



Agenda
Village of Glen Ellyn
Village Board Workshop
Monday, September 20, 2021
7:00 PM
Glen Ellyn Civic Center, Room 301
In Person Only

Visitors are welcome to attend all meetings of the Village Board and can find copies of the Agenda at the meeting or online at www.glenellyn.org prior to the meeting. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

- A. Call to Order**
- B. Pledge of Allegiance**
- C. Roll Call**
- D. Audience Participation**

1) Open:

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

In lieu of participating in the live meeting, the public may also complete a public comment form, which will be read into the record during the meeting. This form can be found at www.glenellyn.org/publiccomment.

- E. US Bank Site Update (Presented by Community Development Director Springer) (Discussion Only)**
 - 1) Community Development Director Springer will provide an update to the Village Board and solicit feedback on the concept plans for the proposed 4-story residential development on the US Bank site.
- F. Central Business District Streetscape and Utility Improvements (Presented by Senior Civil Engineer Topor) (Discussion Only)**

- 1) Senior Civil Engineer Topor will lead a discussion regarding design options for Hillside Avenue, traffic study at Main and Crescent, and intersection geometry at Main and Duane for the Central Business District Streetscape and Utility Improvement project.

G. Other Business

- H. Motion to adjourn to Executive Session for the discussion concerning collective negotiation matters of deliberations on salary schedules for one or more classes of employees pursuant to 5 ILCS 120/2 (c)(2) and for the discussion regarding the recruitment, credentialing, discipline or formal peer review of physicians or other health care professionals for hospital, or other institution providing medical care, that is operated by the public body pursuant to 5 ILCS 120/2 (c)(17), without returning to open session thereafter**



**Glen Ellyn Village
Board**

535 Duane Street
Glen Ellyn, IL 60137

Meeting 9/20/2021 7:00 PM
Department: Community Development
Department Head: Staci Springer
Category: Discussion Item
Prepared By: Kelly Purvis

**AGENDA ITEM (ID
2021-1417)**

DOC ID: 2021-1417

Community Development Director Springer will provide an update to the Village Board and solicit feedback on the concept plans for the proposed 4-story residential development on the US Bank site.

Statement of the Issue:

See attached Memo.

Analysis:

See attached Memo.

Budget Impact:

See attached Memo.

Action Requested:

See attached Memo.

Attachments:

1. Workshop Memo 09-20-2021
2. 2001 Comp Plan Sections
3. 2009 Downtown Strategic Plan Sections
4. 2020-2022 Strategic Plan Summary
5. 2021 Draft Comp Plan Section
6. Concept Plans, dated 9-3-21
7. Narrative Statement & TIF Incentive Request
8. KMA Preliminary Memo 09.15.21

MEMORANDUM

TO: Mark Franz, Village Manager

FROM: Staci Springer, Community Development Director
Kelly Purvis, Planning Manager

DATE: September 16, 2021

RE: Village Board Workshop Discussion – September 20, 2021
Proposed multi-family development on the US Bank site located at 453 Forest Avenue & 576-580 Duane Street



Request. Reva Development Partners are seeking informal feedback from the Village Board of Trustees on a multi-family development proposal for the US Bank site (453 Forest Avenue) and the adjacent property to its east (576-580 Duane Street). The property is currently under contract, and the development team is in the process of developing a plan for the site. Reva Development Partners recently completed a multi-family development project called Avere on Duane, located on Duane Street between Prospect Avenue and Melrose Avenue, across from the Glen Ellyn Public Library. As of mid-September, the Avere on Duane property is fully leased.

Background. The subject property is located on the northeast corner of Forest Avenue and Duane Street in the C5B Central Service Subdistrict. The assemblage of the two properties would result in a site of approximately 1.26 acres. The surrounding zoning and land uses are as follows:

North:	CR Conservation Recreation District	Prairie Path Park
East:	C5B Central Service Subdistrict	Office Building
South:	C5B Central Service Subdistrict	Leonard Memorial Funeral Home
South:	R4 Residential District	Multi-Family Residential
Buildings		
West:	C5B Central Service Subdistrict	Municipal Parking Lot

Village Planning Documents. The following are brief summaries from various long and short-range Village planning documents related to the subject property, and recommendations for residential development in the downtown. All plan sections noted below are attached for the Village Board's review.

2001 Comprehensive Plan – The 2001 Comprehensive Plan does not highlight the bank site as a potential development site. Page 48 of the Comprehensive Plan indicates that the site is outside of the pedestrian shopping area. On page 42 of the plan it is noted that downtown should consist of an exciting mix of retail, service, entertainment, office and public uses, as well as housing units.

2009 Downtown Strategic Plan – On page 7.6 of 12 of the Downtown Strategic Plan, this area is highlighted as an opportunity site. It is suggested that the bank property should be retrofitted into a mixed-use parking structure with a pedestrian-friendly and historically-sensitive development pattern. It is also noted on page 7.3 of 12 that the Village should increase the number of downtown residential living opportunities. Page 8.3 of 8 indicates that 450 new dwelling units should be constructed in the downtown.

2020-2022 Strategic Plan – One of the top five strategic priorities of the Strategic Plan is “development”. The specific target indicated in the plan is the addition of 400 new multi-family units in the downtown by 2022. The Village has recently approved a total of 223 new multi-family units in the downtown. Construction of the Avere on Forest project would bring the total to 300 new units.

2021 Draft Comprehensive Plan – The US Bank site is highlighted as a catalyst site in the Village’s draft Comprehensive Plan. Catalyst sites are those sites that are vacant and/or underutilized parcels where redevelopment of the site could have a significant positive effect on the surrounding area. The concept illustrated in the plan is a three to four-story mixed use development with ground floor commercial along Forest Avenue and condominiums or apartments on the upper floors. Townhomes are suggested as an acceptable alternative. The plan suggests that through coordination with the Glen Ellyn Park District, Prairie Path Park might also be enhanced as part of the redevelopment of the site.

Project Description. Reva Development Partners have provided a concept design for a 4-story multi-family development, which includes a site plan, floor plans, building sections, detailed elevations and renderings (attached). In addition, 2 potential building material palettes have been provided, and several conceptual sketches for the amenity areas and park have been included. The project features a unique residential product with a combination of townhome units (floors 1-2 along the Duane Street frontage) and apartments. All of the units would be for-rent. Some of the building features include: 2 residential terraces (for outdoor amenity space concepts see sheet 22-24 of the petitioner’s packet), on-site storage, a fitness room, a club room, a pet wash station, a package room, and enclosed parking. Additional details about the project are provided below. Please note, additional deviations may be found upon submittal of a formal application and more detailed plans for the site.

Architecture – As noted, there are 2 color palettes included in the submission (sheet 14 and sheet 18). Option A, shown on the elevations and most of the renderings, features a mix of warm grey brick and accent brick with light and dark grey fiber cement siding. Painted metal accents for this palette would be charcoal. The second palette (Option B), is shown on one rendering and features a light tan/brown brick and accent brick combination with light grey and clover green fiber cement siding. The painted metal accents would be bronze for this palette. Both options would be considered neutral/earth tones and would be compliant with the Village’s Design Guidelines. The overall design of the building does not deviate from the Design Guidelines and specifically satisfies the following criteria:

2.3 Ancillary and accessory structures relate to the principal building in terms of materials, design and colors.

2.4 The face of the retaining walls relate to the texture and color of the principal building.

2.4.3 The signage is of a material, color and detailing that relates to the design of the principal building.

2.6 Plazas and pedestrian rest areas which create a well-designed focal point for the development have been included in the project design.

3.1 The rear entry to the building is enhanced.

7.1 Masonry is employed as the wall covering for all sides of the ground floor and is the primary material on upper floors. The materials and design character are consistent on all sides of the building.

7.2 The balconies are partially wrapped by the building structure.

7.3 The entry is readily identifiable and attractively designed.

7.4 Parking is beneath the residential units.

Unit Mix - The proposed development features 77 units, 4 of which will be townhomes (fronting Duane Street) and the remainder of which will be apartments. The units range in size from 866 square feet to 2,038 square feet. Compared to recently approved apartment buildings in the downtown, Avere on Forest will offer much larger units (Apex 400: 610 – 1,232 sf; Avere on Duane: 870 – 1,656 sf; Glenwood Station: 557-1,336 sf). Approximately 62% of the units have at least 2 bedrooms and 3 of the unit types (71% of the total units) offer a den. The average unit size would be 1,306 square feet with average rents estimated at \$3,200 per month. See the chart below for more information about the proposed unit mix.

Avere on Forest, Unit Mix

Unit Plan	Type	Area	Total Units	Square Footage
1 Bed Room	A1	866	12	10,396
1 Bed Room + Den	B1	964	18	17,360
2 Bed Room + Den	C1	1,431	29	41,494
3 Bed Room	D1	1,457	6	8,739
3 Bed Room + Den	E1	1,803	8	14,420
3 Bed Room Townhome	F1	2,038	4	8,150
Totals/Averages		1,306	77	100,559

The developer anticipates that 95% of the units will be occupied within 9 months of project completion.

Building Height – A four-story building is proposed, with a height of 49 feet to the top of the roof. The height of the building to the top of the parapet is approximately 51 feet, and to the top of the elevator overrun would be 56 feet. A building height of 60 feet is permitted in the C5B District. The petitioner does not anticipate a request for a building height deviation. The bulk of the building is further reduced at each of the building corners; the top of the pergola on each of the corners is approximately 48 feet from average grade. The 5th floor penthouse that was shown in previous plans has been removed. The developers have included a surrounding context height study in their packet (sheet 13) which shows several projects in the vicinity of similar size.

Step Backs – The Zoning Code requires that portions of a building that exceeds 45 feet be stepped back from the front building façade not less than 15 feet. In this case, the Forest Avenue side of the building would be defined as the front. No step back is proposed and a deviation would be required.

Setbacks – The proposed design for the site includes a subgrade parking garage, which would project out of the ground by several feet in some locations, creating a terracing effect. The parking garage footprint would extend beyond the residential building footprint by several feet on all sides of the building. The below chart shows what the required setbacks for the C5B District are for multi-family buildings; what the proposed setbacks to the partially below grade parking garage would be; and what the setbacks would be for the majority of the building (floors 1-4). Setback deviations would be required for each setback requirement.

	Required	Garage	Floors 1-4
North (Interior Side)	15 Feet	3 - 28 Feet	3 - 8 Feet
South (Corner Side)	25 Feet	3 - 5 Feet	14 - 16 Feet
East (Rear Yard)	30 Feet	0 - 20 Feet	17 - 20 Feet
West (Front Yard)	25 Feet	1 - 4 Feet	16 - 19 Feet

Being that the building is “I”-shaped, approximately 40% of the building is setback nearly 74 feet from Duane Street and approximately 45 feet from Prairie Path Park.

Lot Coverage – Due to the unique layout of the building, with the larger, mostly below-grade garage footprint, the proposed lot coverage would be near 86%. The residential portion of the building covers approximately 58% of the site. The Zoning Code allows a lot coverage of 65%, therefore a deviation would be needed for the lot coverage of the proposed, partially sunken garage structure. It should be noted that the bulk of the building, which this regulation is intended to minimize, falls within the permitted lot coverage for the site.

Impervious Surface Setbacks – The access to the basement parking garage is proposed from Duane Street. The driveway is approximately 18 feet wide and would be constructed up to the property line on the east side of the site. An impervious surface setback of 8 feet 3 inches is required. A deviation would be needed for the driveway in its proposed location.

Access & Circulation – The entrance to the parking garage would be accessible from a one-way access drive from Duane Street (southeast part of the site). A residential key fob would be required to enter the garage. Vehicles would exit the garage from a one-way drive onto Forest Avenue (northwest part of the site).

Parking – The proposed parking garage design features 130 enclosed parking stalls or 1.68 per unit. Based upon the unit mix in the development, 139 parking stalls or 1.8 per unit would be required. The proposed ratio is similar to what was approved for the Avere on Duane development which had 82 parking stalls for 48 units (parking ratio of 1.7 per unit) and greater than what was approved for the Glenwood Station development which had 102 parking stalls for 86 units (1.1 per unit). While a deviation will be required for the number of parking stalls, due to the site's proximity to the train station, commuter parking lots and Civic Center parking garage, the proposed parking should be adequate for the development.

ATM – A walk up US Bank ATM is proposed to be located on the northwest corner of the building near the park amenity space as was requested by property owner US Bank. The Village does not currently have regulations for a walk-up ATM, which is not otherwise part of a bank property. A text amendment to establish regulations for this use will be needed in order for the ATM to be included in the development site.

Park Amenity – While the project would be predominately residential, the developers would like to incorporate a space adjacent to Prairie Path Park, where small local vendors might sell ice cream/ Italian Ice, coffee/donuts, beer/wine, etc. At this time, the developers have not had discussions with specific operators. The proposed “park amenity” is designated on the northwest part of the site plan and is approximately 1,150 square feet in area. Please see the attached rendering (sheet 17) and conceptual designs for the park amenity (sheet 24).

Prairie Path Park – The developers have been in contact with the Glen Ellyn Park District to begin discussing the potential to work together to improve Prairie Path Park and/or coordinate on the design of the open space for the development so that it enhances rather than detracts from the existing park. Two example sketches of the park area have been attached (sheets 20-21). Scheme A keeps many of the exiting park features intact (the gazebo, story walk, bike parking and service station) while providing some additional seating opportunities, an outdoor dining space and an outdoor fitness area. Scheme B eliminates the gazebo and story walk, but provides a larger open activity lawn, an outdoor fitness green, outdoor dining area and additional seating opportunities. Of course, approval from the Park District would be required for either of these plans to move forward. At this time, the Park District seems to be favoring a more simple design with less amenities and a focus on open green space.

Additional Details – Signage, lighting, landscaping, stormwater management, traffic generation and circulation will be evaluated as part of the formal project submittal.

TIF Request. Attached to the memo is a letter from the developer with their TIF request. The request seeks a “pay-as-you-go” structure similar to the previous Avere development across from the library. It requests a 90/10 (Developer/Village) split of the generated incremental revenues, at gross amount of \$5.33 million over the remaining life of the TIF. The TIF terminates in 2035

with the last tax payment received in 2036. Attached is a memo from Kane, McKenna and Associates, Inc. summarizing the developer's TIF request and providing some preliminary analysis based upon limited information that has been provided in this early stage of the review process. Kane, McKenna and Associates will continue to review this request and provide a more detailed financial analysis for the Village to review in the future.

Approval Process. In order to construct the project as proposed the developers will go through the following approval process:

1. Pre- Application – A pre-application conference will be held with the Plan Commission to provide informal feedback to the developers on the overall development, any deviations that might be necessary, and proposed design of the building. The pre-application meeting is scheduled for September 23, 2021.
2. Formal Submittal & Staff Review – If the developer moves forward with the project and provides a formal submittal to the Village, staff will review the complete submittal of the plans and applications for the required approvals. Once the applications have been determined to be complete, a public hearing will be scheduled with the Plan Commission.
3. Public Hearing – The Plan Commission will conduct a public hearing and consider the requests for approval of a Preliminary and Final Planned Unit Development Plat and Plan with Deviations, a Special Use Permit to allow dwelling units in the C5B Central Service Subdistrict, a Zoning Text Amendment to create regulations for a stand-alone ATM, and an Exterior Appearance application. The Plan Commission will make a recommendation to the Village Board.
4. The Village Board will consider the requests for approval of a Preliminary and Final Planned Unit Development Plat and Plan with Deviations, a Special Use Permit to allow dwelling units in the C5B Central Service Subdistrict, a Zoning Text Amendment to create regulations for a stand-alone ATM, and an Exterior Appearance application. Review of a Redevelopment Agreement and TIF request will take place concurrent with the Zoning Entitlements process. The Village Board may approve, approve with conditions, or deny the requests.
5. If the project is approved, the developers will submit building permit plans for staff review which will substantially conform to the plans approved by the Village Board.

Action Requested. The Village Board is requested to provide feedback to Reva Development Partners on the concept plans submitted for the subject property. This feedback will assist the developers in designing formal plans for Village review. The Village Board may wish to provide feedback on the following:

1. Any expectations related to the building façade and building materials to be used.
2. Any expectations for commercial square footage.

3. Any concerns related to the deviations that have been identified.
4. Any concerns related to the overall site design.
5. Any concerns with the proposed TIF request.

Attachments.

- Applicable Sections from the 2001 Comprehensive Plan
- Applicable Sections from the 2009 Downtown Strategic Plan
- 2020-2022 Strategic Plan Summary
- Applicable Sections from the 2021 Draft Comprehensive Plan
- Concept Plans prepared by OKW Architects, dated September 3, 2021
- Petitioner's Narrative and TIF Incentive Request
- Memo – Kane, McKenna and Associates, Inc. TIF Request Summary & Analysis

Cc: Warren James, Reva Development
Matt Nix, Reva Development
Fritz Duda, Reva Development

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

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

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

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

stitutional properties and residential neighborhoods.

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

Improvement and Development Guidelines

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

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

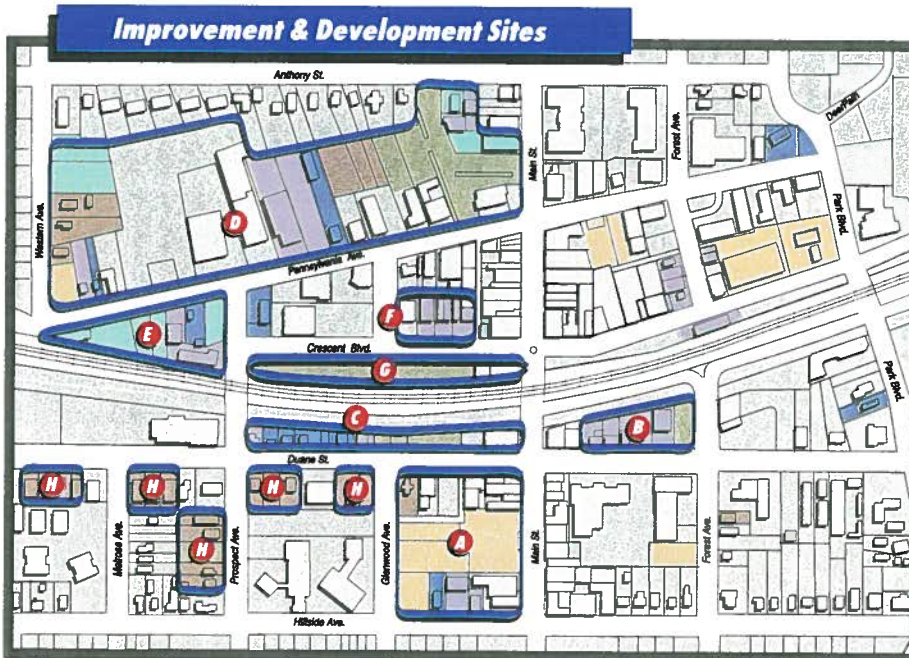
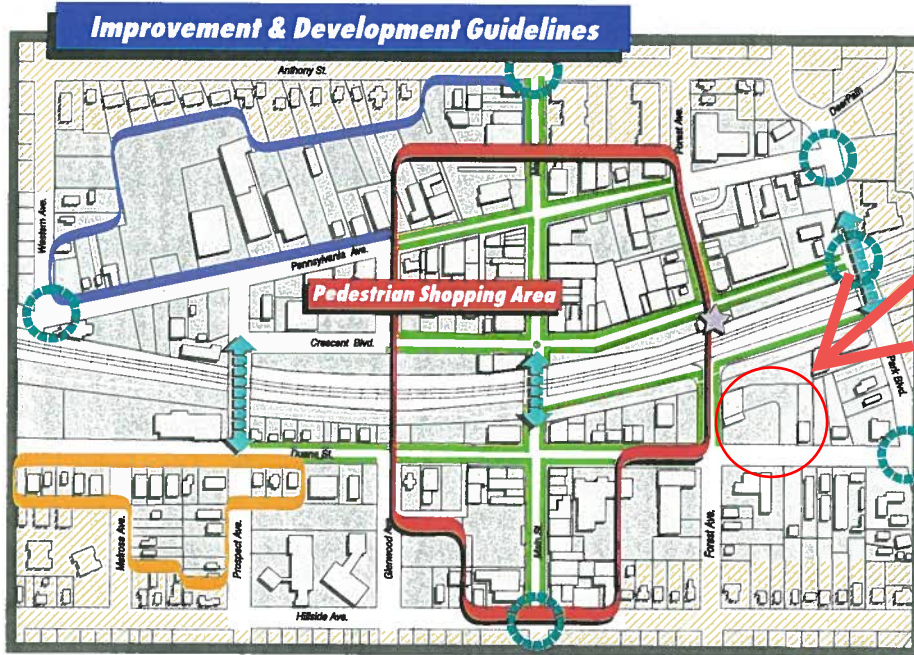
Improvement and development recommendations for Downtown Glen Ellyn are described below and highlighted in Figures 12 and 13. Recommendations relate to: a) land-use, b) existing buildings, c) new construction, d) streets and transportation, e) parking, f) streetscape and pedestrian amenities, and g)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

LAND-USE:

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

Figure 13

Downtown: Improvement Guidelines



Improvement Guidelines:

Continue to improve and enhance the heart of Downtown as a pedestrian-oriented shopping and business area.

Reorganize and redevelop the northwest quadrant of Downtown as an attractive and convenient office and service area.

Continue streetscape and other design enhancements, particularly along the east-west streets within Downtown.

Provide "gateway" design features that denote entry into the Downtown and delineate its boundaries.

Work with Metra to replace the existing commuter station with a new Downtown facility.

Improve pedestrian connections between the north and south sides of Downtown.

Promote replacement of older structures with high-quality townhomes and similar multi-family developments.

Maintain, preserve and protect surrounding neighborhoods. (See text for additional improvement and development guidelines)

Improvement & Development Sites:

Projects either underway or being discussed (see accompanying text).

Vacant buildings and land parcels should be reused or redeveloped.

Marginal and underutilized properties should be reused and upgraded or replaced with new development.

Residential properties that may be subject to redevelopment.

Surface parking lots along the frontage of primary shopping streets should be considered for new development.

Sound and viable businesses that would benefit from building or site improvements.

Clusters of properties that may represent special opportunities for improvement or development.

Market Niche for Downtown Glen Ellyn

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

Primary Challenge: Creating a Critical Mass of Compatible Uses

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

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

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

Recommended Priority Strategies and Actions

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

Increase the Number of Downtown Residential Living Opportunities

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

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

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

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

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

Opportunity Sites

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



Figure 23: Properties Susceptible to Change

Source: Town Builder Studios

North side of Pennsylvania, left to right:

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

South side of Pennsylvania, left to right:

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

North side of Duane, left to right:

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

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

STRATEGIC PLAN SUMMARY 2020–2022

Village of Glen Ellyn

Strategic Priority	Desired Outcome	Key Outcome Indicator	Target	Strategic Initiatives
Financial Stability	Maintain financial stability	-Bond Rating	-Maintain AAA -Maintain fund balance targets	a) Strategy for revenue diversity & growth b) Capital prioritization c) 5 yr. forecast for Links & restaurant d) 5 yr. financial plan e) Continue & enhance financial scorecard
	Village Links/R22 is self-sustaining	-Net income -Cash reserves	-Positive net income annually -Cash reserves meet policy by 2024	
	Capital funding viability	-Fund balance targets	-Fund CC parking garage by May 2021 -Fund Streetscape by December 2024	
Development	Optimize new investment in the downtown	-EAV increase downtown -Alignment w/ comp plan	-5% increase dwtn EAV 2020-2022 -1 Catalyst site developed consistent w/ comp plan by 2022	a) ROI review b) Complete comp plan c) Downtown project impact analysis d) Business retention program e) Multi-jurisdictional business resource program f) Key marketing program
	Successful growth, development, expansion & retention	-Retail vacancy rates -Commercial sq. ft added -Multi-fam units added	-25k sq. ft new retail by 2022 -400 new units by 2022 (Downtown Plan)- Additional parking by 2022 (D Plan)	
	Effective stewardship of incentives	-Policy compliance -Leverage/ROI	-Evaluate and modify aware programs ___% ROI targets achieved	
Effective Governance	Robust citizen participation	-2017 community survey results	-< 80% of citizens believe there are opportunities to volunteer	a) Citizen academy b) Create Board effectiveness index c) Board and Commission improvement process d) Board application and recruitment process e) Comprehensive community survey
	Effective Board meetings	-Board effectiveness index -Board actions	-< % of issues continued -=> 7 out of 10 on annual effectiveness index evaluation	
	Quality of Village services	-2017 community survey results	->85% of citizens rate quality of services excellent or good	
	A well-informed community and engaged community	-Click rates, open rates -Staffing ratios -Service delivery targets	-< 80% of citizens indicate opportunities to participate in community matters -75 % respondents rate communications meet needs	
Workforce and Operations	Adequate staffing to meet service demands		-Staffing & service levels defined in 3 key areas by 2022 (Police/Com. Dev./HR)	a) Conduct staffing study b) Service delivery/alt. service delivery determinations c) Review pay & classifications d) Develop 5yr. IT plan
	Competitive compensation	-Compensation targets	-All positions reviewed every 3 years	
	IT infrastructure adequate to meet service delivery	-Replacement plan -User satisfaction rate	-+>90 % of users indicate IT meets delivery needs annually	
Infrastructure	Well managed projects	-Deadline compliance -Budget compliance	-Industry best practices implemented-each area by 2022	a) Major project tracking system b) 5 yr. CIP c) Metra projects d) Parking garage e) Master utility plan f) Best practices review g) Facility study & 5 yr. plan
	Transit oriented downtown	-ADA improvements -Parking optimization	-Streetscape complete by 2024 -Parking garage complete by 5/2021 -Metra Phase II by 2023	
	Safe & reliable roads & utilities	-Project milestones	-90% of master utility plan deadline targets met	

Duane St & Forest Ave

DOWNTOWN GLEN ELLYN CATALYST SITE

This catalyst site occupies portions of the blocks north of Duane Street to the east and west of Forest Avenue. Both blocks consist of one- and two-story commercial buildings served by dedicated surface parking that is fragmented by multiple access drives including a continuous curb cut along Forest Avenue for bank drive aisles. To the west of Forest Avenue, the concept below illustrates potential to accommodate a two-story mixed-use structure with offices located above ground floor commercial space fronting Duane Street. To the east of Forest Avenue, the concept illustrates potential for a three- to four-story mixed-use structure with ground floor commercial and condominiums or apartments on the upper floors. The structure is served by a parking dock that abuts Prairie Path Park. As an alternative, townhome development could be pursued at the eastern end of the site.

Design Considerations

- A proposed pedestrian railroad underpass will position Forest Avenue as a prime pedestrian access point for the Metra Station. New development should front Forest Avenue and enhance the pedestrian/visitor experience.
- New development would connect to the adjacent Illinois Prairie Path and Prairie Path Park. Through coordination with the GEPD, the park could be expanded as part of the development and enhanced with additional event space.
- Office and commercial flex space should be encouraged to accommodate businesses growing out of Innovation DuPage's incubator program at the Glen Ellyn Civic Center.
- Primary access should be provided from Duane Street with secondary access to Forest Avenue.
- Outdoor seating/dining uses should be encouraged along Forest Avenue near the train station.

Site Details

Overall property area:
West Site: 27,184 s.f./ 0.62 acres
East Site: 53,220 s.f./ 1.22 acres

Current Land Use:
Office Commercial
Bank Mixed-use

Current Zoning:
(C5B) CBD Central Service

Existing Parking:
30 parking spaces (approximate)

Building Details (west of Forest)

Mixed-Use:
Ground-floor Commercial – 9,000 s.f.
Upper-floor Office – 9,000 s.f.

Recommended Parking:
Parking Required: 72 spaces
*Parking Provided: 30 spaces**

Building Details (east of Forest)

Mixed-Use:
Ground-floor Commercial – 9,750 s.f.
Upper-floor(s) Residential – 36 units total
2nd-3rd floor / 18,670 s.f. per floor
4th floor / 9,720 s.f.
Upper-floors / 47,060 s.f. total

Recommended Parking:
Parking Required: 46 commercial spaces,
*46 residential spaces**
Parking Provided: 95 spaces

** The additional required parking could be waived due to available parking at the Civic Center across the street.*



NOTE: This catalyst site consists of vacant and/or underutilized parcels where redevelopment could have a significant positive effect on the surrounding area. The concept is for illustrative purposes only and is indicative of desired intensity of development and mix of uses supported by the Comprehensive Plan.

DRAFT
FOR PUBLIC HEARING



AVERE ON FOREST

DUANE & FOREST

GLEN ELLYN, IL

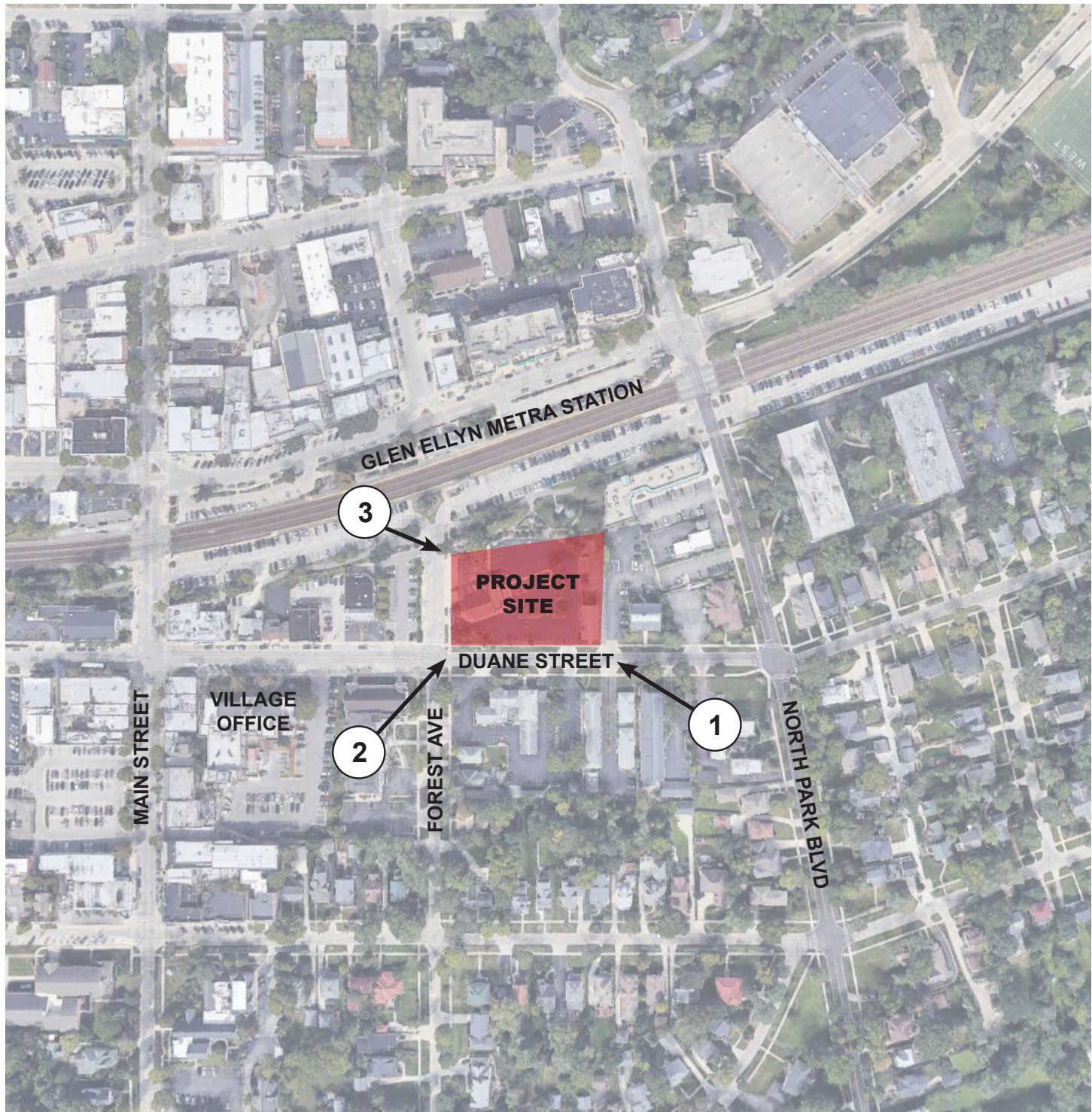


VILLAGE WORKSHOP
PRELIMINARY PACKAGE

SEPTEMBER 3, 2021



SITE & CONTEXT



1



2



3



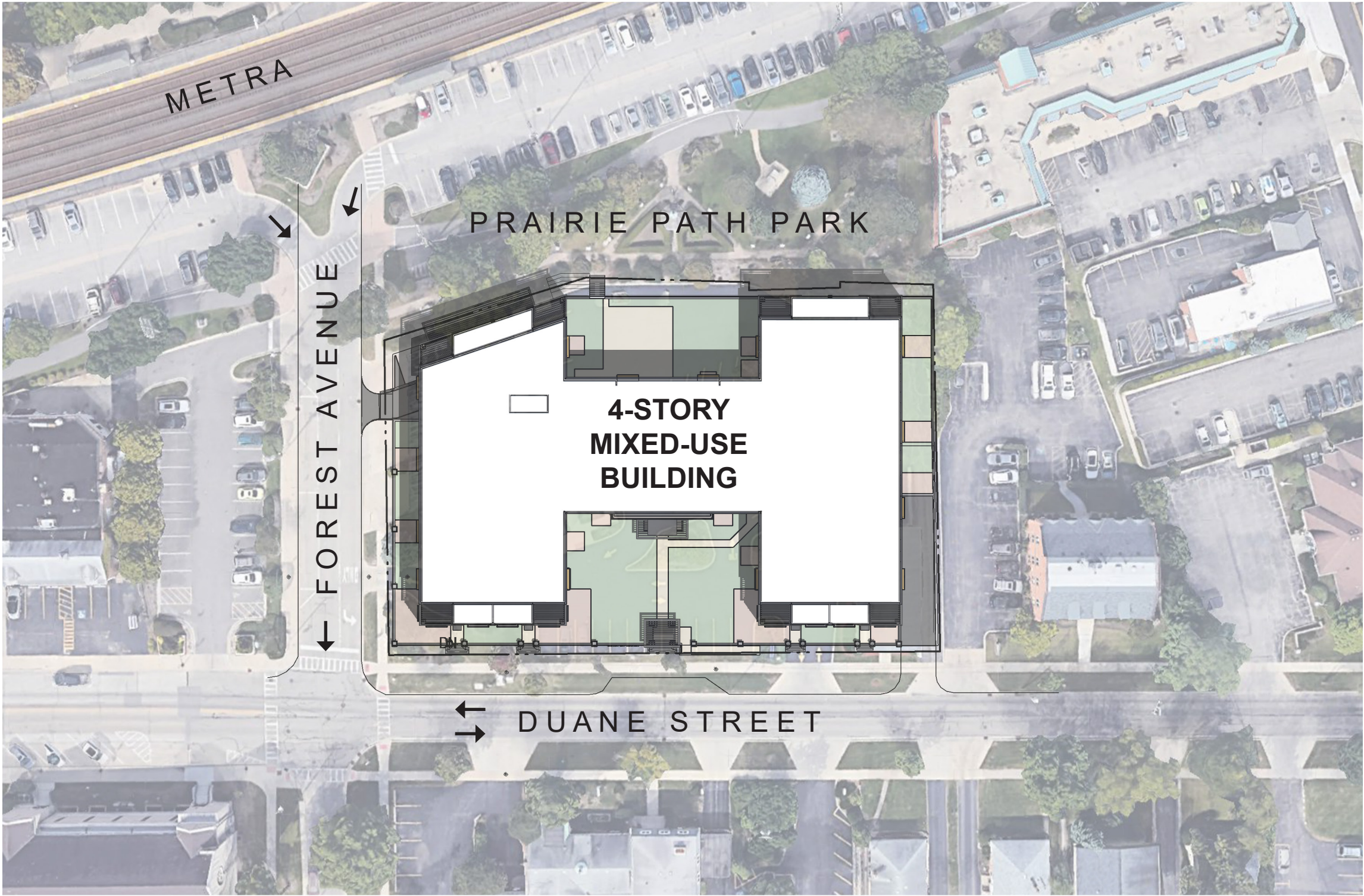
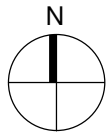
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Chicago, IL 60661



REVA DEVELOPMENT
PARTNERS LLC

AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

SITE PLAN
SCALE: 1"=60'



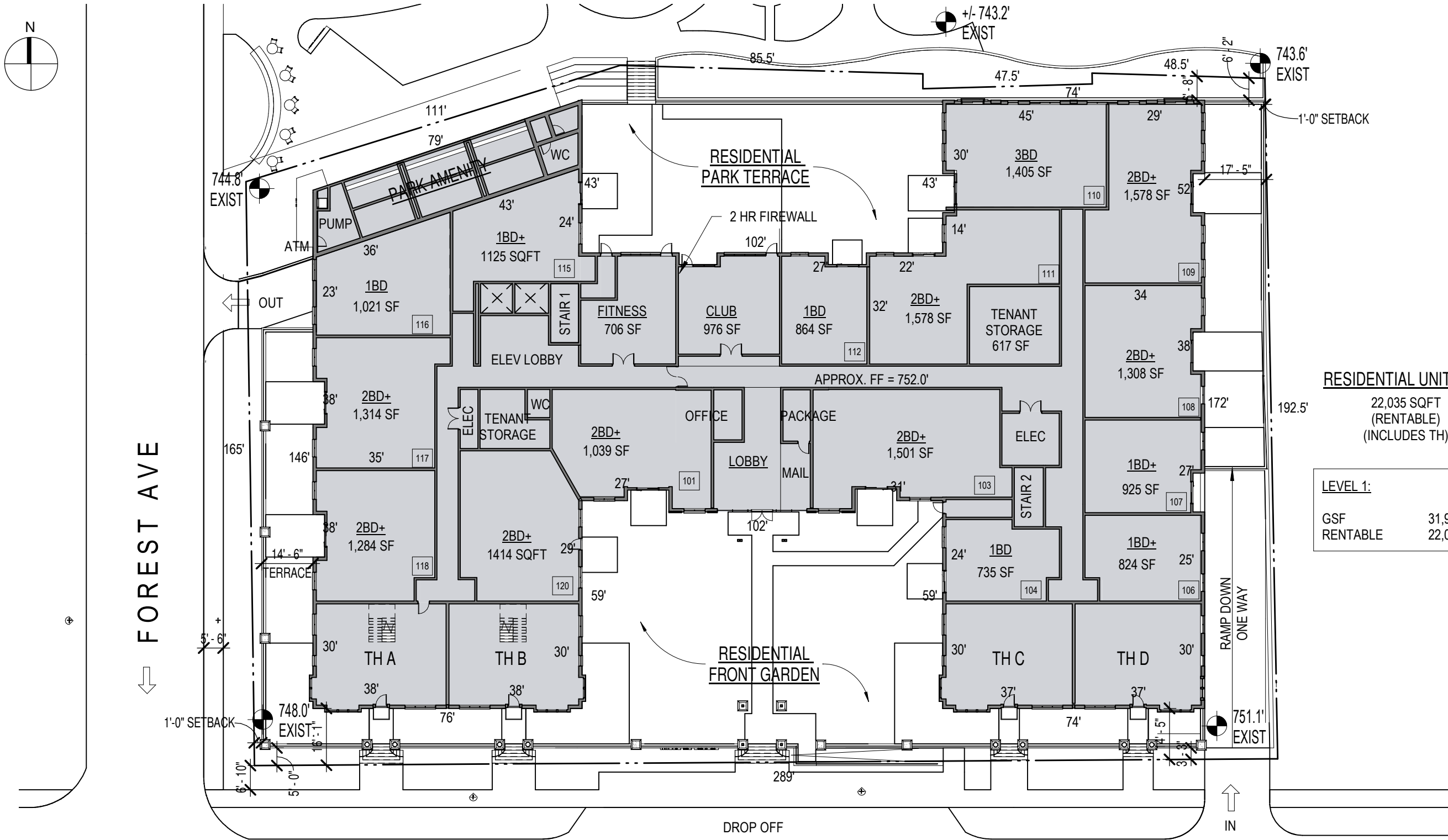
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LEVEL 1 FLOOR PLAN
SCALE: 1"=30'



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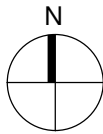
SCALE: 1"=30'



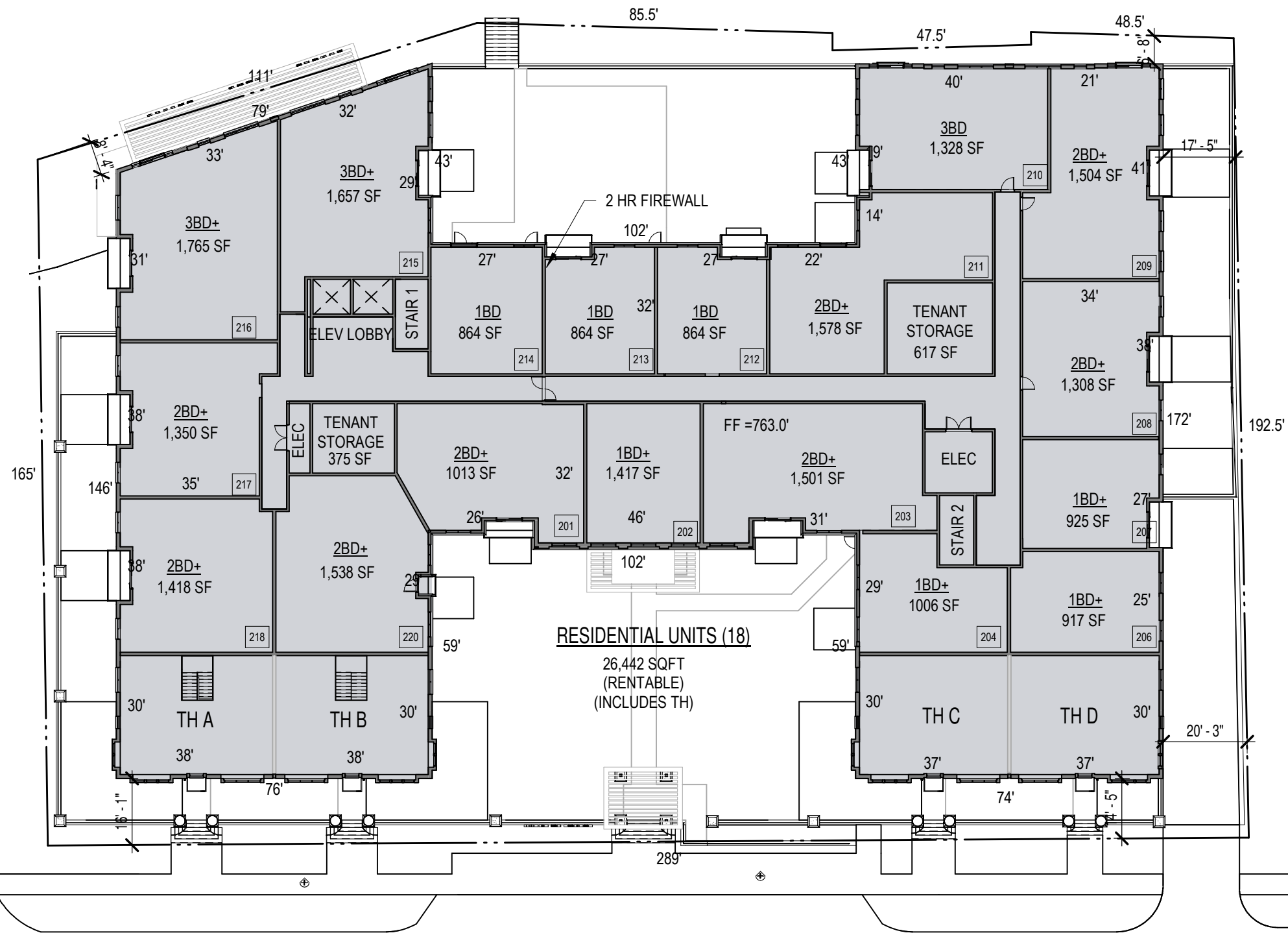
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

LEVEL 2 FLOOR PLAN
SCALE: 1"=30'

PRAIRIE PATH PARK



FOREST AVE



LEVEL 2:	
GSF	31,942 SF
RENTABLE	26,442 SF

RESIDENTIAL UNITS (18)
26,442 SQFT
(RENTABLE)
(INCLUDES TH)



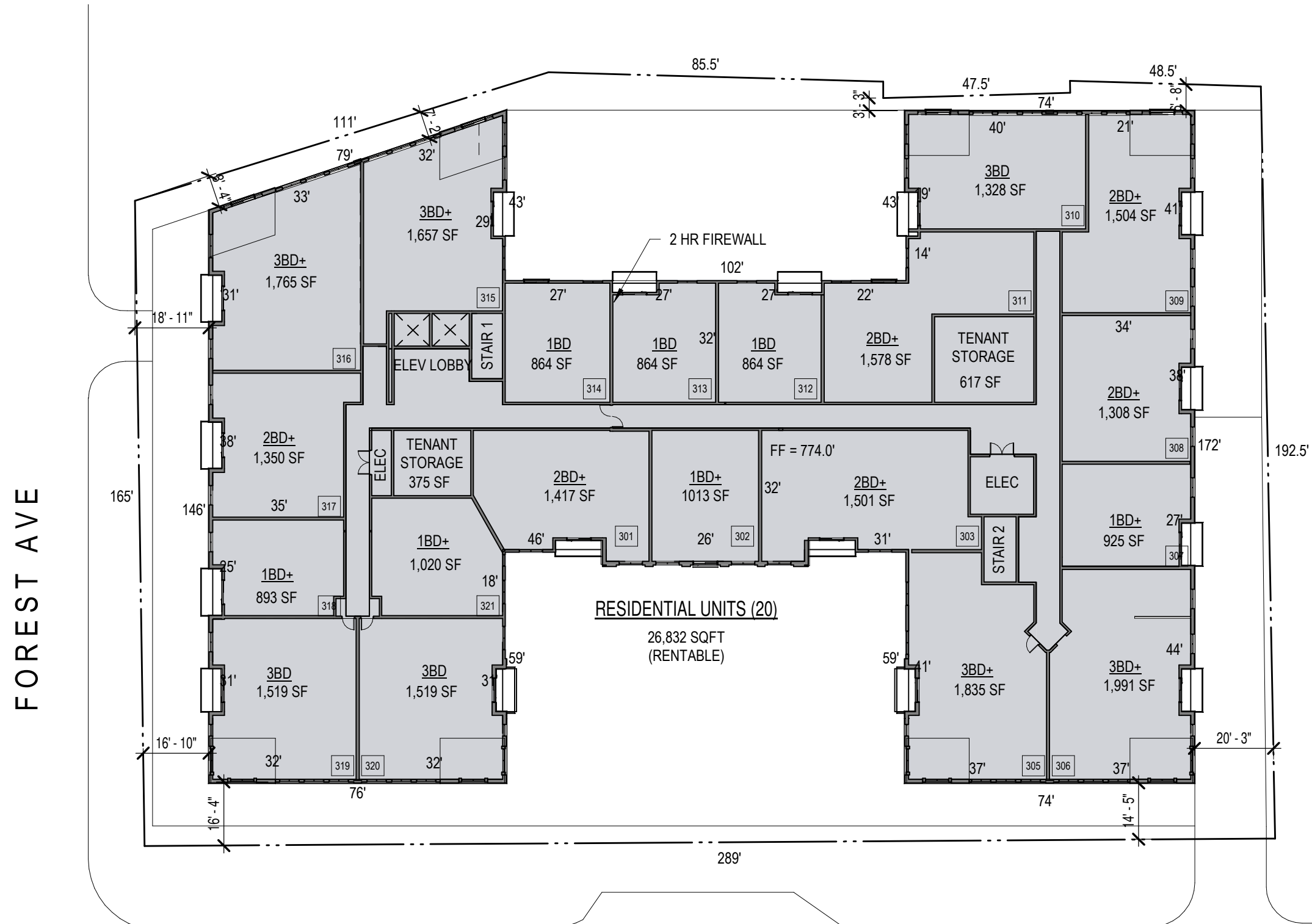
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AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

SCALE: 1"=30'



<u>LEVEL 3:</u>	
GSF	31,942 SF
RENTABLE	26,832 SF



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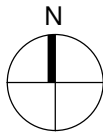


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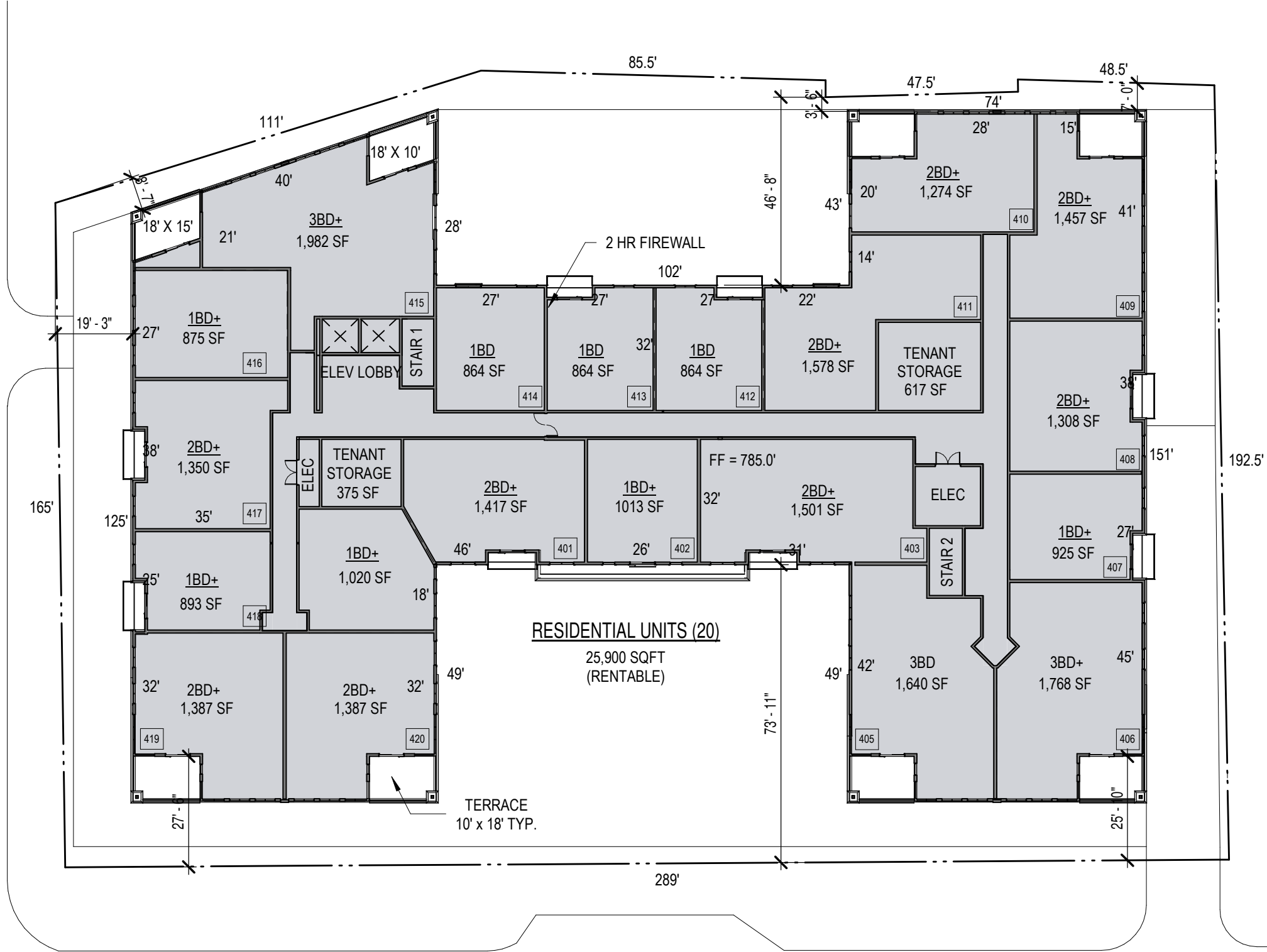
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

LEVEL 4 FLOOR PLAN
SCALE: 1"=30'

PRAIRIE PATH PARK



FOREST AVE



LEVEL 4:	
GSF	30,568 SF
RENTABLE	25,900 SF



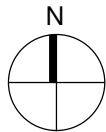
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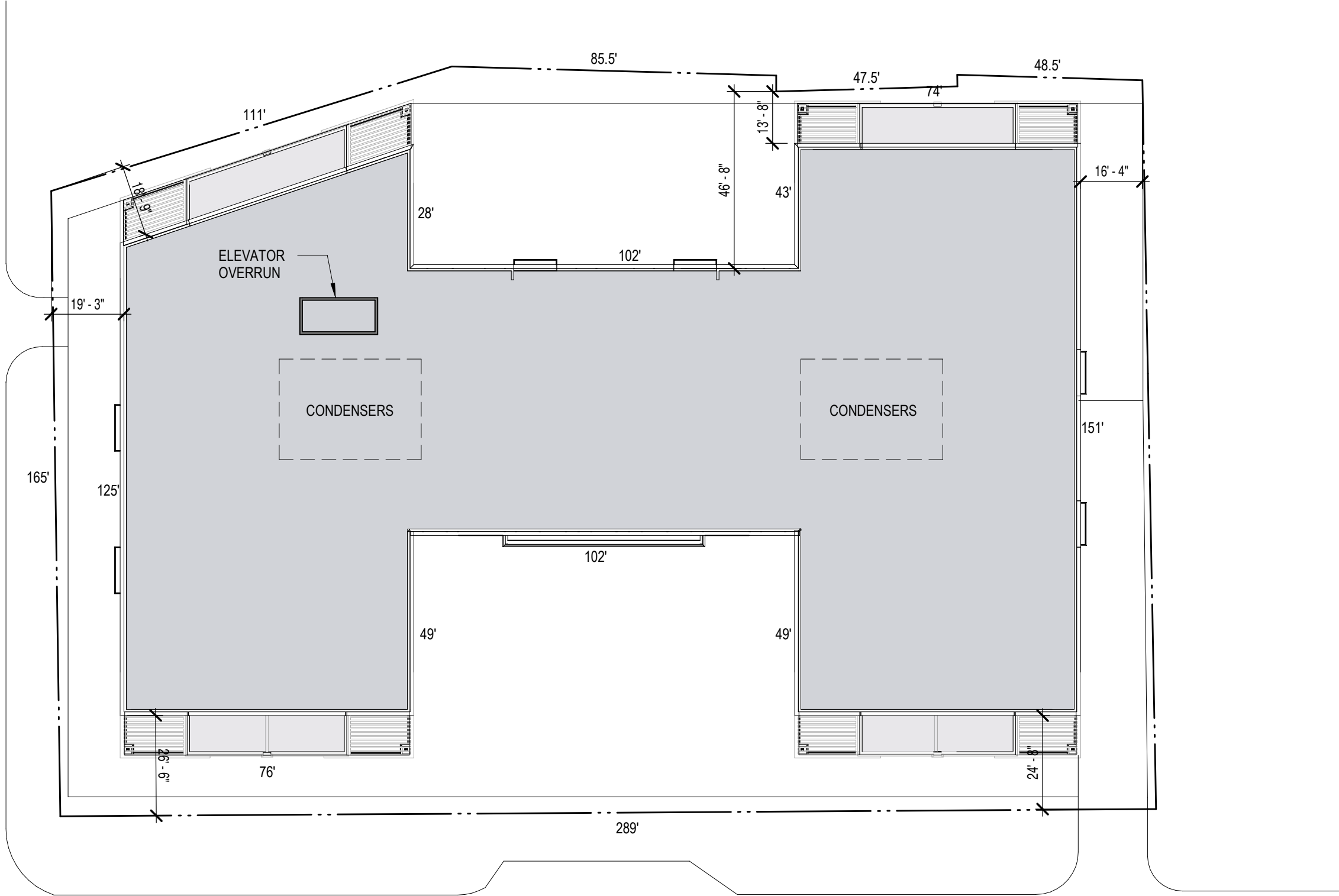
AVERE ON FOREST
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ROOF PLAN
SCALE: 1"=30'



FOREST AVE

PRAIRIE PATH PARK



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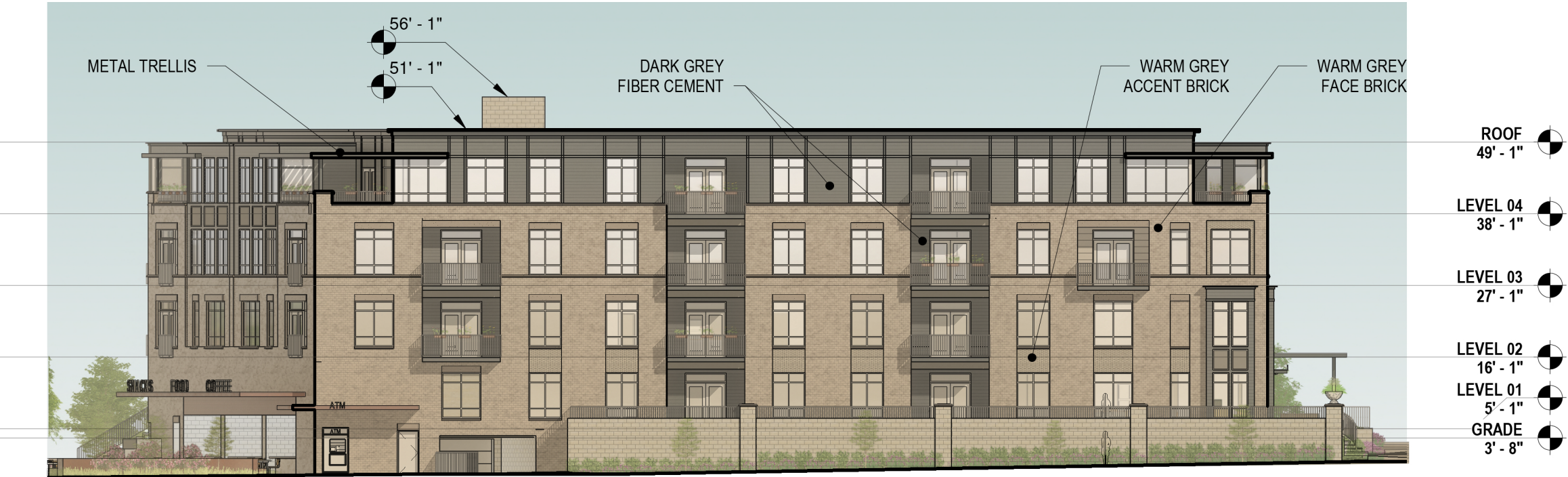
AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

BUILDING ELEVATIONS



SOUTH ELEVATION

SCALE: 1" = 20'-0"



WEST ELEVATION

SCALE: 1" = 20'-0"



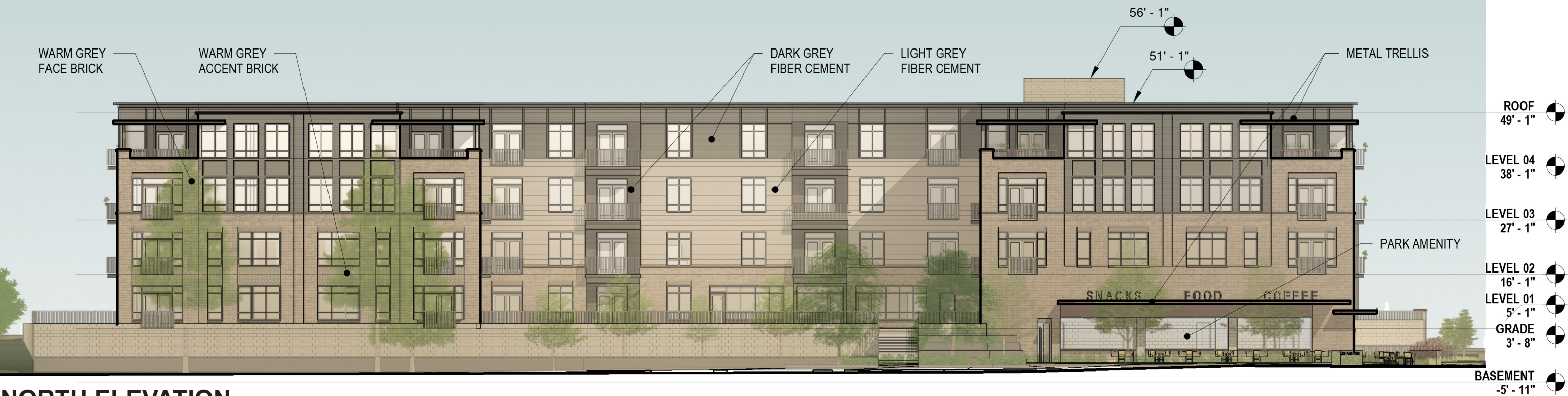
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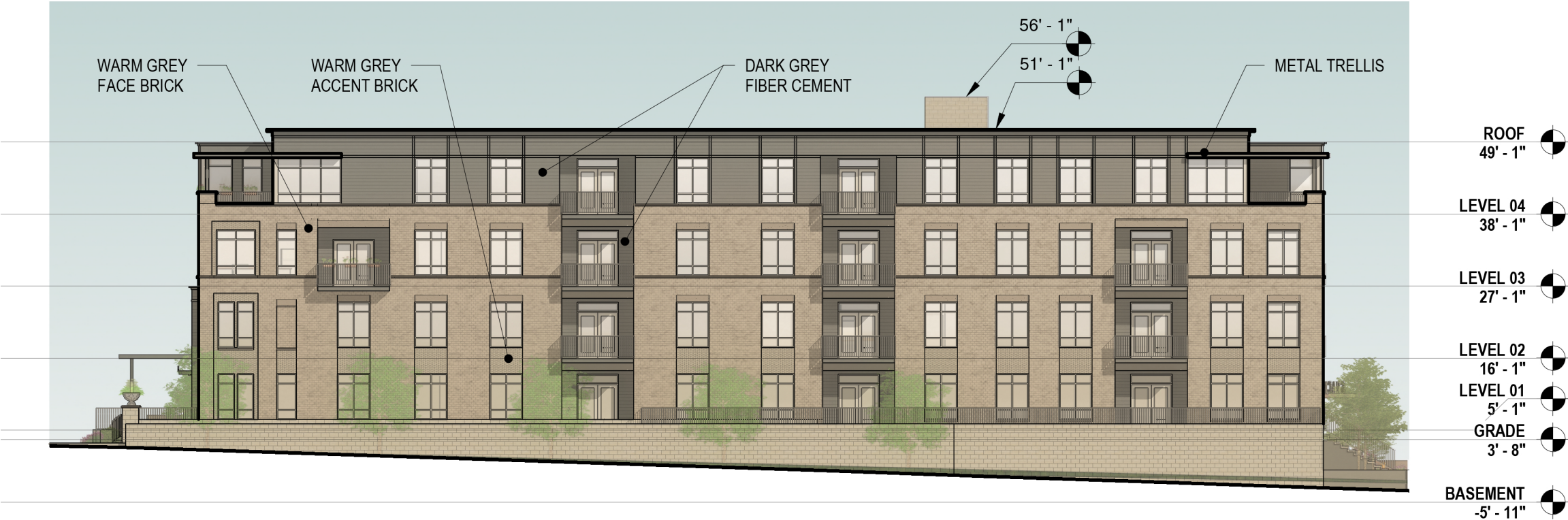
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AVERE ON FOREST
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BUILDING ELEVATIONS



NORTH ELEVATION
SCALE: 1" = 20'-0"



EAST ELEVATION
SCALE: 1" = 20'-0"



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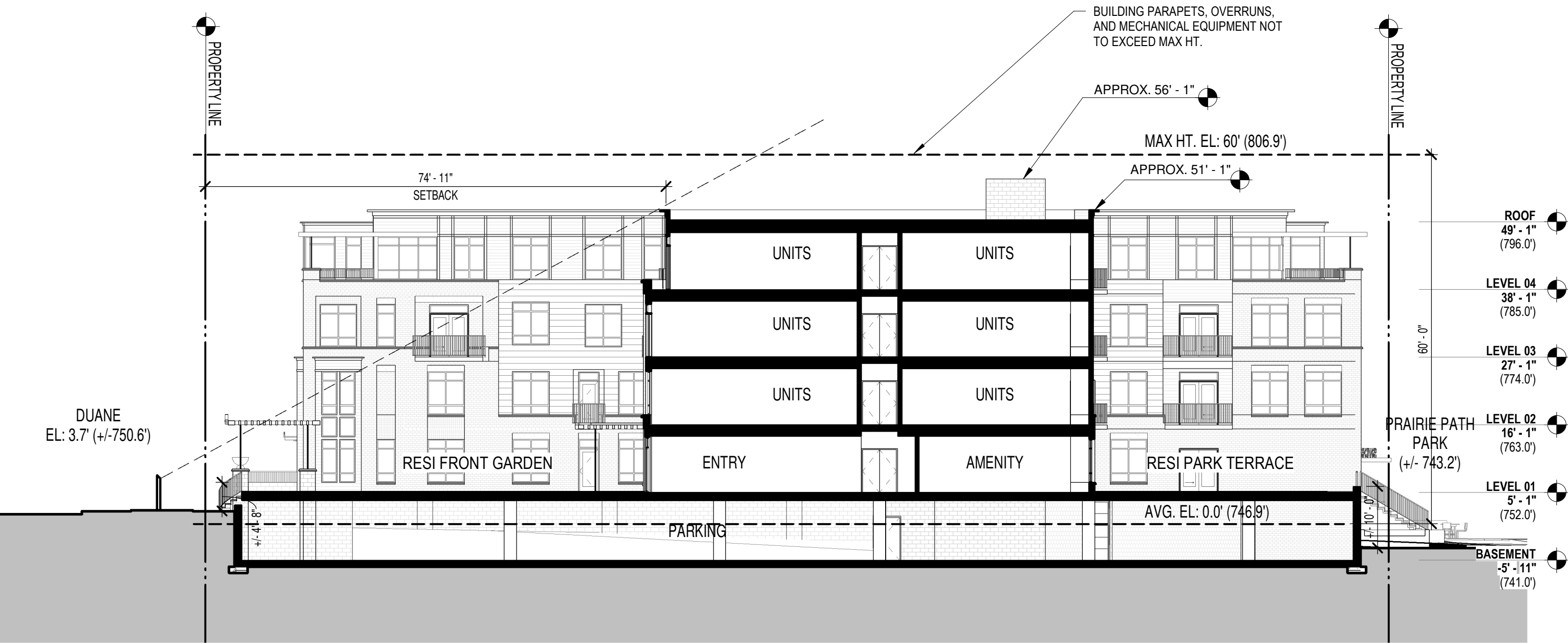


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AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
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BUILDING SECTION

SCALE: 1"=20'



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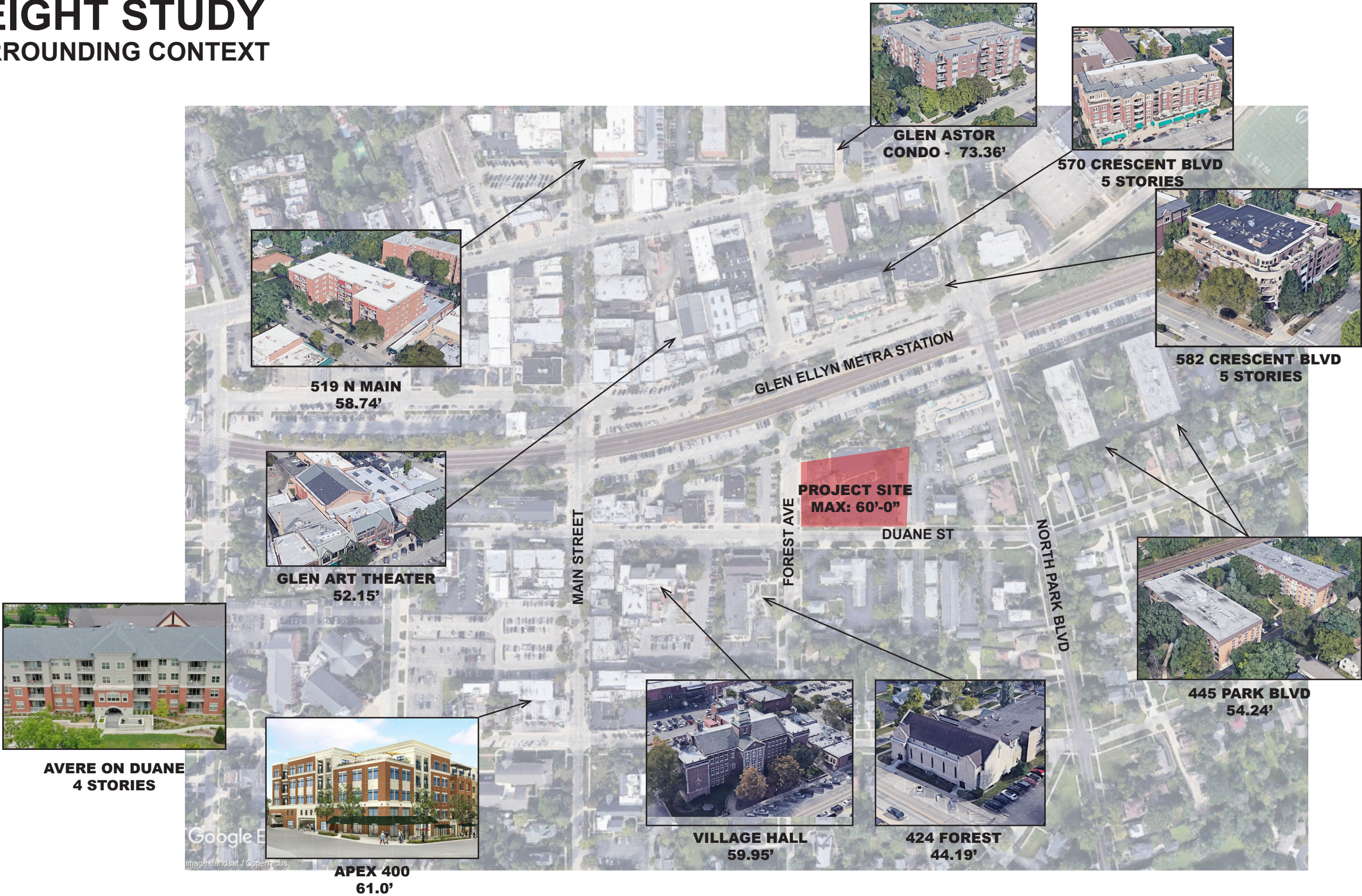


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AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

HEIGHT STUDY

SURROUNDING CONTEXT



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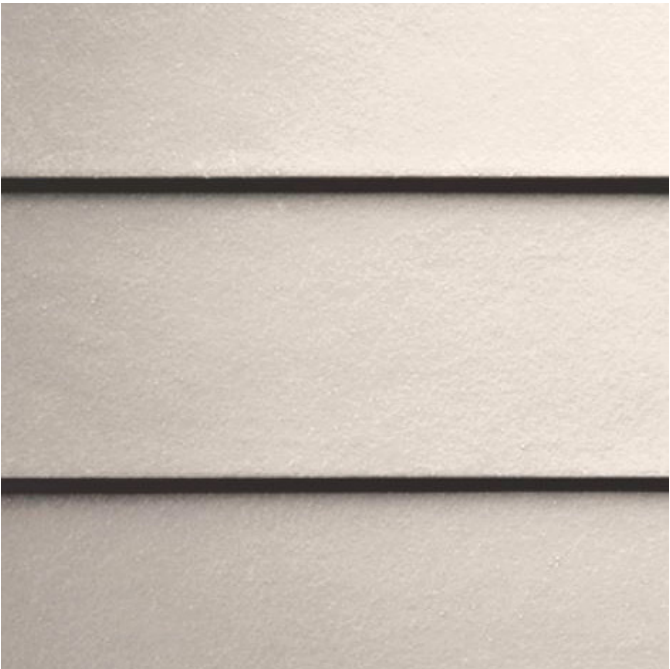
AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

MATERIAL PALETTE

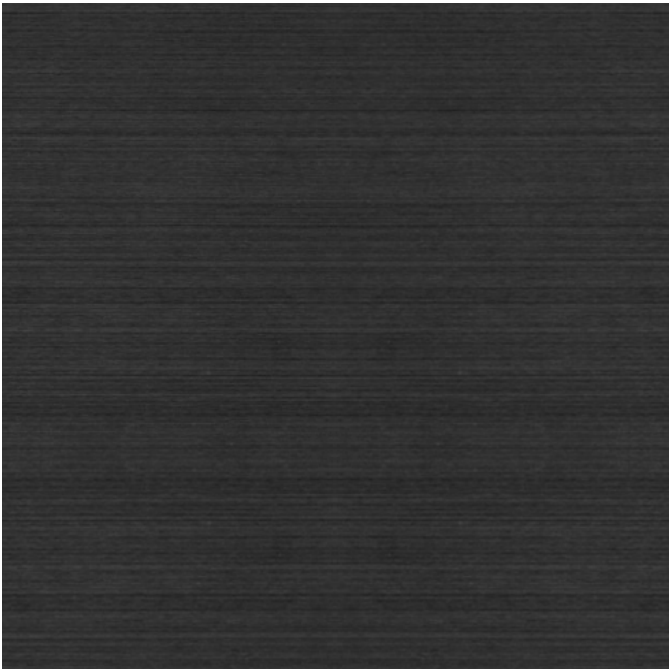
OPTION A



FACE BRICK
COLONIAL ROSE



FIBER CEMENT LAP SIDING
LIGHT GREY



ALUMINUM STOREFRONT
CHARCOAL



ACCENT BRICK
COLONIAL ROSE



FIBER CEMENT LAP SIDING
DARK GREY



PAINTED ACCENT METAL
CHARCOAL



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AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

VIEW FROM SOUTHWEST

(FOREST & DUANE)



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VIEW OF ENTRY



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VIEW FROM NORTH (PRAIRIE PATH PARK)



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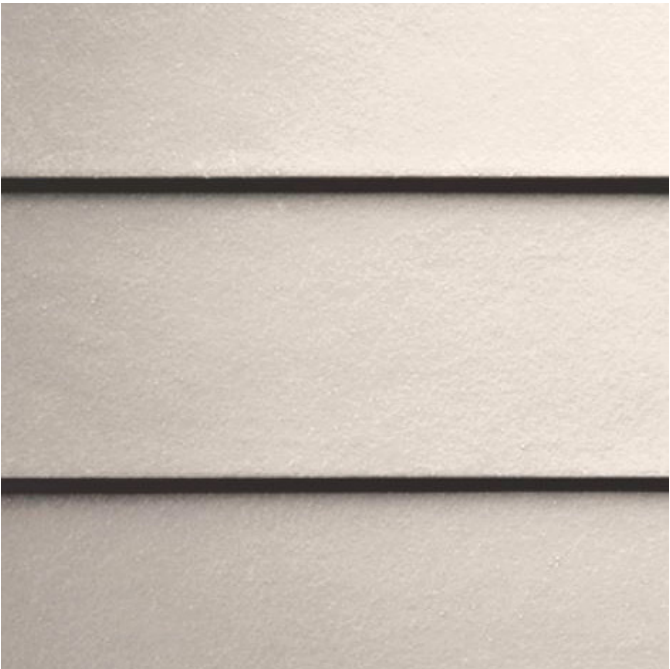
AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

MATERIAL PALETTE

OPTION B



FACE BRICK
COVINGTON



FIBER CEMENT LAP SIDING
LIGHT GREY



ALUMINUM STOREFRONT
DARK BRONZE



ACCENT BRICK
COVINGTON



FIBER CEMENT LAP SIDING
CLOVER GREEN



PAINTED ACCENT METAL
OIL RUBBED BRONZE



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AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
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VIEW FROM SOUTHWEST

(FOREST & DUANE)



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AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

LANDSCAPE CONCEPT

PRAIRIE PATH PARK - MODIFICATION



US BANK REDEVELOPMENT - REVA DEVELOPMENT PARTNERS

PRAIRIE PATH PARK OPPORTUNITY SCHEME A - MODIFICATION

GLEN ELLYN, ILLINOIS

SCALE: 1"=20'
0 10 20 40' NORTH

SEPTEMBER 2, 2021

PREPARED FOR:
CLIENT NAME

PROJECT TEAM:
FIRM 1
FIRM 2
FIRM 3

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GROUP.
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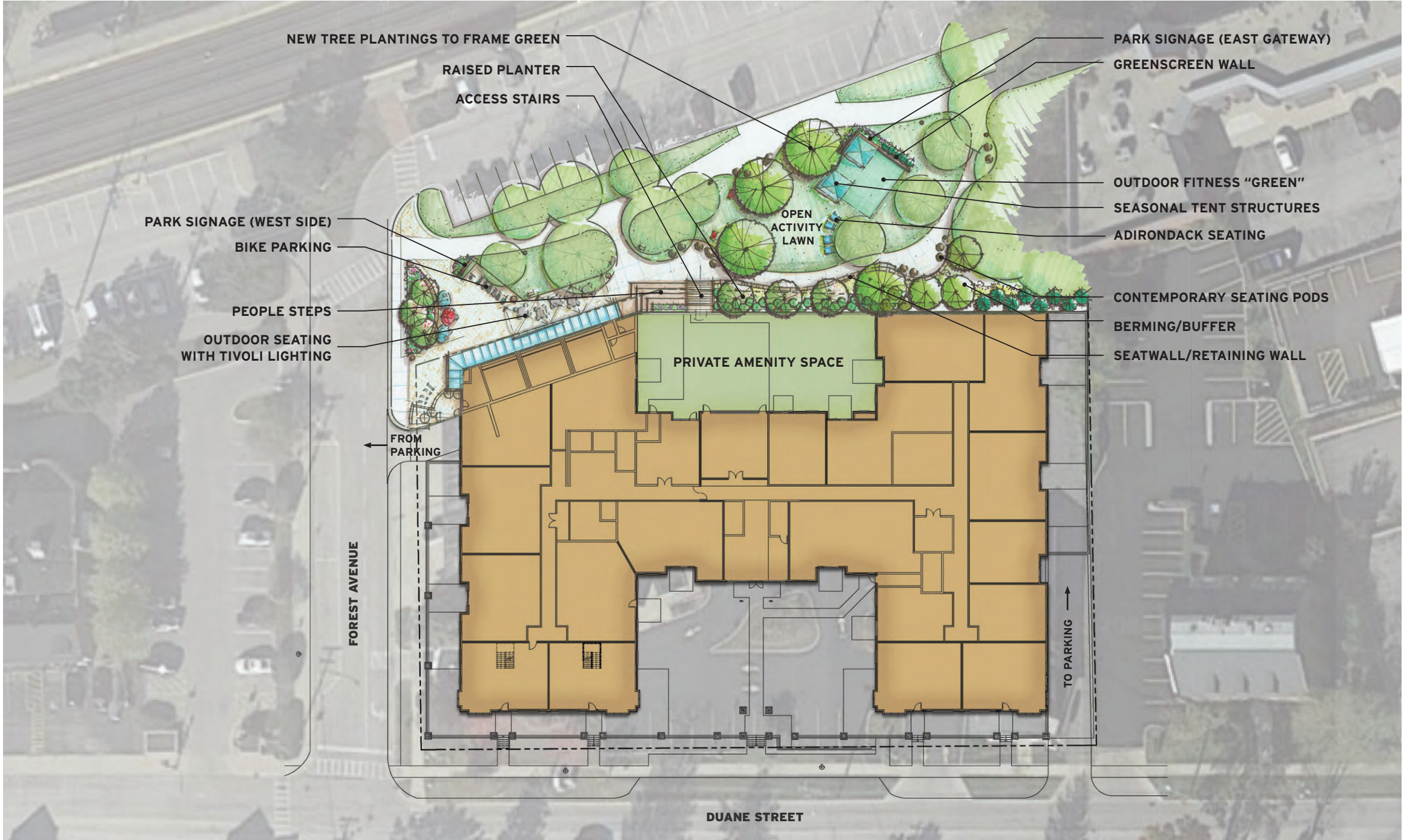
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AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

LANDSCAPE CONCEPT

PRAIRIE PATH PARK - RECONSTRUCTION



US BANK REDEVELOPMENT - REVA DEVELOPMENT PARTNERS
PRAIRIE PATH PARK OPPORTUNITY SCHEME B - RECONSTRUCTION
GLEN ELLYN, ILLINOIS

SCALE: 1"=20'
0 10 20 40' NORTH
SEPTEMBER 2, 2021

PREPARED FOR:
CLIENT NAME
PROJECT TEAM:
FIRM 1
FIRM 2
FIRM 3



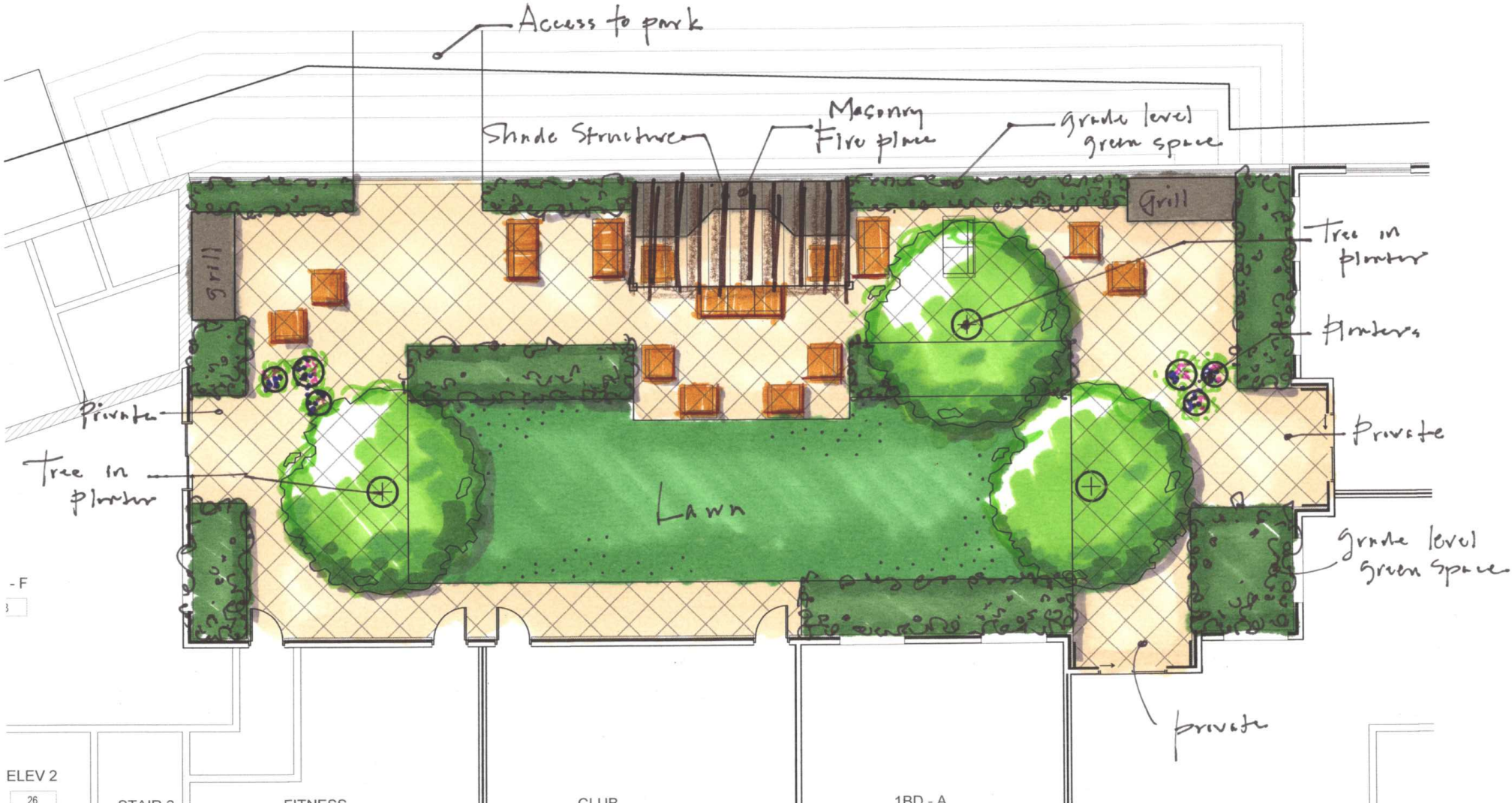
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AVERE ON FOREST
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LANDSCAPE CONCEPT
NORTH TERRACE

CONCEPTUAL



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AVERE ON FOREST
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LANDSCAPE CONCEPT
SOUTH TERRACE

CONCEPTUAL



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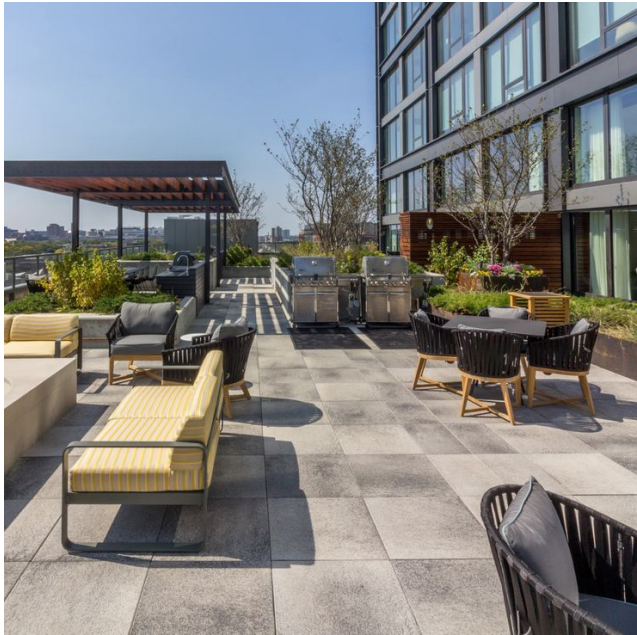


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AVERE ON FOREST
DUANE & FOREST, GLEN ELLYN, IL
September 3, 2021 Project #: 21022

AMENITY AREAS

CONCEPTUAL IMAGES



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REVA DEVELOPMENT
 PARTNERS LLC

AVERE ON FOREST
 DUANE & FOREST, GLEN ELLYN, IL
 September 3, 2021 Project #: 21022

AVERE ON FOREST

DUANE & FOREST



OKW
Architects



September 3, 2021

Mr. Mark Franz
Village Manager
VILLAGE OF GLEN ELLYN
535 Duane St.
Glen Ellyn, IL 60137

RE: AVERE on Forest – PUD Concept Submittal & TIF Incentive Request

Dear Mr. Franz,

REVA Development Partners is pleased to present a Concept Submittal for the redevelopment of the US Bank Site at Forest and Duane. The experience of working with Glen Ellyn village officials and staff on our successful completion of AVERE on Duane, and having real-time market knowledge is the reason we are excited to pursue a second luxury rental housing development in the community. AVERE on Duane has proven the strength of the market with a very rapid lease up while achieving proforma rents. Despite the challenges posed by the COVID-19 pandemic, the project was completed on time and on budget with a great execution by our general contractor (Kinzie Builders) working in collaboration with village staff to avoid unexpected cost overruns or delays. As of mid-September, AVERE on Duane will be 100% occupied, with the vast majority of our residents having a strong connection to Glen Ellyn (either down-sizing empty nesters, parents of adult children living in Glen Ellyn, or couples seeking to put down roots in the area). AVERE on Duane has been able to offer a flexible, maintenance-free lifestyle to those that want to live in Glen Ellyn without the complications of home ownership.

The proposed development, AVERE on Forest, is an exciting opportunity to respond to the surplus demand for this type of luxury rental housing. Given its premier location in downtown Glen Ellyn and adjacency to the Metra station, REVA and its team of consultants have endeavored to design a building that maximizes the potential of the site while being very sensitive to height and design constraints to ensure it will fit into the character of the surrounding neighborhood. In order to design the most appropriate building for this location, we have undertaken a more complex building design/structure which will include 100% below grade parking, raised gardens/amenity areas, and many unique architectural features. We are also seeking to redesign and activate the adjacent Prairie Path Park. Due to the increased complexity of the building and the widely publicized general escalation of construction costs, we cannot achieve sufficient returns without utilizing TIF funds to bridge the economic gap. We are seeking a simple “pay as you go” TIF structure similar to what was approved for Avere on Duane with a simple 90/10 split of available TIF funds generated by our project for the remainder term of the existing TIF district. While this TIF request may not generate the targeted threshold returns that were established for AVERE on Duane, the strong performance and demonstrated demand for that project should help to secure financing for AVERE on Forest despite the slightly lower projected returns.

The following are written responses to the TIF Incentive Application questions for the proposed AVERE on Forest multifamily project located at the northeast corner of Forest Ave and Duane St. The latest TIF Projections under the proposed terms are attached as **Exhibit III**.



I. Description of Proposed Project:

A. Description of property and proposed use

1. **Property Size-** 1.26 acres
2. **Property Characteristics-** 2 parcels commonly known as 453 Forest Avenue and 580 Duane Street.
3. **Access and utility needs-** The property will need vehicular access to Duane Street, Forest Avenue, and standard utility connections. During construction we will need to be able to accommodate construction staging along Forest Avenue.
4. **Type of use proposed for the property-** REVA Development Partners is proposing the development of AVERE on Forest, a 77-unit multi-family apartment complex with an underground parking garage.

B. Project Concept

1. **Nature of project-** Residential (rental)
2. **Size and description of Project-** AVERE on Forest will be a luxury rental project with 77 units and underground parking. Below is the proposed unit mix with a total of 100,559 net rentable square feet (NRSF):

UNIT MIX				
<u>Unit Plan</u>	<u>Type</u>	<u>Area</u>	<u>#Units</u>	<u>NRSF</u>
1BR	A1	866	12	10,396
1BR + Den	B1	964	18	17,360
2BR + Den	C1	1,431	29	41,494
3 BR	D1	1,457	6	8,739
3 BR + Den	E1	1,803	8	14,420
3 BR Townhome	F1	2,038	4	8,150
Totals / Averages		1,306	77	100,559

II. Developer Estimate of Project Performance/Tax Revenues

- A. Market Potential for Project-** Similar to AVERE on Duane, the target market is the empty nester resident living in and around Glen Ellyn seeking to divest/simplify life by downsizing from single family homeownership to the flexibility of luxury rental. REVA has assembled two contiguous parcels totaling 1.26 acres in a prime downtown Glen Ellyn across from the Metra station, adjacent to the Illinois Prairie Path, and a block off of abundant shops and restaurants. The four story “podium” style building designed by OKW Architects, offers large floorplans with high quality finishes, underground parking, and the many conveniences of a modern luxury apartment which will serve an unmet need with this growing demographic.
- B. N/A**
- C. If Residential Units for RENT (not sale)**



1. **Gross Square Footage-** 126,394 SF for the entire building plus 47,331 SF in the underground garage
2. **Total Units-** 77 units
3. **Average unit size-** 1,306 SF
4. **Average Rental Rate per month-** ~\$3,200
5. **Number of Parking/Garage Spaces-** 131 underground parking spaces
6. **Hard Costs per Square Foot/per Unit-** Base Hard Costs (not including land development, GC fee or GC contingency) estimated at \$201.50/NRSF, or \$263,100/unit.
7. **Estimated Hard Costs for Parking per Space-** N/A, included in above Hard Cost numbers.
8. **Absorption Schedule** – 8 units per month, achieving stabilization @ 95% (73 units) in 9 months.

III. Developer Pro Forma Outline- Please see attached **Exhibit I** (Development Budget), **Exhibit II** (Operating Proforma with Return on Cost), and **Exhibit III** (TIF Cash Flow/TIF Request).

Sincerely,

REVA DEVELOPMENT PARTNERS, LLC

By: Warren A. James and Matthew T. Nix, Principals

Exhibits:

- I. AVERE on Forest Development Budget
- II. AVERE on Forest Operating Proforma
- III. AVERE on Forest TIF Cash Flow Projections

BUDGET SUMMARY		Total	Unit	NRSF	% Cost
Land Value		2,800,000	36,364	27.84	7.8%
Tap & Impact Fees		470,082	6,105	4.67	1.3%
Site Development		2,612,228	33,925	25.98	7.2%
Hard Costs		24,547,405	318,797	244.11	68.0%
Soft Costs		5,646,367	73,329	56.15	15.7%
Total Uses		36,076,082	468,521	358.76	100.0%
LAND ACQUISITION COSTS		Total	Unit	NRSF	% Cost
Land Price		2,800,000	36,364	27.84	7.8%
Sub Total		2,800,000	36,364	27.84	7.8%
TAP & IMPACT FEES		Total	Unit	NRSF	% Cost
Water Tap, Meter Fee, Other		313,678	4,074	3.12	0.9%
Blended Impact Fee (School, Park, etc)		425,684	5,528	4.23	1.2%
Park Fee Credit		(269,280)	(3,497)	(2.68)	-0.7%
Sub Total		470,082	6,105	4.67	1.3%
SITE DEVELOPMENT COSTS		Total	Unit	NRSF	% Cost
Site Improvements & Landscape/Hardscape		2,329,983	30,260	23.17	6.5%
Existing Conditions/Demolition		282,245	3,666	2.81	0.8%
Sub Total		2,612,228	33,925	25.98	7.2%
HARD COSTS		Total	Unit	NRSF	% Cost
Base Cost for Building & Parking Structure		20,259,042	263,104	201.46	56.2%
General Conditions 7.5%		1,715,345	22,277	17.06	4.8%
General Requirements 2.5%		571,782	7,426	5.69	1.6%
Total Base Hard Costs		22,546,169	292,807	224.21	62.5%
Insurance 1.25%		285,891	3,713	2.84	0.8%
Hard Cost Contingency 3.0%		686,138	8,911	6.82	1.9%
General Contractor Fee 4.5%		1,029,207	13,366	10.23	2.9%
Hard Cost Sub Total		24,547,405	318,797	244.11	68.0%
SOFT COSTS		Total	Unit	NRSF	% Cost
Building Permits 1.75%		475,294	6,173	4.73	1.3%
Financing Fees- Loan Fee & Other		182,263	2,367	1.81	0.5%
Architectural & Design Fees		682,000	8,857	6.78	1.9%
Engineering Fees		140,200	1,821	1.39	0.4%
TIF-related Costs		30,000	390	0.30	0.1%
Taxes During Construction		98,156	1,275	0.98	0.3%
Tax & Audit		25,000	325	0.25	0.1%
Legal		175,000	2,273	1.74	0.5%
Zoning-Related		55,000	714	0.55	0.2%
Inspection & Draw Costs		72,100	936	0.72	0.2%
Furniture, Fixtures, and Equipment		220,000	2,857	2.19	0.6%
Marketing		244,023	3,169	2.43	0.7%
Insurance		130,295	1,692	1.30	0.4%
Closing Costs		40,000	519	0.40	0.1%
Developer Contingency		600,000	7,792	5.97	1.7%
Soft Cost Contingency		250,000	3,247	2.49	0.7%
Developer Overhead 3.5%		1,262,700	16,399	12.56	3.5%
Operating Deficit Reserve		166,531	2,163	1.66	0.5%
Construction Interest Reserve		797,807	10,361	7.93	2.2%
Sub Total		5,646,367	73,329	56.15	15.7%
SOURCES:		Total	Unit	NRSF	% Cost
Total Sources		36,076,082	\$468,521	\$358.76	100.0%
AVERE Investors, LLC Equity		10,120,866	\$131,440	\$100.65	28.1%
AVERE Manager, LLC Equity		2,530,216	\$32,860	\$25.16	7.0%
Construction Loan		23,425,000	\$304,221	\$232.95	64.9%
Requested Assistance:					
NPV of TIF @ 6%		3,090,244			
Gross \$ Amount of TIF to Developer		5,334,157			

CURRENT UNDERWRITING- 2021									STABILIZED- 06/2024			
	Buildings	Avg SF	Units	NRSF	Rent/NRSF	Rent/Unit	Monthly \$	Annual \$	Rent/NRSF	Rent/Unit	Monthly \$	Annual \$
Podium	1	1,306	77	100,559	2.50	3,262	251,150	3,013,800	2.58	3,366	259,190	3,110,275
Total	1	1,306	77	100,559	2.50	3,262	251,150	3,013,800	2.58	3,366	259,190	3,110,275
UNIT MIX												
Unit Plan	Type	Area	#Units	NRSF	Rent/NRSF	Rent/Unit	Monthly	Annual	Rent/NRSF	Rent/Unit	Monthly	Annual
1BR	A1	866	12	10,396	2.77	2,400	28,800	345,600	2.86	2,477	29,722	356,663
1BR + Den	B1	964	18	17,360	2.80	2,700	48,600	583,200	2.89	2,786	50,156	601,869
2BR + Den	C1	1,431	29	41,494	2.41	3,450	100,050	1,200,600	2.49	3,560	103,253	1,239,032
3 BR	D1	1,457	6	8,739	2.44	3,550	21,300	255,600	2.52	3,664	21,982	263,782
3 BR + Den	E1	1,803	8	14,420	2.39	4,300	34,400	412,800	2.46	4,438	35,501	426,014
3 BR Townhome	F1	2,038	4	8,150	2.21	4,500	18,000	216,000	2.28	4,644	18,576	222,914
Totals / Averages		1,306	77	100,559	2.50	3,262	251,150	3,013,800	2.58	3,366	259,190	3,110,275
Other Income												
US Bank ATM Income/Retail Income							1,500	18,000			1,500	18,000
Garage Income- Podium		\$	135	131	spaces		17,685	212,220			18,251	219,013
Storage Income		\$	25	39	lockers	70% occ.	674	8,085			695	8,344
Utility Reimbursement		\$	68		per unit		5,198	62,370			5,364	64,367
Misc Income		\$	55		per unit		4,232	50,779			4,367	52,404
Total Other Income							29,288	351,454			30,177	362,128
Gross Income							280,438	3,365,254			289,367	3,472,403
OPERATING EXPENSE												
					Exp/NRSF	Exp/Unit	Monthly	Annual	Exp/NRSF	Exp/Unit	Monthly	Annual
Leasing & Payroll					\$1.52	\$1,991	\$12,778	\$153,330	1.57	2,055	13,187	158,238
Marketing & Advertising					0.36	468	3,000	36,000	0.37	482	3,096	37,152
Repair & Maintenance/Turnover					0.34	450	2,888	34,650	0.36	464	2,980	35,759
Janitorial, Cleaning, and Contract Services					0.40	550	3,333	40,000	0.41	568	3,440	41,280
Administrative					0.18	234	1,500	18,000	0.18	241	1,548	18,576
Utilities (water/sewer/trash reimbursed by tenant)					0.69	900	5,775	69,300	0.71	929	5,960	71,518
Utilities (Common Area & Vacants)					0.30	390	2,500	30,000	0.31	402	2,580	30,960
Property/Liability Insurance					0.38	500	3,208	38,500	0.40	516	3,311	39,732
Real Estate Taxes					5.84	7,629	48,953	587,435	6.03	7,876	50,536	606,431
Property Management Fee			4.00%		1.27	1,661	10,657	127,880	1.31	1,714	10,998	131,973
Capital Reserves					0.19	250	1,604	19,250	0.19	250	1,604	19,250
Total Op Expense					\$11.48	\$15,022	\$96,195	\$1,154,345	\$11.84	\$15,497	\$99,239	\$1,190,872
								34%				
STABILIZED OPERATING PRO FORMA							Monthly	Annual			Monthly	Annual
Gross Income							280,438	3,365,254			289,367	3,472,403
Less Vacancy & Credit Loss			5.00%				(14,022)	(168,263)			(14,468)	(173,620)
Effective Gross Annual Income							266,416	3,196,991			274,899	3,298,782
Less Operating Expenses							(96,195)	(1,154,345)			(99,239)	(1,190,872)
Net Operating Income (NOI)							170,221	2,042,646			175,659	2,107,910
RETURN ON PROJECT COST (NOI / PROJECT COST)								5.66%	5.84%			
RETURN ON PROJECT COST INCLUDING NPV OF TIF (NOI / (PROJECT COST - TIF NPV))								6.19%	6.39%			

EXHIBIT III

AVERE ON FOREST- TIF CASH FLOW PROJECTIONS														
Column for Calculation		A	B	C	D	E	F	G	H	I	J	K	J	K
Calculation				A * 7.4326	(A-B) * 7.4326%	10% * D	((40%*D)-E)*10%	((40%*D)-E)*90%	D - E - F - H	H * 10%	H * 90%	G + J	Sum (K:K)	NPV(6.0%, K:K)
Tax Year	Collection Year	Total EAV	Base EAV	Total Taxes	TIF Increment	School Collections (Max 40%, Assumed 20%)	Unclaimed School Payment Split To Village (10% of Unclaimed)	Unclaimed School Payment Split To Developer (90% of Unclaimed)	Total Remaining TIF Increment to Village/Project	Increment Pledged to Village (10% after School Payment)	Increment Pledged to Developer (90% after School Payment)	TOTAL INCREMENT TO DEVELOPER (90% of Unclaimed School + 90% of Remaining)	Cumulative To Developer	NPV @ 6.0%
2021	2022	660,309	660,309	49,078	-	-	-	-	-	-	-	-	-	-
2022	2023	660,309	660,309	49,078	-	-	-	-	-	-	-	-	-	-
2023	2024 (25% of Value)	2,039,769	660,309	151,608	102,530	20,506	2,051	18,455	61,518	6,152	55,366	73,821	73,821	61,982
2024	2025 (85% of Value)	6,935,214	660,309	515,467	466,389	93,278	9,328	83,950	279,833	27,983	251,850	335,800	409,621	327,967
2025	2026 (100% of Value)	8,159,076	660,309	606,431	557,353	111,471	11,147	100,324	334,412	33,441	300,971	401,294	810,916	627,837
2026	2027	8,322,257	660,309	618,560	569,482	113,896	11,390	102,507	341,689	34,169	307,520	410,027	1,220,943	916,890
2027	2028	8,488,702	660,309	630,931	581,853	116,371	11,637	104,734	349,112	34,911	314,201	418,934	1,639,877	1,195,505
2028	2029	8,658,476	660,309	643,550	594,472	118,894	11,889	107,005	356,683	35,668	321,015	428,020	2,067,897	1,464,050
2029	2030	8,831,646	660,309	656,421	607,343	121,469	12,147	109,322	364,406	36,441	327,965	437,287	2,505,183	1,722,880
2030	2031	9,008,279	660,309	669,549	620,471	124,094	12,409	111,685	372,283	37,228	335,054	446,739	2,951,923	1,972,336
2031	2032	9,188,444	660,309	682,940	633,862	126,772	12,677	114,095	380,317	38,032	342,286	456,381	3,408,303	2,212,752
2032	2033	9,372,213	660,309	696,599	647,521	129,504	12,950	116,554	388,513	38,851	349,661	466,215	3,874,519	2,444,447
2033	2034	9,559,657	660,309	710,531	661,453	132,291	13,229	119,062	396,872	39,687	357,185	476,246	4,350,765	2,667,730
2034	2035	9,750,851	660,309	724,742	675,664	135,133	13,513	121,619	405,398	40,540	364,858	486,478	4,837,242	2,882,899
2035	2036	9,945,868	660,309	739,237	690,158	138,032	13,803	124,229	414,095	41,410	372,686	496,914	5,334,157	3,090,244

MEMO

TO: Mark Franz
Christina Coyle
Meredith Hannah

FROM: Kane, McKenna and Associates, Inc.

DATE: September 15, 2021

RE: **AVERE on Forest Residential Development - Proposed TIF Incentive**

The Village of Glen Ellyn (the “Village”) is in receipt of a TIF incentive proposal dated September 3, 2021, presented by Reva Development Partners (the “Developer”) regarding the proposed redevelopment of the former US Bank property located in downtown Glen Ellyn at 453 Forest Street and 583 Duane Street (the “Project” or “AVERE on Forest”).

The proposed Project is comprised of two (2) tax parcels totaling 1.26 acres, and consists of a four story “podium” style building containing 77 rental apartments and townhouses, consisting of 30 one-bedroom, 29 two-bedroom, and 14 three-bedroom apartment units, along with 4 three-bedroom townhouses. The proposed Project also includes 131 underground parking spaces (100% of all planned parking), raised gardens and amenity areas, and redesign and activation of the adjacent Prairie Path Park. It is worth noting that the Developer is currently in the process of completing the “rapid” (as reported by the Developer) lease-up of another 48-unit rental apartment development in downtown Glen Ellyn known as AVERE on Duane.

The Village has tasked KMA with examining the Developer’s pro formas to evaluate the need for the developer’s requested TIF assistance (the “Gap Analysis”). To date, KMA has only preliminarily reviewed the Developer’s TIF Application, supporting exhibits and separately provided renderings, with additional information from the Developer pending, but can offer some preliminary observations as described below.

A brief summary of Project costs is shown below:

Project Cost Category	Amount
Land	\$ 2,800,000
Hard Costs	\$24,547,405
Site Development Costs	\$ 2,612,228
Soft Costs and Fees	\$ 6,116,449
TOTAL	\$36,076,082

Source: Developer Project Budget before application of credits – see below.

Total Project costs shown above equate to almost \$208 per square foot, based on building square footage of 126,394 and underground garage square footage of 47,331. Preliminarily, this appears to be at the higher end of industry standards, and could be due, in part, to costs associated with the

relatively higher costs related to an underground parking garage and also, perhaps the “high quality” finishes reported to be provided by the Developer. KMA has requested a detailed breakdown of all Project costs, along with a description of proposed finishes, not only to further assess the Project costs in comparison to industry standards, but also to examine how much of the Project costs are TIF eligible. Eligible costs under the TIF Act include the following:

- Land acquisition and associated costs
- Site development costs
- Portions of soft costs.
- 30% of private interest costs.

The Developer’s operating pro forma shows an average rental rate of \$2.55 per square foot for an average unit size of 1,306 square feet, with a parking rental rate of \$135 per stall, and miscellaneous income from storage and utility reimbursements. While KMA assumes that the proposed rent structure and other income is based on Reva’s rental experience with AVERE on Duane, KMA has asked the Developer to provide any market studies that support these rental income assumptions, and will also examine the current rental rate structure at AVERE on Duane prior to its final assessment of the Developer’s pro forma operating revenues.

The Developer’s operating pro forma also shows operating expenses of 34% of operating revenues. This includes real estate taxes of \$7,629 per unit, which KMA will review further, since this appears to be relatively high, and based on a comparatively high assumed per unit EAV of approximately \$300,000.

In its TIF Incentive Application, the Developer suggests that the relative “complexity of the building” and recent construction cost escalations preclude the Developer from achieving sufficient rates of return and the ability to obtain financing without TIF funds to bridge the gap. Accordingly, the Developer has proposed a “pay-as-you-go” TIF Incentive similar to what the Village approved for the AVERE on Duane project, consisting of 90/10 split of annual available TIF finds, after school contributions, for the remaining fourteen-year term of the TIF, through 2035. This incentive equals approximately \$5.3 million, or approximately 15% of total Project costs. According to the Developer’s TIF Incentive Application, the TIF incentive will result in the following rates of return:

Stabilized Return of On Project Cost Without TIF Incentive	5.84%
Stabilized Return of On Project Cost With TIF Incentive	6.39%

KMA will prepare its own rate of return analysis to test the gap. In the meantime, in KMA’s experience, the relative amount of the TIF request, as compared to total Project costs, is reasonable. In addition, also based on KMA’s experience with comparable development projects, the target rate of return is also valid. Also, the proposed “pay-as-you-go” structure precludes any financial risk to the Village.

The Developer’s TIF cash flow projections suggest that the incremental tax revenues generated by the Project, after school contributions have the potential to support the TIF incentive. KMA will prepare its own TIF revenue projections in order to confirm this.

KMA recommends that the Village's further evaluation of this request should include the following additional considerations:

- 1) Determine whether an "open book" or "true up" review will be required of the Developer in order to monitor project costs, revenues, coverage ratios and returns (with adjustments to the TIF assistance if costs are lower or if revenues or returns are higher than projected)
- 2) Provision by the Developer of evidence of its funding structure (loan and equity amounts consistent with the initial submissions) as a condition precedent to Village funding, prior to any Village funding commitments.
- 3) The Village's needs for services or public improvements associated with the Project



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

Meeting 9/20/2021 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Thomas Topor

**AGENDA ITEM (ID
2021-1410)**

DOC ID: 2021-1410

Senior Civil Engineer Topor will lead a discussion regarding design options for Hillside Avenue, traffic study at Main and Crescent, and intersection geometry at Main and Duane for the Central Business District Streetscape and Utility Improvement project.

Statement of the Issue:

The purpose of this agenda item is to seek Village Board review of the following items related to the CBD Streetscape and Utility Improvements:

- Communicate an intended future discussion on the request for contract amendment to the Phase II Engineering Design Services – Second Phase for Civiltech Engineering.
- Options for Hillside Ave on-street parking and approach to existing overhead utility lines.
- Update on the Supplemental Traffic Study at Main and Crescent
- Supplemental review of proposed intersection geometry at Main and Duane

Analysis:

Future Board Discussions Item

Public Works staff is working through a significant design contract amendment request received from Civiltech Engineering. The amendment request, in the negotiated amount of \$339,897.48, has been presented to the Capital Improvements Commission (CIC) at the September 14th meeting. Based on the constructive feedback and questions received at the CIC meeting, additional preparation will be required to bring this item to the Village Board. Although Staff and Civiltech are not ready to discuss the amendment at the September 20, 2021, workshop, we would like to make the Village Board aware of this upcoming discussion item.

Hillside Utility Undergrounding

As part of the Apex 400 PUD agreement, the Village has agreed to convert the section of Hillside Avenue (Main St to Glenwood Ave) from one-way westbound to two-way traffic. Upon consultation with local businesses, the Village has also agreed to retain on-street parking on the south side of the street, by converting the existing diagonal parking to parallel parking. In order to accommodate both lanes of traffic and parking; sections of Hillside Avenue will effectively need to be widened by approximately 6 feet to the south to allow for a parking lane.

Option 1

This option allows for addition of 7 parking spaces. Adding more spaces not allowed without moving the ComEd poles located approximately 2 feet from the south back of curb. The existing sidewalk located along the back of curb would be replaced closer to the right-of-way line and by adjacent to the parking spaces.

Figure 1 – No Utility Pole Relocated (See attached Figure 1)

Option 2

This option will allow for addition of 11 parking spaces. The anticipated street widening will conflict with a number of existing ComEd poles and two of the poles would need to be moved. The existing ComEd poles carry multiple lines consisting of triple high voltage and single low voltage distribution lines, as well as AT&T, Comcast lines, and WOW fiber and coax lines. The existing sidewalk located along the back of curb would be replaced closer to the right-of-way line and by adjacent to the parking spaces.

The Village's consultant begin coordination with ComEd and other communication companies on the relocation of these poles. ComEd is required to move poles located within the Right-of-Way if found in conflict with proposed public improvements projects at no cost to the Village. Communication companies on poles would also be required to move their respective lines as well, at no cost to the Village. The pole relocation process would take several months and would be completed in time for the Hillside Avenue portion of the streetscape project, slated to start in summer of 2022. The extent of pole relocation is shown on a concept plan herein.

Figure 2 – Utility Pole Relocation Concept Plan (See attached Figure 2)

As shown on the plan, the overhead wires would be moved closer to the existing right-of-way line, but would still be within the public right-of-way and meeting the minimal separation between high voltage line and a building. Moving the poles would be an acceptable solution, but alternatively the lines could be buried. Furthermore, the Glen Ellyn Bible Church expressed a

concern with moving the lines closer to the property line.

Option 3

This option would also allow for addition of 11 parking spaces. Staff also began exploring feasibility of removing these poles and undergrounding the lines. Initial coordination with ComEd focused on identifying practical limits of undergrounding and rough assessment of costs of these improvements. Contrary to the pole relocation strategy, the cost of removing the poles, burying of the lines and installation of added equipment would not be compensated by the utility companies and would need to be paid for by the Village. The existing sidewalk located along the back of curb would be replaced closer to the right-of-way line and by adjacent to the parking spaces.

Based on existing pole configuration, the undergrounding limits were extended east of Main Street to allow for an added benefit of burying the overhead lines above Main Street, clearly visible traveling north on Main Street into the downtown. Also, extending the undergrounding limits south on Main Street allows for removal of the pole and line at the SE corner of Main and Hillside and “cleaning up” this intersection. Based on conversations with ComEd, the south leg could be accomplished without a need to install an added switchgear equipment reducing the cost of this segment.

Figure 3 – Hillside/Main conceptual utility undergrounding plan

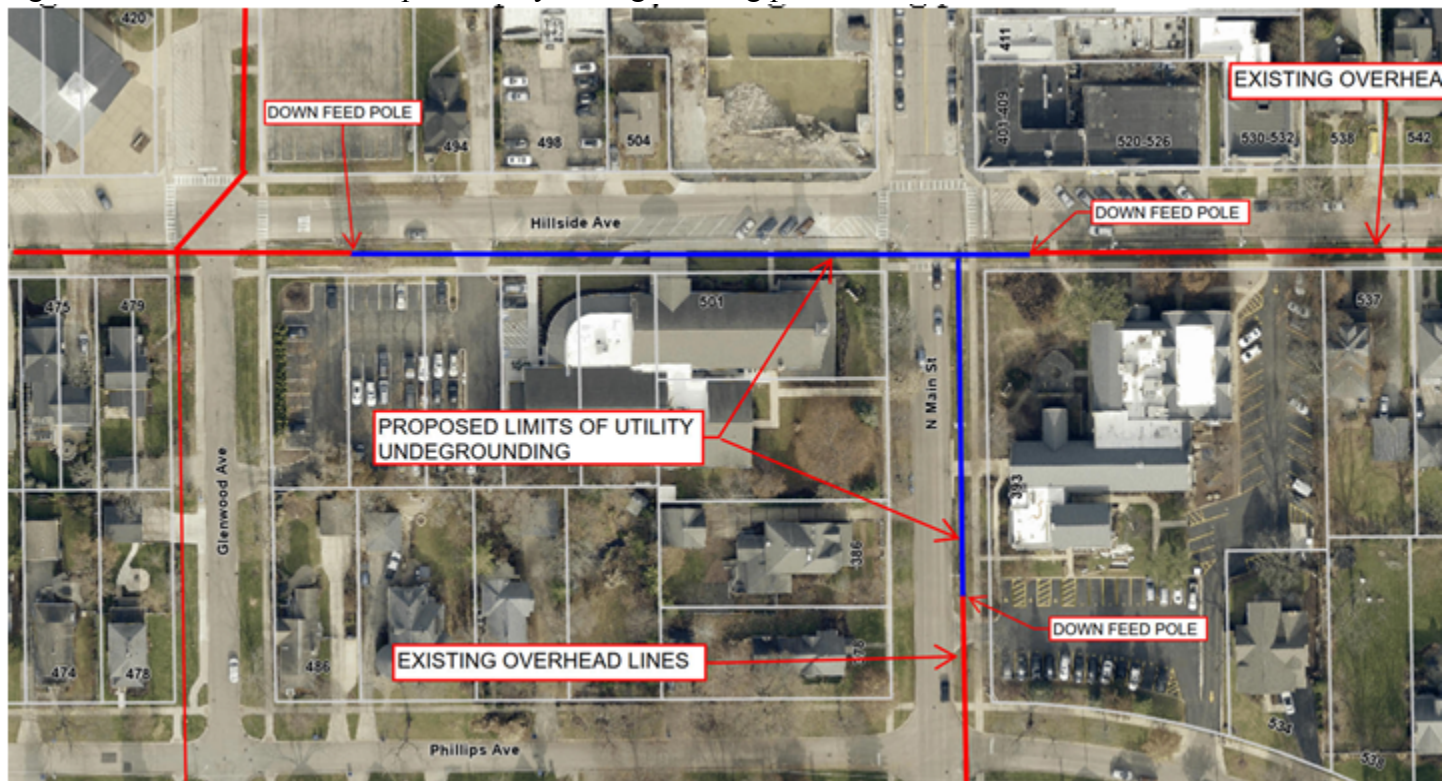


Figure 4 - View from Hillside/Main Intersection looking southwest



Figure 5 - View from Main Street looking north at Hillside Avenue



Pros of Undergrounding

- Allow for addition of 11 on-street parking spaces
- Improved aesthetics for section of Hillside Ave
- Removal of overhead lines above Main Street and much improved roadway aesthetics
- Alleviates concerns from Glen Ellyn Bible Church with moving high voltage lines closer to the building

Cons of Undergrounding

- Rough cost of the improvements for ComEd identified at approximately \$300,000, to be paid by the Village
- A rough cost of undergrounding communications lines was not provided but the costs would be the Village's full responsibility. More engineering is required to identify the costs but the cost for all three utilities could be on the order of the ComEd underground costs.
- Additional equipment to be added on the ground (2 switchgears, pedestals, junction boxes) which will congest the right-of-way

Next Steps

Staff looked for a recommendation from the CIC and on preferred option to present to the Village Board for consideration.

If moving in a direction of undergrounding is preferred, the Village would be required to issue a \$25,000 engineering deposit to ComEd to perform design engineering and detailed cost estimate. If the undergrounding were to happen, the deposit would be applied to the cost of the improvements. In case the Village were to decide not to proceed with the project after the ComEd design is performed, the deposit amount would be forfeited. Based on current estimates, it would take approximately 16-20 weeks from the time that the deposit is received and completion of the undergrounding work. AT&T is ready to begin preliminary engineering as well. A small fee (~\$5,000) will be required to complete that design work. A request was made to Comcast to prepare engineering design and cost estimate has been submitted and should be received this month. Design work for WOW would be initiated, as soon as Village decided to proceed further with the project.

CIC Recommendation

Staff presented this topic to the Capital Improvements Commission at the September 14 meeting and received following input/recommendations from the Commission:

CIC members held constructive discussions, weighing the pros and cons of each option. CIC recognized that Option 3 is likely the most attractive option, but due to the cost associated with undergrounding the lines, the CIC have unanimously selected Option 1. Adding that if additional funding becomes available, undergrounding of utility lines should be pursued in the future as a separate project.

Supplemental Traffic Study for Main Street and Crescent

CIC has provided recommendations on the scope, timing, and cost of the traffic improvements and traffic study at Main and Crescent at the July 13 CIC meeting. In summary, Civiltech's proposal includes a two-part approach to data collection and analysis of the intersection.

Part one, the engineer will perform capacity analysis using Synchro/SimTraffic programs to simulate additional traffic volumes at the intersection on Main and Crescent until the intersection level of service degrades by one whole level of service under the non-train scenario. Level of service (LOS) is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, delay, etc. The level of service of a roadway or intersection is designated with a letter, A to F, with A representing the best operating conditions and F the worst.

This analysis will provide further context of the intersection capacity as it relates to concerns with redevelopment in the downtown (i.e. more residential units). This portion of the Civiltech assignment can be completed immediately, prior to the implementation of the temporary improvements.

Part two will involve setting up tube-style traffic counters on Crescent in late September of this year (after school is in session and Main Street between Hillside and Duane is reopened to two-way traffic) for a period of 2 weeks prior to implementing the trial improvements. It will be done to more cost-effectively confirm traffic patterns and the highest traffic volume days to minimize the number of days of traffic camera data processing. Miovision cameras will also be set up at the same time to capture operations of the intersection or 2 weeks before and 4 weeks after the implementation of the trial improvements. Miovision data would be processed solely for the three most intense 24-hour periods identified through the tube counter data collection.

Additionally, Civiltech proposes capturing drone video footage for a one hour increment during the p.m. peak commuter hour traffic to observe operations during Metra trains and one hour during peak freight train traffic.

Civiltech has since prepared an updated proposal and prepared a Right Turn Lane Test Closure Plan. The proposal and plan are included as attachments. The temporary lane closure installation is scheduled to be installed the week of September 27th and be in place until the last week of October.

Main/Duane Intersection

Based on the direction received from the Village Board, Civiltech has completed supplemental analysis of the intersection including the options suggested by the Village Board. These materials were presented at the July CIC meeting and summarized below:

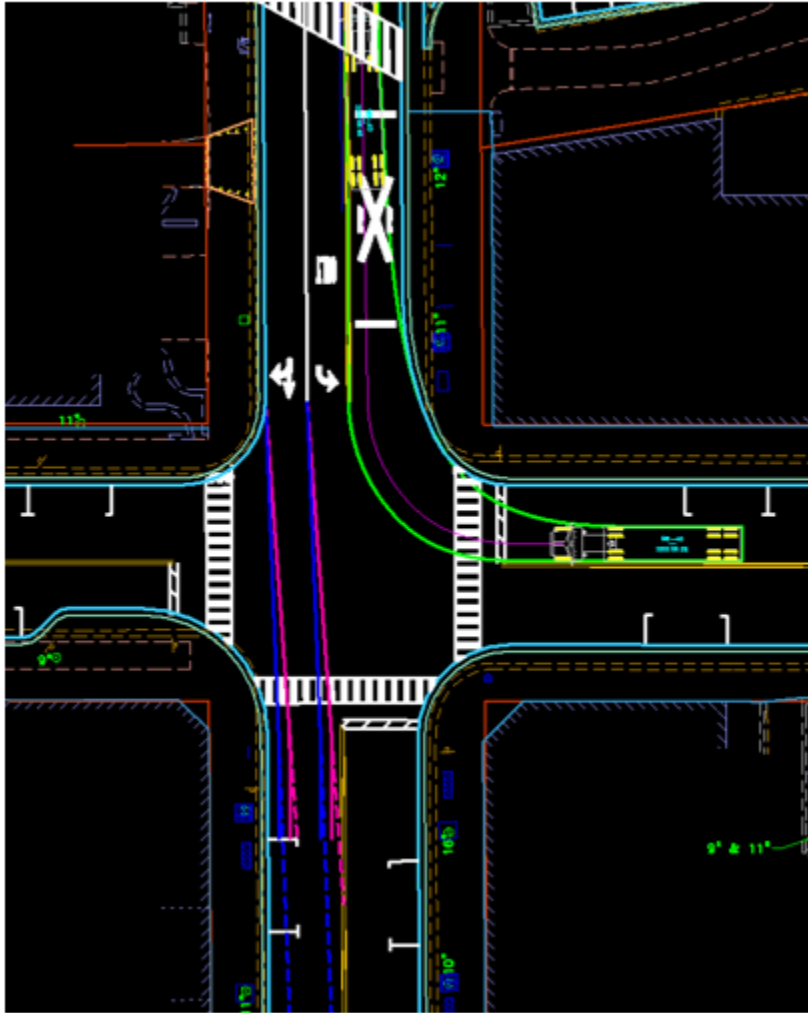
Swapping the Southbound Lane Configuration

CIC reviewed the results of the offset intersection analysis and recommended for keeping the existing configuration of shared thru/left turn lane and an exclusive right turn lane following findings and conclusions:

- The current design of the intersection is most intuitive for southbound through drivers and at 200 to 300 vehicles per hour, this is by far the most heavily traveled intersection movement.
- Combining the through and right turn movement into shared lane will likely cause more backup to vehicles traveling southbound at instances when pedestrians cross the west leg of the intersection, as there is not enough room for that vehicle to pull towards the crosswalk and get out of the line of through traffic. Based on previously completed analysis and video observations, this is not the case for current combined thru/left turn lane due to wider availability of pavement of thru movement to be able to drive around the turning vehicle.
- Introduction of a taper will require the heaviest traveled through movement to make two extra maneuvers (one towards the curb and then back away from the curb towards the centerline); this is not ideal and unnecessary as southbound left turning traffic is not observed to stop and block the through movement.
- Based on the proposed taper layouts, on-street parking on west side of main, south of Duane would be impacted with a loss of 4 parking spaces assuming a 30:1 taper, or 1 parking space

assuming a 15:1 taper, with 15:1 taper increasing a possibility of sideswipes accidents. See Exhibit one in which the 30:1 taper is shown in blue and the 15:1 taper is shown in magenta.

Exhibit 1 – Offset Intersection Exhibit for Main Street at Duane Street (30:1 taper shown in blue and 15:1 taper in magenta). Also note the depiction of the truck turning movement in green which confirms that the centerline of Main Street cannot be shifted to the east.



Widening of east parkway and keeping the existing two lane configuration for southbound lanes

This option would retain the proposed 14' northbound lane and allow for a 5' sidewalk expansion on the east side (20' wide sidewalk) to allow for parkway amenities and more room for pedestrian sidewalk in an area heavily traveled by commuters and shoppers. This option would maintain the existing southbound lane configuration of two 10' travel lanes; shared thru/left turn lane and exclusive right turn lane. Although this option does not allow for significant increase of sidewalks on the west side, it does allow for slight reduction in crosswalks' width of Prairie Path crossing. Based on the current options Civiltech is recommending this configuration.

Pedestrian crossings at north leg of the intersection

The intersection of Main and Duane includes crosswalks along the west, south, and east legs. There is no crosswalk on the north leg of the intersection and pedestrians are discouraged to cross at that leg of the intersection. Although a pedestrian crosswalk is not provided, it has been observed that some pedestrians do cross Main Street at the north leg. One of the things that can be done to further discourage pedestrian crossings at north leg is to decrease the length of the depressed curb at the northeast corner. It would provide a better visual clue that the only crossing direction at NE corner is in the south direction. Additional improvement can include adding of narrow planters and bollards at corners to effectively block and discourage crossing with the east side of the street with anticipated wider parkway landing itself better for installation of narrow planters.

Updated CIC recommendations

The 4 of 5 CIC members supported the recommendation of keeping the existing southbound lane configuration of two 10' travel lanes (shared thru/left turn lane and exclusive right turn lane), and lane width reduction for northbound lane and widening the east sidewalks. One Commissioner noted that he supports the CIC's previous recommendation to implement the lane reduction for southbound Main Street with the sidewalks widening on both sides of the street. Commissioner notes that the Engineers showed from a data standpoint that the lane reduction can be implemented and that we should be doing what we can to prioritize the downtown for pedestrians.

Budget Impact:

N/A

Action Requested:

Staff respectfully requests that the Village Board review the aforementioned agenda items related to the proposed CBD Streetscape and Utility Improvements. Particularly, staff is looking for input on the following items:

- Review and recommendation on roadway geometry and overhead utility direction for Hillside Ave with three options summarized below:
 - o Addition of 7 spaces and no utility pole relocation
 - o Addition of 11 spaces and utility pole relocation
 - o Addition of 11 spaces and undergrounding of the overhead lines on Hillside and Main

- Review of the traffic study for Main and Crescent and any further input on the proposed plan.
- Review and confirmation of direction on Main and Duane intersection configuration

Attachments:

1. Figure 1 - No Utility Pole Relocated
2. Figure 2 - Utility Pole Relocation Concept Plan
3. 1. Revised Traffic Study Proposal
4. 2. Right Turn Lane Test Closure Plan for Main and Crescent

Figure 1 – No Utility Pole Relocated

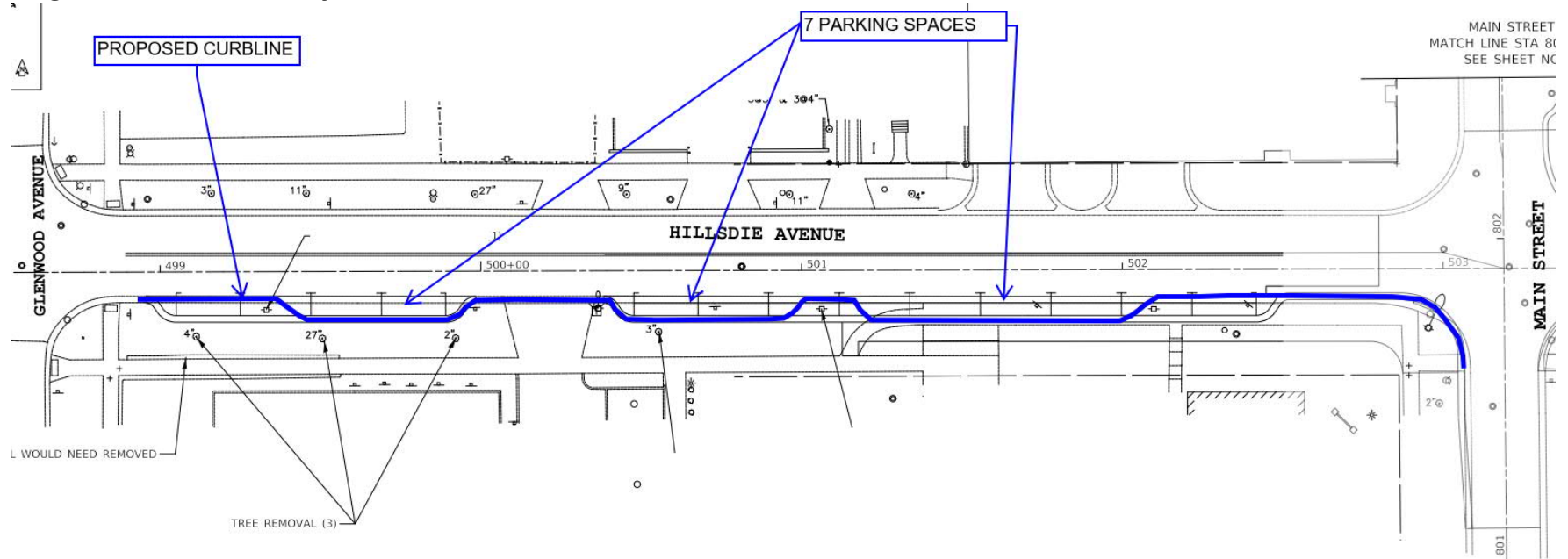
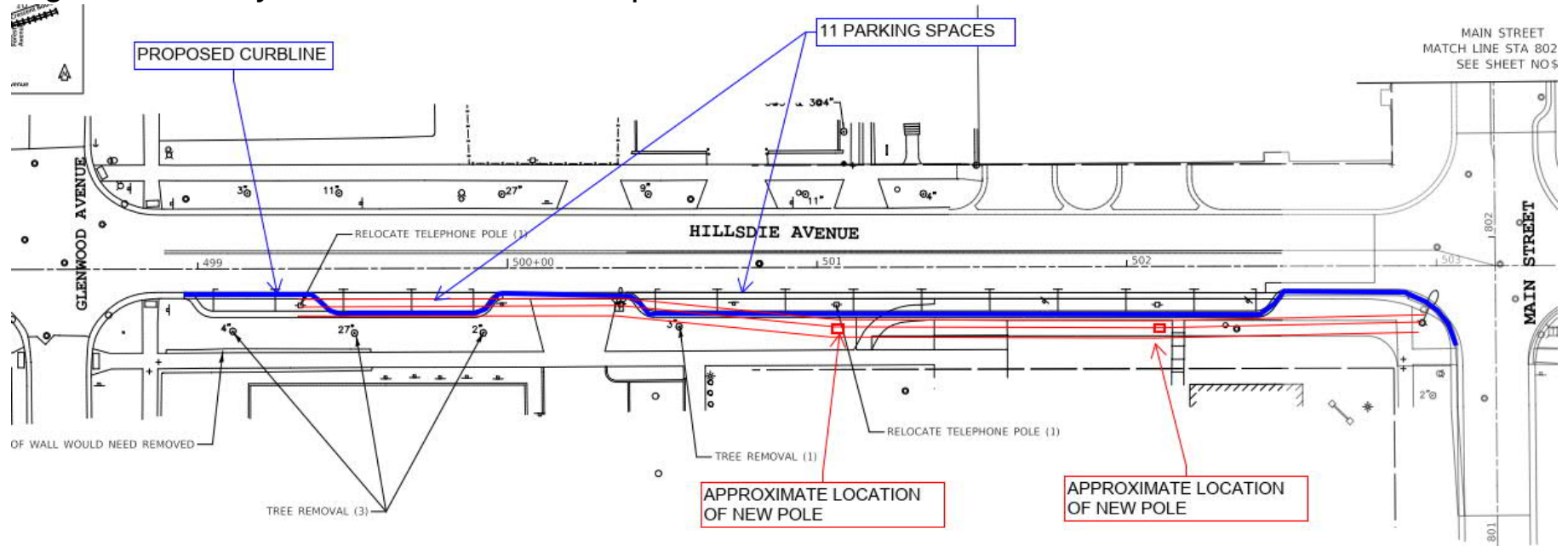


Figure 2 – Utility Pole Relocation Concept Plan





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Transportation Planning

Program Management

September 1, 2021

Mr. Richard Daubert, P.E.
Professional Engineer
Glen Ellyn Public Works Department
30 South Lambert Road
Glen Ellyn, IL 60137

Re: Proposal for Traffic Analyses
Main Street and Crescent Boulevard Intersection
Glen Ellyn, IL 60137

Dear Mr. Daubert:

It is our understanding that the Village wishes to conduct two traffic analyses at the Main Street and Crescent Boulevard intersection. The first analysis is incrementally raising the traffic volumes by a percentage basis until the movements at Main/Crescent degrade by one Level of Service using Synchro/SimTraffic. This analysis is to be conducted under non-train scenario. The second analysis is assisting the Village with a temporary/test closure of the eastbound to southbound right turn lane, and performing analysis to determine the feasibility of a permanent closure. This would include preparation of a closure layout plan, collection of drone, tube, and Miovision data before and after the closure has been in place for an acclimation period, synthesis of all data collected, and a technical memorandum summarizing findings. The test closure would occur in the Fall after school is in session and after the lane closures on Main Street due to the Apex development are lifted. The physical set-up of the closure will be performed by Village staff. This would be a follow-up to a study summarized in a December 15, 2020 memo which theoretically evaluated the operation if a closure was constructed. That analysis used 2019 traffic counts that were collected prior to the COVID-19 pandemic. Following is a proposed scope of services and fee estimate to accomplish these two goals.

I. Scope of Services

PART I: Capacity Analyses

Item 1 – Traffic Analysis

- a. Use Synchro/SimTraffic to incrementally raise traffic volume by a percentage basis until the movements at Main/Crescent degrade by one Level of Service.
- b. Process the Synchro/SimTraffic reports for all morning and evening peak hours.

Item 2 – Results - Results will be summarized in an email and submitted to the Village of Glen Ellyn for review. This email will summarize the results of the study and will highlight the break even point for a one level drop in the Level of Service. A Synchro/SimTraffic report will be included in the email.

Item 3 – Meetings and Coordination

- a. Attend one meeting with Village staff, if necessary, to discuss the results of the study.
- b. Project setup, invoicing, and internal coordination meetings.

PART II: Temporary Lane Closure Evaluation

Item 1 – Machine Count – The findings in the December 15, 2020 memo were based on one days' worth of traffic data. There are concerns among Village decision makers that this is not enough data or that the March 19, 2019 data may not have been representative of a busier traffic day. A road tube count will be conducted on the west leg of the Main Street/Crescent Boulevard intersection for a six-week period. The tubes will capture bi-directional traffic, classified into vehicle type, and will also capture speed and gap data. The tubes will be placed two weeks prior to the test closure of the EB to SB right turn lane and will be picked up four weeks after the closure is in place. This will occur in the fall after school is in session and after the Apex development lane closures on Main Street are removed. Data can be processed/formatted in-house by Civiltech staff. While it is anticipated that traffic patterns will be relatively consistent from day to day, the peak and 85th percentile traffic volume sets will be identified and used in subsequent analyses. This effort will require placement of the tubes, and then checking the installation every three days to ensure the tubes are intact and the batteries are functioning. A light post is located on the south side of Crescent Boulevard near the Young's Appliances sign. The machine can be chained to this post. There is no parking at this specific point in Crescent Boulevard on either side of the street. Coordination with Village street sweeping operations will be required. This item includes the following tasks.

- a. Place tube counter two weeks prior to temporary closure.
- b. Check tube counter operation every three days for six weeks. Replace machine and/or tubes as necessary. Batteries are long-lasting (5-year) batteries and should not need replacing. Pick up machine on last visit. The time for this effort is included in Item 2b.
- c. Process and format the machine counter data to identify traffic patterns and the peak & 85th percentile volume days.

Item 2 – Video Camera Data Collection – Miovision traffic cameras can serve multiple purposes. The video files can be uploaded to Miovision for automatic traffic count processing for a direct cost per hour or per 24 hours. In addition, the actual video files can be used for in-house viewing by Civiltech staff to identify queuing patterns, train gate down times, pedestrian behavior, etc. There is only staff labor involved with the latter. It is proposed that up to four Miovision cameras will be placed at the intersection of Main Street and Crescent Boulevard. At least one camera will be focused on the intersection itself for count processing. Another will focus on the RR crossing to determine gate-down timing. The third and fourth cameras will be placed to determine the extent of queuing on the EB and SB approaches to the intersection. It is assumed that three 24-hour periods of video data will be processed by Miovision; perhaps one day prior to the closure, one day after the closure is in place for several weeks, and one day to be determined. The days to be processed will be based on the results of the tube counts in Item 1. This item includes the following tasks:

- a. Place Miovision cameras.
- b. Check Miovision cameras every three days for six weeks during the same visit to check on the tube counters. At the Miovision cameras, data cards and batteries will be swapped each visit. Pick up cameras on last visit.

- c. Store six weeks worth of hourly traffic count videos for viewing/analysis (covered in subsequent Items) and/or sharing with Village staff. Upload three 24-hour periods to Miovision for processing. Download and format data. Create peak hour diagrams and associated data tables.

Item 3 – Drone Video Data Collection – It is proposed that drones be used to collect video data during two one-hour periods to be determined, covering the area outlined in blue. The video data will primarily be used for information and



visual inspection only. The goal will be to capture traffic operation during a peak commuter hour (5 P.M.) to observe operations during Metra trains, and one hour outside but near the peak hour when a freight train is anticipated. This information will supplement the video and count data obtained from the tubes and Miovision cameras. This effort will require two drones and two drone pilots. A drone battery lasts approximately 20 minutes. With two drones and two battery packs each, the drones can be sent up in an alternating fashion in order to gather a seamless one-hour period. This item includes the following tasks:

- a. Gather and prepare drone equipment.
- b. Travel to location and gather video data.
- c. Process/format video data.

Item 4 – Field Observations – This item will be completed on a typical weekday approximately three to four weeks after the temporary closure of the right turn lane to provide for an acclimation period for area motorists. Operations will be observed during a freight train just prior to the evening peak hour, and also during the 5 PM peak commuter hour.

Item 5 – Temporary Lane Closure Concept Plan – Civiltech will develop a concept plan for a temporary right turn lane closure in CAD on aerial photography background.

Item 6 – Traffic Analysis

- a. Compare Fall 2021 traffic data (24 hour counts) to data collected in March of 2019 (that was used in the December 2020 memo) to make an educated determination if traffic volumes have returned to “normal” following the COVID pandemic.
- b. Review Miovision video data to quantify the number, type, and direction of trains at the Main Street crossing between 6 AM and 8 PM, and the gate-down time (by train and total). Do this for three dates as follows:
 - i. The March 19, 2019 date, to determine how many eastbound through motorists “are” being blocked by queues that extend through the current right turn lane into the through lane, and also the additional number of motorists that “would be” blocked by queues if the right turn lane was removed,
 - ii. A weekday during the two-week period prior to the temporary closure, to see how close these results are to the March 19, 2019 date, and
 - iii. A weekday approximately three to four weeks after the temporary closure is in place, to determine how many actual eastbound through motorists “are” blocked due to the temporary closure. For this effort, also estimate the amount of delay experienced by motorists who are blocked.

Item 7 – Crash Analysis – This item includes coordination with the Village to obtain and review police crash reports for any collisions that might occur while the right turn lane is closed to traffic.

Item 8 – Technical Memorandum

- a. A draft written report in the form of a technical memorandum will be prepared and electronically submitted to the Village of Glen Ellyn for review. This memorandum will summarize the results of the study and will recommend whether the eastbound right turn lane should be permanently closed to traffic. Queue length exhibits, plotted on an aerial photograph, will be included in the report.
- b. Civiltech will revise the report one time based on Village comments and will submit a final report to the Village.

Item 9 – Meetings and Coordination

- a. Attend one meeting with Village staff, if necessary, to discuss the results of the study.
- b. Project setup, invoicing, and internal coordination meetings.

II. PROJECT STAFF

The staff members who we will assign to this project have experience on project which involved all of the elements which will be encountered on this project. We proposed to employ the following staff on this project:

QC/QA:	James R. Woods, P.E., PTOE
Project Manager:	James R. Woods, P.E., PTOE
Project Engineer:	Anmol Shrivastava, P.E., PTOE

III. PROJECT SCHEDULE

PART I: Capacity Analyses

A draft written report in the form of an email will be submitted to the Village within four weeks of obtaining the notice to proceed.

PART II: Temporary Lane Closure Evaluation

It is understood that Village Board approval for the trial right turn lane closure implementation may occur later in the summer. A draft report will be submitted to the Village within four weeks of obtaining the post-closure traffic data.

IV. FEE CALCULATION

We propose to perform the work using a direct labor multiplier, with a not-to-exceed maximum. The not-to-exceed fee will include reimbursement of direct labor costs for the scope of services described above, overhead and indirect costs, fringe benefit and salary burden costs, plus profit. We will assume an average hourly rate of \$40 to \$42 per hour and use a billing factor of 2.8. Direct expenses will be reimbursed at their actual cost. The workhour estimates and fee calculations shown below.

PART I: Capacity Analyses

Item	Task	Workhours	Direct Costs
1.	Traffic Analysis	6	\$ 0
2.	Report	4	\$ 0
3.	Meetings and Coordination	4	\$ 0
Total		14	\$ 0

Fee Estimate: 14 hrs. x \$42/hour x 2.4001 = \$ 1,411.25
 Direct Costs = \$ 0
Part I Fee Estimate (Rounded) = \$ 1,410

PART II: Temporary Lane Closure Evaluation

Item	Task	Workhours	Direct Costs
1.	Machine Count	10	\$ 150 (mileage)
2.	Video Camera Data Collection	40	\$ 1,200 (Miovision)
3.	Drone Video Data Collection	24	\$ 150 (mileage)
4.	Field Observations	6	\$ 50 (mileage)
5.	Temporary Lane Closure Concept Plan	16	\$ 0
6.	Traffic Analysis	18	\$ 0
7.	Crash Analysis	6	\$ 0
8.	Technical Memorandum	18	\$ 0
9.	Meetings & Coordination	8	\$ 0
Total		146	\$ 1,550

Fee Estimate: 146 hrs. x \$40/hour x 2.4001 = \$ 14,017
 Direct Costs = \$ 1,550
Part II Fee Estimate (Rounded) = \$ 15570

Note that direct costs for processing three 24 hour Miovision counts are included above. The direct cost for processing of each additional 24-count is \$400. Civiltech labor for each additional count is 1 hour per 24 hour count processed.

Additional Services:

During the course of the project, it may become necessary to perform additional services beyond the scope of this contract including but not limited to attendance at additional meetings, additional traffic counts, analysis of additional phases of development, additional traffic analyses, additional geometric analyses/plans, or additional plan, exhibit, and report revisions. Should some of this work become necessary, the additional fee for extra work would be billed on a time-and-material basis. No additional work would be commenced without obtaining client approval. Billing rates are as follows:

QC/QA:	$\$61.50/\text{hour} \times 2.4001 = \$147.20/\text{hour}$
Project Manager:	$\$61.50/\text{hour} \times 2.4001 = \$147.20/\text{hour}$
Traffic Engineer:	$\$38.25/\text{hour} \times 2.4001 = \$91.80/\text{hour}$

Thank you for considering Civiltech for this assignment. We look forward to continuing our relationship with the Village and assisting you and your staff with this and future assignments. If you have any questions or require additional information, please call me at (630) 735-3942.

Very truly yours,

James R. Woods, P.E., PTOE
Project Manager
Civiltech Engineering, Inc.

PART I: Capacity Analyses

Approved (Print Name): _____

Title: _____

Signature: _____

Date: _____

PART II: Temporary Lane Closure Evaluation

Approved (Print Name): _____

Title: _____

Signature: _____

Date: _____

