0	98.1	100.0	-	98.4	-	100.0	99.1	99.1	-	99.3	98.3
Buses	0	3	0	0	-	3	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	6
% Buses	-	2.2	0.0	0.0	-	1.7	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	1	1	0	-	2	0	0	0	2	-	2	0	0	1	0	-	1	0	0	2	1	-	3	8
% Single-Unit Trucks	-	0.7	2.4	0.0	-	1.1	-	0.0	0.0	3.3	-	1.9	-	0.0	0.4	0.0	-	0.3	-	0.0	0.9	0.9	-	0.7	0.8
Articulated Trucks	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	2.4	0.0	-	0.6	-	20.0	0.0	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	2.4	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	8	-	-	-	-	-	14	-	-	-	-	-	8	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Prospect Avenue with Duane
Street
Site Code:
Start Date: 08/28/2018
Page No: 4

Turning Movement Peak Hour Data (2:30 PM)

Start Time	Duane Street Eastbound							Duane Street Westbound							Prospect Avenue Northbound							Prospect Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
2:30 PM	0	29	13	4	1	46		0	1	3	16	0	20		0	3	53	4	0	60		0	11	53	22	0	86	212
2:45 PM	0	18	11	4	2	33		0	4	8	12	3	24		0	4	27	1	3	32		0	16	36	22	2	74	163
3:00 PM	0	25	9	4	2	38		0	3	10	22	5	35		0	1	62	5	0	68		0	20	69	30	4	119	260
3:15 PM	0	26	9	3	4	38		0	2	10	47	8	59		0	2	102	7	5	111		0	12	38	22	6	72	280
Total	0	98	42	15	9	155		0	10	31	97	16	138		0	10	244	17	8	271		0	59	196	96	12	351	915
Approach %	0.0	63.2	27.1	9.7	-	-		0.0	7.2	22.5	70.3	-	-		0.0	3.7	90.0	6.3	-	-		0.0	16.8	55.8	27.4	-	-	-
Total %	0.0	10.7	4.6	1.6	-	16.9		0.0	1.1	3.4	10.6	-	15.1		0.0	1.1	26.7	1.9	-	29.6		0.0	6.4	21.4	10.5	-	38.4	-
PHF	0.000	0.845	0.808	0.938	-	0.842		0.000	0.625	0.775	0.516	-	0.585		0.000	0.625	0.598	0.607	-	0.610		0.000	0.738	0.710	0.800	-	0.737	0.817
Lights	0	97	42	15	-	154		0	10	30	97	-	137		0	10	238	16	-	264		0	59	193	96	-	348	903
% Lights	-	99.0	100.0	100.0	-	99.4		-	100.0	96.8	100.0	-	99.3		-	100.0	97.5	94.1	-	97.4		-	100.0	98.5	100.0	-	99.1	98.7
Buses	0	0	0	0	-	0		0	0	0	0	-	0		0	0	2	0	-	2		0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.8	0.0	-	0.7		-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	1	0	0	-	1		0	0	1	0	-	1		0	0	4	1	-	5		0	0	3	0	-	3	10
% Single-Unit Trucks	-	1.0	0.0	0.0	-	0.6		-	0.0	3.2	0.0	-	0.7		-	0.0	1.6	5.9	-	1.8		-	0.0	1.5	0.0	-	0.9	1.1
Articulated Trucks	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0		0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0		-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	9	-		-	-	-	-	16	-		-	-	-	-	8	-		-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-		-	-	-	-	100.0	-		-	-	-	-	100.0	-		-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
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(847)518-9990

Count Name: Prospect Avenue with Duane
Street
Site Code:
Start Date: 08/28/2018
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Duane Street Eastbound						Duane Street Westbound						Prospect Avenue Northbound						Prospect Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	47	13	1	1	61	0	1	13	22	1	36	0	1	59	1	2	61	0	12	74	39	2	125	283
5:15 PM	0	25	16	6	1	47	0	2	10	20	0	32	0	3	57	2	5	62	0	12	80	25	5	117	258
5:30 PM	0	31	19	3	1	53	0	3	11	16	1	30	0	1	68	7	1	76	0	17	82	48	0	147	306
5:45 PM	0	35	13	4	1	52	0	1	13	27	0	41	0	1	49	4	2	54	0	22	55	30	5	107	254
Total	0	138	61	14	4	213	0	7	47	85	2	139	0	6	233	14	10	253	0	63	291	142	12	496	1101
Approach %	0.0	64.8	28.6	6.6	-	-	0.0	5.0	33.8	61.2	-	-	0.0	2.4	92.1	5.5	-	-	0.0	12.7	58.7	28.6	-	-	-
Total %	0.0	12.5	5.5	1.3	-	19.3	0.0	0.6	4.3	7.7	-	12.6	0.0	0.5	21.2	1.3	-	23.0	0.0	5.7	26.4	12.9	-	45.0	-
PHF	0.000	0.734	0.803	0.583	-	0.873	0.000	0.583	0.904	0.787	-	0.848	0.000	0.500	0.857	0.500	-	0.832	0.000	0.716	0.887	0.740	-	0.844	0.900
Lights	0	137	60	14	-	211	0	7	47	82	-	136	0	6	231	14	-	251	0	63	289	142	-	494	1092
% Lights	-	99.3	98.4	100.0	-	99.1	-	100.0	100.0	96.5	-	97.8	-	100.0	99.1	100.0	-	99.2	-	100.0	99.3	100.0	-	99.6	99.2
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.7	0.0	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	2	-	2	0	0	1	0	-	1	0	0	1	0	-	1	5
% Single-Unit Trucks	-	0.0	1.6	0.0	-	0.5	-	0.0	0.0	2.4	-	1.4	-	0.0	0.4	0.0	-	0.4	-	0.0	0.3	0.0	-	0.2	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.2	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.3	0.0	-	0.2	0.2
Pedestrians	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Preliminary Site Plan

CMAP 2040 Projections Letter



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

October 5, 2018

Elise Purguette
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Prospect Avenue from Hillside Avenue and Duane Street
IDOT

Dear Ms. Purguette:

In response to a request made on your behalf and dated October 4, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Prospect Ave fr Hillside Ave to Duane St	3,950	4,700

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)
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Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour Conditions

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	143	0	72	81	191	179	0	0	0	0	364	60
Future Vol, veh/h	143	0	72	81	191	179	0	0	0	0	364	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	151	0	76	85	201	188	0	0	0	0	383	63
Number of Lanes	1	0	1	1	1	1	0	0	0	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	13.1	12.5	22.2
HCM LOS	B	B	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%	0%
Vol Thru, %	0%	0%	0%	100%	0%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	143	72	81	191	179	364	60
LT Vol	143	0	81	0	0	0	0
Through Vol	0	0	0	191	0	364	0
RT Vol	0	72	0	0	179	0	60
Lane Flow Rate	151	76	85	201	188	383	63
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.329	0.14	0.172	0.377	0.316	0.71	0.105
Departure Headway (Hd)	7.863	6.63	7.268	6.758	6.045	6.67	5.965
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	461	544	490	529	590	540	596
Service Time	5.563	4.33	5.066	4.556	3.843	4.459	3.754
HCM Lane V/C Ratio	0.328	0.14	0.173	0.38	0.319	0.709	0.106
HCM Control Delay	14.4	10.4	11.6	13.6	11.7	24.3	9.5
HCM Lane LOS	B	B	B	B	B	C	A
HCM 95th-tile Q	1.4	0.5	0.6	1.7	1.3	5.7	0.4

Intersection Capacity Utilization

3: Prospect Avenue & Duane Street

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	134	41	6	5	39	60	12	268	31	106	221	108
Pedestrians	14		8	8		14	8		8	8		8
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	181	0	0	104	0	0	311	0	0	435	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.91	0.85	0.95	0.98	0.85	0.95	0.95	0.85
Saturated Flow (vph)	0	1821	0	0	1731	0	0	1868	0	0	1807	0
Ped Intf Time (s)	0.0	0.0	1.0	0.0	1.0	1.7	0.0	0.1	1.0	0.0	0.3	1.0
Pedestrian Frequency (%)		0.23			0.37			0.23			0.23	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	270		0	1757		0	1805		0	641	
Reference Time A (s)	0.0	80.4		0.0	8.1		0.0	20.8		0.0	81.7	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	16.9	20.0		8.3	16.2		NA	NA		NA	NA	
Reference Time (s)		20.0			8.1			20.8			81.7	
Adj Reference Time (s)		24.0			15.0			24.8			85.7	
Split Option												
Ref Time Combined (s)	0.0	12.0		0.0	8.2		0.0	20.1		0.0	29.1	
Ref Time Seperate (s)	8.9	2.7		0.3	3.7		0.8	17.3		7.0	14.9	
Reference Time (s)	12.0	12.0		8.2	8.2		20.1	20.1		29.1	29.1	
Adj Reference Time (s)	16.9	16.9		15.1	15.1		24.1	24.1		33.1	33.1	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	24.0		85.7									
Split Option (s)	32.0		57.2									
Minimum (s)	24.0		57.2		81.2							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			67.7%		ICU Level of Service					C		
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization

7: Main St & Crescent Blvd

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	108	23	0	0	0	0	0	158	182	312	13
Pedestrians	49		137	137		49	15		34	34		15
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	108	23	0	0	0	0	0	158	182	312	13
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1900	1615	0	0	0	0	0	1615	1805	1900	1615
Ped Intf Time (s)	0.0	0.0	8.2	0.0	0.0	4.7	0.0	0.0	3.6	0.0	0.0	1.8
Pedestrian Frequency (%)		0.99			0.80			0.68			0.39	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	6.8	9.9	0.0	0.0	0.0	0.0	0.0	15.3	12.1	19.7	2.8
Adj Reference Time (s)	0.0	19.9	19.9	0.0	0.0	0.0	0.0	0.0	19.8	16.1	23.7	12.7
Permitted Option												
Adj Saturation A (vph)	0	1900		0	0		0	0		120	1900	
Reference Time A (s)	0.0	6.8		0.0	0.0		0.0	0.0		181.5	19.7	
Adj Saturation B (vph)	0	1900		0	0		NA	NA		0	1900	
Reference Time B (s)	0.0	6.8		0.0	0.0		NA	NA		20.1	19.7	
Reference Time (s)		6.8			0.0			0.0			20.1	
Adj Reference Time (s)		19.9			17.7			16.1			24.1	
Split Option												
Ref Time Combined (s)	0.0	6.8		0.0	0.0		0.0	0.0		12.1	19.7	
Ref Time Seperate (s)	0.0	6.8		0.0	0.0		0.0	0.0		12.1	19.7	
Reference Time (s)	6.8	6.8		0.0	0.0		0.0	0.0		19.7	19.7	
Adj Reference Time (s)	19.9	19.9		17.7	17.7		16.1	16.1		23.7	23.7	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	19.9		23.7									
Permitted Option (s)	19.9		24.1									
Split Option (s)	37.6		39.8									
Minimum (s)	19.9		23.7		43.6							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	19.9	19.8	12.7									
Cross Thru Ref Time (s)	23.7	19.9	0.0									
Oncoming Left Ref Time (s)	0.0	16.1	0.0									
Combined (s)	43.6	55.8	12.7									
Intersection Summary												
Intersection Capacity Utilization		46.5%		ICU Level of Service				A				
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM Unsignalized Intersection Capacity Analysis

8: Prospect Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	92	447	59	165	268	128
Future Volume (Veh/h)	92	447	59	165	268	128
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	97	471	62	174	282	135
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	337					
pX, platoon unblocked						
vC, conflicting volume	799	100	1184	664	50	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	100	1184	664	50	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	59	46	0	39	81	
cM capacity (veh/h)	239	880	40	286	1498	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	97	471	62	174	282	135
Volume Left	0	0	62	0	282	0
Volume Right	0	471	0	0	0	135
cSH	239	880	40	286	1498	1700
Volume to Capacity	0.41	0.54	1.56	0.61	0.19	0.08
Queue Length 95th (ft)	46	81	160	92	17	0
Control Delay (s)	29.9	13.7	501.6	35.3	8.0	0.0
Lane LOS	D	B	F	E	A	
Approach Delay (s)	16.5		157.8		5.4	
Approach LOS	C		F			
Intersection Summary						
Average Delay			40.0			
Intersection Capacity Utilization			41.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Prospect Avenue & Crescent Blvd

06/01/2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	7	389	73	74	432
Future Volume (Veh/h)	3	7	389	73	74	432
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	7	409	77	78	455
Pedestrians	50		50			50
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	4		4			4
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			137			
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	1158	548			536	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1142	502			490	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			92	
cM capacity (veh/h)	180	503			982	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	3	7	486	78	455	
Volume Left	3	0	0	78	0	
Volume Right	0	7	77	0	0	
cSH	180	503	1700	982	1700	
Volume to Capacity	0.02	0.01	0.29	0.08	0.27	
Queue Length 95th (ft)	1	1	0	6	0	
Control Delay (s)	25.3	12.3	0.0	9.0	0.0	
Lane LOS	D	B		A		
Approach Delay (s)	16.2		0.0	1.3		
Approach LOS	C					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			51.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

34: Glenwood Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	213	11	10	225	0	7
Future Volume (Veh/h)	213	11	10	225	0	7
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	224	12	11	237	0	7
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			286		589	330
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			286		589	330
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1234		432	658
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	236	248	7			
Volume Left	0	11	0			
Volume Right	12	0	7			
cSH	1700	1234	658			
Volume to Capacity	0.14	0.01	0.01			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	0.4	10.5			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.4	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		38.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

35: Crescent Blvd & Glenwood Avenue

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	126	7	2	5	2	0	0	0	8	8	1
Future Volume (Veh/h)	2	126	7	2	5	2	0	0	0	8	8	1
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	2	133	7	2	5	2	0	0	0	8	8	1
Pedestrians		50			50			50			50	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4			4			4			4	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	57			190			256	252	236	250	254	106
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			190			256	252	236	250	254	106
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	99	99	100
cM capacity (veh/h)	1495			1338			596	600	742	608	598	876
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	142	9	0	17								
Volume Left	2	2	0	8								
Volume Right	7	2	0	1								
cSH	1495	1338	1700	614								
Volume to Capacity	0.00	0.00	0.00	0.03								
Queue Length 95th (ft)	0	0	0	2								
Control Delay (s)	0.1	1.7	0.0	11.0								
Lane LOS	A	A	A	B								
Approach Delay (s)	0.1	1.7	0.0	11.0								
Approach LOS			A	B								
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			30.3%	ICU Level of Service				A				
Analysis Period (min)			15									

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour Conditions

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	0	116	109	232	218	0	0	0	0	319	83
Future Vol, veh/h	140	0	116	109	232	218	0	0	0	0	319	83
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	147	0	122	115	244	229	0	0	0	0	336	87
Number of Lanes	1	0	1	1	1	1	0	0	0	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	13.3	14	20.6
HCM LOS	B	B	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%	0%
Vol Thru, %	0%	0%	0%	100%	0%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	116	109	232	218	319	83
LT Vol	140	0	109	0	0	0	0
Through Vol	0	0	0	232	0	319	0
RT Vol	0	116	0	0	218	0	83
Lane Flow Rate	147	122	115	244	229	336	87
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.33	0.232	0.237	0.469	0.396	0.669	0.157
Departure Headway (Hd)	8.06	6.827	7.426	6.916	6.214	7.175	6.469
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	526	484	523	581	507	557
Service Time	5.805	4.572	5.163	4.653	3.939	4.883	4.177
HCM Lane V/C Ratio	0.329	0.232	0.238	0.467	0.394	0.663	0.156
HCM Control Delay	14.7	11.6	12.5	15.6	13	23.2	10.4
HCM Lane LOS	B	B	B	C	B	C	B
HCM 95th-tile Q	1.4	0.9	0.9	2.5	1.9	4.9	0.6

Intersection Capacity Utilization

3: Prospect Avenue & Duane Street

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	61	14	7	47	85	6	233	14	63	291	142
Pedestrians	2		4	4		2	12		10	10		12
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	213	0	0	139	0	0	253	0	0	496	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.91	0.85	0.95	0.99	0.85	0.95	0.95	0.85
Saturated Flow (vph)	0	1820	0	0	1721	0	0	1882	0	0	1807	0
Ped Intf Time (s)	0.0	0.0	0.5	0.0	0.2	0.3	0.0	0.1	1.2	0.0	0.4	1.5
Pedestrian Frequency (%)		0.12			0.06			0.28			0.33	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	312		0	1740		0	1788		0	856	
Reference Time A (s)	0.0	82.1		0.0	9.7		0.0	17.0		0.0	69.9	
Adj Saturation B (vph)	NA	NA		0	0		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		8.5	17.9		NA	NA		NA	NA	
Reference Time (s)		82.1			9.7			17.0			69.9	
Adj Reference Time (s)		86.1			14.2			21.0			73.9	
Split Option												
Ref Time Combined (s)	0.0	14.1		0.0	9.9		0.0	16.2		0.0	33.4	
Ref Time Seperate (s)	9.2	4.0		0.5	3.4		0.4	14.9		4.2	19.8	
Reference Time (s)	14.1	14.1		9.9	9.9		16.2	16.2		33.4	33.4	
Adj Reference Time (s)	18.3	18.3		14.2	14.2		20.2	20.2		37.4	37.4	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	86.1		73.9									
Split Option (s)	32.6		57.6									
Minimum (s)	32.6		57.6		90.1							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			75.1%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization

7: Main St & Crescent Blvd

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	62	56	0	0	0	0	0	191	185	304	55
Pedestrians	59		150	150		59	70		57	57		70
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	62	56	0	0	0	0	0	191	185	304	55
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1900	1615	0	0	0	0	0	1615	1805	1900	1615
Ped Intf Time (s)	0.0	0.0	8.5	0.0	0.0	5.3	0.0	0.0	5.2	0.0	0.0	5.9
Pedestrian Frequency (%)		0.99			0.86			0.85			0.90	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	3.9	12.7	0.0	0.0	0.0	0.0	0.0	19.4	12.3	19.2	10.0
Adj Reference Time (s)	0.0	19.9	20.0	0.0	0.0	0.0	0.0	0.0	23.4	16.3	23.2	19.4
Permitted Option												
Adj Saturation A (vph)	0	1900		0	0		0	0		120	1900	
Reference Time A (s)	0.0	3.9		0.0	0.0		0.0	0.0		184.5	19.2	
Adj Saturation B (vph)	0	1900		0	0		NA	NA		0	1900	
Reference Time B (s)	0.0	3.9		0.0	0.0		NA	NA		20.3	19.2	
Reference Time (s)		3.9			0.0			0.0			20.3	
Adj Reference Time (s)		19.9			18.3			18.2			24.3	
Split Option												
Ref Time Combined (s)	0.0	3.9		0.0	0.0		0.0	0.0		12.3	19.2	
Ref Time Seperate (s)	0.0	3.9		0.0	0.0		0.0	0.0		12.3	19.2	
Reference Time (s)	3.9	3.9		0.0	0.0		0.0	0.0		19.2	19.2	
Adj Reference Time (s)	19.9	19.9		18.3	18.3		18.2	18.2		23.2	23.2	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	19.9		23.2									
Permitted Option (s)	19.9		24.3									
Split Option (s)	38.2		41.4									
Minimum (s)	19.9		23.2		43.1							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	20.0	23.4	19.4									
Cross Thru Ref Time (s)	23.2	19.9	0.0									
Oncoming Left Ref Time (s)	0.0	16.3	0.0									
Combined (s)	43.2	59.6	19.4									
Intersection Summary												
Intersection Capacity Utilization		49.7%		ICU Level of Service					A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM Unsignalized Intersection Capacity Analysis

8: Prospect Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	127	426	115	221	338	112
Future Volume (Veh/h)	127	426	115	221	338	112
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	134	448	121	233	356	118
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	337					
pX, platoon unblocked						
vC, conflicting volume	930	100	1327	812	50	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	930	100	1327	812	50	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	29	49	0	0	76	
cM capacity (veh/h)	189	883	21	221	1504	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	134	448	121	233	356	118
Volume Left	0	0	121	0	356	0
Volume Right	0	448	0	0	0	118
cSH	189	883	21	221	1504	1700
Volume to Capacity	0.71	0.51	5.90	1.05	0.24	0.07
Queue Length 95th (ft)	111	73	Err	253	23	0
Control Delay (s)	60.5	13.2	Err	122.1	8.1	0.0
Lane LOS	F	B	F	F	A	
Approach Delay (s)	24.1		3498.1		6.1	
Approach LOS	C		F			
Intersection Summary						
Average Delay	890.3					
Intersection Capacity Utilization	47.2%			ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

18: Prospect Avenue & Crescent Blvd

06/01/2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	38	410	46	52	489
Future Volume (Veh/h)	7	38	410	46	52	489
Sign Control	Yield		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	40	432	48	55	515
Pedestrians	50		50		50	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	4		4		4	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	137					
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	1181	556			530	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1166	511			484	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	92			94	
cM capacity (veh/h)	179	497			992	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	7	40	480	55	515	
Volume Left	7	0	0	55	0	
Volume Right	0	40	48	0	0	
cSH	179	497	1700	992	1700	
Volume to Capacity	0.04	0.08	0.28	0.06	0.30	
Queue Length 95th (ft)	3	7	0	4	0	
Control Delay (s)	25.9	12.9	0.0	8.8	0.0	
Lane LOS	D	B			A	
Approach Delay (s)	14.8		0.0	0.9		
Approach LOS	B					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			49.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

34: Glenwood Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	217	9	23	300	7	27
Future Volume (Veh/h)	217	9	23	300	7	27
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	228	9	24	316	7	28
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			287		696	332
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			287		696	332
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	96
cM capacity (veh/h)			1233		370	656
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	237	340	35			
Volume Left	0	24	7			
Volume Right	9	0	28			
cSH	1700	1233	568			
Volume to Capacity	0.14	0.02	0.06			
Queue Length 95th (ft)	0	1	5			
Control Delay (s)	0.0	0.7	11.8			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	11.8			
Approach LOS			B			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			52.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

35: Crescent Blvd & Glenwood Avenue

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	86	6	14	36	23	0	2	8	22	2	4
Future Volume (Veh/h)	3	86	6	14	36	23	0	2	8	22	2	4
Sign Control	Free			Free			Yield			Yield		
Grade	0%			0%			0%			0%		
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
Hourly flow rate (vph)	3	91	6	15	38	24	0	2	8	23	2	4
Pedestrians	50			50			50			50		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	4			4			4			4		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	112			147			285	292	194	289	283	150
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	112			147			285	292	194	289	283	150
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	96	100	100
cM capacity (veh/h)	1428			1387			568	564	783	562	570	828
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	100	77	10	29								
Volume Left	3	15	0	23								
Volume Right	6	24	8	4								
cSH	1428	1387	727	588								
Volume to Capacity	0.00	0.01	0.01	0.05								
Queue Length 95th (ft)	0	1	1	4								
Control Delay (s)	0.2	1.6	10.0	11.4								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.2	1.6	10.0	11.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay				2.7								
Intersection Capacity Utilization				32.1%	ICU Level of Service				A			
Analysis Period (min)				15								

Capacity Analysis Summary Sheets
No-Build Weekday Morning Peak Hour Conditions

Intersection	
Intersection Delay, s/veh	19.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	153	0	76	85	202	189	0	0	0	0	388	63
Future Vol, veh/h	153	0	76	85	202	189	0	0	0	0	388	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	161	0	80	89	213	199	0	0	0	0	408	66
Number of Lanes	1	0	1	1	1	1	0	0	0	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	13.9	13.3	27.9
HCM LOS	B	B	D

Lane	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%	0%
Vol Thru, %	0%	0%	0%	100%	0%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	76	85	202	189	388	63
LT Vol	153	0	85	0	0	0	0
Through Vol	0	0	0	202	0	388	0
RT Vol	0	76	0	0	189	0	63
Lane Flow Rate	161	80	89	213	199	408	66
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.362	0.152	0.188	0.416	0.35	0.788	0.115
Departure Headway (Hd)	8.091	6.855	7.559	7.048	6.333	6.943	6.237
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	522	475	510	567	523	578
Service Time	5.84	4.603	5.299	4.788	4.073	4.643	3.937
HCM Lane V/C Ratio	0.362	0.153	0.187	0.418	0.351	0.78	0.114
HCM Control Delay	15.4	10.8	12	14.7	12.5	30.8	9.7
HCM Lane LOS	C	B	B	B	B	D	A
HCM 95th-tile Q	1.6	0.5	0.7	2	1.6	7.3	0.4

Intersection Capacity Utilization

3: Prospect Avenue & Duane Street

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	146	45	6	5	41	63	13	284	33	112	233	116
Pedestrians	14		8	8		14	8		8	8		8
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	197	0	0	109	0	0	330	0	0	461	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.91	0.85	0.95	0.98	0.85	0.95	0.95	0.85
Saturated Flow (vph)	0	1821	0	0	1731	0	0	1868	0	0	1806	0
Ped Intf Time (s)	0.0	0.0	1.0	0.0	1.0	1.7	0.0	0.1	1.0	0.0	0.3	1.0
Pedestrian Frequency (%)		0.23			0.37			0.23			0.23	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	265		0	1756		0	1803		0	647	
Reference Time A (s)	0.0	89.3		0.0	8.4		0.0	22.1		0.0	85.7	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	17.7	21.0		8.3	16.5		NA	NA		NA	NA	
Reference Time (s)		21.0			8.4			22.1			85.7	
Adj Reference Time (s)		25.0			15.2			26.1			89.7	
Split Option												
Ref Time Combined (s)	0.0	13.0		0.0	8.5		0.0	21.3		0.0	30.9	
Ref Time Seperate (s)	9.7	2.9		0.3	3.8		0.9	18.3		7.4	15.7	
Reference Time (s)	13.0	13.0		8.5	8.5		21.3	21.3		30.9	30.9	
Adj Reference Time (s)	17.7	17.7		15.3	15.3		25.3	25.3		34.9	34.9	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	25.0		89.7									
Split Option (s)	33.0		60.2									
Minimum (s)	25.0		60.2		85.2							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			71.0%		ICU Level of Service					C		
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization

7: Main St & Crescent Blvd

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	114	24	0	0	0	0	0	175	192	333	14
Pedestrians	49		137	137		49	15		34	34		15
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	114	24	0	0	0	0	0	175	192	333	14
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1900	1615	0	0	0	0	0	1615	1805	1900	1615
Ped Intf Time (s)	0.0	0.0	8.2	0.0	0.0	4.7	0.0	0.0	3.6	0.0	0.0	1.8
Pedestrian Frequency (%)		0.99			0.80			0.68			0.39	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	7.2	10.0	0.0	0.0	0.0	0.0	0.0	16.6	12.8	21.0	2.8
Adj Reference Time (s)	0.0	19.9	19.9	0.0	0.0	0.0	0.0	0.0	20.6	16.8	25.0	12.7
Permitted Option												
Adj Saturation A (vph)	0	1900		0	0		0	0		120	1900	
Reference Time A (s)	0.0	7.2		0.0	0.0		0.0	0.0		191.5	21.0	
Adj Saturation B (vph)	0	1900		0	0		NA	NA		0	1900	
Reference Time B (s)	0.0	7.2		0.0	0.0		NA	NA		20.8	21.0	
Reference Time (s)		7.2			0.0			0.0			21.0	
Adj Reference Time (s)		19.9			17.7			16.1			25.0	
Split Option												
Ref Time Combined (s)	0.0	7.2		0.0	0.0		0.0	0.0		12.8	21.0	
Ref Time Seperate (s)	0.0	7.2		0.0	0.0		0.0	0.0		12.8	21.0	
Reference Time (s)	7.2	7.2		0.0	0.0		0.0	0.0		21.0	21.0	
Adj Reference Time (s)	19.9	19.9		17.7	17.7		16.1	16.1		25.0	25.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	19.9		25.0									
Permitted Option (s)	19.9		25.0									
Split Option (s)	37.6		41.2									
Minimum (s)	19.9		25.0		44.9							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	19.9	20.6	12.7									
Cross Thru Ref Time (s)	25.0	19.9	0.0									
Oncoming Left Ref Time (s)	0.0	16.8	0.0									
Combined (s)	45.0	57.3	12.7									
Intersection Summary												
Intersection Capacity Utilization		47.7%		ICU Level of Service					A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM Unsignalized Intersection Capacity Analysis

8: Prospect Avenue & Pennsylvania Ave

06/01/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	97	474	62	174	286	137
Future Volume (Veh/h)	97	474	62	174	286	137
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	102	499	65	183	301	144
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)					337	
pX, platoon unblocked						
vC, conflicting volume	846	100	1252	702	50	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	846	100	1252	702	50	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	54	43	0	32	80	
cM capacity (veh/h)	221	880	31	268	1498	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	102	499	65	183	301	144
Volume Left	0	0	65	0	301	0
Volume Right	0	499	0	0	0	144
cSH	221	880	31	268	1498	1700
Volume to Capacity	0.46	0.57	2.11	0.68	0.20	0.08
Queue Length 95th (ft)	56	91	188	113	19	0
Control Delay (s)	34.5	14.3	786.1	43.2	8.0	0.0
Lane LOS	D	B	F	E	A	
Approach Delay (s)	17.7		237.9		5.4	
Approach LOS	C		F			
Intersection Summary						
Average Delay			55.7			
Intersection Capacity Utilization			43.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Prospect Avenue & Crescent Blvd

06/01/2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	7	416	77	78	458
Future Volume (Veh/h)	3	7	416	77	78	458
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3	7	438	81	82	482
Pedestrians	50		50			50
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	4		4			4
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			137			
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	1224	578			569	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1210	530			520	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			91	
cM capacity (veh/h)	162	482			952	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	3	7	519	82	482	
Volume Left	3	0	0	82	0	
Volume Right	0	7	81	0	0	
cSH	162	482	1700	952	1700	
Volume to Capacity	0.02	0.01	0.31	0.09	0.28	
Queue Length 95th (ft)	1	1	0	7	0	
Control Delay (s)	27.6	12.6	0.0	9.1	0.0	
Lane LOS	D	B		A		
Approach Delay (s)	17.1		0.0	1.3		
Approach LOS	C					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			53.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

34: Glenwood Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	227	12	11	237	0	7
Future Volume (Veh/h)	227	12	11	237	0	7
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	239	13	12	249	0	7
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			302		618	346
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			302		618	346
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1218		414	645
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	252	261	7			
Volume Left	0	12	0			
Volume Right	13	0	7			
cSH	1700	1218	645			
Volume to Capacity	0.15	0.01	0.01			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	0.5	10.6			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.5	10.6			
Approach LOS			B			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			39.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

35: Crescent Blvd & Glenwood Avenue

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	133	7	2	5	2	0	0	0	8	8	1
Future Volume (Veh/h)	2	133	7	2	5	2	0	0	0	8	8	1
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	2	140	7	2	5	2	0	0	0	8	8	1
Pedestrians		50			50			50			50	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4			4			4			4	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	57			197			262	258	244	258	261	106
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			197			262	258	244	258	261	106
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	99	99	100
cM capacity (veh/h)	1495			1330			590	595	735	601	593	876
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	149	9	0	17								
Volume Left	2	2	0	8								
Volume Right	7	2	0	1								
cSH	1495	1330	1700	608								
Volume to Capacity	0.00	0.00	0.00	0.03								
Queue Length 95th (ft)	0	0	0	2								
Control Delay (s)	0.1	1.7	0.0	11.1								
Lane LOS	A	A	A	B								
Approach Delay (s)	0.1	1.7	0.0	11.1								
Approach LOS			A	B								
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			30.4%		ICU Level of Service				A			
Analysis Period (min)			15									

Capacity Analysis Summary Sheets
No-Build Weekday Evening Peak Hour Conditions

Intersection	
Intersection Delay, s/veh	18.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	149	0	122	115	245	230	0	0	0	0	352	88
Future Vol, veh/h	149	0	122	115	245	230	0	0	0	0	352	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	157	0	128	121	258	242	0	0	0	0	371	93
Number of Lanes	1	0	1	1	1	1	0	0	0	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	14.2	15.2	25.8
HCM LOS	B	C	D

Lane	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%	0%
Vol Thru, %	0%	0%	0%	100%	0%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	122	115	245	230	352	88
LT Vol	149	0	115	0	0	0	0
Through Vol	0	0	0	245	0	352	0
RT Vol	0	122	0	0	230	0	88
Lane Flow Rate	157	128	121	258	242	371	93
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.364	0.254	0.258	0.514	0.434	0.756	0.171
Departure Headway (Hd)	8.36	7.123	7.682	7.171	6.455	7.346	6.639
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	430	503	468	503	557	493	540
Service Time	6.111	4.873	5.423	4.912	4.196	5.086	4.378
HCM Lane V/C Ratio	0.365	0.254	0.259	0.513	0.434	0.753	0.172
HCM Control Delay	15.8	12.3	13.1	17.3	14.1	29.5	10.8
HCM Lane LOS	C	B	B	C	B	D	B
HCM 95th-tile Q	1.6	1	1	2.9	2.2	6.5	0.6

Intersection Capacity Utilization

3: Prospect Avenue & Duane Street

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	66	15	7	51	90	6	246	15	66	307	155
Pedestrians	2		4	4		2	12		10	10		12
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	231	0	0	148	0	0	267	0	0	528	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.91	0.85	0.95	0.99	0.85	0.95	0.95	0.85
Saturated Flow (vph)	0	1820	0	0	1723	0	0	1882	0	0	1805	0
Ped Intf Time (s)	0.0	0.0	0.5	0.0	0.2	0.3	0.0	0.1	1.2	0.0	0.4	1.5
Pedestrian Frequency (%)		0.12			0.06			0.28			0.33	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	302		0	1740		0	1791		0	853	
Reference Time A (s)	0.0	91.7		0.0	10.4		0.0	18.0		0.0	74.7	
Adj Saturation B (vph)	NA	NA		0	0		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		8.5	18.5		NA	NA		NA	NA	
Reference Time (s)		91.7			10.4			18.0			74.7	
Adj Reference Time (s)		95.7			14.7			22.0			78.7	
Split Option												
Ref Time Combined (s)	0.0	15.3		0.0	10.5		0.0	17.1		0.0	35.5	
Ref Time Seperate (s)	10.0	4.3		0.5	3.7		0.4	15.7		4.4	20.8	
Reference Time (s)	15.3	15.3		10.5	10.5		17.1	17.1		35.5	35.5	
Adj Reference Time (s)	19.4	19.4		14.8	14.8		21.1	21.1		39.5	39.5	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	95.7		78.7									
Split Option (s)	34.2		60.6									
Minimum (s)	34.2		60.6		94.8							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			79.0%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization

7: Main St & Crescent Blvd

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	65	59	0	0	0	0	0	211	195	336	58
Pedestrians	59		150	150		59	70		57	57		70
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	65	59	0	0	0	0	0	211	195	336	58
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1900	1615	0	0	0	0	0	1615	1805	1900	1615
Ped Intf Time (s)	0.0	0.0	8.5	0.0	0.0	5.3	0.0	0.0	5.2	0.0	0.0	5.9
Pedestrian Frequency (%)		0.99			0.86			0.85			0.90	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	4.1	12.9	0.0	0.0	0.0	0.0	0.0	20.9	13.0	21.2	10.2
Adj Reference Time (s)	0.0	19.9	20.0	0.0	0.0	0.0	0.0	0.0	24.9	17.0	25.2	19.4
Permitted Option												
Adj Saturation A (vph)	0	1900		0	0		0	0		120	1900	
Reference Time A (s)	0.0	4.1		0.0	0.0		0.0	0.0		194.5	21.2	
Adj Saturation B (vph)	0	1900		0	0		NA	NA		0	1900	
Reference Time B (s)	0.0	4.1		0.0	0.0		NA	NA		21.0	21.2	
Reference Time (s)		4.1			0.0			0.0			21.2	
Adj Reference Time (s)		19.9			18.3			18.2			25.2	
Split Option												
Ref Time Combined (s)	0.0	4.1		0.0	0.0		0.0	0.0		13.0	21.2	
Ref Time Seperate (s)	0.0	4.1		0.0	0.0		0.0	0.0		13.0	21.2	
Reference Time (s)	4.1	4.1		0.0	0.0		0.0	0.0		21.2	21.2	
Adj Reference Time (s)	19.9	19.9		18.3	18.3		18.2	18.2		25.2	25.2	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	19.9		25.2									
Permitted Option (s)	19.9		25.2									
Split Option (s)	38.2		43.4									
Minimum (s)	19.9		25.2		45.1							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	20.0	24.9	19.4									
Cross Thru Ref Time (s)	25.2	19.9	0.0									
Oncoming Left Ref Time (s)	0.0	17.0	0.0									
Combined (s)	45.2	61.8	19.4									
Intersection Summary												
Intersection Capacity Utilization		51.5%		ICU Level of Service					A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM Unsignalized Intersection Capacity Analysis

8: Prospect Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	134	455	121	233	360	119
Future Volume (Veh/h)	134	455	121	233	360	119
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	141	479	127	245	379	125
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	337					
pX, platoon unblocked						
vC, conflicting volume	983	100	1408	858	50	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	983	100	1408	858	50	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	18	46	0	0	75	
cM capacity (veh/h)	172	883	12	204	1504	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	141	479	127	245	379	125
Volume Left	0	0	127	0	379	0
Volume Right	0	479	0	0	0	125
cSH	172	883	12	204	1504	1700
Volume to Capacity	0.82	0.54	10.16	1.20	0.25	0.07
Queue Length 95th (ft)	139	83	Err	313	25	0
Control Delay (s)	81.8	13.8	Err	176.1	8.2	0.0
Lane LOS	F	B	F	F	A	
Approach Delay (s)	29.3		3529.6		6.2	
Approach LOS	D		F			
Intersection Summary						
Average Delay	891.9					
Intersection Capacity Utilization	48.8%			ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

18: Prospect Avenue & Crescent Blvd

06/01/2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	40	437	49	55	521
Future Volume (Veh/h)	7	40	437	49	55	521
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	42	460	52	58	548
Pedestrians	50		50			50
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	4		4			4
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			137			
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	1250	586			562	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1237	539			513	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	91			94	
cM capacity (veh/h)	161	477			963	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	7	42	512	58	548	
Volume Left	7	0	0	58	0	
Volume Right	0	42	52	0	0	
cSH	161	477	1700	963	1700	
Volume to Capacity	0.04	0.09	0.30	0.06	0.32	
Queue Length 95th (ft)	3	7	0	5	0	
Control Delay (s)	28.4	13.3	0.0	9.0	0.0	
Lane LOS	D	B		A		
Approach Delay (s)	15.4		0.0	0.9		
Approach LOS	C					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			51.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

34: Glenwood Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	230	9	24	317	7	28
Future Volume (Veh/h)	230	9	24	317	7	28
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	242	9	25	334	7	29
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			301		730	346
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			301		730	346
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	95
cM capacity (veh/h)			1219		353	644
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	251	359	36			
Volume Left	0	25	7			
Volume Right	9	0	29			
cSH	1700	1219	555			
Volume to Capacity	0.15	0.02	0.06			
Queue Length 95th (ft)	0	2	5			
Control Delay (s)	0.0	0.7	11.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	11.9			
Approach LOS			B			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			53.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

35: Crescent Blvd & Glenwood Avenue

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	91	6	15	38	24	0	2	8	23	2	4
Future Volume (Veh/h)	3	91	6	15	38	24	0	2	8	23	2	4
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	3	96	6	16	40	25	0	2	8	24	2	4
Pedestrians		50			50			50			50	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4			4			4			4	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	115			152			294	302	199	298	292	152
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115			152			294	302	199	298	292	152
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	96	100	100
cM capacity (veh/h)	1425			1381			560	556	778	553	563	826
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	105	81	10	30								
Volume Left	3	16	0	24								
Volume Right	6	25	8	4								
cSH	1425	1381	721	579								
Volume to Capacity	0.00	0.01	0.01	0.05								
Queue Length 95th (ft)	0	1	1	4								
Control Delay (s)	0.2	1.6	10.1	11.6								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.2	1.6	10.1	11.6								
Approach LOS			B	B								
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			32.3%	ICU Level of Service				A				
Analysis Period (min)			15									

Capacity Analysis Summary Sheets
Projected Weekday Morning Peak Hour Conditions

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	157	0	76	85	202	189	0	0	0	0	389	64
Future Vol, veh/h	157	0	76	85	202	189	0	0	0	0	389	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	165	0	80	89	213	199	0	0	0	0	409	67
Number of Lanes	1	0	1	1	1	1	0	0	0	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	14.1	13.4	28.2
HCM LOS	B	B	D

Lane	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%	0%
Vol Thru, %	0%	0%	0%	100%	0%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	76	85	202	189	389	64
LT Vol	157	0	85	0	0	0	0
Through Vol	0	0	0	202	0	389	0
RT Vol	0	76	0	0	189	0	64
Lane Flow Rate	165	80	89	213	199	409	67
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.372	0.153	0.188	0.418	0.351	0.792	0.117
Departure Headway (Hd)	8.105	6.869	7.582	7.071	6.356	6.965	6.259
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	522	473	508	565	524	576
Service Time	5.854	4.617	5.325	4.814	4.098	4.665	3.959
HCM Lane V/C Ratio	0.371	0.153	0.188	0.419	0.352	0.781	0.116
HCM Control Delay	15.6	10.9	12.1	14.8	12.5	31.2	9.8
HCM Lane LOS	C	B	B	B	B	D	A
HCM 95th-tile Q	1.7	0.5	0.7	2	1.6	7.4	0.4

Intersection Capacity Utilization

3: Prospect Avenue & Duane Street

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	146	45	6	5	41	65	13	285	33	112	235	117
Pedestrians	14		8	8		14	8		8	8		8
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	197	0	0	111	0	0	331	0	0	464	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.91	0.85	0.95	0.98	0.85	0.95	0.95	0.85
Saturated Flow (vph)	0	1821	0	0	1729	0	0	1868	0	0	1806	0
Ped Intf Time (s)	0.0	0.0	1.0	0.0	1.0	1.7	0.0	0.1	1.0	0.0	0.3	1.0
Pedestrian Frequency (%)		0.23			0.37			0.23			0.23	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	263		0	1754		0	1803		0	650	
Reference Time A (s)	0.0	90.0		0.0	8.6		0.0	22.1		0.0	86.0	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	17.7	21.0		8.3	16.7		NA	NA		NA	NA	
Reference Time (s)		21.0			8.6			22.1			86.0	
Adj Reference Time (s)		25.0			15.3			26.1			90.0	
Split Option												
Ref Time Combined (s)	0.0	13.0		0.0	8.7		0.0	21.4		0.0	31.1	
Ref Time Seperate (s)	9.7	2.9		0.3	3.8		0.9	18.4		7.4	15.9	
Reference Time (s)	13.0	13.0		8.7	8.7		21.4	21.4		31.1	31.1	
Adj Reference Time (s)	17.7	17.7		15.4	15.4		25.4	25.4		35.1	35.1	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	25.0		90.0									
Split Option (s)	33.1		60.4									
Minimum (s)	25.0		60.4		85.5							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			71.2%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization

7: Main St & Crescent Blvd

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	116	28	0	0	0	0	0	175	192	333	15
Pedestrians	49		137	137		49	15		34	34		15
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	116	28	0	0	0	0	0	175	192	333	15
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1900	1615	0	0	0	0	0	1615	1805	1900	1615
Ped Intf Time (s)	0.0	0.0	8.2	0.0	0.0	4.7	0.0	0.0	3.6	0.0	0.0	1.8
Pedestrian Frequency (%)		0.99			0.80			0.68			0.39	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	7.3	10.3	0.0	0.0	0.0	0.0	0.0	16.6	12.8	21.0	2.9
Adj Reference Time (s)	0.0	19.9	19.9	0.0	0.0	0.0	0.0	0.0	20.6	16.8	25.0	12.7
Permitted Option												
Adj Saturation A (vph)	0	1900		0	0		0	0		120	1900	
Reference Time A (s)	0.0	7.3		0.0	0.0		0.0	0.0		191.5	21.0	
Adj Saturation B (vph)	0	1900		0	0		NA	NA		0	1900	
Reference Time B (s)	0.0	7.3		0.0	0.0		NA	NA		20.8	21.0	
Reference Time (s)		7.3			0.0			0.0			21.0	
Adj Reference Time (s)		19.9			17.7			16.1			25.0	
Split Option												
Ref Time Combined (s)	0.0	7.3		0.0	0.0		0.0	0.0		12.8	21.0	
Ref Time Seperate (s)	0.0	7.3		0.0	0.0		0.0	0.0		12.8	21.0	
Reference Time (s)	7.3	7.3		0.0	0.0		0.0	0.0		21.0	21.0	
Adj Reference Time (s)	19.9	19.9		17.7	17.7		16.1	16.1		25.0	25.0	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	19.9		25.0									
Permitted Option (s)	19.9		25.0									
Split Option (s)	37.6		41.2									
Minimum (s)	19.9		25.0		44.9							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	19.9	20.6	12.7									
Cross Thru Ref Time (s)	25.0	19.9	0.0									
Oncoming Left Ref Time (s)	0.0	16.8	0.0									
Combined (s)	45.0	57.3	12.7									
Intersection Summary												
Intersection Capacity Utilization		47.7%		ICU Level of Service					A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM Unsignalized Intersection Capacity Analysis

8: Prospect Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	97	476	62	174	290	137
Future Volume (Veh/h)	97	476	62	174	290	137
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	102	501	65	183	305	144
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)					337	
pX, platoon unblocked						
vC, conflicting volume	854	100	1262	710	50	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	854	100	1262	710	50	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	53	43	0	31	80	
cM capacity (veh/h)	218	880	30	264	1498	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	102	501	65	183	305	144
Volume Left	0	0	65	0	305	0
Volume Right	0	501	0	0	0	144
cSH	218	880	30	264	1498	1700
Volume to Capacity	0.47	0.57	2.17	0.69	0.20	0.08
Queue Length 95th (ft)	57	92	190	116	19	0
Control Delay (s)	35.2	14.4	822.5	44.5	8.0	0.0
Lane LOS	E	B	F	E	A	
Approach Delay (s)	17.9		248.4		5.4	
Approach LOS	C		F			
Intersection Summary						
Average Delay			57.6			
Intersection Capacity Utilization			43.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

18: Prospect Avenue & Crescent Blvd

06/01/2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	11	416	80	80	458
Future Volume (Veh/h)	6	11	416	80	80	458
Sign Control	Yield		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	12	438	84	84	482
Pedestrians	50		50		50	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	4		4		4	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	137					
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	1230	580	572			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1216	531	522			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	98	91			
cM capacity (veh/h)	161	481	950			
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	6	12	522	84	482	
Volume Left	6	0	0	84	0	
Volume Right	0	12	84	0	0	
cSH	161	481	1700	950	1700	
Volume to Capacity	0.04	0.02	0.31	0.09	0.28	
Queue Length 95th (ft)	3	2	0	7	0	
Control Delay (s)	28.3	12.7	0.0	9.2	0.0	
Lane LOS	D	B		A		
Approach Delay (s)	17.9		0.0	1.4		
Approach LOS	C					
Intersection Summary						
Average Delay	1.0					
Intersection Capacity Utilization	53.3%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

34: Glenwood Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	227	12	11	237	0	11
Future Volume (Veh/h)	227	12	11	237	0	11
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	239	13	12	249	0	12
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			302		618	346
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			302		618	346
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	98
cM capacity (veh/h)			1218		414	645
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	252	261	12			
Volume Left	0	12	0			
Volume Right	13	0	12			
cSH	1700	1218	645			
Volume to Capacity	0.15	0.01	0.02			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	0.5	10.7			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.5	10.7			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			39.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

35: Crescent Blvd & Glenwood Avenue

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	139	7	2	6	2	0	0	0	8	8	1
Future Volume (Veh/h)	6	139	7	2	6	2	0	0	0	8	8	1
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	6	146	7	2	6	2	0	0	0	8	8	1
Pedestrians		50			50			50			50	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4			4			4			4	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	58			203			278	274	250	272	276	107
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58			203			278	274	250	272	276	107
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	99	99	100
cM capacity (veh/h)	1494			1323			575	582	729	587	580	875
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	159	10	0	17								
Volume Left	6	2	0	8								
Volume Right	7	2	0	1								
cSH	1494	1323	1700	595								
Volume to Capacity	0.00	0.00	0.00	0.03								
Queue Length 95th (ft)	0	0	0	2								
Control Delay (s)	0.3	1.6	0.0	11.2								
Lane LOS	A	A	A	B								
Approach Delay (s)	0.3	1.6	0.0	11.2								
Approach LOS			A	B								
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			30.6%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM 6th TWSC
42: Crescent Blvd & Proposed West Access Drive

06/01/2020

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	158	13	1	4	4
Future Vol, veh/h	2	158	13	1	4	4
Conflicting Peds, #/hr	50	0	0	50	50	50
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	2	166	14	1	4	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	65	0	0 285 115
Stage 1	-	-	- 65 -
Stage 2	-	-	- 220 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1550	-	- 710 943
Stage 1	-	-	- 963 -
Stage 2	-	-	- 821 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1485	-	- 651 866
Mov Cap-2 Maneuver	-	-	- 651 -
Stage 1	-	-	- 922 -
Stage 2	-	-	- 787 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1485	-	-	-	743
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s)	7.4	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	147	6	1	5	4
Future Vol, veh/h	2	147	6	1	5	4
Conflicting Peds, #/hr	50	0	0	50	50	50
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	2	155	6	1	5	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	57	0	0 266 107
Stage 1	-	-	- 57 -
Stage 2	-	-	- 209 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1560	-	- 727 953
Stage 1	-	-	- 971 -
Stage 2	-	-	- 831 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1495	-	- 667 875
Mov Cap-2 Maneuver	-	-	- 667 -
Stage 1	-	-	- 929 -
Stage 2	-	-	- 796 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1495	-	-	-	746
HCM Lane V/C Ratio	0.001	-	-	-	0.013
HCM Control Delay (s)	7.4	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets
Projected Weekday Evening Peak Hour Conditions

Intersection	
Intersection Delay, s/veh	19
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	153	0	122	116	246	230	0	0	0	0	355	90
Future Vol, veh/h	153	0	122	116	246	230	0	0	0	0	355	90
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	161	0	128	122	259	242	0	0	0	0	374	95
Number of Lanes	1	0	1	1	1	1	0	0	0	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	14.5	15.4	26.5
HCM LOS	B	C	D

Lane	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%	0%
Vol Thru, %	0%	0%	0%	100%	0%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	122	116	246	230	355	90
LT Vol	153	0	116	0	0	0	0
Through Vol	0	0	0	246	0	355	0
RT Vol	0	122	0	0	230	0	90
Lane Flow Rate	161	128	122	259	242	374	95
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.376	0.255	0.262	0.519	0.437	0.766	0.176
Departure Headway (Hd)	8.395	7.157	7.72	7.209	6.493	7.377	6.669
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	501	465	500	554	490	538
Service Time	6.149	4.911	5.465	4.954	4.237	5.119	4.411
HCM Lane V/C Ratio	0.376	0.255	0.262	0.518	0.437	0.763	0.177
HCM Control Delay	16.2	12.4	13.2	17.5	14.2	30.5	10.8
HCM Lane LOS	C	B	B	C	B	D	B
HCM 95th-tile Q	1.7	1	1	2.9	2.2	6.7	0.6

Intersection Capacity Utilization

3: Prospect Avenue & Duane Street

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	66	15	7	51	95	6	248	15	66	308	156
Pedestrians	2		4	4		2	12		10	10		12
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	232	0	0	153	0	0	269	0	0	530	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.96	0.85	0.95	0.90	0.85	0.95	0.99	0.85	0.95	0.95	0.85
Saturated Flow (vph)	0	1820	0	0	1719	0	0	1882	0	0	1805	0
Ped Intf Time (s)	0.0	0.0	0.5	0.0	0.2	0.3	0.0	0.1	1.2	0.0	0.4	1.5
Pedestrian Frequency (%)		0.12			0.06			0.28			0.33	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	297		0	1736		0	1792		0	853	
Reference Time A (s)	0.0	93.6		0.0	10.7		0.0	18.1		0.0	75.0	
Adj Saturation B (vph)	NA	NA		0	0		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		8.5	18.8		NA	NA		NA	NA	
Reference Time (s)		93.6			10.7			18.1			75.0	
Adj Reference Time (s)		97.6			15.1			22.1			79.0	
Split Option												
Ref Time Combined (s)	0.0	15.3		0.0	10.8		0.0	17.2		0.0	35.7	
Ref Time Seperate (s)	10.0	4.3		0.5	3.7		0.4	15.9		4.4	20.9	
Reference Time (s)	15.3	15.3		10.8	10.8		17.2	17.2		35.7	35.7	
Adj Reference Time (s)	19.4	19.4		15.2	15.2		21.2	21.2		39.7	39.7	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	97.6		79.0									
Split Option (s)	34.6		60.9									
Minimum (s)	34.6		60.9		95.5							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			79.6%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization

7: Main St & Crescent Blvd

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	66	63	0	0	0	0	0	211	195	336	62
Pedestrians	59		150	150		59	70		57	57		70
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	66	63	0	0	0	0	0	211	195	336	62
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	0	1900	1615	0	0	0	0	0	1615	1805	1900	1615
Ped Intf Time (s)	0.0	0.0	8.5	0.0	0.0	5.3	0.0	0.0	5.2	0.0	0.0	5.9
Pedestrian Frequency (%)		0.99			0.86			0.85			0.90	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	0.0	4.2	13.2	0.0	0.0	0.0	0.0	0.0	20.9	13.0	21.2	10.5
Adj Reference Time (s)	0.0	19.9	20.0	0.0	0.0	0.0	0.0	0.0	24.9	17.0	25.2	19.5
Permitted Option												
Adj Saturation A (vph)	0	1900		0	0		0	0		120	1900	
Reference Time A (s)	0.0	4.2		0.0	0.0		0.0	0.0		194.5	21.2	
Adj Saturation B (vph)	0	1900		0	0		NA	NA		0	1900	
Reference Time B (s)	0.0	4.2		0.0	0.0		NA	NA		21.0	21.2	
Reference Time (s)		4.2			0.0			0.0			21.2	
Adj Reference Time (s)		19.9			18.3			18.2			25.2	
Split Option												
Ref Time Combined (s)	0.0	4.2		0.0	0.0		0.0	0.0		13.0	21.2	
Ref Time Seperate (s)	0.0	4.2		0.0	0.0		0.0	0.0		13.0	21.2	
Reference Time (s)	4.2	4.2		0.0	0.0		0.0	0.0		21.2	21.2	
Adj Reference Time (s)	19.9	19.9		18.3	18.3		18.2	18.2		25.2	25.2	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	19.9		25.2									
Permitted Option (s)	19.9		25.2									
Split Option (s)	38.2		43.4									
Minimum (s)	19.9		25.2		45.1							
Right Turns	EBR	NBR	SBR									
Adj Reference Time (s)	20.0	24.9	19.5									
Cross Thru Ref Time (s)	25.2	19.9	0.0									
Oncoming Left Ref Time (s)	0.0	17.0	0.0									
Combined (s)	45.2	61.8	19.5									
Intersection Summary												
Intersection Capacity Utilization		51.5%		ICU Level of Service					A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM Unsignalized Intersection Capacity Analysis 8: Prospect Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	134	461	121	233	364	119
Future Volume (Veh/h)	134	461	121	233	364	119
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	141	485	127	245	383	125
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	337					
pX, platoon unblocked						
vC, conflicting volume	991	100	1422	866	50	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	991	100	1422	866	50	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	17	45	0	0	75	
cM capacity (veh/h)	170	883	12	201	1504	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	141	485	127	245	383	125
Volume Left	0	0	127	0	383	0
Volume Right	0	485	0	0	0	125
cSH	170	883	12	201	1504	1700
Volume to Capacity	0.83	0.55	11.00	1.22	0.25	0.07
Queue Length 95th (ft)	142	86	Err	318	25	0
Control Delay (s)	84.9	13.9	Err	183.2	8.2	0.0
Lane LOS	F	B	F	F	A	
Approach Delay (s)	29.9		3534.3		6.2	
Approach LOS	D		F			
Intersection Summary						
Average Delay			887.5			
Intersection Capacity Utilization			49.0%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

18: Prospect Avenue & Crescent Blvd

06/01/2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	44	437	57	61	521
Future Volume (Veh/h)	9	44	437	57	61	521
Sign Control	Yield		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	46	460	60	64	548
Pedestrians	50		50		50	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	4.0		4.0		4.0	
Percent Blockage	4		4		4	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	137					
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	1266	590			570	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1254	542			521	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	90			93	
cM capacity (veh/h)	156	475			956	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	9	46	520	64	548	
Volume Left	9	0	0	64	0	
Volume Right	0	46	60	0	0	
cSH	156	475	1700	956	1700	
Volume to Capacity	0.06	0.10	0.31	0.07	0.32	
Queue Length 95th (ft)	5	8	0	5	0	
Control Delay (s)	29.5	13.4	0.0	9.0	0.0	
Lane LOS	D	B			A	
Approach Delay (s)	16.0		0.0	0.9		
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			51.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

34: Glenwood Avenue & Pennsylvania Ave

06/01/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	230	9	27	317	7	32
Future Volume (Veh/h)	230	9	27	317	7	32
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	242	9	28	334	7	34
Pedestrians	50			50	50	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			4	4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			301		736	346
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			301		736	346
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	95
cM capacity (veh/h)			1219		349	644
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	251	362	41			
Volume Left	0	28	7			
Volume Right	9	0	34			
cSH	1700	1219	563			
Volume to Capacity	0.15	0.02	0.07			
Queue Length 95th (ft)	0	2	6			
Control Delay (s)	0.0	0.8	11.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.8	11.9			
Approach LOS			B			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			53.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

35: Crescent Blvd & Glenwood Avenue

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	96	6	15	42	24	0	2	8	23	2	7
Future Volume (Veh/h)	7	96	6	15	42	24	0	2	8	23	2	7
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	7	101	6	16	44	25	0	2	8	24	2	7
Pedestrians		50			50			50			50	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4			4			4			4	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	119			157			314	319	204	316	310	156
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	119			157			314	319	204	316	310	156
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	96	100	99
cM capacity (veh/h)	1420			1375			540	543	773	538	549	821
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	114	85	10	33								
Volume Left	7	16	0	24								
Volume Right	6	25	8	7								
cSH	1420	1375	713	581								
Volume to Capacity	0.00	0.01	0.01	0.06								
Queue Length 95th (ft)	0	1	1	5								
Control Delay (s)	0.5	1.5	10.1	11.6								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.5	1.5	10.1	11.6								
Approach LOS			B	B								
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			31.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM 6th TWSC
42: Crescent Blvd & West Access Drive

06/01/2020

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	112	50	3	3	3
Future Vol, veh/h	6	112	50	3	3	3
Conflicting Peds, #/hr	50	0	0	50	50	50
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	6	118	53	3	3	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	106	0	0 285 155
Stage 1	-	-	- 105 -
Stage 2	-	-	- 180 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1498	-	- 710 896
Stage 1	-	-	- 924 -
Stage 2	-	-	- 856 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1436	-	- 649 823
Mov Cap-2 Maneuver	-	-	- 649 -
Stage 1	-	-	- 881 -
Stage 2	-	-	- 820 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1436	-	-	-	726
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s)	7.5	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
44: Crescent Blvd & East Access Drive

06/01/2020

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	106	46	3	3	3
Future Vol, veh/h	6	106	46	3	3	3
Conflicting Peds, #/hr	50	0	0	50	50	50
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	6	112	48	3	3	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	101	0	0 274 150
Stage 1	-	-	- 100 -
Stage 2	-	-	- 174 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1504	-	- 720 902
Stage 1	-	-	- 929 -
Stage 2	-	-	- 861 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1441	-	- 658 828
Mov Cap-2 Maneuver	-	-	- 658 -
Stage 1	-	-	- 886 -
Stage 2	-	-	- 825 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1441	-	-	-	733
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s)	7.5	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Parking Ratios of Similar Developments

Table A
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio
River 595	Des Plaines	60	104	1.73
Kingston Pointe	Des Plaines	144	228	1.58
Walker & Parker	Clarendon Hills	42	42	1.00
Forest & Gilbert	Downers Grove	89	102	1.15
Adriatic Grove	Downers Grove	48	64	1.33
Residences at the Grove	Downers Grove	294	345	1.17
Burlington Station	Downers Grove	89	106	1.19
100 North Addison	Elmhurst	165	199	1.21
1717 Ridge	Evanston	175	205	1.17
AMLI Evanston	Evanston	214	312	1.46
Central Station	Evanston	80	80	1.00
E2	Evanston	356	371	1.04
The Reserve at Evanston	Evanston	195	219	1.12
Midtown Square	Glenview	138	160	1.16
The Reserve at Glenview	Glenview	239	333	1.39
Uptown La Grange	La Grange	254	336	1.32
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Quincy Station	Westmont	94	113	1.20
Wheaton 121	Wheaton	306	400	1.31
The Residences of Wilmette	Wilmette	75	117	1.56
Average		168	207	1.25

MINUTES
SPECIAL PLAN COMMISSION MEETING
MAY 30, 2019

Call to Order

The special meeting of the Plan Commission was called to order by Chairperson Mary Loch at 7:00 p.m. Plan Commissioners Lloyd Berry, Angela Fanella, Phillip Hartweg, Tracy Heming-Littwin, John Mulherin, David Rodemann and Jamie Vondruska were present. Plan Commissioner Mohammed Saeed was excused. Also present were Community Development Director Staci Springer, Village Planner Kelly Purvis, Village Planner Katie Ashbaugh, Associate Planner Cole Jackson, Trustee Liaison Bill Enright and Recording Secretary Debbie Solomon.

Public Comment

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

Public Meeting – Draft Downtown Sub-Area Plan – 2019 Comprehensive Plan Update

On the agenda was a public meeting regarding the Draft Downtown Sub-Area Plan as a part of the 2019 Comprehensive Plan Update.

Chairperson Loch apologized for the cancelled meeting on May 23rd and explained what a Public Meeting is.

PUBLIC MEETING – DRAFT DOWNTOWN SUB-AREA PLAN – 2019 COMPREHENSIVE PLAN UPDATE

PUBLIC HEARING WITH DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING A THE DRAFT DOWNTOWN SUB-AREA PLAN – 2019 COMPREHENSIVE PLAN UPDATE

Staff Introduction

Village Planner Purvis welcomed everyone to a discussion regarding the Draft Downtown Sub-Area Plan. Village Planner Purvis stated the Village's current Comprehensive Plan was adopted in 2001 and provides a vision for what the Village will look like in the year 2010. Village Planner Purvis stated the Comprehensive Plan was intended to be implemented over a 10 to 15-year period, and the typical lifespan of a Comprehensive Plan is approximately 10 years to ensure

goals and information within the plan do not become obsolete. Village Planner Purvis stated in March of 2018, the Village Board discussed a timeframe and process by which to update the Comprehensive Plan, and in June of 2018, the Village Board approved a contract with Houseal Lavigne Associates to update the Village's Comprehensive Plan. Village Planner Purvis reviewed the meeting and research that Houseal Lavigne has done to date in working on this update.

Village Planner Purvis stated the Village is looking for feedback on the updated Plan so there will also be a discussion regarding the update to the Plan at the June 17th Village Board Workshop as well as a Village Open House to encourage public participation. Village Planner Purvis stated if you would like to receive notification regarding updates to the Comprehensive Plan, go to the Village's website, click Stay Connected and Notify Me and then select Comprehensive Plan Update, you will then receive update notifications via email or text.

John Houseal, Principal at Houseal Lavigne Associates, reviewed where they are in the process and how they got there. Mr. Houseal stated the purpose of a Comprehensive Plan is to be a foundation for decision-making and a roadmap for the next 10 to 20 years. Mr. Houseal stated a Comprehensive Plan is to be a policy guide on a broad spectrum of topics, but not regulatory as the Plan will not dictate zoning. Mr. Houseal stated a Comprehensive Plan is to be a living document and is meant to be changed and updated from time to time. Mr. Houseal stated a Comprehensive Plan is a legal document and is recognized across the country as such.

Mr. Houseal stated three things go into the planning process: where a village is starting right now, where the village wants to go and what a village has to do to get there. Mr. Houseal stated the Workgroup met on a regular basis to discuss goals and objectives to establish a vision as well as engaging the community in this too. Mr. Houseal stated they are first working on the Downtown Sub-Area Plans and then will complete the Village-Wide Plans as well.

Mr. Houseal stated as they worked on the Sub-Area Plan, they looked at everything building by building. Mr. Houseal stated when they look at the Village-wide Plan, they will look at many different things, including land use, transportation, open areas and environmental features among other things.

Mr. Houseal reviewed the community's input to date including the online questionnaire, Mapsocial, 3 stakeholder meetings, key person interviews, the Comprehensive Plan Workgroup, the Village Board Workshop scheduled for June 17th and the Village Open House scheduled for June 26th. Mr. Houseal stated the Sub-Area plans will eventually be Chapter 6 in the Comprehensive Plan, and this will include Stacy's Corners, Downtown Glen Ellyn and Roosevelt Road.

Mr. Houseal stated there are several hallmarks of a great downtown, including buildings at or near the street line for a street wall, an adequate amount of parking, multi-story buildings of mixed use, some increase in residential density and a pedestrian-oriented environment. Mr. Houseal stated the Subarea Framework sets the tone for everything addressed in a downtown, including key intersections, intersection improvements, gateway features, pedestrian corridors and alleyways, residential screening, parking enhancements, existing parking, public parking and maintaining access.

Brandon Nolin, Principal Associate at Houseal Lavigne, stated for Development Regulations, the downtown is zoned C5A and C5B. Mr. Nolin stated C5A is less dense than C5B which is different than other downtowns. Mr. Nolin stated in order to accommodate modern development, they looked at height maximums, building heights and the height and width of roadways to balance proportion, and the recommendation is that the Village needs to consider exploring revising the maximum height for the downtown to 60 feet.

Mr. Nolin stated there is additional parking needed on the north side of the railroad tracks as there is an imbalance between the north of the tracks and the south of the tracks. Mr. Nolin reviewed parking management best practices and parking ratios.

Mr. Nolin stated a market analysis was conducted, and there is some demand for multi-family housing development in the downtown. Mr. Nolin stated there is a strong retail potential to capture local demand.

Mr. Nolin showed a map of the downtown and stated the yellow boxes indicate under-utilized areas that are likely candidates for the Village to support doing more. Mr. Nolin stated the 3 red boxes are the Catalyst Sites, which are the McChesney & Miller block, the northwest corner of Pennsylvania Avenue and Main Street and the north side of Duane Street and Forest Avenue. Mr. Nolin reviewed these 3 sites and the possibilities for each. Mr. Nolin stated they are looking for feedback on these 3 suggested Catalyst Sites.

Discussion from the Plan Commission

McChesney & Miller

Commissioner Rodemann stated as they are looking at the hallmarks of a great downtown, they do need to include what caters to the identity of downtown Glen Ellyn. Commissioner Rodemann stated this site should be a full block development and provide access as well.

Commissioner Mulherin stated they should be thinking of the future of transportation and parking with this site. Commissioner Mulherin stated he feels there could be some extra stories on the lower grade added as there is a grade of land difference on the property.

Commissioner Fanella stated they need to keep this site as flexible as possible, and she thinks they should include the Metra parking lot when this site is developed. Commissioner Fanella stated she agrees with possibly adding height at this site, but she does not want to see an overhead garage. Commissioner Fanella stated they need to take advantage of the wide drive aisle, and they should take the residential parking as low as staff is comfortable with. Commissioner Fanella stated they should also look at outdoor café possibilities.

Commissioner Heming-Littwin stated they can get more height out of this site than other areas, and they should think about the development of the parking lot across the street. Commissioner Heming-Littwin stated this is a part of Crescent where the Village could possibly do festivals. Commissioner Heming-Littwin stated it would be great to have a small open-space area with this development. Commissioner Heming-Littwin stated there should not be an overhead garage, but she feels an elevated pedestrian walkway would be fine. Commissioner Heming-Littwin stated the staff would need to think about the parking ratio.

Commissioner Berry stated he agrees with the elevated walkway suggestion, and he feels the proposed parking would be a nice range.

Commissioner Vondruska stated this seems the most obvious area to be developed, and this site is one of the lowest points in the downtown. Commissioner Vondruska stated they need to strike a balance of height versus the project going out. Commissioner Vondruska stated he could see a 3 or 4 story development here or entertain a 5 story development. Commissioner Vondruska stated there should be no parking garage over Crescent, but an elevated pedestrian walkway would be fine with him.

Commissioner Hartweg stated Crescent could be closed off for events, or you could make Crescent a 1-way street. Commissioner Hartweg stated the Crescent public right-of-way should be included in the development. Commissioner Hartweg stated the parking ratio sounds good. Commissioner Hartweg stated for this site, they need to look at what could happen 5 years from now and 20 years from now.

Chairperson Loch stated she is fine with the Glenwood/Crescent surface lot being included in this development. Chairperson Loch stated they could go up to 5 stories with this development due to the lower grade on the south side of the site. Chairperson Loch stated she is fine with the proposed parking ratio.

Pennsylvania Avenue and Main Street Site

Commissioner Hartweg stated the big question would be where to relocate the Fire Station, and he suggested possibly at Five Corners. Commissioner Hartweg stated there is a grade there so the height would need to be considered carefully. Commissioner Hartweg stated the proposed parking ratio is fine.

Commissioner Vondruska stated they could possibly relocate the Fire Station down the street. Commissioner Vondruska stated the maximum height at this site would be sensitive, and they would need to strike a balance to find the right project for this space. Commissioner Vondruska stated the aesthetic should blend in as best as possible. Commissioner Vondruska stated the parking ratio may need to be flexible due to what could come in the future.

Commissioner Berry asked if the pros and cons have been discussed with the Fire Department. Mr. Nolin stated the Fire Station would need to be centralized. Commissioner Heming-Littwin stated the current Fire Station location is very central, and there are boundaries for the volunteer fire fighters who respond to Station 1. Commissioner Heming-Littwin stated 1 fire vehicle would need to stay north of the railroad tracks, and the Fire Department should be visible in the downtown.

Chairperson Loch stated she likes the proposed rendering.

Commissioner Fanella stated she prefers that the Fire Station stays on this site as it adds charm to the downtown.

Commissioner Mulherin stated the Fire Station at this site is obsolete, and they should find a new location for this in town. Commissioner Mulherin stated the Fire Department should get a new modern Fire Station with updated amenities.

Commissioner Rodemann asked if it is realistic that the Ameritech/AT&T site be moved at some point. Commissioner Mulherin stated he thinks AT&T would want to a lot of money to do this. Commissioner Rodemann stated this is the largest of the Catalyst Sites, and it is a unique and deep site. Commissioner Rodemann stated if they do allow an extra floor on the building, they would need to ensure the setbacks are done to code to pull the outer wall back off the street.

Duane Street and Forest Avenue Site

Commissioner Rodemann stated there should be access to both sides to expand the feel of the downtown. Commissioner Rodemann stated he is not a big fan of surface parking so a garage would be better.

Commissioner Mulherin stated this is an interesting site, and the concept of a mixed use of commercial and office space by the train station is a good idea. Commissioner Mulherin stated more professional office space is needed downtown, and he would be fine with a 3-story development.

Commissioner Fanella asked if the commercial space market is growing. Mr. Houseal stated shared spaces are still growing, and there is an increased demand for this space. Commissioner Fanella stated this should keep this development as flexible as possible.

Commissioner Heming-Littwin stated she would like to see the residential parking be underground on the US Bank site. Commissioner Heming-Littwin stated Forest Avenue should be left open, but possibly not as wide. Commissioner Heming-Littwin stated it would be a plus to have commercial and office space by the railroad tracks.

Commissioner Berry stated he agrees with keeping Forest open but not as wide. Commissioner Berry stated the site to the west of Forest could be user-driven.

Commissioner Vondruska stated he agrees with what the other Commissioners have said. Commissioner Vondruska stated he does not think logistically that Forest can be closed. Commissioner Vondruska stated this could be an interesting site.

Commissioner Hartweg stated he sees value on both sites, and he likes the commercial and residential idea. Commissioner Hartweg stated the right-of-way should be 2 lanes.

Chairperson Loch stated they should keep Forest open, and there should be no surface parking. Chairperson Loch stated she would be fine with 3 stories on this site.

General Plan Commission Comments

Commissioner Rodemann asked about the sidewalks and crossings. Community Development Director Springer stated these are still in the development stages, but they are trying to bump out the corners.

At 8:53 p.m., Chairperson Loch called for a 5-minute break.

At 8:58 p.m., Chairperson Loch reconvened the Plan Commission meeting.

Public Comment

Eleanor Saliamonas, who resides at 626 Newton Avenue, stated in the current Comprehensive Plan, the buildings should be limited to 3 stories at Pennsylvania and Main and asked what has happened to make the buildings go to 5 stories. Ms. Saliamonas stated they need to take the uniqueness of Glen Ellyn into consideration, and they should not do anything that takes away from the historic town. Ms. Saliamonas stated she suggests the Fire Station could be on Crescent by the train tracks.

John Svalenka, who resides at 415 Kenilworth, stated it is critical that the Fire Station remain at its current site or close to its current site. Mr. Svalenka stated the Main & Pennsylvania site could be the Fire Department with another building in the future as the City of Chicago is currently looking at possibly doing this. Mr. Svalenka stated the Comprehensive Plan should show maximum heights for the sites. Mr. Svalenka stated the Fire Station is one of the anchors of downtown. Mr. Svalenka stated the Catalyst Sites could have 5 stories, and he suggests underground parking for the McChesney & Miller site. Mr. Svalenka asked where the residents can send additional comments. Community Development Director Springer stated if you go to the Village's web site and search Comprehensive Plan, there is a comment section on the Comprehensive Plan page.

Joe Maude, who resides at 475 Duane Street, stated he has a consulting business and showed visuals of what 65-foot buildings would look like in these sites. Mr. Maude stated downtown Glen Ellyn is unique, and he does not think the ideas have been vetted in a way that show the possible negatives. Mr. Maude stated this plan is a fast track to turn the down into "Glen Canyon." Mr. Maude stated he is pro development, but this seems like fast development. Mr. Maude stated they need to look at the size in the context of the community, and there needs to be a study done on how the community will change with this. Mr. Maude stated buildings of 65 feet in height will be a negative impact on the town and the surrounding buildings.

Christopher Zebb, who resides at 389 Anthony Street, stated living in Glen Ellyn is unique, and no town has what Glen Ellyn has. Mr. Zebb stated they need to keep the character of the town and be fundamentally invested in the neighborhood. Mr. Zebb stated for height, they need to stick with 3 stories or possibly 4 stories. Mr. Zebb stated assumptions for the architecture should not be put in the Comprehensive Plan.

Ray Campbell, who resides at 460 Raintree Court, #3K, stated this was a great presentation, but he is concerned that Glen Ellyn will look like other towns as they are looking to the future and

trends. Mr. Campbell stated Glen Ellyn as a unique structure, and he would like to see the market research on the future growth and possible downtown residential needs. Mr. Campbell stated it is critical that the Fire Station stay in the downtown north of the railroad tracks, but the Fire Department does deserve a modern station. Mr. Campbell stated Forest should stay open, and office space with a mixed-use development would be good.

Sharon Wussow, who resides at 519 Western Avenue, stated she served on the Architectural Review Commission for many years. Ms. Wussow stated the Catalyst Sites seem inspired and have a great deal of potential. Ms. Wussow stated she suggest bollards in the middle of Crescent to block the road when needed, and it would be good to have zero-depth curbs here. Ms. Wussow stated the Fire Station site is a key location as it is the closest of the Catalyst Sites to the Downtown. Ms. Wussow stated it would be good to have street-level parking at the Fire Station site. Ms. Wussow stated at the US Bank site, she suggests adding more retail and other things, and Forest should be kept open. Ms. Wussow stated she thinks the height of the DuPage Medical Group building is good, and heights should be compared to this. Ms. Wussow stated she emphasizes moderation.

Rick Massa, who resides at 787 Forest Avenue, stated he has a background in private equity investment, and he has seen municipalities have visions that are out of step with reality. Mr. Massa stated the driving force of the Comprehensive Plan is economic development. Mr. Massa stated Glen Ellyn is vibrant and charming, and they should consider the planning process as there are impacts and trade-offs with up-zoning. Mr. Massa stated these developments could add a lot of residential units to downtown Glen Ellyn, and he wonders about schools and the capacities of the Police Department and Fire Department. Mr. Massa stated they should look at the trade-offs to see economic development versus the cost to get there. Mr. Massa stated there is no need to rush the Comprehensive Plan, and they should take a step back and look at the vision.

Megan Clifford, who resides at 793 Forest Avenue, stated she is the President of Protect Glen Ellyn, Inc. Ms. Clifford stated the Comprehensive Plan is the long-term plan for the Village, and for the Plan, they will look at pieces in the future, such as transportation, economics and environmental issues. Ms. Clifford stated they need to be strategic and use the Comprehensive Plan as a chance to get there. Ms. Clifford stated Glen Ellyn is unique and special, and they need to retain this. Ms. Clifford stated they need to take the time as a community to work through this, and there should be many more open meetings to engage the residents. Ms. Clifford stated the Comprehensive Plan will set the stage for the future of the town.

Christine Wilson, who resides at 537 Phillips Avenue, asked if the entire Comprehensive Plan is being redone. Mr. Houseal stated they are examining the entire Plan, but some things may carry forward. Ms. Wilson stated a hallmark of Glen Ellyn is that the downtown is on the

Historic Register, and this is a draw. Ms. Wilson stated Glen Ellyn is a lively and vibrant place, and they should adapt and reuse older buildings. Ms. Wilson stated this is a unique downtown, and she does not want to see another town laid on top of it. Ms. Wilson stated they do not want to increase the density so much so that you cannot visit it. Ms. Wilson stated they need to keep the vision of Glen Ellyn that builds on the assets that Glen Ellyn has, and she does not want to see the community spirit lost.

Community Development Director Springer thanked Houseal Lavigne for their work and the presentation. Community Development Director Springer stated residents can sign up for notifications on any changes to the Comprehensive Plan website, and there is a link to the Comprehensive Plan on the Village's Home Page. Community Development Director Springer stated residents are welcome to offer comments as well as see the documents. Community Development Director Springer stated the Village is trying to get as much public input as they can, and the Village will do open houses, public hearings and a Village Board Workshop on this. Community Development Director Springer stated the Village will also notify the residents through social media, media and press releases as they do want the public involved.

Chairperson Loch stated the presentation was very helpful, and the Plan Commission appreciates all the input.

Commissioner Mulherin stated the Plan Commission does feel as passionate about the community as the residents do. Commissioner Mulherin stated he would like to age in place. Commissioner Mulherin stated they cannot tell the developers what to build, but the Plan Commission is committed to improving the economic based of the community.

Trustee's Report

Chairperson Loch welcomed Trustee Enright as the Plan Commission liaison.

Trustee Enright stated at the Village Board meeting, two police officers were sworn in, and the Madden Scholarships were awarded. Trustee Enright stated the Village Board is working on the Streetscape Plan, and they would like any input on this. Trustee Enright stated the parking garage is moving along as well.

Chairperson's Report

Chairperson Loch stated there will be a Special Plan Commission meeting on June 20, 2019.

Staff Report

Village Planner Purvis stated there will be no meeting on June 13, but meetings on June 20 and June 27.

Commissioner Heming-Littwin asked when the next Streetscape Committee meeting is. Community Development Director Springer stated she would look for this and let them know.

Community Development Director Springer stated the Community Development Department is moving to the first floor of the Civic Center today, tomorrow and Monday. Community Development Director Springer stated Raising Kane will be breaking ground soon.

Community Development Director Springer introduced new Village Planner Katie Ashbaugh and Associate Planner Cole Jackson.

Other Business

None

Adjournment

Commissioner Heming-Littwin moved, seconded by Commissioner Fanella, to adjourn the meeting at 9:43 p.m. The motion carried unanimously by voice vote.

Respectfully Submitted,

Debbie Solomon
Recording Secretary

Trustee Senak stated he shares the concern that this project was not budgeted for. Trustee Senak stated the cost of the project will not have a significant impact on the Capital Project Reserve Fund, but wonders what impact it will have on residents' water and sewer fees. Utilities Superintendent Hubsy stated staff still needs to complete a water and sewer rate study with an outside firm, and there is the potential to alter the way we bill residents to set up a capital portion and usage portion of the bill.

Trustee Senak asked when the potential alteration of the water and sewer fees would occur. Utilities Superintendent Hubsy stated he hopes within the next six to nine months.

Trustee Senak stated he would like to bring this through the budget process, but understands that this project may not happen if we wait on it. Trustee Senak stated he is concerned about the potential changes to residents' water and sewer rates. Utilities Superintendent stated staff can gather that information and provide it to the Board prior to the next Village Board Meeting.

Public Comment

Ann Gould, who resides 609 Newton Avenue, asked if there was a water main break at the location in topic, would the fire hydrants be shut off as well. Utilities Superintendent confirmed if there was a water main break at the location in topic, the fire hydrants would not have water connection either.

President McGinley stated this topic will come before the Board at the January 27 Village Board meeting.

RESULT:	DISCUSSION ONLY
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H. McChesney Development Site (Presented by Community Development Director Springer) (Discussion Only)

1. Community Development Director Springer will present options for the McChesney & Miller development site.

Village Manager Franz stated the last time the Village Board formally discussed the McChesney development site was during the comprehensive plan process. Village Manager Franz stated the McChesney site is one of the three catalyst sites in the downtown discussed by the Plan Commission, Village Board and community. Village Manager Franz stated this property is back on the market and owners have questions and concerns regarding the development of the site and that staff is looking for guidance from the Board to share with potential developers.

Community Development Director Springer stated that over the last several months, there has been renewed developer interest in the McChesney site. Over the years, the Village has discussed different concepts for the site that would have

included the Crescent Boulevard right-of-way and/or portions of the Village-owned Crescent-Glenwood parking lot. As conversations progress with interested developers, staff would like to have a clearer direction from the Village Board on a number of questions related to the development of the site.

Community Development Director Springer provided examples of previous proposals that were brought to Village staff, but were never officially submitted to the Village Board. These proposals were shown to give the Village Board an idea of what could potentially be developed at the site.

Community Development Director Springer provided three massing models that were created by Houseal Lavigne and Associates. These massing models can help the Village Board envision what the potential for this development could be. Community Development Director Springer noted these are not specific proposals and they have not been submitted or recommended by staff. Community Development Director Springer provided detail on the tree massing models:

- 1. Option 1 shows the McChesney property and Lord's Auto Clinic property included within the site limits.*
- 2. Option 2 includes the McChesney property, Lord's Auto Clinic, a portion of the Crescent Boulevard right-of-way and the western part of the Crescent-Glenwood parking lot within the site limits.*
- 3. Option 3 includes the McChesney property, Lord's Auto Clinic, the full Crescent Boulevard right-of-way and the western part of the Crescent-Glenwood parking lot.*

Community Development Director Springer stated a traffic evaluation was completed by KLOA to determine if there would be any impact to the levels of service at downtown intersections if the Village were to change Crescent Boulevard traffic to one-way from Prospect Avenue to Glenwood Avenue, or if the Village were to completely close off that same portion of the roadway. The evaluation shows that neither alternative would change the levels of service at adjacent intersections. It is further noted that both alternatives would reduce conflicts created by the proximity of the railroad to the intersection of Prospect Avenue and Crescent Boulevard; however, completely closing Crescent Boulevard will increase the eastbound traffic on Duane Street.

Trustee Christiansen asked what the above assumptions are based on, and stated that it seems that these traffic changes would impact residents getting to the train station. Community Development Director Springer stated the Village hired KOLA as they have been involved in many Village studies and they have a lot of data on Village Traffic Studies. Professional Engineer Daubert stated that with the train station project, a pedestrian drop off will be available on the south side of the tracks.

Trustee Thompson asked if staff expects developers to ask for specific access points. Community Development Director Springer stated staff has spoken to several developers who requested access from Glenwood. Additionally one developer stated they would like access to a potential parking garage from

Prospect Avenue; however, staff expressed concerns regarding that idea.

Trustee Senak asked if the traffic study took in account for the current and future increased traffic with the addition of Avere and Apex. Community Development Director Springer stated the traffic study took place in 2015 and 2018, but did not take in account for future increased traffic. Trustee Senak stated he would like a full traffic study if a developer formally submitted a proposal.

Community Development Director Springer outlined where there are currently utility connections near the McChesney property and discussed potential costs of relocating utilities, if necessary, for a proposed development.

Community Development Director Springer stated staff is looking for feedback from the Board to be able to provide developers with clearer direction in developing concept plans for the site. Staff is specially looking for initial feedback related to the following:

- 1. Would the Board support including Crescent Boulevard in a redevelopment project? If so, should the inclusion of the Lord's property be a requirement so there is no remnant portion of Crescent Boulevard right-of-way remaining west of the development?*
- 2. Is the Board comfortable with a six or seven story structure in the location?*
- 3. Does the Board want some commercial development on the first floor to be a requirement for a project?*
- 4. IS the Board comfortable with a minimum requirement of 1.5 parking spaces per unit?*

Trustee Thompson asked what types of potential developments have been interested in this site. Community Development Director Springer stated condos, apartments and senior living centers have been discussed.

Trustee Thompson asked if people who have apartments are more likely to have more or less cars than those who own single family homes. Planner Purvis stated the number of cars reduce by 25% with those who have an apartment near public transportation.

President McGinley inquired on the parking requirements for the condos and apartments along Pennsylvania Avenue. Community Development Director Springer stated the building on Park Boulevard and Crescent Boulevard require 1.5 spaces per unit, Pennsylvania Avenue and Forest Avenue require 1.7 spaces per unit and Avere requires 1.7 spaces per unit.

President McGinley asked if there are any complaints regarding a lack of parking at Park Boulevard and Crescent Boulevard. Community Development Director Springer stated there are none that she is aware of.

Trustee Thompson stated he is interested to hear what citizens opinions are on this development area, and would like to have an open discussion in a future meeting. Village Manager Franz stated there was an open house for this

development site during the comprehensive plan project. President McGinley stated the best way to get feedback is for the Board to give direction and then reach out to the public.

Trustee Thompson stated he is concerned about closing streets for a development.

Trustee Enright stated that in his experience, he has not heard that residents are overly concerned on this site.

Trustee Christiansen asked if the Lord's parcel is part of this development site. President McGinley stated Lord's has allowed themselves to be part of this conversation, but they do not have a signed contract.

Trustee Christiansen asked what type of restrictions would there be if a developer wanted to develop in the Crescent/Glenwood lot as it is so close to the train line. Village Manager Franz stated staff has reached out to United Pacific Railroad to gather more information regarding that topic.

Public Comment

Eleanor Saliamanos, who resides at 626 Newton, stated she supports a grocery store to be developed in the McChesney location and that she is opposed to a 6 or 7 story building.

President McGinley stated the Village has never disregarded the idea of a grocery store, but the Village has not been able to attract a grocery store to that site. Village Manager Franz stated the Village has been recruiting a grocery store since McChesney has closed down; unfortunately, the market is so competitive that suburban downtown grocery stores have not been successful.

Ann Goulde, who resides at 609 Newton Avenue, stated she is concerned regarding the potential height of the development and that she is opposed to restricting access to Crescent Boulevard.

President McGinley stated the Board will now deliberate on the below specific considerations for this development site:

- 1. Would the Board support including Crescent Boulevard in a redevelopment project? If so, should the inclusion of the Lord's property be a requirement so there is no remnant portion of Crescent Boulevard right-of-way remaining west of the development?*

Trustee Enright stated he is not in favor of closing Crescent Boulevard in this redevelopment project, and that he is not in favor of including the Crescent/Glenwood lot in the development.

Trustee Christiansen stated she is not in favor of fully closing Crescent Boulevard, but may consider the reduction to one-way traffic. Trustee Christiansen is open to including the Crescent/Glenwood lot in the

development, but stated it depends on the proposal.

Trustee Thompson stated he is not in favor of fully closing Crescent Boulevard, but may consider the reduction to one-way traffic. Trustee Thompson stated he is open to including the Crescent/Glenwood lot in the development, and would be interested in seeing that space converted into a special event space with parking.

Trustee Senak stated he is open to closing Crescent Boulevard is this development for the right project, and that he is interested in hearing more information on the Crescent/Glenwood lot.

President McGinley stated she is not in favor of fully closing Crescent Boulevard, but may consider the reduction to one-way traffic. President McGinley stated she is open to including the Crescent/Glenwood lot in the development, and would be interested in seeing that space converted into a special event space with parking.

2. Is the Board comfortable with a six or seven story structure in the location?

President McGinley and Trustees Thompson and Christiansen stated they are open to having a discussion and learning more about a six or seven story structure in this location.

Trustee Enright stated he believes seven stories is too high, but is open to having a discussion and learning more about a six story structure in this location.

Trustee Senak stated he believes the development should follow what our Village Code allows for height and height variances.

President McGinley and Trustees Thompson, Senak and Christiansen would like to see a massing model of what a six or seven story building would look like in this location.

3. Does the Board want some commercial development on the first floor to be a requirement for a project?

President McGinley and Trustees Enright, Christiansen, Thompson and Senak are in favor of not requiring first floor commercial development, but would like to encourage it for this location.

4. Is the Board comfortable with a minimum requirement of 1.5 parking spaces per unit?

Trustee Enright stated he is fine with the 1.5 parking spaces per unit.

Trustee Christiansen stated the number of required parking spaces per unit depends on if there is a public parking component to the redevelopment.

Trustee Thompson stated he believes the 1.5 parking spaces per unit is too high, and is open to require less. Trustee Thompson also would like staff to survey the residents and businesses near the location and inquire if they have any current parking concerns

Trustee Senak stated he believes the 1.5 parking spaces per unit is too high, and is open to require less.

President McGinley stated she is open to see what staff recommends.

Public Comment

Karen Gores, who resides at 570 Crescent Boulevard, stated parking at the Glenstone building is sufficient and does not have a lack of parking.

President McGinley stated staff will take this feedback and will work to continue communication and discussion with the Board and public regarding this topic.

RESULT:	DISCUSSION ONLY
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I. Strategic Plan Quarterly Report (Presented by Village Manager Franz) (Discussion Only)

1. Village Manager Franz will provide an update to the 2018-2020 Strategic Plan.

Village Manager Franz stated the report on the strategic plan was provided in the agenda packet, and that he is available to answer any questions.

RESULT:	DISCUSSION ONLY
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J. Other Items

- K. Motion to adjourn to Executive Session for discussion concerning setting the price for sale or lease of public property pursuant to 5 ILCS 120/2 (C)(6), discussion regarding the purchase or lease of real property pursuant to 5 ILCS 120/2 (C)(5) and discussion concerning pending litigation matters pursuant to 5 ICLS 120/2 (C)(11) without returning to open session thereafter.**

RESULT:	APPROVED [4 TO 0]
MOVER:	Bill Enright, Village Trustee
SECONDER:	Steve Thompson, Village Trustee
AYES:	Enright, Christiansen, Thompson, Senak
EXCUSED:	Fasules, Pryde
PRESENT:	McGinley

Respectfully Submitted, Lindsey Kaminsky Executive Assistant

Reviewed and Approved, John A. Chereskin Village Clerk

MINUTES
REGULAR PLAN COMMISSION MEETING
May 14, 2020

Call to Order and Roll Call

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

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

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

Adoption of Emergency Rules of Procedure

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

Allowance of Remote Participation by the Plan Commission

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

Approval of March 12, 2020 Plan Commission Meeting Minutes

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

Public Comment Non-Agenda Items

None.

Pre-Application Meeting – McChesney & Miller Redevelopment – 460 Crescent Boulevard

Staff Introduction

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

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

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

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

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

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

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

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

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

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

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

Petitioner's Presentation

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

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

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

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

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

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

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

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

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

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

Public Comment

Planner Ashbaugh read the following received letters into the record:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chairperson Loch invited comments from meeting attendees.

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

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

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

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

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

Chairperson Loch thanked the public for the feedback.

Commissioner Comments

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

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

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

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

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

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

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

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

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

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

Trustee’s Report

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

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

Chairman's Report

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

Staff Report

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

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

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

Adjournment

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

Respectfully submitted,

Barbara Dutton
Recording Secretary

Reviewed by,

Katie Ashbaugh, AICP and Kelly Purvis, AICP
Village Planners



Minutes
Village of Glen Ellyn
Glen Ellyn Village Board
Special Workshop Meeting
Monday, June 22, 2020
6:00 PM

Glen Ellyn Civic Center, Galligan Board Room

A. Call to Order

Attendee Name	Title	Status	Arrived
Diane McGinley	Village President	Present	
Bill Enright	Village Trustee	Present	
Gary Fasules	Village Trustee	Present	
Craig R. Pryde	Village Trustee	Present	
Kelli E. Christiansen	Village Trustee	Present	
Steve Thompson	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	Community Development Director	Present	
Phil Norton	Chief of Police	Present	
Dave Buckley	Assistant Public Works Director	Present	

B. Pledge of Allegiance

C. Roll Call

D. Audience Participation

1. Open:

None.

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

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

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

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

Village Manager Franz stated on June 3, 2020, Holladay Properties submitted applications for a Special Use Permit for a Planned Unit Development with Zoning Deviations, a Special Use Permit for multi-family dwelling units, and Exterior Appearance approval to allow a mixed-use development concept to be known as Crescent Station for the subject property. Village Manager Franz stated Holladay Properties is proposing a 5-story, 6-level mixed-use building with 86 apartment units, 1,556 square-feet of commercial space and 104 parking stalls.

Drew Mitchell of Holladay Properties stated the vibrancy of the community is what brought their company to Glen Ellyn. Mr. Mitchell stated they have explored multiple sites with Village staff, and they kept coming back to the McChesney and Miller site.

Mr. Mitchell stated Holladay Properties is proposing an 86-unit luxury development. Mr. Mitchell stated of the 86 units, four are studios, 47 are one-bedrooms, 28 are two bedrooms and seven are two bedrooms with dens. Mr. Mitchell also stated the proposed parking ratio is 1.2 stalls per unit, with the parking garage component being the below-grade and at-grade levels of the building.

Mr. Mitchell stated Holladay Properties attended a Pre-Application meeting with the Plan Commission on May 14, 2020. Since that meeting, Holladay Properties has incorporated the Plan Commission's feedback and have introduced more retail, 360 degree architecture and accommodations for a drop off location for deliveries.

Mr. Mitchell stated Holladay Properties has identified a financial gap, that "but for" TIF assistance, the project would not be financially feasible. Mr. Mitchell stated due to this, they are requesting assistance from the TIF for this project. Mr. Mitchell stated Holladay Properties needs the support by the Village Board to assist in getting this project off the ground.

Bob Rychlicki of Kane McKenna and Associates (KMA) stated the gap on the project that creates the incentive request arises from the higher property acquisition cost and a higher project property tax burden for mixed-use/ apartment projects in Milton Township as compared to the other surrounding townships. Mr. Rychlicki stated without TIF incentives, Holladay Properties has indicated they cannot proceed with the project as they cannot meet a return on project costs of 6.75-7.0 percent in order to secure both equity investors as well as financing for the project.

Mr. Rychlicki stated he has reviewed and analyzed Holladay's pro-forma and incentive request. Mr. Rychlicki stated originally, Holladay Properties requested a TIF incentive request of approximately of \$3.3 Million. Mr. Rychlicki stated through negotiations, staff was able to bring forth an incentive request with the following basic business terms:

- 1. A 50%/50% (developer/Village) performance based agreement generated by available TIF increment for up to \$2 Million. The developer must justify TIF eligible costs to receive the increment.*
- 2. Schools are entitled to up to 40% of the increment based on the number of net new students in the development. The Village has agreed to pay for the student costs with the TIF increment generated.*
- 3. The developer will be reimbursed for 10 years of the increment. Therefore, this would be a \$2 Million or 10 year investment, whichever occurs first.*
- 4. In addition, the Village has agreed to assist in controlling some costs of the project as follows:*
 - A contribution of up to \$200,000 in capital costs to reimburse for costs associated with street, sidewalk and other improvements made as part of the project*
 - A reduction of \$200,000 in developer donations*
- 5. Village Manager Franz stated many benefits of this project align with the Village's Strategic Plan which seeks to promote economic development within the Village. Village Manager Franz stated some of the key benefits include:*
 - 1. Meets goals of the downtown plan, including additional units and residents in the downtown and CBD TIF Plan.*
 - 2. Creates additional diverse housing stock which will allow more "age-in-place" options.*
 - 3. Overall \$29 Million investment in the Central Business District.*
 - 4. The developer is qualified, experienced and has completed several other projects in the area.*
 - 5. The developer and the Village would both benefit from the TIF increment generated from this project.*
- 6. All taxing bodies would benefit from this development once the TIF expires in 2036.*

Trustee Senak asked for clarification of the \$200,000 capital costs for streets and sidewalks and also asked for clarification of the \$200,000 developer donation. Village Manager Franz stated the \$200,000 in capital costs would be a one-time payment to help with public improvement costs. Village Manager Franz also stated these costs are budgeted for in the Capital Plan. Community Development Director Springer stated the Village's subdivision regulations code sets what amount of developer donations is required for taxing districts. Community Development Director Springer stated often multi-family projects make developer donations too high to move forward with the project. Community Development Director Springer stated when the developer donations are too high, the Community Development department will speak to the director of each taxing body to adjust their fees; the Park District has agreed to lower its fee to be the same as the Apex and Avere projects.

Trustee Thompson asked if the \$200,000 in capital costs is budgeted for. Finance Director Coyle stated these costs would be budgeted for in 2021.

Trustee Thompson asked if the Village would allow parking permits to be used for overnight parking in the Crescent lot. Village Manager Franz stated staff has not fully discussed this yet, but there is an opportunity for permits to be used. Community Development Director Springer stated because this development is in a C5B zoning district, the developer needs to supply parking for residents and commercial use. Community Development Director Springer also noted the Crescent lot is currently available for customer parking.

Trustee Enright asked if there is any ability to provide low income housing in the development. Mike O'Connor of Holladay Properties stated this question came up at the Plan Commission meeting. Mr. O'Connor stated 5 percent of the units meet the area mean income (AMI).

Trustee Fasules asked if Holladay Properties surveyed residents to see if they want to live in apartments or studios. Trustee Fasules stated he is not sure residents will want to live in apartments. Mr. Mitchell stated they have been working with a market study consultant regarding this. Additionally, Mr. Mitchell stated that Downers Grove and Glen Ellyn has a similar type of community and the Downers Grove building is full with all types of renters. Mr. Mitchell noted that renting is becoming more popular in Illinois due to taxes.

Trustee Senak asked if the Downers Grove location is full. Mr. Mitchell stated the location is full and currently has a wait list.

Trustee Senak asked if the parking ratio of 1.2 spots is the same in Holladay Properties other developments. Mr. Mitchell stated their other developments have the same ratio of 1.2

Trustee Senak asked how Downers Grove's experience has been with the 1.2 parking ratio, and if there is any waitlist for parking. Mr. Mitchell stated the 1.2 ratio has proven to be the right fit, and that the parking has been managed very closely. Mr. Mitchell also stated 1/3 of residents do not require parking, 1/3 of residents require 1 parking spot while 1/3 of residents require 2 parking spots. Mr. O'Connor stated a parking study completed by KOLA shows that if a development is within 1/4 of a mile from a train station, there is a ratio of less than 1.2 cars per dwelling unit.

Trustee Senak asked if Holladay Properties plans to own and manage the property after it is built. Mr. Mitchell confirmed it is the plan for Holladay Properties to continue to own and manage the property.

Trustee Senak asked if each unit has a standalone HVAC and hot water system. Mr. Mitchell stated there is a central water boiler that Holladay Properties would pay for. Mr. Mitchell stated each unit individually controls their temperature and use of gas.

Trustee Senak asked if Holladay Properties has exhausted all opportunities to expand this development. Mr. Mitchell stated they still see an opportunity in the Lord's Auto site. Mr. O'Connor stated it is difficult when one or two participants are added to a development. Mr. O'Connor stated if the same density is put onto the Lord's Auto site, the land cost per dwelling would increase. Mr. O'Connor also stated it is possible to have a second phase of the development in the future.

Trustee Senak asked how receptive Holladay Properties is regarding potential architectural changes to their design, and if staff is willing to sit down to listen and discuss ideas with residents. Mr. Mitchell stated his team is always willing and open to work with residents.

Trustee Senak asked if Holladay Properties were to receive a larger TIF incentive from the Village if they could acquire more land and make potential architectural changes. Mr. Mitchell stated that is a possibility.

Trustee Senak asked what Holladay Properties is doing to make the building environmentally friendly. Mr. Mitchell stated there will be electric vehicle charging stations, LED lights, environmentally friendly appliances, and they hope to use recycled materials.

Trustee Thompson asked why the lobby is in the corner of the building and the retail is on Glenwood Avenue. Trustee Thompson stated he believes retail should be more in the center. Mr. Mitchell stated the development is designed like this because first and foremost, the building is a residence.

Public Comment

Eleanor XXX, stated the Village should require solar panels on the development and asked if they have been considered. President McGinley stated staff will follow up with her directly.

Village Manager Franz stated staff is looking for direction from the Village Board regarding the following:

1. *A 50%/50% (developer/Village) performance based agreement generated by available TIF*

increment for up to \$2 Million.

2. *The TIF will pay for net new students.*
3. *The developer will be reimbursed for 10 years of the increment. Therefore, this would be a \$2 Million or 10 year investment, whichever occurs first.*
4. *A Village contribution of up to \$200,000 in capital costs to reimburse for costs associated with street, sidewalk and other improvements made as part of the project and a reduction of \$200,000 in developer donations.*

Trustee Senak stated he is in favor.

Trustee Thompson stated he is in favor, and is also comfortable with the proposed building height.

Trustee Christiansen stated she is generally in favor. Trustee Christiansen stated she is a little concerned about the \$200,000 Village contribution in capital costs as the Village has been using the Capital Fund due to COVID. Trustee Christiansen also stated she is concerned about the affordable housing.

Trustee Pryde stated he is in support. Trustee Pryde also stated he commends the Village for being out in front of the TIF and is glad we have a strong IGA with our taxing bodies.

Trustee Fasules stated he is not opposed to providing the TIF incentives. Trustee Fasules stated he is not sure this is the best project for Glen Ellyn.

Trustee Enright stated he is in support of the TIF and also agrees with Trustee Christiansen's comments.

President McGinley stated the Village Board has directed staff to continue with the financial aspect of this project.

Trustee Senak stated he would like to see a 3D mock-up of the development.

Trustee Christiansen stated she would like to see a bird's eye view and view from Pennsylvania Avenue.

Trustee Thompson stated he would like to see renderings that include the adjacent properties.

RESULT:	DISCUSSION ONLY
----------------	------------------------

F. Other Items

G. Adjournment

RESULT:	APPROVED [6 TO 0]
MOVER:	Kelli E. Christiansen, Village Trustee
SECONDER:	Mark Senak, Village Trustee
AYES:	Enright, Fasules, Pryde, Christiansen, Thompson, Senak
PRESENT:	McGinley

Respectfully Submitted, Lindsey Kaminsky Executive Assistant

Reviewed and Approved, John A. Chereskin Village Clerk



Public Comment - PC

Village of Glen Ellyn

Submitted On:
May 28, 2020 4:10pm
America/New_York

Name	Anne Gould
Organization	
Email	jagould2000@sbcglobal.net
Address	609 Newton Ave. Glen Ellyn IL 60137
Meeting Date	May 28, 2020
Agenda Item or Subject	Additional Comments on McChesney Proposal
Comment	These are additional comments for tonight's PC meeting (regarding the McChesney development): The Plan Commission must do a better job at largely upholding existing zoning codes downtown. Please do not make the same mistake you made with Apex; the Plan Commission did not ask Apex to reduce its height when it originally presented to the Plan Commission with a 44% height variance. How did Apex get unanimous approval with a 44% height variance? Don't be fooled by a lower height variance on McChesney when lot coverage, ground floor setbacks, and upper floor setback variances are also granted. Get rid of the 1,200 SF of retail. Retail is only there as a token because if it were solely residential, larger ground floor setbacks are required. Get rid of the token retail and use proper setbacks for multi-family residential. It is not in the core retail area of downtown. We need visual interest on all 4 sides of building / decorative work is needed Trash wheeled out to sidewalk? Please ask for a better solution. More needs to be done to the massive wall expanse of the garage to make it pedestrian friendly. Many people live north of the tracks and would use that sidewalk on the north side of Crescent. Please walk by McChesney now, which sits at edge of sidewalk; it seems like too much at its existing height - can't imagine 58 or 64 feet high measured from the sidewalk straight up there. Why is Crescent not the “front” of the building? It certainly appears as the front to the large number of cars that drive up Prospect, the thousands of passengers on the train every day, and it is the widest face facing a major thoroughfare in Glen Ellyn. I am intrigued by what I thought I heard – that the development will have a few cars it owns on property- for renters to rent by day/by hour? A Divvy concept? Is that what was said? Thank you.

Katie Ashbaugh

From: Kay Quarfoot <patapouf9@aol.com>
Sent: Wednesday, November 4, 2020 2:23 PM
To: Katie Ashbaugh
Subject: Glenwood station

When you list new apartments being built in Glen Ellyn, it would be informative to state if they will be rentals or condos to purchase. Thank you.

Sent from my iPhone

Katie Ashbaugh

From: Samantha Martin <sammartin1020@gmail.com>
Sent: Thursday, November 5, 2020 10:59 AM
To: Katie Ashbaugh
Subject: Re: Glenwood Station Apartments

Sure,

Address is 431 Ridgewood Ave

Sent from my iPhone

> On Nov 5, 2020, at 10:54 AM, Katie Ashbaugh <kashbaugh@glenellyn.org> wrote:
>
> Ms. Martin,
>
> Thank you for your comment, this will be read into the public record at the public hearing next week. Can you please provide your home address for the record? Thank you,
>
> Katie Ashbaugh, AICP
> Planner | Village of Glen Ellyn
> (630) 547-5249
>
> -----Original Message-----
> From: Samantha Martin [mailto:sammartin1020@gmail.com]
> Sent: Thursday, November 5, 2020 10:27 AM
> To: Katie Ashbaugh <kashbaugh@glenellyn.org>
> Subject: Glenwood Station Apartments
>
> Hello,
>
> I am writing to comment on the proposed apartment complex. As a new resident of Glen Ellyn, I am surprised at how many apartment buildings this town is currently building and considering to build. I have nothing against apartment buildings, but I would not have moved here if so many were going up. It will ruin the aesthetic and feel of this town, and crowd the downtown area.
>
> I vote no on this project.
>
> Thank you,
>
> Samantha Martin



Public Comment - PC

Village of Glen Ellyn

Submitted On:
November 6, 2020 5:46pm
America/Chicago

Name	Mike Weiler
Organization	
Email	mike.weiler@ymail.com
Address	466H Pennsylvania Ave Glen Ellyn IL 60137
Meeting Date	November 12, 2020
Agenda Item or Subject	460 Crescent Boulevard
Comment	It is exciting to hear that Holladay Properties has returned to further their proposal for 460 Crescent Boulevard. This property has remained vacant for too long. As a near by resident I have seen dangerous behavior happening on the current buildings roof and look forward to a new structure that will be cared for by the owner. The deviations that are being requested are not beyond reason for a building of this type going into a footprint of this size. The variance on the height is relatively small in comparison to the overall building. The parking stalls should easily service the people living within the building. Especially with so much within walking distance, vehicle sharing programs, and ride sharing. It is wonderful to see the development on Main Street and Duane Street underway and nearing completion. These areas have definitely drawn the attention of renters and this new development will continue to draw people into the downtown area of Glen Ellyn. Thank you for the opportunity to comment.

Downtown Glen Ellyn

Target Area 1 consists of Glen Ellyn's Downtown, which is generally bounded by Anthony Street on the north, Park Boulevard on the east, Hillside Avenue on the south, and Western Avenue/Melrose Avenue on the west.

Downtown is the historic commercial and multi-purpose focal point for the Glen Ellyn community. It not only contains a wide range of retail, service, office and residential uses, but also is the site of several important public and institutional buildings.

While the Downtown is fully developed and a number of improvements have been undertaken in recent years, much could be done to further enhance the area within and around Downtown and to promote compatible, high-quality redevelopment in the future.

Planning Influences

Several factors will influence opportunities for improvement and development within Downtown Glen Ellyn. Planning influences, highlighted in Figures 10 and 11, include: a) existing land-use, b) building conditions, c) current zoning, d) access and circulation, e) parking, and f) appearance and character.

- **Existing Land-Use.** Downtown consists of a diverse mix of land uses located in a relatively compact geographic area. While retail and service uses predominate, the area also includes offices, public uses, institutional

properties, and single-family and multi-family housing.

Most primary retail uses are located along Main Street between Pennsylvania and Hillside, and along Crescent Boulevard. Downtown includes a number of small, locally owned stores and shops and a few national retailers. Office and service uses are scattered throughout Downtown, with a cluster of larger service establishments, including Glen Ellyn Clinic, in the northwest quadrant of the Target Area. Downtown is bordered on all sides by mature residential neighborhoods, and several condominium developments have been constructed in recent years adjacent to the commercial area.

- **Building conditions.** The structural condition of buildings within Downtown is generally very good. Few buildings are characterized by major deficiencies, although a number of structures would benefit from minor maintenance and repair.

Even though they are structurally sound, a few existing properties are underutilized and may represent opportunities for redevelopment.

- **Zoning.** The major portion of Downtown is zoned C5B, which accommodates a variety of retail, service and office uses. Multi-family housing is a "special use" in this district. There are no front setback, side yard or lot coverage requirements for commercial

While the maximum building height is 55 feet, building heights up to 65 feet can be obtained with zoning bonuses.

The central portion of Downtown, including the Main Street shopping area, is zoned C5A. This district is intended to accommodate ground floor retail and pedestrian-oriented service uses; offices and housing units are limited to the upper floors of buildings. Building height, yard and lot coverage requirements are very similar to those of C5B, except for a maximum building height of 45 feet or 3 or 4 stories, depending on the specific site. In addition, no off street parking is required in C5A.

Several properties around the periphery of Downtown are within the R4 District, which is designed for townhouses, apartments and condominiums, with a height limit of 35 feet.

- **Access and circulation.** Downtown has relatively good accessibility from the surrounding community. Main Street and Park Boulevard are classified as Village arterial streets, and provide north-south connections to other activity areas and highways. Pennsylvania, Crescent, Duane, Western and Hillside are collector streets that provide connections to the surrounding community.

Most streets within Downtown carry two-way traffic, except for a few short one-way segments within the commercial area and adjacent neighborhoods.

Glen Ellyn's commuter station on the Union Pacific West Line, which extends from Geneva to Chicago, and it is a major Downtown attraction and activity generator.

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 predomi-

nate, although the height of buildings on specific parcels should continue to be governed by zoning.

- The Village should review building height requirements within the C5A and C5B zoning districts, while still supporting desirable retail and mixed-use

development. A range of factors should be considered when determining the height of new Downtown buildings, including: a) the height of nearby existing buildings, b) the pedestrian scale and orientation of Downtown, c) the proximity of new buildings to residential neighborhoods, d) topography, e) the economics of

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

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

New construction should respect the predominant scale and proportion of existing Downtown buildings. Architectural details such as columns, 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:

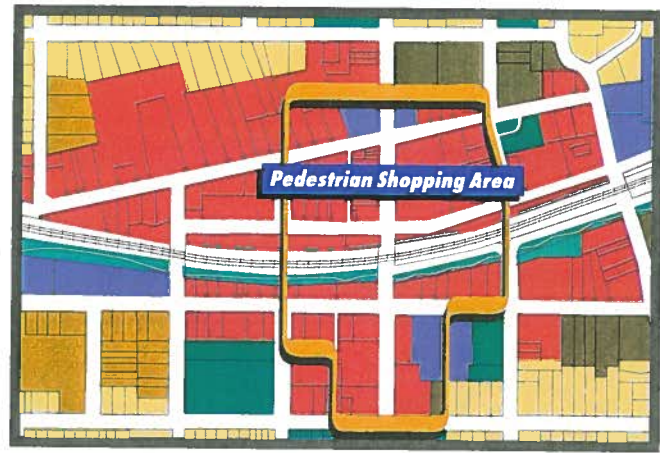
- The existing Downtown street system should be essentially maintained and no significant modifications are recommended. While opportunities to improve traffic safety and traffic flow should continue to be explored, pedestrians should receive priority within the Downtown area.
- The Village should use 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.

Figure 12

Downtown: Land-Use Plan

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

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



Land-Use Plan:

The Land-Use Plan designates Downtown as a mixed-use, multi-purpose area suitable for a range of retail, service, office, institutional and residential uses. It differs from the 1986 Plan in several ways:

- The blocks in the heart of Downtown are designated as the pedestrian-oriented shopping and service area;
- In recognition of their importance to the Downtown, public and institutional facilities are highlighted in the new Plan;

- The south side of Anthony Street east of Western and the north side of Hillside between Prospect and Melrose are designated for single-family residential use.

Land-Use Plan Legend:

- Downtown Commercial
- Public/Governmental
- Church
- Medium-Density Residential
- Low-Density Attached Residential
- Single-Family Detached Residential
- Park/Open Space

1986 Comprehensive Plan

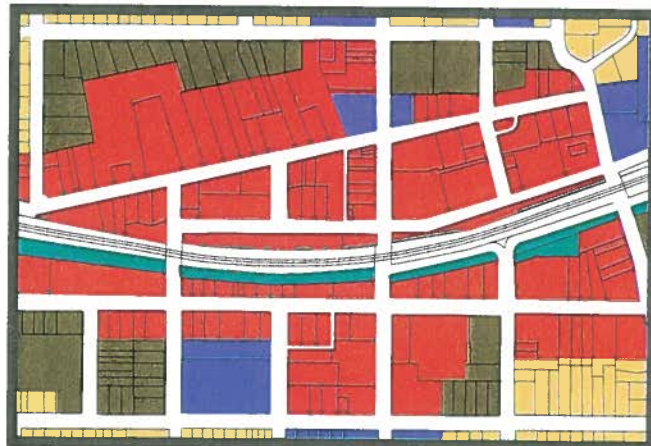
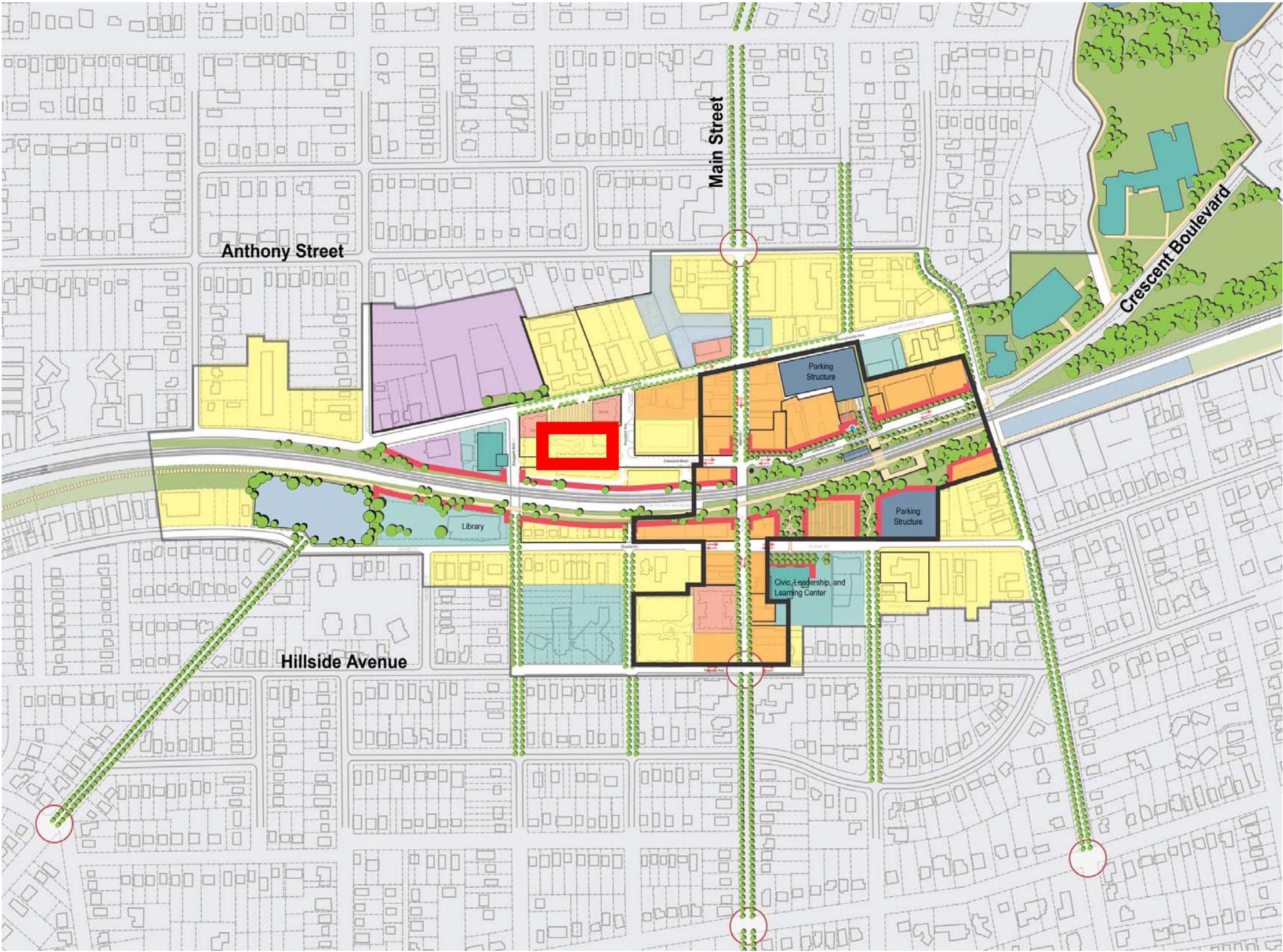
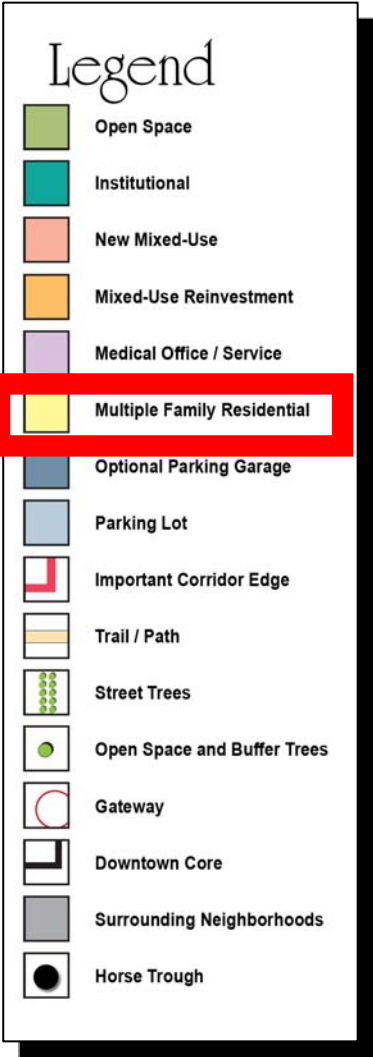


Figure 2:

Land Use Plan



Source: Town Builder Studios



Opportunity Sites

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



Figure 23: Properties Susceptible to Change

Source: Town Builder Studios

North side of Pennsylvania, left to right:

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

South side of Pennsylvania, left to right:

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

North side of Duane, left to right:

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

- A marketing campaign that focuses on Downtown access via the Illinois Prairie Path and Metra Rail.
- A wide, looped pathway connecting Lake Ellyn to the Downtown and the Illinois Prairie Path.
- An ample supply of convenient Downtown parking for bicycles and vehicles.
- A pedestrian underpass near the train station that can accommodate wheelchairs and bicycles.
- Refurbished and new Downtown buildings that meet or exceed the needs of modern businesses and residents.
- Old-time favorites and new and exciting retail and restaurant establishments that offer a range of experiences and merchandise price points.
- A flexible Downtown office supply that can grow with a business and accommodate the characteristics of live-work studio environments.
- A new and modern Fire Station.
- A pocket park with a small outdoor amphitheater buffered from the noise of passing trains.
- A highly-organized Downtown community organizational structure that is welcoming to the business and development community.
- A community that embraces change.
- New and improved community events that draw people into the Downtown stores and restaurants.
- An attractive and inviting Main Street streetscape from Roosevelt Road to St. Charles/Geneva Roads, drawing visitors into the Downtown to discover a lifestyle center that is unique to Glen Ellyn.

The *Downtown Strategic Plan* will serve as the reference for community leaders to achieve the vision of the residents, business owners, property owners, and friends of Glen Ellyn. The result will be a showcase that is a destination for the residents of Glen Ellyn, the western suburbs, and Chicagoland.

Goal

The goal of the *Downtown Strategic Plan* is to create an economically-viable Downtown that is attractive to citizens and businesses.

Objectives

Objectives describe general actions that should be accomplished to make progress towards the overall goal.

1. Provide an appropriate mix and supply of retail establishments to draw consumers to the Downtown and increase sales tax revenue
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.

Strategies and Measures

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

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

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

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

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

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

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

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

18. Facilitate a Private Residential and Mixed-Use Neighborhood Development in the Crescent Boulevard and Glenwood Avenue Area

Development

Transform retail and service areas into a cohesive, mixed-use residential neighborhood.

The Village will work with existing business and property owners to determine which ones would benefit from relocating to a more visible and high traffic address. Assuming that there are collective groups of property owners who desire to relocate elsewhere in the Downtown, this area could accommodate a three-phase redevelopment at the intersection of Crescent Boulevard and Glenwood Avenue.

- Phase I. A multiple family residential redevelopment at the northeast corner can introduce 60 new dwelling units into the Downtown, with four levels of residential living above one level of at-grade parking.
- Phase II. A multiple family residential development at the southeast corner can introduce 24 new dwelling units into the Downtown, with two levels of residential living above one level of at-grade parking.
- Phase III. A primarily residential, mixed-use development at the northwest corner can introduce 18,000 square feet of new retail development and 168 new dwelling units into the Downtown, with four levels of living space above one or two floors of lower level parking.

All phases should provide parking for the residential dwelling units and Phase III could provide approximately 124 stalls for displaced public and/or commuter parking. An estimated overall height of 55 feet for Phase I would require a zoning adjustment from C5A Central Retail Core Sub-District to C5B Central Service Sub-District with a Special Use Permit, an amendment to the C5A height requirements, or the adoption and application of a new zoning district.

Source of Funds and Resources

Village of Glen Ellyn

Private Funding

Tax Increment Financing (TIF)



Phase I



Phase II



Phase III

Figure 60: Private Residential and Mixed-Use Neighborhood Development Area – Phases I, II, and III

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

Accommodating Modern Development

It is also important that height maximums within the Downtown respond to modern building practices. Typical floor heights for ground floor commercial, office, residential, and parking will impact the minimum height needed for a modern mixed use building without impacting function.

- **Commercial (Ground Floor).** While many older commercial and mixed used buildings in Downtown Glen Ellyn were constructed with 8- to 10-foot ground floor ceiling heights, current day retail and restaurant tenants typically desire higher ceilings to facilitate tenant build-outs, accommodate modern mechanical, lighting, and sprinkler systems, and provide greater visibility into the space from the street. Higher ground floor heights also provide for greater flexibility when marketing to potential tenants with varied needs. A ground floor height of 15 to 18 feet is recommended.

- **Office (Upper Floors).** Office uses require clear ceiling heights of at least 9 feet (10-12 feet total floor height) to accommodate suspended ceilings and modern mechanical, lighting, and sprinkler systems.
- **Residential (Upper Floors).** Modern residential development also requires clear ceiling heights of at least 9 feet (10-12 feet total floor height). This responds to market demand for high ceilings and open, naturally lit space in higher-quality apartments and condominiums.
- **Parking.** To accommodate vertical circulation, parking decks typically require floor heights ranging from 10 to 12 feet.
- **Parapet Wall.** A parapet wall of 3 to 5 feet is desirable to hide rooftop mechanical and HVAC equipment from view and provide attractive architectural elements.

Using these height ranges, a new 4-story mixed use development with 3 stories of residential (or 2 stories of residential and one parking level) would require a minimum building height of 48 feet, but could be up to 59 feet if constructed at the higher end of current floor height ranges. Under current CSA standards, erecting such a building would only be possible if adhering to the minimum floor height range specified and without providing for a parapet wall.

Taking into account the considerable grade change in the Downtown, urban design elements such as sense of enclosure and building height should be measured using the building frontage along the primary roadway. More height may be achievable in the back of the structure; however, maintaining the character along the front of the building should be prioritized. Where there is a significant grade change, flexibility for the maximum height of buildings should be allowed.

Sense of Enclosure

The combination of building separation (distance between facing building facades) and building height determines the sense of enclosure experienced by pedestrians passing through an area. Establishing a desirable sense of enclosure helps foster a comfortable, inviting, and pedestrian friendly atmosphere in the Downtown area as well as creating a more intimate character throughout the Downtown.

A minimum building height to street width (between building facades) ratio of 1:2 and a maximum ratio of 1:1 is recommended to establish a desirable sense of enclosure throughout Downtown Glen Ellyn. This will achieve a balance between providing for a sense of spatial definition, visual interest, and sense of openness.

With few exceptions, all streets in the Downtown have a 66-foot right-of-way between building faces. This means that a consistent streetwall of buildings within a minimum height of 30 to 35 feet and a maximum building height of 60 to 65 feet is recommended to provide for the desired sense of enclosure. This would provide for increased densities and opportunities for reinvestment, while maintaining and enhancing the desired character of Downtown Glen Ellyn.

Total Building Height Required to Accommodate Modern Development		
	Minimum Floor Height	Maximum Floor Height
3-story Mixed Use	15'+10'+10'+3'=38'	18'+12'+12'+5'=47'
4-story Mixed Use	15'+10'+10'+10'+3'=48'	18'+12'+12'+12'+5'=59'
5-story Mixed Use	15'+10'+10'+10'+10'+3'=58'	18'+12'+12'+12'+12'+5'=71'

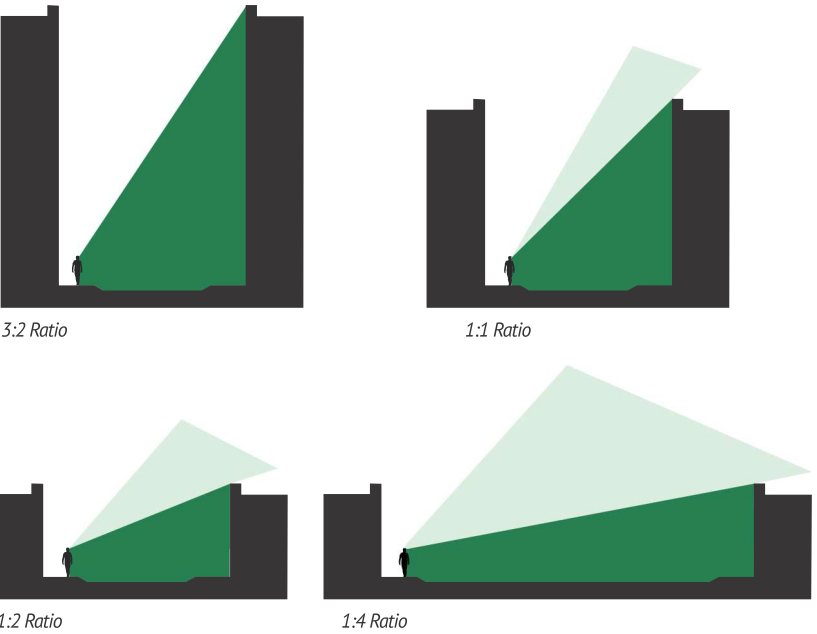
Source: Houseal Lavigne Associates

Recommended Height

It is recommended that the Village consider revising the maximum allowable height to 5 stories or 60 feet within both C5 zoning districts. This would be generally consistent with the surrounding market area, align with recommended design principles, and put the Village in a more competitive position to attract investment. This recommendation is also consistent with the recommendations included in the Village's 2009 Downtown Plan.

The height maximum of 60 feet could apply to both the C5A and C5B zoning districts with the understanding that detailed design considerations, such as the requirement of upper floor step backs and façade articulation, should be addressed within the PUD process.

Sense of Enclosure

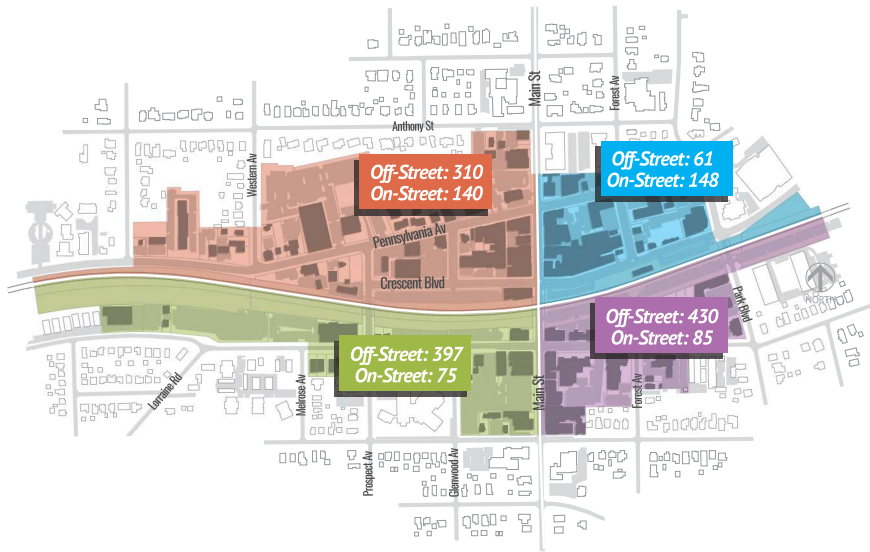


Parking

Parking in the Downtown should be adequate to support the needs of all Downtown users, including business patrons, employees, residents, and commuters. Within the Downtown there are currently 1,646 public parking spaces located within 14 parking lots and along 8 of the public streets. These spaces are split 50/50 between commuter parking and Downtown patron/employee parking and 60/40 between parking on the south side of the rail line and parking on the north side. The proposed pedestrian underpass at Forest Avenue would help reduce this imbalance between the north and south parking availability by improving connectivity between parking and Downtown destinations.

The Village employs many strategies to manage the parking supply, including permits, meters and pay kiosks, time regulations, dedicated employee parking, and free patron parking. On weekdays, the parking spaces are typically utilized in excess of 80 to 90 percent of capacity on Main Street, the streets east of Main Street, and in the non-commuter lots east of Main Street. On Saturday evenings, the parking spaces are also typically utilized in excess of 80 to 90 percent of capacity along Main Street and the lots immediately east and west of Main Street. The Duane and Lorraine Street lot and Montclair Avenue lot are not as heavily utilized due to their distance from the center of Downtown.

Existing Public Parking Capacity



Downtown Public Parking Summary

OFF-STREET VS. ON-STREET				
	Existing Capacity		Percent of Total	
Total Off-Street Spaces	1,198		73%	
Total On-Street Spaces	448		27%	
Total Spaces	1,646		100%	
NORTH VS. SOUTH				
	Existing Capacity		Future Capacity (incl. Civic Center Deck & Apex 400)	
	Spaces	Percent of Total	Spaces	Percent of Total
Total Spaces North of R.R.	659	40%	659	35%
Total Spaces South of R.R.	987	60%	1,216	65%
Total Spaces	1,646	100%	1,875	100%

Source: KLOA, Inc.

North-South
Parking Imbalance

While high utilization rates point to a general need for additional parking in the Downtown, there is an imbalance in parking supply between the north and south portions of the Downtown. There is over 255,000 square feet of commercial space in Downtown Glen Ellyn, but 175,000 square feet or nearly two-thirds of that space is located north of the railroad tracks. By contrast, approximately 60 percent of public parking spaces are located south of the tracks. This imbalance exacerbates stress on the parking supply and underscores the need for additional parking particularly on the north side of the Downtown.

The Village intends to address the stress in the public parking supply on the south side of the railroad tracks by constructing a parking garage on the Civic Center site, which will increase the public parking supply by 277 parking spaces. In addition, the Apex 400 development will include a public parking component that will add to the Downtown public parking supply. The Village is finalizing a Streetscape Plan for the Downtown, which recommends maintaining angled parking on Main Street (Crescent Boulevard to Pennsylvania Avenue) and Crescent Boulevard (Main Street to Forest Avenue). Angled parking on Pennsylvania Avenue (Forest Avenue to Main Street) and Duane Street (Main Street to the Civic Center) is proposed for parallel parking conversion. It should be noted that as each of the three projects develop, the total supply of Downtown parking spaces is expected to shift.

While the new public parking garage and the Apex 400 development will be of tremendous benefit in addressing the need for additional public parking to the south of the railroad tracks and will support development on other key redevelopment sites in the area, they will not adequately address the parking relief needed on the north side of the rail line and will further skew the balance of public parking between the south and north sides to a 65/35 split. Further, the desirability of widening the pedestrian realm along Crescent Boulevard, Main Street, and Pennsylvania Avenue becomes more challenging due to the resulting loss of street parking in an area of high street parking demand.

The stress in the public parking supply on the north side of the railroad tracks can be eased by incorporating a public parking component into any redevelopment plans for key redevelopment sites on the north side, including the Pennsylvania Avenue & Main Street site and the McChesney & Miller site discussed in the final section of this Downtown Subarea Plan. By expanding the public parking capacity on existing sites beyond what is there today, the end result could be a public parking system that is more balanced on the two sides of the rail line and more supportive of all Downtown businesses and reinvestment opportunities.

Employee Parking

In managing the Downtown public parking supply, the Village must balance the parking needs of customers, commuters, and employees. While street parking in proximity to the retail businesses has been prioritized for customers, and the parking lots adjacent to the rail line are primarily dedicated to commuters, the Village has taken consistent steps to strategically accommodate parking for Downtown employees within a short walk of most areas of the Downtown.

Within the Downtown core, employees may obtain a special parking permit to park in dedicated employee spaces with the Pennsylvania West lot at Pennsylvania Avenue/Main Street, along the south side of Crescent Boulevard between Prospect Avenue and Glenwood Avenue, and along the south side of Hillside Avenue just west of Main Street. Employees may also park in the daily fee lot at Duane Street/Lorraine Avenue or in the three-hour or six-hour metered spaces in the Main Street Lot and Crescent/Glenwood Lot.

On the fringe of the Downtown core, the Village has instituted the Blue Dot permit program which allows Downtown employees to purchase a parking permit at a reduced rate and park on designated streets exempt from the posted time regulations. Current street assignments include sections of Anthony Street, Forest Avenue, and Hillside Avenue.

With development of the two catalyst sites on the north side of the rail line, and new projects like the Apex 400 development on the south side of the rail line, the demand for employee parking will continue to grow. The Village should maintain an ongoing dialogue with Downtown business owners and their employees to ensure that adequate parking for the employees continues to be accommodated while minimizing impacts to customer and commuter parking. The Village should also regularly monitor the utilization of the dedicated employee parking zones and continue to modify the zones as needed. Options could include reserving a portion of the new Civic Center garage for employees, expanded the Blue Dot parking zones, or identifying additional private parking lots that may offer shared parking opportunities.

Residential Parking

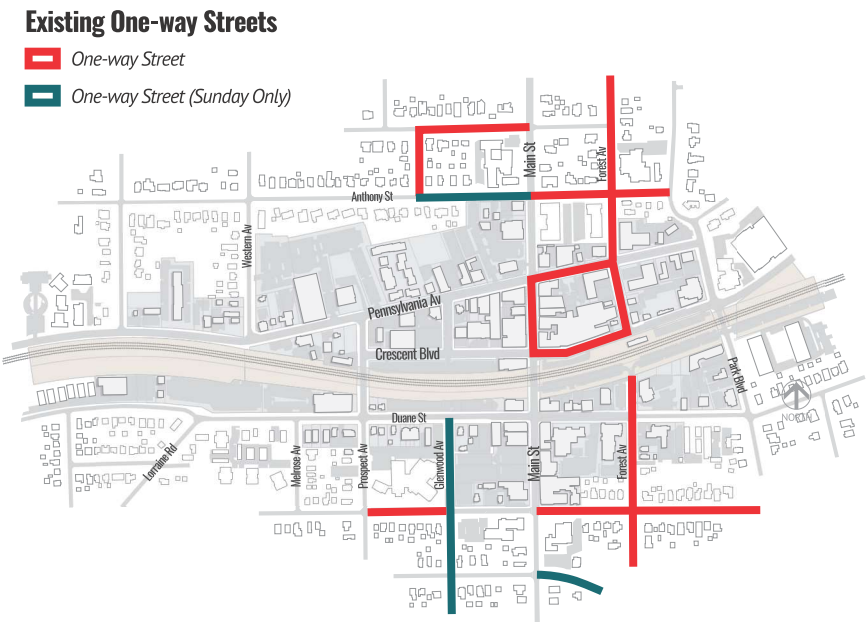
The Downtown is also a transit-oriented district (TOD) due to its proximity within one-quarter mile of the Metra station. US Census data indicates that auto ownership is lower in multiple-family dwellings within a TOD. Many communities have adjusted their zoning codes to reduce the parking requirements for multiple-family dwellings in TODs or have granted parking variances for development projects within TODs.

Recent apartment developments within and surrounding Downtown Glen Ellyn, and in the downtowns of other nearby communities, have been approved with lower parking ratios. The Village should reevaluate residential parking requirements within the C5 CBD zoning districts and it is recommended that the following parking ratios be considered as a starting point for discussion.

One-way Streets

In 2012, the Village commissioned a study to examine the one-way vs. two-way traffic pattern within the Downtown. The study presented pros and cons of each configuration, however, the Village Board decided not to take action at that time. It was found that the conversion of current one-way configuration surrounding the Downtown’s central commercial block to a two-way roadway system could be accommodated and would have sufficient capacity to support future traffic volumes through 2030. The roadway system would accommodate this change and vehicle circulation would operate successfully, but on-street parking spaces would be lost.

The primary disadvantage to this conversion included reduced capacity of south bound Main Street and related impacts to queuing areas and blocking use of on-street parking. Additional consideration should be given to converting one-way streets to two-way traffic throughout the Downtown, especially Pennsylvania Avenue between Main Street and Forest Avenue.



Proposed Multi-family Parking Ratios by Dwelling Unit Type		
	Existing Requirement	Proposed ¹
Efficiency	1 space/unit	The larger of 1.27 spaces/unit or 0.86 spaces/bed-room ²
1 Bedroom	1.5 spaces/unit	
2 Bedrooms	2 spaces/unit	
3+ Bedrooms	2 spaces/unit	

1. Based on data published in Parking Generation, 5th Edition, Institute of Transportation Engineers for Mid-Rise Multi-family Housing (Land Use Code: 221) in a general urban/suburban location < ½-mile from rail transit station.
2. An efficiency unit should be treated as 1 bedroom using this method.

Source: KLOA, Inc.

Parking Management Best Practices

Beyond development of structured parking in the Downtown, the Village should continue to pursue best practices for managing the current public parking supply and explore new opportunities for shared-use of the larger private parking lots in the Downtown, similar to the current relationship with St. Petronille Church.

Potential strategies that should be continued include:

- Shared-parking agreements for off-peak use of private lots
- Temporary leasing of parking lots on unoccupied sites such as the McChesney site
- Regular monitoring of effectiveness and desirability of free on-street parking policy
- Incorporation of accessible parking in all public parking facilities compliant with Illinois Accessibility Code design standards
- Regular monitoring of accessible parking utilization
- Adjustments to accessible parking supply based on local need rather than minimum Federal guidance
- Centralized valet service (piloted in 2018)
- Continued policy of evaluating and adjusting parking time durations/restrictions
- Phase out coin-fed meters in the Main Street/Crescent Boulevard and Crescent Boulevard/Glenwood Avenue lots, and pay box stations in the Duane Street/Lorraine Street Lot, in place of modern Pay-n-Display, Pay-by-Space, Pay-by-License Plate, and/or Pay-by-Phone technologies
- Review of parking enforcement technologies
- Regular monitoring of employee parking demand and adequacy of Blue Dot parking zones
- Promotion of sustainable features (electric vehicle charging stations, car-share services, bioswales, permeable paving, etc.)
- Support ride-sharing (i.e., Uber and Lyft) by creating drop-off/pick-up zones, particularly in Main Street/Crescent Boulevard and Crescent Boulevard/Park Boulevard lots

MEMO

TO: Michael O'Connor, VP of Development & Leasing, Holladay Properties

FROM: Katie Ashbaugh, AICP, Planner

CC: Staci Springer, AICP, Community Development Director
Drew Mitchell, Partner & VP of Development, Holladay Properties
Chris Walsh, Principal, Tandem Architecture Inc.

DATE: October 21, 2020

RE: October 14, 2020 Historic Preservation Comments
460 Crescent Boulevard – Glenwood Station



Site History

In 1975, the McChesney & Miller grocery store relocated from its original location in downtown Glen Ellyn, 475 N. Main Street, to its most recent location at the subject property, 460 Crescent Boulevard. In 2014, one of the longest-running businesses in DuPage County closed and vacated a +/-13,500 square-foot commercial building. The 42 parking stalls are currently leased by the Village to contribute to parking in downtown. Because of the potential local significance of this business that formerly occupied 460 Crescent Boulevard, staff advised you to file a Notice of Undertaking with the State Historic Preservation Office and initiate the cultural and historic resource review per the Illinois State Agency Historic Resources Preservation Act. On September 10, 2020, the State Historic Preservation Office notified you that the proposed undertaking, the construction of a 5-story, 6-level mixed-use building, that “no historic, architectural, or archaeological sites exist within the project area.”

The subject property is not located within either of the National Register Districts in downtown Glen Ellyn nor is it listed on the National Register of Historic Places. It also is not a Local Landmark as designated by the Glen Ellyn Historic Preservation Commission (HPC) and Glen Ellyn Village Board. Noting that no formal review is required by the HPC or the Village Board for compliance with best practices of historic preservation, Trustees on the Village Board have directed you as the applicant and staff to obtain feedback from the historic preservation community in the Village. In response, staff shared the proposed elevations dated 9/29/2020 with HPC Chairperson Tim Loftus as well as the Glen Ellyn Historical Society (GEHS) Executive Director Karen Hall. They were asked to distribute the plans to the HPC members and the GEHS board members, respectively. Executive Director Hall stated that the GEHS does not have any comments. Below is a summary of only those provided by the HPC.

Comments

- Provide more variation in the roofline (façade), similar to Main Street to add a variety of heights to the skyline
- The above may be achieved by altering the roof lines on some of the projections or adding a mansard or gabled roof with the top floor recessed into it
- Further break down the rectangular massing

- Materials and wall plane recesses and projections are acceptable
- Fully screen the RTUs/elevator overrun or hide them with architectural details
- Consider enlarging the clock and placing it more prominently at a higher height
- The clock is acceptable and well-received
- The cornice should be more elaborate and varied from one section to the next to break it up
- The corners of the building should be further enhanced
- Consider more historical period exterior lighting
- Add further enhancement to the façade at the pedestrian level through materials and design details
- Consider forest green awnings instead of red, similar to other awnings over storefronts in the downtown
- Historic metalwork, such as salvaged railings with planter boxes, should be incorporated to embellish the fence (presumably that along Glenwood)
- Vertical filigree ironwork could be added to connect the clock to the ground/entry area below the clock
- Other comments related to design details:
 - Add public art to invite engagement and to “be a part of the community” (such as “kinetic rebar piece” among plantings, “inspirational graphic comment” painted on or sculpted into the wall for selfies, a “giant sculpture address number”)
 - Balcony railing might incorporate cable or wood for "warmth and texture", or "historic-looking iron detail"
 - Any details that can serve to “bridge contemporary and history together in an interesting way”

Attachments

A few of the HPC members also provided images to further illustrate their comments. These are attached for your use.

- Illustrative Examples

Illustrative Examples

