Agenda
Village of Glen Ellyn
Regular Village Board Meeting
Monday, January 24, 2022
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room
Via Teleconference / Zoom Only

*Meeting Procedures Statement*

*This meeting will be conducted by audio and video conference as well as broadcasted on cable and streamed online without a physically present quorum of the Village Board because of a disaster declaration related to COVID-19 and public health concerns affecting the Village of Glen Ellyn. The Illinois General Assembly passed Senate Bill 2135 on May 23, 2020, which was signed by the Governor on June 12, 2020. Senate Bill 2135 (now Public Act 101-0640) amends the Open Meetings Act and allows the Village Board to participate electronically in Board meetings when it is not feasible due to a disaster such as COVID-19. The Village has determined that an in-person meeting at the Civic Center is not practical or prudent because of the disaster. The Village Manager and Village Clerk will be in attendance at the Civic Center in compliance with the Act.*

*To participate in this meeting at the appointed date and time, please visit the following link:*
*https://us02web.zoom.us/j/84426318642?pwd=UTR4R1BDRUhEWSsyMXhVc3FVSjNBQT09*
*Passcode: 353623*

*Or Telephone:*
*Dial(for higher quality, dial a number based on your current location):*
*US: +1 312 626 6799 or +1 301 715 8592 or +1 646 558 8656 or +1 253 215 8782 or +1 346 248 7799 or +1 669 900 9128*
*Webinar ID: 844 2631 8642*
*Passcode: 353623*

**A. Call to Order**

**B. Pledge of Allegiance**

**C. Roll Call**

**D. Audience Participation**

1) Open:

The Illinois General Assembly passed Senate Bill 2135 on May 23, 2020, which was signed by the Governor on June 12, 2020. Senate Bill 2135 (now Public Act 101-0640) amends the Open Meetings Act and allows the Village Board to participate electronically in Board meetings when it is not feasible due to a disaster such as COVID-19. To participate in this meeting at the appointed date and time, please visit:
https://us02web.zoom.us/j/84426318642?pwd=UTR4R1BDRUhEWSsyMXhVc3FVSjNBQT09

In lieu of participating in the electronic 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. Members of the public are welcome to speak or submit public comment forms on 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 may speak up to (3) three

minutes on those items or may submit public comment forms which will be read into the record during that agenda item.

**E. Presentation**

1) McAninch Arts Center Director Diana Martinez will provide an arts update.

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

Motion to approve the following items including Payroll and Vouchers totaling $2,207,448.39. These agenda items have been reviewed by the Management Team & Village Attorney and are consistent with the Village's purchasing policy. (Trustee Payne)

1) Total Expenditures (Payroll and Vouchers) - $2,207,448.39

2) June 28, 2021 Village Board Meeting Minutes

3) July 26, 2021 Village Board Meeting Minutes

4) December 13, 2021 Village Board Meeting Minutes

5) January 10, 2022 Village Board Meeting Minutes

6) Ordinance No. 6929 - VC, An Ordinance to Amend Section 9-5-7 (Schedule G; Parking Prohibited During Certain Hours) of the Village Code Regarding Parking on Duane Street Between Park Boulevard and Montclair Avenue (Police Chief Norton)

7) Pursuant to Section 1-10-7 of the Glen Ellyn Village Code, Adopt the Competitive Bidding Procedures of the Sourcewell Cooperative Purchasing Program in Lieu of the Provisions of Chapter 10 on Village Contracts and Approve the Purchase of (2) 2022 Toro Greensmaster eTriFlex 3360 Greensmowers from Reinders, Inc., of Mundelein, Illinois in the Amount of $106,291.44, to be Expensed to Village Links/Reserve 22 Fund (General Manager Vesevick)

8) Pursuant to Section 1-10-7 of the Glen Ellyn Village Code, Adopt the Competitive Bidding Procedures of the State of Illinois Purchasing Program in Lieu of the Provisions of Chapter 10 on Village Contracts and Approve the Purchase of (1) 2021 Toro Groundsmaster 4000-D Rough Mower From Reinders, Inc., of Mundelein, Illinois, in the Amount of $56,520.33, to be Expensed to Village Links/Reserve 22 Fund (General Manager Vesevick)

9) Pursuant to Section 1-10-2.E of the Glen Ellyn Village Code, Approve the Purchase of (1) 2022 Foley 653 Accu-Master Spin/Relief Grinder From Reinders, Inc., of Mundelein, Illinois, in the Amount of $51,867.50 to be Expensed to the Village Links/Reserve 22 Fund (General Manager Vesevick)

10) Pursuant to Section 1-10-7 of the Glen Ellyn Village Code, Adopt the Competitive Bidding Procedures of the Sourcewell Cooperative Purchasing Program in Lieu of the Provisions of Chapter 10 on Village Contracts and Approve the Purchase of (1) 2022 John Deere 4066R Tractor With Loader From Revels Turf and Tractor, LLC of Elgin, Illinois, in the Amount of $54,414.55, to be Expensed to Village Links/Reserve 22 Fund (General Manager Vesevick)

11) Authorize the Village Manger to Execute a contract with Beary Landscape Management, Inc., of Lockport, Illinois for Village Links Landscape Maintenance Service, in a Not-to-Exceed Amount of $33,000.00, to be Expensed to the Village

Links/Reserve 22 Fund (General Manager Vesevick)

12) Authorize the Village Manager to Execute an Agreement with Illinois American Water Company of Woodridge, Illinois, for the Construction and Operation of an Emergency Water Interconnection (Professional Engineer Daubert)

13) Ordinance No. 6930, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2010 (Village Links Golf Course Bonds) for the Fiscal Year 2022 in the amount of $124,680 (Finance Director Coyle)

14) Ordinance No. 6931, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2012 (Village Links Reserve 22 Clubhouse Bonds) for the Fiscal Year 2022 in the amount of $214,200.00 (Finance Director Coyle)

15) Ordinance No. 6932, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2015 (Police Station Bonds) for the Fiscal Year 2022 in the amount of $818,543.76 (Finance Director Coyle)

16) Ordinance No. 6933, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon Obligation Bonds, Series 2018 (Capital Projects Bonds) for the Fiscal Year 2022 in the amount of $680,518.76 (Finance Director Coyle)

17) Ordinance No. 6934, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2020 (Capital Projects Bonds) for the Fiscal Year 2022 in the amount of $608,822.50 (Finance Director Coyle)

18) Ordinance No. 6935, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Refunding Bonds, Series 2021A (2012 Refunding Bonds) for the Fiscal Year 2022 in the amount of $90,300.00 (Finance Director Coyle)

19) Ordinance No. 6936, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Refunding Bonds, Series 2021B (2015 Refunding Bonds) for the Fiscal Year 2022 in the amount of $123,732.50 (Finance Director Coyle)

**G. Harding Townhomes (Presented by Community Development Director Springer) (Trustee Thompson)**

1) Ordinance No. 6937, An Ordinance Granting Approval of a Special Use Permit for Preliminary and Final Planned Unit Development Plans, Preliminary and Final Major Subdivision Plats, A Zoning Map Amendment, A Right-of-Way Vacation, and the Exterior Appearance of an Attached Single-Family Residential Development to be Known as Harding Glen Townhomes and to be Located at 787 Harding Avenue, 138 IL State Route 53 and Vacant Parcels Glen Ellyn, IL 60137

**H. Pension Funding Policy (Presented by Finance Director Coyle) (Trustee Payne)**

1) Motion to Approve the Revised Pension Funding Policy for the Glen Ellyn Police Pension Fund

**I. Reminders**

1) There is a Village Board Meeting February 14 at 7:00PM

**J. Other Business**

**K. Adjourn**

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

Meeting 1/24/2022 7:00 PM
Department: Finance
Department Head: Christina Coyle
Category: Vouchers
Prepared By: Patrick Brankin

**AGENDA ITEM (ID # 2022-1821)**

**DOC ID: 2022-1821**

# Total Expenditures (Payroll and Vouchers) - $2,207,448.39

**Statement of the Issue:**
Please see the attached vouchers.

**Analysis:**
N/A

**Budget Impact:**
N/A

**Action Requested:**
Approve the attached vouchers.

**Attachments:**
1. Village Board Recap 2022-01-24

## Approval of Vouchers
## For the Village Board Meeting on January 24, 2022

### EXPENDITURES:

| | | | | |
|---|---|---|---|---|
| Accounts Payable Warrant 0122-1 | | $473,418.48 | | |
| Accounts Payable Warrant 0122-2 | | $1,098,833.76 | | |
| | **Sub-Total** | **$1,572,252.24** | **Warrant Total** | **$1,572,252.24** |

### PAYROLL EXPENDITURES — January 14, 2022

| | | | | |
|---|---|---|---|---|
| Total ACH+live checks | **Net Employee Payroll Checks** | $396,312.01 | | |
| | **Employee & Employer Payroll Deductions:** | | | |
| Net of DD | Employee Deductions* | $185,736.49 | | |
| 2300-2305 | IMRF - Employer contribution | $22,458.11 | | |
| 1000-1100 | Social Security/Medicare Tax Withheld - Employer portion | $30,689.54 | | |
| | **Total Payroll** | **$635,196.15** | | **$635,196.15** |
| | | | **GRAND TOTAL** | **$2,207,448.39** |

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

# VILLAGE OF GLEN ELLYN

## VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 307 1ST AYD CORPORATION | | | | | | | | | | | |
| PSI502149 | | 12/23/2021 | | 0122-2 | 247699 | 345.17 | 345.17 | 01/14/2022 | INV | PD | OPERATING SUPPLIES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 2021 A-RELIABLE PRINTING | | | | | | | | | | | |
| 24494 | | 12/29/2021 | | 0122-1 | 247643 | 48.00 | 48.00 | 01/04/2022 | INV | PD | MONSON COMMANDER BUSIN |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 12710 AEP ENERGY | | | | | | | | | | | |
| 3017258025 1221 | | 12/14/2021 | | 0122-1 | 247644 | 63.47 | 63.47 | 01/06/2022 | INV | PD | 3017258025 1221 |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 10229 ACCOUNTING PRINCIPALS | | | | | | | | | | | |
| 12227690 | | 12/26/2021 | | 0122-1 | 247645 | 1,120.00 | 1,120.00 | 01/06/2022 | INV | PD | TEMP. STAFFING - M DRA |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 12567 AMAZON.COM SALES, INC. | | | | | | | | | | | |
| 19FM-JM6P-WYLC | | 12/26/2021 | | 0122-2 | 247700 | 530.03 | 530.03 | 01/14/2022 | INV | PD | NETWORK CABLES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 11995 ACP CREATIV IT LLC | | | | | | | | | | | |
| INV24946 | | 12/31/2021 | | 0122-2 | 247701 | 7,000.00 | 7,000.00 | 01/14/2022 | INV | PD | SERVICE AGREEMENT 2022 |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 65 AT&T | | | | | | | | | | | |
| 630z99013112 | | 12/16/2021 | | 0122-2 | 247702 | 63.68 | 63.68 | 01/14/2022 | INV | PD | 630 A99-0131540 7 |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 11842 ATLAS COPCO USA HOLDINGS, INC | | | | | | | | | | | |
| 1121129639 | | 12/17/2021 | | 0122-2 | 247703 | 585.81 | 585.81 | 01/14/2022 | INV | PD | SHOP COMPRESSOR- ANNUA |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 12557 BADGER FARMS INC | | | | | | | | | | | |
| 780795 | | 12/30/2021 | | 0122-1 | 247646 | 358.40 | 358.40 | 01/04/2022 | INV | PD | FOOD FOR RESALE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 6832 POWER UP BATTERIES LLC | | | | | | | | | | | |
| P46977101 | | 12/16/2021 | | 0122-2 | 247704 | 29.80 | 29.80 | 01/14/2022 | INV | PD | EMERGENCY LIGHT BATTER |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 103 BRISTOL HOSE & FITTING | | | | | | | | | | | |
| 3475469 | | 01/10/2022 | | 0122-2 | 247705 | 109.84 | 109.84 | 01/14/2022 | INV | PD | PW#204-HYDRAULIC HOSE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |

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| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12875 CANCUN POOLS | | | | | | | | | | | |
| 20210489 | | 12/27/2021 | | 0122-1 | 247647 | 2,000.00 | 2,000.00 | 01/06/2022 | INV | PD | RESTORE DEPOSIT - 715 |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 120 CANON SOLUTIONS AMERICA, INC | | | | | | | | | | | |
| 27788745 | | 12/12/2021 | | 0122-2 | 247706 | 624.47 | 624.47 | 01/14/2022 | INV | PD | CONTRACT CHARGE 12-1-2 |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 27640718 | | 11/11/2021 | | 0122-2 | 247706 | 709.47 | 709.47 | 01/14/2022 | INV | PD | CONTRACT CHARGE 11-1-2 |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 27867391 | | 01/05/2022 | | 0122-2 | 247706 | 1,477.70 | 1,477.70 | 01/14/2022 | INV | PD | VILLAGE COPIERS |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 2,811.64 | | | | | |
| 6043 CHICAGO PARTS & SOUND LLC | | | | | | | | | | | |
| 1CR0041867 | | 12/14/2021 | | 0122-1 | 247648 | -11.00 | -11.00 | 12/30/2021 | CRM | PD | CREDIT- BATTERY CORE R |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 1-0247177 | | 12/23/2021 | | 0122-1 | 247648 | 14.06 | 14.06 | 01/06/2022 | INV | PD | PD004-AIR FILTER |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| | | | | | | 3.06 | | | | | |
| 1076 CINTAS CORPORATION NO 2 | | | | | | | | | | | |
| 4104493905 | | 12/13/2021 | | 0122-2 | 247707 | 192.07 | 192.07 | 12/13/2021 | INV | PD | CLEANING SUPPLIES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 4105820760 | | 12/27/2021 | | 0122-2 | 247707 | 248.72 | 248.72 | 12/27/2021 | INV | PD | CLEANING SUPLLIES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 440.79 | | | | | |
| 11284 CIVICPLUS, INC | | | | | | | | | | | |
| 218142 | | 12/31/2021 | | 0122-2 | 247708 | 13,923.00 | 13,923.00 | 01/06/2022 | INV | PD | 2022 CC BOARDS MODULE/ |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 6610 COMCAST CABLE COMMUNICATIONS, LLC | | | | | | | | | | | |
| 0545119 0122 | | 12/22/2021 | | 0122-1 | 247649 | 213.25 | 213.25 | 01/04/2022 | INV | PD | MONTHLY SERVICES 8771 |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 008266 1221 | | 12/12/2021 | | 0122-2 | 247709 | 10.49 | 10.49 | 01/14/2022 | INV | PD | 8771 20 056 0008266 |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 223.74 | | | | | |
| 10952 CONSUMERS PACKING COMPANY | | | | | | | | | | | |
| 381047 | | 01/07/2022 | | 0122-2 | 247710 | 662.55 | 662.55 | 01/07/2022 | INV | PD | FOOD - RESALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 3037 COZZINI BROS INC. | | | | | | | | | | | |
| C10402371 | | 12/28/2021 | | 0122-1 | 247650 | 29.00 | 29.00 | 01/04/2022 | INV | PD | KNIFE SERVICE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| C10436066 | | 01/04/2022 | | 0122-2 | 247711 | 29.00 | 29.00 | 01/05/2022 | INV | PD | PROFESSIONAL SERVICES |

# VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 58.00 | | | | | |
| 12876 JOHN & RACHEL CRAIG | | | | | | | | | | | |
| 20210489 | | 12/30/2021 | | 0122-2 | 247712 | 13,294.00 | 13,294.00 | 01/06/2022 | INV | PD | RESTORE DEP. - 715 DUA |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 12033 CRAIG / ANN-MARIE CUDZILO | | | | | | | | | | | |
| 20180006 | | 12/20/2021 | | 0122-1 | 247651 | 2,000.00 | 2,000.00 | 12/30/2021 | INV | PD | RESTORE DEPOSIT - 645 |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 20200018 | | 12/20/2021 | | 0122-1 | 247651 | 1,000.00 | 1,000.00 | 12/30/2021 | INV | PD | RESTORE DEPOSIT - 645 |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| | | | | | | 3,000.00 | | | | | |
| 11887 DACRA ADJUDICATION SYSTEMS LLC | | | | | | | | | | | |
| DT 2021-12-12 | | 12/31/2021 | | 0122-2 | 247713 | 1,750.00 | 1,750.00 | 01/11/2022 | INV | PD | DECEMBER MONTHLY SERVI |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 204 DAILY HERALD | | | | | | | | | | | |
| 200012 | | 11/29/2021 | | 0122-1 | 247652 | 579.60 | 579.60 | 12/30/2021 | INV | PD | PUBLIC HEARING NOTICES |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 216 DELL MARKETING L.P. | | | | | | | | | | | |
| 10548218374 | | 12/22/2021 | | 0122-2 | 247714 | 2,463.92 | 2,463.92 | 01/14/2022 | INV | PD | MONITORS |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 236 DREISILKER ELECTRIC MOTORS, INC. | | | | | | | | | | | |
| I202524 | | 12/21/2021 | | 0122-1 | 247653 | 79.52 | 79.52 | 01/06/2022 | INV | PD | OPERATING SUPPLIES |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 241 DU-COMM | | | | | | | | | | | |
| 17877 | | 01/01/2022 | | 0122-2 | 247715 | 5,961.23 | 5,961.23 | 01/11/2022 | INV | PD | FACILITY COSTS 2/1/22 |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 17920 | | 01/01/2022 | | 0122-2 | 247715 | 119,432.00 | 119,432.00 | 01/11/2022 | INV | PD | QUARTERLY SHARES 2/1/2 |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 125,393.23 | | | | | |
| 249 DUPAGE COUNTY | | | | | | | | | | | |
| DEC21 | | 12/01/2021 | | 0122-1 | 247654 | 171.00 | 171.00 | 12/30/2021 | INV | PD | ESCROWS 18.0010 & 18.0 |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 12755 ECO CLEAN MAINTENANCE, INC. | | | | | | | | | | | |
| 10100 | 20210064 | 10/25/2021 | | 0122-2 | 247716 | 3,100.00 | 3,100.00 | 01/14/2022 | INV | PD | PARKING GARAGE CUSTODI |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 11550 EK KUHN INC | | | | | | | | | | | |

## VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 76516 | | 01/03/2022 | | 0122-2 | 247717 | 50.00 | 50.00 | 01/11/2022 | INV | PD | NAME DECALS AND EMPLOY |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 11334 EURO USA MIDWEST LLC | | | | | | | | | | | |
| 627443-00 | | 12/31/2021 | | 0122-1 | 247655 | 383.61 | 383.61 | 01/04/2022 | INV | PD | FOOD FOR RESALE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 9499 FACTORY CLEANING EQUIPMENT | | | | | | | | | | | |
| 313891 | | 01/10/2022 | | 0122-2 | 247718 | 219.75 | 219.75 | 01/14/2022 | INV | PD | TENNANT FLOOR SCRUBBER |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 2287 GARY & SHAWN FASULES | | | | | | | | | | | |
| 20182079-1 | | 12/28/2021 | | 0122-1 | 247656 | 2,000.00 | 2,000.00 | 01/06/2022 | INV | PD | RESTORE DEPOSIT - 755 |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 300 FBINAA - NORTHERN DIVISION | | | | | | | | | | | |
| 2022 DUES | | 01/01/2022 | | 0122-2 | 247719 | 120.00 | 120.00 | 01/11/2022 | INV | PD | 2022 MEMBERSHIP DUES - |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 301 FEDERAL EXPRESS CORPORATION | | | | | | | | | | | |
| 7-607-78066 | | 12/23/2021 | | 0122-1 | 247657 | 23.00 | 23.00 | 01/06/2022 | INV | PD | SHIPPING |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 12695 FILTERSHINE CHICAGO INC. | | | | | | | | | | | |
| 11331158 | | 12/30/2021 | | 0122-1 | 247658 | 200.00 | 200.00 | 01/04/2022 | INV | PD | CLEANING SERVICE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 1726 BRIDGESTONE RETAIL OPERATIONS, LLC | | | | | | | | | | | |
| 292410 | | 01/03/2022 | | 0122-1 | 247659 | 500.64 | 500.64 | 01/06/2022 | INV | PD | PD001- 4 TIRES |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 311 THE TERRAMAR GROUP, INC | | | | | | | | | | | |
| 78368 | | 12/27/2021 | | 0122-1 | 247660 | 2,603.01 | 2,603.01 | 01/06/2022 | INV | PD | PD027-EMERGENCY EQUIPM |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 8391 GALLS, LLC | | | | | | | | | | | |
| 020005105 | | 12/15/2021 | | 0122-2 | 247720 | 43.70 | 43.70 | 01/11/2022 | INV | PD | SCREEN PRINTED RAINCOA |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 10818 GARLAND/DBS, INC | | | | | | | | | | | |
| 42785236158 | 20210010 | 09/30/2021 | | 0122-2 | 247721 | 223,044.51 | 223,044.51 | 01/06/2022 | INV | PD | RENO FACILITY ROOF RES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 42785236487 | 20210010 | 10/31/2021 | | 0122-2 | 247721 | 139,871.63 | 139,871.63 | 01/06/2022 | INV | PD | RENO FACILITY ROOF RES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 42785236898 | 20210010 | 11/30/2021 | | 0122-2 | 247721 | 19,100.86 | 19,100.86 | 01/06/2022 | INV | PD | RENO FACILITY ROOF RES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 42785237191 | | 12/29/2021 | | 0122-2 | 247721 | 18,207.00 | 18,207.00 | 01/06/2022 | INV | PD | CIVIC CENTER ROOF REPA |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 400,224.00 | | | | | |
| 348 GLEN ELLYN CHAMBER OF COMMERCE | | | | | | | | | | | |
| 20383 | | 12/16/2021 | | 0122-1 | 247661 | 300.00 | 300.00 | 01/06/2022 | INV | PD | GIFT CERTIFICATE PURCH |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 20181 | | 01/03/2022 | | 0122-1 | 247661 | 100.00 | 100.00 | 01/06/2022 | INV | PD | ANNUAL DUES |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 20153 | | 01/03/2022 | | 0122-2 | 247722 | 5,150.00 | 5,150.00 | 01/06/2022 | INV | PD | GOLD MEMBERSHIP 2022 |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 5,550.00 | | | | | |
| 1180 GLEN ELLYN PARK DISTRICT | | | | | | | | | | | |
| DEVELOP1221 | | 01/03/2022 | | 0122-2 | 247723 | 5,391.10 | 5,391.10 | 01/06/2022 | INV | PD | DEVELOPER DONATIONS DE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 355 GLEN ELLYN PUBLIC LIBRARY | | | | | | | | | | | |
| DEVELOP1221 | | 01/03/2022 | | 0122-1 | 247662 | 423.78 | 423.78 | 01/06/2022 | INV | PD | DEVELOPER DONATIONS DE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 356 GLEN ELLYN VOLUNTEER FIRE CO. | | | | | | | | | | | |
| DEC2021 | | 01/03/2022 | | 0122-1 | 247663 | 1,500.00 | 1,500.00 | 01/06/2022 | INV | PD | DEVELOPERS DONATIONS D |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 357 GLEN ELLYN YOUTH/FAMILY COUNSELING | | | | | | | | | | | |
| 123103 | 20220002 | 01/03/2022 | | 0122-2 | 247724 | 190,000.00 | 190,000.00 | 01/14/2022 | INV | PD | MENTAL HEALTH SERVICES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 4808 GLEN OAK COUNTRY CLUB | | | | | | | | | | | |
| 20211187 | | 12/20/2021 | | 0122-1 | 247664 | 184,295.00 | 184,295.00 | 12/30/2021 | INV | PD | RESTORE. DEPOSIT - 21W |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 359 GLENBARD TWNSHP H.S. DIST. 87 | | | | | | | | | | | |
| DEVELOP1221 | | 01/03/2022 | | 0122-1 | 247665 | 2,029.27 | 2,029.27 | 01/06/2022 | INV | PD | DEVELOPER DONATIONS DE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 12880 GOVOS, INC. | | | | | | | | | | | |
| INV-SD-001158 | | 01/01/2022 | | 0122-2 | 247725 | 7,450.00 | 7,450.00 | 01/14/2022 | INV | PD | SEAMLESS DOCS ANNUAL M |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 368 GRACE LUTHERAN CHURCH | | | | | | | | | | | |
| GRACE-124 | | 01/04/2022 | | 0122-1 | 247666 | 320.00 | 320.00 | 01/06/2022 | INV | PD | CUSTODIAL/TELECOM |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |

## VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 7395 GREEN GRASS INC | | | | | | | | | | | |
| 20212247 | | 12/28/2021 | | 0122-1 | 247667 | 500.00 | 500.00 | 01/06/2022 | INV | PD | RESTORE DEPOSIT - 336 |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 10274 GREENLIGHT CONSTRUCTION | | | | | | | | | | | |
| 6930-2418 | | 12/23/2021 | | 0122-2 | 247726 | 7,200.00 | 7,200.00 | 01/06/2022 | INV | PD | STACY'S TAVERN GUTTER |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 5049 GROOT INDUSTRIES INC. | | | | | | | | | | | |
| 8116758 | | 01/01/2022 | | 0122-2 | 247727 | 123,677.88 | 123,677.88 | 01/06/2022 | INV | PD | REFUSE/RECYCLING SERVI |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 2081 HAMPTON, LENZINI AND RENWICK, INC. | | | | | | | | | | | |
| 20212196 | | 11/12/2021 | | 0122-1 | 247668 | 16,607.50 | 16,607.50 | 12/30/2021 | INV | PD | CIVIL ENGINEERING SERV |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 20212278 | | 12/08/2021 | | 0122-1 | 247668 | 1,950.00 | 1,950.00 | 01/06/2022 | INV | PD | TREE PRESERVATION SERV |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 20212227 | | 12/01/2021 | | 0122-2 | 247728 | 6,235.00 | 6,235.00 | 01/06/2022 | INV | PD | TREE PRESERVATION SERV |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 20212361 | | 12/20/2021 | | 0122-2 | 247728 | 5,025.00 | 5,025.00 | 01/06/2022 | INV | PD | TREE PRESERVATION SERV |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 29,817.50 | | | | | |
| 7756 EDWIN HANCOCK ENGINEERING CO | | | | | | | | | | | |
| 21-1021 | 20210041 | 11/15/2021 | | 0122-2 | 247729 | 29,858.00 | 29,858.00 | 01/14/2022 | INV | PD | UTILITY/ROADWAY PROJCE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 21-1127 | 20210041 | 12/15/2021 | | 0122-2 | 247729 | 13,893.00 | 13,893.00 | 01/14/2022 | INV | PD | UTILITY/ROADWAY PROJCE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 43,751.00 | | | | | |
| 12583 JOSH HANKINS | | | | | | | | | | | |
| 122855 | | 12/21/2021 | | 0122-1 | 247669 | 3.00 | 3.00 | 12/30/2021 | INV | PD | REMIBURSEMENT FOR ESCR |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 2324 HARRIS MOTOR SPORTS, INC. | | | | | | | | | | | |
| 02-303069 | | 01/03/2022 | | 0122-2 | 247730 | 2,501.66 | 2,501.66 | 01/12/2022 | INV | PD | GPS LEASE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 389 HOLSTEIN'S GARAGE | | | | | | | | | | | |
| 2007 | | 12/31/2021 | | 0122-2 | 247731 | 139.50 | 139.50 | 01/14/2022 | INV | PD | IDOT SAFETY LANE INSPE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 8086 HUFF & HUFF, INC | | | | | | | | | | | |
| 0827304 | 20200031 | 12/16/2021 | | 0122-2 | 247732 | 1,422.57 | 1,422.57 | 12/30/2021 | INV | PD | ENVIRONMENTAL ENGEERIN |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |

## VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9700 IL LEAP | | | | | | | | | | | |
| 2022 DUES | | 01/01/2022 | | 0122-2 | 247733 | 50.00 | 50.00 | 01/11/2022 | INV | PD | 2022 MEMBERSHIP DUES - |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 12335 ILLINOIS PHLEBOTOMY SERVICES | | | | | | | | | | | |
| 1475 | | 12/12/2021 | | 0122-1 | 247670 | 425.00 | 425.00 | 01/04/2022 | INV | PD | PHLEBOTOMY SERVICES 12 |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 10880 IRTH SOLUTIONS LLC | | | | | | | | | | | |
| SIR007325 | | 01/01/2022 | | 0122-2 | 247734 | 2,530.71 | 2,530.71 | 01/14/2022 | INV | PD | UTILISPHERE FIXED SUBS |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 12874 JMA CONSTRUCTION INC. | | | | | | | | | | | |
| 13333 | | 12/29/2021 | | 0122-1 | 247671 | 625.00 | 625.00 | 01/06/2022 | INV | PD | MOVE TV/COMPUTER EQPT |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 3092 KNOX COMPANY | | | | | | | | | | | |
| INV-KA-44781 | | 12/13/2021 | | 0122-1 | 247672 | 913.00 | 913.00 | 01/06/2022 | INV | PD | OPERATING SUPPLIES |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 612 KONICA MINOLTA BUSINESS SOLUTIONS INC | | | | | | | | | | | |
| 461045916 | | 12/22/2021 | | 0122-2 | 247735 | 226.00 | 226.00 | 01/14/2022 | INV | PD | PD RECORDS COPIER |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 460869654 | | 12/21/2021 | | 0122-2 | 247735 | 445.00 | 445.00 | 01/14/2022 | INV | PD | PW COPIER |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 671.00 | | | | | |
| 12258 ELIZABETH A. LAUGHLIN | | | | | | | | | | | |
| 123120 | | 01/05/2022 | | 0122-2 | 247736 | 630.00 | 630.00 | 01/14/2022 | INV | PD | 2021 SIDEWALK STREET R |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 546 LEN'S ACE HARDWARE, INC. | | | | | | | | | | | |
| 102578/3 | | 11/18/2021 | | 0122-1 | 247673 | 12.59 | 12.59 | 01/03/2022 | INV | PD | REPAIR PART |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 103040/3 | | 12/28/2021 | | 0122-1 | 247673 | 34.99 | 34.99 | 01/03/2022 | INV | PD | SUPPLIES |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 103000/3 | | 12/23/2021 | | 0122-1 | 247673 | 9.70 | 9.70 | 01/06/2022 | INV | PD | PW247-THREADED BOLT & |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 102991/3 | | 12/23/2021 | | 0122-2 | 247737 | 29.69 | 29.69 | 01/14/2022 | INV | PD | OPERATING SUPPLIES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 103033/3 | | 12/28/2021 | | 0122-2 | 247737 | 5.29 | 5.29 | 01/11/2022 | INV | PD | SUPPLIES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 92.26 | | | | | |
| 924 VILLAGE OF LOMBARD | | | | | | | | | | | |

## VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 122987 | | 01/04/2022 | | 0122-2 | 247738 | 83,215.45 | 83,215.45 | 01/06/2022 | INV | PD | SHARED SALES & HR SALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 12182 MACQUEEN EQUIPMENT, LLC | | | | | | | | | | | |
| P13455 | | 12/21/2021 | | 0122-1 | 247674 | 192.00 | 192.00 | 01/06/2022 | INV | PD | INVENTORY PART |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 11449 MARSH USA INC | | | | | | | | | | | |
| 276846029361 | | 12/30/2021 | | 0122-2 | 247739 | 5,200.00 | 5,200.00 | 01/06/2022 | INV | PD | GE STORAGE TANK ANNUAL |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 4760 MARSHA MEAD | | | | | | | | | | | |
| 24471 | | 01/06/2022 | | 0122-2 | 247740 | 4,050.00 | 4,050.00 | 01/14/2022 | INV | PD | RETT # 24471 REFUND - |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 595 MENARDS, INC. | | | | | | | | | | | |
| 70391 | | 06/28/2021 | | 0122-2 | 247741 | 78.47 | 78.47 | 01/14/2022 | INV | PD | 4TH OF JULY SUPPLIES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 8205 MUNICIPAL GIS PARTNERS, INC | | | | | | | | | | | |
| 5968 | | 12/31/2021 | | 0122-2 | 247742 | 2,187.60 | 2,187.60 | 01/14/2022 | INV | PD | PUBLIC WORKS PROJECT P |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 680 PATRICK J MURPHY BUILDERS INC | | | | | | | | | | | |
| 20181692 | | 12/20/2021 | | 0122-1 | 247675 | 2,000.00 | 2,000.00 | 12/30/2021 | INV | PD | RESTORE DEP. - 85 SUNS |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 635 NATIONAL ELEVATOR INSPECTION SVCS INC | | | | | | | | | | | |
| RI 21014844 | | 12/23/2021 | | 0122-1 | 247676 | 1,385.00 | 1,385.00 | 01/06/2022 | INV | PD | INSPECTIONS |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 6044 TRI-TECH FORENSICS INC | | | | | | | | | | | |
| 586780 | | 12/27/2021 | | 0122-2 | 247743 | 256.65 | 256.65 | 01/11/2022 | INV | PD | EVIDENCE SUPPLIES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 659 NORTHWESTERN UNIV. | | | | | | | | | | | |
| 19210 | | 12/22/2021 | | 0122-1 | 247677 | 2,350.00 | 2,350.00 | 01/04/2022 | INV | PD | MONSON EXECUTIVE MGMT |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 676 PACKEY WEBB FORD, INC. | | | | | | | | | | | |
| 159111 | | 01/03/2022 | | 0122-1 | 247678 | 145.70 | 145.70 | 01/06/2022 | INV | PD | PW248-4X4 LOCKING HUB |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 159122 | | 01/04/2022 | | 0122-1 | 247678 | 145.70 | 145.70 | 01/06/2022 | INV | PD | PW248-4X4 LOCKING HUB |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| C97586 | | 01/03/2022 | | 0122-2 | 247744 | 263.13 | 263.13 | 01/14/2022 | INV | PD | PD#009-REPLACE PLUGS A |

## VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 554.53 | | | | | |
| 5944 PARVIN-CLAUSS SIGN CO, INC | | | | | | | | | | | |
| 11613 | | 12/30/2021 | | 0122-1 | 247679 | 1,598.00 | 1,598.00 | 01/03/2022 | INV | PD | RETRO-FIT SIGN |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 1201 PHILLIP'S FLOWERS | | | | | | | | | | | |
| 0669990 | | 12/31/2021 | | 0122-2 | 247745 | 67.95 | 67.95 | 01/11/2022 | INV | PD | CASAREZ TWINS FLOWERS |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 700 THE PITNEY BOWES BANK INC | | | | | | | | | | | |
| 1019759758 | | 12/28/2021 | | 0122-2 | 247746 | 21.99 | 21.99 | 01/14/2022 | INV | PD | EXPRESS SHIPPING ON PR |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 1724 POMP'S TIRE SERVICE INC | | | | | | | | | | | |
| 280129392 | | 01/03/2022 | | 0122-2 | 247747 | 643.78 | 643.78 | 01/14/2022 | INV | PD | PW#259-2 STEER TIRES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 12866 PRESTIGE FLAG | | | | | | | | | | | |
| 702013 | | 12/23/2021 | | 0122-1 | 247680 | 2,933.14 | 2,933.14 | 01/06/2022 | INV | PD | EMBROIDERED LOGO FLAGS |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 6552 PROVANTAGE CORPORATION | | | | | | | | | | | |
| 9145915 | | 01/07/2022 | | 0122-2 | 247748 | 1,003.00 | 1,003.00 | 01/14/2022 | INV | PD | NETWORK MONITORING SOF |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 6927 REGIONAL TRUCK EQUIPMENT CO | | | | | | | | | | | |
| 230699 | | 01/03/2022 | | 0122-1 | 247681 | 381.48 | 381.48 | 01/06/2022 | INV | PD | PW10-231- PLOW LIGHT K |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 12871 KATIE ROBICHAUD | | | | | | | | | | | |
| 122858 | | 12/21/2021 | | 0122-1 | 247682 | 6.78 | 6.78 | 12/30/2021 | INV | PD | REIMBURSEMENT FOR OFFI |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 764 ROTARY CLUB OF GLEN ELLYN | | | | | | | | | | | |
| 362 | | 11/01/2021 | | 0122-1 | 247683 | 147.00 | 147.00 | 01/04/2022 | INV | PD | NOV-DEC MONTHLY DUES |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 409 | | 01/04/2022 | | 0122-1 | 247684 | 147.00 | 147.00 | 01/04/2022 | INV | PD | MONTHLY DUES - JAN-FEB |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| | | | | | | 294.00 | | | | | |
| 8689 RUSH TRUCK CENTERS OF ILLINOIS, INC | | | | | | | | | | | |
| 3026069833 | | 12/29/2021 | | 0122-1 | 247685 | 32.90 | 32.90 | 01/06/2022 | INV | PD | PW202-RT. MIRROR LOWER |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |

# VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3026088342 | | 12/30/2021 | | 0122-1 | 247685 | 127.22 | 127.22 | 01/06/2022 | INV | PD | PW202- RT. MIRROR BEZE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 3026118228 | | 01/03/2022 | | 0122-1 | 247685 | 85.86 | 85.86 | 01/06/2022 | INV | PD | PW251- TURBO CHARGER H |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| | | | | | | 245.98 | | | | | |
| 12878 STEPHEN RYLANDER | | | | | | | | | | | |
| 24300 | | 01/05/2022 | | 0122-2 | 247749 | 1,184.00 | 1,184.00 | 01/14/2022 | INV | PD | RETT # 24300 REFUND - |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 12879 SANCHEZ, JOSE | | | | | | | | | | | |
| 123093 | | 12/30/2021 | | 0122-2 | 247750 | 51.13 | 51.13 | 01/14/2022 | INV | PD | CDL PERMIT REIMBURSEME |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 3330 SCHOOL DISTRICT 41 | | | | | | | | | | | |
| DEVELOP1221 | | 01/03/2022 | | 0122-1 | 247686 | 3,456.00 | 3,456.00 | 01/06/2022 | INV | PD | DEVELOPER DONATIONS DE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 806 STANDARD EQUIPMENT COMPANY | | | | | | | | | | | |
| P33692 | | 12/23/2021 | | 0122-1 | 247687 | 59.98 | 59.98 | 01/06/2022 | INV | PD | PW249-AM/FM ANTENNA |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| P33693 | | 12/23/2021 | | 0122-1 | 247687 | 59.98 | 59.98 | 01/06/2022 | INV | PD | PW259-AM/FM, ANTENNA |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| W07746 | | 12/30/2021 | | 0122-2 | 247751 | 453.09 | 453.09 | 01/14/2022 | INV | PD | PW#259- ANNUAL INSPECT |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| W07745 | | 12/30/2021 | | 0122-2 | 247751 | 484.15 | 484.15 | 01/14/2022 | INV | PD | PW#249- ANNUAL INSPECT |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 1,057.20 | | | | | |
| 5758 SWAHM | | | | | | | | | | | |
| SWAHM-157 | | 01/04/2022 | | 0122-1 | 29409 | 227,410.89 | 227,410.89 | 01/06/2022 | DIR | PD | SWAHM INSURANCE PAYMEN |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 853 TERMINAL SUPPLY CO, INC | | | | | | | | | | | |
| 10145-00 | | 01/05/2022 | | 0122-2 | 247752 | 32.79 | 32.79 | 01/14/2022 | INV | PD | INV-10 FUSE HOLDERS |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 99750-00 | | 01/04/2022 | | 0122-2 | 247752 | 608.94 | 608.94 | 01/14/2022 | INV | PD | INV-10 RELAYS |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 641.73 | | | | | |
| 55 ANTHONY R. TERRANOVA | | | | | | | | | | | |
| 8-30-2021 | | 01/04/2022 | | 0122-1 | 247688 | 600.00 | 600.00 | 01/04/2022 | INV | PD | TUITION-PUBLIC SAFETY |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 2211 JANET TERRANOVA | | | | | | | | | | | |
| 9-13-2021 | | 01/04/2022 | | 0122-1 | 247689 | 600.00 | 600.00 | 01/04/2022 | INV | PD | TUITION- DESIGN & DELI |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |

## VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 10558 TESTA PRODUCE, INC | | | | | | | | | | | |
| 05185511 | | 12/28/2021 | | 0122-1 | 247690 | 255.45 | 255.45 | 01/04/2022 | INV | PD | FOOD, BEVERAGE FOR RES |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 00333499 | | 12/29/2021 | | 0122-1 | 247690 | -30.40 | -30.40 | 12/29/2021 | CRM | PD | CREDIT FOOD FOR RESALE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 05188556 | | 01/04/2022 | | 0122-2 | 247753 | 220.70 | 220.70 | 01/05/2022 | INV | PD | FOOD - RESALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 05191037 | | 01/08/2022 | | 0122-2 | 247753 | 197.95 | 197.95 | 01/08/2022 | INV | PD | FOOD - RESALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 643.70 | | | | | |
| 12877 CONSTANTINE THEROS | | | | | | | | | | | |
| 123098 | | 01/04/2022 | | 0122-2 | 247754 | 3,950.00 | 3,950.00 | 01/14/2022 | INV | PD | SEWER SERIVE LINE REPA |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 10360 TIMOTHY A ARMSTRONG | | | | | | | | | | | |
| 122930 | | 12/29/2021 | | 0122-2 | 247755 | 4,873.00 | 4,873.00 | 01/06/2022 | INV | PD | PROFESSIONAL SERVICES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 865 ACUSHNET COMPANY | | | | | | | | | | | |
| 912346253 | | 12/15/2021 | | 0122-2 | 247756 | 88.20 | 88.20 | 01/11/2022 | INV | PD | MERCHANDISE FOR RESALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 912361947 | | 12/17/2021 | | 0122-2 | 247756 | 194.04 | 194.04 | 01/11/2022 | INV | PD | MERCHANDISE FOR RESALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 912329387 | | 12/13/2021 | | 0122-2 | 247756 | 81.73 | 81.73 | 01/11/2022 | INV | PD | STAFF SHIRT FOR TRUSTE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 363.97 | | | | | |
| 10019 TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS INC | | | | | | | | | | | |
| 12-1-2021 - 12-31-21 | | 12/31/2021 | | 0122-2 | 247757 | 177.00 | 177.00 | 01/11/2022 | INV | PD | DECEMBER MONTHLY SERVI |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 9487 TREE STUFF INC | | | | | | | | | | | |
| INV-705740 | | 12/16/2021 | | 0122-2 | 247758 | 278.99 | 278.99 | 01/14/2022 | INV | PD | FORESTRY - CLIMBING GE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| INV-683843 | | 10/05/2021 | | 0122-2 | 247758 | 76.56 | 76.56 | 01/14/2022 | INV | PD | FORESTRY SUPPLIES/CLIM |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| INV-657045 | | 07/14/2021 | | 0122-2 | 247758 | 467.50 | 467.50 | 01/14/2022 | INV | PD | EAB TREATMENT SUPPLIES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 823.05 | | | | | |
| 10577 CAMPAGNA-TURANO BAKERY, INC | | | | | | | | | | | |
| 676261149 | | 12/30/2021 | | 0122-1 | 247691 | 111.93 | 111.93 | 01/04/2022 | INV | PD | FOOD FOR RESALE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 676256950 | | 12/28/2021 | | 0122-1 | 247691 | 70.21 | 70.21 | 01/04/2022 | INV | PD | FOOD FOR RESALE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 676272307 | | 01/04/2022 | | 0122-2 | 247759 | 41.84 | 41.84 | 01/05/2022 | INV | PD | FOOD - RESALE |

## VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 223.98 | | | | | |
| 11819 UNIFIRST CORPORATION | | | | | | | | | | | |
| 1422629 | | 12/24/2021 | | 0122-1 | 247692 | 46.30 | 46.30 | 01/06/2022 | INV | PD | TOWEL & MAT SERVICE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 1420944 | | 12/17/2021 | | 0122-1 | 247692 | 46.30 | 46.30 | 01/06/2022 | INV | PD | TOWEL & MAT SERVICE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 1419236 | | 12/10/2021 | | 0122-1 | 247692 | 46.30 | 46.30 | 01/06/2022 | INV | PD | TOWEL & MAT SERVICE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 1417527 | | 12/03/2021 | | 0122-1 | 247692 | 46.30 | 46.30 | 01/06/2022 | INV | PD | TOWEL & MAT SERVICE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| | | | | | | 185.20 | | | | | |
| 884 U.S. FOODSERVICE, INC. | | | | | | | | | | | |
| 2977307 | | 12/29/2021 | | 0122-1 | 247693 | -334.48 | -334.48 | 12/29/2021 | CRM | PD | CREDIT FOR SUPPLIES |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 618817 | | 12/29/2021 | | 0122-1 | 247693 | 77.48 | 77.48 | 12/29/2021 | INV | PD | FOOD FOR RESALE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 575036 | | 12/28/2021 | | 0122-1 | 247693 | 2,690.82 | 2,690.82 | 12/29/2021 | INV | PD | FOOD FOR RESALE, SUPPL |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 587957 | | 12/28/2021 | | 0122-1 | 247693 | 13.56 | 13.56 | 12/29/2021 | INV | PD | FOOD FOR RESALE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 763980 | | 01/04/2022 | | 0122-2 | 247760 | 75.02 | 75.02 | 01/05/2022 | INV | PD | FOOD - RESALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 2975684 | | 01/04/2022 | | 0122-2 | 247760 | -723.09 | -723.09 | 01/05/2022 | CRM | PD | FOOD - RESALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 841770 | | 01/06/2022 | | 0122-2 | 247760 | 676.93 | 676.93 | 01/06/2022 | INV | PD | FOOD - RESALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 882318 | | 01/07/2022 | | 0122-2 | 247760 | 105.38 | 105.38 | 01/08/2022 | INV | PD | DRY GOODS |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 2,581.62 | | | | | |
| 1190 HD SUPPLY FACILITIES MAINT LTD. | | | | | | | | | | | |
| 811956 | | 12/06/2021 | | 0122-2 | 247761 | 21.69 | 21.69 | 01/14/2022 | INV | PD | OPERATING SUPPLIES |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 9719 VERIZON CONNECT NWF INC. | | | | | | | | | | | |
| 346000026217 | | 01/03/2021 | | 0122-1 | 247694 | 1,143.15 | 1,143.15 | 01/06/2022 | INV | PD | GPS/AVL FLEET TRACKING |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 915 VERIZON WIRELESS SERVICES LLC | | | | | | | | | | | |
| 6894120413 | | 12/01/2021 | | 0122-1 | 247695 | 1,079.83 | 1,079.83 | 12/30/2021 | INV | PD | 887125807-00001 1221 |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 9895235862 | | 12/16/2021 | | 0122-1 | 247696 | 704.23 | 704.23 | 01/04/2022 | INV | PD | SQUAD CAR MDT'S |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 9895143361 | | 12/15/2021 | | 0122-2 | 247762 | 924.83 | 924.83 | 01/14/2022 | INV | PD | 486486569-00001 1221 |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 9895143362 | | 12/15/2021 | | 0122-2 | 247763 | 306.47 | 306.47 | 01/14/2022 | INV | PD | 486486569-00002 |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |

# VENDOR INVOICE LIST

| INVOICE | P.O. | INV DATE | VOUCHER | WARRANT | CHECK # | INVOICE NET | PAID AMOUNT | DUE DATE | TYPE | STS | INVOICE DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 3,015.36 | | | | | |
| 1220 VERMEER ILLINOIS, INC | | | | | | | | | | | |
| PH3008 | | 12/27/2021 | | 0122-1 | 247697 | 116.48 | 116.48 | 01/06/2022 | INV | PD | PW247-CHK VALVE |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 921 VILLAGE LINKS RESERVE 22 | | | | | | | | | | | |
| 382112150004 | | 12/15/2021 | | 0122-2 | 247764 | 5,400.00 | 5,400.00 | 01/06/2022 | INV | PD | VILLAGE HOLIDAY PARTY |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 6366 TLP VETERINARY SERVICES | | | | | | | | | | | |
| 467060 | | 12/31/2021 | | 0122-1 | 247698 | 46.00 | 46.00 | 01/04/2022 | INV | PD | MADDEN - BOARDING |
| CHECK DATE: 01/06/2022 | | | | | | | | | | | |
| 7711 WINDY CITY DISTRIBUTION COMPANY | | | | | | | | | | | |
| 136933 | | 06/10/2021 | | 0122-2 | 247765 | 383.50 | 383.50 | 12/26/2021 | INV | PD | BEVERAGE FOR RESALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 225957 | | 11/12/2021 | | 0122-2 | 247765 | 357.50 | 357.50 | 12/26/2021 | INV | PD | BEVERAGE FOR RESALE |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 741.00 | | | | | |
| 9162 VALERIE YAROS | | | | | | | | | | | |
| 23889 | | 01/05/2022 | | 0122-2 | 247766 | 4,875.00 | 4,875.00 | 01/14/2022 | INV | PD | RETT # 23889 REFUND - |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| 975 ZIEBELL WATER SERVICE PRODUCTS INC | | | | | | | | | | | |
| 256180-000 | | 12/07/2021 | | 0122-2 | 247767 | 920.10 | 920.10 | 01/14/2022 | INV | PD | PARTS FOR SANITARY REP |
| CHECK DATE: 01/14/2022 | | | | | | | | | | | |
| | | | | | | 920.10 | | | | | |
| 166 INVOICES | | | | | | 1,572,252.24 | | | | | |

** END OF REPORT - Generated by Colette Ameche **

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

Meeting 1/24/2022 7:00 PM
Department: Administration
Department Head:
Category: Minutes
Prepared By:

**AGENDA ITEM (ID # 2022-1822)**

**DOC ID: 2022-1822**

# June 28, 2021 Village Board Meeting Minutes

**Statement of the Issue:**

**Analysis:**

**Budget Impact:**

**Action Requested:**

**Attachments:**
1. 06282022 Village Board Meeting Minutes - DRAFT

Minutes
Village of Glen Ellyn
Glen Ellyn Village Board
Regular Meeting
Tuesday, June 28, 2021
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

**A. Call to Order**

**B. Pledge of Allegiance**

**C. Roll Call**

*Upon roll call by Assistant Village Manager Emily Rodman, Trustees Christiansen, Fasules, Kalinich, Payne and Thompson and Clerk Cosby answered "Present". President Senak and Trustee Gould are absent.*

*Also in attendance: Police Chief Norton, Village Manager Franz, Former Historic preservation Chairperson Tim Loftus, Development Director Springer, Assistant Village Manager Rodman.*

**D. Audience Participation**

*A resident of Glen Ellyn, Mark, presents an impact effort matrix on the budget and where money is being spent. Village Manager Franz responds by saying the project has been discussed and talked about for many years. The downtown hasn't been invested in since the 80's. Funds have been set aside in preparation for this project.*

**E. Presentation**

1. Former Historic preservation Chairperson Tim Loftus will present the 2020 Historic Awards.

*The awards are for Restoration of the Year, Remodeling Project of the Year, Streetscape Compatibility and Architectural Details.*

**F. Consent Agenda**

1) Total expenditures (Payroll and Vouchers)-$2,314,012.42

2) Ordinance No. 6879, An Ordinance Granting Approval of a Special Use Permit, Variations from the Zoning Code, and the Exterior Appearance for a Winter Sports Complex at the Glen Oak Country Club to be Located at 21W451 Hill Avenue (Community Development Director Springer)

*A motion to approve the consent agenda. Moved by Trustee Payne and second by Trustee Fasules.*

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Payne |
| **SECONDER:** | Trustee Fasules |
| **AYES:** | Christiansen, Fasules, Kalinich, Payne, Thompson |
| **ABSENT:** | Gould |

**G. 1S724 Ellyn Avenue Annexation (Presented by Community Development Director Springer) (Trustee Thompson)**

1. Motion to open a public hearing to consider an annexation agreement for 1S724 Ellyn Avenue.

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Kalinich |
| **AYES:** | Christiansen, Fasules, Kalinich, Payne, Thompson |
| **ABSENT:** | Gould |

*Director Springer discusses a request from Andrew Craig (present) and Jennifer Smith who are the owners of 1S724 S. Ellyn Avenue. The request is for annexation in order to connect their home to the villages water main.*

2. Motion to close a public hearing to consider an annexation agreement for 1S724 Ellyn Avenue.

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Kalinich |
| **AYES:** | Christiansen, Fasules, Kalinich, Payne, Thompson |
| **ABSENT:** | Gould |

3. Motion to Approve Ordinance No. 6880, An Ordinance Approving an Annexation Agreement for the Property Located at 1S724 S. Ellyn Avenue (Proposed Address: 450 S. Ellyn Avenue)

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Payne |
| **AYES:** | Christiansen, Fasules, Kalinich, Payne, Thompson |
| **ABSENT:** | Gould |

4. Motion to Approve Ordinance No. 6881, An Ordinance Annexing and Zoning Property the Located at 1S724 S. Ellyn Avenue (Proposed Address: 450 S. Ellyn Avenue)

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Kalinich |
| **AYES:** | Christiansen, Fasules, Kalinich, Payne, Thompson |
| **ABSENT:** | Gould |

## H. 675-677 Roosevelt Road and 660 Taft Road Purchase and Sale Agreement (Presented by Village Manager Franz) (Trustee Christiansen)

*Village Manager Franz discusses this property and the current ownership belonging to Glengold Hospitality, LLC. The approved Roosevelt Road Redevelopment Plan includes the hotel as a potential development site. Manager Franz states the Village is pursuing the property to drive investment and discusses the benefits. The purchase and sale agreement are explained as well as the financial implications.*

*Trustee Payne mentions short term gain and asks what the estimated resale would be. Village Manager Franz responds and says it would depend on the RFP process and what bids they receive.*

1. Motion to Approve Ordinance No. 6882, An Ordinance Authorizing the Approval of a Purchase and Sale Agreement with Glengold Hospitality, LLC Concerning the Property Commonly Known as 675-677 Roosevelt Road and 660 Taft Road, Glen Ellyn, Illinois, for Total Cost of $2.85 Million, Subject to Attorney Review

*Trustee Payne makes the comment saying it would be easier to sell it as a single entity. Trustee Thompson agrees with Trustee Payne and is excited for the village to be the one to develop this purchase. Trustee Kalinich agrees with the above Trustees and wants to thank the staff for making this happen. She believes it was done professionally and in a short timeline. Trustee Fasules is looking forward to it being put to a vote.*

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Fasules |
| **AYES:** | Christiansen, Fasules, Kalinich, Payne, Thompson |
| **ABSENT:** | Gould |

## I. Reminders

1) A Special Village Board Meeting is scheduled for Monday, July 12, 2021 at 7:00 p.m.
2) A Special Village Board Workshop is scheduled for Monday, July 19, 2021 at 7:00 p.m.

## J. Other Business

**K.** 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 discussion regarding the recruitment, credentialing, discipline or formal peer review of physicians or other health care professionals for a 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

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Kalinich |
| **AYES:** | Christiansen, Fasules, Kalinich, Payne, Thompson |
| **ABSENT:** | Gould |

Respectfully Submitted, Caitlin Tabor

Reviewed and Approved by Caren Cosby, Village Clerk

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

Meeting 1/24/2022 7:00 PM
Department: Administration
Department Head:
Category: Minutes
Prepared By:

**AGENDA ITEM (ID # 2022-1823)**

**DOC ID: 2022-1823**

# July 26, 2021 Village Board Meeting Minutes

**Statement of the Issue:**

**Analysis:**

**Budget Impact:**

**Action Requested:**

**Attachments:**
1. 07262021 Village Board Meeting Minutes - DRAFT

Minutes
Village of Glen Ellyn
Glen Ellyn Village Board
Regular Meeting
Monday, July 26, 2021
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

**A. Call to Order**

**B. Pledge of Allegiance**

*Members of the Muslim Community of Glen Ellyn began the Village Board meeting with an invocation.*

**C. Roll Call**

*Upon roll call by Deputy Village Clerk Kaminsky, Trustees Christiansen, Fasules, Gould, Payne and Thompson and President Senak answered "Present". Trustee Kalinich was absent.*

*Also in attendance: Village Manager Franz, Assistant Village Manager Rodman. Community Development Director Springer, Public Works Director Buckley, General Manager Vesevick, Professional Engineer Daubert, Building Official Witt.*

**D. Audience Participation**

*No audience participation*

**E. Consent Agenda**

*A Trustee requested to remove the appointment of Jim Ozog to the Plan Commission.*

1) Total Expenditures (Payroll and Vouchers)-$1,243,535.61

2) Approve the Recommendation of Village President Mark Senak that the following Appointments be made for Various Boards and Commissions:

*Community Relations Commission: Sania Irwin, Chair, with a Term Ending July 31,2022*

3) Ordinance No. 6885-VC, An Ordinance to Amend the Liquor License Control Code Chapter 19 of Title 3, Section 11 (Class D-5) and Amend the Liquor License Control Code Chapter 19 of Title 3, Section 12 (Restriction on Number of Licenses) to Increase the Number of Permitted Class D-5 Liquor Licenses (Village Attorney Mathews)

4) Ordinance No. 6886-VC, An Ordinance Amending Chapter Six of Title Seven (Solid Waste Collection and Disposal) of the Village Code, to Update the Refuse Free Structure (Assistant Manager Rodman).

5) Ordinance No. 6887, An Ordinance Approving a Variation from the Supplemental Regulations to Allow Accessory Structures to Remain on a Lot without a Principal Structure on the Property Located at 551 Geneva Road (Community Development Director Springer)

6) Authorize the Village Manager to Execute a One Year Extension to the Existing Contract with B&B Holiday Decorating LLC of Des Plaines, IL for Holiday Decorations in a Not-to-Exceed Amount of $38,000, to be Expensed to the General Fund (Public Works Director Buckley)

7) Pursuant to Section 1-10-7 of the Village Code, Authorize the Purchase a 2021 John Deere 6500A E-Cut Fairway Mower through the Sourcewell Purchasing Program from JW Turf of Elgin, Illinois, in the Amount of $56,695, to be Expensed to the Village Links/Reserve 22 fund (General Manager Veseck)

*Trustee Gould asks regarding the Consent Agenda #5-Considering the part of the property dates to 1890, why did it not have to go through the Illinois Department Natural Resources like other properties that are over 50 years old do?*

*The response is the only thing that triggers that review is the use of Illinois State or federal funds.*

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Christiansen |
| **AYES:** | Christiansen, Fasules, Gould, Payne, Thompson |
| **ABSENT:** | Kalinich |

**F. 22W315 Stanton Road Annexation Agreement (Presented by Community Development Director Springer)(Trustee Thompson)**

1) Motion to open a public hearing to consider an annexation agreement for 22W315 Stanton Road

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Christiansen |
| **AYES:** | Christiansen, Fasules, Gould, Payne, Thompson |
| **ABSENT:** | Kalinich |

*Director Springer discusses the property's location and the annexation agreement.*

*Trustee Thompson asks about the taxes paid to the Lisle Woodridge Fire Protection District. Director Springer states once an unincorporated property goes through annexation they become apart of the village and therefore served by the villages fire company. The taxes are very close and similar and won't notice a big increase in property taxes.*

2) Motion to close a public hearing to consider an annexation agreement for 22w315 Stanton Road

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Christiansen |
| **AYES:** | Christiansen, Fasules, Gould, Payne, Thompson |
| **ABSENT:** | Kalinich |

3) Motion to approve Ordinance No. 6888, An Ordinance Approving an Annexation Agreement for the Property Located at 22W315 Stanton Road (Proposed Address 645 Stanton Road)

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 0]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Fasules |
| **AYES:** | Fasules, Christiansen, Gould, Payne, Thompson |
| **ABSENT:** | Kalinich |

**G. 523 Fairway Court Construction Necessitated Zoning Variation Request (presented by community Development Director Springer)(Trustee Gould)**

*Director Springer gives presentation on the property and discusses the pergola on this property. Kevin Wallace, the landscape contractor, begins to speak. Kevin Wallace explains how and why the pergola was put into place.*

*Trustee Payne asks about the inspections of the pergola. Pre pour, framing and final inspection. Trustee Christiansen asks for clarification when the paperwork went out the pergola should not be there but also passed final inspection. Director Springer stated the permit was issued in December of 2019 and then acknowledged a lot happened throughout the following year. Director Springer stated usually they are called out for final inspections however, sometimes they are not called. It is not until a later date that they look at their open permits and observe who still needs to have a final inspection to close out that permit. Director Springer stated they became aware of this specific permit still being open in February of 2021. Trustee Thompson asks if this were to go back to variation, would this permit be approved? Kevin Wallace stated that is what he was told. Lindsey Kaminsky, the Deputy Village Clerk and recording secretary for the Zoning Board of Appeals, stated 6 of the 7 members of the ZBA meeting indicated if it would have gone through the variation process before it was built, they would have approved it. They then discuss if it happens to get denied or go back to the ZBA, 5 out of the 6 members stated they would have approved it at that time. Trustee Thompson wants to know what is being done with these errors. Director Springer stated they have bene looking at ways to reduce it from happening. They have created a new construction variation process. The application fee is doubled as well as paying for the recording and secretary's time. Trustee Thompson asks what the cost has been to the homeowner throughout this process. Director Springer states she is not exactly sure but estimates it to be around $2,500. Kevin Wallace stated it was his company's responsibility and he has paid the full amount. Trustee Christiansen states she doesn't know how someone can accidently build a pergola. Kevin Wallace states it was a paperwork error within his office. He stated once it was determined it was not allowed, it should have been flagged and immediately go for the variance. He stated that never happened, the patio and pergola were built and stated it was his fault and not the homeowner or the architect.*

*The homeowner, Mr. Fischer, discusses his knowledge of the permit. The neighbor of the homeowner and HOA president speaks and stated the HOA and neighbors agreed and approved the project. Trustee Gould asks the specific date the patio was installed. The homeowner estimated around March. Another neighbor to speaks. He is the trustee on the HOA board. He explains during COVID environment there was an increase in errors with mail and with other businesses.*

*Trustee Gould asks what the purpose of the distance is required for the pergola needing to be a certain distance from the home. Director Springer responds she doe does not know why the regulation was put in place but states it could be a potential fire hazard being too close. Related to zoning, if you cluster things around the main structure, it feels and appears to be the same structure.*

*Trustee Gould asks about no other considerations for shade and the homeowner responds the pergola was the main shade structure and bought an umbrella from Costco as well as utilizing trees. Trustee Gould asked when the subdivision was approved what variances were approved and if it was one more lot being allowed. Director Springer said there were variances granted but she does not recall if it was necessarily for an additional lot. Director Springer said the lot sizes met the villages requirements.*

*The homeowner discusses the motion to deny vs the motion to approve. He states he found it striking on the reasons why it would be denied. The only two options for denying would be the variation being detrimental to the public comfort morals and welfare and the variation is not the minimal variation.*

*Another public comment comes from Molly Webb who is the neighbor behind the homeowner, states she also has a pergola and does not think her neighbors she be taken down in order to be rebuilt.*

*President Senak asks if the petitioner would like to move forward with a vote or wait until the next meeting. The homeowner responds by saying this isn't the first time not everyone is in attendance for a vote. Trustee Thompson asks if the homeowner is denied, will he be able to resubmit to the board for reconsideration.*

Motion for a two-part reading.

| | |
|---|---|
| **RESULT:** | **APPROVED [4 TO 1]** |
| **MOVER:** | Trustee Fasules |
| **SECONDER:** | Trustee Thompson |
| **AYES:** | Fasules, Gould, Payne, Thompson |
| **NAY:** | Christiansen |
| **ABSENT:** | Kalinich |

Trustee Fasules moves to approve Ordinance 6889. Approving a construction necessitated variation for the accessory structure setback with the zoning code to maintain a pergola on the property at 523 Fairway Court.

| | |
|---|---|
| **RESULT:** | **APPROVED [3 TO 2]** |
| **MOVER:** | Trustee Fasules |
| **SECONDER:** | Trustee Thompson |
| **AYES:** | Christiansen, Fasules, Thompson |
| **NAY:** | Gould, Payne |
| **ABSENT:** | Kalinich |

The vote was a straw vote and does not count. The real vote will be on the following agenda for the next board meeting.

*Trustee Fasules recommends the issue of construction variances be brought up to the ZBA. The ZBA then come up with recommendations and penalties related to this issue.*

*Director Springer states this process has already been started with the ZBA and to solicit ideas. She also states that unfortunately there were some vacancy's, and it was removed from the agenda.*

Item H was pulled at the request of the petitioner.

**I. Apex 400 Redevelopment Agreement Amendment (Presented by Village Manager Franz) (Trustee Thompson)**

President Senak asks to have item I removed from the agenda. Trustee Thompson objects and wants the board to consider Item I. The board discusses if this topic is an executive decision.

Motion to approve discussion:

| | |
|---|---|
| **RESULT:** | **APPROVED [4 TO 1]** |
| **MOVER:** | Trustee Fasules |
| **SECONDER:** | Trustee Thompson |
| **AYES:** | Fasules, Gould, Payne, Thompson |
| **NAY:** | Christiansen |
| **ABSENT:** | Kalinich |

1) Motion to approve Ordinance No. 6891, An Ordinance Approving a Second Amendment to the Redevelopment Agreement Between the Village of Glen Ellyn and GSP Development, LLC Concerning 400 & 418-424 N. Main Street

*Village Manager Mark Franz summarizes what is included in the amendment and can be found on the item report. Trustee Payne asks if there are any penalties for the delay from March 1st to August 2nd. Mark Franz states there are no penalties, but the agreement allows a 60-day cure period for any default. At the end of the default period there would be penalties. President Senak asks what those would be and Village Manager Mark Franz states that is a matter to be discussed in an executive decision. Trustee Fasules and President Senak discuss between each other revenue loss and coming to a decision for the approval. President Senak states there has been tax revenue lost due to the delay of opening the Apex Development. Trustee Thompson asks if the lack of action at this meeting put them in jeopardy violating the RDA.*

*GSP Development Larry Debb states it was the villages mistake for the delay and then states reasons. The first reason is environmental. The village's consultant said the bad soil should be removed. GSP's position said since the village would own the property, they did not care if they did it or not. Stated the delay there was 3-4 weeks. The second issue was "the finger". Part of the parking lot that goes to the west of the building. The land is 63ft wide. There was some controversy he is unsure of but due to some legal reasons had to be reduced to 59ft. They were told to go ahead with the original plan and had everything set in place. They then got a call from legal which stated they couldn't have the full amount; it took 3 months of redesigning it structurally. Additionally, once they started digging, they were told they had to remove their footings off the public property. It was indicated that all the other buildings along Main St. have the footings on the public way below and the foundation wall on their own property. This was another part of the delay. The village making changes delayed starting the project. Debb states a big one was the lawsuit. President Senak and Larry Debb discuss the RDA and a certificate of occupancy. President Senak asks if Larry Debb has applied for a temporary certificate of occupancy and Larry Debb says he will give a license to use the garage. Village Manager Mark Franz says they have been going through a process to be able to utilize the garage with the license agreement. The building zoning official provided conditions that needed to be met to be able to use it. Mark Franz asks if Larry Debb intends to issue a certificate of occupancy or is a licensing agreement serve the same purpose?*

*Steve Witt, building and zoning official, states yes GSP was issued instruction items that needed to be completed to issue a temporary certificate of occupancy. Steve Witt states when the work is complete, they intend to issue a temporary certificate of occupancy. There is no special application for it.*

*Trustee Payne asks what the tally is for the village? Village manager says it totals $66,920.00 comprising of 3 items. Trustee Payne then asks if Village Manager Franz felt the village should go forward and pay this. Village Manager Franz says he does but also understands trying to control costs with this project. Trustee Gould says she has concern because it was stated several times the parking deck would be ready in six months. She also asks why the "Glenwood arm" is not consolidated with the Main St. lot so why is it not one parcel?*

*Director Springer stated it was a zoning issue. Trustee Gould asks if there is an updated completion date. Village Manager said yes, the development project is on pace to meet the schedule of the new construction schedule. Trustee Gould asks to be reminded what the other tiff amount was for the developer and Village Manager said he thought it was 1.4million. The tiff incentive agreement would not begin until the project is complete, and the property is accessed. In return, the village gets about $7 million in tiff benefits. Debb states although they are getting tiff dollars, it cost them $2.1 million to remove the soil. Trustee Gould and Debb discuss parking. Trustee Gould then asks if every time there is a dispute about who pays things, how long will it last and if it will become more expensive. Village Manager says its different because it's a public-private partnership. It is a unique process and does not anticipate additional expenses. Trustee Gould also asks about the retention issue not being discovered. Village Manager Mark Franz states that it was not caught by their engineer and wasn't over communicated, that being said, a compromise made the most sense.*

*Larry Debb states when they started doing their excavation, they found an underground tank. It was full of mud indicating it wasn't used. Debb stated they were going to leave it because they were planning on putting on concrete on it. The village stated it should be taken out and Larry Debb stated to be fair, he would pay half.*

*Trustee Payne asks for clarification on the occupancy to the garage. Village Manager says they are preparing to put signage and put information out to the businesses and public to go live August 2nd. This is for 60 parking spaces out of 136. Trustee Christiansen wants to know if the ordinance can be modified now or if it must be done in another session? The village attorney said if the board would approve an amended RDA, it would make it subject to attorney review.*

*Trustee Thompson thanks Debb for talking and agrees the village should be paying for the soil remediation. He also thinks paying for half of the underground retention system is fair. Trustee Thompson also wants to see some modification to the cost sharing with i.*

*Trustee Fasules says he is okay with all three.*

*Trustee Payne states he thinks i. should split some costs.*

*Trustee Gould states i. should be covered by the developer and comments on asking about the underground retention system but stated it wasn't promised to be paid for by the village.*

*President Senak and Debb discuss expenses loss and coming to a fair resolution to allocate said loss.*

Motion to approve ordinance No. 6891, An ordinance Approving a Second Amendment Between the Village of Glen Ellyn and GSP Development, LLC Concerning 400 & 418-424 N. Main St with the following caveat: Items 5bi and 5biii are stricken from the ordinance and then revised ordinance is subject to attorney review

| | |
|---|---|
| **RESULT:** | **DENIED [3 TO 2]** |
| **MOVER:** | Trustee Christiansen |
| **SECONDER:** | Trustee Gould |
| **AYES:** | Christiansen, Gould |
| **NAY:** | Fasules, Payne, Thompson |
| **ABSENT:** | Kalinich |

Motion to approve ordinance No. 6891, An ordinance Approving a Second Amendment Between the Village of Glen Ellyn and GSP Development, LLC Concerning 400 & 418-424 N. Main St as read except for item i, where staff is instructed to renegotiate the split for the scaffold.

| | |
|---|---|
| **RESULT:** | **DENIED [4 TO 3]** |
| **MOVER:** | Trustee Fasules |
| **SECONDER:** | Trustee Thompson |
| **AYES:** | Fasules, Thompson, Payne |
| **NAY:** | Christiansen, Gould, President Senak |
| **ABSENT:** | Kalinich |

*Village Attorney states if it involves the expenditure of funds there must be a majority of the board in favor of it or else it fails. It would take 4 positive votes. Trustee Thompson states it is the majority and asks for clarification.*

*Trustee Gould clarifies on tiff reimbursements and allowing the date to go to August 2nd. It is understood Debb will continue to work while the board deliberates. President Senak clarifies, when Debb delivers the parking garage. The property is then resold to the village. The only reason a license agreement would be needed is because the entire parking garage could be turned back over to the village. It is indicated the parking that is available has been full. Trustee Thompson asks if Trustee Christiansen and Trustee Gould would change their vote and they both said no. Trustee Fasules states he thinks President Senak should be considered the fourth vote. President Sneak asks if anything would prohibit this from being discussed at the next meeting.*

*Trustee Thompson makes a statement to President Senak asking him to go out into the public and explain what happened and the public parking will not be open. President Senak says he already did that and said the businesses are not the only part of the community but also the residents. This delay has cost the residents tax revenue and the loss should be mitigated. Village Manager wants the board to reconsider the motion for the bad soil and believes it is more important to get the parking lot open on August 2nd.*

Trustee Christiansen motions to approve Ordinance No. 6891, An Ordinance Approving a Second Amendment to the Redevelopment Agreement Between the Village of Glen Ellyn and GSP Development, LLC Concerning 400 & 418-424 N. Main Street, with the exception of section 5bi and 5biii pending attorney review

| | |
|---|---|
| **RESULT:** | **APPROVED [4 TO 1]** |
| **MOVER:** | Trustee Christiansen |
| **SECONDER:** | Trustee Thompson |
| **AYES:** | Christiansen, Fasules, Gould, Thompson |
| **NAY:** | Payne |
| **ABSENT:** | Kalinich |

*President Senak states pursuant to section 5/6-4-7 Ordinance No. 6890 has passed is vetoed.*

## J. Reminders

1) A Special Village Board Workshop is scheduled for Monday august 9, 2021 at 7:00p.m in the Community Room of the Glen Ellyn Police Department

2) A Village Board meeting is scheduled for Monday, August 23, 2021 at 7: 00p.m in the Galligan Board Room of the Glen Ellyn Civic Center.

K. Other Business

*President Senak makes comments to the residents about the Corona Virus and gives information, if they choose to, how they can be vaccinated.*

L. Adjourn

| | |
|---|---|
| **RESULT:** | **APPROVED [5 TO 1]** |
| **MOVER:** | Trustee Thompson |
| **SECONDER:** | Trustee Gould |
| **AYES:** | Fasules, Gould, Christiansen, Payne, Thompson |
| **ABSENT:** | Kalinich |

Respectfully submitted, Caitlin Tabor

Reviewed and approved by Emily Rodman, Assistant Village Manager/Deputy Village Clerk

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

Meeting 1/24/2022 7:00 PM
Department: Administration
Department Head:
Category: Minutes
Prepared By:

**AGENDA ITEM (ID # 2022-1824)**

**DOC ID: 2022-1824**

# December 13, 2021 Village Board Meeting Minutes

**Statement of the Issue:**

**Analysis:**

**Budget Impact:**

**Action Requested:**

**Attachments:**
1. 12132021 Village Board Meeting Minutes - DRAFT

Minutes
Village of Glen Ellyn
Glen Ellyn Village Board
Board Meeting
Monday, December 13, 2021
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

**A. Call to Order 7:01 p.m.**

**B. Pledge of Allegiance**

**C. Roll Call**

*Upon roll call by Village Clerk Cosby, President Senak and Trustees Fasules, Gould, Payne and Thompson answered "Present". Christiansen and Kalinich excused.*

*Also in attendance:*
*Village Manager Franz, Village Attorney Mathews, Finance Director Coyle, Public Works Director Dave Buckley, Community Development Director Springer, Officer Vavra. Village Engineer, Rich Daubert.*

**D. Audience Participation:**

*Roger Hughes First Congregational church submitted an online form concerning his support of the additional funding for the GEYFC.*

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

Motion to approve the following items below. These items have been reviewed by the Management Team & Village Attorney and are consistent with the Village's Purchasing Policy (Trustee Fasules)

1) Approve the Recommendation of Village President Mark Senak that the Appointments be Made for Various Boards and Commissions:

   Community Relations Commission: Heaven Martin, Student Commissioner, with a Term Expiring July 31, 2022

   Finance Commission: Camile White, Student Commissioner, with a Term Expiring July 31, 2023; Christopher Goodman, Commissioner, with a term Expiring July 31, 2024

2) Pursuant to Section 1-10-7 of the Village Code, Approve the purchase of parkway trees from Suburban Tree Consortium in the amount of $149,800, to be expended from the Motor Fuel Tax Fund (Public Works Director Buckley)

   *President Senak inquired as to the number of trees to be planted. Director Buckley stated 425 trees are due to be planted.*

3) Authorize the Village Manager to Approve a Contract with Hampton, Lenzini and Renwick, Inc. for Engineering Services for 2022 in a not-to-exceed amount of$199,000, to be expensed to the General Fund (Community Development Director Springer)

*President Senak asked why the switch back to contracted services. Director Springer stated that the reason is that no qualified candidate applied after the job was posted two times.*

*President Senak asked Director Springer if this was better to have the engineer on staff or through contract services. Director Springer stated that there are pros and cons to both, as an employee is easier to access but with a contractor, there are ways to structure their time.*

*President Senak asked what the price point is to keep this position in house and is the salary preventing the hiring of quality people; if so, he would like to see more data to support this.*

*Village Manager Franz stated this is an issue at Public Works as well*

4) Authorize the Village Manager to execute the attached Memorandum of Understanding with Glen Ellyn Youth and Family Services for Mental Health Services (Village Manager Franz)

5) Authorize the Village Manager to Execute an Extension of an Agreement for Residential Solid Waste Collection Services with Groot Industries, Inc., through July 31, 2024 (Assistant Village Manager Rodman)

*Trustee Thompson asked if the internal memo was released to the public regarding multiple days versus one. Manager Franz stated that when the contract was done five (5) years ago, residents stated they wanted only one day of service and were willing to pay the additional costs associated with keeping the pick-up day on Monday.*

*Trustee Gould asked if Village Code mandates refuse service be with Groot for multi-family residential. Director Springer indicated she was not certain and would investigate and respond.*

6) Ordinance No. 6925 - VC, An Ordinance to Create Section 9-5-22 (Schedule V; Main Street Parking Garage Restrictions) and Section 9-5-13 (Schedule M; Handicapped Person Parking Locations) and Amend Section 9-2-12 (E)(1) (Fees) and Section 9-3-5 (Parking Rates and Times) (Police Chief Norton and Finance Director Coyle)

*Trustee Gould asked if this change impacted leased lots. Director Coyle stated that the change was to remove the Parking Garage. Director Coyle outlined the timetable of planned rate increases and that the one for 2021 was delayed.*

*Trustee Thompson asked if there was a premium cost that can be tied to the parking garage and the main street parking garage.*

*President Senak asked if the residents get a choice for premium parking. Director Coyle stated that premium parking is a first come, first serve plan, wherein a resident would be contacted and given the opportunity to come in, pay the higher fee and get their parking badge for the premium spot.*

7) Ordinance No. 6926, An Ordinance to Amend Ambulance Service Fees for the Village of Glen Ellyn (Finance Director Coyle)

*Trustee Thompson had a question regarding Item #7, namely why the fees for residents and non-residents are the same and wondered if this was correct. Director Coyle explained that the GEMT program requires the fees be equal.*

8) Resolution No. 21 - 14, A Resolution Authorizing the Village to Use Hinsdale Bank & Trust / Wintrust to Receive Collections from Ambulance Billings (Finance Director Coyle)

| | |
|---|---|
| **RESULT:** | **APPROVED [6 TO 0]** |
| **MOVER:** | Fasules |
| **SECONDER:** | Payne |
| **AYES:** | Fasules, Payne, Gould, Thompson |
| **NAYS:** | **None** |

**F. Central Business District (CBD) Streetscape and Utility Improvements Phase II Engineering, Amendment #3 (Presented by Senior Civil Engineer Tom Topor) (Trustee Payne)**

1) Motion to Authorize the Village Manager to Execute Agreement Amendment No. 3 for CBD Streetscape and Utility Improvements Phase II Engineering Services with Civiltech Engineering, Inc in the amount of $329,734.48, to be expensed to the Capital Projects and Water & Sewer Funds.

*Mr. Toper outlined the specifics and justification for the amendment requested in the amount of $329,734.48. The change order includes costs associated with the delays in ordinance approval.*

*Trustee Payne expressed his disappointment that the costs escalated so quickly and no one was communicating to the CIC/Village staff.*

*President Senak asked if this is the last change order, as it is had to understand where the costs are going to top out at and where is the process to stop the surprise escalation.*

*There are factors that if changes are brought to them, the changes do cost time and money to address therefore, no guarantees can be promised. Tracking has improved and communication between staff, and there are ongoing changes with the APEX project. Civiltech has made some concessions in an effort to keep the project going forward and are not passing of the all costs along to the Village.*

*Village Manager Franz addressed the Board stating that Village staff is looking at ways to improve the monitoring of the projects costs; however, with all of the changes directed by the Village Board, when the various phases of this project go out to bid the construction costs are an unknown and could be substantial as construction costs and climbing across many different sectors.*

*Mr. Daubert advised the Board that there are two projects that the Village has seen cost savings of $175,000 and $92,000 under contract award amounts, so while these cost savings are not always public knowledge, the Village does make every effort to complete projects under contracted budget amounts as well as securing an $800,000 surface transportation program grant as means to save the tax payers.*

*Village Manager Franz reiterated that the fault is not that of one or two Village staff members but collectively on everyone and assured the Board that everyone will be more diligent on keeping track of the costs on projects of this nature going forward.*

| | |
|---|---|
| **RESULT:** | **APPROVED [4 TO 0]** |
| **MOVER:** | Payne |
| **SECONDER:** | Fasules |
| **AYES:** | Payne, Fasules, Gould, Thompson |
| **NAYS:** | None |

## G. Apex 400 ReDevelopment Agreement Amendment (Presented by Village Manager Franz) (Trustee Thompson)

1) Motion to approve Ordinance No. 6927, An Ordinance Approving a Third Amendment to the ReDevelopment Agreement and a First Amendment to the License Agreement for Public Parking Area, Between the Village of Glen Ellyn and GSP Development, LLC Concerning 400 & 418 - 424 N. Main Street

*Manager Franz provided some background on the Apex project. 2nd amendment agreement regarding Balance of public parking by January 21, 2022, July 1, 2022. Delays will impact village lack of parking and interference of streetscape project as well as revenues.*

*$175,000 revenues to be lost. Additional losses to F&B taxes revenues*

*Ms. Julie Spiller stated that any closing on the South side of the tracks impacts businesses on the North and vice versa; customers have repeatedly indicated that they avoid the downtown area as a result. Lack of information being shared with the business owners not receiving information, but the building owners are; and the losses will be more than $175,000 as customers avoid the downtown businesses.*

*Zach Wilson, how does the village regain their $175,000 loss in the final year of the TIF due to the Developer.*

*Representatives from GSP stated that they are working as best they can but COVID has impacted not only supply chain issues, but employees as when one gets sick, the other crew members will take off to protect themselves. Brick workers worked on a Sunday at triple rate in an effort to stay on track.*

*President Senak asked if this amendment would be the last. Mr. Debb stated that all of the supply chain items are on site now and they built in extra time into the amendment. The goal is to begin marketing leasing opportunities starting in March with move-ins happening in early May.*

*Trustee Gould asked if the street closure is Apex related or streetscape. Manager Franz sated that no street closures are scheduled.*

*President Senak asked if GSP is willing to reimburse the Village's projected loss $175,000 from their TIF Revenue. Mr. Debb, stated that was something he could not agree to.*

*Trustee Gould asked if there was an unknown from July 26th to this meeting that prompted the amendment change to prevent the February 22nd completion. Mr. Debb stated that power supply to the site, HVAC equipment was delayed; which, in turn delayed the drywall and mud installation. The delays are basically a domino affect in that one thing needs to be done first before the next item can be done. President Senak asked for clarification in that the Village is not causing any of the delays. Representative stated no.*

*Trustee Gould asked 13 months due to claim of force majeure, 10 months of delays cost $435,000 and that the explanations given do not equal the last four months to a loss of $175,000. Not voting to delay the project by 4 months, what is the burden on the businesses and residents*

1) *What will prevent an additional time extension, Liquidated damages if July date is missed*
2) *Board is will to accept to $435,000 will no ask from the Developer finish at any*
3) *Any financial impacts – Wintrust is still the loan holder, no change in ownership*
4) *Impact on south main street businesses – 2nd closing for streetscape with little or no break,*
5) *F&B and sales taxes*

*Trustee Gould stated she would be willing to approve the parking garage portion of the ordinance and not the contract extension date.*

*Trustee Thompson asked if due to the absence of 2 trustees would require President Senak to vote*

*Attorney Mathews All four vote yes, then President does not vote; if 3 vote yes, then the Village President will need to vote.*

*Trustee Thompson stated that he is in agreement with Trustee Gould's points, especially the impact to the south side businesses and the loss of $175,000. Mr. Debb has worked diligently to get everything on site and ready for installation and is reassured. The TIF funds are supposed to pay for the streetscape project and is not happy that the delay has impacted the funding.*

*Trustee Thompson said that he does not see any benefit to voting against the contract extension and is having difficulty voting against the extension.*

*Trustee Fasules stated that his point is to get this project completed so people will be able to return to downtown area.*

*Trustee Payne stated that while the forecast can be wrong, he can offer to way to correct the issues and feels that there is no way around the extension.*

*Trustee Gould stated that the fact that the Developer is not willing to cover 50% of the forecasted loss for the four months is why she is not willing to approve.*

*President Senak stated that by voting to approve, there is no incentive to encourage the contractor to complete the project on time, and Village has no remedies and by casting his vote he was hoping to give the Village a method to remedy.*

| | |
|---|---|
| **RESULT:** | **NOT APPROVED [3 TO 2]** |
| **MOVER:** | Thompson |
| **SECONDER:** | Fasules |
| AYES: | Thompson, Fasules, Payne |
| NAYS: | Gould, President Senak |

## H. Reminders

1) There is a Special Village Board Workshop Monday, January 10 at 5:30 p.m.
2) There is a Village Board Meeting scheduled for Monday, January 10 at 7:00 p.m.
3) There is a Village Board Workshop scheduled for Tuesday, January 18 at 7:00 p.m.
4) There is a Village Board Meeting scheduled for Monday, January 24 at 7:00 p.m.

## I. Other Business

## J. Adjourn

| | |
|---|---|
| **RESULT:** | **APPROVED [0 TO 0]** |
| **MOVER:** | Fasules |
| **SECONDER:** | Payne |
| **AYES:** | Call for all in Favor All responded "AYE" meeting adjourned. |
| **NAYS:** | None |

Respectfully submitted,

Gayle Lendabarker
Interim Recording Secretary

Reviewed and approved, Caren Cosby Village Clerk

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

Meeting 1/24/2022 7:00 PM
Department: Administration
Department Head:
Category: Minutes
Prepared By:

**AGENDA ITEM (ID # 2022-1825)**

**DOC ID: 2022-1825**

# January 10, 2022 Village Board Meeting Minutes

**Statement of the Issue:**

**Analysis:**

**Budget Impact:**

**Action Requested:**

**Attachments:**
1. 01102022 Village Board Meeting Minutes

Minutes
Village of Glen Ellyn
Glen Ellyn Village Board
Board Meeting
Monday, January 10, 2022
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

**A. Call to Order 7:01 p.m.**

**B. Pledge of Allegiance -**

**C. Roll Call**

*Trustee Thompson motioned to allow Trustee Fasules to attend the meeting via video services due to COVID concerns.*

| | |
|---|---|
| **RESULT:** | **Approved [6 TO 0]** |
| **MOVER:** | Thompson |
| **SECONDER:** | Christiansen |
| **AYES:** | Thompson, Christiansen, Kalinich, Gould, Payne, Fasules |
| **NAYS:** | **None** |

*Also in attendance:*
*Village Manager Franz, Village Attorney Mathews, Assistant Village Manager, Emily Rodman, Finance Director Coyle, Public Works Director Dave Buckley, Community Development Director Springer, Police Chief Norton.*

**D. Presentation:**

1) Village President Senak will hold a moment of silence in remembrance of former Village President Joe Wark.

**E. Audience Participation:**

*None at this time*

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

Motion to approve the following items including Payroll and Vouchers totaling $8,202,228.42 These items have been reviewed by the Management Team & Village Attorney and are consistent with the Village's Purchasing Policy (Trustee Payne)

1) Total Expenditures (Payroll and Vouchers) - $8,202,228.42

   *Trustee Payne questioned one invoice for $26,067 where the description states for the purchase of trees, yet the vendor's name is listed as West Central Municipal Conference.*

   *Director Buckley explained that the West Central Municipal Conference is a consortium which the Village has been purchasing trees through.*

2) June 7, 2021 Village Board Meeting Minutes

3) December 6, 2021 Special Village Board Meeting Minutes

4) Resolution No. 22-01, A Resolution to endorse the Legislative Action Program of the DuPage Mayors and Managers Conference for the 2022 Legislative Session (Village Manager Franz)

5) Ordinance No. 6927, An Ordinance Approving a Variation from the Supplementary Regulations of the Zoning Code to Allow the Reconstruction and Expansion of a Non-Conforming Detached Garage on the Property Located at 105 N. Main Street (Community Development Director Springer)

6) Authorize the Village Manager to execute a one-year contract extension of the 2022 Brush Removal Contract to D. Ryan Tree and Landscape of IL. in a not-to-exceed amount of $129,000, expensed to the Residential Solid Waste Fund (Public Works Director Buckley)

   *Trustee Thompson asked Director Buckley what the plan was for the contract after the one-year extension.*

   *Director Buckley stated that as this vendor was doing quality work and was not garnering complaints from the residents about the manner in which they were completing their work the decision to offer a one (1) year extension was made.*

   *Director Buckley did state that at the end of the one-year extension, the work will go out to bid for 2023-2025.*

7) Ordinance No. 6928, An Ordinance Approving a Contract for Billing Services Associated with Providing Emergency Medical Services (EMS) to the Community (Village Manager Franz)

   *Trustee Thompson inquired about the aggressive nature of the collection efforts by the third-party contractor as they seem overly aggressive. Manager Franz stated that on page 166 of the packet, the steps for collection are outlined and involve nine (9) steps, so those being billed have plenty of opportunities to for payment.*

| | |
|---|---|
| **RESULT:** | **[6 TO 0]** |
| **MOVER:** | Payne |
| **SECONDER:** | Christiansen |
| **AYES:** | Payne, Kalinich, Christiansen, Fasules, Gould, Thompson |
| **NAYS:** | **None** |

## G. Roosevelt Road Hotel Properties Redevelopment Process (Presented by Assistant Village Manager Rodman) (Discussion Only)

1) Assistant Village Manager Rodman will introduce Kon Savoy Consulting Group, which will brief the Village Board on the design charette process for the Roosevelt Road hotel properties and discuss with the Village Board the alternatives for public engagement.

*Assistant Manager Rodman introduced Mr. Savoy from Kon Savoy Consulting Group who the Village will be using as consultants by assisting the Village develop plans for redevelopment of the hotel properties that the Village will be completing purchase of in the near future.*

*Mr. Savoy introduced members of his team who will be working with the Village. Mr. Savoy explained that the goal of the charette process is to be creative and provide effective communication between his company and the Village, by using a workshop process to assist the Village gather the best understanding of the property parameters and what will or will not work; all ideas will be fair game and then develop a short list of potential uses for further consideration.*

*Trustee Kalinich asked what the additional cost for the virtual services. Mr. Savoy stated approximately $5,000. Trustee Kalinich asked how many people would participate. Mr. Savoy advised that the number of participants can vary depending on the project, some projects for other villages have had 200-300 participants.*

*Trustee Christiansen asked if there is any way to prevent the comments from delving into negative or inappropriate comments. Mr. Savoy stated that there will be some monitoring and the deletion of any inappropriate content.*

*Trustee Gould asked if the software had any checks to make sure the participants are actual people and not someone using alias. Mr. Savoy advised that he has not seen this in the past and it would be hard to do.*

*Trustee Gould inquired about the cost to host the meetings in person. Mr. Savoy stated that it would very costly and with the COVID situation, probably not the best approach.*

*Trustee Payne asked it would be best to have the Plan Commission involved. Assistant Manager Rodman stated that discussions were held about including Planning staff in the meeting, but the decision was reached that it would probably be best to bring the Plan Commission in once the final five (5) ideas are ready for presentation.*

*Trustee Thompson asked if a change order would be necessary. Mr. Franz stated that it would a cost that he would have the ability to approve the additional funds.*

*Trustee Fasules stated that he has concerns that the original motivation for purchasing the processing is being left out of the charette process and the groups wanting to work with Village are going to lose out on grant opportunities.*

*President Senak stated that the original goal of purchasing the property was to provide affordable housing, but he is not opposed to reviewing all opportunities. Prescient Senak added that deadline for February 2022 funding has already been passed and the goal was for funding 2023.*

*Assistant Manager Rodman clarified that typically this process only garners two or three concept plans, but the Village did stress that they want five (5) options to specifically include affordable housing and that this particular consultant is experienced with affordable housing.*

*Attorney Mathews stated that he has been approached by the Glen Ellyn Animal Hospital regarding purchasing some of the property on the west end of the lot to extend their parking for an additional 25 parking spots. While they have not come forward with a specific offer.*

*President Senak asked the Village Attorney should be directed to develop an agreement with the Animal hospital for the 25 parking spots they are currently using.*

*Trustee Thompson asked if the buildings will be demolished prior to development. Rodman stated that the first step would be to secure the perimeter of the property and evaluate the need and costs associated.*

*Trustee Thompson asked if the fencing would prohibit the hospital from parking in the spots. Assistant Manager Rodman stated that each property would have to be fenced separately and if an agreement for the temporary parking spots is in place, the fence line would be adjusted accordingly.*

*Trustee Kalinich stated she would like to see costs associated with fencing the full perimeter and with adjustment for the potentially leased parking spots.*

*The following residences submitted electronic messages in support of the property being used for affordable housing:*

*Michelle Thorsell President of the League of Women Voters*
*Kim Reed*
*Rev. Seth Carey – 1st Congregation Church of Glen Ellyn*
*Roger Hughes*
*Clara Hughes*
*Amanda Reilly-Sokoli – DuPage United Senior Organizer*
*Ida Hagman*
*Julie Evans – Parent Advocate for Adults with Intellectual disabilities emailed support of the plans including housing for Adults with Special needs to support their desire for independent living*

*Trustee Thompson stated he is in support of the social pinpoint feature of the charrette process so more input can be received, as well as supporting the need for affordable housing but a definition of what that looks like is needed.*

*Trustee Kalinich concurred with adding the social pinpoint feature to the scope of the work as it is vital to include as many people as possible. Trustee Kalinich agrees that the time table needs to be respected.*

*Trustee Christiansen concurred and agrees with not pigeon-holing the project to just one idea.*

*Trustee Gould concurred and feels that not involving the community earlier on in the process via face-to-face process is repeating the same mistakes.*

*Trustee Payne agrees with Trustees Gould and Christiansen that other opportunities besides affordable housing need to be evaluated and feels that public needs to be involved sooner.*

*Trustee Fasules stated that it would be a disservice to the one group who pushed the Village to purchase the property, if the outcome is something that is not in the benefit of the Village, but to that of the Developers.*

*President Senak stated that he feels that there are other interests in the property and in order to make the best decision all options need to be thoroughly evaluated.*

## H. Reminders

1) There is a Village Board Workshop Tuesday, January 18 at 7:00 p.m.
2) There is a Village Board Meeting scheduled for Monday, January 24 at 7:00 p.m.

## I. Other Business

*Trustee Christiansen expressed her appreciation to all Village Employees for this hard work throughout 2021.*

*Trustee Fasules' expressed his sympathies to the family of Mr. Wark.*

## J. Adjourn

| | |
|---|---|
| **RESULT:** | **APPROVED [6 TO 0]** |
| **MOVER:** | Kalinich |
| **SECONDER:** | Thompson |
| **AYES:** | Kalinich, Thompson, Christiansen, Fasules, Gould, Payne |
| **NAYS:** | **None** |

Respectfully submitted,

Gayle Lendabarker
Interim Recording Secretary

Reviewed and approved, Caren Cosby Village Clerk

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

Meeting 1/24/2022 7:00 PM
Department: Police
Department Head: Philip Norton
Category: Ordinance
Prepared By: Norm Webber

**AGENDA ITEM (ID # 2022-1797)**

**DOC ID: 2022-1797**

# Ordinance No. 6929 - VC, An Ordinance to Amend Section 9-5-7 (Schedule G; Parking Prohibited During Certain Hours) of the Village Code Regarding Parking on Duane Street Between Park Boulevard and Montclair Avenue (Police Chief Norton)

**Statement of the Issue:**
The Department has recently received complaints regarding vehicles parking on both sides of Duane Street, east of Park Boulevard, during the daytime hours. Vehicles are parking on both sides of the street, making it difficult for vehicles to pass through this area.

**Analysis:**
Duane Street, east of Park Boulevard, is a residential area located just east of the Central Business District. This area is designated as a 5-hour parking zone. In the fall of 2015, recommendations were made to limit parking on the north and south side of Duane Street just east of Park Boulevard to keep traffic from parking too close to the intersection as well as on both sides of the streets. An ordinance was passed restricting parking on the north side of Duane Street, 80 feet east of Park Boulevard, and on the south side of Duane Street, 155 feet east of Park Boulevard, to assist with keeping the area clear so traffic could travel without issue.

Community Service Officer (CSO) Perez has been monitoring this area and he has observed significant issues during the daytime hours. He advised that, at times, emergency vehicles and larger work trucks would not be able to pass through the area due to vehicles parking on both sides of the roadway. This currently causes significant issues when trains are stopped for an extended period of time and motorists try to travel to/from the Taylor Street Underpass. This would also cause significant issues for the Public Works Department with snow removal during the winter months.

CSO Perez has seen commuters, high school students and employees park in this area. Most of the issues occur in the morning and into the early afternoon. Many of the vehicles are moved in the late morning/early afternoon into the train station parking lots after 11:00am, once these lots are open for free parking to the public.

Attached are two photographs taken by CSO Perez which illustrate the issues he has observed on a regular basis. Both photographs show Duane Street just east of Park Boulevard. Both photographs were taken on separate days.

**Budget Impact:**
There would be no significant budget implications besides the installation of signage on the south side of Duane Street between Park and Montclair.

**Action Requested:**
Prohibiting parking on the south side of Duane Street between Park Boulevard and Montclair Avenue during the day will assist with alleviating these issues while still allowing places for residents, their guests and the general public to park. The parking restrictions in this area would be in effect Monday through Friday from 7:00am-3:00pm. This time frame is consistent with the parking restrictions surrounding Glenbard West High School. All train station parking lots are free on Saturday and Sunday, which could be used by commuters, high school students, employees and anyone needing a place to park.

The Village would send a letter to the residents who reside on Duane Street between Park Boulevard and Montclair Avenue advising them of the proposed parking change as well as the date that this recommendation is being considered so that they would have an opportunity to voice any concerns.

**Attachments:**
1. Ordinance
2. Map of Area
3. Picture 1
4. Picture 2

**Village of Glen Ellyn**

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**Ordinance No. _____ - VC**

AN ORDINANCE TO AMEND SECTION 9-5-7
(SCHEDULE G; PARKING PROHIBITED DURING CERTAIN HOURS)
OF THE VILLAGE CODE OF THE VILLAGE OF GLEN ELLYN, ILLINOIS
REGARDING PARKING ON DUANE STREET BETWEEN
PARK BOULEVARD AND MONTCLAIR AVENUE

---

Adopted by the
President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois

This _____ Day of _____, 2022__.

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

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

**Ordinance No. _____ - VC**

AN ORDINANCE TO AMEND SECTION 9-5-7
(SCHEDULE G; PARKING PROHIBITED DURING CERTAIN HOURS)
OF THE VILLAGE CODE OF THE VILLAGE OF GLEN ELLYN, ILLINOIS
REGARDING PARKING ON DUANE STREET BETWEEN
PARK BOULEVARD AND MONTCLAIR AVENUE

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

SECTION ONE: Section 9-5-7 (SCHEDULE G; PARKING PROHIBITED CERTAIN HOURS) of the Glen Ellyn Village Code is hereby amended by the addition of the following:

| Name of Street | District | Hours Parking Prohibited |
|---|---|---|
| Duane Street, south side | From a point 155 feet east of the east line of Park Boulevard to the west line of Montclair Avenue | 7:00 a.m. to 3:00 p.m. Monday through Friday |

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

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

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

| | | | | | | |
|---|---|---|---|---|---|---|
| **Ayes** | | Mark Senak | | Anne Gould | | Bill Payne |
| | | Kelli Christiansen | | Kelley Kalinich | | Steve Thompson |
| | | Gary Fasules | | | | |
| | | | | | | |
| **Nays** | | Mark Senak | | Anne Gould | | Bill Payne |
| | | Kelli Christiansen | | Kelley Kalinich | | Steve Thompson |
| | | Gary Fasules | | | | |
| | | | | | | |
| **Absent** | | Mark Senak | | Anne Gould | | Bill Payne |
| | | Kelli Christiansen | | Kelley Kalinich | | Steve Thompson |
| | | Gary Fasules | | | | |

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

_____

Village President

Attest:

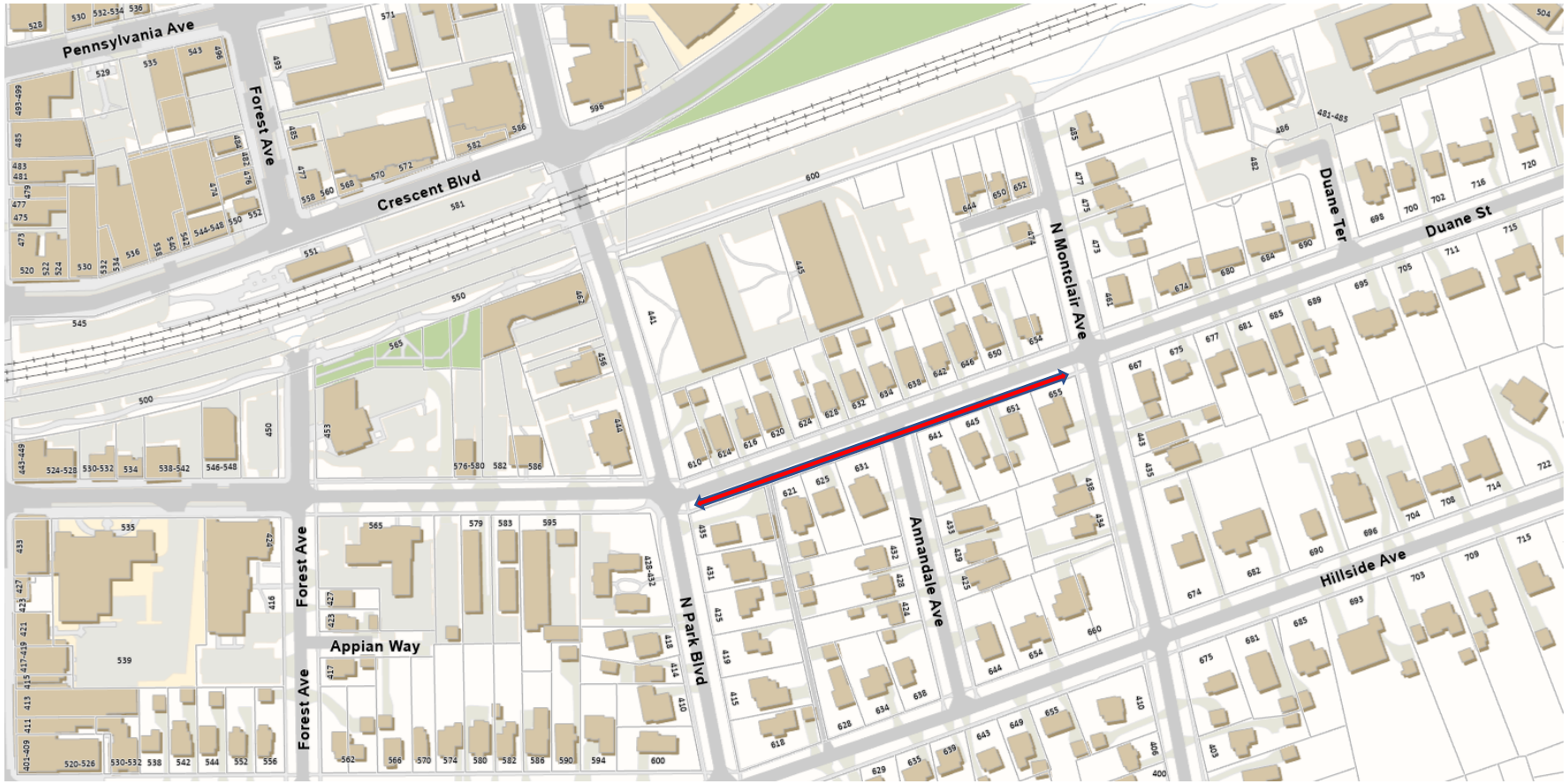
_____

Village Clerk

AFFIX VILLAGE SEAL

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

**No Parking Area**- South side of Duane Street between Park Boulevard and Montclair Avenue







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

Meeting 1/24/2022 7:00 PM
Department: Village Links
Department Head: Jeff Vesevick
Category: Bid
Prepared By: Jeff Vesevick, Andrew Cross

**AGENDA ITEM (ID # 2022-1808)**

**DOC ID: 2022-1808**

# Pursuant to Section 1-10-7 of the Glen Ellyn Village Code, Adopt the Competitive Bidding Procedures of the Sourcewell Cooperative Purchasing Program in Lieu of the Provisions of Chapter 10 on Village Contracts and Approve the Purchase of (2) 2022 Toro Greensmaster eTriFlex 3360 Greensmowers from Reinders, Inc., of Mundelein, Illinois in the Amount of $106,291.44, to be Expensed to Village Links/Reserve 22 Fund (General Manager Vesevick)

**Statement of the Issue:**

**Analysis:**

**Budget Impact:**

**Action Requested:**

**Attachments:**
1. Greens Mowers Packet 012422

Motion Pursuant to Section 1-10-7 of the Glen Ellyn Village Code to Adopt Competitive Bidding Procedures of the Sourcewell Cooperative Purchasing Program in lieu of the Provisions of Chapter 10 on Village Contracts and Approve the Purchase of (2) Toro Greensmaster eTriFlex 3360 Greensmowers Reinders, Inc, of Mundelein, Illinois in the amount of $106,291.44 to be Expensed to Village Links/Reserve 22 Fund in FY2022 (General Manager Vesevick)

Background

The Village Links Grounds Division has determined it is well beyond the appropriate time to replace a 1995 and 1999 Toro Greensmaster 3100 Greens Mowers. The 23 and 27-year-old mowers have exceeded their normal useful life of 8 to 10 years. Our fleet of (9) triplex mowers are used to mow 6 acres of greens daily and 7 acres of tees 2 to 3 times per week during the growing season. Village Links would like to purchase the vehicles at this time since it is needed for operations and condition improvements. There is only one vendor who produces these greens mowers which fit our needs and that is the Toro Company. Reinders, Inc has the exclusive territory to sell Toro Golf Equipment. The 2022 Toro Greensmaster eTriFlex 3360 Greensmowers are available from Reinders, Inc through the Sourcewell Cooperative Purchasing Program. The 2022 Toro Greensmaster eTriFlex 3360 Greensmowers are available through the Sourcewell contract for $53,145.72 each. This mower is similar to the current fleet of Toro Triplexes as far as operating. These mowers will be equipped with all the new technology that will help us to provide better conditioning on the greens. These mowers are also a hybrid that will use less fuel and keep all hydraulic fluid off the greens on a daily basis. By selecting the Hybrid option over the full electric, we protect ourselves from power interruptions but also allow the machine more flexibility in running accessories for grooming. These mowers will replace units that currently have 5611 hours and 5240 hours on them. To put that into everyday terms the USGA has considered hours equivalency to miles on your car as 1 hour is 77 miles. That works out to the mowers being replaced to the equivalent of a car having roughly 400,000 and 432,000 miles!

Subject

Staff acquired a quote from Reinders, Inc, of Mundelein, Illinois through their participation in the Sourcewell Purchasing Program. The price for (2) 2022 Toro Greensmaster eTriFlex 3360 Greensmowers is $106,291.44 from the Sourcewell Purchasing Program. Sourcewell holds the competitively solicited contract for the 2022 Toro Greensmaster eTriFlex 3360 Greensmowers. Utilizing the Sourcewell Purchasing Program saves the village on costs associated with the procurement process. We preordered these mowers in August of 2021 to lock in the price and ensure the unit would be available for delivery for the beginning of the 2022 season, there was no obligation to complete the purchase if not approved. Toro enacted a price increase of 8% in November of 2021, so the Village will realize a savings of around $8,500. Also of note is that the units will be available for delivery in February, whereas had we not pre ordered it would not be available until late 2022 or possibly even 2023.

Recommendation

Staff has researched and developed specifications that will allow the Village to obtain the equipment that best meet the needs of the Village Links Grounds Division at the most competitive price. We recommend that the Village Board approve the purchase of (2) 2022 Toro Greensmaster eTriFlex 3360

Greensmowers from Reinders, Inc, Mundelein, Illinois through the Sourcewell Purchasing Program in the amount of $106,291.44. Funding should be expensed to the CY2022 Recreation Department Capital Outlay – Equipment Fund 55700-580110.

Action Requested

Motion pursuant to Section 1-10-7 of the Glen Ellyn Village Code to adopt competitive bidding procedures of the Sourcewell Cooperative Purchasing Program in lieu of the provisions of Chapter 10 on Village Contracts and approve the purchase of (2) Toro Greensmaster eTriFlex 3360 Greensmowers Reinders, Inc, of Mundelein, Illinois in the amount of $106,291.44 to be expensed to Village Links/Reserve 22 Fund in FY2022

# ORDER

Grant Rundblade
Territory Manager
911 Tower Road
Mundelein, IL 60060
Cell (815) 988-6303
Fax (847) 678-5511
*grundblade@reinders.com*

Acct #: 303618-1
Village links Golf Course
490 Harding Avenue
Glen Ellyn IL 60137

Attn: Andrew Cross

| Quote ID | Quotes Good for 30 days |
|---|---|
| Quote Date 7/16/21 | |

PRICE QUOTATION

| *Qty* | *Model #* | *Description* | *Total* |
|---|---|---|---|
| 2 | 04580 | Greensmaster eTriflex 3360 (Engine/Generator) | NJPA Sale Price: $106,291.44 |
| 2 | 04508 | Seat Kit, Standard | |
| 6 | 04655 | 14 Blade Cutting Unit | |
| 6 | 04255 | Narrow Wiehle Roller (One roller) | |
| 6 | 04648 | Universal Groomer Drive | |
| 6 | 04270 | Soft QC Grooming Brush (21 Inch) | |
| 2 | 04500 | Light Kit | |

# Proposal Summary and Agreement

I am pleased to submit the attached proposal for your consideration

This is a proposal on the goods named, subject to the following conditions: The prices and terms on this proposal are not subject to verbal changes or other agreements unless approved in writing by the seller. All proposals and agreements are contingent on availability of product from the manufacturer. Typographical errors are subject to correction.

All prices quoted include delivery to your facility unless otherwise stated. The preceding pricing is valid for 30 days unless otherwise stated. Prices include assembly where applicable and accessibility to parts and service manuals. Timing at delivery may vary and is subject to manufacturer's availability. Purchaser is responsible for applicable taxes. All financed items will require lease documentation be returned to the finance company and approved for shipment by the lessor before delivery can be completed.

## ORDER ACCEPTANCE AGREEMENT

By signing below, I am authorizing Reinders, Inc. to proceed with fulfilling the product order based on the quote I.D.# noted and that I have reviewed the quote in its entirety. Unless otherwise indicated I agree to accept delivery on the earliest date that this product can be shipped to our location(s). Any and all trades associated with this order will be ready for pick up at time of delivery of this order. **A 2.5% service fee will apply for all credit card transactions.**

**Quote I.D. #** _____ **Accepted Equipment Delivery Date**_____

**Authorized Signature:**_____

**Print Name:**_____

**Date:**_____

Grant Rundblade
Territory Manager
Reinders, Inc.

# Greensmaster® eTriFlex™

ELECTRIC RIDING GREENSMOWERS

## FEATURES

**All-Electric Traction, Steering, Lift & Reel Drive**

- *No onboard hydraulic fluid*

***eTriflex Models**:*

- ***Engine/Generator Model**, 14.5 hp (10.8 kW) twin-cylinder Kawasaki® with Battery Assist Technology and up to 20% fuel savings. Constant 2,400 rpm and shrouded engine for **amazingly quiet operation***
- ***Lithium-Ion Battery Model**, 48-Volt system with **virtually silent operation***

**Radius Dependent Speed (RDS) System for Optimal Perimeter Cut ★**

- ***Clip Rate:** Maintains consistent cutting unit clip rate in turns on each individual reel regardless of machine speed or turn angle*
- ***Wheel Speed Control:** Individual wheel speed control during turns for reduced wheel scrubbing*
- ***Lift-In-Turn:** Feature that provides a level cut from side to side, particularly in turns*

**Advanced Cutting Performance**

- *Double A-Arm ★ plus Link-System Suspension for superior contour-following*
- *Industry-leading Flex™ technology and DPA cutting units for easy adjustment and precision ★*
- *Lift-In-Turn feature combined with RDS provide a consistent cleanup cut ★*
- *Enhanced clippings capture system for improved turf health*
- *Automatically produces an even cut line across all reels when raising or lowering cutting units*
- *Ample power for accessories**

**Highly Productive and Versatile**

- *Ample power for a wide range of applications both on and off the greens*
- *Robust 10 mph transport speed with built-in "Slow-in-Turn" feature ★*
- *Auto-Brake on Operator Dismount*
- *Foot Operated Parking Brake*

**Innovative Maintenance Enhancements**

- *InfoCenter™ with Advanced Diagnostics*
- *Tool-Free, Quick-Change cutting units ★*
- *Lift-Gate Footrest for easy access to the center cutting unit ★*
- *Large, balloon-style tires provide a gentle footprint on even the most delicate turf*

★ Patented or Patent-Pending

## A new all-electric rider, charged with greens perfection.

The new Greensmaster eTriFlex models carry no hydraulic fluid and utilize all-electric components for traction, steering, lift and reel drive. These EnergySmart® models are operationally-friendly with noticeable noise reductions, operational cost savings, and other meaningful improvements to complement the ever-important enhancements in cutting performance.

Combining the innovative, Double A-Arm Suspension System with industry-leading Flex technology, the cutting units float freely over even the most difficult terrain. The new Radius Dependent Speed (RDS™) System, in combination with the Lift-In-Turn cutting unit leveling feature virtually eliminates the effect known as "Triplex-Ring". This substantially improves both the aesthetics and playability of the green.

And superior cutting performance is only the beginning. The patented Lift-Gate Footrest, Tool-Free QuickChange™ cutting units, Automatic "Slow-in-Turn" and Auto-Brake on operator dismount are just a few of the many new features that provide added versatility, simplified service, and ultimately, more productivity.

**toro.com/etriflex**




energy smart™

**EdgeSeries™ Reels**

**Call your Toro distributor at 800-803-8676**

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*Verticutting with the Engine/Generator model only.

# Greensmaster® eTriFlex™ 3360/3370 Specifications*

| | GREENSMASTER eTRIFLEX 3360, MODEL 04580 (ENGINE/GENERATOR) | GREENSMASTER eTRIFLEX 3370, MODEL 04590 (LITHIUM-ION BATTERY) |
|---|---|---|
| **POWER SOURCE** | Engine: Kawasaki 14.5 HP (10.8 kW) @3600 rpm, gasoline, air-cooled, twin-cylinder, governed to 2400 rpm, displacement 36.8 cu-inch (603cc). Choke standard.<br>Generator: 48V 5400W air cooled brushless permanent magnet motor in parallel with four 12V 33AH AGM batteries (connected in series). Generator is used to start engine | Eight, Lithium-Ion batteries |
| **ENERGY CAPACITY** | 4.9 gallons (18.5 liter) gasoline | 10.77 kWh; 48V nominal |
| **ELECTRICAL SYSTEMS** | 48V System for traction motor circuit, steering motor circuit, cutting unit motor circuit and lift / lower actuator circuit. 12V system for primary controls and brake actuator. | |
| **DIAGNOSTICS** | Advanced machine diagnostics available through the InfoCenter™ | |
| **POWER STEERING** | 48V electric steering motor with torque feedback device | |
| **TRACTION DRIVE** | Positive 2WD traction drive: Two, brushless permanent magnet traction motors coupled to a gearbox. Optional 3WD. (patent-pending). | |
| **RDS™ SYSTEM** | **Radius Dependent Speeds** – Clip Rate: Maintains consistent cutting unit clip rate in turns on each individual reel (patent-pending). Wheel Speed Control: Individual wheel speed control during turns (patent-pending). Lift-In-Turn: Provides level cut from side to side of cutting units regardless of turning angle (patented). | |
| **GROUND SPEED** | Mowing 0-5 mph (0-8 km/h); Transport 0-10 mph (0-16 km/h); Reverse 0-5 mph (0-8 km/h). Selective slow down feature for turning in mowing mode. Automatic slow down at high transport speeds when turning. | |
| **CUTTING UNIT DRIVE** | Three, 48V (1.1 KW), air-cooled brushless permanent magnet motors. | |
| **CUTTING UNIT LIFT SYSTEM** | 48V electric linear actuators with fully integrated brushless permanent magnet motor and controller. Fully sealed with splash guard. Center lift actuator drop and raise delay is dependent on machine velocity. | |
| **VERTICUTTING** | Yes | No |
| **BACKLAPPING** | Adjustable from 200–520 RPM | |
| **CONTROLS** | Traction Pedal: Forward/Neutral/Reverse; Joystick: Raise/Lower; Function control switch: Neutral, Mow, Transport; Key switch; Steering Arm Lock Pedal; Brake pedal; Parking Brake; InfoCenter; Seat Adjusting Lever; Main Power Connectors; Choke (3360 only); Fuel-Shutoff Valve (3360 only) | |
| **INFOCENTER™** | InfoCenter: Onboard LCD display shows gauges, alerts/faults, service reminders, electrical system diagnostics, low oil pressure, alternator, engine hours, engine rpm, voltage, functional control status, parking brake status, reel speed setting, backlap control, clip control, calibration of 48V components. | |
| **DIAGNOSTICS** | Advanced machine diagnostics available through the InfoCenter. | |
| **BRAKES** | Traction motor regenerative braking; foot pedal service/parking brake, linear-actuated automatic parking brake. | |
| **TIRES/WHEELS/PRESSURES** | Three, 19x10.5x8, 4-ply rating pneumatic tubeless and demountable. Smooth tread. Tire pressure 12–16 psi (83–110 kPa) front and rear. | |
| **WEIGHT, 11-BLADE CU, BASKETS, AND STANDARD SEAT, NO FUEL** | Mow: 1,354 lbs (614 kg) Transport: 1,625 lbs (737 kg) | Mow: 1,359 lbs (616 kg) Transport: 1,628 lbs (738 kg) |
| **NOISE LEVEL (DBA)** | Sound Power: 91 db(A)<br>Operator Ear: 73 db(A)<br>Bystander: 25ft – 78 db(A), 50ft – 73 db(A), 100ft – 66 db(A) | Sound Power: 82 db(A)<br>Operator Ear: 66 db(A) |
| **GROUND CLEARANCE** | 3.8" (9.7cm) ground clearance. Three, tie down locations (2 side, 1 rear). | |
| **WIDTH OF CUT** | 59" (150cm) | |
| **CUTTING UNIT SUSPENSION** | Double A-Arm Suspension utilizing sealed ball joints allows free cutting unit motion in pitch and yaw. Links system for the roll. The basket is directly mounted to the cutting unit displacing weight evenly over front and rear rollers. (patented) | |
| **QUICK-CONNECT CUTTING UNITS** | Snap-on cutting unit and reel motors (no tools required). | |
| **OPTIONAL ATTACHMENTS** | 8, 11, or 14-blade Cutting Units, Groomers, Rear Roller Brushes, Anti-Bobbing, Light Kit, Variety of Front Rollers, Thatching Reels, Tri-Roller, Spiker, Bobbing Kit, Standard or Premium Seat, Wireless Hour Meter, Bimini Shade, Bag Kit, Spark Arrestor. | |
| **MAINTENANCE** | No grease points | |
| **OVERALL DIMENSIONS** | Width: 70.9" (180cm)<br>Length: with Baskets 98" (249cm)<br>Height: 80.8" (205cm)<br>Wheelbase: 49.8" (126.5cm)<br>Minimum Turning Radius (to machine center line): 35.9" (91cm) | |
| **CERTIFICATION** | Meets ANSI B71.5–2017 and EU 2000. 14EC (noise), 2006/42/EC (machinery safety), 2014/53/EU (red) | |
| **WARRANTY** | Two-year limited warranty, both models. Lithium-Ion battery 4 years. Refer to the Operator's Manual for further details. | |

*Specifications and design subject to change without notice. Products depicted in this literature are for demonstration purposes only. Actual products offered for sale may vary in use, design, required attachments and safety features. Consult your local Toro Distributor.

# Greensmaster® eTriFlex™ 3360/3370 Specifications*

| | 8-BLADE DPA CUTTING UNITS 11-BLADE DPA CUTTING UNITS 14-BLADE CUTTING UNITS |
|---|---|
| **DPA CUTTING UNITS** | TriFlex® cutting units will fit on the Greensmaster eTriFlex Series. |
| **HEIGHT OF CUT (HOC) RANGE** | Cutting height is adjusted on front roller by two vertical screws and held by two locking cap screws. Bench HOC range is .062"-.297" (1.6-7.5 mm). With high HOC kit, range is ..297-1.0" (7.5-25.4 mm). Effective HOC may vary depending on turf conditions and bedknife installed. |
| **REEL WELDMENT** | Reels are 5" (13 cm) in diameter, 21" (53.3 cm) in length. **EdgeSeries™** Reels blades are welded to 5 stamped steel spiders, and heat treated. The reel is ground for diameter and concentricity, and relief grind. |
| **REEL BEARINGS** | Two stainless steel ball bearings, 30 mm inside diameter slip fit onto reel shaft retained by internally splined threaded insert. Low drag seals/slingers for added protection with o-ring sealed motor and counterweight. Reel position maintained by a wave washer with no adjusting nut. |
| **MAINTENANCE** | No grease zerks, sealed bearing design eliminates daily maintenance. |
| **REEL DRIVE** | The reel weldment shaft is a 1.375" (35 mm) diameter tube with internally splined threaded insert. |
| **FRAME** | Precision machined, die-cast aluminum cross member with two bolt-on die-cast aluminum side plates. |
| **AGGRESSIVENESS** | Aggressiveness stays constant throughout the life of the reel regardless of reel or bedknife wear. Adjustable, with new roller spacers. Patented design. |
| **BEDKNIFE** | Replaceable single edged, EdgeMax™ Microcut Bedknife is standard on all cutting units. |
| **BEDKNIFE ADJUSTMENT** | Dual screw, indexed "click" adjustment to the reel; detents correspond to .0007" (.018 mm) bedknife movement for each position. |
| **FRONT & REAR ROLLERS** | Front: Not included with cutting unit, purchased separately. Option between full, narrow-spaced and wide-spaced Wiehle roller.<br>Rear: Steel full, 2" (5.1 cm) diameter with sealed bearings and through-shaft. |
| **GRASS SHIELD** | Non-adjustable shield with adjustable cut-off bar to improve grass discharge from reel in wet conditions. |
| **TOTAL WEIGHT** | 8-blade: 80 lbs. (30.4 kg) with aluminum Wiehle Roller. 11-blade: 83 lbs. (37.7 kg) with aluminum Wiehle Roller.<br>14-blade: 86 lbs. (39 kg) with aluminum Wiehle Roller. |

*Specifications and design subject to change without notice. Products depicted in this literature are for demonstration purposes only. Actual products offered for sale may vary in use, design, required attachments and safety features. Consult your local Toro Distributor.

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

Meeting 1/24/2022 7:00 PM
Department: Village Links
Department Head: Jeff Vesevick
Category: Bid
Prepared By: Jeff Vesevick, Andrew Cross

**AGENDA ITEM (ID # 2022-1809)**

**DOC ID: 2022-1809**

# Pursuant to Section 1-10-7 of the Glen Ellyn Village Code, Adopt the Competitive Bidding Procedures of the State of Illinois Purchasing Program in Lieu of the Provisions of Chapter 10 on Village Contracts and Approve the Purchase of (1) 2021 Toro Groundsmaster 4000-D Rough Mower From Reinders, Inc., of Mundelein, Illinois, in the Amount of $56,520.33, to be Expensed to Village Links/Reserve 22 Fund (General Manager Vesevick)

**Statement of the Issue:**

**Analysis:**

**Budget Impact:**

**Action Requested:**

**Attachments:**
1. Rough Mower Packet 012422

Motion Pursuant to Section 1-10-7 of the Glen Ellyn Village Code to Adopt Competitive Bidding Procedures of the State of Illinois Purchasing Program in lieu of the Provisions of Chapter 10 on Village Contracts and Approve the Purchase of (1) 2021 Toro Groundsmaster 4000-D Rough Mower Reinders of Mundelein, Illinois in the amount of $56,520.33 to be Expensed to Village Links/Reserve 22 Fund in FY2022 (General Manager Vesevick)

Background

The Village Links Grounds Division has determined it is the appropriate time to replace a 2009 Progressive Pull Behind Rough Mower. The 13-year-old vehicle has met its normal useful life of 8 years. Our fleet of (3) large area rotary mowers are used to mow about 150 acres of rough and park turf 1 to 2 times per week during the growing season. A replacement vehicle is in the capital replacement list for the 2022 budget. I would like to purchase the vehicle at this time since it is needed for operations. There is only one vendor who produces the rough mower which fits our needs and that is the Toro Company. Reinders has the exclusive territory to sell Toro Golf Equipment. The 2021 Toro Groundsmaster 4000-D Rough Mower is available from Reinders through the State of Illinois Purchasing Program. The 2021 Toro Groundsmaster 4000-D Rough Mower is available through the State of Illinois contract for $56,520.33. The key advantage to this machine is that it can do the work of 2 separate mowers. Our current Progressive mower can mow at 12-foot-wide or nothing, meaning we fill in tighter areas by using an additional 60" (5 ft.) Mower. The Groundsmaster 4000-D has 3 wings that allow it to mow at widths of 5 feet, 8feet, or 11 feet, allowing one operator to take care of tight and wide areas at the same time. This minimizes equipment and personnel needed to make sure our rough is consistently mowed. The machine is much more operator friendly which increases the number of employees that will be able to mow rough, freeing up our more experienced operators to do more tasks on the course. This machine is also very efficient at mulching leaves.

Subject

Staff has acquired a quote from Reinders of Mundelein, Illinois through their participation in the State of Illinois Purchasing Program. The price for the 2021 Toro Groundsmaster 4000-D Rough Mower is $56,520.33 through the State of Illinois Purchasing Program. The State of Illinois holds the competitively solicited contract for the 2021 Toro Groundsmaster 4000-D Rough Mower. Utilizing the State of Illinois Purchasing Program saves the village on costs associated with the procurement process. We preordered this mower in August of 2021 to lock in the price and ensure the unit would be available for delivery for the beginning of the 2022 season, there was no obligation to complete the purchase if not approved. Soon after the order was placed the state contract was nullified and the unit would cost us around $80,000 if ordered today, so the Village gets a savings of around $24,000. Also of note is that the unit will be available for delivery in January, whereas had we not pre ordered it would not be available until 2023.

Recommendation:

Staff has researched and developed specifications that will allow the Village to obtain equipment that best meets the needs of the Village Links Grounds Division at the most competitive price. We recommend that the Village Board approve the purchase of one 2021 Toro Groundsmaster 4000-D Rough Mower from Reinders of Mundelein, Illinois through the State of Illinois Purchasing Program in

the amount of $56,520.33. Funding should be expensed to the FY2022 Recreation Department Capital Outlay – Equipment Fund 55-700-580-110

Action Requested

Motion pursuant to Section 1-10-7 of the Glen Ellyn Village Code to adopt competitive bidding procedures of the State of Illinois Purchasing Program in lieu of the provisions of Chapter 10 on Village Contracts and approve the purchase of (1) 2021 Toro Groundsmaster 4000-D Rough Mower from Reinders of Mundelein, Illinois in the amount of $56,520.33 to be expensed to Village Links/Reserve 22 Fund in FY2022.

# ORDER

TORO Grounds & Sports Turf

Grant Rundblade, SCPS
Territory Manager
911 Tower Road
Mundelein, IL 60060
Cell (815) 988-6303
Fax (847) 678-5511
grundblade@reinders.com

**Acct #:** **303618-1**
**Village links Golf Course**
**490 Harding Avenue**
**Glen Ellyn IL 60137**

**Attn:** **Andrew Cross**

| Contract # | Quote I.D. # |
|---|---|
| 4018513 | |
| **Quote Date** | **Quote Good** |
| 8/20/2021 | **for 30 Days** |

| *Qty* | *Line Item* | *Model #* | *Description* | *Unit Each* | *Total* |
|---|---|---|---|---|---|
| 1 | 23-27 | 30609 | **Toro Groundsmaster 4000-D, 4WD, 11ft Cut**<br>**Standard with Air Ride Seat w/ arm rests* | $52,887.63 | $54,937.23 |
| 1 | 24-28 | 30422 | Leaf Mulching Kit | $1,440.00 | $1,583.10 |

$56,520.33

I am pleased to submit the attached proposal for your consideration

This is a proposal on the goods named, subject to the following conditions: The prices and terms on this proposal are not subject to verbal changes or other agreements unless approved in writing by the seller. All proposals and agreements are contingent on availability of product from the manufacturer. Typographical errors are subject to correction.

All prices quoted include delivery to your facility unless otherwise stated. The preceding pricing is valid for 30 days. Prices include assembly where applicable and accessibility to parts and service manuals. Timing at delivery may vary and is subject to manufacturer's availability. Purchaser is responsible for applicable taxes. **A 2.5% service fee will apply for all credit card transactions.**

***To accept this proposal, sign here and return:_____***

***Date:_____***

Grant Rundblade, SCPS
Territory Manager
Reinders, Inc.



# Groundsmaster® 4000-D/4010-D

WIDE AREA ROTARY MOWERS

## FEATURES

- *55 hp (41 kW) Yanmar® engine, Tier 4 Final Compliant, turbo-diesel engine*
- *Smart Power® - optimized mowing in all conditions*
- *Foldable ROPS*
- *11' (3.4 m) width of cut*
- *Full-time 4WD forward and reverse*
- *All-time traction assist assures full-time 4WD*
- *0" uncut circle in turns*
- *SmartCool™ auto-reversing cooling fan*
- *HybridDrive™ cutting deck system delivers unmatched reliability*
- *4-way adjustable seat and Air Ride Suspension*
- *InfoCenter™ displays simple operating info while monitoring machine health*
- *Integrated ControlHub™ with fingertip electronic controls*
- *Top and rear air intake for increased cooling*
- *Climate-controlled safety cab with air conditioning and heater (4010-D)*
- *Isolated operator platform for greater comfort and smoother ride*

## Operator-friendly and smart by design.

With Smart Power® technology, high engine torque and patented, HybridDrive™ cutting deck system, the Groundsmaster 4000-D and 4010-D deliver power where you need it most – to cut grass, no matter how tough the conditions. With their excellent trimming capability, you'll maneuver around obstacles with ease. Both mowers can mow a 0" uncut circle, allowing you to mow back and forth patterns without leaving any uncut grass. The patented, parallel hydraulic traction system maintains consistent hydraulic flow between the front and rear wheels to assure full time 4-wheel drive. This allows you to mow with confidence, even on hills and wet grass.

**toro.com/4000**



*Groundsmaster® 4010-D*



*Groundsmaster® 4000-D*

SMART POWER™

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**Call your Toro distributor at 800-803-8676**

# Groundsmaster® 4000-D/4010-D Specifications*

| | GROUNDSMASTER 4000-D, TIER 4 DIESEL, MODEL 30609<br>GROUNDSMASTER 4010-D, TIER 4 DIESEL MODEL 30636 |
|---|---|
| **ENGINE** | Yanmar® 4-cylinder, liquid-cooled, turbo-charged diesel. 127 cu. in. (2.1 liter) displacement. Engine rated at 55 hp (41 kW) net and 125 ft.-lbs. (169 Nm) torque at 2,000 rpm. 8 quart (7.6 liter) oil capacity. EPA Tier IV Final and Stage V Compliant. |
| **AIR CLEANER** | Dry, replaceable primary and safety elements. |
| **RADIATOR** | Rear-mount, cross-flow, 6.3 fins per inch, 9 quart (8.5 liter) capacity. |
| **FUEL CAPACITY** | 21 gallons (79.5 liters) diesel fuel. Biodiesel-Ready for use up to B-20(20% biodiesel and 80% petroleum blend) |
| **TRACTION DRIVE** | Parallel hydrostatic, closed loop system with full-time 4WD. Forward/reverse in low (mow) and high (transport) range with full-time, automatic traction assist (forward only) standard on Groundsmaster 4000-D models. Variable displacement piston pump with electronic servo control powers dual speed displacement piston motor drive into double reduction planetary in front, and mechanical axle in rear. Smart Power™ feature controls traction speed to maintain optimal cutting blade speed. |
| **HYDRAULICS/COOLING** | 8.75 gallon (33.1 liter) capacity with 10 micron remote spin-on filter. Single pass cooler, 6.3 fins per inch, Smart Cool® variable speed radiator cooling fan with automatic (based on coolant and oil temps) and manual reversing capabilities. |
| **DIAGNOSTICS** | Diagnostic pressure test ports: forward and reverse traction, left, center and right decks, reverse 4WD, lift, steering, charge and deck counterbalance circuits. |
| **GROUND SPEED** | **Transport:** 0-16.2 mph (0-26.1 km/h) forward, 0-8.1 mph (0-13 km/h) reverse. **Mow:** 0-8.3 mph (0-13.4 km/h) forward, 0-4 mph (0-6.4 km/h) reverse. |
| **TIRES** | Front: 26 x 12-12, 6-ply tubeless Multi-Trac. Rear: 20 x 10-10, 6-ply tubeless Multi-Trac. |
| **MAIN FRAME** | All welded formed-steel frame with integral tie-down anchors. |
| **BRAKES** | Mechanically actuated, internal wet disc brakes on input to each planetary drive. Individual foot-operated steering brake control of left and right wheel. Lock pedals together and latch to engage parking brake. |
| **SEAT** | 4-way adjustable, right armrest travels with seat and suspension. |
| **STEERING** | Power steering with dedicated power source. Steering wheel tilts to desired operator position. Uncut circle: 0" diameter. |
| **INSTRUMENTATION** | **InfoCenter™**: Onboard LCD display shows gauges, alerts/faults, service reminders, electrical system diagnostics. Indicates fuel level, coolant temp, intake temperature, low oil pressure, alternator, engine hours, engine rpm, hydraulic oil temperature, voltage |
| **CONTROLS** | Tilt steering, ignition switch, throttle switch, foot-operated traction pedal, lockable individual brake pedals, parking brake lock, mow/transport speed selector switch, 3, two-position switches for individual deck lift/lower, counterbalance adjustment, tow valves, cup holder, toolbox, radio holder, fan switch and 12-volt power outlet. |
| **CRUISE CONTROL** | Standard |
| **ELECTRICAL** | 12-volt, 690 cold cranking amps battery, 80 amp alternator. Overload protection with automotive type fuses. |
| **INTERLOCKS** | Prevents engine from starting unless traction pedal is in neutral and deck is disengaged. If operator leaves seat while moving or deck is engaged, traction and / or deck stops, info center alarms and gives message. Mowing only permitted in low range. Traction not allowed if parking brake engaged and pedal moved out of neutral, info center alarms and gives message. Deck transport latches. |
| **GROUND CLEARANCE** | 6.5" (16.5 cm) |
| **OVERALL DIMENSIONS** | **Height**: 85" (216 cm) w/ROPS up, 93.9" (237 cm) w/ cab<br>**Length**: 135" (343 cm) w/decks down<br>**Width**: 136" (346 cm) w/decks down<br>**Transport Width**: 71" (180 cm) @ 2" (5 cm) HOC<br>**Wheelbase**: 55.5" (140 cm) |
| **WEIGHT** | 4205 lbs. (1907 kg) w/ full fluids (GM4000). 4759 lbs. (2159 kg) w/ full fluids (GM4010). |
| **SAFETY CAB (4010)** | **MODEL 30636**: ROPS certified cab with heat, AC and the following standard features: climate system pressurized cab, heavy-duty pantograph front windshield wiper and washer, front windshield has 38" of visibility, interior mirror, fold away exterior side mirrors, molded front fenders, right and left doors and rear window have tinted (50%) glass, front and rear windows open, quick release window latches act as emergency exit, rubber sound isolator cab mounts and upholstered interior panels and headliner, textured neoprene floor mat, interior dome light. |
| **SAFETY** | Complies with American National Standards Institute (ANSI B71.4-2012) and applicable ISO EN 5395 (CE) (machine directive 89/392, 91/368, 93/44, 84/538, 89/336) requirements; Optional lights. Meets ANSI/ASAE 5279.12 (Lighting and Marking of Agricultural Equipment on Highways). Foldable ROPS, ISO 21299 certified. |
| **SOUND PRESSURE OPERATOR EAR**** | <80 dB when GM4010-D models (30636 & 30635) have "Quiet Mode" activated by Toro Distributor. |
| **WARRANTY** | Two-year limited warranty. Refer to operator's manual for further details. |
| **ACCESSORIES** | Work light, road lights consisting of dual taillights, dual headlights, slow moving vehicle sign, turn signal, flasher and lights, sunshade, beacon, slope sensor |
| | CUTTING DECKS |
| **WIDTH OF CUT** | Overall: 132" (335 cm), Front: 62" (157.5 cm), Wings: 42" (106.7 cm), Overlap: 7" (12.8 cm). |
| **MOWING RATE** | Mows up to 11.0 acres/h (4.5 hectares/h) at 8.5 mph (13.4 km/h) (assumes no overlap or stops). |
| **CONSTRUCTION** | Welded .100" (25 mm) steel with 7 and 10-gauge steel channel and plate reinforcements, bullnose bumpers. |
| **DECK DRIVE** | Direct mounted hydraulic motor into spindle. Remaining spindle(s) driven by individual B section Kevlar belt. Quick release belt covers. |
| **HEIGHT-OF-CUT** | 1"-5" (25-127 mm) in 0.5" (13 mm) increments. |
| **SPINDLES** | 1.25" (3.17 cm) diameter spindle shafts, 9" (22.9 cm) diameter conical ductile iron housing, and 2 greaseable tapered roller bearings. |
| **BLADES** | 21.75" (55.2 cm) long, 2.5" (6.4 cm) wide, .25" (.64 cm) thick. |
| **CASTER WHEELS** | 8 x 3.50-4, 4-ply, smooth, pneumatic, sealed precision ball bearings. |
| **GROUND FOLLOWING** | 6" anti-scalp cups on each blade, adjustable skids on each deck, 4 anti-scalp rollers on front deck and 1 on each wing. |
| **WING PROTECTION** | Bi-directional, impact absorption device on each wing deck. |
| **RECYCLER® KIT** | Model 30420 will convert decks into Guardian® Recycler® decks. |
| **MULCHING KIT** | Model 30422. |
| **SKIDS** | Reversible polymetric. |

*Specifications and design subject to change without notice. Products depicted in this literature are for demonstration purposes only. Actual products offered for sale may vary in use, design, required attachments and safety features. See distributor for details on all warranties. **Per EN ISO 5395: 2013



The Groundsmaster 4000-D & 4010-D are manufactured in Tomah, WI ISO 9002 Certified Plant.

TORO® Count on it.

# GROUNDSMASTER® 4000-D/4100-D

WIDE AREA ROTARY MOWERS



## TAKE YOUR PRODUCTIVITY TO NEW LEVELS.



GROUNDSMASTER® 4000-D/4100-D SERIES



# COMMON FEATURES OF GROUNDSMASTER® 4000-D /4100-D SERIES MOWERS

**4000-D & 4100-D series mowers deliver power, durability & excellent quality of cut.**

These machines are the workhorses of turf maintenance. With powerful engines, nimble operation, variability of cutting width, and four-wheel drive, there are no other mowers in its class that can maintain the diversity of landscapes as efficiently while leaving a consistent, manicured appearance.



**OPTIONAL ALL-SEASON CAB**
All-season comfort with heat and air conditioning. (4010-D and 4110-D).

**MAINTENANCE**
Quick and easy access to all major service areas.



**AIR-RIDE SEAT**
All-day operator comfort for greater productivity.





**SMART COOL®**
Automatically reverses cooling fan to blow off radiator screen chaff to help prevent overheating.



**DURABILITY**
Heavy-duty, 7-gauge steel decks with bullnose bumpers and the industry's toughest spindle assembly for extended product life.



**SMART POWER®**
Automatically adjusts ground speed when encountering heavy cutting conditions, providing a consistent quality of cut.



**VARIABLE CUTTING WIDTHS**
Versatility in both wide area and trim mowing applications, depending on decks operating. And the ability to achieve a "zero" uncut circle, leaving no uncut grass in turns.

**HybridDrive™ CUTTING DECKS**
Works in conjunction with the SmartPower® system, providing optimal power to the cutting blades.



**UNMATCHED POWER**
Yanmar® 55 hp (41 kW) turbo-charged diesel engines provide ample power to mow in the toughest conditions.

# GROUNDSMASTER® 4000-D/4010-D

**A highly productive deck design allowing precise trimming or wide area mowing.**

The three-deck design of the Groundsmaster 4000-D and 4010-D provides superior ground-following ability for excellent quality of cut results. Additionally, the variable, on-the-fly cutting widths of 5, 8 or 11 feet, along with nimble, zero uncut circle capability, allows maintaining diverse landscapes from tight trim areas to wide open fields all with one machine.



*Groundsmaster 4000-D*

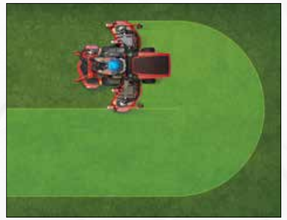


*Groundsmaster 4010-D*



### PRODUCTIVITY IN UNEVEN TERRAIN

- The parallel hydraulic system gives superior traction, making it much easier to trim around an object on a hillside without scuffing the turf, in forward or reverse.



### PRODUCTIVITY AT EVERY TURN

- Incredible maneuverability that accomplishes a "zero" uncut circle, allowing the operator to cut in a back and forth pattern with no uncut grass.

# GROUNDSMASTER® 4100-D/4110-D

## The Groundsmaster 4100-D & 4110-D series feature an all out-front deck design.

The 124" (315 cm) continuous deck gives operators immense visibility and control over the mowing process. Not only is the 4100 series good for wide-open areas, it also allows for excellent trimming under bushes and trees while keeping the operator's eyes looking forward.



*Groundsmaster 4110-D*



*Groundsmaster 4100-D 10.3' (3.15m) width of cut*



## ATTACHMENTS/ACCESSORIES COMMON TO ALL MODELS



ROTARY BROOM



SNOWTHROWER



SUNSHADE



TWO-POST ROPS EXTENSION SYSTEM

## SPECIFICATIONS

| GROUNDSMASTER® 4000-D/4100-D SERIES | | | | |
|---|---|---|---|---|
| **MODEL** | **GROUNDSMASTER 4000-D** | **GROUNDSMASTER 4010-D** | **GROUNDSMASTER 4100-D** | **GROUNDSMASTER 4110-D** |
| **ENGINE** | Yanmar® 4-cylinder, liquid-cooled, turbo-charged diesel. 127 cu. in. (2.1 liter) displacement. Engine rated at 55 hp (41 kW) net and 125 ft.-lbs. (169 Nm) torque at 2,000 rpm. 8 quart (7.6 liter) oil capacity. EPA Tier IV and stage V Compliant. | | | |
| **RADIATOR** | Rear-mount, cross-flow, 7-row, 6.3 fins per inch, 9 quart (8.5 liter) capacity. SmartCool® revearsable fan | | | |
| **FUEL CAPACITY** | 21 gallons (79.5 liters) diesel fuel. Biodiesel-Ready for use up to B-20(20% biodiesel and 80% petroleum blend) | | | |
| **TRACTION DRIVE** | Parallel hydrostatic, closed loop system with full-time 4WD. Forward/reverse in low (mow) and high (transport) range with full-time, automatic traction assist (forward only). Variable displacement piston pump with electronic servo control powers dual speed displacement piston motor, powers drive into double reduction planetary in front, and mechanical axle in rear. Smart Power® feature controls traction speed to maintain optimal cutting blade speed. | | | |
| **GROUND SPEED** | Transport: 0-16.2 mph (0-26.1 km/h) forward, 0-8.1 mph (0-13 km/h) reverse. Mow: 0-8.3 mph (0-13.4 km/h) forward, 0-4 mph (0-6.4 km/h) reverse. | | | |
| **WIDTH OF CUT** | Overall: 132" (335 cm), Front: 62" (157.5 cm), Wings: 42" (106.7 cm), Overlap: 7" (12.8 cm). | | Overall: 124" (315 cm), Center deck section: 54" (137.1 cm), Two 37" (93 cm) width of cut wings. 89" (226 cm) width of cut with one wing up. | |
| **BRAKES** | Mechanically actuated, internal wet disc brakes on input to each planetary drive. Individual foot-operated steering brake control of left and right wheel. Lock pedals together and latch to engage parking brake. | | | |
| **STEERING** | Power steering with dedicated power source. Steering wheel tilts to desired operator position. Uncut circle: 0" diameter. | | | |
| **MAIN FRAME** | All welded formed-steel frame with integral tie-down anchors. | | | |
| **HYDRAULICS/COOLING** | 8.75 gallon (33.1 liter) capacity with 10 micron remote spin-on filter. 9 row, single pass cooler, 6.3 fins per inch, that tilts out for cleaning. Variable speed radiator cooling fan with automatic (based on coolant and oil temps) and manual reversing capabilities. | | | |
| **TIRES** | Front: 26 x 12-12, 6-ply tubeless Multi-Trac. Rear: 20 x 10-10, 6-ply tubeless Multi-Trac. | | | |
| **DIAGNOSTICS** | Diagnostic pressure test ports: forward and reverse traction, left, center and right decks, reverse 4WD, lift, steering, charge and deck counterbalance circuits. | | | |
| **INSTRUMENTATION** | InfoCenter™: Onboard LCD display shows gauges, alerts/faults, service reminders, electrical system diagnostics. Indicates fuel level, coolant temp, intake temperature, low oil pressure, alternator, engine hours, engine rpm, hydraulic oil temperature, and voltage. | | | |
| **OVERALL DIMENSIONS** | **Height:** 85" (216 cm) w/ROPS up, 93.9" (237 cm) w/ cab, **Length:** 135" (343 cm) w/decks down, **Width:** 136" (346 cm) w/decks down, **Transport Width:** 71" (180 cm), @ 2" (5 cm) HOC, **Wheelbase:** 55.5" (140 cm) | | **Height:** 85.3" (216.7 cm) w/ROPS up, 93.3" (237 cm) w/ cab, **Length:** 144" (366 cm) w/decks down, **Width:** 127" (323 cm) w/decks down, **Transport Width:** 71" (180 cm), @ 2" (5 cm) HOC, **Wheelbase:** 55.5" (140 cm) | |
| **WEIGHT** | 4205 lbs. (1907 kg) w/full fluids. | 4759 lbs. (2159 kg) w/full fluids. | 4237 lbs. (1922 kg) w/full fluids. | 4890 lbs. (2218 kg) w/full fluids. |
| **CONTROLS** | Tilt steering, ignition switch, throttle switch, foot-operated traction pedal, lockable individual brake pedals, parking brake lock, mow/transport speed selector switch, 3, two-position switches for individual deck lift/lower, counterbalance adjustment, tow valves, cup holder, toolbox, radio holder, fan switch and 12-volt power outlet. | | | |
| **WARRANTY** | Two-year limited warranty. Refer to operator's manual for further details. | | | |

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TORO®

**Count on it.**

## LEARN MORE

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OR VISIT US AT: **toro.com**

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Part Number 20-044-T

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

Meeting 1/24/2022 7:00 PM
Department: Village Links
Department Head: Jeff Vesevick
Category: Discussion Item
Prepared By: Jeff Vesevick, Andrew Cross

**AGENDA ITEM (ID # 2022-1810)**

**DOC ID: 2022-1810**

# Pursuant to Section 1-10-2.E of the Glen Ellyn Village Code, Approve the Purchase of (1) 2022 Foley 653 Accu-Master Spin/Relief Grinder From Reinders, Inc., of Mundelein, Illinois, in the Amount of $51,867.50 to be Expensed to the Village Links/Reserve 22 Fund (General Manager Vesevick)

**Statement of the Issue:**

**Analysis:**

**Budget Impact:**

**Action Requested:**

**Attachments:**
1. Motion Foley Reel Grinder January 2022
2. Reel Grinder Packet 012422

**Motion Pursuant to Section 1-10-2.E of the Glen Ellyn Village Code, Approve the Purchase of (1) 2022 Foley 653 Accu-Master Spin/Relief Grinder from Reinders of Mundelein, Illinois in the Amount of $51,867.50 to be Expensed to the Village Links/Reserve 22 Fund in FY2022. (General Manager Vesevick)**

**Background**

The Village Links Grounds Division has determined it is the appropriate time to replace a Bernhard Express Dual Reel Grinder purchased used in 2000. The 22+ year-old grinder has met its normal useful life of 20 years. Our fleet of mowers that use reel style cutting units contains 75 individual reels that require multiple spin grindings per year to maintain sharp quality cuts. A replacement grinder is in the capital replacement list for the 2022 budget. Staff would like to purchase the equipment at this time since it is needed for operations throughout the year. There is only one vendor who produces the grinder which fits our needs and that is the Foley Company. Reinders has the exclusive territory to sell Foley Company Grinders. The 2022 Foley 653 Accu-Master Spin/Relief Grinder is available from Reinders for $51,867.50. This machine is Sole Source as it is the only Reel Grinder on the market that can meet all of the following specs: Spin Grinding Capable, Auto Indexing Hands Free Relief Grinding, Fully Enclosed with Noise and Dust Abatement, Built in Dust Collection System, and an Overhead Lift Boom. This machine will improve our repeatability and reliability when it comes to grinding reels as well as allowing us to restore the reels back to factory spec with a relief grind. From a safety aspect this grinder is unmatched and ensures the health of our employees not only using the machine but those in proximity to the machine while in use.

**Subject**

Staff has acquired a quote from Reinders of Mundelein, Illinois for the 2022 Foley 653 Accu-Master Spin/Relief Grinder for $51,867.50. This is a Sole Source purchase as Foley is the only manufacturer to produce a Spin/Relief Grinder that meets our required specifications, and Reinders is the authorized distributor in our area.

**Recommendation**

Staff has researched and developed specifications that will allow the Village to obtain equipment that best meets the needs of the Village Links Grounds Division at the most competitive price. We recommend that the Village Board approve the purchase of one 2022 Foley 653 Accu-Master Spin/Relief Grinder from Reinders of Mundelein, Illinois as a Sole Source purchase in the amount of $51,867.50. Funding should be expensed to the FY2022 Recreation Department Capital Outlay – Equipment Fund 55700-580110

**Action Requested**

Motion pursuant to Section 1-10-2.E of the Glen Ellyn Village Code to forego competitive bidding procedures due to the Sole Source nature of this item and approve the purchase of (1) 2022 Foley 653 Accu-Master Spin/Relief Grinder from Reinders of Mundelein, Illinois in the amount of $51,867.50 to be expensed to the Recreation Department Capital Fund in FY2022.

Grant Rundblade
Territory Manager
911 Tower Road
Mundelein, IL 60060
Cell (815) 988-6303
Fax (847) 678-5511
grundblade@reinders.com

Acct #: 303618-1
Village links Golf Course
490 Harding Avenue
Glen Ellyn IL 60137

Attn: Andrew Cross

| Quote ID | Prices are subject to change without notice |
|---|---|
| 12172021 | |
| Quote Date | |
| 12/17/21 | |

## PRICE QUOTATION

| Qty | Model # | Description | | Total |
|---|---|---|---|---|
| 1 | FO6530911 | Foley 653 Accu Master Spin/Relief Griner | Configured Price: | $51,867.50 |
| 1 | FO6539532 | Boom & Electric Hoist | | |

# Proposal Summary and Agreement

I am pleased to submit the attached proposal for your consideration

This is a proposal on the goods named, subject to the following conditions: The prices and terms on this proposal are not subject to verbal changes or other agreements unless approved in writing by the seller. All proposals and agreements are contingent on availability of product from the manufacturer. Typographical errors are subject to correction. *Based on the best information available today, it is our preferred and strong desire to deliver the product(s) to you at the price we are quoting today, but the current supply chain lag and volatile inflationary environment require us to have contingencies.*

All prices quoted include delivery to your facility unless otherwise stated. Timing at delivery may vary and is subject to manufacturer's availability. Purchaser is responsible for applicable taxes. All financed items will require lease documentation be returned to the finance company and approved for shipment by the lessor before delivery can be completed.

## ORDER ACCEPTANCE AGREEMENT

By signing below, I am authorizing Reinders, Inc. to proceed with fulfilling the product order based on the quote I.D.# noted and that I have reviewed the quote in its entirety. Unless otherwise indicated I agree to accept delivery on the earliest date that this product can be shipped to our location(s). All trades associated with this order are required to be ready for pickup and in the same condition we originally evaluated them. A 2.5% service fee will apply for all credit card transactions.

Reinders reserves the right to re-price all orders based on current market conditions once product is received. At which time, you can accept the additional increase or cancel the order in its entirety with no additional penalty.

Quote I.D. # _____ Accepted Equipment Delivery Date_____

Authorized Signature:_____

Print Name:_____

Date:_____

Grant Rundblade
Territory Manager
Reinders, Inc.

# 653 | ACCU-MASTER SPIN & RELIEF REEL GRINDER

FOLEY COMPANY



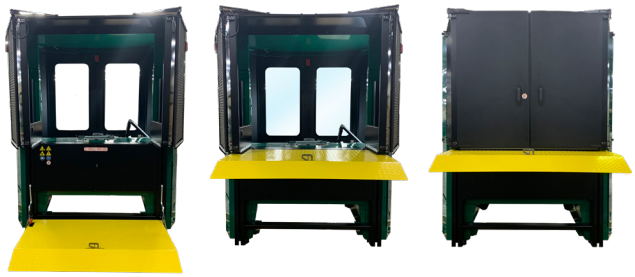

## FEATURES

| | |
|---|---|
| SPIN GRIND CAPABLE | ✔ |
| AUTO INDEXING HANDS FREE RELIEF GRINDING | ✔ |
| - ELECTRONICALLY CONTROL TORQUE FOR RELIEF | ✔ |
| QUICK REEL PLACEMENT - ACCU-REEL SELECTOR | ✔ |
| CONE/TAPER REMOVAL - EASY ALIGNMENT OF REEL TO GRINDER | SCREEN FEEDBACK (BUBBLE) |
| VARIABLE SPEED SPIN DRIVE MOTOR | ARTICULATING COUNTER BALANCED |
| VARIABLE SPEED BELT DRIVE TRAVERSE SYSTEM | ✔ |
| 3 PACK OF DRIVE ADAPTERS (MALE - 8, 9 AND 11 TOOTH SPLINE) | ✔ |
| REAR DOOR WITH SAFETY INTERLOCK | OPTIONAL (OR ENCLOSED BACK) |
| FRONT SAFETY DOOR WITH SAFETY INTERLOCK | ✔ |
| QUICK CHANGE GRINDING WHEEL | ✔ |

## OTHER:

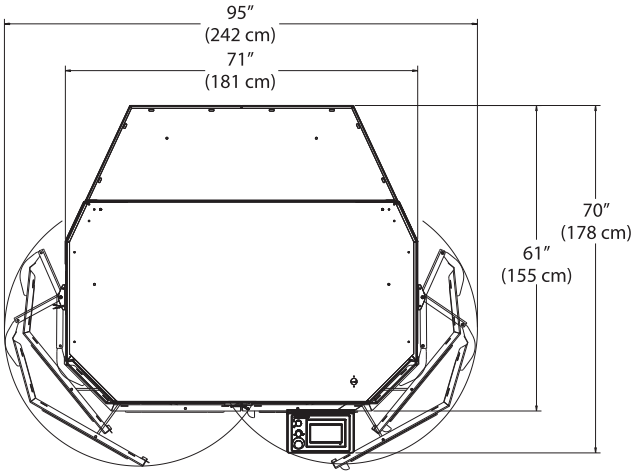
| | |
|---|---|
| ACCU-TOUCH 3 (AT3) WITH STANDARD AND CUSTOM PROGRAMS - WITH END OF CYCLE INDICATOR LIGHT. | ✔ |
| NOISE AND DUST ABATEMENT | ✔ |
| DUST COLLECTION - VACUUM SYSTEM | ✔ |
| SLOTTED TOP CANOPY (653 ONLY) FOR SHOP OVERHEAD CRANE | OPTIONAL |
| ATTACHED REAR LIFT TABLE | OPTIONAL |
| PORTABLE WORKSTATION COMPATIBLE | ✔ (WITH REAR DOORS) |
| OVERHEAD BOOM | OPTIONAL - ELECTRIC WITH TROLLEY |

## NEW! REAR DOORS WITH MOUNTED TABLE LIFT

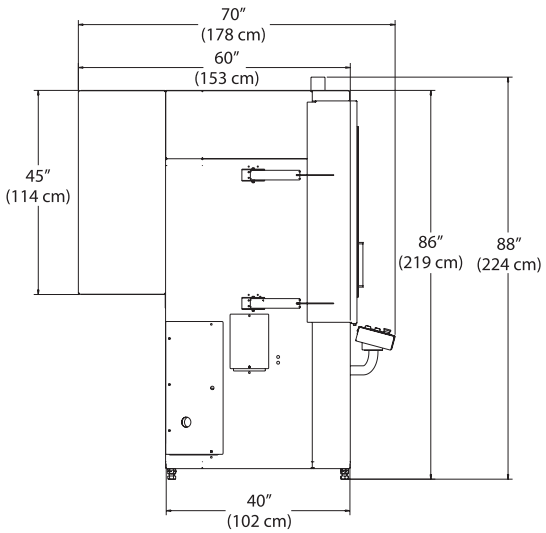


## DIMENSIONS:

### TOP VIEW




### SIDE VIEW




MADE IN THE USA

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# 653 | ACCU-MASTER SPIN & RELIEF REEL GRINDER

FOLEY COMPANY

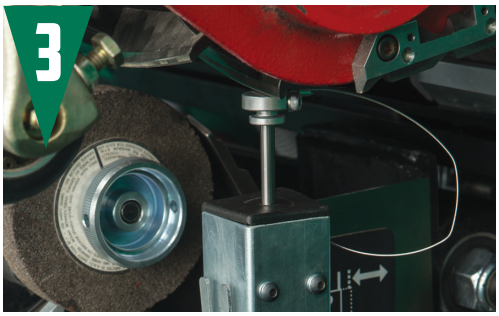
### ACCU-TOUCH 3 CONTROL



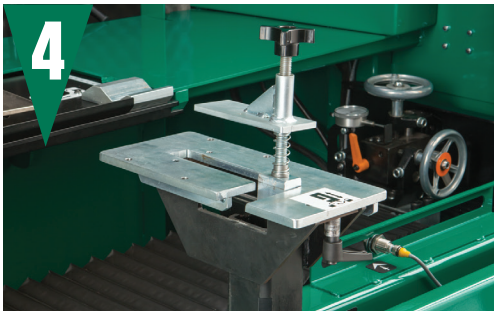

### ACCU-REEL SELECTOR




### CYLINDER HEIGHT STOP




### FRONT ROLLER CLAMP



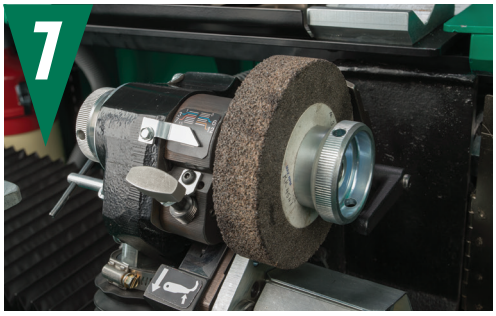

### COUNTER-BALANCED SPIN DRIVE




### ACCU-POSITIONING GAUGE




### ROBUST GRINDING HEAD & RELIEF ASSEMBLY




### OPTIONAL ELECTRIC HOIST







## DUST + NOISE CONTROL



**NEW!**

**REAR DOORS WITH MOUNTED REAR LIFT**

**AUTOMATED INFEED GRIND CYCLES**
FOR BOTH THE SPIN AND RELIEF GRIND PROCESS.

**SPIN GRIND IN MINUTES**
LET THE ACCU-TOUCH 3 DO THE WORK WHILE YOU DO SOMETHING ELSE

**AUTO INDEX RELIEF**
AUTOMATION OF INFEEDS AND THE PATENTED AUTO-INDEX PROVIDES PRODUCTIVITY AND CHOICE

**EASY REEL PLACEMENT**
TO AUTOMATICALLY LOCATE THE REEL FOR A FAST AND EASY SPIN OR SPIN + RELIEF GRIND

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

Meeting 1/24/2022 7:00 PM
Department: Village Links
Department Head: Jeff Vesevick
Category: Bid
Prepared By: Jeff Vesevick, Andrew Cross

**AGENDA ITEM (ID # 2022-1811)**

**DOC ID: 2022-1811**

# Pursuant to Section 1-10-7 of the Glen Ellyn Village Code, Adopt the Competitive Bidding Procedures of the Sourcewell Cooperative Purchasing Program in Lieu of the Provisions of Chapter 10 on Village Contracts and Approve the Purchase of (1) 2022 John Deere 4066R Tractor With Loader From Revels Turf and Tractor, LLC of Elgin, Illinois, in the Amount of $54,414.55, to be Expensed to Village Links/Reserve 22 Fund (General Manager Vesevick)

**Statement of the Issue:**

**Analysis:**

**Budget Impact:**

**Action Requested:**

**Attachments:**
1. Tractor Packet 012422

Motion Pursuant to Section 1-10-7 of the Glen Ellyn Village Code to Adopt Competitive Bidding Procedures of the Sourcewell Cooperative Purchasing Program in lieu of the Provisions of Chapter 10 on Village Contracts and Approve the Purchase of (1) John Deere 4066R Tractor with Loader from Revels Turf and Tractor of Elgin, Illinois in the amount of $54,414.55 to be Expensed to Village Links/Reserve 22 Fund in FY2022 (General Manager Vesevick)

Background

The Village Links Grounds Division has determined it is the appropriate time to replace a 1976 Ford 3600 Tractor with Loader. The 46-year-old vehicle has far exceeded its normal useful life of 20 years and is no longer functional. A replacement vehicle is in the capital replacement list for the 2022 budget. Village Links would like to purchase the vehicle at this time since it is needed for operations. There is only one vendor who produces the tractor with loader which fits our needs and that is the John Deere Company. Revels Turf and Tractor has the exclusive territory to sell John Deere Golf Equipment. The 2022 John Deere 4066R Tractor with Loader is available from Revels Turf and Tractor through the Sourcewell Purchasing Program. The 2022 John Deere 4066R Tractor with Loader is available through the Sourcewell contract for $54,414.55. This machine will be equipped with an enclosed heated cab and will be utilized in our winter snow clearing operations. The cab also allows us to utilize this machine for golf course aerification in inclement weather and keep our staff members safe, warm, and dry. The loader on this machine will utilize a Universal Quick Attach system which will allow it to share implements with our skid steer such as buckets, snow pushers, etc., making it much more useful than the 1976 tractor loader it is replacing.

Subject

Staff has acquired a quote from Revels Turf and Tractor of Elgin, Illinois through their participation in the Sourcewell Purchasing Program. The price for the 2022 John Deere 4066R Tractor with Loader is $54,414.55 through the Sourcewell Purchasing Program. The Sourcewell Purchasing Program holds the competitively solicited contract for the 2022 John Deere 4066R Tractor with Loader. Utilizing the Sourcewell Purchasing Program saves the Village on costs associated with the procurement process.

Recommendation

Staff has researched and developed specifications that will allow the Village to obtain equipment that best meets the needs of the Village Links Grounds Division at the most competitive price. We recommend that the Village Board approve the purchase of one 2022 John Deere 4066R Tractor with Loader from Revels Turf and Tractor of Elgin, Illinois through the Sourcewell Purchasing Program in the amount of $54,414.55. Funding should be expensed to the FY2022 Recreation Department Capital Outlay – Equipment Fund 55700-580110

Action Requested

Motion pursuant to Section 1-10-7 of the Glen Ellyn Village Code to adopt competitive bidding procedures of the Sourcewell Cooperative Purchasing Program in lieu of the provisions of Chapter 10 on Village Contracts and approve the purchase of (1) John Deere 4066R Tractor with Loader from Revels Turf and Tractor of Elgin, Illinois in the amount of $54,414.55 to be expensed to Village Links/Reserve 22 Fund in FY2022.

JOHN DEERE

# YOUR CONTRACT.
# YOUR QUOTE.
## YOUR HELP REQUESTED.

## Ensure your equipment arrives with no delay. Issue your Purchase Order or Letter of Intent.

To expedite the ordering process, please include the following information in Purchase Order or Letter of Intent:

- ☐ Shipping address
- ☐ Billing address
- ☐ Vendor: John Deere Company 2000 John Deere Run Cary, NC 27513
- ☐ Contract name and/or number
- ☐ Signature
- ☐ Tax exempt certificate, if applicable

**For any questions, please contact:**

**Ryan Gilmore**

Revels Turf and Tractor, LLC
180 Corporate Drive
Elgin, IL 60123

Tel: 847-683-4653
Mobile Phone: 847-894-5268
Fax: 847-683-3978
Email: rgilmore@revelstractor.com

The John Deere Government Sales Team

**ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):**

Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580; DUNS#: 60-7690989

**ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:**

Revels Turf and Tractor, LLC
180 Corporate Drive
Elgin, IL 60123
847-683-4653
revtrac@revelstractor.com

## Quote Summary

**Prepared For:**

VILLAGE LINKS OF GLEN ELLYN
485 WINCHELL WAY
GLEN ELLYN, IL 60137
Business: 630-469-2077

**Delivering Dealer:**

**Revels Turf and Tractor, LLC**
Ryan Gilmore
180 Corporate Drive
Elgin, IL 60123
Phone: 847-683-4653
Mobile: 847-894-5268
rgilmore@revelstractor.com

**Quote ID:** 25787413
**Created On:** 17 December 2021
**Last Modified On:** 18 December 2021
**Expiration Date:** 28 February 2022

| Equipment Summary | Selling Price | | Qty | | Extended |
|---|---|---|---|---|---|
| JOHN DEERE 4066R Compact Utility Tractor (52 PTO hp)<br>**Contract:** Sourcewell Grounds Maintenance 031121-DAC (PG NB CG 70)<br>**Price Effective Date:** December 16, 2021 | $ 53,570.43 | X | 1 | = | $ 53,570.43 |
| Skid Steer Attachment Carrier<br>**Contract:**<br>**Price Effective Date:** | $ 844.12 | X | 1 | = | $ 844.12 |
| **Equipment Total** | | | | | **$ 54,414.55** |

* Includes Fees and Non-contract items

| **Quote Summary** | |
|---|---|
| Equipment Total | $ 54,414.55 |
| Trade In | |
| SubTotal | **$ 54,414.55** |
| Est. Service Agreement Tax | $ 0.00 |
| Total | $ 54,414.55 |
| Down Payment | (0.00) |
| Rental Applied | (0.00) |
| **Balance Due** | **$ 54,414.55** |

**Salesperson : X** _____

**Accepted By : X** _____

**ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):**

Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580; DUNS#: 60-7690989

**ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:**

Revels Turf and Tractor, LLC
180 Corporate Drive
Elgin, IL 60123
847-683-4653
revtrac@revelstractor.com

**Salesperson : X** _____ **Accepted By : X** _____

# Selling Equipment

**Quote Id:** 25787413 **Customer Name:** VILLAGE LINKS OF GLEN ELLYN

**ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):**
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580; DUNS#: 60-7690989

**ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:**
Revels Turf and Tractor, LLC
180 Corporate Drive
Elgin, IL 60123
847-683-4653
revtrac@revelstractor.com

## JOHN DEERE 4066R Compact Utility Tractor (52 PTO hp)

**Hours:**

**Stock Number:**

**Contract:** Sourcewell Grounds Maintenance 031121-DAC (PG NB CG 70)

**Selling Price ***
$ 53,570.43

**Price Effective Date:** December 16, 2021

* Price per item - includes Fees and Non-contract items

| Code | Description | Qty | List Price | Discount% | Discount Amount | Contract Price | Extended Contract Price |
|---|---|---|---|---|---|---|---|
| 0389LV | 4066R Compact Utility Tractor (52 PTO hp) | 1 | $ 45,216.00 | 18.00 | $ 8,138.88 | $ 37,077.12 | $ 37,077.12 |
| | **Standard Options - Per Unit** | | | | | | |
| 0202 | United States | 1 | $ 0.00 | 18.00 | $ 0.00 | $ 0.00 | $ 0.00 |
| 0409 | English Operator's Manual and Decal Kit | 1 | $ 0.00 | 18.00 | $ 0.00 | $ 0.00 | $ 0.00 |
| 1520 | eHydro™ | 1 | $ 0.00 | 18.00 | $ 0.00 | $ 0.00 | $ 0.00 |
| 1750 | Factory Installed Loader less Bucket | 1 | $ 6,841.00 | 18.00 | $ 1,231.38 | $ 5,609.62 | $ 5,609.62 |
| 2060 | Deluxe Cab with Air Ride Seat | 1 | $ 10,514.00 | 18.00 | $ 1,892.52 | $ 8,621.48 | $ 8,621.48 |
| 2660 | Factory Installed Stereo | 1 | $ 541.00 | 18.00 | $ 97.38 | $ 443.62 | $ 443.62 |
| 4061 | Less iMatch™ Quick Hitch Category 1 | 1 | $ 0.00 | 18.00 | $ 0.00 | $ 0.00 | $ 0.00 |
| 5090 | Less Wheel Spacer | 1 | $ 0.00 | 18.00 | $ 0.00 | $ 0.00 | $ 0.00 |
| 5253 | 22.50LLx16.1 (6PR, R3 Turf Special, 1 Position) | 1 | $ 615.00 | 18.00 | $ 110.70 | $ 504.30 | $ 504.30 |
| 6253 | 27x12LL-15 (6PR, R3 Turf Special, 2 Position) | 1 | $ 87.00 | 18.00 | $ 15.66 | $ 71.34 | $ 71.34 |
| | **Standard Options Total** | | **$ 18,598.00** | | **$ 3,347.64** | **$ 15,250.36** | **$ 15,250.36** |
| | **Dealer Attachments/Non-Contract/Open Market** | | | | | | |
| BLV10045 | 4th and 5th Selective Control Valve Kit (Cab Only) | 1 | $ 1,176.49 | 18.00 | $ 211.77 | $ 964.72 | $ 964.72 |
| BW15073 | Ballast Box | 1 | $ 339.31 | 18.00 | $ 61.08 | $ 278.23 | $ 278.23 |
| | **Dealer Attachments Total** | | **$ 1,515.80** | | **$ 272.85** | **$ 1,242.95** | **$ 1,242.95** |
| | | | | | | | |
| | **Value Added Services Total** | | **$ 0.00** | | | **$ 0.00** | **$ 0.00** |

# Selling Equipment

**Quote Id:** 25787413 **Customer Name:** VILLAGE LINKS OF GLEN ELLYN

**ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):**
Deere & Company
2000 John Deere Run
Cary, NC 27513
FED ID: 36-2382580; DUNS#: 60-7690989

**ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:**
Revels Turf and Tractor, LLC
180 Corporate Drive
Elgin, IL 60123
847-683-4653
revtrac@revelstractor.com

| | | | | |
|---|---|---|---|---|
| **Total Selling Price** | **$ 65,329.80** | **$ 11,759.37** | **$ 53,570.43** | **$ 53,570.43** |

## Skid Steer Attachment Carrier

**Equipment Notes:**
**Hours:**
**Stock Number:**
**Contract:**
**Price Effective Date:**

**Selling Price ***
$ 844.12

* Price per item - includes Fees and Non-contract items

| Code | Description | Qty | List Price | Discount% | Discount Amount | Contract Price | Extended Contract Price |
|---|---|---|---|---|---|---|---|
| BW1524 4 | Skid Steer Attachment Carrier | 1 | $ 844.12 | 0.00 | $ 0.00 | $ 844.12 | $ 844.12 |
| **Total Selling Price** | | | **$ 844.12** | | **$ 0.00** | **$ 844.12** | **$ 844.12** |

# 4 Series | 44 HP – 66 HP Compact Utility Tractors




## STRENGTH AND VERSATILITY. TO THE POWER OF 4.

New 4M Heavy Duty Tractors. See page 5.

JOHN DEERE



44052M Tractor with a canopy, front loader and wheel weights. See page 4.



4044R Tractor with cab, heat and A/C and pallet fork. See page 8.



## Table of Contents:


Introduction ..... 2-3

4M Tractors ..... 4-5

New 4M HD Tractors ..... 6-7

4R Tractors ..... 8-9

Implements and Attachments ..... 10-13

Warranty and Specifications ..... 14-15


4066M Heavy Duty with Catagory 2 Implement Versatility. See page 6.



# THE POWER OF 4. UNLEASHED.

**Warning:** the power you will find inside these pages may well be the jolt you need to take a drive to your John Deere dealer and sit down in the seat of a 4 Series Compact Utility Tractor. Yes, the new lineup is that powerful. There are 8 models to choose from:

**The 43.1 HP (31.7 kW) 4044M, 51.5 HP (37.9 kW) 4052M and 65.9 HP (48.5 kW) 4066M Tractors** have power and simplicity. To the power of 4. These open station models feature a standard PowrReverser™ Transmission designed to help make short work of loader work, with an easy forward/reverse lever mounted to the left of the steering column. The standard 4-Wheel Drive and tough Yanmar® diesel engines are essential. Learn all about it on **page 4**.

**The new 51.5 HP (37.9 kW) 4052M Heavy Duty and new 65.9 HP (48.5 kW) 4066M Heavy Duty Tractors** are all strength and versatility. To the power of 4. The standard eHydro™ Transmission, four work lights and low Roll Over Protection Structure (ROPS) hinge point on these open station models allow for efficient work in dim, tight spaces while the standard Category 1, 2 Three-point Hitch can fit a wide array of attachments without any costly aftermarket enhancements to switch between the two. Perfect for poultry houses, landscapers, and cow calf operations. Check it out on **page 6**.

**The 43.1 HP (31.7 kW) 4044R, 51.5 HP (37.9 kW) 4052R and 65.9 HP (48.5 kW) 4066R Tractors** are top of the line. To the power of 4. You'll get the eHydro Transmission with TwinTouch™ pedals, eThrottle™, SpeedMatch™, LoadMatch™, and Cruise Control for efficiency. The works. All standard. The options are powerful. Starting with the optional Cab with Heat and AC. Check it out on **page 8**.




## Our powerful dealer network is here too.

Got a question? Can't decide which tractor is right for you? Talk to your local John Deere dealer. Your dealer is knowledgeable about landscaping, husbandry, property care and 4 Series Tractors. Together, you two will find what you need.

Until then, page after page, check out the innovations and exceptional engineering to tackle any task quickly and easily. Or visit us at **JohnDeere.com/4Series or JohnDeere.ca/4Series**. Talk to your local dealer today.

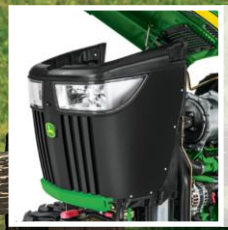
# THE 4R TRACTOR

## The Pinnacle. To the Power of 4.

The tough, 4-cylinder Yanmar® diesel engine powered, 43.1 HP (31.7 kW) 4044R, 51.5 HP (37.9 kW) 4052R and 65.9 HP (48.5 kW) 4066R Tractors have the best of just about everything. The overall benefits of these four-wheel drive tractors reach new heights of engineering excellence.




## The standard features are powerful



**Servicability is strong.** A 200-hour oil change interval. A sliding front grill to service the battery and radiator. Convenient spots to check engine and hydraulic oil levels. Power up.

**Rugged, rust and dent-resistant composite hood.** Leave the dents and rust that expose your engine to the elements to metal hoods.



**The e-Hydro™ Transmission.** With TwinTouch™ forward/reverse pedals, LoadMatch™ to prevent stalls during heavy load applications, SpeedMatch™ to slow max speeds for precision tasks, MotionMatch™ to protect turf from stops and starts, eThrottle™ for fuel efficiency and noise and Cruise Control. Just like a car.

**Independent PTO with modulated engagement.** The wet disk clutch engages the PTO. Simply pull up on the yellow knob and the PTO gently engages.

**Folding ROPS (RollOver Protective Structure).** Keep it up and keep safe.

**The open operator station with swivel seat.** Controls are in easy reach. The seat swivels 15 degrees either way, making it easy to check on rear implements.



**HitchAssist™ 3-Point control.** Align an implement from the back of your tractor with controls that creep the tractor backwards or forwards and adjust link positions to connect easily.

**Planetary final drives** are the same as the design used on our high-horsepower John Deere tractors, offering exceptional reliability by spreading the load over three gears.



**John Deere wet disk brakes** are oil-cooled, so they virtually never wear out. And they almost never need adjusting. Work them hard, they can take it.

# The options are strong.



**The optional ComfortGuard™ Cab with heat and A/C.** Great visibility, low noise, and you control the temperature. The air-ride seat is standard on the 4066R Tractor with a cab. Optional on others.



**The PowrReverser™ Transmission option.** This 12F/12R gear drive transmission features a reverser lever located by the left side of the steering wheel for direction changes with a foot throttle to free hands for loader work, steering and direction changes.



**John Deere Hydraulic Downforce Kit.** Add downward pressure in hard soil conditions.

# SPECIFICATIONS

| | 4044M | 4052M | 4066M | 4052M HEAVY DUTY | 4066M HEAVY DUTY |
|---|---|---|---|---|---|
| **ENGINE** | Yanmar® 4TNV88C-MJT | Yanmar® 4TNV86CT-MJT | Yanmar® 4TNV86CHT-MJT | Yanmar® 4TNV86CT-MJT | Yanmar® 4TNV86CHT-MJT |
| Type | Naturally-aspirated 4-cylinder Diesel | Turbocharged 4-cylinder Diesel | Turbocharged 4-cylinder Diesel | Turbocharged 4-cylinder Diesel | Turbocharged 4-cylinder Diesel |
| HP (Kw)* | 43.1 (31.7) | 51.5 (37.9 ) | 65.9 (48.5 ) | 51.5 (37.9 ) | 65.9 (48.5 ) |
| PTO HP Gear Transmission – hp(Kw) | 34.6 (25.8) | 42.2 (31.4) | 58 (53.2) | — | — |
| PTO HP Hydro Transmission – hp(Kw) | 33.6 (25.0) | 41.2 (30.7) | 57 (42.5) | 4052 PTO HP - 30.5 kW (40.8 hp) | 4066 PTO HP - 38.7 kW (51.9 hp) |
| Engine Displacement cu in. (L) | 133.5 (2.189) | 127.6 (2.091) | 127.6 (2.091) | 127.6 (2.091) | 127.6 (2.091) |
| **ELECTRICAL** | | | | | |
| Battery Power | 770 CCA | 770 CCA | 770 CCA | 770 CCA | 770 CCA |
| Alternator | 75 A | 75 A | 75 A | 75 A | 75 A |
| **HYDRAULICS** | | | | | |
| Type | Open Center | Open Center | Open Center | Open Center | Open Center |
| Pump Type | Dual Independent | Dual Independent | Dual Independent | Dual Independent | Dual Independent |
| Remote Control Valves | 3/4/5 optional | 3/4/5 optional | 3/4/5 optional | Power Beyond optional | Power Beyond optional |
| Total Capacity gpm (l/min) | 15.9 (60.2) | 15.9 (60.2) | 15.9 (60.2) | 15.9 (60.2) | 15.9 (60.2) |
| **TRANSMISSION** | | | | | |
| Standard Transmission | 12F/12R PowrReverser™ | 12F/12R PowrReverser™ | 12F/12R PowrReverser™ | 3F/3R Electronic Hydrostatic | 3F/3R Electronic Hydrostatic |
| Electronic Hydrostatic Optional for 4M and 4R | 3F/3R Hydrostatic | 3F/3R Hydrostatic | 3F/3R Hydrostatic | — | — |
| Final Drive | Planetary | Planetary | Planetary | Planetary | Planetary |
| Brakes | Wet Disk | Wet Disk | Wet Disk | Wet Disk | Wet Disk |
| Steering | Power | Power | Power | Power | Power |
| Clutch | Wet disk, PowrReverser | Wet disk, PowrReverser | Wet disk, PowrReverser | — | — |
| 4WD | Standard MFWD | Standard MFWD | Standard MFWD | Standard MFWD | Standard MFWD |
| **PTO** | | | | | |
| PTO Type | Independent 540 | Independent 540 | Independent 540 | Independent 540 | Independent 540 |
| PTO Locations | Rear | Rear | Rear | Rear | Rear |
| Economy PTO | No | No | No | No | No |
| **REAR HITCH** | | | | | |
| Type | Category 1 | Category 1 | Category 1 | Category 1/2 | Category 1/2 |
| Lift Capacity (24 in. behind link arms) | 2,500 lb. (1,135 kg) | 2,500 lb. (1,135 kg) | 2,500 lb. (1,135 kg) | 2,500 lb. (1,135 kg) | 2,500 lb. (1,135 kg) |
| Lift Capacity (At link ends) | 3,130 lb. (1,420 kg) | 3,130 lb. (1,420 kg) | 3,130 lb. (1,420 kg) | 3,130 lb. (1,420 kg) | 3,130 lb. (1,420 kg) |
| **OPERATING WEIGHT** | | | | | |
| OOS (Open Operator Station) | 3,770 lb. (1,710 kg) | 3,770 lb. (1,710 kg) | 3,770 lb. (1,710 kg) | 4,255 lb (1,934 kg) | 4,255 lb (1,934 kg) |
| Cab | — | — | — | — | — |
| **STANDARD TIRES**** | | | | | |
| Front | 8-16 (6PR, R1 Bar, 2 Position) | 8-16 (6PR, R1 Bar, 2 Position) | 8-16 (6PR, R1 Bar, 2 Position) | 31.5x13-16.5 (10PR, R4 Industrial, 2 Position) | 31.5x13-16.5 (10PR, R4 Industrial, 2 Position) |
| Rear | 13.6x28 R1 | 13.6x28 R1 | 13.6x28 R1 | 16.9-24 R4 | 16.9-24 R4 |
| Roll Over Protective Structure | Folding | Folding | Folding | Folding | Folding |
| ComfortGard™ Cab | No | No | No | No | No |
| Air Ride Seat | No | No | No | No | No |
| Wheelbase | 73 in. (1,855 mm) | 73 in. (1,855 mm) | 73 in. (1,855 mm) | 73 in. (1,855 mm) | 73 in. (1,855 mm) |

| 4044R | 4052R | 4066R |
|---|---|---|
| Yanmar® 4TNV88C-MJT | Yanmar® 4TNV86CT-MJT | Yanmar® 4TNV86CHT-MJT |
| Naturally-aspirated 4-cylinder Diesel | Turbocharged 4-cylinder Diesel | Turbocharged 4-cylinder Diesel |
| 43.1 (32.1) | 51.5 (37.9 ) | 65.9 (48.5 ) |
| 34.6 (25.8) | 42.2 (31.4) | 58 (53.2) |
| 33.6 (25.0) | 41.2 (30.7) | 57 (42.5) |
| 133.5 (2.189) | 127.6 (2.091) | 127.6 (2.091) |
| | | |
| 770 CCA | 770 CCA | 770 CCA |
| 75 A | 75 A | 75 A |
| | | |
| Open Center | Open Center | Open Center |
| Dual Independent | Dual Independent | Dual Independent |
| 3/4/5 optional | 3/4/5 optional | 3/4/5 optional |
| 15.9 (60.2) | 15.9 (60.2) | 15.9 (60.2) |
| | | |
| 3F/3R Hydrostatic | 3F/3R Hydrostatic | 3F/3R Hydrostatic |
| 12F/12R PowrReverser™ | 12F/12R PowrReverser™ | 12F/12R PowrReverser™ |
| Planetary | Planetary | Planetary |
| Wet Disk | Wet Disk | Wet Disk |
| Power | Power | Power |
| Wet disk, PowrReverser | Wet disk, PowrReverser | Wet disk, PowrReverser |
| Standard MFWD | Standard MFWD | Standard MFWD |
| | | |
| Independent 540 | Independent 540 | Independent 540 |
| Rear | Rear | Rear |
| Optional | Optional | Optional |
| | | |
| Category 1 | Category 1 | Category 1 |
| 2,500 lb. (1,135 kg) | 2,500 lb. (1,135 kg) | 2,500 lb. (1,135 kg) |
| 3,130 lb. (1,420 kg) | 3,130 lb. (1,420 kg) | 3,130 lb. (1,420 kg) |
| | | |
| 3,770 lb. (1,710 kg) | 3,770 lb. (1,710 kg) | 3,770 lb. (1,710 kg) |
| 4,675 lb. (2,120 kg) | 4,675 lb. (2,120 kg) | 4,675 lb. (2,120 kg) |
| | | |
| 8-16 (6PR, R1 Bar, 2 Position) | 8-16 (6PR, R1 Bar, 2 Position) | 8-16 (6PR, R1 Bar, 2 Position) |
| 13.6x28 R1 | 13.6x28 R1 | 13.6x28 R1 |
| Folding | Folding | Folding |
| Optional | Optional | Optional |
| Optional with cab | Optional with cab | Optional / Standard on cab |
| 73 in. (1,855 mm) | 73 in. (1,855 mm) | 73 in. (1,855 mm) |

*Manufacturer's estimate of engine power 97/68/EC rated power (gross), hp (kW) **Additional tire options available. See dealer for details.

## The Augusta Georgia Factory

All 4 Series Tractors are **designed, assembled, tested and distributed** out of our Augusta Georgia Factory.

Learn more about how we run at **JohnDeere.com/4Series** or **JohnDeere.ca/4Series**.




## 6-YEAR / 2,000 HOUR LIMITED POWERTRAIN WARRANTY

We're backing these tractors with a reliable 6-Year Powertrain Warranty.[1] It's standard, comes at no cost, and covers both residential AND commercial use. It's just one more reason why—Nothing Runs Like a Deere.™

[1]All Compact Utility Tractors purchased new from an authorized John Deere Dealer come standard with a 6 year/2000 hour (whichever comes first) Powertrain Warranty. See the Limited Warranty for New John Deere Turf & Utility Equipment at dealer for details.

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DSAA76630US Litho in U.S.A. (20-02)

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

Meeting 1/24/2022 7:00 PM
Department: Village Links
Department Head: Jeff Vesevick
Category: Discussion Item
Prepared By: Jeff Vesevick, Andrew Cross

**AGENDA ITEM (ID # 2022-1812)**

**DOC ID: 2022-1812**

# Authorize the Village Manger to Execute a contract with Beary Landscape Management, Inc., of Lockport, Illinois for Village Links Landscape Maintenance Service, in a Not-to-Exceed Amount of $33,000.00, to be Expensed to the Village Links/Reserve 22 Fund (General Manager Vesevick)

**Statement of the Issue:**

**Analysis:**

**Budget Impact:**

**Action Requested:**

**Attachments:**
1. Motion VLGC Landscape Contract 2022

**Motion to approve the award of the 2022 Village Links of Glen Ellyn Landscape Maintenance Service contract to Beary Landscape Management Inc., of Lockport, IL in a not to exceed amount of $33,000. This is a single year contract expensed to the CY2022 Recreation Department Golf Course Maintenance Professional Services Fund. (General Manager Vesevick)**

**Background**

The Village Links/Reserve 22 of Glen Ellyn currently has 97 landscaping beds throughout the property. These beds present a tremendous challenge in the current hiring/labor shortage environment. The best way to maintain these beds in a timely and cost-effective manner is to have a contractor come in to perform the majority of the work. The maintenance required at these sites makes it ideal to delegate to a contractor because it is labor intensive yet easy to oversee and evaluate performance. The Village Links Maintenance Department has spent time establishing the level of services at each landscape bed so that excellent conditions are maintained throughout the season. The Landscape Maintenance contract allows Village Links Maintenance Department staff to continue to perform tasks and projects that require additional skill and are paramount to the daily golfer experience.

**Subject**

The Village Links of Glen Ellyn has 97 landscape beds, these require constant attention that pulls our limited staff away from maintaining the playing surfaces that so many of our customers have come to know and expect. In 2021 the staff at Village Links and the Recreation Commission identified the landscape beds as an issue that needed attention. Due to our lack of available labor, it was decided to inquire about contracting this maintenance out. This was performed in 2 separate phases, a clean up and restoration phase, and a separate end of season maintenance phase. For 2022 we are seeking to have a contractor continue with spring cleanup, biweekly maintenance, and a final fall cleanup, to ensure the beds stay in an aesthetically pleasing form from start to finish of the season.

Bids were sent to 6 contractors. The following three contractors bid on the “Landscape Maintenance Services”.

| **Contractor Name** | Yellowstone Landscaping (Formerly Acres Group) | Beary Landscaping | City Escape Garden & Design |
|---|---|---|---|
| **Bid Amount** | $49,560.00 | $30,000.00 | $42,971.72 |
| **Cost/ sq ft Basis** | $0.40 | $0.22 | $0.36 |

The lowest bid for the Landscape Maintenance Contract was Beary Landscaping for the price of $30,000.00.

**Budget Impact**

Village Links of Glen Ellyn has budgeted a total of $60,000 for this service in 2022.

**Recommendation**

Award a single year 2022 contract to Beary Landscaping in the amount of $33,000 to provide landscape maintenance services as specified in the contract for 2022. This amount includes a 10% contingency added to the original bid of $30,000 in the case that any other areas or services are to be added.

**Action Requested**

Approve the award of the 2022 Village Links of Glen Ellyn Landscape Maintenance Service contract to Beary Landscape Management Inc., of Lockport, IL in a not to exceed amount of $33,000. This is a single year contract expensed to the CY2022 Recreation Department Golf Course Maintenance Professional Services Fund. 55710-521055.

# AS READ BID TABULATION FOR
# Village of Glen Ellyn Landscape Maintenance Services

**BID OPENING (READ ALOUD)**

**Village of Glen Ellyn**
**Glen Ellyn, Illinois**
**Friday, January 7, 2022, 11:00 a.m.**

| Bidder Name | 5% Bid Bond | Bid Amount | Rank |
|---|---|---|---|
| Acres Group Landscaping | ✓ | 49,560.00 / 40 d ø | 3 |
| Beary Landscaping | ✓ | 30,000.00 / 22 d ø | 1 |
| Cityescape Garden & Design LLC | ✓ | 42,971.72 / 36. ø | 2 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Matt D. - mattd@villagelinksgolf.com

(duckawtex)

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

Meeting 1/24/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Agreement
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2022-1813)**

**DOC ID: 2022-1813**

# Authorize the Village Manager to Execute an Agreement with Illinois American Water Company of Woodridge, Illinois, for the Construction and Operation of an Emergency Water Interconnection (Professional Engineer Daubert)

**Statement of the Issue:**
Staff has been working with the Illinois American Water Company (ILAWC) on the design of an emergency water system interconnection. The interconnection would provide greater redundancy to the respective utilities' potable water distribution systems.

As it relates to the Village of Glen Ellyn's benefit, the southeast area of Glen Ellyn generally located along Park Boulevard and south of Buena Vista Drive has only one point of connection to the Village's potable water distribution system. The emergency water interconnection would provide redundancy to this area which includes approximately 2.5 miles of water main. It is noted that both systems are served City of Chicago water through the DuPage Water Commission; i.e. the interconnection will provide City of Chicago water to one another under emergency conditions.

Staff herein provides a recommendation for the Village Board to authorize the Village Manager to execute an agreement with Illinois American Water Company for the construction and operation of the Emergency Water Interconnection.

**Analysis:**
In terms of project status, the engineering drawings and bidding and contract documents for the Village's portion of the improvements are near complete. The Illinois Environmental Protection Agency Permit for the construction of the improvements has been secured. The Illinois Department of Transportation has also approved the design of the improvements for the work in their right-of-way. The main final item that is being worked through for the Village's portion of the improvements is the securement of the DuPage County Stormwater Certification; i.e. stormwater permitting for the project. Some details encircling the stormwater permitting need to be confirmed and placed into the final engineering drawings for the purposed of bidding and contract award. This relates to a frac-out plan for the water main that will be installed via directional drilling. It is anticipated that this work will be completed, and the project will be released for competitive bidding in late February to early March.

Staff has worked with Illinois American Water Company to arrive upon a mutually acceptable

agreement encircling the construction and operation of the Emergency Water Interconnection. A bullet point summary of the main items laid out in the attached agreement are as follows:

- Identifies which portion of the improvements that ILAWC and the Village are responsible for constructing (including cost) and operating.
- Identifies the terms under which ILAWC and the Village can use the emergency water interconnection which is summarized as follows:
    1. Limited to 48 hours of emergency water service which may include:
        - Water pressure below 40 psi
        - Low water storage levels
    2. Limited to 500 gallons per minute (720,000 gallons daily)
- Commemorates that ILAWC and VGE will reimburse one another for emergency use at the rate that the parties pay to their respective suppliers (DuPage Water Commission for both parties).
- Requires systems to be tested and inspected annually
- Requires indemnification
- Requires insurance coverages
- Requires parties to maintain water quality consistent with one another's standards
- Details notification procedures including operation of interconnection

As the respective parties are finalizing their bidding and contract documents to proceed with the construction of the improvements, now is an appropriate time for both parties to agree to the terms of the agreement through execution of the document. As such, staff is soliciting the Village Board's approval of the attached agreement with authorization being provided to the Village Manager for its execution.

**Budget Impact:**
N/A

**Action Requested:**
Staff recommends the Village Board of Trustees make the following motion at its January 24, 2022 Regular Meeting:

1. Motion to authorize the Village Manager to execute an agreement with Illinois American Water Company of Woodridge, Illinois for the construction and operation of an Emergency Water Interconnection.

**Attachments:**
1. ILAWC - VGE - Emergency Water Interconnection Agreement

**AGREEMENT FOR EMERGENCY WATER INTERCONNECTION BETWEEN THE VILLAGE OF GLEN ELLYN AND ILLINOIS-AMERICAN WATER COMPANY**

This Agreement is made and entered into this ____day of _____, 2022 (the "Effective Date") by and between the Village of Glen Ellyn, an Illinois home rule Municipal Corporation, DuPage County, Illinois (hereinafter "Village"), and Illinois-American Water Company, an Illinois corporation (hereinafter "Company"). Village and Company may be herein referred to individually as "Party" or collectively as "Parties".

**WHEREAS,** Village owns and operates a municipal water system and furnishes water to the public located in and adjacent to its corporate limits for residential, commercial, industrial and corporate purposes; and

**WHEREAS,** Company owns and operates a public utility water system and furnishes water to the public located in and within the vicinities of the corporate limits of the Village of Glen Ellyn, DuPage County, Illinois; and

**WHEREAS,** the Parties desire to install an emergency interconnection between the two water systems (the "Emergency Interconnection") to provide for automatic access to an emergency supply of potable water from Village to Company and Company to Village; and

**WHEREAS,** Village and Company desire to set out in this Agreement their respective duties, rights and obligations with respect to the construction and operation of the Emergency Interconnection.

**NOW, THEREFORE,** in consideration of the mutual covenants, conditions, restrictions, rights, duties and obligations herein contained, the parties hereto agree as follows:

1. Improvements by Company. Company shall construct the Emergency Interconnection at the southeast corner of the property located at 23W080 Route 56, Glen Ellyn, IL 60137, as shown on, and in accordance with, the jointly approved plans marked Exhibit A, including water main, vault, meter, labor, and automated valves (the "Improvements"). Company shall construct the Improvements in

accordance with Village's standard permitting and approval process and in compliance with Village codes and ordinances, and state and federal law. Company shall be responsible for obtaining the necessary permits and easements at its sole expense. Village shall have access at all times to the construction site for the purposes of inspection.

2. Improvements by Village. Village shall construct a water main to connect a water main to connect their municipal water system to the Company's Improvements located at 23W080 Route 56, Glen Ellyn, IL 60137. Village shall be responsible for obtaining all necessary permits and easements at its sole expense.

3. Ownership of Improvements. Company shall own, operate, and maintain, at its sole expense, the Improvements up to and including the interconnection vault with automated valves up to connection point with Village. Village shall own, operate, and maintain, at its sole expense, the Improvements beyond connection point with Company, as shown on, and in accordance with, the jointly approved plans marked Exhibit A and B.

4. Cost of Improvements. Village and Company will be responsible for costs of the Improvements based on ownership. Village and Company will separately select Contractors based on their own selection processes for construction of Improvements. Village will incur all costs of construction of Improvements to be owned by Village including material and labor. Company will incur all costs of construction of Improvements to be owned by Company including material and labor.
5. Emergency Use of Water. Upon completion of the Improvements, the Parties shall each be authorized to utilize the Emergency Interconnection to supplement their potable water supply on an emergency basis, by drawing upon the potable water supply of the

other, subject to the terms set forth herein. For the purposes of this Agreement, an "emergency" shall be defined as a temporary period of time, not to exceed forty-eight (48) hours, during which Village or Company is experiencing or anticipates experiencing low water pressure, as defined as water pressure below 40 psi, or low water storage levels which it determines in its sole discretion to be a threat to public safety, health, fire prevention or fire suppression requirements. The flow rate through the Emergency Interconnection shall not exceed 500 gallons per minute ("gpm") without the express prior permission of a Party. Requests for use in non-emergency or other planned situations of this Interconnection to draw water from either party shall be agreed to in writing by both parties.

6. Metering of and rate charge for water. All water used by either Party during an emergency condition or other planned use under this Agreement shall be metered. Company and Village will have access to read the meters through a SCADA system connection, to determine each Party's respective bill for water used and supply a copy of said bill to Company and Village. The Party supplying water ("Supplying Party") to the Party receiving water ("Receiving Party") shall read the meter monthly and send a bill for water used. The bill shall be paid within 45 calendar days. The rates and charges for water supplied by Village to Company, and the rates and charges for water supplied by Company to Village, shall be those set forth by the parties respective wholesaler(s) at the time of use. Any payment not made when due shall incur interest in the amount of two percent (2%) per month.
7. Testing and inspection. The Parties shall agree to a schedule of regular testing and inspections of the water meter measuring the supply of water furnished. Testing and inspection shall not be less than once every twelve (12) month period. At the time of any test or inspection, the Parties may repair or replace any meter, part of a meter, and any

other equipment that is known or suspected of functioning incorrectly. All such repairs or replacements and repairs, as well as any tests made of the performance of the meter, and other equipment, shall be made under the supervision of Village's authorized representatives.

8. Access to water. At the time it begins to draw water through the Emergency Interconnect, the Party receiving water (the "Receiving Party") shall notify the Party supplying water (the "Supplying Party") by telephone of the estimated flow rate and the start time and estimated end time of water draw. Company shall provide Village with SCADA access to the automated interconnection. If locking mechanisms are used on any of the vaults or equipment constructed or installed as part of the Improvements, Company will provide Village with key(s) to allow for Village access.
9. Right to deny water. Either Party may decline to allow the supply, or may discontinue the supply, of water to the other Party through the Emergency Interconnection if it reasonably believes the supply would in any way reduce delivery of water to its own customers or reduce the pressure in its water system to an unacceptable level. In the event of a discontinuance, the Supplying Party shall provide the Receiving Party two (2) hour notice in advance of the discontinuance.
10. Water pressure damage. Both Parties agree that they will make no claim against the other Party for damages as a result of water pressure furnished hereunder. The flow or pressure of water from the Supplying Party shall not be guaranteed in any way.

10. Indemnification and Insurance. Each Party (the “Indemnifying Party”) shall indemnify, hold harmless and defend the other, and its agents, officials, and employees (the “Indemnified Party”), against all losses, damages, claims, liens, suits, liabilities, judgments, costs and expenses, including attorneys' fees, which may in any way accrue against the Indemnified Party as a consequence of this Agreement, the Emergency

Interconnection, and any actions by the Indemnifying Party pursuant to this Agreement, including any claims or amounts recovered for any infringements of patent, trademark, or copyright, or from any claims or amounts recovered under the Workers Compensation Act or any other law, ordinance, order or decree, except for any losses, damages, claims, liens, suits, liabilities, judgments, costs and expenses, including attorneys' fees, sought by or brought by persons or other third parties against the Indemnified Party relative to the quality of potable water supplied under this Agreement.

Each Party shall maintain at all times during the term of this Agreement the following insurance coverage with the minimum standards set forth below and naming the other Party as an Additional Insured for all coverages, except Workers Compensation and Employer's Liability coverage, on a primary non-contributory basis:

a. General Comprehensive Liability: $2,000,000 combined single limit per occurrence for bodily injury, personal injury, death, and property damage. The general aggregate shall be twice the required occurrence limit. Minimum general aggregate shall be no less than $2,000,000.

b. Public Liability: $2,000,000 combined single limit per occurrence. Minimum general aggregate shall be no less than $2,000,000.

c. Automobile Liability: $2,000,000 combined single limit per accident for bodily injury and property damage.

d. Workers' Compensation: Workers' Compensation limits as required by State statute.

e. Employer's Liability: $1,000,000 per incident.

f. Excess Liability: $5,000,000 per occurrence and in the aggregate.

The insurance requirements herein may be satisfied through self-insurance of the insurance coverage and limit requirements set forth above.

11. Notice. Except as otherwise specifically provided herein, all notices,

requests, demands or other communication s to be provided herein shall be in writing and shall be deemed to have been duly received upon: (a) actual receipt if personally delivered and the sender received written confirmation of personal delivery; (b) receipt as indicated by the written or electronic verification of delivery when delivered by overnight courier; (c) receipt as indicated by the electronic transmission confirmation when sent via telecopy or facsimile transmission; or (d) three (3) calendar days after the sender deposits the notice with the U.S. Post Office when sent by certified or registered mail, return receipt requested. Notice shall be sent to the addresses set forth below, or to such other address as either Party may specify in writing.

If to Village:

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

If to Company:

Kevin Hillen
Senior Operations Manager
Illinois-American Water Company
1000 Internationale Parkway
Woodridge, IL 60517

Emergency contact phone numbers for the purpose of notification required in Paragraph 7, listed in order of preference:

Village of Glen Ellyn:

| | |
|---|---|
| Utilities Superintendent (mobile) | 630-742-2782 |
| Utilities Superintendent (office) | 630-547-5515 |
| Senior Plant Operator (mobile) | 708-262-8393 |
| Senior Plant Operator (office) | 630-547-5503 |
| Assistant Public Works Director (mobile) | 630-742-3272 |
| Assistant Public Works Director (office) | 630-547-5516 |
| Police Non-Emergency | 630-469-1187 |

Illinois-American Water Company:

| | |
|---|---|
| Central Console Operator | 630-739-8957 |
| Senior Operations Manager | 630-739-8959 |
| Senior Operations Manager (mobile) | 630-281-0535 |

The Parties may add to or change the emergency contact numbers in writing.

12. Water standards. The Supplying Party shall deliver to the Receiving Party water that is consistent in quality with the water delivered to the Supplying Party's own customers. If the Supplying Party fails to deliver water that is consistent in quality with the water delivered to the Supplying Party's own customers, the Receiving Party may terminate this Agreement after fifteen (15) days written notice if the Supplying Party does not remedy such failure.
13. Notice of interruption of service. Each Party shall give reasonable notice to the other party of any interruption of service, change in pressure or any emergency that may have an effect upon providing service to the other Party under the terms of this Agreement.
14. Term. The term of this Agreement shall be for twenty (20) years from the Effective Date. This Agreement will automatically extend for subsequent and additional ten (10) year terms unless terminated by at least by ninety (90) days written notice by either Party to the other prior to the end of the original twenty (20) year term. To terminate a subsequent and additional ten (10) year term of this Agreement, either Party must give the other written notice of its intention to so terminate at least ninety (90) days prior to the end of such term. Upon termination of this Agreement, neither Village nor Company shall have any right to draw water through the Emergency Interconnection from the other Party and the Emergency Interconnection shall be physically disconnected by

Company, at its sole expense.

15. Cooperation. The Parties agree to work in good faith to mutually resolve any disputes occurring or arising out of the performance of this Agreement. The Parties agree to do all things reasonably necessary or appropriate to carry out the terms, provisions and objectives of this Agreement. It is the intent of the Parties, as reflected by the terms of this Agreement, to ensure compliance and fulfillment with the terms and provisions of this Agreement as may be necessary to give effect to the objectives of this Agreement.
16. Authority to execute Agreement. Each signatory on behalf of a Party to this Agreement warrants and represents that he or she is a duly authorized representative of that Party, with full power and authority to agree to this Agreement, and all terms herein, on behalf of that Party.
17. Governing Law; Venue. This Agreement shall be construed in accordance with the laws of the State of Illinois. Venue for any action to enforce the provisions of this Agreement shall be in the Circuit Court of Cook County, Illinois.
18. Assignment. This Agreement shall not be assignable by either party hereto without the prior written consent of the other Party; provided, however, that Company may assign this Agreement to a parent entity, to an affiliate entity, or to an entity that purchases all of the stock or substantially all of the assets of Company.
19. Modification. This Agreement may be changed, altered, modified or amended only upon the mutual agreement of the Parties. No such change, alteration, modification or amendment shall be valid unless it shall be in writing and duly executed by both Parties.
20. Application to successors. This Agreement shall inure to the benefit of and shall be binding upon the successors and assigns of the Parties, but nothing herein contained shall be deemed to confer any rights upon any persons, firm or corporation other than the parties hereto

and their successors and assigns.

21. Mutual drafting of agreement. Both Parties have had the benefit of counsel and participated in drafting this Agreement.

22. Execution as Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be executed by the Parties hereto, and all of which shall be regarded for all purposes as one original and shall constitute and be but one and the same.

23. Obedience to Laws. In the performance of its obligations pursuant to this Agreement, the Parties shall comply with all applicable federal, state, county and municipal laws and ordinances, including provisions of the EQUAL EMPLOYMENT OPPORTUNITY CLAUSE required by the Illinois Department of Human Rights as a material term of all public contracts, see Title 44, Part 750, Section 750, APPENDIX A, Illinois Administrative Code, Equal Employment Opportunity Clause.

24. Entire Agreement. This Agreement embodies the entire understanding and agreement of the Parties with respect to the subject matter hereof and supersedes all prior and contemporaneous agreements, understandings, negotiations and communications, whether written or oral.

25. Captions. Paragraph headings are for convenience only, and in no way define or limit the scope and content of this Agreement.

26. Recitals. The recitals herein form a part of this Agreement and are fully incorporated herein by this reference.

**IN WITNESS WHEREOF**, the Parties have duly executed this Agreement effective as of the day and year first above written.

| **VILLAGE** | **COMPANY** |
|---|---|
| VILLAGE OF GLEN ELLYN,<br>DUPAGE COUNTY, ILLINOIS | ILLINOIS-AMERICAN<br>WATER COMPANY |
| By: _____<br>Mark Franz<br>Village Manager | By: _____<br>Kevin Hillen<br>Senior Operations Manager<br>Chicago Metro |
| ATTEST:<br><br>_____<br>Village Clerk | |

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

Meeting 1/24/2022 7:00 PM
Department: Finance
Department Head: Christina Coyle
Category: Ordinance
Prepared By: Christina Coyle

**AGENDA ITEM (ID # 2022-1814)**

**DOC ID: 2022-1814**

# Ordinance No. 6930, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2010 (Village Links Golf Course Bonds) for the Fiscal Year 2022 in the amount of $124,680 (Finance Director Coyle)

**Statement of the Issue:**
Each year, the Village must pass an ordinance to abate the property tax levy on the Village Links General Obligation Bonds so that the County does not levy property taxes.

**Analysis:**
There are two outstanding bond issues relating to the Village Links. Both bond issues were secured by the Village's taxing authority, but were planned to be paid with revenues generated from the Village Links golf operations, not through the use of tax dollars.

The first abatement ordinance relates to the 2010 refunding bonds which were issued in November, 2010. These bonds refinanced three previous issues, including the 2003 bonds issued for the Village Links' golf course renovation. The Village will be abating the portion allocated to the 2003 Village Links bonds. The attached proposed abatement ordinance is the twentieth (20th) and last such abatement to occur over the 20 year life of the Village Links bonds. These bonds will retire in 2023.

The second proposed abatement ordinance relates to the 2012 General Obligation bonds which were issued in November, 2012, to fund the clubhouse and driving range improvements. The attached proposed abatement ordinance is the tenth (10th) such abatement to occur over the 20 year life of the 2012 Village Links Bonds.

**Budget Impact:**
None.

**Action Requested:**
Adoption of the proposed abatement ordinances.

**Attachments:**

1. Abatement Ordinance 2010 Bonds

**Village of Glen Ellyn**

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**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2010 (Village Links Golf Course Bonds) for the Fiscal Year 2022 in the amount of $124,680.00**

---

Adopted by the

President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This _____ Day of _____, 2022.

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this _____ day of _____, 2022.

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

**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2010 (Village Links Golf Course Bonds), for the Fiscal Year 2022 in the Amount of $124,680.00**

**Whereas**, by Ordinance No. 5889, passed October 11, 2010, the Village of Glen Ellyn authorized the issuance of General Obligation Refunding Bonds, Series 2010 which refinanced General Obligation Refunding Bonds, Series 2002BQ (Village infrastructure improvements), General Obligation Refunding Bonds, 2002NBQ (Library Construction) and General Obligation Bonds, Series 2003 (renovation projects at the Village Links Golf Course); and

**Whereas**, it has been determined by the Village's Finance Director that funds are available from the Village Links/Reserve 22 Fund to pay that portion of the Fiscal Year 2022 (January 1, 2022 through December 31, 2022) debt service of the General Obligation Refunding Bonds, Series 2010 which is allocated to the refunding of the General Obligation Bonds, Series 2003; and

**Whereas**, the President and Board of Trustees deem it to be in the best interest of the Village of Glen Ellyn to apply the aforestated revenue to the payment of debt service on the General Obligation Refunding Bonds, Series 2010 in that said excess revenue may be lawfully used for the payment of principal and interest on said Bonds;

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

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

**Section Two**: Pursuant to the authority of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL. compiled Statutes, Ch. 65, Par. 5/8-3-4), the President and Board of Trustees of the Village of Glen Ellyn hereby authorize and direct the application of one hundred twenty-four thousand, six hundred eighty dollars ($124,680.00) from the Village Links/Reserve 22 Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Refunding Bonds, Series 2010, for the Fiscal Year 2022 (January 1, 2022 through December 31, 2022).

**Section Three**: The Village Clerk is hereby authorized and requested to serve a certified copy of this Ordinance upon the DuPage County Clerk to certify that one hundred twenty-four thousand, six hundred eighty dollars ($124,680.00) is available from the Village Links/Reserve 22 Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Refunding Bonds, Series 2010, for the Fiscal Year 2022 (January 1, 2022 through December 31, 2022).

**Section Four**: The County Clerk is hereby authorized and requested to abate the ad valorem property tax for payment of the principal and interest upon Glen Ellyn General Obligation Refunding Bonds, Series 2010, in the amount of $124,680.00.

**Section Five**: Pursuant to the provisions of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL Compiled Statutes, Ch. 65, Par. 5/8-3-4), the Finance Director is hereby authorized and directed to set apart those funds designated herein for application to the payment of Glen Ellyn General Obligation Refunding Bonds, Series 2010, for payment of principal and interest for Fiscal Year 2022 (January 1, 2022 through December 31, 2022) and not disburse that amount for any other purpose until and unless the stated debt service has been paid and discharged.

**Section Six**: This Ordinance shall be in full force and effect upon its passage, approval, and publication in pamphlet form as provided by law.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, this_____day of_____, 2022.

| | | | | | | |
|---|---|---|---|---|---|---|
| **Ayes** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Nays** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Absent** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this_____day of_____, 2022.

_____
Village President of the
Village of Glen Ellyn, Illinois

**Attest:**

_____
Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the _____day of _____, 2022).

STATE OF ILLINOIS )

) SS

COUNTY OF DUPAGE )

**FILING CERTIFICATE**

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of The County of DuPage, Illinois, and as such official I do further certify that on the ____ day of _____, 2022, there was filed in my office a duly certified copy of Ordinance No. _____ entitled:

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Refunding Bonds, Series 2010 (Village Links Golf Course Bonds), For the Fiscal Year 2022 in the Amount of $124,680.00**

(as supplemented by the Bond Order executed in connection therewith, the *"Ordinance"*) duly adopted by the Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois (the *"Village"*), on the ____ day of _____, 2022, and that the same has been deposited in the official files and records of my office.

I do further certify that the taxes heretofore levied for the year 2021 for the payment of the Village's General Obligation Bonds, Series 2010, as described in the Ordinance, will be abated as provided for in the Ordinance.

IN WITNESS WHEREOF I hereunto affix my official signature and the seal of said County this ____ day of _____, 2022.

_____

County Clerk

[SEAL]

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

Meeting 1/24/2022 7:00 PM
Department: Finance
Department Head: Christina Coyle
Category: Ordinance
Prepared By: Christina Coyle

**AGENDA ITEM (ID # 2022-1815)**

**DOC ID: 2022-1815**

# Ordinance No. 6931, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2012 (Village Links Reserve 22 Clubhouse Bonds) for the Fiscal Year 2022 in the amount of $214,200.00 (Finance Director Coyle)

**Statement of the Issue:**
Please see the previous memo in the packet for the 2010 General Obligation Bond abatement.

**Analysis:**
Please see the previous memo in the packet for the 2010 General Obligation Bond abatement.

**Budget Impact:**
None.

**Action Requested:**
Approval of the proposed abatement ordinance.

**Attachments:**
1. Abatement Ordinance 2012 Bonds

**Village of Glen Ellyn**

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**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2012 (Village Links Reserve 22 Clubhouse Bonds), for the Fiscal Year 2022 in the Amount of $214,200.00**

---

Adopted by the

President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This _____ Day of _____, 2022.

---

Published in pamphlet form by the authority
of the President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this _____ day of _____, 2022.

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

**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2012 (Village Links Reserve 22 Clubhouse Bonds), for the Fiscal Year 2022 in the Amount of $214,200.00**

**Whereas**, by Ordinance No. 6079, passed September 24, 2012, the Village of Glen Ellyn authorized the issuance of General Obligation Bonds, Series 2012; and

**Whereas**, it has been determined by the Village's Finance Director that funds are available from the Village Links/Reserve 22 Fund to pay the Fiscal Year 2022 debt service of the General Obligation Bonds, Series 2012; and

**Whereas**, the President and Board of Trustees deem it to be in the best interest of the Village of Glen Ellyn to apply the aforestated revenue to the payment of debt service on the General Obligation Bonds, Series 2012 in that said excess revenue may be lawfully used for the payment of principal and interest on said Bonds;

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

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

**Section Two**: Pursuant to the authority of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL. compiled Statutes, Ch. 65, Par. 5/8-3-4), the President and Board of Trustees of the Village of Glen Ellyn hereby authorize and direct the application of two hundred fourteen thousand, two hundred dollars ($214,200.00) from the Village Links/Reserve 22 Fund for payment of the

principal and interest accruing on Glen Ellyn General Obligation Bonds, Series 2010, for the Fiscal Year 2022.

**Section Three**: The Village Clerk is hereby authorized and requested to serve a certified copy of this Ordinance upon the DuPage County Clerk to certify that two hundred fourteen thousand, two hundred dollars ($214,200.00) is available from the Village Links/Reserve 22 Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Bonds, Series 2012, for the Fiscal Year 2022.

**Section Four**: The County Clerk is hereby authorized and requested to abate the ad valorem property tax for payment of the principal and interest upon Glen Ellyn General Obligation Bonds, Series 2012, in the amount of $214,200.00.

**Section Five**: Pursuant to the provisions of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL Compiled Statutes, Ch. 65, Par. 5/8-3-4), the Finance Director is hereby authorized and directed to set apart those funds designated herein for application to the payment of Glen Ellyn General Obligation Bonds, Series 2012, for payment of principal and interest for fiscal year 2022 and not disburse that amount for any other purpose until and unless the stated debt service has been paid and discharged.

**Section Six**: This Ordinance shall be in full force and effect upon its passage, approval, and publication in pamphlet form as provided by law.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, this_____day of_____, 2022.

| | | | | | | |
|---|---|---|---|---|---|---|
| **Ayes** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Nays** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Absent** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this_____day of_____, 2022.

_____
Village President of the
Village of Glen Ellyn, Illinois

**Attest:**

_____
Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the _____day of _____, 2022).

STATE OF ILLINOIS )

) SS

COUNTY OF DUPAGE )

**FILING CERTIFICATE**

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of The County of DuPage, Illinois, and as such official I do further certify that on the ____ day of _____, 2022, there was filed in my office a duly certified copy of Ordinance No. _____ entitled:

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2012 (Village Links Reserve 22 Clubhouse Bonds), for the Fiscal Year 2022 in the Amount of $214,200.00**

(as supplemented by the Bond Order executed in connection therewith, the *"Ordinance"*) duly adopted by the Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois (the *"Village"*), on the ____ day of _____, 2022, and that the same has been deposited in the official files and records of my office.

I do further certify that the taxes heretofore levied for the year 2021 for the payment of the Village's General Obligation Bonds, Series 2012, as described in the Ordinance, will be abated as provided for in the Ordinance.

IN WITNESS WHEREOF I hereunto affix my official signature and the seal of said County this ____ day of _____, 2022.

_____

County Clerk

[SEAL]

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

Meeting 1/24/2022 7:00 PM
Department: Finance
Department Head: Christina Coyle
Category: Ordinance
Prepared By: Christina Coyle

**AGENDA ITEM (ID # 2022-1816)**

**DOC ID: 2022-1816**

# Ordinance No. 6932, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2015 (Police Station Bonds) for the Fiscal Year 2022 in the amount of $818,543.76 (Finance Director Coyle)

**Statement of the Issue:**
In 2015, the Village issued bonds to fund construction of a new police facility and for stormwater improvements within the Village. The Village sought to fund these capital improvements through reprioritization of its capital program rather than through a property tax increase to the Village's taxpayers. Therefore, it is necessary for the Village Board to pass an abatement ordinance for this issue yearly so that property taxes are not levied by the County to pay the annual debt service cost.

**Analysis:**
The attached proposed abatement ordinance is the seventh (7th) such abatement to occur over the 20 year life of the bonds that are set to be paid off in 2035. This abatement ordinance will abate the debt service for property tax levy year 2021 in the amount of $818,543.76.

**Budget Impact:**
None.

**Action Requested:**
Adoption of the proposed abatement ordinance.

**Attachments:**
1. Abatement Ordinance 2015 Bonds

**Village of Glen Ellyn**

---

**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2015 (Capital Projects Bonds), for the Fiscal Year 2022 in the amount of $818,543.76**

---

Adopted by the

President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This _____ Day of _____, 2022.

---

Published in pamphlet form by the authority
of the President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this _____ day of _____, 2022.

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

**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2015 (Capital Projects Bonds), For the Fiscal Year 2022 in the Amount of $818,543.76**

**Whereas**, by Ordinance No. 6332, passed July 13, 2015, the Village of Glen Ellyn authorized the issuance of General Obligation Bonds, Series 2015; and

**Whereas**, it has been determined by the Village's Finance Director that funds are available from the Capital Projects Fund to pay the Fiscal Year 2022 debt service of the General Obligation Bonds, Series 2015; and

**Whereas**, the President and Board of Trustees deem it to be in the best interest of the Village of Glen Ellyn to apply the aforestated revenue to the payment of debt service on the General Obligation Bonds, Series 2015 in that said excess revenue may be lawfully used for the payment of principal and interest on said Bonds;

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

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

**Section Two**: Pursuant to the authority of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL. compiled Statutes, Ch. 65, Par. 5/8-3-4), the President and Board of Trustees of the Village of Glen Ellyn hereby authorize and direct the application of eight hundred eighteen thousand, five hundred forty-three dollars and seventy-six cents ($818,543.76) from the Capital

Projects Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Bonds, Series 2015, for the Fiscal Year 2022.

**Section Three**: The Village Clerk is hereby authorized and requested to serve a certified copy of this Ordinance upon the DuPage County Clerk to certify that eight hundred eighteen thousand, five hundred forty-three dollars and seventy-six cents ($818,543.76) is available from the Capital Projects Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Bonds, Series 2015, for the Fiscal Year 2022.

**Section Four**: The County Clerk is hereby authorized and requested to abate the ad valorem property tax for payment of the principal and interest upon Glen Ellyn General Obligation Bonds, Series 2015, in the amount of $818,543.76.

**Section Five**: Pursuant to the provisions of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL Compiled Statutes, Ch. 65, Par. 5/8-3-4), the Finance Director is hereby authorized and directed to set apart those funds designated herein for application to the payment of Glen Ellyn General Obligation Bonds, Series 2015, for payment of principal and interest for Fiscal Year 2022 and not disburse that amount for any other purpose until and unless the stated debt service has been paid and discharged.

**Section Six**: This Ordinance shall be in full force and effect upon its passage, approval, and publication in pamphlet form as provided by law.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, this_____day of_____, 2022.

| | | | | | | |
|---|---|---|---|---|---|---|
| **Ayes** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Nays** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Absent** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this_____day of_____, 2022.

_____
Village President of the
Village of Glen Ellyn, Illinois

**Attest:**

_____
Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the _____day of _____, 2022).

STATE OF ILLINOIS )

) SS

COUNTY OF DUPAGE )

**FILING CERTIFICATE**

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of The County of DuPage, Illinois, and as such official I do further certify that on the ____ day of _____, 2022, there was filed in my office a duly certified copy of Ordinance No. _____ entitled:

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2015 (Capital Projects Bonds), For the Fiscal Year 2022 in the Amount of $818,543.76**

(as supplemented by the Bond Order executed in connection therewith, the "Ordinance") duly adopted by the Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois (the "Village"), on the ____ day of _____, 2022, and that the same has been deposited in the official files and records of my office.

I do further certify that the taxes heretofore levied for the year 2021 for the payment of the Village's General Obligation Bonds, Series 2015, as described in the Ordinance, will be abated as provided for in the Ordinance.

IN WITNESS WHEREOF I hereunto affix my official signature and the seal of said County this ____ day of _____, 2022.

_____

County Clerk

[SEAL]

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

Meeting 1/24/2022 7:00 PM
Department: Finance
Department Head: Christina Coyle
Category: Ordinance
Prepared By: Christina Coyle

**AGENDA ITEM (ID # 2022-1817)**

**DOC ID: 2022-1817**

# Ordinance No. 6933, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon Obligation Bonds, Series 2018 (Capital Projects Bonds) for the Fiscal Year 2022 in the amount of $680,518.76 (Finance Director Coyle)

**Statement of the Issue:**
At the end of 2018, the Village issued bonds for the parking garage, street and streetscape, and Civic Center improvements. The Village sought to fund these capital improvements through use of reserves as well as a new food and beverage tax rather than through a property tax increase to the Village's taxpayers. Therefore, it is necessary for the Village Board to pass an abatement ordinance for this issue yearly so that property taxes are not levied by the County to pay the annual debt service cost.

**Analysis:**
The attached proposed abatement ordinance is the fourth (4th) abatement to occur over the 20 year life of the bonds that are set to be paid off in 2039. This abatement ordinance will abate the debt service for property tax levy year 2021 in the amount of $680,518.76.

**Budget Impact:**
None.

**Action Requested:**
Adoption of the proposed abatement ordinance.

**Attachments:**
1. Abatement Ordinance 2018 Bonds

**Village of Glen Ellyn**

---

**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2018, for the Fiscal Year 2022 in the amount of $680,518.76**

---

Adopted by the

President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This _____ Day of _____, 2022.

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this _____ day of _____, 2022.

**PREPARED BY AND MAIL TO:**

VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2018, For the Fiscal Year 2022 in the Amount of $680,518.76**

**Whereas**, by Ordinance No. 6642, passed November 13, 2018, the Village of Glen Ellyn authorized the issuance of General Obligation Bonds, Series 2018; and

**Whereas**, it has been determined by the Village's Finance Director that funds are available from the Capital Projects Fund to pay the Fiscal Year 2022 debt service of the General Obligation Bonds, Series 2018; and

**Whereas**, the President and Board of Trustees deem it to be in the best interest of the Village of Glen Ellyn to apply the aforestated revenue to the payment of debt service on the General Obligation Bonds, Series 2018 in that said excess revenue may be lawfully used for the payment of principal and interest on said Bonds;

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

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

**Section Two**: Pursuant to the authority of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL. compiled Statutes, Ch. 65, Par. 5/8-3-4), the President and Board of Trustees of the Village of Glen Ellyn hereby authorize and direct the application of six hundred eighty thousand, five hundred eighteen dollars and seventy-six cents ($680,518.76) from the Capital Projects Fund for

payment of the principal and interest accruing on Glen Ellyn General Obligation Bonds, Series 2018, for the Fiscal Year 2022.

**Section Three**: The Village Clerk is hereby authorized and requested to serve a certified copy of this Ordinance upon the DuPage County Clerk to certify that six hundred eighty thousand, five hundred eighteen dollars and seventy-six cents ($680,518.76) is available from the Capital Projects Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Bonds, Series 2018, for the Fiscal Year 2022.

**Section Four**: The County Clerk is hereby authorized and requested to abate the ad valorem property tax for payment of the principal and interest upon Glen Ellyn General Obligation Bonds, Series 2018, in the amount of $680,518.76.

**Section Five**: Pursuant to the provisions of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL Compiled Statutes, Ch. 65, Par. 5/8-3-4), the Finance Director is hereby authorized and directed to set apart those funds designated herein for application to the payment of Glen Ellyn General Obligation Bonds, Series 2018, for payment of principal and interest for Fiscal Year 2022 and not disburse that amount for any other purpose until and unless the stated debt service has been paid and discharged.

**Section Six**: This Ordinance shall be in full force and effect upon its passage, approval, and publication in pamphlet form as provided by law.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, this_____day of_____, 2022.

| | | | | | | |
|---|---|---|---|---|---|---|
| **Ayes** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Nays** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Absent** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this_____day of_____, 2022.

_____
Village President of the
Village of Glen Ellyn, Illinois

**Attest:**

_____
Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the _____day of _____, 2022).

STATE OF ILLINOIS )

) SS

COUNTY OF DUPAGE )

**FILING CERTIFICATE**

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of The County of DuPage, Illinois, and as such official I do further certify that on the ____ day of _____, 2022, there was filed in my office a duly certified copy of Ordinance No. _____ entitled:

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds,Series 2018, For the Fiscal Year 2022 in the Amount of $680,518.76**

(as supplemented by the Bond Order executed in connection therewith, the "Ordinance") duly adopted by the Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois (the "Village"), on the ____ day of _____, 2022, and that the same has been deposited in the official files and records of my office.

I do further certify that the taxes heretofore levied for the year 2021 for the payment of the Village's General Obligation Bonds, Series 2018, as described in the Ordinance, will be abated as provided for in the Ordinance.

IN WITNESS WHEREOF I hereunto affix my official signature and the seal of said County this ____ day of _____, 2022.

_____

County Clerk

[SEAL]

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

Meeting 1/24/2022 7:00 PM
Department: Finance
Department Head: Christina Coyle
Category: Ordinance
Prepared By: Christina Coyle

**AGENDA ITEM (ID # 2022-1818)**

**DOC ID: 2022-1818**

# Ordinance No. 6934, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Bonds, Series 2020 (Capital Projects Bonds) for the Fiscal Year 2022 in the amount of $608,822.50 (Finance Director Coyle)

**Statement of the Issue:**
In 2020, the Village issued another series of bonds for the parking garage, street and streetscape, and property acquisition. The Village sought to fund these capital improvements and related debt service improvements through use of reserves as well as a food and beverage tax rather than through a property tax increase to the Village's taxpayers. Therefore, it is necessary for the Village Board to pass an abatement ordinance for this issue yearly so that property taxes are not levied by the County to pay the annual debt service cost.

**Analysis:**
The attached proposed abatement ordinance is the second (2nd) abatement to occur over the 20 year life of the bonds that are set to be paid off in 2040. This abatement ordinance will abate the debt service for property tax levy year 2021, in the amount of $608,822.50.

**Budget Impact:**

**Action Requested:**

**Attachments:**
1. Abatement Ordinance 2020 Bonds

**Village of Glen Ellyn**

---

**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2020, for the Fiscal Year 2022 in the amount of $608,822.50**

---

Adopted by the

President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This _____ Day of _____, 2022.

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this _____ day of _____, 2022.

**PREPARED BY AND MAIL TO:**

VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2020, For the Fiscal Year 2022 in the Amount of $608,822.50**

**Whereas**, by Ordinance No. 6802, passed August 24, 2020, the Village of Glen Ellyn authorized the issuance of General Obligation Bonds, Series 2020; and

**Whereas**, it has been determined by the Village's Finance Director that funds are available from the Capital Projects Fund to pay the Fiscal Year 2022 debt service of the General Obligation Bonds, Series 2020; and

**Whereas**, the President and Board of Trustees deem it to be in the best interest of the Village of Glen Ellyn to apply the aforestated revenue to the payment of debt service on the General Obligation Bonds, Series 2020 in that said excess revenue may be lawfully used for the payment of principal and interest on said Bonds;

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

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

**Section Two**: Pursuant to the authority of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL. compiled Statutes, Ch. 65, Par. 5/8-3-4), the President and Board of Trustees of the Village of Glen Ellyn hereby authorize and direct the application of six hundred eight thousand, eight hundred twenty-two dollars and fifty cents ($608,822.50) from the Capital Projects Fund for

payment of the principal and interest accruing on Glen Ellyn General Obligation Bonds, Series 2020, for the Fiscal Year 2022.

**Section Three**: The Village Clerk is hereby authorized and requested to serve a certified copy of this Ordinance upon the DuPage County Clerk to certify that six hundred eight thousand, eight hundred twenty-two dollars and fifty cents ($608,822.50) is available from the Capital Projects Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Bonds, Series 2020, for the Fiscal Year 2022.

**Section Four**: The County Clerk is hereby authorized and requested to abate the ad valorem property tax for payment of the principal and interest upon Glen Ellyn General Obligation Bonds, Series 2020, in the amount of $608,822.50.

**Section Five**: Pursuant to the provisions of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL Compiled Statutes, Ch. 65, Par. 5/8-3-4), the Finance Director is hereby authorized and directed to set apart those funds designated herein for application to the payment of Glen Ellyn General Obligation Bonds, Series 2020, for payment of principal and interest for Fiscal Year 2022 and not disburse that amount for any other purpose until and unless the stated debt service has been paid and discharged.

**Section Six**: This Ordinance shall be in full force and effect upon its passage, approval, and publication in pamphlet form as provided by law.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, this_____day of_____, 2022.

| | | | | | | |
|---|---|---|---|---|---|---|
| **Ayes** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Nays** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Absent** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this_____day of_____, 2022.

_____
Village President of the
Village of Glen Ellyn, Illinois

**Attest:**

_____
Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the _____day of _____, 2022).

STATE OF ILLINOIS )

) SS

COUNTY OF DUPAGE )

**FILING CERTIFICATE**

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of The County of DuPage, Illinois, and as such official I do further certify that on the ____ day of _____, 2022, there was filed in my office a duly certified copy of Ordinance No. _____ entitled:

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2020, For the Fiscal Year 2022 in the Amount of $608,822.50**

(as supplemented by the Bond Order executed in connection therewith, the "Ordinance") duly adopted by the Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois (the "Village"), on the ____ day of _____, 2022, and that the same has been deposited in the official files and records of my office.

I do further certify that the taxes heretofore levied for the year 2021 for the payment of the Village's General Obligation Bonds, Series 2020, as described in the Ordinance, will be abated as provided for in the Ordinance.

IN WITNESS WHEREOF I hereunto affix my official signature and the seal of said County this ____ day of _____, 2022.

_____

County Clerk

[SEAL]

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

Meeting 1/24/2022 7:00 PM
Department: Finance
Department Head: Christina Coyle
Category: Ordinance
Prepared By: Christina Coyle

**AGENDA ITEM (ID # 2022-1819)**

**DOC ID: 2022-1819**

# Ordinance No. 6935, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Refunding Bonds, Series 2021A (2012 Refunding Bonds) for the Fiscal Year 2022 in the amount of $90,300.00 (Finance Director Coyle)

**Statement of the Issue:**
In 2021, the Village current refunded a portion of the 2012 Village Links Clubhouse bonds to achieve debt service savings. This created the 2021A General Obligation Refunding Bonds. As with the 2012 bonds, this series will also be paid with revenues from the Village Links/Reserve 22 and not through a property tax levy. In order to abate and not levy for this debt service, an abatement ordinance is required to be passed by the Board.

**Analysis:**
The attached proposed abatement ordinance is the first abatement to occur over the 10 year life of the bonds that are set to be paid off in 2033. This abatement ordinance will abate the debt service for property tax levy year 2021 in the amount of $90,300.00.

**Budget Impact:**
N/A

**Action Requested:**
Approve the attached abatement ordinance.

**Attachments:**
1. Abatement Ordinance 2021A Bonds

**Village of Glen Ellyn**

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**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2021A (Village Links Clubhouse Refunding Bonds) for the Fiscal Year 2022 in the amount of $90,300.00**

---

Adopted by the

President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This _____ Day of _____, 2022.

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this _____ day of _____, 2022.

**PREPARED BY AND MAIL TO:**
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET

**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2021A (Village Links Clubhouse Refunding Bonds), for the Fiscal Year 2022 in the Amount of $90,300.00**

**Whereas**, by Ordinance No. 6904, passed September 13, 2021, the Village of Glen Ellyn authorized the issuance of General Obligation Refunding Bonds, Series 2021A which refinanced a portion of General Obligation Bonds, Series 2012 (Village Links Clubhouse Bonds); and

**Whereas**, it has been determined by the Village's Finance Director that funds are available from the Village Links/Reserve 22 Fund to pay that portion of the Fiscal Year 2022 (January 1, 2022 through December 31, 2022) debt service of the General Obligation Refunding Bonds, Series 2021A; and

**Whereas**, the President and Board of Trustees deem it to be in the best interest of the Village of Glen Ellyn to apply the aforestated revenue to the payment of debt service on the General Obligation Refunding Bonds, Series 2021A in that said excess revenue may be lawfully used for the payment of principal and interest on said Bonds;

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

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

**Section Two**: Pursuant to the authority of Paragraph 5/8-3-4 of the Illinois Municipal

Code (IL. compiled Statutes, Ch. 65, Par. 5/8-3-4), the President and Board of Trustees of the Village of Glen Ellyn hereby authorize and direct the application of ninety thousand, three hundred dollars ($90,300.00) from the Village Links/Reserve 22 Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Refunding Bonds, Series 2021A, for the Fiscal Year 2022 (January 1, 2022 through December 31, 2022).

**Section Three**: The Village Clerk is hereby authorized and requested to serve a certified copy of this Ordinance upon the DuPage County Clerk to certify that ninety thousand, three hundred dollars ($90,300.00) is available from the Village Links/Reserve 22 Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Refunding Bonds, Series 2021A, for the Fiscal Year 2022 (January 1, 2022 through December 31, 2022).

**Section Four**: The County Clerk is hereby authorized and requested to abate the ad valorem property tax for payment of the principal and interest upon Glen Ellyn General Obligation Refunding Bonds, Series 2021A, in the amount of $90,300.00.

**Section Five**: Pursuant to the provisions of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL Compiled Statutes, Ch. 65, Par. 5/8-3-4), the Finance Director is hereby authorized and directed to set apart those funds designated herein for application to the payment of Glen Ellyn General Obligation Refunding Bonds, Series 2021A, for payment of principal and interest for Fiscal Year 2022 (January 1, 2022 through December 31, 2022) and not disburse that amount for any other purpose until and unless the stated debt service has been paid and discharged.

**Section Six**: This Ordinance shall be in full force and effect upon its passage, approval, and publication in pamphlet form as provided by law.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn,

this_____day of_____, 2022.

| | | | | | |
|---|---|---|---|---|---|
| **Ayes** | | Mark Senak | | Kelli Christiansen | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | Bill Payne |
| | | Steve Thompson | | | |
| | | | | | |
| **Nays** | | Mark Senak | | Kelli Christiansen | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | Bill Payne |
| | | Steve Thompson | | | |
| | | | | | |
| **Absent** | | Mark Senak | | Kelli Christiansen | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | Bill Payne |
| | | Steve Thompson | | | |

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this_____day of_____, 2022.

_____
Village President of the
Village of Glen Ellyn, Illinois

**Attest:**

_____
Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the _____day of _____, 2022).

STATE OF ILLINOIS )

) SS

COUNTY OF DUPAGE )

**FILING CERTIFICATE**

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of The County of DuPage, Illinois, and as such official I do further certify that on the ____ day of _____, 2022, there was filed in my office a duly certified copy of Ordinance No. _____ entitled:

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2021A (Village Links Clubhouse Refunding Bonds), for the Fiscal Year 2022 in the Amount of $90,300.00**

(as supplemented by the Bond Order executed in connection therewith, the *"Ordinance"*) duly adopted by the Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois (the *"Village"*), on the ____ day of _____, 2022, and that the same has been deposited in the official files and records of my office.

I do further certify that the taxes heretofore levied for the year 2021 for the payment of the Village's General Obligation Bonds, Series 2021A, as described in the Ordinance, will be abated as provided for in the Ordinance.

IN WITNESS WHEREOF I hereunto affix my official signature and the seal of said County this ____ day of _____, 2022.

_____

County Clerk

[SEAL]

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

Meeting 1/24/2022 7:00 PM
Department: Finance
Department Head: Christina Coyle
Category: Ordinance
Prepared By: Christina Coyle

**AGENDA ITEM (ID # 2022-1828)**

**DOC ID: 2022-1828**

# Ordinance No. 6936, An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest Upon General Obligation Refunding Bonds, Series 2021B (2015 Refunding Bonds) for the Fiscal Year 2022 in the amount of $123,732.50 (Finance Director Coyle)

**Statement of the Issue:**
In 2021, the Village current refunded a portion of the 2015 Police Station bonds to achieve debt service savings. This created the 2021B General Obligation Refunding Bonds. As with the 2015 bonds, this series will also be paid with revenues from Capital Projects Fund (namely the Food & Beverage Tax) and not through a property tax levy. In order to abate and not levy for this debt service, an abatement ordinance is required to be passed by the Board.

**Analysis:**
The attached proposed abatement ordinance is the first abatement to occur over the life of the bonds that are set to be paid off in 2035. This abatement ordinance will abate the debt service for property tax levy year 2021 in the amount of $123,732.50.

**Budget Impact:**
N/A

**Action Requested:**
Approve the attached abatement ordinance.

**Attachments:**
1. Abatement Ordinance 2021B Bonds

**Village of Glen Ellyn**

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**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2021B (Police Station Refunding Bonds) for the Fiscal Year 2022 in the amount of $123,732.50**

---

Adopted by the

President and the Board of Trustees

Of the Village of Glen Ellyn

DuPage County, Illinois

This _____ Day of _____, 2022.

---

Published in pamphlet form by the authority of the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, this _____ day of _____, 2022.

**PREPARED BY AND MAIL TO:**

VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

**Ordinance No. _____**

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2021B (Police Station Refunding Bonds), for the Fiscal Year 2022 in the Amount of $123,732.50**

**Whereas**, by Ordinance No. 6904, passed September 13, 2021, the Village of Glen Ellyn authorized the issuance of General Obligation Refunding Bonds, Series 2021B which refinanced a portion of General Obligation Bonds, Series 2015 (Police Station Bonds); and

**Whereas**, it has been determined by the Village's Finance Director that funds are available from the Capital Projects Fund to pay that portion of the Fiscal Year 2022 (January 1, 2022 through December 31, 2022) debt service of the General Obligation Refunding Bonds, Series 2021B; and

**Whereas**, the President and Board of Trustees deem it to be in the best interest of the Village of Glen Ellyn to apply the aforestated revenue to the payment of debt service on the General Obligation Refunding Bonds, Series 2021B in that said excess revenue may be lawfully used for the payment of principal and interest on said Bonds;

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

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

**Section Two**: Pursuant to the authority of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL. compiled Statutes, Ch. 65, Par. 5/8-3-4), the President and Board of Trustees of the Village of Glen Ellyn hereby authorize and direct the application of one hundred twenty-three

thousand, seven hundred thirty-two dollars and fifty cents ($123,732.50) from the Village Links/Reserve 22 Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Refunding Bonds, Series 2021B, for the Fiscal Year 2022 (January 1, 2022 through December 31, 2022).

**Section Three**: The Village Clerk is hereby authorized and requested to serve a certified copy of this Ordinance upon the DuPage County Clerk to certify that one hundred twenty-three thousand, seven hundred thirty-two dollars and fifty cents ($123,732.50) is available from the Capital Projects Fund for payment of the principal and interest accruing on Glen Ellyn General Obligation Refunding Bonds, Series 2021B, for the Fiscal Year 2022 (January 1, 2022 through December 31, 2022).

**Section Four**: The County Clerk is hereby authorized and requested to abate the ad valorem property tax for payment of the principal and interest upon Glen Ellyn General Obligation Refunding Bonds, Series 2021B, in the amount of $123,732.50.

**Section Five**: Pursuant to the provisions of Paragraph 5/8-3-4 of the Illinois Municipal Code (IL Compiled Statutes, Ch. 65, Par. 5/8-3-4), the Finance Director is hereby authorized and directed to set apart those funds designated herein for application to the payment of Glen Ellyn General Obligation Refunding Bonds, Series 2021B, for payment of principal and interest for Fiscal Year 2022 (January 1, 2022 through December 31, 2022) and not disburse that amount for any other purpose until and unless the stated debt service has been paid and discharged.

**Section Six**: This Ordinance shall be in full force and effect upon its passage, approval, and publication in pamphlet form as provided by law.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn,

this_____day of_____, 2022.

| | | | | | |
|---|---|---|---|---|---|
| **Ayes** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Nays** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |
| | | | | | | |
| **Absent** | | Mark Senak | | Kelli Christiansen | | Gary Fasules |
| | | Anne Gould | | Kelley Kalinich | | Bill Payne |
| | | Steve Thompson | | | | |

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this_____day of_____, 2022.

_____
Village President of the
Village of Glen Ellyn, Illinois

**Attest:**

_____
Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the _____day of _____, 2022).

STATE OF ILLINOIS )

) SS

COUNTY OF DUPAGE )

**FILING CERTIFICATE**

I, the undersigned, do hereby certify that I am the duly qualified and acting County Clerk of The County of DuPage, Illinois, and as such official I do further certify that on the ____ day of _____, 2022, there was filed in my office a duly certified copy of Ordinance No. _____ entitled:

**An Ordinance Directing the Application of Funds from Specified Sources to the Payment of Principal and Interest upon General Obligation Bonds, Series 2021B (Police Station Refunding Bonds), for the Fiscal Year 2022 in the Amount of $123,732.50**

(as supplemented by the Bond Order executed in connection therewith, the *"Ordinance"*) duly adopted by the Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois (the *"Village"*), on the ____ day of _____, 2022, and that the same has been deposited in the official files and records of my office.

I do further certify that the taxes heretofore levied for the year 2021 for the payment of the Village's General Obligation Bonds, Series 2021B, as described in the Ordinance, will be abated as provided for in the Ordinance.

IN WITNESS WHEREOF I hereunto affix my official signature and the seal of said County this ____ day of _____, 2022.

_____

County Clerk

[SEAL]

# MEMORANDUM

**TO**: Mark Franz, Village Manager

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

**DATE**: January 14, 2022

**FOR:** January 24, 2022 Village Board Meeting

**SUBJECT:** Consideration of a Proposal for a 23-Unit Townhome Development to be Called Harding Glen Townhomes

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**Background:** Marvin Ritter, representing the property owner, Harding Custom Homes, has submitted formal applications for the Planned Unit Development of a 23-unit attached single-family townhome development. The subject property is comprised of five parcels: 787 Harding Avenue, 138 IL Route 53, two vacant parcels (without addresses) and a 33-foot unimproved Village right-of-way, Harding Avenue, which is proposed to be vacated. The site totals 3.367 acres and is located on the south side of Harding Avenue with IL Route 53 bordering the site to the east. The properties are currently zoned R2 Residential Zoning District.

In order to proceed with the project as proposed the petitioner will need approval of the following:

1. A Special Use Permit for a Preliminary and Final Planned Unit Development Plan in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code.

2. The following deviations from the Glen Ellyn Zoning Code:
    a. Section 10-4-11(D)(9)(b)(2) to allow a width on a corner lot of 19.45 feet on Lot 1where 90 feet is required;
    b. Section 10-4-11(D)(9)(b)(2) to allow a width on a corner lot of 66.05 feet on Lot 3where 90 feet is required;
    c. Section 10-4-11(D)1 to allow a front yard setback of 26 feet on Lot 4 where a setback of 30 feet is required;
    d. Section 10-4-11(D)(4)(a) to allow a corner side yard setback of 16.4 feet on Lot 3 where a setback 19.8 feet is required;
    e. Section 10-4-11(D)(2) to allow a rear yard setback of 24 feet on Lot 5 where a setback of 30 feet is required;
    f. Section 10-5-5-(B)(4) #19 to allow mechanical units to be located within the required front yard on Lot 5 where mechanical units are not a permitted encroachment;
    g. Section 10-5-5(B)(4) #8 to allow multiple decks to be located in the front yard and to encroach no more than approximately 11 feet 4 inches into the required front yard on Lot 5 where decks are not a permitted encroachment;
    h. Section 10-5-5(B)(4) #11 to allow a completely closed, 6-foot-tall fence to be closer to the street than the principal structures on Lots 3, 4 and 5 where a 4-foot fence, 33.3 percent open is permitted;

i. Section 10-5-5(C)(1) to allow an impervious surface setback of 0 feet where a setback of at least 8.8 feet is required on Lot 4 for the emergency access driveway;
j. Section 10-5-5(C)(1) to allow an impervious surface setback of 0 feet on Lot 3 where a setback of approximately 1.98 feet is required for the emergency access driveway;
k. Section 10-5-5(B)(4) #18.a.2 to allow no more than 36.05 percent of the required front yard to be covered by impervious surface on Lot 2 where no more than 35 percent is permitted;
l. Section 10-5-5(B)(4) #18.a.2 to allow no more than 56.26 percent of the required front yard to be covered by impervious surface on Lot 3 where no more than 35 percent is permitted;
m. Section 10-5-5(B)(4) #18.a.2 to allow no more than 58.4 percent of the required front yard to be covered by impervious surface on Lot 4 where no more than 35 percent is permitted;
n. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 34 feet on Lot 1 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 3 and 4;
o. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 34 feet on Lot 2 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 5 and 6;
p. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 30 feet on Lot 2 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 7 and 8;
q. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 33 feet on Lot 4 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 16 and 17;
r. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 30 feet on Lot 5 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 22 and 23.

3. Preliminary and Final Major Subdivision Plats in accordance with Section 11-3-4 and 11-3-5 of the Glen Ellyn Subdivision Regulations Code.

4. The following variations from the Glen Ellyn Subdivision Regulations Code:
   a. Section 11-4-2(G) to allow Lots 1, 3, 4, and 5 to have two frontages to the public right-of-way where only one frontage per lot is permitted;
   b. Section 11-4-4(E) to allow a right-of-way width of 55 feet for a local street where 66 feet is required (Harding Avenue, Harding Court);
   c. Section 11-4-4(E) to allow a right-of-way width of 30 feet for a local street where 66 feet is required (Kohler property connection).
   d. Section 11-4-4(J)(1), to allow a cul-de-sac length of approximately 1,375 feet where cul-de-sacs are limited to 300 feet;
   e. Section 11-4-8, to allow 3 out of 8 existing utility poles to not be buried, where burying of electric, communication, and other facilities both within the subdivided property and adjacent rights-of-way is required;
   f. Section 11-4-7, to not install approximately 438 linear feet of sidewalk along IL Route 53, where sidewalk along all public rights-of-way is required.

5. A Zoning Map Amendment in accordance with Section 10-10-13 of the Glen Ellyn Zoning

Code to rezone the subject properties from R2 Residential District to R4 Residential District.

6. A Right-of-Way Vacation of the 33-foot unimproved portion of Harding Avenue (approximately 7,900 square feet).

7. Exterior Appearance approval in accordance with the Glen Ellyn Appearance Review Guidelines, Ordinance No. 5508.

**Village Plans:** The 2001 Comprehensive Plan recommends low-density attached residential on the property with a density of 5-10 units per acre. The proposed project has a density of approximately 7-units per acre.

The Comprehensive Plan further designates the lots as potential development site #14 and recommends *"Low-density attached residential* [use of the property]*"*. The plan suggests that this portion of the site is a *"Possible location for small townhome development similar in scale to the existing development to the north. Single-family homes may also be acceptable*." (Page 25)

The 2021 draft Comprehensive Plan identifies this site as appropriate for single-family attached development in the Future Land Use Plan (Page 11), and as a site for residential infill in the Residential Areas Framework (Page 12). On Page 15 of the draft plan the site is highlighted as residential development site #12. The plan indicates that "… the site presents an attractive opportunity for single-family attached homes similar in scale to the existing development to the north".

The Plan Commission unanimously recommended approval of the draft Comprehensive Plan on March 11, 2021, but the plan is yet to be officially adopted by the Village Board. Noted sections of the 2001 Comprehensive Plan and the 2021 draft Comprehensive Plan are attached.

**Project Summary:** The petitioner is proposing the construction of a 23-unit townhome development on the site. As part of the project, a new cul-de-sac would be constructed. The individual townhome units range in size from 2,174 square feet to 2,362 square feet with 4-6 attached units per building. A total of 5 buildings are proposed. All of the townhome units would have 3 bedrooms and 10 of the 23 proposed units are anticipated to include first floor master bedrooms. To staff's knowledge, the only other townhome development in the Village that currently offers first floor masters is the Kingsbrook Glen development at the southwest corner of Nicoll and Taft. A summary of the project and the deviation/variation requests are below.

1. Harding Avenue. The adjacent Harding Avenue right-of-way is a non-conforming 33-foot-wide right-of-way. The petitioner is proposing a 22-foot-wide dedication along Harding Avenue to create a 55-foot right-of-way. The 55-foot right-of-way for both this portion of Harding Avenue as well as the north south portion of Harding Court would be less than the required 66-foot right-of-way of a local street and would require a variation from the Subdivision Regulations Code. This right-of-way width is supported by staff. In exchange for the right-of-way dedication along Harding Avenue and for the dedication of the new cul-de-sac, Harding Court (approximately 31,100 square feet), the petitioner is requesting the vacation of the eastern unimproved end of Harding Avenue (roughly 7,900 square feet) which would become part of the project site.

2. Cul-de-Sac. Section 11-4-4 of the Subdivision Regulations Code states that cul-de-sac streets shall not be more than 300 feet in length, measured along their centerline from the centerline of the street of origin to the end of the cul-de-sac right-of-way. Staff considers the nearest intersection, Pershing Avenue, to be the street of origin of the cul-de-sac street. As proposed, the 1,375-foot (approximate) cul-de-sac street will require a variation from the Subdivision Regulations Code.

3. Emergency Access. The petitioner is proposing a gated permeable paver emergency vehicle drive at the south end of the cul-de-sac between Lots 3 and 4 to connect to IL Route 53. Attached to this report is letter from the Volunteer Fire Company indicating that they approve of the proposed emergency access as designed.

4. Traffic. The Village's consulting traffic engineer has reviewed the Traffic Impact Study (attached) that was submitted by the petitioner. He has indicated that the development generated traffic will not materially impact the operation at the intersection of Pershing Avenue and IL Route 53. The level of service at the adjacent intersections will not change do to the development, and drivers will experience less than 1 second of increased delay.

5. Parking. Each townhome unit has a 2-car garage and a driveway which provides room for at least 2 additional cars to park. Additionally, there are 8 guest parking stalls (two of which are accessible stalls) included in the project design. The Zoning Code requires 2 parking spaces per unit (46 spaces) and there is accommodation for over 100 cars to park in the development.

6. Sidewalks. No sidewalks currently exist adjacent to this property along the IL Route 53 right-of-way. A sidewalk is required to be installed along all adjacent public rights-of-way by the Subdivision Code. The petitioner is requesting a variation to not install approximately 438 linear feet of sidewalk along the portion of IL Route 53 north of the gated emergency access. Staff is supportive of this variation request, due to the difficulty of installing sidewalks along this stretch of IL Route 53.

   A sidewalk will be installed along the emergency vehicle access and will connect to the public sidewalk to the south of the subject property on Route 53; adjacent to the Rolling Hedge Subdivision. The sidewalk along Rolling Hedge Subdivision, south of the site, runs all the way to the intersection of Sheehan Avenue and IL Route 53. Sidewalks will also be installed on both sides of the right-of-way along the new Harding Court and will connect to existing sidewalks on Harding Avenue.

7. Overhead Utilities. As part of the project, all overhead utility lines located within the subdivision limits and within the adjacent rights-of-way would be required to be placed underground. The petitioner is requesting a variation from the Subdivision Regulations Code to allow 3 of the 8 existing utility poles to not be buried. The 3 poles that are proposed to remain are 12,000-volt utility poles on the north side of Lot 5. All electric utilities running from these utility lines to individual units will be undergrounded. Village staff is in support of allowing the easterly most pole, at the intersection of unimproved Harding and Route 53, to remain above ground. This would be consistent with what other developments of a similar size have been required to do. The nearby subdivisions constructed in the last 20

years were required to underground all utility poles in accordance with the Village Code.

8. Water and Sanitary Services. Village water and sanitary sewer mains are currently located in the vicinity of the site and would be extended by the developer to serve the site.

9. Stormwater. Stormwater detention for the 100-year storm event is being provided in the regional detention basin in Panfish Park, to which the development is tributary. The developer will pay a fee to the Village of Glen Ellyn based on the required volume of detention storage. The developer is installing storm sewer in the proposed/existing Harding Avenue and Harding Court rights-of-way that will convey the 100-year runoff to Panfish Park. The storm sewer discharges into the wetland area south and west of the Water's Edge development that is directly connected to Panfish Park. The developer provided the required indirect wetland impact analysis to show that there are no significant impacts to this wetland complex as a result of the development.

   In addition to 100-year stormwater detention, the developer is providing Post-Construction Best Management Practices (PCBMPs) in the common backyard areas of the development. These PCBMPs are drywells, or stone beds below the grassy areas that allow storage and infiltration of the runoff from the 2-year, 24-hour storm events. These PCBMPs both reduce runoff and improve water quality from 90 percent of storms that occur in a given year. Overflow from the PCBMPs will flow to the 100-year storm sewer and on to Panfish Park.

10. Landscaping. The petitioner has submitted a landscape and hardscape plan for the project. The proposed landscaping exceeds the Village's Code requirements. A total of 226 trees are proposed (10 of which would be parkway trees). All trees will have a minimum caliper of 2.5 inches. A variety of shrubs, grasses and conifers are also proposed. A 10-foot landscape buffer around the property is provided and an adequate tree/plant height is provided for screening along the property lines.

11. Tree Survey & Tree Action Plan. A total of 74 trees have been identified on the site. Of the 74 trees identified, 6 were highlighted as worthy of preservation by the Village's consulting arborist. The petitioner was asked to provide justification for the removal of each tree in the Tree Action Plan (attached). An explanation for each removal was provided to the satisfaction of the Village's consulting arborist, who has approved the Tree Action Plan. For more information, the Tree Action Plan Review Letter dated January 28, 2021 is attached.

12. Lighting. The petitioner is proposing 1 type of outdoor LED wall sconce for the project (cut sheet attached). The light fixture is shielded on the top and sides and does not allow projection of light to adjacent properties. As indicated in the attached photometric plan, the illumination levels at the property lines do not exceed .5 foot-candles. The proposed lighting is compliant with Village Code requirements.

13. Signage. One residential development sign is proposed to be installed on the northeast corner of Lot 1 at the entrance to the development. The proposed sign is code compliant.

14. Building Height. The R4 Residential District allows a maximum building height of 35 feet. However, special uses may be constructed up to 45 feet in height. The Residential PUD standards also allow a maximum building height of 45 feet. Each of the 5 proposed buildings

would be well within the permitted height limitation. The tallest building proposed is 36 feet 4 inches. It is incorrectly indicated in the petitioner's application packet that a deviation is needed for this requirement.

15. Deviations. The petitioner provides justification for each of the deviation requests listed below and in their attached Application for Approval of a Preliminary Planned Unit Development. Some of the deviations requested require further explanation, which is provided below.

*Lot Dimensions*
Deviations are requested for 2 corner lots, which are required to have a lot width of 90 feet. The following deviations are required.

a. Section 10-4-11(D)(9)(b)(2) to allow a width of a corner lot of 19.45 feet on Lot 1 where 90 feet is required;
b. Section 10-4-11(D)(9)(b)(2) to allow a width of a corner lot of 66.05 feet on Lot 3 where 90 feet is required;

*Bulk Setbacks*
Deviations are requested from one of the setback requirements on Lot 3, 4, and 5. The following deviations are required.

c. Section 10-4-11(D)1 to allow a front yard setback of 26 feet on Lot 4 where a setback of 30 feet is required;
d. Section 10-4-11(D)(4)(a) to allow a corner side yard setback of 16.4 feet on Lot 3 where a setback 19.8 feet is required;
e. Section 10-4-11(D)(2) to allow a rear yard setback of 24 feet on Lot 5 where a setback of 30 feet is required;

*Accessory Structures*
Deviations for accessory structures encroaching in the front yard on Lot 5 are due to a strict reading of the Zoning Code. Lot 5 has a shorter frontage along IL Route 53, and therefore that is considered the "front yard" for that lot. The deviations to allow mechanical equipment and decks to encroach into the required front yard on Lot 5 are reasonable, since it would not be appropriate for them to be in the Code defined "rear yard" on the interior, west side of the property.

The deviation requested to allow a 6-foot fence along IL Route 53 is consistent with past approvals for other developments where through-lots have frontage on a busy road. Explain further. The following deviations are required.

f. Section 10-5-5-(B)(4) #19 to allow mechanical units to be located within the required front yard on Lot 5 where mechanical units are not a permitted encroachment;
g. Section 10-5-5(B)(4) #8 to allow multiple decks to be located in the front yard and to encroach no more than approximately 11 feet 4 inches into the required front yard on Lot 5 where decks are not a permitted encroachment;

h. Section 10-5-5(B)(4) #11 to allow a completely closed, 6-foot-tall fence to be closer to the street than the principal structures on Lots 3, 4 and 5 where a 4-foot fence, 33.3 percent open is permitted;

*Impervious Surfaces*
The impervious surface deviations requested below are largely due to the proposed shared driveways for the lots and the emergency access between Lots 3 4. Staff is supportive of the proposed driveway configuration which balances the need for parking and maneuverability. The following deviations are required.

i. Section 10-5-5(C)(1) to allow an impervious surface setback of 0 feet where a setback of at least 8.8 feet is required on Lot 4 for the emergency access driveway;
j. Section 10-5-5(C)(1) to allow an impervious surface setback of 0 feet where a setback of approximately 1.98 feet is required on Lot 3 for the emergency access driveway;
k. Section 10-5-5(B)(4) #18.a.2 to allow no more than 36.05 percent of the required front yard to covered by impervious surface on Lot 2 where no more than 35 percent is permitted;
l. Section 10-5-5(B)(4) #18.a.2 to allow no more than 56.26 percent of the required front yard to covered by impervious surface on Lot 3 where no more than 35 percent is permitted;
m. Section 10-5-5(B)(4) #18.a.2 to allow no more than 58.4 percent of the required front yard to covered by impervious surface on Lot 4 where no more than 35 percent is permitted;

*Other*
The driveway width deviations listed below are due to the shared driveway configuration. Staff is in support of the driveway layout for the project. Staff believes that the driveways have been minimized as appropriate. The following deviations are required.

n. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 34 feet on Lot 1 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 3 and 4;
o. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 34 feet on Lot 2 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 5 and 6;
p. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 30 feet on Lot 2 where a maximum width of 24 feet is permittedto accommodate the shared driveway for units 7 and 8;
q. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 33 feet on Lot 4 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 16 and 17;
r. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 30 feet on Lot 5 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 22 and 23.

For ease of review, a complete list of the requested deviations is provided in the below chart.

| Lot # | Deviation | Code Section | Required | Proposed |
|---|---|---|---|---|
| **1** | Corner lot width | 10-4-11(D)(9)(b)(2) | 90 feet | 19.45 feet |
| **3** | Corner lot width | 10-4-11(D)(9)(b)(2) | 90 feet | 66.05 feet |
| **5** | Rear yard setback | 10-4-11(D)(1) | 30 feet | 24 feet |
| **5** | Mechanical Structure in the required front yard | 10-5-5-(B)(4) #19 | Not permitted | Encroaching |
| **5** | Decks in the required front yard | 10-5-5(B)(4) #8 | Not permitted | Encroaching |
| **3, 4, 5** | Fence in areas closer to the street than the principal structure | 10-5-5(B)(4) #11 | 4-foot-tall and 33% open | 6-foot-tall solid |
| **4** | Impervious surface setback for the emergency access driveway | 10-5-5(C)(1) | 8.8 feet | 0 feet |
| **3** | Impervious surface setback for the emergency access driveway | 10-5-5(C)(1) | 1.98 feet | 0 feet |
| **2** | Impervious surface coverage in the required front yard | 10-5-5(B)(4) #18.a.2 | Maximum 35% | 36.05% |
| **3** | Impervious surface coverage in the required front yard | 10-5-5(B)(4) #18.a.2 | Maximum 35% | 56.26% |
| **4** | Impervious surface coverage in the required front yard | 10-5-5(B)(4) #18.a.2 | Maximum 35% | 58.4% |
| **1** | Curb cut width to accommodate the shared driveway for units 3 and 4 | 10-5-11(F)(1)(a) | Maximum 24 feet | 34 feet |
| **2** | Curb cut width to accommodate shared driveway for units 5 and 6 | 10-5-11(F)(1)(a) | Maximum 24 feet | 34 feet |
| **2** | Curb cut width to accommodate shared driveway for units 7 and 8 | 10-5-11(F)(1)(a) | Maximum 24 feet | 30 feet |
| **4** | Curb cut width to accommodate shared driveway for units 16 and 17 | 10-5-11(F)(1)(a) | Maximum 24 feet | 33 feet |
| **5** | Curb cut width to accommodate shared driveway for units 22 and 23 | 10-5-11(F)(1)(a) | Maximum 24 feet | 30 feet |

16. Construction Schedule. If the project is approved, the petitioner plans to file a building permit to demolish the uninhabited single-family home on the south part of the site. Permits would then be acquired for the roadway and site development portions of the project. Construction of the townhome buildings will be phased, starting with Lots 2 and 3. As these buildings near completion, permits will be obtained for the remaining buildings. A building permit must be issued for the first lot within 2 years of zoning approval. All lots for which a building permit has not been issued will be graded, seeded and sodded. All lots must be fully developed within 5 years of zoning approval. If the project is not substantially complete within 7 years, an extension can be requested by the developer.

17. Exterior Appearance. The petitioner incorporated many of the architectural design suggestions that were requested during the project review phase. The following changes were made at staff's request:
    a. In concert with the elevation changes, pairs of units were off-set to break up the rooflines, to create terminations of like materials, improve scale and add shadow lines.
    b. The stone along the front elevations was wrapped around to the side elevation to allow for a better transition.
    c. Bay windows and dormers were added to the rear of the building to break up the long flat elevations.

    Staff finds the project to be in substantial conformance with the Village's Appearance Review Guidelines. The project specifically complies with the following guidelines:

    *Guideline 1.1* - The proposed development is compatible with the character of the site, adjacent development, and the adjacent streetscape.
    *Guideline 1.1.2* – The site grading has been minimized to preserve the character of the site and the buildings will fit the contours of the land.
    *Guideline 1.1.4* - The architectural style does not harshly conflict with adjacent buildings.
    *Guideline 1.1.5* - The project maintains the rhythm of the street (in terms of building setback and massing) and continuity of its landscaping.
    *Guideline 1.2* – Brick and stone with natural and earth tone colors are used in the project design.
    *Guideline 1.4* – The project design is not arbitrary or a fad design that will soon become outdated.
    *Guideline 1.5* – The roofs of the buildings are scaled to the building which they cover.
    *Guideline 1.5.1* – The roof's architectural shingles are a color and texture appropriate to the building structure and use.
    *Guideline 1.5.4* – The pitched roof has overhangs which define the roof wall interface.
    *Guideline 1.6* – Entrances are readily identifiable from parking areas and pedestrian approaches.
    *Guideline 1.7* – The architectural character of all sides of the buildings relate to the principal elevation.
    *Guideline 1.8* – Colors are muted and complement each other.
    *Guideline 1.9* – The apparent mass and bulk of the buildings are reduced by the structural articulation and building off-sets.
    *Guideline 2.1.3* - The project has a center island at the bulb of the cul-de-sac.
    *Guideline 2.1.4* – The overall project landscape plan provides color throughout the growing season.
    *Guideline 2.1.5* – Landscaping of more than 5 feet in width has been employed along the sides of the buildings.
    *Guideline 2.2* – The design of the light fixtures compliments the architecture and function of the buildings.
    *Guideline 2.2.1* – The fixtures do not directly allow light projection to the sky.
    *Guideline 2.4.3* – The structure, materials, colors and detailing for the freestanding residential development sign relates to the design of the townhome buildings.
    *Guideline 2.4.4* – Landscaping is proposed around the sign base.
    *Guideline 7.1* – Masonry is used on the ground floor of all buildings.

*Guideline 7.5* – The townhomes do not create a monotonous or garage dominated streetscape.
*Guideline 7.5.2* – The garage doors are varied. Some of the garages are individual garage doors, to reduce their dominance of the front elevation.
*Guideline 7.5.3* – The garage doors are decorative and provide architectural detail and enhancement.
*Guideline 7.5.4* – There is space between driveways which is adequate to maintain grass or other landscape treatments.

**Plan Commission Recommendation:** The Plan Commission held a public hearing and considered the petitioner's requests on December 9, 2021. By a 6-0 vote, the Plan Commission recommended approval of the requested Special Use Permit for Preliminary and Final Planned Unit Development Plans, Zoning Deviations, Preliminary and Final Plats of Subdivision, Subdivision Variations, Zoning Map Amendment, and the Exterior Appearance. The Plan Commission recommended the following conditions of approval:

1. That the petitioner construct, maintain, and operate the development in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees;

2. That the developer shall install, maintain, and replace all landscape materials per the approved landscape plan until the common areas are turned over to the HOA;

3. That the HOA shall maintain the landscaping within the common open areas in substantial conformance with the approved landscape plan in perpetuity;

4. That the Declaration of Maintenance and Easement Agreement for Harding Custom Townhomes Subdivision Unit 2 shall be recorded against all 5 Lots with the Document No. referenced on the Plat prior to recordation of the Plat;

5. That the developer must post a letter of credit for performance security as required by the DuPage County stormwater ordinance and by the Village Code for stormwater management elements and public improvements prior to the issuance of a building permit;

6. That a fee for stormwater detention in the regional detention basin in Panfish Park in the amount of $132,900.00 per acre foot of required storage shall be submitted prior to the issuance of a building permit;

7. That a soils analysis for each building shall be provided and approved prior to the issuance of a building permit;

8. That a stormwater Pollution Prevention Plan and a copy of the IEPA Notice of Intent shall be submitted and approved prior to the issuance of a building permit;

9. That the public improvements list be revised to the satisfaction of the Village Engineer prior to Village Board review (this item has been completed – revised public improvements list is attached);

10. That an updated EcoCat be submitted prior to the issuance of a building permit for the project;

11. That any required clearing or sidewalk repair adjacent to the Rolling Hedge Subdivision be included in the scope of work covered by the IDOT permit and that the developer assist with the actual work (with reimbursement by the Village);

12. That no work on the project should commence until an IDOT right-of-way permit has been issued for the project, except as approved by the Village Engineer;

13. That the petitioner prepare a construction management plan for review at a pre-construction meeting with the Police, Fire, Public Works, and Community Development Departments and that said Village staff approve the construction management plan prior to the issuance of a building permit;

The Plan Commissioners were in support of the proposed cul-de-sac design presented and liked the proposed architecture of the townhomes. None of the Commissioners expressed concerned about the deviations requested. A few of the Commissioners mentioned that it might be nice to see the fence (which is proposed along IL Route 53) extended along the south and west the property lines. The subdivision variation requests to allow 3 sets of overhead utility wires to remain above ground, and to allow sidewalk not to be installed along a portion of IL Route 53 were discussed at length. After deliberating about whether sidewalks should be installed along IL Route 53, the majority of the Commissioners supported the petitioner's variation request to not install the public sidewalk along Route 53 north of the emergency access drive due to design challenges at this location of the site. Many of the Commissioners felt that the narrowing of the roadway along this stretch of IL Route 53 would create a dangerous environment for pedestrians. The Commissioners were not in support of allowing the 3 sets of utility wires to remain above ground and agreed with the staff suggestion that the two westerly poles be buried. The Commission saw this as a compromise, as the last remaining pole extends across IL Route 53 and would be very costly to underground.

Six members of the pubic appeared in opposition to the requests, two of which submitted written comments to the Plan Commission in advance of the meeting (public comments attached). Neighbors were most concerned about townhomes being constructed rather than single family homes, traffic that might be generated by the development, and stormwater runoff from the development. Some also expressed a desire to see the overhead wires placed underground and sidewalks installed along IL Route 53. The minutes from the December 9, 2021 public hearing are attached for the Village Board's review.

Following the public hearing, and based upon the Plan Commission's recommendation, the applicant made the following request for Village Board consideration:

If Harding Custom Homes will be required to underground the two 12,000-volt utility poles on the un-improved portion of Harding Avenue which is currently owned by the Village, that the Village provide financial assistance.

The petitioner has indicated that the adjacent parcel to the south has continuously been owned by Diane White (or her parents) since 1952. The petitioner has stated that the two utility poles in question were approved for installation by the Village on the Village's right-of-way without the

consent of the White family, and now (possibly 69 years later) Diane and her husband, Members of Harding Custom Homes for this project, may be required to remove the two poles at a cost estimated two years ago by ComEd to be somewhere between $130,000 and $150,000 in order to develop the site.

The petitioner is requesting that the Village consider removing the poles before transferring ownership of the unimproved right-of-way to Harding Custom Homes, or alternatively reimburse Harding Custom Homes for the cost of removing the utility lines. Staff has requested ComEd quotes from the petitioner and has not received any to date. Without this information or any information on the financial need/justification for the request, we do not believe the issue is ready for Village Board consideration.

**Village Board Action Requested:** The Village Board may approve, approve with conditions or deny the petitioner's requests for a Special Use Permit for Preliminary and Final Planned Unit Development Plans, Zoning Deviations, Preliminary and Final Plats of Subdivision, Subdivision Variations, a Zoning Map Amendment, a Right-of-Way Vacation and the Exterior Appearance. In accordance with the Plan Commission's recommendation, Village staff has prepared a draft Ordinance approving the requests for consideration at the January 24, 2022 Village Board meeting. The Trustees should also indicate whether or not they are in support of offering assistance to the developer for the removal of the two 12,000-volt utility poles on the north part of the site.

**ATTACHMENTS:**

- Aerial Image
- Location and Zoning Map
- Excerpts from 2001 Comprehensive Plan
- Excerpts from the 2021 Draft Comprehensive Plan
- Public Comments (received prior to Plan Commission Public Hearing)
- December 9, 2021 Plan Commission Meeting Minutes – Exhibit "A"
- Petitioner's Application Packet including:
    - Application for Exterior Appearance Review
    - Application for Preliminary Approval of a Major Subdivision
    - Application for Final Approval of a Major Subdivision
    - Application for Preliminary Approval of a Planned Unit Development
    - Application for Final Approval of a Planned Unit Development
    - Application for Approval of a Zoning Map Amendment
    - Request for Right-of-Way Vacation
    - Supplementary Application Information
    - Narrative Use Statement
    - Quantitative Summary
    - Preliminary Subdivision Plat – Exhibit "B"
    - Final Subdivision Plat – Exhibit "C"
    - PUD Plan – Exhibit "D"
    - Engineering Plans – Group Exhibit "E"
    - Architectural Plans – Group Exhibit "F"
    - Landscape & Hardscape Plans – Group Exhibit "G"

- Tree identification Survey
- Tree Action Plan – Exhibit "H"
- Tree Action Plan Review Letter
- Sign Plan – Exhibit "I"
- Photometric Plan
- Light Fixture Cut Sheet – Exhibit "J"
- Renderings: 4-unit front and rear, 6-unit front and rear – Group Exhibit "K"
- Construction Phasing Schedule – Exhibit "L"
- Evidence of Experience
- Market Study
- Public Improvements List – Exhibit "M"
- Fire Department Approval Letter
- Alternate Site Plan Exhibit – IL Route 53 Connection
- Letter is Support of Current Design – Brentwood Neighbors
- Traffic Study
- Auto-Turn Exhibits
- Declaration of Maintenance Agreement – Exhibit "N"
- Townhome HOA CCRs
- IDNR EcoCat
- Land Use Opinion

CC: Rich Daubert, Professional Engineer
Bob Minix, Part-Time Professional Engineer
Amy McKenna, Consulting Civil Engineer
Marvin Ritter, Petitioner

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**Village of Glen Ellyn**

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**Ordinance No. _____**

**An Ordinance Granting Approval of a Special Use Permit for Preliminary and Final Planned Unit Development Plans, Preliminary and Final Major Subdivision Plats, A Zoning Map Amendment, A Right-of-Way Vacation, and the Exterior Appearance of an Attached Single-Family Residential Development to be Known as Harding Glen Townhomes and to be Located at 787 Harding Avenue, 138 IL State Route 53 and Vacant Parcels Glen Ellyn, IL 60137**

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

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

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

**Ordinance No. _____**

**An Ordinance Granting Approval of a Special Use Permit for Preliminary and Final Planned Unit Development Plans, Preliminary and Final Major Subdivision Plats, A Zoning Map Amendment, A Right-of-Way Vacation, and the Exterior Appearance of an Attached Single-Family Residential Development to be Known as Harding Glen Townhomes and to be Located at 787 Harding Avenue, 138 IL State Route 53 and Vacant Parcels Glen Ellyn, IL 60137**

**Whereas**, Harding Custom Homes, is the owner of the properties commonly known as 787 Harding Avenue, 138 IL State Route 53, along with two vacant parcels that do not have addresses; and

**Whereas**, the proposed development site also includes approximately 7,900 square feet of unimproved Village owned right-of-way; and

**Whereas**, Marvin Ritter, representing Harding Custom Homes, LLC, has petitioned the President and Board of Trustees of the Village of Glen Ellyn for approval of the following:

A. A Special Use Permit for Preliminary & Final Planned Unit Development in accordance with Section 10-10-15 of the Glen Ellyn Zoning Code and the following deviations to the Glen Ellyn Zoning Code:

1. Section 10-4-11(D)(9)(b)(2) to allow a width on a corner lot of 19.45 feet on Lot 1 where 90 feet is required;
2. Section 10-4-11(D)(9)(b)(2) to allow a width on a corner lot of 66.05 feet on Lot 3 where 90 feet is required;
3. Section 10-4-11(D)1 to allow a front yard setback of 26 feet on Lot 4 where a setback of 30 feet is required;
4. Section 10-4-11(D)(4)(a) to allow a corner side yard setback of 16.4 feet on Lot 3 where a setback 19.8 feet is required;
5. Section 10-4-11(D)(2) to allow a rear yard setback of 24 feet on Lot 5 where a setback of 30 feet is required;
6. Section 10-5-5-(B)(4) #19 to allow mechanical units to be located on Lot 5 within the required front yard where mechanical units are not a permitted encroachment;

7. Section 10-5-5(B)(4) #8 to allow multiple decks to be located in the front yard on Lot 5 and to encroach no more than approximately 11 feet 4 inches into the required front yard where decks are not a permitted encroachment;
8. Section 10-5-5(B)(4) #11 to allow a completely closed, 6-foot-tall fence to be closer to the street than the principal structures on Lots 3, 4 and 5 where a 4-foot fence, 33.3 percent open is permitted;
9. Section 10-5-5(C)(1) to allow an impervious surface setback of 0 feet on Lot 4 where a setback of at least 8.8 feet is required for the emergency access driveway;
10. Section 10-5-5(C)(1) to allow an impervious surface setback of 0 feet on Lot 3 where a setback of approximately 1.98 feet is required for the emergency access driveway;
11. Section 10-5-5(B)(4) #18.a.2 to allow no more than 36.05 percent of the required front yard to be covered by impervious surface on Lot 2 where no more than 35 percent is permitted;
12. Section 10-5-5(B)(4) #18.a.2 to allow no more than 56.26 percent of the required front yard to be covered by impervious surface on Lot 3 where no more than 35 percent is permitted;
13. Section 10-5-5(B)(4) #18.a.2 to allow no more than 58.4 percent of the required front yard to be covered by impervious surface on Lot 4 where no more than 35 percent is permitted;
14. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 34 feet on Lot 1 where a maximum width of 24 feet is permitted, to accommodate the shared driveway for units 3 and 4;
15. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 34 feet on Lot 2 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 5 and 6;
16. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 30 feet on Lot 2 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 7 and 8;
17. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 33 feet on Lot 4 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 16 and 17; and
18. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 30 feet on Lot 5 where a maximum width of 24 feet is permitted to accommodate the shared driveway for units 22 and 23.

B. Preliminary and Final Major Subdivision Plats in accordance with Section 11-3-4 and 11-3-5 of the Glen Ellyn Subdivision Regulations Code with the following Variations from the Subdivision Regulations Code:

1. Section 11-4-2(G) to allow Lots 1, 3, 4, and 5 to have two frontages to the public right-of-way where only one frontage per lot is permitted;
2. Section 11-4-4(E) to allow a right-of-way width of 55 feet for a local street where 66 feet is required (Harding Avenue, Harding Court);
3. Section 11-4-4(E) to allow a right-of-way width of 30 feet for a local street where 66 feet is required (Harding Court Spur).
4. Section 11-4-4(J)(1), to allow a cul-de-sac length of approximately 1,375 feet where cul-de-sacs are limited to 300 feet;

5. Section 11-4-8, to allow 3 out of 8 existing utility poles to not be buried, where burying of electric, communication, and other facilities both within the subdivided property and adjacent rights-of-way is required; and
6. Section 11-4-7, to not install approximately 438 linear feet of sidewalk along IL Route 53, where sidewalk along all public rights-of-way is required.

C. A Zoning Map Amendment in accordance with Section 10-10-13 of the Glen Ellyn Zoning Code to rezone the subject properties from R2 Residential District to R4 Residential District.

D. A Right-of-Way Vacation for the unimproved 33-foot Harding Avenue right-of-way.

E. Exterior Appearance approval in accordance with the Glen Ellyn Appearance Review Guidelines, Ordinance No. 5508.

all to allow the construction of a 23-unit townhome development; and

**Whereas**, the subject properties are located on the south side of Harding Avenue and border Route 53 to the east in the R2 Residential District and are legally described as follows:

**PARCEL 1: 787 HARDING AVENUE**
LOT 1 OF WHITE'S HARDING AVENUE RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED FEBRUARY 26, 2018 AS DOCUMENT R2018-016603, IN DUPAGE COUNTY ILLINOIS.

P.I.N.: 05-23-223-020; and

**PARCEL 2: VACANT LOT, NO ADDRESS**
THE EAST 260.73 FEET AS MEASURED ON THE NORTH LINE AND ON THE SOUTH LINE (BEING THE EAST ONE ACRE) AND MEASURED WEST FROM THE WEST LINE OF STATE HIGHWAY ROUTE 53 OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS

P.I.N.: 05-23-223-005; and

**PARCEL 3: 138 IL STATE ROUTE 53**
LOT 1 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT

OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS

P.I.N.: 05-23-223-008; and

**PARCEL 4: VACANT LOT, NO ADDRESS**
THE NORTH 16 FEET OF THE EAST 289 FEET OF LOT 2 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS

P.I.N.: 05-23-223-025; and

**PARCEL 5: 33-FOOT HARDING AVENUE RIGHT-OF-WAY TO BE VACATED**
ALL OF THAT PART OF HARDING AVENUE RIGHT OF WAY LYING SOUTH OF AN ADJACENT TO WILL-BRYANT CONDOMINIUM SUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF WILL-BRYANT CONDOMINIUM PLAT RECORDED DECEMBER 30, 1977 AS DOCUMENT R77-120078, IN DUPAGE COUNTY, ILLINOIS

P.I.N.: NONE

**Whereas**, following due and proper publication of notice in The Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, and following written notice to all property owners within 250 feet, and following the placement of a placard on the subject property not less than fifteen (15) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted a public hearing on December 9, 2021 at which hearing the petitioner presented evidence and testimony in support of the requests, at which hearing six (6) people spoke against the development and raised concerns about the development of townhomes rather than detached single family residences, traffic that would be generated by the development, stormwater runoff from the development, a desire for the overhead wires to buried and for sidewalk to be installed along IL Route 53; and at which hearing, zero (0) people spoke in favor of the development; and

**Whereas**, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings and recommendations and by a vote of six (6) "yes" and zero (0) "no", the Plan Commission unanimously recommended approval of the requests with conditions as set forth in the December 9, 2021 minutes of the Plan Commission, a copy of which is attached hereto as Exhibit A; and

**Whereas**, the Village President and Board of Trustees have reviewed the evidence, exhibits, and materials presented at the public hearing of the Plan Commission and have considered the findings and recommendations of the Plan Commission and hereby make the following findings of fact in regard to the requests;

A. In regard to the request for approval of a Special Use for a Preliminary and Final Planned Unit Development with zoning deviations and in accordance with Section 10-10-15 of the Zoning Code, the Village Board finds:

1. The proposed use will be harmonious and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or Zoning Code because the plan provides a 23-unit low-density attached residential development as referenced and supported in 2001 Comprehensive Plan future land use map. In addition, the Glen Ellyn Draft Comprehensive Plan future land use plan identifies all of the parcels associated with this development as appropriate for single-family attached development. Rezoning of the property from R2 to R4 to accommodate a townhome development will be in-line with the Village's vision for the property.

2. The project will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area because the applicant intends to use the materials, colors, and construction style that is harmonious and appropriate in appearance with the existing or intended character of the general vicinity. The homeowners association regulations will be also drafted in a manner that would be in harmony with the character of the general vicinity. The applicant has been in contact with several representatives from other nearby attached single-family developments and received a letter in support of the proposed design for Harding Townhome development.

3. The proposed use will not be hazardous or disturbing to existing or future neighborhood uses of the property because the proposed use is consistent with similar residential-related uses and is not anticipated to be hazardous or disturbing to the neighborhood.

4. The proposed use will be served adequately by existing public facilities and services such as highways, streets, police, fire protection, drainage structure, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services because the existing storm, sanitary and water services have sufficient capacity to serve the proposed development. The traffic impact study also indicates that the traffic generated by the development will not have a material impact.

5. The proposed use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village because the improvements will be typical of those seen on residential properties and will enhance the economic welfare of the Village over the course of years. Developer donations will also be paid to off-set future demand for public services.

6. The use will not involve activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare and odors because the proposed residential use will not involve uses, activities, processes, materials or equipment that would be detrimental to any persons or property or the general welfare and will not produce excessive traffic, noise, smoke, fumes, glare or odors in excess of other similarly sized residential projects within the Village of Glen Ellyn.

7. The development will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads because Traffic Impact Study did not indicate undue interference with traffic on surrounding public streets or roads, which was subsequently confirmed by the Village's traffic consultant.

8. The development will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief because the proposed stormwater management plan for the subject site will reduce the overland waters currently passing through neighboring homesites with no additional public expense for flood protection, rescue or relief.

9. The development will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community because there are not any significant natural, scenic or historic features that will be impacted by this development.

B. In regard to the request for approval of a Special Use for a Preliminary and Final Planned Unit Development with zoning deviations and in accordance with Section 10-10-14(E) of the Glen Ellyn Zoning Code, the Village Board finds:

1. That the proposed development will not negatively affect the community as a whole because the 23-unit attached single-family development proposed at this location is consistent with the future land use designation and objectives of the 2001 Comprehensive Plan and Draft Comprehensive Plan. The proposed architectural style was chosen to be in context with the surrounding residential uses and neighborhood character. The project will generate a low volume of traffic and will not overburden adjacent streets. No increase in noise or odor is anticipated.

2. That the proposed development will not negatively affect the neighborhood because the proposed project will improve vacant lots that will have a positive impact on the property values of the surrounding properties. The project will meet the height and density requirements of the Village Code. There will be abundant landscaping throughout the site that will provide aesthetically pleasing scenes that will have a positive impact on the surrounding neighborhoods.

3. That the proposed development provides an up-scale development with adequate attached parking garages and is designed so that its size, bulk, and site design will complement the surrounding developments. The development will have various amenities for future residents such as a pergola, sitting areas, and plenty of common, green open spaces.

4. That the proposed development will not negatively affect the development procedures, as this is a typical residential use project that is not expected to negatively affect other developments or improvements planned in the area.

C. In regard to the request for approval of a Zoning Map Amendment to change the R2 Single-Family Zoning District to R4 Residential District and in accordance with Section 10-10-13(E) of the Zoning Code, the Village Board finds:

1. Existing uses of property within the general area of the affected property primarily include single-family homes, but also townhomes, some multi-family homes, and a conservation district.

2. Existing zoning of property within the general area of the affected property includes R2 Residential District to the west, R2 Residential District and R4 Residential District to the northwest, R4 Residential District to the north, CR Conservation District and R1 Residential District to the west and R2 Residential District to the south.

3. The recommendations outlined in the Land Use Plan of the November 11, 2020 draft of the Glen Ellyn Comprehensive Plan focus on the diversification of housing options by increasing single-family attached and multi-family uses. The parcels which are part of this project have all been identified in the Future Land Use Plan as Single-Family Attached

locations. Parcels 1 & 2 were identified in the 2001 Comprehensive Plan as suitable for the type of development this proposed change in zoning district addresses. Parcels 3 & 4 were acquired for the purpose of expanding the townhome development. Parcel 5 is the undeveloped portion of Harding Avenue which as a public property, was not discussed within the 2001 Comprehensive Plan.

4. Parcels 1 & 2 have been owned by the same family since 1952, when there were single family homes on the two parcels. There have been a significant number of single-family homes and townhome units developed within the immediate area since then, as well as numerous commercial properties to the north, northwest and northeast.

5. There has been a mix of both single family and multi-family construction in the general area. The 2001 Comprehensive Plan suggests "low density attached residential" for Parcels 1 and 2 in a chart and noted it as a "possible location for small townhome development similar in scale to the existing development to the north." The November 11, 2020 draft of the proposed Glen Ellyn Comprehensive Plan notes that single-family attached dwelling types should be further integrated to increase the Village's housing diversity and support higher density, and notes that 42% of community members have a desire for more townhomes based on 1,700 responses. One recommended action noted to increase housing diversity is to encourage the provision of single-level floor plans and ADA-compliant amenities. 10 of the 23 units are proposed with first floor master bedrooms.

6. Parcel 1 has been vacant land since 2011. Parcel 2 has been vacant for significantly longer. Parcel 3 has a home which has been vacant since May 2018 which is not habitable. It has had break ins, vandalism and in September 2020 all of the copper plumbing was stolen from the property. Parcel 4 has been a shared driveway for Parcel 3 and the owner of 128 S. Route 53 since 1977. Parcel 5 has been a Village owned, unpaved, portion of Harding Avenue since before 1952.

7. The shape, size and location of this property make it extremely difficult to develop as an R2 property.

D. In regard to the request for approval of Preliminary and Final Plats of Subdivision for a Major Subdivision and in accordance with Section 11-3-10 of the Glen Ellyn Subdivision Code, the Village Board finds:

1. The proposed subdivision conforms to the provisions set forth in this title, including the rules and regulations referenced in section 11-4-1. The requirements of 11-4-1 have been met except for variance items identified. This is one of the last undeveloped property in the immediate area. Many of the variations being requested are similar to those granted for multi-family developments located within 1-3 blocks of this site. The project requires rezoning from R2 to R4 to accommodate townhomes. The northern 2/3rds of the property was identified for low density, attached residential development in the 2001 comprehensive plan prepared by the Village. The "Future Land Use Plan" in the November 11, 2020 draft of the proposed 2021 Comprehensive Plan identifies all parcels of this project as single-family attached.

2. Definite provision has been made for a water supply system that is sufficient in terms of quantity, dependability, and quality to provide an appropriate supply of water for the type of subdivision proposed. Engineering designs have been provided for the water supply to the project and reviewed to the satisfaction of Village staff.

3. A public sewage system is proposed, and adequate provision has been made for such system and that such system will comply with federal, state and local laws and regulations. Engineering designs have been provided for Glen Ellyn public sewage for the project and reviewed to the satisfaction of Village staff.

4. All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards or requiring special precaution have been identified by the subdivider and that the proposed uses of these areas are compatible with such conditions. In 2017 an underground storage tank was identified and removed from Parcel 3. It was determined that no leakage had occurred.

5. The proposed subdivision will not be detrimental to the public health, safety and welfare. The proposed subdivision will not be detrimental to the public health, safety and welfare beyond similar types of residential projects.

6. No development shall be approved if such development, at full occupancy, will result in or increase traffic on an arterial or collector street to such an extent that the street does not function at a level of service deemed acceptable by the Village. Based on the results of the traffic study prepared by Gewalt Hamilton and the Village review prepared by JJ Benes & Associates, the development at full occupancy will not result in or increase traffic on the arterial or collector streets to such extent that the street does not function at an appropriate level of service. The residential development will add only 16 trips, or about 1 trip every 3-4 minutes during the peak travel hour.

E. Related to the requests for approval of the above noted subdivision variations and in accordance with Section 11-3-11 of the Subdivision Regulations Code the Village Board finds:

1. The granting of the variance will not be detrimental to the public safety, health, or welfare or injurious to other property or improvements because the lot lines along Route 53 will be heavily landscaped and incorporate a 6' privacy fence. The street width, which has been reviewed by Public Works, will match the width of both Nicoll Way (south of Pershing) and Harding Avenue. A cul-de-sac and a gated emergency access road from the bulb of the cul-de-sac to Illinois Route 53 will improve public safety. Leaving one existing utility pole in place on the north end of the project on Harding Roadway will not provide additional detriments to public safety, health or welfare, or be injurious to other property or improvements. Installation of sidewalk within the Harding Court right-of-way has been provided and connections to sidewalks which extend southerly to IL Route 53 and Sheehan have been provided.

2. The conditions upon which the request is based are unique to the property for which the relief is sought, create substantial difficulty in developing the property and are not generally

applicable to other property because the location, shape and size make this situation unique to the property, creating a substantial difficulty in developing the property and is not generally applicable to other property. The roadways the project will be connecting to (Nicoll Way and Harding Avenue), were designed with a width of 55 feet. The single-family property to the west is currently land locked, without access to a public street. Providing a right-of-way resolves this issue as having a land locked property is not permitted in the Subdivision Regulations Code. Removing the final utility pole will add significant financial risk to proceeding with the project in addition to the physical risk in removing them. All electric utilities running from ComEd sources to individual units will be undergrounded.

3. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out because implementing a roadway which is wider than the existing roadway would create substantial engineering challenges and the limited east-west width of the property, would not allow the proposed townhomes to be built due to the combined required front and rear yard setbacks. The last utility pole which has wires that cross over Rt. 53 would be overly burdensome to remove. The existing topography is steep and the vegetation in the Route 53 right of way is such that would make installing a public sidewalk very difficult.

F. Regarding the six (6) subdivision variations requested and in accordance with Section 11-3-11 (D) of the Glen Ellyn Subdivision Regulations Code, the Village Board finds:

1. The variations, if granted, will not alter the essential character of the locality because building the new roadway 55' wide is keeping with the essential character of the neighborhood locality, while expanding it to code (66') would change the character. The proposed cul-de-sac design plays a significant role in the placement of individual townhomes. It has written support from the Brentwood Court homeowners association, who share the western property line. The overall townhome development fits the character of the locality.

2. The purpose of the variations are not based exclusively upon a desire to make more money out of the property because all alternative designs would require similar variances. The roadway variation allows the new roadway to match the width of the existing roadway. Providing this right-of-way to the adjacent lot (128 IL Route 53) allows the single-family property to the west to no longer be land locked without access to a public street. Having a land locked property is not compliant with the Village Code. Incorporating a cul-de-sac creates the sense of a more private destination for residents, instead of an opportunity for cut through traffic to get to Route 53. It is anticipated that only residents, their guests and delivery personnel will regularly drive the street. It will also discourage vandalism and break ins in the entire area, as there will not be a quick escape route to Route 53. Undergrounding the last utility pole will not have a noticeable impact on this development or adjacent properties and would be very challenging since the lines would need to be buried under Route 53.

3. The proposed variation will not: diminish or impair property values within the neighborhood; unduly increase traffic congestion in the public streets and highway; or result in an increase in public expenditures because the traffic study prepared by Gewalt Hamilton

and reviewed by the Village's traffic consultant determined the incremental traffic from the townhome development will not have a material negative impact on the area. The slightly narrower width will reduce the amount of pavement to be plowed, salted, maintained and replaced overtime, thus decreasing public expenditures from what would be required with a 66' roadway. The variation for a reduced right-of-way width on the Harding Court Spur will not result in an increase in public expenditures as the HOA and homeowner to the west will be responsible for maintaining the proposed right-of-way. Installing the cul-de-sac will improve the existing roadway and neighborhood over the existing unimproved dirt roadway. The cost of designing and installing the cul-de-sac is the responsibility of the developer who upon completion and acceptance of the improvements, will donate the roadway to the Village.

4. The variations are the minimum variations that will make possible the reasonable use of the land because the improved portion of Harding Avenue is 55' wide, creating a new roadway 66' wide would be problematic to design & implement. The requested variations will allow the development to continue and maintain harmony with the adjacent property owners to the west. The economic impact related to several of the requests is significant and among other things, could be one of several tipping points to postpone, delay or cancel the development plans.

5. The alleged difficulty or particular hardship has not been created by any person presently having an interest in the property or by the applicant because the land locked single-family home to the west was created when Harding Custom Homes, LLC purchased the shared driveway from the homeowner to be incorporated into the development as requested by the Village. Provision has been provided to allow the property access to a public street. Regarding the right-of-way width, the Village established the existing 55-foot-wide right-of-way for Harding Avenue. The large utility poles along Harding Avenue have been in place for many years and the challenges associated with installing sidewalks along IL Route 53 have not been created by the petitioner or owners.

G. In regard to the request for approval of the Exterior Appearance application, and in accordance with Ordinance 5508, the Village Board finds:

1. That the proposed development is in substantial conformance with the Appearance Review Guidelines and is compatible with the character and scale of existing buildings in the neighborhood.

**Whereas**, the President and Board of Trustees have determined that granting a Special Use Permit for Preliminary and Final Planned Unit Development, Zoning Deviations, and a Zoning Map Amendment is consistent with the goals of the Glen Ellyn Zoning Code and that approving the Preliminary and Final Plats of Subdivision and Subdivision Variations is consistent with the goals of the Glen Ellyn Subdivision Regulations Code, and that the Exterior Appearance of the proposed

development is consistent with the recommendations of the Appearance Review Guidelines and in the best interests of the Village of Glen Ellyn.

**Whereas**, pursuant to Chapter 65, Section 5/11-91-1 of the Illinois Municipal Code, at least three-quarters of the corporate authorities of the Village of Glen Ellyn are of the opinion that the public interest will best be served by vacating the unimproved portion of the Harding Avenue right-of-way described herein.

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

**Section One:** The Plan Commission meeting minutes, dated December 9, 2021 Exhibit "A" attached hereto, and the findings and recommendations set forth therein and in the preambles above are hereby adopted as the findings of the Village President and Board of Trustees based upon their review of the evidence, exhibits, and materials presented at the public hearing of the Plan Commission.

**Section Two:** Based upon the findings and recommendations of the Plan Commission, as adopted herein, and the findings and conclusions set forth in the preambles above, the Village President and Board of Trustees hereby grant approval of the Special Use Permit for Preliminary and Final Planned Unit Development, Zoning Deviations, the Preliminary and Final Plats of Subdivision, Subdivision Variations, a Zoning Map Amendment, a Right-of-Way Vacation and the Exterior Appearance to allow the construction of a 23-unit townhome development to be called Harding Glen Townhomes.

**Section Three:** This grant of approval of the Special Use Permit for Preliminary and Final Planned Unit Development, Zoning Deviations, the Preliminary and Final Plats of Subdivision,

Subdivision Variations, a Zoning Map Amendment, a Right-of-Way Vacation and the Exterior Appearance is subject to the following conditions:

A. Construction of the subject development shall be in substantial conformance with the testimony presented at the December 9, 2021 public hearing before the Plan Commission, including the following plans and documents referenced below, all of which are incorporated into this Ordinance as though they were attached hereto:

1. Petitioner's Application Packet, including the following materials:

    a. Narrative Statement/Cover Letter dated 12/3/21

    b. Supplementary Application Forms

    c. Preliminary PUD Application dated 10/4/21

    d. Final PUD Application dated 1/18/21

    e. Preliminary Major Subdivision Application dated 10/4/21

    f. Final Major Subdivision Application dated 1/18/21

    g. Zoning Map Amendment Application dated 1/12/21

    h. Right-of-Way Vacation Request dated 8/9/20

    i. Exterior Appearance Application dated 1/18/21

    j. Preliminary Plat of Subdivision prepared by Carradus Land Survey, Inc., last revised 9/10/21 – attached hereto as Exhibit "B"

    k. Final Plat of Subdivision prepared by Carradus Land Survey, Inc., last revised 9/10/21 - attached hereto as Exhibit "C"

    l. P.U.D. Plan prepared by Carradus Land Survey, Inc., last revised 9/10/21 - attached hereto as Exhibit "D"

    m. Final Engineering Plans, all prepared by Carradus Land Survey, Inc., and dated 9/10/21 – attached hereto as Group Exhibit "E" including:

        1. Existing Topographic Survey, Sheet 2

        2. Erosion Control & Demolition Plan, Sheet 3

        3. Geometric Plan, Sheet 4

        4. Utility Plan, Sheet 5

        5. Overall Site Grading Plan, Sheet 6

6. Plan Profile – Harding Court, Sheet 7
7. Site Plan Lot 1, Units 1-4, Sheet 8
8. Site Plan Lot 2, Units 5-8, Sheet 9
9. Site Plan Lot 3, Units 9-12, Sheet 10
10. Site Plan Lot 4, Units 13-17, Sheet 11
11. Site Plan Lot 5, Units 18-23, Sheet 12
12. Erosion Control & Tree Preservation Plan Details, Sheet 13
13. Construction Notes & Details, Sheets 14 -18
14. Surrounding Conditions Exhibit, Sheet 19
15. Cross Sections, Sheets 20 -21
16. Tree Preservation Plan, Sheet 22
17. IDOT Construction Details, Sheets 24-25

n. Architectural Plan Set, all prepared by B.L.R. Architects and dated 4/7/21 – attached hereto as Group Exhibit "F" including:

1. Building Type "C" – 6-Unit Plan, Lot 5, Sheets A1a – A1d
2. Building Type "B" – 5-Unit Plan, Lot 4, Sheets A2a – A2d
3. Building Type "A" – 4 Unit Plan, Lot 3, Sheets A3a- A3d
4. Building Type "A" – 4-Unit Plan, Lot 2, Sheets A4a -A4d
5. Building Type "A" – 4-unit Plan, Lot 1, Sheets A5a – A5d

o. Landscape & Hardscape Plan Set, all prepared by Grant & Power Landscape – attached hereto as Group Exhibit "G" including:

1. Hardscapes Plan, last revised 11/9/21
2. Landscape & Utilities Plan, last revised 8/9/21
3. Landscape Plantings Plan, last revised 8/19/21
4. Turf Area Plan, last revised 8/19/21
5. Planting Details, dated 3/24/20

p. Tree Identification Plan, prepared by Carradus Land Survey, Inc., dated 3/30/21

q. Tree Action Plan, dated 12/14/20 – attached hereto as Exhibit "H"

r. Tree Action Plan Review Letter, prepared by HLR, Inc., dated 1/28/21

s. Sign Elevation, dated 5/10/2021 – attached hereto as Exhibit "I"

t. Photometric Plan, prepared by LED Lighting Supply, dated 6/7/21

u. Light Fixture Cut Sheet for Outdoor LED Wall Sconce, LED Lighting Supply – attached hereto as Exhibit "J"

v. Renderings, dated 10/4/21 – attached hereto as Group Exhibit "K" including:

1. Lot 2, Building Type "A" – Front Elevation
2. Lot 2, Building Type "A" – Rear Elevation
3. Lot 5, Building Type "C" – Front Elevation
4. Lot 5, Building Type "C" – Rear Elevation

w. Market Analysis, prepared by Tracy Cross & Associates, Inc., dated 7/28/21

x. Traffic Impact Study, prepared by Gewalt Hamilton Associates, Inc., dated 7/7/20

y. Fire Department Letter of Support, dated 5/21/21

z. Truck Turn Exhibits, prepared by Carradus Land Survey, Inc., dated 2/26/20

aa. Quantitative Summary, dated 10/4/21

bb. Average Grade Exhibit, prepared by Carradus Land Survey, Inc., last revised 9/10/21

cc. Petitioner's Evidence of Experience, dated 5/9/21

dd. Construction Phasing Schedule, dated 7/21/21 – attached hereto as Exhibit "L"

ee. List of Public Improvements, revised 12/16/21 – attached hereto as Exhibit "M"

ff. Declaration of Maintenance Agreement, prepared by Huck Bouma, stamped received on 10/5/21 – attached hereto as Exhibit "N"

gg. Home Owner's Association CCR's, prepared by Huck Bouma, stamped received on 10/5/21 – attached hereto as Exhibit "P"

hh. IDNR EcoCat, dated 12/22/17

ii. Land Use Opinion, prepared by Kane-DuPage Soil and Water Conservation District, dated 12/18/17

jj. Stormwater Management Plan, prepared by Carradus Land Survey, Inc., dated 6/25/21

kk. Stormwater Management Plan Exhibits, prepared by Carradus Land Survey, Inc., last revised 9/10/21

ll. Geotechnical Report, prepared by Testing Service Corporation, dated 5/6/20

and these plans and documents shall be filed with and made part of the permanent records of the Glen Ellyn Community Development Department.

B. Prior to issuance of a building permit for each building, the petitioner shall pay the Village Developer Donations to be dispersed to Village taxing bodies in the following amounts:

| | |
|---|---|
| Glen Ellyn Park District: | $3,946.80 per 3-bedroom unit |
| School District 89: | $2,220.88 per 3-bedroom unit |
| School District 87: | $447.30 per 3-bedroom unit |
| Glen Elly Fire Company: | $1,500 per 3-bedroom unit |
| Glen Ellyn Library: | $850.92 per 3-bedroom unit |

C. That the developer shall install, maintain, and replace all landscape materials per the approved landscape plan until the common areas are turned over to the HOA;

D. That the HOA shall maintain the landscaping within the common open areas in substantial conformance with the approved landscape plan in perpetuity;

E. That the Declaration of Maintenance and Easement Agreement for Harding Custom Townhomes Subdivision Unit 2 shall be recorded against all 5 Lots with the Document No. referenced on the Plat prior to recordation of the Plat;

F. That the developer must post a letter of credit as performance security prior to the issuance of a building permit, as required by the Subdivision Regulations Code and the DuPage County stormwater ordinance for stormwater management elements and public improvements;

G. That a fee for stormwater detention in the regional detention basin in Panfish Park in the amount of $132,900.00 per acre foot of required storage shall be submitted prior to the issuance of a building permit;

H. That a soils analysis for each building shall be provided and approved prior to the issuance of a building permit;

I. That a stormwater Pollution Prevention Plan and a copy of the IEPA Notice of Intent shall be submitted and approved prior to the issuance of a building permit;

J. That an updated EcoCat be submitted prior to the issuance of a building permit for the project;

K. That any required clearing or sidewalk repair adjacent to the Rolling Hedge Subdivision be included in the scope of work covered by the IDOT permit and that the developer assist with the actual work (with reimbursement by the Village);

L. That no work on the project should commence until an IDOT right-of-way permit has been issued for the project, except as approved by the Community Development Director and the Village Engineer;

M. That the petitioner prepare a construction management plan for review at a pre-construction meeting with the Police, Fire, Public Works, and Community Development Departments and that said Village staff approve the construction management plan prior to the issuance of a building permit;

**Section Four:** The Building and Zoning Official is hereby authorized to issue all necessary building, occupancy, and sign permits pursuant to the Special Use Permit for a Preliminary and Final Planned Unit Development, Zoning Deviations, Preliminary and Final Plats of Subdivision, Subdivision Variations, Zoning Map Amendment, Right-of-Way Vacation and the Exterior Appearance approvals granted herein provided that all the conditions set forth hereinabove have been met and that the applicant complies with all other applicable laws and ordinances of the Village of Glen Ellyn. This grant of approval shall expire and become null and void within 24 months of the date of this Ordinance unless building permits to begin construction in reliance on said approvals are applied for within said time period and construction is completed as outlined in the Construction Phasing Schedule attached hereto, provided, however, the Village Board by motion may extend the period during which permit application, construction and completion shall take place and may waive or modify any conditions set forth in this Ordinance without requiring that the matter return for a public hearing.

**Section Five:** This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

**Section Six:** Failure of the owners or other party in interest or a subsequent owner or other party in interest to comply with the terms of this Ordinance, after execution of such Ordinance,

shall subject the owners or party in interest to the penalties set forth in Section 10-10-18(A) and (B) of the Village of Glen Ellyn Zoning Code.

**Section Seven:** The Village Clerk is hereby authorized to record this Ordinance along with the Plats of Subdivision approved herein with the DuPage County Recorder.

**Section Eight:** The privileges, obligations, and provisions of each and every section of this Ordinance shall be binding on Harding Custom Homes, LLC., on any and all of their successors and assigns, and on any and all of the respective successor legal or beneficial owners of all or any portion of the subject property.

**Section Nine:** The foregoing recitals are incorporated as though fully set forth in this Section Nine.

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

**Ayes:**

**Nays:**

**Absent:**

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

_____

Village President

Attest:

_____

Village Clerk

AFFIX VILLAGE SEAL

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

# GISConsortium | Property Aerial




0 500 1000 ft

**Print Date: 12/3/2021**

**Notes**

*Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.*

# GISConsortium | Zoning Map




**Legend**

Zoning and Development

Zoning

- C3: Service Commercial District
- C4: Office District
- CR: Conservation/Recreation District
- R1: Single Family Residential District
- R2: Single Family Residential District
- R3: Multi-Family Residential District
- R4: Multi-Family Residential District

0 500 1000 ft

**Print Date: 12/3/2021**

**Notes**

*Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.*

# Residential Area Policies

*The Community-Wide Plan strives to maintain and protect existing neighborhoods, improve and strengthen residential properties that are beginning to decline, and promote high-quality new residential development that enhances existing neighborhood character.*

**Map Legend:**

***Single-Family Detached Residential**, reflecting densities up to 5 units per acre.*

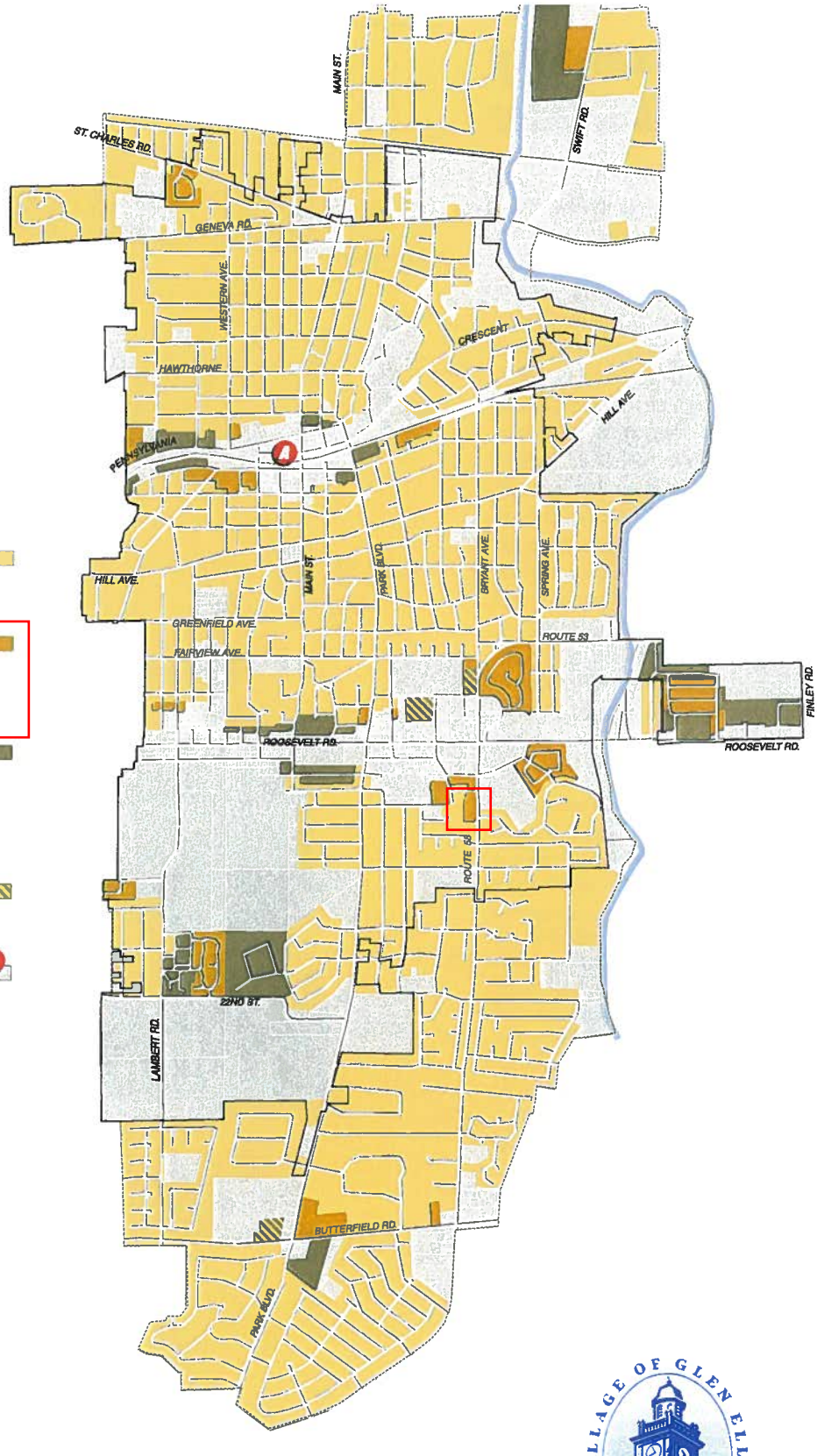
***Low-Density Attached Residential**, including town-homes and cluster homes, reflecting densities of 5 to 10 units per acre.*

***Medium-Density Residential**, including walk-up and elevator multiple-family developments, reflecting densities of 10 to 18 units per acre.*

***Senior Residential**, including senior housing, assisted living, and extended care.*

***Downtown Glen Ellyn**: Somewhat higher densities may be considered, but height and density should be reevaluated as a part of updating the Zoning Ordinance. Residential units are also appropriate on the upper floors of Downtown commercial buildings.*

**NOTE:** *Residential densities are used in the Comprehensive Plan for overall guidance only. Zoning will continue to govern densities on specific parcels. When the Zoning Ordinance is updated following adoption of the Plan, allowable densities within zoning districts should be reviewed.*



# Residential Area Policies

Glen Ellyn is primarily a residential community. The Village is comprised of several distinct neighborhood areas, each with somewhat different physical characteristics such as street configuration, landscaping, lot sizes and housing construction. Much of the Village's special image and identity is due to the unique character of its neighborhoods, and these distinguishing features should be preserved and enhanced.

The Community-Wide Plan builds upon Glen Ellyn's established neighborhood structure and promotes improvements and developments that will maintain and strengthen this traditional structure in the future.

Since Glen Ellyn is a built-up community, most new residential development will consist of new homes constructed on vacant lots and new housing occurring as the result of the redevelopment of existing uses.

### Improvement Guidelines:

Several principles should guide neighborhood improvement and development within Glen Ellyn.

Neighborhoods should be designed primarily for residential use. Shopping and services, elementary schools, and parks and playgrounds should be easily accessible by pedestrians and bicycles as well as vehicles. The boundaries between neighborhoods and adjoining land-use areas should be clearly defined, and screening and buffering should be provided as required.

Through-traffic should be routed around residential neighborhoods, along either "village arterial" or collector streets. Pedestrian walkways and bikeways should connect homes with schools and neighborhood facilities. The Village should strive to maintain a neighborhood atmosphere in which all residents feel safe and secure.

Glen Ellyn should continue to offer a diverse housing stock that will accommodate a diverse population. The current balance of single-family and multi-family units should be essentially maintained in the future.

on the edge of single-family neighborhoods and near major activity areas. Sufficient parking should be provided to serve all multi-family development.

All new residential development, including additions and remodelings, should be characterized by high-quality design and construction and should be compatible with the scale and character of the surrounding neighborhood.

Stormwater management should be addressed on a comprehensive basis within all residential areas.

New residential developments of over one acre in size should continue to be developed as planned unit developments. The PUD technique, which gives the Village maximum control over residential area design and development, is particularly useful in situations where normal zoning may not be sufficient to promote desirable new development.

### Single-Family Neighborhoods:

Existing single-family neighborhoods should be strengthened where necessary through community facility and infrastructure improvements. Improvement and rehabilitation of older housing should be promoted. Housing rehabilitation and code enforcement activities should continue to be undertaken. Historic homes, tree-lined streets and other distinguishing neigh-borhood characteristics should be protected. Neighborhoods throughout the Village should feel "open" because of the layout and relationships of homes on properties and adjoining lots.

Several of Glen Ellyn's neighborhoods are experiencing pressure due to "teardowns" of existing homes and new construction. The Plan recognizes the value and importance of Glen Ellyn's older existing housing stock in terms of image, character, stability and affordability. While the replacement of some older housing is both normal and desirable, the Village should continue to monitor this situation to ensure that changes are sensitive to and reflective of existing neighborhood character.

Although Glen Ellyn's neighborhoods are essentially "built-out," several vacant lots and land parcels are scattered throughout the planning jurisdiction

velopment could occur in the future.

### Low-Density Attached Residential:

Low-density residential development, including townhouses, attached single-family homes, cluster homes and similar developments, should be located along major streets and near activity centers. For example, existing low-density developments are located near Downtown, the Roosevelt Road corridor, and the College of DuPage.

Low-density residential development should be located on small sites occupying locations between commercial areas and single-family neighborhoods. These sites are intended to provide for small-scale townhouse or similar development as a "transition" between the commercial and neighborhood areas. New development in these locations should be of a scale and character compatible with nearby existing single-family homes. New low-density development should reinforce and enhance overall neighborhood quality rather than detract from it.

### Medium-Density Residential:

Medium-density residential development should be located near major activity centers. Existing medium-density residential, including walk-up and elevator multiple-family developments, are located adjacent to the Downtown, in the Surrey Drive area, near the Roosevelt Road corridor, north of the College of DuPage, west of Swift Road, and at the intersection of Butterfield Road and Park Boulevard.

The design and development of all new multi-family residential development should be carefully controlled to ensure compatibility with surrounding uses, adequate screening and buffering, and a quality living environment.

### Senior Residential:

Senior residential, including senior housing, assisted living and extended care facilities, should be provided in convenient locations to accommodate the needs of senior citizens within Glen Ellyn. Compatibly scaled new senior housing would also be acceptable in the areas designated for low- and medium-density residential.

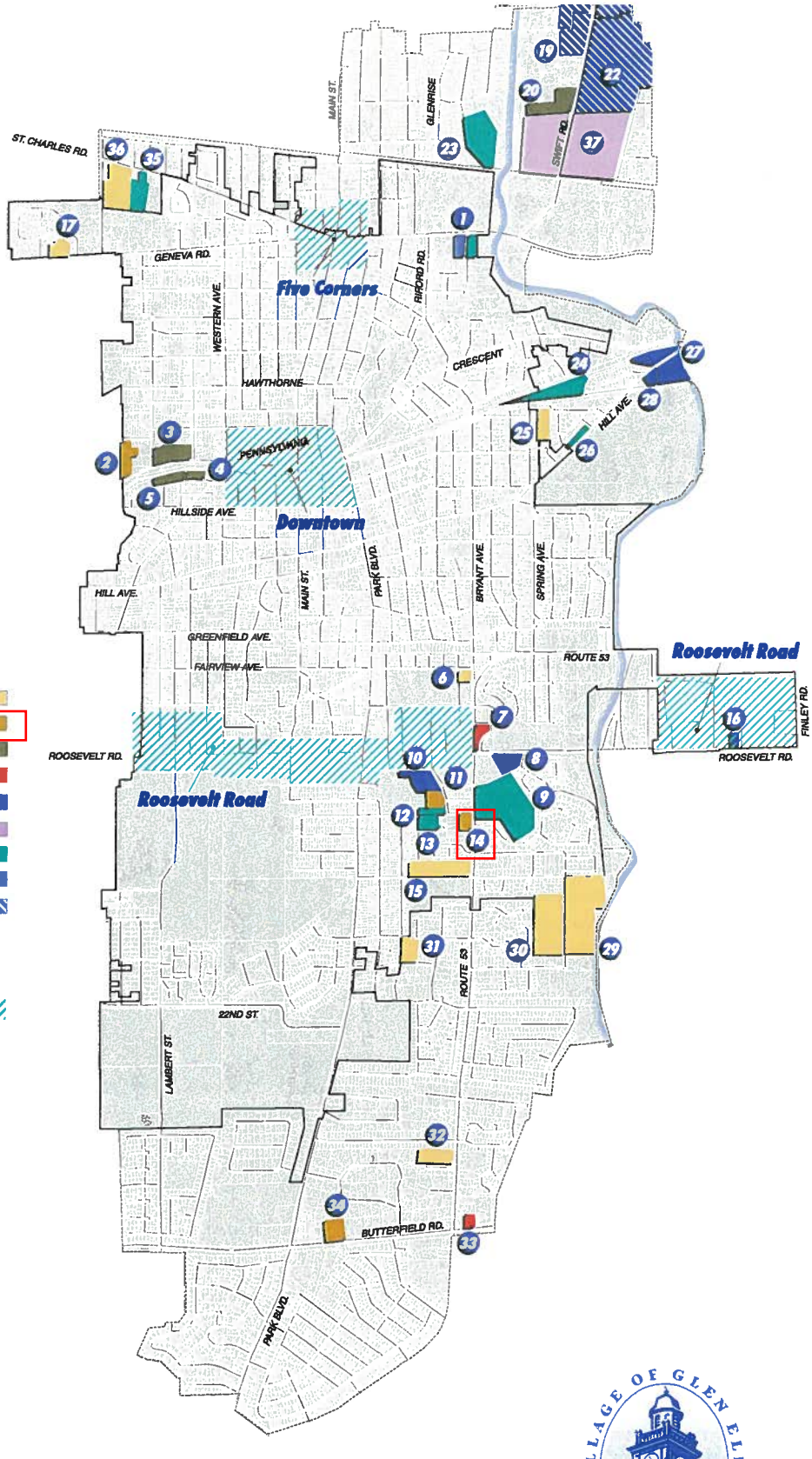
Figure 6

# Potential Development Sites

*Even though Glen Ellyn is a mature, built-up community, there are several vacant properties scattered throughout the planning jurisdiction where new development might occur in the future. In addition, a few developed areas are characterized by underutilization and may be subject to intensification or redevelopment. Potential development sites within the planning jurisdiction are highlighted in Figure 6.*

**Map Legend:**

- Single-Family Residential
- Low-Density Residential
- Medium-Density Residential
- Commercial
- Office and Business
- Commonwealth Edison
- Parks and Open Space
- Public/Institutional
- Mixed-Use Development Area
- Potential Development Site (see **Table 1**)
- "Target Areas" (see **Section 3**)




**Note:**

*The characteristics of the **Potential Development Sites** are presented in Table 1. The table also indicates the land-use recommendation for each site.*

| Area Number | Existing Use | Surrounding Uses | Current Zoning | 1986 Comp. Plan | Vehicular Accessibility | Utility Service |
|---|---|---|---|---|---|---|
| **10** | Predominantly vacant; a few older single-family homes | North: Commercial<br>South: Panfish Park<br>East: Office<br>West: Panfish Park | Glen Ellyn: C-4 | Office | Frontage on Taft Avenue (minor collector) and Nicoll Way (major collector) | Currently served by Glen Ellyn water and sewer facilities |
| **11** | Vacant land | North: Vacant land<br>South: Vacant land<br>East: SF - MF residential<br>West: Panfish Park | Glen Ellyn: R-3 | Low-density multi-family residential | Frontage on Nicoll Way (a local street south of Wilson) | Currently served by Glen Ellyn water and sewer facilities |
| **12** | Vacant land | North: Vacant land<br>South: Vacant land<br>East: SF - MF residential<br>West: Panfish Park | Glen Ellyn: CR | Park/open space | Frontage on Nicoll Way (a local street south of Wilson) | Currently served by Glen Ellyn water and sewer facilities |
| **13** | Vacant land | North: Panfish Park<br>South: SF residential<br>East: SF residential<br>West: SF residential | Glen Ellyn: R-2 | Park/open space; single-family residential | Frontage on Montclair Avenue and Brentwood Court (local streets) | Currently served by Glen Ellyn water and sewer facilities |
| **14** | Vacant land | North: MF residential<br>South: SF residential<br>East: SF / Park<br>West: SF residential | Glen Ellyn: R-2 | Single-family residential | Frontage on Route 53 (major arterial) | Currently served by Glen Ellyn water; sewer service could be extended |
| **15** | Vacant land; one single-family property | North: SF residential<br>South: Glen Crest School<br>East: SF residential<br>West: SF residential | Glen Ellyn: R-2 | Single-family residential | Frontage on Sheehan Avenue (minor collector) and Route 53 (major arterial) | Currently served by Glen Ellyn water and sewer facilities |
| **16** | Vacant bank building | North: MF residential<br>South: Lombard<br>East: Office<br>West: Commercial | Glen Ellyn: C-3 | Office | Frontage on Roosevelt Road (major arterial) | Currently served by Glen Ellyn water and sewer facilities |
| **17** | Vacant land | North: SF residential<br>South: SF residential<br>East: SF residential<br>West: SF residential | Glen Ellyn: R-2 | Outside the 1986 planning area | Frontage on Geneva Road (minor arterial) | Currently served by Wheaton Sanitary District and Citizens Utilities Water |
| ***Sites within unincorporated DuPage County:*** | | | | | | |
| **18** | Mix of residential and commercial uses; vacant land | North: Glendale Heights<br>South: SF residential<br>East: Commercial<br>West: MF residential | County: B-1 (west) B-2 (east) | Outside the 1986 planning area | Frontage on North Avenue (major arterial) and Swift Road (minor arterial) | Currently served by DuPage County water and sewer collection system; Glenbard Wastewater Authority treatment |

| Environmental Considerations | Future Development Potential | Preliminary Consultant Recommendation |
|---|---|---|
| *Includes wetland area; lightly wooded site* | *Good. Site with relatively good accessibility and attractive frontage on Panfish Park.* | ***Office.** Good location for small-scale office development, as suggested in the 1986 Plan. As an alternative, this site might be suitable for townhomes or similar multi-family development.* |
| *Floodplain and poor soils in western portion; lightly wooded site* | *Good. Small site occupying a "transitional" location between commercial to the north and residential to the south. Townhomes have already been discussed for this site.* | ***Low-density attached residential.** Good location for small townhome development of a scale and character compatible with the existing homes to the south and east.* |
| *Floodplain and poor soils in western portion; lightly wooded site* | *Poor. Floodplain and poor soils make this a difficult site for building development.* | ***Park and open space.** This site could be used as an open space entrance to Panfish Park from Nicoll Way. Alternatively, it might become part of the townhome development at Site 11.* |
| *Low, "marshy" area; poor soils; possible wetland; lightly wooded site* | *Poor. Deed restrictions preclude building development on this property.* | ***Park and open space.** This site should be retained as open space.* |
| *Wooded site* | *Fair. Good accessibility, although small site size will be a constraint for new development.* | ***Low-density attached residential.** Possible location for small townhome development similar in scale to the existing development to the north. Single-family homes may also be acceptable.* |
| *Wooded site; existing stormwater detention/retention area on east side of site* | *Fair. Relatively good size and accessibility, although this site contains a stormwater management facility and may be characterized by additional environmental concerns.* | ***Single-family detached residential.** If this site cannot be developed, it should be maintained as open space; possible site for a consolidated stormwater management facility.* |
| *No known environmental concerns* | *Good. Good accessibility and visibility. Existing vacant building appears to be in good condition and may have reuse potential.* | ***Service commercial/office.** Suitable location for small, freestanding office or service use, perhaps utilizing the existing building.* |
| *Lightly wooded site* | *Good. Good accessibility and visibility. Other than small site size, no apparent constraints.* | ***Single-family detached residential.** New housing development is currently under review by the Village.* |
| | | |
| *Redevelopment of commercial uses would likely require environmental investigation* | *Potentially good. Good accessibility and visibility; could become a highly desirable development site, particularly if combined with Site 19; land assembly and clearance would be required.* | ***Mixed-use development area.** Suitable for office, commercial and perhaps hotel development. If possible, this site should be combined with Site 19 to create a more attractive mixed-use development parcel.* |













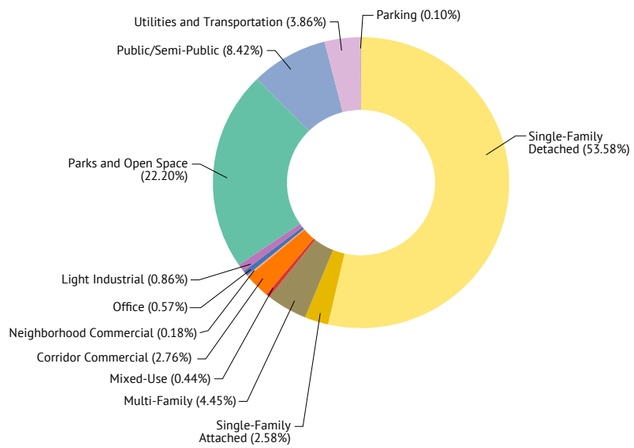
## Future Land Use Plan Distribution

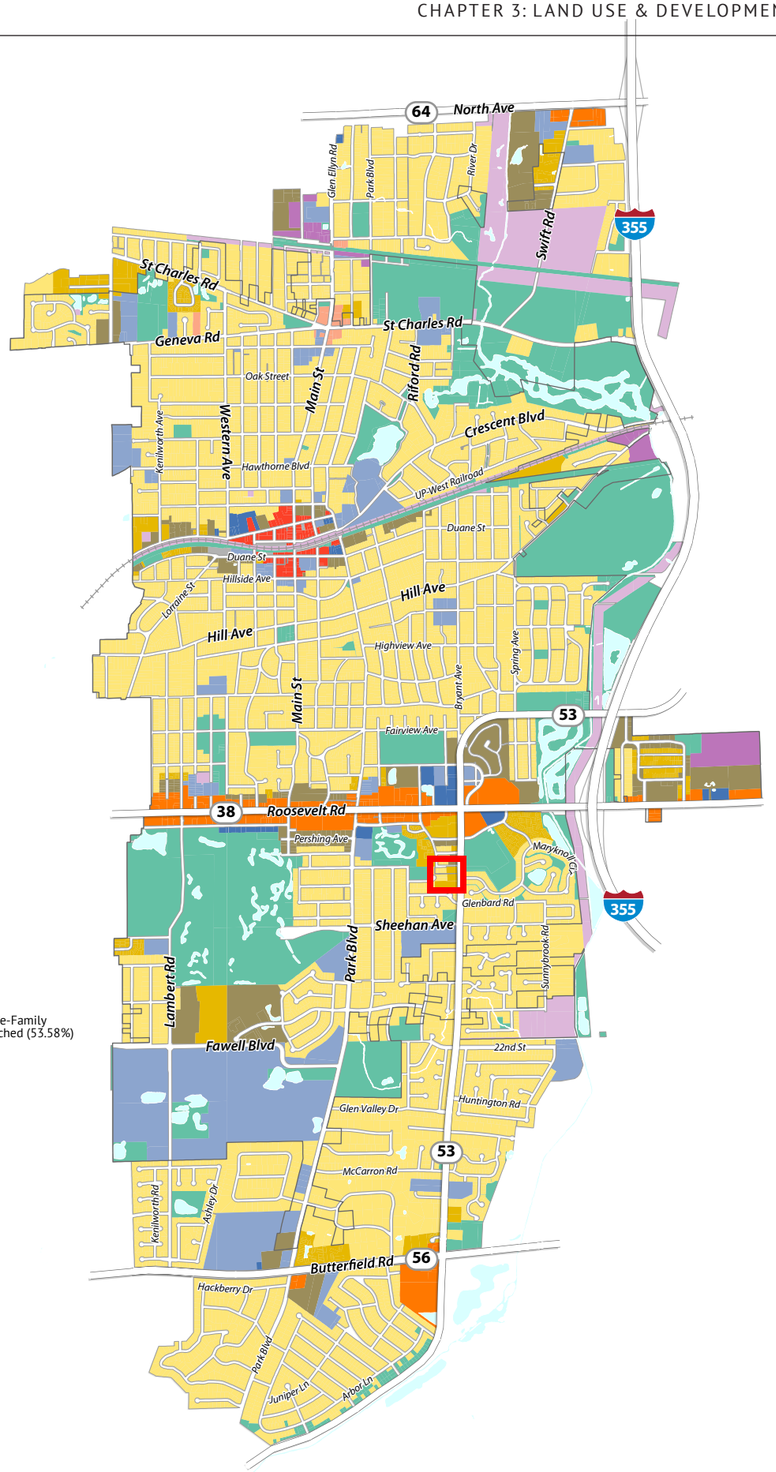
The recommendations outlined in the Land Use Plan focuses on the diversification of housing options by increasing single-family attached and multi-family uses. The accompanying Future Land Use Distribution graph displays the projected composition of future land use based on the Plan. Like the existing land use distribution, single-family detached housing will continue to be the predominant use within Glen Ellyn, comprising over 50 percent of the Village's land area (51 percent existing compared to 54 percent proposed). Commercial uses are projected to make up approximately three percent of the Village's area, and mixed-use development is expected to increase through the intensification of Downtown as a mixed-use district. Other land use categories are projected to remain relatively the same.

## Future Land Use Plan

- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Mixed-Use
- Neighborhood Commercial
- Corridor Commercial
- Office
- Light Industrial
- Parks and Open Space
- Public/Semi-Public
- Utilities and Transportation
- Parking

## Future Land Use Plan Distribution

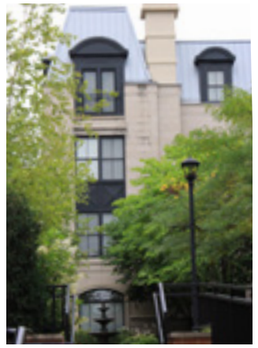



DRAFT
FOR PUBLIC HEARING

# Residential Areas Framework









Glen Ellyn is known for high quality housing, with a strong reputation as a great place to live and raise a family. The Residential Areas Framework addresses key issues affecting the Village's neighborhoods and identifies strategies to diversify the housing stock. The primary goal of the Residential Areas Framework is to provide policies to maintain and enhance existing neighborhoods while expanding housing opportunities and diversity.

## Context Sensitive Infill

Largely impacted by the 2008 recession, reduced investment left a handful of vacant or underutilized properties within Glen Ellyn that exist in prime development locations. The following vignette identifies infill opportunities for both underutilized lots and vacant lots outside of the 100-year floodplain. Opportunities for single-family detached development are scattered as mostly individual lots throughout the Village and within its ETJ. Vacant lots appropriate for single-family attached units are located along higher trafficked roads including St. Charles Road, Butterfield Road, and IL Route 53.

In addition to vacant infill sites, there are several areas where redevelopment of existing properties could accommodate more intense residential development. These include the following:

- The ten sparse single-family detached properties located directly outside of the Village limits along St. Charles Road should be developed into higher density single-family detached units.
- Existing single-family detached properties along Swift Road in the northern ETJ should be redeveloped into single-family attached units to establish a higher density residential neighborhood off North Avenue.

These properties should be prioritized for high quality infill development that complements the character and use of surrounding buildings. Infill can be used as an effective tool for maximizing the use of available land in the Village as well as existing resources and infrastructure in established neighborhoods. Any development adjacent to Churchill Park should be sensitive to potential runoff impacts to the park's wetland areas.




## Transition Areas

Single-family attached and multi-family housing should be used as a transition between more intense commercial areas and single-family residential areas. This also allows a greater number of residents to be located close to desirable retail, services, and offices while still maintaining the residential nature of the adjacent neighborhoods. Such transition areas are particularly important surrounding Glen Ellyn's main commercial areas, Downtown, Roosevelt Road, and Stacy's Corners, which are discussed in further detail in *Chapter 4: Subareas*.

## Quality Architecture

As reinvestment in existing neighborhoods occurs, the Village must ensure new developments complement surrounding single-family homes with high-quality architecture. Attention should be given to design elements such as building material, fenestration, detailing, and façade articulation to support the development of attractive housing that enhances the Village's character.



DRAFT
FOR PUBLIC HEARING

Presently, residents can file a complaint regarding code enforcement violations through the Village website by filling out an online form. The Village should raise awareness of the form to residents through promotion on water bills, property tax forms, and the social media platforms. In addition, the Village currently uses YourGOV but is transitioning to another application. The application allows residents to report non-emergency issues, such as potholes, graffiti, and sidewalk condition. The Village should consider expanding topics covered by the platform to address property maintenance issues.

## Appearance Review Guidelines

The Appearance Review Guidelines, adopted in 2006, provide recommendations for desirable architecture and landscape design within the Village. The guide should be evaluated to ensure recommendations are still reflective of community appearance priorities. Including some local architects in the review group would be beneficial. Updates should also be considered such as providing guidelines to remove invasive species.

# Residential Areas Framework

*The following items identify key residential infill areas of focus where future higher-density residential development should be encouraged.*

1. **Swift Road.** Currently semi-rural detached single family housing occupies areas on the east side of Swift Road. Provided that infrastructure can be enhanced to accommodate additional density, the area is appropriate for additional single-family attached and smaller lot single-family detached housing, with higher density along Swift Road frontage.

2. **Ice Arena.** Located within the Village's planning area, the properties surrounding the Center Ice of DuPage ice arena are currently composed of single-family detached homes or open space. There is opportunity to develop this area into higher density residential uses, such as single-family attached units.

3. **Bloomingdale Road.** The large lot single-family detached properties and vacant, wooded areas at the southeast corner of Bloomingdale and St. Charles Road have the potential to be redeveloped into single-family attached units. Such development should be mindful of the wetlands in the adjacent Churchill Park. The aging single-family detached properties along Trails End Road also present an opportunity to be comprehensively redeveloped into single-family attached units.

4. **Stacy's Corners.** The vacant lots and large lot single-family detached property along Forest Avenue should be considered for single-family attached units that fit the character of the surrounding residential neighborhood. This would benefit the diversification of housing types and provide a buffer from the adjacent neighborhood commercial uses fronting Main Street. Properties along the north side of St. Charles Road between Main Street and Forest Avenue could be commercial.

5. **Union Pacific Railroad and Illinois Prairie Path.** Currently a vacant, wooded site. If issues related to access, topography, and stormwater management can be addressed, attached single-family or detached single-family development is recommended.

6. **Hill and Golf Avenue.** Currently a vacant, wooded site, this site would be appropriate for attached or detached single-family development.

7. **West Downtown.** Currently a mix of multi-family. Although some of the housing is dated and may be subject to replacement, potential exists to renovate existing multi-family. Multi-family development that matches the character of nearby development would be appropriate.

8. **Western Duane Street.** Aging homes and multi-family development currently exist that are susceptible to replacement. Encourage single-family attached and multi-family housing that would compliment the Downtown. New housing should be of a similar scale and character to nearby development.

9. **Scripture Press Property.** This area includes part of a Wheaton College former Scripture Press facility and adjacent vacant land. The property should be designated for single-family detached or attached housing in the event it becomes available in the future.

10. **Western Roosevelt Road**. In line with the Roosevelt Road Subarea Framework, if expansion of the nearby auto dealership does not occur, properties along Lambert Road that are currently used for commercial parking and outdoor storage could either remain commercial or be considered for multi-family housing. This would be desired to further diversify the housing stock and act as a buffer between Roosevelt Road and the adjacent residential neighborhood.

11. **Nicoll Way and Roosevelt Road.** Currently inhabited by an aging office building complex, this site's generous lot depth should be leveraged to develop a mix of single-family attached and multi-family units while preserving Roosevelt Road frontage for commercial development. For further discussion of this catalyst site, see the Nicoll Way and Roosevelt Road section in *Chapter 4: Subarea Plans.*

12. **Nicoll Way and Abbey Drive.** This site is currently made up of vacant and single-family detached properties. With close proximity to Roosevelt Road and its amenities, the site presents an attractive opportunity for single-family attached homes similar in scale to the existing development to the north. Single-family homes may also be acceptable.

13. **Sunnybrook Road.** Single-family residential that is generally sound and well maintained currently exists. Larger lots in this area may be subject to resubdivision or redevelopment. The neighborhood should continue to consist of detached single-family development with compatible new single-family development. Stormwater management should be monitored and improved.

14. **Butterfield Road.** Currently made up of a vacant lot, a single-family lot, and an older townhome development. Annexation agreements are in place with the single-family lots fronting on Butterfield Road that guarantee large lot single-family zoning. Single-family attached redevelopment should be encouraged to provide as a buffer between the Butterfield Road commercial corridor and the single-family detached properties to the north.




## Legend

*Note: The below items present future land uses and not zoning.*

- Historic District
- Residential Infill
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Residential Infill Area

DRAFT
FOR PUBLIC HEARING

Kelly Purvis

From: ANDREW MALONE <malone795@comcast.net>
Sent: Tuesday, December 7, 2021 9:07 AM
To: Kelly Purvis; Staci Springer
Subject: Harding Glen

[EXTERNAL EMAIL]
Kelly and Staci,

Please include my comments on the proposed development to the Plan Commissioners for their consideration.

By allowing a change in zoning on the subject property most of what we found unique about our home purchase in Waters Edge some 15 years ago will be lost. As we made our purchase back then. we took great pains to verify with the village, a number of important items.

1, That the property to the East and South would remain single family.
2. That Harding Road, being used as a construction route would be permanently closed.
3. That all utility poles be removed and buried underground.

Up until this point all of the above has been realized.

Twice before zoning changes have been up for review and in my opinion each of those times the plan commission got it right. Most recently, with the first 4 single family homes of Harding Glen have attracted young families with children, a nice addition and balance to the neighborhood. Then once before, in approximately 2008 the plan commission rejected additional townhouses on Nicoll Way and Harding for the construction of 5 single family homes. I request once again you strongly consider leaving this remaining site for Harding Glen, single family. Should single family construction prove not to allow for a successful project and only townhouses are considered, then I believe traffic issues become difficult to manage. As under consideration:

1. Opening Harding will only serve to providing a major shortcut for drivers avoiding the stoplight on Pershing and Route 53.
2, To allow the proposed cul-de-sac design, funneling perhaps as many as 50 cars to and already complex intersection on Nicoll Way and Pershing is not advisable.

While no solution is ideal, perhaps a dedicated intersection to align with Abby Lane would be beneficial. That along with a pedestrian walking/bike path would allow the residents of the town-home development to stay connected with the park, shops and services on Roosevelt Rd. By restricting auto access of this new development to only Route 53, many of the traffic problems presented by the other alternatives disappear. Additionally, this would also allow many of the areas longer-term residents to maintain most of what we believed we bought into.

As one additional comment I would request that for any new work site development, construction traffic be directed into the site from Route 53. The households on Nicoll Way, Parkview Court and Harding have had to deal with dirt and traffic for the last 5 years. It's time to move the access point of this development.

Thank You for taking my viewpoint under consideration.

Drew & Pam Malone
795 Parkview Court

Kelly Purvis

From: Mark Adair <markadair4@gmail.com>
Sent: Monday, December 6, 2021 5:32 PM
To: Kelly Purvis
Cc: Staci Springer
Subject: Re: Harding Glen Townhomes

[EXTERNAL EMAIL]
Thank you, Kelly and Staci. See you Thursday evening.

On Mon, Dec 6, 2021 at 5:10 PM Kelly Purvis <kpurvis@glenellyn.org> wrote:

> Mark,
>
> Please see responses to your questions in red.
>
> Best,
>
> Kelly Purvis, AICP
>
> Planning Manager l Community Development Department
>
> Village of Glen Ellyn l 535 Duane Street Glen Ellyn, IL 60137
>
> Ph: 630-547-5371 l kpurvis@glenellyn.org

On Fri, Dec 3, 2021 at 2:12 PM Mark Adair <markadair4@gmail.com> wrote:

> Hi, Staci and Katie. I see the Harding Glen project is in front of the Plan Commission next Thursday, December 9. I'm hoping to attend the meeting. I don't see the agenda and supporting materials online. Will those be available soon?
> The agenda and packet are now on the Village website.

The Harding Glen entry on the village development projects site indicates the site is in the R2-Residential District. Does that mean the parcel has already been rezoned? It had been zoned for single family. The R-2 District is a single family district. They developer is requesting R-4 Zoning, which is a multi-family district. This will be part of the discussion on Thursday.

I may speak at the meeting but would you please pass along my email to the commission members. As you recall, we live in Waters Edge. This email has been shared with the Commission.

We have previously expressed concerns that have not been addressed by the developer in the years we have been discussing this project. I believe the commission, in the previous meeting, indicated our concerns had merit.

1. The addition of 23 townhomes, significantly alters the character of our neighborhood so long as the townhomes are accessed through the neighborhood. I'm not opposed to the development of townhomes on the site. I'm opposed to the access for those townhomes through our neighborhood. Currently, we enjoy a unique condition of a very quiet, low-traffic neighborhood juxtaposed with easy access to busy Roosevelt Road businesses. We easily walk from the quiet of the natural wetlands in our backyards to the busy Roosevelt Road restaurants and retailers. That's the neighborhood we all bought into. While we expected the potential for a handful of new single family homes on the site, we did not expect 23 new homes and access to an existing single family home. The traffic for 23 townhomes and one single family home will be significantly greater than would be the case for a handful of single family homes as had been zoned. We would prefer that all access for Harding Glen be via Rt 53 and not through our neighborhood. We also want to be sure there is no through traffic from Nicoll Way and Harding Avenue to Rt 53.

2. Water - The Harding Glen site drains to the wetlands associated with our Waters Edge homes. Residents of Waters Edge pay for the maintenance of the wetlands and there has not been an issue with water encroaching on our homes since the townhomes were developed in 2007. The development of the Harding Glen project will add water to the wetlands since the site is currently completely raw and absorbing some water when there is rain. Although the village and the Harding Glen developer have determined there will not be a negative impact from additional water in the wetlands, we remain concerned. Should water in the wetlands begin reaching the Waters Edge buildings any time after Harding Glen development begins, we can reasonably believe there is a connection and the village and Harding Glen developer should be prepared to address it.

3. Aesthetics and function - We would like the village to remain true to its expectations regarding burying utility lines that are currently above ground and adding a sidewalk along Rt 53. The utility lines are currently unappealing and should be buried as the village has been requiring. Utility lines serving Waters Edge were buried as required during development. The village requirement of a sidewalk fronting the Harding Glen east side should be enforced to ensure a safe route for pedestrians as well as a visually appealing end product. Aside from saving the developer money, there seems to be no reason to allow the utility and sidewalk variances.

Thank you for considering these concerns.

> --
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> Mark Adair
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> 630-862-5128

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> Mark Adair
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> 630-862-5128

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Mark Adair
630-862-5128

MINUTES
REGULAR PLAN COMMISSION MEETING
December 9, 2021

Call to Order and Roll Call

Chairperson Tim Loftus called the meeting to order at 7:02 p.m. He explained the Plan Commission's function and operations, and reviewed meeting procedures including public comment protocol, saying comments will be recorded. He introduced Village Board Trustee Liaison Steve Thompson, Recording Secretary Barbara Dutton, Planning Manager Kelly Purvis, Planner Atrian Fard, Community Development Director Staci Springer and Consulting Engineer Amy McKenna.

Roll was taken. Along with the Chairperson, present were Commissioners Brown, Fanella, Cooper, Saeed and Vondruska. Commissioners Berry and Halkyard were absent.

Public Comment Non-Agenda Items

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

Approval of Plan Commission Meeting Minutes

Commissioner Vondruska moved to approve the draft minutes of the November 4, 2021 Plan Commission meeting; seconded by Commissioner Saeed, the motion passed by voice vote.

## 600 N. Main Street – Pre-Application Meeting – Daycare Center

Staff Introduction

Planner Fard said the Petitioner is Mr. Chris Horney, owner of NVS Properties, and contract purchaser for the subject property, is requesting a pre-application meeting regarding a proposed Montessori School at 600 N. Main Street, currently owned and occupied by the First Church of Christ, Scientist. To proceed with the project, she continued, the petitioner is seeking approval of a Special Use Permit for a day care center and variations from the Zoning Code. The subject property, she said, is located at the northwest corner of north Main Street and Hawthorne Boulevard, approximately 0.5 mile southwest of the Forest Glen Elementary School and approximately 0.4 miles northwest of the Glenbard West High School. The property is zoned R2 Residential District and is surrounded by other R2- zoned properties improved with single-family residences, explained Ms. Fard. The site is approximately 33,460 square feet and is improved with a two-story brick building; the existing church building, she said, was constructed about 1956. According to the petitioner, she related, the existing Church on the property has not generated much activity in recent years and intends to sell the property. She said that the site is currently accessible via two driveway approaches: one on Main St. and one on Hawthorne Blvd., leading to an L-shaped asphalt parking lot with 47 parking spaces. The petitioner is proposing to convert the existing building into a daycare center, she said, but that no expansion of the building footprint or changes to the exterior of the building are planned.

The proposal calls for closure of the access driveway on Main Street and complete removal of the parking lot to the north of the building, related Ms. Fard. In its place, she said, two playground areas

with peripheral “trike tracks” will be added. The playgrounds would be covered with a mixture of grass and wood chips, she continued, and a 4-ft.-tall aluminum fence would enclose the play areas, while a vinyl fence is proposed between them. The proposed daycare center would operate Monday through Friday from 7:00 a.m. to 6:00 p.m., she said. At maximum capacity, she explained, the facility would serve up to 130 students. The day care would employ up to 18 staff, with 13 staff anticipated to be present at any given time. The existing building itself, she said, complies with the setback requirements of the District, but the playground areas will not meet the minimum required interior side yard setback (25 ft. for special uses), so a zoning variation is required.

Citing an ALTA Survey, Ms. Fard said that the existing parking lot does not meet the minimum impervious surface setback of 7.93 ft. at the rear and north side of the site, and existing parking lot covers most of the required rear yard setback, where Code permits only 50 percent or less to be impervious surface, hence the parking lot is considered legal nonconforming; as part of the Special Use Permit process, she said it would be required to be brought into compliance with Code, or Zoning Variations would need to be granted to allow the existing conditions to remain. The petitioner, she continued, hired BLA Consulting Engineers to conduct a traffic impact study, the results of which have been shared with the Village’s Traffic Consultant. Currently, access to the site is provided through one driveway on Main and one driveway on Hawthorne that would allow for a two-way internal circulation. The petitioner is proposing to remove the access to Main Street and use the Hawthorne access drive as the main point of entry to the site. The study, she said, indicates this is an effective access management strategy to improve safety, pedestrian mobility and traffic progression along corridors. This re-configuration will result in a dead-end parking lot that when completely occupied, she said, will require vehicles to drive to the north end of the parking lot and use the stub of the former east-west drive aisle to turn around and proceed south to the exit. At this point, according to Planner Fard, the Village’s Traffic Consultant does not have any issues with this configuration, but the petitioner will need to submit turning movement exhibits as part of the formal application, to confirm adequate space has been provided for vehicles to turn around.

Planner Fard said the traffic study indicates that the Main Street and Hawthorne Boulevard intersection currently operates during the morning peak at a level of service where back-ups become more noticeable, but delays are still within an acceptable range. In the evening peak hour, she said, the intersection currently operates at level of service where long delays are experienced. Conditions are expected to worsen by 2027 with normal growth – which would be exacerbated by a daycare facility. The intersection is currently controlled by four-way stop signs, explained Fard, who added that analysis by BLA suggests that installing a traffic signal control could improve the Main and Hawthorne intersection operations during peak hours. However, she continued, the Village Engineer would not recommend the installation of a traffic control signal without a complete engineering study justifying the need for it. (He has also indicated that the proposed development alone will not be the driving factor for warranting the traffic signal.) The study indicates that the new daycare facility would generate some 94 trips (into and out of the site) during the morning peak hour and approximately 95 trips during the evening peak hour. According to the Petitioner, said Ms. Fard, the daycare’s policy will require all

parents come into the facility to check-in and check-out their children. This means 95 cars will need to park to drop off/pick up children during the peak hours.

Code, explained Ms. Fard, requires one parking space for each 800SF of gross floor area for daycares, resulting in a minimum requirement of 12 parking stalls for this particular daycare. The Petitioner is proposing 29 parking stalls, she said, which would provide slightly less than the Institute of Transportation Engineers projected peak parking demand of 30 spaces. She displayed a chart from the Petitioner that showed the distribution of arrivals and departures for their typical daycare, and said it indicates that the highest percentage of children dropped off in the morning within any 15-minute time range is 16 percent, or 21 children, assuming 130 children are enrolled. In the evening, she continued, the highest percentage of children being picked up within any 15-minute time range is 15 percent, or 20 children. Calculating, based on staff presence and car conveyance assumptions, she said about 33-34 parking stalls would be needed, and Staff is concerned that the 29 parking stalls proposed will not meet demand.

The minimum required dimensions for a surface parking lot are a 25-foot-wide drive aisle and a total "wall-to-wall" module width of 63 feet, she said, but the dimensions of the existing parking lot have a total module width of 59.5 feet. Although the existing parking lot dimensions are considered pre-existing nonconforming conditions, as part of the special use process, the Petitioner would need to redevelop the parking lot to comply with Code or seek Zoning Variations to maintain the lot as is. According to the Village Traffic Consultant, she related, when the module width is reduced, turning into the parking spaces becomes more challenging, and that a reduced parking space width can increase potential for minor dents to adjacent parked vehicles. Staff would suggest that the parking lot be redeveloped to conform to the current parking lot dimension requirements, she said, adding that redevelopment to meet Code would reduce the total parking supply to 25 spaces, noting that a few more spaces would be lost to required landscape islands. To accommodate the recommended number of parking spaces, she said, the parking lot will either need to be expanded or the number of students reduced.

The proposed trash enclosure meets the Village setback requirements, said Ms. Fard. However, she noted, at its proposed location the enclosure occupies two parking spaces. Since the proposal lacks sufficient parking supply, she continued, it is recommended that the trash enclosure be relocated to an area of the site that does not reduce the parking supply. The size, location and design of the existing monument sign appears to be in conformance with the Sign Code. The petitioner intends to maintain the existing sign structure and reface it, she said, and it is not anticipated that any variations need to be granted for the signage. To proceed with the project as proposed, the petitioner will need to receive approval of A Special Use Permit and various Zoning Variations.

Chairperson Loftus asked whether it would be permissible to put the trash enclosures west of the striped-off area, or would a variation be required to do so. Planner Fard replied that Code requires trash enclosures to be in the rear yard, but said it could be moved to that location. Mr. Loftus asked if storm water mitigation is needed if parking lot changes are made. Ms. Fard responded that the impervious

surface on the property is being reduced, but a drainage plan would be needed as part of the building permit approval.

Petitioner's Presentation

Chris Horney, who introduced himself as working for Murphy Real Estate Services, said he has been a Glen Ellyn resident since 2015. He related that the subject church building has been on the market for more than a year, and that his business has it under contract. The updated plan being presented, he said, is based on input received. He noted, they shrunk the playground to add Code-compliant parking spaces. Two handicap spaces are to be added, he said.

He said his company is developing daycare centers across the country, and that he is working with a Montessori school, and other groups, but that a tenant for the subject property hasn't yet been defined. Mr. Horney said that the intent is to renovate the existing church building to modern-day standards.

Understanding that traffic is going to be the biggest issue, he said the his traffic consultant is present. Since Main is quite busy, he said, the entrance to the street would be removed from the subject site. He said his company daycare facilities' traffic patterns are nothing like Forest Glen's or St. Pet's or First Pres' day care, which has a defined pick-up/drop-off period, and envisions no stacking or queuing, and that his proposal provides more spaces than other comparable facilities in the area offer. He concluded by saying that Glen Ellyn is a family town but there is not a lot of daycare opportunities.

Commissioner Questions

Commissioner Cooper asked if the facility would house a daycare or a Montessori school, the latter partly characterized by a relatively fixed schedule, while the former type having a fluid one. Mr. Horney said this project would be "a more traditional daycare," without a fixed schedule. Chairperson Loftus observed seven parking spots reserved for staff. Mr. Horney said that while those are earmarked for staff (due to the spaces' location) 13 staff are anticipated at peak hours. Commissioner Fanella said Westminster and Diamonte pre-schools have set hours, so the proposed might be better compared to Childtime or others. The seven staff parking spots, said the Petitioner, would be the hardest to back out of and would be vacated for trash pick-up. Planner Fard noted that Staff was concerned about the number of spaces. Chairperson Loftus said they would still be short during peak hours. Mr. Horney said the assumption is that some families will have two children enrolled, and that some will walk. Noting also the inclusion of handicapped spaces, Chairperson Loftus said that traffic might back up on Hawthorne during peak times.

Commissioner Vondruska encouraged the Petitioner to keep trying as the community could use more daycares but said that the parking and traffic issues at the subject property create an "insurmountable" problem, citing students walking to school and bus traffic in the area. He said the site would lend itself to single-family homes, and that he couldn't support the daycare proposed. Commissioner Fanella said she sees a need for daycare, but agrees with Commissioner Vondruska on the traffic situation, and said she is concerned about cars backing in and out with children about, and said this seems not to be the right site. Chairperson Loftus wondered if the Petitioner had considered moving the playground (to regain parking). Mr. Horney said it can't go in front of the structure without zoning variations, and that playgrounds in the front of the building are not appropriate, and that such would change the character

of the street. Chairperson Loftus asked if landscaping along Main might hide the playgrounds. Mr. Horney said he is open to this.

Commissioner Cooper said he doesn't think traffic flowing onto Main Street is a good idea and that adding a half-dozen more parking spaces will not address his concern about traffic. Chairperson Loftus asked if the flow would be right-in/right-out. Mr. Horney said this hadn't been addressed, but could be. Commissioner Brown asked if the Petitioner was working only with Montessori schools. Mr. Horney replied, "No," saying his company works with multiple daycare operators. She wondered if an end-user with fewer students might be found. Mr. Horney said a 50-student count probably isn't possible economically, but 115 might work. He said he is open to exploring this, explaining that occupancy is based on square footage per student, adjusted by age. Noting that feedback is based on a hypothetical, Ms. Brown said she shares concerns with fellow Commissioners, but supports the idea if traffic is addressed. Though the need for daycare is high, said Commissioner Saeed that, this site is not right for this application.

BLA Senior Traffic Consultant Lynn Means said her firm conducted a conservative traffic impact study for the project. She said that daycare uses are systematic, and that she believes an element of safety is added by parents walking children into the school. She also said that the parking delineated could accommodate the traffic, that barring site access to and from Main is recommended due to current street capacity strains, and that analysis indicated that the daycare envisioned would increase traffic by roughly 5 percent. In response to a question from Commissioner Brown, Ms. Means said a right-out onto Main would require further analysis.

Public Comment

Planner Fard read into the record the following:

***Megan Rotter:*** *I live on Euclid Ave and I say no to this build for the rezoning at Main and Hawthorne. This is too residential of an area and that corner is already too crowded with traffic for that kind of build.*

*Thank you for the opportunity to voice my opinion on this matter.*

***Todd Phillips, 616 Euclid Ave.:*** *I am writing to express my concern and disapproval regarding the proposed daycare facility at the corner of Main and Hawthorne. This corner is already busy, especially during the morning and evening rush hour. Adding a child care facility that additional traffic during those same hours will increase the problem; frustrating drivers and patrons of the facility alike. I would prefer to see this property sold for residential use.*

***Anne Weber, 619 Euclid:*** *My name is Anne Weber and my husband Rob Weber and I are property owners at 619 Euclid Ave. We received the notice regarding the meeting this evening and unfortunately could not reschedule some work commitments and are out of town.*

*If I'm examining the proposed rendering correctly, it appears that the entrance/exit will all be on Hawthorne Street?*

*Many that would attend the daycare would then use the block of Euclid to access the Hawthorne entrance/exit. Hawthorne Boulevard is already a very busy thorough way as it serves both an entrance to*

*Glenbard West and to Hadley Junior High. We have some concern over the additional traffic entering and exiting such a large scale development in a very residential area.*

*Please advise of any further steps or actions on this proposal. Also please feel free to contact us regarding our public input and we apologize for not being at the meeting. Thank you.*

***Jeffrey Jarret, 600 Forest:*** *We have concerns about the plan to convert the subject church to a daycare center. Our primary concern is the impact this would have on the quality of life in the neighborhood from additional traffic congestion and noise pollution. In addition, we think this would have a negative impact on property values in the neighborhood.*

*Both Hawthorne and Main Street are very busy thoroughfares and during peak times during the day they are highly congested. Hawthorne is constantly backed-up from train traffic routed from Park, and from school buses and cars dropping off and picking up students at GBW high school. It is virtually impossible to get out of our driveway (on Hawthorne) during these peak periods. Main Street is also highly congested. As the only North/South thoroughfare through the village, the congestion and noise pollution from cars and trucks during peak periods feels as if we live on a major highway.*

*In summary, we are against moving forward with this plan to convert the church to a daycare center for the reasons cited above and wanted to voice our opinion for the Glen Ellyn Planning Commission.*

*Thank you for the opportunity to share.*

<u>The following members of the Public made comments in person</u>:

Jennifer Kitun, 601 Euclid Ave., voiced concern about traffic congestion and said that parking is an issue.

Ann Graham, 605 Euclid Ave., who said that having a church in the neighborhood has been lovely, observed that said neighbors can't get in and out of their driveways at current traffic levels. She called the intersection of Main and Hawthorne a gateway to the historic district, saying it provides a sense of awe, and whose charm would be diminished by a daycare center.

Rebecca Boltz, 501 Hawthorne Blvd., said she is not a fan of the concept, adding that while the project sounds okay in theory, the reality of the logistics presents a challenge. She is vehemently opposed.

Renée Stephan, 592 N. Main St., who said she lives in the historic Benjamin Gault House, expressed concerns about the project's effect on neighborhood character, as well as about the safety of children. She added that pulling out of her driveway in the morning is already difficult.

Nathan Lamkey, 600 Euclid Ave., who called the community "Rockwellian" and walkable, said the proposal for what is a for-profit venture is driven by greed. He said the concept is inappropriate, the proposal cost tax dollars, and he wondered how the subject even got on an agenda.

Commissioners Fanella and Vondruska interjected to explain that a Petitioner has a legal right to be heard; Commissioner Saeed added that the Board is comprised of volunteers. Planning Manager Purvis explained that the purpose of a pre-application meeting is to elicit feedback on a concepts' viability.

Kelly Phillips, 616 Euclid Ave., said she did not agree with the proposed, and that she echoes the sentiments voiced on traffic. She called the idea a "square-peg-round-hole issue."

Shane Kern, 621 Euclid Ave., said he didn't have much to add to the previous public comments, but said he is opposed to the proposal discussed.

Pete Notter, 611 Euclid Ave., said he has the same opinion as his neighbors and members of the Commission. Citing safety and traffic issues, he said he is opposed to the proposal and that the site should remain residential.

David White, 639 Euclid Ave., declared that he wanted to formally go on record as being opposed to the proposed development, mainly because of congestion.

Lee Marks, 475 Hawthorne, said that Hawthorne has become a "racetrack," and that the proposed site would be the worst possible place in town for a daycare facility. While is in favor of daycare, he said this is the wrong spot for it.

Commissioner Discussion

Commissioner Cooper said the proposed is not an outrageous idea, but suggested the Petitioner explore other locations. Chairperson Loftus asked Commissioner Vondruska if he would consider the use if the head count was reduced. Mentioning the location and layout proposed, Mr. Vondruska replied, "No." Thinking the site could be subdivided into three residential lots, Commissioner Fanella wondered if such a proposal would have to come before the Plan Commission. Planning Manager Purvis replied that this is correct.

## 787 Harding Avenue, 138 IL Route 53, and 3 additional parcels (without addresses) – Public Hearing – Harding Glen Townhomes

A motion to open the Public Hearing concerning a Special Use Permit for Preliminary and Final Planned Unit Development Plans with Zoning Deviations, Preliminary and Final Plats of Subdivision for a Major Subdivision, Subdivision with Variations, a Zoning Map Amendment, and the Exterior Appearance for the construction of 23-unit townhome development on the subject property was made and seconded by Commissioners Fanella and Vondruska, respectively. The motion passed by voice vote.

Staff Introduction

Sworn in, Planning Manager Purvis, 535 Duane St., said the petitioner is Harding Custom Homes, represented by Marvin Ritter. She stated that the Petitioner is requesting approval of a proposed 23-unit townhome development on property south of Harding Avenue and west of IL Route 53 – a subject presented in three previous pre-application meetings. She explained that the petitioner seeks approval of a Preliminary and Final Planned Unit Development Plan, zoning deviations, subdivision plats, subdivision variations, a Zoning Map Amendment; and exterior appearance. Besides these, she added, the Village Board will review a right-of-way (ROW) vacation.

The subject site is comprised of parcels totaling 3.367-acres, stated Ms. Purvis. The property is currently zoned R2 Residential zoning district, she said, adding that, as part of the project, the petitioner is requesting that the property be rezoned to the R4 Residential zoning district. The 2001 Comprehensive Plan, she related, recommends low-density attached residential on the property with a density of some 5-10 units per acre. The proposed project has a density of approximately 7-units per acre. The

Comprehensive Plan further designates the lots as potential development site #14 and recommends *"Low-density attached residential* [use of the property]*"*.

Planning Manager Purvis described the proposed project: The petitioner is proposing the construction of a 23-unit townhome development on the site. As part of the project, a new cul-de-sac would be constructed. The individual townhome units range in size from 2,174 square feet to 2,362 square feet with four-six attached units per building. A total of five buildings are proposed. All of the townhome units would have three bedrooms and 10 of the 23 proposed units are anticipated to incorporate first-floor master bedrooms.

The project complies with the density limitations for a site of this size, she stated, as well as complies with the floor area ratio limitation. Landscape buffering is to be provided, she added, saying that some 44 percent of the site is to be devoted to open space to be maintained by the Homeowners Association. She reported than one type of exterior wall sconce is proposed, as well as one residential development sign; these are Code-compliant. Planning Manager Purvis displayed a rendering of one of the buildings, and explained that masonry, brick and stone materials will be used in the project, which will also feature decorative garage doors. Pairs of units were offset to break up the rooflines, she said, and rear-elevation bay windows and dormers were added. A variety of shrubs, grasses and conifers are specified in the landscape plan, she noted, and three street lights, water and sanitary mains, and storm sewer are to be installed. A gated, permeable-paver emergency vehicle drive is proposed at the south end of the cul-de-sac, to connect to IL Route 53. A sidewalk will be installed along this access route, connecting to the sidewalk at the southeast part of the site, which runs from Sheehan Avenue & Route 53 intersection. Sidewalks will also be installed on both sides of the ROW along Harding Court, and will connect to existing sidewalks on Harding Avenue. The Subdivision Code, she explained specifies a sidewalk be installed along all public ROWs, but the Petitioner is requesting a variation as they are proposing not to install sidewalk along a 400ft. portion of Rt. 53, a request with which Staff is supportive. Existing sidewalk along Rt. 53 is to be cleared and repaired, and included in the scope for the IDOT permit.

Planning Manager Purvis explained that the Petitioner is proposing a 22-wide dedication along the adjacent 33-ft.-wide Harding Avenue ROW, allowing the Village to create a 55-ft. ROW. But, being less than the 66 feet required by Code, this would call for a variation. She said this width is consistent with other similar streets, and that Staff is supportive of this variation. An extension of the ROW connecting the property to the west to a public road (the cul-de-sac) has also been provided, she stated, but being less than 66 feet, also requires a variation. The proposed cul-de-sac street length, she explained, will also need a variation from the Subdivision Regulations Code, as will three lots that are proposed to be "through" lots. Deviations relative to width are requested for two corner lots, she said, and setback deviations sought for three lots, and a deviation for a 6-ft. fence along Rt. 53. She listed requested deviations concerning impervious surfaces.

Though all overhead utility lines within the subdivision limits and in adjacent ROWs are required to be placed underground, Planning Manager Purvis said the Petitioner is requesting a variation to allow three poles (of eight ) to remain unburied. While Staff advocates requiring undergrounding, she related, Public Works, is in support of allowing one of these to remain in place. (This one carries lines spanning Rt. 53.)

Public Works also supports access from Harding Avenue with a supplemental right-in, right-out access to Route 53 near Abby Drive, as proposed, she said. The Village Engineer, she continued, prefers a connection to Route 53, but could work with the proposed cul-de-sac design, should the Commission recommend approval of it. According to the Developer's traffic engineer, said Ms. Purvis, 124 trips in and out of the development (and the three already built single-family homes) would be generated on a daily basis, most of which will use the Rt. 53 and Pershing intersection. The traffic study indicated that the traffic generated by the development would not materially impact the intersection. Storm water detention for the 100-year storm event, she said, is being provided in a regional detention basin in Panfish Park, to which the development is tributary, and that the Developer will pay a fee to the Village, based on storage needed. The storm sewer that the Developer is installing, she said, will discharge into the wetland area south and west of the Water's Edge development directly connected to Panfish Park. The developer, she said, has provided an analysis to show that there is no significant impact to this wetland complex as a result of this development. Dry wells/stone beds are to be installed in rear yards to reduce runoff, she noted. She outlined Plan Commission action expected.

Commissioner Fanella asked if sidewalks had been required for the developments to the south, to which Ms. Purvis said it would have been (at Rolling Hedge). Commissioner Cooper said that he is troubled by the sidewalk deviation, as the Village Board has made clear that it wants sidewalks. Ms. Purvis responded by saying said that the Village Engineer prefers the connection goes south to Sheehan, and that given engineering challenges identified, the deviation is a reasonable concession, and that installing sidewalk up to Pershing could be looked at as a public improvement project.

Chairperson Loftus asked what happens if the Village doesn't vacate Harding Avenue, to which Planning Manager Purvis replied, the project would need to be redesigned, but added that it's unlikely that the Board would approve the project but not the Harding Avenue ROW vacation. Commissioner Fanella asked the Staff's view of the benefit to the cul-de-sac vs. the road exit right-in/right-out onto Route 53. Ms. Purvis stated that Staff was supportive of the exit onto Rt. 53 (over the emergency exit), mostly because it allows for multiple points of access to the site. She cited as a positive of the cul-de-sac design is neighbors on Brentwood have fewer units backing up to their lots, and also that there'd be no cut-through traffic from Harding Avenue to Route 53. Sworn in, Amy McKenna, Project Manager, Hampton, Lenzini & Renwick, 380 Shepard Dr., Elgin, Ill., confirmed that the emergency access is for emergency vehicle use only.

Chairperson Loftus asked who, with the right-in /right out option, could make a determination of no-right turns allowed in morning rush hours to limit it as a cut-through. While she replied that she believes the Village has the right to make that determination, Planner Purvis said that the roadway is under IDOT jurisdiction. Citing previous concerns that Amber Ridge would become a cut-through, Commissioner Cooper recalled push back, so wondered what the experience has been. Sworn in, Staci Springer, Community Development Director, 535 Duane St., said the Village hired a traffic consultant, who advised it wouldn't be the case, and that Community Development has not received any complaints. Commissioner Cooper asked if a similar analysis was done for the subject proposal, to which Ms. Springer replied it has not.

Commissioner Vondruska asked if IDOT gave an opinion on having a connection to Rt. 53. Consulting Engineer McKenna deferred the question to the Applicant. The Commissioner asked for an overview of the storm water findings. Ms. McKenna explained that this site is approximately four acres in the Panfish watershed, so can take advantage of excess storage that exists in Panfish Park for detention, and that large storm sewers are being provided. She named multiple wetlands in the floodplain, and added that there is a large storm sewer on Park Blvd.

Petitioner's Presentation

Property owner Mark White, 227 7th Ave, NE, St. Petersburg, Fla., was sworn in. He stated that his wife grew up on the subject property, on which her father had built two houses. He said he and his wife hired Rite-Way builders and has been working with the Village and neighbors on this development effort.

Marv Ritter, 899 Clifton, Glen Ellyn, with Rite-Way Custom Homes, was sworn in. He stated that this project is different from other projects, as most of the builder's projects are residential infills, and discussed the acreage of the subject property, relative to evolution the project's configuration. He presented a dramatic hypothetical scenario to illustrate pedestrian danger along Route 53, and went on to reference a letter from Rich Daubert of April 29, 2020 suggesting challenges to connecting sidewalk on the west side of Rt. 53 – particularly at the north end of the development, and that it would be appropriate recommend the developer solely connect to the sidewalk south of development. Relating that a right-in/right-out is desired by IDOT, he said it's dangerous to come out on Rt. 53 – even if it were widened, as IDOT has suggested. The cost of this would probably put the project out of business, he said – a position that he believes IDOT understands.

Mr. Ritter said the Petitioner believes that in GE there are 46 cul-de-sacs larger than Code, including four in this particular neighborhood. He stated that he's not sure the setbacks are big issues, and said AC units and decks are technically in front yards. He said the 6-ft. tall fence is a safety item and one to keep the noise down. He discussed driveway and curb cut strategy. Calling the development a potential "destination location," Mr. Ritter pointed to nearby single-family houses that sold for $900K and $835K, and said the cul-de-sac configuration would serve to create a "secluded enclave" that would appeal to people with discretionary income, including downsizers attracted to units with first-floor master bedrooms. He said the proposed gazebo in the plans was changed to a pergola. Regarding storm water management, he stated that the site's topography drops and water naturally flows to Panfish Park, displayed a photo of pipe designated for the project, and referenced Best Management Practice Pits.

Alan Carradus, Carradus Land Survey, 191 S. Gary, Suite 180, Carol Stream, Ill., was sworn in. As far as the sidewalk installation along Route 53 goes, he said, there's some design criteria on that part that goes south of the emergency access. Concerning the brush and overgrowth he said there are some grade elevations that have to be dealt with, and drainage issues and ADA requirements, which are difficult to tackle not knowing IDOT's plans. He said connecting to the south makes sense, as it provides access to Glen Crest and its surrounds; anything to the north, he stated, "would just be a design nightmare." He emphasized that water captured on the site will be delivered to Panfish Park and that the project is not intercepting any flow, and submitted that the cul-de-sac design offers a sense of security to residents.

Commissioner Questions

Chairperson Loftus asked if a sidewalk was put in to the north of the emergency route whether it would be required to have a wall on the property side. Mr. Carradus replied that planning would have to go through an entire IDOT process, and it might be, but then you get into a safety and security issue. Commission Cooper asked if a study of had been done to determine how many pedestrians are on Route 53, to which Mr. Carradus responded, "No," and that he's not familiar with people walking it. He said, however, the overgrown vegetation covering the sidewalk makes the sidewalk less utilized, and that it would be cleaned up for use as part of the project.

Public Comment

Planning Manager Purvis read into the record the following:

**Andrew & Pam Malone, 795 Parkview Court:** "*By allowing a change in zoning on the subject property most of what we found unique about our home purchase in Waters Edge some 15 years ago will be lost. As we made our purchase back then, we took great pains to verify with the village, a number of important items.*

1. *That the property to the East and South would remain single family.*

2. *That Harding Road, being used as a construction route would be permanently closed.*

3. *That all utility poles would be removed and buried underground.*

*Up until this point all of the above have been realized.*

*Twice before zoning changes have been up for review and in my opinion each of those times the plan commission got it right. Most recently, with the first 4 single family homes of Harding Glen have attracted young families with children, a nice addition and balance to the neighborhood. Then once before, in approximately 2008 the plan commission rejected additional townhouses on Nicoll Way and Harding for the construction of 5 single family homes. I request once again you strongly consider leaving this remaining site for Harding Glen, single family. Should single family construction prove not to allow for a successful project and only townhouses are considered, then I believe traffic issues become difficult to manage. As under consideration:*

1. *Opening Harding will only serve to providing a major shortcut for drivers avoiding the stoplight on Pershing and Route 53.*

2. *To allow the proposed cul-de-sac design, funneling perhaps as many as 50 cars to an already complex intersection on Nicoll Way and Pershing is not advisable.*

*While no solution is ideal, perhaps a dedicated intersection to align with Abby Lane would be beneficial. That along with a pedestrian walking/bike path would allow the residents of the town-home development to stay connected with the park, shops and services on Roosevelt Rd. By restricting auto access of this new development to only Route 53, many of the traffic problems presented by the other alternatives disappear. Additionally, this would also allow many of the area's longer-term residents to maintain most of what we believed we bought into.*

*As one additional comment I would request that for any new work site development, construction traffic be directed into the site from Route 53. The households on Nicoll Way, Parkview Court and Harding have had to deal with dirt and traffic for the last 5 years. It's time to move the access point of this development.*

*Thank You for taking my viewpoint under consideration.*

***Mark Adair:** "We have previously expressed concerns that have not been addressed by the developer in the years we have been discussing this project. I believe the commission, in the previous meeting, indicated our concerns had merit.*

*1. The addition of 23 townhomes significantly alters the character of our neighborhood so long as the townhomes are accessed through the neighborhood. I'm not opposed to the development of townhomes on the site. I'm opposed to the access for those townhomes through our neighborhood. Currently, we enjoy a unique condition of a very quiet, low-traffic neighborhood juxtaposed with easy access to busy Roosevelt Road businesses. We easily walk from the quiet of the natural wetlands in our backyards to the busy Roosevelt Road restaurants and retailers. That's the neighborhood we all bought into. While we expected the potential for a handful of new single family homes on the site, we did not expect 23 new townhomes and access to an existing single family home. The traffic for 23 townhomes and one single family home will be significantly greater than would be the case for a handful of single family homes as had been zoned. We would prefer that all access for Harding Glen be via Rt 53 and not through our neighborhood. We also want to be sure there is no through traffic from Nicoll Way and Harding Avenue to Rt 53.*

*2. Water - The Harding Glen site drains to the wetlands associated with our Waters Edge homes. Residents of Waters Edge pay for the maintenance of the wetlands and there has not been an issue with water encroaching on our homes since the townhomes were developed in 2007.The development of the Harding Glen project will add water to the wetlands since the site is currently completely raw and absorbing some water when there is rain. Although the village and the Harding Glen developer have determined there will not be a negative impact from additional water in the wetlands, we remain concerned. Should water in the wetlands begin reaching the Waters Edge buildings any time after Harding Glen development begins, we can reasonably believe there is a connection and the village and Harding Glen developer should be prepared to address it.*

*3. Aesthetics and function - We would like the village to remain true to its expectations regarding burying utility lines that are currently above ground and adding a sidewalk along Rt 53. The utility lines are currently unappealing and should be buried as the village has been requiring. Utility lines serving Waters Edge were buried as required during development. The village requirement of a sidewalk fronting the Harding Glen east side should be enforced to ensure a safe route for pedestrians as well as a visually appealing end product. Aside from saving the developer money, there seems to be no reason to allow the utility and sidewalk variances.*

*Thank you for considering these concerns."*

The following individuals were sworn in and made comments in person:

Dave Deschamps, 774 Glenbard Rd., said that the townhomes "look great," but that he thinks single-family homes should be built there, and is worried that with the existing grade, the project will tower over his house. He expressed hopes for a permanent fence.

Eric Hemesath, 780 Glenbard, commented that his lot has a unique shape, and that he has enjoyed attractive green space. He appreciates the work that has gone into the plans for the development, but thinks it will yield "monstrosities in our back yard." He added that he would not walk his children on a sidewalk along Rt. 53.

Rick Quoss, 85 Waters Edge Ct., said he agrees with the comments made in the letters read. He cited drainage as an issue, in that a large volume of water goes into wetlands before flowing into Panfish Park. He said he is concerned about ingress and egress, and dangers he believes increased traffic would bring.

Jeremy Johnson, 774 Harding Ave., said that his main concern is Harding Avenue being the entry point to the development. With its current width, he said, two cars cannot move past each other, but that widening the street would encroach on his yard.

Chairperson Loftus asked for specifics on landscaping plan, including a description of what will separate the townhomes from neighboring properties to the south. Commissioner Fanella said it looks like arborvitae. Mr. Ritter stated that it is an "enormous amount of landscaping."

Commissioner Vondruska moved to close the Public Hearing; seconded by Commissioner Fanella, the motion carried by voice vote.

Commissioner Discussion

Chairperson Loftus said he doesn't see the setback variations as an issue, since the plan seems to have enough space and landscaping. He said he agrees with Public Works staff on the undergrounding of part of that 12KV line. He said connecting to the existing sidewalk seems a safe way to get to Glen Crest, and that he is okay with the project density. Commissioner Vondruska said he agrees on the smaller deviations which relate to the geometry of the property, and has no problem with the setbacks. He said he agrees, too, with the Village that those few western-most utilities should be buried. Observing that not much has happened on Rt. 53 in recent years, he said he is okay with not having a sidewalk on 53 at the north end of project. The proposed solution of connecting the southern bit, he said, is a safer way to walk, so he is okay without the 53 portion of it being involved. Extending the fence would be a nice to see, he added. He said he doesn't know whether having a cul-de-sac is more of a traffic issue than having people potentially cutting through. He said the density is "pretty decent," and that he appreciates the time spent on architectural details. Commissioner Cooper said he might be the holdout on the issue of a sidewalk, and that holding off pending IDOT determination on Rt. 53 is a "fool's errand." The reality, he said, is that pedestrians use 53, and the question is whether the Village will make it moderately safer by having this developer comply, or instead take the position of leaving it unsafe so to discourage people. He said that the Code requires the developer to install sidewalks, and that he hasn't heard a good reason to deviate. He said he'd like to see the sidewalk extended to

Pershing. He expressed that he thinks the Commission is in concurrence on the utilities, but said that he is concerned with a Z-curve from Harding Court on to 53 creating more prosaic designs and lots.

Commissioner Saeed said he has a problem with a sidewalk on 53, as the road is dangerous for pedestrians. He said he thinks it should be taken out of the recommendation. Commissioner Brown said she likes the cul-de-sac, and that she worries about a cut-through if it went out to 53. She said she has no concern about the sidewalk. (She said she thinks it is safer to take Nicoll.) She added that she likes the building articulation and shadow lines. Commissioner Fanella said she appreciates the iterations and the architecture. She expressed that she doesn't know how she feels about the sidewalks, and agrees that the power lines except the one that links across 53 should be buried, but suggested that whether the road is a cul-de-sac or a cut-through is immaterial. She said she thinks she could support the project without the sidewalk but would be worried about setting a precedent. Noting that the sidewalk is not a surprise to the developer, Chairperson Loftus said he is okay with a sidewalk being "halfway," in the hopes it will someday be completed. Commissioner Cooper asked if he is the only one objecting to the sidewalk variation. Commissioner Vondruska said the Commission during his time as a member of the Commission it has never generally given leeway on sidewalks because the Village wants them. In this case, however, his rationale is that it is a very busy street, the point in question is where the street narrows, and there's not a lot of room. He said he sees compromise, leaving the door open for later connection, but said it's not warranted to force it in this case.

Following Commission discussion of sidewalk plans, Commissioner Fanella moved for the following:

After conducting a public hearing and deliberating on the requests of the petitioner, Harding Custom Homes, for approval of a Special Use Permit for Preliminary and Final Planned Unit Development Plans with Zoning Deviations, Preliminary and Final Plats of Subdivision for a Major Subdivision, Subdivision Variations, a Zoning Map Amendment, and the Exterior Appearance for the construction of a 23-unit townhome development on the property located at 787 Harding Avenue, 138 IL State Route 53, two vacant parcels (without addresses) and a 33-ft. Village right-of-way, the Plan Commission hereby recommends approval based on the findings of fact, as discussed or amended at the Plan Commission public hearing on December 9, 2021, which are hereby incorporated into the Motion by reference as though fully set forth herein, and a copy of which will be attached to the minutes of this meeting and kept on file as part of the permanent records of the Village. The Plan Commission makes this recommendation of approval with the following conditions:

1. That the petitioner construct, maintain, and operate the development in substantial conformance with the plans and testimony presented at the Plan Commission public hearing and before the Village Board of Trustees;
2. That the developer shall install, maintain, and replace all landscape materials per the approved landscape plan until the common areas are turned over to the HOA;
3. That the HOA shall maintain the landscaping within the common open areas in substantial conformance with the approved landscape plan in perpetuity;

4. That the Declaration of Maintenance and Easement Agreement for Harding Custom Townhomes Subdivision Unit 2 shall be recorded against all 5 Lots with the Document No. referenced on the Plat prior to recordation of the Plat;
5. That the developer must post performance security as required by the DuPage County stormwater ordinance and by the Village Code for stormwater management elements and public improvements;
6. That a fee for stormwater detention in the regional detention basin in Panfish Park in the amount of $132,900.00 per acre foot of required storage shall be submitted prior to the issuance of a building permit;
7. That a soils analysis for each building shall be provided with final permit plans for the project;
8. That a stormwater Pollution Prevention Plan and a copy of the IEPA Notice of Intent shall be submitted with permit plans for the project;
9. That the public improvements list be revised to the satisfaction of the Village Engineer prior to Village Board review;
10. That an updated EcoCat be submitted prior to the issuance of a building permit for the project;
11. That any required clearing or sidewalk repair adjacent to the Rolling Hedge Subdivision be included in the scope of work covered by the IDOT permit and that the developer assist with the actual work (with reimbursement by the Village);
12. That no work on the project should commence until an IDOT right-of-way permit has been issued for the project;
13. That the petitioner prepare a construction management plan for review at a pre-construction meeting with the Police, Fire, Public Works, and Community Development Departments and that said Village staff approve the construction management plan prior to the issuance of a building permit.

Seconded by Commissioner Vondruska, the motion carried unanimously by roll call vote, with all Commissioners present voting, “yes.”

Trustee’s Report

Trustee Thompson had no report.

Chairman’s Report

Chairperson Loftus reported that the effort to identify a ninth Commission member continues.

Staff Report

Planning Manager Purvis said two items are already set up for a first meeting in January.

Adjournment

Chairperson Loftus adjourned the meeting at 11:05 p.m. following a voice vote on a motion to adjourn by Commissioner Cooper, seconded by Commissioner Vondruska.

Respectfully submitted,

Barbara Dutton-Thomas
Recording Secretary

# VILLAGE OF GLEN ELLYN

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# Exterior Appearance Review
# Application Packet

*Planning & Development Department*
*535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.5370*

# EXTERIOR APPEARANCE REVIEW
# APPLICATION

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

## I. APPLICATION INFORMATION:

A. Date Filed: January 18, 2021

B. Application No.

**C. Project Name:** Harding Glen Townhomes

D. Project Description:

A 23 unit townhome development on approximately 3.367 acres of vacant land east of the intersection of Nicoll Way and Harding Avenue in Glen Ellyn, IL.

See chart below in section F for a breakdown of units by building.

E. Address of Property:

Common Addresses, PINs, Square Footage, and Legal Descriptions:

This information is provided on page 1 of the engineering documents labeled "Site Improvement Plans for Harding Custom Homes Subdivision Unit 2" with the revision date of 12/04/20.

F. Zoning: Currently R2, seeking R4

Lot Dimensions:

Lot size and Area:

Odd shaped, varies, see attached plat of survey, approximately 289' x 552' in total.

The detailed information can be found on pages 1 and 2 of the Plat of Subdivision.

Present Use:

Various:

Parcels 1 & 2 - Vacant land

Parcel 3 – Abandoned home
Parcel 4 - Driveway
Parcel 5 – Undeveloped Village roadway

| | |
|---|---|
| Name of Applicant: | Harding Custom Homes, LLC |
| Address of Applicant: | 540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137 |
| Business Phone: | (630) 790-8144 |
| (Mobile): | (630) 303-7754 |
| Email: | Marv@RiteWayCustomHomes.com |
| (Fax): | n/a |
| Property Interest of Applicant: | Harding Custom Homes, LLC is the property owner<br>Marv Ritter is the project manager for the owner |
| Name of Owner(s): | Harding Custom Homes, LLC<br>Mark & Diane White<br>227 7th Avenue NE<br>St. Petersburg, FL 33701<br><br>(609) 937-0409<br>white2p@icloud.com |

## II. COMFORMANCE WITH APPEARANCE REVIEW GUIDELINES:
**(You may attach separate sheets as needed to answer any of the following questions)**

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

This style is consistent with the character of Glen Ellyn including many of the properties in the area and the finishes and style are compatible with the desires of townhome buyers in Glen Ellyn and the surrounding communities.

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

Please see the Color Renderings document for views and the Exterior Blueprints for materials.

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

1.1 We have reviewed the Appearance Review Guidelines and although the project does not meet every individual guideline, we believe the project is appropriate for the site, adjacent developments and streetscape.

1.1.1 The existing trees have been identified. Unfortunately, the existing trees primarily in less than average condition. All of the existing trees are in areas of site improvement, and therefore are scheduled to be removed.

1.1.2 The site grading has been minimized to preserve the character of the site and the buildings will fit the contours of the land.

1.1.3 The areas of impervious surface have been minimized to the extent possible, including use of a permeable surface for the emergency exit to Route 53.

1.1.4 We have avoided architectural styles which harshly conflict with the adjacent buildings.

1.1.5 We have maintained the rhythm of similar townhome projects in the area in terms of building setback and massing, and will dramically improve the landscaping on the site.

1.2 We have utilized both brick and stone on the front elevations and brick on the other three elevations, plus friendly earth tone colors on the exterior walls of each side of the buildings.

1.3 The buildings have not been designed that they are so unique nor harshly different or exotic in their design so as to narrowly constrain potential reuse if the original use changes.

1.4 We have avoided arbitrary or fad design treatments which will soon become out dated.

1.5 The roofs have been scaled to the building which they cover

1.5.1 The roofs are architectural shingles are a color and texture appropriate to the building structure and use, and similar to other properties in the area.

1.5.2 The roof edge and wall face are clearly differentiated by color and material.

1.5.3 All gable, pitched and mansard roofs are scaled to the face of the building so as not to dominate the elevation nor be so small as to lack a feeling of closure and protection.

1.5.4 All pitched roof have overhangs which define the roof wall interface.

1.5.5 There are no parapet walls.

1.6 The unit entrances are readily identified from parking areas (driveways) and pedestrian approaches. They are open, lit and highlighted by the building structure, lighting and architectural detailing.

1.7 The architectural character of all sides of the building relate to the principal elevation by utilizing the same siding materials.

1.8 The exterior colors are muted and compliment each other, with only a few colors on each façade.

1.8.1 A natural, neutral color has been chosen for the primary exterior façade material.

1.8.2 The applied elements such as awnings, light fixtures, downspouts, railings and signage coordinate with, rather than dominate, the color scheme for the building.

1.8.3 There are no roof top mechanical systems.

1.9 The apparent mass and bulk of the buildings have been reduced by structural articulation, windows and other architectural elements and landscaping.

2.1 Extensive landscaping material has been provided to enhance the project, buffer utilitarian views, and screen private areas of nearby residential property from visual intrusion.

2.1.1 The project does not have a parking lot.

2.1.2 The project does not have a parking lot, but has utilized perimeter landscaping screening.

2.1.3 The project has a center island at the bulb of the cul-de-sac.

2.1.4 The overall project landscape plan provides color throughout the growing season.

2.1.5 Landscaping of more than 5 feet in width have been employed along the sides of the buildings.

2.1.6 To the extent fences will be utilized within the project as buffers, their specifications will assure durability and economy of maintenance. We anticipate a 6' fence running from north to south along the Illinois Route 53 property line. A gap in the fence will be provided for the emergency access and adjoining sidewalk.

2.2 The design of the light fixtures compliment the architecture and function of the buildings.

2.2.1 All wall mounted fixtures do not directly allow light projection to the sky.

2.2.2 Other than street lights specified by the Village, there are no free standing light fixtures.

2.2.3 The color of the wall mounted lights will be consistent throughout the property.

2.3 The only ancillary and / or accessory structure anticipated is a gazebo, which likely will be constructed of cedar, and a sign indicating the name of the development.

2.3.1 No trash enclosures are anticipated within the project.

2.3.1 Commonwealth Edison will provide the design for the electrical service boxes in the area, it will be up to them to select and maintain the color of their equipment.

2.4 The proposed signage will be reviewed and approved as part of the application and approval process.

2.2.1 The sign we have proposed will be ground mounted vs. a pylon sign.

2.4.2 We have minimized the number of lines of text on the sign we have proposed.

2.4.3 The structure, materials, colors and detailing of our proposed free standing sign complements the design of the buildings.

2.4.4 We have selected landscaping around the base of our proposed sign per the landscaping plan.

2.4.5 We are not proposing a wall sign.

2.4.6 We are not proposing a wall sign.

2.4.7 Our project does not include a shopping center.

2.5 We have not selected any site furnishings at this time (such as waste receptacles, benches, bike racks, etc.). In the event we do, they will be selected to relate to each other and to the buildings in terms of material, color and style.

2.6 We anticipate a gazebo as an association (vs. public) amenity.

3.0 This section is not applicable, as the development is not within the central business district.

4.0 This section is not applicable, as the development is not a highway oriented commercial project.

5.0 This section is not applicable, as the development is not near Stacy's Corners.

6.0 This section is not applicable, as the development is not institutional.

7.0 Multi-Family and Single Family Attached Residential.

7.1 Stone and masonry has been incorporated on the ground floor of the front elevations. Masonry has been utilized on the side and rear elevations.

7.2 The buildings are over two stories in height.

7.3 The individual entries are readily identified and are designed and lighted for attractiveness and security.

7.4 Although there are no underground parking facilities, each unit has been designed with a two car garage and room for 2 or more additional cars in the driveway. In addition, 7 standard parking spaces and 1 handicapped space are being proposed as part of the project, bringing the total parking 107 spaces which is 4.7 spaces per unit.

7.5 The front elevation of the homes includes a two car garage for each unit. The front elevations have been designed with diversity between 3 different unit types, and include several harmonious materials in differing configurations.

7.5.1 The project design does not incorporate rear or side load garages.

7.5.2 The project incorporates double car garage doors for each unit. We have incorporated two, one car garage doors on the 28' wide units, with at least two single garage door units in each building. We remain concerned as to whether this will be physically possible to produce given the available size within a small number of units. We plan to re-review this situation during the building permit phase.

7.5.3 The project has proposed garage doors with panels to provide architectural detail and enhancement compared to flat surfaced doors.

7.5.4 Where possible, we have provided space between driveways to each unit adequate to landscaping treatments.

7.6 The project incorporates direct vent fireplaces which do not require a chimney.

7.7 We have avoided the buried tunnel look which often occurs with projecting and visually dominant front garages.

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

We have responded above to each of the guidelines in the applicable sections of the Appearance Review Guidelines. Although there are some items we have deviated from the guidelines, on an overall basis we believe the proposed plans substantially meet the overall intentions of the guidelines.

Signature:



Marvin K. Ritter

for Harding Custom Homes, LLC

Date: 01/18/21

Village of Glen Ellyn
535 Duane Street ▪ Glen Ellyn, Illinois 60137 · Phone: (630) 547-5250 · Fax: (630) 547-5370

# APPLICATION FOR MAJOR SUBDIVISON PRELIMINARY APPROVAL

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

**DATE FILED:** **October 4, 2021**

**APPLICATION NUMBER:** **TBD**

## I. APPLICANT INFORMATION:

| | |
|---|---|
| Name: | **Harding Custom Homes, LLC** |
| Address: | **540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137** |
| Phone Number: (Home) | **n/a** |
| (Business) | **(630) 790-8144** |
| Mobile Number: | **(630) 303-7754** |
| (Fax): | **n/a** |
| Email: | **Marv@RiteWayCustomHomes.com** |
| Property Interest of Applicant: | **Harding Custom Homes, LLC owns the property. The owners of Harding Custom Homes, LLC are:** |

**Mark & Diane White**
**227 7th Avenue NE**
**St. Petersburg, FL 33701**

(Owner, Contract Purchaser, Owner Representative)

## II. OWNER INFORMATION: Same as noted directly above.

Name:
Address:
Phone Number: (Home)
(Business)
Mobile Number:
(Fax):
Email:
Owner Information:

(Owner, Contract Purchaser, Owner Representative)

## III. PROPERTY INFORMATION:

Common Addresses, PINs, Square Footage, and Legal Descriptions:

**This information is contained on sheet 1 of the engineering drawings.**

Zoning: **Currently R2, seeking R4**

Lot Dimensions:

**Lot size and Area:**

**Odd shaped, varies, see attached plat of survey, approximately 289' x 552' in total**

| Most Recent Documents | | | | | |
|---|---|---|---|---|---|
| | Square Feet | Acres | Description | PIN | Address |
| **Most Recent Cover Sheet** | | | | | |
| **Existing Parcels:** | | | | | |
| | 47,101 | 1.081 | Parcel 1 | 05-23-223-020 | 787 Harding Avenue |
| | 43,468 | 0.998 | Parcel 2 | 05-23-223-005 | No Address Assigned |
| | 43,562 | 1.000 | Parcel 3 | 05-23-223-008 | 138 Il State Route 53 |
| | 4,624 | 0.106 | Parcel 4 | 05-23-223-025 | No Address Assigned |
| | 7,913 | 0.182 | Parcel 5 | 33' Harding ROW | 33' Harding ROW |
| | 146,668 | 3.367 | | | |
| **Most Recent Geometric Plan & Others** | | | | | |
| **Proposed Lots:** | | | | | |
| | 26,315 | 0.604 | Lot 1 | N/A | N/A |
| | 19,438 | 0.446 | Lot 2 | N/A | N/A |
| | 21,218 | 0.487 | Lot 3 | N/A | N/A |
| | 21,515 | 0.494 | Lot 4 | N/A | N/A |
| | 25,079 | 0.576 | Lot 5 | N/A | N/A |
| | 113,565 | | | | |
| | 33,103 | 0.760 | Harding Ave & Court | N/A | N/A |
| | 146,668 | 3.367 | | | |

Present Use:

**Various:**

**Parcels 1 & 2 - Vacant land**
**Parcel 3 – Abandoned home**
**Parcel 4 - Driveway**
**Parcel 5 – Undeveloped Village roadway**

Description of Subdivision (Preliminary Plat/Final Plat):

**We seek to develop 23 townhomes on 3.367 acres in the configuration provided within the engineering design documents. See the Plat of Subdivision prepared by Carradus Land Survey, Inc. which was provided as part of this application and the Quantitative Analysis.**

Estimated Date to Begin Construction:

**We anticipate starting construction within 90 days after zoning and permit applications are approved.**

Name(s), Address(es) and Phone Number(s) of consultants (Architects, Engineers, Attorneys, etc.):

**Project Architect:**

**Bret Richter**
**B.L.R. Architects Ltd.**
**1709 Ogden Avenue**
**Lisle, IL 60532**
**(630) 435-0700**

**Project Surveyor / Engineer:**
**Alan D. Carradus**
**Carradus Land Survey, Inc.**
**100 Bridge Street, Suite 1**
**Wheaton, IL 60187**
**(630) 588-0416**

**Transactional Representation:**
**Mark Rodriguez**
**Law Office of Mark and Beth Rodriguez**
**364 Pennsylvania Avenue, #1W**
**Glen Ellyn, IL 60137**
**(630) 858-1199**

**Homeowner's Association Documents:**
**Bruno Tabis**
**Huck Bouma**
**1755 South Naperville Road, Ste 200**
**Wheaton, IL 60189**
**(630) 344-1195**

**Traffic Studies:**
**Bill Grieve**
**Gewalt Hamilton Associates**
**625 Forest Edge Drive**
**Vernon Hills, IL 60061**
**(847) 478-9700**

**Photometric Study:**
**Charles DuBeau**
**DRK Enterprises, LLC**
**1 Chestnut Street, Suite 4M**
**Nashua, NH 03060**
**(508) 3454-5477**

**Narrative Statement:**

**Harding Custom Homes, LLC is seeking to rezone from R2 to R4 the undeveloped portion of Harding Avenue east of Nicoll Way and the 4 parcels located directly south of the undeveloped portion of Harding Avenue and directly west of Illinois Route 53. The property will be re-subdivided in conjunction with the re-development plan. The surrounding zoning classifications consist of R4 directly north, R2 & R4 to the northwest, R2 to the west and south, R1 to the east side of Illinois Route 53 and CR to the northeast on the east side of Illinois Route 53.**

**The corresponding PIN numbers, addresses, square footage and acreage are identified on the Cover Sheet of the Engineering Documents.**

In accordance with Section 11-3-11 (B) and (C) of the Glen Ellyn Subdivision Code, the following six variations are required:

**Variation #1:**

Section 11-4-2(G) to allow Lots 1, 3, 4, and 5 to have two frontages to public right-of-way where only one frontage per lot is permitted;

**Response: The shape and size of the parcels, along with the design of the lots and improvements, require Lots 3, 4 and 5 to front on both Harding Court and Illinois Route 53. For purposes of the development, Harding Court is considered to be adjacent to the front yards of the lots and Illinois Route 53 adjacent to the rear yards of the lots.**

Note, staff has indicated Lot 3's eastern edge is considered a corner yard, and therefore this variance may not apply.

**Section 11-3-11 (C):**

1 The granting of the variance will not be detrimental to the public safety, health, or welfare or injurious to other property or improvements:

**Response: The lot lines along Route 53 will be heavily landscaped and incorporate a 6' privacy fence. We do not anticipate this variance will be detrimental to the public safety, health, or welfare or injurious to other property or improvements.**

The conditions upon which the request is based are unique to the property for which the relief is sought, create substantial difficulty in developing the property and are not generally applicable to other property; and

**Response: The location, shape and size make this situation unique to the property, creating a substantial difficulty in developing the property and is not generally applicable to other property.**

Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.

**Response: A very significant hardship to the property owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulation was carried out, due to the particular physical surroundings, shape and topographical conditions of the property.**

**Section 11-3-11 (D)**

That the variation, if granted, will not alter the essential character of the locality;

**Response: We do not anticipate the variation to alter the essential character of the locality.**

That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

**Response: We have evaluated a number of alternative designs, all of which would require a similar variance. The purpose of the variation is required for the implementation of this (and every) design we have evaluated.**

That the proposed variation will not:

1. Diminish or impair property values within the neighborhood:

   **Response: The proposed variation will not diminish or impair the property values within the neighborhood.**

2. Unduly increase traffic congestion in the public streets and highway, or

   **Response: The variation does not unduly increase traffic congestion in the public streets and highway.**

3. Result in an increase in public expenditures; and

   **Response: The variation does not result in an increase in public expenditures.**

That the variation is the minimum variation that will make possible the reasonable use of the land.

**Response: This variation does not have a minimum or maximum, its either it is approved to make possible the reasonable use of the land, or your reject it.**

Whether or not the alleged difficulty or particular hardship has been created by any person presently having an interest in the property or by the applicant.

**Response: The hardship has not been created by Harding Custom Homes or any person having an interest in the property. End of A**

**Variation #2:**

Section 11-4-4(E) to allow a right-of-way width of 55 feet for a local street where 66 feet is required (Harding Avenue, Harding Court);

**Response: The proposed street width is less than required by code, but consistent with the existing improved portions of Harding Avenue.**

**Section 11-3-11 (C):**

1. The granting of the variance will not be detrimental to the public safety, health, or welfare or injurious to other property or improvements:

   **Response: The street width we are proposing match the width of both Nicoll Way (south of Pershing) and Harding Avenue. The proposed width has been reviewed by Public Works and our understanding is they find no objection to this variation.**

2. The conditions upon which the request is based are unique to the property for which the relief is sought, create substantial difficulty in developing the property and are not generally applicable to other property; and

   **Response: The roadways the project will be connecting to (Nicoll Way and Harding Avenue) were designed to be and approved by the Village with a width of 55 feet. It is natural for the extension to continue at the same width.**

3. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.

   **Response: Implementing a roadway which is wider than the existing roadway would require substantial engineering challenges and the limited east-west width of the property, would not allow the proposed townhomes to be built due to the combined required front**

**and rear yard setbacks.**

**Section 11-3-11 (D)**

1. That the variation, if granted, will not alter the essential character of the locality;

   **Response: Building the new roadway 55' wide is keeping with the essential character of the neighborhood locality, while expanding it to code (66') would be change the character.**

2. That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

   **Response: The variation allows the new roadway to match the width of the existing roadway.**

3. That the proposed variation will not:

   a. Diminish or impair property values within the neighborhood:

      **Response: There are not any public roadways along leading to Pershing Avenue which are 66' wide. Therefore, the variation will not impair property values within the neighborhood.**

   b. Unduly increase traffic congestion in the public streets and highway, or

      **Response: The roadway width will not unduly increase traffic congestion in the public streets and highway. Additionally, the traffic study prepared by Gewalt Hamilton and reviewed by the Village's traffic consultant determined the incremental traffic from the townhome development will not have a material negative impact on the area.**

   c. Result in an increase in public expenditures; and

      **Response: The slightly narrower width will reduce the amount of pavement to be plowed, salted, maintained and replaced overtime, thus decreasing public expenditures from what would be required with a 66' roadway.**

4. That the variation is the minimum variation that will make possible the reasonable use of the land.

   **Response: Because the improved portion of Harding Avenue is 55' wide, creating a new roadway 66' wide would be problematic to design & implement and would not match the likely intention of the Village when the existing improved portion of Harding Avenue was approved at 55' wide.**

5. Whether or not the alleged difficulty or particular hardship has been created by any person presently having an interest in the property or by the applicant.

**Response: Harding Custom Homes, LLC nor it's owners or project managers were not involved with the Village's decision to approve the width of the existing portions of Harding Avenue at 55', and therefore did not create the hardship.**

**Variation #3:**

Section 11-4-4(E) to allow a right-of-way width of 30 feet for a local street where 66 feet is required (Kohler property connection).

**Section 11-3-11 (C):**

1 The granting of the variance will not be detrimental to the public safety, health, or welfare or injurious to other property or improvements:

**Response: This right-of-way serves a land locked single family one acre R2 property to the west. Due to the configuration of the property, this right-of-way serves more as a driveway than a local street. It will not be detrimental to the public safety, health or welfare or injurious to other property improvements.**

2 The conditions upon which the request is based are unique to the property for which the relief is sought, create substantial difficulty in developing the property and are not generally applicable to other property; and

**Response: The single family property to the west is currently land locked, without access to a public street. Providing this right-of-way resolves this issue in a way which is mutually agreeable to the Village, developer and property owner to the west. Having a land locked property is highly unusual within the Village of Glen Ellyn and is generally not applicable to other properties.**

3 Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.

**Response: It would be a hardship to the developer to provide a 66' roadway to solve a land locked property issue for one single family home. This solution was requested by the Village of Glen Ellyn.**

**Section 11-3-11 (D)**

**3** That the variation, if granted, will not alter the essential character of the locality;

**Response:** **This variation, if granted, will not alter the essential character of the locality, but rather improve the situation.**

4 That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

**Response:** **The purpose of the solution is to provide public access to a lot that is currently land locked.**

5 That the proposed variation will not:

a. Diminish or impair property values within the neighborhood:

**Response:** **The proposed variation will not diminish or impair the property values within the neighborhood. It will likely increase the value of the land locked single family home to the west.**

b. Unduly increase traffic congestion in the public streets and highway, or

**Response:** **The impact of this variation will not unduly increase traffic congestion in the public streets and highway.**

c. Result in an increase in public expenditures; and

**Response:** **This variation will not result in an increase in public expenditures as the HOA and homeowner to the west will be responsible for maintaining the proposes right-of-way.**

6 That the variation is the minimum variation that will make possible the reasonable use of the land.

**Response:** **This variation is the minimum variation that will make reasonable use of the land.**

7 Whether or not the alleged difficulty or particular hardship has been created by any person presently having an interest in the property or by the applicant.

**Response:** **The land locked single family home to the west was created when Harding Custom Homes, LLC purchased the shared driveway from the homeowner at the request of the Glen Ellyn Plan Commission to acquire the property to the south of Harding's original parcels. Although other solutions were possible, creating the 30' right-of-way was recommended by the Village of Glen Ellyn to the developer.**

**Variation #4:**

Section 11-4-4(J)(1), to allow a cul-de-sac length of approximately 1,375 feet where cul-de-sacs are limited to 300 feet;

Note code requires the length of the cul-de-sac to be measured from the intersection of Nicoll Way and Pershing Avenue.

**Section 11-3-11 (C):**

1 The granting of the variance will not be detrimental to the public safety, health, or welfare or injurious to other property or improvements:

**Response: The two primary public safety, health, or welfare or injurious to other property or improvements concerns voiced by Village staff has been the ability of a fire truck to turn around and having a second way out to a public roadway in the event of an emergency.**

**Providing a cul-de-sac (of any length) creates the opportunity for a fire truck to turn around, in an area where at this point a fire truck can only back up to the intersection of Harding Avenue and Nicoll Way where it can turn.**

**In the existing situation, the improved portion of Harding Avenue simply dead ends into an unimproved grass roadway that does not allow a fire truck to turn around. This unimproved grass roadway without a turnaround is 33' wide and approximately 240' long. By replacing the unimproved roadway as proposed by this project, the total length from the end of the public roadway to Pershing Avenue increases by about 200' but allows firetrucks and other vehicles to travel on a paved roadway to the bulb of a cul-de-sac where it can safely turn around.**

**To address the emergency situation where access is required from somewhere other than the intersection of Pershing Avenue and Nicoll Way, we have created a gated emergency access road from the bulb of the cul-de-sac to Illinois Route 53.**

**The cul-de-sac and the emergency access road will improve the public safety, health and welfare and will not be injurious to other property or improvements.**

8 The conditions upon which the request is based are unique to the property for which the relief is sought, create substantial difficulty in developing the property and are not generally applicable to other property; and

**Response: This is literally the end of the road, and therefore is unique to the project property, would create substantial difficulty in developing the property and are not generally applicable to other properties.**

3 Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.

**Response: Harding Custom Homes has evaluated multiple ways to connect the project to public roadways and finds this approach to be best way to accomplish it's vision for the property in an efficient and equitable manner.**

**Section 11-3-11 (D)**

**9** That the variation, if granted, will not alter the essential character of the locality;

**Response: The proposed cul-de-sac design plays a significant role in the placement of individual townhomes. It has written support from the Brentwood Court homeowners association, who share the western property line. All other roadway designs evaluated, place townhome units directly behind two Brentwood Court homes, while the proposed cul-de-sac design does not.**

10 That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

**Response: Incorporating a cul-de-sac creates the sense of a more private destination for residents, vs. an opportunity for cut through traffic to get to Route 53. Because of this, we anticipate the only residents, their guests and delivery personnel will regularly drive the street. We believe the speed they will travel, likely would be slower than those who are simply cutting through. We believe it will also discourage vandalism and break ins in the entire area, as there will not be a quick escape route to Route 53.**

11 That the proposed variation will not:

a. Diminish or impair property values within the neighborhood:

**Response: Installing the cul-de-sac will improve the existing roadway and neighborhood over the existing unimproved dirt roadway.**

b. Unduly increase traffic congestion in the public streets and highway, or

**Response: A traffic study was prepared by Gewalt Hamilton and reviewed by the Village's traffic consultant, Benes and Associates. The traffic impact was determined to not unduly increase traffic congestion in the public streets and highway. A copy of the traffic study and Benes' review are included with our application.**

c. Result in an increase in public expenditures; and

**Response: The cost of designing and installing the cul-de-sac is the responsibility of the developer who upon completion and acceptance of the improvements, will donate the roadway to the Village.**

12 That the variation is the minimum variation that will make possible the reasonable use of the land.

**Response: The variation will allow the development to continue and maintain harmony with the adjacent property owners to the west.**

13 Whether or not the alleged difficulty or particular hardship has been created by any person presently having an interest in the property or by the applicant.

**Response: The hardship has not been created by Harding Custom Homes or any person having an interest in the property.**

**Variation #5:**

Section 11-4-8, to allow 3 out of 8 existing utility poles to not be buried,where burying of electric, communication, and other facilities both within the subdivided property and adjacent rights-of-way is required;

This is for the three existing 12,000 volt utility poles on the north side of Lot 5. All other utilities on the property will be buried.

Note, our understanding is Village Staff have no objection to the eastern pole (near the property line of Illinois Route 53) to remain.

**Section 11-3-11 (C):**

1 The granting of the variance will not be detrimental to the public safety, health, or welfare or injurious to other property or improvements:

**Response: The two existing utility poles in question are on the north end of the project in the existing unimproved Harding Roadway. The poles carry high voltage lines (12,000 volts) from ComEd and cable / internet connections from two cable companies. Removing them to underground approximately 250 feet of overhead cable is dangerous in itself, and would likely result in a significant downtime of electrical service while the removal project is ongoing.**

**Glen Ellyn and the surrounding area have hundreds of miles of overhead utility lines. Leaving these in place will not provide additional detriments to the public safety, health or welfare, or injurious to other property or improvements.**

The conditions upon which the request is based are unique to the property for which the relief is sought, create substantial difficulty in developing the property and are not generally applicable to other property;

and

**Response: These poles were placed where they are by ComEd without objection from the Village. Removing the poles will add significant financial risk to proceeding with the project in addition to the physical risk in removing them. All electric utilities running from ComEd sources to individual units will be undergrounded.**

Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.

**Response: The Harding parcels are located adjacent to these lines which were installed by others without the approval of the owners of the Harding parcels. It should be noted, one of the Members of Harding Custom Homes inherited the northern parcels from her father who purchased the original parcel in 1952.**

**Section 11-3-11 (D)**

That the variation, if granted, will not alter the essential character of the locality;

**Response: Granting the variation does not alter the essential character of the locality; it leaves it as is.**

That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

**Response: Undergrounding the utility lines will not substantially improve the uptime of utility service in the area as this 250' section is essentially the "last mile" of delivery, which represents less than 1% of the distance between the electric source and household, does not improve safety of the neighborhood, and visually only affects those who are currently within eye sight and new residents of the townhome development.**

That the proposed variation will not:

a. Diminish or impair property values within the neighborhood:

**Response: Leaving the lines in place will not diminish or impair the property values within the neighborhood.**

b. Unduly increase traffic congestion in the public streets and highway, or

**Response: Leaving the lines in place will not increase traffic congestion in the public streets and highways.**

c. Result in an increase in public expenditures; and

**Response:** **Leaving the lines in place will not cause an increase in public expenditures.**

That the variation is the minimum variation that will make possible the reasonable use of the land.

**Response:** **The economic impact is significant and among other things, could be one of several tipping points to postpone, delay or cancel the development plans.**

Whether or not the alleged difficulty or particular hardship has been created by any person presently having an interest in the property or by the applicant.

**Response:** **The hardship has not been created by Harding Custom Homes or any person having an interest in the property.**

**Variation #6:**

Section 11-4-7, to not install approximately 438 linear feet of sidewalk along IL-53, where sidewalk along all public rights-of-way is required.

**Response:** **This is from the emergency access, going north to the northeast property line of the project. Our understanding is Village Staff have no objection to this request.**

**Section 11-3-11 (C):**

1 The granting of the variance will not be detrimental to the public safety, health, or welfare or injurious to other property or improvements:

**Response:** **We believe it will be much safer to walk on the newly constructed public sidewalks along Harding Court, over the sidewalk leading from the bulb of the cul-de-sac to the public sidewalk to be built running south from the emergency access gate to the south edge of the property, than to walk along the Route 53 roadway to the north of the project parcels (which do not have sidewalks all the way to Pershing Avenue). Traffic frequently travels southbound on Route 53 at 45 miles per hour (or faster) 20' - 30' from where such sidewalk would be built.**

The conditions upon which the request is based are unique to the property for which the relief is sought, create substantial difficulty in developing the property and are not generally applicable to other property; and

**Response:** **This property didn't choose to be next to Route 53; it was there millions of years before Route 53 was built. The existing topography is steep and the vegetation in the Route 53 right of way is such that would make installing a public sidewalk very**

**difficult. This is a condition which is not generally applicable to other property.**

Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.

**Response: See the response directly above.**

**Section 11-3-11 (D)**

That the variation, if granted, will not alter the essential character of the locality;

**Response: We don't envision installing a sidewalk in this area will provide a comfortable route for young children and others to regularly walk on a sidewalk which is less than 30 feet away from cars, trucks and semi-trailers travelling 66' (45 mph) or more per second.**

That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

**Response: This is both a safety and difficulty in installing issue, among others.**

That the proposed variation will not:

d. Diminish or impair property values within the neighborhood:

**Response: This variation is more likely to increase the value of neighborhood properties (safer location to live than diminish or impair property values.**

e. Unduly increase traffic congestion in the public streets and highway, or

**Response: Installing the sidewalk may create distractions for drivers along Route 53 and therefore cause additional safety issues and / or traffic congestion.**

f. Result in an increase in public expenditures; and

**Response: This variation will not increase public expenditures.**

That the variation is the minimum variation that will make possible the reasonable use of the land.

**Response: This variation is not about the reasonable use of the project parcels, it is about public safety and the difficulty of installing it.**

Whether or not the alleged difficulty or particular hardship has been created by any person presently having an interest in the property or by the applicant.

**Response: The hardship has not been created by Harding Custom Homes or any person having an interest in the property.**

Section 11-3-10 of the Subdivision Code requires that the following six (6) criteria be met before a Subdivision can be approved. Please describe how the proposed Subdivision meets these requirements. The information provided will be used by the Plan Commission in considering the request. Please describe how the proposed subdivision meets the following criteria.

1. The proposed subdivision conforms to the provisions set forth in this Subdivision Ordinance, including the rules and regulations referenced in Section 11-4-1 of the Subdivision Code.

**Response: Based on Village staff review, we believe we have met the requirements of 11-4-1 with the exception of variance items identified within our application and supporting documentation.**

11-4-1. - Conformance to applicable rules and regulations.

In addition to the requirements established herein, all subdivision plats shall comply with the following rules and regulations:

(A) All applicable statutory provisions;
(B) The Village of Glen Ellyn zoning ordinance;
(C) The applicable Village of Glen Ellyn building codes and all other applicable laws of the appropriate jurisdictions;
(D) The official plan, official map and capital improvement plan of the Village including all streets, drainage systems, and parks shown on the official map or official plan as adopted;
(E) The special requirements of these regulations and any rules of the county health department and/or appropriate state agencies;
(F) The rules of the Illinois department of transportation, if applicable;
(G) The DuPage County Countywide Stormwater and Floodplain Ordinance as adopted, amended or varied by the Village; and
(H) The Village of Glen Ellyn standards for construction of public improvements.

(Ord. 5334, 2-28-2005)

**Although each property and project differ, this is the last undeveloped property in the immediate area. To move forward it requires re-zoning and a number of variations. Many of the variations being requested are similar to those granted for multi-family developments located 1 – 3 blocks of this site.**

- **<u>Re-Zoning.</u> The parcels are currently zoned R2. The project requires rezoning to R4 to accommodate townhomes. The northern 2/3rds of the property was identified for low denisity, attached residential development in the 2001 comprehensive plan prepared by the Village.**

  **Harding Custom Homes, LLC complied with the Plan Commissions request by purchasing Parcels 3 and 4 (the southern 1/3rd of the project) to expand the townhome project based on comments from the first of three prior Pre-Application Plan Commission meetings regarding this property.**

**The "Future Land Use Plan" in the November 11, 2020 draft of the proposed 2021 Comprehensive Plan identifies all parcels of this project as single-family attached.**

2. Definite provision has been made for a water supply system that is sufficient in terms of quantity, dependability, and quality to provide an appropriate supply of water for the type of subdivision proposed.

**Response: We have provided engineering designs for the water supply to the project which will be / have been reviewed by the Glen Ellyn Professional Engineer and his team. We are unaware of any deficiencies at this time in the quantity, dependability and the quality to provide an appropriate supply of water for the type of subdivision proposed.**

**As the Village of Glen Ellyn will be supplying the water to this project, the Village (vs. the developer) is responsible for the quality of the source.**

3. A public sewage system is proposed and adequate provision has been made for such system or, if other methods of sewage disposal are proposed that such systems will comply with federal, state, and local laws and regulations.

**Response: We have provided engineering designs for Glen Ellyn public sewage for the project which will be / have been reviewed by the Glen Ellyn Professional Engineer and his team. We are unaware of any deficiencies at this time in the adequacy of the provisions which have been made for such system.**

4. All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards or requiring special precaution have been identified by the Subdivider and that the proposed uses of these areas are compatible with such conditions.

**Response: In 2017 we identified an underground storage tank on Parcel 3 which had the potential to have leaked. We hired a professional firm to evaluate the situation, remove the tank, test the soil and restore the area. It was determined that no leakage had occurred.**

**We are unaware of any area within the proposed subdivision which may involve soil or topographical conditions presenting hazards or requiring special precaution that would not be compatible with the proposed uses of this property.**

5. The proposed subdivision will not be detrimental to the public health, safety and welfare.

**Response: We are unaware of ways in which the proposed subdivision will be detrimental to the public health, safety and welfare beyond similar types of projects.**

6. No development shall be approved if such development, at full occupancy, will result in or increase traffic on an arterial or collector street to such an extent that the street does not function at a level of service

deemed acceptable by the Village. The applicant may propose and construct the approved tragic mitigation measures to provide adequate roadway capacity for the proposed development.

**Response:** **We engaged Gewalt Hamilton to design and prepare a traffic survey to evaluate the effects on the incremental traffic created from full occupancy of the project. A copy of that study is included with our application.**

**Gewalt Hamilton provided the following within their review:**

> **"Traffic Impact Discussion. Reviewing the existing traffic volumes (see Exhibit 2), the site traffic characteristics and assignment, and the total traffic assignment (see Exhibits 5, 6, and 7) indicates that:**
>
> **• There are currently almost 2,190 vehicles traveling through the IL 53 / Pershing Avenue intersection during the morning peak hour or over 35 vehicles per minute. The residential development will add only 16 trips or about 1 trip every 3-4 minutes.**
>
> **• There are currently over 2,660 vehicles traveling through the IL 53 / Pershing Avenue intersection during the evening peak hour or almost 45 vehicles per minute. The residential development will add only 16 trips or about 1 trip every 3-4 minutes.**
>
> **Key Finding. Based on the above findings, the development's traffic impacts are very small. Thus, our recommendations focus on the site plan elements."**

**The Village's traffic consultant, Benes & Associates, provided the following within their review:**

> **"The projected site trips are reasonable.**
>
> **It is our opinion that the new development generated traffic will not materially impact the operations at the intersection of Pershing Avenue and IL-53. Additionally, the addition of the new site traffic is not expected to have a significant impact on traffic operations at the intersection of Nicoll Way and Pershing Avenue."**

**Based on the results of the traffic study prepared by Gewalt Hamilton and the Village review prepared by Bemis & Associates, we do not believe the development at full occupancy, will result in or increase traffic on the arterial or collector streets to such extent that the street does not function at an appropriate level of service.**

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

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

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

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

October 4, 2021



Marvin K. Ritter
for Harding Custom Homes, LLC

Village of Glen Ellyn
535 Duane Street ▪ Glen Ellyn, Illinois 60137 · Phone: (30) 547-5250 · Fax: (630) 547-5370

# APPLICATION FOR MAJOR SUBDIVISON FINAL APPROVAL

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

**DATE FILED:** **January 18, 2021**

**APPLICATION NUMBER:** **TBD**

**DATE OF PRELIMINARY APPROVAL: N/A**

**ORDINANCE NUMBER:**

## I. APPLICANT INFORMATION:

| | |
|---|---|
| Name: | **Harding Custom Homes, LLC** |
| Address: | **540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137** |
| Phone Number: (Home) | **n/a** |
| (Business) | **(630) 790-8144** |
| Mobile Number: | **(630) 303-7754** |
| (Fax): | **n/a** |
| Email: | **Marv@RiteWayCustomHomes.com** |
| Property Interest of Applicant: | **Harding Custom Homes, LLC owns the property. The owners of Harding Custom Homes, LLC are:** |

**Mark & Diane White**
**227 7th Avenue NE**
**St. Petersburg, FL 33701**

(Owner, Contract Purchaser, Owner Representative)

## II. OWNER INFORMATION: Same as noted directly above

Name:
Address:
Phone Number: (Home)
(Business)
Mobile Number:
(Fax):
Email:
Owner Information:

(Owner, Contract Purchaser, Owner Representative)

## III. PROPERTY INFORMATION:

Common Addresses, PINs, Square Footage, and Legal Descriptions:

**This information is contained on sheet 1 of the engineering drawings.**

Permanent Index Number: **See directly above.**

Zoning: **Currently R2, seeking R4**

**Lot size and Area:**

**Odd shaped, varies, see attached plat of survey, approximately 289’ x 552’ in total**

| Parcels & Lot Sizes | | | | |
|---|---|---|---|---|
| Square Feet | Acres | Description | PIN | Address |
| **Existing Parcels:** | | | | |
| 47,101 | 1.081 | Parcel 1 | 05-23-223-020 | 787 Harding Avenue |
| 43,468 | 0.998 | Parcel 2 | 05-23-223-005 | No Address Assigned |
| 43,562 | 1.000 | Parcel 3 | 05-23-223-008 | 138 Il State Route 53 |
| 4,624 | 0.106 | Parcel 4 | 05-23-223-025 | No Address Assigned |
| 7,913 | 0.182 | Parcel 5 | 33' Harding ROW | 33' Harding ROW |
| 146,668 | 3.367 | | | |
| **Proposed Lots:** | | | | |
| 26,315 | 0.604 | Lot 1 | TBD | TBD |
| 19,438 | 0.446 | Lot 2 | TBD | TBD |
| 21,218 | 0.487 | Lot 3 | TBD | TBD |
| 21,515 | 0.494 | Lot 4 | TBD | TBD |
| 25,079 | 0.576 | Lot 5 | TBD | TBD |
| 1,792 | 0.041 | Outlot A | TBD | TBD |
| 31,311 | 0.719 | Harding Ave & Court | N/A | N/A |
| 146,668 | 3.367 | | | |

Present Use:

**Various:**

**Parcels 1 & 2 - Vacant land**
**Parcel 3 – Abandoned home**
**Parcel 4 - Driveway**
**Parcel 5 – Undeveloped Village roadway**

Description of Subdivision (Preliminary Plat/Final Plat):

**We seek to develop 23 townhomes on 3.367 acres in the configuration provided within the engineering design documents. See the Plat of Subdivision prepared by Carradus Land Survey, Inc. which was provided as part of this application and the Quantitative Analysis.**

Estimated Date to Begin Construction:

**We anticipate starting construction within 90 days after zoning and permit**

**applications are approved.**

Name(s), Address(es) and Phone Number(s) of consultants (Architects, Engineers, Attorneys, etc.):

**Project Architect:**
**Bret Richter**
**B.L.R. Architects Ltd.**
**1709 Ogden Avenue**
**Lisle, IL 60532**
**(630) 435-0700**

**Project Surveyor / Engineer:**
**Alan D. Carradus**
**Carradus Land Survey, Inc.**
**100 Bridge Street, Suite 1**
**Wheaton, IL 60187**
**(630) 588-0416**

**Transactional Representation:**
**Mark Rodriguez**
**Law Office of Mark and Beth Rodriguez**
**364 Pennsylvania Avenue, #1W**
**Glen Ellyn, IL 60137**
**(630) 858-1199**

**Homeowner's Association Documents:**
**Bruno Tabis**
**Huck Bouma**
**1755 South Naperville Road, Ste 200**
**Wheaton, IL 60189**
**(630) 344-1195**

**Traffic Studies:**
**Bill Grieve**
**Gewalt Hamilton Associates**
**625 Forest Edge Drive**
**Vernon Hills, IL 60061**
**(847) 478-9700**

**Photometric Study:**
**Charles DuBeau**
**DRK Enterprises, LLC**
**1 Chestnut Street, Suite 4M**
**Nashua, NH 03060**
**508) 3454-547**

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

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

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

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

| **January 18, 2021** | **Marvin K. Ritter** |
|---|---|
| Date | Print Name |



for Harding Custom Homes, LLC

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

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

| | |
|---|---|
| Date Filed: | **October 4, 2021** |
| Application No. | **TBD** |
| Type of PUD: | **Residential Townhome Development** |
| Name of Applicant: | **Harding Custom Homes, LLC** |
| Address of Applicant: | **540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137** |
| Business Phone: | **(630) 790-8144** |
| (Mobile): | **(630) 303-7754** |
| Email: | **Marv@RiteWayCustomHomes.com** |
| (Fax): | **n/a** |
| Property Interest of Applicant: | **Harding Custom Homes, LLC is the property owner**<br>**Marv Ritter is the project manager for the owner** |
| Name of Owner(s): | **Harding Custom Homes, LLC**<br>**Mark & Diane White**<br>**227 7th Avenue NE**<br>**St. Petersburg, FL 33701** |

Legal Description of Property:

**This information is contained on sheet 1 of the engineering drawings.**

Zoning Classification: **Currently R2, seeking R4**

Property Size/Area:

**Response: Odd shaped, lots vary, see attached plat of survey, approximately 289' x 552' and chart below:**

| Most Recent Documents | | | | | |
|---|---|---|---|---|---|
| | Square Feet | Acres | Description | PIN | Address |
| **Most Recent Cover Sheet** | | | | | |
| **Existing Parcels:** | | | | | |
| | 47,101 | 1.081 | Parcel 1 | 05-23-223-020 | 787 Harding Avenue |
| | 43,468 | 0.998 | Parcel 2 | 05-23-223-005 | No Address Assigned |
| | 43,562 | 1.000 | Parcel 3 | 05-23-223-008 | 138 Il State Route 53 |
| | 4,624 | 0.106 | Parcel 4 | 05-23-223-025 | No Address Assigned |
| | 7,913 | 0.182 | Parcel 5 | 33' Harding ROW | 33' Harding ROW |
| | 146,668 | 3.367 | | | |
| **Most Recent Geometric Plan & Others** | | | | | |
| **Proposed Lots:** | | | | | |
| | 26,315 | 0.604 | Lot 1 | N/A | N/A |
| | 19,438 | 0.446 | Lot 2 | N/A | N/A |
| | 21,218 | 0.487 | Lot 3 | N/A | N/A |
| | 21,515 | 0.494 | Lot 4 | N/A | N/A |
| | 25,079 | 0.576 | Lot 5 | N/A | N/A |
| | 113,565 | | | | |
| | 33,103 | 0.760 | Harding Ave & Court | N/A | N/A |
| | 146,668 | 3.367 | | | |

Present Use:

**Various:**

**Parcels 1 & 2 - Vacant land**
**Parcel 3 – Abandoned home**
**Parcel 4 - Driveway**
**Parcel 5 – Undeveloped Village roadway**

Requested Use/Construction: **Develop 23 townhomes in the configuration shown on page 4 (the Geometric Plan) of the engineering documents.**

Estimated Date to Start Construction:

**Response:** **We anticipate starting road construction within 90 days after zoning and permit applications are approved. See phasing letter for additional details.**

**Zoning Deviations:**

**Twenty one (21) Zoning Deviations are required as part of the Planned Unit Development, as follows:**

*Lot Dimensions*

a. Section 10-4-11(D)(9)(b)(2) to allow a width of a corner lot of 19.45 feet where 90 feet is required on Lot 1;
b. Section 10-4-11(D)(9)(b)(2) to allow a width of a corner lot of 66.05 feet where 90 feet is required on Lot 3;

*Bulk Setbacks*

c. Section 10-4-11(D)1 to allow a front yard setback of 26 feet on Lot 4 where a setback of 30 feet is required;
d. Section 10-4-11(D)(4)(a) to allow a corner side yard setback of 16.4 feet where a setback 19.8 feet is required on Lot 3;
e. Section 10-4-11(D)(2) to allow a rear yard setback of 24 feet where a setback of 30 feet is required on Lot 5;
f. Section 10-4-11(E)1 to allow a building height of approximately 36 feet4 inches on Lot 1 where a maximum height of 35 feet is permitted;
g. Section 10-4-11(E)1 to allow a building height of approximately 35 feet1 inch on Lot 2 where a maximum height of 35 feet is permitted;
h. Section 10-4-11(E)1 to allow a building height of approximately 35 feet8 ½ inches on Lot 5 where a maximum height of 35 feet is permitted;

*Accessory Structures*

i. Section 10-5-5-(B)(4) #19 to allow mechanical units to be located within the required front yard where mechanical units are not a permitted encroachment on Lot 5;
j. Section 10-5-5(B)(4) #8 to allow multiple decks to be located in the front yard and to encroach no more than approximately 11 feet 4 inches into the required front yard where decks are not a permitted encroachment on Lot 5;
k. Section 10-5-5(B)(4) #11.b.3 to allow a completely closed, 6-foot tall

fence to be closer to the street than the principal structures on Lots 34 and 5 where a 4 foot fence, 33.3% open is permitted;

*Impervious Surfaces*

l. Section 10-5-5(C)(1) to allow an impervious surface setback of 0 feet where a setback of at least 8.8 feet is required on Lot 4 for the emergency access driveway;

m. Section 10-5-5(C)(1) to allow an impervious surface setback of 0 feet where a setback of approximately 1.98 feet is required on Lot 3 for the emergency access driveway;

n. Section 10-5-4(B)(4) #18.a.2 to allow no more than 36.05 percent of the required front yard to covered by impervious surface where no more than 35 percent is permitted on Lot 2;

o. Section 10-5-4(B)(4) #18.a.2 to allow no more than 56.26 percent of the required front yard to covered by impervious surface where no more than 35 percent is permitted on Lot 3;

p. Section 10-5-4(B)(4) #18.a.2 to allow no more than 58.4 percent of the required front yard to covered by impervious surface where no more than 35 percent is permitted on Lot 4;

*Other*

q. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 34 feet where a maximum width of 24 feet is permitted on Lot 1 to accommodate the shared driveway for units 3 and 4;

r. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 34 feet where a maximum width of 24 feet is permitted on Lot 2 to accommodate the shared driveway for units 5 and 6;

s. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 30 feet where a maximum width of 24 feet is permitted on Lot 2 to accommodate the shared driveway for units 7 and 8;

t. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 33 feet where a maximum width of 24 feet is permitted on Lot 4 to accommodate the shared driveway for units 16 and 17;

u. Section 10-5-11(F)(1)(a) to allow a curb cut width no more than 30 feet where a maximum width of 24 feet is permitted on Lot 5 to accommodate the shared driveway for units 22 and 23.

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

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

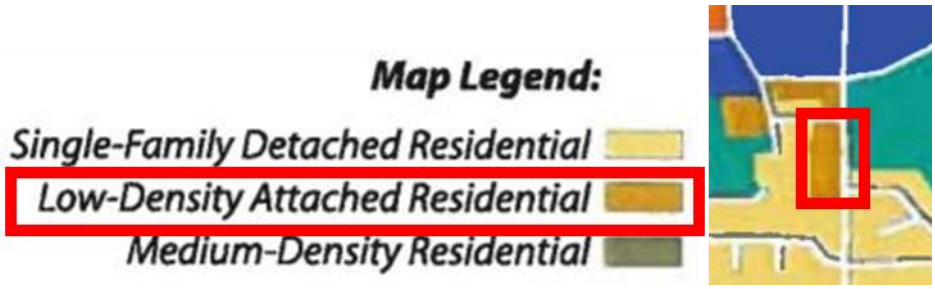
**Describe How the PUD:**

1. Will be harmonious with and in accordance with the general objectives, or within a specific

objective of the Comprehensive Plan and/or this Zoning Code:

**Response:** **The parcels are currently zoned R2. The project requires rezoning to R4 to accommodate townhomes.**

**The 2001 Comprehensive Plan future land use map designates Low-Density Attached Residential for Parcels 1 & 2.**

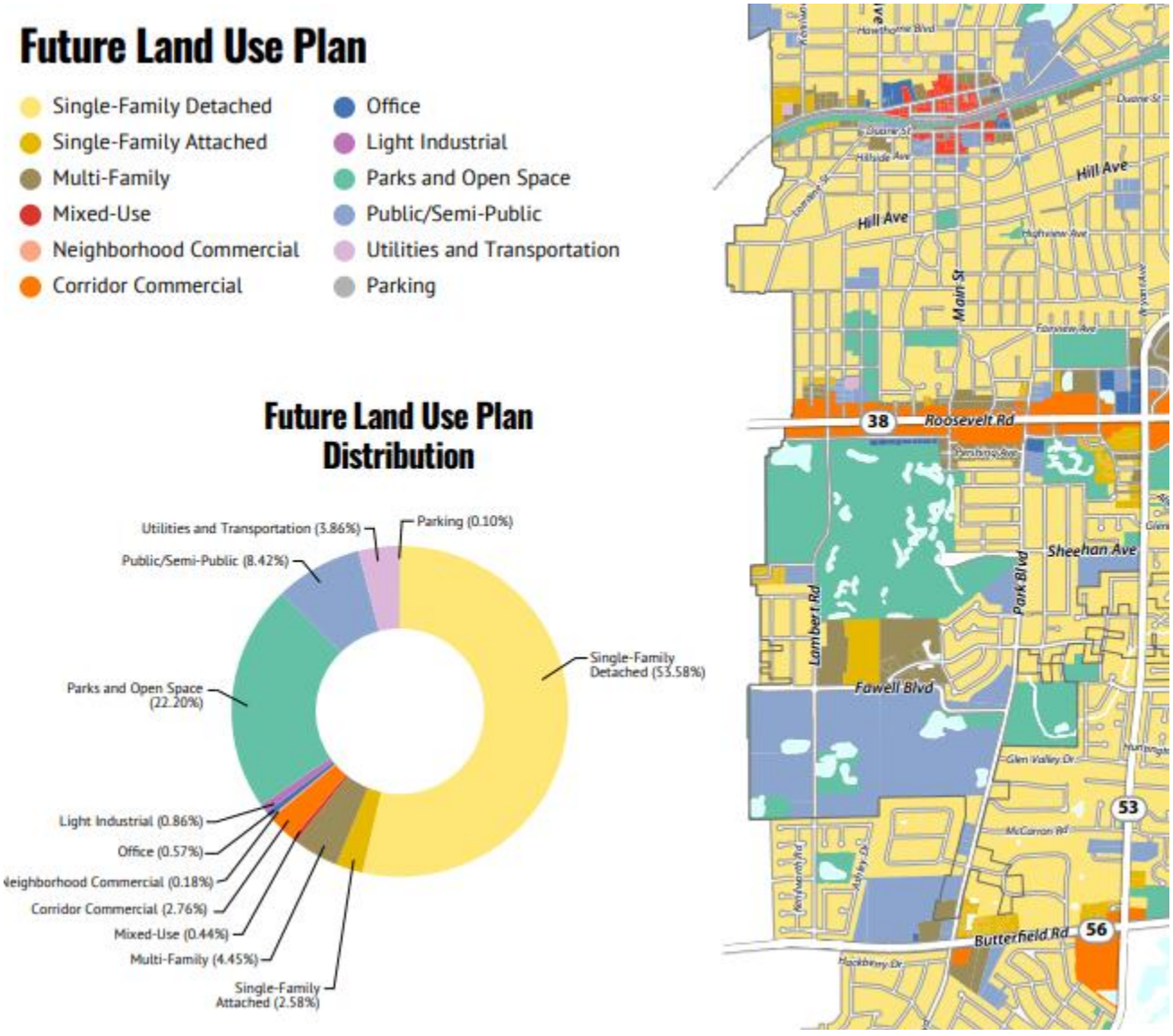



**The Plan Commission previously encouraged Harding to acquire Parcels 3 & 4 to incorporate into the project, of which the developer complied.**

**The November 11, 2020 draft of the proposed 2021 Glen Ellyn Comprehensive plan identifies all of the parcels associated with this development as single-family attached development in the future land use plan. The draft also notes, among others:**

- **Page 7: Objective 10: Encourage new residential development that provides for a range of housing types and costs**
- **Page 13: In response to these trends, community input received during the planning process indicates a desire for additional single-family attached and multi-family housing in Glen Ellyn, with many comments highlighting a need to support middle income households and first-time buyers. Single-family attached and multi-family development should be encouraged to provide for smaller, more affordable housing units. Such development should be located close to Downtown and in transition areas along commercial corridors.**
- **Page 13: Encourage increased density in select areas of the village. More than 62 percent of the housing in Glen Ellyn's housing stock consists of single-family detached homes. Although single-family neighborhoods are an essential element of the community's identity, a greater diversity in housing options is increasingly important to accommodate residents during every stage of life. Higher density housing, like single-family attached and multi-family developments, supports greater housing diversity and can be used strategically to buffer existing and future single-family detached neighborhoods from commercial areas. Multi-family and single-family attached housing also make more efficient use of infrastructure and generate increased tax revenue. The Village should encourage increased housing density in select areas including the Downtown and along key corridors in accordance with the Land Use Plan and Residential Areas Framework map**
- **Page 15: Nicoll Way and Abbey Drive. (We believe this is a typo within the**

**document and should be Nicoll Way and Harding Avenue)** **This site is currently made up of vacant and single-family detached properties. With close proximity to Roosevelt Road and its amenities, the site presents an attractive opportunity for single-family attached homes similar in scale to the existing development to the north. Single-family homes may also be acceptable**




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

**Response:** **We have designed the property and buildings, including the materials and colors, construction and home owner's association rules to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity.**

**We have made a number of modifications to our plans at the request of the village, including:**

- **Acquired and incorporated two additional parcels totaling approximately one acre at the southern end of the proposed development**
- **Converted one acre on the western end of Harding Avenue from proposed townhomes to single family homes**
- **Added masonry components to all four elevations of the project**
- **Lowered the roof pitches to reduce the overall height of each building by more than two feet**
- **Added at least one unit in each building with two single garage doors vs. a single double garage door to add interest**
- **Added bump outs on windows on the rear elevations**
- **Added roof dormers on the rear elevations**
- **Added significantly to the landscaping to be installed**
- **Added a privacy fence along Route 53 to further shelter the development from the road**
- **Changed the design of the exterior light fixtures**
- **Doubled up many of the driveways to reduce the overall linear feet of curb cuts**
- **Added 8 public off street parking, including 2 handicap spaces**
- **Staggered the building front elevations 2' forward / back every 2nd unit**
- **Added a common area pergola and path to the development**
- **Reduced the total number of units and modified the unit layout to meet the requests of the 13 neighbors directly to the west of the project**

**Please see the color rendering document to see what the exteriors of the building will look like and the exterior materials on the building elevation sheets.**

**There are a number of single family, townhome and condominium properties in the immediate area. We modified our original plans at the request of the Plan Commission to acquire approximately 1 acre directly south of our original property and to incorporate 4 single family homes (originally proposed as townhomes) on an adjacent 1.0 acre parcel directly west of this project on the south side of Harding Avenue.**

**Other nearby single-family attached and multi-family properties include:**

- **The 24 unit Waters Edge development adjacent to Nicoll Way between this property and Pershing Avenue.**
- **The 24 unit King's Court townhomes located at Nicoll Way and Pershing Avenue.**
- **A three-story 18 unit residential complex directly north of this development on the south side of Wilson Avenue.**
- **A 6 unit multi-family property on the north side of Wilson Avenue.**
- **A 16 unit apartment building between Nicoll Way and Route 53 along the south side of Pershing.**

**We met with several representatives of Waters Edge Townhomes. They are favorable to townhomes, but prefer the project does not have access to Harding Avenue and Nicoll Way. Their view is the development should only have public roadway access via Route 53 due to concerns of added traffic going by their property.**

**Although the Waters Edge representative's concerns, the traffic study prepared by Gewalt Hamilton indicates additional traffic during the peak morning and evening hours will be minimal and the Village's traffic consultant, Benes & Associates, agrees. See #7 below for summary information regarding the results of the traffic study.**

**At this time, the developer does not envision access to Illinois Route 53, either as part of a connection from Harding Avenue or as the only access to the proposed townhome development to be acceptable for development purposes.**

**The owner of the Kohler property directly west of Lot 2 is supportive of the project.**

**The Brentwood Court Homeowner's Association which includes the 11 home owners on Brentwood Court (directly west of Lot 2) reviewed our proposed design and has provided the following letter in support of it. Their written confirmation is noted below:**

October 16, 2019

Village of Glen Ellyn
535 Duane St.
Glen Ellyn, IL 60137

Re: Harding Development

To all parties concerned:

This letter comes on behalf of the homeowners of Brentwood Court, including those adjacent to the Harding Townhome Development being proposed by Harding Custom Homes, LLC ("Harding"). You may be aware that our group has strenuously objected to the project from day one and historically took the position that the parcels in question should remain zoned for single family homes. We have also raised numerous complaints about the project manager, Rite-Way Custom Homes, LLC ("Rite-Way") and the handling of the project site. However, over the past couple of months, Harding and Rite-Way have engaged our group to have meaningful talks and negotiations about the project, the community and the responsibilities to the neighboring properties.

We believe the plan presented to you is a reasonable compromise and will serve the interest of our community and Glen Ellyn. Harding and Rite-Way have presented multiple variations of their plans to our group, including a "Z" street design with a right in / right out connection to Illinois Route 53. Our group adamantly rejected that plan and because of the number and positioning of the townhomes, we would pursue litigation if that plan was presented and approved by the Village.

Harding and Rite-Way then, as a gesture of compromise, presented the plan now before you with less units, a cul-de-sac design, and a layout which minimized interference with Brentwood Court. We believe this plan is a better design for the community and reduces the overall density. We also believe that this will maximize the green space and allow for better water drainage by the system they are putting into place and the natural space allotted. The cul-de-sac, with an emergency access, also addresses the concerns about increased traffic flow from the community members living on Harding. Our group *will not* challenge this plan during the review process with the village, nor would we pursue litigation.

Our group has not taken this process lightly. We have been vocal at meetings, not shy to express our displeasure or disapproval of an idea, and organized to the extent we have experts on retainer and legal representation. We are sincere in stating that the plan before you is a fair compromise that will benefit Glen Ellyn. Please note that our approval is conditioned upon Harding and Rite-Way complying with the Village drainage plan, our experts review of that plan and Harding and Rite-Way meeting certain landscaping criteria. Based on our recent productivity, we believe that Harding and Rite-Way will continue to cooperate to finalize those details and conditions.

We recommend that the Village approve the plan currently submitted, and agree we will not pursue legal action to stop or delay its implementation. If you have any questions or desire further input, I can be reached at 630-991-1486.

Sincerely,

Nicolas Nelson, on behalf of the members of Brentwood Court

Cc: Robert Jorgensen, Anne Jorgensen, Rebecca Nelson, Joseph Donat, Ashley Donat, Chad Husnick, Stephanie Husnick, Thomas Hull, Nancy Hull, Kimberly Sammarco, Brian Sammarco, Brian Milnamow, Nicole Milnamow, Susan Reijula, Peter Reijula, Carol Asselmeier, Brian Watterson, Rita Leamy, Martin Leamy, Steven Powers, Adrian Powers and Christina Morrison

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

**Response: We do not anticipate the property to be hazardous or disturbing to the existing or future neighborhood uses beyond what would be from similar neighborhood properties.**

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

**Response: The Village has indicated it has adequate capacity to serve the development. We find no objection to that statement.**

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

**Response: We anticipate this project will generate incremental public improvement donations, impact fees and property taxes of $15,744,300 over a 30 year period which is an average of approximately $525,000 per year. We anticipate this will more than compensate the Village and other entities for any incremental costs.**

**This incremental impact is spread among a number of entities operating in the vicinity of Glen Ellyn, with the Village itself receiving only a small percentage of the total.**

| **Estimated 30 Year Incremental Funding to Glen Ellyn Area Taxing Bodies:** | | |
|---|---|---|
| | | |
| $1,000,000 | | Donation of public improvements |
| $150,000 | | Donation in leu of detention |
| $193,000 | | Impact fees |
| $6,874,500 | | 30 year incremental property tax impact on District 89 |
| $4,226,300 | | 30 year incremental property tax impact on District 87 |
| $920,000 | | 30 year incremental property tax impact to Village of Glen Ellyn |
| $559,900 | | 30 year incremental property tax impact to Glen Ellyn Park District |
| $583,600 | | 30 year incremental property tax impact to Village of Glen Ellyn Library |
| $429,100 | | 30 year incremental property tax impact to College of DuPage |
| $309,600 | | 30 year incremental property tax impact to DuPage County |
| $236,500 | | 30 year incremental property tax impact to DuPage County Forest Preserve District |
| $133,600 | | 30 year incremental property tax impact to Milton Township Road Department |
| $81,800 | | 30 year incremental property tax impact to Milton Township |
| $27,000 | | 30 year incremental property tax impact to DuPage Airport Authority |
| $19,400 | | 30 year incremental property tax impact to Glen Ellyn Mosquito Abatement District |
| | | |
| **$15,744,300** | | **Estimated 30 Year Incremental Impact** |
| | | |
| **$524,810** | | **Average Annual Incremental Impact** |

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

**Response: We do not anticipate this project will involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors to be in excess of other similarly sized construction projects within the Village of Glen Ellyn.**

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

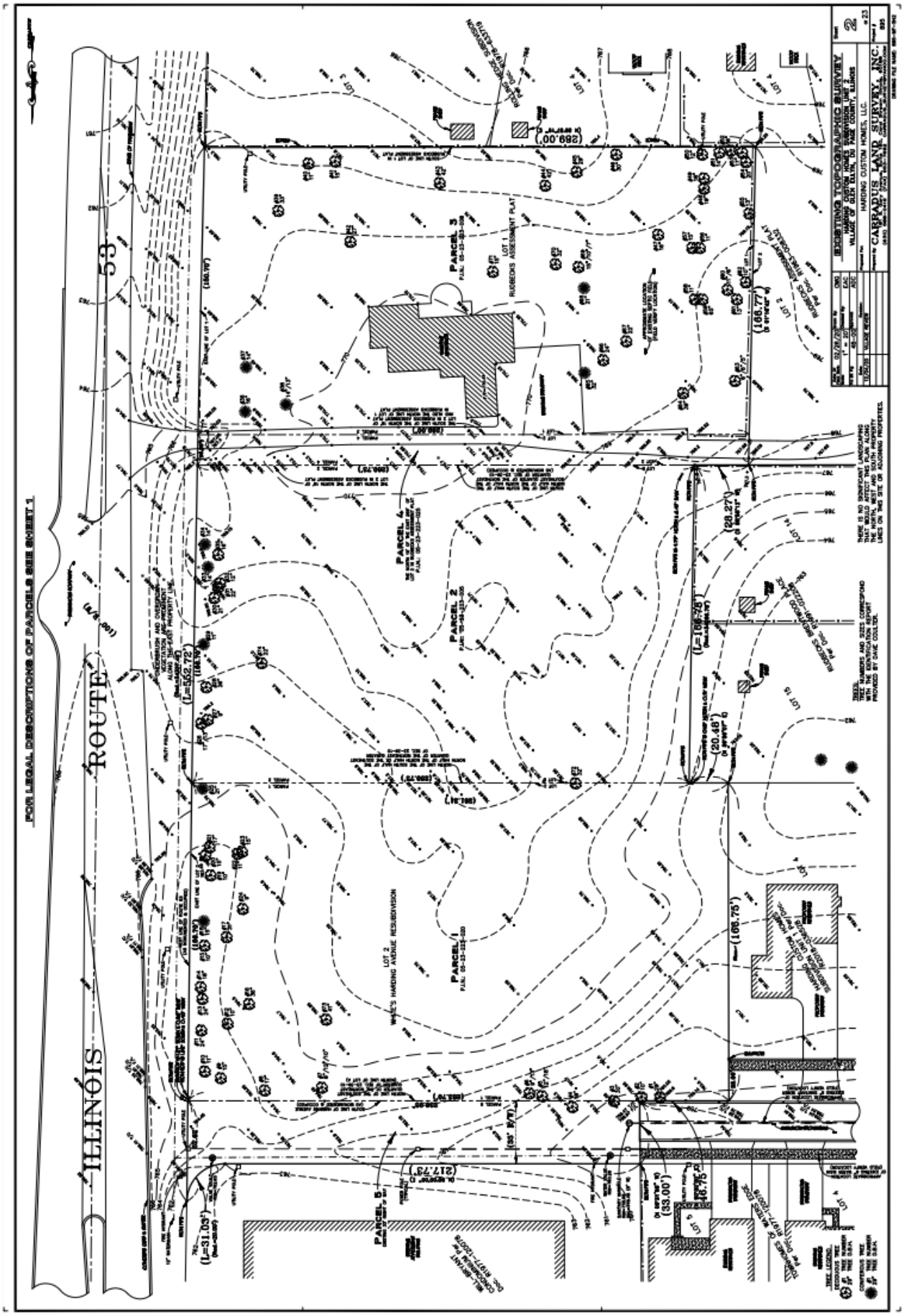
**Response: The Incremental Traffic Summary based on Traffic Study prepared by Gewalt Hamilton Associates, Inc. did not indicate undue interference with traffic on surrounding public streets or roads. The subsequent review by the Village's traffic consultant, Benes & Associates came to similar conclusions.**

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

**Response: The existing topology of the property routes most rain and snow runoff over ground from the area highpoint (near the northeastern corner of the existing home on parcel 3) in a western and northwestern direction. This neighborhood highpoint is approximately 9 – 10 feet higher than the two homes to the northwest, (747 & 750 Brentwood Court). 744 Brentwood Court (directly west of Harding's 4 single family homes) is approximately 14' lower than the area highpoint.**

**Without the stormwater engineering provided by this project, these homes will continue to receive the natural overland water similar to what they have encountered in the past.**

**The stormwater engineering proposed for this project will *dramatically* reduce overland water passing through these homesites without additional public expense for flood protection, rescue or relief.**


FOR LEGAL DESCRIPTIONS OF PARCELS SEE SHEET 1
ILLINOIS ROUTE 53
PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
PARCEL 5
LOT 1 RUDBECKS ASSESSMENT PLAT
LOT 2 WHEE'S HARDING AVENUE RESUBDIVISION
EXISTING TOPOGRAPHIC SURVEY
HARDING CUSTOM HOMES, LLC.
CARRADUS LAND SURVEY, INC.

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

**Response: We are unaware of any natural, scenic or historical features of major importance to the community within these parcels.**

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

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

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

Date: October 4, 2021

Print Name: **Harding Custom Homes, LLC**
by Marvin K. Ritter

Signature of Applicant:



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

| | |
|---|---|
| Date filed: | **January 18, 2021** |
| Application No. | **TBD** |
| Common Name of PUD: | **Harding Avenue Townhomes** |
| Type of PUD: | **Residential**<br>(Residential, Commercial, Other) |
| Name of Applicant: | **Harding Custom Homes, LLC** |
| Address of Applicant: | **540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137** |
| Business Phone: | **(630) 790-8144** |
| (Mobile): | **(630) 303-7754** |
| Email: | Marv@RiteWayCustomHomes.com |
| (Fax): | **N/A** |
| Property Interest of Applicant: | **Project Manager**<br>(Owner, Owner Representative, Contract Purchaser, etc.) |
| Name of Owner(s): | **See below.** |

Address and Legal Descriptions of the Properties:

**This information is contained on sheet 1 of the engineering drawings.**

| | |
|---|---|
| Zoning Classification: | **Currently R2, requesting R4** |
| Property Size/Area: | **Approximately 3.3670 acres** |
| Requested Use/Construction: | **Rezone from R2 to R4 for a townhome development** |
| Date of Preliminary PUD Plan Approval: | **TBD** |
| Estimated Date to Start Construction**:** | **Within 90 days after approval of PUD and permits** |

January 18, 2021

_____

Date

Marvin K. Ritter

Marvin K. Ritter
for Harding Custom Homes, LLC

## APPLICATION FOR ZONING MAP AMENDMENT

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

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

| | |
|---|---|
| Date Filed: | January 12, 2021 |
| Application No: | TBD |
| Name & Address of Applicant: | Harding Custom Homes, LLC<br>540 Duane Street, 2nd Floor<br>Glen Ellyn, IL 60137 |
| Business Phone No.: | (630) 790-8144 |
| Home Phone No.: | n/a |
| Mobile Phone No.: | (630) 303-7754 |
| Fax No.: | n/a |
| Property Interest of Applicant: | Property Owner<br>(Owner, Contract Purchaser, Owner Representative) |
| Name of Property Owner: | Same as above |
| Address of Owner: | Same as above |
| Business Phone No.: | Same as above |
| Home Phone No.: | n/a |
| Mobile Phone No.: | Same as above |
| Fax No.: | n/a |
| Property Interest of Applicant: | Same as above |

Address, PIN and Legal Description of the properties:

See legal description and acreage of the 5 parcels on page 1 of the engineering documents submitted at the time of this application.

All of the Parcels are currently zoned R2, with the exception of Parcel 5 which is the undeveloped portion of Harding Avenue currently owned by the Village of Glen Ellyn.

The current Lot Frontage, Lot Area and Lot Use of the Parcels are as follows:

| | |
|---|---|
| Parcel 1: | 261.27' on the undeveloped portion of Harding Avenue, and<br>166.78' on Illinois Route 53<br>47,101 square feet<br>Vacant land |
| Parcel 2: | 166.75' on Illinois Route 53<br>43,468 square feet<br>Vacant land |
| Parcel 3: | 150.70' on Illinois Route 53<br>43,563 square feet<br>Abandoned home |
| Parcel 4: | 16.00' on Illinois Route 53<br>4,624 square feet<br>Private driveway |
| Parcel 5: | 33.00' on Harding Avenue, and<br>Approximately 43.00' +/- on Illinois Route 53<br>7,913 square feet<br>Undeveloped Village of Glen Ellyn dirt roadway |

Requested Zoning: R4

Requested Use/Construction: Single-family attached homes

Estimated Date to Begin New Use/Construction: Within 90 days after approval of PUD and building permits.

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

Project Architect:

Bret Richter
B.L.R. Architects Ltd.
1709 Ogden Avenue
Lisle, IL 60532
(630) 435-0700

Project Surveyor / Engineer:

Alan D. Carradus
Carradus Land Survey, Inc.
191 S. Gary Avenue, Ste 180
Carol Stream, IL 60188
(630) 588-0416

Transactional Representation:

Mark Rodriguez
Law Office of Mark and Beth Rodriguez
364 Pennsylvania Avenue, #1W
Glen Ellyn, IL 60137
(630) 858-1199

Homeowner's Association Documents:

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Wheaton, IL 60189
(630) 344-1195

Traffic Studies:

Bill Grieve
Gewalt Hamilton Associates
625 Forest Edge Drive
Vernon Hills, IL 60061
(847) 478-9700

Photometric Study:

Charles DuBeau
DRK Enterprises, LLC
1 Chestnut Street, Suite 4M
Nashua, NH 03060
(508) 3454-5477

**Narrative Statement** evaluating the economic effects on adjoining property, the effect of such elements as noise, glare, odor, fumes and vibration on adjoining property, a discussion of the general compatibility with the adjacent and other properties in the district, the effect of traffic, and the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of paragraph (E) of Section 10-10-13 of the Zoning Code:

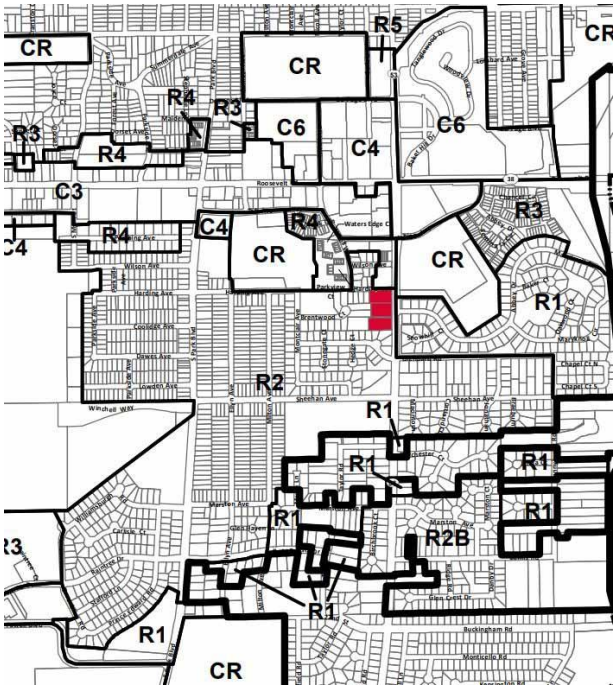
**Discuss the Requested Zone Change with Respect to Each of the Following**:

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

   - R2 Single family homes to the west
   - R2 and R4 Townhomes & single family homes to the northwest
   - R4 Multi-family to the north
   - Illinois Route 53 to the east, with CR and R1 on the east side of 53
   - R2 Single family homes to the south

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

   The project parcels are highlighted in red on this subsection of the Village of Glen Ellyn's Official 2019 Zoning Map, which includes the properties within the general area of the affected property:




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

   Parcels 1 & 2 were identified in the 2001 Comprehensive Plan as suitable for the type of

development this proposed change in zoning district addresses. The Glen Ellyn Plan Commission encouraged us to acquire Parcels 3 & 4 during the 1st of 3 pre-application meetings we have had, for the purpose of expanding the townhome development we proposed at that time. Parcel 5 is the undeveloped portion of Harding Avenue which as a public property, was not discussed within the 2001 Comprehensive Plan.

The recommendations outlined in the Land Use Plan of the November 11, 2020 draft of the Glen Ellyn Comprehensive Plan focus on the diversification of housing options by increasing single-family attached and multi-family uses. The parcels which are part of this project have all been identified in the Future Land Use Plan as Single-Family Attached locations, which is consistent with our project application.

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

Although we are not certain when the affected parcels were originally zoned R2, Parcels 1 & 2 have been owned by the same family since 1952, when there were single family homes on the two parcels. There have been a significant number of single family homes and townhome units developed within the immediate area since then, as well as numerous commercial properties to the north, northwest and northeast.

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

There has been a mix of both single family and multi-family construction in the general area. The 2001 Comprehensive Plan suggests "low density attached residential" for Parcels 1 and 2 in a chart and continued in greater detail with the wording "Possible location for small townhome development similar in scale to the existing development to the north. Single-family homes may also be acceptable."

The November 11, 2020 draft of the proposed Glen Ellyn Comprehensive Plan notes:

- 42% of the community members have a desire for more townhomes based on 1,700 responses. (Page 3)
- Single-Family Attached…This dwelling type should be further integrated to increase the Village's housing diversity and support higher density. (Page 9)
- Future Land Use Plan Distribution. The recommendations outline in the Land Use Plan focuses on the diversification of housing options by increasing single-famil attached and multi-family uses. (Page11)
- The subject location has been identified as Single-Family Attached. (Page1#)
- #7 Nicoll Way and Abby Drive (we suspect this is a mistake in the plan document and should have said Nicoll Way and Harding Avenue, as Nicoll Way is on the west side of IL 54 and Abby Drive is on the east). This site is currently made up of vacant and single-family detached properties. With close proximity to Roosevelt Road and its amenities, the site presents an attractive opportunity for single-family attached homes similar in scale to the existing development to the

north. Single-family homes may also be acceptable. (Page 15)

- Increase Housing Diversity. Recommended Action - Encourage the provision of single-level floor plans and ADA-compliant amenities. Although we don't have single level plans, 10 of the 23 units are proposed with first floor master bedrooms. (Page 78)
- Increase Housing Diversity. Recommended Action - Encourage developers and property owners to promote the missing middle housing options (townhomes fit in this category) on infill parcels within single-family neighborhoods as well as throughout Glen Ellyn. (Page 78)

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

- Parcel 1 has been vacant land since 2011.
- Parcel 2 has been vacant for significantly longer.
- Parcel 3 has a home which has been vacant since May 2018. The home is not habitable. It has had homeless break ins, vandalism and in September 2020 all of the copper plumbing was stolen from the property. We have been told we cannot tear it down without a variance.
- Parcel 4 has been a shared driveway for Parcel 3 and the owner of 128 S. Route 53 since 1977.
- Parcel 5 has been a Village owned, unpaved, dirt only, portion of Harding Avenue since before 1952.

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

The shape, size and location of this property make it extremely difficult to develop as an R2 property. We do not have an analysis of the economic effect of R2 zoning.

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

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

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

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

| 01/07/21 | Marvin K. Ritter | Marvin K. Ritter |
|---|---|---|
| | For Harding Custom Homes, LLC | |
| Date | Print Name | Signature of Applicant |

**Harding Custom Homes, LLC**
540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137 (630) 790-8144

August 9, 2020

Ms. Katie Ashbaugh
Village Planner
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

*** Right-of-Way Vacation Request ***

Dear Katie,

It is Harding Custom Homes, LLC's intent to request a vacation of the Village owned property east of where the pavement ends on Harding Avenue to the Illinois Route 53 roadway. We have engaged Carradus Land Survey, Inc. to prepare the appropriate survey documents.

Very truly yours,



Marvin K. Ritter

**HARDING CUSTOM HOMES, LLC**
540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137 (630) 790-8144

August 9, 2020

Ms. Katie Ashbaugh, Village Planner
and Plan Commission Members
c/o Village of Glen Ellyn
Planning and Development Department
535 Duane Street
Glen Ellyn, IL 60137

***HARDING GLEN TOWNHOMES, GLEN ELLYN, IL***

***DISCLOSURE OF INTEREST BY A (Limited Liability) CORPORATION and PROOF OF OWNERSHIP***

Dear Katie,

Pursuant to above.

Addresses, PINs, Legal Descriptions:

LEGAL DESCRIPTION OF CONSTRUCTION SITE

(REFER TO SHEET 2 FOR PARCEL LOCATIONS)

PARCEL 1
LOT 1 OF WHITE'S HARDING AVENUE RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED FEBRUARY 26, 2018 AS DOCUMENT R2018-016603, IN DUPAGE COUNTY, ILLINOIS.

(787 HARDING AVENUE)
PIN 05-23-223-020
47,101 Sq. Ft.

PARCEL 2
THE EAST 280.73 FEET AS MEASURED ON THE NORTH LINE AND ON THE SOUTH LINE (BEING THE EAST ONE ACRE) AND MEASURED WEST FROM THE WEST LINE OF STATE HIGHWAY ROUTE 53 OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

(NO ADDRESS ASSIGNED)
PIN 05-23-223-005
43,468 Sq. Ft.

PARCEL 3
LOT 1 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

(138 IL. STATE ROUTE 53)
PIN 05-23-223-008
43,562 Sq. Ft.

PARCEL 4
THE NORTH 16 FEET OF THE EAST 289 FEET OF LOT 2 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS

(PART OF 128 IL. STATE ROUTE 53)
PART OF PIN 05-23-223-025
4,624 Sq. Ft.

PARCEL 5
ALL OF THAT PART OF HARDING AVENUE RIGHT OF WAY LYING SOUTH OF AN ADJACENT TO WILL-BRYANT CONDOMINIUM SUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF WILL-BRYANT CONDOMINIUM PLAT RECORDED DECEMBER 30, 1977 AS DOCUMENT R77-120078, IN DUPAGE COUNTY, ILLINOIS

EXISTING 33' HARDING RIGHT OF WAY
7,913 Sq. Ft.

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

Mark White (50%)
227 7th Avenue, NE
Sarasota, FL 33701

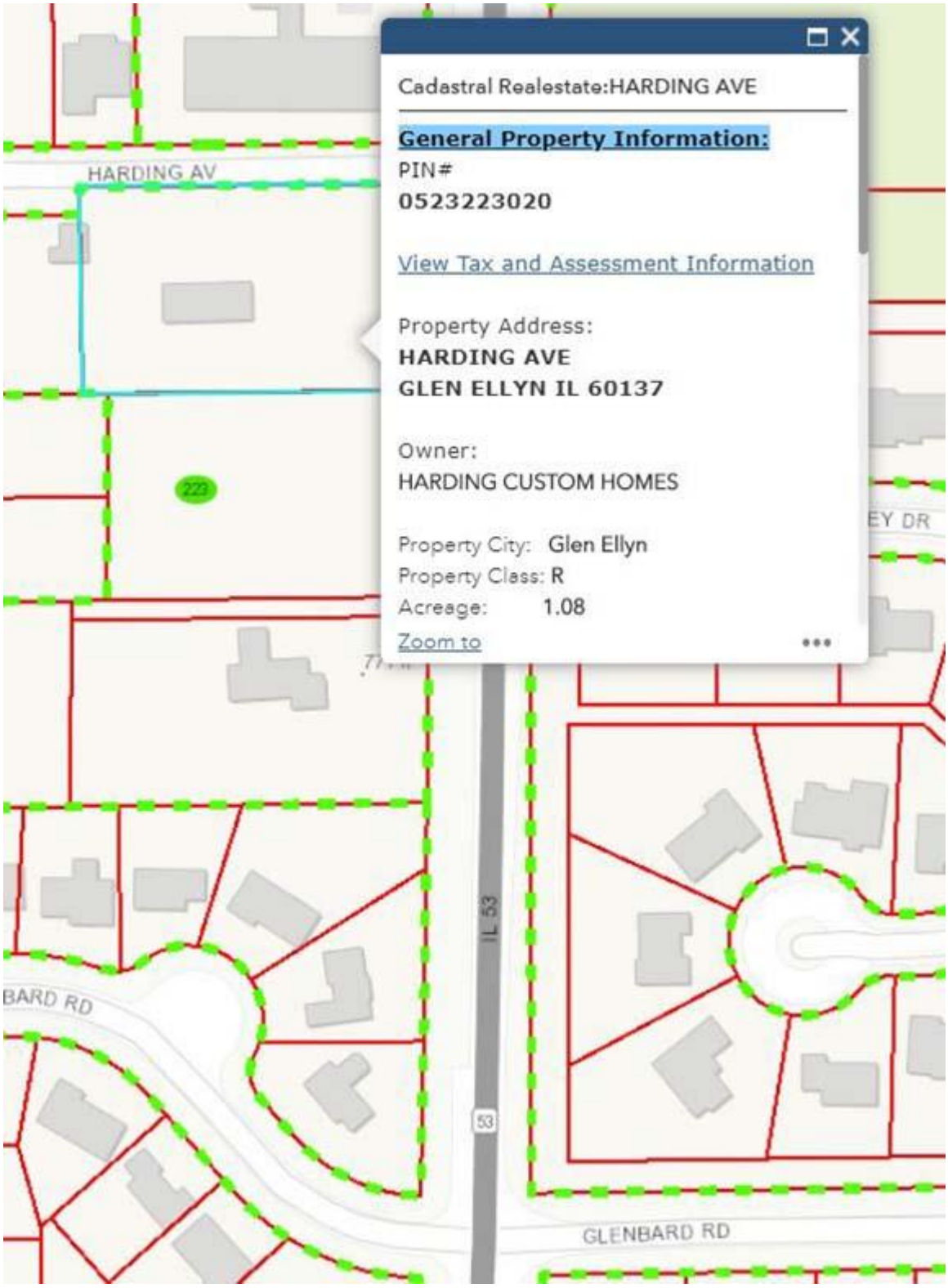
Diane White (50%)
227 7th Avenue, NE
Sarasota, FL 33701



_____ March 30, 2020

Harding Custom Homes, LLC
By Marvin K. Ritter, Project Manager

The following prints are from the DuPage County GIS system and the DuPage County Tax Assessor. They indicate Harding Custom Homes, LLC as the owner of each of the parcels (with the exception of the Harding Avenue extension owned by the Village) which is anticipated to be vacated by the Village to Harding Custom Homes, LLC. Note the driveway parcel from the tax assessor does not show the owner, as this is a new parcel that never existed before. It's first time to be issued a tax bill will be this May.


Cadastral Realestate:HARDING AVE
General Property Information:
PIN#
0523223020
View Tax and Assessment Information
Property Address:
HARDING AVE
GLEN ELLYN IL 60137
Owner:
HARDING CUSTOM HOMES
Property City: Glen Ellyn
Property Class: R
Acreage: 1.08
Zoom to
HARDING AV
223
IL 53
53
GLENBARD RD

Home > Property Lookup Home

# Property Information

- Ways to pay your real estate taxes

Tax Payment Information | Property Tax Distribution | Assessment Information | Property Tax History | Sale History

Click here to search for your next parcel

Print Duplicate Tax Bill
View Parcel on Interactive Map
Purchase Tax Parcel Map(s)

| Parcel Number | Parcel Address | Billing Address |
|---|---|---|
| 05-23-223-020 | | HARDING CUSTOM HOMES |
| | HARDING AVE | 227 7TH AVE NE |
| | GLEN ELLYN, 60137 | ST PETERSBURG FL 33701 |

| Installment | Base Tax Amount | Penalty * | Net Due | Paid Date |
|---|---|---|---|---|
| First Due: 6/3/2019 | $1,598.96 | $0.00 | $0.00 | 5/30/2019 |
| Second Due: 9/3/2019 | $1,598.96 | $0.00 | $0.00 | 8/27/2019 |
| Total Due | $0.00 | | | |

* PENALTY OF 1.5% PER MONTH APPLIES IF PAID AFTER THE DUE DATES.

## Prior Year 2017 Taxes

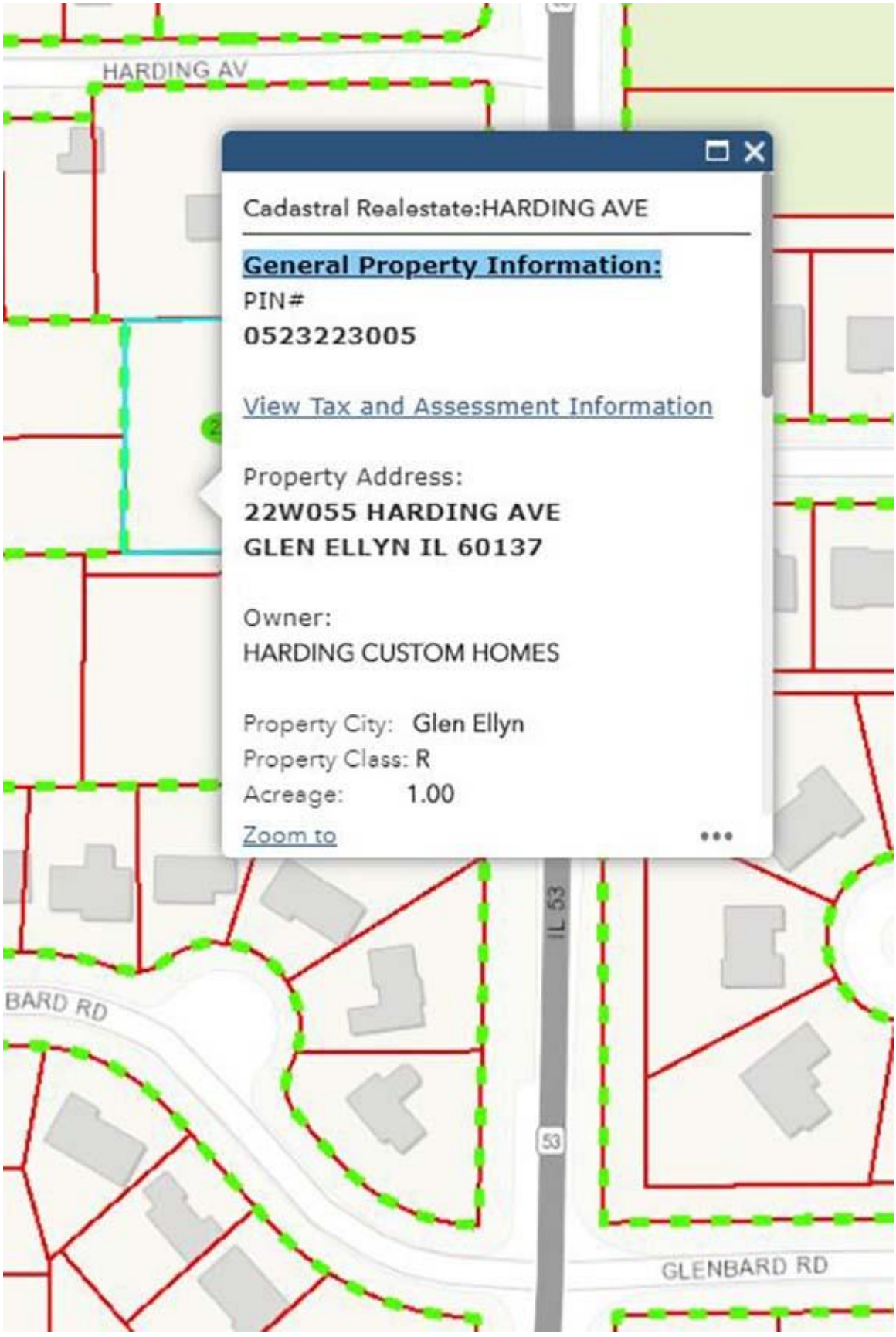
| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | | |
| Second | | |

## Prior Year 2016 Taxes

| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | | |
| Second | | |

## Prior Year 2015 Taxes

| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | | |
| Second | | |


HARDING AV
Cadastral Realestate:HARDING AVE
General Property Information:
PIN#
0523223005
View Tax and Assessment Information
Property Address:
22W055 HARDING AVE
GLEN ELLYN IL 60137
Owner:
HARDING CUSTOM HOMES
Property City: Glen Ellyn
Property Class: R
Acreage: 1.00
Zoom to
IL 53
53
BARD RD
GLENBARD RD

Home > Property Lookup Home

# Property Information

- Ways to pay your real estate taxes

Tax Payment Information | Property Tax Distribution | Assessment Information | Property Tax History | Sale History

Click here to search for your next parcel

Print Duplicate Tax Bill
View Parcel on Interactive Map
Purchase Tax Parcel Map(s)

| Parcel Number | Parcel Address | Billing Address |
|---|---|---|
| 05-23-223-005 | | HARDING CUSTOM HOMES |
| | 22W055 HARDING AVE | 227 7TH AVE NE |
| | GLEN ELLYN, 60137 | ST PETERSBURG FL 33701 |

| Installment | Base Tax Amount | Penalty * | Net Due | Paid Date |
|---|---|---|---|---|
| First Due: 6/3/2019 | $1,553.44 | $0.00 | $0.00 | 5/30/2019 |
| Second Due: 9/3/2019 | $1,553.44 | $0.00 | $0.00 | 8/27/2019 |
| Total Due | $0.00 | | | |

* PENALTY OF 1.5% PER MONTH APPLIES IF PAID AFTER THE DUE DATES.

## Prior Year 2017 Taxes

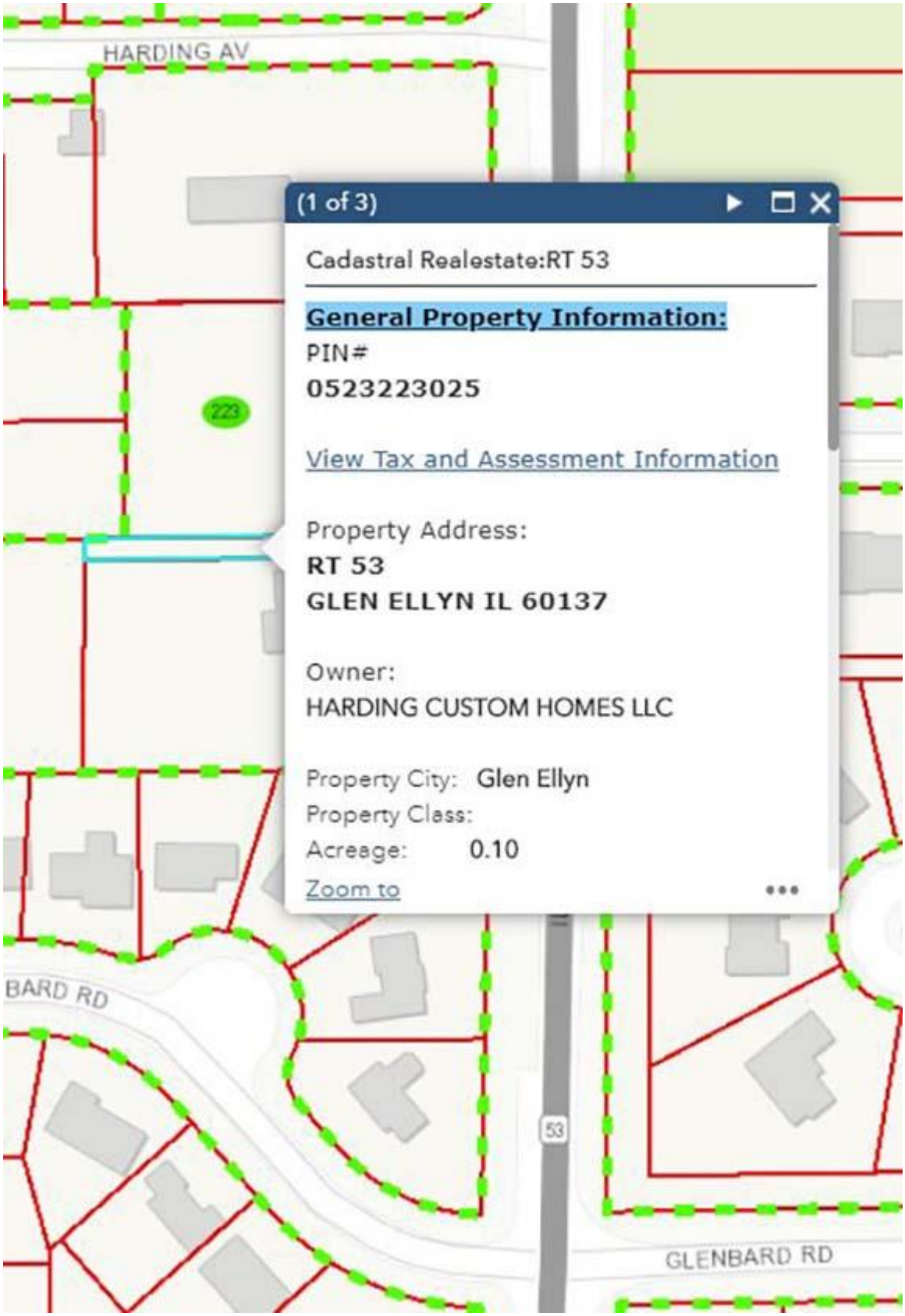
| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | $1,441.56 | 5/22/2018 |
| Second | $1,441.56 | 8/27/2018 |

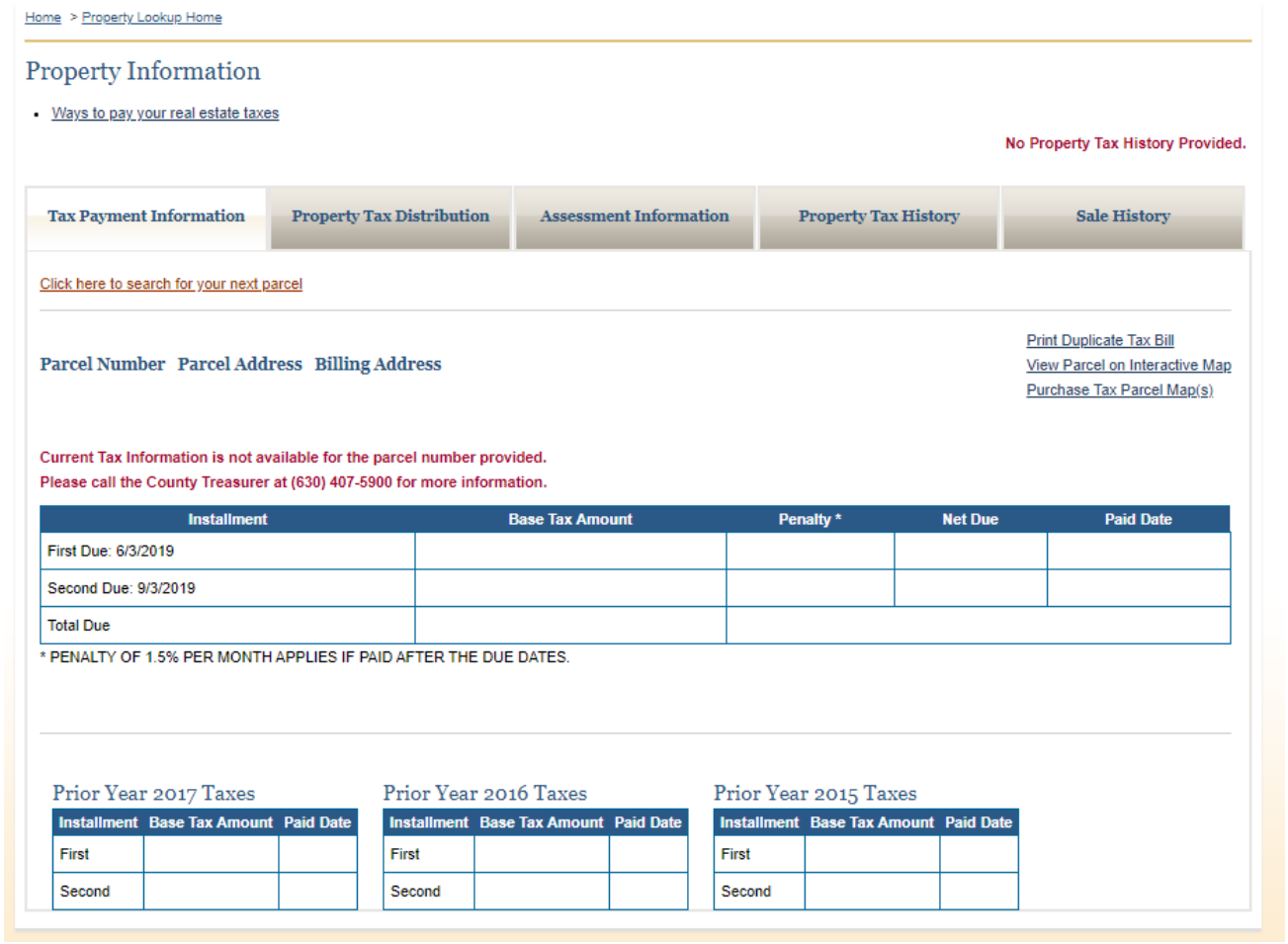
## Prior Year 2016 Taxes

| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | $1,436.76 | 6/1/2017 |
| Second | $1,436.76 | 8/18/2017 |

## Prior Year 2015 Taxes

| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | $1,435.08 | 6/21/2016 |
| Second | $1,435.08 | 10/27/2016 |


HARDING AV
(1 of 3)
Cadastral Realestate:RT 53
General Property Information:
PIN#
0523223025
View Tax and Assessment Information
Property Address:
RT 53
GLEN ELLYN IL 60137
Owner:
HARDING CUSTOM HOMES LLC
Property City: Glen Ellyn
Property Class:
Acreage: 0.10
Zoom to
223
53
BARD RD
GLENBARD RD



Home > Property Lookup Home

## Property Information

- Ways to pay your real estate taxes

No Property Tax History Provided.

Tax Payment Information | Property Tax Distribution | Assessment Information | Property Tax History | Sale History

Click here to search for your next parcel

Parcel Number Parcel Address Billing Address

Print Duplicate Tax Bill
View Parcel on Interactive Map
Purchase Tax Parcel Map(s)

Current Tax Information is not available for the parcel number provided.
Please call the County Treasurer at (630) 407-5900 for more information.

| Installment | Base Tax Amount | Penalty * | Net Due | Paid Date |
|---|---|---|---|---|
| First Due: 6/3/2019 | | | | |
| Second Due: 9/3/2019 | | | | |
| Total Due | | | | |

* PENALTY OF 1.5% PER MONTH APPLIES IF PAID AFTER THE DUE DATES.

Prior Year 2017 Taxes

| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | | |
| Second | | |

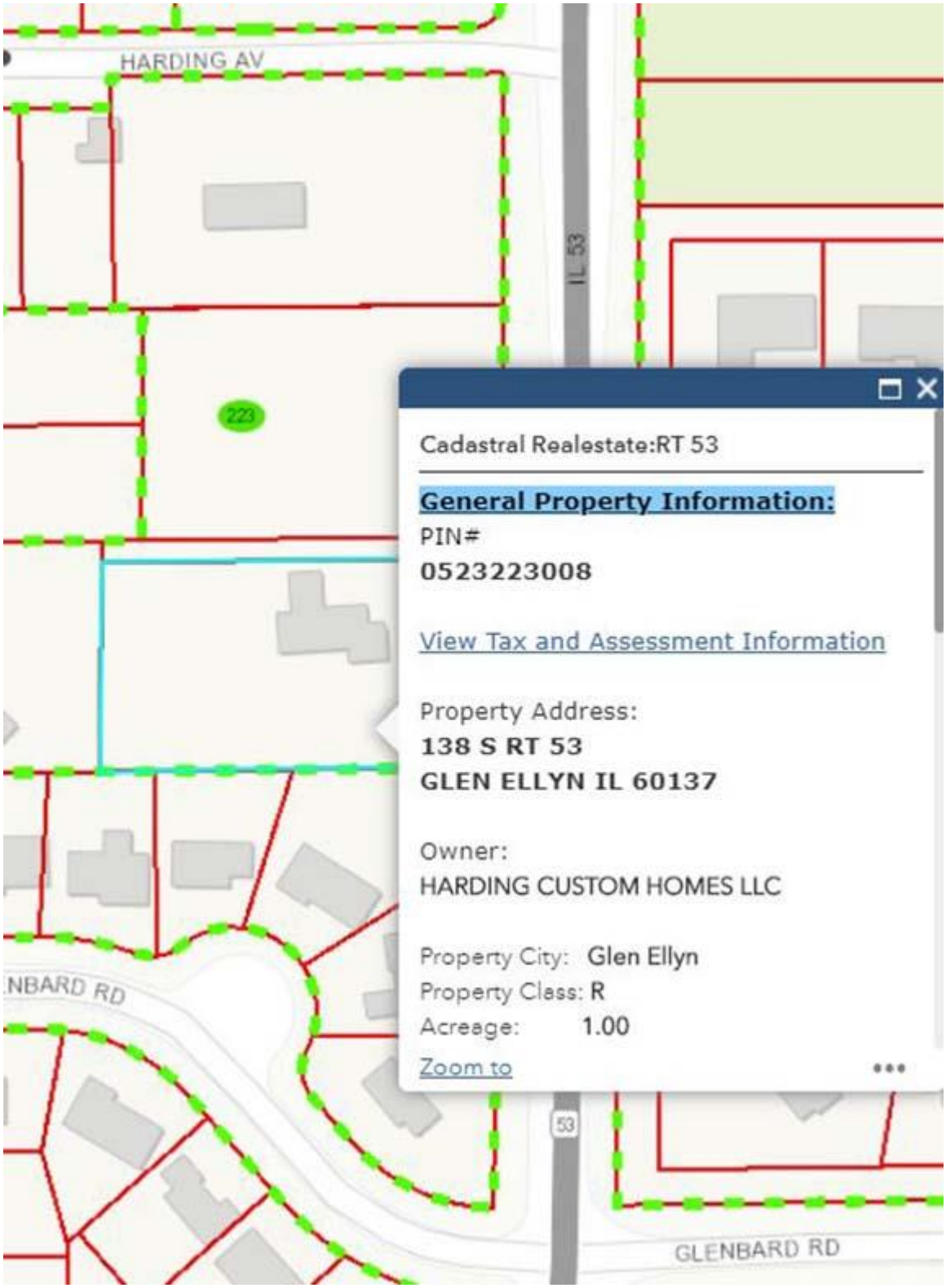
Prior Year 2016 Taxes

| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | | |
| Second | | |

Prior Year 2015 Taxes

| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | | |
| Second | | |

This driveway parcel has never been taxed as an individual parcel, and therefore does not display the property owner. The first tax bill this parcel will receive will be in May 2020 for the 2019 tax year. We certify this parcel is owned by Harding Custom Homes, LLC as confirmed by the GIS print. The mailing address for this tax bill will be 540 Duane Street, Glen Ellyn, IL 60137.


HARDING AV
IL 53
223
Cadastral Realestate:RT 53
General Property Information:
PIN#
0523223008
View Tax and Assessment Information
Property Address:
138 S RT 53
GLEN ELLYN IL 60137
Owner:
HARDING CUSTOM HOMES LLC
Property City: Glen Ellyn
Property Class: R
Acreage: 1.00
Zoom to
NBARD RD
53
GLENBARD RD

Home > Property Lookup Home

# Property Information

- Ways to pay your real estate taxes

Tax Payment Information | Property Tax Distribution | Assessment Information | Property Tax History | Sale History

Click here to search for your next parcel

Print Duplicate Tax Bill
View Parcel on Interactive Map
Purchase Tax Parcel Map(s)

| Parcel Number | Parcel Address | Billing Address |
|---|---|---|
| 05-23-223-008 | | HARDING CUSTOM HOMES LLC |
| | 138 S RT 53 | 540 DUANE ST |
| | GLEN ELLYN, 60137 | UNIT 2ND FL GLEN ELLYN IL 60137-4685 |

| Installment | Base Tax Amount | Penalty * | Net Due | Paid Date |
|---|---|---|---|---|
| First Due: 6/3/2019 | $4,770.80 | $0.00 | $0.00 | 5/30/2019 |
| Second Due: 9/3/2019 | $4,770.80 | $0.00 | $0.00 | 8/27/2019 |
| Total Due | $0.00 | | | |

* PENALTY OF 1.5% PER MONTH APPLIES IF PAID AFTER THE DUE DATES.

## Prior Year 2017 Taxes

| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | $4,418.38 | 5/18/2018 |
| Second | $4,418.38 | 8/8/2018 |

## Prior Year 2016 Taxes

| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | $4,394.73 | 5/26/2017 |
| Second | $4,394.73 | 8/25/2017 |

## Prior Year 2015 Taxes

| Installment | Base Tax Amount | Paid Date |
|---|---|---|
| First | $4,378.57 | 5/25/2016 |
| Second | $4,378.57 | 8/29/2016 |

# AFFIDAVIT OF AUTHORIZATION

Harding Custom Homes, LLC owner of the property described as:

## LEGAL DESCRIPTION OF CONSTRUCTION SITE

(REFER TO SHEET 2 FOR PARCEL LOCATIONS)

PARCEL 1
LOT 1 OF WHITE'S HARDING AVENUE RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED FEBRUARY 26, 2018 AS DOCUMENT R2018-016603, IN DUPAGE COUNTY, ILLINOIS.
(787 HARDING AVENUE)
PIN 05-23-223-020
47,101 Sq. Ft.

PARCEL 2
THE EAST 280.73 FEET AS MEASURED ON THE NORTH LINE AND ON THE SOUTH LINE (BEING THE EAST ONE ACRE) AND MEASURED WEST FROM THE WEST LINE OF STATE HIGHWAY ROUTE 53 OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.
(NO ADDRESS ASSIGNED)
PIN 05-23-223-005
43,468 Sq. Ft.

PARCEL 3
LOT 1 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.
(138 IL. STATE ROUTE 53)
PIN 05-23-223-008
43,562 Sq. Ft.

PARCEL 4
THE NORTH 16 FEET OF THE EAST 289 FEET OF LOT 2 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS
(PART OF 128 IL. STATE ROUTE 53)
PART OF PIN 05-23-223-025
4,624 Sq. Ft.

PARCEL 5
ALL OF THAT PART OF HARDING AVENUE RIGHT OF WAY LYING SOUTH OF AN ADJACENT TO WILL-BRYANT CONDOMINIUM SUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF WILL-BRYANT CONDOMINIUM PLAT RECORDED DECEMBER 30, 1977 AS DOCUMENT R77-120078, IN DUPAGE COUNTY, ILLINOIS
EXISTING 33' HARDING RIGHT OF WAY
7,913 Sq. Ft.

verify that: Marvin K. Ritter and / or Walt Arway

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

Mark White

Harding Custom Homes, LLC
by Mark White, Member

**REIMBURSEMENT OF FEES AGREEMENT**
(Updated by Harding Custom Homes, LLC on 08/09/20)

Village of Glen Ellyn Acct: #_____
Initial Deposit Amount: $15,300.00
Right-of-Way Vacation Fee: $300.00

I. DESCRIPTION OF PROJECT: Harding Avenue Townhomes

II. OWNER:

A. Owner of Property: Harding Custom Homes, LLC / Mark & Diane White

B. Owner's Address: 540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137 and 227 7th Avenue, NE, Sarasota, FL 33701

C. Owner's Home Phone Number: (609) 937-0409
Fax: Not Applicable

D. Owner's Work Phone Number: Not Applicable

E. Owner's E-mail: White2P@icloud.com

F. If Owner is a Land Trust or Corporation, the attached disclosures of interest should be filled out. Disclosures have been completed

III. PERSON MAKING REQUEST (Petitioner):

A. Name of Petitioner: Marv Ritter

B. Petitioner's Address: c/o Harding Custom Homes, LLC
540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137

C. Petitioner's Home Phone #: Not Applicable

D. Petitioner's Work Number: (630) 790-8144

E. Petitioner's E-mail: Marv@RiteWayCustomHomes.com

IV. LOCATION OF PROPERTY:

A. General Location of Property: Intersection of Harding Avenue & IL Route 53

B. Acreage of Parcel: Approximately 3.3 acres

C. Permanent Index Number(s) See below as part of Legal Descriptions

D. Legal Descriptions:

## LEGAL DESCRIPTION OF CONSTRUCTION SITE

(REFER TO SHEET 2 FOR PARCEL LOCATIONS)

PARCEL 1
LOT 1 OF WHITE'S HARDING AVENUE RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED FEBRUARY 28, 2018 AS DOCUMENT R2018-016603, IN DUPAGE COUNTY, ILLINOIS.

(787 HARDING AVENUE)
PIN 05-23-223-020
47,101 Sq. Ft.

PARCEL 2
THE EAST 260.73 FEET AS MEASURED ON THE NORTH LINE AND ON THE SOUTH LINE (BEING THE EAST ONE ACRE) AND MEASURED WEST FROM THE WEST LINE OF STATE HIGHWAY ROUTE 53 OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUART OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

(NO ADDRESS ASSIGNED)
PIN 05-23-223-005
43,468 Sq. Ft.

PARCEL 3
LOT 1 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

(138 IL. STATE ROUTE 53)
PIN 05-23-223-008
43,562 Sq. Ft.

PARCEL 4
THE NORTH 16 FEET OF THE EAST 289 FEET OF LOT 2 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS

(PART OF 128 IL. STATE ROUTE 53)
PART OF PIN 05-23-223-025
4,624 Sq. Ft.

PARCEL 5
ALL OF THAT PART OF HARDING AVENUE RIGHT OF WAY LYING SOUTH OF AN ADJACENT TO WILL-BRYANT CONDOMINIUM SUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF WILL-BRYANT CONDOMINIUM PLAT RECORDED DECEMBER 30, 1977 AS DOCUMENT R77-120078, IN DUPAGE COUNTY, ILLINOIS

EXISTING 33' HARDING RIGHT OF WAY
7,913 Sq. Ft.

## V. REIMBURSEMENT OF FEES:

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

This document shall constitute a contract when an application is made for a license, permit, request for zoning relief or other approval involving the use of real property. Should the Village, in its sole and exclusive discretion, determine that it is necessary or desirable for the Village to obtain professional services, including, but not limited to, attorneys, engineers, planners, architects, surveyors, court reporters, traffic, drainage or other consultants, including full and/or part time site inspection services during the actual construction of any required improvements, and/or to incur costs related to any required notices or recordations, in connection with any application or petition filed by the petitioner then the petitioner and owner shall be jointly and severally liable for the payment of such professional fees and costs, as shall actually be incurred by the Village. The Planning and

Development Director is hereby authorized to assign the above described services to the Village staff or to consultants, as the Director deems appropriate and without prior notification to the petitioner.

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

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

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

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

Upon the failure of the petitioner or owner to reimburse the Village in accordance with this Agreement, no further action shall be undertaken on the application by the Village President and Board of Trustees, or by any other official or quasi-official individual or body thereunder, including the conduct of any hearings or deliberations, reviews of any plans or applications, the granting of any relief or approvals, issuance of any permits or occupancies, performance of inspections and the execution or recording of any documents, until all such outstanding fees are paid in full and/or the initial deposit is restored to its full amount. Upon any failure to reimburse the Village in accordance with this Section, the Village may in its discretion, apply any or all of the initial deposit to the outstanding balance due.

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

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

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

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

Marvin K. Ritter
Petitioner Signature

Village of Glen Ellyn

Mark White
Owner Signature

Date: 07/30/20

By: _____
Staci Springer
Community Development Director

Date: _____

**HARDING CUSTOM HOMES, LLC**
540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137 (630) 790-8144

December 3, 2021

Ms. Kelly Purvis, Village Planner
and Plan Commission Members
c/o Village of Glen Ellyn
Planning and Development Department
535 Duane Street
Glen Ellyn, IL 60137

***HARDING GLEN TOWNHOMES, GLEN ELLYN, IL***

***NARRATIVE STATEMENT / USE DESCRIPTION***

Dear Kelly,

This letter, with the attached documents, contains our application to rezone a 3.367 acre assembly of 5 contiguous parcels located at the southwest corner of Harding Avenue and Illinois Route 53 in Glen Ellyn, IL. We are requesting the five parcels be rezoned from R2 to R4. This is consistent with Glen Ellyn's 2001 Comprehensive Plan for attached single family homes for this site, and a 2016 request by the Plan Commission for Harding Custom Homes, LLC to acquire the southern acre to incorporate within the townhome project we proposed at that time.

It also is consistent with the March 2021 draft version of the Glen Ellyn Comprehensive Plan which identifies the location on page 15 as #12 Nicoll Way and Abbey Drive (we believe Abbey Drive should be Harding Avenue, as Nicoll Way and Abbey Drive do not connect, see map). The draft plan reads "12 Nicoll Way and Abbey Drive. This site is currently made up of vacant and simgle -family detached properties. With close proximity to Roosevelt Road and its amenities, the site presents an attractive opportunity for single-family attached homes similar in scale to the existing development to the north. Single-family homes may also be acceptable".

currently inhabited by an aging office building complex, this site's generous lot depth should be leveraged to develop a mix of single-family attached and multi-family units while preserving Roosevelt Road frontage for commercial development. For further discussion of this catalyst site, see the Nicoll Way and Roosevelt Road section in *Chapter 4: Subarea Plans.*

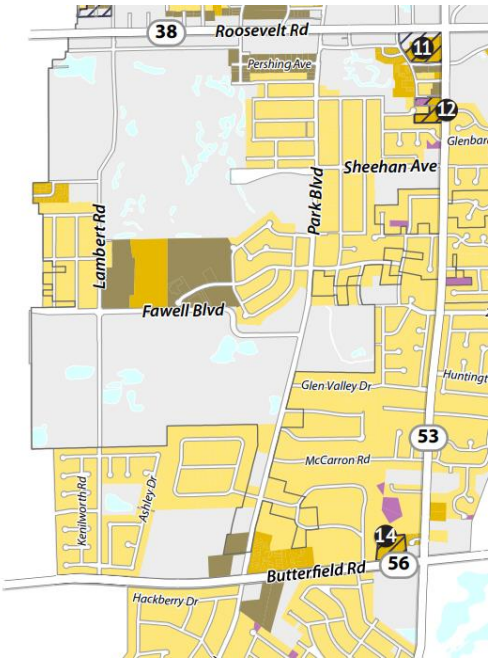
⑫ **Nicoll Way and Abbey Drive.** This site is currently made up of vacant and single-family detached properties. With close proximity to Roosevelt Road and its amenities, the site presents an attractive opportunity for single-family attached homes similar in scale to the existing development to the north. Single-family homes may also be acceptable.

large lot single-family zoning. Single-family attached redevelopment should be encouraged to provide as a buffer between the Butterfield Road commercial corridor and the single-family detached properties to the north.

**Legend**

*Note: The below items present future land uses and not zoning.*

- Historic District
- Residential Infill
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Residential Infill Area




The purpose of rezoning the 5 parcels is to facilitate the development of a proposed 23 unit townhome project. All of the townhomes will be upscale, 3 bedroom units, with 10 of them featuring first floor master bedrooms. The 3.367 acres consists of approximately 2.079 acres of vacant land plus two parcels totaling 1.106 acres (the southern parcels which were acquired at the request of the Plan Commission). The larger of the two southern parcels currently has an uninhabitable single family home which will be demolished as part of the townhome development. A 5th parcel is the undeveloped portion of the Harding Avenue roadway, which is approximately 0.182 acres.

Since our first meeting with the Plan Commission in March 2016 we have prepared nine different concept layouts as part of our efforts to please the neighbors, Staff, Public Works, the Plan Commission and ultimately the Village Board. Although the proposed plan is unlikely to satisfy all of the preferred design elements for each of the interested parties, it is what we believe to be the best possible design addressing the various, and sometime competing third party concerns, as well as the business reality of commercial development such as this.

The layout of the project can be seen on page 4 (Geometric Plan) of the engineering documents.

Several key things to note about the design:

- The overall density is approximately 6.83 units per acre.
- There are 5 buildings; (3) with 4 units, (1) with 5 units and (1) with 6 units.
- There are (23) three bedroom townhomes composed of 3 designs; (10) of the townhomes will have first floor master bedrooms.

- The townhomes range in size from 2,174 to 2,362 square feet, not including garages and basements.
- Each unit has a 2 car garage with parking for at least 2 additional cars in the driveway. In addition, there are 6 standard and 2 handicapped parking spaces in the parkway, bringing the total area parking 107 spaces which is 4.7 spaces per unit.
- Each of the units will have look out basements.
- There is a gated, emergency access road connecting route 53 with the development between buildings 3 and 4 which will be available for emergency services via a locked gate.
- The developer is proposing to dedicate 31,103 square feet of new street and cul-de-sac areas to the Village and is asking the Village to vacate 7,913 square feet from the currently undeveloped portion of Harding Avenue to the developer.

Please see our Quantitative Summary document and the other project submittals for additional information.

As part of our application we are requesting 6 variations which are identified in the Preliminary Plat of Subdivision Application and 21 zoning deviations which are identified in the Preliminary Planned Unit Development Application.

Thank you for your time and consideration in reviewing our submission.

Very truly yours,



Marvin K. Ritter

**Harding Glen Townhomes**
**Quantitative Summary**

## Zoning Information:

- Current Zoning: R2
- Proposed Zoning: R4
- Surrounding Zoning Districts:
  - North: R4
  - Northwest: R2 & R4
  - West: R2
  - South: R2
  - East: IL 53 then R1 east side of IL 53
  - Northeast: CR

## Quantitative Summary:

- Gross Site Area: 146,668 SF (3.367 Acres)
- Roadway 33,103 SF (0.759 Acres)
- Net Site Area: 113,565 SF (2.607 Acres)
- Number of Buildings: 5
- Max # Units Allowed by Code 27
- Proposed Number of Townhomes: 23
  - First Floor Master Units: 10
  - Second Floor Master Units: 13
- Units Per Gross Acre: 6.83
- Units Per Net Acre: 8.82
- Number of Parking Spaces: 107
  - Garage: 46
  - Driveway: 53
  - Street (inc. 2 handicapped): 8

- Avg. Parking Spaces Per Unit: 4.7
- Total Lot Coverage: 36,237
- Lot Coverage Ratio: 31.91%
- Common Open Space: 49,982 SF
- Common Open Space %: 44.0%
- Impervious Surfaces: 56,485 SF
- Total Floor Area: 62,415 SF (SF Allowed by Code 89,238)
- Floor Area Ratio: 54.12% (% Allowed by Code 77.38%)
- Subdivision Variations: Six (6)

  See Major Subdivision Preliminary Application for list of variations

- Zoning Deviations: Twenty one (21) deviations

  See Planned Unit Development Preliminary Application for list of deviations

P.I.N. 05-23-223-020
P.I.N. 05-23-223-005
P.I.N. 05-23-223-008
P.I.N. 05-23-223-025

# PRELIMINARY PLAT OF SUBDIVISION
## *FOR*
# HARDING CUSTOM HOMES SUBDIVISION UNIT 2

**PARCEL 1**
LOT 2 OF WHITE'S HARDING AVENUE RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED FEBRUARY 26, 2018 AS DOCUMENT R2018-016603, IN DUPAGE COUNTY, ILLINOIS

**PARCEL 2**
THE EAST 260.73 FEET AS MEASURED ON THE NORTH LINE AND ON THE SOUTH LINE (BEING THE EAST ONE ACRE) AND MEASURED WEST FROM THE WEST LINE OF STATE HIGHWAY ROUTE 53 OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

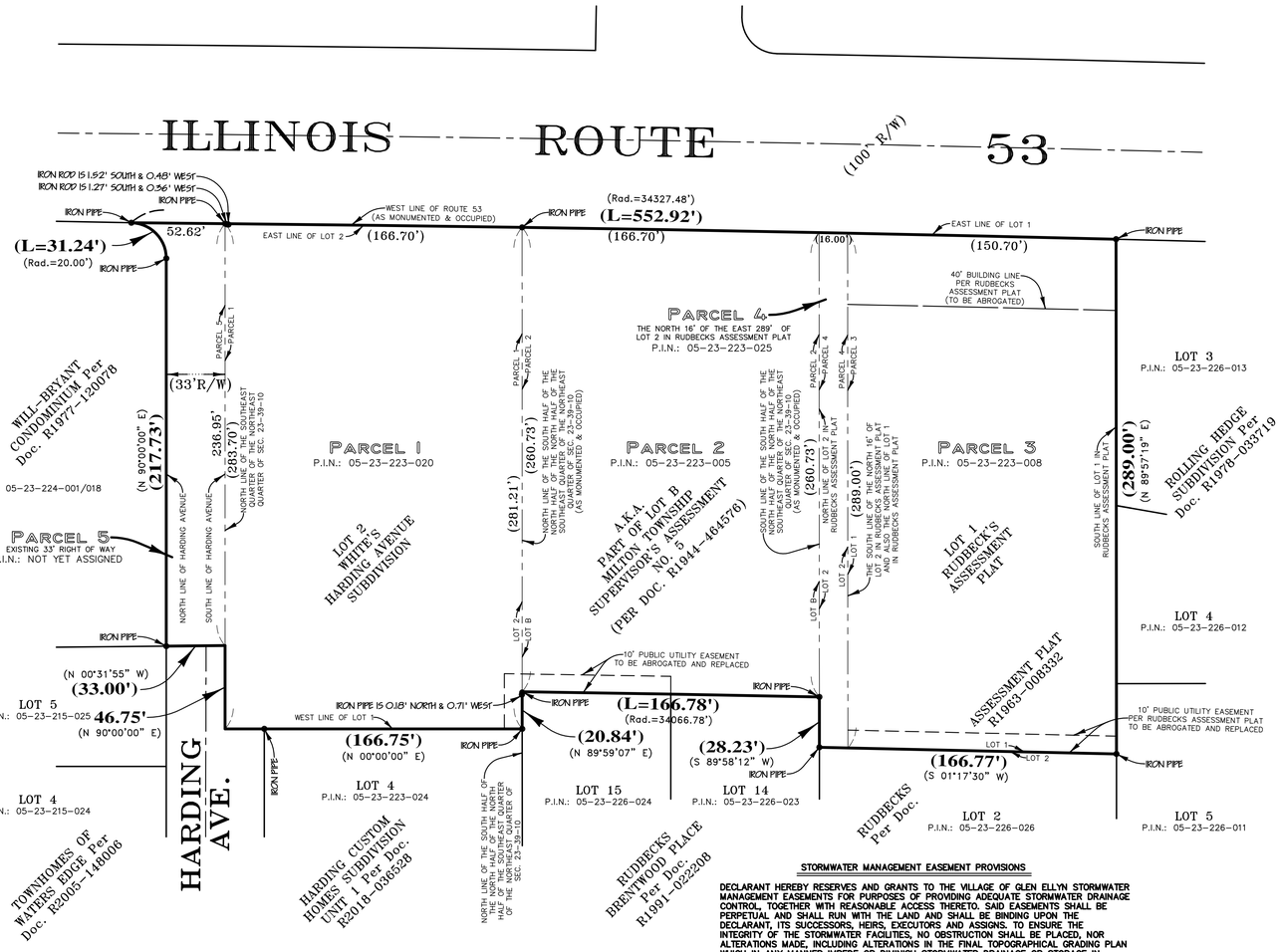
**PARCEL 3**
LOT 1 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

**PARCEL 4**
THE NORTH 16 FEET OF THE EAST 289 FEET OF LOT 2 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

**PARCEL 5**
ALL OF THAT PART OF HARDING AVENUE RIGHT OF WAY LYING SOUTH OF AN ADJACENT TO WILL-BRYANT CONDOMINIUM SUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF WILL-BRYANT CONDOMINIUM PLAT RECORDED DECEMBER 30, 1977 AS DOCUMENT R77-120078, IN DUPAGE COUNTY, ILLINOIS

AREA OF SITE = 146,668 SQ.FT. 3.367 ACRES

CARRADUS
SCALE: 1"=40'




## STORMWATER MANAGEMENT EASEMENT PROVISIONS

DECLARANT HEREBY RESERVES AND GRANTS TO THE VILLAGE OF GLEN ELLYN STORMWATER MANAGEMENT EASEMENTS FOR PURPOSES OF PROVIDING ADEQUATE STORMWATER DRAINAGE CONTROL, TOGETHER WITH REASONABLE ACCESS THERETO. SAID EASEMENTS SHALL BE PERPETUAL AND SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON THE DECLARANT, ITS SUCCESSORS, HEIRS, EXECUTORS AND ASSIGNS. TO ENSURE THE INTEGRITY OF THE STORMWATER FACILITIES, NO OBSTRUCTION SHALL BE PLACED, NOR ALTERATIONS MADE, INCLUDING ALTERATIONS IN THE FINAL TOPOGRAPHICAL GRADING PLAN WHICH IN ANY MANNER IMPEDE OR DIMINISH STORMWATER DRAINAGE OR STORAGE IN, OVER, UNDER, THROUGH OR UPON SAID EASEMENT AREAS. IN THE EVENT SUCH OBSTRUCTION OR ALTERATIONS ARE FOUND TO EXIST, OR IF THE PROPERTY OWNER OTHERWISE FAILS TO PROPERLY MAINTAIN THE STORMWATER FACILITIES AND EASEMENTS OR CHANGES THE CHARACTER OF THE STORMWATER FACILITY, THE VILLAGE OF GLEN ELLYN SHALL, UPON SEVENTY-TWO (72) HOURS PRIOR NOTICE TO THE PROPERTY OWNER, HAVE THE RIGHT, BUT NOT THE DUTY, TO PERFORM, OR HAVE PERFORMED IN ITS BEHALF, ANY MAINTENANCE WORK TO OR UPON THE STORMWATER FACILITIES OR TO REMOVE SAID OBSTRUCTION OR ALTERATIONS OR TO PERFORM OTHER MAINTENANCE, REPAIR, ALTERATION OR REPLACEMENT AS MAY BE REASONABLY BE NECESSARY TO ENSURE THAT ADEQUATE STORMWATER STORAGE AND DRAINAGE FACILITIES, AND APPURTENANCES THERETO, REMAIN FULLY OPERATIONAL AND THAT THE CONDITION OF SAID FACILITIES AND EASEMENTS COMPLY WITH ALL APPLICABLE VILLAGE OF GLEN ELLYN AND DUPAGE COUNTY CODES. IN THE EVENT OF AND EMERGENCY SITUATION, AS DETERMINED BY THE VILLAGE OF GLEN ELLYN, THE SEVENTY-TWO (72) HOURS PRIOR NOTICE REQUIREMENTS SET FORTH ABOVE SHALL NOT APPLY AND THE VILLAGE OF GLEN ELLYN SHALL HAVE THE RIGHT, BUT NOT THE DUTY, TO PROCEED WITHOUT NOTICE TO THE PROPERTY OWNER. IN THE EVENT THE VILLAGE OF GLEN ELLYN SHALL BE REQUIRED TO PERFORM, OR HAVE PERFORMED ON ITS BEHALF ANY MAINTENANCE WORK TO OR UPON THE STORMWATER FACILITIES AND EASEMENTS AS SET FORTH IN THE DECLARATION, OR ANY REMOVAL OR ALTERATION AS AFORESAID, THE COST OF SUCH WORK SHALL, UPON RECORDATION OF NOTICE OF LIEN WITH THE RECORDER OF DEEDS OF DUPAGE COUNTY, ILLINOIS, CONSTITUTE A LIEN AGAINST THE ASSETS OF THE PROPERTY OWNER, IN ADDITION, THE AREA DISTRIBUTED BY THE SAID MAINTENANCE OPERATIONS, SHALL BE RE-PLANTED BY THE PROPERTY OWNER WITH THE MATERIALS ON THE APPROVED LANDSCAPE PLAN.

## PUBLIC UTILITY AND DRAINAGE EASEMENT PROVISIONS

EASEMENTS ARE RESERVED AS SHOWN HEREON FOR THE VILLAGE OF GLEN ELLYN AND THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE OF GLEN ELLYN, INCLUDING, BUT NOT LIMITED TO, SBC AMERITECH TELEPHONE COMPANY, NICOR GAS COMPANY, COMMONWEALTH EDISON COMPANY AND THEIR SUCCESSORS AND ASSIGNS FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY, TRANSMISSION AND DISTRIBUTION SYSTEMS, AS MAY BE DEEMED NECESSARY BY SAID VILLAGE OF GLEN ELLYN, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENT, TOGETHER WITH RIGHT OF ACCESS TO THE PROPERTY FOR NECESSARY MEN AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDING OR TREES SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR PARKING, GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED FOR BOTH SEWER AND FOR/OR WATER MAINS AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATIONS ARE SUBJECT TO THE VILLAGE OF GLEN ELLYN AND ANY CABLE COMMUNICATIONS FRANCHISE LICENSED BY THE VILLAGE OF GLEN ELLYN WILL ALSO BE ALLOWED TO UTILIZE ALL RETAINED EASEMENTS AS HEREBY RESERVED TO THE VILLAGE OF GLEN ELLYN AND OTHER GOVERNMENTAL BODIES HAVING JURISDICTION OF THE LAND INDICATED ON THIS PLAT OVER THE ENTIRE RESERVED EASEMENT FOR INGRESS, EGRESS, AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES.

## NOTES

1. All distances shown hereon are in feet and decimal parts thereof corrected to 68° f. Distances shown along curved lines are Arc Measurements unless otherwise noted.
2. Compare the Legal Description, Building Lines, and Easements as shown hereon with your Deed, Title Insurance Policy or Title Commitment.
3. Consult local authorities for additional setbacks and restrictions not shown hereon.
4. Compare all survey points and report any discrepancies immediately.
5. Consult utility companies and municipalities prior to the start of any construction.
6. Dimensions to and along buildings are exterior foundation measurements.
7. Do Not Assume distances from scaled measurements made hereon.

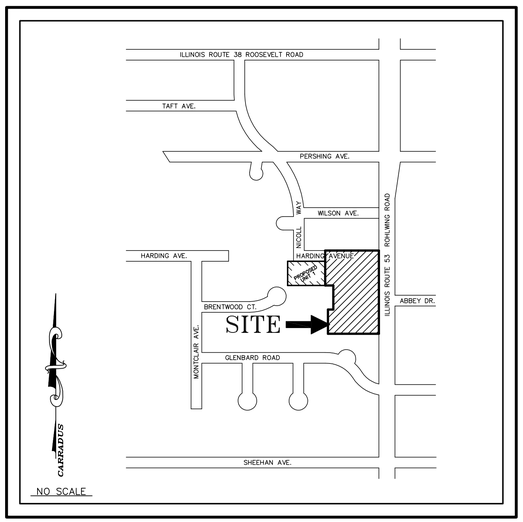
## TOPOGRAPHICAL SURVEY AND GRADING PLAN LEGEND

| Description | Proposed | Existing |
|---|---|---|
| TOPOGRAPHIC CONTOUR | 886 | 886 |
| SANITARY SEWER | | |
| STORM SEWER | | |
| WATER MAIN | | |
| SANITARY SEWER SERVICE | 6" PVC PIPE (SDR-26) ASTM D-2241 | |
| WATER SERVICE | 1-1/4" COPPER (TYPE "K") | |
| CIRTAIN DRAIN | | |
| SANITARY MANHOLE | S | S |
| STORM MANHOLE | D | D |
| CATCH BASIN | | |
| CURB INLET | | |
| YARD INLET | | |
| FLARED END SECTION | | |
| WATER VALVE | WV | WV |
| FIRE HYDRANT | | |
| GAS VALVE | GV | GV |
| POWER POLE | PP | PP |
| LIGHT POLE | | |
| TRAFFIC SIGNAL | | |
| UTILITY STRUCTURE | | |
| SPOT ELEVATION | 886.5 | 885.0 + |
| EROSION CONTROL / SILT FENCE | | |
| STAKED STRAW BALE OR SILT FENCE AROUND STORM SEWER STRUCTURE | | |
| DRAINAGE FLOW ROUTE | | |
| SUMP PUMP DISCHARGE | SP | |
| DOWNSPOUT DISCHARGE | DS | |
| RUNOFF DIVERSION LANDSCAPE BARRIER | | |
| CONCRETE CURB, INTERLOCKING BLOCK WALL , OR LANDSCAPE TIMBER WALL. (MIN. 6" ABOVE GRADE) | | |
| TREE TO BE PROTECTED | | |
| TREE TO BE REMOVED | | |

## INDEX TO SHEETS


1.) BOUNDARY & COVER SHEET
2.) EXISTING TOPOGRAPHIC SURVEY & TREE PRESERVATION PLAN
3.) SURROUNDING CONDITIONS EXHIBIT
4.) PRELIMINARY SUBDIVISION LOT LAYOUT
5.) PRELIMINARY SITE ENGINEERING


## LOCATION MAP




NOTE:
ALL BEARINGS SHOWN HEREON ARE ASSUMED AND ARE FOR REFERENCE ONLY.

TO THE BEST OF OUR KNOWLEDGE THERE ARE NO RECORDED BUILDING LINES OR EASEMENTS EXCEPT AS SHOWN HEREON.

| ADJACENT PROPERTY OWNERS | |
|---|---|
| P.I.N. NUMBER | OWNER NAME(S) |
| 05-23-215-024 | JEREMY R. JOHNSON |
| 05-23-215-025 | M. KOLLING & S. FONDA |
| 05-23-223-024 | HARDING CUSTOM HOMES |
| 05-23-224-001 | STERGIO TAROUSA |
| 05-23-224-002 | JOSE J. SOTO |
| 05-23-224-003 | CAROL A. DASARO |
| 05-23-224-004 | HIEP MIHN LE & LINDA BUI |
| 05-23-224-005 | DAICY BOLKAN |
| 05-23-224-006 | MUHAMMAD S. SHAMIM |
| 05-23-224-007 | CHRISTOPHER J. NESYPOR |
| 05-23-224-008 | PAUL & M. TAYLOR POORE |
| 05-23-224-009 | ARIANA DVORNIK |
| 05-23-224-010 | ZANA & MINELLA ALEKSI |
| 05-23-224-011 | ANIL & D. PAPUCIU COBO |
| 05-23-224-012 | ARTHUR ZAGORCANI |
| 05-23-224-013 | HERBERT & MARY DEVOS |
| 05-23-224-014 | MATTHEW K. OLSON |
| 05-23-224-015 | SKENDER ENINI |
| 05-23-224-016 | DAVID ROSEBERRY |
| 05-23-224-017 | TATIANA LABUTINA |
| 05-23-224-018 | ELVIRA DULAJ |
| 05-23-226-011 | THOMAS & SHANNON FORD |
| 05-23-226-012 | DAVID & ANNE DESCHAMPS |
| 05-23-226-013 | ERIC & MICHELLE HEMESATH |
| 05-23-226-023 | CHAD & STEPHANIE HUSNICK |
| 05-23-226-024 | NICHOLAS & REBECCA NELSON |
| 05-23-226-026 | ROBERT & ANNE JORGENSEN |

(NAMES ARE PER DUPAGE COUNTY ASSESSORS OFFICE)

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 40' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/01/21 | PRELIMINARY PLAT |
| 06/25/21 | PRELIMINARY PLAT |
| 09/10/21 | PRELIMINARY PLAT |

PRELIMINARY PLAT
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180 Carol Stream, Illinois 60188
(630) 588-0416 (FAX) 653-7682 carradus_survey@yahoo.com

Sheet 1 of 5

Project # 895

DRAWING FILE 895-MF-PRE-SH1

# EXISTING TOPOGRAPHIC SURVEY & TREE PRESERVATION PLAN

CARRADUS

ILLINOIS ROUTE 53

BITUMINOUS ROADWAY (100' R/W)

CONCRETE CURB & GUTTER

EDGE OF PAVEMENT

FIRE HYDRANT

12" WATERMAIN

IRON PIPE

IRON ROD 15.12' SOUTH & 0.36' WEST

IRON ROD 15.52' SOUTH & 0.48' WEST

IL. RT. 53 RIGHT OF WAY

EXISTING UTILITY POLE

HEAVY BRUSH ALONG ROADWAY

(Rad.=34327.48')

(L=552.92')

(L=31.24')

(Rad.=20.00')

VALVE VAULT RIM=762.65

ST-21

EXISTING APARTMENT BUILDING

EXISTING IBT PEDESTAL

(217.73') (N 90°00'00" E)

EXISTING RESIDENCE

F/F=770.41

EXISTING BITUMINOUS DRIVEWAY

FENCE

FRAME SHED

(289.00') (N 89°57'19" E)

WOOD DECK

APPROXIMATE LOCATION OF EXISTING SEPTIC FIELD (FIELD VERIFY LOCATION)

FIRE HYDRANT

WATER VALVE RIM=760.28

SANITARY MANHOLE RIM=758.98 INV.=749.48 (8" N)

EXISTING ELECTRIC CONTROL BOX

EXISTING STREET LIGHT

(33.00') (N 00°31'55" W)

46.75' (N 90°00'00" E)

BITUMINOUS ROADWAY

APPROXIMATE LOCATION OF EXISTING 8" SANITARY SEWER (FIELD VERIFY LOCATION)

APPROXIMATE LOCATION OF EXISTING WATERMAIN (FIELD VERIFY LOCATION)

(166.75') (N 00°00'00" E)

IRON PIPE IS 0.48' NORTH & 0.71' WEST

(20.84') (N 89°59'07" E)

(L=166.78') (Rad.=34066.78')

(28.23') (S 89°58'12" W)

(166.77') (S 01°16'42" W)

PROPOSED RESIDENCE

BITUMINOUS DRIVEWAY

SITE BENCHMARK ELEV.= 757.23 (NAVD 88)

SANITARY MANHOLE IN HARDING AVENUE APPROXIMATELY 10'± NORTH & 40'± EAST OF THE NORTHWEST CORNER OF THE SITE.

| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
|---|---|---|---|
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | PRELIMINARY PLAT |
| 06/25/21 | VILLAGE REVIEW |

PRELIMINARY PLAT
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 2 of 5

Project # 895

DRAWING FILE NAME: 895-MF-PRE-SH2

Harding Townhomes - Preliminary Plat 2021_06_30

# SURROUNDING CONDITIONS EXHIBIT

CARRADUS

ILLINOIS ROUTE 53

BITUMINOUS ROADWAY

(100' R/W)

CONCRETE CURB & GUTTER

EDGE OF PAVEMENT

(Rad.=34327.48')
(L=552.92')

(L=31.24')
(Rad.=20.00')

EXISTING ZONING - R4

EXISTING APARTMENT BUILDING

(N 90°00'00" E)
(127.83')

SITE

EXISTING ZONING - R2

EXISTING RESIDENCE

EXISTING DRIVEWAY

FRAME SHED

BRICK PATIO

EXISTING RESIDENCE

BITUMINOUS DRIVEWAY

(289.00')
(N 89°57'19" E)

FRAME SHED

BITUMINOUS DRIVEWAY

EXISTING RESIDENCE

WOOD DECK

(33.00')
(N 00°31'55" W)

HARDING AVE.

WOOD DECK

EXISTING RESIDENCE

CONC. PATIO

BITUMINOUS DRIVEWAY

BRICK PATIO

EXISTING RESIDENCE

BITUMINOUS DRIVEWAY

FRAME SHED

EXISTING GARAGE

BITUMINOUS DRIVEWAY

BRICK PATIO

EXISTING RESIDENCE

WOOD PORCH

46.75'
(N 90°00'00" E)

(166.75')
(N 00°00'00" E)

PROPOSED DRIVEWAY

PROPOSED RESIDENCE

PROPOSED DRIVEWAY

PROPOSED RESIDENCE

EXISTING DRIVEWAY

UNDER CONSTRUCTION RESIDENCE

PROPOSED DRIVEWAY

UNDER CONSTRUCTION RESIDENCE

(L=168.78')
(Rad.=34066.78')

(20.84')
(N 89°59'07" E)

(28.23')
(S 89°58'12" W)

FRAME SHED

FRAME SHED

BRICK PATIO

STONE PATIO

EXISTING RESIDENCE

WOOD DECK

EXISTING RESIDENCE

CONCRETE DRIVEWAY

CONCRETE DRIVEWAY

(166.77')
(S 01°17'30" W)

BITUMINOUS DRIVEWAY

EXISTING RESIDENCE

WOOD DECK

FRAME SHED

EXISTING ZONING - R2

EXISTING ZONING - R2

EXISTING ZONING - R2

EXISTING ZONING - R2

EXISTING ZONING - R2

EXISTING ZONING OF THE SITE - R2
PROPOSED ZONING OF THE SITE - R4

GLENBARD RD.
(66' R/W)
BITUMINOUS ROADWAY

| | | | |
|---|---|---|---|
| Date Of Field Work: | 11/03/20 | Drawn By: | JW |
| Scale: | 1" = 30' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | PRELIMINARY PLAT |
| 06/25/21 | VILLAGE REVIEW |
| | |
| | |

PRELIMINARY PLAT
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 3 of 5

Project # 895

DRAWING FILE NAME: 895-MF-PRE-SH3

# PRELIMINARY SUBDIVISION LOT LAYOUT

CARRADUS

LEGEND

- IRON MONUMENT FOUND
- IRON MONUMENT SET (PLS 35-2551)
- CONCRETE MONUMENT
- (50.00') RECORD DIMENSION
- FENCE LINE
- EASEMENT LINE
- (50.00') RECORD DIMENSION
- 100.00' PROPOSED LOT DIMENSION
- LOT EXISTING LOT NUMBER
- LOT PROPOSED LOT NUMBER

SCALE: 1"=20'

**LOT AREA TABLE**

| | | |
|---|---|---|
| LOT 1– | 26,315 SQ.FT. | 0.604 ACRES |
| LOT 2– | 19,438 SQ.FT. | 0.446 ACRES |
| LOT 3– | 21,218 SQ.FT. | 0.487 ACRES |
| LOT 4– | 21,515 SQ.FT. | 0.494 ACRES |
| LOT 5– | 25,079 SQ.FT. | 0.576 ACRES |
| LOT TOTAL– | 113,565 SQ.FT. | 2.607 ACRES |

**LAND USE TABLE**

| | |
|---|---|
| AREA WITHIN LOTS (5) | 113,565 SQ.FT. |
| AREA WITHIN UNITS (23) | 36,237 SQ.FT. |
| OPEN SPACE / BLANKET EASEMENT | 77,328 SQ.FT. |
| PROPOSED DEDICATED R/W | 33,103 SQ.FT. |
| EXISTING HARDING AVE. R/W | 7,913 SQ.FT. |
| EXISTING HARDING AVE. R/W TO BE VACATED | 4,706 SQ.FT. |
| EXISTING HARDING AVE. R/W TO REMAIN | 3,207 SQ.FT. |

ILLINOIS ROUTE 53 (100' R/W)

HARDING COURT (55' R/W)

HARDING AVE. (66' R/W)

HARDING COURT SPUR (55' R/W)

WEST LINE OF ROUTE 53 (AS MONUMENTED & OCCUPIED)

PROPOSED 21' SIDEWALK & EMERGENCY VEHICLE DRIVEWAY EASEMENT

INGRESS AND EGRESS EASEMENT FOR EMERGENCY VEHICLES – SEE DECLARATION OF MAINTENANCE AND EASEMENT AGREEMENT FOR HARDING CUSTOM HOMES SUBDIVISION UNIT 2

ISLAND (WITHIN RIGHT OF WAY) BACK OF CURB RADIUS = 10.0'

EXISTING 33' PUBLIC RIGHT OF WAY TO BE VACATED

EXISTING 33' PUBLIC RIGHT OF WAY TO REMAIN

EXISTING 10' PUBLIC UTILITY & DRAINAGE EASEMENT

EXISTING 10' PUBLIC UTILITY EASEMENT (PER DOC. R1963-008332)

HEREBY DEDICATED

CONCRETE MONUMENT

PORTION OF HARDING COURT, A DESIGNATED STREET. SEE DECLARATION OF MAINTENANCE AND EASEMENT AGREEMENT FOR HARDING CUSTOM HOMES SUBDIVISION UNIT 2 FOR DETAILS ON EASEMENTS AND MAINTENANCE OBLIGATIONS.

LOT 1 | LOT 2 | LOT 3 | LOT 4 | LOT 5

UNIT 1 | UNIT 2 | UNIT 3 | UNIT 4 | UNIT 5 | UNIT 6 | UNIT 7 | UNIT 8 | UNIT 9 | UNIT 10 | UNIT 11 | UNIT 12 | UNIT 13 | UNIT 14 | UNIT 15 | UNIT 16 | UNIT 17 | UNIT 18 | UNIT 19 | UNIT 20 | UNIT 21 | UNIT 22 | UNIT 23

BLANKET EASEMENT STORMWATER MANAGEMENT EASEMENT & COMMON AREA

BLANKET & COMMON

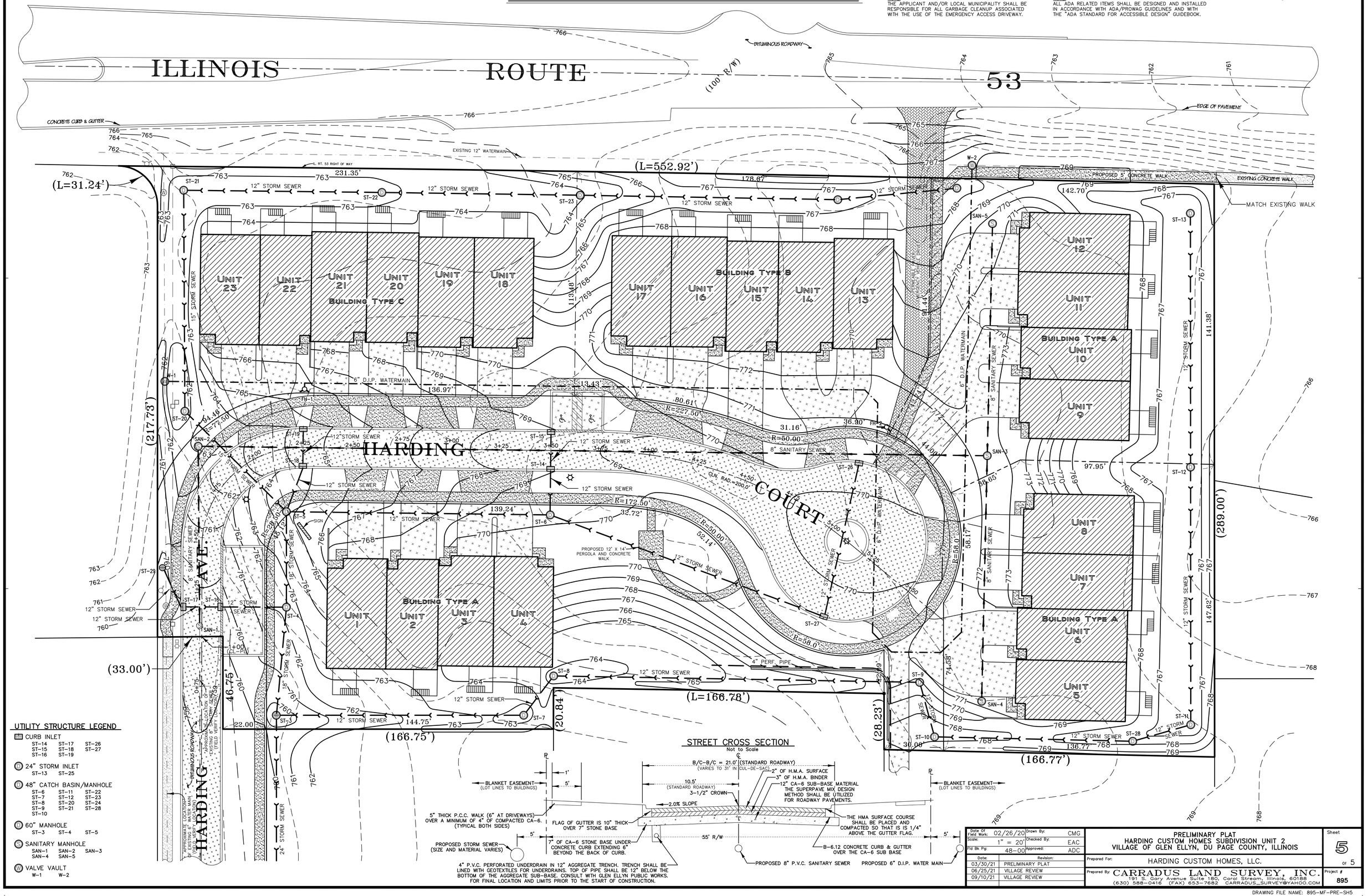
BLANKET EASEMENT STORMWATER MANAGEMENT EASEMENT & COMMON AREA

# PRELIMINARY SITE ENGINEERING

NOTE:
THE APPLICANT AND/OR LOCAL MUNICIPALITY SHALL BE RESPONSIBLE FOR ALL GARBAGE CLEANUP ASSOCIATED WITH THE USE OF THE EMERGENCY ACCESS DRIVEWAY.

NOTE:
ALL ADA RELATED ITEMS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH ADA/PROWAG GUIDELINES AND WITH THE "ADA STANDARD FOR ACCESSIBLE DESIGN" GUIDEBOOK.

CARRADUS




## UTILITY STRUCTURE LEGEND

- CURB INLET: ST-14, ST-15, ST-16, ST-17, ST-18, ST-19, ST-26, ST-27
- 24" STORM INLET: ST-13, ST-25
- 48" CATCH BASIN/MANHOLE: ST-6, ST-7, ST-8, ST-9, ST-10, ST-11, ST-12, ST-20, ST-21, ST-22, ST-23, ST-24, ST-28
- 60" MANHOLE: ST-3, ST-4, ST-5
- SANITARY MANHOLE: SAN-1, SAN-2, SAN-3, SAN-4, SAN-5
- VALVE VAULT: W-1, W-2

## STREET CROSS SECTION

Not to Scale




| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Tld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | PRELIMINARY PLAT |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

PRELIMINARY PLAT
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.


Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM


Sheet 5 of 5

Project # 895

DRAWING FILE NAME: 895-MF-PRE-SH5

# FINAL PLAT
## OF
# HARDING CUSTOM HOMES SUBDIVISION UNIT 2
BEING A SUBDIVISION OF

THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

CARRADUS

**LEGEND**

- IRON MONUMENT FOUND
- IRON MONUMENT SET (PLS 35-2551)
- CONCRETE MONUMENT
- (50.00') RECORD DIMENSION
- FENCE LINE
- EASEMENT LINE
- (50.00') RECORD DIMENSION
- 100.00' PROPOSED LOT DIMENSION
- LOT EXISTING LOT NUMBER
- LOT PROPOSED LOT NUMBER

SCALE: 1"=20'

**LOT AREA TABLE**

| | | |
|---|---|---|
| LOT 1– | 26,315 SQ.FT. | 0.604 ACRES |
| LOT 2– | 19,438 SQ.FT. | 0.446 ACRES |
| LOT 3– | 21,218 SQ.FT. | 0.487 ACRES |
| LOT 4– | 21,515 SQ.FT. | 0.494 ACRES |
| LOT 5– | 25,079 SQ.FT. | 0.576 ACRES |
| LOT TOTAL– | 113,565 SQ.FT. | 2.607 ACRES |

**LAND USE TABLE**

| | |
|---|---|
| AREA WITHIN LOTS (5) | 113,565 SQ.FT. |
| AREA WITHIN UNITS (23) | 36,237 SQ.FT. |
| OPEN SPACE / BLANKET EASEMENT | 77,328 SQ.FT. |
| PROPOSED DEDICATED R/W | 33,103 SQ.FT. |
| EXISTING HARDING AVE. R/W | 7,913 SQ.FT. |
| EXISTING HARDING AVE. R/W TO BE VACATED | 4,706 SQ.FT. |
| EXISTING HARDING AVE. R/W TO REMAIN | 3,207 SQ.FT. |

ILLINOIS ROUTE 53 (100' R/W)

WEST LINE OF ROUTE 53 (AS MONUMENTED & OCCUPIED)

(L=31.24') (Rad.=20.00')

(Rad.=34327.48') (L=552.92')

PROPOSED 21' SIDEWALK & EMERGENCY VEHICLE DRIVEWAY EASEMENT

INGRESS AND EGRESS EASEMENT FOR EMERGENCY VEHICLES – SEE DECLARATION OF MAINTENANCE AND EASEMENT AGREEMENT FOR HARDING CUSTOM HOMES SUBDIVISION UNIT 2

LOT 5 | LOT 4 | LOT 3 | LOT 2 | LOT 1

UNIT 23 | UNIT 22 | UNIT 21 | UNIT 20 | UNIT 19 | UNIT 18 | UNIT 17 | UNIT 16 | UNIT 15 | UNIT 14 | UNIT 13 | UNIT 12 | UNIT 11 | UNIT 10 | UNIT 9 | UNIT 8 | UNIT 7 | UNIT 6 | UNIT 5 | UNIT 1 | UNIT 2 | UNIT 3 | UNIT 4

BLANKET EASEMENT STORMWATER MANAGEMENT EASEMENT & COMMON AREA

EXISTING 33' PUBLIC RIGHT OF WAY TO BE VACATED

EXISTING 33' PUBLIC RIGHT OF WAY TO REMAIN

HARDING COURT HEREBY DEDICATED

ISLAND (WITHIN RIGHT OF WAY) BACK OF CURB RADIUS = 10.0'

HARDING AVE.

HARDING COURT SPUR HEREBY DEDICATED

EXISTING 10' PUBLIC UTILITY & DRAINAGE EASEMENT

PORTION OF HARDING COURT, A DESIGNATED STREET. SEE DECLARATION OF MAINTENANCE AND EASEMENT AGREEMENT FOR HARDING CUSTOM HOMES SUBDIVISION UNIT 2 FOR DETAILS ON EASEMENTS AND MAINTENANCE OBLIGATIONS.

CONCRETE MONUMENT

EXISTING 10' PUBLIC UTILITY EASEMENT (PER DOC. R1963-008332)

LOT 3 | LOT 4 | LOT 5 | LOT 15 | LOT 14 | LOT 2

WILL-BRYANT CONDOMINIUM PER DOC. R1977-120078

TOWNHOMES OF WATERS EDGE PER DOC. R2005-148006

HARDING CUSTOM HOMES SUBDIVISION UNIT 1 PER DOC. R2018-036528

BRENTWOOD PLACE PER DOC. R1991-022208

RUDBECKS ASSESSMENT PLAT PER DOC. R1963-008332

ROLLING HEDGE SUBDIVISION PER DOC R1978-053719

ALL BEARINGS SHOWN HEREON ARE ASSUMED AND ARE FOR REFERENCE ONLY.

TO THE BEST OF OUR KNOWLEDGE THERE ARE NO RECORDED BUILDING LINES OR EASEMENTS EXCEPT AS SHOWN HEREON.

**HOME OWNERS ASSOCIATION DOCUMENTS**

FOR THE OWNERSHIP AND MAINTENANCE RESPONSIBILITIES OF THE UTILITIES AND OPEN SPACE AREA PLEASE REFER TO THE HOME OWNERS ASSOCIATION DOCUMENTS RECORDED ON _____, 2021, AS DOCUMENT _____ IN THE OFFICE OF THE RECORDER OF DEEDS, DU PAGE COUNTY, ILLINOIS.

**COMMON AREA**

THAT PORTION OF LOTS 1, 2, 3, 4 AND 5 EXCEPT UNITS 1 THROUGH 23, TO BE MAINTAINED AS OPEN SPACE, SUBJECT TO INSTALLATION OF DRIVEWAYS, DRIVEWAY APRONS, ENTRY WALKWAYS, SIDEWALKS, SUBDIVISION IDENTIFICATION SIGNS, PARKING SPACES AND AREAS, EASEMENTS, STOOPS, DECKS, STAIRS, WINDOW WELLS, PORCHES, PATIOS, UNIT MECHANICALS (SUCH AS AIR CONDITIONERS, HEAT EXCHANGERS, EXTERNAL GENERATORS, ETC.), BORDER FENCES, PAVEMENT, LANDSCAPING, HARDSCAPING, BUILDING OVERHANGS AND DECORATIVE ELEMENTS PLUS THE PROVISIONS OF THE DECLARATION OF MAINTENANCE AND EASEMENT AGREEMENT FOR HARDING CUSTOM HOMES SUBDIVISION UNIT 2 AND THE DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR HARDING GLEN TOWN HOMES.

LEGAL DESCRIPTION OF THE SITE:

SEE SHEET 2 OF 2 OF THIS SET FOR THE LEGAL DESCRIPTION AND DETAILS OF THE UNDERLYING PROPERTY BEING SUBDIVIDED.

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48/00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

PLAT OF SUBDIVISION
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois 60188
(630) 588-0416 (FAX) 653-7682 carradus_survey@yahoo.com

Sheet 1 of 2

Project # 895

DRAWING FILE 895-PHASE 2 SUB-SH1.DWG

## SURVEY NOTES

1. All distances shown hereon are in feet and decimal parts thereof corrected to 68° f. Distances shown along curved lines are Arc Measurements unless otherwise noted.
2. Compare the Legal Description, Building Lines, and Easements as shown hereon with your Deed, Title Insurance Policy or Title Commitment.
3. Consult local authorities for additional setbacks and restrictions not shown hereon.
4. Compare all survey points and report any discrepancies immediately.
5. Consult utility companies and municipalities prior to the start of any construction.
6. Dimensions to and along buildings are exterior foundation measurements.
7. Do Not Assume distances from scaled measurements made hereon.

## LEGEND

| | |
|---|---|
| ● | IRON MONUMENT FOUND |
| ○ | IRON MONUMENT SET (PLS 35-2551) |
| □ | CONCRETE MONUMENT |
| (50.00') | RECORD DIMENSION |
| —— x —— | FENCE LINE |
| — — — | EASEMENT LINE |
| (50.00') | RECORD DIMENSION |
| **100.00'** | PROPOSED LOT DIMENSION |
| LOT | EXISTING LOT NUMBER |
| ***LOT*** | PROPOSED LOT NUMBER |

# FINAL PLAT OF HARDING CUSTOM HOMES SUBDIVISION UNIT 2

BEING A SUBDIVISION OF

P.I.N. 05-23-223-020
P.I.N. 05-23-223-005
P.I.N. 05-23-223-008
P.I.N. 05-23-223-025

**PARCEL 1**
LOT 2 OF WHITE'S HARDING AVENUE RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED FEBRUARY 26, 2018 AS DOCUMENT R2018-016603, IN DUPAGE COUNTY, ILLINOIS

**PARCEL 2**
THE EAST 260.73 FEET AS MEASURED ON THE NORTH LINE AND ON THE SOUTH LINE (BEING THE EAST ONE ACRE) AND MEASURED WEST FROM THE WEST LINE OF STATE HIGHWAY ROUTE 53 OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

**PARCEL 3**
LOT 1 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

**PARCEL 4**
THE NORTH 16 FEET OF THE EAST 289 FEET OF LOT 2 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

**PARCEL 5**
ALL OF THAT PART OF HARDING AVENUE RIGHT OF WAY LYING SOUTH OF AN ADJACENT TO WILL-BRYANT CONDOMINIUM SUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF WILL-BRYANT CONDOMINIUM PLAT RECORDED DECEMBER 30, 1977 AS DOCUMENT R77-120078, IN DUPAGE COUNTY, ILLINOIS

AREA OF SITE = 146,668 SQ.FT. 3.367 ACRES

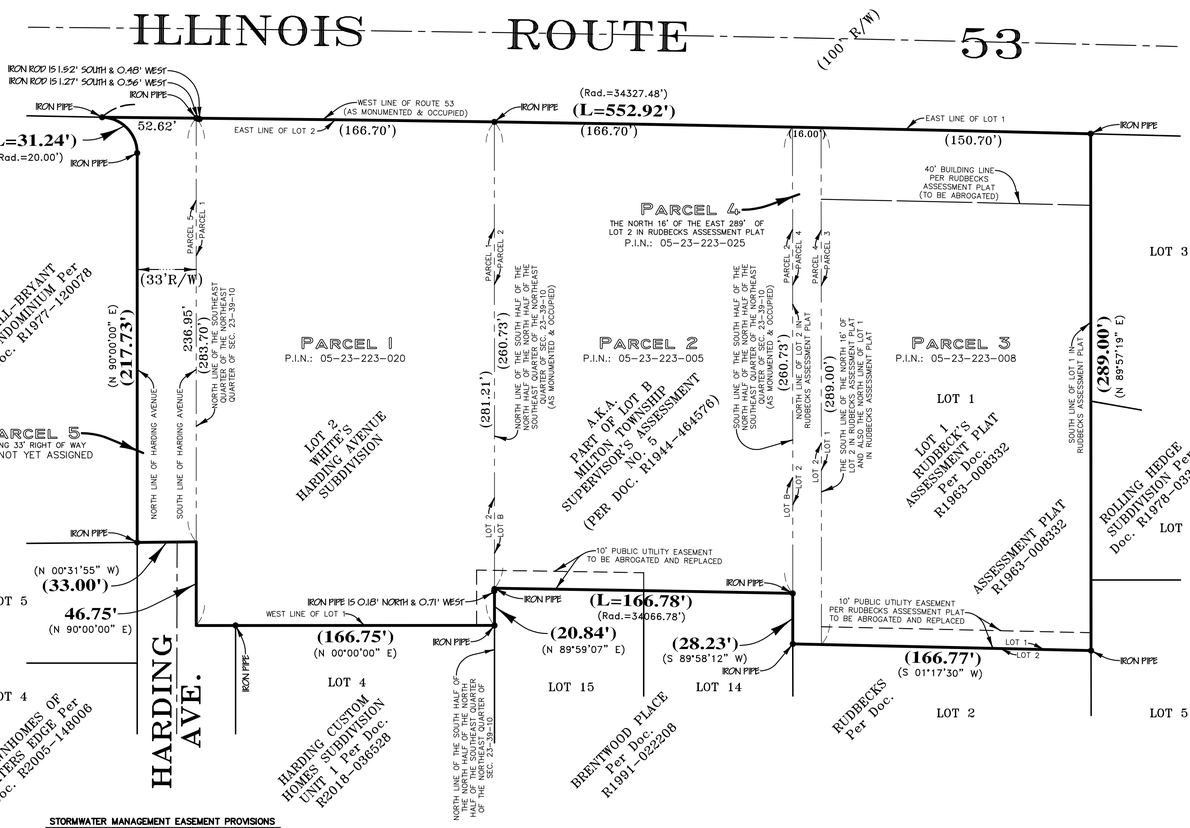
NOTE:
ALL BEARINGS SHOWN HEREON ARE ASSUMED AND ARE FOR REFERENCE ONLY.

TO THE BEST OF OUR KNOWLEDGE THERE ARE NO RECORDED BUILDING LINES OR EASEMENTS EXCEPT AS SHOWN HEREON.

CARRADUS

## SUBDIVISION BOUNDARY DETAIL

SCALE: 1"=40'




### STORMWATER MANAGEMENT EASEMENT PROVISIONS

DECLARANT HEREBY RESERVES AND GRANTS TO THE VILLAGE OF GLEN ELLYN STORMWATER MANAGEMENT EASEMENTS FOR PURPOSES OF PROVIDING ADEQUATE STORMWATER DRAINAGE CONTROL, TOGETHER WITH REASONABLE ACCESS THERETO. SAID EASEMENTS SHALL BE PERPETUAL AND SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON THE DECLARANT, ITS SUCCESSORS, HEIRS, EXECUTORS AND ASSIGNS. TO ENSURE THE INTEGRITY OF THE STORMWATER FACILITIES, NO OBSTRUCTION SHALL BE PLACED, NOR ALTERATIONS MADE, INCLUDING ALTERATIONS IN THE FINAL TOPOGRAPHICAL GRADING PLAN WHICH IN ANY MANNER IMPEDE OR DIMINISH STORMWATER DRAINAGE OR STORAGE IN, OVER, UNDER, THROUGH OR UPON SAID EASEMENT AREAS. IN THE EVENT SUCH OBSTRUCTION OR ALTERATIONS ARE FOUND TO EXIST, OR IF THE PROPERTY OWNER OTHERWISE FAILS TO PROPERLY MAINTAIN THE STORMWATER FACILITIES AND EASEMENTS OR CHANGES THE CHARACTER OF THE STORMWATER FACILITY, THE VILLAGE OF GLEN ELLYN SHALL, UPON SEVENTY-TWO (72) HOURS PRIOR NOTICE TO THE PROPERTY OWNER, HAVE THE RIGHT, BUT NOT THE DUTY, TO PERFORM, OR HAVE PERFORMED IN ITS BEHALF, ANY MAINTENANCE WORK TO OR UPON THE STORMWATER FACILITIES OR TO REMOVE SAID OBSTRUCTION OR ALTERATIONS OR TO PERFORM OTHER MAINTENANCE, REPAIR, ALTERATION OR REPLACEMENT AS MAY BE REASONABLY BE NECESSARY TO ENSURE THAT ADEQUATE STORMWATER STORAGE AND DRAINAGE FACILITIES, AND APPURTENANCES THERETO, REMAIN FULLY OPERATIONAL AND THAT THE CONDITIONS OF SAID FACILITIES AND EASEMENTS COMPLY WITH ALL APPLICABLE VILLAGE OF GLEN ELLYN AND DUPAGE COUNTY CODES. IN THE EVENT OF ANY EMERGENCY SITUATION, AS DETERMINED BY THE VILLAGE OF GLEN ELLYN, THE SEVENTY-TWO (72) HOURS PRIOR NOTICE REQUIREMENTS SET FORTH ABOVE SHALL NOT APPLY AND THE VILLAGE OF GLEN ELLYN SHALL HAVE THE RIGHT, BUT NOT THE DUTY, TO PROCEED WITHOUT NOTICE TO THE PROPERTY OWNER. IN THE EVENT THE VILLAGE OF GLEN ELLYN SHALL BE REQUIRED TO PERFORM, OR HAVE PERFORMED ON ITS BEHALF ANY MAINTENANCE WORK TO OR UPON THE STORMWATER FACILITIES AND EASEMENTS AS SET FORTH IN THE DECLARATION, OR ANY REMOVAL OR ALTERATION AS AFORESAID, THE COST OF SUCH WORK SHALL, UPON RECORDATION OF NOTICE OF LIEN WITH THE RECORDER OF DEEDS OF DUPAGE COUNTY, ILLINOIS, CONSTITUTE A LIEN AGAINST THE ASSETS OF THE PROPERTY OWNER, IN ADDITION, THE AREA DISTRIBUTED BY THE SAID MAINTENANCE OPERATIONS, SHALL BE RE-PLANTED BY THE PROPERTY OWNER WITH THE MATERIALS ON THE APPROVED LANDSCAPE PLAN.

### BLANKET EASEMENT

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF GLEN ELLYN (THE "VILLAGE") AND ITS FRANCHISEES, FOR ALL AREAS HEREON PLATTED AND DESIGNATED "BLANKET EASEMENT," TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN AND OPERATE UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS AND LINES IN, UNDER, OVER, ACROSS, ALONG AND UPON THE SURFACE OF SAID EASEMENT, INCLUDING WITHOUT LIMITATION, WATERMAINS, STORMWATER RUNOFF, STORM SEWERS, SANITARY SEWERS, GASMAINS, TELEPHONE CABLES, ELECTRICAL LINES, AND CABLE TELEVISION. NO ENCROACHMENT OF ANY KIND SHALL BE ALLOWED WITHIN SAID EASEMENT UNLESS THE VILLAGE DETERMINES THAT SAID ENCROACHMENT SHALL NOT INTERFERE WITH THE PROPER FUNCTIONING OF SUCH UTILITY FACILITIES, SUCH AS ENCROACHMENT BY NON-INTERFERING GARDENS, SHRUBS AND OTHER LANDSCAPING MATERIAL. THE VILLAGE AND ITS FRANCHISEES WITH PERMITS FROM THE VILLAGE MAY ENTER UPON SAID EASEMENT FOR THE USES HEREIN SET FORTH AND HAVE THE RIGHT TO CUT, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS WITHIN THE AREAS DESIGNATED "BLANKET EASEMENT" WHICH ENCROACH ON AND INTERFERE WITH THE CONSTRUCTION, INSTALLATION, RECONSTRUCTION, REPAIR, REMOVAL, REPLACEMENT, MAINTENANCE AND OPERATION OF THE UNDERGROUND TRANSMISSION AND DISTRIBUTION SYSTEMS AND SUCH FACILITIES APPURTENANT THERETO.

FOLLOWING ANY WORK TO BE PERFORMED BY VILLAGE FRANCHISEES WITH PERMITS FROM THE VILLAGE, IN THE EXERCISE OF THE EASEMENT RIGHTS GRANTED HEREIN, SAID ENTITIES SHALL MAKE SURFACE RESTORATIONS, INCLUDING BUT NOT LIMITED TO THE FOLLOWING: BACKFILL, REPLACE CONCRETE AND ASPHALT SURFACES, TOPSOIL AND SEED, REMOVE EXCESS DEBRIS, MAINTAIN AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION. ALL SAID RESTORATION SHALL BE COMPLETED IN ACCORDANCE WITH VILLAGE STANDARDS.

FOLLOWING ANY WORK TO BE PERFORMED BY THE VILLAGE IN THE EXERCISE OF ITS EASEMENT RIGHTS GRANTED HEREIN, THE VILLAGE SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION, INCLUDING BUT NOT LIMITED TO, THE LAWN OR SHRUBBERY, PROVIDED, HOWEVER, THAT THE VILLAGE SHALL BE OBLIGATED FOLLOWING MAINTENANCE WORK TO BACKFILL AND MOUND ANY TRENCH CREATED SO AS TO RETAIN SUITABLE DRAINAGE, TO COLD PATCH ANY ASPHALT OR CONCRETE SURFACE, TO REMOVE ALL EXCESS DEBRIS AND SPOIL AND TO LEAVE THE MAINTENANCE AREA IN A GENERALLY CLEAN AND WORKMANLIKE CONDITION.

NOTWITHSTANDING, NEITHER THE VILLAGE NOR ANY FRANCHISEE SHALL DISTURB ANY STOOPS, DECKS, WINDOW WELLS, PORCHES, PATIOS, UNIT MECHANICALS (SUCH AS AIR CONDITIONERS, HEAT EXCHANGERS, EXTERNAL GENERATORS, ETC.) AFFIXED TO ANY BUILDING CONSTRUCTED ON ANY UNIT, AND THE HOMEOWNERS ASSOCIATION AND THE OWNER OF ANY LOT OR UNIT SHALL BE PERMITTED TO MAINTAIN DRIVEWAYS, DRIVEWAY APRONS, ENTRY WALKWAYS, SIDEWALKS, SUBDIVISION IDENTIFICATION SIGNS, OFF STREET PARKING SPACES AND AREAS, BORDER FENCES, PAVEMENT, LANDSCAPING, HARDSCAPING AND DECORATIVE ELEMENTS, AND SUCH OTHER IMPROVEMENT AS APPROVED BY THE VILLAGE.

### UTILITY COMPANY CERTIFICATE (COMCAST)

WE HEREBY ACKNOWLEDGE THE VACATION OF THE EXISTING 33' HARDING RIGHT OF WAY (PARCEL 5) AS SHOWN HEREON AND ACKNOWLEDGE AND ACCEPT THE FULL EASEMENT RIGHTS PRESENTED FOR THE "BLANKET EASEMENT" WHERE ANY EXISTING IMPROVEMENTS ARE LOCATED, OR PROPOSED IMPROVEMENTS WILL BE PLACED.

DATED THIS ____ DAY OF _____, A.D. 20___.

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

### UTILITY COMPANY CERTIFICATE (NICOR)

WE HEREBY ACKNOWLEDGE THE VACATION OF THE EXISTING 33' HARDING RIGHT OF WAY (PARCEL 5) AS SHOWN HEREON AND ACKNOWLEDGE AND ACCEPT THE FULL EASEMENT RIGHTS PRESENTED FOR THE "BLANKET EASEMENT" WHERE ANY EXISTING IMPROVEMENTS ARE LOCATED, OR PROPOSED IMPROVEMENTS WILL BE PLACED.

DATED THIS ____ DAY OF _____, A.D. 20___.

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

### UTILITY COMPANY CERTIFICATE (COMMONWEALTH EDISON)

WE HEREBY ACKNOWLEDGE THE VACATION OF THE EXISTING 33' HARDING RIGHT OF WAY (PARCEL 5) AS SHOWN HEREON AND ACKNOWLEDGE AND ACCEPT THE FULL EASEMENT RIGHTS PRESENTED FOR THE "BLANKET EASEMENT" WHERE ANY EXISTING IMPROVEMENTS ARE LOCATED, OR PROPOSED IMPROVEMENTS WILL BE PLACED.

DATED THIS ____ DAY OF _____, A.D. 20___.

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

### UTILITY COMPANY CERTIFICATE (ILLINOIS BELL TELEPHONE)

WE HEREBY ACKNOWLEDGE THE VACATION OF THE EXISTING 33' HARDING RIGHT OF WAY (PARCEL 5) AS SHOWN HEREON AND ACKNOWLEDGE AND ACCEPT THE FULL EASEMENT RIGHTS PRESENTED FOR THE "BLANKET EASEMENT" WHERE ANY EXISTING IMPROVEMENTS ARE LOCATED, OR PROPOSED IMPROVEMENTS WILL BE PLACED.

DATED THIS ____ DAY OF _____, A.D. 20___.

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

### UTILITY COMPANY CERTIFICATE (WIDE OPEN WEST)

WE HEREBY ACKNOWLEDGE THE VACATION OF THE EXISTING 33' HARDING RIGHT OF WAY (PARCEL 5) AS SHOWN HEREON AND ACKNOWLEDGE AND ACCEPT THE FULL EASEMENT RIGHTS PRESENTED FOR THE "BLANKET EASEMENT" WHERE ANY EXISTING IMPROVEMENTS ARE LOCATED, OR PROPOSED IMPROVEMENTS WILL BE PLACED.

DATED THIS ____ DAY OF _____, A.D. 20___.

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

### OWNER'S CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND THAT HE HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

I HEREBY DEDICATE FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS AND FACILITIES; AND I HEREBY ALSO RESERVE FOR THAT COMPANY OR COMPANIES WHICH HAVE BEEN GRANTED BY THE VILLAGE OR OTHER ENTITIES WITH THE POWER TO DO SO, FRANCHISES WITHIN THE VILLAGE FOR UTILITY SERVICES, INCLUDING NATURAL GAS, ELECTRICITY, TELEPHONE, WATER, SEWER, CABLE AND OTHER SIMILAR ENTITIES THE EASEMENT PROVISIONS, WHICH ARE STATED ON THEIR STANDARD FORM, WHICH IS ATTACHED HERETO.

THIS IS TO CERTIFY, AS OWNER OF THE PROPERTY DESCRIBED HEREIN AND LEGALLY DESCRIBED ON THE PLAT, THAT I HAVE DETERMINED TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT EACH OF THE SUBJECT LOTS LIE WHOLLY WITHIN THE BOUNDARIES OF SCHOOL DISTRICT(S)_____

_____

_____

(ADDRESS)
DATED THIS ____ DAY OF _____, A.D. 20___.

### NOTARY'S CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/THEY SIGNED AND DELIVERED THE PLAT OF HIS/THEIR AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, A.D., _____

NOTARY PUBLIC: _____

MY COMMISSION EXPIRES: _____

### ILLINOIS DEPARTMENT OF TRANSPORTATION CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE)

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO S2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

_____
JOHN A. FORTMANN, P.E.
DEPUTY DIRECTOR OF HIGHWAYS
REGION ONE ENGINEER.

### VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE)

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF GLEN ELLYN, DO HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT ALL MATTERS PERTAINING TO PLAT REQUIREMENTS AS PRESCRIBED IN THE REGULATIONS GOVERNING PLATS ADOPTED BY THE VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN, ILLINOIS, INSOFAR AS THEY PERTAIN TO THE SUBJECT PLAT, HAVE BEEN COMPLIED WITH. I FURTHER CERTIFY TO THE BEST OF BY KNOWLEDGE AND BELIEF THAT THE REQUIRED PERFORMANCE SECURITY IS POSTED FOR THE COMPLETION OF THE IMPROVEMENTS COVERING SANITARY SEWERAGE SYSTEM AND DOMESTIC WATER SUPPLY AND TRANSMISSION SYSTEM UNDER THE JURISDICTION OF THE VILLAGE OF GLEN ELLYN, BASED ON ENGINEER'S PLANS AND SPECIFICATIONS PREPARED BY A LICENSED ENGINEER AND APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION.
EXCEPT: _____. I FURTHER CERTIFY THAT THE STREET NAMES HAVE BEEN EXAMINED BY ME AND FOUND TO COMPLY WITH THE VILLAGE OF GLEN ELLYN REGULATIONS.

DATED AT GLEN ELLYN, DU PAGE COUNTY, ILLINOIS,
THIS ____ DAY OF _____, A.D. 20___.

_____
VILLAGE ENGINEER

### PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, THIS ____ DAY OF _____, 20___.

SIGNED_____
CHAIRMAN

ATTEST_____
RECORDING SECRETARY

### VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE)

APPROVED BY THE PRESIDENT AND VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS THIS _____ DAY OF _____, 20___.

SIGNED_____ ATTEST_____
PRESIDENT CLERK

I, _____, VILLAGE CLERK OF THE VILLAGE OF GLEN ELLYN, ILLINOIS, DO HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY ORDINANCE DULY APPROVED BY THE VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN, AT ITS MEETING HELD ON _____, A.D. 20___.
IN WITNESS WHEREOF I HAVE HEREUNTO SET THE SEAL OF THE VILLAGE OF GLEN ELLYN, ILLINOIS.

_____
VILLAGE CLERK

### CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE)

I, _____, VILLAGE COLLECTOR OF THE VILLAGE OF GLEN ELLYN, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT GLEN ELLYN, DU PAGE COUNTY, ILLINOIS,
THIS____ DAY OF_____, A.D. 20___.

_____
VILLAGE COLLECTOR

### COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE)

I, _____, COUNTY CLERK OF DU PAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT. GIVEN UNDER MY HAND AND SEAL AT WHEATON, DU PAGE COUNTY, ILLINOIS,
THIS ____ DAY OF _____, A.D. 20___.

_____
COUNTY CLERK

### SURFACE DRAINAGE CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, ADEQUATE PROVISIONS HAVE BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS THE RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LAND OWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS ____ DAY OF _____, A.D. 20___.

_____
ENGINEER

_____
OWNER OR ATTORNEY

### SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, ALLEN D. CARRADUS, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2551, UNDER THE DIRECTION OF THE OWNER, AS SHOWN HEREON, HAVE SURVEYED, SUBDIVIDED, AND PLATTED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1
LOT 2 OF WHITE'S HARDING AVENUE RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED FEBRUARY 26, 2018 AS DOCUMENT R2018-016603, IN DUPAGE COUNTY, ILLINOIS

PARCEL 2
THE EAST 260.73 FEET AS MEASURED ON THE NORTH LINE AND ON THE SOUTH LINE (BEING THE EAST ONE ACRE) AND MEASURED WEST FROM THE WEST LINE OF STATE HIGHWAY ROUTE 53 OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3
LOT 1 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 4
THE NORTH 16 FEET OF THE EAST 289 FEET OF LOT 2 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 5
ALL OF THAT PART OF HARDING AVENUE RIGHT OF WAY LYING SOUTH OF AN ADJACENT TO WILL-BRYANT CONDOMINIUM SUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF WILL-BRYANT CONDOMINIUM PLAT RECORDED DECEMBER 30, 1977 AS DOCUMENT R77-120078, IN DUPAGE COUNTY, ILLINOIS

I FURTHER CERTIFY THAT THE PLAT HEREON DRAWN IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION, AND THAT THE MONUMENTS AND MARKERS WILL BE PLACED AS SHOWN HEREON UPON COMPLETION OF ALL EXCAVATION. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF AND CORRECTED TO 68 DEGREES FAHRENHEIT, BEARINGS ARE SHOWN FOR THE PURPOSES OF DESCRIPTION ONLY.

I FURTHER CERTIFY THAT TO THE BEST OF MY KNOWLEDGE ALL REGULATIONS ENACTED BY THE VILLAGE BOARD RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN THE PREPARATION OF THIS PLAT.

I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS SITUATED WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF GLEN ELLYN WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED AND THAT BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 17043C0156J WITH AN EFFECTIVE DATE OF AUGUST 1, 2019, IT IS MY OPINION THAT THE PROPERTY PLATTED HEREON IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA.

I HEREBY AUTHORIZE A REPRESENTATIVE FROM THE VILLAGE OF GLEN ELLYN TO RECORD THIS PLAT.

DATED AT CAROL STREAM, ILLINOIS, THIS TENTH DAY OF SEPTEMBER A.D 2021.

*Allen D. Carradus*
ALLEN D. CARRADUS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2551
MY LICENSE EXPIRES NOVEMBER 30, 2022

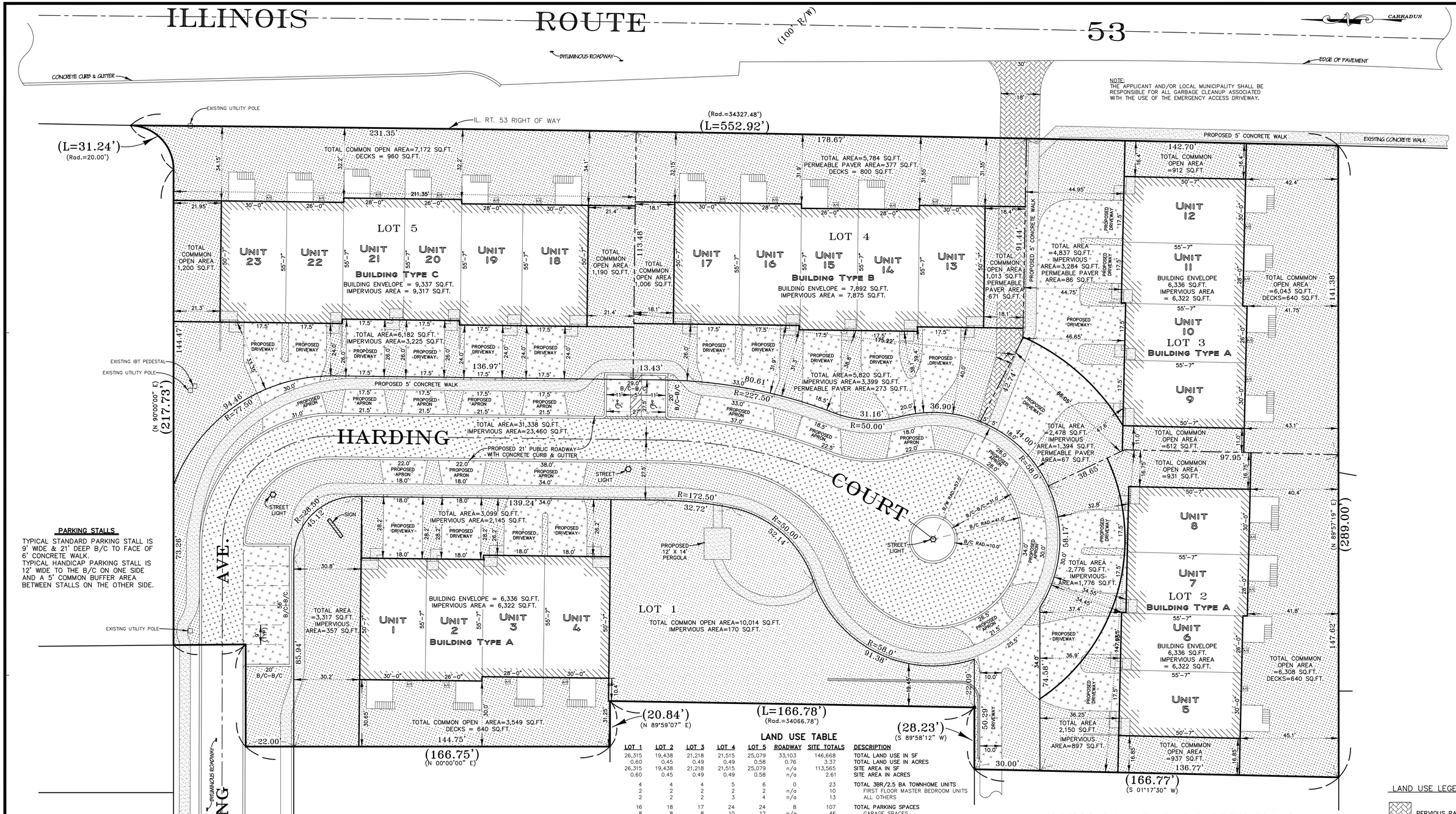
ALLEN D. CARRADUS 35-2551 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WHEATON, ILLINOIS

PREPARED FOR:
HARDING CUSTOM HOMES, LLC
540 DUANE STREET, SECOND FLOOR
GLEN ELLYN, ILLINOIS, 60137
(630) 790-8144

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

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 40' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVI




**PARKING STALLS**

TYPICAL STANDARD PARKING STALL IS 9' WIDE & 21' DEEP B/C TO FACE OF 6' CONCRETE WALK.
TYPICAL HANDICAP PARKING STALL IS 12' WIDE TO THE B/C ON ONE SIDE AND A 5' COMMON BUFFER AREA BETWEEN STALLS ON THE OTHER SIDE.

THERE MAY BE PROPOSED AMMENITIES THAT ARE RELEVANT TO THE LANDSCAPE PLAN THAT CAN BE INCORPORATED INTO THE FINAL ENGINEERING PLANS FOR PERMIT WHEN FINALIZED.

## LAND USE TABLE

| LOT 1 | LOT 2 | LOT 3 | LOT 4 | LOT 5 | ROADWAY | SITE TOTALS | DESCRIPTION |
|---|---|---|---|---|---|---|---|
| 26,315 | 19,438 | 21,218 | 21,515 | 25,079 | 33,103 | 146,668 | TOTAL LAND USE IN SF |
| 0.60 | 0.45 | 0.49 | 0.49 | 0.58 | 0.76 | 3.37 | TOTAL LAND USE IN ACRES |
| 26,315 | 19,438 | 21,218 | 21,515 | 25,079 | n/a | 113,565 | SITE AREA IN SF |
| 0.60 | 0.45 | 0.49 | 0.49 | 0.58 | n/a | 2.61 | SITE AREA IN ACRES |
| 4 | 4 | 4 | 5 | 6 | 0 | 23 | TOTAL 3BR/2.5 BA TOWNHOME UNITS |
| 2 | 2 | 2 | 2 | 2 | n/a | 10 | FIRST FLOOR MASTER BEDROOM UNITS |
| 2 | 2 | 2 | 3 | 4 | n/a | 13 | ALL OTHERS |
| 16 | 18 | 17 | 24 | 24 | 8 | 107 | TOTAL PARKING SPACES |
| 8 | 8 | 8 | 10 | 12 | n/a | 46 | GARAGE SPACES |
| 8 | 10 | 9 | 14 | 12 | n/a | 53 | DRIVEWAY SPACES |
| n/a | n/a | n/a | n/a | n/a | 6 | 6 | STANDARD PUBLIC PARKWAY SPACES |
| n/a | n/a | n/a | n/a | n/a | 2 | 2 | HANDICAPPED PUBLIC PARKWAY SPACES |
| 4.0 | 4.5 | 4.3 | 4.8 | 4.0 | 0.3 | 4.7 | AVERAGE PARKING PER UNIT |
| 6,336 | 6,336 | 6,336 | 7,892 | 9,337 | n/a | 36,237 | LOT COVERAGE OF BUILDING |
| 24.08% | 32.60% | 29.86% | 36.68% | 37.23% | n/a | 31.91% | LOT COVERAGE RATIO |
| 6.62 | 8.96 | 8.21X | 10.12 | 10.42 | n/a | 8.82 | TOWNHOME UNITS PER SITE ACRE |
| n/a | n/a | n/a | n/a | n/a | n/a | 6.83 | TOWNHOME UNITS PER TOTAL ACRES |
| 16,880 | 8,170 | 7,567 | 7,803 | 9,562 | n/a | 49,982 | SF OF COMMON OPEN SPACE |
| 64.15% | 42.03% | 35.66% | 36.27% | 38.13% | n/a | 44.0% | PERCENTAGE OF SITE AREA |
| 10,014 | 4,926 | 2,478 | 5,820 | 7,172 | n/a | 30,410 | SF OF FRONT YARD |
| 170 | 1,776 | 1,394 | 3,399 | 960 | n/a | 7,699 | SF OF IMPERVIOUS SURFACES IN FRONT YARDS |
| **1.70%** | **36.05%** | **56.26%** | **58.40%** | **13.40%** | **n/a** | **25.32%** | IMPERVIOUS PERCENTAGE OF FRONT YARD |
| 6,202 | 6,202 | 6,202 | 7,728 | 9,147 | n/a | 35,481 | ALL IMPERVIOUS SURVACES BUILDING |
| 206 | 206 | 206 | 257 | 300 | n/a | 1,175 | WALKS & PORCHES |
| 640 | 640 | 640 | 800 | 960 | n/a | 3,680 | DECKS & STAIRS |
| 2,043 | 2,559 | 3,925 | 3,082 | 2,878 | n/a | 14,487 | DRIVEWAYS |
| 110 | n/a | n/a | n/a | n/a | n/a | 110 | GAZEBO & SIGN |
| 86 | 28 | 12 | n/a | 37 | n/a | 163 | WALLS |
| 347 | n/a | 655 | 207 | 180 | n/a | 1,389 | PUBLIC WALK & PARKING |
| **9,634** | **9,635** | **11,640** | **12,074** | **13,502** | **n/a** | **56,485** | **TOTAL IMPERVIOUS SURFACES** |
| **36.61%** | **49.57%** | **54.86%** | **56.12%** | **53.84%** | | **49.74%** | **TOTAL IMPERVIOUS SURFACE PERCENTAGES** |

ALL AREAS OF THE INDIVIDUAL LOTS 1–5 WHICH FALLS OUTSIDE OF THE ACTUAL BUILDINGS IS COMMON OPEN SPACE AND IS THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION. MAINTENANCE OF OTHER AREAS THAT ARE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION ARE THE PARKING SPACES WITHIN THE RIGHT OF WAY, AND THAT PART OF THE 30' WIDE HARDING COURT RIGHT OF WAY SPUR THAT PROVIDES DRIVEWAY ACCESS TO THE PRIVATE PROPERTY WEST OF AND ADJACENT TO LOT 2.

## HARDING AVENUE / COURT RIGHT OF WAY

TOTAL AREA OF RIGHT OF WAY = 33,103 SQ.FT.
PAVEMENT & CURBS = 14,713 SQ.FT.
SIDEWALKS = 4,689 SQ.FT.
DRIVEWAYS & APPROACHES = 5,002 SQ.FT.

LAND USE LEGEND

- PERVIOUS PAVERS
- CONCRETE
- BITUMINOUS PAVEMENT
- BITUMINOUS ROADWAY
- LAWN & LANDSCAPE

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

PRELIMINARY P.U.D. PLAN
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 1 of 1
Project # 895

DRAWING FILE NAME: 895-MF-LAND USE

All or Part of P.I.N.
05-23-223-020
05-23-223-005
05-23-223-025
05-23-223-008
05-23-223-___

# SITE IMPROVEMENT PLANS FOR HARDING CUSTOM HOMES SUBDIVISION UNIT 2

NET AREA OF PROPERTY = 138,755 SQ.FT. , 3.1860 ACRES
EXISTING HARDING 33' R/W = 7,913 SQ.FT. , 0.1817 ACRES
TOTAL AREA OF PROJECT SITE = 146,668 SQ.FT. , 3.3676 ACRES

## GENERAL NOTES

1.) THE ENGINEERING DIVISION OF THE VILLAGE OF GLEN ELLYN MUST BE NOTIFIED AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK. A PRE CONSTRUCTION MEETING WILL NEED TO BE HELD INVOLVING THE DEVELOPER/APPLICANT, GENERAL CONTRACTOR, UNDERGROUND CONTRACTOR AND THE VILLAGE STAFF.

2.) ALL ELEVATIONS SHOWN ARE DATUM NAVD88.

3.) THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 1-800-892-0123 TO OBTAIN THE LOCATION OF ALL UTILITIES PRIOR TO ANY WORK IN AN EASEMENT, RIGHT OF WAY OR SUSPECTED UTILITY LOCATION.

4.) THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO BEGINNING WORK AND SHALL BE RESPONSIBLE FOR ANY DAMAGE THERETO.

5.) THE CONTRACTOR SHALL INDEMNIFY THE VILLAGE OF GLEN ELLYN AND THEIR AGENTS, FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION AND TESTING OF WORK ASSOCIATED WITH THIS PROJECT.

6.) ERRORS AND OMISSIONS IN REVIEWING THE PLANS AND OR SPECIFICATIONS SHALL NOT RELIEVE THE OWNER, DEVELOPER, OR THE CONTRACTOR FROM CONSTRUCTING THE IMPROVEMENTS PER VILLAGE REQUIREMENTS.

7.) THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY STATE AND COUNTY PERMITS.

8.) Standard Specifications That Govern This Project

8.1 All construction performed shall conform to the applicable sections of:

A. The General Requirements and Special Provisions provided within this Site Improvement Plan Set.

B. Illinois Department of Transportation "Standard Specifications for Road and Bridge Construction", adopted April 1, 2016 or latest edition. Hereinafter referred to as IDOT Standard Specifications.

C. Illinois Department of Transportation "Supplemental Specifications and Recurring Special Provisions", adopted April 1, 2016 or latest edition.

D. Standard Specifications for Water and Sewer Main Construction in Illinois, 7th Edition, 2014.

E. Federal Highway Administration "Manual on Uniform Traffic Control Devices" latest Edition.

F. In case of conflict with the above Standard Specifications, the Village Code of the Village of Glen Ellyn, Illinois, shall take precedence and shall govern.

8.2 The items contained within this Plan Set shall serve as a guide to items of specific requirements in the Village of Glen Ellyn.

8.3 Where reference is made to "The Village" it shall be interpreted to mean the Public Works Director or the Public Works Professional Engineer or a designated representative of the Public Works Director.

## GENERAL CONSTRUCTION NOTES

1.) WATER FOR CONSTRUCTION SHALL BE BROUGHT IN FROM OFFSITE, OR THE CONTRACTOR CAN SECURE A WATER METER FROM PUBLIC WORKS TO BE USED AT AN APPROVED LOCATION NEAR THE SITE.

2.) CONSTRUCTION VEHICLES SHALL BE PARKED ON THE SOUTH SIDE OF HARDING AVENUE ONLY.

3.) ALL TREES ON THE SITE, EXCEPT THOSE DESIGNATED TO BE REMOVED, SHALL BE PROTECTED.

4.) THE CONTRACTOR SHALL BE REQUIRED TO KEEP THE STREETS CLEAN THROUGHOUT CONSTRUCTION.

5.) ALL ACCESS TO AND FROM THE SITE BY CONSTRUCTION VEHICLES SHALL BE VIA THE BITUMINOUS DRIVEWAY.

6.) THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ILLINOIS DEPARTMENT OF TRANSPORTATION LATEST REVISION, AND THE STANDARD SPECIFICATION FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST REVISION, SHALL GOVERN CONSTRUCTION FOR THE PROPOSED IMPROVEMENT UNLESS SUPERSEDED BY SPECIAL PROVISIONS IN THE VILLAGE OF GLEN ELLYN SUBDIVISION AND ENGINEERING SPECIFICATIONS MANUAL.

7.) THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF GLEN ELLYN AT LEAST TWO (2) WORKING DAYS BEFORE THE INITIAL START OF OPERATIONS, OPENING ANY STREET PAVEMENT OR ANY TEMPORARY STOP OR RESUMPTION OF OPERATIONS.

8.) ALL NEW UNDERGROUND SERVICES SHALL BE PLACED AT LEAST FIVE (5) FEET FROM SANITARY AND WATER SERVICES.

9.) WHEREVER THE WORDS "ENGINEER" OR "INSPECTOR" APPEAR, IT SHALL BE INTERPRETED TO MEAN A REPRESENTATIVE OF THE VILLAGE OF GLEN ELLYN.

10.) A COPY OF THE VILLAGE APPROVED STAMPED PLANS AND SPECIFICATIONS AND OTHER AGENCIES' PERMITS, I.E. COUNTY HIGHWAY, ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, ETC. MUST BE KEPT ON THE JOB SITE DURING CONSTRUCTION.

11.) CHANGES IN THE ENGINEERING PLANS MUST BE APPROVED BY THE VILLAGE ENGINEER, A WRITTEN REQUEST, ACCOMPANIED BY REVISED ENGINEERING PLANS, IS TO BE SUBMITTED AND APPROVED BEFORE CHANGES ARE STARTED.

12.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES (AMERITECH, COMMONWEALTH EDISON ELECTRIC COMPANY, ETC.) PRIOR TO CONSTRUCTION AND ALL UTILITIES DAMAGED AND/OR DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER, LOCATIONS AS SHOWN ARE APPROXIMATE AND BASED UPON THE BEST AVAILABLE INFORMATION, CALL J.U.L.I.E. FOR MAJOR UTILITY LOCATIONS.

13.) THE CONTRACTOR IS TO VERIFY ALL ELEVATIONS PRIOR TO THE START OF WORK AND, IF THERE ARE ANY DISCREPANCIES, IS TO NOTIFY THE DESIGN ENGINEER AT ONCE, NO WORK SHALL BE DONE UNTIL THE DISCREPANCIES ARE RESOLVED.

14.) EXISTING UTILITIES TO BE ABANDONED IN PLACE SHALL BE REMOVED TO A MINIMUM DISTANCE OF 15 FEET ON EACH SIDE OF ANY EXISTING UTILITIES TO REMAIN IN SERVICE AND/OR ANY PROPOSED UTILITIES.

## GENERAL UTILITY SERVICE NOTES

1.) WATER SERVICE SHALL BE 1-1/2" COPPER (TYPE "K")

2.) SANITARY SEWER SERVICES SHALL BE 6" P.V.C. PIPE (SDR-26) ASTM D-2241 @ A MINIMUM 1.0% SLOPE

3.) RESTORE PAVED AREAS DISTURBED DURING THE INSTALLATION OF SEWER & WATER SERVICE

4.) ALL TRENCHES SHALL BE BACKFILLED WITH CA-6 GRANULAR MATERIAL UNDER ROADWAYS, DRIVEWAYS AND SIDEWALKS, AND EXTEND 2' BEYOND ALL EXISTING AND PROPOSED PAVED AREAS. RECYCLED CONCRETE CA-6 WILL BE ALLOWED PROVIDED IT MEETS IDOT GRADATION REQUIREMENTS. TRENCH BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS.

## GENERAL GRADING NOTES

1.) MATCH EXISTING GRADES AT THE PROPERTY LINES.

2.) DIRECT DOWNSPOUTS AND SUMP DISCHARGE TOWARDS THE REAR AND FRONT YARD SWALES.

3.) THE EXISTING DRAINAGE CHARACTERISTICS OF THE SITE SHALL REMAIN SUBSTANTIALLY UNCHANGED.

4.) ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AT THE TIME OF EXCAVATION.

5.) ONLY THAT MATERIAL NEEDED FOR FOUNDATION BACKFILL AND FINAL GRADING SHALL BE STORED ONSITE.

6.) ALL GRADING OPERATIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ELEVATIONS AND GRADES, AS SHOWN ON THE PLANS OR MODIFIED BY THE VILLAGE ENGINEER.

SITE BENCHMARK ELEV.= 757.23 (NAVD 88)

SANITARY MANHOLE IN HARDING AVENUE APPROXIMATELY 10'± NORTH & 40'± EAST OF THE NORTHWEST CORNER OF THE SITE.

## LEGAL DESCRIPTION OF CONSTRUCTION SITE

(REFER TO SHEET 2 FOR PARCEL LOCATIONS)

**PARCEL 1**
**LOT 2 OF WHITE'S HARDING AVENUE RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED FEBRUARY 26, 2018 AS DOCUMENT R2018-016603, IN DUPAGE COUNTY, ILLINOIS.**
(787 HARDING AVENUE)
PIN 05-23-223-020
47,101 Sq. Ft.

**PARCEL 2**
**THE EAST 260.73 FEET AS MEASURED ON THE NORTH LINE AND ON THE SOUTH LINE (BEING THE EAST ONE ACRE) AND MEASURED WEST FROM THE WEST LINE OF STATE HIGHWAY ROUTE 53 OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.**
(NO ADDRESS ASSIGNED)
PIN 05-23-223-005
43,468 Sq. Ft.

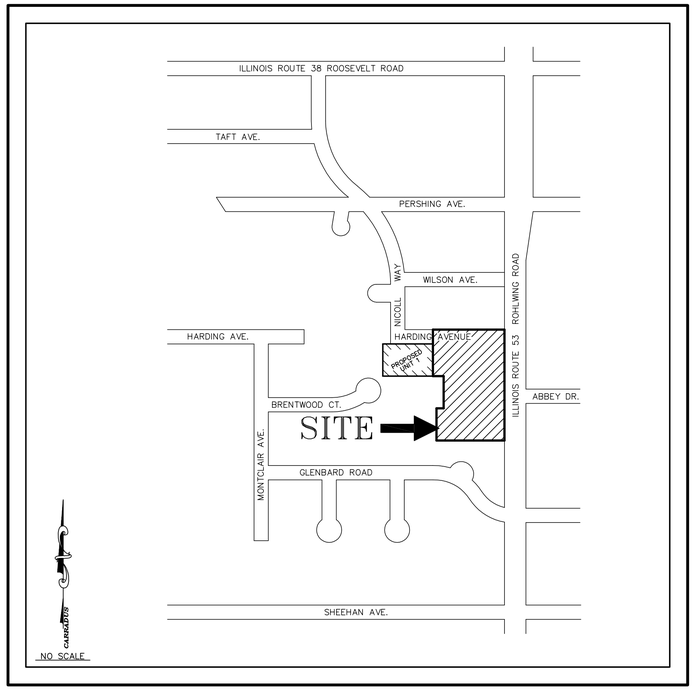
**PARCEL 3**
**LOT 1 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.**
(138 IL. STATE ROUTE 53)
PIN 05-23-223-008
43,562 Sq. Ft.

**PARCEL 4**
**THE NORTH 16 FEET OF THE EAST 289 FEET OF LOT 2 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS**
(PART OF 128 IL. STATE ROUTE 53)
PART OF PIN 05-23-223-025
4,624 Sq. Ft.

**PARCEL 5**
**ALL OF THAT PART OF HARDING AVENUE RIGHT OF WAY LYING SOUTH OF AN ADJACENT TO WILL-BRYANT CONDOMINIUM SUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF WILL-BRYANT CONDOMINIUM PLAT RECORDED DECEMBER 30, 1977 AS DOCUMENT R77-120078, IN DUPAGE COUNTY, ILLINOIS**

EXISTING 33' HARDING RIGHT OF WAY
7,913 Sq. Ft.

## LOCATION MAP




## TOPOGRAPHICAL SURVEY AND GRADING PLAN LEGEND

| Description | Proposed | Existing |
|---|---|---|
| TOPOGRAPHIC CONTOUR | 886 | 886 |
| SANITARY SEWER | | |
| STORM SEWER | | |
| WATER MAIN | | |
| SANITARY SEWER SERVICE | 6" PVC PIPE (SDR-26) ASTM D-2241 | |
| WATER SERVICE | 1-1/4" COPPER (TYPE "K") | |
| CIRTAIN DRAIN | | |
| SANITARY MANHOLE | S | S |
| STORM MANHOLE | S | S |
| CATCH BASIN | | |
| CURB INLET | | |
| YARD INLET | | |
| FLARED END SECTION | | |
| WATER VALVE | WV | WV |
| FIRE HYDRANT | | |
| GAS VALVE | GV | GV |
| POWER POLE | PP | PP |
| LIGHT POLE | | |
| TRAFFIC SIGNAL | | |
| UTILITY STRUCTURE | | |
| SPOT ELEVATION | 886.5 | 885.0 + |
| EROSION CONTROL / SILT FENCE | | |
| STAKED STRAW BALE OR SILT FENCE AROUND STORM SEWER STRUCTURE | | |
| DRAINAGE FLOW ROUTE | | |
| SUMP PUMP DISCHARGE | SP | |
| DOWNSPOUT DISCHARGE | DS | |
| RUNOFF DIVERSION LANDSCAPE BARRIER | | |
| CONCRETE CURB, INTERLOCKING BLOCK WALL , OR LANDSCAPE TIMBER WALL. (MIN. 6" ABOVE GRADE) | | |
| TREE TO BE PROTECTED | | |
| TREE TO BE REMOVED | | |

## INDEX TO SHEETS


1.) COVER SHEET
2.) EXISTING TOPOGRAPIC SURVEY
3.) EROSION CONTROL & DEMOLITION PLAN
4.) GEOMETRIC PLAN
5.) UTILITY PLAN
6.) OVERALL SITE/GRADING PLAN
7.) PLAN & PROFILE - HARDING COURT
8.) SITE PLAN LOT 1, UNITS 1-4
9.) SITE PLAN LOT 2, UNITS 5-8
10.) SITE PLAN LOT 3, UNITS 9-12
11.) SITE PLAN LOT 4, UNITS 13-17
12.) SITE PLAN LOT 5, UNITS 18-23
13.) EROSION CONTROL & TREE PRESERVATION PLAN DETAILS
14.) CONSTRUCTION NOTES & DETAILS
15.) CONSTRUCTION NOTES & DETAILS
16.) CONSTRUCTION NOTES & DETAILS
17.) CONSTRUCTION NOTES-GLEN ELLYN
18.) CONSTRUCTION NOTES-GLEN ELLYN
19.) SURROUNDING CONDITIONS EXHIBIT
20.) CROSS SECTIONS
21.) IL. RT. 53 CROSS SECTIONS
22.) TREE PRESERVATION PLAN
23.) IDOT TRAFFIC CONTROL DETAILS
24.) IDOT CONSTRUCTION DETAILS
25.) IDOT CONSTRUCTION DETAILS


## ATTACHMENTS

1.) SWPPP EXHIBIT D (3 SHEETS)
2.) LANDSCAPE PLAN (BY OTHERS)
3.) LIGHTING PLAN (BY OTHERS)

CALL J.U.L.I.E. TOLL FREE 1-800-892-0123

WARNING
CALL BEFORE
YOU DIG

NOTE:
48 HOURS (2WORKING DAYS) PRIOR TO BEGINNING ANY CONSTRUCTION THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. 1-800-892-0123

J.U.L.I.E. WILL ESTABLISH ON THE GROUND, THE LOCATION OF UNDERGROUND PIPES, CONDUITS OR CABLES ADJOINING OR CROSSING PROPOSED CONSTRUCTION.

STATE OF ILLINOIS) SS
COUNTY OF DU PAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE STORMWATER AND DRAINAGE OF SURFACE WATERS MEET THE MINIMUM CRITERIA FOR STORMWATER MANAGEMENT IN ACCORDANCE WITH LOCAL AND COUNTY STANDARDS.

September 10, 2021
DATE

ILLINOIS PROFESSIONAL ENGINEER NO. 062-063571
MY LICENSE EXPIRES 11/30/2021

LICENSED PROFESSIONAL ENGINEER
JOSEPH W. LUREAU
062-063571
STATE OF ILLINOIS

ALLEN D. CARRADUS
35-2551
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
WHEATON, ILLINOIS

STATE OF ILLINOIS) SS
COUNTY OF DU PAGE)

WE HAVE REVIEWED THE LOCAL TOPOGRAPHY AND IDENTIFIED ANY LOCAL DEPRESSIONAL AREAS. FURTHERMORE WE HAVE DETERMINED THAT THIS TECHNICAL SUBMISSION INCORPORATES PROPOSED IMPROVEMENTS THAT WILL NOT DISPLACE ANY PONDING OR STANDING WATER, AND WILL NOT CHANGE THE DRAINAGE OF SURFACE WATERS, AND THAT ADEQUATE PROVISIONS HAVE BEEN INCORPORATED INTO THE PROPOSED SITE GRADING SO AS TO NOT ADVERSELY AFFECT THE DRAINAGE OF STORMWATER TO, OR FROM THE SITE AND ABUTTING OR ADJACENT PROPERTIES.

THIS IS TO CERTIFY THAT I, ALLEN D. CARRADUS, AN ILLINOIS REGISTERED LAND SURVEYOR, HAS SURVEYED THE PROPERTY AS DESCRIBED HEREON AND THAT THE ANNEXED PLAT IS A CORRECT AND TRUE REPRESENTATION THEREOF.

SIGNED AND SEALED AT CAROL STREAM, THIS 10th DAY OF September, A.D. 2021.
BY Allen D Carradus, ILLINOIS REGISTERED LAND SURVEYOR NO. 35-2551.
MY LICENSE EXPIRES NOVEMBER 30, 2022

CARRADUS LAND SURVEY, INC. PROFESSIONAL DESIGN FIRM NO. 184-007086
FOR LAND SURVEYING & PROFESSIONAL ENGINEERING EXPIRES 04/30/2023

| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
|---|---|---|---|
| Scale: | No Scale | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

COVER SHEET
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue, Suite 180, Carol Stream Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 1 of 25
Project # 895

THIS IS AN ELECTRONICALLY TRANSMITTED DIGITAL REPRODUCTION OF AN ORIGINAL SIGNED AND SEALED PRINTED PLAT.
DRAWING FILE NAME: 895-MF-SH1

Harding Townhomes - Engineering, 10/04/2021

FOR LEGAL DESCRIPTIONS OF PARCELS SEE SHEET 1

CARRADUS

# ILLINOIS ROUTE 53

(100' R/W)

BITUMINOUS ROADWAY

CONCRETE CURB & GUTTER

EDGE OF PAVEMENT

FIRE HYDRANT

12" WATERMAIN

IRON PIPE

EXISTING UTILITY POLE

IRON ROD 15.27' SOUTH & 0.36' WEST

IRON ROD 15.52' SOUTH & 0.48' WEST

WEST LINE OF ROUTE 53 (AS MONUMENTED & OCCUPIED)

UNDERBRUSH AND OVERGROWN VEGETATION ARE PROMINENT ALONG THE EAST PROPERTY LINE

(L=31.24')
(Rad.=20.00')

VALVE VAULT RIM=762.65

52.62'

(166.70')

EAST LINE OF LOT 2

(L=552.92')
(Rad.=34327.48')

(166.70')

(16.00')

EAST LINE OF LOT 1

(150.70')

EXISTING CONCRETE WALK

IRON PIPE

EXISTING UTILITY POLE

FENCE

SOUTH LINE OF HARDING AVENUE (AS MONUMENTED & OCCUPIED)

NORTH LINE OF THE SOUTHEAST QUARTER OF SEC. 23-39-10 (NORTH LINE OF LOT A)

NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SEC. 23-39-10

NORTH LINE OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SEC. 23-39-10

SOUTH LINE OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SEC. 23-39-10 (AS MONUMENTED & OCCUPIED)

THE NORTH LINE OF THE NORTH 16' OF LOT 2 IN RUDBECKS ASSESSMENT PLAT

THE SOUTH LINE OF THE NORTH 16' OF LOT 2 IN RUDBECKS ASSESSMENT PLAT AND ALSO THE NORTH LINE OF LOT 1 IN RUDBECKS ASSESSMENT PLAT

SOUTH LINE OF LOT 1 IN RUDBECKS ASSESSMENT PLAT

## PARCEL 5
EXISTING 33' RIGHT OF WAY

## PARCEL 1
P.I.N.: 05-23-223-020

## PARCEL 2
P.I.N.: 05-23-223-005

## PARCEL 4
THE NORTH 16' OF THE EAST 289' OF LOT 2 IN RUDBECKS ASSESSMENT PLAT
P.I.N.: 05-23-223-025

## PARCEL 3
P.I.N.: 05-23-223-008

LOT 2
WHITE'S HARDING AVENUE RESUBDIVISION

LOT 1
RUDBECKS ASSESSMENT PLAT

LOT 3

LOT 4

LOT 5

LOT 14

LOT 15

EXISTING APARTMENT BUILDING

WILL-BRYANT CONDOMINIUM Per Doc. R1977-120078

(N 90°00'00" E)
(217.73')

236.95'

(283.70')

(33' R/W)

PARCEL 5 = PARCEL 1

EXISTING POWER POLE

EXISTING IBT PEDESTAL

FIRE HYDRANT

WATER VALVE RIM=760.28

SANITARY MANHOLE RIM=758.98 IN=749.48 (8" W)

EXISTING UTILITY POLE

IRON PIPE

EXISTING ELECTRIC CONTROL BOX

EXISTING STREET LIGHT

(33.00')
(N 00°31'55" W)

(N 90°00'00" E)
46.75'

EXISTING RESIDENCE

BITUMINOUS DRIVEWAY

TOWNHOMES OF WATERS EDGE Per Doc. R1977-120078

BITUMINOUS ROADWAY

EXISTING RESIDENCE

APPROXIMATE LOCATION OF EXISTING SEPTIC FIELD (FIELD VERIFY LOCATION)

APPROXIMATE LOCATION OF EXISTING 8" SANITARY SEWER (FIELD VERIFY LOCATION)

22.00'

(166.75')
(N 00°00'00" E)

IRON PIPE

IRON PIPE 15 GUB' NORTH & 0.71' WEST

(20.84')
(N 89°59'07" E)

IRON PIPE

(L=166.78')
(Rad.=34066.78')

(28.23')
(S 89°58'12" W)

IRON PIPE

(166.77')
(S 01°17'30" W)

IRON PIPE

(281.24')

(260.73')

(289.00')
(N 89°57'19" E)

PROPOSED DRIVEWAY

HARDING CUSTOM HOMES SUBDIVISION UNIT 1 Per Doc. R2018-036528

PROPOSED RESIDENCE

RUDBECKS BRENTWOOD PLACE Per Doc. R1991-022208

ROLLING HEDGE SUBDIVISION Per Doc. R1978-033719

RUDBECKS ASSESSMENT PLAT Per Doc. R1963-008332

EXISTING RESIDENCE

F/F=770.41

EXISTING DRIVEWAY

FRAME SHED

WOOD DECK

EXISTING UTILITY POLE

EXISTING RESIDENCE

TREE LEGEND

DECIDUOUS TREE
#1 TREE NUMBER
29" TREE D.B.H.

CONIFEROUS TREE
#1 TREE NUMBER
29" TREE D.B.H.

TREES:
TREE NUMBERS AND SIZES CORRESPOND WITH THE IDENTIFICATION REPORT PROVIDED BY DAVE COULTER.

THERE IS NO SIGNIFICANT LANDSCAPING THAT WOULD AFFECT THIS PLAN ALONG THE NORTH, WEST AND SOUTH PROPERTY LINES ON THIS SITE OR ADJOINING PROPERTIES.

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

# EXISTING TOPOGRAPHIC SURVEY

HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue, Suite 180, Carol Stream Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 2 of 25

Project # 895

DRAWING FILE NAME: 895-MF-SH2



Harding Townhomes - Engineering, 10/04/2021

NOTE:
ALL TREE PROTECTION AND TREE REMOVAL SHALL BE PERFORMED IN ACCORDANCE WITH THE VILLAGES NOTES AND DETAILS FOR TREE PROTECTION INCLUDED ON SHEET 13 AND AS SHOWN ON THE "TREE PRESERVATION AND REMOVAL PLAN" PREPARED BY OTHERS AND INCLUDED AS AN ATTACHMENT TO THIS PLAN SET. NO VARIATION FROM SAID PLAN SHALL START WITHOUT PRIOR APPROVAL FROM THE VILLAGE STAFF.

CARRADUS

ILLINOIS ROUTE 53

BITUMINOUS ROADWAY

(100' R/W)

EDGE OF PAVEMENT

CONCRETE CURB & GUTTER

FIRE HYDRANT

12" WATERMAIN

EXISTING UTILITY POLE TO REMAIN

IL. RT. 53 RIGHT OF WAY

EXISTING UTILITY SERVICE POLES ALONG IL. RT. 53 TO BE REMOVED (3) (TYPICAL)

HEAVY BRUSH ALONG RIGHT OF WAY SHALL BE REMOVED AS NEEDED FOR SIDEWALK CONSTRUCTION WITHIN ROUTE 53 RIGHT OF WAY

(Rad.=34327.48')
(L=552.92')

EXISTING UTILITY POLE

EXISTING CONCRETE WALK

(L=31.24')
(Rad.=20.00')

VALVE VAULT RIM=762.65

EXISTING UTILITY POLE

EXISTING UTILITY SERVICE POLES ON SITE SHALL BE ABANDONED AND REMOVED AS SOON AS SERVICE AROUND THE PERIMETER OF THE SITE IS PROVIDED BY COM ED. CO. (TYPICAL)

FENCE

EXISTING APARTMENT BUILDING

EXISTING IBT PEDESTAL TO REMAIN

EXISTING UTILITY POLE TO REMAIN

(217.73')
(N 90°00'00" E)

INSTALL FILTER BASKET INSIDE FRAME AND 5" DIA. FILTER SOCK (OR APPROVED EQUAL) AROUND ALL STORM STRUCTURES AS THEY ARE INSTALLED FOR SEDIMENT PROTECTION. (PROPOSED STRUCTURES TYPICAL)

T/F=770.41

EXISTING RESIDENCE TO BE DEMOLISHED.

STABILIZED CONSTRUCTION ENTRANCE

EXISTING DRIVEWAY TO BE REMOVED.

(289.00')
(N 89°57'19" E)

CONCRETE WASHOUT AREA

FIRE HYDRANT

WATER VALVE RIM=760.28

EXISTING UTILITY POLE TO REMAIN

PORTABLE TOILET

PROTECT EXISTING SANITARY MANHOLE WITH CONSTRUCTION SAFETY FENCE AND WHEN CONSTRUCTION ACCESS ENTRANCE TO ALLOW CONSTRUCTION TRAFFIC ACCESS ON EACH SIDE OF THE MANHOLE SUFFICIENTLY TO PERMIT CONSTRUCTION VEHICLES WITHOUT DAMAGE. THE VILLAGE SHALL APPROVE THE METHOD OF PROTECTION IN THE FIELD PRIOR TO THE START OF CONSTRUCTION.

SANITARY MANHOLE RIM=758.98 INV.=749.48 (8" W)

EXISTING ELECTRIC CONTROL BOX

EXISTING STREET LIGHT

(33.00')
(N 00°31'55" W)

46.75'
(N 90°00'00" E)

SILT FENCE SHALL BE INSTALLED PRIOR TO THE START OF ANY WORK ON THE SITE AND BE MAINTAINED UNTIL FINAL VEGETATION IS ESTABLISHED.

(L=166.78')
(Rad.=34066.78')

(20.84')
(N 89°59'07" E)

(166.75')
(N 00°00'00" E)

(28.23')
(S 89°58'12" W)

(166.77')
(S 01°17'30" W)

EXISTING RESIDENCE

BITUMINOUS DRIVEWAY

BITUMINOUS ROADWAY

APPROXIMATE LOCATION OF EXISTING 8" WATERMAIN (FIELD VERIFY LOCATION)

APPROXIMATE LOCATION OF EXISTING 8" SANITARY SEWER (FIELD VERIFY LOCATION)

PROPOSED RESIDENCE

FRAME SHED

WOOD DECK

EXISTING UTILITY POLE

STORM STRUCTURE LEGEND

- PROPOSED STORM MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED CURB INLET

NOTE:
FOR EROSION CONTROL AND TREE PRESERVATION NOTES & DETAILS SEE SHEET 13 OF THIS PLAN SET.

| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
|---|---|---|---|
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

EROSION CONTROL & DEMOLITION PLAN

HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 3 or 25

Project # 895

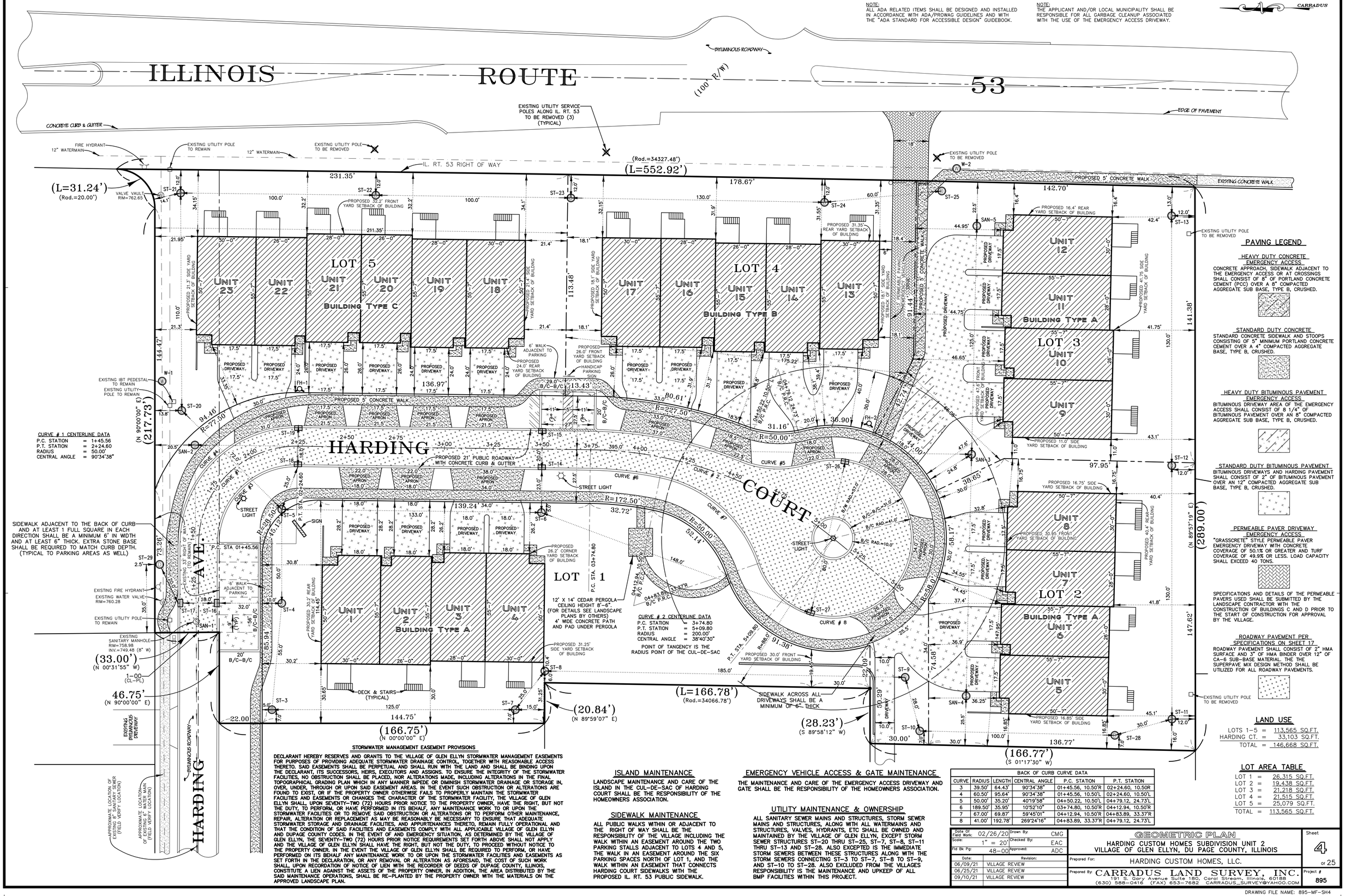
Harding Townhomes - Engineering, 10/04/2021

DRAWING FILE NAME: 895-MF-SH3

NOTE:
ALL ADA RELATED ITEMS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH ADA/PROWAG GUIDELINES AND WITH THE "ADA STANDARD FOR ACCESSIBLE DESIGN" GUIDEBOOK.

NOTE:
THE APPLICANT AND/OR LOCAL MUNICIPALITY SHALL BE RESPONSIBLE FOR ALL GARBAGE CLEANUP ASSOCIATED WITH THE USE OF THE EMERGENCY ACCESS DRIVEWAY.

CARRADUS




## PAVING LEGEND

**HEAVY DUTY CONCRETE EMERGENCY ACCESS**
CONCRETE APPROACH, SIDEWALK ADJACENT TO THE EMERGENCY ACCESS OR AT CROSSINGS SHALL CONSIST OF 8" OF PORTLAND CONCRETE CEMENT (PCC) OVER A 8" COMPACTED AGGREGATE SUB BASE, TYPE B, CRUSHED.

**STANDARD DUTY CONCRETE**
STANDARD CONCRETE SIDEWALK AND STOOPS CONSISTING OF 5" MINIMUM PORTLAND CONCRETE CEMENT OVER A 4" COMPACTED AGGREGATE BASE, TYPE B, CRUSHED.

**HEAVY DUTY BITUMINOUS PAVEMENT EMERGENCY ACCESS**
BITUMINOUS DRIVEWAY AREA OF THE EMERGENCY ACCESS SHALL CONSIST OF 8 1/4" OF BITUMINOUS PAVEMENT OVER AN 8" COMPACTED AGGREGATE SUB BASE, TYPE B, CRUSHED.

**STANDARD DUTY BITUMINOUS PAVEMENT**
BITUMINOUS DRIVEWAYS AND HARDING PAVEMENT SHALL CONSIST OF 2" OF BITUMINOUS PAVEMENT OVER AN 12" COMPACTED AGGREGATE SUB BASE, TYPE B, CRUSHED.

**PERMEABLE PAVER DRIVEWAY EMERGENCY ACCESS**
"GRASSCRETE" STYLE PERMEABLE PAVER EMERGENCY DRIVEWAY WITH CONCRETE COVERAGE OF 50.1% OR GREATER AND TURF COVERAGE OF 49.9% OR LESS. LOAD CAPACITY SHALL EXCEED 40 TONS.

SPECIFICATIONS AND DETAILS OF THE PERMEABLE PAVERS USED SHALL BE SUBMITTED BY THE LANDSCAPE CONTRACTOR WITH THE CONSTRUCTION OF BUILDINGS C AND D PRIOR TO THE START OF CONSTRUCTION FOR APPROVAL BY THE VILLAGE.

**ROADWAY PAVEMENT PER SPECIFICATIONS ON SHEET 17**
ROADWAY PAVEMENT SHALL CONSIST OF 2" HMA SURFACE AND 3" OF HMA BINDER OVER 12" OF CA-6 SUB-BASE MATERIAL. THE THE SUPERPAVE MIX DESIGN METHOD SHALL BE UTILIZED FOR ALL ROADWAY PAVEMENTS.

## LAND USE

| | | |
|---|---|---|
| LOTS 1-5 | = | 113,565 SQ.FT. |
| HARDING CT. | = | 33,103 SQ.FT. |
| TOTAL | = | 146,668 SQ.FT. |

## LOT AREA TABLE

| | | |
|---|---|---|
| LOT 1 | = | 26,315 SQ.FT. |
| LOT 2 | = | 19,438 SQ.FT. |
| LOT 3 | = | 21,218 SQ.FT. |
| LOT 4 | = | 21,515 SQ.FT. |
| LOT 5 | = | 25,079 SQ.FT. |
| TOTAL | = | 113,565 SQ.FT. |

### STORMWATER MANAGEMENT EASEMENT PROVISIONS

DECLARANT HEREBY RESERVES AND GRANTS TO THE VILLAGE OF GLEN ELLYN STORMWATER MANAGEMENT EASEMENTS FOR PURPOSES OF PROVIDING ADEQUATE STORMWATER DRAINAGE CONTROL, TOGETHER WITH REASONABLE ACCESS THERETO. SAID EASEMENTS SHALL BE PERPETUAL AND SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON THE DECLARANT, ITS SUCCESSORS, HEIRS, EXECUTORS AND ASSIGNS. TO ENSURE THE INTEGRITY OF THE STORMWATER FACILITIES, NO OBSTRUCTION SHALL BE PLACED, NOR ALTERATIONS MADE, INCLUDING ALTERATIONS IN THE FINAL TOPOGRAPHICAL GRADING PLAN WHICH IN ANY MANNER IMPEDE OR DIMINISH STORMWATER DRAINAGE OR STORAGE IN, OVER, UNDER, THROUGH OR UPON SAID EASEMENT AREAS. IN THE EVENT SUCH OBSTRUCTION OR ALTERATIONS ARE FOUND TO EXIST, OR IF THE PROPERTY OWNER OTHERWISE FAILS TO PROPERLY MAINTAIN THE STORMWATER FACILITIES AND EASEMENTS OR CHANGES THE CHARACTER OF THE STORMWATER FACILITY, THE VILLAGE OF GLEN ELLYN SHALL, UPON SEVENTY-TWO (72) HOURS PRIOR NOTICE TO THE PROPERTY OWNER, HAVE THE RIGHT, BUT NOT THE DUTY, TO PERFORM, OR HAVE PERFORMED IN ITS BEHALF, ANY MAINTENANCE WORK TO OR UPON THE STORMWATER FACILITIES OR TO REMOVE SAID OBSTRUCTION OR ALTERATIONS OR TO PERFORM OTHER MAINTENANCE, REPAIR, ALTERATION OR REPLACEMENT AS MAY BE REASONABLY BE NECESSARY TO ENSURE THAT ADEQUATE STORMWATER STORAGE AND DRAINAGE FACILITIES, AND APPURTENANCES THERETO, REMAIN FULLY OPERATIONAL AND THAT THE CONDITION OF SAID FACILITIES AND EASEMENTS COMPLY WITH ALL APPLICABLE VILLAGE OF GLEN ELLYN AND DUPAGE COUNTY CODES. IN THE EVENT OF AND EMERGENCY SITUATION, AS DETERMINED BY THE VILLAGE OF GLEN ELLYN, THE SEVENTY-TWO (72) HOURS PRIOR NOTICE REQUIREMENTS SET FORTH ABOVE SHALL NOT APPLY AND THE VILLAGE OF GLEN ELLYN SHALL HAVE THE RIGHT, BUT NOT THE DUTY, TO PROCEED WITHOUT NOTICE TO THE PROPERTY OWNER. IN THE EVENT THE VILLAGE OF GLEN ELLYN SHALL BE REQUIRED TO PERFORM, OR HAVE PERFORMED ON ITS BEHALF ANY MAINTENANCE WORK TO OR UPON THE STORMWATER FACILITIES AND EASEMENTS AS SET FORTH IN THE DECLARATION, OR ANY REMOVAL OR ALTERATION AS AFORESAID, THE COST OF SUCH WORK SHALL, UPON RECORDATION OF NOTICE OF LIEN WITH THE RECORDER OF DEEDS OF DUPAGE COUNTY, ILLINOIS, CONSTITUTE A LIEN AGAINST THE ASSETS OF THE PROPERTY OWNER, IN ADDITION, THE AREA DISTRIBUTED BY THE SAID MAINTENANCE OPERATIONS, SHALL BE RE-PLANTED BY THE PROPERTY OWNER WITH THE MATERIALS ON THE APPROVED LANDSCAPE PLAN.

### ISLAND MAINTENANCE

LANDSCAPE MAINTENANCE AND CARE OF THE ISLAND IN THE CUL-DE-SAC OF HARDING COURT SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.

### SIDEWALK MAINTENANCE

ALL PUBLIC WALKS WITHIN OR ADJACENT TO THE RIGHT OF WAY SHALL BE THE RESPONSIBILITY OF THE VILLAGE INCLUDING THE WALK WITHIN AN EASEMENT AROUND THE TWO PARKING STALLS ADJACENT TO LOTS 4 AND 5, THE WALK IN AN EASEMENT AROUND THE SIX PARKING SPACES NORTH OF LOT 1, AND THE WALK WITHIN AN EASEMENT THAT CONNECTS HARDING COURT SIDEWALKS WITH THE PROPOSED IL. RT. 53 PUBLIC SIDEWALK.

### EMERGENCY VEHICLE ACCESS & GATE MAINTENANCE

THE MAINTENANCE AND CARE OF THE EMERGENCY ACCESS DRIVEWAY AND GATE SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.

### UTILITY MAINTENANCE & OWNERSHIP

ALL SANITARY SEWER MAINS AND STRUCTURES, STORM SEWER MAINS AND STRUCTURES, ALONG WITH ALL WATERMAINS AND STRUCTURES, VALVES, HYDRANTS, ETC SHALL BE OWNED AND MAINTAINED BY THE VILLAGE OF GLEN ELLYN, EXCEPT STORM SEWER STRUCTURES ST-20 THRU ST-25, ST-7, ST-8, ST-11 THRU ST-13 AND ST-28. ALSO EXCEPTED IS THE IMMEDIATE STORM SEWERS BETWEEN THESE STRUCTURES ALONG WITH THE STORM SEWERS CONNECTING ST-3 TO ST-7, ST-8 TO ST-9, AND ST-10 TO ST-28. ALSO EXCLUDED FROM THE VILLAGES RESPONSIBILITY IS THE MAINTENANCE AND UPKEEP OF ALL BMP FACILITIES WITHIN THIS PROJECT.

| BACK OF CURB CURVE DATA | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | LENGTH | CENTRAL ANGLE | P.C. STATION | P.T. STATION |
| 3 | 39.50' | 64.43' | 90°34'38" | 01+45.56, 10.50'R | 02+24.60, 10.50R |
| 4 | 60.50' | 95.64' | 90°34'38" | 01+45.56, 10.50'L | 02+24.60, 10.50'L |
| 5 | 50.00' | 35.20' | 40°19'58" | 04+50.22, 10.50'L | 04+79.12, 24.73'L |
| 6 | 189.50' | 35.95' | 10°52'10" | 03+74.80, 10.50'R | 04+12.94, 10.50'R |
| 7 | 67.00' | 69.87' | 59°45'01" | 04+12.94, 10.50'R | 04+83.89, 33.37'R |
| 8 | 41.00' | 192.78' | 269°24'16" | 04+83.89, 33.37'R | 04+79.12, 24.73'L |

| | | |
|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: CMG |
| Scale: | 1" = 20' | Checked By: EAC |
| Fld Bk Pg: | 48-00 | Approved: ADC |

| Date: | Revision: |
|---|---|
| 06/29/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

GEOMETRIC PLAN
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 4 of 25
Project # 895

DRAWING FILE NAME: 895-MF-SH4

FURTHER REVIEW BY THE VILLAGE STAFF OF THE STORM SEWER SYSTEM WITHIN THE ROADWAY MAY NECESSITATE THE NEED FOR ADDITIONAL INLETS, IF IT IS DETERMINED ADDITIONAL CURB INLETS ARE NEEDED TO HANDLE FLOWS IN EXCESS OF THOSE SHOWN TO REDUCE THE POTENTIAL OF WATER ON THE PAVEMENT FOR STORMS IN EXCESS OF THE 10 YEAR STORM EVENT, THE DEVELOPER WILL WORK WITH THE VILLAGE TO FIND SUITABLE LOCATIONS THAT WORK WITH THE DRIVEWAY APPROACHES

CARRADUS

# ILLINOIS ROUTE 53

(100' R/W)

BITUMINOUS ROADWAY

CONCRETE CURB & GUTTER

EDGE OF PAVEMENT

FIRE HYDRANT

EXISTING 12" WATERMAIN

EXISTING UTILITY POLE TO REMAIN

IL. RT. 53 RIGHT OF WAY

100 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.80%

ST-22
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=762.90
INV.=760.47

ST-23
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=764.00
INV.=761.27

ST-24
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=766.00
INV.=762.31

60 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.80%

ST-25
24" STORM INLET WITH TYPE "8" FRAME & OPEN GRATE.
RIM=766.80
INV.=762.79

EXISTING STRUCTURES WITH FRAMES SHALL BE ADJUSTED TO MATCH THE PROPOSED GRADE PER VILLAGE OF GLEN ELLYN PUBLIC WORKS STANDARDS AND SPECIFICATIONS, AGGREGATE TRENCH BACKFILL WILL BE REQUIRED FOR ANY UNDERGROUND PIPE WITHIN 2 FEET OF ANY PAVEMENT, CURB, DRIVEWAY OR SIDEWALK.

(L=31.24')

(L=552.92')

VALVE VAULT RIM=762.65

ST-21
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=762.25
INV.=759.87

100 L.F. 15" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.60%

130 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.80%

PROPOSED 5' CONCRETE WALK

EXISTING CONCRETE WALK

110 L.F. 15" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.72% ASTM-D-2241 WATERMAIN SPECIFICATION PIPE

18 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%

UNIT 23 | UNIT 22 | UNIT 21 | UNIT 20 | UNIT 19 | UNIT 18

BUILDING TYPE C

UNIT 17 | UNIT 16 | UNIT 15 | UNIT 14 | UNIT 13

BUILDING TYPE B

UNIT 12 | UNIT 11 | UNIT 10 | UNIT 9

BUILDING TYPE A

72 L.F. 15" R.C.P. C-76-IV STORM SEWER C-361 OR 443 "O" RING GASKETS @ 1.40%

ST-19
24" STORM INLET WITH CURB FRAME & GRATE.
RIM=764.75 T/C
=764.25 F/L
INV.=760.85

ST-18
48" STORM CATCH BASIN WITH CURB FRAME & GRATE.
RIM=764.75 T/C
=764.25 F/L
INV.=760.67

ST-15
24" STORM INLET WITH DEPRESSED CURB FRAME & GRATE.
RIM=769.00 T/C
=768.50 F/L
INV.=764.82

FH-1
FIRE HYDRANT & HYDRANT VALVE

FH-2
FIRE HYDRANT & HYDRANT VALVE

395 L.F. 8" P.V.C. SANITARY SEWER @ 3.00%

20 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%

6" D.I.P. WATERMAIN

ST-20
48" STORM CATCH BASIN WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=761.50
INV.=759.08

STREET LIGHT POWER DROP FROM EXISTING UTILITY POLE. TYPE 5 DISTRIBUTION.

SAN-2
SANITARY MANHOLE
RIM=763.00
INV.=751.60 (8" W)
INV.=751.70 (8" S)

90 L.F. 8" P.V.C. SANITARY SEWER @ 2.00% 8" P.V.C., SDR-26, ASTM D-2241 PIPE

50 L.F. 18" R.C.P. C-76-IV STORM SEWER C-361 OR 443 "O" RING GASKETS @ 1.80%

32 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.50%

ST-16
48" STORM CATCH BASIN WITH DEPRESSED CURB FRAME & GRATE.
RIM=759.69 T/C
=759.49 F/L
INV.=757.33

ST-29
24" STORM INLET WITH FLAT TOP AND TYPE "8" FRAME & OPEN GRATE.
RIM=759.30
INV.=757.71

EXISTING FIRE HYDRANT

18 L.F. 12" R.C.P. C-76-IV STORM SEWER C-361 OR 443 "O" RING GASKETS @ 0.90%

EXISTING WATER VALVE RIM=760.28

EXISTING UTILITY POLE TO REMAIN

22 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.00% ASTM-D-2241 WATERMAIN SPECIFICATION PIPE. TOP OF THE WATER MAIN AT THE CROSSING IS AT ELEVATION 755.48. BOTTOM OF THE STORM SEWER AT THE CROSSING IS AT ELEVATION 756.98. CREATING A VERTICAL SEPARATION OF 18". FIELD VERIFY THIS INFORMATION PRIOR TO THE START OF CONSTRUCTION. MAINTAIN A MINIMUM HORIZONTAL SEPERATION OF 10.0' FROM THE EXISTING FIRE HYDRANT AND VALVE.

EXISTING STREET LIGHT & STREET LIGHT CONTROLLER

EXISTING ASPHALT DRIVEWAY

ST-17
48" STORM INLET WITH FLAT TOP & CURB FRAME & GRATE.
RIM=759.99 T/C
=759.49 F/L
INV.=757.49

REMOVE AND REPLACE THE NECESSARY "SQUARES" (APPROXIMATELY 10') TO PERMIT REALIGNMENT OF SIDEWALK AROUND EXISTING POWER POLE.

SAN-1
EXISTING SANITARY MANHOLE
RIM=758.98 (EXISTING)
RIM=759.51 (PROPOSED)
INV.=749.48 (8" W) EXISTING
PROPOSED INV. @ CONNECTION=749.80

(217.73')

HARDING AVE.

HARDING COURT

CLN. RAD.=200.0'

CLN. RAD.=50.0'

STREET LIGHT

PROPOSED 2" P.V.C. CONDUIT FOR STREET LIGHT POWER SUPPLY

PROPSOED 12' X 14' PERGOLA AND WALK

B/C-B/C=31.0'

B/C RAD.=41.0'

B/C RAD.=10.0'

B/W RAD.=50.0'

ST-5
60" MANHOLE WITH FLAT TOP AND TYPE "1" FRAME & CLOSED LID.
RIM=764.50
INV.=758.07 (W-18")
=758.07 (N-15")
=758.07 (S-12")
=760.42 (E-12")

ST-6
48" MANHOLE WITH FLAT TOP AND TYPE "1" FRAME & CLOSED LID.
RIM=769.65
INV.=763.39 (N-12")
=763.39 (S-12")
=764.39 (E-12")

ST-4
60" MANHOLE WITH FLAT TOP AND TYPE "1" FRAME & CLOSED LID.
RIM=762.50
INV.=757.17 (W, E, N)

UNIT 1 | UNIT 2 | UNIT 3 | UNIT 4

BUILDING TYPE A

225 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%

133 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 4.00%

ST-14
24" STORM INLET WITH CURB FRAME & GRATE.
RIM=769.00 T/C
=768.50 F/L
INV.=764.62

23 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.00%

148 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.80%

80 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.60%

55 L.F. 18" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 2.40%

125 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.60%

(166.75')

(L=166.78')

(20.84')

(28.23')

185 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.20%

ST-8
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=763.30
INV.=758.25

25 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.60%

ST-27
48" STORM CATCH BASIN WITH CURB FRAME & GRATE.
RIM=770.25 T/C
=769.75 F/L
INV.=766.05

ST-3
60" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=759.70
INV.=755.85 (W-24")
INV.=755.85 (E-18")
INV.=755.85 (S-12")

ST-7
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=762.50
INV.=757.85

247 L.F. 24" R.C.P. C-76-IV WITH ASTM C-361 OR 443 GASKETS (FOR PROTECTION OF WATER SERVICES) STORM SEWER PIPE @ 1.60%

125 L.F. 4" PERFORATED P.V.C. PIPE IN FILTER SOCK DRAIN TILE TO DISCHARGE TO DAYLIGHT @ INV.=764.50.

ST-9
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=770.00
INV.=760.47

28 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.20%

ST-10
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=767.30
INV.=760.81

SAN-4
SANITARY MANHOLE
RIM=771.30
INV.=764.90 (8" E)

100 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.00%

ST-28
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=767.20
INV.=761.81

30 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.00%

SAN-5
SANITARY MANHOLE
RIM=771.30
INV.=764.80 (8" E)

115 L.F. 8" P.V.C. SANITARY SEWER @ 1.00% 8" P.V.C., SDR-26 ASTM D-2241 PIPE

SAN-3
SANITARY MANHOLE
RIM=772.50
INV.=763.55 (8" N)
INV.=763.65 (8" E)
INV.=763.65 (8" W)

125 L.F. 8" P.V.C. SANITARY SEWER @ 1.00% 8" P.V.C., SDR-26, ASTM D-2241 PIPE

ST-13
24" STORM INLET WITH TYPE "8" FRAME & OPEN GRATE.
RIM=766.00
INV.=763.67

130 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.60%

ST-12
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=766.00
INV.=762.89

(289.00')

130 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.60%

ST-11
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=766.00
INV.=762.11

APPROXIMATE LOCATION OF EXISTING 6" WATER MAIN

APPROXIMATE LOCATION OF EXISTING WATER SERVICE (FIELD VERIFY LOCATION)

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

# UTILITY PLAN

HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Sheet 5 of 25

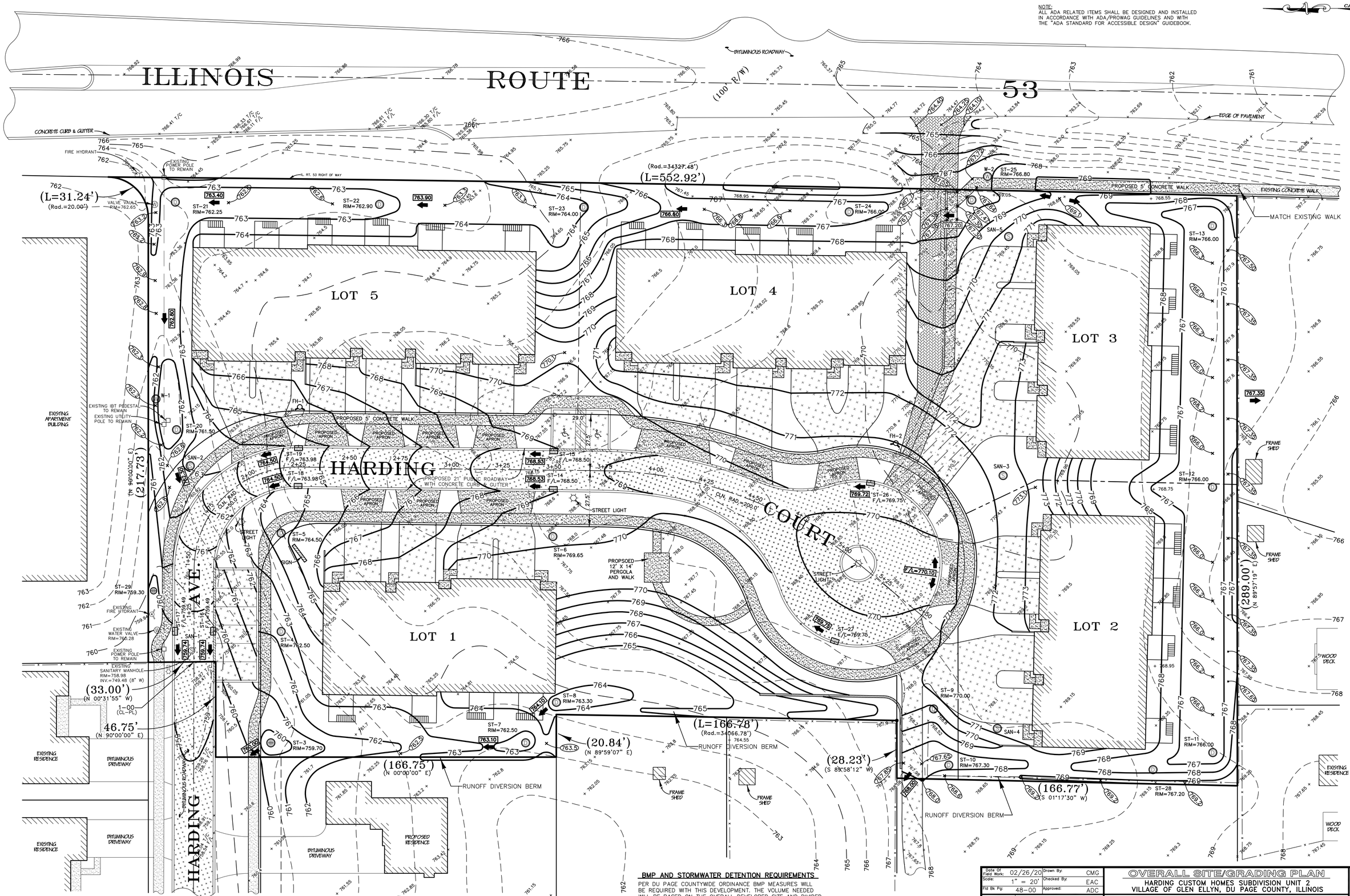
Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Project # 895

DRAWING FILE NAME: 895-MF-SH5

NOTE:
ALL ADA RELATED ITEMS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH ADA/PROWAG GUIDELINES AND WITH THE "ADA STANDARD FOR ACCESSIBLE DESIGN" GUIDEBOOK.

CARRADUS




## BMP AND STORMWATER DETENTION REQUIREMENTS

PER DU PAGE COUNTYWIDE ORDINANCE BMP MEASURES WILL BE REQUIRED WITH THIS DEVELOPMENT. THE VOLUME NEEDED WILL BE BASED ON THE OVERALL DEVELOPED SITE AND DIVIDED PER UNIT AND DESIGNED AND INSTALLED AT THE TIME PERMIT IS APPLIED FOR WITH EACH BUILDING.
STORMWATER DETENTION IS REQUIRED FOR THIS DEVELOPMENT AND WILL BE PROVIDED FOR BY THE PANFISH PARK SYSTEM.

759.25 OVERFLOW ROUTE & HIGH WATER OVERFLOW ELEVATION

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

# OVERALL SITE/GRADING PLAN

HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
100 Bridge Street Suite 1, Wheaton, Illinois 60187
(630) 588-0416 (FAX) 653-7682

Sheet 6 of 25

Project # 895

DRAWING FILE NAME: 895-MF-SH6

EXISTING STRUCTURES WITH FRAMES SHALL BE ADJUSTED TO MATCH THE PROPOSED GRADE PER VILLAGE OF GLEN ELLYN PUBLIC WORKS STANDARDS AND SPECIFICATIONS. AGGREGATE TRENCH BACKFILL WILL BE REQUIRED FOR ANY UNDERGROUND PIPE WITHIN 2 FEET OF ANY PAVEMENT, CURB, DRIVEWAY OR SIDEWALK.

CARRADUS

**ST-18**
2+25.00, 10.5' R
48" CATCH BASIN WITH CURB FRAME & GRATE.
RIM=764.75 T/C
=764.25 F/L
INV.=760.82

**ST-19**
2+25.00, 10.5' L
48" STORM INLET WITH CURB FRAME & GRATE.
RIM=764.75 T/C
=764.25 F/L
INV.=761.00

**ST-14**
3+50.00, 10.5' R
48" CATCH BASIN WITH CURB FRAME & GRATE.
RIM=769.00 T/C
=768.50 F/L
INV.=764.62

**ST-15**
3+40.00, 10.5' L
24" STORM INLET WITH DEPRESSED CURB FRAME & GRATE.
RIM=769.00 T/C
=768.50 F/L
INV.=764.82

**ST-26**
4+92.0, 36.0 L
24" STORM INLET WITH CURB FRAME & GRATE.
RIM=770.25 T/C
=769.75 F/L
INV.=767.33

72 L.F. 15" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.40%

**ST-20**
48" CATCH BASIN WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=761.50
INV.=759.08

**SAN-2**
1+84.10, 22.5 L
SANITARY MANHOLE
RIM=763.00
INV.=751.60 (8" W)
INV.=751.70 (8" S)

93 L.F. 8" P.V.C. SANITARY SEWER @ 2.00%

50 L.F. 18" R.C.P. C-76-IV STORM SEWER C-361 OR 443 "O" RING GASKETS @ 1.80%

32 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.50%

**ST-16**
1+15.00, 10.5 R
48" CATCH BASIN WITH DEPRESSED CURB FRAME & GRATE.
RIM=759.69 T/C
=759.49 F/L
INV.=757.33

18 L.F. 12" R.C.P. C-76-IV STORM SEWER C-361 OR 443 "O" RING GASKETS @ 0.90%

**ST-29**
1+35.0, 19.8' L
24" STORM INLET WITH FLAT TOP AND TYPE "8" FRAME & OPEN GRATE.
RIM=759.30
INV.=757.71

22 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.00%
ASTM-D-2241 WATERMAIN SPECIFICATION PIPE

**ST-17**
1+15.00, 10.5 L
48" STORM INLET WITH FLAT TOP AND CURB FRAME & GRATE.
RIM=759.99 T/C
=759.49 F/L
INV.=757.49

**SAN-1**
1+05.00, 0.0' R
EXISTING SANITARY MANHOLE
RIM=758.98 (EXISTING)
RIM=759.51 (PROPOSED)
INV.=749.48 (8" W) EXISTING
PROPOSED INV. @ CONNECTION=749.75

EXISTING IBT PEDESTAL
EXISTING POWER POLE
EXISTING FIRE HYDRANT
EXISTING WATER VALVE RIM=760.28
EXISTING POWER POLE

6" D.I.P. WATERMAIN
PROPOSED 5' CONCRETE WALK
18 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%
23 L.F. 10" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.00%
133 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 4.00%
PROPOSED STREET LIGHT
25 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%
20 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%
395 L.F. 8" P.V.C. SANITARY SEWER @ 3.00%
PROPOSED 5' CONCRETE WALK
FIRE LANE
EMERGENCY VEHICLE ONLY

**ST-5**
2+04.10, 30.9' R
60" STORM MANHOLE WITH FLAT TOP AND TYPE "1" FRAME & CLOSED LID.
RIM=764.50
INV.=758.07 (W-24")
=758.07 (N-18")
=758.07 (S-12")
=760.52 (E-12")

**ST-6**
3+50.00, 32.5' R
48" STORM MANHOLE WITH FLAT TOP AND TYPE "1" FRAME & CLOSED LID.
RIM=769.65
INV.=763.39 (N-12")
=763.39 (S-12")
=764.39 (E-10")

**ST-4**
1+15.00, 42.65 R
60" STORM MANHOLE WITH FLAT TOP AND TYPE "1" FRAME & CLOSED LID.
RIM=762.50
INV.=758.51

55 L.F. 18" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 2.40%

**ST-3**
0+60.45, 39.75 R
EXISTING 60" STORM MANHOLE WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE
RIM=759.70
INV.=755.85 (W-24")
INV.=755.85 (E-18")
INV.=755.85 (S-12")

PROPOSED 12' X 14' PERGOLA
148 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.80%

**ST-27**
5+26.00, 37.9' R
48" CATCH BASIN WITH CURB FRAME & GRATE.
RIM=770.25 T/C
=769.75 F/L
INV.=766.05

185 L.F. 15" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.20%
80 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.60%

**ST-9**
48" CATCH BASIN WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=770.00
INV.=760.17

**SAN-3**
5+37.40, 78.15' L
SANITARY MANHOLE
RIM=772.50
INV.=763.55 (8" N)
INV.=763.65 (8" E)
INV.=763.65 (8" W)

**SAN-4**
SANITARY MANHOLE
RIM=771.30
INV.=764.15 (8" E)

BOTTOM OF 6" WATERMAIN PIPE AT CROSSING IS AT ELEVATION 765.05. TOP OF 8" SANITARY SEWER PIPE AT CROSSING IS AT ELEVATION 762.54. (OVER 30" BELOW WATERMAIN PIPE)

BOTTOM OF 6" WATERMAIN PIPE AT CROSSING IS AT ELEVATION 766.15. TOP OF 8" SANITARY SEWER PIPE AT CROSSING IS AT ELEVATION 763.89. (OVER 27" BELOW WATERMAIN PIPE)

HIGH POINT 770.10

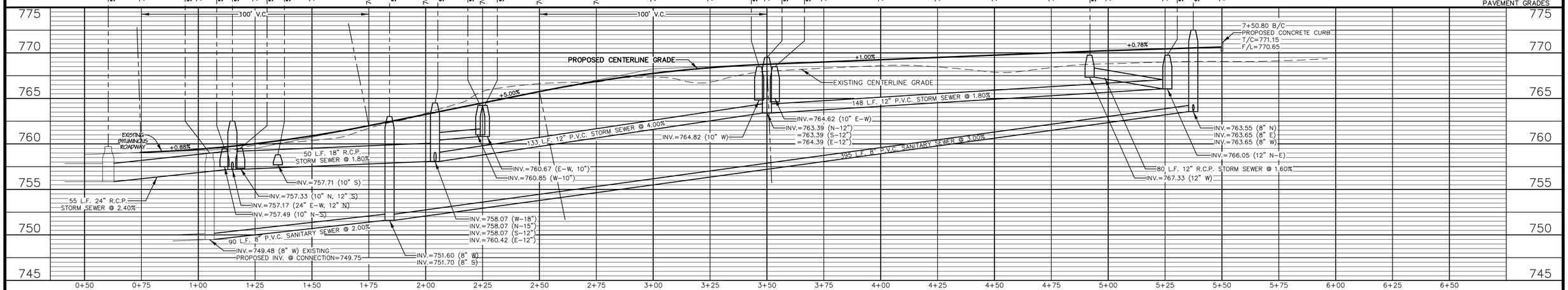
BUILDING TYPE C: UNIT 23, 22, 21, 20, 19, 18
BUILDING TYPE B: UNIT 17, 16, 15, 14, 13
BUILDING A: UNIT 10, 9, 8, 7, 6, 5
BUILDING TYPE A: UNIT 1, 2, 3, 4

RIM=759.70 ST-3 0+60.45, 39.75 R
759.06(EXIST)(PVC)
RIM=759.51 (PROP.) RIM=759.98 (EXIST) SAN-1 1+05.00, 0.0' R 759.41
RIM=759.49 F/L 759.99 T/C ST-17 1+15.00, 10.5' L
RIM=762.50 ST-4 1+15.00, 42.65 R 760.02
RIM=759.49 F/L 759.69 T/C ST-16 1+15.00, 10.5' R
RIM=759.30 ST-29 1+35.00, 19.8' L 760.88
762.00 (PVT)
RIM=763.00 SAN-2 1+84.10, 22.5' L
763.25 RIM=764.50 ST-5 2+04.10, 30.9' R
RIM=764.25 F/L 764.75 T/C ST-19 2+25.00, 10.5' L 764.50
RIM=764.25 F/L 764.75 T/C ST-18 2+25.00, 10.5' R
765.75 (PVC)
766.88
767.75
768.37
RIM=768.50 F/L 769.00 T/C ST-15 3+50.00, 10.5' L 768.75(PVT)
RIM=769.65 ST-6 3+50.00, 32.5' R
RIM=768.50 F/L 769.00 T/C ST-14 3+50.00, 10.5' R 769.00
769.25
769.50
769.75
770.00
RIM=769.75 F/L 770.25 T/C SAN-3 5+37.40, 78.15' L 770.65
770.25
770.45
RIM=769.75 F/L 770.25 T/C ST-27 5+26.00, 37.9' R
RIM=772.50 SAN-3 5+37.40, 78.15' L
770.65
RIM=769.75 F/L 770.25 T/C SAN-26 4+92.0, 36.0' L 770.25
770.25 5+00.00 (PVI)
770.20 5+09.80 (P.T.)
771.05 5+67.80 (R/W)

**NOTE:**
FOR DETAIL OF CURB ELEVATIONS FOR STATIONS 1+00 TO 5+50 SEE SHEETS 8, 9, 10, 11 AND 12 OF 19

**NOTE:**
DROP CURB INLET GRADES BY 0.15' AND BACK PITCH 5 L.F. OF CURB DOWNSTREAM OF INLETS BY 0.25' ABOVE THE INLET RIM GRADES TO MAXIMIZE RUNOFF CAPTURE.

CENTERLINE PAVEMENT GRADES




SCALE:
1"=20' HORIZONTAL
1"=5' VERTICAL

# HARDING COURT

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

PLAN & PROFILE - HARDING COURT
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue, Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 7 or 25

Project # 895

Harding Townhomes - Engineering, 10/04/2021

DRAWING FILE NAME: 895-MF-SH7

## PROPOSED SERVICE LEGEND

- 6" STORM SERVICE
- 6" SANITARY SERVICE
- 1-1/4" COPPER WATER SERVICE
- 2" P.V.C. CONDUIT FOR ELECTRIC SERVICE & COMMUNICATIONS TRENCH (E — E)
- NATURAL GAS SERVICE (G — G)

| BUILDING ELEVATION TABLE | | |
|---|---|---|
| CORNER | EXISTING GRADE | PROPOSED GRADE |
| A | 761.5 | 761.0 |
| B | 763.4 | 763.6 |
| C | 768.1 | 769.7 |
| D | 766.2 | 766.7 |
| AVERAGE | 764.8 | 765.25 |

"EXISTING GRADE" REFERS TO THE UNALTERED GRADE OF THE PROPERTY PRIOR TO MASS GRADING OF THE SITE.

"PROPOSED GRADE" REFERENCES THE EXISTING GRADE FOR THE LOT AT THE TIME OF BUILDING PERMIT APPLICATION BASED ON THE MASS GRADING OF THE ENTIRE SUBDIVISION FROM THE APPROVED SUBDIVISION PLANS.

CARRADUS

72 L.F. 15" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.40%

ST-18
48" STORM INLET WITH CURB FRAME & GRATE.
RIM=764.75 T/C
=764.25 F/L
INV.=760.67

18 L.F. 10" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%

ST-19
2+28.00, 10.5' L
48" STORM INLET WITH CURB FRAME & GRATE.
RIM=764.75 T/C
=763.25 F/L
INV.=760.85

FOR LEGEND OF PAVEMENT TYPES SEE SHEETS 4 AND 11

FH-1
FIRE HYDRANT & HYDRANT VALVE

PROPOSED 6" D.I.P. WATERMAIN

W-1

ST-20

SAN-2
SANITARY MANHOLE
RIM=763.00
INV.=751.60 (W-8")
INV.=751.70 (S-8")

25 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%

ST-5
60" CATCH BASIN WITH FLAT TOP AND TYPE "1" FRAME & CLOSED LID.
RIM=764.50
INV.=758.07 (W-18")
=758.07 (N-15")
=758.07 (S-12")
=760.42 (E-12")

50 L.F. 18" R.C.P. C-76-IV STORM SEWER C-361 OR 443 "O" RING GASKETS @ 1.80%

90 L.F. 8" P.V.C. SANITARY SEWER @ 2.00%
8" P.V.C., SDR-26, ASTM D-2241 PIPE

ST-29
24" STORM INLET WITH FLAT TOP AND TYPE "8" FRAME & OPEN GRATE.
RIM=759.30
INV.=757.71

22 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.00% ASTM D-2241 WATERMAIN SPECIFICATION PIPE. TOP OF THE WATER MAIN AT THE CROSSING IS AT ELEVATION 755.25. BOTTOM OF THE STORM SEWER AT THE CROSSING IS AT ELEVATION 756.75, CREATING A VERTICAL SEPARATION OF 18". FIELD VERIFY THIS INFORMATION PRIOR TO THE START OF CONSTRUCTION. MAINTAIN A MINIMUM HORIZONTAL SEPERATION OF 10.0' FROM THE EXISTING FIRE HYDRANT AND VALVE.

FIRE HYDRANT

WATER VALVE RIM=760.28

ST-17
48" STORM INLET WITH FLAT TOP AND CURB FRAME & GRATE.
RIM=759.99 T/C
=759.49 F/L
INV.=757.49

18 L.F. 10" R.C.P. C-76-IV STORM SEWER C-361 OR 443 "O" RING GASKETS @ 0.90%

SAN-1
EXISTING SANITARY MANHOLE
RIM=758.98 (EXIST)
RIM=759.51 (PROPOSED)
INV.=749.48 (8" W) EXISTING
PROPOSED INV. @ CONNECTION=749.80

ST-16
24" STORM INLET WITH DEPRESSED CURB FRAME & GRATE.
RIM=759.69 T/C
=759.49 F/L
INV.=757.33

32 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.50%

ST-4
60" CATCH BASIN WITH TYPE "1" FRAME & CLOSED LID.
RIM=762.50
INV.=757.17 (W,E,N)

EXISTING BITUMINOUS DRIVEWAY

55 L.F. 18" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 2.40%

ST-3
60" STORM MANHOLE WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE
RIM=759.70
INV.=755.85 (W-24")
INV.=755.85 (E-18")
INV.=755.85 (S-12")

247 L.F. 24" R.C.P. C-76-IV WITH ASTM C-361 OR 443 GASKETS (FOR PROTECTION OF WATER SERVICES) STORM SEWER PIPE @ 1.60%

0+75 MATCH EXIST

STREET LIGHT

"HARDING GLEN TOWNHOMES" SIGN

10' PUBLIC UTILITY & DRAINAGE EASEMENT

133 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 4.00%

PROPOSED 5' CONCRETE WALK

PROPOSED CONCRETE APRON

PROPOSED DRIVEWAY

10' MIN.

GARAGE DOOR
T/F=769.10
G/F=768.60

GARAGE DOOR
T/F=769.10
G/F=768.60

GARAGE DOOR
T/F=771.10
G/F=770.60

GARAGE DOOR
T/F=771.10
G/F=770.60

DOOR

1 1/4" WATER SERVICE (TYPICAL)

6" SANITARY SERVICE (TYPICAL)

STEP FOUNDATION

UNIT 1 | UNIT 2 | UNIT 3 | UNIT 4

LOT 1
BUILDING TYPE A

5' LOOKOUT T/F=764.10
PATIO DOOR 30'-0"

5' LOOKOUT T/F=766.10
PATIO DOOR 26'-6"

5' LOOKOUT T/F=766.10
PATIO DOOR 28'-0"

5' LOOKOUT T/F=766.10
PATIO DOOR 30'-0"

6" STORM SERVICE (TYPICAL)

2" P.V.C. CONDUIT BURIED AT 24" DEPTH FOR COM ED. & COMMUNICATION SERVICE FROM THE REAR YARD. (TYPICAL)

DROP SIDING AS NEEDED TO MATCH FINISH GRADE

DECK & STAIRS (TYPICAL)

DECK IS 6.6' MINIMUM FROM PROPERTY LINE

RIM=761.80 (35")
RIM=761.80 (40")
RIM=762.80 (40")
RIM=762.80 (35")

5 L.F. 6" P.V.C. @ 1.00%
INV.=756.83 @ 12"x12"x6"WYE

DIVERSION BERM ALONG THE WEST END OF THE BMP BED TO SLOW FLOW AND ALLOW FOR PERCOLATION INTO THE BMP BED.

5 L.F. 6" P.V.C. @ 1.00%
INV.=756.38 @ 12"x12"x6"WYE

PROPOSED TWO STORY RESIDENCE T/F=763.50

FOR VCBMP CONSTRUCT A 35'x7'x3.5' THICK STONE BED 12" TO 15" BELOW FINISH GRADE OF THE DEPRESSIONAL AREA FOR INFILTRATION RUNOFF.
TOP OF STONE = 760.80
BOTTOM OF STONE = 757.30
INV. OF 24" P.V.C. = 757.80

125 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.60%

DIVERSION BERM TO CAPTURE RUNOFF AND DIRECT TOWARDS THE STORM INLETS

FOR VCBMP CONSTRUCT A 40'x7'x3.5' THICK STONE BED 12" TO 15" BELOW FINISH GRADE OF THE DEPRESSIONAL AREA FOR INFILTRATION RUNOFF.
TOP OF STONE = 762.00
BOTTOM OF STONE = 758.50
INV. OF 24" P.V.C. = 759.00

20 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%

395 L.F. 8" P.V.C. SANITARY SEWER @ 3.00%
8" P.V.C., SDR-26, ASTM D-2241 PIPE

ST-14
24" STORM INLET WITH CURB FRAME & GRATE.
RIM=769.00 T/C
=768.50 F/L
INV.=764.62

23 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.00%

ST-6
48" CATCH BASIN WITH TYPE "1" FRAME & CLOSED LID.
RIM=769.65
INV.=763.39 (N-12")
=763.39 (S-12")
=764.39 (E-12")

148 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.80%

12'-0" X 14' CEDAR PERGOLA CEILING HEIGHT 8'-6" (FOR DETAILS SEE LANDSCAPE PLANS BY OTHERS) 4' WIDE CONCRETE PATH AND PAD UNDER PERGOLA

FOR VCBMP CONSTRUCT TWO 44'x7'x3.5' THICK STONE BED 12" TO 15" BELOW FINISH GRADE OF THE DEPRESSIONAL AREA FOR INFILTRATION RUNOFF.
TOP OF STONE = 763.00
BOTTOM OF STONE = 759.50
INV. OF 24" P.V.C. = 760.00

RIM=764.00 (44')
RIM=764.00 (44')
RIM=764.00 (44')
RIM=764.00 (30')

10' MIN.

ST-8
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=763.30
INV.=758.25

125 L.F. 4" PERFORATED P.V.C. PIPE IN FILTER SOCK DRAIN TILE TO DISCHARGE TO DAYLIGHT @ INV.=764.50.

185 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.20%

10 L.F. 6" P.V.C. @ 1.00%
INV.=758.39 @ 12"x12"x6"WYE

DIVERSION BERM TO CAPTURE RUNOFF AND DIRECT TOWARDS THE STORM INLETS

25 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.60%

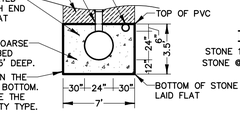
ST-7
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=762.50
INV.=757.35

NOTE:
6" STORM SERVICES SHALL COLLECT DISCHARGE FROM SUMP PUMP AND DOWNSPOUTS ON THE REAR OF THE BUILDINGS AND DELIVER IT TO THE BMP SYSTEM FOR TREATMENT.

## IMPERVIOUS AREA TABLE FOR LOT 1

| | |
|---|---|
| BUILDING = | 6,202 SQ.FT. |
| WALKS & PORCHES = | 206 SQ.FT. |
| DECKS & STAIRS = | 640 SQ.FT. |
| DRIVEWAYS = | 2,043 SQ.FT. |
| GAZEBO & SIGN = | 110 SQ.FT. |
| WALLS = | 86 SQ.FT. |
| PUBLIC WALK = | 347 SQ.FT. |
| TOTAL = | 9,634 SQ.FT. |

## LOT 1, TYPICAL DETAIL




## TRENCH END CAPS

STONE 1.0'x7.0'x3.5' DEEP = 24.50 SQ.FT.
STONE @36% VOID FACTOR = 8.82 CU.FT/L.F.

SILT FENCING OR ORANGE SAFETY CONSTRUCTION FENCING SHALL BE INSTALLED AROUND ALL BMP AREAS TO PROTECT THE INTEGRITY OF THE SOIL PRIOR TO BUILDING CONSTRUCTION, AND TO PROTECT THE BMP SYSTEM AFTER INSTALLATION FROM ALL CONSTRUCTION ACTIVITY, AND WILL BE PROVIDED ON THE FINAL DESIGN AT THE TIME OF SUBMITTAL PER EACH BUILDING PERMIT.

## DU PAGE COUNTY STORMWATER BMP ORDINANCE

1.) VOLUME CONTROL BEST MANAGEMENT PRACTICES (VCBMP)
AT A 1.25" RAINFALL OVER 9,634 OF IMPERVIOUS AREA THE VOLUME OF TREATMENT REQUIRED IS 1004 CU.FT.
(FOR CA-7 COURSE AGGREGATE USE A 36% VOID RATIO)

## TRENCH CALCULATION

24" P.V.C. PERFORATED CULVERT = 3.14 CU.FT./L.F.
STONE @ 36% VOID FACTOR 21.36x0.36 = 7.69 CU.FT./L.F.
7.0' X 3.5' DEEP (LESS 24" P.V.C.) = 21.36 SQ.FT./L.F.
TOTAL = 10.83 CU.FT./L.F.

## TRENCH DESIGN TOTALS

30' TRENCH
PIPE & STONE: 10.83x28' = 303.2 CU.FT
STONE ENDS: 8.82x2 = 17.6 CU.FT
TOTAL = 320.8 CU.FT

35' TRENCH
PIPE & STONE: 10.83x33' = 357.4 CU.FT
STONE ENDS: 8.82x2 = 17.6 CU.FT
TOTAL = 375.0 CU.FT

40' TRENCH
PIPE & STONE: 10.83x38' = 411.5 CU.FT
STONE ENDS: 8.82x2 = 17.6 CU.FT
TOTAL = 429.1 CU.FT

44' TRENCH
PIPE & STONE: 10.83x42' = 454.9 CU.FT
STONE ENDS: 8.82x2 = 17.6 CU.FT
TOTAL = 472.5 CU.FT
DOUBLE TRENCHES = x 2
TOTAL = 945.0 CU.FT.

DESIGN TOTAL = 2069.9 CU.FT
(REQUIRED = 1004.0 CU.FT)
1065.9 CU.CF. CREDITED TOWARD PUBLIC RIGHT OF WAY

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 10' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

SITE PLAN LOT 1, UNITS 1-4
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue, Suite 180, Carol Stream, Illinois 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 8 or 25

Project # 895

DRAWING FILE NAME: 895-MF-SH8

Harding Townhomes - Engineering, 10/04/2021

CARRADUS

6" D.I.P. WATERMAIN

PROPOSED DRIVEWAY

PROPOSED 6" D.I.P. WATERMAIN

PROPOSED CONCRETE WALL

395 L.F. 8" P.V.C. SANITARY SEWER @ 3.00%
8" P.V.C., SDR-26, ASTM D-2241 PIPE

FH-2

ST-26
24" STORM INLET WITH CURB FRAME & GRATE
RIM=770.25 T/C
=769.75 F/L
INV.=767.33

80 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.80%

ST-27
24" STORM INLET WITH CURB FRAME & GRATE
RIM=770.25 T/C
=769.75 F/L
INV.=766.05

PROPOSED CONCRETE APRON

115 L.F. 8" P.V.C. SANITARY SEWER @ 1.00%
8" P.V.C., SDR-26, ASTM D-2241 PIPE
T/F=774.00
G/F=773.50

SAN-3
SANITARY MANHOLE
RIM=772.50
INV.=763.55 (8" N)
INV.=763.65 (8" E)
INV.=763.65 (8" W)

UNIT 9
T/F=769.00
5' LOOKOUT

UNIT 8
T/F=774.00
G/F=773.50
T/F=769.00
5' LOOKOUT

2" P.V.C. CONDUIT BURIED AT 24" DEPTH FOR COM ED. & COMMUNICATION SERVICE FROM THE REAR YARD. (TYPICAL)

PROPOSED DRIVEWAY 7.35%

PROPOSED CONCRETE APRON

LOT 2
UNIT 7
T/F=774.00
G/F=773.50
T/F=769.00
5' LOOKOUT

1-1/4" WATER SERVICE (TYPICAL)

6" SANITARY SERVICE (TYPICAL)

PROPOSED DRIVEWAY 7.20%

BUILDING TYPE A

UNIT 6
T/F=772.00
G/F=771.50
T/F=769.00
3' LOOKOUT

PROPOSED DRIVEWAY 0.90%

DECK & STAIRS (TYPICAL)

6" STORM SERVICE (TYPICAL)

PROPOSED DRIVEWAY 0.80%

UNIT 5
T/F=772.00
G/F=771.50
T/F=769.00
3' LOOKOUT

SAN-4
SANITARY MANHOLE
RIM=771.30
INV.=764.90 (8" E)

125 L.F. 8" P.V.C. SANITARY SEWER @ 1.00%
8" P.V.C., SDR-26, ASTM D-2241 PIPE

DIVERSION BERM ALONG PROPERTY LINE TO CONTROL RUNOFF FROM LEAVING THE PROPERTY.

ST-28
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=767.20
INV.=761.81

100 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.00%

30 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.00%

ST-11
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=766.00
INV.=761.51

NOTE:
6" STORM SERVICES SHALL COLLECT DISCHARGE FROM SUMP PUMP AND DOWNSPOUTS ON THE REAR OF THE BUILDINGS AND DELIVER IT TO THE BMP SYSTEM FOR TREATMENT.

CONSULT ARCHITECTURAL PLANS FOR RAILINGS THAT MAY BE NEEDED ON PORCHES ADJACENT TO LANDSCAPE RETAINING WALLS.

130 L.F. 12" P.V.C. (SDR-26)
STORM SEWER PIPE @ 0.60%

33 L.F. 6" P.V.C. BALLANCE PIPE BETWEEN BEDS LAID FLAT AT ELEVATION 762.65 CONNECTING END CAPS OF 24" P.V.C. PERF. PIPES.

ST-12
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=766.00
INV.=762.89

6" P.V.C. PIPE AT INV.=763.25 FOR CONNECTION BETWEEN 24" PIPES OF BMP STONE BED AND 12" P.V.C. STORM SEWER.
INV.=762.73 FOR 12" P.V.C. @ 12"x12"x6" WYE

FOR VCBMP CONSTRUCT A 100'x10'x3.5' DEEP STONE BED 12" TO 15" BELOW FINISH GRADE OF THE DEPRESSIONAL AREA FOR INFILTRATION RUNOFF. TWIN 24" P.V.C. PERF. PIPE LAID FLAT @ INV.=762.25 WITHIN THE BMP STONE BED.
TOP OF STONE = 765.25
BOTTOM OF STONE = 761.75
INV. OF 24" P.V.C. = 762.25

6" P.V.C. PIPE AT INV.=763.25 FOR CONNECTION BETWEEN 24" PIPES OF BMP STONE BED AND 12" P.V.C. STORM SEWER.
INV.=762.48 FOR 12" P.V.C. @ 12"x12"x6" WYE

OVERFLOW ELEVATION 767.35

6" P.V.C. PIPE AT INV.=763.25 FOR CONNECTION BETWEEN 24" PIPES OF BMP STONE BED AND 12" P.V.C. STORM SEWER.
INV.=762.25 FOR 12" P.V.C. @ 12"x12"x6" WYE

EXISTING UTILITY POLE

130 L.F. 12" P.V.C. (SDR-26)
STORM SEWER PIPE @ 0.60%

FOR CONTINUATION OF LOT 1 SEE SHEET 8 AND SHEET 6

125 L.F. 4" PERFORATED P.V.C. PIPE IN FILTER SOCK DRAIN TILE TO DISCHARGE TO DAYLIGHT @ INV.=764.50.

INTERLOCKING BLOCK LANDSCAPE WALL. WALL SHALL NOT EXCEED 28" TALL.

ENCASE 12" P.V.C. STORM SEWER WITHIN 15" P.V.C. PIPE FOR PROTECTION UNDER DRIVEWAY AND RETAINING WALL.

ST-9
48" CATCH BASIN WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=770.00
INV.=760.47

PRIVATE BITUMINOUS DRIVEWAY

28 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 1.20%

ST-10
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=767.30
INV.=760.81

## PROPOSED SERVICE LEGEND

- 6" STORM SERVICE
- 6" SANITARY SERVICE 1-1/4" COPPER
- WATER SERVICE
- 2" P.V.C. CONDUIT FOR ELECTRIC SERVICE & COMMUNICATIONS TRENCH
- NATURAL GAS SERVICE

| BUILDING ELEVATION TABLE | | |
|---|---|---|
| CORNER | EXISTING GRADE | PROPOSED GRADE |
| A | 768.8 | 768.7 |
| B | 769.2 | 767.8 |
| C | 768.9 | 767.9 |
| D | 770.4 | 773.1 |
| AVERAGE | 769.35 | 769.4 |

"EXISTING GRADE" REFERS TO THE UNALTERED GRADE OF THE PROPERTY PRIOR TO MASS GRADING OF THE SITE.

"PROPOSED GRADE" REFERENCES THE EXISTING GRADE FOR THE LOT AT THE TIME OF BUILDING PERMIT APPLICATION BASED ON THE MASS GRADING OF THE ENTIRE SUBDIVISION FROM THE APPROVED SUBDIVISION PLANS.

FOR LEGEND OF PAVEMENT TYPES SEE SHEETS 4 AND 11

REFER TO THE LANDSCAPE PLAN FOR DETAILS AND SPECIFICATIONS ON ALL LANDSCAPE WALLS. ONLY THE RELATED GRADES ARE SHOWN HEREON.

SILT FENCING OR ORANGE SAFETY CONSTRUCTION FENCING SHALL BE INSTALLED AROUND ALL BMP AREAS TO PROTECT THE INTEGRITY OF THE SOIL PRIOR TO BUILDING CONSTRUCTION, AND TO PROTECT THE BMP SYSTEM AFTER INSTALLATION FROM ALL CONSTRUCTION ACTIVITY, AND WILL BE PROVIDED ON THE FINAL DESIGN AT THE TIME OF SUBMITTAL PER EACH BUILDING PERMIT.

## DU PAGE COUNTY STORMWATER BMP ORDINANCE

1.) VOLUME CONTROL BEST MANAGEMENT PRACTICES (VCBMP)
AT A 1.25" RAINFALL OVER 9,635 OF IMPERVIOUS AREA
THE VOLUME OF TREATMENT REQUIRED IS 1,004 CU.FT.
(FOR CA-7 COURSE AGGREGATE USE A 36% VOID RATIO)

## IMPERVIOUS AREA TABLE FOR LOT 2

| | |
|---|---|
| BUILDING = | 6,202 SQ.FT. |
| WALKS & PORCHES = | 206 SQ.FT. |
| DECKS & STAIRS = | 640 SQ.FT. |
| WALLS = | 28 SQ.FT. |
| DRIVEWAYS = | 2,559 SQ.FT. |
| TOTAL = | 9,635 SQ.FT. |

## BMP DESIGN CALCULATION

100'x10'x3.5' DEEP STONE BED WITH TWIN 24" PVC PERF PIPES.

### TRENCH CROSS SECTION

| | |
|---|---|
| STONE BED @ 3.5' X 10.0' = | 35.00 SQ.FT. |
| LESS 24" PERF. PIPE (2) = | – 6.28 SQ.FT. |
| LESS 12" STORM SEWER = | – 0.80 SQ.FT. |
| TOTAL AREA OF STONE = | 27.92 SQ.FT. |
| @36% VOID FACTOR = | 10.05 CU.FT/L.F. |
| ADD 24" PVC PIPES (2) = | 6.28 CU.FT/L.F. |
| TOTAL CAPACITY OF TRENCH = | 16.33 CU.FT/L.F. |

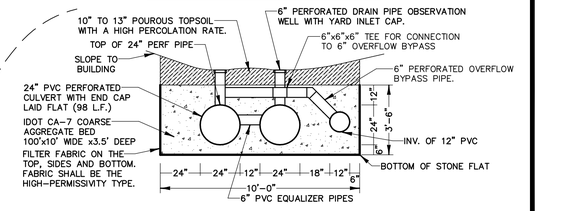
### TRENCH END CAPS

| | |
|---|---|
| STONE 1.0'x10.0'x3.5' DEEP = | 35.00 SQ.FT. |
| LESS 12" STORM SEWER = | – 0.80 SQ.FT. |
| TOTAL AREA OF STONE = | 34.20 CU.FT/L.F. |
| @36% VOID FACTOR = | 12.31 CU.FT/L.F. |

TRENCH WITH TWIN 24" PERF PIPES = 98'x16.33 = 1,600.34 CU.FT.
END CAPS = 2x12.31 = 24.62 CU.FT.
TOTAL PROPOSED STORAGE OF BMP BED = 1,624.96 CU.FT.
REQUIRED STORAGE = 1,004.00 CU.FT.

620.96 CU.CF. CREDITED TOWARD PUBLIC RIGHT OF WAY

## VCBMP INFILTRATION BED DETAIL

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|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 10' | Checked By: | EAC |
| Pid Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

# SITE PLAN LOT 2, UNITS 5-8

HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue, Suite 180, Carol Stream, Illinois 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 9 of 25

Project # 895

DRAWING FILE NAME: 895-MF-SH9

Harding Townhomes - Engineering, 10/04/2021

# ILLINOIS ROUTE 53

MATCH EXISTING EDGE OF PAVEMENT AND GRADE TO CAPTURE RUNOFF SO THAT IT DRAINS AWAY FROM THE RT. 53 ROADWAY.

PROVIDE POSITIVE OVERLAND DRAINAGE FLOW OVER ACCESS DRIVEWAY AS THE DRAINAGE PATTERN NOW EXISTS.

REFER TO SHEET 11 FOR DETAILED LAYOUT AND GRADING OF THE EXISTING APPROACH RECONSTRUCTION.

CARRADUS

EDGE OF PAVEMENT

MATCH EXISTING IL. RT. 53 PAVEMENT

PROVIDE A RIDGE AT PROPERTY LINE IN EMERGENCY ACCESS DRIVEWAY TO PREVENT EXISTING AND PROPOSED RUNOFF FROM ENTERING THE R/W.

FOR EMERGENCY VEHICLE ACCESS GATE DETAIL SEE SHEET 11 OF THIS PLAN SET. GATE SHALL BE PLACED ON THE PROPERTY LINE.

RECONSTRUCT EXISTING APPROACH AS NEEDED TO ACCOMMODATE SIZE & WEIGHT OF EMERGENCY VEHICLE ACCESS.

ST-25
24" STORM INLET WITH FLAT TOP AND TYPE "8" FRAME & OPEN GRATE.
RIM=766.80
INV.=762.79

EXISTING UTILITY POLE

W-2

60 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.80%

RIDGE LINE

RT. 53 RIGHT OF WAY

PROPOSED 5' PUBLIC CONCRETE WALK

EXISTING CONCRETE WALK

MATCH EXISTING WALK

ST-24
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=766.00
INV.=762.31

PATIO DOOR
T/F=768.50
5' LOOKOUT

EXTRA STRENGTH DRIVEWAY, SIDEWALK & PERMEABLE PAVING TO ACCOMMODATE EMERGENCY VEHICLES. NOTE SPECIFICATIONS ON SHEET 11 OF THIS PLAN SET.

PROPOSED 5' CONCRETE WALK

PROPOSED 11' PERMEABLE PAVING FOR EMERGENCY VEHICLE ACCESS

UNIT 13

UNIT 12
T/F=769.00
3' LOOKOUT
T/F=772.00
G/F=771.50

SAN-5
SANITARY MANHOLE
RIM=770.30
INV.=764.80 (8" E)

2" P.V.C. CONDUIT BURIED AT 24" DEPTH FOR COM ED. & COMMUNICATION SERVICE FROM THE REAR YARD. (TYPICAL)

ST-13
24" STORM INLET WITH FLAT TOP AND TYPE "8" FRAME & OPEN GRATE.
RIM=766.00
INV.=763.67

130 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.60%

RIM=766.00

6" P.V.C. PIPE AT INV.=763.25 FOR CONNECTION BETWEEN 24" PIPES OF BMP STONE BED AND 12" P.V.C. STORM SEWER.
INV.=763.53 FOR 12" P.V.C. @ 12"x12"x6" WYE

UNIT 11
T/F=769.00
3' LOOKOUT

DECK & STAIRS (TYPICAL)

LOT 3
BUILDING TYPE A

FOR VCBMP CONSTRUCT A 102'x10'x3.5' DEEP STONE BED 12" TO 15" BELOW FINISH GRADE OF THE DEPRESSIONAL AREA FOR INFILTRATION RUNOFF. TWIN 24" P.V.C. PERF. PIPE LAID FLAT @ INV.=762.25
WITHIN THE BMP STONE BED.
TOP OF STONE = 765.25
BOTTOM OF STONE = 761.75
INV. OF 24" P.V.C. = 762.25

T/F=773.00
G/F=772.50

GARAGE DOOR

PROPOSED DRIVEWAY 6.25%

773.50 T/W
771.50 B/W

T/F=774.00
G/F=773.50

UNIT 10
T/F=769.00
5' LOOKOUT

1-1/4" WATER SERVICE (TYPICAL)

6" SANITARY SERVICE (TYPICAL)

6" P.V.C. PIPE AT INV.=763.25 FOR CONNECTION BETWEEN 24" PIPES OF BMP STONE BED AND 12" P.V.C. STORM SEWER.
INV.=763.29 FOR 12" P.V.C. @ 12"x12"x6" WYE

TWIN 24" P.V.C. PERF. PIPE LAID FLAT @ INV.=762.25

115 L.F. 8" P.V.C. SANITARY SEWER @11.00%
8" P.V.C., SDR-26, ASTM D-2241 PIPE

6" STORM SERVICE (TYPICAL)

UNIT 9
T/F=769.00
5' LOOKOUT

SAN-3
SANITARY MANHOLE
RIM=772.50
INV.=763.55 (8" N)
INV.=763.65 (8" E)
INV.=763.65 (8" W)

OVERFLOW ELEVATION 767.35

6" P.V.C. PIPE AT INV.=763.25 FOR CONNECTION BETWEEN 24" PIPES OF BMP STONE BED AND 12" P.V.C. STORM SEWER.
INV.=763.04 FOR 12" P.V.C. @ 12"x12"x6" WYE

LOT 3
LOT 2
97.95'

ST-12
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=766.00
INV.=762.89

395 L.F. 8" P.V.C. SANITARY SEWER @ 3.00%
8" P.V.C., SDR-26, ASTM D-2241 PIPE

ST-26
24" STORM INLET WITH CURB FRAME & GRATE.
RIM=770.25 T/C
=769.75 F/L
INV.=767.33

33 L.F. 6" P.V.C. BALLANCE PIPE BETWEEN BEDS LAID BLAT AT ELEVATION 762.65 CONNECTING END CAPS OF 24" P.V.C. PERF. PIPES.

80 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.60%

PROPOSED 6" D.I. WATERMAIN

PROPOSED CONCRETE APRON

125 L.F. 8" P.V.C. SANITARY SEWER @ 1.00%

UNIT 8
T/F=769.00
5' LOOKOUT
T/F=774.00
G/F=773.50

130 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.60%

## PROPOSED SERVICE LEGEND

- 6" STORM SERVICE
- 6" SANITARY SERVICE 1-1/4" COPPER
- WATER SERVICE
- 2" P.V.C. CONDUIT FOR ELECTRIC SERVICE & COMMUNICATIONS TRENCH — E —
- NATURAL GAS SERVICE — G —

| BUILDING ELEVATION TABLE | | |
|---|---|---|
| CORNER | EXISTING GRADE | PROPOSED GRADE |
| A | 770.1 | 772.5 |
| B | 768.9 | 767.8 |
| C | 768.6 | 768.5 |
| D | 770.4 | 771.0 |
| AVERAGE | 769.5 | 769.95 |

"EXISTING GRADE" REFERS TO THE UNALTERED GRADE OF THE PROPERTY PRIOR TO MASS GRADING OF THE SITE.

"PROPOSED GRADE" REFERENCES THE EXISTING GRADE FOR THE LOT AT THE TIME OF BUILDING PERMIT APPLICATION BASED ON THE MASS GRADING OF THE ENTIRE SUBDIVISION FROM THE APPROVED SUBDIVISION PLANS.

REFER TO THE LANDSCAPE PLAN FOR DETAILS AND SPECIFICATIONS ON ALL LANDSCAPE WALLS. ONLY THE RELATED GRADES ARE SHOWN HEREON.

FOR LEGEND OF PAVEMENT TYPES SEE SHEETS 4 AND 11

**NOTE:**
FOR FURTHER INFORMATION ON SANITARY SERWER MAINS AND STORM SEWER MAINS SEE SHEET 7 OF 23

NOTE:
PERMEABLE PAVER EMERGENCY ACCESS SHALL BE INSTALLED WITH THE FINAL GRADING AND LANDSCAPING OF THE BUILDING ON LOT 4. THE SIDEWALK ADJACENT THERETO SHALL BE INSTALLED WITH THE CONSTRUCTION OF THE BUILDING ON LOT 3.

SILT FENCING OR ORANGE SAFETY CONSTRUCTION FENCING SHALL BE INSTALLED AROUND ALL BMP AREAS TO PROTECT THE INTEGRITY OF THE SOIL PRIOR TO BUILDING CONSTRUCTION, AND TO PROTECT THE BMP SYSTEM AFTER INSTALLATION FROM ALL CONSTRUCTION ACTIVITY, AND WILL BE PROVIDED ON THE FINAL DESIGN AT THE TIME OF SUBMITTAL PER EACH BUILDING PERMIT.

## DU PAGE COUNTY STORMWATER BMP ORDINANCE

1.) VOLUME CONTROL BEST MANAGEMENT PRACTICES (VCBMP)

AT A 1.25" RAINFALL OVER 11,640 OF IMPERVIOUS AREA
THE VOLUME OF TREATMENT REQUIRED IS 1,213 CU.FT.
(FOR CA-7 COURSE AGGREGATE USE A 36% VOID RATIO)

### IMPERVIOUS AREA TABLE FOR LOT 3

| | |
|---|---|
| BUILDING = | 6,202 SQ.FT. |
| WALKS & PORCHES = | 206 SQ.FT. |
| DECKS & STAIRS = | 640 SQ.FT. |
| WALLS = | 12 SQ.FT. |
| ACCESS WALK = | 655 SQ.FT. |
| DRIVEWAYS = | 3,925 SQ.FT. |
| TOTAL = | 11,640 SQ.FT. |

### BMP DESIGN CALCULATION

102'x10'x3.5' DEEP STONE BED WITH TWIN 24" PVC PERF PIPES.

### TRENCH CROSS SECTION

| | |
|---|---|
| STONE BED @ 3.5' X 10.0' = | 35.00 SQ.FT. |
| LESS 24" PERF. PIPE (2) = | – 6.28 SQ.FT. |
| LESS 12" STORM SEWER = | – 0.80 SQ.FT. |
| TOTAL AREA OF STONE = | 27.92 SQ.FT. |
| @36% VOID FACTOR = | 10.05 CU.FT/L.F. |
| ADD 24" PVC PIPES (2) = | 6.28 CU.FT/L.F. |
| TOTAL CAPACITY OF TRENCH = | 16.33 CU.FT/L.F. |

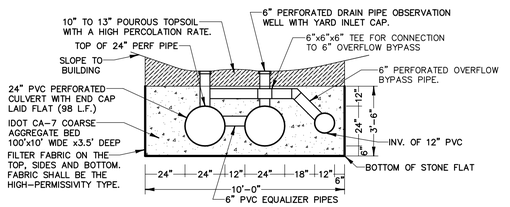
### TRENCH END CAPS

| | |
|---|---|
| STONE 1.0'x10.0'x3.5' DEEP = | 35.00 SQ.FT. |
| LESS 12" STORM SEWER = | – 0.80 SQ.FT. |
| TOTAL AREA OF STONE = | 34.20 CU.FT/L.F. |
| @36% VOID FACTOR = | 12.31 CU.FT/L.F. |

| | |
|---|---|
| TRENCH WITH TWIN 24" PERF PIPES = 100'x16.33 = | 1,633.0 CU.FT. |
| END CAPS = 2x12.31 = | 24.62 CU.FT. |
| TOTAL PROPOSED STORAGE OF BMP BED = | 1,657.65 CU.FT. |
| REQUIRED STORAGE = | 1,213.00 CU.FT. |

444.65 CU.CF. CREDITED TOWARD PUBLIC RIGHT OF WAY

### VCBMP INFILTRATION BED DETAIL




| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 10' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

**SITE PLAN LOT 3, UNITS 9-12**
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.


Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue, Suite 180, Carol Stream, Illinois 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM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Project # 895

DRAWING FILE NAME: 895-MF-SH10



Harding Townhomes - Engineering, 10/04/2021

# ILLINOIS ROUTE 53

## PROPOSED SERVICE LEGEND

- 6" STORM SERVICE
- 6" SANITARY SERVICE 1-1/4" COPPER
- WATER SERVICE
- 2" P.V.C. CONDUIT FOR ELECTRIC SERVICE & COMMUNICATIONS TRENCH
- NATURAL GAS SERVICE

CARRADUS

FOR VCBMP CONSTRUCT A 72'x7'x3.5' DEEP STONE BED 12" TO 15" BELOW FINISH GRADE OF THE DEPRESSIONAL AREA FOR INFILTRATION RUNOFF. TWIN 24" P.V.C. PERF. PIPE LAID FLAT @ INV.=762.25 WITHIN THE BMP STONE BED.
TOP OF STONE = 765.25
BOTTOM OF STONE = 761.75
INV. OF 24" P.V.C. = 762.25

6" P.V.C. PIPE AT INV.=763.75 @ 24" PIPE. CONNECTION BETWEEN BMP STONE BED WITH 24" PIPES AND 12" P.V.C. STORM SEWER. INV.=761.75 FOR 12" P.V.C. @ 12"x12"x6" WYE

PROVIDE A RIDGE AT PROPERTY LINE IN EMERGENCY ACCESS DRIVEWAY TO PREVENT EXISTING AND PROPOSED RUNOFF FROM ENTERING THE R/W.

6" P.V.C. PIPE AT INV.=763.75 @ 24" PIPE. CONNECTION BETWEEN BMP STONE BED WITH 24" PIPES AND 12" P.V.C. STORM SEWER. INV.=762.09 FOR 12" P.V.C. @ 12"x12"x6" WYE

60 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.80%

ST-24
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=766.00
INV.=762.31

130 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.80%

100 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.80%

ST-23
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=763.00
INV.=759.93

THE 3:1 SLOPE CAN BE REPLACED WITH A LANDSCAPE RETAINING WALL IF PROVIDED FOR ON THE LANDSCAPE PLAN.

MATCH EXISTING EDGE OF PAVEMENT AND GRADE TO CAPTURE RUNOFF SO THAT IT DRAINS AWAY FROM THE RT. 53 ROADWAY.

PROVIDE POSITIVE OVERLAND DRAINAGE FLOW OVER ACCESS DRIVEWAY AS THE DRAINAGE PATTERN NOW EXISTS.

RECONSTRUCT EXISTING APPROACH AS NEEDED TO ACCOMMODATE SIZE & WEIGHT OF EMERGENCY VEHICLE ACCESS.

ST-25
24" STORM INLET WITH FLAT TOP AND TYPE "8" FRAME & OPEN GRATE.
RIM=766.80
INV.=762.79

NOTE:
THE APPLICANT AND/OR LOCAL MUNICIPALITY SHALL BE RESPONSIBLE FOR ALL GARBAGE CLEANUP ASSOCIATED WITH THE USE OF THE EMERGENCY ACCESS DRIVEWAY.

SAN-5
SANITARY MANHOLE
RIM=771.50
INV.=764.80 (8" E)

EXTRA STRENGTH DRIVEWAY, SIDEWALK & PERMEABLE PAVING TO ACCOMMODATE EMERGENCY VEHICLES. NOTE SPECIFICATIONS AT RIGHT.

NOTE:
ALL ADA RELATED ITEMS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH ADA/PROWAG GUIDELINES AND WITH THE "ADA STANDARD FOR ACCESSIBLE DESIGN" GUIDEBOOK.

REFER TO THE LANDSCAPE PLAN FOR DETAILS AND SPECIFICATIONS ON ALL LANDSCAPE WALLS. ONLY THE RELATED GRADES ARE SHOWN HEREON.

LOT 4

UNIT 18 | UNIT 17 | UNIT 16 | UNIT 15 | UNIT 14 | UNIT 13

BUILDING TYPE B

RIDGE LINE

EXISTING 12" WATERMAIN

PROPOSED 6" D.I.P. WATERMAIN

PATIO DOOR T/F=766.0 5' LOOKOUT

PATIO DOOR T/F=769.00 4' LOOKOUT

GARAGE DOOR T/F=771.00 G/F=770.50

GARAGE DOOR T/F=773.00 G/F=772.50

DECK & STAIRS (TYPICAL)

PROPOSED 5' CONCRETE WALK

PROPOSED CONCRETE APRON

PROPOSED DRIVEWAY

PROPOSED PERMEABLE PAVERS EMERGENCY VEHICLE ACCESS

HANDICAP PARKING SIGN

STREET LIGHT

6" STORM SERVICE (TYPICAL)

1-1/4" WATER SERVICE (TYPICAL)

6" SANITARY SERVICE (TYPICAL)

2" P.V.C. CONDUIT BURIED AT 24" DEPTH FOR COM ED. & COMMUNICATION SERVICE FROM THE REAR YARD. (TYPICAL)

ST-15
24" STORM INLET WITH DEPRESSED CURB FRAME & GRATE.
RIM=769.00 T/C =768.50 F/L
INV.=764.82

20 L.F. 10" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%

395 L.F. 8" P.V.C. SANITARY SEWER @ 3.00% 8" P.V.C., SDR-26, ASTM D-2241 PIPE

ST-26
24" STORM INLET WITH CURB FRAME & GRATE.
RIM=770.25 T/C
=769.75 F/L
INV.=767.33

80 L.F. 12" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.60%

115 L.F. 8" P.V.C. SANITARY SEWER @ 1.00% 8" P.V.C., SDR-26, ASTM D-2241 PIPE

SAN-3
SANITARY MANHOLE
RIM=772.00
INV.=763.55 (8" N)
INV.=763.65 (8" E)
INV.=763.65 (8" W)

FH-2

NOTE:
FOR FURTHER INFORMATION ON SANITARY SERWER MAINS AND STORM SEWER MAINS SEE SHEET 7 OF 20

SILT FENCING OR ORANGE SAFETY CONSTRUCTION FENCING SHALL BE INSTALLED AROUND ALL BMP AREAS TO PROTECT THE INTEGRITY OF THE SOIL PRIOR TO BUILDING CONSTRUCTION, AND TO PROTECT THE BMP SYSTEM AFTER INSTALLATION FROM ALL CONSTRUCTION ACTIVITY, AND WILL BE PROVIDED ON THE FINAL DESIGN AT THE TIME OF SUBMITTAL PER EACH BUILDING PERMIT.

NOTE:
PERMEABLE PAVER EMERGENCY ACCESS SHALL BE INSTALLED WITH THE FINAL GRADING AND LANDSCAPING OF THE BUILDING ON LOT 4. THE SIDEWALK ADJACENT THERETO SHALL BE INSTALLED WITH THE CONSTRUCTION OF THE BUILDING ON LOT 3.

## PAVING LEGEND

HEAVY DUTY CONCRETE EMERGENCY ACCESS
CONCRETE APPROACH, SIDEWALK ADJACENT TO THE EMERGENCY ACCESS OR AT CROSSINGS SHALL CONSIST OF 8" OF PORTLAND CONCRETE CEMENT (PCC) OVER A 8" COMPACTED AGGREGATE SUB BASE, TYPE B, CRUSHED.

STANDARD DUTY CONCRETE
STANDARD CONCRETE SIDEWALK AND STOOPS CONSISTING OF 5" MINIMUM PORTLAND CONCRETE CEMENT OVER A 4" COMPACTED AGGREGATE BASE, TYPE B, CRUSHED.

HEAVY DUTY BITUMINOUS PAVEMENTEMERGENCY ACCESS
BITUMINOUS DRIVEWAY AREA OF THE EMERGENCY ACCESS SHALL CONSIST OF 8 1/4" OF BITUMINOUS PAVEMENT OVER AN 8" COMPACTED AGGREGATE SUB BASE, TYPE B, CRUSHED.

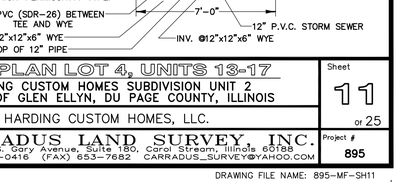
STANDARD DUTY BITUMINOUS PAVEMENT
BITUMINOUS DRIVEWAYS AND HARDING PAVEMENT SHALL CONSIST OF 2" OF BITUMINOUS PAVEMENT OVER AN 12" COMPACTED AGGREGATE SUB BASE, TYPE B, CRUSHED.

PERMEABLE PAVER DRIVEWAY EMERGENCY ACCESS
"GRASSCRETE" STYLE PERMEABLE PAVER EMERGENCY DRIVEWAY WITH CONCRETE COVERAGE OF 50.1% OR GREATER AND TURF COVERAGE OF 49.9% OR LESS. LOAD CAPACITY SHALL EXCEED 40 TONS.

SPECIFICATIONS AND DETAILS OF THE PERMEABLE PAVERS USED SHALL BE SUBMITTED BY THE LANDSCAPE CONTRACTOR WITH THE CONSTRUCTION OF BUILDINGS C AND D PRIOR TO THE START OF CONSTRUCTION FOR APPROVAL BY THE VILLAGE.

ROADWAY PAVEMENT PER SPECIFICATIONS ON SHEET 17
ROADWAY PAVEMENT SHALL CONSIST OF 2" HMA SURFACE AND 3" OF HMA BINDER OVER 12" OF CA-6 SUB-BASE MATERIAL. THE THE SUPERPAVE MIX DESIGN METHOD SHALL BE UTILIZED FOR ALL ROADWAY PAVEMENTS.

## EMERGENCY VEHICLE ACCESS GATE DETAIL




## DU PAGE COUNTY STORMWATER BMP ORDINANCE

1.) VOLUME CONTROL BEST MANAGEMENT PRACTICES (VCBMP)
AT A 1.25" RAINFALL OVER 12,074 OF IMPERVIOUS AREA THE VOLUME OF TREATMENT REQUIRED IS 1,258 CU.FT.
(FOR CA-7 COURSE AGGREGATE USE A 36% VOID RATIO)

| BUILDING ELEVATION TABLE | | |
|---|---|---|
| CORNER | EXISTING GRADE | PROPOSED GRADE |
| A | 767.2 | 772.5 |
| B | 771.0 | 772.0 |
| C | 769.7 | 768.5 |
| D | 766.1 | 768.0 |
| AVERAGE | 768.5 | 770.4 |

"EXISTING GRADE" REFERS TO THE UNALTERED GRADE OF THE PROPERTY PRIOR TO MASS GRADING OF THE SITE.

"PROPOSED GRADE" REFERENCES THE EXISTING GRADE FOR THE LOT AT THE TIME OF BUILDING PERMIT APPLICATION BASED ON THE MASS GRADING OF THE ENTIRE SUBDIVISION FROM THE APPROVED SUBDIVISION PLANS.

## IMPERVIOUS AREA TABLE FOR LOT 4

| | |
|---|---|
| BUILDING = | 7,728 SQ.FT. |
| WALKS & PORCHES = | 257 SQ.FT. |
| DECKS & STAIRS = | 800 SQ.FT. |
| PUBLIC WALK & PARKING = | 207 SQ.FT. |
| DRIVEWAYS = | 3,082 SQ.FT. |
| TOTAL = | 12,074 SQ.FT. |

## BMP DESIGN CALCULATION

72'x7'x3.5' DEEP STONE BED WITH TWIN 24" PVC PERF PIPES.

### TRENCH CROSS SECTION

| | |
|---|---|
| STONE BED @ 3.5' X 7.0' = | 24.50 SQ.FT. |
| LESS 24" PERF. PIPE (2) = | - 6.28 SQ.FT. |
| TOTAL AREA OF STONE = | 18.22 SQ.FT. |
| @36% VOID FACTOR = | 6.56 CU.FT/L.F. |
| ADD 24" PVC PIPES (2) = | 6.28 CU.FT/L.F. |
| TOTAL CAPACITY OF TRENCH = | 12.84 CU.FT/L.F. |

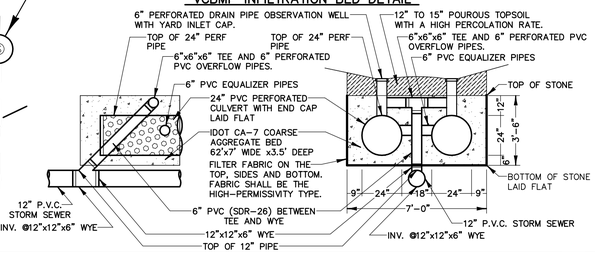
### TRENCH END CAPS

| | |
|---|---|
| STONE 1.0'x7.0'x3.5' DEEP = | 24.50 SQ.FT. |
| TOTAL AREA OF STONE @36% VOID FACTOR = | 8.82 CU.FT/L.F. |

| | |
|---|---|
| TRENCH WITH TWIN 24" PERF PIPES = 70'x12.84 = | 898.80 CU.FT. |
| END CAPS = 2x8.82 = | 17.64 CU.FT. |
| TOTAL PROPOSED STORAGE OF BMP BED = | 916.44 CU.FT. |
| REQUIRED STORAGE = | 1,258.00 CU.FT. |

SHORTAGE OF 341.56 CU.FT. SHALL BE MADE UP WITH EXCESS FROM LOT 5

## VCBMP INFILTRATION BED DETAIL




| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 10' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

# SITE PLAN LOT 4, UNITS 13-17

HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

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191 Gary Avenue Suite 180, Carol Stream, Illinois 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 11 or 25

Project # 895

DRAWING FILE NAME: 895-MF-SH11

Harding Townhomes - Engineering, 10/04/2021

CARRADUS

6" P.V.C. PIPE AT INV.=760.35 @ 24" PIPE. CONNECTION BETWEEN BMP STONE BED WITH 24" PIPES AND 15" P.V.C. STORM SEWER. INV.=760.02 FOR 15" P.V.C. @ 15"x15"x6" WYE

100 L.F. 15" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.60%

ST-21
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=762.25
INV.=759.87

110 L.F. 15" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.72% ASTM-D-2241 WATERMAIN SPECIFICATION PIPE

DROP FOUNDATION WALL BELOW AND AROUND STOOP AS NEEDED TO MATCH FINISH GRADE AND PROVIDE SAFETY RAIL AS MAY BE REQUIRED.

WATERMAIN AND STORM CROSSING AT THE BOTTOM OF THE STORM SEWER PIPE IS AT ELEVATION 759.0. DROP WATERMAIN PIPE SO TOP OF PIPE IS BELOW ELEVATION 757.0 AT CROSSING. NO JOINTS IN THE STORM SEWER PIPE WITHIN 5' OF EITHER SIDE OF THE CROSSING.

48" VALVE VAULT WITH CONNECTION TO EXISTING MAIN AND VALVE RIM=762.00

ST-20
48" CATCH BASIN WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=761.50
INV.=757.56

72 L.F. 15" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.40%

SAN-2
SANITARY MANHOLE
RIM=763.00
INV.=751.60 (8" W)
INV.=751.70 (8" S)

AT STORM SEWER AND SANITARY SEWER CROSSING THE INVERT OF THE 8" SANITARY SEWER IS 752.00 AND THE INVERT OF THE 15" STORM SEWER IS 758.28.

FOR VCBMP CONSTRUCT A 72'x12'x3.5' DEEP STONE BED 12" TO 15" BELOW FINISH GRADE OF THE DEPRESSIONAL AREA FOR INFILTRATION RUNOFF. TWIN 24" P.V.C. PERF. PIPE LAID FLAT @ INV.=758.85 WITHIN THE BMP STONE BED. TOP OF STONE = 761.85 BOTTOM OF STONE = 758.35 INV. OF 24" P.V.C. = 758.85

6" PVC PERFORATED PIPE AT INV.=761.35 WITH A 6"x6"x6" TEE CONNECTING THE TWIN 6" PERFORATED PVC OBSERVATION WELLS WITH YARD INLET CAP TO PROVIDE OVERFLOW PROTECTION OF THE STONE BED, CONNECT THE 6"x6"x6" TEE TO A 15"x15"x6" "WYE" IN THE 15" STORM SEWER WITH 6" PVC SOLID WALL PIPE FOR DISCHARGE OF OVERFLOW TREATED STORMWATER FROM THE STONE BEDS. INV.=760.32 FOR THE 15" PVC STORM SEWER AT THE 15"x15"x6" "WYE"

ST-22
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=762.90
INV.=760.47

6" PVC PERFORATED PIPE AT INV.=762.05 WITH A 6"x6"x6" TEE CONNECTING THE TWIN 6" PERFORATED PVC OBSERVATION WELLS WITH YARD INLET CAP TO PROVIDE OVERFLOW PROTECTION OF THE STONE BED, CONNECT THE 6"x6"x6" TEE TO A 12"x12"x6" "WYE" IN THE 12" STORM SEWER WITH 6" PVC SOLID WALL PIPE FOR DISCHARGE OF OVERFLOW TREATED STORMWATER FROM THE STONE BEDS. INV.=760.71 FOR THE 12" PVC STORM SEWER AT THE 12"x12"x6" "WYE"

FOR VCBMP CONSTRUCT A 72'x12'x3.5' DEEP STONE BED 12" TO 15" BELOW FINISH GRADE OF THE DEPRESSIONAL AREA FOR INFILTRATION RUNOFF. TWIN 24" P.V.C. PERF. PIPE LAID FLAT @ INV.=759.55 WITHIN THE BMP STONE BED. TOP OF STONE = 762.55 BOTTOM OF STONE = 759.05 INV. OF 24" P.V.C. = 759.55

100 L.F. 12" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.80%

ST-23
48" STORM INLET WITH FLAT TOP AND TYPE "1" FRAME & OPEN GRATE.
RIM=764.00
INV.=761.27

EXISTING 12" WATERMAIN

130 L.F. 10" P.V.C. (SDR-26) STORM SEWER PIPE @ 0.80%

## PROPOSED SERVICE LEGEND

- 6" STORM SERVICE
- 6" SANITARY SERVICE
- 1-1/4" COPPER WATER SERVICE
- 2" P.V.C. CONDUIT FOR ELECTRIC SERVICE & COMMUNICATIONS TRENCH
- NATURAL GAS SERVICE

FOR LEGEND OF PAVEMENT TYPES SEE SHEETS 4 AND 11

| BUILDING ELEVATION TABLE | | |
|---|---|---|
| CORNER | EXISTING GRADE | PROPOSED GRADE |
| A | 762.4 | 763.0 |
| B | 766.4 | 770.5 |
| C | 764.9 | 765.5 |
| D | 763.4 | 764.0 |
| AVERAGE | 764.3 | 765.75 |

"EXISTING GRADE" REFERS TO THE UNALTERED GRADE OF THE PROPERTY PRIOR TO MASS GRADING OF THE SITE.

"PROPOSED GRADE" REFERENCES THE EXISTING GRADE FOR THE LOT AT THE TIME OF BUILDING PERMIT APPLICATION BASED ON THE MASS GRADING OF THE ENTIRE SUBDIVISION FROM THE APPROVED SUBDIVISION PLANS.

## DU PAGE COUNTY STORMWATER BMP ORDINANCE

1.) VOLUME CONTROL BEST MANAGEMENT PRACTICES (VCBMP)

AT A 1.25" RAINFALL OVER 13,502 OF IMPERVIOUS AREA THE VOLUME OF TREATMENT REQUIRED IS 1,406 CU.FT. (FOR CA-7 COURSE AGGREGATE USE A 36% VOID RATIO)

## IMPERVIOUS AREA TABLE FOR LOT 5

| | |
|---|---|
| BUILDING = | 9,147 SQ.FT. |
| WALKS & PORCHES = | 300 SQ.FT. |
| DECKS & STAIRS = | 960 SQ.FT. |
| WALLS = | 37 SQ.FT. |
| PUBLIC WALK & PARKING = | 180 SQ.FT. |
| DRIVEWAYS = | 2,878 SQ.FT. |
| TOTAL = | 13,502 SQ.FT. |

## BMP DESIGN CALCULATION

2 - 72'x12'x3.5' DEEP STONE BED WITH TWIN 24" PVC PERF PIPES.

### TRENCH CROSS SECTION

| | |
|---|---|
| STONE BED @ 3.5' X 12.0' = | 42.00 SQ.FT. |
| LESS 24" PERF. PIPE (2) = | - 6.28 SQ.FT. |
| LESS 12" PVC STORM SEWER = | - 0.80 SQ.FT. |
| TOTAL AREA OF STONE = | 34.92 SQ.FT. |
| @36% VOID FACTOR = | 12.57 CU.FT/L.F. |
| ADD 24" PVC PIPES (2) = | 6.28 CU.FT/L.F. |
| TOTAL CAPACITY OF TRENCH = | 18.85 CU.FT/L.F. |

### TRENCH END CAPS

| | |
|---|---|
| STONE 1.0'x12.0'x3.5' DEEP = | 42.00 SQ.FT. |
| TOTAL AREA OF STONE @36% VOID FACTOR = | 10.08 CU.FT/L.F. |
| TRENCH WITH TWIN 24" PERF PIPES = 70'x18.85 = | 1,319.50 CU.FT. |
| END CAPS = 2x15.12 = | 30.24 CU.FT. |
| TOTAL PROPOSED STORAGE OF SINGLE BMP BED = | 1,349.74 CU.FT. |
| TWO BED DESIGN = | 2,699.48 CU.FT. |
| REQUIRED STORAGE = | 1,406.00 CU.FT. |
| OVERAGE TO BE APPLIED TO THE SHORTAGE ON LOT 4 OF 336.76 CU.FT. AND THE VOLUME REQUIRED FOR THE IMPROVEMENTS WITHIN THE HARDING RIGHT OF WAY (960.72 CU.FT. APPLIED) = | 1,293.48 CU.FT. |

PROPOSED 6" D.I.P. WATERMAIN

REFER TO THE LANDSCAPE PLAN FOR DETAILS AND SPECIFICATIONS ON ALL LANDSCAPE WALLS. ONLY THE RELATED GRADES ARE SHOWN HEREON.

ST-15
24" STORM INLET WITH DEPRESSED CURB FRAME & GRATE
RIM=769.00 T/C
=768.50 F/L
INV.=764.82

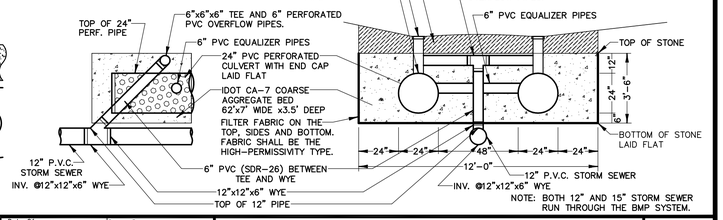
BACK PITCH 5' OF CURB DOWNSTREAM OF INLET TO AID IN THE CAPTURE OF RUNOFF.

395 L.F. 8" P.V.C. SANITARY SEWER @ 3.00% 8" P.V.C., SDR-26, ASTM D-2241 PIPE

ST-14

20 L.F. 10" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%

## VCBMP INFILTRATION BED DETAIL




SILT FENCING OR ORANGE SAFETY CONSTRUCTION FENCING SHALL BE INSTALLED AROUND ALL BMP AREAS TO PROTECT THE INTEGRITY OF THE SOIL PRIOR TO BUILDING CONSTRUCTION, AND TO PROTECT THE BMP SYSTEM AFTER INSTALLATION FROM ALL CONSTRUCTION ACTIVITY, AND WILL BE PROVIDED ON THE FINAL DESIGN AT THE TIME OF SUBMITTAL PER EACH BUILDING PERMIT.

18 L.F. 112" R.C.P. C-76-IV STORM SEWER WITH C-361 OR 443 "O" RING GASKETS @ 1.00%

ST-19
48" STORM INLET WITH CURB FRAME & GRATE.
RIM=764.75 T/C
=764.25 F/L
INV.=760.85

**NOTE:**
FOR FURTHER INFORMATION ON SANITARY SERWER MAINS AND STORM SEWER MAINS SEE SHEET 7 OF 23

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 10' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

SITE PLAN LOT 5, UNITS 18-23
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
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Sheet 12 of 25

Project # 895

DRAWING FILE NAME: 895-MF-SH12

Harding Townhomes - Engineering, 10/04/2021

# PROTECTION OF EXISTING TREES

PREFACE

Contractors are advised that it is the express intent of the Village to minimize trimming of trees in the work corridors and to vigorously protect the quality of the urban forest. The equipment and methods used to perform any and all portions of the work must be of the size and nature that results in the least disruption to the existing environment
The contractor shall at all times demonstrate to the satisfaction of the Village that suitable precautions and due diligence are being observed to protect the natural and improved features of the area. Special and continuing attention will be paid to the maintenance of tree protection fencing and the appropriate observance of tree protection areas as delineated by the fencing.

The Village of Glen Ellyn Ordinances related to tree protection apply except as stated or modified herein.

## A. Earth Saw Cut of Tree Roots (Root Pruning) Within The Public Right of Way:

1. Whenever the proposed excavation falls within the drip–line of a tree, the Contractor shall:

a. Root prune 6–inches behind and parallel to the proposed edge of trench a neat, clean vertical cut to a minimum depth directed by the Village Forestry Representative through all affected tree roots.
b. Root prune to a maximum width of 4–inches using a "Vermeer" wheel matching the following criteria. The root pruner wheel shall be 60" Diameter (188" Circumference) carrying 28 pair (56 total) stump cutter teeth with tooth spacing at 6.7" on center. The cutting depth shall be 24" and shall utilize a 65hp tractor. Trenching machines will not be permitted. The Village Forestry Representative or designee shall review and approve all root pruning equipment prior to use.

c. Exercise care not to cut any existing utilities.

d. If during construction it becomes evident that additional tree roots will require root pruning, the Village Forestry Representative shall be notified and the Contractor shall have the root pruning sub– contractor return to the site to properly root prune the tree at the location directed by the Village Forestry Representative. The contractor will be paid for the additional root pruning as described below, however, no additional compensation will be made for remobilization to the construction site.

e. For locations where root pruning is performed for the purpose of curb and gutter removal and replacement, the contractor shall root prune 6–inches behind the curbing so as to neatly cut the tree roots.

f. Depth of cut shall be 12 inches for curb removal and replacement and 24 inches for structural work. Any roots encountered at a greater depth shall be neatly saw–cut at no additional cost.

g. The Village Forestry Representative will mark locations where earth saw cutting of tree roots is required in the field.

2. All root pruning cuts shall be immediately backfilled with material side cast from the earth–sawing procedure, so that the ground surface is even and no tripping potential exists.

3. All root pruning work is to be performed through the services of a certified arborist to be approved by the Owner / Village.

4. If during construction it becomes evident that the Contractor has dug beyond the limits of root pruning, the Contractor will prune the damaged roots at no cost to the Owner.

## B. Temporary Fence Within The Public Right of Way:

1. The Contractor shall erect a temporary fence around all trees within the construction area to establish a "tree protection zone" (see diagram in attached ordinance) before any work begins or any material is delivered to the jobsite. Once the "tree protection zone" is established, it is intended that no work be performed, materials stored or vehicles driven or parked within the fenced areas.

2. The exact location and establishment of the "tree protection zone" fence shall be as determined by the Owners Representative in the field and approved by the Village Forestry Representative prior to setting the fence.

3. The fence shall be erected on three sides of the tree at the drip–line of the tree or as determined by the Village Forestry Representative.

4. If work is required within the "tree protection zone", it shall have the Village Forestry Representative's prior approval. All slopes and other areas not re– graded should be avoided so that unnecessary damage is not done to the existing turf, tree root system or ground cover. When work is approved in the "tree protection zone", all of the work will be performed by hand with the exception that a sod cutter may be used to remove the existing ground cover.

5. The grade within the "tree protection zone" shall not be changed unless approved by the Village Forestry Representative prior to making said changes or performing the work.

The fence shall be 48 inches high, plastic poly–type or any other type of highly visible barrier in an open–weave type pattern with large openings. The type, color and pattern of the fence shall be approved by the Engineer prior to erection. This fence shall be properly maintained and shall remain up until final restoration, unless the Owner or Village Forestry Representative directs removal otherwise. Tree fence shall be supported using T–Post style fence posts. Utilizing re–bar as a fence post will not be permitted. Tree fencing may not be removed until after the landscaping is complete.

The general contractor shall assign, as the contractor's agent, a competent, English–speaking individual capable of reading and thoroughly understanding the contract tree protection engineering drawings and specifications

At the end of every work day the Contractor shall repair any tree protective fencing areas that are damaged, leaning, or in the need of re–erection, regardless of whether construction activities by the general contractor or any sub–contractor's have taken place or not. The tree fence protection shall be maintained to the satisfaction of Owner or Village Forestry Representative.

## C. Augering/Saw Cutting Requirements Within The Public Right of Way:

| TREE DIAMETER (DBH) | AUGERING/SAW CUTTING SPECIFICATION |
|---|---|
| 2 – 9 inch in diameter | Auger or saw cut 6–foot from face of tree in all directions if trench is located within this radius. |
| 10 – 14 inch. in diameter | Auger or saw cut 10–feet from face of tree in all directions if trench is located within this radius. |
| 15 – 19 inch. in diameter | Auger or saw cut 12–feet from face of tree in all directions if trench is located within this radius. |
| Over 19 inch in diameter | Saw cut 15–feet from face of tree in all directions if trench is located within this radius. |

DBH = Diameter Breast Height, measured at 4.5–ft. above ground.

These augering specifications can be amended as needed by the Village Forestry Representative.

## D. Tree Limb Pruning Within The Public Right of Way:

1. The Village may elect ot prune tree limbs prior to start of the project of any trees within the Right of Way that may be affected by the construction. The Contractor must allow a minimum of two (2) weeks for the completion of tree limb pruning. The Contractor shall inspect the work site in advance and may request, in writing, additional areas of limb pruning that might be damaged by equipment operations. The Village Forestry Representative will review the request and have final authorization as to whether the additional pruning will be allowed. Any tree limbs that are broken by construction equipment after the initial pruning must be reported to the Village Forestry Representative within 24 hours. Any correction cuts that are necessary will be pruned by the Village at the Contractor's expense. The Contractor will also be responsible for any additional maintenance as described in these specifications.

## E. Removal of Driveway Pavement and Sidewalk Within The Public Right of Way:

1. In order to minimize the potential damage to the tree root system(s), the Contractor will not be allowed to operate any construction equipment or machinery within the "tree protection zone" located between the curb and the right–of–way property line.

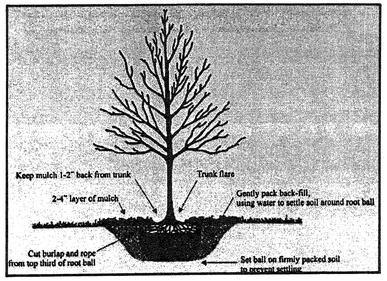
2. Sidewalk to be removed in the areas adjacent to the "tree protection zones" shall be removed with equipment operated from the street pavement. Removal equipment shall be Grad–all (or similar method), or by hand or a combination of these methods. The method of removal shall be approved by the Engineer prior to commencing any work.

3. Any pavement or pavement related work that is removed should be immediately disposed of from the area and shall not be stockpiled or stored within the parkway area under any circumstances.

## F. Backfilling and Mulching Within The Public Right of Way:

1. All backfill material within the turf area of the Public Right of Way in back of the curb, which is not selected trench backfill material, shall be pulverized topsoil meeting the requirements of Section 211 of the Standard Specifications. Excavated spoil material will not be permitted as an acceptable backfill material. Prior to placing the topsoil and/or sod, in areas outside the protection zone, the existing ground shall be disked to a depth no greater than one inch (1"), unless otherwise directed by the Village Forestry Representative. No grading will be allowed within the drip–line of any tree unless directed by the Village Forestry Representative.

2. The Contractor shall provide shredded tree bark mulch meeting the requirements of Section 251 of the Standard Specifications and shall be dark, premium hardwood bark mulch, shredded, double processed, non–dyed around all parkway trees. The area of mulching will depend on the size, location and adjacent grades, but shall be a minimum of three inches (3") deep. in no case will the limits of the mulch material be less than the area of existing mulch and/or less than 24" from the face of the tree unless otherwise directed by the Village Forestry Representative. Tree mulching will be paid for at the unit price per each for TREE MULCHING.

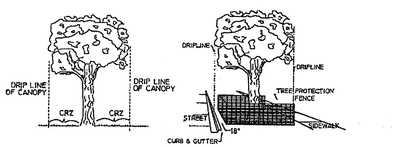


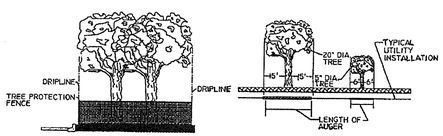

## G. Damages:

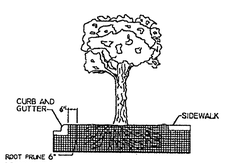
1. In the event that a tree is injured such that potential irreparable damage may ensue, as determined by the Village Forester, the Contractor shall be held liable for the full value of the tree based upon the guideline entitled Guide for Plant Appraisal, latest Edition. The Contractor shall cause to be paid to the Village of Glen Ellyn either by direct payment to the Village or a deduction by the Owner (should the Owner make payment to the Village) from the contract the full amount of replacement worth as determined by the guideline.

2. Replacement of shrubs, small trees, plants and evergreens shall be furnished, delivered and planted of the same species, variety and size of which they are to replace. The replacement shall be as specified in the Standard Specifications and at locations determined by the Engineer.

The Contractor shall place extreme importance upon the protection and care of trees and shrubs, which are to remain, during all times of this improvement. Special attention is called to the Contractor with regard to the "tree protection zone" of this specification. It is of paramount importance to the Village of Glen Ellyn that the trees and shrubs that are to remain are adequately protected by the Contractor and made safe from harm and potential damage from the operations and construction of this improvement. If the Contractor fails to erect and maintain tree protection fencing and/or is found to be in violation of storage or operations within the "tree protection zone" or construction activities not approved by the Village Forester, a penalty shall be levied against the Contractor with the monies being deducted by the Owner from the contract for payment to the Village. The amount of the penalty shall be two hundred fifty dollars ($250.00) per occurrence per day. The Contractor will also be responsible for any costs associated with fertilization and future maintenance of trees damaged during construction as deemed necessary by the Village




# GENERAL NOTES FOR EROSION CONTROL

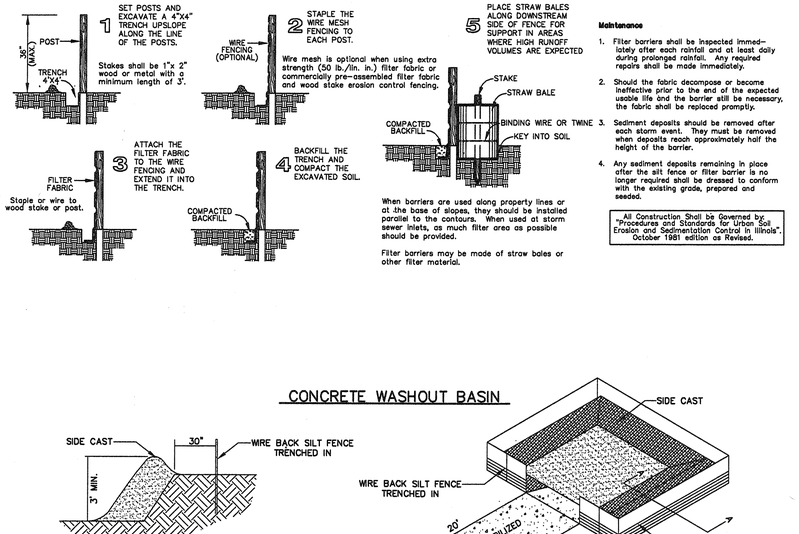
1. SOIL EROSION AND SEDIMENT CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE "PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENT CONTROL IN ILLINOIS", AND SHALL MEET ALL REQUIREMENTS OF THE ENVIRONMENTAL PROTECTION AGENCY, N.P.D.E.S. PERMIT FOR "CONSTRUCTION SITE ACTIVITIES".
2. SILT FENCE SHALL BE INSTALLED AROUND THE PERIMETER OF THE PROPERTY WHERE BERMS, STOCKPILES, OR OTHER EARTHWORK WILL TAKE PLACE AND AROUND ANY EXISTING STORM SEWER STRUCTURES, PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.
3. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY THAT A VALID NOTICE OF INTENT (N.O.I.) IS ON RECORD WITH THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (I.E.P.A.), AND THAT COPIES OF ALL STORMWATER POLLUTION PREVENTION PLAN (SWPPP) CERTIFICATES ARE SIGNED, AND ON FILE PRIOR TO DISTURBING ANY GROUND.
4. A COPY OF THE APPROVED STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE MAINTAINED ON SITE AT ALL TIMES.
5. A STABILIZED CONSTRUCTION ENTRANCE(S) FOR MUD AND DUST CONTROL SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY, AND SHALL BE MAINTAINED THROUGHOUT THE COURSE OF THE PROJECT. CONSTRUCTION ENTRANCE(S) SHALL BE LOCATED WHERE SHOWN ON THE PLANS, AND AT ANY OTHER POINTS WHERE CONSTRUCTION TRAFFIC FREQUENTLY LEAVES THE PUBLIC ROADWAY TO ENTER THE SITE. THE STABILIZED CONSTRUCTION ENTRANCE(S) SHALL BE A MINIMUM 30' WIDE, 50' LONG, AND SHALL BE CONSTRUCTED OF A 6" THICK MINIMUM LAYER OF 2" ANGULAR CRUSHED AGGREGATE COMPACTED IN PLACE, LAID OVER A GEOTEXTILE FABRIC.
6. STREETS ADJACENT TO THE SITE SHALL BE KEPT FREE OF DIRT, MUD AND OTHER DEBRIS. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ANY DIRT, MUD OR DEBRIS THAT MAY BECOME DEPOSITED UPON THE ADJACENT STREETS.
7. HAULING WILL NOT BE ALLOWED WHEN THE WORK SITE IS TOO WET TO MAINTAIN ACCEPTABLE CONDITIONS ON ADJACENT STREETS.
8. ADJACENT STREETS SHALL BE MECHANICALLY SWEPT PERIODICALLY AS DIRECTED BY THE VILLAGE INSPECTOR.
9. NO SEDIMENT SHALL BE ALLOWED TO ENTER THE STORM SEWER SYSTEM.
10. ALL STORM SEWER STRUCTURES EXISTING OR PROPOSED, LOCATED IN GRADED AREAS, SHALL BE PROTECTED SILT FENCE AND REUSABLE FILTRATION BASKET INSTALLED UNDER THE GRATE. ALL OPEN GRATE STORM SEWER STRUCTURES LOCATED IN PAVED AREAS, ON SITE OR WITHIN 300' OF THE PROJECT, SHALL BE PROTECTED BY A REUSABLE FILTRATION BASKET INSTALLED UNDER THE GRATE. CONTROL MEASURES SHALL BE MAINTAINED UNTIL VEGETATION IS ESTABLISHED AND/OR CONSTRUCTION IS COMPLETE. FILTRATION BASKETS SHALL BE FLEXSTORM OR EQUAL.
11. TOPSOIL STOCKPILES SHALL BE LOCATED TO AVOID EROSION OF SAID STOCKPILE ONTO OFF SITE AREAS, I.E. THE STOCKPILE SHALL BE LOCATED SO THAT AN ONSITE DRAINAGE SWALE IS LOCATED BETWEEN THE STOCKPILE AND THE DOWNSTREAM OFF SITE PROPERTY. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN TWELVE MONTHS, IT IS REQUIRED THAT THE STOCKPILE BE SEEDED SO AS TO MINIMIZE SOIL EROSION BY BOTH WIND AND RAIN.
12. CONCRETE TRUCKS SHALL WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WASH WATER ONLY IN DESIGNATED WASHOUT LOCATIONS. THE CONTRACTOR SHALL TAKE SUFFICIENT PRECAUTIONS TO PREVENT SURPLUS CONCRETE OR DRUM WASH WATER FROM ENTERING THE STORM SEWER SYSTEM.
13. ALL STORM SEWER STRUCTURES, PERMANENT SEDIMENT BASINS AND RETENTION BASINS PROVIDED WITHIN THIS PROJECT ARE TO BE CLEANED AT THE END OF CONSTRUCTION OF THE PROJECT AND PRIOR TO FINAL ACCEPTANCE. CLEANING MAY ALSO BE REQUIRED DURING THE COURSE OF THE CONSTRUCTION OF THE PROJECT IF IT IS DETERMINED THAT THE SILT AND DEBRIS TRAPS ARE NOT PROPERLY FUNCTIONING AND THEIR PERFORMANCE IS IMPAIRED.
14. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS OF FINAL INSPECTION, OR AFTER THE CONTROL MEASURES ARE NO LONGER NEEDED.
15. IF FOUND BY INSPECTION THAT THE CONDITIONS ARE NOT SUBSTANTIALLY AS STATED OR SHOWN IN THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN, THE VILLAGE ENGINEER MAY STOP FURTHER WORK UNTIL DEFICIENT CONDITIONS ARE CORRECTED.
16. SOIL STABILIZATION (TEMPORARY SEEDING OR EROSION CONTROL BLANKETS) SHALL BE INITIATED AS SOON PRACTICAL IN THOSE PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, IN NO CASE SHALL AN AREA THAT IS AT FINAL GRADE REMAIN EXPOSED TO THE ELEMENTS FOR MORE THAN FIFTEEN (15) DAYS. SOIL STABILIZATION SHALL ALSO BE INITIATED WITHIN FIFTEEN (15) DAYS FOR THOSE AREAS WHICH MAY NOT BE AT FINAL GRADE, BUT WILL REMAIN UNDISTURBED FOR LONGER THAN SIXTY (60) DAYS.

# INSPECTION SCHEDULE

1. DIVERSION AND STRUCTURAL MEASURES – WILL BE INSPECTED AT WEEKLY INTERVALS OR AFTER EVERY RAINSTORM PRODUCING RUNOFF.
2. SEDIMENT BASINS – WILL BE CHECKED WEEKLY FOR SEDIMENT ACCUMULATION.
3. VEGETATIVE PLANTINGS – SPRING PLANTINGS WILL BE CHECKED DURING SUMMER OR EARLY FALL.
4. REPAIRS – ANY EROSION CONTROL MEASURES, STRUCTURAL MEASURES OR OTHER RELATED ITEMS IN NEED OF REPAIR, ARE EXPECTED TO BE BROUGHT INTO COMPLIANCE IMMEDIATELY.
5. MOWING – DRAINAGEWAYS, DITCHES AND OTHER AREAS THAT SUPPORT A DESIGNATED FLOW OF WATER WILL BE MOWED REGULARLY TO MAINTAIN THAT FLOW.
6. RESEEDING – SEEDED AREAS WHERE THE SEED HAS NOT PRODUCED A GOOD COVER WILL BE RESEEDED AND FERTILIZED.

# EROSION CONTROL DETAILS

Plans and Specifications
For Silt Fence and Straw Bale Placement




**Maintenance**

1. Filter barriers shall be inspected immediately after each rainfall and at least daily during prolonged rainfall. Any required repairs shall be made immediately.
2. Should the fabric decompose or become ineffective prior to the end of the expected usable life and the barrier still be necessary, the fabric shall be replaced promptly.
3. Sediment deposits should be removed after each storm event. They must be removed when deposits reach approximately half the height of the barrier.
4. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required shall be dressed to conform with the existing grade, prepared and seeded.

All Construction Shall be Governed by "Procedures and Standards for Urban Soil Erosion and Sedimentation Control in Illinois", October 1981 edition as Revised.

# CONCRETE WASHOUT BASIN

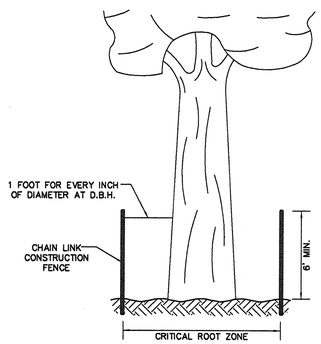



# TREE PROTECTION NOTES

PARKWAY TREE PROTECTION SHALL INVOLVE AVOIDING DAMAGE TO BOTH THE ABOVE GROUND TREE TRUNK, INCLUDING THE BRANCHES, AND THE BELOW GROUND ROOT SYSTEM. ROOTS ARE THE MOST VITAL PART OF A TREE, WITH THE MAJORITY OF NUTRIENT AND WATER ABSORBING ROOTS IN THE UPPER 18 TO 24 INCHES OF SOIL. TREE ROOTS MUST BE PROTECTED FROM SEVERING OR CHANGES IN THEIR SOIL ENVIRONMENT (SUCH AS COMPACTION OR GRADE CHANGES) TO PREVENT IRREVERSIBLE TREE DECLINE OR DEATH IN THE COMING YEARS.

THE CRITICAL ROOT ZONE, OR CRZ, IS THE AREA IMMEDIATELY SURROUNDING A TREE THAT NEEDS TO BE PROTECTED FROM DAMAGE. THE SIZE OF THIS AREA, MEASURED FROM THE CENTER OF THE TREE, IS IDEALLY A CIRCLE WITH A RADIUS OF ONE FOOT FOR EACH INCH OF TRUNK DIAMETER. THE DEPTH OF THE CRZ EXTENDS TO 4 FEET BELOW THE NATURAL GROUND SURFACE LEVEL. IN A MUNICIPAL PARKWAY SETTING WITH UTILITIES AND PAVED OR CONCRETE SURFACES, THE CRZ CANNOT ALWAYS BE THE IDEAL SIZE. INSTEAD, THE CRZ HAS BEEN ADJUSTED TO FORM A RECTANGLE AROUND THE PARKWAY TREE TRUNK WITH THE MINIMUM DIMENSIONS LISTED IN THE FOLLOWING TABLE. AT A MINIMUM, THE LISTED CRZ SHALL BE FENCED WITH A 6 FOOT HIGH TEMPORARY CHAIN LINK CONSTRUCTION FENCE SECURED TO METAL POSTS SPACED NO FURTHER THAN 10 FEET APART. WHENEVER POSSIBLE, THE ENTIRE PARKWAY SHALL BE FENCED IN EXCEPT WHERE ACCESS HAS BEEN PERMITTED. ANY EXCEPTIONS SHALL BE NOTED ON THE DRAWINGS SUBMITTED FOR A GIVEN PERMIT.

FOR PUBLIC PARKWAY TREES, ROOTS LOCATED WITHIN THE DETERMINED CRZ SHALL BE PROTECTED FROM COMPACTION, SEVERING, AND THE STORAGE OF MATERIALS OR EQUIPMENT. UTILITIES MUST BE AUGURED UNDERNEATH THE TREE. IN CASES WHEN SEVERING OF ROOTS WITHIN A PORTION OF THE CRZ MAY BE UNAVOIDABLE (EX. SIDEWALK INSTALLATION, CURB REPLACEMENT, WATER MAIN OR SANITARY MAIN DISCONNECTS IN THE PARKWAY), SUBJECT TO THE APPROVAL OF THE VILLAGE FORESTER, THE SMALLEST POSSIBLE AREA SHALL BE DISTURBED AND SHARP CLEAN CUTS SHALL BE MADE ON ROOT ENDS TO PROMOTE WOUND CLOSURE AND ROOT REGENERATION. ALL CRZ FENCING SHALL BE A 6 FOOT HIGH TEMPORARY CHAIN LINK CONSTRUCTION FENCE SECURED TO METAL POSTS SPACED NO FURTHER THAN 10 FEET APART, AND SHALL BE MAINTAINED DAILY IN GOOD CONDITION. ANY EXCEPTIONS TO THE FENCE DIMENSIONS OR PARKWAY POSITION SHALL BE NOTED ON THE PERMIT.




| PARKWAY TREE DIAMETER AT 4.5' | WIDTH FROM STREET TO PROPERTY (MINIMUM CURB TO SIDEWALK) | LENGTH ALONG STREET (MINIMUM) | DEPTH |
|---|---|---|---|
| 0–12 INCHES | 10 FEET | 10 FEET | 4 FEET |
| 12.1–24.0 INCHES | 10 FEET | 20 FEET | 4 FEET |
| 24.1 OR MORE INCHES | 10 FEET | 30 FEET | 4 FEET |

NOTE:
THERE ARE NO EXISTING TREES ONSITE GREATER THEN 5" DIA. TO REMAIN AFTER CONSTRUCTION.

# OVERALL EROSION CONTROL NOTES

1. Sediment and erosion control devices shall be installed and functional before the site is otherwise disturbed.
2. If a stockpile is to remain in place for more than seven days, it shall be surrounded by silt fence. If a stockpile is to remain in place for more than fourteen days, it shall be protected with temporary seeding.
3. All flared end sections shall be protected by sediment settling basins and/or straw bales until ground cover has been established. Filter fabric shall be placed under all inlet grates until ground cover has been established.
4. Water pumped, or otherwise discharged, from the site as part of construction dewatering shall be filtered.
5. All soil, mud and debris washed, tracked or deposited onto the street pavement shall be removed at the end of each work day.
6. All vehicular access to the site shall be restricted to the existing driveway of the site, or if is to be removed then to a gravel drive after the existing drive has been removed. The gravel drive shall be installed prior to the start of any construction activity at the site.
7. Ground cover (seed and mulch or sod) shall be placed on all disturbed areas within fourteen days of the completion of top soil placement and final grading. If weather conditions preclude the placement of seed and mulch or sod, all disturbed areas shall be protected with erosion blanket.

# SEQUENCE FOR SOIL EROSION CONTROL ITEMS

EACH RESPECTIVE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION, MAINTENANCE, AND ANY NECESSARY CORRECTIVE ACTION ASSOCIATED WITH THE EROSION CONTROL MEASURES SO DESIGNATED FOR THAT CONTRACTOR. THE FOLLOWING ITEMS ARE TO BE PROVIDED BY THE DESIGNATED CONTRACTOR AT THE TIME AND IN THE GENERAL SEQUENCE INDICATED BELOW.

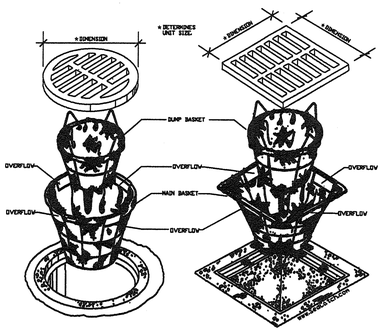
I. MASS GRADING / EARTHWORK CONTRACTOR
   A. PROVIDE CONSTRUCTION ENTRANCE, AND SILT FENCE PRIOR TO THE START OF CONSTRUCTION.
   B. PROVIDE DIVERSION SWALES AROUND SITE PERIMETER (WHICH ARE PART OF OVERALL GRADING PLAN) AS NECESSARY TO PREVENT AND/OR INTERCEPT STORM WATER RUNOFF TO OFFSITE AREAS, AS PART OF THE INITIAL MASS GRADING IMPROVEMENTS.
   C. OVER–EXCAVATE PROPOSED TEMPORARY SILTATION BASIN(S) AS NECESSARY
   D. OVER–EXCAVATE AROUND PROPOSED YARD INLETS.
   E. PROVIDE A DIVERSION DITCH OR BERM IN ACCORDANCE WITH THE TEMPORARY STOCKPILE DETAIL FOR ALL STOCKPILES PRIOR TO ANY PLACEMENT OF MATERIAL IN SAID STOCKPILE.
II. UNDERGROUND CONTRACTOR
   A. PROVIDE SILT FENCE AROUND ALL STORM STRUCTURES IMMEDIATELY UPON INSTALLATION OF SAID STRUCTURE(S).
   B. PROVIDE REUSABLE FILTRATION BASKETS AT ALL OPEN GRATE STORM STRUCTURES DURING CONSTRUCTION. REUSABLE FILTRATION BASKETS SHALL BE PLACED BETWEEN THE GRATE AND CAST IRON FRAME TO ALLOW MAINTENANCE BY REMOVING GRATE WITH FRAME TO REMAIN IN PLACE. REUSABLE FILTRATION BASKETS SHALL BE MAINTAINED UNTIL ALL "UPSTREAM" AREAS TO A RESPECTIVE STORM STRUCTURE HAVE BEEN COMPLETED THROUGH ESTABLISHMENT OF VEGETATIVE COVER.
   C. PROVIDE CLEANING OF THE STORM SEWER SYSTEM AND SEWER STRUCTURES.

# SEDCATCH® SEDIMENT BASKET® SQUARE, RECTANGULAR, OR ROUND GRATES

LEGEND

| | |
|---|---|
| SB | SEDIMENT BASKET® |

SIZING INSTRUCTIONS:
MEASURE THE ACTUAL SIZE OF THE GRATE, CHECK FOR ANY OBSTRUCTIONS THAT COULD INTERFERE WITH THE SEDCATCH® SEDIMENT BASKET®




US PATENTS D 598,196, D 600,324, D 604,800, OTHER PATENTS PENDING

1. INLET PROTECTION SHALL BE INSTALLED AT THE TIME THE STRUCTURE IS SET.
2. TO INSTALL: REMOVE GRATE, DROP MAIN SEDIMENT BASKET® IN OPENING, PLACE DUMP BASKET IN MAIN BASKET. REPLACE GRATE.
3. INSPECT AFTER EACH RAIN OR AS DIRECTED BY ENGINEER OR INSPECTOR.
4. IF THERE IS AN ACCUMULATION OF SEDIMENT; SLIDE THE GRATE OFF THE INLET, LIFT THE DUMP BASKET OUT OF THE MAIN BASKET, EMPTY CONTENTS IN A SUITABLE LOCATION, REPLACE DUMP BASKET, REPLACE GRATE.
5. AFTER APPOOXIMATELY 10–20 DUMPS, OR AS NEEDED, EMPTY THE MAIN BASKET OF ANY ACCUMULATED SEDIMENT.
6. AS WITH ALL INLET PROTECTION DEVICES, CHECK TO SEE HOW DEEP THE WATER COULD RISE IF THE INLET WERE TO BE BLOCKED ENTIRELY. DO NOT INSTALL IF IT COULD CAUSE PROPERTY DAMAGE OR POSE A SAFETY HAZARD TO TRAFFIC.

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | No Scale | Checked By: | EAC |
| Rd Bk Pg: | 48–00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/01/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

EROSION CONTROL & TREE PRESERVATION PLAN DETAILS
HARDING CUSTOMHOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

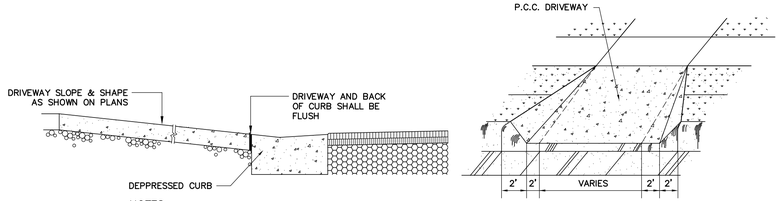
Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588–0416 (FAX) 653–7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 13 of 25
Project # 895

CARRADUS LAND SURVEY, INC. PROFESSIONAL DESIGN FIRM NO. 184–007086
FOR LAND SURVEYING & PROFESSIONAL ENGINEERING EXPIRES 04/30/2023

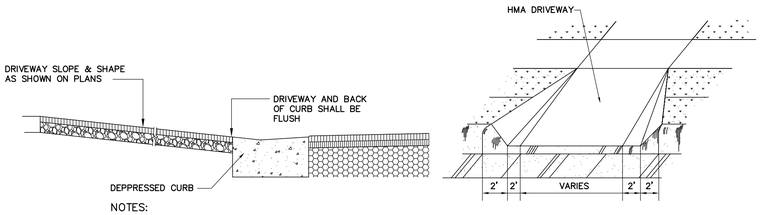
DRAWING FILE NAME: 895–MF–SH13




NOTES:

1. THE CONCRETE DRIVEWAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 423 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. THE CONCRETE SHALL CONFORM TO SECTION 1020 AND SHALL BE CLASS PV AND SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT 14 DAYS.
3. THE DRIVEWAY SHALL BE 6-INCHES THICK FOR RESIDENTIAL DRIVEWAY AND 8" THICK FOR COMMERCIAL DRIVEWAY OVER 4" AGGREGATE BASE AND SHALL BE REINFORCED WITH FIBER MESH ADDITIVE. SEE P.C.C. DRIVEWAY SPECIAL PROVISION FOR SYNTHETIC FIBER SPECIFICATIONS.
4. PREMOULDED FIBER EXPANSION JOINTS SHALL BE INSTALLED BETWEEN DRIVEWAY AND BACK OF CURB.
5. THE DRIVEWAY SHALL HAVE A BROOM FINISH.

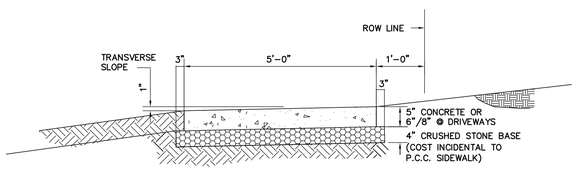
## CONCRETE DRIVEWAY DETAIL
(NOT TO SCALE)




NOTES:

1. THE HOT-MIX ASPHALT DRIVEWAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. THE DRIVEWAY SHALL BE HMA SURFACE COURSE, MIX "D", N50, 3-INCHES THICK OVER 6" AGGREGATE BASE.

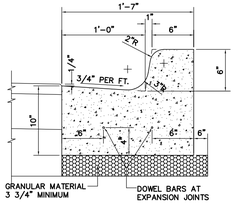
## HOT-MIX ASPHALT DRIVEWAY DETAIL
(NOT TO SCALE)




NOTES:

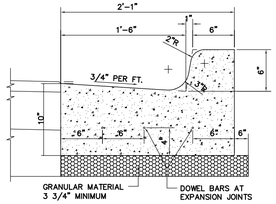
1. THE CONCRETE SIDEWALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 424 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. THE CONCRETE SHALL CONFORM TO SECTION 1020 AND SHALL BE A CLASS SI AND SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT 14 DAYS.
3. THE SIDEWALK PORTION OF THE RESIDENTIAL DRIVEWAY SHALL BE 6-INCHES THICK OR 8-INCHES FOR COMMERCIAL DRIVEWAY AND SHALL BE REINFORCED WITH FIBER MESH ADDITIVE. SEE P.C.C. SIDEWALK SPECIAL PROVISION FOR SYNTHETIC FIBER SPECIFICATIONS.
4. PLACEMENT WILL NOT BE PERMITTED UNLESS THE TEMPERATURE IS 28°F AND RISING. NO CHLORIDE ADDITIVE WILL BE PERMITTED IN THE CONCRETE.
5. SIDEWALK AT INTERSECTIONS SHALL BE DEPRESSED AND TEXTURED IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT. THE MAXIMUM ALLOWABLE SLOPE IS 1:20.
6. CONTROL JOINTS SHALL BE INSTALLED AT 5 FOOT CENTERS.
7. PREMOULDED FIBER EXPANSION JOINTS SHALL BE INSTALLED AT 100 FOOT CENTERS MAXIMUM OR WHERE THE SIDEWALK ABUTTS CURB OR OTHER SIDEWALK, OR AT THE END OF EACH POUR.
8. THE SIDEWALK SHALL HAVE A BROOM FINISH.

## CONCRETE SIDEWALK DETAIL
(NOT TO SCALE)



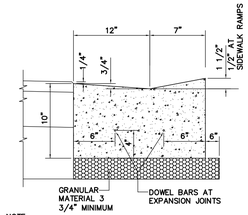

NOTE:
1. INSTALL 2-10' #5 REINFORCING BARS, CENTERED ON ALL TRENCH CROSSINGS.
2. IF REQUIRED, CASTING SHALL BE EJIW 7000 W/ TYPE T1 BACK & TYPE M1 GRATE OR NEENAH R-3275.

## B-6.12 CURB & GUTTER
(NOT TO SCALE)



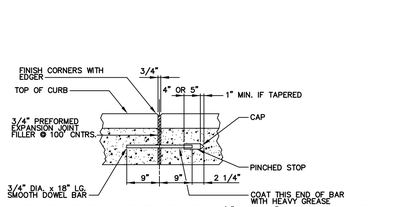

NOTE:
1. INSTALL 3-10' #5 REINFORCING BARS, CENTERED ON ALL TRENCH CROSSINGS.
2. IF REQUIRED, CASTING SHALL BE EJIW 7000 W/ TYPE T1 BACK & TYPE M1 GRATE OR NEENAH R-3275.

## B-6.18 CURB & GUTTER
(NOT TO SCALE)




NOTE:
1. INSTALL 2-10' #5 REINFORCING BARS, CENTERED ON ALL TRENCH CROSSINGS.
2. IF REQUIRED, CASTING SHALL BE EJIW 7000 W/ TYPE M3 FLAT GRATE OR APPROVED EQUAL.

## DEPRESSED CURB
(NOT TO SCALE)

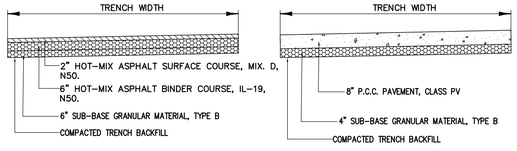



ALL EXPANSION JOINTS SHALL BE PROVIDED WITH A 3/4" DIA. x 18" LONG COATED SMOOTH DOWEL BAR CONFORMING TO ARTICLE 710.148 OF THE STANDARD SPECIFICATIONS. THE DOWEL BAR SHALL BE FITTED WITH A CAP HAVING A PINCHED STOP THAT WILL PROVIDE 1" OF EXPANSION. JOINTS SHALL CONSTRUCTED AT 100 FT. INTERVALS, AT ALL POINTS OF TANGENCY AND AT THE END OF EACH DAY'S POUR. SAWED JOINTS SHALL BE PROVIDED AT 25 FT. INTERVALS.

## P.C.C. CURB & GUTTER EXPANSION JOINT DETAIL
(NOT TO SCALE)

MIX REQUIREMENT TABLE

| ITEM | AC TYPE | VOIDS |
|---|---|---|
| HMA SURFACE – MIX D | PG 64-22 | 4% @ 50 Gyration |
| HMA BINDER – IL-19 | PG 58-22 | 4% @ 50 Gyration |

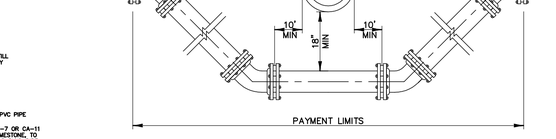



BITUMINOUS PAVEMENT

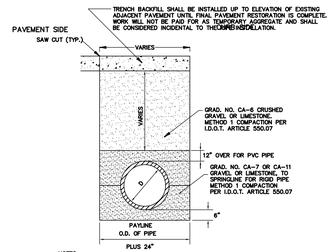
P.C.C. PAVEMENT

NOTE: INSTALL TRENCH BACKFILL UP TO THE EXISTING PAVEMENT SURFACE ELEVATION UNTIL THE INSTALLATION OF THE HMA SURFACE COURSES OR PCC PAVEMENT. REMOVE EXCESS BACKFILL PRIOR TO PAVING OPERATIONS. COST OF TRENCH BACKFILL IS CONSIDERED INCIDENTAL TO THE PIPE PAY ITEM.

## TYPICAL PAVEMENT RESTORATION
(NOT TO SCALE)




## TRENCH SECTION IN UNPAVED AREAS
(NOT TO SCALE)




NOTES:

TRENCH BACKFILL IS INCLUDED IN THE COST OF THE PIPE BEING REPLACED.

ALL TRENCHES SHALL BE SAWCUT AND THE COST SHALL BE INCLUDED IN THE COST OF THE PIPE.

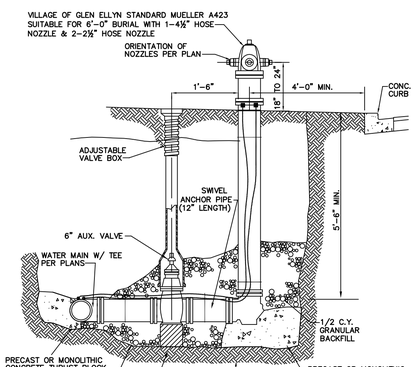
REMOVE ONLY SUFFICIENT PAVEMENT TO PERFORM PIPE INSTALLATION AND COORDINATE WITH ENGINEER.

## TRENCH SECTION IN PAVED AREAS
(NOT TO SCALE)

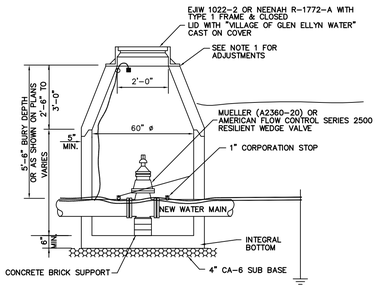



## ADJUST WATERMAIN DETAIL
(NOT TO SCALE)

## FIRE HYDRANT
(NOT TO SCALE)



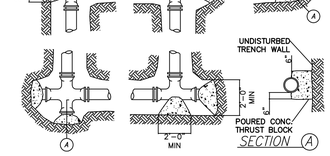

## VALVE VAULT TYPE A
(NOT TO SCALE)




NOTES:

1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH – A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. WALL THICKNESS SHALL BE – 5" FOR 4' DIA. & 6" FOR 5' DIA. MANHOLE. MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. PRECAST ADJUSTMENT RINGS WILL BE REQUIRED FOR ALL ADJUSTMENTS WITH MAX. ADJUSTMENT EQUAL TO 1 1/2".
4. ALL VALVES SHALL BE ENCLOSED IN A VAULT UNLESS OTHERWISE SPECIFIED.
5. VALVE WITH VAULT INCLUDING FRAME AND LID SHALL BE PAID FOR AS ITEM "VALVE AND VAULT" OF THE SIZE SPECIFIED IN THE PLANS AND SHALL INCLUDE CORPORATION STOP AS SHOWN.
6. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH ONE OF THE FOLLOWING: BUTYL RUBBER JOINT SEALANTS AS MANUFACTURED BY CONCRETE PRODUCTS SUPPLY CO. – EZ STIK STB, HAMILTON-KENT GASKET CO. – KENT SEAL, OR EQUAL, AS APPROVED BY THE VILLAGE ENGINEER, AND ALL JOINTS TO BE TUCKPOINTED W/ ANTI-HYDRAULIC CEMENT.

## VALVE VAULT TYPE A
(NOT TO SCALE)




NOTES:

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2. WALL THICKNESS SHALL BE – 5" FOR 4' DIA. & 6" FOR 5' DIA. MANHOLE. MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. PRECAST ADJUSTMENT RINGS WILL BE REQUIRED FOR ALL ADJUSTMENTS WITH MAX. ADJUSTMENT EQUAL TO 1 1/2".
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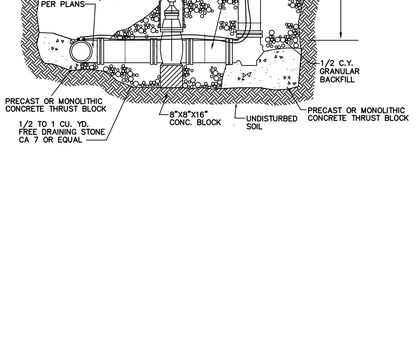
5. VALVE WITH VAULT INCLUDING FRAME AND LID SHALL BE PAID FOR AS ITEM "VALVE AND VAULT" OF THE SIZE SPECIFIED IN THE PLANS AND SHALL INCLUDE CORPORATION STOP AS SHOWN.
6. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH ONE OF THE FOLLOWING: BUTYL RUBBER JOINT SEALANTS AS MANUFACTURED BY CONCRETE PRODUCTS SUPPLY CO. – EZ STIK STB, HAMILTON-KENT GASKET CO. – KENT SEAL, OR EQUAL, AS APPROVED BY THE VILLAGE ENGINEER, AND ALL JOINTS TO BE TUCKPOINTED W/ ANTI-HYDRAULIC CEMENT.

## VALVE VAULT TYPE A
(NOT TO SCALE)




## CONCRETE BLOCK WALL DETAIL
(NOT TO SCALE)

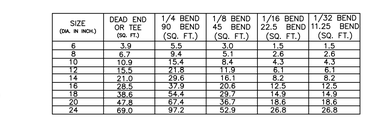
DESIGN SPECIFIC GEOMETRIC INFORMATION

| | |
|---|---|
| RETAINING WALL SYSTEM | PISA 2 |
| MAXIMUM HEIGHT MM\(IN.) | 840\(33) |
| MAXIMUM SLOPE ABOVE WALL | HORIZONTAL |
| MAX.\ SURCHARGE ABOVE WALL kPa\(lb\sq.ft.) | PEDESTRIAN SURCHARGE 2.4\kPa\ (50 lbs\sq.ft.) |
| BATTER OF WALL | 7.12° |

| | |
|---|---|
| GEOGRID TYPE AND MANUFACTURER | N/A |
| MINIMUM GEOGRID\LTDS kN\m\(lb\ft) | N/A |
| MAXIMUM SLOPE BELOW WALL | NONE |
| DEPTH OF EMBEDMENT mm\(in) | 153\(6) |
| COMPACTED BASE DIMENSION mm\(in) | 610 x 153 \ (24 x 6) |

DESIGN SPECIFIC SOIL INFORMATION

| | SOIL REGION | | | | |
|---|---|---|---|---|---|
| | INFILL / RETAINED | | FOUNDATION | BASE | DRAINAGE |
| DESCRIPTION (by\USCS) | GP ANGULAR 3/4" CLEAR STONE (NO FINES) | | CL INORGANIC CLAYS LOW PLASTICITY | GW WELL GRADED FREE DRAINING GRANULAR | SEE INFILL WELL GRADED FREE DRAINING GRANULAR |
| EFFECTIVE INTERNAL FRICTION ANGLE | 36° | | 28° | 39° | NR |
| MOIST\UNIT WEIGHT kN\cu.m(lb\cu.ft.) | 18 \ (115) | | 20 \ (127) | 22 \ (140) | NR |
| EFFECTIVE COHESION kPa\(lb\sq.ft.) | NR | | 13 \ (270) | NR | NR |
| SOIL NOTES | PLACE IN 150mm (6") LIFTS AND COMPACTED TO 95% SPD. | ANGULAR DRAIN STONE PLACED AT 1H:1V FROM HEEL OF WALL AS SHOWN | ALLOWABLE BEARING CAP. MUST EXCEED 50kPa\1050 psf) | CRUSHED GRAVEL (FREE DRAINING) COMPACTED TO 98% SPD. | GRAVEL INFILL MUST BE GAP GRADED ANGULAR, FREE DRAIN WITH NO FINES |



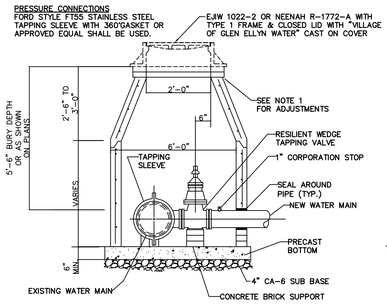

## THRUST BLOCK DETAIL
(NOT TO SCALE)

| SIZE (DIA. IN INCH.) | DEAD END OR TEE (SQ. FT.) | 1/4 BEND 90 BEND (SQ. FT.) | 1/8 BEND 45 BEND (SQ. FT.) | 1/16 BEND 22.5 BEND (SQ. FT.) | 1/32 BEND 11.25 BEND (SQ. FT.) |
|---|---|---|---|---|---|
| 6 | 3.9 | 5.5 | 3.0 | 1.5 | 1.5 |
| 8 | 6.7 | 9.4 | 5.1 | 2.6 | 2.6 |
| 10 | 10.9 | 15.4 | 8.4 | 4.3 | 4.3 |
| 12 | 15.5 | 21.8 | 11.9 | 6.1 | 6.1 |
| 14 | 21.0 | 29.6 | 16.1 | 8.2 | 8.2 |
| 16 | 28.5 | 37.9 | 20.6 | 12.5 | 12.5 |
| 18 | 38.6 | 54.4 | 29.7 | 14.9 | 14.9 |
| 20 | 47.8 | 67.4 | 36.7 | 18.6 | 18.6 |
| 24 | 69.0 | 97.2 | 52.9 | 26.8 | 26.8 |

NOTES:

1. THE ABOVE TABLE IS BASED ON 2,000 PSF SOIL BEARING AGAINST THE UNDISTURBED TRENCH WALL AND ARE TO REPRESENT THE MINIMUM VERTICAL AREA OF THE THRUST BLOCK PERPENDICULAR TO THE FITTING INCLUDING THE ANGLE OF THE FITTING.
2. THRUST BLOCKING TO PREVENT MOVEMENT OF LINES UNDER PRESSURE AT BENDS, TEES, CAPS, VALVES, HYDRANTS AND AT POINTS SPECIFIED SHALL BE CLASS "SI" CONCRETE. A MIN. OF 12" THICK, PLACED BETWEEN SOLID GROUND AND FITTING, AND SHALL BE ANCHORED IN SUCH A MANNER THAT PIPE AND FITTING WILL BE ACCESSIBLE FOR REPAIRS. TRUST BLOCK SHALL BE PLACED AT BENDS OF 11 1/4 OR MORE. RETAINER GLANDS MAY BE USED IN PLACE OF THRUST BLOCKS. THE COST OF THRUST BLOCKS OR RETAINER GLANDS SHALL BE INCLUDED IN THE COST OF THE FITTING.
3. PROVIDE POLYETHYLENE ENCASEMENT THROUGHOUT THE ENTIRE LENGTH OF THE WATERMAIN.

PRESSURE CONNECTIONS
FORD STYLE FTSS STAINLESS STEEL TAPPING SLEEVE WITH 360°GASKET OR APPROVED EQUAL SHALL BE USED.




NOTES:

1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH – A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. PRECAST ADJUSTMENT RINGS WILL BE REQUIRED FOR ALL ADJUSTMENTS WITH MAX. ADJUSTMENT EQUAL TO 1 1/2".
4. ALL VALVES SHALL BE ENCLOSED IN A VAULT UNLESS OTHERWISE SPECIFIED.
5. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH ONE OF THE FOLLOWING: BUTYL RUBBER JOINT SEALANTS AS MANUFACTURED BY CONCRETE PRODUCTS SUPPLY CO. – EZ STIK STB, HAMILTON-KENT GASKET CO. – KENT SEAL, OR EQUAL, AS APPROVED BY THE VILLAGE ENGINEER, AND ALL JOINTS TO BE TUCKPOINTED W/ ANTI-HYDRAULIC CEMENT.

## PRESSURE CONNECTION VALVE VAULT
(NOT TO SCALE)

FOR PRESSURE CONNECTIONS, TAPPING SLEEVE SHALL BE FORD STYLE FTSS STAINLESS STEEL TAPPING SLEEVE WITH 360 DEGREE GASKET OR APPROVED EQUAL.

EXISTING STRUCTURES WITH FRAMES SHALL BE ADJUSTED TO MATCH THE PROPOSED GRADE PER VILLAGE OF GLEN ELLYN PUBLIC WORKS STANDARDS AND SPECIFICATIONS, AGGREGATE TRENCH BACKFILL WILL BE REQUIRED FOR ANY UNDERGROUND PIPE WITHIN 2 FEET OF ANY PAVEMENT, CURB, DRIVEWAY OR SIDEWALK.

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

CONSTRUCTION NOTES & DETAILS
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 14 of 25
Project # 895

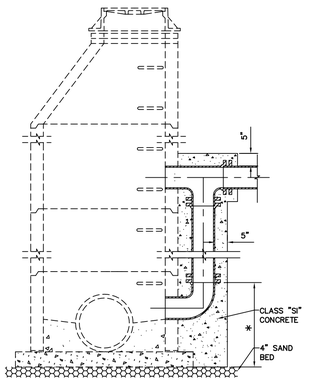
DRAWING FILE NAME: 895-MF-SH14



Harding Townhomes - Engineering, 10/04/2021

NOTES:

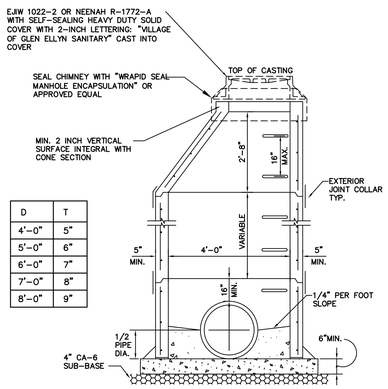
1. DROP MANHOLE SHALL BE REQUIRED WHEN THE DIFFERENCE IN ELEVATION OF TWO (2) INTERSECTING CONDUITS IS GREATER THAN 24 INCHES.
2. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITTED.
3. THE JOINTS BETWEEN SECTIONS SHALL CONFORM TO ASTM C-443.
4. *MAXIMUM HEIGHT FOR CONCRETE ENCASEMENT POUR FOR RISER ON THE FIRST DAY.
5. CONTRACTOR HAS THE OPTION OF INSTALLING DUCTILE IRON RISER PIPE FROM THE DUCTILE IRON ELBOW TO THE DUCTILE IRON TEE WHENEVER THE LENGTH OF THE RISER IS NOT MORE THAN 18 FT. THE ELBOW SHALL BE PRECAST IN THE MANHOLE, THE TEE SHALL BE SET IN CONCRETE FOR THE FULL THICKNESS OF THE MANHOLE WALL.
6. FOR INCOMING SEWER LESS THAN 12", USE VERTICAL PIPE OF SAME DIAMETER.
7. DROP CONNECTION SHOULD BE INTEGRALLY CAST WITH MANHOLE.




DROP CONNECTION TO SANITARY MANHOLE
(NOT TO SCALE)

NOTES:

1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH - A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM WALL THICKNESS SHALL BE 5" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. THE BOTTOM MAY BE EITHER PRECAST WITH INVERTS AS INTEGRAL PART OR CAST IN PLACE WITH CLASS "SI" CONCRETE.
4. MANHOLE WALL THICKNESS "T" SHALL BE AS SHOWN IN THE LIST BELOW.
5. ALL STEPS SHALL BE CAST IRON AND CONFORM WITH NEENAH STANDARDS R-1981-1 OR APPROVED EQUAL.
6. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS WITH A MINIMUM CROSS SECTIONAL AREA OF 1.25 SQ. IN.: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK ST8, HAMILTON - KENT GASKET CO.- KENT SEAL, OR EQUAL, AS APPROVED BY VILLAGE. ALL JOINTS SHALL BE TUCKPOINTED WITH HYDRAULIC CEMENT.
7. ALL SANITARY SEWER MANHOLES SHALL BE CONSTRUCTED WITH FLEXIBLE MANHOLE COUPLINGS, AS MANUFACTURED BY ALOK PRODUCTS INC. (ALOK MANHOLE CONNECTOR), PRESS-SEAL GASKET CORPORATION (PRESS WEDGE II) OR EQUAL, AS APPROVED BY VILLAGE ENGINEER. ALL MATERIALS SHALL COMPLY WITH, AND INSTALLATION PROCEDURES SHALL FOLLOW THOSE SPECIFIED BY THE MANUFACTURER OR VILLAGE.
8. AN EXTERIOR JOINT COLLAR SHALL BE INSTALLED AT ALL JOINTS BETWEEN SANITARY MANHOLE ELEMENTS. JOINT COLLARS WILL NOT BE REQUIRED FOR ADJUSTING RINGS. THE JOINT COLLAR SHALL BE MACWRAP EXTERIOR JOINT SEALER AS MANUFACTURED BY MAR-MAC MANUFACTURING COMPANY OR AN APPROVED EQUAL. THE COLLAR SHALL CONSIST OF A BAND NINE INCH (9) WIDE. MASTIC COLLARS REQUIRING THE USE OF A PRIMER WILL NOT BE ACCEPTED.
9. COST FOR CHIMNEY SEAL SHALL BE INCIDENTAL TO THE CONTRACT PRICE OF SANITARY MANHOLE.

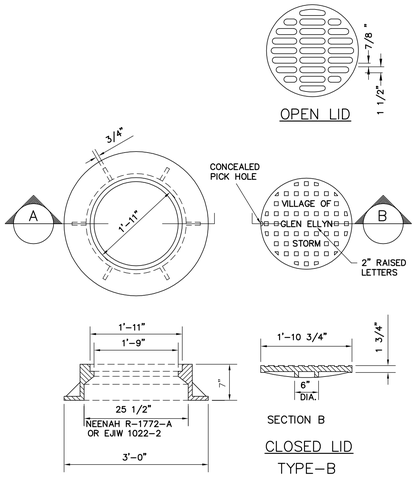



| D | T |
|---|---|
| 4'-0" | 5" |
| 5'-0" | 6" |
| 6'-0" | 7" |
| 7'-0" | 8" |
| 8'-0" | 9" |

SANITARY SEWER MANHOLE, TYPE A
NOT TO SCALE
TYPE "C" MANHOLE IS WITHOUT CONE SECTION AND HAVING PRECAST FLAT TOP

NOTES:

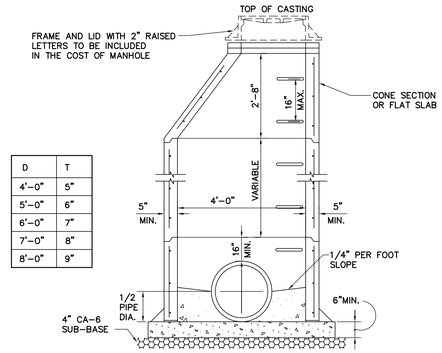
1. DUCTILE IRON CASTING SHALL BE GRADE 60-40-18 AND SHALL BE TESTED IN ACCORDANCE WITH FEDERAL SPECIFICATIONS.
2. ALL FRAMES AND LIDS SHALL BE MACHINED.
3. THE MANHOLE LIDS SHALL HAVE RAISED LETTERS AS SHOWN.
4. ALTERNATIVE TO DUCTILE IRON LID, GRAY IRON LID MAY BE USED.
5. FRAME AND LID TO BE EJIW-1022-2 OR NEENAH R-1772-A
6. CLOSED LID SHALL HAVE A CONCEALED PICK HOLE.
7. SANITARY MANHOLE LID SHALL BE " SELF-SEALING".
8. LID SHALL BE IMPRINTED WITH THE DESIGNATION "VILLAGE OF GLEN ELLYN STORM", "VILLAGE OF GLEN ELLYN SANITARY" OR "VILLAGE OF GLEN ELLYN WATER".




TYPE 1 FRAME & LID
(NOT TO SCALE)

NOTES:

1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH - A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM WALL THICKNESS SHALL BE 5" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. THE BOTTOM MAY BE EITHER PRECAST WITH INVERTS AS INTEGRAL PART OR CAST IN PLACE WITH CLASS "SI" CONCRETE.
4. MANHOLE WALL THICKNESS "T" SHALL BE AS SHOWN IN THE LIST BELOW.
5. ALL STEPS SHALL BE CAST IRON AND CONFORM WITH NEENAH STANDARDS R-1981-1 OR APPROVED EQUAL.
6. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH TWO ROWS OF ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK ST8, HAMILTON-KENT GASKET CO, - KENT SEAL, OR EQUAL, AS APPROVED BY VILLAGE ENGINEERS, AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.
7. SEE CONSTRUCTION PLANS FOR ACTUAL TYPE OF CASTING SPECIFIED.

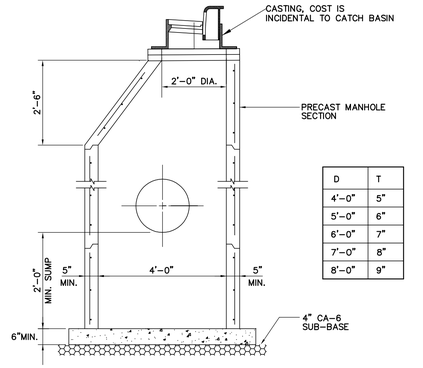



| D | T |
|---|---|
| 4'-0" | 5" |
| 5'-0" | 6" |
| 6'-0" | 7" |
| 7'-0" | 8" |
| 8'-0" | 9" |

STORM SEWER MANHOLE, TYPE A
(NOT TO SCALE)
TYPE "C" CATCH BASIN IS WITHOUT CONE SECTION AND HAVING PRECAST FLAT TOP (IDOT STD. 602601).

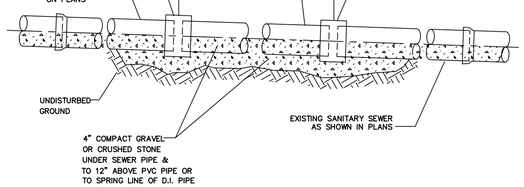
NOTES:

1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH - A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM WALL THICKNESS SHALL BE 5" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH TWO ROWS OF ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - (EZ STIK ST8), HAMILTON-KENT GASKET CO, - (KENT SEAL), OR EQUAL, AS APPROVED BY VILLAGE ENGINEER, AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.
4. ALL DRAINAGE STRUCTURES LOCATED IN REAR OR SIDE YARD AREAS SHALL BE INSTALLED WITH 2-6 INCH OR 3-4 INCH ADJUSTING RINGS. THIS WILL PROVIDE FOR A FUTURE MAXIMUM ADJUSTMENT OF 12 INCHES.
5. MANHOLE WALL THICKNESS "T" SHALL BE AS SHOWN IN THE LIST BELOW.
6. CASTING FOR SOME SLOPE CONDITIONS, USE EJIW V-4010-2 (NEENAH R-3065-2) OR APPROVED EQUAL.
7. SEE CONSTRUCTION PLANS FOR ACTUAL TYPE OF CASTING SPECIFIED.

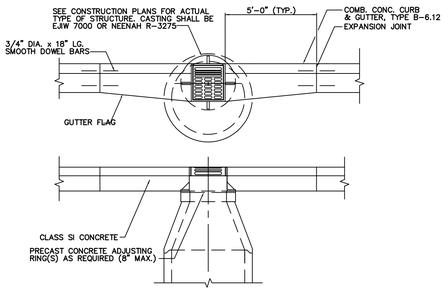



| D | T |
|---|---|
| 4'-0" | 5" |
| 5'-0" | 6" |
| 6'-0" | 7" |
| 7'-0" | 8" |
| 8'-0" | 9" |

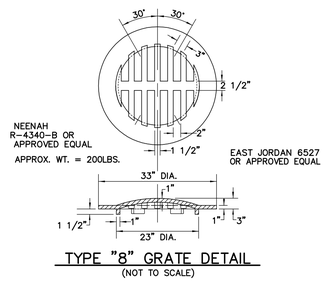
CATCH BASIN, TYPE A
(NOT TO SCALE)
TYPE "C" CATCH BASIN IS WITHOUT CONE SECTION AND HAVING PRECAST FLAT TOP (IDOT STD. 602601).



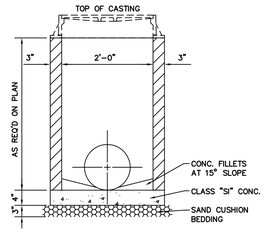

SANITARY SEWER REPLACEMENT DETAIL
(NOT TO SCALE)




TYPICAL CURB DETAIL AT STORM STRUCTURE
(NOT TO SCALE)



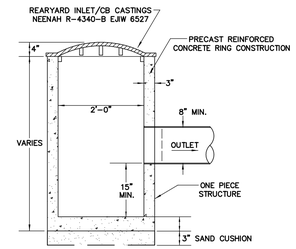

TYPE "B" GRATE DETAIL
(NOT TO SCALE)




24" INLET, TYPE A
(NOT TO SCALE)

NOTES:

1. MINIMUM WALL THICKNESS SHALL BE 3" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
2. THE BOTTOM MAY BE EITHER PRECAST WITH INVERTS AS INTEGRAL PART OR CAST IN PLACE WITH CLASS "SI" CONCRETE.
3. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH TWO ROWS OF ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK ST8, HAMILTON - KENT GASKET CO. - KENT SEAL, OR EQUAL, AS APPROVED BY THE VILLAGE ENGINEERS, AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.
4. DRAINAGE STRUCTURES LOCATED IN REAR OR SIDE YARD AREAS SHALL BE INSTALLED WITH 2-6 INCH OR 3-4 INCH ADJUSTING RINGS. THIS WILL PROVIDE FOR A FUTURE MAXIMUM ADJUSTMENT OF 12 INCHES.
5. CASTING FOR SOME SLOPE CONDITIONS, USE EJIW V-4010-2 (NEENAH R-3065-2) OR APPROVED EQUAL.
6. SEE CONSTRUCTION PLANS FOR ACTUAL TYPE OF CASTING SPECIFIED.



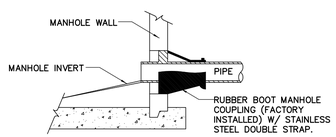

24" CATCH BASIN
(NOT TO SCALE)

## GLEN ELLYN SPECIFIED FRAMES, LIDS AND GRATES TABLE

(OR APPROVED EQUAL)

| UTILITY | DESIGNATION IN CONTRACT DOCUMENTS | SPECIFIC FRAME AND GRATE/COVER | LETTERING - 2" HIGH | APPLICATION |
|---|---|---|---|---|
| STORM | TYPE 8 | EJIW 6527N (BEEHIVE TYPE) OR NEENAH R-4340-B | DUMP NO WASTE DRAINS TO RIVER | INLETS AND CB'S IN LAWN AREAS |
| STORM | TYPE 3 | EJIW 7000 WITH TYPE T1 BACK OR NEENAH R-3275 (TYPE M3 FLAT GRATE IN DRIVEWAYS) | DUMP NO WASTE DRAINS TO RIVER | INLETS AND CB'S IN BARRIER CURBS |
| STORM | TYPE 1 CLOSED LID | EJIW 1020/1022 OR NEENAH R-1772-A (CLOSED LID) | VILLAGE OF GLEN ELLYN STORM | ALL STORM MANHOLES |
| STORM | TYPE 1 OPEN LID | EJIW 1020/1022 OR NEENAH R-1772-A (OPEN LID) | DUMP NO WASTE DRAINS TO RIVER | INLETS, CB'S (AS SHOWN ON PLANS) |
| STORM | ROLLED | EJIW 7430M1 OR NFCO R-3237-1 | DUMP NO WASTE DRAINS TO RIVER | INLETS, CB'S (AS SHOWN ON PLANS) |
| STORM | TYPE 1 FRAME, OPEN LID (ADA ACCESSIBLE) | EJIW 1020-1022 WITH 1020M3 GRATE | DUMP NO WASTE DRAINS TO RIVER | PEDESTRIAN ACCESS ROUTE |
| STORM | TYPE 4 FRAME AND GRATE (DOUBLE) | EJIW 5425 | DUMP NO WASTE DRAINS TO RIVER | AS SHOWN ON PLANS |
| SANITARY | TYPE 1 CLOSED LID | EJIW 1020-1022 OR NEENAH R-1772-A (SELF SEALING SOLID LID WITH CONCEALED PICK HOLE) | VILLAGE OF GLEN ELLYN SANITARY | ALL SANITARY MANHOLES |
| SANITARY | MINI MANHOLE SANITARY CLEANOUT | EJIW 1566 OR NEENAH R-1975-A2 | S | SANITARY CLEANOUTS WITHIN PAVEMENT |
| WATER | TYPE 1 CLOSED LID | EJIW 1020/1022 OR NEENAH R-1772-A (CLOSED LID) | VILLAGE OF GLEN ELLYN WATER | ALL WATER VAULTS |

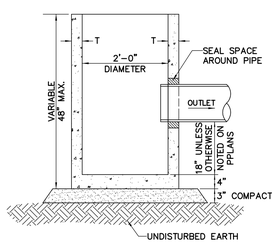
IN ADDITION TO BEING BOLTED TO THE FRAME, CURB OPENING CASTINGS SHALL BE SUPPORTED AGAINST THE STRUCTURE AND/OR ADJUSTING RINGS WITH CONCRETE WEDGES MORTARED IN PLACE TO PREVENT SETTLEMENT OF THE CURB OPENING CASTING.




MANHOLE PIPE CONNECTION DETAIL
FOR NEW CONNECTIONS IN EXISTING MANHOLES

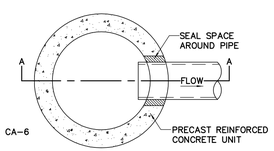
EXISTING STRUCTURES WITH FRAMES SHALL BE ADJUSTED TO MATCH THE PROPOSED GRADE PER VILLAGE OF GLEN ELLYN PUBLIC WORKS STANDARDS AND SPECIFICATIONS, AGGREGATE TRENCH BACKFILL WILL BE REQUIRED FOR ANY UNDERGROUND PIPE WITHIN 2 FEET OF ANY PAVEMENT, CURB, DRIVEWAY OR SIDEWALK.

NOTE:
SEE "FRAME, LID AND GRATE SCHEDULE" FOR APPROVED GLEN ELLYN LIDS.




NOTES:

1. TYPE C CATCH BASINS SHALL BE PRECAST REINFORCED CONCRETE UNITS, CONFORMING TO ASTM C-478 UNLESS OTHERWISE NOTED.
2. BASE AND WALL SECTION SHALL BE PRECAST AS A MONOLITHIC UNIT WITH CLASS X CONCRETE UNLESS APPROVED OTHERWISE.
3. STEPS ARE NOT REQUIRED IN A TYPE C CATCH BASIN.
4. SEAL THE SPACE AROUND THE PIPE WITH SOLID CONCRETE BLOCK AND NON-SHRINK OR HYDRAULIC GROUT.




| ALTERNATE MATERIALS FOR WALLS | T |
|---|---|
| PRECAST REINFORCED CONCRETE SECTIONS | 3" |
| CAST IN PLACE CONCRETE | 6" |

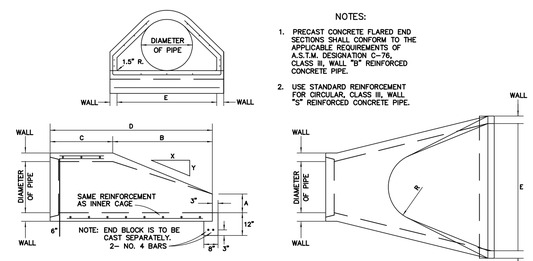
CATCH BASIN TYPE C
(NOT TO SCALE)

NOTE:
REFER TO IDOT STANDARDS FOR TRAFFIC CONTROL PROCEDURES FOR THE INSTALLATION OF STORM SEWER AND WATER MAIN AND CONSTRUCTION OF DRIVEWAY WITHIN HARDING AVENUE AND HARDING COURT RIGHT OF WAY.

ALL PROPOSED STORM STRUCTURES AND THE EXISTING STRUCTURES IN FRONT OF THE SITE SHALL HAVE A FILTER BASKET INSTALLED AND MAINTAINED UNTIL THE VEGETATION WITHIN THE SITE IS ESTABLISHED.

NOTES:

1. PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF A.S.T.M. DESIGNATION C-76, CLASS III, WALL "B" REINFORCED CONCRETE PIPE.
2. USE STANDARD REINFORCEMENT FOR CIRCULAR, CLASS III, WALL "S" REINFORCED CONCRETE PIPE.




FLARED END-SECTION DIMENSION CHART

| PIPE DIAM. | WALL | A | B | C | D | E | R | SLOPE |
|---|---|---|---|---|---|---|---|---|
| 24" | 5" | 8 1/2" | 3' 7 1/2" | 2' 6" | 6' 1 1/2" | 4' 0" | 14" | 3 : 1 |
| 27" | 3 1/4" | 10 1/2" | 4' 0" | 2' 7 1/2" | 6' 1 1/2" | 4' 6" | 14 1/2" | 3 : 1 |
| 30" | 3 1/2" | 1' 0" | 4' 6" | 2' 9 1/4" | 7' 1 3/4" | 5' 0" | 15" | 3 : 1 |
| 33" | 3 3/4" | 1' 1 1/2" | 4' 10 1/2" | 3' 3 1/4" | 8' 1 3/4" | 5' 6" | 17 1/2" | 3 : 1 |

REINFORCED CONCRETE FLARED END SECTION
(NOT TO SCALE)

DETAILS ARE NOT DRAWN TO SCALE.

CARRADUS LAND SURVEY, INC. PROFESSIONAL DESIGN FIRM NO. 184-007086
FOR LAND SURVEYING & PROFESSIONAL ENGINEERING EXPIRES 04/30/2017

| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
|---|---|---|---|
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

CONSTRUCTION NOTES & DETAILS
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 15 or 25
Project # 895

DRAWING FILE NAME: 895-MF-SH15



Harding Townhomes - Engineering, 10/04/2021

## GENERAL NOTES FOR THE UNDERGROUND IMPROVEMENTS

GENERAL:

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE VILLAGE OF GLEN ELLYN, AND THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.
2. THE ENGINEERING DIVISION OF THE VILLAGE OF GLEN ELLYN MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO COMMENCEMENT OF EACH WORK PHASE TO OBTAIN A LIST OF ITEMS REQUIRING VILLAGE INSPECTION.
3. MISSION BAND COUPLINGS SHALL BE USED TO CONNECT PIPES OF DISSIMILAR MATERIALS.
4. ALL TRENCHES UNDER OR WITHIN TWO FEET OF EXISTING OR PROPOSED SIDEWALKS, CURBS, PAVEMENTS OR BUILDINGS SHALL BE BACKFILLED WITH GRANULAR TRENCH BACKFILL MATERIAL AND COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY.
5. ALL STORM AND SANITARY MANHOLES, AND WATER VAULTS SHALL HAVE "WATER", "SANITARY", OR "STORM" CAST INTO THE APPROVED LID.
6. NO MORE THAN TWO (2) ADJUSTING RINGS SHALL BE INSTALLED ON ANY GIVEN STRUCTURE, HOWEVER, NO MORE THAN ONE (1) OF THESE RINGS SHALL BE 2" IN SIZE. IN NO CASE SHALL MORE THAN 12" OF ADJUSTING RINGS BE PERMITTED.
7. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS TO BE DISTURBED BY CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION OF THE WORK.
8. THE FOLLOWING PIPE SPECIFICATION SHALL APPLY:
   A. REINFORCED CONCRETE PIPE (RCP) 12" AND LARGER IN DIAMETER, PIPE CONFORMING TO ASTM C-76, TABLE III, CLASS III, WALL THICKNESS B, RUBBER "O" RING GASKET JOINT PER ASTM C-361, RUBBER GASKET JOINT PER ASTM C-443, OR MASTIC JOINTS.
   B. POLYVINYL CHLORIDE (PVC) SDR-26 SEWER PIPE 6" TO 15" IN DIAMETER PER ASTM D-3034, WITH ELASTOMERIC SEAL JOINT PER ASTM D-3212, OR SDR-26PR SEWER PIPE PER ASTM D-2241 WITH ELASTOMERIC SEAL JOINTS PER ASTM D-3139.
   C. EXTRA STRENGTH VITRIFIED CLAY PIPE (ESVCP) 24" AND SMALLER DIAMETER PER ASTM C-7000, JOINT PER ASTM C-425, PLAIN END VITRIFIED PIPE SHALL HAVE A PVC BELL AND JOINT CONFORMING TO ASTM C-594.
   D. DUCTILE IRON PIPE (DIP) CONFORMING TO ANSI A21.51 (AWWA C-151), THICKNESS CLASS 52 PER ANSI A21.50 (AWWA C-150), BITUMINOUS SEAL COATED AND CEMENT LINED PER ANSI A21.4 (AWWA C-104), WITH MECHANICAL OR RUBBER GASKET PUSH-ON JOINTS "BELL-TITE" OR EQUAL PER ANSI A21.11 (AWWA C111) AND (AWWA C600).
9. BEDDING FOR ALL PIPING SHALL EXTEND FROM 4" BELOW THE INVERT TO 12" OVER THE TOP OF THE PIPE.
10. GRANULAR PIPE BEDDING MATERIAL SHALL MEET IDOT SPECIFICATIONS AS FOLLOWS:
    A. CA-11 (CRUSHED LIMESTONE) FOR POLYVINYL CHLORIDE PIPE.
    B. CA-11 (CRUSHED LIMESTONE) FOR VITRIFIED CLAY PIPE.
    C. CA-6 (CRUSHED LIMESTONE) FOR REINFORCED CONCRETE PIPE.
    D. FA-6 (SAND) FOR DUCTILE IRON PIPE.
    E. FA-6 MAY BE USED IN PLACE OF CA-11 OR CA-6.
11. "AS-BUILT" RECORDS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS THE UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENT TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES, OR BENDS SHALL BE TIED TO A FIRE HYDRANT.
12. THE DEVELOPER SHALL BE RESPONSIBLE FOR SUBMITTING AN "AS-BUILT" DRAWN IN INK ON MYLAR TO THE VILLAGE OF ADDISON PRIOR TO THE ACCEPTANCE OF THE PROJECT.

WATER:

13. ALL WATERMAINS, FITTINGS, AND VALVES ARE TO BE AMERICAN MADE.
14. MAINTAIN 5'-6" MINIMUM COVER OVER WATERMAINS AND WATER SERVICE LINES.
15. ALL WATERMAINS SHALL BE SUBJECT TO A HYDROSTATIC PRESSURE TEST, AND A LEAKAGE RECOVERY TEST PERFORMED BY THE CONTRACTOR, AND WITNESSED BY THE ENGINEERING DIVISION. PRESSURE TESTS SHALL BE BASED ON 150 PSI FOR 2 HOURS. ALL WATERMAINS SHALL BE CHLORINATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
16. ALL D.I.W.M., VALVES AND HYDRANTS SHALL BE WRAPPED IN, CLASS C (BLACK) ANSI/AWWA C-106-77 POLYETHYLENE, AND SECURED WITH POLY TAPE.
17. FIRE HYDRANTS SHALL BE CLOW-EDDY F-2640 WITH A BREAKAWAY FLANGE, AND A 6" AUXILIARY VALVE. A LOCKING HYDRANT TEE SHALL BE USED ON ALL FIRE HYDRANT INSTALLATIONS. THE AUXILIARY VALVE SHALL BE INSTALLED DIRECTLY ONTO THE LOCKING HYDRANT TEE. FIRE HYDRANTS SHALL BE PAINTED YELLOW (SHERWIN WILLIAMS ACROLON 218 HS CATALYZED POLYURETHANE).
18. IF A FIRE HYDRANT HAS TO BE RELOCATED, A FIRE HYDRANT RELOCATED PERMIT AND BOND WILL BE REQUIRED. (CONTACT ENGINEERING DIVISION)
19. CONTACT PUBLIC WORKS (WATER DEPARTMENT) 48 HOURS IN ADVANCE OF A FIRE HYDRANT RELOCATION. RE-ESTABLISH A BENCHMARK ON THE RELOCATED FIRE HYDRANT AND SHOW THE ELEVATION ON THE "AS-BUILT" DRAWING.
20. PRESSURE CONNECTIONS SHALL BE MADE WITH A FULL CIRCLE STAINLESS STEEL TAPPING SLEEVE WITH A GRIDDED, TAPERED OVERLAPPING GASKET (ROCKWELL 662, 663, OR APPROVED EQUAL), RESILIENT WEDGE GATE VALVE, SIX (6) FOOT MAXIMUM DIAMETER CONCENTRIC PRESSURE CONNECTION VAULT WITH FRAME AND LID. A MINIMUM OF FIVE (5) FEET SHALL BE MAINTAINED BETWEEN PRESSURE TAPS, AND A MINIMUM OF TWO (2) FEET FROM ANY JOINT. THE CONTRACTOR AND THE OWNER DEVELOPER SHALL BE LIABLE FOR ALL COSTS DUE TO REPAIRING A WATERMAIN BREAK THAT MAY OCCUR WITHIN TEN (10) FEET OF THE CONNECTION FOR A PERIOD OF ONE (1) YEAR AFTER INSTALLATION.
21. CONCENTRIC VALVE VAULTS SHALL BE USED ON ALL VALVES 4 INCHES IN DIAMETER AND LARGER, EXCEPT FOR FIRE HYDRANT AUXILIARY VALVES.
22. VALVE VAULTS SHALL HAVE A MINIMUM INSIDE DIAMETER OF 5 FEET FOR 4 INCH TO 12 INCH VALVES, AND 6 FEET FOR 14 INCH TO 16 INCH VALVES.
23. ALL VALVES SHALL BE RESILIENT WEDGE GATE VALVES, MANUFACTURED BY MUELLER, WATEROUS, OR CLOW. BONNET AND PACKING GLAND BOLTS SHALL BE STAINLESS STEEL.
24. USE MEG-A-LUG RETAINER GLANDS ON ALL TEES, REDUCERS, FIRE HYDRANTS AND ELBOWS.
25. ALL TEES, REDUCERS, FIRE HYDRANTS AND ELBOWS SHALL BE BLOCKED WITH TEN (10) INCH THICK PREFABRICATED SOLID CONCRETE BLOCKS AGAINST UNDISTURBED EARTH. POURED IN PLACE CONCRETE WILL NOT BE PERMITTED WITHOUT PRIOR APPROVAL FROM THE INSPECTOR. THRUST BLOCKS SHALL BE INSTALLED AT ALL CHANGES IN DIRECTION OF THE WATERMAIN IN EITHER THE HORIZONTAL OR VERTICAL DIRECTION.
26. BRASS FITTINGS (CURB STOP AND CORPORATION STOP COUPLINGS) SHALL BE MUELLER OR FORD GRIP-TIGHT.
27. WATER SERVICES SHALL BE A MINIMUM OF ONE INCH K COPPER.
28. WATER SERVICE TAPS OVER 1 INCH IN SIZE REQUIRE A STAINLESS STEEL TAPPING SLEEVE, FORD STYLE FTSS STAINLESS STEEL WITH 360° GASKET OR APPROVED EQUAL.
29. SERVICE BOXES SHALL BE MUELLER H-10350 95-E-ARCH TYPE SADDLE WITH "WATER" IMPRINTED ON THE LID.
30. THE CONTRACTOR SHALL MARK THE B-BOX AND THE END OF EACH WATER SERVICE WITH A POST PAINTED BLUE.
31. CONTRACTOR SHALL NOTIFY PUBLIC WORKS 48 HOURS IN ADVANCE OF ANY REQUIRED WATER SHUT DOWN OR TURN ON. ONLY PUBLIC WORK SHALL OPERATE WATER VALVES.
32. IF THE UNDERGROUND CONTRACTOR TAPS THE WATERMAIN FOR A DOMESTIC WATER SERVICE, THE WATER SERVICE SHALL BE EXTENDED FROM THE TAP, TO THE B-BOX IN ONE CONTINUOUS PIECE OF COPPER, AND SHALL BE INSTALLED IN A WATERMAIN QUALITY PROTECTIVE CASING PIPE WHEN INSTALLED UNDER ANY STORM OR SANITARY SEWER. THE CASING PIPE SHALL EXTEND A MINIMUM OF 10' BEYOND EITHER SIDE OF THE SEWER. THE UNDERGROUND CONTRACTOR SHALL PROTECT THE UNUSED THREADED FITTING FOR FUTURE USE.
33. WHEN THE WATER SERVICE IS EXTENDED FROM THE B-BOX TO THE WATER METER, IT SHALL BE RUN IN ONE CONTINUOUS PIECE OF COPPER, AND SHALL BE INSTALLED IN A WATERMAIN QUALITY PROTECTIVE CASING PIPE WHEN INSTALLED UNDER ANY STORM OR SANITARY SEWER. THE CASING PIPE SHALL EXTEND A MINIMUM OF 10' BEYOND EITHER SIDE OF THE SEWER.
34. PROVIDE "LOCKING GASKETS" ON THE LAST 60' OF A DEAD END WATERMAIN.
35. PROVIDE A "RETAINED CAP" AT THE END OF THE WATERMAIN.
36. WATER SERVICE TAPS TO BE INSTALLED BY A LICENSED PLUMBER. CALL 693-7530 TO SCHEDULE A PLUMBING INSPECTION.
37. FAR SIDE SERVICES ARE TO BE ONE CONTINUOUS LENGTH OF COPPER WITH NO FITTINGS BETWEEN THE CORPORATION STOP AND THE B-BOX.
38. AFTER INSTALLING AN UNDERGROUND WATER SERVICE THAT WILL SUPPLY A FIRE SPRINKLER SYSTEM, THE UNDERGROUND CONTRACTOR SHALL FLUSH AND FLOW TEST THE WATER SERVICE TO SATISFY THE ADDISON FIRE PROTECTION DISTRICTS CODE REQUIREMENTS. FLUSH AND FLOW TESTING SHALL BE PERFORMED USING RIDGED PIPING. FLEXIBLE HOSE IS NOT ACCEPTABLE.
39. ALL EXISTING WELLS SHALL BE CAPPED UNDER THE DIRECT SUPERVISION OF THE DU PAGE COUNTY HEALTH DEPARTMENT.

STORM SEWER:

40. MANHOLE AND CATCH BASIN STEPS SHALL BE POLYPROPYLENE COATED STEEL REINFORCING RODS, WITH LOAD AND PULL OUT RATINGS CONFORMING TO OSHA.
41. MAINTAIN A MINIMUM OF 8" BETWEEN ALL PIPES ENTERING A STRUCTURE.
42. OPENINGS IN STRUCTURES SHALL BE CONSTRUCTED SO AS TO PROVIDE TRUE ALIGNMENT AND PROPER GRADE FOR THE INLET OR OUTLET PIPE. IF AN OPENING NEEDS TO BE CREATED OR ENLARGED, A CONCRETE SAW OR CORE DRILL CAPABLE OF SAWING ALL THE WAY THROUGH THE STRUCTURE SHALL BE USED. SLEDGE HAMMERS OR JACKHAMMERS SHALL NOT BE USED TO CREATE OR ENLARGE AN OPENING.
43. ALL FLARED END SECTIONS SHALL BE INSTALLED WITH TRASH GRATES. AN OPEN AREA OF SIX (6) INCHES OR LESS IN HEIGHT WILL BE PERMITTED AT THE END OF THE GRATE. IF THE OPENING IS GREATER THAN SIX (6) INCHES, ADDITIONAL GRATING WILL BE REQUIRED.
44. A MINIMUM HORIZONTAL CLEARANCE OF 10 FEET SHALL BE PROVIDED BETWEEN ANY WATERMAIN OR WATER SERVICE AND/OR EXISTING OR PROPOSED SEWER LINE. IF THE MINIMUM HORIZONTAL CLEARANCE CANNOT BE PROVIDED, THE BOTTOM OF THE WATERMAIN OR WATER SERVICE SHALL BE A MINIMUM OF 18 INCHES ABOVE THE TOP OF THE SEWER LINE. IF NEITHER HORIZONTAL NOR VERTICAL CLEARANCE CAN BE MAINTAINED, THE SEWER LINE SHALL BE CONSTRUCTED OF, OR REPLACED WITH, SLIP ON MECHANICAL JOINT DUCTILE IRON PIPE, OR SDR-26PR PIPE AND PRESSURE TESTED AT 150 PSI FOR 2 HOURS TO ASSURE TIGHTNESS.
45. ANY DRAIN TILES OR FIELD TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE RETURNED TO THEIR ORIGINAL CONDITION, OR BETTER, AND/OR CONNECTED TO THE STORM SEWER. ANY DRAIN TILE ENCOUNTERED, SHALL BE ACCURATELY INDICATED ON THE AS-BUILT PLANS.
46. ALL DRAINAGE STRUCTURES AND STORM SEWERS SHALL BE CLEANED BY THE CONTRACTOR PRIOR TO THE PROJECT BEING APPROVED.
47. THE OWNER/DEVELOPER SHALL CONSTRUCT ANY ADDITIONAL STORM SEWERS, INLETS OR FIELD DRAINS IN THE DEVELOPMENT WHICH MAY BECOME NECESSARY IN ORDER TO ELIMINATE CONDITIONS OF STANDING WATER OR EXCESSIVE SATURATION WHICH IN THE OPINION OF THE INSPECTOR COULD BE DETRIMENTAL TO THE GROWTH AND MAINTENANCE OF LAWN GRASSES, OR PAVEMENT.
48. EACH MANHOLE, CATCH BASIN, AND INLET SHALL BE FURNISHED WITH A FRAME AND LID OR GRATE OF CAST IRON. CLOSED FRAMES SHALL BE FURNISHED WITH A TYPE "B" LID DESIGN, AND THE WORD "STORM" IMPRINTED ON THE LID. TYPE 1 FRAMES WITH OPEN GRATES, SHALL BE FURNISHED WITH A TYPE "R-2015" GRATE, WITH THE WORDS "DUMP NO WASTE, DRAINS TO WATERWAYS" IMPRINTED ON THE GRATE. CURB AND GUTTER FRAMES AND GRATES SHALL BE OF HEAVY DUTY CONSTRUCTION, AND SUPPLIED WITH AN R-3278 CURB BOX IMPRINTED WITH THE "FISH" LOGO AND THE WORDS "DUMP NO WASTE, DRAINS TO RIVER". ALL FRAMES SHALL BE FURNISHED WITH BICYCLE SAFE GRATE. PROVIDE "VANE" TYPE GRATES FOR ALL STRUCTURES LOCATED IN THE CURB WHERE THE GRADIENT EXCEEDS 2.0%.

SANITARY SEWER:

49. SANITARY SEWER SERVICES SHALL BE A MINIMUM OF 6 INCHES IN SIZE, WITH A MINIMUM SLOPE OF 1.0% AND MAXIMUM SLOPE OF 33.0%.
50. THE CONTRACTOR SHALL MARK THE ENDS OF ALL SANITARY SEWER SERVICES WITH A POST PAINTED GREEN.
51. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE OR MANHOLE, ON OF THE FOLLOWING METHODS SHALL BE USED.
   A. CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOL, "SHEWER TAP" MACHINE (OR SIMILAR), AND PROPER INSTALLATION OF HUB WYE OR HUB TEE SADDLE.
   B. WITH A PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
52. ALL NEW AND ANY EXISTING SANITARY SEWER MANHOLES REQUIRING ADJUSTMENT OR RECONSTRUCTION SHALL BE REQUIRED TO HAVE AN EXTERNAL CHIMNEY SEAL (CRETEX OR APPROVED EQUAL).
53. SANITARY SEWERS THAT WILL BECOME THE PROPERTY OF THE VILLAGE SHALL BE PRESSURE TESTED AND TELEVISED. PVC SEWERS SHALL ALSO BE TESTED FOR EXCESSIVE DEFLECTION. TESTING OF ALL SANITARY SEWER PIPE SHALL BE PER SECTION 313 OF THE STANDARD SPECIFICATIONS. MANHOLES SHALL BE TESTED AS TO C-969-94. THE COST OF THIS TESTING SHALL BE PAID FOR BY THE DEVELOPER.
54. SANITARY SEWER MANHOLES SHALL BE PROVIDED WITH A TYPE 1 FRAME, TYPE B LID DESIGN, AND SHALL BE SEALED WITH GASKET AND BOLT-HOLES WITH THE WORD "SANITARY" IMPRINTED IN THE LID AND SHALL MEET THE FOLLOWING VILLAGE OF GLEN ELLYN REQUIREMENTS:
   A. STANDARD FRAME AND LID FOR USE IN PAVED AREAS CURB AND GUTTER OR DRIVEWAYS SHALL BE OF CAST IRON HEAVY DUTY CONSTRUCTION AND EQUIVALENT TO NEENAH R-1031 OR NEENAH R-1712-B.
   B. STANDARD FRAME AND LID FOR USE IN PARKWAYS AND OTHER NON-PAVED AREAS SHALL BE OF CAST IRON MEDIUM DUTY CONSTRUCTION AND EQUIVALENT TO NEENAH R-1060 OR NEENAH R-1700.
55. SEPTIC FIELD TO BE ABANDONED AND EXISTING SEPTIC TANK TO BE REMOVED PER IEPA AND DU PAGE COUNTY HEALTH DEPARTMENT REGULATIONS.

## GENERAL NOTES FOR SURFACE IMPROVEMENTS

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE VILLAGE OF GLEN ELLYN, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION ADOPTED JANUARY 1, 2012.
2. THE ENGINEERING DIVISION OF THE VILLAGE OF GLEN ELLYN MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE COMMENCEMENT OF EACH WORK PHASE TO OBTAIN THE LIST OF ITEMS REQUIRING VILLAGE INSPECTION.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL NECESSARY SIGNS, BARRICADES, FENCES, ETC. TO KEEP THE CONSTRUCTION SITE IN COMPLIANCE WITH STATE AND FEDERAL LAWS. THE VILLAGE MAY REQUIRE ADDITIONAL SIGNING OR BARRICADES. THE CONTRACTOR SHALL COMPLY WITH ALL SUCH VILLAGE REQUIREMENTS.
4. ALL EXISTING PAVEMENT, SIDEWALK, CURB AND GUTTER TO BE REMOVED SHALL BE SAWCUT ALONG THE LIMITS OF THE PROPOSED REMOVAL BEFORE OPERATIONS BEGIN.
5. ALL TREES WITHIN THE AREA OF GRADING SHALL BE REMOVED AND THE STUMPS REMOVED TO A DEPTH OF AT LEAST 12 INCHES BELOW SUBGRADE OR 12 INCHES BELOW EXISTING GROUND.
6. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL ERECT A SNOW FENCE AROUND ALL TREES LOCATED WITHIN THE RIGHT-OF-WAY AND ANY ON SITE TREES TO BE SAVED. PROTECTIVE FENCING SHALL BE PLACED IN A CIRCLE AROUND EACH TREE. THE DIAMETER OF THE CIRCLE SHALL BE 10' OR TO THE DRIP LINE, (EXTENT OF FURTHEST EXTENDING BRANCHES) WHICHEVER IS GREATER. THE EXISTING GRADE WITHIN THE FENCE SHALL NOT BE DISTURBED.
7. ALL EXTERIOR P.C. CONCRETE SHALL BE AN SI MIX, AND SHALL ATTAIN A STRENGTH OF NOT LESS THAN 3,500 POUNDS PER SQUARE INCH AFTER A CURING PERIOD OF 14 DAYS. IT SHALL CONTAIN NOT LESS THAN 4 NOR MORE THAN 6 PERCENT AIR-ENTRAPMENT. APPLY A MEMBRANE CURING COMPOUND, WHITE IN COLOR TO ASSURE ADEQUATE COVERAGE TO ALL EXPOSED CONCRETE.
8. PRIOR TO THE PLACEMENT OF THE GRANULAR SUB-BASE MATERIAL, THE SUBGRADE SHALL BE PROOF-ROLLED IN THE PRESENCE OF THE ENGINEERING DEPARTMENT WITH A LOADED TEN WHEELER TRUCK, AND ANY SOFT OR YIELDING AREAS SHALL BE REMOVED AND REPLACED WITH COMPACTED CA-6. THE SUBGRADE SHALL THEN BE STRINGLINED IN THE PRESENCE OF THE ENGINEERING DIVISION TO INSURE THAT IT IS GRADED IN ACCORDANCE WITH THE PLANS.
9. PRIOR TO PLACEMENT OF THE BITUMINOUS BASE COURSE, THE GRANULAR SUB-BASE SHALL BE PRIMED AT A RATE OF 0.35 GAL. PER SQUARE YARD.
10. OPEN CUTTING OF A STREET IS NOT PERMITTED.
11. IF AN EMERGENCY ARISES, AND THE STREET HAS TO BE OPEN CUT, A STREET OPENING PERMIT AND BOND WILL BE REQUIRED. CONTACT ENGINEERING DIVISION)
12. ALL PAVEMENT OPENINGS SHALL BE TEMPORARILY PATCHED WITH 3" OF COLD PATCH MIX OR COVERED WITH STEEL PLATES PRIOR TO THE CLOSE OF WORK EACH DAY.
13. NO OPEN HOLES ARE TO BE LEFT IN THE PAVEMENT OR PARKWAY AFTER 3 PM.
14. WHERE STREET PAVEMENT WILL BECOME THE PROPERTY OF THE VILLAGE OF GLEN ELLYN, AN INDEPENDENT TESTING LABORATORY SHALL BE HIRED BY THE DEVELOPER TO TEST THE DENSITY OF THE BINDER AND SURFACE COURSE BY NUCLEAR METHODS AFTER EACH COURSE HAS BEEN COMPACTED AND TESTED, THE TESTING LABORATORY SHALL TAKE CORES FOR DENSITY TO CHECK AGAINST THE NUCLEAR TEST RESULTS, AND TO CHECK THE THICKNESS OF THE PAVEMENT. THE ENGINEERING DIVISION SHALL BE PRESENT FOR THE CORING. COPIES OF ALL THE TEST RESULTS SHALL BE SUBMITTED TO THE ENGINEERING DIVISION. THE COST FOR THIS TESTING SHALL BE PAID FOR BY THE DEVELOPER.
15. CONCRETE SIDEWALKS:
   WIDTH: 5 FEET
   THICKNESS: 5 INCHES P.C. CONCRETE, 6 INCHES WHERE VEHICLES ARE PERMITTED TO CROSS.
   SUB-BASE: 3 INCHES OF COMPACTED SAND, LIMESTONE SCREENINGS OR CRUSHED LIMESTONE.
   EXPANSION JOINTS: 3/4 INCH THICK AT INTERVALS OF NOT MORE THAN 30 FEET.
   CONTRACTION JOINTS: AT 5 FOOT INTERVALS.
16. CONCRETE CURB AND GUTTER:
   WIDTH: MATCH EXISTING CURB AND GUTTER OR AS NOTED ON PLANS.
   THICKNESS: MINIMUM 10 INCH P.C. CONCRETE GUTTER FLAG.
   SUB-BASE: 4 INCHES OF COMPACTED CRUSHED LIMESTONE (CA-6).
   EXPANSION JOINTS: 1 INCH THICK WITH A 5/4 INCH X 18 INCH SMOOTH EPOXY COATED DOWEL BAR AND PINCH CAP. INSTALLED AT RADIUS POINTS AND 5 FEET ON EITHER SIDE OF STRUCTURES LOCATED IN THE CURB. MAXIMUM SPACING OF 75 FEET.
   CONTRACTION JOINT: AT 25 FOOT INTERVALS.
   STEEL REINFORCEMENT: 2 CONTINUOUS NO. 4 BARS CENTERED OVER ALL TRENCH CROSSINGS SO BARS EXTEND 5 FEET BEYOND THE TRENCH ON ALL SIDES.
17. CONCRETE APRONS:
   THICKNESS: 8 INCHES P.C. CONCRETE.
   SUB-BASE: 4 INCHES OF COMPACTED CRUSHED LIMESTONE (CA-6).
   STEEL REINFORCEMENT: 6 INCH X 6 INCH NO. 6 WOVEN WIRE MESH.
18. STREET PAVEMENT:
   SURFACE: 2 INCHES
   BINDER: 2 INCHES
   BAM: 6 INCHES
   PRIME: 0.35 GAL. PER SQUARE YARD.
   SUB-BASE: 4 INCHES OF COMPACTED CRUSHED LIMESTONE (CA-6).
19. CURB SHALL BE MARKED AT EACH STORM INLET WITH A "W" FOR WATER AND AN "S" OR "▲" FOR SANITARY.
20. ALL DROP-OFFS GREATER THAN 30" WILL REQUIRE A HANDRAIL.
21. DETECTABLE WARNING FOR CURB CAMPS AND OTHER LOCATIONS SHALL BE "TRUNCATED DOMES, COLORED RED".

## GENERAL NOTES FOR STREET LIGHTING

1. ALL STREET LIGHTS SHALL BE EQUALLY SPACES, WITH A MAXIMUM SPACING OF 100 FEET FOR COACH LIGHTS.
2. UNDERGROUND ELECTRICAL CONDUCTORS SHALL BE INSTALLED IN A 1-1/4 INCH DIAMETER CABLE DUCT WITH A GROUND WIRE. ELECTRICAL CONDUCTORS SHALL BE A MINIMUM OF #6 AWG XLP / USE COPPER CABLE, WITH TYPE THW, 600 VOLT INSULATION.
3. 2-1/2 INCH DIAMETER GALVANIZED STEEL CONDUIT SHALL BE INSTALLED UNDER ALL EXISTING OR PROPOSED STREETS AND DRIVES. ALL CONDUIT TO BE 36 INCHES BELOW GRADE AND 2 FEET BACK OF CURB. ON THE END OF EACH GALVANIZED STEEL CONDUIT SHALL BE A BAKE-LITE BUSHING. AFTER THE INSTALLATION OF THE WIRES, THE CONDUIT SHALL BE SEALED WITH DUCT SEAL. WHERE STREET LIGHTS ALREADY EXIST, DISCONNECT AND REROUTE STREET LIGHTING CABLE THROUGH THE CONDUIT. SPLICING IS NOT PERMITTED.
4. ALL NEW STREET LIGHTING SYSTEMS SHALL BE PROVIDED WITH A REMOTE DISCONNECT LOCATED BETWEEN THE SERVICE CONNECTION AND THE CONTROLLER.
5. ALL TRENCHES IN LAWN AREAS SHALL BE BACKFILLED, TAMPED, AND RESTORED WITH 4 INCHES OF TOP SOIL AND SOD.
6. CONTACT PUBLIC WORKS (ELECTRICAL DEPARTMENT) 48 HOURS IN ADVANCE OF ANY WORK INVOLVING EXISTING STREET LIGHTS SO THAT APPROPRIATE OSHA LOCKOUT PROCEDURES MAY BE FOLLOWED.
7. ALL NEW, AND ANY EXISTING HANDHOLES THAT ARE TO BE MODIFIED IN ANY WAY, SHALL BE SUPPLIED WITH A GROUND ROD SO THAT THE FRAME AND LID ARE GROUNDED.
8. POLES FOR COACH LIGHTS SHALL HAVE A 14 FOOT MOUNTING HEIGHT, HAPCO PN:77-005 TRANSFORMER BASE, 4 INCH X 3 INCH TAPER, WITH A 0.125 INCH THICKNESS. FUSE EACH POLE AT 2 AMPS.
9. COACH LIGHTS SHALL BE AMERICAN ELECTRIC LIGHTING PN:24710SCAMT2R2AYNR, AMERICAN REVOLUTION SERIES 100 WATT H.P.S.
10. POWER TO THE STREET LIGHTING SYSTEM SHALL BE 240 VAC.
11. STREET LIGHTING MATERIAL CUT SHEETS AND VOLTAGE DROP CALCULATIONS SHALL BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT (ATTENTION RICK FEDERIGHI) FOR REVIEW AND APPROVAL PRIOR TO ORDERING.
12. STREET LIGHT POLES SHALL NOT BE LOCATED WITHIN 6 FEET OF DRIVEWAY APRON.

## GENERAL NOTES FOR LANDSCAPING

1. THE DEVELOPER SHALL REPLACE ANY DAMAGED, DEAD OR MISSING PARKWAY TREES.
2. PARKWAY TREES SHALL BE PLANTED IN COMPLIANCE WITH VILLAGE OF GLEN ELLYN "STANDARDS SPECIFICATIONS FOR DESIGNS AND CONSTRUCTION", ORDINANCE PARKWAY TREES SHALL BE PROVIDED AT A MAXIMUM SPACING OF 40 FEET (MINIMUM 2-1/2 INCHES IN DIAMETER). MAINTAIN A MINIMUM OF 6 FEET FROM ANY DRIVEWAY TO A PARKWAY TREE.
3. ASH SPECIES (SUSCEPTIBLE TO DISEASE) AND HONEY LOCUST (LARGE PORTION OF OUR PARKWAY TREE POPULATION), ALTHOUGH LISTED IN SECTION 902.2, SHALL NOT BE USED IN PARKWAY TREE PLANTINGS. SUBSTITUTE OTHER ACCEPTABLE TREE SPECIES FOR ASH AND HONEY LOCUST, SUCH AS SHINGLE OAK, ENGLISH OAK (NON-COLUMNAR), SCHUMARD OAK, LIBERTY ELM (ULMUS AMERICANA HERITAS), ACCOLADE ELM (ULMUS MORTON), AUTUMN BLAZE MAPLE (ACER X FREEMANII), OR HACKBERRY. (FOR CLARIFICATION, CONTACT PUBLIC WORKS)
4. AFTER A TREE HAS BEEN SET, THE TOP 3/4 OF THE WIRE BASKET AND ASSOCIATED BURLAP SHALL BE REMOVED, WITH THE REMAINING BURLAP LOOSENED AND SCORED SO AS TO PROVIDE THE ROOT SYSTEM QUICK CONTACT WITH THE SOIL. ALL ROPES OR WIRES SHALL BE REMOVED FROM THE ROOT BALL AND TREE TRUNK.
5. ALL OFF-SITE AND RIGHT-OF-WAY RESTORATION WORK SHALL BE RESTORED WITH 6 INCHES OF TOPSOIL AND SOD.
6. DETENTION AREAS SHALL BE SODDED TO THE 100 YEAR HIGH WATER ELEVATION.
7. ALL ON-SITE CONSTRUCTION AREAS WHICH ARE DISTURBED, SHALL BE RESTORED TO THEIR ORIGINAL CONDITION WITH 6 INCHES OF TOP SOIL, SEED AND MULCH.
8. ALL SLOPES WHICH ARE TO BE GRASSED AFTER CONSTRUCTION AND ARE AT A 5:1 OR STEEPER SLOPE, SHALL BE SODDED AND STAKED INSTEAD OF SEEDED.

## CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES (NORTHERN ILLINOIS GAS, COMMONWEALTH EDISON COMPANY, AMERITECH, CABLE TELEVISION, ETC.) PRIOR TO CONSTRUCTION AND ALL UTILITIES DAMAGED AND/OR DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER. LOCATIONS AS SHOWN ARE APPROXIMATE AND BASED UPON THE BEST AVAILABLE INFORMATION.
2. ALL TRENCHES UNDER OR WITHIN TWO (2) FEET OF EXISTING/PROPOSED PAVEMENT SHALL BE BACKFILLED WITH SELECTED GRANULAR BACKFILL MATERIAL.
3. TOPSOIL PLACEMENT FOR LANDSCAPING SHALL BE A MINIMUM DEPTH OF 6 INCHES.
4. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER.
5. EXISTING SEWERS, WATER MAINS, SEPTIC FIELDS AND WELLS SHALL BE PROTECTED DURING CONSTRUCTION BY THE CONTRACTOR. ANY DAMAGES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROPERLY DISPOSE OF EXCESS EXCAVATION MATERIAL.
7. DISPOSAL OF DEBRIS FROM CLEARING AND TREE REMOVAL SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND CONSIDERED AS AN INCIDENTAL EXPENSE, IF NECESSARY.
8. NATURAL PLANT COVERING AND TREES SHALL BE RETAINED AND PROTECTED DURING CONSTRUCTION WHERE PRACTICAL, AT THE DISCRETION OF THE OWNER'S REPRESENTATIVE.
9. FINAL SEEDING AND FINISHING SHALL BE DONE AS SOON AS POSSIBLE IN ACCORDANCE WITH SECTION 250 ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. SEEDING SHALL BE CLASS 1A OF 2A.
10. UNLESS OTHERWISE NOTED IN THE SPECIAL PROJECT SPECIFICATION, THE PROJECT SHALL BE BUILT IN ACCORDANCE WITH "ROAD AND BRIDGE CONSTRUCTION FOR ILLINOIS," DATED JULY 1, 2012 OR AS REVISED AND AMENDED FROM TIME TO TIME.
11. CONTRACTORS SHALL USE APPROPRIATE EQUIPMENT TO EXPEDITE COMPLETION OF THE PROJECT WHILE AVOIDING ANY ENCROACHMENT OF NEIGHBORING PROPERTY WITH ANY MATERIAL, EQUIPMENT, OR EXCAVATION.
12. THE CONTRACTOR SHALL NOTIFY ALL GOVERNING MUNICIPALITIES AND ALL UTILITY COMPANIES TWO (2) WORKING DAYS BEFORE CONSTRUCTION IS STARTED IN ANY WORK AREA.
13. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL NECESSARY SIGNS, BARRICADES, FENCES, ETC. AS REQUIRED TO INSURE THE SAFETY OF V

## GENERAL

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction" and applicable "Supplemental Specifications and Recurring Special Provisions"; both adopted by the State of Illinois on April 1, 2016 and subsequent revisions thereto, hereinafter referred to as the "IDOT Standard Specifications"; the latest edition of the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways"; and the latest edition of the "Standard Specifications for Water and Sewer Main Construction in Illinois", hereinafter referred to as the "Water and Sewer Main Specifications"; and in case of conflict with any part or parts of said Specifications, these Special Provisions shall take precedence and shall govern.

All work shall conform to the Ordinances and Regulations of the Village of Glen Ellyn and be in accordance with the permits received from any agency having specific jurisdictional responsibilities within the project area.

## RECORD DRAWINGS

The Contractor shall keep one (1) record copy of all Specifications, Drawings, Addenda, Modifications and Shop Drawings at the site in good order and annotated to show all changes made during the construction process. These documents shall be kept current at all times and shall be utilized in the preparation of the "AS-BUILT DRAWINGS" for final approval of the improvements by the Village.

## JOB SITE PROTECTION

The Contractor shall be responsible for the proper and safe protection of his work at all times during construction and also during the guarantee period after the acceptance of the completed work by the Owner.

The Contractor will be responsible for all traffic control, including but not limited to barricades, signs, flagmen, etc., to maintain use of the project corridor at all times during the project.

The Contractor shall provide, erect and maintain barricades, red flags, and lights at all places where work is in progress, and wherever else required by the Owner's representative.

The Contractor shall ensure that all traffic control devices installed by him are operational 24 hours a day including Sundays and holidays. This also applies to barricades placed along the sidewalk to provide warning to pedestrian traffic.

Throughout the duration of the project, all existing street and traffic signs shall be maintained by the Contractor

## SITE CLEANLINESS, STREET SWEEPING, DUST CONTROL

The Contractor at all times shall keep the public roadways free from accumulation of waste materials or rubbish caused by his operations. In order to minimize the potential damage to parkways, adjoining private property and tree root systems, the Contractor shall remove daily.

The Contractor shall keep roads in and around the construction area clean at all times. The Contractor is responsible to employ a mechanical street sweeper if needed to keep streets clean and safe.

The Contractor shall be responsible for the control of dust resulting from construction operations and is not intended for use in the compaction of earth embankments, as specified under Article 205.06 of the IDOT Standard Specifications.

No equipment cleaning will be allowed on any street, parkway or in any sewer.

## PROTECTION OF EXISTING PAVEMENT

The Contractor shall not drive equipment other than rubber tired vehicles across any pavement, curb and gutter, driveways, or sidewalk unless suitable protection is provided in the form of planks or mats, and unless said pavement, curb and gutter, driveways or sidewalk is scheduled to be removed. All surface damaged during construction shall be removed and replaced as directed by the Owner at the Contractor's expense.

## DAMAGE TO PROPERTY

The Contractor shall be responsible for any damage to properties caused by the acts of his work in the course of performance of this contract and shall replace or restore to its original condition any such damaged property at no cost to the Owner.

## LOCATION OF EXISTING UTILITIES & NOTIFICATION TO UTILITIES

Locations of all utilities shown on the engineering drawings are approximate only, and are not necessarily complete. The Contractor shall make his own investigations as to the locations of all existing underground structures, cables, and pipe lines. The Contractor shall have the responsibility to determine from the public utilities the locations of underground pipes, conduits or cables adjoining or crossing the construction area during all phases of the construction project. The Contractor shall call J.U.L.I.E. at 1-800-892-0123 for utility location and stake-out.

The Contractor shall notify all utility companies including the local electrical, telephone, gas, cable T.V. and Village Street, Water, and Sewer Departments, a minimum of 72 hours prior to beginning any construction or taking any preliminary bores. If utility pole bracing is required, arrangements with the appropriate utility must be made at least six weeks in advance of the time such bracing is required.

If utility pole bracing is required, the Contractor shall make arrangements with the appropriate utility company at least six weeks in advance of the time such bracing is required.

## COORDINATION WITH PUBLIC WORKS DEPARTMENT

All construction performed shall be coordinated with the Public Works Department of the Village of Glen Ellyn, to minimize inconvenience to the public.

## HOLD HARMLESS

To the fullest extent permitted by law, the Contractor shall indemnify and hold harmless the Owner and the Engineer, and their agents and employees from and against all claims, damages, losses and expenses, including but not limited to attorneys' fees arising out of or resulting from the performance of the Work, provided that any such claim for damage, loss or expense (1) is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the Work itself) including the loss of use resulting therefrom, and (2) is caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right of obligation of indemnity which would otherwise exist as to any party or person described in this Paragraph. In any and all claims against the Owner or any of its agents or employees by any employee of the Contractor, any Subcontractor, anyone directly or indirectly employed, by any of them or anyone for whose acts any of them may be liable, the indemnification obligation under this Paragraph shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for the Contractor or any Subcontractor under workers' or workmen's compensation acts, disability benefit acts or other employee benefit acts.

## MATERIAL CERTIFICATION

The Contractor shall furnish certifications to the Owner from suppliers stating that all materials comply with the requirements of the IDOT Standard Specifications and Supplemental Specifications. All materials installed with this project shall be new and be manufactured only in the United States. As requested by Owner, the Contractor shall promptly furnish proof that USA only materials are utilized.

QUALITY CONTROL AND QUALITY ASSURANCE MATERIAL TESTING

The project is subject to all IDOT requirements for Quality Control and Quality Assurance Material Testing. The Contractor shall be responsible for performing all required Quality Control Testing.

## SOIL CERTIFICATION

The Contractor shall comply with Section 669 of the IDOT Standard Specifications and regulations of 35 Ill. Adm. Code 1100 as amended by the Illinois Pollution Control Board for Clean Construction or Demolition Debris (CCDD

## SAWCUTTING

The Contractor shall be responsible for removing the residue created by sawcutting operations within the Public Right of Way in a manner acceptable to the Owner and Village. The resulting surface shall be sufficiently clean so that no tracking of residue by vehicles or pedestrians occurs.

## DRIVEWAY PAVEMENT AND SIDEWALK REMOVAL

All existing sidewalk designated for removal within the Public Right of way shall comply with the applicable portions of Section 440 of the IDOT Standard Specifications as modified herein and as shown on the engineering drawings or as directed by the Engineer.

All existing pavement to be removed shall be saw cut full depth along the existing contraction joints or where specified otherwise by the Owner or Village.

Any damage to private driveways shall be repaired at the Contractor's expense. If additional sidewalk is removed or damaged due to negligence on the part of the Contractor, the additional quantity of sidewalk removal and shall be repaired at Contractor's expense. Extent of any repair required shall be determined by the Village.

## REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

Subgrade preparation shall include the removal of unsuitable surface conditions including pavement materials, vegetation, high organic content topsoil, root matter and other deleterious conditions which may be encountered. The subgrade soils (including soils in the conduit trenches) shall be proof-rolled and the soils compacted to a minimum of 95% compaction based on the standard proctor, AASHTO T-99 or ASTM D-698, within 1.0 foot of the surface.

When proof-rolling reveals unstable soil conditions, these soils shall be removed. Removal and Disposal of Unsuitable Material shall conform to applicable portions of Section 202 of the IDOT Standard Specifications. Areas where fill is required shall be prepared as indicated above. The prepared areas should then be filled using porous granular embankment, sub- grade.

## POROUS GRANULAR EMBANKMENT, SUB-GRADE

The Porous Granular Embankment, Sub-Grade shall be used as field conditions warrant at the time of construction. If Pourous Granular Embankment, Sub-Grade is required then this work shall consist of removing unsuitable material and furnishing, placing and compacting porous granular material installed on geotextile fabric to the lines and grades shown on the engineering drawings or as directed by the Engineer in accordance with the applicable portions of Section 207 of the Standard Specifications. The material shall be used as a bridging layer over soft, unstable or loose soil areas and for placement under water.

The geotextile fabric shall be in accordance with the specifications contained in Article 1080.02 of the IDOT Standard Specifications. The POE material shall conform to Article 1004.05 of the Standard Specifications except the gradation shall be as follows:

1. Crushed Stone, Crushed Blast Furnace Slag, and Crushed Concrete

| Sieve Size | Percent Passing |
|---|---|
| *6" | 97 ± 03 |
| *4" | 90 ± 10 |
| 2" | 45 ± 25 |
| #200 | 5 ± 5 |

2. Gravel, Crushed Gravel and Pit Run Gravel

| Sieve Size | Percent Passing |
|---|---|
| *6" | 97 ± 03 |
| *4" | 90 ± 10 |
| 2" | 45 ± 25 |
| #4 | 30 ± 20 |
| #200 | 5 ± 5 |

*For undercut greater than eighteen inches (18"), the percent passing the 6" sieve may be 90 ± 10, and the 4" sieve requirements eliminated.

The porous granular material shall be placed in one lift when the total thickness to be placed is 6" or less or as directed by the Engineer. Each lift of the porous granular material shall be rolled with a vibratory roller meeting the requirements of Article 1101.01 of the Standard Specifications to obtain the desired keying or interlock and compaction. The Owners Representative shall verify that adequate keying has been obtained.

A 3" nominal thickness top lift of capping aggregate having a gradation of CA-6 will be required when Aggregate Sub-Grade is not specified in the contract and Porous Granular Embankment, Sub- Grade will be used under the pavement and shoulders. Capping aggregate will not be required when embankment meeting the requirements of Section 207 of the Standard Specifications or granular sub-base is placed on top of the porous granular material.

Unnecessary construction equipment for the completion of the replacement material will not be allowed on the undercut areas until compaction of the recommended thickness of the porous granular sub-grade.

Full-depth sub-grade undercut should occur at limits determined by the Engineer. A transition slope to the full depth of undercut shall be made outside of the undercut limits at a taper of 1 foot longitudinal per 1 inch depth below the proposed sub-grade or bottom of the proposed aggregate sub-grade when included in the contract.

Removal and disposal of defective existing material shall be the responsibility of the Contractor.

## SUB-BASE GRANULAR MATERIAL, TYPE B

Furnishing and placing sub-base granular material on a prepared subgrade shall meet the requirements of Article 1004.04 of the IDOT Standard Specifications except as modified herein. The course aggregate used for this material shall be crushed gravel, crushed stone or crushed concrete, shall have a gradation of CA-6 and shall have a quality of Class D or better. No recycled materials are allowed, except with the Engineers approval of recycled HMA grindings from approved stockpiles.

Construction requirements shall meet the requirements of Section 311 of the IDOT Standard Specifications.

Sub-base granular material shall be measured in place and the area computed in square yards and
shall be paid for at the contract price per square yard for SUB-BASE GRANULAR MATERIAL, TYPE B, of the thickness shown on the drawings. Said price shall include the cost of furnishing, placing and compacting the sub-base granular material.

## BITUMINOUS MATERIALS (TACK COAT AND PRIME COAT)

This work shall consist of the application of bituminous materials (prime coat) MC-30 to aggregate base courses, and bituminous materials (tack coat) RC-70 to HMA receiving leveling binder or surface courses.

The bituminous material for priming of aggregate bases shall be prepared and applied in accordance with Article 406.05 of the IDOT Standard Specifications. Prime Coat shall be applied at a rate that will provide a residual asphalt rate on the prepared surface of 0.25 lb/sq ft for aggregate bases.

The bituminous material for tacking of concrete or hot-mix-asphalt shall be prepared and applied in accordance with Article 406.05 of the IDOT Standard Specifications. Tack Coat shall be applied at a rate that will provide a residual asphalt rate on the prepared surface of 0.05 lb/sq ft for Milled HMA and 0.025 lb/sq ft for HMA lifts.

Prime coat shall include bituminous material furnished, delivered and applied in place. Payment for such will be at the contract unit price per pound of residual asphalt for BITUMINOUS MATERIALS (PRIME COAT) and BITUMINOUS MATERIALS (TACK COAT).

## COMBINATION CONCRETE CURB AND GUTTER

Construction of the combination curb and gutter as shown on the engineering drawings shall be in accordance with Section 606 of the IDOT Standard Specifications and the details shown on the engineering drawings. Curb and gutter in the driveway shall be depressed. The thickness of the gutter section at the pavement edge shall match the pavement cross section as shown on the typical cross-section(s). The concrete shall be Class SI as specified on Article 1020 of the IDOT Standard Specifications.

The Contractor shall machine-sawcut a perpendicular clean joint between that portion of the curb or curb and gutter to be removed and that, which is to remain in place. If the Contractor removes or damages the existing curb or curb and gutter outside the limits designated by the Engineer for removal and replacement, he will be required to remove and replace that portion at his own expense to the satisfaction of the Village.

Expansion joints shall be located at locations where the new curb joins the existing curb. Expansion joints shall consist of two No. 6 plain round bars each 18-inches long with expansion caps on one end of each bar and a 1/2-inch preformed expansion joint filler materials cut to the same shape as the curb or curb and gutter. Contraction joints shall be located at not more than 12-1/2 feet intervals between expansion joints. Contraction joints shall be sawcut 2-inches in depth within 48 hours of the placement of concrete. Joints shall be sealed in accordance with Article 420.12 of the IDOT Standard Specifications and as directed by the Engineer. Curbs constructed over a utility trench shall be reinforced with three #5 reinforcing bars for a length of 10 ft. centered on the trench.
New finished curbing shall be cured by the Membrane Curing Methods in accordance with Section of the IDOT Standard Specifications using Membrane Curing Compound Type II.

In order to protect existing trees and utility poles within the Public Right of Way, the Contractor shall hand form curb and gutter at locations directed by the Owner or Village.

## COMBINATION CONCRETE CURB & GUTTER REMOVAL & REPLACEMENT

This work shall consist of the removal and replacement of any existing curb and gutter (various types) at the locations shown on the engineering drawings or as directed and marked by the Engineer in the field in accordance with Sections 202, 351, 440 and 606 of the Standard Specifications for Road and Bridge Construction and as described herein.

The construction of concrete curb and gutter shall include the excavation for and placement of a minimum of 4" CA-6 Aggregate Base in accordance with Sections 202 and 351 of the Standard Specifications, if the existing aggregate base is considered unsuitable by the Engineer. The excavation for the curb and gutter, the placement and compaction of 4" CA-6 Aggregate Base, furnishing and installing tie bars, furnishing and installing expansion joints with dowel bars, the disposal off-site of the excavation material and the curing and protection in accordance with the Standard Specifications shall be the Contractors responsability.

## CLASS B PATCHES

Class B Patches shall be performed in conformance with Section 442 of the IDOT Standard Specifications with the following amendment:

Class PP-1 concrete shall be used for all Class B patches.

## PORTLAND CEMENT CONCRETE SIDEWALK

This item shall consist of the construction of sidewalks as per the details and at locations shown on the engineering drawings and as directed by the Engineer. The work shall include all required earth excavation, including deepening to accommodate the specified concrete and aggregate base thicknesses, widening, and/or relocating of the sidewalk. Unless otherwise agreed to by the Engineer, the work item shall always include complete replacement of the existing base and any additional excavation to achieve the desired cross section and dimensions. If the profile of the sidewalk is lowered, excavation to bring the existing sidewalk area from its original elevation to the finished grade elevation will be the Contractors responsability.

The Concrete shall conform to Section 1020 of the IDOT Specifications for Class SI Portland Cement Concrete.

Construction shall conform with all the applicable requirements of Section 424 of the IDOT Specifications except as modified herein.

The sidewalk shall be constructed on an aggregate base consisting of a 4-inch (minimum) thickness of compacted CA-6 on a dry natural or compacted subgrade. The sidewalk shall have a minimum thickness of 5 inches which shall be increased to 6 inches at residential driveways and key walks or 8" at commercial driveways.

Formwork for P.C.C. Sidewalk shall be a minimum of 2x6. No 2x4 forms will be allowed during construction.

Sidewalk at driveways shall be reinforced with fiber mesh additive. Fiber mesh shall be as specified under the Special Provision PCC Driveway Pavement.

The sidewalk shall be constructed with contraction joints spaced evenly at five foot intervals. The contraction shall be one inch in depth and may be either saw cut or tooled at the time of finishing.

Expansion joints consisting of 3/4" preformed joint filter shall be placed wherever the sidewalk abuts all curbs, driveways, poles, or other structures. The expansion material shall extend for the full depth of the concrete.

## DETECTABLE WARNING (SPECIAL)

This work shall consist of providing all labor, materials, tools and equipment necessary to install cast-in-place detectable warnings with a truncated dome pattern. Detectable warnings shall be a prefabricated, cast-in-place system. Stamped concrete will not be allowed. The color shall be as close a match as possible to Federal Standard Color 30166, Brick Red, as identified using the color chart published by L.M. Scofield Company, or approved equivalent. Detectable warnings shall be cast-in-place systems manufactured by ADA Solutions (Cast-In-Place Systems), Armor Tile (Cast-In-Place Systems), or approved cast-in-place panel from an alternate supplier. Contractor shall provide a sample of the proposed panel for inspection and approval by the Village prior to installation.

Detectable warning panels must be installed across the entire width of the depressed curb, perpendicular to the direction of travel and per the standard details. At locations of curved ramps, additional areas may be required to achieve the required dimensions and direction of truncated dome pattern.

Construction shall conform to the requirements of Section 424 of the IDOT Standard Specifications except as modified herein.

## PROTECTIVE COAT AND CURING OF PORTLAND CEMENT CONCRETE

Protective Coat shall be applied to all new concrete gutter flags, faces and tops of curbs, sidewalks and driveway pavements in accordance with the requirements of Article 420.18 of the IDOT Standard Specifications except that it shall be applied regardless of the time of year.

The Portland Cement Concrete surface shall be cured in accordance with Article 1020.13 of the IDOT Standard Specifications with the following exception: "On non-traffic Portland Cement Concrete surface areas, the use of linseed oil emulsion curing compound will be permitted. The linseed oil curing compound shall meet the requirements of Article 1022.01 of the IDOT Standard Specifications. In addition, the oil phase of the emulsion shall consist of 85 percent by volume boiled linseed oil and 15 percent by volume Z-8 bodied linseed oil. The linseed oil emulsion curing compound shall be applied with a mechanical sprayer meeting the requirements of Article 1101.09(b). Membrane curing will not be permitted between November 1 and April 15."

## PAVEMENT SMOOTHNESS

The Contractor is advised that the Village is seeking a finished pavement surface that is not only devoid of obvious surface variations but also without slight ripples or waves that can be detected by a vehicle operator. As such, the IDOT Standard Specifications, while serving as a basic guide to the determination of pavement smoothness, will be modified as described below, to emphasize and insure that the smoothest pavement is produced.

The following procedures are established, the cost of which shall be included in the cost of the various hot-mix asphalt (HMA) pavement items and no additional compensation will be allowed.

1. Pre-Paving Meeting - Prior to start of paving operations, the engineer shall meet with the paving foreman and a responsible member of the Contractor's organization to review the Village smoothness criteria and to establish procedures to achieve a smooth pavement.

2. Equipment Review - The Contractor shall verify that the paving equipment is in good working order and that all machine operating parameters are within manufacturer's specifications. Pavement installation procedures will also be reviewed. It should be noted that the paver speed shall not exceed 25 feet per minute unless it can be conclusively demonstrated that a smooth and dense pavement is being constructed.

3. Test Strip - In addition to evaluation HMA mixture properties, a test strip shall be constructed at the start of pavement placement operations to assess the smoothness of the installed pavement. A 16 ft. straightedge shall be provided by the Contractor to test for surface smoothness.

4. Surface Testing - The completed surface course shall be tested for smoothness in the wheel paths with a 16 ft. straightedge provided by the Contractor. Surface variations in the pavement shall not exceed 1/8 inch.

For each variation in the surface course that exceeds1/8 inch, a deduction of 5 tons will be made in the tonnage of surface course mixture measured for payment. If the total deduction for the pavement tested in a section exceeds 25% of the installed surface course tonnage, the entire area shall be removed and replaced at the entire expense of the Contractor, and the section re-tested for smoothness.

## BRICK PAVER REMOVAL AND RE-INSTALLATION

This work shall consist of the removal and re-installation of existing brick pavers that are shown to be removed and replaced on the engineering drawings. The contractor shall remove and store existing paving blocks at a location approved by the Engineer. The work shall include excavating for, furnishing, and constructing a 5-inch aggregate base capped with 1-inch of FA-1 (sand), furnishing and installing new brick edging, reinstalling the brick pavers including installing polymeric sand in the paver joints. The work shall be completed as depicted in the drawings and/or as directed by the Engineer. If existing paving blocks are damaged during excavation or additional pavers are required to complete the work, the contractor will be required to furnish brick pavers of the same size, shape, color and texture as the existing.

## RESTORATION

Whenever public or private property is damaged or destroyed not included in this contract, the Contractor shall, at his own expense, restore such property to a condition equal to that existing before such damage or injury was done by repairing, rebuilding, or replacing it as may be directed, or he shall otherwise make good such damage or destruction in an acceptable manner. If he fails to do so the Owner may, after the expiration of a period of 48 hours after giving him notice in writing, proceed to repair, rebuild, or otherwise restore such property as may be deemed necessary, and the cost thereof shall be deducted from any compensation due, or which may become due the Contractor under his Contract. Rough or otherwise damaged turf areas shall be neatly restored with four inches of top soil and sodded.

## SODDING (PARKWAYS)

This work shall consist of preparing the ground surface, furnishing and placing topsoil to a 4" minimum depth, fertilizing the areas to be sodded as specified and furnishing and placing the sod. The preparation of the ground surface shall include the removal of the existing sod and any excavation, if necessary, of the existing ground to obtain the required 4 inches minimum depth of topsoil. All work shall be performed in accordance with the applicable requirements of Sections 211 and 252 of the IDOT Standard Specifications. All grass areas that are disturbed due to curb and sidewalk replacement, installation of new water services, street resurfacing and appurtenant construction shall be restored by sodding.

180 pounds of fertilizer nutrients per acre shall be applied at a 1:1:1 ratio as follows:

| | |
|---|---|
| Nitrogen Fertilizer Nutrients | 60 lbs./acre |
| Phosphorus Fertilizer Nutrients | 60 lbs./acre |
| Potassium Fertilizer Nutrients | 60 lbs./acre |

Watering shall be in accordance with the requirements of Articles 252.08 and 252.09 of the IDOT Standard Specifications.

The sodded areas shall be guaranteed by the Contractor for a period of one year after installation. During this period all defective areas caused by inadequate watering, salt damage, pedestrian and traffic damage, shall be repaired at the Contractor's expense.

## TREE MULCHING (PARKWAY TREES)

The Contractor shall provide shredded tree bark mulch meeting the requirements of Article 1081.06 of the IDOT Standard Specifications around all parkway trees adjacent to the limits of construction. The area of mulching will depend on the size, location and adjacent grades, but shall be a minimum of three inches (3") deep. In no cases will the limits of the mulch material be less than the area of existing mulch and/or less than 24" from the face of the tree unless otherwise directed by the Owner or Village.

## SEGMENTAL CONCRETE BLOCK WALL

This work shall consist of the designing, furnishing, and construction of a segmental concrete block retaining wall system at locations shown on the engineering drawings and as determined by the Engineer. The segmental concrete block walls will be installed adjacent to sidewalk to achieve compliance with sidewalk longitudinal- and cross-slope requirements with right-of-way accessibility guidelines.

The wall system shall consist of a leveling pad, pre-cast concrete blocks, select granular backfill and drainage system. The wall supplier shall submit shop drawings to the Engineer including cross section sheet(s) and drainage system details, dimensions, quantities and installation procedures. Construction drawings and design calculations for the retaining wall system shall be prepared by a registered structural engineer and shall bear his/her signature and seal, if required. The Contractor shall submit the construction drawings and design calculations to the Engineer for approval prior to beginning construction.

The modular retaining wall system shall be 6-inch blocks as manufactured by Versa-Lok or approved equal with shear pins. Contractor shall submit color samples for Village approval. The external face shall have a natural stone appearance and texture.

The drainage system shall consist of a 4-inch diameter perforated flexible pipe with a continuous fabric liner surrounding the outside. A tee fitting of the same type as the pipe shall be provided for each discharge point. A decorative slotted cover plate shall be provided where the drainage system discharges through the wall.

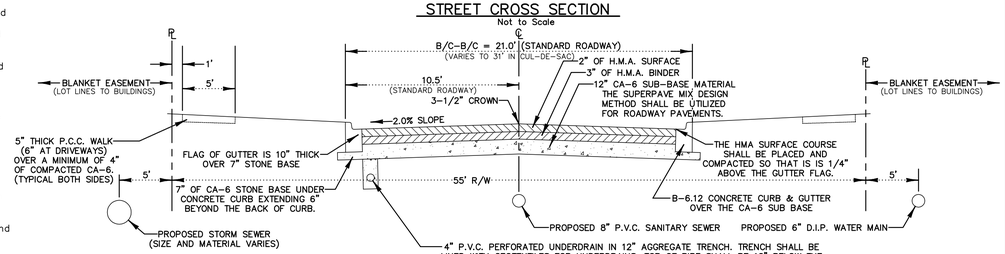
The granular backfill located behind the blocks shall meet a CA-11 gradation, shall extend from the leveling pad to 5 inches below the complete top of wall (cap) for a minimum one-foot behind the back side of the wall and shall be encased in geotechnical fabric meeting Article 1080.05 of the IDOT Standard Specifications.

The leveling pad shall be crushed aggregate meeting a CA-6 gradation and comply with the requirements of Aggregate Base Course, Type B.

If required by the Village or owner, Portions of the retaining wall shall be reinforced with Geogrid as specified and installed in accordance with all manufacturer specifications. The Geogrid shall extend a minimum of 2 feet beyond the back of the retaining wall or further as directed by the Engineer.

## STREET CROSS SECTION

Not to Scale




| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | No Scale | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

CONSTRUCTION NOTES-GLEN ELLYN

HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 17 or 25

Project # 895

Harding Townhomes - Engineering, 10/04/2021

DRAWING FILE NAME: 895-MF-SH17

## WATER MAIN AND FITTINGS

Polyvinyl Chloride water main shall be C900 DR18 (Pressure Class 235) with elastomeric gasket joints conforming to ASTM F-477. Fittings shall be ductile iron compact fittings with mechanical joints conforming to the requirements of ANSI/AWWA C153/A21.53. All fittings bolts and nuts shall be grade 304 stainless steel with anti-gall coatings.

Ductile iron pipe water main shall be class 52 with push-on joints having a minimum wall thickness of 0.31 inches. Fittings shall be ductile iron compact fittings with mechanical joints conforming to the requirements of ANSI/AWWA C153/A21.53. All fittings bolts and nuts shall be grade 304 stainless steel with anti-gall coatings.

Contractor should be aware that there may be fittings shown on the engineering drawings that require a joint restraint device. This mechanical joint restraint shall have a working pressure of at least 250 psi with a minimum safety factor of 2:1 and shall be MEGALUG as manufactured by EBAA Iron, Inc. or approved equal

Water main shall be laid with 5.5 foot minimum cover to the proposed finish grade unless shown otherwise on the engineering drawings.

All ductile iron water main pipe and fittings shall be laid in a polyethylene encasement as described in these Special Provisions.

Tracer Wire and Detectable Utility Warning Tape
Tracer wire shall be TRACE-SAFE Water Blocker Tracer Wire with TRACE-SAFE Connectors as manufactured by NEPTCO, Pawtucket, RI (www.trace-safe.com). Two tracer wires shall be strapped to the crown of the water main along its entire length (including along water service lines, fire hydrant leads, and fire hydrant barrels) with nylon zip ties spaced at no greater than four feet (4') on center. Tracer wires shall be spliced using the TRACE-SAFE End to End Butt Splice Connector. The tracer wires shall be grounded at the end of all main line runs by connecting the tracer wires to an eight-foot (8') long by 5/8 inch diameter copper bonded grounding rod. Tracer wires shall be extended from the water main to all buffalo boxes and back to the water main using TRACE-SAFE Main to Lateral connectors; the tracer wire shall be double spliced (two connecting wires) and connected to the water service line within two-feet (2') of the b-box using a stainless steel hose clamp; connection to be wrapped with moisture blocking electrical tape. Both tracer wires shall extend from the water main to the lower flange on all fire hydrants and be connected with TRACE-SAFE Fire Hydrant Connectors With Isolation Wing Nuts. Inside of all valve vaults, a tracer wire shall run from both tracer wires at the bottom of the valve vault to the top of the valve vault; the wire shall be terminated with a TRACE-SAFE connecting block and secured to the top of the valve vault cone with a Tapcon bolt and stainless steel washer. Blue Detectable Utility Tape (2-inch wide) Labeled "Buried Water Line" shall be installed over all water main and water service lines at a bury depth of 18-inches.

All existing water mains and other facilities shall be kept in service during construction, except where prior permission is granted otherwise and the construction ia scheduled with the Village.

Upon completion of the pressure test, a leakage test shall be conducted. The duration of the test shall be a minimum of one hour at a nominal pressure of 150 pounds per square inch (gauge). The allowable leakage shall be determined by the formula:

$$L = \frac{SD\sqrt{P}}{133{,}200}$$

Where: L= Allowable leakage in gallons per hour
D = Nominal Diameter of pipe in inches
P = Average test pressure in pounds per square inch (gauge)
S = Length of pipe line tested in feet

Leakage is defined as the quantity of water to be supplied in the section under test which is necessary to maintain the test pressure after the pipe has been filled with water and the air expelled.

## POLYETHYLENE ENCASEMENT

All ductile iron or cast iron pipe, fittings, valves, and hydrants shall receive a 8-mil polyethylene encasement in accordance with AWWA C105. Encasement shall be U.S. Pipe V-Bio Enhanced Polywrap or an approved equal.

The encasement material shall be an eight (8) mil thick polyethylene tube designed for water main application and in the size recommended by the manufacturer for the size of force main or water main installed. The casing shall be lapped 12 inches and held in place with polyethylene adhesive tape. Repair any rips, punctures, or other damage to the polyethylene with tape or cutting open a short length of tube, wrapping it around the pipe and securing with tape.

Wrap valves, tees, crosses, and special fittings with a flat sheet obtained by splitting open a length of polyethylene tube. Pass the sheet under the valve of fitting and bringing it up around the body. Join the seams by bringing the edges together, folding over twice and securing in place with tape. The sheet shall be adequate to provide a 12-inch lap with the tubing.
The backfill material shall be free of rocks and debris which may damage the polyethylene.

## GATE VALVES, VALVE VAULTS, AND VALVE BOXES

All main line valves size 4" to 12" shall be Mueller A 2360-20 or Waterous 500RW resilient wedge, fused epoxy coated with stainless steel bonnet bolts.

Fire hydrant auxiliary valves shall be resilient seat gate valves with mechanical joint connections or attached directly to the hydrant with a flanged connection. These valves shall meet the requirements of Article 42-2.01, and 42-2.02 of the Water and Sewer Main Specifications.

All valves shall be furnished with either cast iron valve boxes or installed in precast reinforced concrete valve manholes with frame and lid, as shown on the engineering drawings. Valve boxes shall be Tyler 664- S, 3-piece, screw type with 5-1/4" shaft and no-tilt drop cover marked with the legend "WATER" and installed with a rubber stabilizer manufactured by Adaptor Inc. or approved equal. Valve vault frame and cover shall be East Jordan Iron Works (EJIW) Catalog Number 1022-2 with Heavy Duty solid Cover (minimum assembled weight of 300 lbs.) or approved equal. "VILLAGE OF GLEN ELLYN" and the word "WATER" shall be cast in the cover in 2-inch raised letters.

Compacted crushed stone (CA-6 gradation) shall be utilized to backfill all around the base of valve box to prevent mud from entering the valve box.

All valves not in manholes shall be encased in polyethylene.

## FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX

This work shall consist of furnishing and installing a Mueller Super Centurion 250, A-423 fire hydrant approved by the Village of Glen Ellyn in accordance with Section 45 of the Illinois Water and Sewer Main Specifications and the details included in the engineering drawings, complete with auxiliary resilient seat gate valve, valve box, and 6" connecting pipe. Hydrants shall be OPEN LEFT and have National Standard Threads. Hydrants shall be painted yellow.

Fire hydrant valves shall be Tyler 664-S, 3 piece, screw type with five and one-quarter (5-1/4") inch shaft and no-tilt drop cover marked with the legend "WATER".

Connecting pipe shall be Class 52 ductile iron pipe with push-on joints having a minimum wall thickness of 0.31 inches. Fittings shall be ductile iron reduced fittings with mechanical joints conforming to the requirements of ANSI/AWWA C153/A21.53.

All water main pipe and fittings shall be laid in a polyethylene encasement as described in these Special Provisions.

## CONNECTION TO EXISTING WATER MAIN

This work shall consist of all labor, material and equipment required to connect the proposed water main to the existing main at locations indicated on the engineering drawings and as shown on the details and in accordance with the Illinois Water & Sewer Specifications. Also included shall be other work required to complete the installation of the water main connection including pipe, reducer, fittings, solid sleeve coupling (Duo-Sleeve or equal), thrust blocks, polyethylene encasement, excavation, trench backfill and legal disposal of all excess material.

## WATER SERVICE CONNECTIONS

This work shall consist of all labor, equipment and materials required to provide and install new water services of the specified size as per plan details and at locations shown on the engineering drawings and as directed by the Engineer. Included in this item are the excavation, directional boring (where required by the Engineer), water service line, tapping, saddles, repair sleeves, corporation stops, curb stops, domestic water service boxes, pipe fittings, joint materials, trench backfill, and all necessary and collateral work required to complete the work as specified herein.
Pay item for the water service connection shall be categorized into:

1. WATER SERVICE CONNECTIONS TO NEW MAIN (LONG SIDE) are new services that cross the street from the far side to connect to the new water main as shown on the engineering drawings.

2. WATER SERVICE CONNECTIONS TO NEW MAIN (SHORT SIDE) are new services close to the new water main as shown on the engineering drawings.

3. WATER SERVICES TO EXISTING MAIN (LONG SIDE) are new services that cross the street from the far side to connect to an existing water main as shown on the engineering drawings..

Water service line shall be copper, Type K, soft temper for underground service, conforming to the requirements of ASTM Standards B88 and B251. The pipe shall be marked with the manufacturer's name or trade mark and a mark indicative of the type of pipe. The outside diameter of the pipe shall conform to ASTM Standard B251, Table 2.

Trench backfill shall be selected granular backfill conforming to the requirements of these Special Provisions.

Corporation stops and curb stops shall be fabricated of brass and provided with outlets suitable for copper connection in accordance with the requirements of AWWA Standard C-800. Curb stops shall be of the round-way type. Tapping saddles shall be utilized: for new 6-inch and larger DIP mains, the saddle shall be Mueller BR2B Series, bronze double strap with AWWA taper thread (CC); for existing water mains and new PVC mains, the saddle shall be Smith-Blair 372 Series "TaperSeal" stainless steel service saddle, double bolt, CC thread. Fittings for water service line shall be copper and of the compression type.

Domestic water service curb boxes shall be cast iron, screw-type, with the base set over the curb stop and of such construction that it can be extended in length to fit the particular location with 18" of adjustment left. The cover of the domestic water service box shall be marked "WATER".

Water service connections shall be installed in accordance with the requirements of Sections 41-2.12 and 41-2.13 of the Water and Sewer Specifications and the details included in the engineering drawings. The proposed water main shall be tapped at an angle of 45 degrees with the vertical, and the stop turned so that the T-handle is on top. The water service line shall extend horizontally at right angles with the water main to the proposed curb stop and/or point of connection. The copper tubing shall be one continuous length (no coupling of the new copper tubing will be allowed) laid in the trench sufficiently weaving to allow not less than one (1) foot of extra length between the corporation and curb stops. Water service lines shall be directionally drilled as shown on the project engineering drawings; open cuts through the pavement will be allowed at all other locations. A new domestic water service box shall be set over the proposed curb stop at the location shown on the engineering drawings or as directed by the Engineer. The new copper water service line shall be flushed to remove all debris

The Contractor shall minimize any interruption of service to customers in order to install new water service connections. A minimum of 2 hours notice shall be made to the Village prior to connection to the main.

Village specifications for water service lines 2-inches or less:

| Item | Specification | | |
|---|---|---|---|
| Service Line and Meter Size | For potable usage, per Illinois Plumbing Code (Appendix A-Table N); One inch (1") minimum diameter pipe size | | |
| Saddle | REQUIRED For PVC pipe (and as required or specified for ductile/cast iron pipe): Smith-Blair 372 Series "TaperSeal" stainless steel service saddle, double bolt, CC thread. With permssion of the Utilities Division for DIP only, Mueller BR2B Series, bronze double strap with AWWA taper thread (CC) | | |
| Pipe Material | Type K Copper | | |
| Fittings-Must meet No-Lead Brass Requirement and have "NL" marking | Mueller | Ford | McDonald |
| Corporation Stop | Corporation stop shall be Mueller B-25000, with Ford L04-665-NL(90°)/L404-665-NL(45°) or A.Y. McDonald 74776-ST-66(90°)/74750-ST-66(45°) or approved equal flare x compression mechanical bend that is securely blocked or Mueller B-25008 or approved equal, 1 to 2 inch size. | | |
| Curb Stop (Quarter Turn Check and Minneapolis Top Thread) 1" | B-25155 | B44-444M | 6100T or -22<br>6100WT or -22 |
| Curb Stop (Quarter Turn Check and Minneapolis Top Thread) 1-1/4" | H-10287 + two H-15428 | B44-555M | 6105+(4753T or -22,<br>6104-55, 6110-55) |
| Curb Stop (Quarter Turn Check and Minneapolis Top Thread) 1-1/2" | B-25155 | B44-666M | 6100-33, 6104-33 |
| Curb Stop (Quarter Turn Check and Minneapolis Top Thread) 2" | B-25155 | B44-777M | 6100-44, 6104-44 |
| Curb Box (Minneapolis Pattern 1-1/2" diameter; cast iron top and pentagon plug) 5.5' Bury | H-10302 | EM2-55-67 | 5622, 5623 |
| Curb Box (Minneapolis Pattern 1-1/2" diameter; cast iron top and pentagon plug) 6' Bury | H-10302 | EM2-60-67 | 5622, 5623 |
| Curb Box (Minneapolis Pattern 1-1/2" diameter; cast iron top and pentagon plug) 6.5' Bury | H-10302 | EM2-65-67 | 5610, 5611 |
| Unions | Use Appropriate Mueller, Ford or McDonald Couplings | | |
| Fittings that are in vaults should be flare connections. | | | |

## WATER MAIN BORED IN PLACE

This work shall consist of boring ductile iron pipe water main under trees and at the locations shown on the plans or as directed by the Engineer.

Ductile iron pipe water main shall be constructed in accordance with the applicable requirements of ANSI/AWWA and the Special Provisions "Water Main" included herein.

When sheeting and bracing have been used, sufficient bracing shall remain in place during the backfill operation to prevent caving or settlement of the sides of the boring pit. Bracing may be removed as backfilling proceeds. Depressions that develop in the area involved in construction operations due to settlement of the tunneling and/or backfilling shall be filled in a manner meeting the approval of the Engineer.

## DISINFECTION OF WATER MAINS

Upon completion of the newly installed water main the new water main shall be flushed by the Contractor, prior to chlorination, at its extremities at a rate of not less than 2.5 fps, to remove any foreign matter that might be in the main. Following chlorination, all treated water shall be thoroughly flushed from the newly laid water main at its extremities until the replacement water throughout its length shall equal in quality, both chemically and bacteriologically, the water to be served to the public by the water system. This work shall be in accordance with AWWA Specification C651 as well as State and Municipal Specifications and shall be accomplished in a manner acceptable to the State Board of Health.

The contractor shall demonstrate how adequate flushing velocities will be obtained for all pipe segments. As required, temporary flushing hydrants shall be installed to achieve adequate flushing of mains.

Only first-day samples in the two-sample testing protocol may be taken Monday through Wednesday upon adequate notice from the Contractor that the water main is ready for sampling and there are no holidays during the week. If the water main segment fails to pass the second disinfection test, the Contractor will be charged a water sample testing fee according to the following schedule, such fees to be paid to the Village by the Owner deducted by the Owner from monies owned to the Contractor.

| Test Series Number | Water Sample Testing Fee Charged to Contractor |
|---|---|
| 1 | $0 |
| 2 | lab costs only |
| 3 | $2,500 plus lab costs |
| 4 | $5,000 plus lab costs |
| 5 and subsequent tests | $10,000 + $5,000 plus lab costs for each test beyond 5 |

Corporation stop used for flushing shall be included in the price of the water main. Type of corporation stop shall be as specified by the Glen Ellyn Public Works Department. All mains will be DECHLORINATED at the furthest extremity following chlorination and prior to flushing and sampling.

## STORM SEWERS

Storm sewers shall be constructed of reinforced concrete pipe (RCP), Ductile Iron Pipe (DIP) or Polyvinyl Chloride (PVC, as shown on the engineering drawings.

A. REINFORCED CONCRETE PIPE

Except as otherwise specified, reinforced concrete pipe shall conform to ASTM C-76.

The sewer shall be constructed with rubber gasketed (O-ring) joints meeting the requirements of ASTM C-361 for Reinforced Concrete Low Head Pressure Pipe. The bell and spigot or tongue and groove ends shall be formed on machine rings formed to ensure accurate joint surfaces and shall be stepped to accommodate a round compression type rubber gasket.

Rubber gaskets shall be extruded or molded in such a manner that any cross section will be dense, homogeneous, and free of porosity, blisters, pitting and other imperfections. The gaskets shall be fabricated from a high grade rubber compound containing no reclaimed rubber. The basis polymer shall be natural rubber, synthetic rubber or a blend of both. The physical properties of the rubber gaskets and the permissible variations in dimensions shall conform to the requirements of those specified in the specifications for Rubber Gaskets, ASTM Designation C361.

The gaskets shall be seated on the joint in accordance with the manufacturer s specifications. Where adhesive is required to properly seat the gasket, the gasket shall be applied not less than 24 hours prior to installing the pipe.

When the pipe is lowered into the trench, installers shall make certain that no dirt is clinging to the jointing surface or lodged under the gasket. The gasket and inside surface of the groove shall be thoroughly lubricated as specified by the gasket manufacturer. The tongue end shall be carefully centered in the groove so as to avoid the displacement of the gasket, and the pipe shall be driven home, fully deforming the gasket, by use of a cable and winch set inside the pipeline, at least two pipe lengths back, or by other methods approved by the Engineer. Adjustment to line and grade shall be made in such a manner as not to disturb the deformed gasket.

B. DUCTILE IRON PIPE

Ductile iron pipe shall be Class 52 with push-on joints having a minimum wall thickness of 0.31 inches. Fittings shall be ductile iron compact fittings with mechanical joints conforming to the requirements of ANSI/AWWA C110/A21.10.

C. PVC Pipe

PVC storm sewer pipe shall meet the requirements of ASTM Specification D2241, with a Standard Dimension Ratio (SDR) of 26 or as specified on the engineering drawings.

The pipe joints shall be elastomeric gasket (push-on) type in compliance with the requirements of ASTM D3139.

Storm sewers shall be tested by closed circuit T.V. before acceptance

### STORM DRAINAGE STRUCTURES

All manholes, inlets and catch basins shall be constructed of precast reinforced concrete in accordance with the details shown on the engineering drawings, and shall be furnished complete with a cast iron frame and grate, frame and lid or curb box, as shown on the engineering drawings.

All work shall be performed in accordance with the applicable requirements of Section 602 of the IDOT Standard Specifications.

The construction of INLETS, CATCH BASINS or MANHOLES of the type or type and diameter specified, and with the type of frame and grate or frame and lid specified, shall include all frames, grates, curb boxes, lids, sand cushion, flat slab tops, and all excavation, backfilling and connected to sewer.
Standard Village manhole frame and cover shall be East Jordan Iron Works (EJIW) Catalog Number 1022-2 with Heavy Duty solid Cover (minimum assembled weight of 300 lbs.) or approved equal. "VILLAGE OF GLEN ELLYN" and the word "STORM" shall be cast in the cover in 2-inch raised letters.

The designations for frames and grates to be installed in the curb and gutter are East Jordan Iron Works catalog numbers and are provided to establish the style and weight of casting desired. Equivalent castings by other manufacturers will be permitted, but the Contractor shall submit details of any substitution to the Owner and Village for approval. Open lid structures shall have "DUMP NO WASTE" and "DRAINS TO RIVER" cast into the frame.

For most conditions with barrier curb: EJIW 7000 with Type T1 Back and Type M1 Grate (Neenah R-3275). In depressed curb situations, use EJIW 7000 with Type M3 Flat Grate. For B-6.12 curb applications, widen gutter section to accommodate the larger grate section.

For continuous slope conditions greater than 4% with barrier-type curb, use EJIW 7220 with T1 Back and M4 Grate and widen gutter section as necessary for B-6.12 curb applications. Verify use of vane grates with the Engineer.

For lawn areas: Beehive-type, EJIW 6527 (Neenah R-4340-B)

For ditches: Ditch Grate, Stool Type, EJIW 6489 (Neenah R-4342)

In addition to being bolted to the frame, curb opening castings shall be supported against the structure and/or adjusting rings with concrete wedges mortared in place to prevent settlement of the curb opening casting.

## CONNECTION OF 6" STORM SEWER

The connection of the proposed 6" PVC storm sewer to the new sewer shall include all labor, material and equipment required for the installation of a PVC cleanout at the end of the new storm sewer service. When the connection is directly to the storm sewer main pipe, the host pipe will be cored and the 6" PVC storm sewer connected with an INSERTA-TEE connection or approved equal. When the connection is to a storm sewer manhole, inlet or catch basin, the host structure shall be cored and the 6" PVC storm sewer installed using a flexible boot or inserted into place with hydraulic cement. Connection to existing or proposed manholes and structures by new storm sewers 8" in diameter and larger will be considered incidental to the proposed storm sewer pipe item.

The cleanout tee shall be a 6" X 6" X 4" PVC tee installed at the location directed by the Engineer. The cleanout riser pipe shall be 4" PVC with a 4" PVC cap and screw plug installed with the square nut in the inverted position. A 3' long piece of #6 steel rebar shall be driven into the lawn area adjacent to the cleanout to aid in future locating of the cleanout. The cleanout tee shall be plugged on the future-use side (house side) with a water-tight plug or be connected to an existing storm sewer service line if one already exists at the location of the proposed cleanout.

## INLET AND PIPE PROTECTION

Inlet and Pipe Protection shall be in accordance with Section 280 of the Standard Specifications except as modified herein.

The Inlet Protector shall be a reinforced sediment bag with a frame that is inserted between the existing frame and grate. The Inlet Protector shall have an overflow feature to prevent ponding during heavy storms.

The Village has pre-approved the IPP Inlet Filter as manufactured by Inlet & Pipe Protection, Inc., 1635 Tonne Road, Elk Grove Village, IL (847) 228-3884. Other manufacturers may be used with prior approval from the Village.

Protection for flared end sections shall be in conformance with IDOT Highway Standard 280001-07.

## SANITARY SEWERS

Sanitary sewers of sizes 6" through 12", shall be constructed with Polyvinyl Chloride (PVC) pipe having a Standard Dimension Ratio (SDR) of 26. Fittings shall meet the requirements of ASTM D3212. The pipe shall meet the requirements of ASTM D2241. The above pipe and fittings shall be furnished with elastomeric gasket joints conforming to ASTM D3139. Connections to existing mains shall be made with a No-Shear Flex Coupler with two stainless steel bands at a point where the coupling cannot shift.

In addition to the applicable testing requirements of Article 31-1.12 of the Illinois Water and Sewer Main Specifications, PVC sanitary sewer main shall be tested by the Contractor as follows:

Deflection Test:

A. The pipeline shall be tested for excess deflection by pulling a "go-no-go" mandrel through the pipe from manhole to manhole. The mandrel shall be sized as described below. A "deflectometer" may also be used to check and record deflection. Deflection of Polyvinyl Chloride (PVC) pipe shall not exceed 5.0% of the "Base I.D." (internal diameter) of the pipe. "Base I.D." shall be calculated in accordance with the following:
Avg ID = AVG OD - 2(1.06)t
Tolerance package = (A2+B2+B2+C2)1/2

Where:
A = OD tolerance (per ASTM D2241)
B = Excess Wall Thickness Tolerance = 0.6t
C = Out-of-Roundness Tolerance = 0.015 (avg. OD)
t = Minimum Wall Thickness (per ASTM D2241)

Base ID = Avg. ID - Tolerance Package

B. Wherever possible and practical, the testing shall initiate at the downstream lines and proceed towards the upstream lines.

C. Where deflection is found to be in excess of Allowable Testing Limits, the Contractor shall excavate to the point of excess deflection and carefully compact around the point where excess deflection was found. The line shall then be re-tested for deflection. However, should after the initial testing the deflected pipe fail to return to the original size (inside diameter) the line shall be replaced.

The deflection test shall not be performed sooner than 7 days after sewer installation.

Television Test:

All sanitary sewers shall be tested by closed circuit T.V. before acceptance and shall be included with TELEVISING OF SEWERS (See Special Provision TELEVISING OF SEWERS).

Testing Live Sanitary Sewers:

The Contractor shall be required to individually air test all new sanitary sewer joints, except for sanitary services. The Engineer or his representative shall witness the air test.

The joints in the sanitary sewer shall be pressure tested by applying pressure equivalent to static
water head of 2/3rd average depth of sanitary sewer to the joint, in no case will this pressure be less than 4.6 psig. After the required pressure has been applied to the joint, the applied pressure shall be shut off and the pressure observed for 30 seconds. If the pressure drops 1 psig within 30 seconds, then the joint shall be considered to be defective. Necessary repairs shall be made and the air test repeated until satisfactory results are obtained.

Acceptance:

Acceptance will be based on completed sewers, which have been flushed, inspected, and tested, and found acceptable by the Village.

## BEDDING AND BACKFILL FOR UNDERGROUND CONDUITS

All PVC sewer pipe, shall be placed in granular bedding extending from 6 inches below the pipe to 12 inches above the pipe. Bedding for DIP or concrete pipe shall extend 6 inches below the pipe to the pipe spring line. Bedding material shall be crushed stone or crushed gravel of gradation CA- 7 or CA-11 conforming to ASTM D2321 for Class I material. Granular bedding shall not be paid for separately, but shall be considered incidental to the cost of the water main or sewer pipe.

Selected Granular Backfill shall be required wherever a conduit crosses any pavement, curb and gutter, driveway, or sidewalk. Where the trench crosses a surfaced area transversely, the selected granular backfill shall extend 2 feet beyond the surface. Where the trench is parallel to the surfaced area, selected granular backfill shall be required when the trench wall is within 2 feet of the surface.

All trenches, including water and sewer services outside the pavement, shall be backfilled and compacted with Selected Granular Backfill in accordance with Article 20-4.06 of the Illinois Water and Sewer Main Specifications. This material shall be crushed stone, gradation CA-6, meeting the requirements of Article 1004.05 of the IDOT Standard Specifications. Recycled concrete materials from approved and tested stockpiles will be allowed if approved by the Engineer. The material shall be deposited in uniform layers not exceeding six inches thick (loose measure) and each layer shall be compacted by mechanical ramming or tamping in a manner approved by the Engineer. Compaction shall be not less than 95% of the standard proctor laboratory density.

## SANITARY MANHOLES

Sanitary manholes shall be constructed of precast reinforced concrete in accordance with the detail shown on the Plans. All manhole sections, adjusting rings, and cast iron frames shall be set in butyl rope beds as per detail shown on the Plans. Manholes shall be furnished complete with cast iron frame and self-sealing lid, external joint wrap and chimney seal, exterior joint collar and flexible rubber manhole sleeves.

The joint wrap and chimney seal shall be Wrapid Seal Manhole Encapsulation System. The frame and cover shall be EJIW 1022-2 with heavy-duty solid cover (min. 300 lb.) With the word "SANITARY" cast in the cover. The sanitary manhole lid shall be self-sealing solid lid with watertight gasket and concealed pickhole. The Manhole shall be tested for watertightness using a vacuum test or other testing method as approved by the Engineer.

## EXPLORATORY EXCAVATION

Exploratory Excavation shall consist of excavating an area within the Public Right of Way or Easement areas for the purpose of locating existing utilities within the construction limits of the proposed improvement. This work shall be performed as directed by the Owner, Engineer or Village.

After the excavation has been inspected, it shall be backfilled as directed by the Village. If it is located in a paved area (existing or proposed), the excavation shall be backfilled with Selected Granular Backfill as specified by the Village. Otherwise, the excavation shall be backfilled with excavated material compacted to the satisfaction of the Village. Any excess material shall be disposed of in accordance with Article 202.03 of the IDOT Standard Specifications.

## SANITARY SEWER SERVICE

Sanitary services shall be constructed using PVC SDR 26 ASTM D2241, and per the details shown on the engineering drawings. The sanitary services will include a new factory wye or tee-wye fitting to the sewer main and new 6" pipe.A service line cleanout may be required for excessive length services or when bends in the service line are necessary.

A. SANITARY SERVICE CONNECTION TO EXISTING SEWER MAIN

Sanitary service pipe connection to an existing Sewer Main shall consist of all labor, material and equipment required establish a new tee/wye connection at the existing main.

If the existing Sewer Main is clay pipe then the installation of five feet of 8" PVC sanitary sewer main line pipe will be required. The connection to the existing pipe shall be made with a No-Shear Flex Coupler secured with stainless steel bands. Contractor shall take extra care in connecting to the existing clay pipe sanitary sewer main

B. SANITARY SEWER SERVICE PIPE

All 6" sanitary sewer PVC service pipe and and fittings shall be 6" PVC SDR26 ASTM D2241 and shall include all excavation, bedding and backfill (including trench backfill up to the existing pavement or ground). The lateral pipe will be installed as shown on the details in the engineering drawings. The extent of the sanitary sewer service pipe shall generally be to a point 3 ft. beyond the Right of Way.

C. SANITARY SEWER SERVICE CLEANOUT

If required, this shall consist of all labor, material and equipment necessary to excavate and install six inch tee, riser with frame and cover. An EJIW 1566 (NEENAH R-1975-A2) cast iron frame and cover (cast with the letter "S") shall be utilized for all sanitary cleanouts located in driveway areas. For cleanouts in lawn areas, a 6" brass cleanout flush plug with square head, Sioux 877-60 or approved equal, shall be utilized. In addition, a 3' long piece of #6 rebar shall be driven into the lawn area adjacent to the cleanout.

## RECONSTRUCT SANITARY MANHOLE

Reconstruction of an existing sanitary manhole may be required when the grade at the existing manhole changes beyond rim adjustment allowances, or the existing manhole that is being connected to is found to be in need of repair for the connection.

This work may include replacement of a cone or barrel section or rebuilding brick masonry of the structures. Existing frame and lid shall be replaced with new frame and lid (if required by the Village) and adjusted to the required rim elevation and will have a chimney seal specified in these Special Provisions or as approved by the Village.

Materials and construction requirements shall be as per applicable articles of Section 602 of the IDOT Standard Specifications.

## TELEVISING OF SEWERS

All newly installed sanitary and storm sewer mains within the project limits shall be inspected by closed circuit TV before acceptance. All testing of sanitary sewers shall be witnessed and approved by the Village before final acceptance. The entire length between manholes of sewer sections shall be televised.

The Contractor shall submit one color digital record (in DVD format) of the sewer and 2 copies of the televising report to the Owner, showing distance between manholes, location of service connections, direction of flow and direction of TV camera during televising.

Prior to televising, the Contractor shall flush and clean all sewers. If the sewers are found not to be clean during televising, the Contractor will be required to flush and clean and re-televise said sewers found not to be clean.

Unless otherwise specified, sewers must be straight between manholes. They may be tested for straightness by flashing a light from manhole to manhole, lamping, or by other suitable means.

The timing of the televising of sewers is of the utmost importance. No roadway work will be allowed until the video records have been viewed and accepted with the approval of the Village.

## STRUCTURES TO BE ADJUSTED WITH OR WITHOUT NEW FRAME AND CLOSED LID

This work shall be done by removing the existing masonry between top of corbel and bottom of frame for an existing structure. Adjustment of frames for new structures is incidental. Install new concrete adjusting rings set in a ready-to-apply butyl rope. Set specified frame and lid to match the proposed grade on a ready-to-apply butyl rope. All joints shall be buttered with mortar.

All adjusted sanitary manholes will have new frame and lid, and chimney shall be sealed with "Wrapid Seal" Manhole Encapsulation System manufactured by Canusa-CPS, Texas, USA or system approved equal by the Village. Sealing shall be sized to extend 3"-4" above and below the upper and lower joints of the cone section, grade rings and frame. Materials and installation procedure shall be as per manufacturer's specifications.

If the Structure is within an existing roadway,after the castings have been adjusted, the surrounding space shall be filled with class SI concrete to the elevation of the base course. The concrete shall be cured for for a period of not less than 72 hours. The cost for the concrete work will be included in the cost of the adjustment.

Harding Townhomes - Engineering, 10/04/2021

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | No Scale | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

CONSTRUCTION NOTES-GLEN ELLYN
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 18 or 25
Project # 895

DRAWING FILE NAME: 895-MF-SH18

FOR LEGAL DESCRIPTIONS OF PARCELS SEE SHEET 1

CARRADUS

ILLINOIS ROUTE 53

BITUMINOUS ROADWAY (100' R/W)

CONCRETE CURB & GUTTER

EDGE OF PAVEMENT

EXISTING CONCRETE WALK

(Rad.=34327.48')
(L=552.92')

(L=31.24')
(Rad.=20.00')

EXISTING APARTMENT BUILDING

(N 90°00'00" E)
(217.73')

SITE

(33.00')
(N 00°31'55" W)

46.75'
(N 90°00'00" E)

HARDING AVE.

(166.75')
(N 00°00'00" E)

(L=166.78')
(Rad.=34066.78')

(20.84')
(N 89°59'07" E)

(28.23')
(S 89°58'12" W)

(166.77')
(S 01°17'30" W)

(289.00')
(N 89°57'19" E)

GLENBARD RD. (66' R/W)

BITUMINOUS ROADWAY

WOOD DECK
EXISTING RESIDENCE
CONC. PATIO
BITUMINOUS DRIVEWAY
BRICK PATIO
FRAME SHED
EXISTING GARAGE
WOOD PORCH
PROPOSED DRIVEWAY
PROPOSED RESIDENCE
EXISTING DRIVEWAY
UNDER CONSTRUCTION RESIDENCE
STONE PATIO
CONCRETE DRIVEWAY
BRENTWOOD COURT

| | | | |
|---|---|---|---|
| Date Of Field Work: | 11/03/20 | Drawn By: | JW |
| Scale: | 1" = 30' | Checked By: | EAC |
| Pld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

SURROUNDING CONDITIONS EXHIBIT

HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 19 of 25

Project # 895

DRAWING FILE NAME: 895-MF-SH19



Harding Townhomes - Engineering, 10/04/2021

# CROSS SECTION DETAIL

SCALE: 1"=10' (HORIZONTAL)
1"=5' (VERTICAL)

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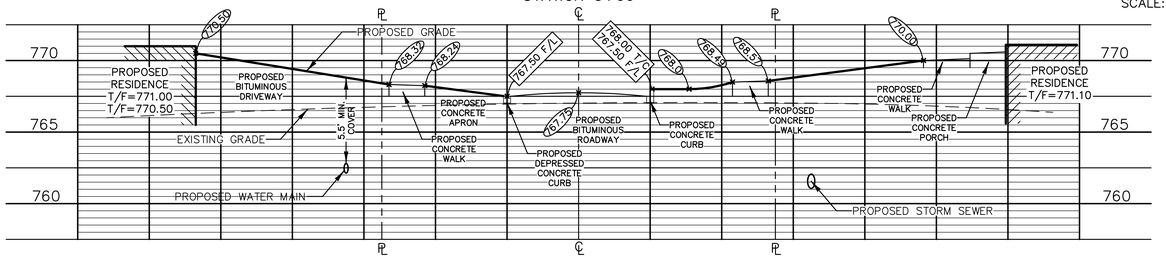


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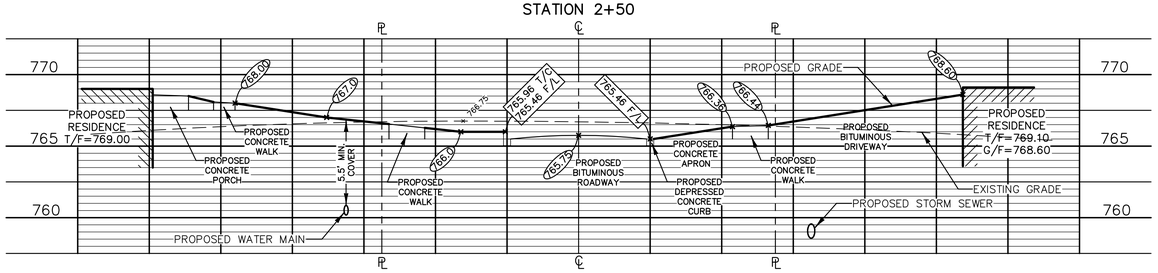


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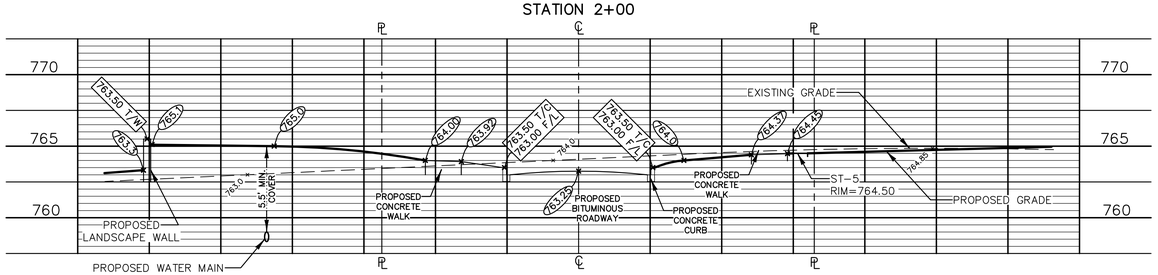


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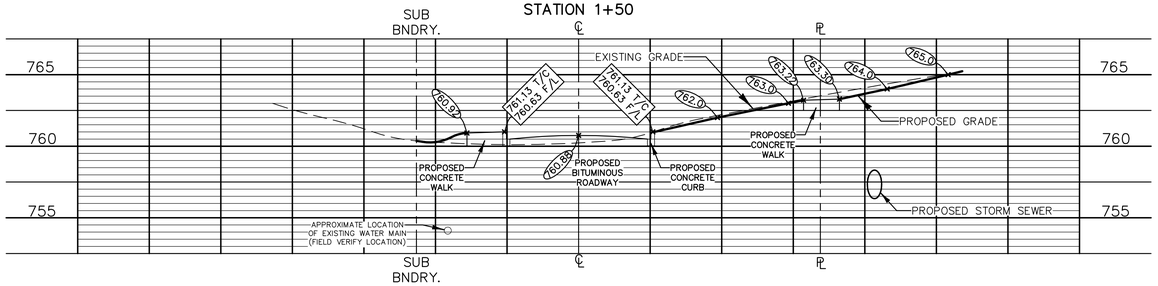


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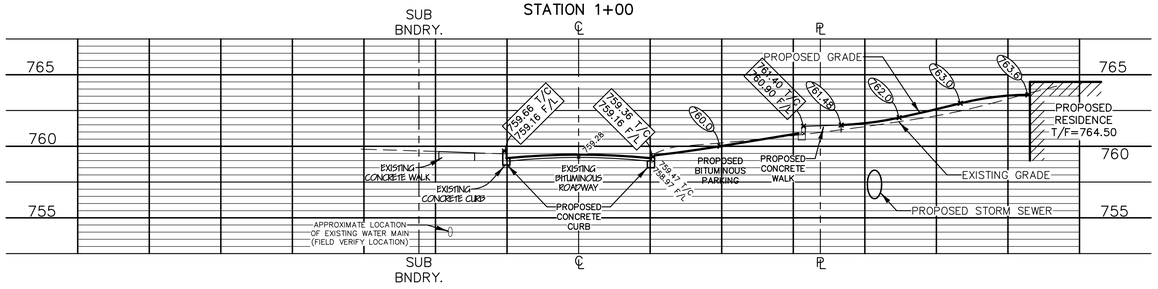


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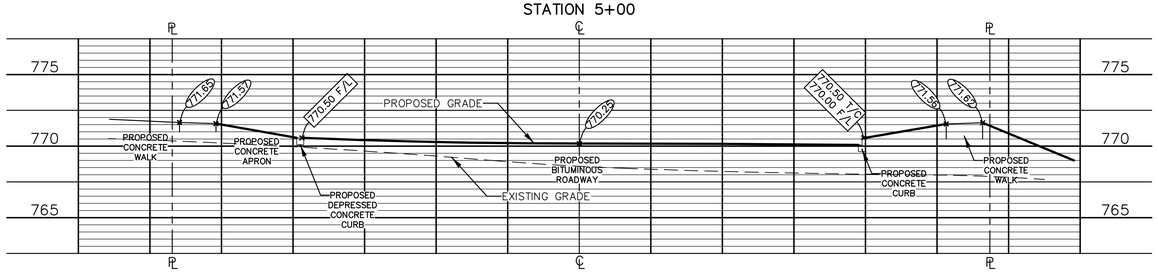


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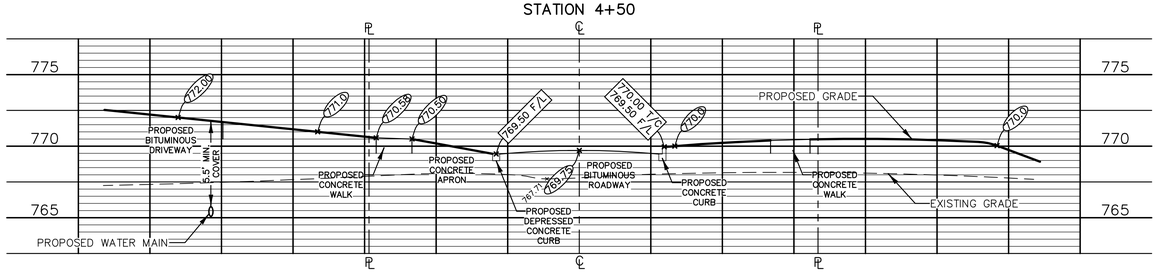


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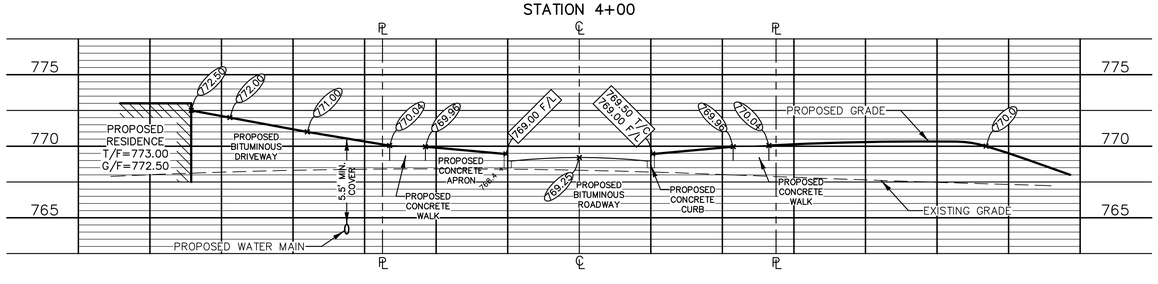


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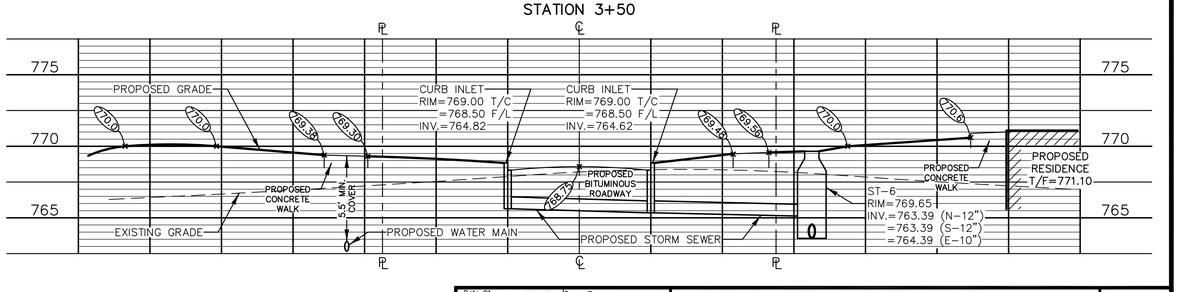


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|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | VARRIES | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

CROSS SECTIONS
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.


Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM


Sheet 20 of 25

Project # 895

Harding Townhomes - Engineering, 10/04/2021

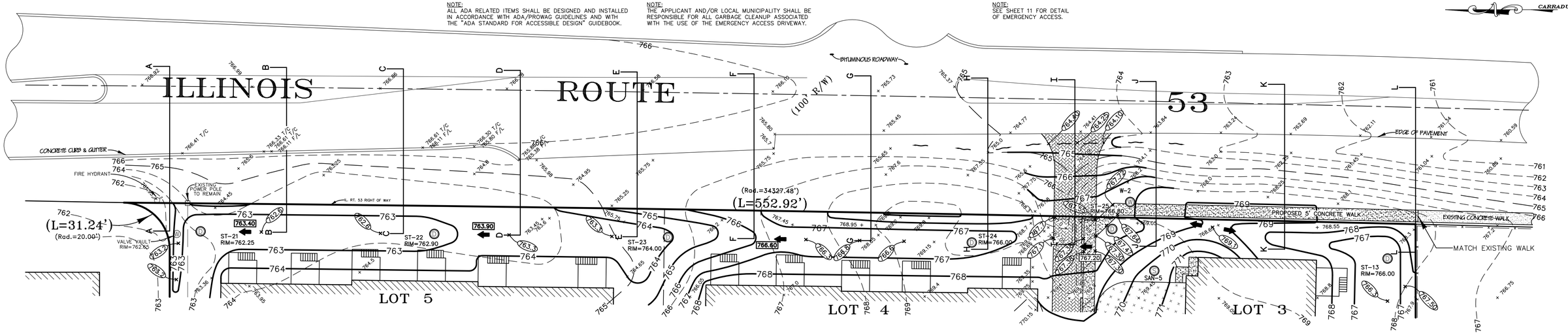
DRAWING NAME: 895-MF-SH20.DWG

NOTE:
ALL ADA RELATED ITEMS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH ADA/PROWAG GUIDELINES AND WITH THE "ADA STANDARD FOR ACCESSIBLE DESIGN" GUIDEBOOK.

NOTE:
THE APPLICANT AND/OR LOCAL MUNICIPALITY SHALL BE RESPONSIBLE FOR ALL GARBAGE CLEANUP ASSOCIATED WITH THE USE OF THE EMERGENCY ACCESS DRIVEWAY.

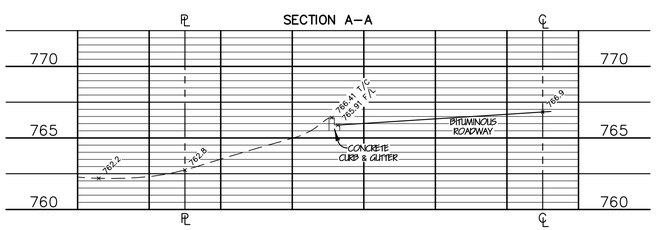
NOTE:
SEE SHEET 11 FOR DETAIL OF EMERGENCY ACCESS.

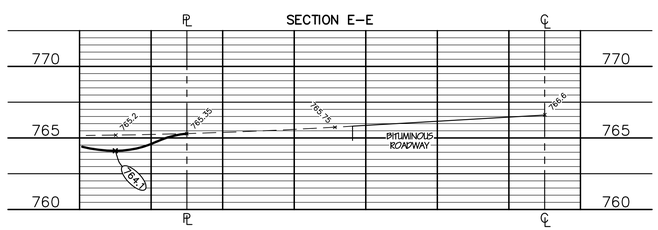
CARRADUS

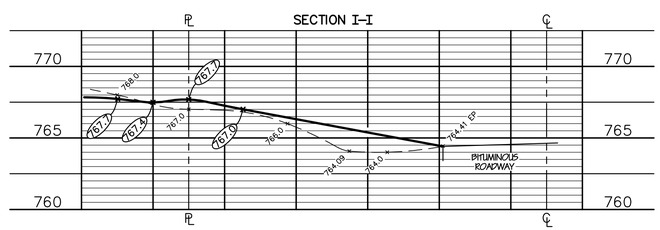


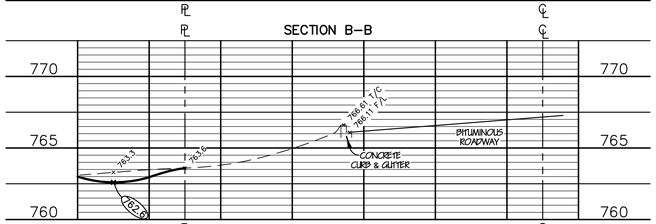

## CROSS SECTION DETAIL

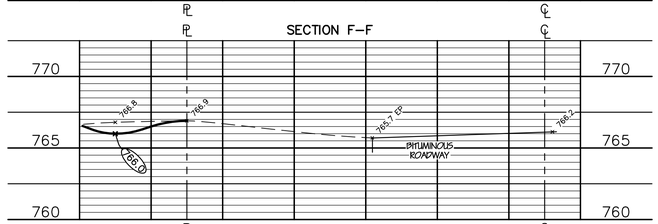
SCALE: 1"=10' (HORIZONTAL)
1"=5' (VERTICAL)

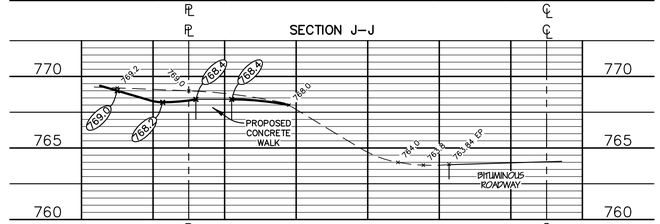


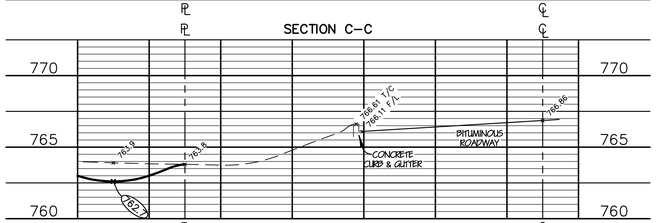



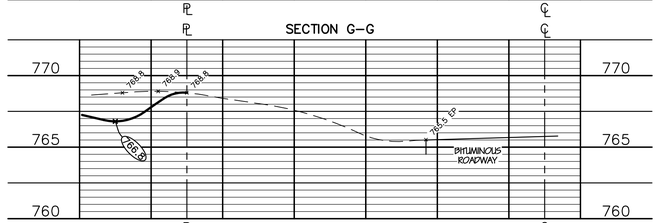



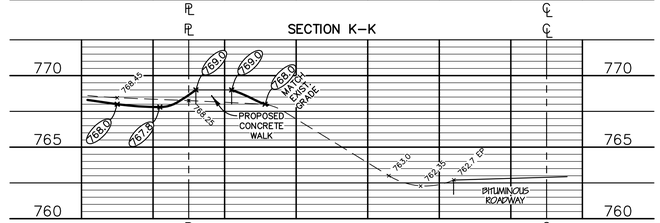



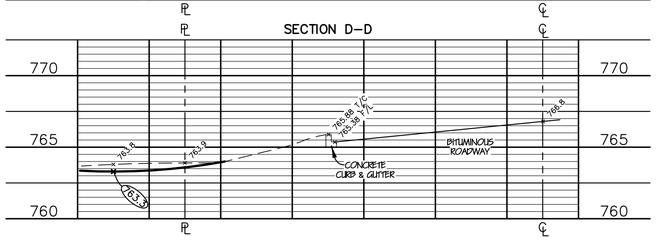



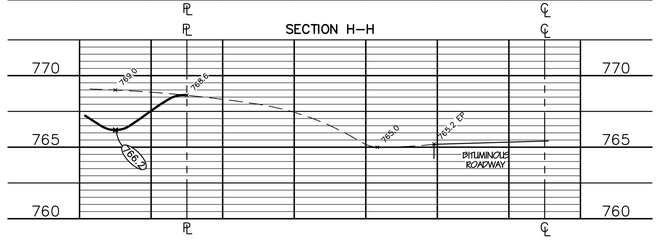



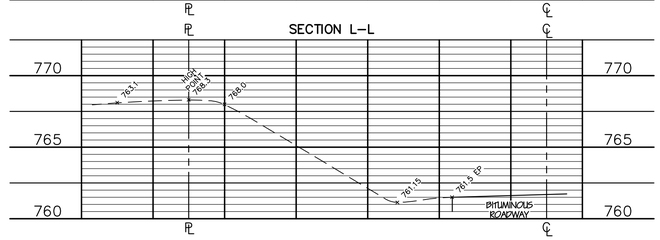




| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 09/10/21 | VILLAGE REVIEW |

IL. RT. 53 CROSS SECTIONS
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
100 Bridge Street Suite 1, Wheaton, Illinois 60187
(630) 588-0416 (FAX) 653-7682

Sheet 21 of 25

Project # 895

DRAWING FILE NAME: 895-MF-SH21

Harding Townhomes - Engineering, 10/04/2021

CARRADUS

ILLINOIS ROUTE 53

(100' R/W)

BITUMINOUS ROADWAY

CONCRETE CURB & GUTTER

EDGE OF PAVEMENT

HEAVY BRUSH ALONG RIGHT OF WAY SHALL BE REMOVED AS NEEDED FOR SIDEWALK CONSTRUCTION WITHIN ROUTE 53 RIGHT OF WAY

(L=31.24')
(Rad.=20.00')

(Rad.=34327.48')
(L=552.92')

EXISTING CONCRETE WALK

LOT 5

LOT 4

LOT 3

LOT 2

LOT 1

HARDING AVE.

HARDING COURT

(N 90°00'00" E)
(217.73')

(N 00°31'55" W)
(33.00')

(N 90°00'00" E)
46.75'

(166.75')
(N 00°00'00" E)

(20.84')
(N 89°59'07" E)

(L=166.78')
(Rad.=34066.78')

(28.23')
(S 89°58'12" W)

(166.77')
(S 01°17'30" W)

(N 89°57'19" E)
(289.00')

FRAME SHED

WOOD DECK

EXISTING RESIDENCE

SIGN

BITUMINOUS ROADWAY

TREE LEGEND

DECIDUOUS TREE TO BE REMOVED
#1 TREE NUMBER
29" TREE D.B.H.

CONIFEROUS TREE TO BE REMOVED
#1 TREE NUMBER
29" TREE D.B.H.

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/30/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

TREE PRESERVATION PLAN
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 22 of 25

Project # 895

DRAWING FILE NAME: 895-MF-SH24

Harding Townhomes - Engineering, 10/04/2021

| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
|---|---|---|---|
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 03/01/21 | VILLAGE REVIEW |
| 06/25/21 | VILLAGE REVIEW |
| 09/10/21 | VILLAGE REVIEW |

# IDOT TRAFFIC CONTROL DETAILS

HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

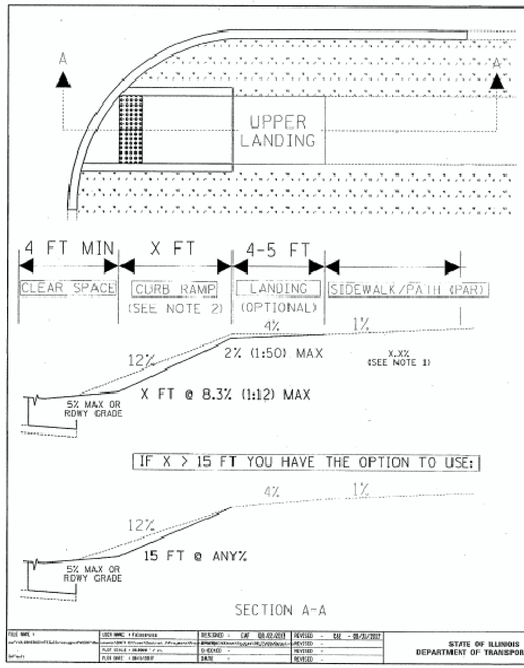
Sheet 23 of 25

Project # 895

DRAWING FILE NAME: 895-MF-SH23



Harding Townhomes - Engineering, 10/04/2021




**15 FT RULE (R304/BDE 58-1.09):**

"The running slope of the curb ramp shall be 5% minimum and 8.3% max BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FT"

i.e. There is no max length of curb ramp if using 8.3% max; however to avoid "chasing the existing grade" indefinitely, when the 8.3% max exceeds 15 FT, you can alternately utilize a max length of 15 FT and utilize any grade desired.

IDOT'S Highway Standard requires level (i.e. 2% max) upper and lower landings. PROWAG allows the lower landing to meet 5% or the grade of the road and does not require an upper landing. Under the 15 ft rule, provision of an upper landing is up to designer's discretion.

NOTE 1: AFTER THE LANDING USE SLOPE REQUIREMENTS FOR:

**SIDEWALK / SIDEPATH (R302.5/BDE 58-1.06)**

"Grade shall not exceed the GENERAL GRADE OF ADJACENT STREET. Where PAR is not contained within a street or highway ROW the grade of the PAR SHALL BE 5% MAX."

OR

**TRANSITIONAL SEGMENTS (R202.3.2):**

Beyond the landing, you are allowed to have a transition zone into the existing sidewalk/path. Use engineering judgement to provide the ADA/PROWAG requirements to the maximum extent practicable. This transition zone does not require a Maximum Extent Practicable Form (BDE 3101) or a Construction Concurrence Form (BDE 5801). As a matter of engineering judgement guidance only, you may use the sidewalk ramp grades shown below.

**SIDEWALK RAMP (R407/BDE 58-1.08) (i.e. NOT CURB RAMP):**

- The 15 FT rule does not apply to Sidewalk Ramps
- Running slope between 5% and 8.3% for new facility. Existing facilities can use the following:
  - Max Rise=6 IN - >8.3% but ≤ 10%
  - Max Rise=3 IN - >10% but ≤ 12.5%
- Requires 5 FT level landings at top and bottom
- The Max vertical rise shall be 2.5 FT (30 IN), afterwhich a 5 FT landing is required prior to introducing another ramp to reach desired elevation
- Requires handrails if vertical rise is > 6 IN or length >72 IN
  - However, avoid the use of handrails whenever possible

NOTE 2:
If the curb ramp running slope is ≤ 5% no landing is required unless a turning space is required for an intersecting sidewalk

NOTE 3
All slopes shown in this exhibit are running slopes.

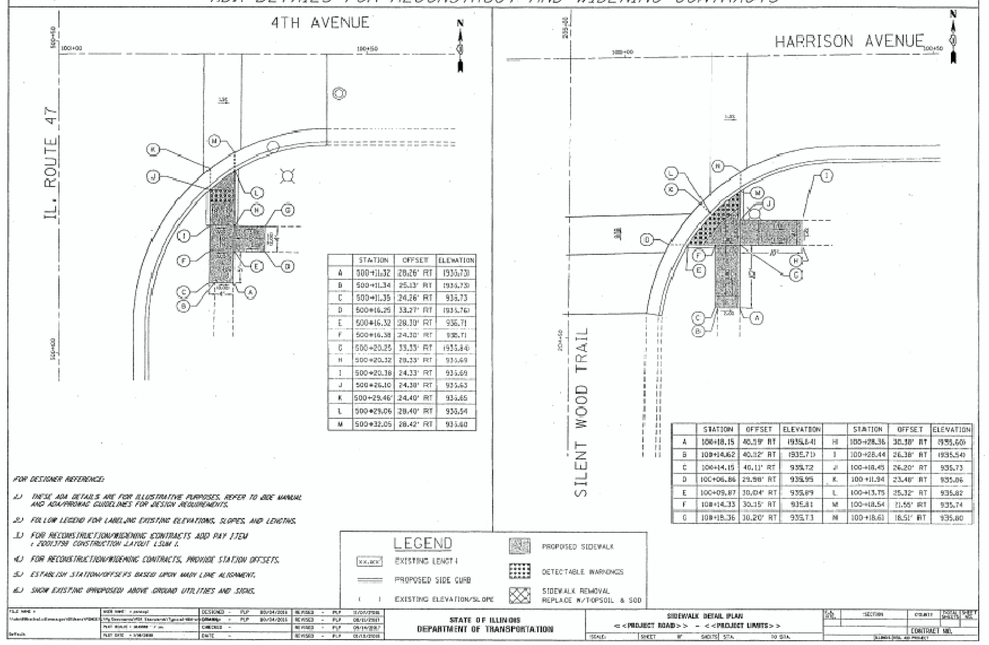
REFERENCE BENCHMARK ELEV 935.33
BENCHMARK : PK NAIL IN CENTERLINE OF IL 47
LOCATION : 57 FT SOUTH OF 3RD AVENUE

REFERENCE BENCHMARK ELEV 856.66
BENCHMARK : "X" CUT ON NORTH WESTERNLY LOWER FLANGE BOLT OF HYDRANT
LOCATION : ON NORTH WEST CORNER OF IL ROUTE 23 AND FOREST STREET

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA/PROWAG 15 FT CURB RAMP RULE

## ADA DETAILS FOR RECONSTRUCT AND WIDENING CONTRACTS




| | STATION | OFFSET | ELEVATION |
|---|---|---|---|
| A | 100+18.32 | 28.26' RT | (935.73) |
| B | 100+11.34 | 25.13' RT | 935.73 |
| C | 100+11.35 | 24.26' RT | 935.73 |
| D | 100+16.25 | 23.27' RT | (935.76) |
| E | 100+16.32 | 24.19' RT | 935.71 |
| F | 100+16.38 | 24.32' RT | 935.71 |
| G | 100+20.25 | 23.33' RT | (935.84) |
| H | 100+20.32 | 24.33' RT | 935.69 |
| I | 100+20.38 | 24.33' RT | 935.69 |
| J | 100+26.10 | 24.38' RT | 935.63 |
| K | 100+29.46 | 24.40' RT | 935.65 |
| L | 100+29.06 | 28.40' RT | 935.54 |
| M | 100+32.05 | 28.42' RT | 935.60 |

| | STATION | OFFSET | ELEVATION | | STATION | OFFSET | ELEVATION |
|---|---|---|---|---|---|---|---|
| A | 106+18.15 | 40.19' RT | (935.61) | H | 100+28.36 | 30.38' RT | (935.60) |
| B | 109+14.62 | 40.12' RT | (935.71) | I | 100+28.44 | 26.38' RT | (935.54) |
| C | 106+14.15 | 40.11' RT | 935.72 | J | 100+18.45 | 26.20' RT | 935.73 |
| D | 10C+06.86 | 29.98' RT | 936.95 | K | 100+11.94 | 23.48' RT | 935.86 |
| E | 10C+03.87 | 30.04' RT | 936.89 | L | 100+13.75 | 25.32' RT | 935.82 |
| F | 10B+14.33 | 30.15' RT | 935.81 | M | 100+18.54 | 31.56' RT | 935.74 |
| G | 10B+15.36 | 30.20' RT | 935.73 | N | 100+18.61 | 18.51' RT | 935.80 |

*FOR DESIGNER REFERENCE:*

*1.) THESE ADA DETAILS ARE FOR ILLUSTRATIVE PURPOSES. REFER TO BDE MANUAL AND ADA/PROWAG GUIDELINES FOR DESIGN REQUIREMENTS.*

*2.) FOLLOW LEGEND FOR LABELING EXISTING ELEVATIONS, SLOPES, AND LENGTHS.*

*3.) FOR RECONSTRUCTION/WIDENING CONTRACTS ADD PAY ITEM : 2001798 CONSTRUCTION LAYOUT (SIGN).*

*4.) FOR RECONSTRUCTION/WIDENING CONTRACTS, PROVIDE STATION OFFSETS.*

*5.) ESTABLISH STATION/OFFSETS BASED UPON MAIN LINE ALIGNMENT.*

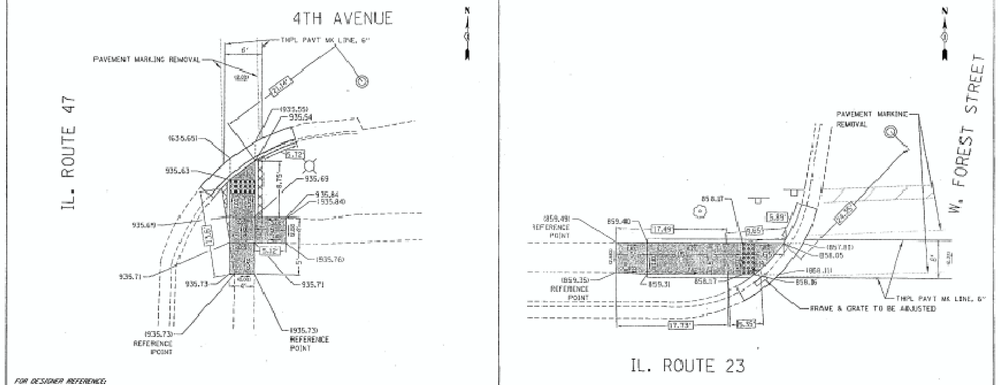
*6.) SHOW EXISTING UNPROPOSED ABOVE GROUND UTILITIES AND SIGNS.*

LEGEND
- XX.XX EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
<<PROJECT ROAD>> - <<PROJECT LIMITS>>

## ADA DETAILS FOR RESURFACING AND ADA STAND ALONE CONTRACTS







*FOR DESIGNER REFERENCE:*

*1.) THESE ADA DETAILS ARE FOR ILLUSTRATIVE PURPOSES. REFER TO BDE MANUAL AND ADA/PROWAG GUIDELINES FOR DESIGN REQUIREMENTS.*

*2.) FOR RESURFACING /ADA STAND ALONE CONTRACTS, A MINIMUM OF 2 REFERENCE POINTS PER CORNER MUST BE PROVIDED. REFERENCE POINTS CANNOT BE IN LOCATIONS TO BE REMOVED. TYPICALLY PROVIDE AT END OF SIDEWALK REPLACEMENT.*

*3.) EXISTING DISTANCE TO EACH REFERENCE POINT MUST BE PROVIDED.*

*4.) FOLLOW LEGEND FOR LABELING EXISTING ELEVATIONS, SLOPES, AND LENGTHS. PROVIDE ELEVATIONS AT GRADE BREAKS; BENCHMARKS MUST BE INCLUDED*

*5.) DO NOT SHOW LOCATIONS OF PATCHING, BUT INCLUDE IN QUANTITIES AS REQUIRED; 4 FT WIDE FULL DEPTH PATCHES RECOMMENDED.*

*6.) IF ADA/PROWAG REQUIREMENTS CANNOT BE MET BY MODIFYING OTHER DESIGN ELEMENTS, AS A LAST OPTION YOU CAN MODIFY CURB GUTTER FLAC SLOPE FROM -5% TO +5% TO GET CROSS SLOPE BELOW 2%, BUT MAKE SURE GUTTER WATER FLOWS AWAY OR TO EXISTING STRUCTURES. IF THIS IS PURSUED, ADD ELEVATIONS AT FACE OF PAVEMENT, FLOW LINE, AND BACK OF CURB AS REQUIRED.*

*7.) FOR RESURFACING /ADA STANDALONE CONTRACTS ADD PAY ITEM : CONSTRUCTION LAYOUT (SPECIAL) , LSUM 1.*

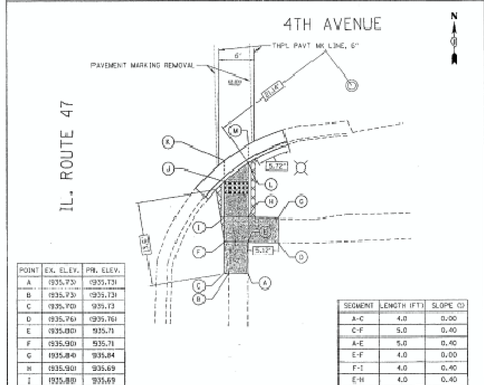
*8.) QUANTITIES CAN BE SHOWN ON DETAIL OR PROVIDE SCHEDULE OF QUANTITIES.*

LEGEND
- XX.XX EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
<<PROJECT ROAD>> - <<PROJECT LIMITS>>

## ADA DETAILS FOR RESURFACING AND ADA STAND ALONE CONTRACTS - WITH TABLES

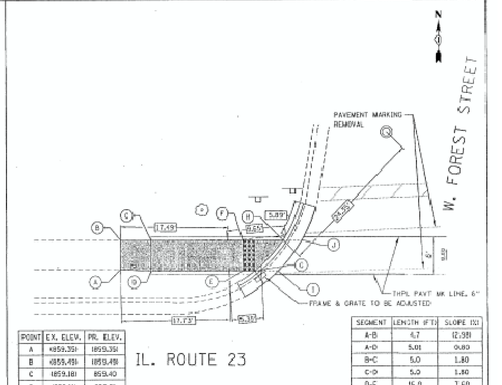



| POINT | EX. ELEV. | PR. ELEV. |
|---|---|---|
| A | (935.73) | (935.73) |
| B | (935.73) | (935.73) |
| C | (935.70) | 935.73 |
| D | (935.76) | (935.76) |
| E | (935.80) | 935.71 |
| F | (935.90) | 935.71 |
| G | (935.84) | 935.84 |
| H | (935.90) | 935.69 |
| I | (935.80) | 935.69 |
| J | (935.68) | 935.63 |
| K | (935.65) | (935.65) |
| L | (935.75) | 935.54 |
| M | (935.55) | (935.55) |

| SEGMENT | LENGTH (FT) | SLOPE (%) |
|---|---|---|
| A-C | 4.0 | 0.00 |
| C-F | 5.0 | 0.40 |
| A-E | 5.0 | 0.40 |
| E-F | 4.0 | 0.00 |
| F-I | 4.0 | 0.40 |
| E-H | 4.0 | 0.40 |
| E-D | 5.0 | 1.00 |
| D-G | 4.0 | (2.00) |
| H-G | 5.0 | 3.00 |
| H-L | 8.74 | 1.72 |
| M-I | 4.0 | 0.00 |
| I-J | 5.73 | 1.05 |

*NOTES:*

*1.) TABLES ARE AN ACCEPTABLE ALTERNATIVE FOR RESURFACING AND ADA STAND ALONE CONTRACTS*




| POINT | EX. ELEV. | PR. ELEV. |
|---|---|---|
| A | 859.35' | 859.35' |
| B | 859.49' | 859.49' |
| C | 859.18' | 859.40 |
| D | (859.11) | 859.31 |
| E | 858.40' | 858.17 |
| F | (858.25') | 858.17 |
| G | 858.35' | 858.16 |
| H | 857.83' | 858.05 |
| I | (858.10') | 858.11 |
| J | (857.81) | 857.88 |

| SEGMENT | LENGTH (FT) | SLOPE (%) |
|---|---|---|
| A-B | 6.7 | (2.98) |
| A-D | 5.01 | 0.80 |
| B-C | 5.0 | 1.80 |
| C-D | 5.0 | 1.80 |
| D-E | 15.0 | 7.60 |
| C-F | 15.0 | 8.20 |
| E-F | 5.0 | 0.00 |
| F-H | 6.65 | 1.80 |
| E-G | 2.0 | 0.50 |
| G-H | 6.86* | 1.60 |
| I-J | 6.32* | 3.64 |

* = ARC LENGTH

REFERENCE BENCHMARK ELEV 935.33
BENCHMARK : PK NAIL IN CENTERLINE OF IL 47
LOCATION : 57 FT SOUTH OF 3RD AVENUE

REFERENCE BENCHMARK ELEV 856.66
BENCHMARK : "X" CUT ON NORTH WESTERNLY LOWER FLANGE BOLT OF HYDRANT
LOCATION : ON NORTH WEST CORNER OF IL ROUTE 23 AND FOREST STREET

LEGEND
- XX.XX EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
<<PROJECT ROAD>> - <<PROJECT LIMITS>>

| | |
|---|---|
| Date Of Field Work: | 02/26/20 |
| Scale: | 1" = 20' |
| Fld Bk Pg: | 48-00 |
| Drawn By: | CMG |
| Checked By: | EAC |
| Approved: | ADC |

| Date: | Revision: |
|---|---|
| 09/10/21 | VILLAGE REVIEW |

IDOT CONSTRUCTION DETAILS
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 24 or 25

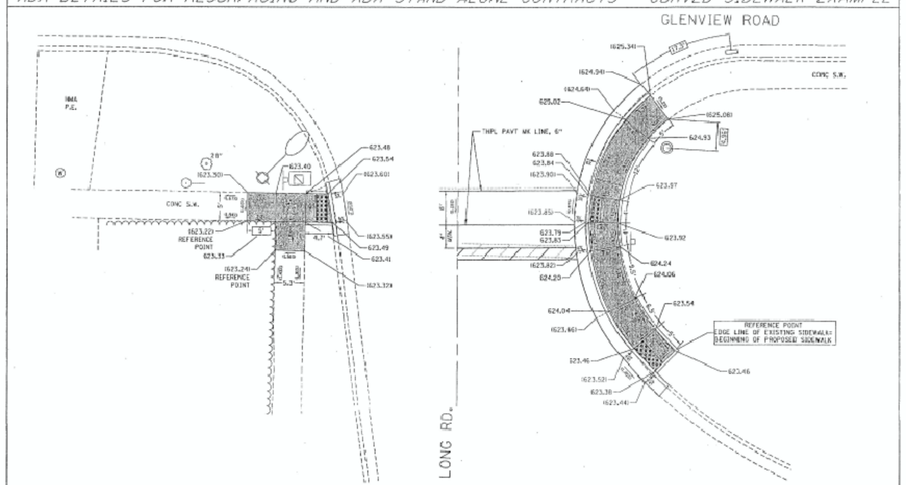
Project # 895

DRAWING FILE NAME: 895-MF-SH24



Harding Townhomes - Engineering, 10/04/2021

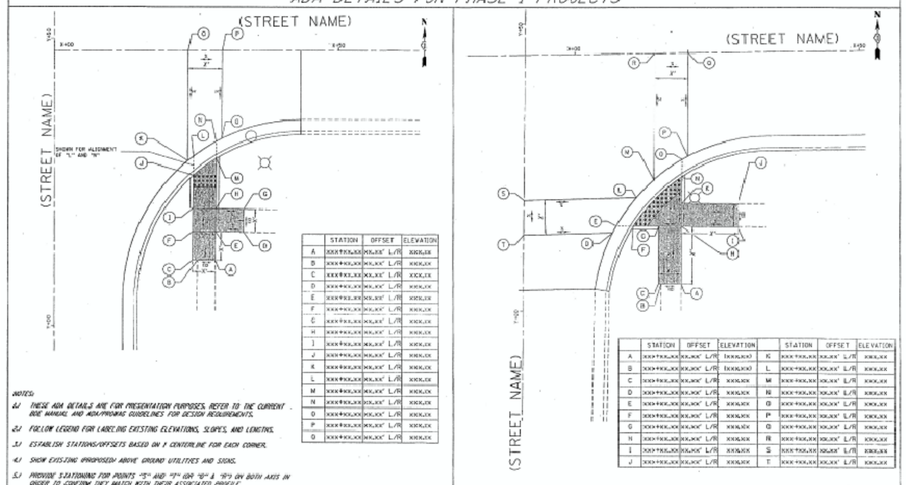
## ADA DETAILS FOR RESURFACING AND ADA STAND ALONE CONTRACTS - CURVED SIDEWALK EXAMPLE




STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

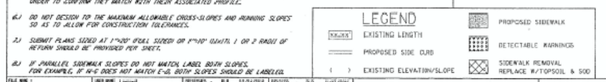
SIDEWALK DETAIL PLAN
<<PROJECT ROAD>> - <<PROJECT LIMITS>>

## ADA DETAILS FOR PHASE 1 PROJECTS




| | STATION | OFFSET | ELEVATION |
|---|---|---|---|
| A | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| B | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| C | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| D | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| E | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| F | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| G | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| H | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| I | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| J | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| K | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| L | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| M | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| N | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| O | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| P | XXX+XX.XX | XX.XX' L/R | XXX.XX |
| Q | XXX+XX.XX | XX.XX' L/R | XXX.XX |

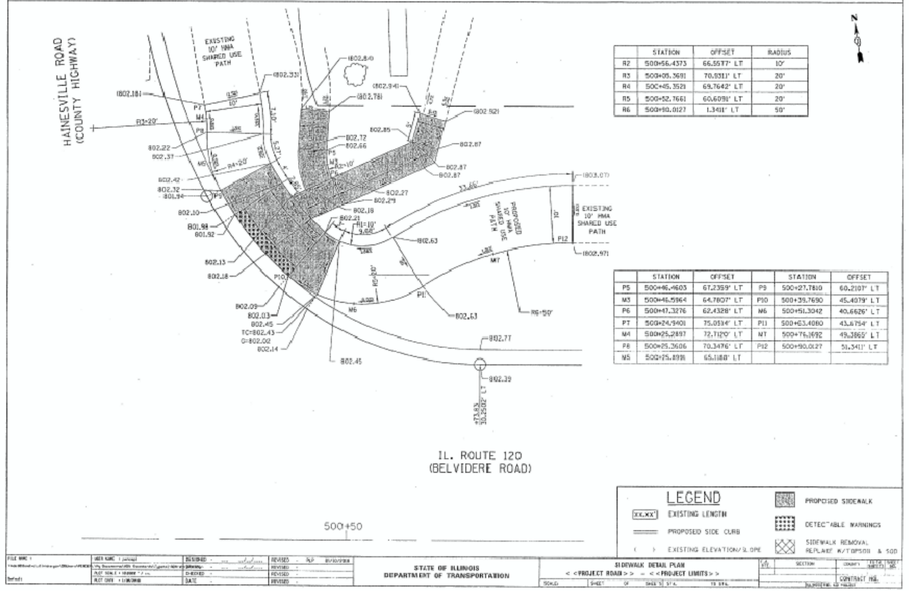
NOTES:
1. THESE ADA DETAILS ARE FOR PRESENTATION PURPOSES, REFER TO THE CURRENT IDOT MANUAL AND ADA/PROWAG GUIDELINES FOR DESIGN REQUIREMENTS.
2. FOLLOW LEGEND FOR LABELING EXISTING ELEVATIONS, SLOPES, AND LENGTHS.
3. ESTABLISH STATIONS/OFFSETS BASED ON # CENTERLINE FOR EACH CORNER.
4. SHOW EXISTING APPROXIMATELY ABOVE GROUND UTILITIES AND SIGNS.
5. PROVIDE STATIONING FOR POINTS "S" AND "T" ON "O" & "P" ON BOTH AXES IN ORDER TO CONFORM THEY MATCH WITH THEIR ASSOCIATED PROFILE.
6. DO NOT DESIGN TO THE MAXIMUM ALLOWABLE CROSS-SLOPES AND RUNNING SLOPES SO AS TO ALLOW FOR CONSTRUCTION TOLERANCES.
7. SUBMIT PLANS SIZED AT 1"=20' (FULL SIZED OR 1"=10' (HALF), 1 OR 2 RADII OF RETURN SHOULD BE PROVIDED PER SHEET.
8. IF PARALLEL SIDEWALK SLOPES DO NOT MATCH, LABEL BOTH SLOPES. FOR EXAMPLE, IF 4% DOES NOT MATCH 6%, BOTH SLOPES SHOULD BE LABELED.




STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
<<PROJECT ROAD>> - <<PROJECT LIMITS>>

## ADA DETAILS FOR RECONSTRUCT AND WIDENING CONTRACTS - CURVED SIDEWALK EXAMPLE




| | STATION | OFFSET | RADIUS |
|---|---|---|---|
| R2 | 500+56.4373 | 66.5577' LT | 10' |
| R3 | 503+05.3691 | 70.5311' LT | 20' |
| R4 | 504+45.3521 | 69.7642' LT | 20' |
| R5 | 505+52.7661 | 60.6078' LT | 20' |
| R6 | 506+90.0127 | 1.3418' LT | 50' |

| | STATION | OFFSET | | STATION | OFFSET |
|---|---|---|---|---|---|
| P5 | 500+66.4603 | 67.2359' LT | P9 | 500+27.7860 | 60.2107' LT |
| M3 | 500+45.5964 | 64.7803' LT | P10 | 500+39.7690 | 45.4079' LT |
| P6 | 500+47.3276 | 62.4388' LT | M6 | 500+50.3042 | 40.6626' LT |
| P7 | 500+24.9401 | 75.0514' LT | P11 | 500+63.4080 | 43.6754' LT |
| M4 | 500+25.2897 | 72.7170' LT | M7 | 500+76.1692 | 49.3865' LT |
| P8 | 500+25.2606 | 70.3476' LT | P12 | 500+90.0127 | 51.3411' LT |
| M5 | 500+25.8918 | 65.5180' LT | | | |


Harding Townhomes - Engineering, 10/04/2021


| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 09/10/21 | VILLAGE REVIEW |

IDOT CONSTRUCTION DETAILS
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.


Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM


Sheet 25 of 25

Project # 895

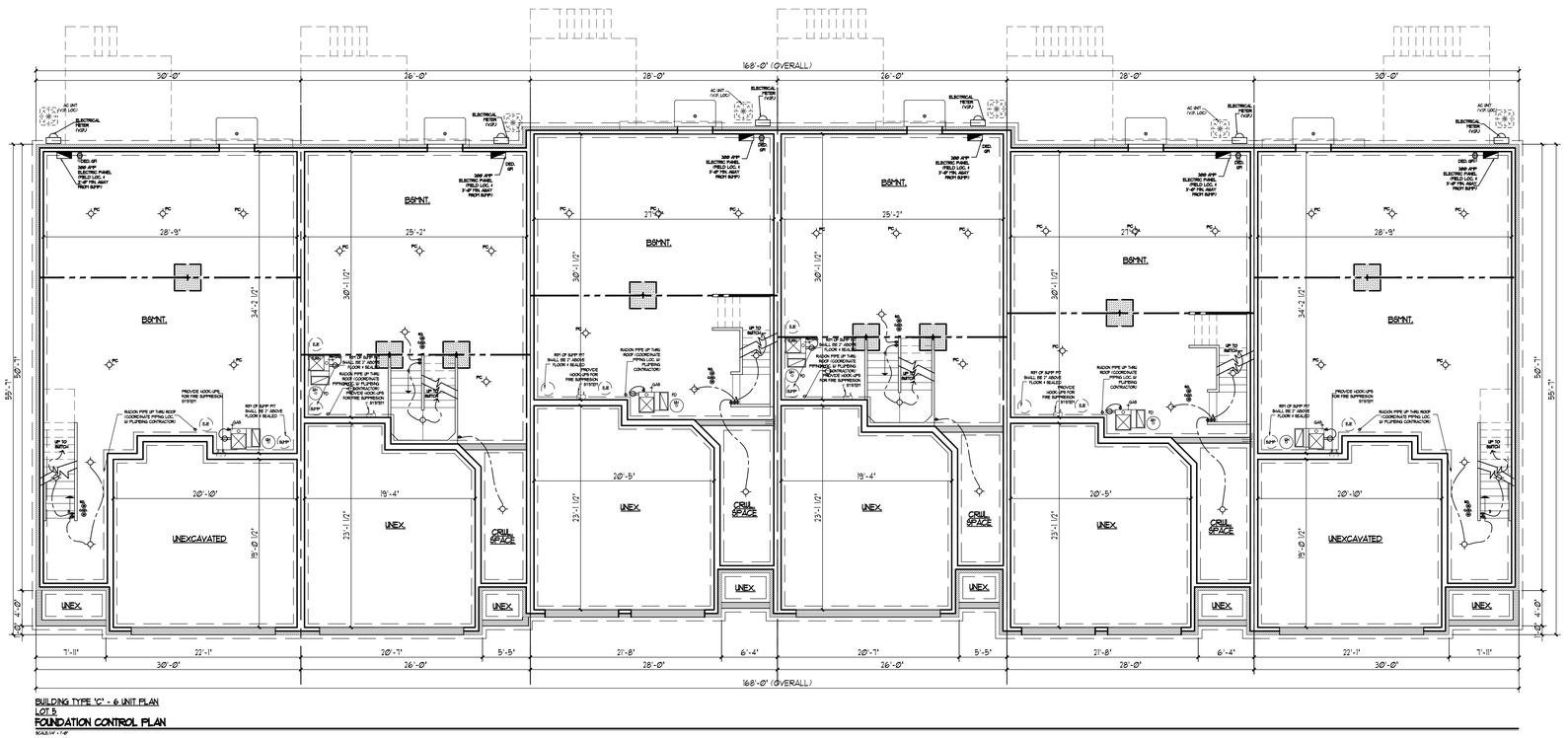
DRAWING FILE NAME: 895-MF-SH25

| 6 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 9,266 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 960 Sq. Ft. |
| | SECOND FLOOR= | 1,214 Sq. Ft. |
| TOTAL: | | 2,174 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 282 Sq. Ft. |
| STANDARD BASEMENT: | | 724 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 440 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,035 Sq. Ft. |
| | SECOND FLOOR= | 1,327 Sq. Ft. |
| TOTAL: | | 2,362 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 856 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
| GARAGE: | | 472 Sq. Ft. |

| BUILDING AREA (square feet) 30' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,181 Sq. Ft. |
| | SECOND FLOOR= | 1,070 Sq. Ft. |
| TOTAL: | | 2,251 Sq. Ft. |
| STANDARD BASEMENT: | | 1,073 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 853 Sq. Ft. |
| | | |
| GARAGE: | | 437 Sq. Ft. |




BUILDING TYPE 'C' - 6 UNIT PLAN
LOT 5
**FOUNDATION CONTROL PLAN**
SCALE: 1/4" = 1'-0"

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Custom Homes Multifamily Additions Consulting
1109 Ogden Avenue
Lisle, Illinois 60532
Phone: 630.435.0100 Fax: 630.435.0101

PROPOSED TOWNHOMES FOR HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE 'C' - 6 UNIT PLAN
PROPOSED FOUNDATION CONTROL PLAN
BUILDING TYPE 'C' - 6 UNIT PLAN - LOT 5

REVISIONS:
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Drawn By: MIKES
Job No.: dp-2story-11
Date: 4.7.2021
Issued For Permit:
Sheet No. A1a

PLOTTED: 4.7.2021 DP-2STORY-11.DWG

| 6 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 9,266 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
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| | OPT'L THIRD FLOOR= | 292 Sq. Ft. |
| STANDARD BASEMENT: | | 724 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 440 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,035 Sq. Ft. |
| | SECOND FLOOR= | 1,327 Sq. Ft. |
| TOTAL: | | 2,362 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 856 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
| GARAGE: | | 472 Sq. Ft. |

| BUILDING AREA (square feet) 30' UNIT | | |
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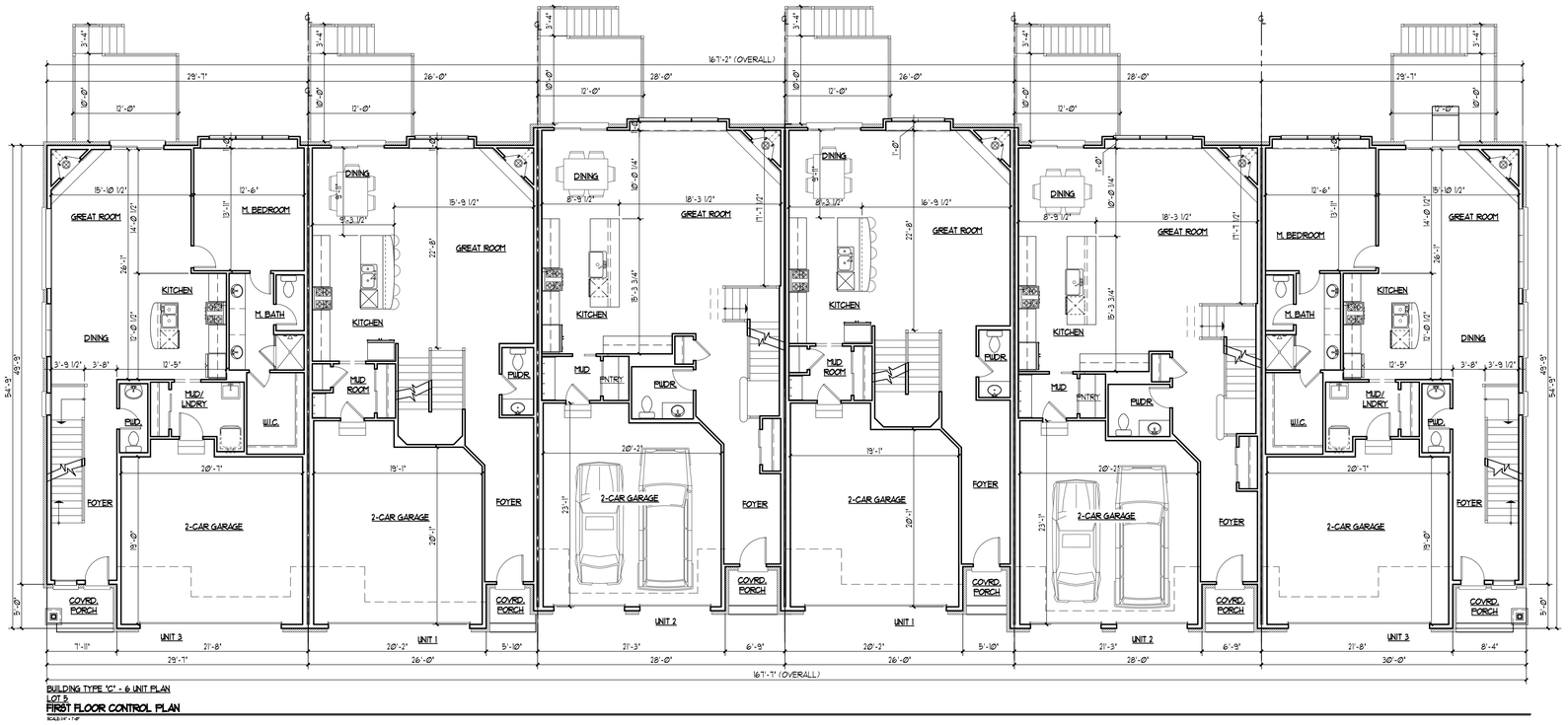


BUILDING TYPE "C" - 6 UNIT PLAN
LOT 5
FIRST FLOOR CONTROL PLAN
SCALE: 1/4" = 1'-0"

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1109 Ogden Avenue
Lisle, Illinois 60532
Phone: 630.435.0100 Fax: 630.435.0101

PROPOSED TOWNHOMES FOR HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "C" - 6 UNIT PLAN
PROPOSED FIRST FLOOR CONTROL PLAN
BUILDING TYPE "C" - 6 UNIT PLAN - LOT 5

REVISIONS:

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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No. A1b

PLOTTED: 4/7/2021 DP-2STORY-1.DWG

| 6 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 9,266 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 960 Sq. Ft. |
| | SECOND FLOOR= | 1,214 Sq. Ft. |
| TOTAL: | | 2,174 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 292 Sq. Ft. |
| STANDARD BASEMENT: | | 724 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 440 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
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| LIVING AREA: | FIRST FLOOR= | 1,035 Sq. Ft. |
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| TOTAL: | | 2,362 Sq. Ft. |
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| BUILDING AREA (square feet) 30' UNIT | | |
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| LIVING AREA: | FIRST FLOOR= | 1,181 Sq. Ft. |
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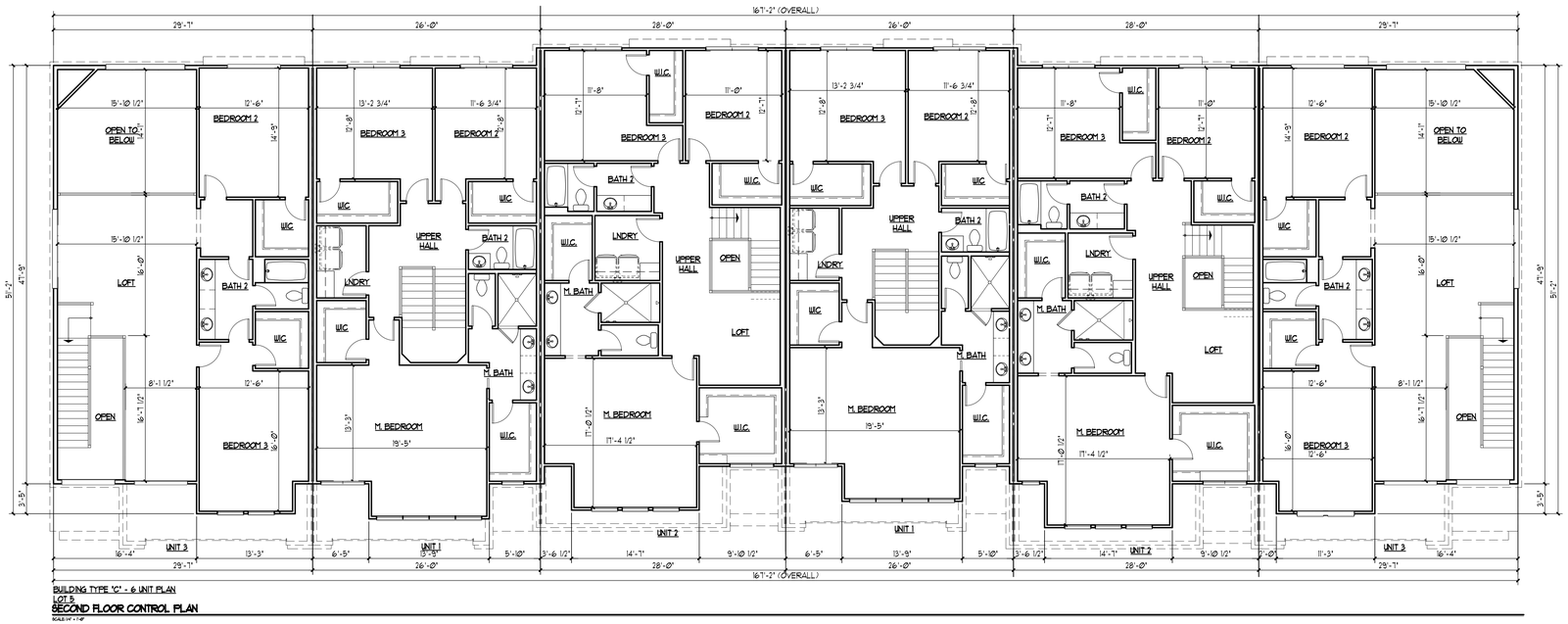


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Phone: 630.435.0100 Fax: 630.435.0101

PROPOSED TOWNHOMES FOR HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE 'C' - 6 UNIT PLAN
PROPOSED SECOND FLOOR CONTROL PLANS
BUILDING TYPE 'C' - 6 UNIT PLAN - LOT 5

REVISIONS:

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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No.
A1c

PLOTTED: 4.7.2021 DP-2STORY-1.DWG




BUILDING TYPE "C" - 6 UNIT PLAN
LOT 5
(EAST ELEVATION)
**FRONT ELEVATION**
SCALE:1/8" = 1'-0"

1. - 30 YEAR ARCHITECTURAL SHINGLES
2. - STANDING SEAM ROOF MATERIAL
3. - CEDAR TRIM (SMARTSIDE)
4. - SMOOTH PANEL SMART TRIM
5. - PREFINISHED ALUMINUM GUTTERS AND FASCIA
6. - SMART TRIM CORNER AND SMART TRIM ACCENT
7. - INSULATED WINDOWS
8. - SMART TRIM SIDES AND SILL W/ SMART TRIM ACCENT
9. - HARDI-BOARD HORIZONTAL SIDING
10. - DECORATIVE CEDAR ACCENT
11. - CEDAR WRAPPED COLUMN
12. - STONE SILL
13. - STONE
14. - SOLDIER COURSE HEADER W/ STONE KEYSTONE
15. - INSULATED DOOR
16. - STONE KEYSTONE W/ STONE ACCENT
17. - INSULATED GARAGE DOOR
18. - ARCHED STONE HEADER W/ DECORATIVE ACCENT
19. - CARRIAGE LIGHT
20. - RECESSED CAN LIGHT IN SOFFIT
21. - HARDI-BOARD VERTICAL SIDING
22. - HARDI-BOARD SHAKE
23. - DECORATIVE VINYL TRIM ACCENTS
24. - HARDI-BOARD VERTICAL SIDING
25. - BRICK
26. - SMART TRIM FRIEZE BOARD
27. - INSULATED SLIDING GLASS DOOR
28. - CONCRETE STOOP AND STEPS / DECKS
29. - ARCHED SMART TRIM W/ SMART TRIM ACCENTS
30. - VINYL PANEL SHUTTERS



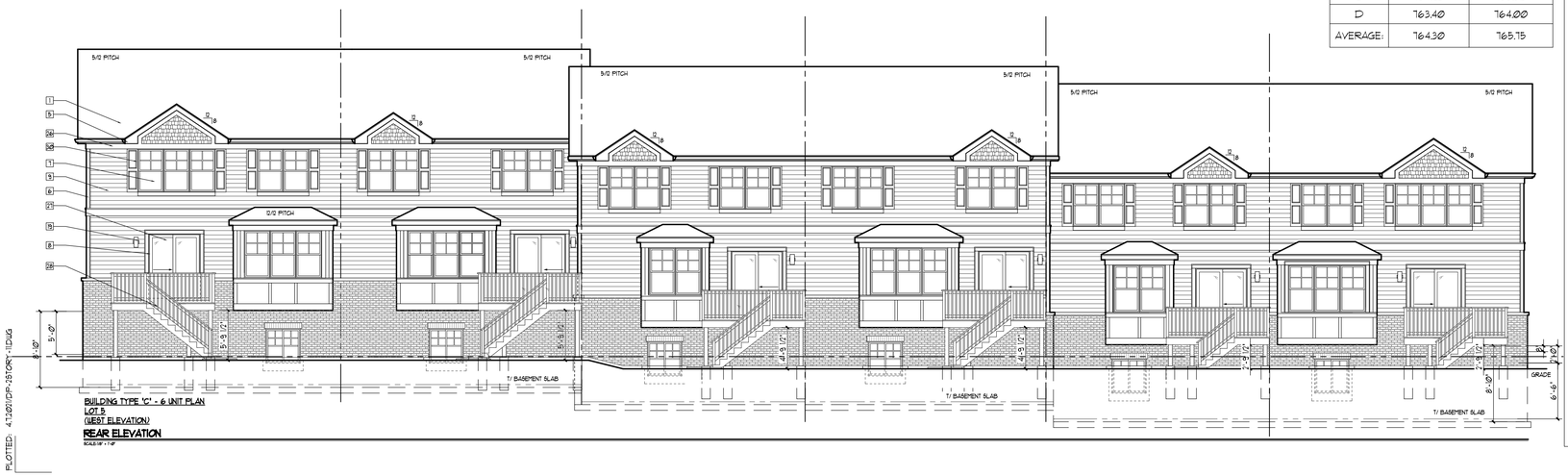

BUILDING TYPE "C" - 6 UNIT PLAN
LOT 5
(SOUTH ELEVATION)
**RIGHT SIDE ELEVATION**
SCALE:1/8" = 1'-0"




BUILDING TYPE "C" - 6 UNIT PLAN
LOT 5
(NORTH ELEVATION)
**LEFT SIDE ELEVATION**
SCALE:1/8" = 1'-0"

| COLOR SCHEME - "A" | |
|---|---|
| BRICK: | GLEN-GERY - OLDE ENGLAND THIN BRICK 3/4" - |
| STONE: | BUECHEL STONE - STRATFORD GROSS |
| | |
| VERTICAL SIDING: | JAMES HARDIE FIBER CEMENT SIDING - ARCTIC WHITE |
| SHAKE SIDING: | JAMES HARDIE FIBER CEMENT SIDING - NIGHT GRAY |
| HORIZONTAL SIDING | JAMES HARDIE FIBER CEMENT SIDING 6" CEDARMILL - LIGHT MIST |
| FASCIA & CORNICE: | ROLLEX ALUMINUM FASCIA & SOFFIT - BRIGHT WHITE |
| TRIM: | LP SMARTSIDE - CEDAR FINISH - SNOUSCAPE WHITE |
| | |
| METAL ROOFING: | METAL SALES MANUFACTURING - STANDING SEAM - BURNISHED SLATE |
| SHINGLES: | OUENS CORNING - OAKRIDGE 30 YEAR ARCHITECTURAL - PEPPERMILL GRAY |
| FRONT DOOR: | SW 7083 DARKROOM |
| SHUTTERS (REAR): | SW 7749 LAUREL WOODS |
| GARAGE DOOR: | SW 7083 DARKROOM |

| BUILDING ELEVATION TABLE | | |
|---|---|---|
| CORNER | EXISTING GRADE | PROPOSED GRADE |
| A | 762.4 | 763.00 |
| B | 766.40 | 770.50 |
| C | 764.90 | 765.50 |
| D | 763.40 | 764.00 |
| AVERAGE: | 764.30 | 765.75 |




BUILDING TYPE "C" - 6 UNIT PLAN
LOT 5
(WEST ELEVATION)
**REAR ELEVATION**
SCALE:1/8" = 1'-0"

## SAMPLE BOARD - COLOR SCHEME A




STONE
BUECHEL STONE
(STRATFORD GROSS)

BRICK
(GLEN-GERY)

HORIZONTAL SIDING
ARCTIC WHITE
(JAMES HARDIE FIBER CEMENT SIDING)

SHAKE SIDING
NIGHT GRAY
(JAMES HARDIE FIBER CEMENT SIDING)

VERTICAL SIDING
LIGHT MIST
6" CEDARMILL - COBBELE STONE
(JAMES HARDIE FIBER CEMENT SIDING)

FASCIA & CORNICE
(ROLLEX ALUMINUM)

TRIM
SNOUSCAPE
(LP SMARTSIDE- CEDER FINISH)

SHINGLES
PEPPERMILL GRAY
( OUENS CORNING -OAKRIDGE 30 YEAR ARCHITECTURAL )

METAL ROOFING
(METAL SALES MANUFACTURING)

FRONT DOOR
GARAGE DOOR
(SHERWIN - WILLIAMS)

SHUTTERS (REAR)
(SHERWIN - WILLIAMS)

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PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYP "C" - 6 UNIT PLAN

PROPOSED ELEVATIONS
BUILDING TYPE "C" - 6 UNIT PLAN - LOT 5

| REVISIONS: | |
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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No.
A1d

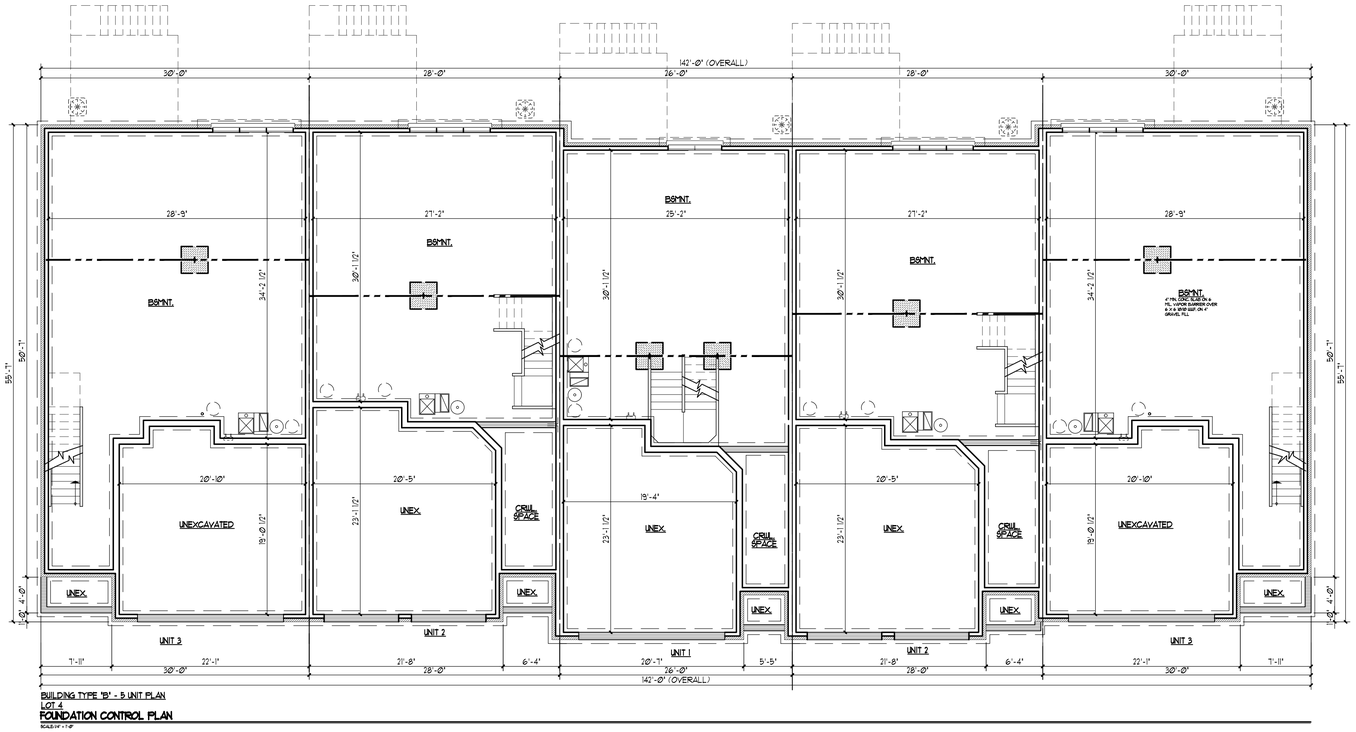
PLOTTED: 4.7.2021 DP-2STORY-11DWG

| 5 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 7,830 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
| | SECOND FLOOR= | 1,312 Sq. Ft. |
| TOTAL: | | 2,268 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 292 Sq. Ft. |
| STANDARD BASEMENT: | | 808 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 442 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,021 Sq. Ft. |
| | SECOND FLOOR= | 1,340 Sq. Ft. |
| TOTAL: | | 2,361 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 860 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
| GARAGE: | | 474 Sq. Ft. |

| BUILDING AREA (square feet) 30' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,164 Sq. Ft. |
| | SECOND FLOOR= | 1,070 Sq. Ft. |
| TOTAL: | | 2,234 Sq. Ft. |
| STANDARD BASEMENT: | | 1,071 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 852 Sq. Ft. |
| | | |
| GARAGE: | | 439 Sq. Ft. |




BUILDING TYPE 'B' - 5 UNIT PLAN
LOT 4
FOUNDATION CONTROL PLAN
SCALE: 1/4" = 1'-0"

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Custom Homes Multifamily Additions Consulting
1109 Ogden Avenue
Lisle, Illinois 60532
Phone: 630.435.0100 Fax: 630.435.0101

PROPOSED TOWNHOMES FOR HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE 'B' - 5 UNIT PLAN
PROPOSED FOUNDATION CONTROL PLAN
BUILDING TYPE 'B' - 5 UNIT PLAN - LOT 4

REVISIONS:
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Drawn By: MIKES
Job No.: dp-2story-11
Date: 4.7.2021
Issued For Permit:
Sheet No. A2a

PLOTTED: 4/28/2021 DP-2STORY-11.DWG

| 5 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 7,830 Sq. Ft. |

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| | | |
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|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,021 Sq. Ft. |
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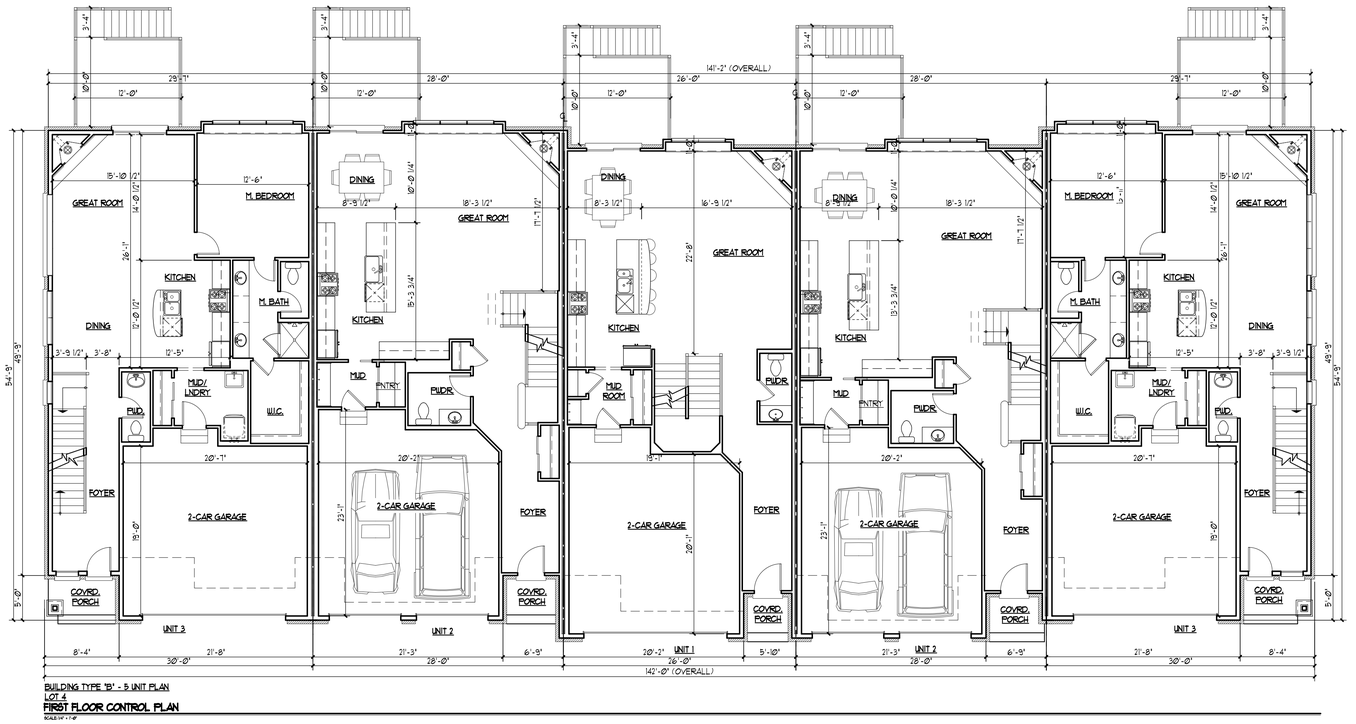


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Phone: 630.435.0100 Fax: 630.435.0101

PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "B" - 5 UNIT PLAN
PROPOSED FIRST FLOOR CONTROL PLAN
BUILDING TYPE "B" - 5 UNIT PLAN - LOT 4

REVISIONS:

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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No. A2b

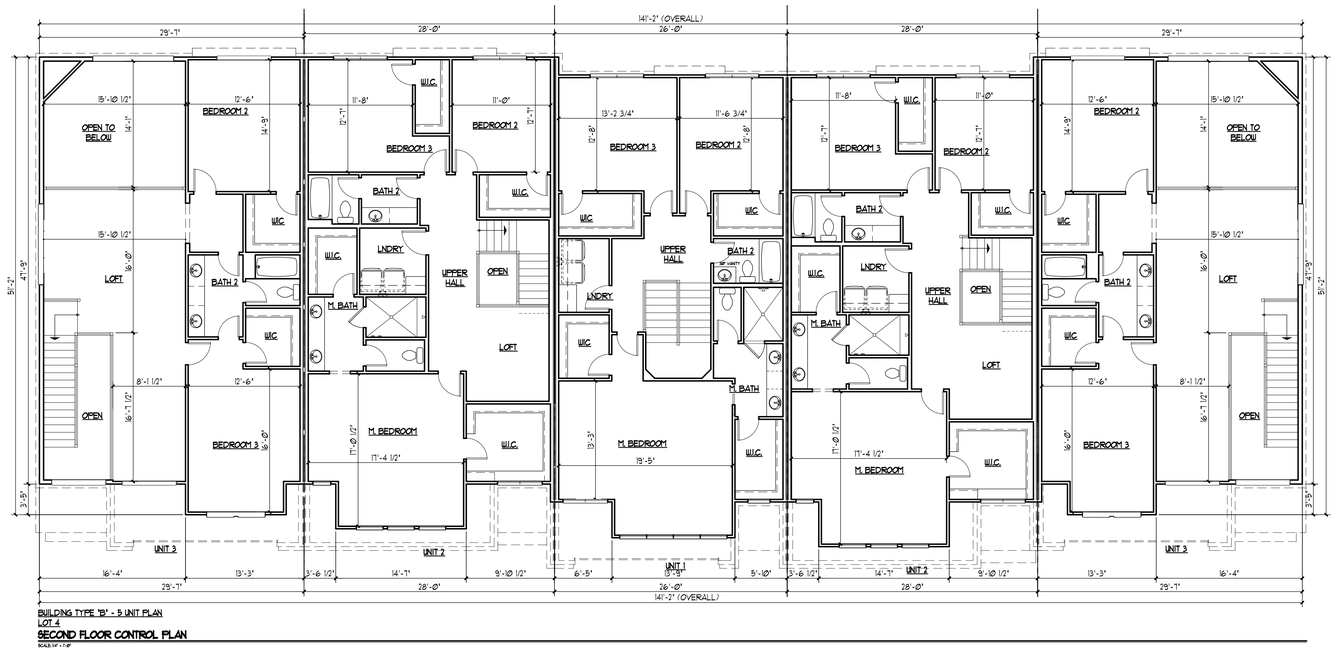
PLOTTED: 4/7/2021 DP-2STORY-11.DWG

| 5 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 7,830 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
| | SECOND FLOOR= | 1,312 Sq. Ft. |
| TOTAL: | | 2,268 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 282 Sq. Ft. |
| STANDARD BASEMENT: | | 808 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 442 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,021 Sq. Ft. |
| | SECOND FLOOR= | 1,340 Sq. Ft. |
| TOTAL: | | 2,361 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 860 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
| GARAGE: | | 474 Sq. Ft. |

| BUILDING AREA (square feet) 30' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,164 Sq. Ft. |
| | SECOND FLOOR= | 1,070 Sq. Ft. |
| TOTAL: | | 2,234 Sq. Ft. |
| STANDARD BASEMENT: | | 1,071 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 852 Sq. Ft. |
| | | |
| GARAGE: | | 439 Sq. Ft. |

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Lisle, Illinois 60532
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PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "B" - 5 UNIT PLAN
PROPOSED SECOND FLOOR CONTROL PLANS
BUILDING TYPE "B" - 5 UNIT PLAN - LOT 4

| REVISIONS: |
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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No. A2c

PLOTTED: 4/7/2021 DP-2STORY-1.DWG




BUILDING TYPE "B" - 5 UNIT PLAN
LOT 4
(WEST ELEVATION)
**FRONT ELEVATION**
SCALE: 1/8" = 1'-0"

1. - 30 YEAR ARCHITECTURAL SHINGLES
2. - STANDING SEAM ROOF MATERIAL
3. - CEDAR TRIM (SMARTSIDE)
4. - SMOOTH PANEL SMART TRIM
5. - PREFINISHED ALUMINUM GUTTERS AND FASCIA
6. - SMART TRIM CORNER AND SMART TRIM ACCENT
7. - INSULATED WINDOWS
8. - SMART TRIM SIDES AND SILL W/ SMART TRIM ACCENT
9. - HARDI-BOARD HORIZONTAL SIDING
10. - DECORATIVE CEDAR ACCENT
11. - CEDAR WRAPPED COLUMN
12. - STONE SILL
13. - STONE
14. - SOLDIER COURSE HEADER W/ STONE KEYSTONE
15. - INSULATED DOOR
16. - STONE KEYSTONE W/ STONE ACCENT
17. - INSULATED GARAGE DOOR
18. - ARCHED STONE HEADER W/ DECORATIVE ACCENT
19. - CARRIAGE LIGHT
20. - RECESSED CAN LIGHT IN SOFFIT
21. - HARDI-BOARD VERTICAL SIDING
22. - HARDI-BOARD SHAKE
23. - DECORATIVE VINYL TRIM ACCENTS
24. - HARDI-BOARD VERTICAL SIDING
25. - BRICK
26. - SMART TRIM FRIEZE BOARD
27. - INSULATED SLIDING GLASS DOOR
28. - CONCRETE STOOP AND STEPS / DECKS
29. - ARCHED SMART TRIM W/ SMART TRIM ACCENTS
30. - VINYL PANEL SHUTTERS




BUILDING TYPE "B" - 5 UNIT PLAN
LOT 4
(SOUTH ELEVATION)
**RIGHT SIDE ELEVATION**
SCALE: 1/8" = 1'-0"




BUILDING TYPE "B" - 5 UNIT PLAN
LOT 4
(NORTH ELEVATION)
**LEFT SIDE ELEVATION**
SCALE: 1/8" = 1'-0"

| COLOR SCHEME - "A" | |
|---|---|
| BRICK: | GLEN-GERY - OLDE ENGLAND THIN BRICK 3" - |
| STONE: | BUECHEL STONE - STRATFORD CROSS |
| | |
| VERTICAL SIDING: | JAMES HARDIE FIBER CEMENT SIDING - ARCTIC WHITE |
| SHAKE SIDING: | JAMES HARDIE FIBER CEMENT SIDING - NIGHT GRAY |
| HORIZONTAL SIDING | JAMES HARDIE FIBER CEMENT SIDING 6" CEDARMILL - LIGHT MIST |
| FASCIA & CORNICE: | ROLLEX ALUMINUM FASCIA & SOFFIT - BRIGHT WHITE |
| TRIM: | LP SMARTSIDE - CEDAR FINISH - SNOUSCAPE WHITE |
| | |
| METAL ROOFING: | METAL SALES MANUFACTURING - STANDING SEAM - BURNISHED SLATE |
| SHINGLES: | QUENS CORNING - OAKRIDGE 30 YEAR ARCHITECTURAL - PEPPERMILL GRAY |
| FRONT DOOR: | SW 7083 DARKROOM |
| SHUTTERS (REAR): | SW 7749 LAUREL WOODS |
| GARAGE DOOR: | SW 7083 DARKROOM |




BUILDING TYPE "B" - 5 UNIT PLAN
LOT 4
(EAST ELEVATION)
**REAR ELEVATION**
SCALE: 1/8" = 1'-0"

| BUILDING ELEVATION TABLE | | |
|---|---|---|
| CORNER | EXISTING GRADE | PROPOSED GRADE |
| A | 767.20 | 772.50 |
| B | 771.00 | 772.00 |
| C | 769.70 | 768.50 |
| D | 766.10 | 768.00 |
| AVERAGE: | 768.50 | 771.25 |

## SAMPLE BOARD - COLOR SCHEME A


STONE
BUECHEL STONE
(STRATFORD CROSS)



BRICK
(GLEN-GERY)


HORIZONTAL SIDING
ARCTIC WHITE
(JAMES HARDIE FIBER CEMENT SIDING)

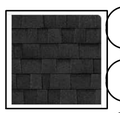

SHAKE SIDING
NIGHT GRAY
(JAMES HARDIE FIBER CEMENT SIDING)

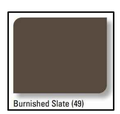

VERTICAL SIDING
LIGHT MIST
6" CEDARMILL -COBBELE STONE
(JAMES HARDIE FIBER CEMENT SIDING)



FASCIA & CORNICE
(ROLLEX ALUMINUM)


TRIM
SNOUSCAPE
(LP SMARTSIDE- CEDER FINISH)


SHINGLES
PEPPERMILL GRAY
( QUENS CORNING -OAKRIDGE 30 YEAR ARCHITECTURAL)



METAL ROOFING
(METAL SALES MANUFACTURING)



FRONT DOOR
GARAGE DOOR
(SHERWIN - WILLIAMS)



SHUTTERS (REAR)
(SHERWIN - WILLIAMS)

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PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "B" - 5 UNIT PLAN
PROPOSED ELEVATIONS
BUILDING TYPE "B" - 5 UNIT PLAN - LOT 4

| REVISIONS: |
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Drawn By: MIKES
Job No.: dp-2story-11
Date: 4.7.2021
Issued For Permit:
Sheet No. A2d

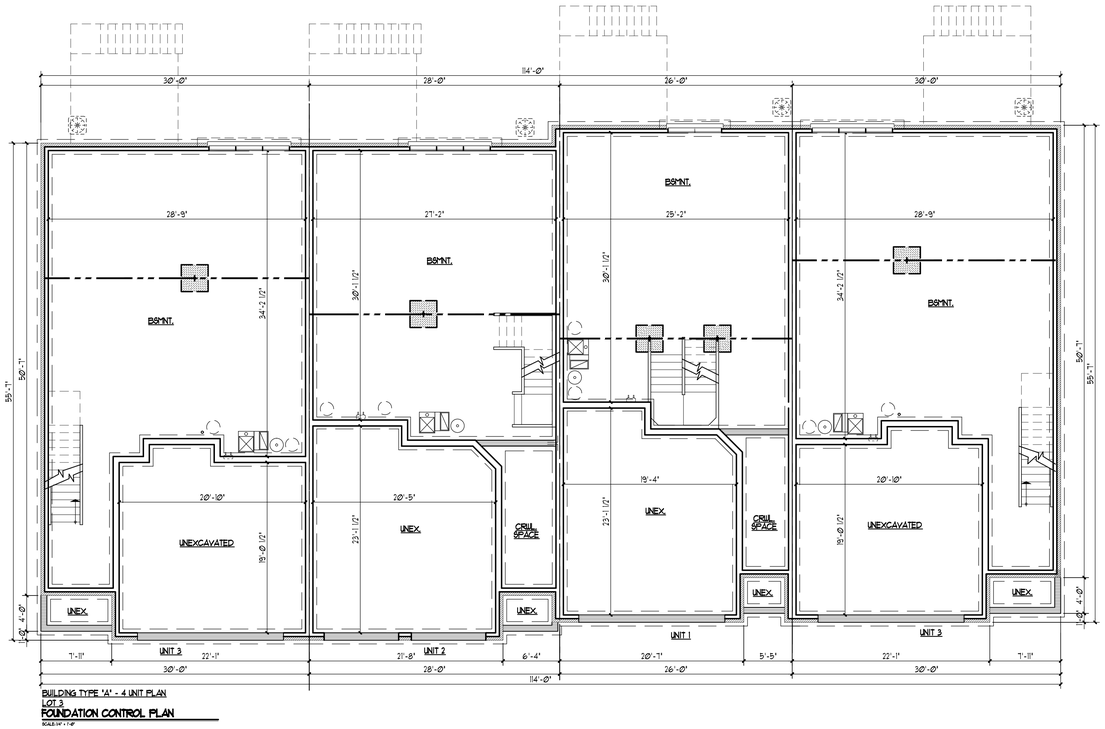
PLOTTED: 4/7/2021 DP-2STORY-11.DWG

| 4 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 6285 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
| | SECOND FLOOR= | 1,312 Sq. Ft. |
| TOTAL: | | 2268 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 292 Sq. Ft. |
| STANDARD BASEMENT: | | 808 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 442 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,021 Sq. Ft. |
| | SECOND FLOOR= | 1340 Sq. Ft. |
| TOTAL: | | 2,361 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 860 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
| GARAGE: | | 474 Sq. Ft. |

| BUILDING AREA (square feet) 30' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,164 Sq. Ft. |
| | SECOND FLOOR= | 1070 Sq. Ft. |
| TOTAL: | | 2,234 Sq. Ft. |
| STANDARD BASEMENT: | | 1,071 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 852 Sq. Ft. |
| | | |
| GARAGE: | | 439 Sq. Ft. |




BUILDING TYPE 'A' - 4 UNIT PLAN
LOT 3
**FOUNDATION CONTROL PLAN**
SCALE: 1/4" = 1'-0"

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PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE 'A' - 4 UNIT PLAN
PROPOSED FOUNDATION CONTROL PLAN
BUILDING TYPE 'A' - 4 UNIT PLAN - LOT 3

REVISIONS:

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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No. A3a

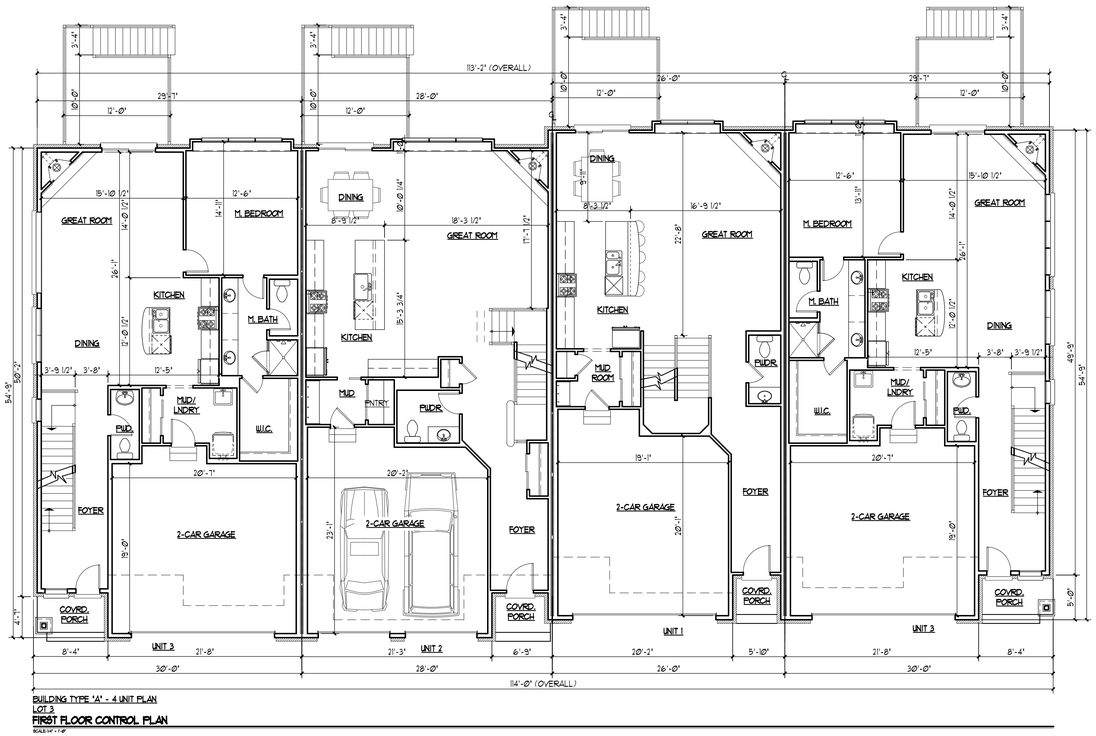
PLOTTED: 4.7.2021 DP-2STORY-11.DWG

| 4 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 6285 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
| | SECOND FLOOR= | 1312 Sq. Ft. |
| TOTAL: | | 2268 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 292 Sq. Ft. |
| STANDARD BASEMENT: | | 808 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 442 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1021 Sq. Ft. |
| | SECOND FLOOR= | 1340 Sq. Ft. |
| TOTAL: | | 2361 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 860 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
| GARAGE: | | 474 Sq. Ft. |

| BUILDING AREA (square feet) 30' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1164 Sq. Ft. |
| | SECOND FLOOR= | 1070 Sq. Ft. |
| TOTAL: | | 2234 Sq. Ft. |
| STANDARD BASEMENT: | | 1071 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 852 Sq. Ft. |
| | | |
| GARAGE: | | 438 Sq. Ft. |




BUILDING TYPE "A" - 4 UNIT PLAN
LOT 3
FIRST FLOOR CONTROL PLAN
SCALE: 1/4"=1'-0"

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PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "A" - 4 UNIT PLAN
PROPOSED FIRST FLOOR CONTROL PLAN
BUILDING TYPE "A" - 4 UNIT PLAN - LOT 3

REVISIONS:

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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No. A3b

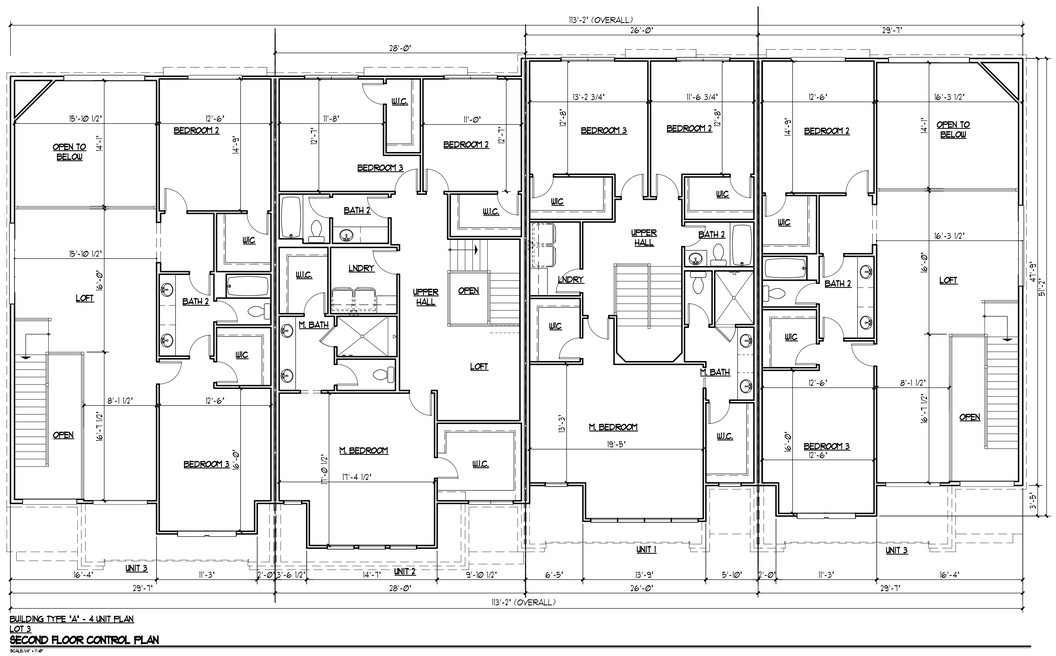
PLOTTED: 4/7/2021 DP-2STORY-11.DWG

| 4 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 6285 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
| | SECOND FLOOR= | 1312 Sq. Ft. |
| TOTAL: | | 2268 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 292 Sq. Ft. |
| STANDARD BASEMENT: | | 808 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 442 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1021 Sq. Ft. |
| | SECOND FLOOR= | 1340 Sq. Ft. |
| TOTAL: | | 2361 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 860 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
| GARAGE: | | 474 Sq. Ft. |

| BUILDING AREA (square feet) 30' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1164 Sq. Ft. |
| | SECOND FLOOR= | 1070 Sq. Ft. |
| TOTAL: | | 2234 Sq. Ft. |
| STANDARD BASEMENT: | | 1071 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 852 Sq. Ft. |
| | | |
| GARAGE: | | 439 Sq. Ft. |




BUILDING TYPE "A" - 4 UNIT PLAN
LOT 3
**SECOND FLOOR CONTROL PLAN**
SCALE: 1/4"

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PROPOSED TOWNHOMES FOR HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "A" - 4 UNIT PLAN
PROPOSED SECOND FLOOR CONTROL PLANS
BUILDING TYPE "A" - 4 UNIT PLAN - LOT 3

REVISIONS:

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Drawn By: MIKES
Job No.: dp-2story-11
Date: 4.7.2021
Issued For Permit:
Sheet No. A3c

PLOTTED: 4/7/2021 DP-2STORY-1.DWG




BUILDING TYPE "A" - 4 UNIT PLAN
LOT 3
(NORTH ELEVATION)
**FRONT ELEVATION**
SCALE: 1/8" = 1'-0"




BUILDING TYPE "A" - 4 UNIT PLAN
LOT 3
(WEST ELEVATION)
**RIGHT SIDE ELEVATION**
SCALE: 1/8" = 1'-0"




BUILDING TYPE "A" - 4 UNIT PLAN
LOT 3
(EAST ELEVATION)
**LEFT SIDE ELEVATION**
SCALE: 1/8" = 1'-0"



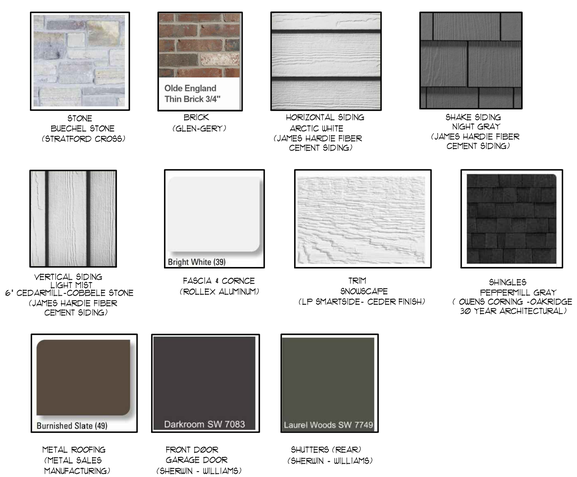

BUILDING TYPE "A" - 4 UNIT PLAN
LOT 3
(SOUTH ELEVATION)
**REAR ELEVATION**
SCALE: 1/8" = 1'-0"

| BUILDING ELEVATION TABLE | | |
|---|---|---|
| CORNER | EXISTING GRADE | PROPOSED GRADE |
| A | 770.10 | 772.50 |
| B | 768.90 | 767.80 |
| C | 768.60 | 768.50 |
| D | 770.40 | 771.00 |
| AVERAGE: | 769.50 | 769.95 |

1. - 30 YEAR ARCHITECTURAL SHINGLES
2. - STANDING SEAM ROOF MATERIAL
3. - CEDAR TRIM (SMARTSIDE)
4. - SMOOTH PANEL SMART TRIM
5. - PREFINISHED ALUMINUM GUTTERS AND FASCIA
6. - SMART TRIM CORNER AND SMART TRIM ACCENT
7. - INSULATED WINDOWS
8. - SMART TRIM SIDES AND SILL W/ SMART TRIM ACCENT
9. - HARDI-BOARD HORIZONTAL SIDING
10. - DECORATIVE CEDAR ACCENT
11. - CEDAR WRAPPED COLUMN
12. - STONE SILL
13. - STONE
14. - SOLDIER COURSE HEADER W/ STONE KEYSTONE
15. - INSULATED DOOR
16. - STONE KEYSTONE W/ STONE ACCENT
17. - INSULATED GARAGE DOOR
18. - ARCHED STONE HEADER W/ DECORATIVE ACCENT
19. - CARRIAGE LIGHT
20. - RECESSED CAN LIGHT IN SOFFIT
21. - HARDI-BOARD VERTICAL SIDING
22. - HARDI-BOARD SHAKE
23. - DECORATIVE VINYL TRIM ACCENTS
24. - HARDI-BOARD VERTICAL SIDING
25. - BRICK
26. - SMART TRIM FRIEZE BOARD
27. - INSULATED SLIDING GLASS DOOR
28. - CONCRETE STOOP AND STEPS / DECKS
29. - ARCHED SMART TRIM W/ SMART TRIM ACCENTS
30. - VINYL PANEL SHUTTERS

| COLOR SCHEME - "A" | |
|---|---|
| BRICK: | GLEN-GERY - OLDE ENGLAND THIN BRICK ¾" - |
| STONE: | BUECHEL STONE - STRATFORD CROSS |
| | |
| VERTICAL SIDING: | JAMES HARDIE FIBER CEMENT SIDING - ARCTIC WHITE |
| SHAKE SIDING: | JAMES HARDIE FIBER CEMENT SIDING - NIGHT GRAY |
| HORIZONTAL SIDING | JAMES HARDIE FIBER CEMENT SIDING 6" CEDARMILL - LIGHT MIST |
| FASCIA & CORNICE: | ROLLEX ALUMINUM FASCIA & SOFFIT - BRIGHT WHITE |
| TRIM: | LP SMARTSIDE - CEDAR FINISH - SNOUSCAPE WHITE |
| | |
| METAL ROOFING: | METAL SALES MANUFACTURING - STANDING SEAM - BURNISHED SLATE |
| SHINGLES: | OWENS CORNING - OAKRIDGE 30 YEAR ARCHITECTURAL - PEPPERMILL GRAY |
| FRONT DOOR: | SW 7083 DARKROOM |
| SHUTTERS (REAR): | SW 7749 LAUREL WOODS |
| GARAGE DOOR: | SW 7083 DARKROOM |

## SAMPLE BOARD - COLOR SCHEME A




STONE
BUECHEL STONE
(STRATFORD CROSS)

BRICK
(GLEN-GERY)

HORIZONTAL SIDING
ARCTIC WHITE
(JAMES HARDIE FIBER CEMENT SIDING)

SHAKE SIDING
NIGHT GRAY
(JAMES HARDIE FIBER CEMENT SIDING)

VERTICAL SIDING
LIGHT MIST
6" CEDARMILL-COBBELE STONE
(JAMES HARDIE FIBER CEMENT SIDING)

FASCIA & CORNICE
(ROLLEX ALUMINUM)

TRIM
SNOUSCAPE
(LP SMARTSIDE- CEDER FINISH)

SHINGLES
PEPPERSMILL GRAY
( OWENS CORNING -OAKRIDGE 30 YEAR ARCHITECTURAL)

METAL ROOFING
(METAL SALES MANUFACTURING)

FRONT DOOR
GARAGE DOOR
(SHERWIN - WILLIAMS)

SHUTTERS (REAR)
(SHERWIN - WILLIAMS)

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PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "A" - 4 UNIT PLAN
PROPOSED ELEVATIONS
BUILDING TYPE "A" - 4 UNIT PLAN - LOT 3

| REVISIONS: |
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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No. A3d

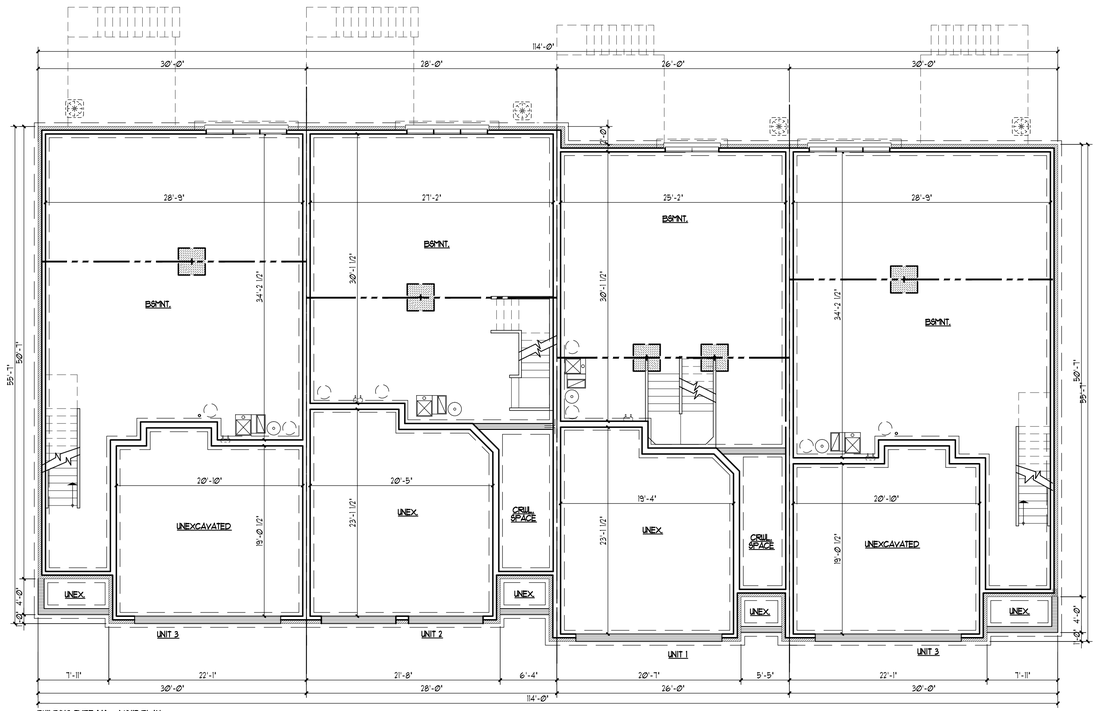
PLOTTED: 4/7/2021 DP-2STORY-11.DWG

| 4 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 6285 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
| | SECOND FLOOR= | 1,312 Sq. Ft. |
| TOTAL: | | 2268 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 292 Sq. Ft. |
| STANDARD BASEMENT: | | 808 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 442 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,021 Sq. Ft. |
| | SECOND FLOOR= | 1340 Sq. Ft. |
| TOTAL: | | 2,361 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 860 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
| GARAGE: | | 474 Sq. Ft. |

| BUILDING AREA (square feet) 30' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,164 Sq. Ft. |
| | SECOND FLOOR= | 1,070 Sq. Ft. |
| TOTAL: | | 2,234 Sq. Ft. |
| STANDARD BASEMENT: | | 1,071 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 852 Sq. Ft. |
| | | |
| GARAGE: | | 439 Sq. Ft. |




BUILDING TYPE "A" - 4 UNIT PLAN
LOT 2
FOUNDATION CONTROL PLAN
SCALE: 1/8"

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Custom Homes Multifamily Additions Consulting
1109 Ogden Avenue
Lisle, Illinois 60532
Phone: 630.435.0100 Fax: 630.435.0101

PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "A" - 4 UNIT PLAN
PROPOSED FOUNDATION CONTROL PLAN
BUILDING TYPE "A" - 4 UNIT PLAN - LOT 2

| REVISIONS: | |
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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No. A4a

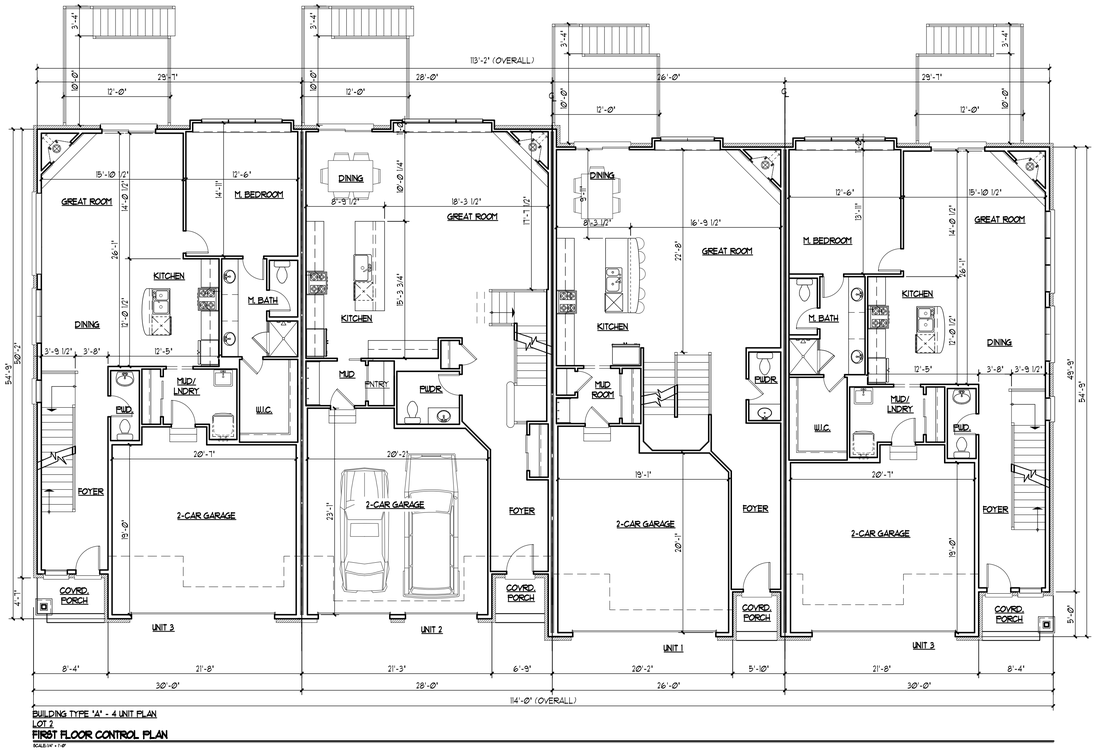
PLOTTED: 4/7/2021 DP-2STORY-11.DWG

| 4 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 6285 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
| | SECOND FLOOR= | 1312 Sq. Ft. |
| TOTAL: | | 2268 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 292 Sq. Ft. |
| STANDARD BASEMENT: | | 808 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 442 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1021 Sq. Ft. |
| | SECOND FLOOR= | 1340 Sq. Ft. |
| TOTAL: | | 2361 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 860 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
| GARAGE: | | 474 Sq. Ft. |

| BUILDING AREA (square feet) 30' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1164 Sq. Ft. |
| | SECOND FLOOR= | 1070 Sq. Ft. |
| TOTAL: | | 2234 Sq. Ft. |
| STANDARD BASEMENT: | | 1071 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 852 Sq. Ft. |
| | | |
| GARAGE: | | 439 Sq. Ft. |

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PROPOSED TOWNHOMES FOR HARDING CUSTOM HOMES

GLEN ELLYN

BUILDING TYPE "A" - 4 UNIT PLAN

PROPOSED FIRST FLOOR CONTROL PLAN
BUILDING TYPE "A" - 4 UNIT PLAN - LOT 2

REVISIONS:

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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No. A4b

PLOTTED: 4.7.2021 DP-2STORY-1.DWG

| 4 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 6285 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
| | SECOND FLOOR= | 1312 Sq. Ft. |
| TOTAL: | | 2268 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 292 Sq. Ft. |
| STANDARD BASEMENT: | | 808 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 442 Sq. Ft. |

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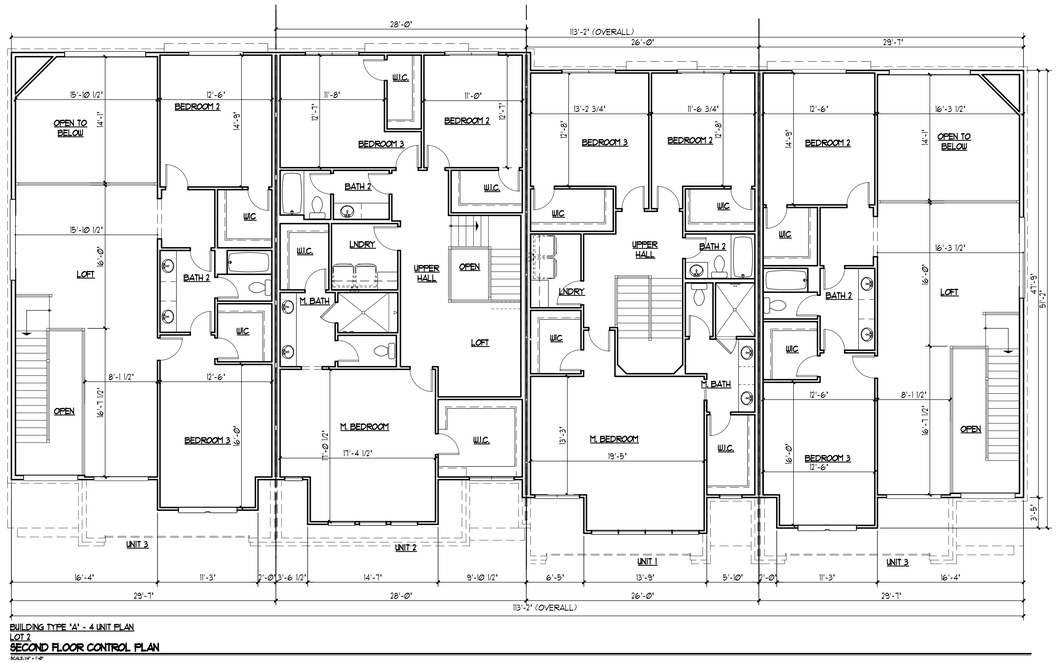
| LIVING AREA: | FIRST FLOOR= | 1021 Sq. Ft. |
| | SECOND FLOOR= | 1340 Sq. Ft. |
| TOTAL: | | 2361 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 860 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
| GARAGE: | | 474 Sq. Ft. |

| BUILDING AREA (square feet) 30' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1164 Sq. Ft. |
| | SECOND FLOOR= | 1070 Sq. Ft. |
| TOTAL: | | 2234 Sq. Ft. |
| STANDARD BASEMENT: | | 1071 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 852 Sq. Ft. |
| | | |
| GARAGE: | | 439 Sq. Ft. |




BUILDING TYPE "A" - 4 UNIT PLAN
LOT 2
SECOND FLOOR CONTROL PLAN
SCALE: 1/4" = 1'-0"

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PROPOSED TOWNHOMES FOR HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "A" - 4 UNIT PLAN
PROPOSED SECOND FLOOR CONTROL PLANS
BUILDING TYPE "A" - 4 UNIT PLAN - LOT 2

REVISIONS:

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Drawn By: MIKES
Job No.: dp-2story-11
Date: 4.7.2021
Issued For Permit:
Sheet No. A4C

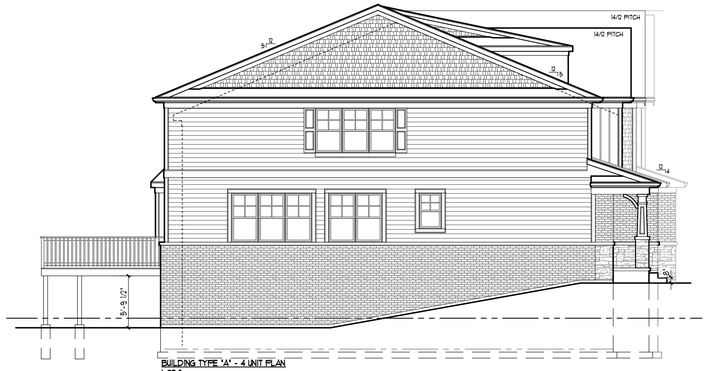
PLOTTED: 4/7/2021 DP-2STORY-1.DWG




BUILDING TYPE "A" - 4 UNIT PLAN
LOT 2
(NORTH ELEVATION)
**FRONT ELEVATION**
SCALE: 1/8" = 1'-0"

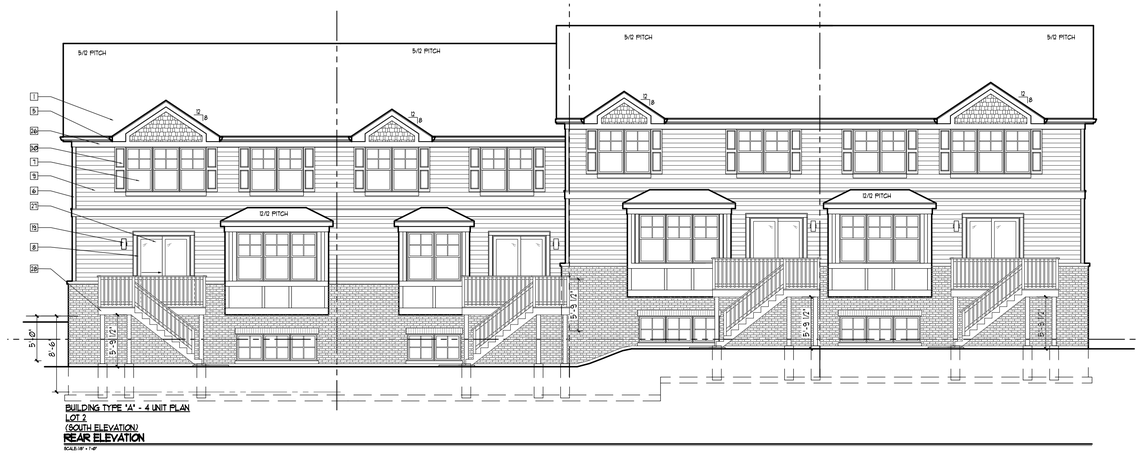



BUILDING TYPE "A" - 4 UNIT PLAN
LOT 2
(WEST ELEVATION)
**RIGHT SIDE ELEVATION**
SCALE: 1/8" = 1'-0"




BUILDING TYPE "A" - 4 UNIT PLAN
LOT 2
(EAST ELEVATION)
**LEFT SIDE ELEVATION**
SCALE: 1/8" = 1'-0"

| BUILDING ELEVATION TABLE | | |
|---|---|---|
| CORNER | EXISTING GRADE | PROPOSED GRADE |
| A | 768.80 | 768.10 |
| B | 769.20 | 767.80 |
| C | 768.90 | 767.90 |
| D | 770.40 | 773.10 |
| AVERAGE: | 769.35 | 769.40 |




BUILDING TYPE "A" - 4 UNIT PLAN
LOT 2
(SOUTH ELEVATION)
**REAR ELEVATION**
SCALE: 1/8" = 1'-0"

1. - 30 YEAR ARCHITECTURAL SHINGLES
2. - STANDING SEAM ROOF MATERIAL
3. - CEDAR TRIM (SMARTSIDE)
4. - SMOOTH PANEL SMART TRIM
5. - PREFINISHED ALUMINUM GUTTERS AND FASCIA
6. - SMART TRIM CORNER AND SMART TRIM ACCENT
7. - INSULATED WINDOWS
8. - SMART TRIM SIDES AND SILL W/ SMART TRIM ACCENT
9. - HARDI-BOARD HORIZONTAL SIDING
10. - DECORATIVE CEDAR ACCENT
11. - CEDAR WRAPPED COLUMN
12. - STONE SILL
13. - STONE
14. - SOLDIER COURSE HEADER W/ STONE KEYSTONE
15. - INSULATED DOOR
16. - STONE KEYSTONE W/ STONE ACCENT
17. - INSULATED GARAGE DOOR
18. - ARCHED STONE HEADER W/ DECORATIVE ACCENT
19. - CARRIAGE LIGHT
20. - RECESSED CAN LIGHT IN SOFFIT
21. - HARDI-BOARD VERTICAL SIDING
22. - HARDI-BOARD SHAKE
23. - DECORATIVE VINYL TRIM ACCENTS
24. - HARDI-BOARD VERTICAL SIDING
25. - BRICK
26. - SMART TRIM FRIEZE BOARD
27. - INSULATED SLIDING GLASS DOOR
28. - CONCRETE STOOP AND STEPS / DECKS
29. - ARCHED SMART TRIM W/ SMART TRIM ACCENTS
30. - VINYL PANEL SHUTTERS

| COLOR SCHEME - "A" | |
|---|---|
| BRICK: | GLEN-GERY - OLDE ENGLAND THIN BRICK ¾" - |
| STONE: | BUECHEL STONE - STRATFORD CROSS |
| | |
| VERTICAL SIDING: | JAMES HARDIE FIBER CEMENT SIDING - ARCTIC WHITE |
| SHAKE SIDING: | JAMES HARDIE FIBER CEMENT SIDING - NIGHT GRAY |
| HORIZONTAL SIDING | JAMES HARDIE FIBER CEMENT SIDING 6" CEDARMILL - LIGHT MIST |
| FASCIA & CORNICE: | ROLLEX ALUMINUM FASCIA & SOFFIT - BRIGHT WHITE |
| TRIM: | LP SMARTSIDE - CEDAR FINISH - SNOUSCAPE WHITE |
| | |
| METAL ROOFING: | METAL SALES MANUFACTURING - STANDING SEAM - BURNISHED SLATE |
| SHINGLES: | OWENS CORNING - OAKRIDGE 30 YEAR ARCHITECTURAL - PEPPERMILL GRAY |
| FRONT DOOR: | SW 7083 DARKROOM |
| SHUTTERS (REAR): | SW 7749 LAUREL WOODS |
| GARAGE DOOR: | SW 7083 DARKROOM |

## SAMPLE BOARD - COLOR SCHEME A



STONE
BUECHEL STONE
(STRATFORD CROSS)




BRICK
(GLEN-GERY)



HORIZONTAL SIDING
ARCTIC WHITE
(JAMES HARDIE FIBER CEMENT SIDING)



SHAKE SIDING
NIGHT GRAY
(JAMES HARDIE FIBER CEMENT SIDING)



VERTICAL SIDING
LIGHT MIST
6" CEDARMILL-COBBELE STONE
(JAMES HARDIE FIBER CEMENT SIDING)



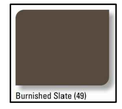

FASCIA & CORNCE
(ROLLEX ALUMINUM)



TRIM
SNOUSCAPE
(LP SMARTSIDE- CEDER FINISH)



SHINGLES
PEPPERMILL GRAY
( OWENS CORNING -OAKRIDGE 30 YEAR ARCHITECTURAL)




METAL ROOFING
(METAL SALES MANUFACTURING)




FRONT DOOR
GARAGE DOOR
(SHERWIN - WILLIAMS)




SHUTTERS (REAR)
(SHERWIN - WILLIAMS)

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Lisle, Illinois 60532
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PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "A" - 4 UNIT PLAN
PROPOSED ELEVATIONS
BUILDING TYPE "A" - 4 UNIT PLAN - LOT 2

| REVISIONS: |
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Drawn By: MIKES
Job No.: dp-2story-11
Date: 4.7.2021
Issued For Permit:
Sheet No. A4.0

PLOTTED: 4/7/2021 DP-2STORY-11DWG

| 4 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 6285 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
| | SECOND FLOOR= | 1,312 Sq. Ft. |
| TOTAL: | | 2268 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 292 Sq. Ft. |
| STANDARD BASEMENT: | | 808 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 442 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1,021 Sq. Ft. |
| | SECOND FLOOR= | 1,340 Sq. Ft. |
| TOTAL: | | 2,361 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 860 Sq. Ft. |
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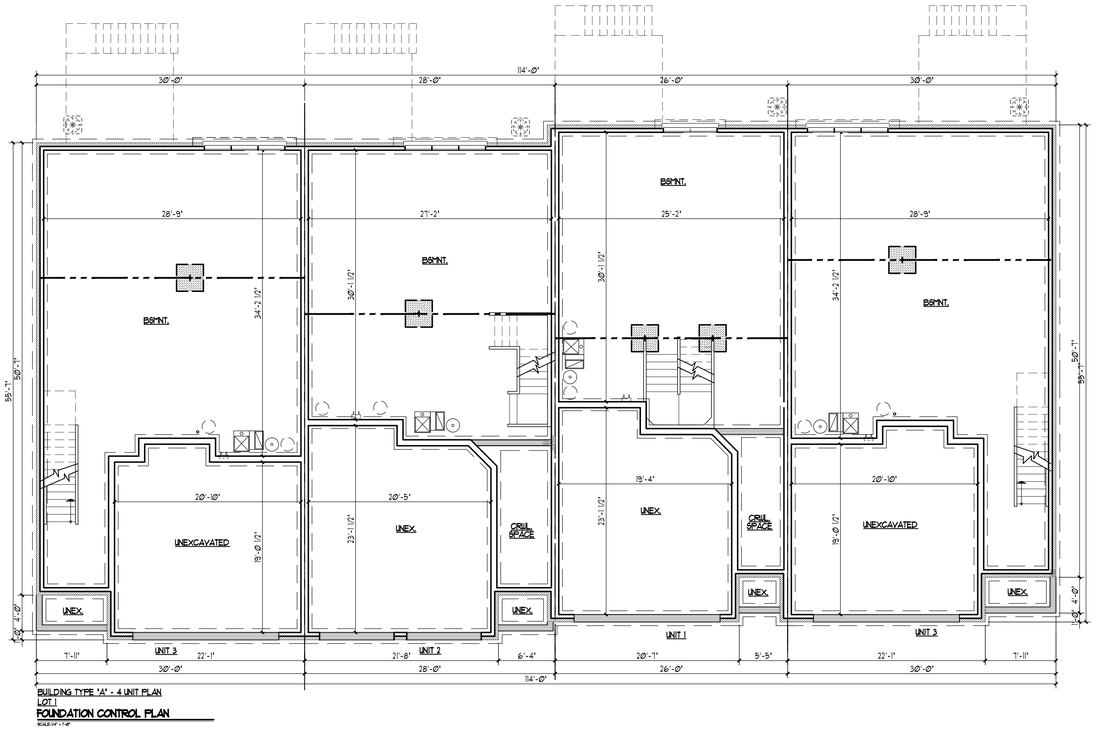


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PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE 'A' - 4 UNIT PLAN
FOUNDATION CONTROL PLAN
BUILDING TYPE 'A' - 4 UNIT PLAN - LOT 1

| REVISIONS: | |
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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No. A5a

PLOTTED: 4.7.2021/DP-2STORY-11.DWG

| 4 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 6285 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
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| TOTAL: | | 2268 Sq. Ft. |
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| STANDARD BASEMENT: | | 808 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 653 Sq. Ft. |
| | | |
| GARAGE: | | 442 Sq. Ft. |

| BUILDING AREA (square feet) 28' UNIT | | |
|---|---|---|
| LIVING AREA: | FIRST FLOOR= | 1021 Sq. Ft. |
| | SECOND FLOOR= | 1340 Sq. Ft. |
| TOTAL: | | 2361 Sq. Ft. |
| | OPT'L THIRD FLOOR= | 310 Sq. Ft. |
| STANDARD BASEMENT: | | 860 Sq. Ft. |
| OPT'L FINISHED BASEMENT: | | 697 Sq. Ft. |
| | | |
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| BUILDING AREA (square feet) 30' UNIT | | |
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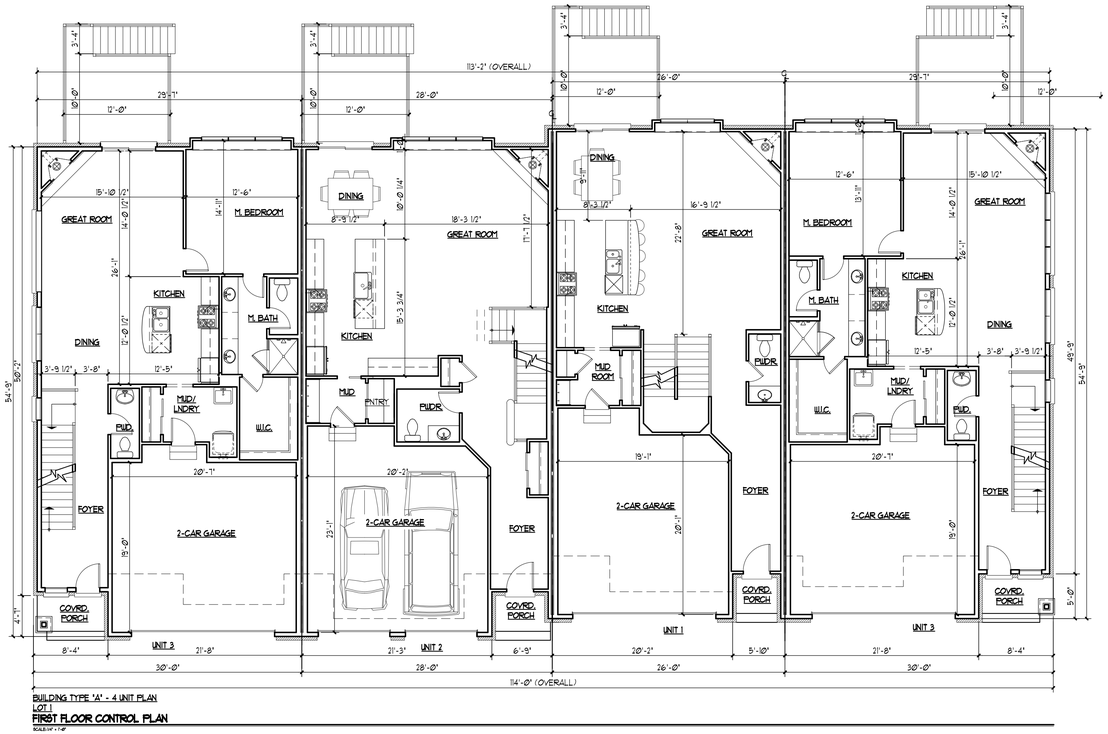


BUILDING TYPE "A" - 4 UNIT PLAN
LOT 1
FIRST FLOOR CONTROL PLAN
SCALE: 1/4"=1'-0"

PLOTTED: 4/7/2021 DP-2STORY-1.DWG

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1109 Ogden Avenue
Lisle, Illinois 60532
Phone: 630.435.0100 Fax: 630.435.0101

PROPOSED TOWNHOMES FOR HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "A" - 4 UNIT PLAN
PROPOSED FIRST FLOOR CONTROL PLAN
BUILDING TYPE "A" - 4 UNIT PLAN - LOT 1

REVISIONS:

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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

Issued For Permit:

Sheet No. A5b

| 4 UNIT BUILDING FOOTPRINT | | |
|---|---|---|
| TOTAL: | | 6285 Sq. Ft. |

| BUILDING AREA (square feet) 26' UNIT | | |
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| LIVING AREA: | FIRST FLOOR= | 956 Sq. Ft. |
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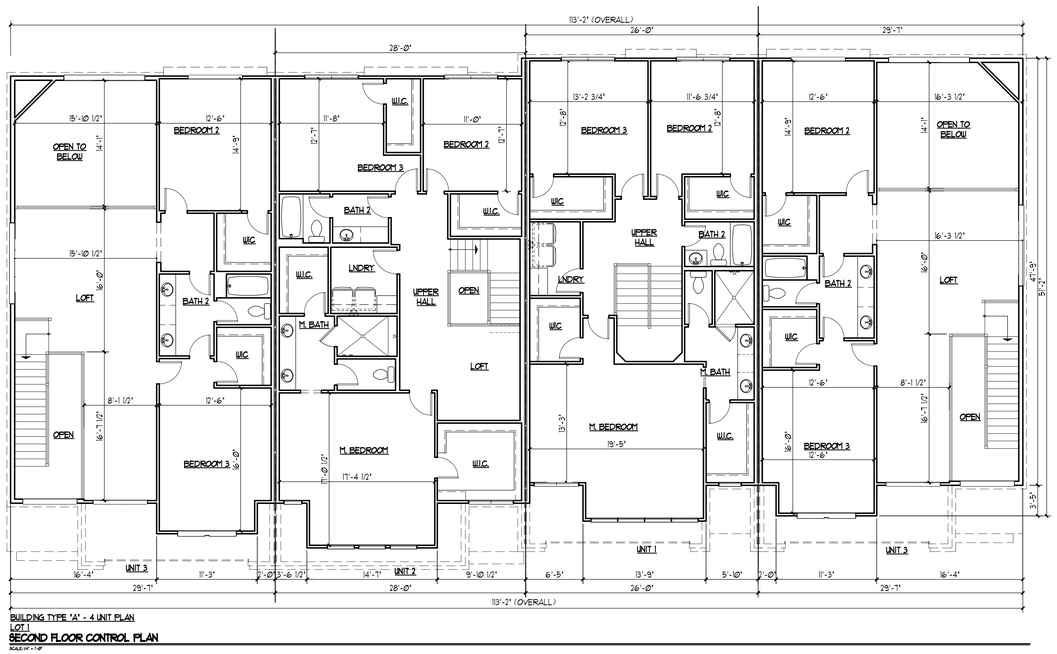


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1109 Ogden Avenue
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Phone: 630.435.0100 Fax: 630.435.0101

PROPOSED TOWNHOMES FOR HARDING CUSTOM HOMES

GLEN ELLYN

BUILDING TYPE "A" - 4 UNIT PLAN

PROPOSED SECOND FLOOR CONTROL PLANS

BUILDING "A" - 4 UNIT PLAN - LOT 1

REVISIONS:

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Drawn By: MIKES

Job No.: dp-2story-11

Date: 4.7.2021

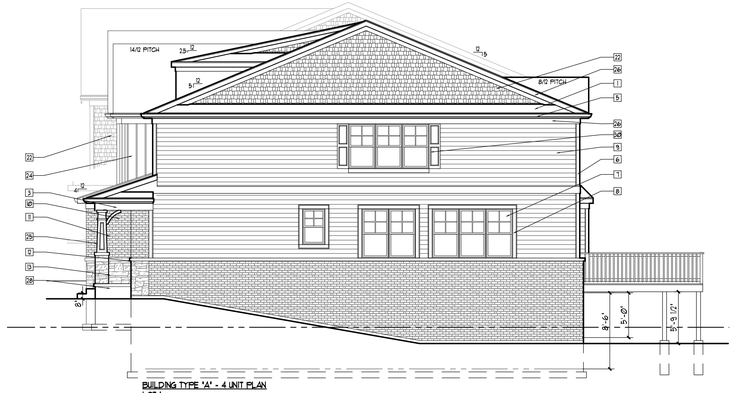
Issued For Permit:

Sheet No. A5c

PLOTTED: 4/7/2021 DP-2STORY-1.DWG




BUILDING TYPE 'A' - 4 UNIT PLAN
LOT 1
(EAST ELEVATION)
**FRONT ELEVATION**
SCALE:1/8" = 1'-0"




BUILDING TYPE 'A' - 4 UNIT PLAN
LOT 1
(NORTH ELEVATION)
**RIGHT SIDE ELEVATION**
SCALE:1/8" = 1'-0"




BUILDING TYPE 'A' - 4 UNIT PLAN
LOT 1
(SOUTH ELEVATION)
**LEFT SIDE ELEVATION**
SCALE:1/8" = 1'-0"




BUILDING TYPE 'A' - 4 UNIT PLAN
LOT 1
(WEST ELEVATION)
**REAR ELEVATION**
SCALE:1/8" = 1'-0"

| BUILDING ELEVATION TABLE | | |
|---|---|---|
| CORNER | EXISTING GRADE | PROPOSED GRADE |
| A | 761.50 | 761.0 |
| B | 763.40 | 763.60 |
| C | 768.10 | 769.70 |
| D | 766.20 | 766.70 |
| AVERAGE: | 764.80 | 765.25 |

1. - 30 YEAR ARCHITECTURAL SHINGLES
2. - STANDING SEAM ROOF MATERIAL
3. - CEDAR TRIM (SMARTSIDE)
4. - SMOOTH PANEL SMART TRIM
5. - PREFINISHED ALUMINUM GUTTERS AND FASCIA
6. - SMART TRIM CORNER AND SMART TRIM ACCENT
7. - INSULATED WINDOWS
8. - SMART TRIM SIDES AND SILL W/ SMART TRIM ACCENT
9. - HARDI-BOARD HORIZONTAL SIDING
10. - DECORATIVE CEDAR ACCENT
11. - CEDAR WRAPPED COLUMN
12. - STONE SILL
13. - STONE
14. - SOLDIER COURSE HEADER W/ STONE KEYSTONE
15. - INSULATED DOOR
16. - STONE KEYSTONE W/ STONE ACCENT
17. - INSULATED GARAGE DOOR
18. - ARCHED STONE HEADER W/ DECORATIVE ACCENT
19. - CARRIAGE LIGHT
20. - RECESSED CAN LIGHT IN SOFFIT
21. - HARDI-BOARD VERTICAL SIDING
22. - HARDI-BOARD SHAKE
23. - DECORATIVE VINYL TRIM ACCENTS
24. - HARDI-BOARD VERTICAL SIDING
25. - BRICK
26. - SMART TRIM FRIEZE BOARD
27. - INSULATED SLIDING GLASS DOOR
28. - CONCRETE STOOP AND STEPS / DECKS
29. - ARCHED SMART TRIM W/ SMART TRIM ACCENTS
30. - VINYL PANEL SHUTTERS

| COLOR SCHEME - "A" | |
|---|---|
| BRICK: | GLEN-GERY - OLDE ENGLAND THIN BRICK ¾" - |
| STONE: | BUECHEL STONE - STRATFORD CROSS |
| | |
| VERTICAL SIDING: | JAMES HARDIE FIBER CEMENT SIDING - ARCTIC WHITE |
| SHAKE SIDING: | JAMES HARDIE FIBER CEMENT SIDING - NIGHT GRAY |
| HORIZONTAL SIDING | JAMES HARDIE FIBER CEMENT SIDING 6" CEDARMILL - LIGHT MIST |
| FASCIA & CORNICE: | ROLLEX ALUMINUM FASCIA & SOFFIT - BRIGHT WHITE |
| TRIM: | LP SMARTSIDE - CEDAR FINISH - SNOUSCAPE WHITE |
| | |
| METAL ROOFING: | METAL SALES MANUFACTURING - STANDING SEAM - BURNISHED SLATE |
| SHINGLES: | OUENS CORNING - OAKRIDGE 30 YEAR ARCHITECTURAL - PEPPERMILL GRAY |
| FRONT DOOR: | SW 7083 DARKROOM |
| SHUTTERS (REAR): | SW 7749 LAUREL WOODS |
| GARAGE DOOR: | SW 7083 DARKROOM |

## SAMPLE BOARD - COLOR SCHEME A


STONE
BUECHEL STONE
(STRATFORD CROSS)



BRICK
(GLEN-GERY)


HORIZONTAL SIDING
ARCTIC WHITE
(JAMES HARDIE FIBER
CEMENT SIDING)


SHAKE SIDING
NIGHT GRAY
(JAMES HARDIE FIBER
CEMENT SIDING)

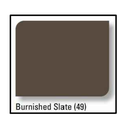

VERTICAL SIDING
LIGHT MIST
6" CEDARMILL-COBBELE STONE
(JAMES HARDIE FIBER
CEMENT SIDING)



FASCIA & CORNCE
(ROLLEX ALUMINUM)


TRIM
SNOUSCAPE
(LP SMARTSIDE- CEDER FINISH)


SHINGLES
PEPPERMILL GRAY
( OUENS CORNING -OAKRIDGE
30 YEAR ARCHITECTURAL)



METAL ROOFING
(METAL SALES
MANUFACTURING)



FRONT DOOR
GARAGE DOOR
(SHERWIN - WILLIAMS)



SHUTTERS (REAR)
(SHERWIN - WILLIAMS)

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B. L. R. Architects
Custom Homes Multifamily Additions Consulting
1109 Ogden Avenue
Lisle, Illinois 60532
Phone: 630.435.0100 Fax: 630.435.0101

PROPOSED TOWNHOMES FOR
HARDING CUSTOM HOMES
GLEN ELLYN
BUILDING TYPE "A" - 4 UNIT PLAN
PROPOSED ELEVATIONS
BUILDING TYPE "A" - 4 UNIT PLAN - LOT 1

| REVISIONS: |
|---|
| 1 |
| 2 |
| 3 |
| 4 |
| 5 |
| 6 |
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| 10 |
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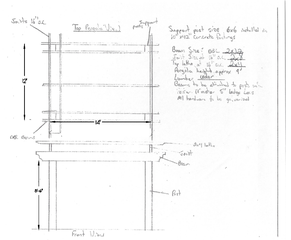
| 12 |
| 13 |
| 14 |

Drawn By: MIKES
Job No.: dp-2story-11
Date: 4.7.2021
Issued For Permit:
Sheet No. A5d

PLOTTED: 4/7/2021 DP-2STORY-11.DWG

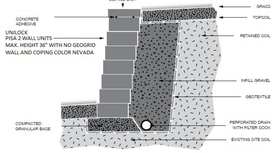
## PERGOLA DETAIL




### FENCE NOTES :

1) FENCE IS 'ACTIVE YARDS' WHITE VINYL 6' FENCE
2) ALL POSTS SET IN CONCRETE 36" DEEP
3) INCLUDES 20' BARRIER GATE






### RETAINING WALL NOTES :

1) RETAINING WALL WILL BE CONSTRUCTED USING PISA 2 CONCRETE BLOCK WALL SYSTEM.
2) RETAINING WALL ALONG CENTER PORTION OF WEST PROPERTY LINE WILL HAVE 4" PERFORATED DRAIN TILE IN GRAVEL BED BEHIND WALL AND OUTLETS AT EITHER END.
3) SEE DETAIL ABOVE FOR WALL CONSTRUCTION DETAIL.
4) ALL WALLS ARE UNDER 36" AND DO NOT REQUIRE GEOGRID REINFORCEMENT.

Pisa2®



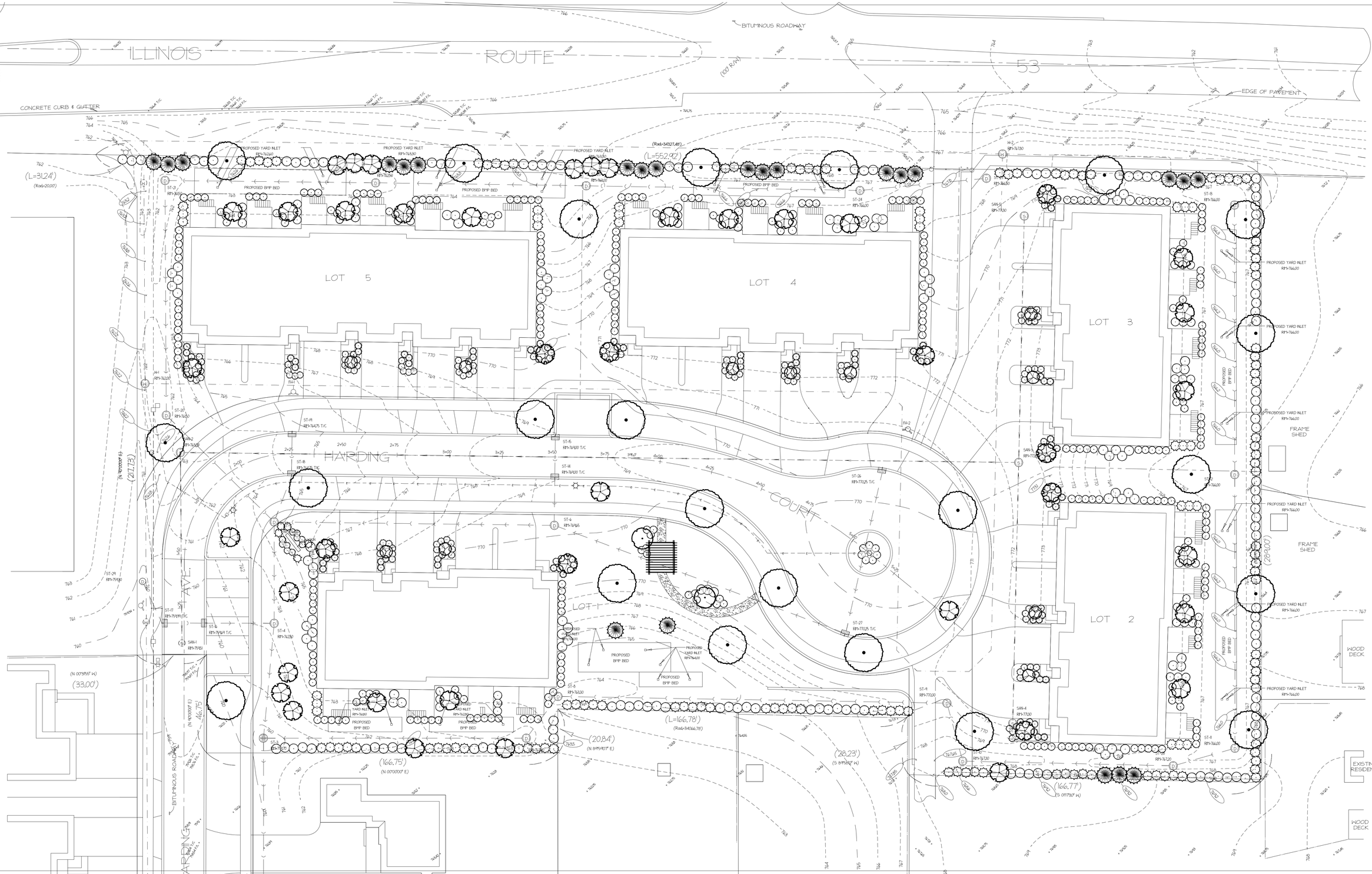


| | | XL Tapered | Coping | Tapered | Corner |
|---|---|---|---|---|---|
| | Nicolock Type | SINGLE | DOUBLE | DOUBLE | DOUBLE |
| | Finish | SMOOTH | SMOOTH | SMOOTH | SMOOTH |
| | Thickness mm | 150MM | 175MM | 150MM | 150MM |
| | Dimensions mm | 600MM(L) 150MM (D) 300MM (W) | 300mm (L) 175mm (D) 300mm (W) | 300mm (L) 150mm (D) 300mm (W) | 300mm (L) 150mm (D) 300mm (W) |
| | Dimensions Imperial | 23.62" (L) 5.91" (D) 11.81" (W) | 11.81" (L) 6.7" (D) 11.81" (W) | 11.81" (L) 5.91" (D) 11.81" (W) | 11.81" (L) 5.91" (D) 11.81" (W) |
| PISA 2 | Bundle | 21.00 | 21.00 | 21.00 | 21.00 |
| | Layer | 0.4200 | 0.4200 | 0.4200 | 0.4200 |
| | Area | 2.52 | 1.26 | 2.52 | 1.26 |
| PISA 2 Wall | Layers | 4.00 | 1.00 | 3.00 | 2.00 |
| | Volume | | 1.26 | 2.52 | 4.54 |
| Left Cap | Bundle | 42.00 | 42.00 | 42.00 | |
| | Unit | 1.00 | 1.00 | 1.00 | |
| Units per Sq.ft. | Left | 1.00 | 1.00 | 1.00 | 1.00 |
| | Surface | | 21.00 | 10.00 | 1.00 |
| | Bundle | 10.00 | 10.00 | 10.00 | 10.00 |
| Lbs per | Layer | 926 | 411 | 852 | 367 |
| | Volume | | 411 | 1,704 | 1,471 |
| | Bundle | 2,315 | 2,315 | 2,400 | 2,361 |

Mechanical Survey Editorial & Typography — Version Nov-Dec 2015 V3

SMALLBOX

No. 6,946,189 | 8,380,340 | 8,387,196 | 8,733,376 | 9,103,132 and non-patented products in marketing. UNILOCK, the UNILOCK design, Pisa 2, Pisa 2 Wall, Pisa 2 Coping, Pisa 2 Corner, Pisa 2 Tapered, Pisa 2 Tapered Corner, Pisa 2 Left Cap, Pisa 2 Right Cap, Pisa 2 Double Tapered, Pisa 2 Double Tapered Corner, Pisa 2 Double Left Cap, Pisa 2 Double Right Cap, Pisa 2 Double Coping, Pisa 2 Double Coping Corner, Pisa 2 Double Coping Left Cap, Pisa 2 Double Coping Right Cap, Pisa 2 Double Coping Tapered, Pisa 2 Double Coping Tapered Corner, Pisa 2 Double Coping Tapered Left Cap, Pisa 2 Double Coping Tapered Right Cap, Pisa 2 Double Coping Tapered Double Left Cap, Pisa 2 Double Coping Tapered Double Right Cap, Pisa 2 Double Coping Tapered Double Corner




# HARDING CUSTOM HOMES SUBDIVISION UNIT 2

GRANT & POWER LANDSCAPING
The Start of Something Beautiful
tel 630.231.0069 fax 630.231.0349
700 EAST ROOSEVELT ROAD
WEST CHICAGO, ILLINOIS 60185
WWW.GRANTANDPOWER.COM
GRANTANDPOWER@GRANTANDPOWER.COM

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SCALE: 1" = 20' (APPROX)

LANDSCAPE & UTILITIES

DESIGNED BY: BRIAN O'MALLEY, CLD
SALES: GENE GRANT
DATE: 4-26-21
SHEET NO.: 5 OF 5

NORTH

REVISIONS

| NO. | DATE | DESCRIPTION |
|---|---|---|
| 1 | 6-7-21 | REMOVE ONE TREE WITH SEWER CONFLICT |
| 2 | 8-19-21 | CORRECT LOCATION OF PERGOLA |

## LANDSCAPE NARRATIVE :

THE PROPOSED LANDSCAPE PLAN AT HARDING COURT ACHIEVES MANY GOALS. IT COMPLIMENTS AND MAKES FUNCTIONAL THE LAYOUT CREATED BY THE NEW PROPOSED SUBDIVISION. IT PROVIDES AMPLE LANDSCAPING AND SCREENING ALONG THE PERIMETER PROPERTY LINES, UTILIZING PROVEN PLANT SPECIES. IT INCLUDES A LARGE NUMBER OF TREES TO SOFTEN THE EAST PROPERTY LINE ABUTTING ILLINOIS ROUTE 53, AND EXCEEDS THE NUMBER OF TREES AND GREEN SPACE REQUIRED, LEADING TO AN ENVIRONMENTALLY FRIENDLY SPACE, BLENDING IN WITH SURROUNDING EXISTING LANDSCAPES.

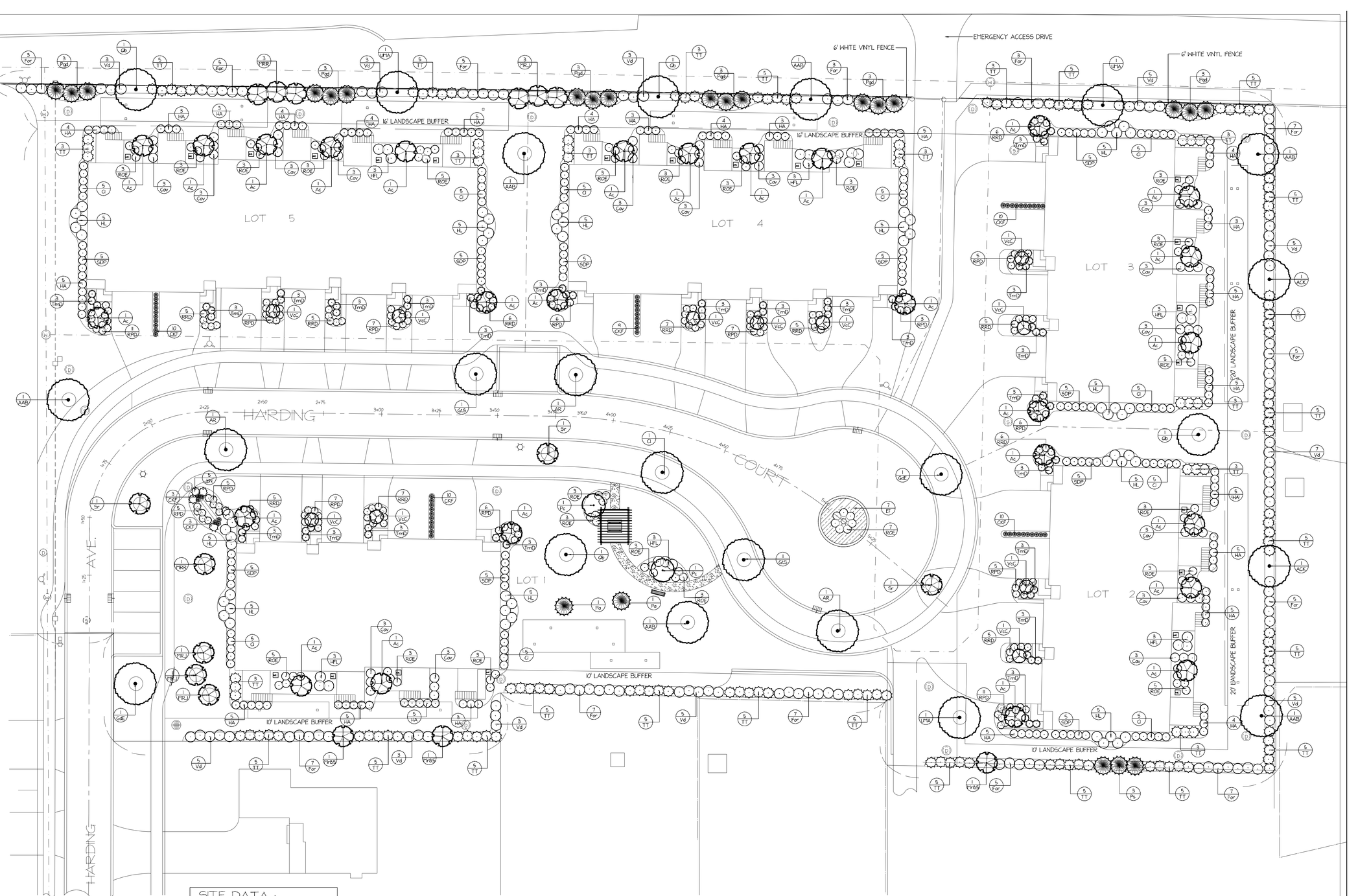
## LANDSCAPE NOTES :

1. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM DISEASE OR INSECT DAMAGE.
2. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS, WHICH SHALL BE VERFIED BY MUNICIPAL AUTHORITIES.
3. ALL PLANTING SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES INCLUDING PLANTING BED PREP, PRUNING, STAKING, FERTILIZING, AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION.
4. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. AT THE END OF THE GUARANTEE PERIOD, THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
5. ANY EXISTING TREES SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES PER VILLAGE REQUIREMENTS.
6. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSER AND LANDSCAPE ASSOCIATION.
7. PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION OF THE PROPOSED LANDSCAPE MATERIAL. EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DUE TO MODIFICATIONS IN SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE VILLAGE IN WRITING.
8. TREES NOT IN BEDS RECEIVE 6' MULCH RING
9. ALL BEDS SHALL BE AMMENDED WITH COMPOST, MULCHED WITH A SHREDDED BARK MATERIAL TO A DEPTH OF 3", AND EDGED.
10. FINISH GRADE AND SEED ALL TURF AREAS (47,142 SQ.FT.) APPLY EROSION BLANKET TO ALL SEED AREAS. ALL REFERENCES TO TURF INDICATE NATURAL GRASS, NOT ASTRO-TURF.
11. LANDSCAPE ARCHITECT AND CONCTRACTOR IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
12. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOPPSOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN.
13. TREES AND SHRUBS SHALL BE SEPARATED BY DISTANCES RECOMMENDED BY VILLAGE CODE UNLESS OTHERWISE NOTED. UPRIGHT GROWING OR NARROW PLANT SPECIES MAY BE PLANTED CLOSER THAN VILLAGE RECOMMENDATIONS TO ENHANCE SCREENING EFFECTS.
14. ALL TREES AND SHRUBS SHALL MEET THE MINIMUM SIZE REUREMENTS FOR THE VILLAGE AT TIME OF INSTALLATION.

| Key | Qty. | Botanical Name | Common Name | Size/Condition |
|---|---|---|---|---|
| PARKWAY TREES | | | | |
| AR | 3 | Acer 'Redpointe' | REDPOINTE MAPLE | 2.5" |
| GdE | 2 | Gymnocladus dioica 'Espresso' | KENTUCKY COFFEE TREE | 2.5" |
| GlS | 2 | Gleditsia triacanthos 'Skyline' | SKYLINE HONEYLOCUST | 2.5" |
| Sr | 3 | Syringa reticulata | JAPANESE TREE LILAC | 2.5" |
| TREES | | | | |
| AAB | 6 | Acer 'Autumn Blaze' | AUTUMN BLAZE RED MAPLE | 3" |
| Ack | 2 | Acer platanoides 'Crimson King' | CRIMSON KING MAPLE | 4.5" |
| Ac | 25 | Amelanchier canadensis | SERVICEBERRY | 6' |
| MRJ | 6 | Malus 'Red Jewel' | CLUMP RED JEWEL CRABAPPLE | 6' |
| MRR | 4 | Malus Royal Raindrops' | CLUMP ROYAL RAINDROPS CRABAPPLE | 6' |
| MRR5 | 3 | Malus 'Royal Raindrops' | CLUMP ROYAL RAINDROPS CRABAPPLE | 8.5' |
| Pc | 2 | Pyrus calleryana 'Chanticleer' | CHANTICLEER PEAR | 4.5" |
| Qb | 4 | Quercus bicolor | SWAMP WHITE OAK | 2.5" |
| UMA | 3 | Ulmus 'Morton Accolade' | MORTON ACCOLADE ELM | 2.5" |
| CONIFERS | | | | |
| Pa | 2 | Picea abies | NORWAY SPRUCE | 10.5' |
| Pgd | 18 | Picea glauca densata | BLACK HILLS SPRUCE | 6' |
| Ps | 3 | Pinus strobus | WHITE PINE | 8.5' |
| TmD | 69 | Taxus x media 'Densiformis' | DENSE YEW | 18" |
| TT | 138 | Thuja 'Techny' | TECHNY ARBORVITAE | 5' |
| JpN | 5 | Juniperus procumbens 'Nana' | JAPANESE GARDEN JUNIPER | 5G |
| SHRUBS | | | | |
| Cl | 50 | Cornus 'Isanti' | ISANTI REDTWIG DOGHOOD | 5G |
| Cav | 45 | Cotoneaster apiculatus var. laxiflo | PEKING COTONEASTER | 5G |
| For | 67 | Forsythia x intermedia | BORDER FORSYTHIA | 4' |
| HA | 106 | Hydrangea 'Annabelle' | ANNABELLE HYDRANGEA | 5G |
| HFL | 18 | Hydrangea 'Fire Light' | FIRE LIGHT HYDRANGEA | 3G |
| HL | 58 | Hydrangea 'Limelight' | LIMELIGHT HYDRANGEA | 5G |
| ROE | 81 | Rosa 'Oso Easy Double Red' | OSO EASY DOUBLE RED ROSE | 3G |
| RPD | 91 | Rosa 'Pink Drift' | PINK DRIFT ROSE | 2G |
| RRD | 62 | Rosa 'Red Drift' | RED DRIFT ROSE | 2G |
| SDP | 50 | Spirea 'Double Play Red' | DOUBLE PLAY RED SPIREA | 3G |
| Vd | 47 | Viburnum dentatum | ARROWWOOD VIBURNUM | 3' |
| VcC | 11 | Viburnum x carlcephalum 'Cayuga' | CAYUGA FRAGRANT VIBURNUM | 2' |
| ORNAMENTAL GRASSES | | | | |
| CKF | 55 | Calamagrostis 'Karl Foerster' | KARL FOERSTER FEATHER REED GRASS | 1G |
| PERENNIALS AND ANNUALS | | | | |
| Ef | 7 | Euonymus fortunei | PURPLELEAF WINTERCREEPER | 24"FLAT |

### PLANT SCHEDULE NOTES :

1. CONTAINERIZED SHRUBS TO BE MINIMUM 24" HEIGHT AT TIME OF INSTALLATION (EXCLUDES ROSES AND SPIREA)




## SITE DATA :

SITE OPEN SPACE:
REQUIRED:
PROVIDED: 49,559 S.F.

TREES:
REQUIRED: 32
PROVIDED: 77

# HARDING CUSTOM HOMES SUBDIVISION UNIT 2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WEST CHICAGO, ILLINOIS 60185
WWW.GRANTANDPOWER.COM
GRANTANDPOWER@GRANTANDPOWER.COM



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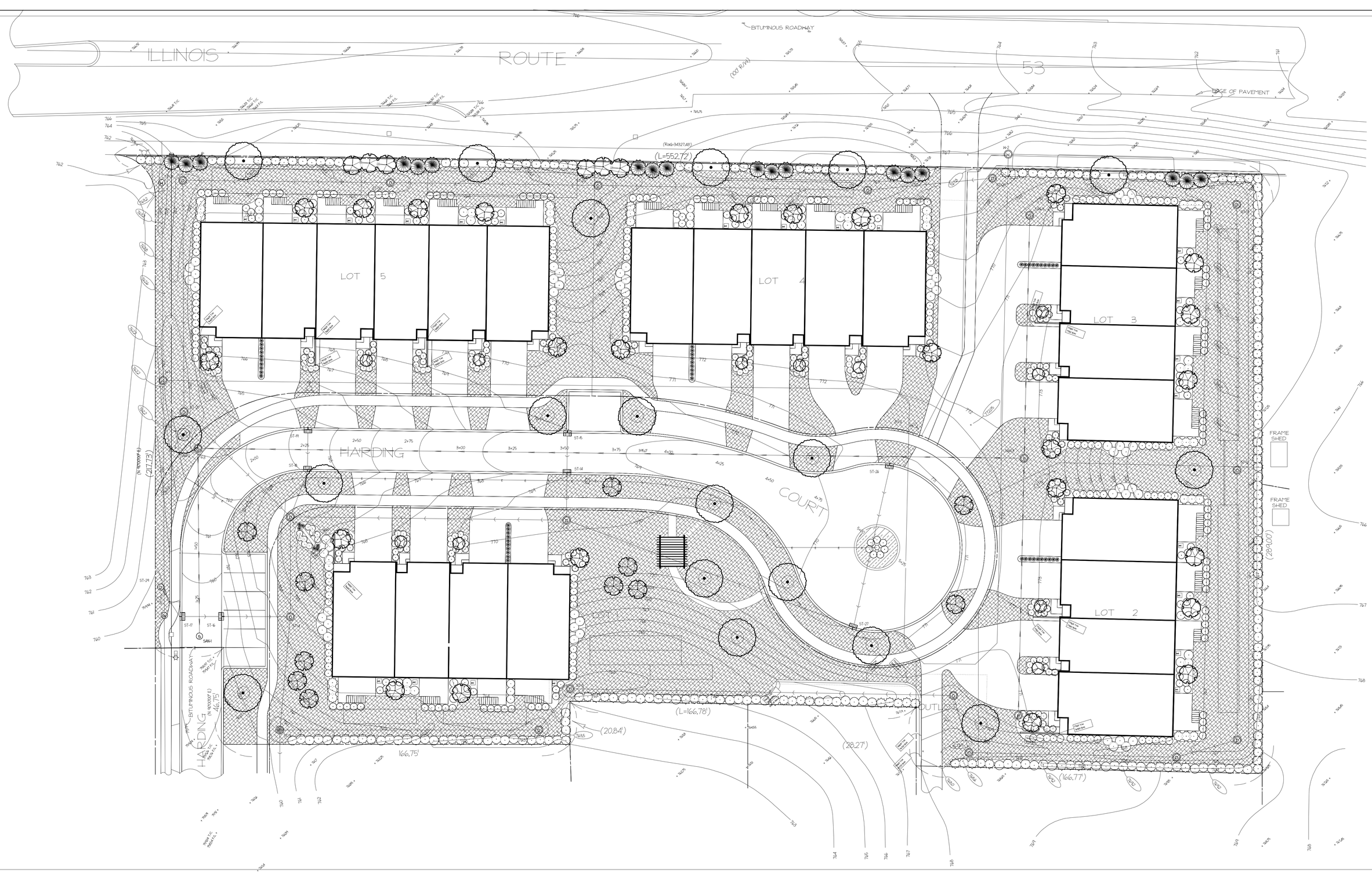
SCALE: 1" = 20' (APPROX)

LANDSCAPE PLANTINGS

DESIGNED BY: BRIAN O'MALLEY, CLD
SALES: GENE GRANT
DATE: 12-28-20
SHEET NO: 1 OF 5

NORTH

| REVISIONS | | |
|---|---|---|
| NO. | DATE | DESCRIPTION |
| 1 | 4-27-21 | VARIOUS |
| 2 | 6-7-21 | REMOVE ONE TREE WITH SEWER CONFLICT |
| 3 | 8-19-21 | CORRECTLY REMOVE TREE WITH SEWER CONFLICT |




# HARDING CUSTOM HOMES SUBDIVISION UNIT 2

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WEST CHICAGO, ILLINOIS 60185
WWW.GRANTANDPOWER.COM
GRANTANDPOWER@GRANTANDPOWER.COM

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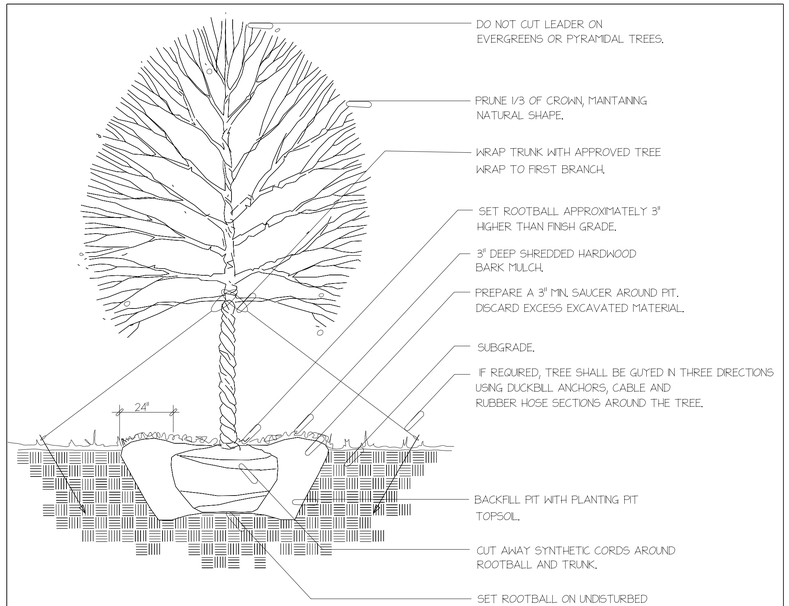
| | |
|---|---|
| SCALE | 1" = 20' (APPROX) |
| | TURF AREA (SHADED) |
| DESIGNED BY | BRIAN O'MALLEY, CLD |
| SALES | GENE GRANT |
| DATE | 12-28-20 |
| SHEET NO. | 3 OF 5 |

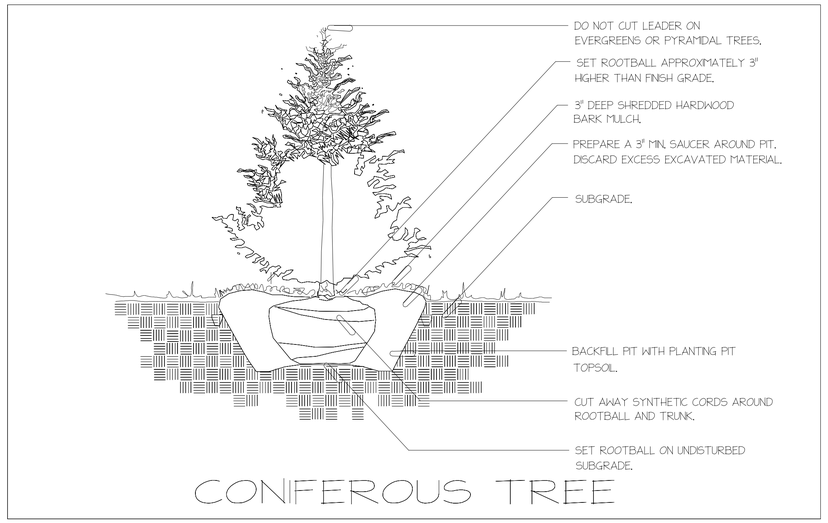
NORTH

| REVISIONS NO. | DATE | DESCRIPTION |
|---|---|---|
| 1 | 8-19-21 | POSITION PERGOLA |
| | | |
| | | |
| | | |

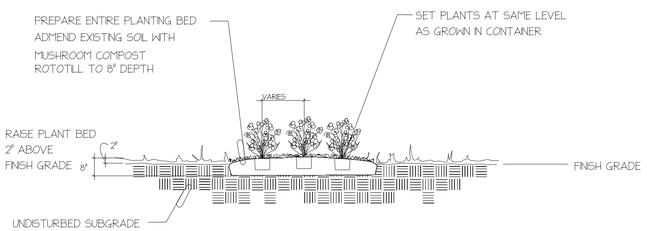
# PLANT INSTALLATION DETAILS



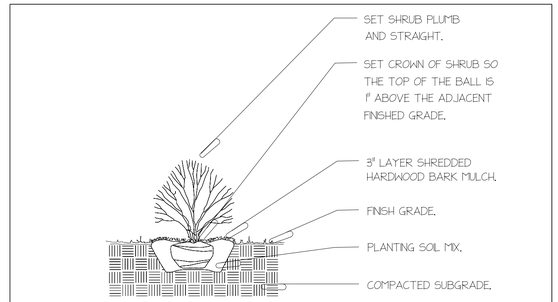

SHADE / ORNAMENTAL TREE




CONIFEROUS TREE




PERENNIAL




DECIDUOUS / EVERGREEN SHRUB

# HARDING CUSTOM HOMES SUBDIVISION UNIT 2

GRANT & POWER LANDSCAPING
The Start of Something Beautiful
tel 630.231.0069 fax 630.231.0349
700 EAST ROOSEVELT ROAD
WEST CHICAGO, ILLINOIS 60185
WWW.GRANTANDPOWER.COM
GRANT.AND.POWER@GRANTANDPOWER.COM

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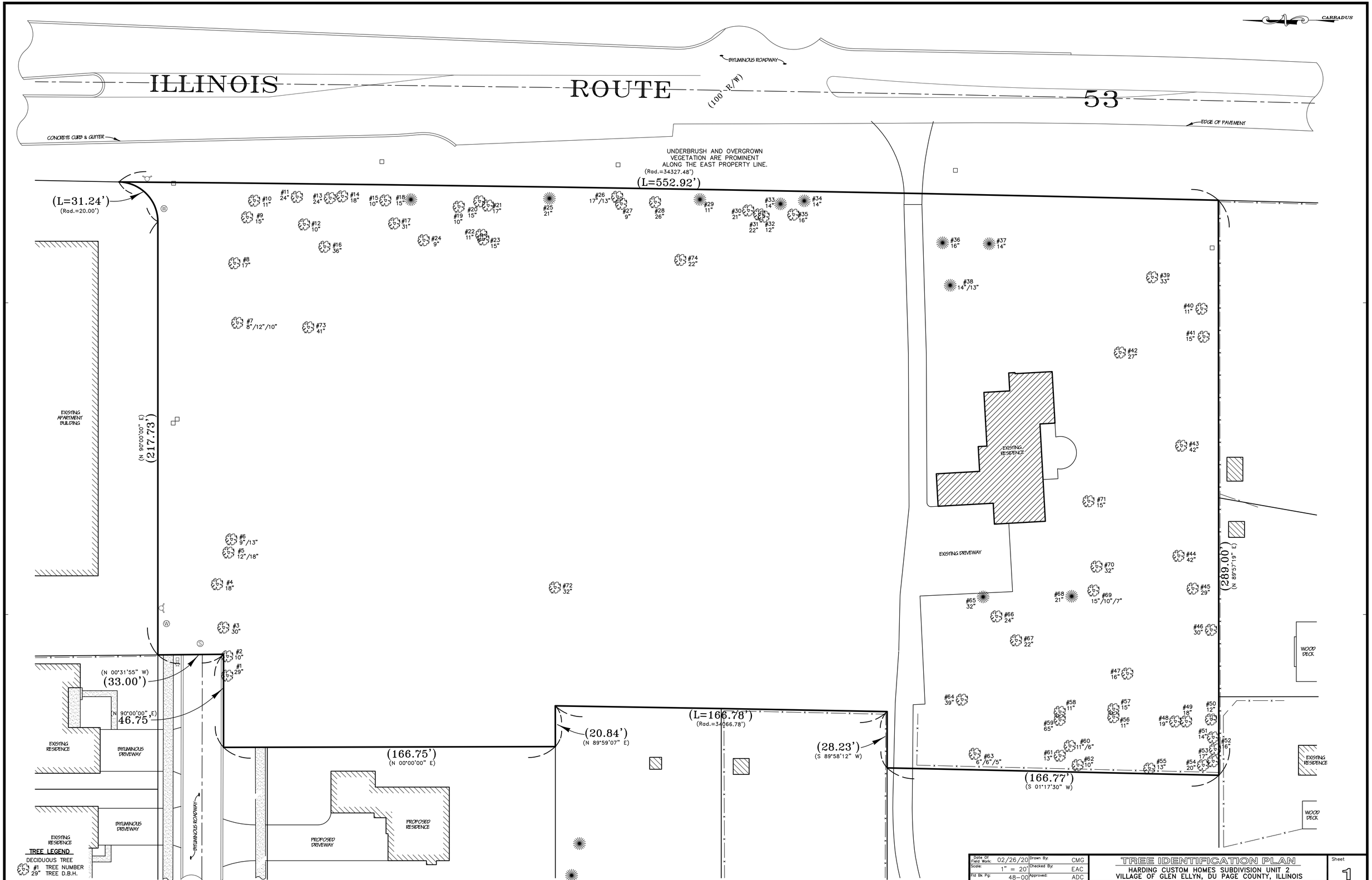
SCALE: PLANTING DETAIL

DESIGNED BY: BRIAN O'MALLEY, CLD
SALES: GENE GRANT
DATE: 3-24-20
SHEET NO: 4 OF 5

NORTH

REVISIONS

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |




TREE NOTES:
- SEE SHEET 13 FOR TREE PROTECTION NOTES & DETAILS.
- SEE LISTING SUBMITTED WITH THE APPLICATION OF TREE SPECIES AND DESCRIPTION.
- TREE NUMBERS AND SIZES CORRESPOND WITH THE IDENTIFICATION REPORT PROVIDED BY DAVE COULTER.

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMG |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |
| Date: | | Revision: | |
| 03/30/21 | VILLAGE REVIEW | | |

TREE IDENTIFICATION PLAN
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue, Suite 180, Carol Stream Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 1 Of

Project # 895

DRAWING FILE NAME: 895-MF TREE IDENTIFICATION

# TREE ACTION PLAN

**Project Address:** Harding Glen Townhomes, Harding Avenue & Illinois Route 53
**Contact Name:** Walt Arway
**Contact Telephone** (630) 790-8144
**Field Verifications By:** Dave Coulter, Osage, Inc., P.O. Box 3144, Oak Park, IL 60303-3144, (708) 359-7209
**Field Verification Date:** 12/14/2020
**From Copy of Village Form D** 12/22/2014

| Tree Description | | | | Classification | | | | | | | Action | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Original Tree Number | Species | Condition | Diameter At Breast Height | Public Tree | Private Tree | Adjcent Property Tree | Border Tree | Impacted Tree | Protected Tree | Significant Tree | Remove | Crown / Prune | Fertilize | Tree Number | Physical Conflicts |
| 1 | Black Cherry | Poor | 29 | | Private | | | | | | Remove | | | 1 | New Street |
| 2 | Mulberry | Poor | 10 | | Private | | | | | | Remove | | | 2 | New Street |
| 3 | Mulberry | Poor | 30 | | | | Border | | | | Remove | | | 3 | New Street |
| 4 | Mulberry | Poor | 18 | Public | | | | | | | Remove | | | 4 | New Street |
| 5 | Mulberry | Poor | 12 / 18 | | Private | | | | | | Remove | | | 5 | New Street |
| 6 | Mulberry | Below Average | 13 / 9 | | Private | | | | | | Remove | | | 6 | New Street |
| 7 | Black Cherry | Poor | 18/12/10 | | Private | | | | | | Remove | | | 7 | Building 5 |
| 8 | Black Cherry | Dead | 17 | | Private | | | | | | Remove | | | 8 | Building 5 |
| 9 | Buckthorn | Poor | 15 | | Private | | | | | | Remove | | | 9 | Topo Changes |
| 10 | Siberian Elm | Poor | 11 | | Private | | | | | | Remove | | | 10 | Utilities |
| 11 | American Elm | Below Average | 24 | | Private | | | | | | Remove | | | 11 | Utilities |
| 12 | Buckthorn | Poor | 10 | | Private | | | | | | Remove | | | 12 | Building 5 |
| 13 | Siberian Elm | Poor | 24 | | Private | | | | | | Remove | | | 13 | Utilities |
| 14 | American Elm | Dead | 18 | | Private | | | | | | Remove | | | 14 | Utilities |
| 15 | Austrian Pine | Below Average | 10 | | Private | | | | | | Remove | | | 15 | Utilities |
| 16 | American Elm | Poor | 36 | | Private | | | | | | Remove | | | 16 | Building 5 |
| 17 | Pin Oak | Dead | 31 | | Private | | | | | | Remove | | | 17 | Building 5 |
| 18 | Austrian Pine | Below Average | 15 | | Private | | | | | | Remove | | | 18 | Utilities |
| 19 | American Elm | Below Average | 10 | | Private | | | | | | Remove | | | 19 | Topo Changes |
| 20 | American Elm | Average | 15 | | Private | | | | | | Remove | | | 20 | Storm Sewer & BMP |
| 21 | Siberian Elm | Below Average | 17 | | Private | | | | | | Remove | | | 21 | Topo Changes |
| 22 | American Elm | Poor | 11 | | Private | | | | | | Remove | | | 22 | Building 5 |
| 23 | Mulberry | Below Average | 15 | | Private | | | | | | Remove | | | 23 | Building 5 |
| 24 | American Elm | Below Average | 9 | | Private | | | | | | Remove | | | 24 | Building 5 |
| 25 | Norway Spruce | Dead | 21 | | Private | | | | | | Remove | | | 25 | Utilities |
| 26 | Mulberry | Poor | 17 / 13 | | Private | | | | | | Remove | | | 26 | Utilities |
| 27 | American Elm | Good | 9 | | Private | | | | | | Remove | | | 27 | Storm Sewer |
| 28 | Mulberry | Poor | 26 | | Private | | | | | | Remove | | | 28 | Utilities |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | Colorado Spruce | Poor | 11 | | Private | | | | | | Remove | | | 29 | Utilities |
| 30 | Cottonwood | Dead | 21 | | Private | | | | | | Remove | | | 30 | Topo Changes |
| 31 | American Elm | Below Average | 22 | | Private | | | | | | Remove | | | 31 | Topo Changes |
| 32 | Norway Maple | Average | 12 | | Private | | | | | | Remove | | | 32 | Storm Sewer & BMP |
| 33 | Colorado Spruce | Dead | 14 | | Private | | | | | | Remove | | | 33 | Utilities |
| 34 | Colorado Spruce | Poor | 14 | | Private | | | | | | Remove | | | 34 | Utilities |
| 35 | Norway Maple | Poor | 16 | | Private | | | | | | Remove | | | 35 | Topo Changes |
| 36 | Colorado Spruce | Poor | 16 | | Private | | | | | | Remove | | | 36 | Emergency Access |
| 37 | Colorado Spruce | Dead | 22 | | Private | | | | | | Remove | | | 37 | Driveway 3 |
| 38 | Austrian Pine | Poor | 14 / 13 | | Private | | | | | | Remove | | | 38 | Emergency Access |
| 39 | Pin Oak | Average | 33 | | Private | | | | | | Remove | | | 39 | Building 3 |
| 40 | Mulberry | Below Average | 11 | | Private | | | | | | Remove | | | 40 | Utilities |
| 41 | Sugar Maple | Dead | 15 | | Private | | | | | | Remove | | | 41 | Utilities |
| 42 | Ginko | Good | 27 | | Private | | | | | | Remove | | | 42 | Building 3 |
| 43 | American Elm | Dead | 42 | | Private | | | | | | Remove | | | 43 | Topo Changes |
| 44 | Norway Maple | Below Average | 42 | | Private | | | | | | Remove | | | 44 | Topo Changes |
| 45 | Norway Maple | Poor | 29 | | Private | | | | | | Remove | | | 45 | Topo Changes |
| 46 | Norway Maple | Dead | 30 | | Private | | | | | | Remove | | | 46 | Utilities |
| 47 | Pear | Poor | 16 | | Private | | | | | | Remove | | | 47 | Building 2 |
| 48 | Mulberry | Below Average | 19 | | Private | | | | | | Remove | | | 48 | Topo Changes |
| 49 | Mulberry | Below Average | 18 | | Private | | | | | | Remove | | | 49 | Topo Changes |
| 50 | Mulberry | Below Average | 12 | | Private | | | | | | Remove | | | 50 | Utilities |
| 51 | Tree of Heaven | Poor | 14 | | Private | | | | | | Remove | | | 51 | Utilities |
| 52 | Tree of Heaven | Below Average | 16 | | Private | | | | | | Remove | | | 52 | Utilities |
| 53 | Tree of Heaven | Below Average | 17 | | Private | | | | | | Remove | | | 53 | Utilities |
| 54 | Mulberry | Poor | 20 | | Private | | | | | | Remove | | | 54 | Utilities |
| 55 | Tree of Heaven | Average | 13 | | Private | | | | | | Remove | | | 55 | Utilities |
| 56 | Tree of Heaven | Below Average | 11 | | Private | | | | | | Remove | | | 56 | Building 2 |
| 57 | Tree of Heaven | Good | 15 | | Private | | | | | | Remove | | | 57 | Building 2 |
| 58 | Tree of Heaven | Good | 11 | | Private | | | | | | Remove | | | 58 | Building 2 |
| 59 | Tree of Heaven | Average | 9 / 7 | | Private | | | | | | Remove | | | 59 | Building 2 |
| 60 | Tree of Heaven | Average | 11 / 6 | | Private | | | | | | Remove | | | 60 | Building 2 |
| 61 | Hackberry | Average | 13 | | Private | | | | | | Remove | | | 61 | Storm Sewer |
| 62 | Black Walnut | Good | 10 | | Private | | | | | | Remove | | | 62 | Storm Sewer |
| 63 | Box Elder | Below Average | 6 / 6 / 5 | | Private | | | | | | Remove | | | 63 | Utilities |
| 64 | Mulberry | Poor | 39 | | Private | | | | | | Remove | | | 64 | Driveway 2 |
| 65 | Norway Spruce | Average | 32 | | Private | | | | | | Remove | | | 65 | Driveway 2 |
| 66 | Green Ash | Dead | 24 | | Private | | | | | | Remove | | | 66 | Driveway 2 |
| 67 | Sugar Maple | Average | 22 | | Private | | | | | | Remove | | | 67 | Driveway 2 |
| 68 | Norway Spruce | Very Good | 21 | | Private | | | | | | Remove | | | 68 | Building 2 |
| 69 | American Elm | Poor | 15 / 19 / 7 | | Private | | | | | | Remove | | | 69 | Building 2 |
| 70 | Catalpa | Below Average | 32 | | Private | | | | | | Remove | | | 70 | Building 2 |
| 71 | Tulip | Excellent | 15 | | Private | | | | | | Remove | | | 71 | Building 2 |
| 72 | Siberian Elm | Poor | 32 | | Private | | | | | | Remove | | | 72 | Building 1 |
| 73 | Sugar Maple | Dead | 30 | | Private | | | | | | Remove | | | 73 | Building 5 |
| 74 | White Pine | Average | 22 | | Private | | | | | | Remove | | | 74 | Building 4 |

Hampton, Lenzini and Renwick, Inc.
Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists
www.hlrengineering.com

January 28, 2021

Rite-Way Custom Homes, LLC
ATTN: Marv Ritter
540 Duane Street, 2nd Floor
Glen Ellyn, IL 60137

RE: Harding Custom Homes Subdivision Unit 2
Tree Action Plan Review

Dear Mr. Ritter,

A letter from HLR was sent on October 1, 2020 regarding the Harding Custom Homes Subdivision Unit 2 development and the demolition of the structure at 138 S. Route 53. The letter asked that a justification for each proposed removed tree be provided in an updated Tree Action Plan. A revised Tree Action Plan dated December 14, 2020 included a justification of removal for each tree in a column titled “Physical Conflicts”. HLR conducted a review of this Tree Action Plan on January 28, 2021.

There were six trees that were initially recommended for preservation. Tree #39 is a significant tree, as it is a Pin Oak measuring 33 inches and is in excellent condition. The Tree Action Plan exhibited that this tree is within the footprint of Building 3. Tree #42 is a Ginkgo measuring 27 inches in good condition. Building 3 presents a physical conflict for preservation of this tree. Tree #44 is a 42-inch Norway Maple. Considering its height, symmetrical crown, condition, and placement on the property, this tree would serve as an excellent aesthetic accessory. It was explained that topographic changes would prevent retainment of this tree. Tree #67 is a 22-inch Sugar Maple in fairly good condition. Removal was rationalized by the conflicting footprint of Driveway 2. Tree #68 is a 21-inch Norway Spruce in good condition. The updated Tree Action Plan clarified that this tree is in the footprint of Building 2. Tree #71 is a 15-inch Tulip tree in excellent condition measuring 15 inches. The Tree Action Plan clarifies that it is located within the footprint of Building 2.

The revised Tree Action Plan and Tree Preservation Plan have been approved. It is our understanding that all trees listed are to be removed. Considering no trees are being retained on site, no tree protection fence is required. If you have any questions or concerns regarding the contents of this letter, please do not hesitate to contact me at (847) 531-0288 or phickey@hlreng.com.

Yours truly,

**HAMPTON, LENZINI AND RENWICK, INC.**

Patrick Hickey

Patrick Hickey, Certified Arborist #IL-1385A
Senior Environmental Scientist

380 Shepard Drive
Elgin, Illinois 60123-7010
Tel. 847.697.6700
Fax 847.697.6753

6825 Hobson Valley Drive, Suite 302
Woodridge, Illinois 60517
Tel. 847.697.6700
Fax 847.697.6753

3085 Stevenson Drive, Suite 201
Springfield, Illinois 62703
Tel. 217.546.3400
Fax 217.546.8116

323 W. Third Street, P.O. Box 160
Mt. Carmel, Illinois 62863
Tel. 618.262.8651
Fax 618.263.3327




Buechel Stone Stratford Cross veneer on block wall. Genuine or Synthetic Slate panel recessed in bric
Two-sided sign
Foundation is 2' deep with brick expected to project an additional 3" per side for a total thickness of 2' - 6"
and a wdith to accomodate 6' overall width.

Letters 1/2" thick laser-cut acrylic letters painted white, stud mounted

Base of sign to be landscaped with a mixture of deciduous and evergreen plants, shrubs, and/or foliage.

Proposed sign is non-illuminated.
(If future H.O.A. chooses to install lighting such will need to comply with all Village of Glen Ellyn code requirements)

| Luminaire Schedule | | | | | |
|---|---|---|---|---|---|
| Symbol | Qty | Label | Arrangement | Total Lamp Lumens | LLF |
| * | 92 | MLLG-OW-LED-WPSD-9-3 | SINGLE | 834.55 | 1.000 |

| Calculation Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| Label | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
| Area 1 | Illuminance | Fc | 0.34 | 17.0 | 0.0 | N.A. | N.A. |
| Area 2 | Illuminance | Fc | 0.27 | 8.8 | 0.0 | N.A. | N.A. |
| Area 3 | Illuminance | Fc | 0.34 | 6.1 | 0.0 | N.A. | N.A. |
| Area 4 | Illuminance | Fc | 0.28 | 3.4 | 0.0 | N.A. | N.A. |
| Area 5 | Illuminance | Fc | 0.21 | 6.5 | 0.0 | N.A. | N.A. |
| Area 6 | Illuminance | Fc | 0.44 | 8.8 | 0.0 | N.A. | N.A. |

| Luminaire Location Summary | | | | | |
|---|---|---|---|---|---|
| Label | X | Y | Z | Orient | Tilt |
| MLLG-OW-LED-WPSD-9-3 | 242 | 169 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 226 | 169 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 219 | 163 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 217 | 169 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 199 | 169 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 192 | 163 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 190 | 169 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 171 | 169 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 162 | 163 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 246 | 169 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 263 | 169 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 272 | 163 | 6 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 178 | 113 | 8 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 204 | 113 | 8 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 230 | 113 | 8 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 260 | 112 | 8 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 562 | 180 | 8 | 0 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 562 | 155 | 8 | 0 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 561 | 130 | 8 | 0 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 561 | 103 | 8 | 0 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 560 | 243 | 8 | 0 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 561 | 269 | 8 | 0 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 562 | 295 | 8 | 0 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 562 | 321 | 8 | 0 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 426 | 326 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 399 | 327 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 373 | 327 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 346 | 328 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 320 | 328 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 246 | 329 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 220 | 329 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 194 | 330 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 167 | 329 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 141 | 330 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 115 | 331 | 8 | 90 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 108 | 274 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 125 | 274 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 98 | 281 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 152 | 280 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 129 | 274 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 145 | 274 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 154 | 274 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 171 | 274 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 179 | 280 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 182 | 273 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 199 | 273 | 6 | 270 | 0 |

| Luminaire Location Summary | | | | | |
|---|---|---|---|---|---|
| Label | X | Y | Z | Orient | Tilt |
| MLLG-OW-LED-WPSD-9-3 | 205 | 280 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 207 | 275 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 224 | 274 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 233 | 279 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 235 | 273 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 252 | 273 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 263 | 279 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 302 | 279 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 313 | 272 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 330 | 272 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 333 | 272 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 350 | 272 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 358 | 278 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 360 | 271 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 378 | 271 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 384 | 277 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 386 | 271 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 404 | 271 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 411 | 276 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 414 | 270 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 431 | 270 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 441 | 276 | 6 | 270 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 513 | 339 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 505 | 329 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 505 | 312 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 505 | 307 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 505 | 292 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 510 | 284 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 505 | 281 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 505 | 267 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 511 | 257 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 504 | 254 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 504 | 238 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 510 | 228 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 513 | 198 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 506 | 187 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 505 | 172 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 505 | 167 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 505 | 153 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 511 | 145 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 506 | 142 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 506 | 126 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 511 | 118 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 504 | 115 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 504 | 99 | 6 | 180 | 0 |
| MLLG-OW-LED-WPSD-9-3 | 511 | 88 | 6 | 180 | 0 |

## Additional Notes:

MLLG-OW-LED-WPSD-9-3 is the same fixture as ASD-OLCLR-IN930-BZ

Area 1 is the East side of Buildings D & E (Units 13-23)
Area 2 is the South side of Buildings B &C (Units 5 - 12)
Area 3 is the North side of Buildings B & C (Units 5 -12)
Area 4 is the East side of Building A (Units 1-4)
Area 5 is the West side of Buildings D & E (Units 12 - 23)
Area 6 is the West side of Building A (Units 1 - 4)

**Rite-Way Custom Homes**

DRK Enterprises LLC / LED Lighting Supply
1 Chestnut Street, 4M
Nashua, NH 03060
(888) 423-3191
www.ledlightingsupply.com

LED LIGHTING SUPPLY

AGI32® Version 19.15.0



DATE: 6/7/2021
REF NO. RiteWay-Homes.AGI
SCALE: AS SHOWN

*Lighting Specialist*
**Charles Debeau**
**charlie@ledlightingsupply.com**

NOTES:
1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
2) CALCULATIONS SHOW THE EFFECT OF SHADOWING CAUSED BY OBJECTS WITHIN THE AREA.
3) READINGS SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES TAKEN AS SHOWN IN NUMERIC SUMMARY
4) FIXTURE ORIENTATION IS SUCH THAT 0 IS TO THE RIGHT OF THE DRAWING AND 90 IS TO THE TOP OF THE DRAWING AS SHOWN.
5) TILT ANGLE IS THE RAISING AND LOWERING OF THE FIXTURE HEAD.
6) THE LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
7) CHECK GRAPHIC SCALE. DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.
8) LUMINAIRE LUMENS = LUMENS LEAVING LUMINAIRE WITH EFFICIENCY CONSIDERED.

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8) LUMINAIRE LUMENS = LUMENS LEAVING LUMINAIRE WITH EFFICIENCY CONSIDERED.

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**Rite-Way Custom Homes**

Page 2 of 2

DATE: **6/7/2021**

REF NO. **RiteWay-Homes.AGI**

SCALE: **AS SHOWN**

*Lighting Specialist*

**Charles Debeau**

**charlie@ledlightingsupply.com**

**DRK Enterprises LLC / LED Lighting Supply**
**1 Chestnut Street, 4M**
**Nashua, NH 03060**
**(888) 423-3191**
**www.ledlightingsupply.com**

LED LIGHTING SUPPLY

AGi32® Version 19.15.0

Date: 07/ /20
Scale: 1" = 20'
Drawn By:
Checked By: X
Approved: X

PHOTOMETRIC
HARDING CUSTOM HOMES S
VILLAGE OF GLEN ELLYN, ILL

# Table of Contents - LED Outdoor Wall Sconce

9W Outdoor LED Wall Sconce - MLLG-AL-LED-WPSD-9-30-BZ / ASD-OLCLR-IN930-BZ 1

LED LIGHTING SUPPLY
FORMERLY MY LED LIGHTING GUIDE

# 9W Outdoor LED Wall Sconce

Replaces: 50W Metal Halide



## Models and Specifications

| Part Number | Watts | Lumens |
|---|---|---|
| MLLG-AL-LED-WPSD-9-30-BZ<br>ASD-OLCLR-IN930-BZ | 9 | 750 |

| | |
|---|---|
| **Replaces** | 50W Metal Halide |
| **Lumens Per Watt** | 83 |
| **Voltage** | 120V |
| **Frequency** | 50-60Hz |
| **Power Factor** | > .9 |
| **THD** | < 20% |
| **Life Hours** | 50,000 hours |
| **Color Temp** | 3000K \| 5000K |
| **CRI** | 80+ |
| **Beam Angle** | 120° |
| **Operating Temp** | -13°F to +113°F |
| **IP Rating** | IP65 |
| **Dimmable** | No |
| **Housing** | Die cast Aluminum body with protecting Glass lens. |
| **Mounting** | Wall |
| **Dimensions** | 7 1/8 in X 4 1/2 in X 11 13/16 in |
| **Weight** | 2.87 lbs |
| **Warranty** | 5 years |



# Harding Glen Townhomes

Lot #2
Building Type A, 4 Unit Plan
Front Elevation
Revisions Date: 10/04/2021



# Harding Glen Townhomes

**Lot #2**
**Building Type A, 4 Unit Plan**
**Rear Elevation**
**Revision Date: 10/04/2021**



# Harding Glen Townhomes

Lot #5
Building Type C, 6 Unit Plan
Front Elevation
Revision Date: 10/04/2021



# Harding Glen Townhomes

Lot #5
Building Type C, 6 Unit Plan
Rear Elevation
Revision Date: 10/04/2021

**HARDING CUSTOM HOMES, LLC**
540 Duane Street, 2nd Floor, Glen Ellyn, IL 60137 (630) 790-8144

July 21, 2021

Ms. Kelly Purvis, Planning Manager
and Plan Commission Members
c/o Village of Glen Ellyn
Planning and Development Department
535 Duane Street
Glen Ellyn, IL 60137

***HARDING GLEN TOWNHOMES, GLEN ELLYN, IL***

***CONSTRUCTION / PHASING SCHEDULE***

Dear Kelly,

As part of our application to develop townhomes on our Harding Avenue townhome property we have been asked to provide a construction / phasing schedule per Section 10-7-6.

- Upon approval of the project re-zoning and site engineering, we will request a demolition permit to remove the uninhabited single family home (the "Carlson Home") located on the southern one acre of the development. We intend to complete the demolition shortly after the demolition permit is approved.

- Upon approval of the project re-zoning and site engineering, we will apply for permits to complete the roadway and site development portions of the project. Our intention is to begin construction on the roadway and site development portions of the project shortly after the respective building permits have been approved.

- We anticipate a phased approach to constructing the buildings. We anticipate starting with the two southern buildings on Lots 2 and 3. As these buildings near completion and experience sales success in contracting for the sale of individual units, we will obtain permits and begin construction on subsequent buildings, likely on Lots 4, 5 then 1.

- Our understanding is the following items will apply:

1. *A building permit must be issued for the first lot to be developed within 2 years of zoning approval.*

2. *Within 2 years of site development permit issuance, the roadway (with the exceptionof final lift of asphalt), curb & gutter, utilities, lighting, sidewalks, emergency exit, building pads and pergola amenity will be constructed.*

3. *All lots for which a building permit has not been pulled will be graded, seeded and sodded.*

4. *The remaining 4 lots must be fully developed within 5 years of zoning approval. If market conditions do not allow for the project to be substantially complete within 7 years (approximately) from zoning approval, an extension can be requested.*

Due to the nature of the sales cycle and the construction times, it is not possible to predict the completion date at this time.

Very truly yours,



Marvin K. Ritter

**HARDING CUSTOM HOMES, LLC**
540 Duane Street, Glen Ellyn, IL 60137 (630) 790-8144

May 9, 2021

**Evidence of capability to complete the proposed development per Section 10-10-15(B)(3)(k). This should consist of a narrative statement and examples of similar projects completed.**

Harding Custom Homes, LLC is a private entity owned by Mark and Diane White of St. Petersburg, Florida. Although the principals have been involved in a number of real estate projects throughout their lifetimes, they have not undertaken a development project of this nature.

Mark and Diane (through Harding Custom Homes, LLC) have engaged Rite-Way Custom Homes, LLC to manage the project. Rite-Way is a custom home builder based in Glen Ellyn, IL. Rite-Way's management team includes Walt Arway, Marv Ritter and Terri Smith-Pfeiffer. Rite-Way has not completed a roadway project such as this, but will oversee experienced land, utility and roadway sub-contractors to install the necessary infrastructure. Rite-Way's experience in residential building however is directly related to its ability to construct townhomes.

Since 1990, Rite-Way has completed 70 single family homes in Glen Ellyn ranging from 2,600 finished square feet to 9,400 with individual values exceeding $2,000,000. In addition to single family homes, Rite-Way has completed approximately 80 addition / renovation projects within Glen Ellyn. A map showing many of Rite-Way's Glen Ellyn area projects is attached. Throughout the western suburbs of Chicago, Rite-Way and its team have built more than 300 single family homes.

Walt Arway grew up on the east coast as the son of a homebuilder and remodeler. He has been building custom homes, townhomes and condos on a full time basis since graduating college. Since 1990, Walt has overseen the construction of every Rite-Way project in the western suburbs of Chicago.

Marv Ritter co-founded Rite-Way with Walt in the early 1990s and has been involved with every Rite-Way project. Prior to joining Rite-Way on a full time basis in 2011, Marv actively participated in budgeting, designing and overseeing employees and sub-contractors for office build outs in more than 100 countries during a sixteen year period as the CIO and CTO of a four billion dollar professional services firm.

Terri Smith-Pfeiffer has worked in several real estate roles, including as the Financial Manager for Marshall Field's construction department and for another home builder before joining Rite-Way in 2004 as its CFO. Terri oversees all financial aspects of Harding Custom Homes and Rite-Way. Terri actively volunteers in Glen Ellyn with PADS and was the Treasurer of the Glen Ellyn Chamber of Commerce for four years. Terri currently is serving a three year term as the President of the Glen Ellyn Chamber of Commerce.

Walt, Terri and Marv actively share their building expertise with potential clients, Realtors, real estate attorneys, competing builders and other interested parties through four books they have written:

- **"Building An Extraordinary Custom Home - What You Need to Know"**, 150+ pages (2019)

- **"What to Expect When Building A Custom Home - Answers to the Questions Smart Homebuyers Ask Their Builder"**, 140+ pages (2011)

- **"50 Steps to a Custom Home – Learn The Sequential Process Before You Begin"**, 120 pages (2021)

- **"IN HOUSE – Creating Your Dream Home, Room By Room"**, 160+ pages (Fall 2021 / Spring 2022 anticipated publishing date.)

Although our experiences are not all directly related to the project at hand, they demonstrate our abilities to manage complex projects and situations.

Rite-Way is currently constructing new homes in Glen Ellyn at:

- 685 Riford (on behalf of Prairie Path Homes, LLC)
- 761 Harding Avenue
- 773 Harding Avenue
- 779 Harding Avenue

and has five other active projects outside of the Glen Ellyn area.

In 30 years, Rite-Way has never built the same home twice. The following pictures showcase several homes we have completed in Glen Ellyn. It is likely one or more of them are in or near your neighborhood.






511


529


541






677


760


761


772






785














285







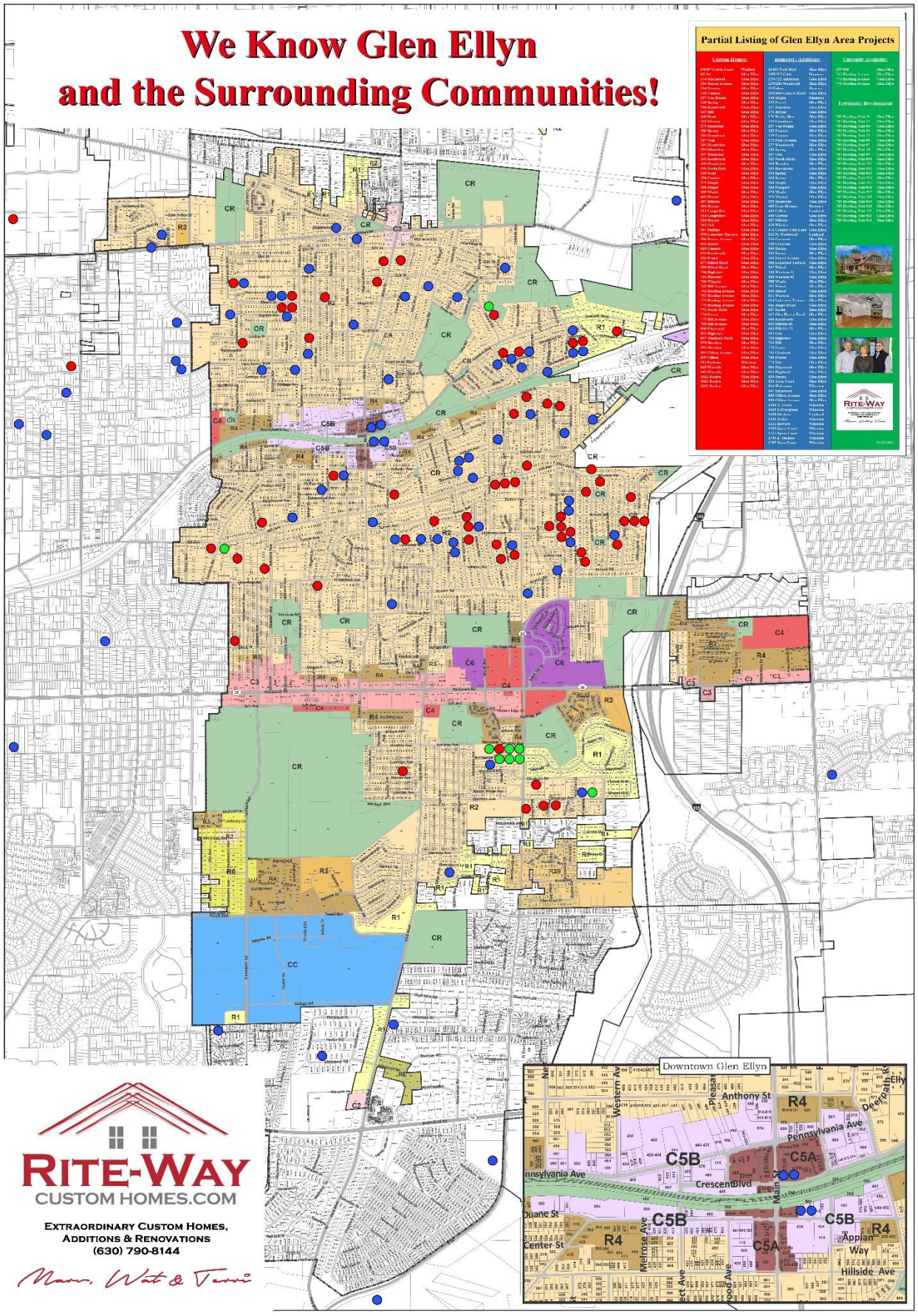











We Know Glen Ellyn
and the Surrounding Communities!
Partial Listing of Glen Ellyn Area Projects
Downtown Glen Ellyn
RITE-WAY
CUSTOM HOMES.COM
EXTRAORDINARY CUSTOM HOMES,
ADDITIONS & RENOVATIONS
(630) 790-8144
Mann, Watt & Terri

TRACY CROSS & ASSOCIATES, INC.

***RESIDENTIAL MARKET ANALYSIS: A SUMMARY OF FINDINGS***
***-- HARDING COURT: TOWNHOMES --***
***GLEN ELLYN, ILLINOIS***

**TO:** Mr. Marv Ritter / Harding Custom Homes, LLC

**FROM:** Mr. Erik A. Doersching / Tracy Cross & Associates, Inc.

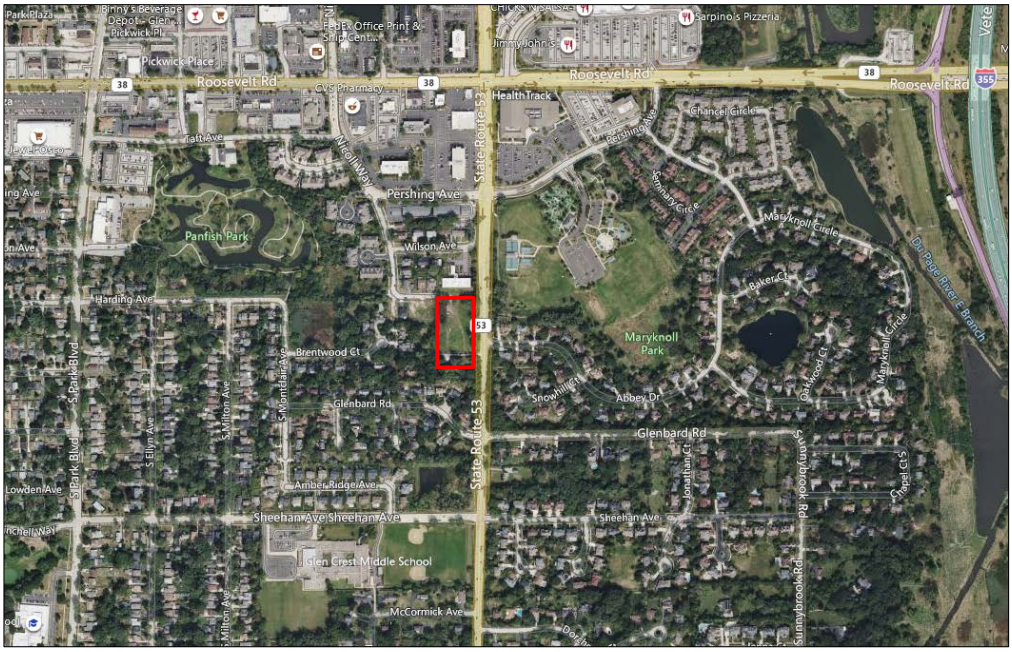
**DATE:** July 28, 2021

---

At the request of Harding Custom Homes, LLC, Tracy Cross & Associates, Inc. evaluated the market potential for new construction residential development in Glen Ellyn, DuPage County, Illinois. Specifically focusing on the proposed 23-unit *Harding Court* townhome community, this executive summary memorandum provides an assessment of the market, an evaluation of the proposed development's overall marketability, and an absorption forecast for the townhome community based upon Harding Custom Homes' conceptualized product line and proforma price points.

## THE SUBJECT PROPERTY

The subject property consists of an approximate 3.3-acre land parcel located immediately west of IL-53, one-quarter mile south of Roosevelt Road in the village of Glen Ellyn, Illinois. The site, itself, is currently vacant with the exception of an older (former) residential structure which will be raised as a part of the development process. Several stands of mature trees are located on site, most notably along the property's western perimeter – currently creating natural buffer to IL-53.




REAL ESTATE MARKET ANALYSIS
1375 E. WOODFIELD ROAD, SUITE 520
SCHAUMBURG, IL 60173
t 847.925.5400 f 847.925.5415
www.tcrossinc.com

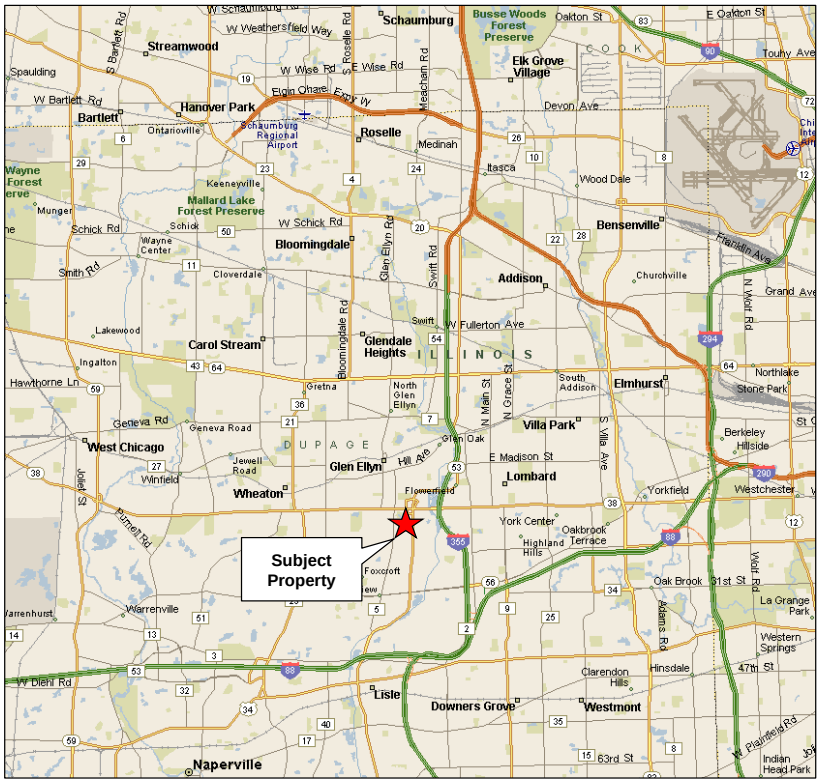
With a location aligning IL-53, just south of Roosevelt Road, the subject property is within minutes of numerous shopping facilities, primarily to the east and west along Roosevelt Road. Here, consumers will find most major retail categories and service providers ranging from grocery, gas, restaurants, and convenience items to various "big box" venues. In addition, the subject property is within a short drivetime to several recreational facilities including parks, open space areas, and golf courses, along with a wide variety of localized employment concentrations throughout Glen Ellyn and nearby municipalities.



The Harding Court property is also enhanced by its location just 1.5 miles south of downtown Glen Ellyn's business/shopping district featuring a variety of localized employment, along with an abundance of convenience stores, specialty boutiques, service-oriented shops, grocers, and restaurants. Known as the *Village of Volunteers*, Glen Ellyn has small-town charm and a sense of civic pride. A variety of organizations, churches and volunteer groups make up the fabric of this established community of more than 27,000 residents. The pedestrian-friendly downtown area of Glen Ellyn hosts a number of summer events and festivals including a Farmer's Market every Friday from May through October.

Relative to regional transportation, future residents of the proposed townhome community will be within a short two-minute drive time of Interstate 355 (via Roosevelt Road). This regional expressway, together with its connection with Interstate 88 three miles to the south, provides connectivity with major satellite employment centers from Oak Brook through Naperville. To the north, the Hamilton Lakes and Woodfield areas of Itasca and Schaumburg are also reachable within a reasonable commute (via I-355).

**GEOGRAPHIC DELINEATION OF THE SUBJECT PROPERTY**
**GLEN ELLYN, ILLINOIS**




Source: Microsoft Streets & Trips and Tracy Cross & Associates, Inc.

Relative to public transportation, situated in downtown Glen Ellyn is a Metra commuter train station served by the Union Pacific-West Line. Express trains from this location reach the city of Chicago's Ogilvie Transportation Center in 35 minutes.



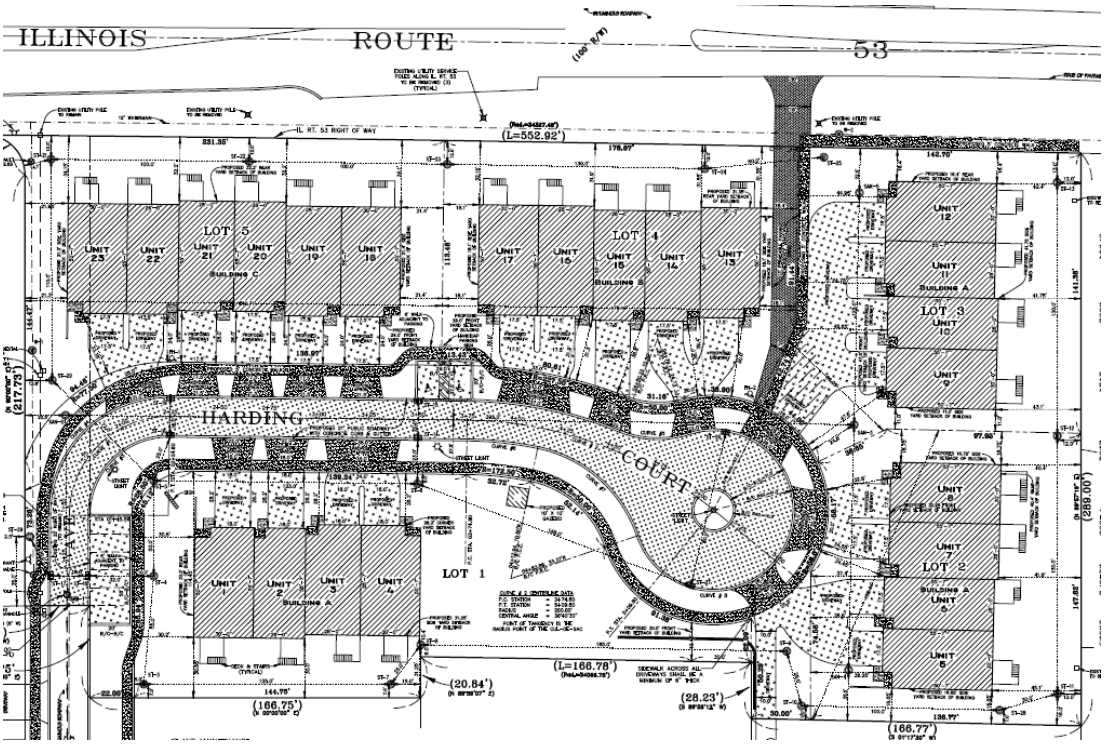


Land uses adjacent to, and immediately surrounding, the site are primarily residential including new infill single family detached offerings directly to the west where two homes (under construction) are currently under contract at prices of $815,000 and $900,000, respectively, along with older, but well kept, condominiums to the north (circa 1979). In addition, to the northwest along Harding Avenue and Nicoll Way are several luxury townhome units constructed 10-15 years ago with resale values extending, generally, from the mid $300,000s to over $600,000.

Overall, Glen Ellyn is a highly desirable residential area. It boasts numerous established tree-lined neighborhoods consisting, primarily, of single family homes, along with several larger lot subdivisions concentrated in its southern quadrants. As a more mature western suburb of Chicago, Glen Ellyn experienced its strongest growth period during the post-war era of the 1950s through the 1970s when roughly 60 percent of its housing stock was constructed. Reflecting this mature, generally built-out nature, residential construction of late primarily reflects single family teardown/replacement activity, along with a modicum of newer attached for sale townhome development.

## THE PROPOSED DEVELOPMENT

The Harding Court townhome community will be comprised of 23 luxury attached residences, each with a two-car (front-load) garage and an unfinished basement. The townhomes will be configured in a series of four-, five- and six-unit buildings within an enclave-oriented, cul-de-sac environment.



Three different unit types will be offered at Harding Court with individual floorplans consisting of two traditional interior townhome styles (bedrooms on the second floor), along with an end-unit residence with a first-floor master bedroom.

As highlighted in the following text table, the plans will range in size from 2,174 to 2,362 square feet (not including the basement) with estimated closing prices extending from $520,000 to $570,000. Across the group, the average townhome unit at Harding Court will contain 2,265 square feet of living space and a closing price of roughly $550,000. This translates to a value ratio of $242.83 per square foot.

**PROPOSED TOWNHOME PRODUCT LINE**
**HARDING COURT: GLEN ELLYN, ILLINOIS**

| Plan Designation | Number of Units | Percent of Total | Plan Style | Unfinished Basement | Garage Condition | Bedroom/ Bath Mix | Plan Size (Sq. Ft.) | Estimated Closing Price |
|---|---|---|---|---|---|---|---|---|
| Unit 1 | 6 | 26.1 | Two-Story | Incl. | 2-Car (Front) | 3/2.5 | 2,174 | $520,000 |
| Unit 2 | 7 | 30.4 | Two-Story | Incl. | 2-Car (Front) | 3+Loft/2.5 | 2,362 | $548,000 |
| Unit 3 | 10 | 43.5 | Two-Story (Master Down) | Incl. | 2-Car (Front) | 3+Loft/2.5 | 2,251 | $570,000 |
| ***Total/Weighted Average*** | ***23*** | ***100.0*** | ***---*** | ***---*** | ***---*** | ***---*** | ***2,265*** | ***$550,000*** |

Source: Harding Custom Homes, LLC

All townhome units at Harding Court will maintain tastefully appointed, highly stylized exterior elevations and provide high-quality interior appointments including items such as granite or quartz kitchen countertops; luxury flooring; energy-efficient stainless-steel appliances; designer baths; upgraded cabinets, lighting, and fixtures; custom millwork; and smart-home technology.



From a marketing perspective, Harding Custom Homes, LLC will maintain an on-site sales presence with two decorated models at all times, together with directional signage, a significant website presence and local broker representation/participation.

## MARKET POTENTIAL AND SALES FORECAST

Giving full consideration to the location of the subject property, together with the proposed development concept, and factoring current/expected economic, demographic and residential market conditions in and around Glen Ellyn, the potential to develop 23 luxury townhome units within the site is viewed as *favorable*. Specifically, at the proposed closing prices, Harding Custom Homes, LLC will achieve an average sales rate of 10 units annually (0.8 per month), thus enabling the community to reach final sellout with a reasonable 28- to 29-month period.

## SUPPORTIVE RATIONALE

Factors supporting the overall marketability of the Harding Court townhome community, along with rationale supporting our sales forecast is provided in the following bullet-point summary:

- First and foremost, the subject property's location is considered strong relative to transportation systems, concentrations of employment, shopping, and recreation/entertainment. At the same time, the proposed product line is viewed as excellent with three separate custom-type plan offerings to choose from, complimented by its high-end features and finishes. Moreover, the single (cul-de-sac) access point to the community will allow for a secluded, enclave-oriented environment, a value-added enhancement compared to developments with "through streets." In other words, enclave or niche-type land plans like that conceptualized for Harding Court are not readily duplicated competitively and offer an element of true value to lifestyle homebuyers, especially those with discretionary incomes.

- The village of Glen Ellyn is an affluent western suburb of Chicago. Among an estimated 10,571 existing households, a median household income of $122,124 is represented, a level some 58 percent higher than the $77,437 median noted for the Chicago region as a whole. Moreover, among the existing household base in Glen Ellyn, 4,328 earn incomes of $150,000 or more, reflecting an adequate localized pool of qualifying households for the Harding Court townhome community. In the broader Glen Ellyn Market Area, which is defined as an approximate five-mile radius from the site including Glen Ellyn and other nearby municipalities generally aligning I-355 such as Wheaton, Winfield, Lombard, Villa Park, Glendale Heights, Carol Stream, Oakbrook Terrace, Villa Park, and portions of Warrenville, Addison, Bloomingdale, Lisle and Downers Grove, there are currently 32,140 households earning incomes of $150,000 and above.

- The Harding Court townhome community will face limited direct competition. Currently, only one *attached sector* development (i.e., townhome, duplex, or condominium community) is actively selling new construction units in Glen Ellyn. Moreover, this one competitor, while more proximate to downtown Glen Ellyn, consists of a smaller-scale (4-unit) townhome development along Duane Street where its 3-story product is currently priced some $100,000 *higher* than where Harding Court will be positioned for comparable square footage and considering standard feature differences.

- Additionally, other than Harding Court, there are currently no other attached sector for sale developments in the planning pipeline in the village of Glen Ellyn.

- Elsewhere in the Glen Ellyn Market Area, competition is also limited, primarily resulting from the built-out nature of this portion of the Chicago region. Excluding the 4-unit Duane Street townhome community in Glen Ellyn, just six other attached sector developments (all townhome communities) were actively selling new construction units during the 2nd Quarter 2021. These include Gagliano's Woodland Estates in Addison, Pulte's Bloomingdale Walk-Terraces in Bloomingdale, Donven Homes' Woodmoor in Lombard, Lexington Homes' Lexington Trace-Club and Lexington Trace-

Mews projects in Warrenville, and MI Homes' Everton, also in Warrenville. In addition, all of the above referenced townhome competitors reflect production-type (non-custom) communities unlike that conceptualized by Harding Custom Homes, LLC for Glen Ellyn.

- Additive to the lack of direct competition locally, Harding Court will benefit from an overall new construction housing market that is improving despite the current/recent coronavirus pandemic. In the entire west suburban area of Chicago, the average per project sales rate among active *attached sector* communities during the 1st Half 2021 stood at 24.02 units on an annualized basis (2.0 units monthly). This pace reflected the *highest* per project sales volume in the last 16 years.

- Contributing, in large part, to the increase in per project sales among new construction duplex, townhome and condominium developments in west suburban Chicago is the *limit level of supply*. In other words, demand is currently outstripping supply in the western suburbs – and throughout all of suburban Chicago for that matter. In fact, since the number of active attached sector communities in the western suburbs dropped below 50 starting in 2013, annual per project sales rates have reached double digits each year as highlighted in the following text table:

**SALES TRENDS**
**TOWNHOME/DUPLEX/CONDOMINIUM DEVELOPMENTS**
**WEST SUBURBAN CHICAGO: 1999-1ST HALF 2021**

| Year | Number of Active Developments | Total Sales | Average Annualized Sales Rate Per Development |
|---|---|---|---|
| 1999 | 116 | 2,332 | 26.51 |
| 2000 | 122 | 2,501 | 26.88 |
| 2001 | 131 | 3,367 | 34.68 |
| 2002 | 119 | 2,802 | 28.66 |
| 2003 | 130 | 2,723 | 27.64 |
| 2004 | 138 | 2,925 | 27.90 |
| 2005 | 163 | 3,188 | 28.20 |
| 2006 | 164 | 2,607 | 19.48 |
| 2007 | 159 | 1,509 | 10.61 |
| 2008 | 151 | 532 | 3.92 |
| 2009 | 129 | 355 | 3.09 |
| 2010 | 100 | 440 | 4.79 |
| 2011 | 81 | 418 | 5.78 |
| 2012 | 60 | 391 | 7.36 |
| 2013 | 45 | 478 | 12.90 |
| 2014 | 34 | 281 | 11.06 |
| 2015 | 35 | 317 | 11.68 |
| 2016 | 39 | 359 | 11.48 |
| 2017 | 44 | 393 | 11.76 |
| 2018 | 47 | 434 | 13.60 |
| 2019 | 49 | 481 | 12.01 |
| 2020 | 48 | 622 | 15.32 |
| 1st Half 2021 | 40 | 534 | 24.02 (1) |

(1) Seasonally adjusted, annualized rate.

Source: Tracy Cross & Associates, Inc.

- In the local existing home market, i.e., resale sector, current conditions lend further support to the development of new townhome product within the subject property. For example, as highlighted in the following text table, the median sales price of an attached sector closing in the Glen Ellyn Market Area, i.e., townhomes, duplexes, and condominiums, rose 8.5 percent annually between

2020 and the first six months of 2021, while *time on market* dropped from 49 days in 2020 to just 39 days during the January-June 2021 period. For reference, the typical marketing timeframe for an attached sector unit region-wide stands at approximately 90 days. *Moreover, the number of townhomes/duplexes/condominiums closed annually at price points of $500,000 and above has almost doubled over the past two years as highlighted in the following table:*

**TOWNHOME/DUPLEX/CONDOMINIUM RESALE CLOSINGS**
**GLEN ELLYN MARKET AREA**
**2019 - 1ST HALF 2021**

| Price Range | 2019 | | 2020 | | 1st Half 2021 (Annualized) | |
|---|---|---|---|---|---|---|
| | Number of Closings | Percent of Total | Number of Closings | Percent of Total | Number of Closings | Percent of Total |
| Under $100,000 | 136 | 7.1 | 115 | 5.7 | 120 | 5.2 |
| 100,000 - 149,999 | 581 | 30.2 | 531 | 26.4 | 568 | 24.8 |
| 150,000 - 199,999 | 495 | 25.7 | 562 | 27.9 | 480 | 21.0 |
| 200,000 - 249,999 | 316 | 16.4 | 349 | 17.4 | 478 | 20.9 |
| 250,000 - 299,999 | 167 | 8.7 | 184 | 9.2 | 236 | 10.3 |
| 300,000 - 349,999 | 94 | 4.9 | 118 | 5.9 | 202 | 8.8 |
| 350,000 - 399,999 | 49 | 2.6 | 62 | 3.1 | 94 | 4.1 |
| 400,000 - 499,999 | 56 | 2.9 | 56 | 2.8 | 58 | 2.5 |
| 500,000 & Above | 29 | 1.5 | 32 | 1.6 | 56 | 2.4 |
| ***Total*** | ***1,923*** | ***100.0*** | ***2,009*** | ***100.0*** | ***2,292*** | ***100.0*** |
| ***Median*** | ***$174,707*** | | ***$182,078*** | | ***$197,618*** | |
| ***Average Days on Market*** | ***57*** | | ***49*** | | ***39*** | |

Source: Midwest Real Estate Data, LLC

❑ Internal Glen Ellyn, recent townhome resale activity shows demand for higher-end, luxury product. As highlighted below, in the last 12 months, 11 resale townhome closings were recorded in Glen Ellyn at price points over $475,000. Among the group, the average time on market stood at just 30 days.

**RECENT HIGHER-END TOWNHOME CLOSINGS**
**GLEN ELLYN, ILLINOIS**

| Address | Closing Date Mo./Yr. | Year Built | Average Days On Market | Average Unit Size (Sq. Ft.) | Average Closing Price | |
|---|---|---|---|---|---|---|
| | | | | | $ | $/Sq. Ft. |
| ***Harding Court (As Proposed)*** | --- | --- | --- | ***2,265*** | ***$550,000*** | ***$242.83*** |
| 470 Pennsylvania Avenue | 6/21 | 2012 | 6 | 2,872 | $715,000 | $248.96 |
| 462 Pennsylvania Avenue | 6/21 | 2011 | 75 | 3,145 | 750,000 | 238.47 |
| 486 Newton Avenue | 5/21 | 2018 | 7 | 2,217 | 515,000 | 232.30 |
| 793 Parkview Court | 5/21 | 2008 | 27 | 2,260 | 523,000 | 231.42 |
| 490 Newton Avenue | 4/21 | 2018 | 17 | 2,995 | 605,000 | 202.00 |
| 791 Parkview Court | 3/21 | 2008 | 61 | 2,418 | 482,500 | 199.55 |
| 468 Pennsylvania Avenue | 1/21 | 2010 | 5 | 2,689 | 719,000 | 267.39 |
| 482 Newton Avenue | 10/20 | 2016 | 59 | 2,201 | 477,500 | 216.95 |
| 468 Pennsylvania Avenue | 10/20 | 2007 | 35 | 3,886 | 960,000 | 247.04 |
| 460 Pennsylvania Avenue | 9/20 | 2007 | 38 | 3,071 | 631,000 | 205.47 |
| 80 Waters Edge Court | 7/20 | 2007 | 24 | 2,570 | 478,250 | 186.09 |
| 705 Kingsbrook Glen | 7/20 | 2006 | 1 | 2,284 | 505,000 | 221.10 |
| **Average:** | --- | --- | **30** | **2,717** | **$613,438** | **$225.78** |

Source: Tracy Cross & Associates, Inc.

- Proximate to the subject property just to the northwest along Kingsbrook Glen (off Nicoll Way), a townhome residence similar in product form to that proposed at Harding Court recently closed at price point of $505,000 for a residence containing 2,284 square feet. This townhome unit was on the market for just one (1) day.



- As mentioned earlier, there are currently only six townhome communities actively marketing new construction product in the entire Glen Ellyn Market Area, none of which reflect higher-end, custom-oriented developments. In other words, all six townhome developments in the market are more production-oriented projects with closing prices ranging from the high $300,000s to the mid $400,000s. At these prices, however, the average development (among the six) is currently selling units at a pace of 31 annually. With estimated closing prices in the $500,000s, our sales forecast for Harding Court can be substantiated on the basis of price/value.

- While there are currently no *higher-end, custom-oriented* attached sector developments (of scale) actively marketing new construction product within a five-mile radius of the site from which to fully gauge absorption, our forecast is consistent with "like" communities elsewhere in suburban Chicago. As highlighted in the following text table, among 19 active higher-end townhome development, the average project is selling units at a pace of 8 annually (0.7 per month), which compares with our forecast of 10 units per year (0.8 monthly). Among this group of comparable higher-end suburban townhome developments, the average community supports a closing price of $578,793 for a unit containing 2,384 square feet of living space. This translates to a value ration of $242.78 per square foot.

**COMPOSITE SUMMARY**
**COMPARABLE NEW CONSTRUCTION TOWNHOME COMMUNITIES: SUBURBAN CHICAGO**
**2ND QUARTER 2021**

| Development/Location | Total Units | Average Monthly Sales Rate Since Opening | Average Unit Size (Sq. Ft.) | Average Closing Price | |
|---|---|---|---|---|---|
| | | | | $ | $/Sq. Ft. |
| ***Harding Court/Glen Ellyn*** | ***23*** | ***0.8 (Forecast)*** | ***2,265*** | ***$550,000*** | ***$242.83*** |
| Lexington Heritage/Arlington Heights | 29 | 0.7 | 1,649 | $452,520 | $274.42 |
| Sigwalt 16/Arlington Heights | 16 | 0.9 | 2,718 | 766,891 | 282.15 |
| Mycroft Row/Clarendon Hills | 12 | 0.4 | 2,800 | 887,500 | 316.96 |
| Abbey Woods/Frankfort | 16 | 0.4 | 2,450 | 628,950 | 256.71 |
| Lakewood Estates/Glenview | 34 | 0.5 | 3,150 | 636,210 | 201.97 |
| Park Place/Glenview | 14 | 0.4 | 2,115 | 580,120 | 274.29 |
| Mason Pointe/LaGrange | 58 | 1.5 | 2,080 | 454,680 | 218.60 |
| Estates of Montefiori/Lemont | 52 | 0.3 | 1,785 | 472,392 | 264.65 |
| Parkside/Libertyville | 56 | 1.2 | 2,110 | 468,737 | 222.15 |
| Lincolnshire Trails/Lincolnshire | 31 | 1.3 | 2,110 | 541,035 | 256.41 |
| Townhomes of the Oaks/Mokena | 20 | 0.9 | 1,987 | 466,452 | 234.75 |
| Linden Woods/Naperville | 19 | 0.3 | 2,424 | 491,395 | 202.72 |
| Gateway/Northbrook | 68 | 0.3 | 2,430 | 691,750 | 284.67 |
| Provenance-Terraces/Northbrook | 82 | 1.0 | 2,543 | 596,715 | 234.65 |
| Sterling Place/Northbrook | 84 | 1.9 | 2,072 | 464,030 | 223.95 |
| Bluff Pointe/Orland Park | 38 | 0.6 | 2,440 | 488,612 | 200.25 |
| The Promenade/River Forest | 29 | 0.3 | 2,552 | 539,460 | 211.39 |
| Luxury on Lincoln/Skokie | 16 | 0.5 | 3,000 | 611,000 | 203.67 |
| Timber Trails-Pinehurst II/Western Springs | 87 | 0.7 | 2,888 | 758,615 | 262.68 |
| **Average:** | **---** | **0.7** | **2,384** | **$578,793** | **$242.78** |

Source: Tracy Cross & Associates, Inc.

- The most recent townhome community to be marketed in Glen Ellyn was MI Homes' 21-unit Maple Wood Estates program – a more mainstream, production-oriented development which sold out during the 1st Quarter 2020. This community's average closing price hovered around $440,000 for 2,100 square feet, or $214 per square foot. With Maple Wood Estates generating 1.1 sales monthly, our forecast of 0.8 units per month can be supported on the basis of price/value, counterbalanced by Harding Court's superior features and custom finishes compared to MI Homes' more base-grade standards.



- During the first six months of 2021, the number of townhome closings that occurred in the Glen Ellyn Market Area at price points above $500,000 totaled 56 *on an annualized basis*. At our sales forecast of 10 units per years (0.8 per month), Harding Court would capture between 15 and 20 percent of the higher-end townhome market, a share position viewed as reasonable and realistic, especially considering the lack of new construction, luxury product in the local market.

- With estimated closings prices just over $500,000, Harding Court will fall inside the threshold of older-stock single family resales. For example, in Glen Ellyn Market Area, over 1,000 "older" single family homes are being sold/closed on an annual basis at price points of $500,000 and above. Representing the principal source of demand for the master-down end units at Harding Court, and possibly the interior units as well, the more mature purchaser, i.e., empty-nester, moving from an older single family home in the local area will typically move down, or, at best, laterally in price.

- Demographically, not only is there a sizeable base of households in the prime homebuying age categories of 35-74 throughout the Glen Ellyn Market Area, but the 55-74 age segment which, again, is one of the prime homebuying profiles for the Harding Court townhome community, will increase significantly over the next five years. As highlighted in the following text table, the number of 55 and older households in the Glen Ellyn Market Area will grow from a current base of 41,910 to 42,947 by 2026.

**HOUSEHOLDERS AGED 35-74**
**-- GLEN ELLYN MARKET AREA --**

| | Glen Ellyn Market Area | | Village of Glen Ellyn | |
|---|---|---|---|---|
| **Age Range** | **2021** | **2026** | **2021** | **2026** |
| 35-54 | 41,542 | 41,984 | 3,464 | 3,543 |
| 55-74 | 41,910 | 43,947 | 4,188 | 4,492 |
| ***Total*** | ***83,452*** | ***85,931*** | ***7,652*** | ***8,035*** |

Source: Environics Analytics: 2021 Demographic Snapshot Report.

## ALTERNATIVE PRICING/ABSORPTION SCENARIOS

While our sales forecast for the proposed townhome community has been carefully established based upon Harding Custom Homes' estimated closing prices, this is certainly not to suggest that a higher or even lower sales pace would not ultimately yield a stronger level of economic return as a different pricing strategy may prove to be more advantageous. With this said, the following text table simply provides a variety of alternative pricing/absorption scenarios for the purposes of financial modeling:

**MONTHLY SALES FORECASTS AT VARYING CLOSING PRICES**
**HARDING COURT (23 TOWNHOME UNITS): GLEN ELLYN, ILLINOIS**

| Average Closing Price For A 2,265 Sq. Ft. Luxury Townhome | Variance From Average Closing Price | Anticipated Sales Annually (In Units) | Marketing Life (In Months) For 23 Total Units |
|---|---|---|---|
| $600,000 | +$50,000 | 6 | 46.0 |
| 575,000 | +25,000 | 8 | 34.5 |
| ***550,000*** | ***Proposed*** | ***10*** | ***28.9*** |
| 525,000 | -25,000 | 12 | 23.0 |
| 500,000 | -50,000 | 14 | 19.7 |

Source: Tracy Cross & Associates, Inc.

## GENERAL LIMITING CONDITIONS

Tracy Cross & Associates, Inc. has made extensive efforts to confirm the accuracy and timeliness of the information contained in this study. Such information was compiled from a variety of sources, including interviews with developers and their agents, government officials, and other third parties. Although Tracy Cross & Associates, Inc. believes all information in this study is correct, it does not warrant the accuracy of such information and assumes no responsibility for inaccuracies in the information provided by third parties.

Conclusions and recommendations established in this analysis represent a professional opinion and are based upon forecasts into the future which could be significantly altered by outside occurrences. These include, among others, the possible interplay of unforeseen social, economic, physical/environmental, and governmental actions. In this regard, Tracy Cross & Associates, Inc., its owners, and its employees shall be held harmless of changes in conditions that may materially result from these occurrences.

# Public Improvements List

## Revised 12-16-2021

1. Harding Avenue roadway extension and Harding Court cul-de-sac including asphalt pavement and curb & gutter. Excluded from this is the asphalt parking areas and surrounding curb & gutter located outside of the roadway travel areas.
2. Parkways along Harding Avenue roadway extension and Harding Court cul-de-sac; note, the Village will accept the parkways but not maintain them.
3. Parkway trees
4. Storm Sewers including structures and mains which accommodate drainage for the Village's public right-of-way
5. Sanitary Sewers including manholes, mains, and the tee-wye service connections on the mains for the individual building services
6. Water mains including structures, valves, fire hydrants, and portions of the service lines from the water mains to the buffalo-boxes for the individual building services
7. Street Signs
8. Public Sidewalks
9. Street Lights including foundations, conduit, wiring, controller, and electrical service

**Fire Chief**
Chris Clark
chief@glenellynfire.org

**Administrator**
Nicole Shanley
admin@glenellynfire.org

**Station 61**
524 Pennsylvania Ave
Glen Ellyn, IL 60137

**Administration**
630-469-5265

**General**
630-469-5255

**Station 62**
681 Taft Ave
Glen Ellyn, IL 60137

**General**
630-469-2500

**Mailing Address**
PO Box 460
Glen Ellyn, IL 60138

**Board of Directors**
**Chris Clark**, President
**Scott Parrish**, Vice President
**Tom Hefler**, Secretary
**Paul Voswinkel**, Treasurer
**Kevin McCoy**, Financial Secretary
**Frank Modruson**
**Matt Andris**

**Deputy Chief**
Scott Parrish

**Assistant Chiefs**
Jim Sisson
Bob Bessler
Kirk Odiet
Joe Pierotti

May 21, 2021

Marvin Ritter
Harding Custom Homes, LLC
540 Duane St, 2nd Floor
Glen Ellyn, IL 60137

Dear Mr. Ritter,

Glen Ellyn Volunteer Fire Company Chief Chris Clark has reviewed the plans provided for the Harding Glen Townhomes development at IL-53 and Harding. The fire company approves the proposed plan including emergency access to IL-53.

Please let me know if there is anything further you need from the Fire Company in order to move forward with the project.

Sincerely,

Nicole Shanley

Nicole Shanley
Fire Company Administrator
admin@glenellynfire.org

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701
www.gha-engineers.com

# Traffic Impact Study

To: **Marv Ritter**
Harding Custom Homes

From: Bill Grieve, P.E., PTOE
Senior Transportation Engineer

Date: July 7, 2020

Subject: ***Proposed Residential Development***
***Glen Ellyn, Illinois***

## Part 1 – Project Context and Summary of Findings

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study (TIS) for the above referenced project. As proposed, 23 townhomes and 4 single family homes would be developed on an approximate 4.4-acre site on the west side of IL 53 in Glen Ellyn, Illinois. Access to these homes would be provided via a cul-de-sac extension to Harding Avenue.

The following summarizes our findings and provides various recommendations for your consideration. *Exhibits* and *Appendices* referenced are located at the end of this document. Briefly summarizing, we believe that development traffic generated can be integrated on the adjacent streets. Reasons include:

- The site is located just west of IL 53, which is a north-south arterial route. The IL 53 / Pershing Avenue intersection will provide excellent route selection flexibility for site traffic.
- The development's traffic impacts will be very limited in comparison to the volumes currently traveling on the adjacent streets / roads.
- The proposed cul-de-sac eliminates the potential for some vehicles to use Harding Avenue as a cut-through route to IL 53.

## Part II - Background Information

### *Site Location Aerial and Photo Inventory*

*Exhibit 1* provides an aerial location map and a photo inventory of current traffic operations is provided in *Appendix A*. Pertinent comments regarding land uses, the roadway network, and pedestrian mobility include:

Land Uses

- The approximate 4.4-acre site is located on the west side of IL 53 in Glen Ellyn, Illinois.
- Various residential uses are located in the immediate site vicinity. Multi-family residential buildings are located to the north that has access to Wilson Avenue and on the west side of Nicoll Avenue. Single family homes are on the north side of Harding Avenue.
- The Mary Knoll Park complex is located in the southeast corner of the IL 53 / Pershing Avenue intersection.

- Commercial uses are found to the north of the IL 53 / Pershing Avenue intersection (e.g. fitness center) approaching the Roosevelt Road (IL 38) corridor.

Roadway Network

- IL 53 is a north-south route that is classified as an "Other Principal Arterial" on the IDOT functional classification map. IL 53 has one travel lane in each direction adjacent to the site but widens at its signalized intersection with Pershing Avenue to provide a through lane, a shared through / right turn lane, and a separate left turn lane on both approaches. The posted speed limit is 40-mph
- Pershing Avenue is a local east-west route that is classified as an "Other Principal Arterial" on the IDOT functional classification map west of IL 53, as part of the "loop route" with Nicoll Way that serves as access for the IL 53 / Roosevelt Road (IL 38) interchange. Pershing Avenue has one travel lane in each direction but widens at its signalized intersection with IL 53 to provide separate left turn lanes on both approaches. Pershing Avenue bends to the north east of IL 53 as a local street, where it ends as a right turn in/out only intersection at Roosevelt Road. The posted speed limit is 30-mph.
- Nicoll Way is a local north-south street that is classified as an "Other Principal Arterial" on the IDOT functional classification map north of Pershing Avenue. Nicoll Way has one travel lane in each direction but widens north of Pershing Avenue to provide separate left turn lanes at intersecting streets. Nicoll Way has its southern terminus at Harding Avenue. The northbound and eastbound approaches have Stop control at the Pershing Avenue / Nicoll Way / Waters Edge Court intersection. The posted speed limit is 30-mph.
- Harding Avenue is a local east-west street that has its western terminus at Nicoll Way and currently ends a few homes to the east.
- Abbey Drive is a local east-west oriented route that "collects" traffic from the adjacent neighborhood. It has one travel lane in each direction with a posted speed limit of 30-mph. Abbey Drive has Stop control at IL 53.

Pedestrian Mobility

- There are sidewalks provided on the north side of Harding Avenue, on the west side of Nicoll Way, and the south side of Pershing Avenue. There are no sidewalks on either side of IL 53.
- There are crosswalks and pedestrian countdown timers provided at the signalized Pershing Avenue / IL 53 intersection.
- Pace Bus Route #301 runs on Roosevelt Road (IL 38) a few blocks to the north.
- The Mary Knoll path connects the various park facilities with Pershing Avenue and Abbey Drive.

## *Existing Traffic*

GHA conducted weekday morning (6:00-9:00 AM) and evening (4:00-7:00 PM) peak period traffic counts at the IL 53 intersections with Pershing Avenue and Abbey Drive and the Pershing Avenue / Nicoll Way intersection on Tuesday, August 29, 2017. No unusual activity occurred that would have influenced the traffic counts, such as road construction, inclement weather, or extended emergency vehicle activity.

*Exhibit 2* illustrates the existing weekday morning and evening peak hour traffic volumes, which occurred from 7:00 to 8:00 AM and from 5:00 to 6:00 PM. Also shown are the 24-hour or Average Daily Traffic (ADT) volumes, as obtained from the IDOT website. The traffic count summary sheets are provided in *Appendix B*.

### *Future No-Build Traffic*

IDOT generally requires that the existing volumes be increased to reflect other growth in the area for a "Build-out + 5 years" analysis. CMAP was contacted to obtain their Year 2040 ADT projections. Their response is provided in *Appendix C*. The residential development is expected to be constructed and fully occupied by the Year 2021. Per the CMAP projections, the IL 53 and Pershing Avenue volumes were both increased by 4%. The resulting "No-Build" morning and evening peak hour traffic volumes for the Year 2026 are provided in *Exhibit 3*.

## Part III – Traffic Evaluation

### *Site Plan*

*Exhibit 4* is the site plan dated February 26, 2020 for the development prepared for Harding Homes. As proposed, Harding Avenue would extend east into Harding Court and terminate south via a cul-de-sac. 23 new townhomes would be constructed along this extension with one existing single-family home connecting to the new cul-de-sac. Additionally, 4 new single-family homes would be constructed along the south side of Harding Avenue.

### *Project Traffic Characteristics*

*Exhibit 5 – Part A* tabulates the traffic generation calculations for the proposed development. The traffic generations are based on historically surveyed trip rate data published by the Institute of Transportation Engineers (ITE) in the most recent, 10th Edition of the manual *Trip Generation*. The ITE pages are provided in *Appendix D*.

*Exhibit 5 – Part B* presents the anticipated trip distribution, which is primarily based on the anticipated vehicle travel patterns and the existing traffic volumes on the existing streets.

> *Discussion Point.* As expected, the majority of project traffic will use the convenience of the traffic signals at the IL 53 / Pershing Avenue intersection.

### *Traffic Assignments*

*Exhibit 6* illustrates the site traffic assignment, which is based on the project characteristics summarized in *Exhibit 5* (e.g. traffic generations and trip distribution) and the site access. Site traffic and the No-Build Year 2026 volumes (see *Exhibits 6 and 3*) were combined to produce the Year 2026 Total Traffic assignment, which is illustrated in *Exhibit 7*.

> *Discussion Point.* Per the site plan, an existing single-family home would connect to the new cul-de-sac. As such, *Exhibit 6 and 7* includes the traffic from the existing single-family home that would connect to the new cul-de-sac.

## *Capacity Analyses*

Intersection capacity analyses were conducted using the Highway Capacity Software (HCS) and results are shown in *Exhibit 8*. The analysis parameters are listed in Part A, as published in the Transportation Research Board's (TRB) *Highway Capacity Manual – 6th Edition*, 2016 (HCM). At signalized intersections, Level of Service (LOS) "reports" traffic operations using the letter designations "A" (best) through "F" (worst). LOS reports operations based on the average control delay per vehicle in seconds.
LOS C is often referred to as the intersection "design" guideline and LOS D is usually considered as providing the lower threshold of "acceptable" operations. LOS E and F are usually considered "unacceptable". At unsignalized intersections where the minor approaches have stop control, the HCS measurement is approach delay in seconds.

Capacity analyses were conducted at the IL 53 intersections with Pershing Avenue and Abbey Drive. The results are summarized in *Exhibit 8*. The HCS summary printouts are provided in *Appendix E*.

*Key Finding.* As can be seen from *Exhibit 8*, the residential development will have a negligible impact on traffic operations along IL 53 at Pershing Avenue and Abbey Drive. The increase in delays from Year 2026 No-Build to Year 2026 Total Traffic are less than one second.

## *Traffic Impact Discussion*

Reviewing the existing traffic volumes (see *Exhibit 2*), the site traffic characteristics and assignment, and the total traffic assignment (see *Exhibits 5, 6, and 7*) indicates that:

- There are currently almost 2,190 vehicles traveling through the IL 53 / Pershing Avenue intersection during the morning peak hour or over 35 vehicles per minute. The residential development will add only 16 trips or about 1 trip every 3-4 minutes.
- There are currently over 2,660 vehicles traveling through the IL 53 / Pershing Avenue intersection during the evening peak hour or almost 45 vehicles per minute. The residential development will add only 16 trips or about 1 trip every 3-4 minutes.

*Key Finding.* Based on the above findings, the development's traffic impacts are very small. Thus, our recommendations focus on the site plan elements.

## *Recommendations*

Harding Avenue

- Harding Avenue will be extended as a two-way public street, with a 21-foot pavement (back-of-curb dimensions), within a 55-foot right-of-way (ROW).
- Parking should be allowed on only one side of the street, if at all.
- Sidewalks will be provided on both sides of Harding Avenue.

Harding Court

- Harding Court will extend south from Harding Avenue as a two-way public street, with a 21-foot pavement (back-of-curb dimensions), within a 55-foot right-of-way (ROW).
- Parking should be allowed on only one side of the street, if at all. Parking should be prohibited within the cul-de-sac.

- Sidewalks will be provided on both sides of Harding Court. A sidewalk connection is to be established to IL 53 at the southeast side of the cul-de-sec.
- A grasscrete emergency vehicle only driveway will be provided that will connect the cul-de-sac with IL 53.
- The cul-de-sac should be designed so that emergency vehicles can successfully maneuver in and out. *Appendix F* shows the AutoTurn analysis for both a firetruck and a garbage truck.

## Part IV - Technical Addendum

The following *Exhibits* and *Appendix* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

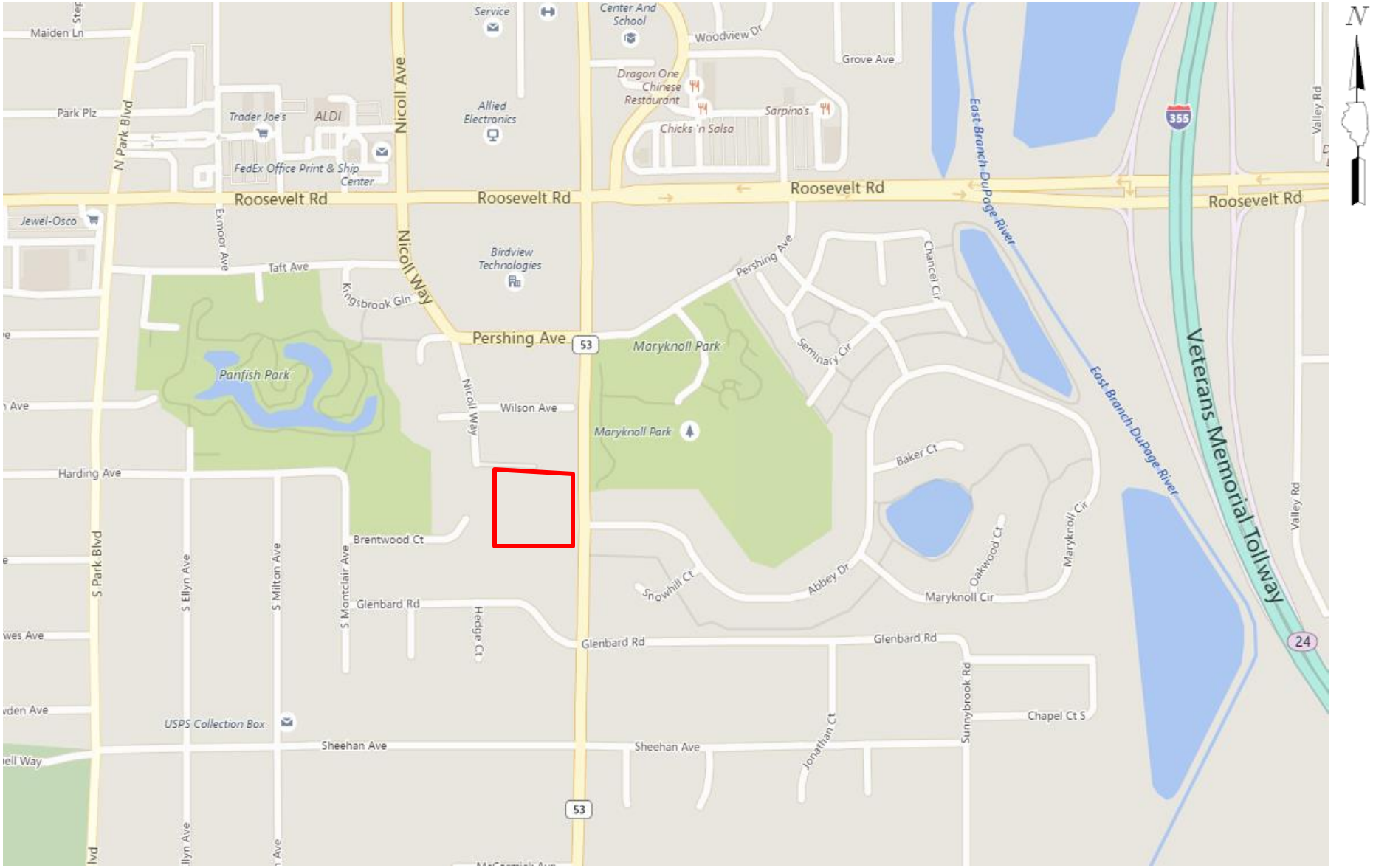
*Exhibits*

1. Site Location Map
2. Existing Traffic
3. No-Build Traffic – Year 2026
4. Site Plan
5. Project Traffic Characteristics
6. Site Traffic
7. Total Traffic – Year 2026
8. Intersection Capacity Analyses

*Appendices*

A. Photo Inventory
B. Traffic Count Summary Sheets
C. CMAP Correspondence
D. ITE Trip Generation Pages
E. Capacity Analyses Worksheets
F. AutoTurn Analysis

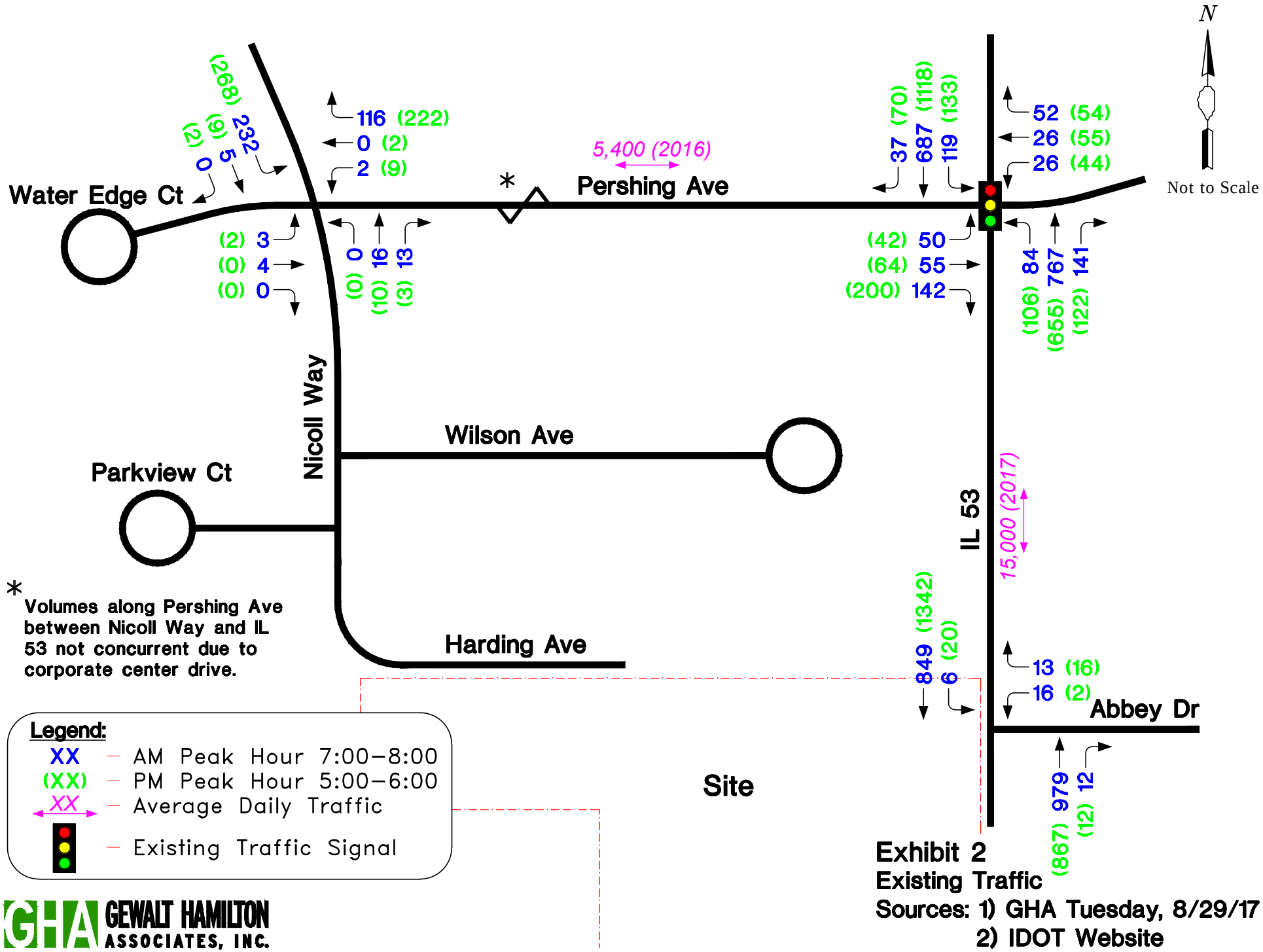
# EXHIBITS




**Proposed Residential Development – Glen Ellyn, Illinois**

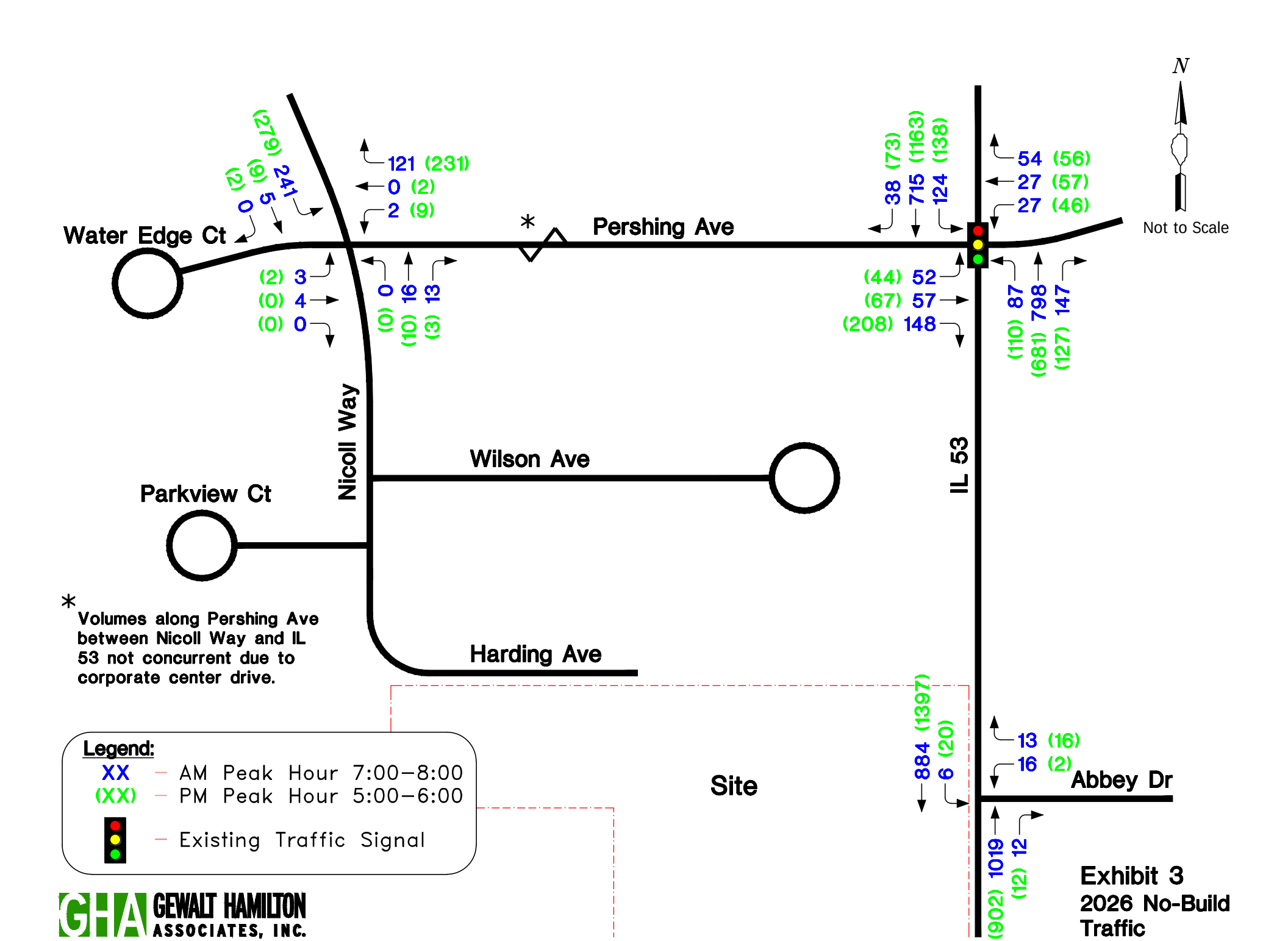
GEWALT HAMILTON ASSOCIATES, INC.

## Exhibit 1
## Location Map




GHA GEWALT HAMILTON ASSOCIATES, INC.

**Exhibit 2**
**Existing Traffic**
**Sources: 1) GHA Tuesday, 8/29/17**
**2) IDOT Website**


N
Not to Scale
Water Edge Ct
Pershing Ave
Nicoll Way
Wilson Ave
Parkview Ct
Harding Ave
IL 53
Abbey Dr
Site
* Volumes along Pershing Ave between Nicoll Way and IL 53 not concurrent due to corporate center drive.
Legend:
XX – AM Peak Hour 7:00–8:00
(XX) – PM Peak Hour 5:00–6:00
– Existing Traffic Signal
GEWALT HAMILTON ASSOCIATES, INC.
Exhibit 3
2026 No-Build
Traffic

CARRADUS

ILLINOIS ROUTE 53

BITUMINOUS ROADWAY

(100' R/W)

CONCRETE CURB & GUTTER

EDGE OF PAVEMENT

FIRE HYDRANT
12" WATERMAIN

EXISTING POWER POLE

UTILITY POLE
12" WATERMAIN

EXISTING UTILITY POLE

(Rad.=34327.48')
(L=552.72')

EXISTING UTILITY POLE

W-2

PROPOSED 5' CONCRETE WALK

(L=31.03')
(Rad.=20.00')

VALVE VAULT
RIM=762.65

ST-21

ST-22

ST-23

ST-24

ST-25

ST-13

EXISTING UTILITY POLE

SAN-5

UNIT 23 | UNIT 22 | UNIT 21 | UNIT 20 | UNIT 19 | UNIT 18
BUILDING E

UNIT 17 | UNIT 16 | UNIT 15 | UNIT 14 | UNIT 13
BUILDING D

UNIT 12 | UNIT 11 | UNIT 10 | UNIT 9
BUILDING C

PROPOSED DRIVEWAY

PROPOSED APRON

PROPOSED 5' CONCRETE WALK

W-1

EXISTING POWER POLE

ST-20

FH

FH-2

(N 90°00'00" E)
(217.73')

SAN-2

HARDING AVE.

2+00 | 2+25 | 2+50 | 2+75 | 3+00 | 3+25 | 3+50 | 3+75 | 4+00 | 4+25 | 4+50 | 4+75 | 5+00 | 5+25 | 5+50

HARDING COURT

ST-18 | ST-19 | ST-15 | ST-14 | ST-26 | ST-27

STREET LIGHT

ST-5

SIGN

ST-6

UNIT 1 | UNIT 2 | UNIT 3 | UNIT 4
BUILDING A

ST-4

EXISTING FIRE HYDRANT

EXISTING WATER VALVE
RIM=760.28

EXISTING POWER POLE

ST-17 | ST-16

SAN-1

EXISTING SANITARY MANHOLE
RIM=758.98
INV.=749.48 (8" W)

(33.00')
(N 00°31'55" W)

1-00
(CL-PL)

46.75'
(N 90°00'00" E)

ST-3

ST-7

ST-8

(20.84')
(N 89°59'07" E)

166.75'
(N 00°00'00" E)

(L=166.78')
(Rad.=34066.78')

(28.27')
(S 89°58'12" W)

22.02'

74.27'

ST-9

ST-10

30.00'

136.77'
(166.77')
(S 01°16'42" W)

SAN-4

ST-28

ST-11

EXISTING UTILITY POLE

SAN-3

ST-12

(289.00')
(N 89°57'19" E)

UNIT 8 | UNIT 7 | UNIT 6 | UNIT 5
BUILDING B

APPROXIMATE LOCATION OF EXISTING 8" SANITARY SEWER (FIELD VERIFY LOCATION)

APPROXIMATE LOCATION OF EXISTING 6" WATER MAIN (FIELD VERIFY LOCATION)

BITUMINOUS ROADWAY

HARDING AVE.

| | |
|---|---|
| Date Of Field Work: | 07/ /20 |
| Scale: | 1" = 20' |
| Fld Bk Pg: | |
| Drawn By: | x |
| Checked By: | x |
| Approved: | x |

| Date: | Revision: |
|---|---|
| | |

# LANDSCAPE PLAN

HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: X

Sheet 1 of 1

Project # 895

DRAWING FILE NAME: 895-MF-LANDSCAPE BASE

# Exhibit 5
# Project Traffic Characteristics
***Proposed Residential Development - Glen Ellyn, Illinois***

## *Part A. Traffic Generation Calculations*

| | | | Weekday Peak Hours | | | | | | Daily |
|---|---|---|---|---|---|---|---|---|---|
| | | ITE | Morning | | | Evening | | | |
| | Size | Code | In | Out | Sum | In | Out | Sum | Sum |
| Townhomes | 23 Dwellings | #220 | 3 | 9 | 12 | 10 | 6 | 16 | 134 |
| Single Family Homes | 4 Dwellings | #210 | 2 | 6 | 8 | 3 | 2 | 5 | 54 |
| | | **Totals =** | 5 | 15 | 20 | 13 | 8 | 21 | 188 |

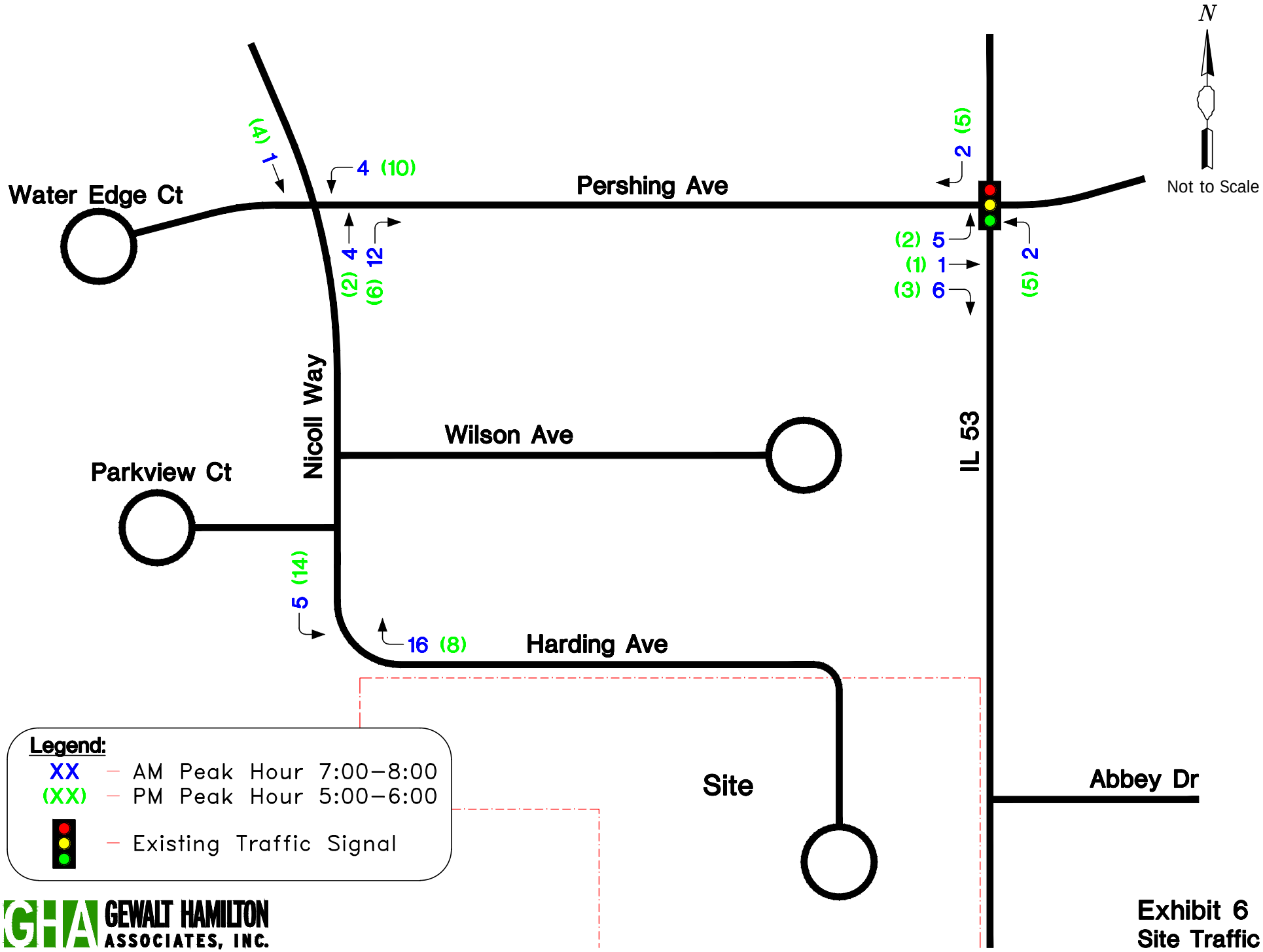
*Notes:*

*1) Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition).*

## *Part B. Trip Distribution*

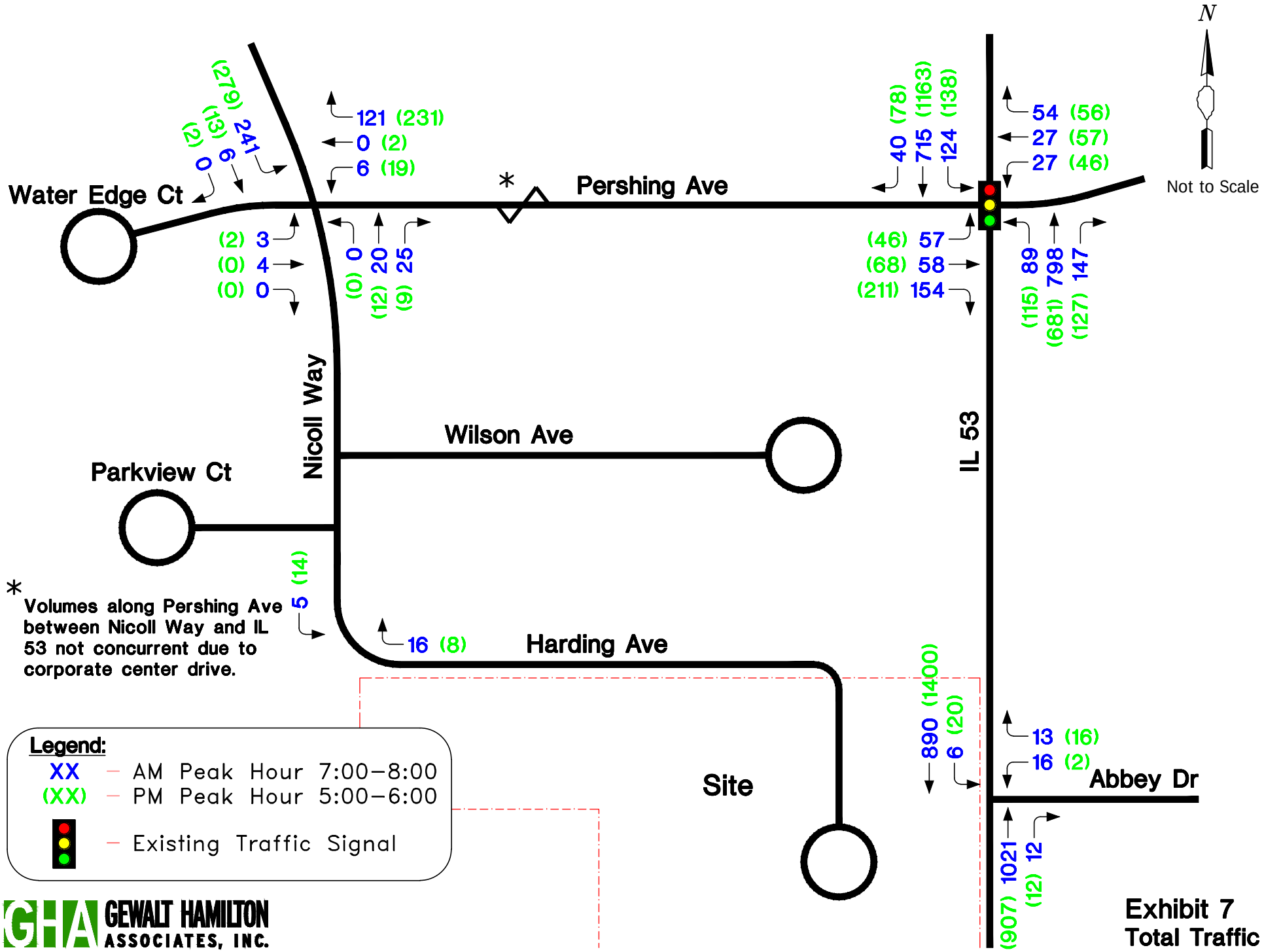
| | | Percent Use | |
|---|---|---|---|
| Route & Direction | | Approaching Site | Departing Site |
| IL 53 | | | |
| - North of Pershing Avenue | | 40% | 30% |
| - South of Pershing Avenue | | 35% | 35% |
| Nicole Way | | | |
| - North of Pershing Avenue | | 25% | 25% |
| Pershing Avenue | | | |
| - East of IL 53 | | <5% | 10% |
| | **Totals =** | 100% | 100% |

GEWALT HAMILTON ASSOCIATES, INC.




GEWALT HAMILTON ASSOCIATES, INC.

**Exhibit 6**
**Site Traffic**




GEWALT HAMILTON ASSOCIATES, INC.

**Exhibit 7**
**Total Traffic**

# Exhibit 8
# Intersection Capacity and Queue Analyses

***Proposed Residential Development - Glen Ellyn, Illinois***

## *Part A. Parameters - Type of Traffic Control* *(Source: Highway Capacity Manual 6th Edition)*

### I. Traffic Signals

| LOS | Delay (sec / veh) | Description |
|---|---|---|
| A | <10 | All signal phases clear waiting vehicles without delay |
| B | >10 and < 20 | Minimal delay experienced on select signal phases |
| C | >20 and < 35 | Some delay experienced on several phases; often used as design criteria |
| D | >35 and < 55 | Usually considered as the acceptable delay standard |
| E | >55 and < 80 | Very long delays experienced during the peak hours |
| F | >80 | Unacceptable delays experienced throughout the peak hours |

### II. Stop Sign

| LOS | Delay (sec / veh) |
|---|---|
| A | < 10 |
| B | >10 and < 15 |
| C | >15 and < 25 |
| D | >25 and < 35 |
| E | >35 and < 50 |
| F | >50 |

## *Part B. Results*

| | Roadway Conditions | LOS Per Movement By Approach (> = Shared Lane; - = Non Critical or not Allowed Movement) | | | | | | | | | | | | Intersection / Approach | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Delay | |
| | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | (sec / veh) | LOS |
| **1. IL 53 & Pershing Ave** | **Signalized** | | | | | | | | | | | | | **Intersection Delay** | |
| **A. Weekday Morning Peak Hour** | | | | | | | | | | | | | | | |
| Existing Traffic (See *Exhibit 2*) | • Current | C | D | < | C | D | < | A | A | B | A | A | A | 15.1 | B |
| | • 95th Queue Length (ft) | 49 | 253 | - | 25 | 84 | - | 35 | 177 | 199 | 49 | 127 | 130 | - | - |
| No-Build Traffic (See *Exhibit 3*) | • Current | C | D | < | C | D | < | A | B | B | B | A | A | 15.8 | B |
| | • 95th Queue Length (ft) | 51 | 263 | - | 26 | 87 | - | 37 | 194 | 214 | 52 | 139 | 141 | - | - |
| Total Traffic (See *Exhibit 7*) | • Current | C | D | < | C | D | < | A | B | B | B | A | A | 16.2 | B |
| | • 95th Queue Length (ft) | 55 | 273 | - | 26 | 87 | - | 38 | 198 | 217 | 53 | 143 | 146 | - | - |
| **B. Weekday Evening Peak Hour** | | | | | | | | | | | | | | | |
| Existing Traffic (See Exhibit 2) | • Current | D | E | < | D | D | < | B | A | A | A | A | A | 18.0 | B |
| | • 95th Queue Length (ft) | 51 | 391 | - | 54 | 146 | - | 53 | 133 | 165 | 65 | 202 | 219 | - | - |
| No-Build Traffic (See Exhibit 3) | • Current | D | E | < | D | D | < | B | A | B | B | A | B | 18.7 | B |
| | • 95th Queue Length (ft) | 53 | 408 | - | 56 | 151 | - | 57 | 147 | 180 | 70 | 220 | 237 | - | - |
| Total Traffic (See Exhibit 7) | • Current | D | E | < | D | D | < | B | A | B | B | A | B | 19.0 | B |
| | • 95th Queue Length (ft) | 55 | 414 | - | 56 | 151 | - | 60 | 149 | 182 | 70 | 226 | 244 | - | - |
| **2. IL 53 & Abbey Dr** | **TWSC - WB Stops** | | | | | | | | | | | | | **WB Approach Delay** | |
| **A. Weekday Morning Peak Hour** | | | | | | | | | | | | | | | |
| Existing Traffic (See *Exhibit 2*) | • Current | - | - | - | > | F | < | - | - | - | B | - | - | 58.8 | F |
| | • 95th Queue Length (ft) | - | - | - | - | 30 | - | - | - | - | 0 | - | - | - | - |
| No-Build Traffic (See *Exhibit 3*) | • Current | - | - | - | > | F | < | - | - | - | B | - | - | 68.0 | F |
| | • 95th Queue Length (ft) | - | - | - | - | 35 | - | - | - | - | 0 | - | - | - | - |
| Total Traffic (See *Exhibit 7*) | • Current | - | - | - | > | F | < | - | - | - | B | - | - | 69.0 | F |
| | • 95th Queue Length (ft) | - | - | - | - | 35 | - | - | - | - | 0 | - | - | - | - |
| **B. Weekday Evening Peak Hour** | | | | | | | | | | | | | | | |
| Existing Traffic (See Exhibit 2) | • Current | - | - | - | > | D | < | - | - | - | B | - | - | 30.4 | D |
| | • 95th Queue Length (ft) | - | - | - | - | 10 | - | - | - | - | 3 | - | - | - | - |
| No-Build Traffic (See Exhibit 3) | • Current | - | - | - | > | D | < | - | - | - | B | - | - | 33.6 | D |
| | • 95th Queue Length (ft) | - | - | - | - | 13 | - | - | - | - | 3 | - | - | - | - |
| Total Traffic (See Exhibit 7) | • Current | - | - | - | > | D | < | - | - | - | B | - | - | 34.0 | D |
| | • 95th Queue Length (ft) | - | - | - | - | 13 | - | - | - | - | 3 | - | - | - | - |

GHA GEWALT HAMILTON ASSOCIATES, INC.

# APPENDIX A
*Photo Inventory*



Looking south along Nicoll Way at Harding Ave



Looking north through Nicoll Way & Harding Ave



Looking west along Harding Ave at Nicoll Way



Looking east along Harding Ave



Looking north along Nicoll Way at Pershing Ave



Looking west along Pershing Ave at Nicoll Way



Looking east along Pershing Ave at IL 53



Looking south along IL 53 at Pershing Ave



Looking west along Pershing Ave at IL 53



Looking north along IL 53 at Pershing Ave



Looking north along IL 53 at Abbey Dr



Looking west along Abbey Dr at IL 53

# APPENDIX B

***Existing Traffic Count Summary Sheets***

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: IL-53 & Pershing Ave
Site Code:
Start Date: 08/29/2017


# Turning Movement Data

| Start Time | IL-53 Southbound | | | | | | Pershing Ave Westbound | | | | | | IL-53 Northbound | | | | | | Pershing Ave Eastbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | |
| 6:00 AM | 2 | 46 | 13 | 0 | 0 | 61 | 13 | 5 | 6 | 0 | 0 | 24 | 15 | 89 | 6 | 0 | 0 | 110 | 7 | 7 | 2 | 0 | 0 | 16 | 211 |
| 6:15 AM | 3 | 61 | 24 | 0 | 0 | 88 | 11 | 6 | 3 | 0 | 0 | 20 | 21 | 115 | 12 | 0 | 0 | 148 | 16 | 7 | 1 | 0 | 0 | 24 | 280 |
| 6:30 AM | 4 | 94 | 18 | 0 | 1 | 116 | 14 | 9 | 5 | 0 | 0 | 28 | 20 | 156 | 13 | 0 | 0 | 189 | 19 | 8 | 4 | 0 | 1 | 31 | 364 |
| 6:45 AM | 7 | 110 | 19 | 0 | 0 | 136 | 11 | 10 | 5 | 0 | 0 | 26 | 33 | 184 | 19 | 0 | 0 | 236 | 23 | 11 | 6 | 0 | 0 | 40 | 438 |
| Hourly Total | 16 | 311 | 74 | 0 | 1 | 401 | 49 | 30 | 19 | 0 | 0 | 98 | 89 | 544 | 50 | 0 | 0 | 683 | 65 | 33 | 13 | 0 | 1 | 111 | 1293 |
| 7:00 AM | 4 | 127 | 28 | 0 | 1 | 159 | 18 | 6 | 10 | 0 | 0 | 34 | 32 | 199 | 17 | 0 | 1 | 248 | 36 | 13 | 8 | 0 | 0 | 57 | 498 |
| 7:15 AM | 9 | 172 | 21 | 0 | 0 | 202 | 8 | 7 | 2 | 0 | 1 | 17 | 34 | 191 | 15 | 0 | 3 | 240 | 38 | 14 | 13 | 0 | 0 | 65 | 524 |
| 7:30 AM | 10 | 227 | 27 | 0 | 0 | 264 | 13 | 6 | 11 | 0 | 1 | 30 | 40 | 201 | 26 | 0 | 0 | 267 | 42 | 14 | 8 | 0 | 0 | 64 | 625 |
| 7:45 AM | 14 | 161 | 43 | 0 | 0 | 218 | 13 | 7 | 3 | 0 | 0 | 23 | 35 | 176 | 26 | 0 | 1 | 237 | 26 | 14 | 21 | 0 | 0 | 61 | 539 |
| Hourly Total | 37 | 687 | 119 | 0 | 1 | 843 | 52 | 26 | 26 | 0 | 2 | 104 | 141 | 767 | 84 | 0 | 5 | 992 | 142 | 55 | 50 | 0 | 0 | 247 | 2186 |
| 8:00 AM | 4 | 165 | 30 | 0 | 0 | 199 | 3 | 5 | 6 | 0 | 0 | 14 | 26 | 139 | 32 | 0 | 0 | 197 | 41 | 12 | 8 | 0 | 0 | 61 | 471 |
| 8:15 AM | 12 | 195 | 39 | 0 | 4 | 246 | 9 | 8 | 3 | 0 | 0 | 20 | 37 | 147 | 23 | 0 | 0 | 207 | 41 | 20 | 4 | 0 | 5 | 65 | 538 |
| 8:30 AM | 11 | 166 | 41 | 0 | 0 | 218 | 12 | 12 | 6 | 0 | 0 | 30 | 28 | 133 | 22 | 1 | 0 | 184 | 22 | 27 | 10 | 1 | 0 | 60 | 492 |
| 8:45 AM | 12 | 126 | 46 | 0 | 0 | 184 | 9 | 14 | 5 | 0 | 0 | 28 | 39 | 118 | 29 | 0 | 0 | 186 | 28 | 33 | 3 | 0 | 0 | 64 | 462 |
| Hourly Total | 39 | 652 | 156 | 0 | 4 | 847 | 33 | 39 | 20 | 0 | 0 | 92 | 130 | 537 | 106 | 1 | 0 | 774 | 132 | 92 | 25 | 1 | 5 | 250 | 1963 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 10 | 211 | 20 | 0 | 0 | 241 | 17 | 12 | 6 | 0 | 1 | 35 | 22 | 131 | 19 | 0 | 1 | 172 | 49 | 9 | 11 | 0 | 0 | 69 | 517 |
| 4:15 PM | 11 | 257 | 20 | 0 | 0 | 288 | 10 | 11 | 10 | 0 | 0 | 31 | 24 | 167 | 19 | 0 | 1 | 210 | 49 | 12 | 13 | 0 | 0 | 74 | 603 |
| 4:30 PM | 7 | 237 | 19 | 0 | 0 | 263 | 11 | 21 | 7 | 0 | 0 | 39 | 26 | 195 | 36 | 0 | 0 | 257 | 53 | 23 | 12 | 0 | 0 | 88 | 647 |
| 4:45 PM | 10 | 244 | 18 | 0 | 0 | 272 | 9 | 7 | 9 | 0 | 0 | 25 | 29 | 156 | 28 | 1 | 0 | 214 | 47 | 21 | 11 | 0 | 0 | 79 | 590 |
| Hourly Total | 38 | 949 | 77 | 0 | 0 | 1064 | 47 | 51 | 32 | 0 | 1 | 130 | 101 | 649 | 102 | 1 | 2 | 853 | 198 | 65 | 47 | 0 | 0 | 310 | 2357 |
| 5:00 PM | 9 | 261 | 44 | 0 | 0 | 314 | 15 | 12 | 12 | 0 | 0 | 39 | 31 | 161 | 28 | 0 | 0 | 220 | 60 | 15 | 17 | 0 | 0 | 92 | 665 |
| 5:15 PM | 22 | 253 | 34 | 0 | 0 | 309 | 15 | 11 | 9 | 0 | 0 | 35 | 42 | 174 | 33 | 0 | 0 | 249 | 57 | 20 | 5 | 0 | 0 | 82 | 675 |
| 5:30 PM | 16 | 302 | 24 | 0 | 0 | 342 | 10 | 17 | 14 | 0 | 0 | 41 | 26 | 169 | 22 | 0 | 1 | 217 | 40 | 12 | 16 | 0 | 0 | 68 | 668 |
| 5:45 PM | 23 | 302 | 31 | 0 | 0 | 356 | 14 | 15 | 9 | 0 | 0 | 38 | 23 | 151 | 23 | 0 | 1 | 197 | 43 | 17 | 4 | 0 | 0 | 64 | 655 |
| Hourly Total | 70 | 1118 | 133 | 0 | 0 | 1321 | 54 | 55 | 44 | 0 | 0 | 153 | 122 | 655 | 106 | 0 | 2 | 883 | 200 | 64 | 42 | 0 | 0 | 306 | 2663 |
| 6:00 PM | 13 | 227 | 33 | 1 | 0 | 274 | 14 | 7 | 6 | 0 | 0 | 27 | 30 | 168 | 49 | 0 | 0 | 247 | 47 | 17 | 13 | 0 | 0 | 77 | 625 |
| 6:15 PM | 13 | 184 | 31 | 0 | 1 | 228 | 15 | 11 | 12 | 0 | 0 | 38 | 30 | 157 | 26 | 0 | 0 | 213 | 57 | 17 | 6 | 0 | 0 | 80 | 559 |
| 6:30 PM | 8 | 125 | 29 | 0 | 0 | 162 | 24 | 14 | 14 | 0 | 0 | 52 | 23 | 125 | 22 | 0 | 0 | 170 | 40 | 8 | 6 | 0 | 0 | 54 | 438 |
| 6:45 PM | 5 | 124 | 19 | 0 | 0 | 148 | 9 | 11 | 12 | 0 | 0 | 32 | 21 | 82 | 17 | 0 | 0 | 120 | 40 | 7 | 5 | 0 | 0 | 52 | 352 |
| Hourly Total | 39 | 660 | 112 | 1 | 1 | 812 | 62 | 43 | 44 | 0 | 0 | 149 | 104 | 532 | 114 | 0 | 0 | 750 | 184 | 49 | 30 | 0 | 0 | 263 | 1974 |
| Grand Total | 239 | 4377 | 671 | 1 | 7 | 5288 | 297 | 244 | 185 | 0 | 3 | 726 | 687 | 3684 | 562 | 2 | 9 | 4935 | 921 | 358 | 207 | 1 | 6 | 1487 | 12436 |
| Approach % | 4.5 | 82.8 | 12.7 | 0.0 | - | - | 40.9 | 33.6 | 25.5 | 0.0 | - | - | 13.9 | 74.7 | 11.4 | 0.0 | - | - | 61.9 | 24.1 | 13.9 | 0.1 | - | - | - |
| Total % | 1.9 | 35.2 | 5.4 | 0.0 | - | 42.5 | 2.4 | 2.0 | 1.5 | 0.0 | - | 5.8 | 5.5 | 29.6 | 4.5 | 0.0 | - | 39.7 | 7.4 | 2.9 | 1.7 | 0.0 | - | 12.0 | - |
| Lights | 233 | 4267 | 666 | 1 | - | 5167 | 295 | 240 | 179 | 0 | - | 714 | 673 | 3610 | 548 | 2 | - | 4833 | 904 | 352 | 194 | 1 | - | 1451 | 12165 |
| % Lights | 97.5 | 97.5 | 99.3 | 100.0 | - | 97.7 | 99.3 | 98.4 | 96.8 | - | - | 98.3 | 98.0 | 98.0 | 97.5 | 100.0 | - | 97.9 | 98.2 | 98.3 | 93.7 | 100.0 | - | 97.6 | 97.8 |
| Mediums | 3 | 65 | 5 | 0 | - | 73 | 2 | 4 | 6 | 0 | - | 12 | 14 | 47 | 10 | 0 | - | 71 | 13 | 6 | 8 | 0 | - | 27 | 183 |
| % Mediums | 1.3 | 1.5 | 0.7 | 0.0 | - | 1.4 | 0.7 | 1.6 | 3.2 | - | - | 1.7 | 2.0 | 1.3 | 1.8 | 0.0 | - | 1.4 | 1.4 | 1.7 | 3.9 | 0.0 | - | 1.8 | 1.5 |
| Articulated Trucks | 3 | 45 | 0 | 0 | - | 48 | 0 | 0 | 0 | 0 | - | 0 | 0 | 27 | 4 | 0 | - | 31 | 4 | 0 | 5 | 0 | - | 9 | 88 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Articulated Trucks | 1.3 | 1.0 | 0.0 | 0.0 | - | 0.9 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.7 | 0.7 | 0.0 | - | 0.6 | 0.4 | 0.0 | 2.4 | 0.0 | - | 0.6 | 0.7 |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | 0.0 | - | - | - | - | - | 33.3 | - | - | - | - | - | 33.3 | - | - | - | - | - | 0.0 | - | - |
| Pedestrians | - | - | - | - | 7 | - | - | - | - | - | 2 | - | - | - | - | - | 6 | - | - | - | - | - | 6 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 66.7 | - | - | - | - | - | 66.7 | - | - | - | - | - | 100.0 | - | - |

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: IL-53 & Pershing Ave
Site Code:
Start Date: 08/29/2017


# Turning Movement Peak Hour Data (7:00 AM)

| Start Time | IL-53 Southbound | | | | | | Pershing Ave Westbound | | | | | | IL-53 Northbound | | | | | | Pershing Ave Eastbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | |
| 7:00 AM | 4 | 127 | 28 | 0 | 1 | 159 | 18 | 6 | 10 | 0 | 0 | 34 | 32 | 199 | 17 | 0 | 1 | 248 | 36 | 13 | 8 | 0 | 0 | 57 | 498 |
| 7:15 AM | 9 | 172 | 21 | 0 | 0 | 202 | 8 | 7 | 2 | 0 | 1 | 17 | 34 | 191 | 15 | 0 | 3 | 240 | 38 | 14 | 13 | 0 | 0 | 65 | 524 |
| 7:30 AM | 10 | 227 | 27 | 0 | 0 | 264 | 13 | 6 | 11 | 0 | 1 | 30 | 40 | 201 | 26 | 0 | 0 | 267 | 42 | 14 | 8 | 0 | 0 | 64 | 625 |
| 7:45 AM | 14 | 161 | 43 | 0 | 0 | 218 | 13 | 7 | 3 | 0 | 0 | 23 | 35 | 176 | 26 | 0 | 1 | 237 | 26 | 14 | 21 | 0 | 0 | 61 | 539 |
| Total | 37 | 687 | 119 | 0 | 1 | 843 | 52 | 26 | 26 | 0 | 2 | 104 | 141 | 767 | 84 | 0 | 5 | 992 | 142 | 55 | 50 | 0 | 0 | 247 | 2186 |
| Approach % | 4.4 | 81.5 | 14.1 | 0.0 | - | - | 50.0 | 25.0 | 25.0 | 0.0 | - | - | 14.2 | 77.3 | 8.5 | 0.0 | - | - | 57.5 | 22.3 | 20.2 | 0.0 | - | - | - |
| Total % | 1.7 | 31.4 | 5.4 | 0.0 | - | 38.6 | 2.4 | 1.2 | 1.2 | 0.0 | - | 4.8 | 6.5 | 35.1 | 3.8 | 0.0 | - | 45.4 | 6.5 | 2.5 | 2.3 | 0.0 | - | 11.3 | - |
| PHF | 0.661 | 0.757 | 0.692 | 0.000 | - | 0.798 | 0.722 | 0.929 | 0.591 | 0.000 | - | 0.765 | 0.881 | 0.954 | 0.808 | 0.000 | - | 0.929 | 0.845 | 0.982 | 0.595 | 0.000 | - | 0.950 | 0.874 |
| Lights | 36 | 654 | 119 | 0 | - | 809 | 52 | 26 | 22 | 0 | - | 100 | 138 | 752 | 80 | 0 | - | 970 | 134 | 52 | 45 | 0 | - | 231 | 2110 |
| % Lights | 97.3 | 95.2 | 100.0 | - | - | 96.0 | 100.0 | 100.0 | 84.6 | - | - | 96.2 | 97.9 | 98.0 | 95.2 | - | - | 97.8 | 94.4 | 94.5 | 90.0 | - | - | 93.5 | 96.5 |
| Mediums | 0 | 24 | 0 | 0 | - | 24 | 0 | 0 | 4 | 0 | - | 4 | 3 | 10 | 2 | 0 | - | 15 | 5 | 3 | 2 | 0 | - | 10 | 53 |
| % Mediums | 0.0 | 3.5 | 0.0 | - | - | 2.8 | 0.0 | 0.0 | 15.4 | - | - | 3.8 | 2.1 | 1.3 | 2.4 | - | - | 1.5 | 3.5 | 5.5 | 4.0 | - | - | 4.0 | 2.4 |
| Articulated Trucks | 1 | 9 | 0 | 0 | - | 10 | 0 | 0 | 0 | 0 | - | 0 | 0 | 5 | 2 | 0 | - | 7 | 3 | 0 | 3 | 0 | - | 6 | 23 |
| % Articulated Trucks | 2.7 | 1.3 | 0.0 | - | - | 1.2 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.7 | 2.4 | - | - | 0.7 | 2.1 | 0.0 | 6.0 | - | - | 2.4 | 1.1 |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | 0.0 | - | - | - | - | - | 0.0 | - | - | - | - | - | 0.0 | - | - | - | - | - | - | - | - |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 2 | - | - | - | - | - | 5 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: IL-53 & Pershing Ave
Site Code:
Start Date: 08/29/2017


# Turning Movement Peak Hour Data (5:00 PM)

| Start Time | IL-53 Southbound | | | | | | Pershing Ave Westbound | | | | | | IL-53 Northbound | | | | | | Pershing Ave Eastbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | |
| 5:00 PM | 9 | 261 | 44 | 0 | 0 | 314 | 15 | 12 | 12 | 0 | 0 | 39 | 31 | 161 | 28 | 0 | 0 | 220 | 60 | 15 | 17 | 0 | 0 | 92 | 665 |
| 5:15 PM | 22 | 253 | 34 | 0 | 0 | 309 | 15 | 11 | 9 | 0 | 0 | 35 | 42 | 174 | 33 | 0 | 0 | 249 | 57 | 20 | 5 | 0 | 0 | 82 | 675 |
| 5:30 PM | 16 | 302 | 24 | 0 | 0 | 342 | 10 | 17 | 14 | 0 | 0 | 41 | 26 | 169 | 22 | 0 | 1 | 217 | 40 | 12 | 16 | 0 | 0 | 68 | 668 |
| 5:45 PM | 23 | 302 | 31 | 0 | 0 | 356 | 14 | 15 | 9 | 0 | 0 | 38 | 23 | 151 | 23 | 0 | 1 | 197 | 43 | 17 | 4 | 0 | 0 | 64 | 655 |
| Total | 70 | 1118 | 133 | 0 | 0 | 1321 | 54 | 55 | 44 | 0 | 0 | 153 | 122 | 655 | 106 | 0 | 2 | 883 | 200 | 64 | 42 | 0 | 0 | 306 | 2663 |
| Approach % | 5.3 | 84.6 | 10.1 | 0.0 | - | - | 35.3 | 35.9 | 28.8 | 0.0 | - | - | 13.8 | 74.2 | 12.0 | 0.0 | - | - | 65.4 | 20.9 | 13.7 | 0.0 | - | - | - |
| Total % | 2.6 | 42.0 | 5.0 | 0.0 | - | 49.6 | 2.0 | 2.1 | 1.7 | 0.0 | - | 5.7 | 4.6 | 24.6 | 4.0 | 0.0 | - | 33.2 | 7.5 | 2.4 | 1.6 | 0.0 | - | 11.5 | - |
| PHF | 0.761 | 0.925 | 0.756 | 0.000 | - | 0.928 | 0.900 | 0.809 | 0.786 | 0.000 | - | 0.933 | 0.726 | 0.941 | 0.803 | 0.000 | - | 0.887 | 0.833 | 0.800 | 0.618 | 0.000 | - | 0.832 | 0.986 |
| Lights | 70 | 1110 | 132 | 0 | - | 1312 | 54 | 54 | 44 | 0 | - | 152 | 120 | 647 | 106 | 0 | - | 873 | 200 | 64 | 41 | 0 | - | 305 | 2642 |
| % Lights | 100.0 | 99.3 | 99.2 | - | - | 99.3 | 100.0 | 98.2 | 100.0 | - | - | 99.3 | 98.4 | 98.8 | 100.0 | - | - | 98.9 | 100.0 | 100.0 | 97.6 | - | - | 99.7 | 99.2 |
| Mediums | 0 | 4 | 1 | 0 | - | 5 | 0 | 1 | 0 | 0 | - | 1 | 2 | 4 | 0 | 0 | - | 6 | 0 | 0 | 1 | 0 | - | 1 | 13 |
| % Mediums | 0.0 | 0.4 | 0.8 | - | - | 0.4 | 0.0 | 1.8 | 0.0 | - | - | 0.7 | 1.6 | 0.6 | 0.0 | - | - | 0.7 | 0.0 | 0.0 | 2.4 | - | - | 0.3 | 0.5 |
| Articulated Trucks | 0 | 4 | 0 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 0 | 4 | 0 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 8 |
| % Articulated Trucks | 0.0 | 0.4 | 0.0 | - | - | 0.3 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.6 | 0.0 | - | - | 0.5 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.3 |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0.0 | - | - | - | - | - | - | - | - |

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: IL-53 & Abbey Dr
Site Code:
Start Date: 08/29/2017


# Turning Movement Data

| Start Time | IL-53 Southbound | | | | | Abbey Dr Westbound | | | | | IL-53 Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Peds | App. Total | Right | Left | U-Turn | Peds | App. Total | Right | Thru | U-Turn | Peds | App. Total | Int. Total |
| 6:00 AM | 61 | 0 | 0 | 0 | 61 | 1 | 0 | 0 | 0 | 1 | 0 | 108 | 0 | 0 | 108 | 170 |
| 6:15 AM | 77 | 1 | 0 | 0 | 78 | 1 | 0 | 0 | 0 | 1 | 0 | 157 | 0 | 0 | 157 | 236 |
| 6:30 AM | 125 | 0 | 0 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | 0 | 184 | 309 |
| 6:45 AM | 132 | 3 | 0 | 0 | 135 | 4 | 0 | 0 | 0 | 4 | 4 | 232 | 0 | 0 | 236 | 375 |
| Hourly Total | 395 | 4 | 0 | 0 | 399 | 6 | 0 | 0 | 0 | 6 | 4 | 681 | 0 | 0 | 685 | 1090 |
| 7:00 AM | 176 | 1 | 0 | 0 | 177 | 1 | 7 | 0 | 0 | 8 | 3 | 247 | 0 | 0 | 250 | 435 |
| 7:15 AM | 216 | 4 | 0 | 0 | 220 | 5 | 3 | 0 | 0 | 8 | 3 | 224 | 0 | 0 | 227 | 455 |
| 7:30 AM | 268 | 1 | 0 | 0 | 269 | 3 | 4 | 0 | 0 | 7 | 6 | 274 | 0 | 0 | 280 | 556 |
| 7:45 AM | 225 | 0 | 0 | 0 | 225 | 4 | 2 | 0 | 0 | 6 | 0 | 232 | 0 | 0 | 232 | 463 |
| Hourly Total | 885 | 6 | 0 | 0 | 891 | 13 | 16 | 0 | 0 | 29 | 12 | 977 | 0 | 0 | 989 | 1909 |
| 8:00 AM | 205 | 2 | 0 | 0 | 207 | 8 | 2 | 0 | 0 | 10 | 0 | 185 | 0 | 0 | 185 | 402 |
| 8:15 AM | 228 | 4 | 0 | 0 | 232 | 5 | 6 | 0 | 0 | 11 | 3 | 198 | 0 | 0 | 201 | 444 |
| 8:30 AM | 203 | 1 | 0 | 0 | 204 | 7 | 5 | 0 | 0 | 12 | 1 | 179 | 0 | 0 | 180 | 396 |
| 8:45 AM | 163 | 1 | 0 | 0 | 164 | 2 | 4 | 0 | 0 | 6 | 0 | 190 | 0 | 0 | 190 | 360 |
| Hourly Total | 799 | 8 | 0 | 0 | 807 | 22 | 17 | 0 | 0 | 39 | 4 | 752 | 0 | 0 | 756 | 1602 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 262 | 2 | 0 | 0 | 264 | 0 | 1 | 0 | 0 | 1 | 0 | 172 | 0 | 0 | 172 | 437 |
| 4:15 PM | 308 | 3 | 0 | 0 | 311 | 2 | 3 | 0 | 0 | 5 | 2 | 206 | 0 | 0 | 208 | 524 |
| 4:30 PM | 295 | 4 | 1 | 0 | 300 | 1 | 0 | 0 | 0 | 1 | 6 | 262 | 0 | 0 | 268 | 569 |
| 4:45 PM | 307 | 2 | 0 | 0 | 309 | 3 | 3 | 0 | 0 | 6 | 3 | 211 | 0 | 0 | 214 | 529 |
| Hourly Total | 1172 | 11 | 1 | 0 | 1184 | 6 | 7 | 0 | 0 | 13 | 11 | 851 | 0 | 0 | 862 | 2059 |
| 5:00 PM | 349 | 7 | 0 | 0 | 356 | 4 | 0 | 0 | 0 | 4 | 1 | 223 | 0 | 0 | 224 | 584 |
| 5:15 PM | 325 | 5 | 1 | 0 | 331 | 4 | 0 | 0 | 0 | 4 | 3 | 246 | 0 | 0 | 249 | 584 |
| 5:30 PM | 352 | 1 | 0 | 0 | 353 | 2 | 1 | 0 | 0 | 3 | 5 | 211 | 0 | 0 | 216 | 572 |
| 5:45 PM | 330 | 7 | 0 | 0 | 337 | 6 | 1 | 0 | 0 | 7 | 3 | 202 | 0 | 0 | 205 | 549 |
| Hourly Total | 1356 | 20 | 1 | 0 | 1377 | 16 | 2 | 0 | 0 | 18 | 12 | 882 | 0 | 0 | 894 | 2289 |
| 6:00 PM | 309 | 2 | 0 | 0 | 311 | 2 | 0 | 0 | 0 | 2 | 5 | 237 | 0 | 0 | 242 | 555 |
| 6:15 PM | 247 | 6 | 0 | 0 | 253 | 2 | 3 | 0 | 0 | 5 | 6 | 199 | 0 | 0 | 205 | 463 |
| 6:30 PM | 176 | 5 | 1 | 0 | 182 | 1 | 2 | 0 | 0 | 3 | 2 | 175 | 0 | 0 | 177 | 362 |
| 6:45 PM | 168 | 5 | 0 | 0 | 173 | 2 | 2 | 0 | 0 | 4 | 3 | 117 | 0 | 0 | 120 | 297 |
| Hourly Total | 900 | 18 | 1 | 0 | 919 | 7 | 7 | 0 | 0 | 14 | 16 | 728 | 0 | 0 | 744 | 1677 |
| Grand Total | 5507 | 67 | 3 | 0 | 5577 | 70 | 49 | 0 | 0 | 119 | 59 | 4871 | 0 | 0 | 4930 | 10626 |
| Approach % | 98.7 | 1.2 | 0.1 | - | - | 58.8 | 41.2 | 0.0 | - | - | 1.2 | 98.8 | 0.0 | - | - | - |
| Total % | 51.8 | 0.6 | 0.0 | - | 52.5 | 0.7 | 0.5 | 0.0 | - | 1.1 | 0.6 | 45.8 | 0.0 | - | 46.4 | - |
| Lights | 5371 | 65 | 3 | - | 5439 | 70 | 47 | 0 | - | 117 | 54 | 4766 | 0 | - | 4820 | 10376 |
| % Lights | 97.5 | 97.0 | 100.0 | - | 97.5 | 100.0 | 95.9 | - | - | 98.3 | 91.5 | 97.8 | - | - | 97.8 | 97.6 |
| Mediums | 87 | 2 | 0 | - | 89 | 0 | 2 | 0 | - | 2 | 5 | 71 | 0 | - | 76 | 167 |
| % Mediums | 1.6 | 3.0 | 0.0 | - | 1.6 | 0.0 | 4.1 | - | - | 1.7 | 8.5 | 1.5 | - | - | 1.5 | 1.6 |
| Articulated Trucks | 49 | 0 | 0 | - | 49 | 0 | 0 | 0 | - | 0 | 0 | 34 | 0 | - | 34 | 83 |
| % Articulated Trucks | 0.9 | 0.0 | 0.0 | - | 0.9 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.7 | - | - | 0.7 | 0.8 |
| Bicycles on Crosswalk | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: IL-53 & Abbey Dr
Site Code:
Start Date: 08/29/2017


# Turning Movement Peak Hour Data (7:00 AM)

| Start Time | IL-53 Southbound | | | | | Abbey Dr Westbound | | | | | IL-53 Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Peds | App. Total | Right | Left | U-Turn | Peds | App. Total | Right | Thru | U-Turn | Peds | App. Total | Int. Total |
| 7:00 AM | 176 | 1 | 0 | 0 | 177 | 1 | 7 | 0 | 0 | 8 | 3 | 247 | 0 | 0 | 250 | 435 |
| 7:15 AM | 216 | 4 | 0 | 0 | 220 | 5 | 3 | 0 | 0 | 8 | 3 | 224 | 0 | 0 | 227 | 455 |
| 7:30 AM | 268 | 1 | 0 | 0 | 269 | 3 | 4 | 0 | 0 | 7 | 6 | 274 | 0 | 0 | 280 | 556 |
| 7:45 AM | 225 | 0 | 0 | 0 | 225 | 4 | 2 | 0 | 0 | 6 | 0 | 232 | 0 | 0 | 232 | 463 |
| Total | 885 | 6 | 0 | 0 | 891 | 13 | 16 | 0 | 0 | 29 | 12 | 977 | 0 | 0 | 989 | 1909 |
| Approach % | 99.3 | 0.7 | 0.0 | - | - | 44.8 | 55.2 | 0.0 | - | - | 1.2 | 98.8 | 0.0 | - | - | - |
| Total % | 46.4 | 0.3 | 0.0 | - | 46.7 | 0.7 | 0.8 | 0.0 | - | 1.5 | 0.6 | 51.2 | 0.0 | - | 51.8 | - |
| PHF | 0.826 | 0.375 | 0.000 | - | 0.828 | 0.650 | 0.571 | 0.000 | - | 0.906 | 0.500 | 0.891 | 0.000 | - | 0.883 | 0.858 |
| Lights | 840 | 5 | 0 | - | 845 | 13 | 15 | 0 | - | 28 | 9 | 958 | 0 | - | 967 | 1840 |
| % Lights | 94.9 | 83.3 | - | - | 94.8 | 100.0 | 93.8 | - | - | 96.6 | 75.0 | 98.1 | - | - | 97.8 | 96.4 |
| Mediums | 32 | 1 | 0 | - | 33 | 0 | 1 | 0 | - | 1 | 3 | 12 | 0 | - | 15 | 49 |
| % Mediums | 3.6 | 16.7 | - | - | 3.7 | 0.0 | 6.3 | - | - | 3.4 | 25.0 | 1.2 | - | - | 1.5 | 2.6 |
| Articulated Trucks | 13 | 0 | 0 | - | 13 | 0 | 0 | 0 | - | 0 | 0 | 7 | 0 | - | 7 | 20 |
| % Articulated Trucks | 1.5 | 0.0 | - | - | 1.5 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.7 | - | - | 0.7 | 1.0 |
| Bicycles on Crosswalk | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Site Code:
Start Date: 08/29/2017


# Turning Movement Peak Hour Data (5:00 PM)

| Start Time | IL-53 Southbound | | | | | Abbey Dr Westbound | | | | | IL-53 Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Left | U-Turn | Peds | App. Total | Right | Left | U-Turn | Peds | App. Total | Right | Thru | U-Turn | Peds | App. Total | Int. Total |
| 5:00 PM | 349 | 7 | 0 | 0 | 356 | 4 | 0 | 0 | 0 | 4 | 1 | 223 | 0 | 0 | 224 | 584 |
| 5:15 PM | 325 | 5 | 1 | 0 | 331 | 4 | 0 | 0 | 0 | 4 | 3 | 246 | 0 | 0 | 249 | 584 |
| 5:30 PM | 352 | 1 | 0 | 0 | 353 | 2 | 1 | 0 | 0 | 3 | 5 | 211 | 0 | 0 | 216 | 572 |
| 5:45 PM | 330 | 7 | 0 | 0 | 337 | 6 | 1 | 0 | 0 | 7 | 3 | 202 | 0 | 0 | 205 | 549 |
| Total | 1356 | 20 | 1 | 0 | 1377 | 16 | 2 | 0 | 0 | 18 | 12 | 882 | 0 | 0 | 894 | 2289 |
| Approach % | 98.5 | 1.5 | 0.1 | - | - | 88.9 | 11.1 | 0.0 | - | - | 1.3 | 98.7 | 0.0 | - | - | - |
| Total % | 59.2 | 0.9 | 0.0 | - | 60.2 | 0.7 | 0.1 | 0.0 | - | 0.8 | 0.5 | 38.5 | 0.0 | - | 39.1 | - |
| PHF | 0.963 | 0.714 | 0.250 | - | 0.967 | 0.667 | 0.500 | 0.000 | - | 0.643 | 0.600 | 0.896 | 0.000 | - | 0.898 | 0.980 |
| Lights | 1344 | 20 | 1 | - | 1365 | 16 | 2 | 0 | - | 18 | 11 | 869 | 0 | - | 880 | 2263 |
| % Lights | 99.1 | 100.0 | 100.0 | - | 99.1 | 100.0 | 100.0 | - | - | 100.0 | 91.7 | 98.5 | - | - | 98.4 | 98.9 |
| Mediums | 8 | 0 | 0 | - | 8 | 0 | 0 | 0 | - | 0 | 1 | 8 | 0 | - | 9 | 17 |
| % Mediums | 0.6 | 0.0 | 0.0 | - | 0.6 | 0.0 | 0.0 | - | - | 0.0 | 8.3 | 0.9 | - | - | 1.0 | 0.7 |
| Articulated Trucks | 4 | 0 | 0 | - | 4 | 0 | 0 | 0 | - | 0 | 0 | 5 | 0 | - | 5 | 9 |
| % Articulated Trucks | 0.3 | 0.0 | 0.0 | - | 0.3 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.6 | - | - | 0.6 | 0.4 |
| Bicycles on Crosswalk | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Pershing Ave & Nicole Way
Site Code:
Start Date: 08/29/2017


# Turning Movement Data

| Start Time | Nicoll Way Southbound | | | | | | Waters Edge Ct Westbound | | | | | | Nicoll Way Northbound | | | | | | Pershing Ave Eastbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | |
| 6:00 AM | 0 | 0 | 16 | 0 | 0 | 16 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 6:15 AM | 0 | 0 | 20 | 0 | 0 | 20 | 21 | 0 | 0 | 0 | 0 | 21 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 43 |
| 6:30 AM | 0 | 0 | 30 | 0 | 0 | 30 | 25 | 0 | 2 | 0 | 0 | 27 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 59 |
| 6:45 AM | 0 | 0 | 38 | 0 | 0 | 38 | 35 | 0 | 0 | 0 | 0 | 35 | 2 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hourly Total | 0 | 0 | 104 | 0 | 0 | 104 | 91 | 0 | 2 | 0 | 0 | 93 | 3 | 8 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 0 | 3 | 0 | 208 |
| 7:00 AM | 0 | 1 | 51 | 0 | 0 | 52 | 22 | 0 | 0 | 0 | 0 | 22 | 3 | 3 | 0 | 0 | 1 | 6 | 0 | 2 | 1 | 0 | 1 | 3 | 83 |
| 7:15 AM | 0 | 0 | 58 | 0 | 0 | 58 | 22 | 0 | 0 | 0 | 0 | 22 | 4 | 6 | 0 | 0 | 2 | 10 | 0 | 2 | 0 | 0 | 3 | 2 | 92 |
| 7:30 AM | 0 | 3 | 60 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 38 | 4 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 109 |
| 7:45 AM | 0 | 1 | 63 | 0 | 0 | 64 | 34 | 0 | 2 | 0 | 0 | 36 | 2 | 5 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Hourly Total | 0 | 5 | 232 | 0 | 0 | 237 | 116 | 0 | 2 | 0 | 0 | 118 | 13 | 16 | 0 | 0 | 4 | 29 | 0 | 4 | 3 | 0 | 4 | 7 | 391 |
| 8:00 AM | 0 | 3 | 55 | 1 | 0 | 59 | 31 | 0 | 1 | 0 | 0 | 32 | 3 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 98 |
| 8:15 AM | 1 | 0 | 65 | 0 | 0 | 66 | 33 | 0 | 2 | 0 | 0 | 35 | 3 | 5 | 0 | 0 | 0 | 8 | 0 | 1 | 1 | 0 | 0 | 2 | 111 |
| 8:30 AM | 0 | 4 | 54 | 0 | 0 | 58 | 37 | 0 | 1 | 0 | 0 | 38 | 3 | 3 | 0 | 0 | 2 | 6 | 0 | 0 | 1 | 0 | 2 | 1 | 103 |
| 8:45 AM | 1 | 3 | 57 | 0 | 0 | 61 | 47 | 0 | 0 | 0 | 0 | 47 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 2 | 1 | 114 |
| Hourly Total | 2 | 10 | 231 | 1 | 0 | 244 | 148 | 0 | 4 | 0 | 0 | 152 | 14 | 11 | 0 | 0 | 2 | 25 | 0 | 1 | 4 | 0 | 4 | 5 | 426 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 7 | 69 | 0 | 0 | 76 | 43 | 0 | 1 | 0 | 0 | 44 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 121 |
| 4:15 PM | 2 | 1 | 67 | 0 | 0 | 70 | 43 | 0 | 3 | 0 | 0 | 46 | 1 | 3 | 0 | 0 | 1 | 4 | 0 | 1 | 1 | 0 | 1 | 2 | 122 |
| 4:30 PM | 2 | 5 | 71 | 0 | 0 | 78 | 65 | 0 | 0 | 0 | 0 | 65 | 1 | 2 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 146 |
| 4:45 PM | 0 | 3 | 71 | 0 | 0 | 74 | 48 | 0 | 1 | 0 | 0 | 49 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 124 |
| Hourly Total | 4 | 16 | 278 | 0 | 0 | 298 | 199 | 0 | 5 | 0 | 0 | 204 | 3 | 6 | 0 | 0 | 7 | 9 | 0 | 1 | 1 | 0 | 9 | 2 | 513 |
| 5:00 PM | 0 | 0 | 70 | 0 | 0 | 70 | 47 | 0 | 1 | 0 | 0 | 48 | 1 | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 123 |
| 5:15 PM | 1 | 2 | 74 | 0 | 0 | 77 | 64 | 2 | 2 | 0 | 0 | 68 | 1 | 3 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 149 |
| 5:30 PM | 0 | 4 | 61 | 0 | 0 | 65 | 53 | 0 | 4 | 0 | 0 | 57 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 126 |
| 5:45 PM | 1 | 3 | 63 | 0 | 0 | 67 | 58 | 0 | 2 | 0 | 0 | 60 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 129 |
| Hourly Total | 2 | 9 | 268 | 0 | 0 | 279 | 222 | 2 | 9 | 0 | 0 | 233 | 3 | 10 | 0 | 0 | 7 | 13 | 0 | 0 | 2 | 0 | 9 | 2 | 527 |
| 6:00 PM | 1 | 3 | 76 | 0 | 0 | 80 | 61 | 1 | 8 | 0 | 0 | 70 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 5 | 1 | 154 |
| 6:15 PM | 2 | 2 | 68 | 0 | 0 | 72 | 54 | 0 | 0 | 0 | 0 | 54 | 1 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 3 | 1 | 129 |
| 6:30 PM | 2 | 2 | 53 | 0 | 0 | 57 | 40 | 0 | 1 | 0 | 0 | 41 | 1 | 5 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 2 | 2 | 106 |
| 6:45 PM | 0 | 4 | 44 | 0 | 0 | 48 | 32 | 1 | 0 | 0 | 0 | 33 | 2 | 4 | 0 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 2 | 1 | 88 |
| Hourly Total | 5 | 11 | 241 | 0 | 0 | 257 | 187 | 2 | 9 | 0 | 0 | 198 | 5 | 12 | 0 | 0 | 3 | 17 | 2 | 1 | 2 | 0 | 12 | 5 | 477 |
| Grand Total | 13 | 51 | 1354 | 1 | 0 | 1419 | 963 | 4 | 31 | 0 | 0 | 998 | 41 | 63 | 0 | 0 | 24 | 104 | 2 | 7 | 12 | 0 | 41 | 21 | 2542 |
| Approach % | 0.9 | 3.6 | 95.4 | 0.1 | - | - | 96.5 | 0.4 | 3.1 | 0.0 | - | - | 39.4 | 60.6 | 0.0 | 0.0 | - | - | 9.5 | 33.3 | 57.1 | 0.0 | - | - | - |
| Total % | 0.5 | 2.0 | 53.3 | 0.0 | - | 55.8 | 37.9 | 0.2 | 1.2 | 0.0 | - | 39.3 | 1.6 | 2.5 | 0.0 | 0.0 | - | 4.1 | 0.1 | 0.3 | 0.5 | 0.0 | - | 0.8 | - |
| Lights | 13 | 51 | 1319 | 1 | - | 1384 | 938 | 4 | 30 | 0 | - | 972 | 38 | 63 | 0 | 0 | - | 101 | 2 | 7 | 12 | 0 | - | 21 | 2478 |
| % Lights | 100.0 | 100.0 | 97.4 | 100.0 | - | 97.5 | 97.4 | 100.0 | 96.8 | - | - | 97.4 | 92.7 | 100.0 | - | - | - | 97.1 | 100.0 | 100.0 | 100.0 | - | - | 100.0 | 97.5 |
| Mediums | 0 | 0 | 30 | 0 | - | 30 | 17 | 0 | 1 | 0 | - | 18 | 3 | 0 | 0 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 51 |
| % Mediums | 0.0 | 0.0 | 2.2 | 0.0 | - | 2.1 | 1.8 | 0.0 | 3.2 | - | - | 1.8 | 7.3 | 0.0 | - | - | - | 2.9 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 2.0 |
| Articulated Trucks | 0 | 0 | 5 | 0 | - | 5 | 8 | 0 | 0 | 0 | - | 8 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 13 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Articulated Trucks | 0.0 | 0.0 | 0.4 | 0.0 | - | 0.4 | 0.8 | 0.0 | 0.0 | - | - | 0.8 | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.5 |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0.0 | - | - | - | - | - | 4.9 | - | - |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 24 | - | - | - | - | - | 39 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 95.1 | - | - |

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# Turning Movement Peak Hour Data (7:00 AM)

| Start Time | Nicoll Way Southbound | | | | | | Waters Edge Ct Westbound | | | | | | Nicoll Way Northbound | | | | | | Pershing Ave Eastbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | |
| 7:00 AM | 0 | 1 | 51 | 0 | 0 | 52 | 22 | 0 | 0 | 0 | 0 | 22 | 3 | 3 | 0 | 0 | 1 | 6 | 0 | 2 | 1 | 0 | 1 | 3 | 83 |
| 7:15 AM | 0 | 0 | 58 | 0 | 0 | 58 | 22 | 0 | 0 | 0 | 0 | 22 | 4 | 6 | 0 | 0 | 2 | 10 | 0 | 2 | 0 | 0 | 3 | 2 | 92 |
| 7:30 AM | 0 | 3 | 60 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 38 | 4 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 109 |
| 7:45 AM | 0 | 1 | 63 | 0 | 0 | 64 | 34 | 0 | 2 | 0 | 0 | 36 | 2 | 5 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Total | 0 | 5 | 232 | 0 | 0 | 237 | 116 | 0 | 2 | 0 | 0 | 118 | 13 | 16 | 0 | 0 | 4 | 29 | 0 | 4 | 3 | 0 | 4 | 7 | 391 |
| Approach % | 0.0 | 2.1 | 97.9 | 0.0 | - | - | 98.3 | 0.0 | 1.7 | 0.0 | - | - | 44.8 | 55.2 | 0.0 | 0.0 | - | - | 0.0 | 57.1 | 42.9 | 0.0 | - | - | - |
| Total % | 0.0 | 1.3 | 59.3 | 0.0 | - | 60.6 | 29.7 | 0.0 | 0.5 | 0.0 | - | 30.2 | 3.3 | 4.1 | 0.0 | 0.0 | - | 7.4 | 0.0 | 1.0 | 0.8 | 0.0 | - | 1.8 | - |
| PHF | 0.000 | 0.417 | 0.921 | 0.000 | - | 0.926 | 0.763 | 0.000 | 0.250 | 0.000 | - | 0.776 | 0.813 | 0.667 | 0.000 | 0.000 | - | 0.725 | 0.000 | 0.500 | 0.375 | 0.000 | - | 0.583 | 0.897 |
| Lights | 0 | 5 | 216 | 0 | - | 221 | 110 | 0 | 2 | 0 | - | 112 | 12 | 16 | 0 | 0 | - | 28 | 0 | 4 | 3 | 0 | - | 7 | 368 |
| % Lights | - | 100.0 | 93.1 | - | - | 93.2 | 94.8 | - | 100.0 | - | - | 94.9 | 92.3 | 100.0 | - | - | - | 96.6 | - | 100.0 | 100.0 | - | - | 100.0 | 94.1 |
| Mediums | 0 | 0 | 13 | 0 | - | 13 | 1 | 0 | 0 | 0 | - | 1 | 1 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 15 |
| % Mediums | - | 0.0 | 5.6 | - | - | 5.5 | 0.9 | - | 0.0 | - | - | 0.8 | 7.7 | 0.0 | - | - | - | 3.4 | - | 0.0 | 0.0 | - | - | 0.0 | 3.8 |
| Articulated Trucks | 0 | 0 | 3 | 0 | - | 3 | 5 | 0 | 0 | 0 | - | 5 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 8 |
| % Articulated Trucks | - | 0.0 | 1.3 | - | - | 1.3 | 4.3 | - | 0.0 | - | - | 4.2 | 0.0 | 0.0 | - | - | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | 2.0 |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0.0 | - | - | - | - | - | 25.0 | - | - |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 4 | - | - | - | - | - | 3 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 75.0 | - | - |

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 jopitz@gha-engineers.com

Count Name: Pershing Ave & Nicole Way
Site Code:
Start Date: 08/29/2017


# Turning Movement Peak Hour Data (5:00 PM)

| Start Time | Nicoll Way Southbound | | | | | | Waters Edge Ct Westbound | | | | | | Nicoll Way Northbound | | | | | | Pershing Ave Eastbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | Right | Thru | Left | U-Turn | Peds | App. Total | |
| 5:00 PM | 0 | 0 | 70 | 0 | 0 | 70 | 47 | 0 | 1 | 0 | 0 | 48 | 1 | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 123 |
| 5:15 PM | 1 | 2 | 74 | 0 | 0 | 77 | 64 | 2 | 2 | 0 | 0 | 68 | 1 | 3 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 149 |
| 5:30 PM | 0 | 4 | 61 | 0 | 0 | 65 | 53 | 0 | 4 | 0 | 0 | 57 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 126 |
| 5:45 PM | 1 | 3 | 63 | 0 | 0 | 67 | 58 | 0 | 2 | 0 | 0 | 60 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 129 |
| Total | 2 | 9 | 268 | 0 | 0 | 279 | 222 | 2 | 9 | 0 | 0 | 233 | 3 | 10 | 0 | 0 | 7 | 13 | 0 | 0 | 2 | 0 | 9 | 2 | 527 |
| Approach % | 0.7 | 3.2 | 96.1 | 0.0 | - | - | 95.3 | 0.9 | 3.9 | 0.0 | - | - | 23.1 | 76.9 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - | - |
| Total % | 0.4 | 1.7 | 50.9 | 0.0 | - | 52.9 | 42.1 | 0.4 | 1.7 | 0.0 | - | 44.2 | 0.6 | 1.9 | 0.0 | 0.0 | - | 2.5 | 0.0 | 0.0 | 0.4 | 0.0 | - | 0.4 | - |
| PHF | 0.500 | 0.563 | 0.905 | 0.000 | - | 0.906 | 0.867 | 0.250 | 0.563 | 0.000 | - | 0.857 | 0.750 | 0.625 | 0.000 | 0.000 | - | 0.650 | 0.000 | 0.000 | 0.500 | 0.000 | - | 0.500 | 0.884 |
| Lights | 2 | 9 | 268 | 0 | - | 279 | 221 | 2 | 9 | 0 | - | 232 | 3 | 10 | 0 | 0 | - | 13 | 0 | 0 | 2 | 0 | - | 2 | 526 |
| % Lights | 100.0 | 100.0 | 100.0 | - | - | 100.0 | 99.5 | 100.0 | 100.0 | - | - | 99.6 | 100.0 | 100.0 | - | - | - | 100.0 | - | - | 100.0 | - | - | 100.0 | 99.8 |
| Mediums | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Mediums | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.5 | 0.0 | 0.0 | - | - | 0.4 | 0.0 | 0.0 | - | - | - | 0.0 | - | - | 0.0 | - | - | 0.0 | 0.2 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | - | 0.0 | - | - | 0.0 | - | - | 0.0 | 0.0 |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0.0 | - | - | - | - | - | 0.0 | - | - |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 7 | - | - | - | - | - | 9 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

# APPENDIX C
## *CMAP Correspondence*

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

October 5, 2018

William C. Grieve, P.E., PTOE
Senior Transportation Engineer
Gewalt Hamilton Associates
625 Forest Edge Drive
Vernon Hills, IL 60061

***Subject: IL 53 @ Pershing Avenue/Nicoll Way***
IDOT

Dear Mr. Grieve:

In response to a request made on your behalf and dated October 5, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT | Current ADT | Year 2040 ADT |
|---|---|---|
| IL 53 south of Roosevelt Rd (IL 38) | 17,600 | 19,200 |
| Pershing Ave west of IL 53 | 5,400 | 5,900 |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2018cy_TrafficForecasts\GlenEllyn\du-49-18\du-49-18.docx

# APPENDIX D

*ITE Trip Generation Pages*

# Land Use: 220
# Multifamily Housing (Low-Rise)

### Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

### Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 11:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

***It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.***

### Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

# Multifamily Housing (Low-Rise)
(220)

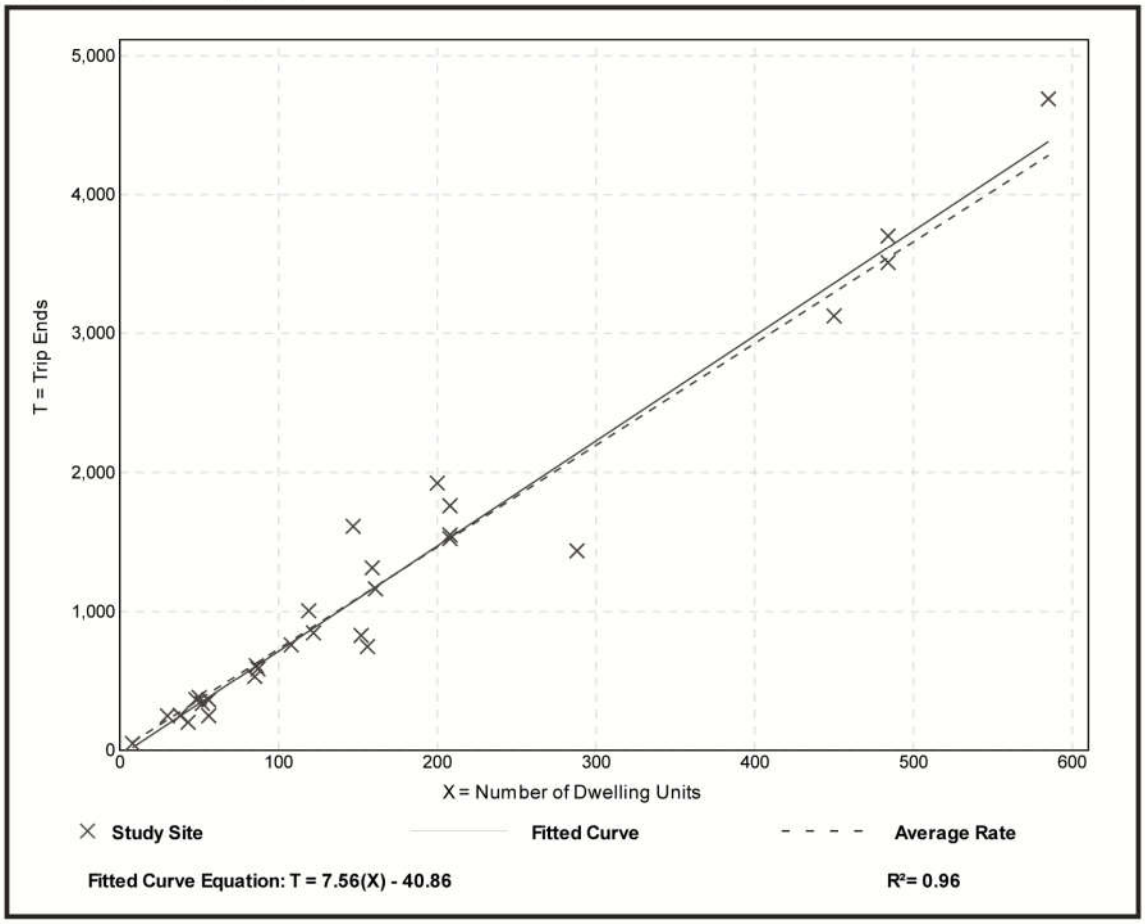
**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 7.32 | 4.45 - 10.97 | 1.31 |

## Data Plot and Equation



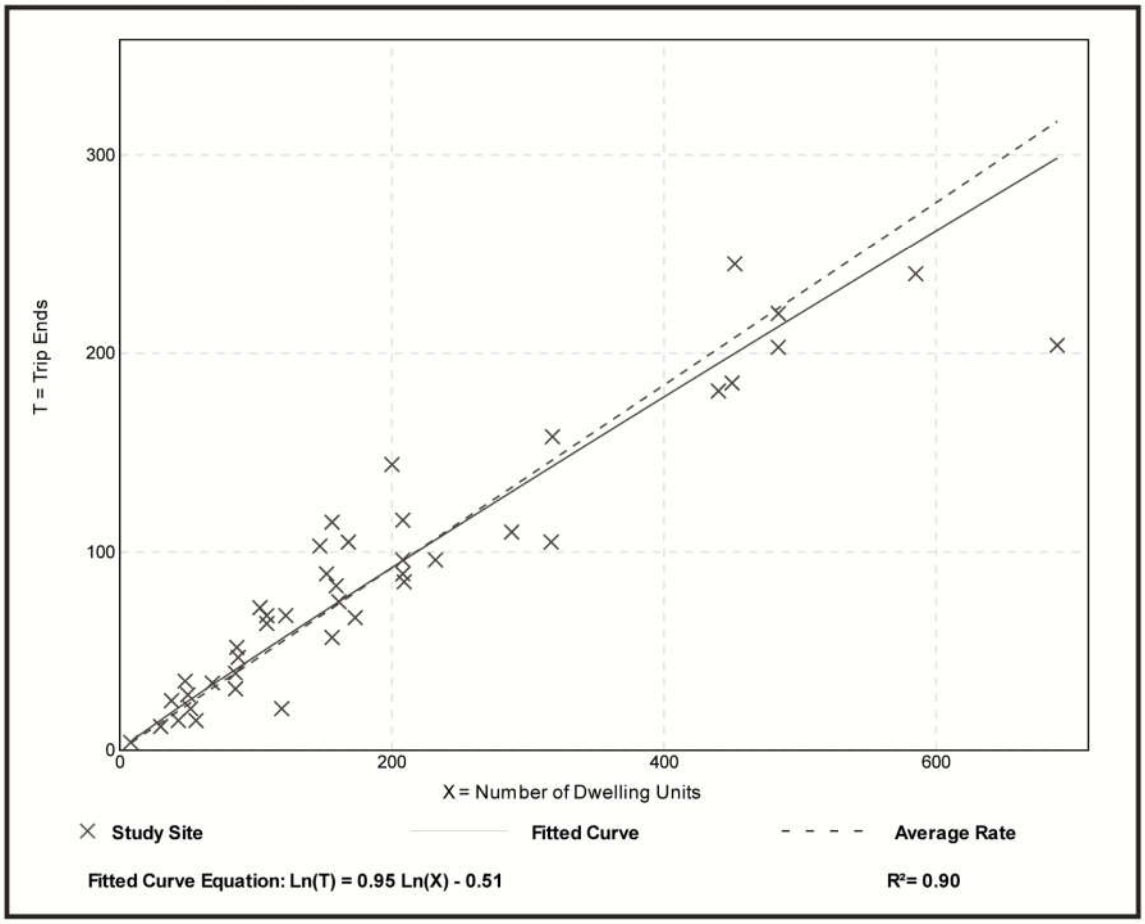
# Multifamily Housing (Low-Rise)
(220)

**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 42
Avg. Num. of Dwelling Units: 199
Directional Distribution: 23% entering, 77% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.46 | 0.18 - 0.74 | 0.12 |

## Data Plot and Equation



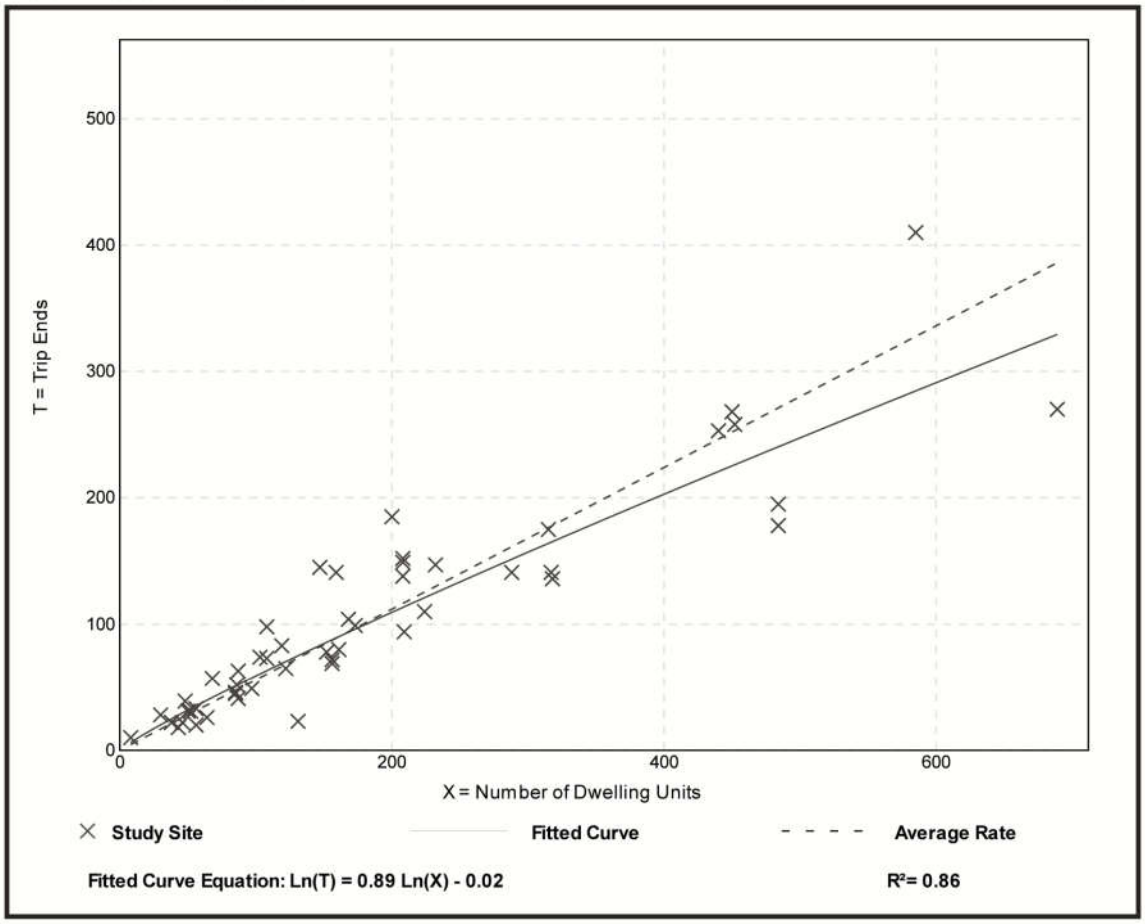
# Multifamily Housing (Low-Rise)
(220)

**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 50
Avg. Num. of Dwelling Units: 187
Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.56 | 0.18 - 1.25 | 0.16 |

## Data Plot and Equation



# Land Use: 210
# Single-Family Detached Housing

### Description

Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

### Additional Data

The number of vehicles and residents had a high correlation with average weekday vehicle trip ends. The use of these variables was limited, however, because the number of vehicles and residents was often difficult to obtain or predict. The number of dwelling units was generally used as the independent variable of choice because it was usually readily available, easy to project, and had a high correlation with average weekday vehicle trip ends.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Single-family detached units had the highest trip generation rate per dwelling unit of all residential uses because they were the largest units in size and had more residents and more vehicles per unit than other residential land uses; they were generally located farther away from shopping centers, employment areas, and other trip attractors than other residential land uses; and they generally had fewer alternative modes of transportation available because they were typically not as concentrated as other residential land uses.

Time-of-day distribution data for this land use are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:00 and 5:00 p.m., respectively. For the two sites with Saturday data, the overall highest vehicle volume was counted between 3:00 and 4:00 p.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 10:15 and 11:15 a.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Delaware, Illinois, Indiana, Maryland, Minnesota, Montana, New Jersey, North Carolina, Ohio, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, and Virginia.

### Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 903, 925, 936

# Single-Family Detached Housing
(210)

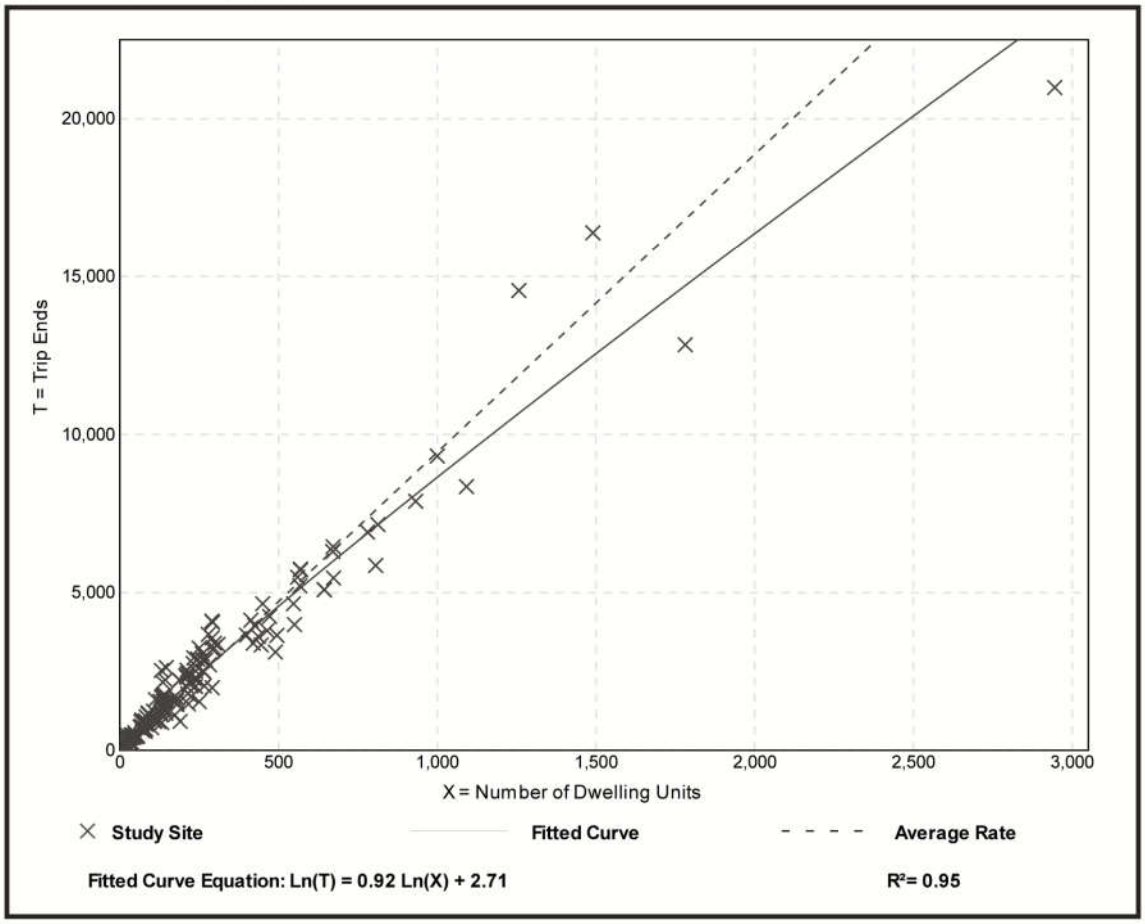
**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 159
Avg. Num. of Dwelling Units: 264
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 9.44 | 4.81 - 19.39 | 2.10 |

## Data Plot and Equation



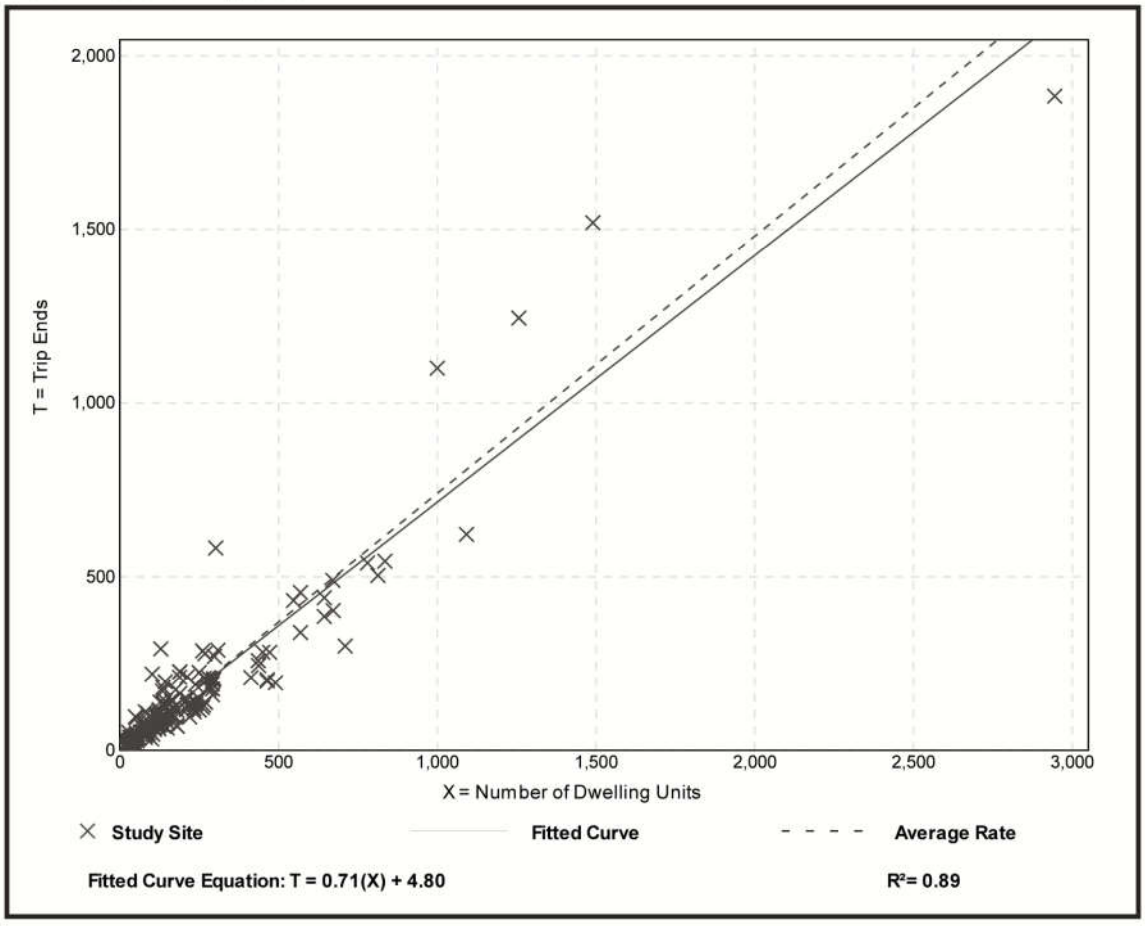
# Single-Family Detached Housing
(210)

**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 173
Avg. Num. of Dwelling Units: 219
Directional Distribution: 25% entering, 75% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.74 | 0.33 - 2.27 | 0.27 |

## Data Plot and Equation



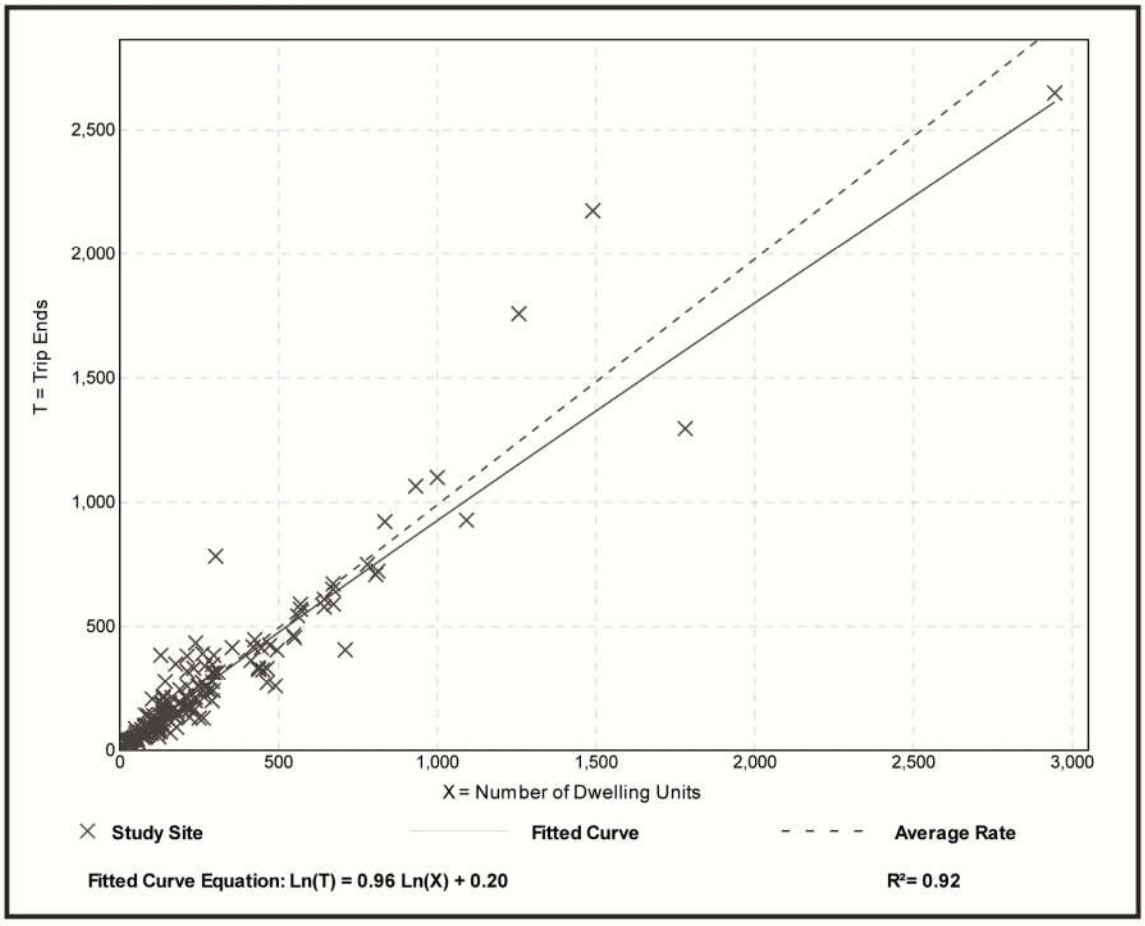
# Single-Family Detached Housing
(210)

**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 190
Avg. Num. of Dwelling Units: 242
Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.99 | 0.44 - 2.98 | 0.31 |

## Data Plot and Equation

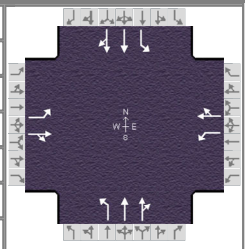


# APPENDIX E

*Capacity Analyses Worksheets*

# HCS7 Signalized Intersection Input Data

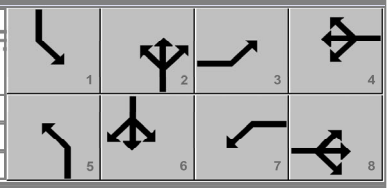
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | EX AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2017 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing EX AM.xus | | |
| Project Description | Existing | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 50 | 55 | 142 | 26 | 26 | 52 | 84 | 767 | 141 | 119 | 687 | 37 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 4.4 | 0.9 | | 47.6 | 3.2 | 1.3 | | 13.6 | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | | 4.5 | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | | 1.5 | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 50 | 55 | 142 | 26 | 26 | 52 | 84 | 767 | 141 | 119 | 687 | 37 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 6 | 2 | | 0 | 0 | | 2 | 1 | | 0 | 4 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (*W*), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 200 | 0 | | 90 | 0 | | 380 | 0 | | 170 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 30 | 30 | 30 | 30 | 30 | 30 | 40 | 40 | 40 | 40 | 40 | 40 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 13.5 | 18.0 | 13.5 | 18.0 | 18.0 | 45.0 | 13.5 | 40.5 |
| Yellow Change Interval (*Y*), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval ( $R_c$), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green ( $G_{min}$), s | 3 | 8 | 3 | 8 | 3 | 15 | 3 | 15 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 7.0 | 3.0 | 7.0 |
| Recall Mode | Off | Off | Off | Off | Off | Min | Off | Min |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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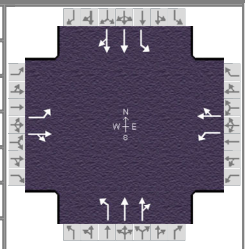
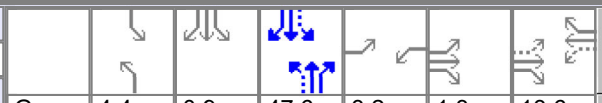
# HCS7 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | EX AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2017 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing EX AM.xus | | |
| Project Description | Existing | | | | |

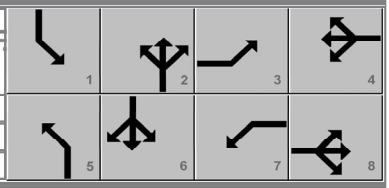


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 50 | 55 | 142 | 26 | 26 | 52 | 84 | 767 | 141 | 119 | 687 | 37 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 4.4 | 0.9 | 47.6 | 3.2 | 1.3 | 13.6 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | 8.0 | 20.9 | 6.7 | 19.6 | 7.9 | 53.6 | 8.8 | 54.5 |
| Change Period, ( *Y+R c* ), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 4.1 | 6.3 | 4.1 | 6.3 | 4.0 | 0.0 | 4.0 | 0.0 |
| Queue Clearance Time ( *g s* ), s | 4.5 | 13.9 | 3.2 | 6.3 | 4.2 | | 5.0 | |
| Green Extension Time ( *g e* ), s | 0.0 | 1.0 | 0.0 | 1.8 | 0.2 | 0.0 | 0.2 | 0.0 |
| Phase Call Probability | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | | 1.00 | |
| Max Out Probability | 0.19 | 1.00 | 0.02 | 0.25 | 0.00 | | 0.01 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 3 | 8 | 18 | 7 | 4 | 14 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | 57 | 226 | | 30 | 90 | | 97 | 536 | 507 | 137 | 420 | 412 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1725 | 1656 | | 1810 | 1696 | | 1781 | 1984 | 1876 | 1810 | 1938 | 1902 |
| Queue Service Time ( *g s* ), s | 2.5 | 11.9 | | 1.2 | 4.3 | | 2.2 | 11.2 | 12.8 | 3.0 | 7.7 | 8.1 |
| Cycle Queue Clearance Time ( *g c* ), s | 2.5 | 11.9 | | 1.2 | 4.3 | | 2.2 | 11.2 | 12.8 | 3.0 | 7.7 | 8.1 |
| Green Ratio ( *g/C* ) | 0.20 | 0.17 | | 0.19 | 0.15 | | 0.58 | 0.53 | 0.53 | 0.59 | 0.54 | 0.54 |
| Capacity ( *c* ), veh/h | 298 | 274 | | 157 | 256 | | 448 | 1050 | 993 | 399 | 1045 | 1026 |
| Volume-to-Capacity Ratio ( *X* ) | 0.193 | 0.827 | | 0.190 | 0.350 | | 0.216 | 0.511 | 0.511 | 0.343 | 0.402 | 0.402 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 49 | 253.1 | | 24.9 | 83.7 | | 34.8 | 177.3 | 199.3 | 48.7 | 127.2 | 129.7 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 1.9 | 10.0 | | 1.0 | 3.3 | | 1.4 | 7.0 | 8.0 | 1.9 | 4.9 | 5.2 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.25 | 0.00 | | 0.28 | 0.00 | | 0.09 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 |
| Uniform Delay ( *d 1* ), s/veh | 29.8 | 36.3 | | 31.2 | 34.3 | | 9.0 | 7.9 | 9.7 | 9.5 | 6.9 | 7.4 |
| Incremental Delay ( *d 2* ), s/veh | 0.3 | 16.3 | | 0.6 | 1.7 | | 0.2 | 1.8 | 1.9 | 0.5 | 1.2 | 1.2 |
| Initial Queue Delay ( *d 3* ), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 30.1 | 52.6 | | 31.8 | 36.0 | | 9.3 | 9.7 | 11.5 | 10.0 | 8.1 | 8.6 |
| Level of Service (LOS) | C | D | | C | D | | A | A | B | A | A | A |
| Approach Delay, s/veh / LOS | 48.1 | D | | 34.9 | C | | 10.5 | B | | 8.6 | A | |
| Intersection Delay, s/veh / LOS | 15.1 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.30 | B | 2.30 | B | 1.89 | B | 1.89 | B |
| Bicycle LOS Score / LOS | 0.96 | A | 0.68 | A | 1.43 | A | 1.29 | A |

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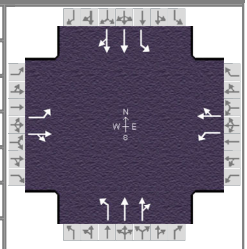
# HCS7 Signalized Intersection Intermediate Values

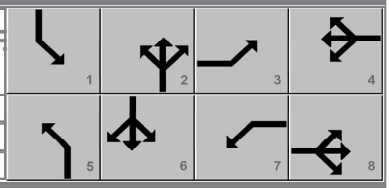
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | EX AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2017 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing EX AM.xus | | |
| Project Description | Existing | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 50 | 55 | 142 | 26 | 26 | 52 | 84 | 767 | 141 | 119 | 687 | 37 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 4.4 | 0.9 | | 47.6 | 3.2 | 1.3 | | 13.6 | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | | 4.5 | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | | 1.5 | | | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | 0.953 | 0.984 | 1.000 | 1.000 | 1.000 | 1.000 | 0.984 | 0.992 | 1.000 | 1.000 | 0.969 | 1.000 |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.885 | 0.885 | | 0.893 | 0.893 | | 0.946 | 0.946 | | 0.982 | 0.982 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ($f_{DDI}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate ($s$), veh/h | 1725 | 462 | 1193 | 1810 | 565 | 1131 | 1781 | 3261 | 599 | 1810 | 3644 | 196 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.05 | 0.17 | 0.17 | 0.04 | 0.15 | 0.15 | 0.05 | 0.71 | 0.53 | 0.06 | 0.72 | 0.54 |
| Incremental Delay Factor ($k$) | 0.11 | 0.31 | | 0.11 | 0.23 | | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio ($g/C$) | 0.20 | 0.17 | 0.19 | 0.15 | 0.58 | 0.53 | 0.59 | 0.54 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 1266 | 0 | 1173 | 0 | 660 | 0 | 549 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 13.6 | 0.0 | 13.6 | 0.0 | 47.6 | 0.0 | 47.6 | 0.0 |
| Permitted Service Time ($g_u$), s | 9.3 | 0.0 | 1.0 | 0.0 | 38.4 | 0.0 | 34.9 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.2 | | 0.3 | | 1.6 | | 4.2 | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.557 | 0.000 | 1.557 | 0.000 | 1.198 | 0.000 | 1.198 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.138 | 0.000 | 0.140 | 0.000 | 0.092 | 0.000 | 0.090 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | | | | | | | | |
| Bicycle $c_b$ / $d_b$ | 330.85 | 31.34 | 301.68 | 32.45 | 1058.63 | 9.97 | 1078.51 | 9.55 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 0.47 | -3.64 | 0.20 | -3.64 | 0.94 | -3.64 | 0.80 |

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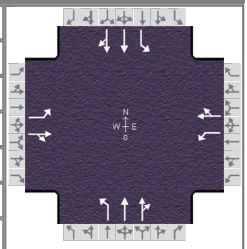
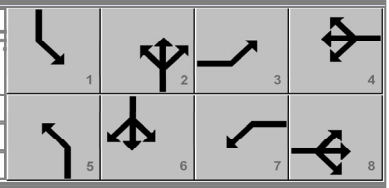
# HCS7 Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | EX AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2017 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing EX AM.xus | | |
| Project Description | Existing | | | | |

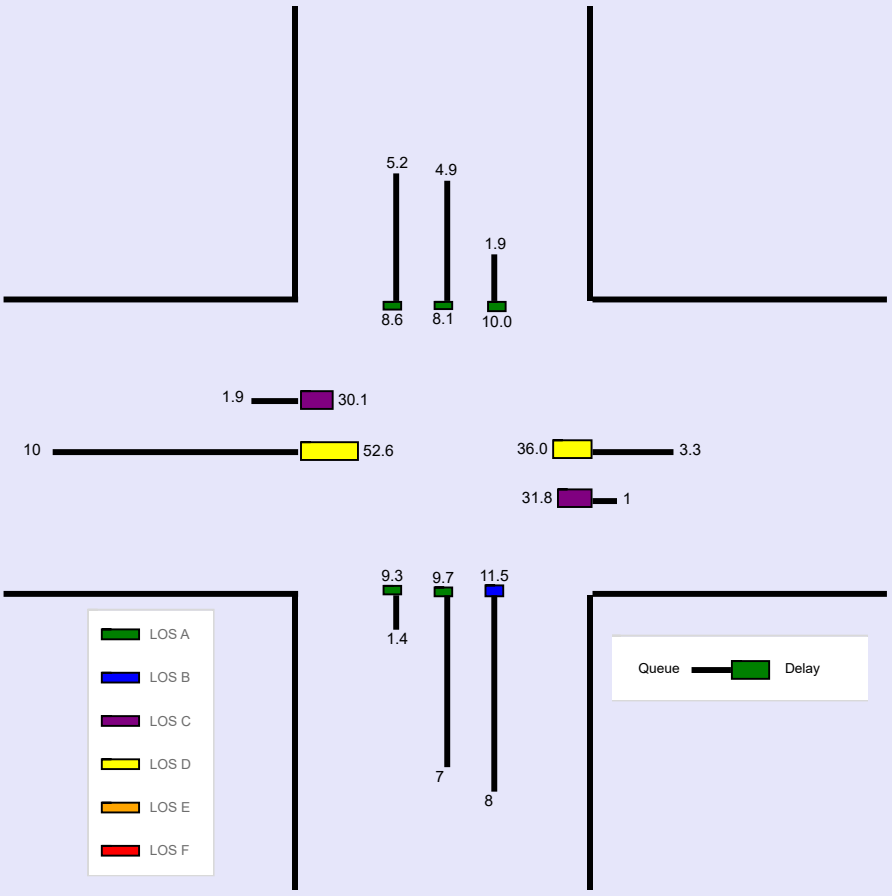


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 50 | 55 | 142 | 26 | 26 | 52 | 84 | 767 | 141 | 119 | 687 | 37 |

| Signal Information | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 | | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | | |
| Uncoordinated | No | Simult. Gap E/W | On | Green | 4.4 | 0.9 | 47.6 | 3.2 | 1.3 | 13.6 | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 4.5 | | |
| | | | | Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | | |




| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 49 | 253.1 | | 24.9 | 83.7 | | 34.8 | 177.3 | 199.3 | 48.7 | 127.2 | 129.7 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 1.9 | 10.0 | | 1.0 | 3.3 | | 1.4 | 7.0 | 8.0 | 1.9 | 4.9 | 5.2 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.25 | 0.00 | | 0.28 | 0.00 | | 0.09 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 30.1 | 52.6 | | 31.8 | 36.0 | | 9.3 | 9.7 | 11.5 | 10.0 | 8.1 | 8.6 |
| Level of Service (LOS) | C | D | | C | D | | A | A | B | A | A | A |
| Approach Delay, s/veh / LOS | 48.1 | D | | 34.9 | C | | 10.5 | B | | 8.6 | A | |
| Intersection Delay, s/veh / LOS | 15.1 | | | | | | B | | | | | |

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## --- Messages ---

No errors or warnings exist.

## --- Comments ---

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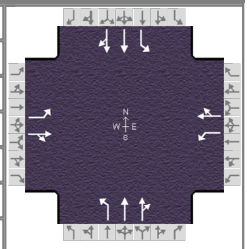
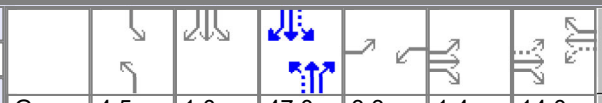
# HCS7 Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 NB AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 NB AM.xus | | |
| Project Description | No Build | | | | |

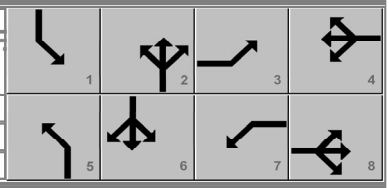


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 52 | 57 | 148 | 27 | 27 | 54 | 87 | 798 | 147 | 124 | 715 | 38 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 4.5 | 1.0 | | 47.0 | 3.3 | 1.4 | 14.0 | | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | 4.5 | | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | 1.5 | | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 52 | 57 | 148 | 27 | 27 | 54 | 87 | 798 | 147 | 124 | 715 | 38 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 6 | 2 | | 0 | 0 | | 2 | 1 | | 0 | 4 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (*W*), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 200 | 0 | | 90 | 0 | | 380 | 0 | | 170 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 30 | 30 | 30 | 30 | 30 | 30 | 40 | 40 | 40 | 40 | 40 | 40 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 13.5 | 18.0 | 13.5 | 18.0 | 18.0 | 45.0 | 13.5 | 40.5 |
| Yellow Change Interval (*Y*), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval ( $R_c$), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green ( $G_{min}$), s | 3 | 8 | 3 | 8 | 3 | 15 | 3 | 15 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 7.0 | 3.0 | 7.0 |
| Recall Mode | Off | Off | Off | Off | Off | Min | Off | Min |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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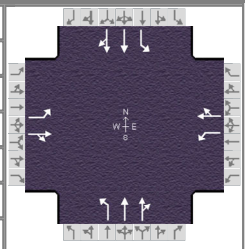
# HCS7 Signalized Intersection Results Summary

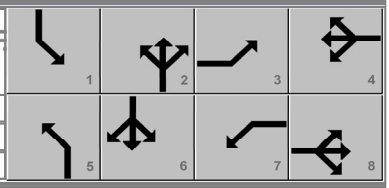
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 NB AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 NB AM.xus | | |
| Project Description | No Build | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 52 | 57 | 148 | 27 | 27 | 54 | 87 | 798 | 147 | 124 | 715 | 38 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 4.5 | 1.0 | 47.0 | 3.3 | 1.4 | 14.0 | | | | | | |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 4.5 | | | | | | |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | | | | | | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | 8.1 | 21.3 | 6.8 | 20.0 | 8.0 | 53.0 | 8.9 | 53.9 |
| Change Period, ( $Y+R_c$ ), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 4.1 | 6.3 | 4.1 | 6.3 | 4.0 | 0.0 | 4.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | 4.6 | 14.4 | 3.3 | 6.4 | 4.3 | | 5.2 | |
| Green Extension Time ( $g_e$ ), s | 0.0 | 0.9 | 0.0 | 1.9 | 0.2 | 0.0 | 0.2 | 0.0 |
| Phase Call Probability | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | | 1.00 | |
| Max Out Probability | 0.21 | 1.00 | 0.02 | 0.28 | 0.00 | | 0.03 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 3 | 8 | 18 | 7 | 4 | 14 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | 60 | 236 | | 31 | 93 | | 100 | 558 | 528 | 143 | 437 | 429 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1725 | 1655 | | 1810 | 1696 | | 1781 | 1984 | 1876 | 1810 | 1938 | 1903 |
| Queue Service Time ( $g_s$ ), s | 2.6 | 12.4 | | 1.3 | 4.4 | | 2.3 | 12.3 | 13.9 | 3.2 | 8.4 | 8.8 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 2.6 | 12.4 | | 1.3 | 4.4 | | 2.3 | 12.3 | 13.9 | 3.2 | 8.4 | 8.8 |
| Green Ratio ( *g/C* ) | 0.21 | 0.17 | | 0.19 | 0.16 | | 0.57 | 0.52 | 0.52 | 0.58 | 0.53 | 0.53 |
| Capacity ( *c* ), veh/h | 302 | 282 | | 158 | 264 | | 432 | 1036 | 979 | 383 | 1032 | 1013 |
| Volume-to-Capacity Ratio ( *X* ) | 0.198 | 0.836 | | 0.197 | 0.353 | | 0.231 | 0.539 | 0.539 | 0.372 | 0.423 | 0.423 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 50.6 | 263.2 | | 25.7 | 86.5 | | 37 | 194 | 213.9 | 52 | 138.6 | 140.8 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 1.9 | 10.4 | | 1.0 | 3.5 | | 1.5 | 7.7 | 8.6 | 2.1 | 5.4 | 5.6 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.25 | 0.00 | | 0.29 | 0.00 | | 0.10 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 29.5 | 36.1 | | 30.9 | 34.0 | | 9.4 | 8.4 | 10.2 | 10.0 | 7.3 | 7.8 |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 17.3 | | 0.6 | 1.7 | | 0.3 | 2.0 | 2.1 | 0.6 | 1.3 | 1.3 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 29.8 | 53.4 | | 31.5 | 35.7 | | 9.7 | 10.4 | 12.4 | 10.6 | 8.6 | 9.1 |
| Level of Service (LOS) | C | D | | C | D | | A | B | B | B | A | A |
| Approach Delay, s/veh / LOS | 48.7 | D | | 34.6 | C | | 11.2 | B | | 9.1 | A | |
| Intersection Delay, s/veh / LOS | 15.8 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.29 | B | 2.30 | B | 1.89 | B | 1.89 | B |
| Bicycle LOS Score / LOS | 0.98 | A | 0.69 | A | 1.47 | A | 1.32 | A |

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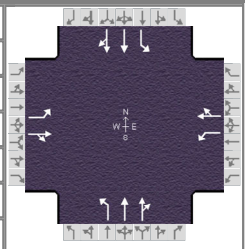
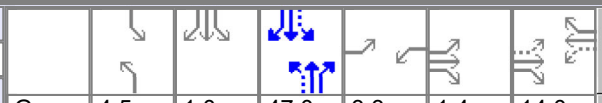
# HCS7 Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 NB AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 NB AM.xus | | |
| Project Description | No Build | | | | |

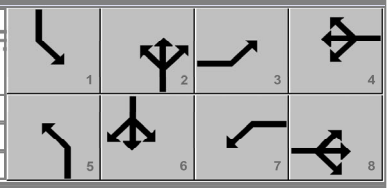


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 52 | 57 | 148 | 27 | 27 | 54 | 87 | 798 | 147 | 124 | 715 | 38 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 4.5 | 1.0 | 47.0 | 3.3 | 1.4 | 14.0 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | 0.953 | 0.984 | 1.000 | 1.000 | 1.000 | 1.000 | 0.984 | 0.992 | 1.000 | 1.000 | 0.969 | 1.000 |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.885 | 0.885 | | 0.893 | 0.893 | | 0.946 | 0.946 | | 0.982 | 0.982 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ($f_{DDI}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate ($s$), veh/h | 1725 | 460 | 1195 | 1810 | 565 | 1131 | 1781 | 3260 | 600 | 1810 | 3647 | 194 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.05 | 0.17 | 0.17 | 0.04 | 0.16 | 0.16 | 0.05 | 0.70 | 0.52 | 0.06 | 0.71 | 0.53 |
| Incremental Delay Factor ($k$) | 0.11 | 0.33 | | 0.11 | 0.23 | | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio ($g/C$) | 0.21 | 0.17 | 0.19 | 0.16 | 0.57 | 0.52 | 0.58 | 0.53 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 1262 | 0 | 1163 | 0 | 639 | 0 | 528 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 14.0 | 0.0 | 14.0 | 0.0 | 47.0 | 0.0 | 47.0 | 0.0 |
| Permitted Service Time ($g_u$), s | 9.6 | 0.0 | 0.9 | 0.0 | 37.1 | 0.0 | 33.0 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.2 | | 0.4 | | 1.8 | | 5.2 | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.557 | 0.000 | 1.557 | 0.000 | 1.198 | 0.000 | 1.198 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.138 | 0.000 | 0.139 | 0.000 | 0.093 | 0.000 | 0.092 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | | | | | | | | |
| Bicycle $c_b$ / $d_b$ | 340.75 | 30.97 | 310.68 | 32.11 | 1043.65 | 10.29 | 1064.90 | 9.84 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 0.49 | -3.64 | 0.20 | -3.64 | 0.98 | -3.64 | 0.83 |

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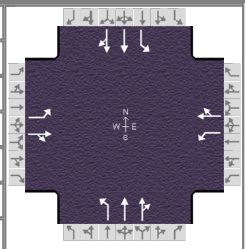
# HCS7 Signalized Intersection Results Graphical Summary

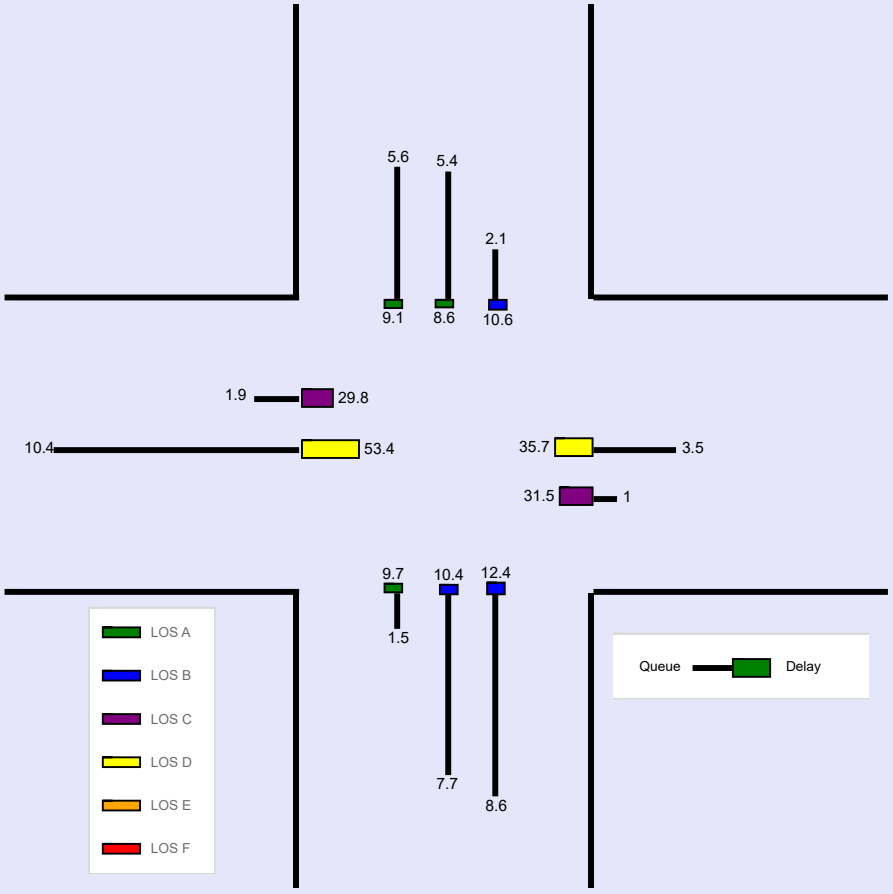
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 NB AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 NB AM.xus | | |
| Project Description | No Build | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 52 | 57 | 148 | 27 | 27 | 54 | 87 | 798 | 147 | 124 | 715 | 38 |

| Signal Information | | | | | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 | | | | | | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | Green | 4.5 | 1.0 | | 47.0 | 3.3 | 1.4 | 14.0 | | | | | |
| Uncoordinated | No | Simult. Gap E/W | On | Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | 4.5 | | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | 1.5 | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 50.6 | 263.2 | | 25.7 | 86.5 | | 37 | 194 | 213.9 | 52 | 138.6 | 140.8 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 1.9 | 10.4 | | 1.0 | 3.5 | | 1.5 | 7.7 | 8.6 | 2.1 | 5.4 | 5.6 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.25 | 0.00 | | 0.29 | 0.00 | | 0.10 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 29.8 | 53.4 | | 31.5 | 35.7 | | 9.7 | 10.4 | 12.4 | 10.6 | 8.6 | 9.1 |
| Level of Service (LOS) | C | D | | C | D | | A | B | B | B | A | A |
| Approach Delay, s/veh / LOS | 48.7 | D | | 34.6 | C | | 11.2 | B | | 9.1 | A | |
| Intersection Delay, s/veh / LOS | 15.8 | | | | | | B | | | | | |

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## --- Messages ---

No errors or warnings exist.

## --- Comments ---

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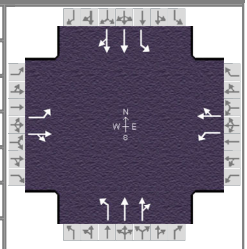
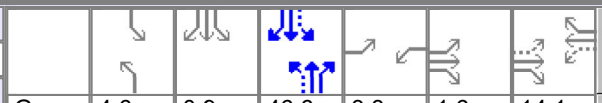
# HCS7 Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 TOTAL AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 TOTAL AM.xus | | |
| Project Description | Total | | | | |

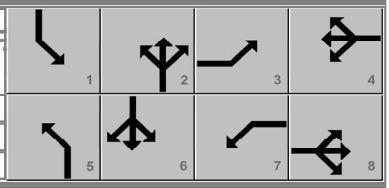


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 57 | 58 | 154 | 27 | 27 | 54 | 89 | 798 | 147 | 124 | 715 | 40 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 4.6 | 0.9 | | 46.6 | 3.3 | 1.6 | 14.1 | | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | 4.5 | | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | 1.5 | | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 57 | 58 | 154 | 27 | 27 | 54 | 89 | 798 | 147 | 124 | 715 | 40 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 6 | 2 | | 0 | 0 | | 2 | 1 | | 0 | 4 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (*W*), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 200 | 0 | | 90 | 0 | | 380 | 0 | | 170 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 30 | 30 | 30 | 30 | 30 | 30 | 40 | 40 | 40 | 40 | 40 | 40 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 13.5 | 18.0 | 13.5 | 18.0 | 18.0 | 45.0 | 13.5 | 40.5 |
| Yellow Change Interval (*Y*), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval ( $R_c$), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green ( $G_{min}$), s | 3 | 8 | 3 | 8 | 3 | 15 | 3 | 15 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 7.0 | 3.0 | 7.0 |
| Recall Mode | Off | Off | Off | Off | Off | Min | Off | Min |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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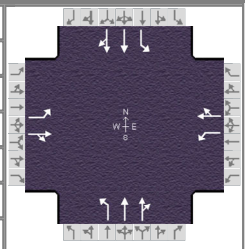
# HCS7 Signalized Intersection Results Summary

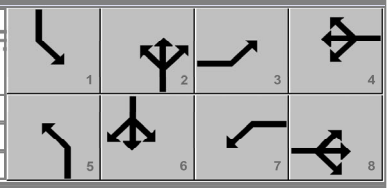
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 TOTAL AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 TOTAL AM.xus | | |
| Project Description | Total | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 57 | 58 | 154 | 27 | 27 | 54 | 89 | 798 | 147 | 124 | 715 | 40 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 4.6 | 0.9 | | 46.6 | 3.3 | 1.6 | | 14.1 | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | | 4.5 | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | | 1.5 | | | | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | 8.4 | 21.7 | 6.8 | 20.1 | 8.1 | 52.6 | 9.0 | 53.5 |
| Change Period, ( *Y+R c* ), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 4.1 | 6.3 | 4.1 | 6.3 | 4.0 | 0.0 | 4.0 | 0.0 |
| Queue Clearance Time ( *g s* ), s | 4.8 | 14.8 | 3.3 | 6.4 | 4.4 | | 5.2 | |
| Green Extension Time ( *g e* ), s | 0.1 | 0.9 | 0.0 | 1.9 | 0.2 | 0.0 | 0.2 | 0.0 |
| Phase Call Probability | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 | | 1.00 | |
| Max Out Probability | 0.29 | 1.00 | 0.02 | 0.31 | 0.00 | | 0.04 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 3 | 8 | 18 | 7 | 4 | 14 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | 66 | 244 | | 31 | 93 | | 102 | 558 | 528 | 143 | 438 | 430 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1725 | 1654 | | 1810 | 1696 | | 1781 | 1984 | 1876 | 1810 | 1938 | 1901 |
| Queue Service Time ( *g s* ), s | 2.8 | 12.8 | | 1.3 | 4.4 | | 2.4 | 12.6 | 14.1 | 3.2 | 8.6 | 9.1 |
| Cycle Queue Clearance Time ( *g c* ), s | 2.8 | 12.8 | | 1.3 | 4.4 | | 2.4 | 12.6 | 14.1 | 3.2 | 8.6 | 9.1 |
| Green Ratio ( *g/C* ) | 0.21 | 0.17 | | 0.19 | 0.16 | | 0.57 | 0.52 | 0.52 | 0.58 | 0.53 | 0.53 |
| Capacity ( *c* ), veh/h | 309 | 289 | | 157 | 266 | | 428 | 1026 | 971 | 380 | 1022 | 1002 |
| Volume-to-Capacity Ratio ( *X* ) | 0.212 | 0.843 | | 0.198 | 0.350 | | 0.239 | 0.544 | 0.544 | 0.375 | 0.429 | 0.429 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 55.2 | 272.5 | | 25.7 | 86.2 | | 38.4 | 197.8 | 217.4 | 53 | 143.3 | 145.6 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 2.1 | 10.7 | | 1.0 | 3.4 | | 1.5 | 7.8 | 8.7 | 2.1 | 5.6 | 5.8 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.28 | 0.00 | | 0.29 | 0.00 | | 0.10 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
| Uniform Delay ( *d 1* ), s/veh | 29.2 | 35.9 | | 30.8 | 33.8 | | 9.6 | 8.7 | 10.5 | 10.2 | 7.6 | 8.2 |
| Incremental Delay ( *d 2* ), s/veh | 0.3 | 18.3 | | 0.6 | 1.7 | | 0.3 | 2.1 | 2.2 | 0.6 | 1.3 | 1.3 |
| Initial Queue Delay ( *d 3* ), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 29.5 | 54.2 | | 31.4 | 35.5 | | 9.9 | 10.8 | 12.7 | 10.8 | 8.9 | 9.5 |
| Level of Service (LOS) | C | D | | C | D | | A | B | B | B | A | A |
| Approach Delay, s/veh / LOS | 49.0 | D | | 34.5 | C | | 11.6 | B | | 9.4 | A | |
| Intersection Delay, s/veh / LOS | 16.2 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.29 | B | 2.30 | B | 1.89 | B | 1.89 | B |
| Bicycle LOS Score / LOS | 1.00 | A | 0.69 | A | 1.47 | A | 1.32 | A |

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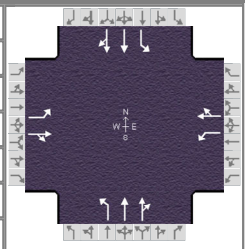
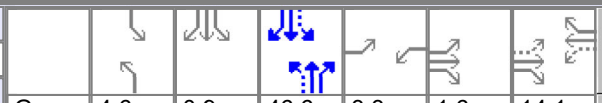
# HCS7 Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 TOTAL AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 TOTAL AM.xus | | |
| Project Description | Total | | | | |

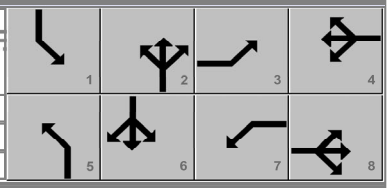


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 57 | 58 | 154 | 27 | 27 | 54 | 89 | 798 | 147 | 124 | 715 | 40 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 4.6 | 0.9 | | 46.6 | 3.3 | 1.6 | 14.1 | | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | 4.5 | | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | 1.5 | | | | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | 0.953 | 0.984 | 1.000 | 1.000 | 1.000 | 1.000 | 0.984 | 0.992 | 1.000 | 1.000 | 0.969 | 1.000 |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.884 | 0.884 | | 0.893 | 0.893 | | 0.946 | 0.946 | | 0.981 | 0.981 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ($f_{DDI}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate ($s$), veh/h | 1725 | 453 | 1202 | 1810 | 565 | 1131 | 1781 | 3260 | 600 | 1810 | 3635 | 203 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.05 | 0.17 | 0.17 | 0.04 | 0.16 | 0.16 | 0.05 | 0.69 | 0.52 | 0.06 | 0.70 | 0.53 |
| Incremental Delay Factor ($k$) | 0.11 | 0.34 | | 0.11 | 0.23 | | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio ($g/C$) | 0.21 | 0.17 | 0.19 | 0.16 | 0.57 | 0.52 | 0.58 | 0.53 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 1262 | 0 | 1154 | 0 | 638 | 0 | 528 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 14.2 | 0.0 | 14.1 | 0.0 | 46.6 | 0.0 | 46.6 | 0.0 |
| Permitted Service Time ($g_u$), s | 9.7 | 0.0 | 0.9 | 0.0 | 36.4 | 0.0 | 32.4 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.2 | | 0.4 | | 1.9 | | 5.2 | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.557 | 0.000 | 1.557 | 0.000 | 1.198 | 0.000 | 1.198 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.137 | 0.000 | 0.139 | 0.000 | 0.094 | 0.000 | 0.093 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | | | | | | | | |
| Bicycle $c_b$ / $d_b$ | 349.32 | 30.65 | 313.89 | 31.98 | 1034.49 | 10.49 | 1054.55 | 10.06 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 0.51 | -3.64 | 0.20 | -3.64 | 0.98 | -3.64 | 0.83 |

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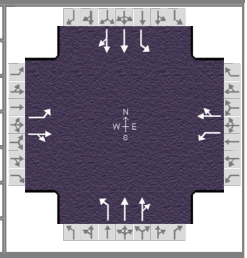
# HCS7 Signalized Intersection Results Graphical Summary

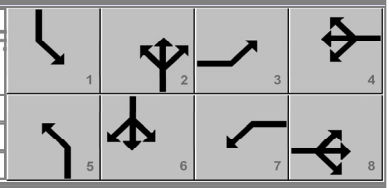
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 TOTAL AM | PHF | 0.87 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 7:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 TOTAL AM.xus | | |
| Project Description | Total | | | | |



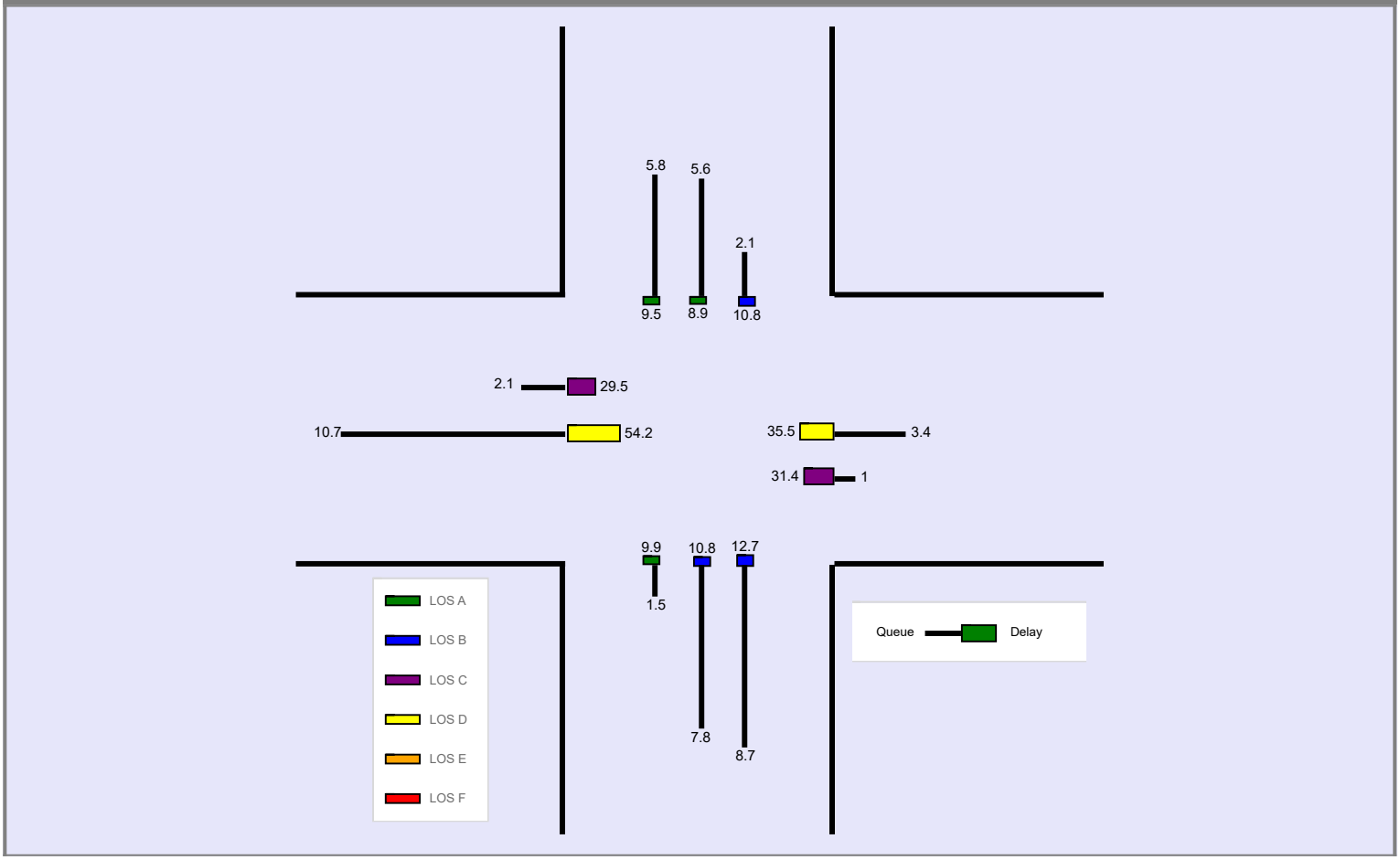
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 57 | 58 | 154 | 27 | 27 | 54 | 89 | 798 | 147 | 124 | 715 | 40 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 90.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 4.6 | 0.9 | | 46.6 | 3.3 | 1.6 | | 14.1 | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | | 4.5 | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | | 1.5 | | | | |




| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 55.2 | 272.5 | | 25.7 | 86.2 | | 38.4 | 197.8 | 217.4 | 53 | 143.3 | 145.6 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 2.1 | 10.7 | | 1.0 | 3.4 | | 1.5 | 7.8 | 8.7 | 2.1 | 5.6 | 5.8 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.28 | 0.00 | | 0.29 | 0.00 | | 0.10 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 29.5 | 54.2 | | 31.4 | 35.5 | | 9.9 | 10.8 | 12.7 | 10.8 | 8.9 | 9.5 |
| Level of Service (LOS) | C | D | | C | D | | A | B | B | B | A | A |
| Approach Delay, s/veh / LOS | 49.0 | D | | 34.5 | C | | 11.6 | B | | 9.4 | A | |
| Intersection Delay, s/veh / LOS | 16.2 | | | | | | B | | | | | |

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## --- Messages ---

No errors or warnings exist.

## --- Comments ---

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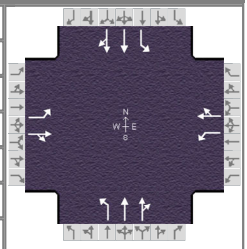
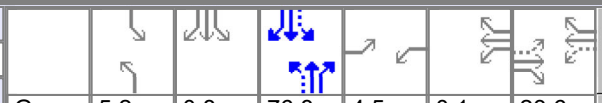
# HCS7 Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | EX PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2017 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing EX PM.xus | | |
| Project Description | Existing | | | | |

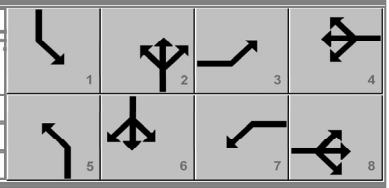


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 42 | 64 | 200 | 44 | 55 | 54 | 106 | 655 | 122 | 133 | 1118 | 70 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 5.2 | 0.8 | | 76.8 | 4.5 | 0.1 | | 23.6 | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | | 4.5 | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | | 1.5 | | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 42 | 64 | 200 | 44 | 55 | 54 | 106 | 655 | 122 | 133 | 1118 | 70 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (*W*), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 200 | 0 | | 90 | 0 | | 380 | 0 | | 170 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 30 | 30 | 30 | 30 | 30 | 30 | 40 | 40 | 40 | 40 | 40 | 40 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 14.0 | 20.0 | 22.0 | 28.0 | 17.0 | 74.0 | 14.0 | 71.0 |
| Yellow Change Interval (*Y*), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval ( $R_c$), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green ( $G_{min}$), s | 3 | 8 | 3 | 8 | 3 | 15 | 3 | 15 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 7.0 | 3.0 | 7.0 |
| Recall Mode | Off | Off | Off | Off | Off | Min | Off | Min |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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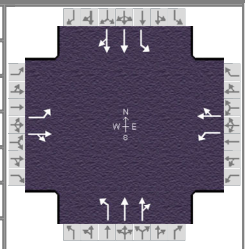
# HCS7 Signalized Intersection Results Summary

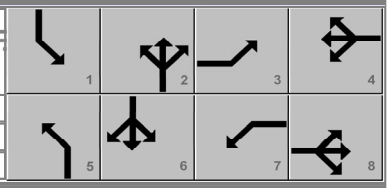
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | EX PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2017 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing EX PM.xus | | |
| Project Description | Existing | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 42 | 64 | 200 | 44 | 55 | 54 | 106 | 655 | 122 | 133 | 1118 | 70 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.2 | 0.8 | 76.8 | 4.5 | 0.1 | 23.6 | |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 4.5 | |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | 8.0 | 29.6 | 8.1 | 29.7 | 8.7 | 82.8 | 9.5 | 83.6 |
| Change Period, ( *Y+R c* ), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 4.1 | 6.2 | 4.1 | 6.2 | 4.0 | 0.0 | 4.0 | 0.0 |
| Queue Clearance Time ( *g s* ), s | 4.4 | 22.2 | 4.6 | 9.2 | 5.0 | | 5.8 | |
| Green Extension Time ( *g e* ), s | 0.0 | 1.4 | 0.1 | 2.9 | 0.2 | 0.0 | 0.2 | 0.0 |
| Phase Call Probability | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | |
| Max Out Probability | 0.08 | 1.00 | 0.00 | 0.05 | 0.00 | | 0.01 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 3 | 8 | 18 | 7 | 4 | 14 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | 42 | 267 | | 44 | 110 | | 107 | 403 | 382 | 134 | 606 | 594 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1672 | | 1810 | 1744 | | 1810 | 1984 | 1875 | 1810 | 2000 | 1958 |
| Queue Service Time ( *g s* ), s | 2.4 | 20.2 | | 2.6 | 7.2 | | 3.0 | 7.7 | 9.7 | 3.8 | 13.5 | 14.8 |
| Cycle Queue Clearance Time ( *g c* ), s | 2.4 | 20.2 | | 2.6 | 7.2 | | 3.0 | 7.7 | 9.7 | 3.8 | 13.5 | 14.8 |
| Green Ratio ( *g/C* ) | 0.22 | 0.18 | | 0.22 | 0.18 | | 0.63 | 0.59 | 0.59 | 0.64 | 0.60 | 0.60 |
| Capacity ( *c* ), veh/h | 263 | 303 | | 149 | 318 | | 350 | 1172 | 1108 | 500 | 1194 | 1169 |
| Volume-to-Capacity Ratio ( *X* ) | 0.161 | 0.880 | | 0.299 | 0.346 | | 0.306 | 0.344 | 0.345 | 0.268 | 0.508 | 0.508 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 50.6 | 390.5 | | 54 | 146.3 | | 53.1 | 133.1 | 165.2 | 65.4 | 202.2 | 218.6 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 2.0 | 15.6 | | 2.2 | 5.9 | | 2.1 | 5.3 | 6.6 | 2.6 | 8.1 | 8.7 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.25 | 0.00 | | 0.60 | 0.00 | | 0.14 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 |
| Uniform Delay ( *d 1* ), s/veh | 41.3 | 51.8 | | 42.5 | 46.4 | | 10.7 | 6.5 | 8.7 | 9.7 | 6.7 | 7.7 |
| Incremental Delay ( *d 2* ), s/veh | 0.3 | 22.3 | | 1.1 | 1.4 | | 0.5 | 0.8 | 0.9 | 0.3 | 1.5 | 1.6 |
| Initial Queue Delay ( *d 3* ), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 41.5 | 74.1 | | 43.6 | 47.8 | | 11.2 | 7.3 | 9.5 | 10.0 | 8.3 | 9.2 |
| Level of Service (LOS) | D | E | | D | D | | B | A | A | A | A | A |
| Approach Delay, s/veh / LOS | 69.7 | E | | 46.6 | D | | 8.7 | A | | 8.9 | A | |
| Intersection Delay, s/veh / LOS | 18.0 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.31 | B | 2.31 | B | 1.89 | B | 1.89 | B |
| Bicycle LOS Score / LOS | 1.00 | A | 0.74 | A | 1.22 | A | 1.59 | B |

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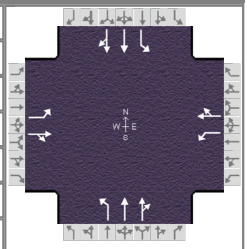
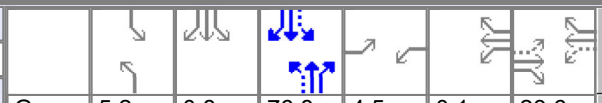
# HCS7 Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | EX PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2017 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing EX PM.xus | | |
| Project Description | Existing | | | | |

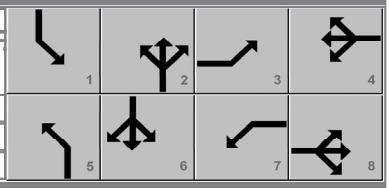


| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 42 | 64 | 200 | 44 | 55 | 54 | 106 | 655 | 122 | 133 | 1118 | 70 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 5.2 | 0.8 | 76.8 | 4.5 | 0.1 | 23.6 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.992 | 1.000 | 1.000 | 1.000 | 1.000 |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.880 | 0.880 | | 0.918 | 0.918 | | 0.945 | 0.945 | | 0.979 | 0.979 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ($f_{DDI}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate ($s$), veh/h | 1810 | 405 | 1267 | 1810 | 880 | 864 | 1810 | 3254 | 605 | 1810 | 3725 | 233 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.03 | 0.18 | 0.18 | 0.04 | 0.18 | 0.18 | 0.04 | 0.79 | 0.59 | 0.05 | 0.80 | 0.60 |
| Incremental Delay Factor ($k$) | 0.11 | 0.36 | | 0.11 | 0.23 | | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio ($g/C$) | 0.22 | 0.18 | 0.22 | 0.18 | 0.63 | 0.59 | 0.64 | 0.60 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 1303 | 0 | 1130 | 0 | 474 | 0 | 700 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 23.6 | 0.0 | 23.6 | 0.0 | 76.8 | 0.0 | 76.8 | 0.0 |
| Permitted Service Time ($g_u$), s | 14.5 | 0.0 | 3.3 | 0.0 | 60.8 | 0.0 | 67.1 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.3 | | 0.8 | | 4.7 | | 2.3 | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.557 | 0.000 | 1.557 | 0.000 | 1.198 | 0.000 | 1.198 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.151 | 0.000 | 0.151 | 0.000 | 0.096 | 0.000 | 0.095 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | | | | | | | | |
| Bicycle $c_b$ / $d_b$ | 362.56 | 43.57 | 364.82 | 43.45 | 1181.50 | 10.89 | 1193.60 | 10.57 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 0.51 | -3.64 | 0.26 | -3.64 | 0.74 | -3.64 | 1.10 |

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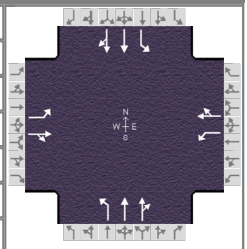
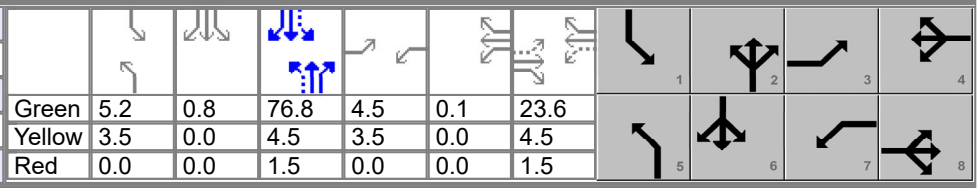
# HCS7 Signalized Intersection Results Graphical Summary

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | EX PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2017 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing EX PM.xus | | |
| Project Description | Existing | | | | |



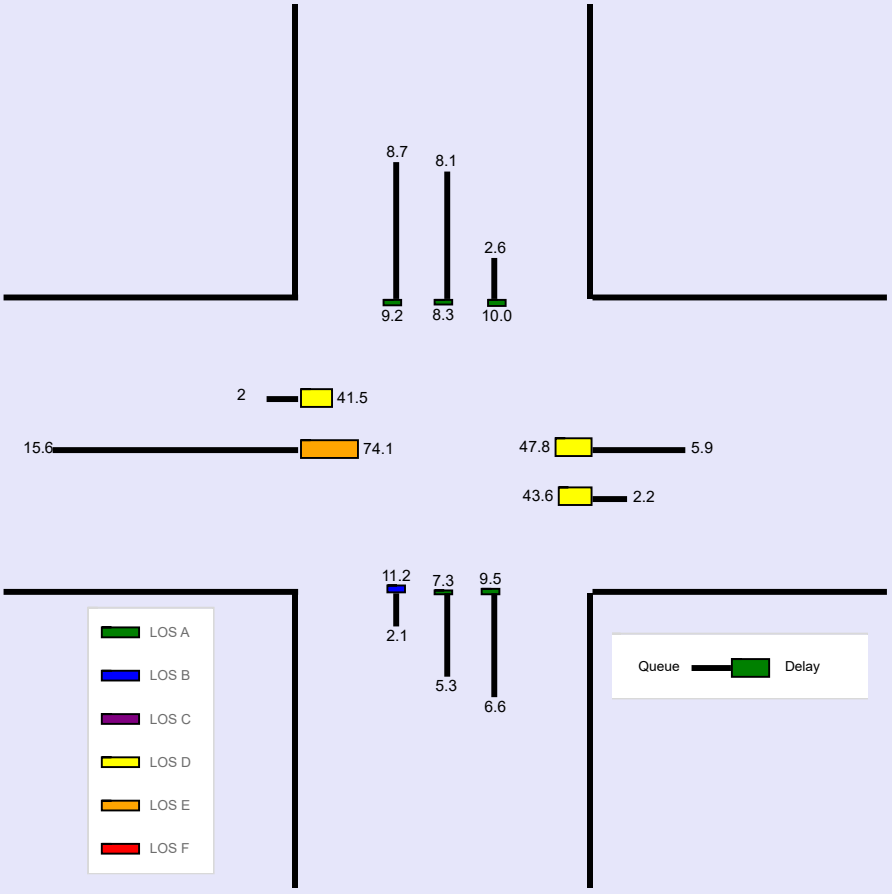
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 42 | 64 | 200 | 44 | 55 | 54 | 106 | 655 | 122 | 133 | 1118 | 70 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 5.2 | 0.8 | | 76.8 | 4.5 | 0.1 | 23.6 | | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | 4.5 | | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | 1.5 | | | | | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 50.6 | 390.5 | | 54 | 146.3 | | 53.1 | 133.1 | 165.2 | 65.4 | 202.2 | 218.6 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 2.0 | 15.6 | | 2.2 | 5.9 | | 2.1 | 5.3 | 6.6 | 2.6 | 8.1 | 8.7 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.25 | 0.00 | | 0.60 | 0.00 | | 0.14 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 41.5 | 74.1 | | 43.6 | 47.8 | | 11.2 | 7.3 | 9.5 | 10.0 | 8.3 | 9.2 |
| Level of Service (LOS) | D | E | | D | D | | B | A | A | A | A | A |
| Approach Delay, s/veh / LOS | 69.7 | E | | 46.6 | D | | 8.7 | A | | 8.9 | A | |
| Intersection Delay, s/veh / LOS | 18.0 | | | | | | B | | | | | |

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## --- Messages ---

No errors or warnings exist.

## --- Comments ---

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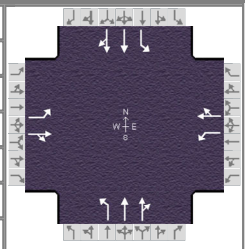
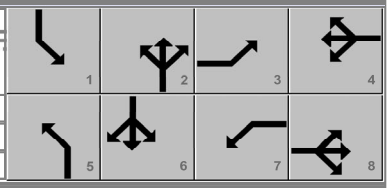
# HCS7 Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 NB PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 NB PM.xus | | |
| Project Description | No Build | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 44 | 67 | 208 | 46 | 57 | 56 | 110 | 681 | 127 | 138 | 1163 | 73 |

| Signal Information | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 | | | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | | | |
| Uncoordinated | No | Simult. Gap E/W | On | Green | 5.4 | 0.8 | 75.8 | 4.6 | 0.1 | 24.3 | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 4.5 | | | |
| | | | | Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | | | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 44 | 67 | 208 | 46 | 57 | 56 | 110 | 681 | 127 | 138 | 1163 | 73 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (*W*), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 200 | 0 | | 90 | 0 | | 380 | 0 | | 170 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 30 | 30 | 30 | 30 | 30 | 30 | 40 | 40 | 40 | 40 | 40 | 40 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 14.0 | 20.0 | 22.0 | 28.0 | 17.0 | 74.0 | 14.0 | 71.0 |
| Yellow Change Interval (*Y*), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval ( $R_c$), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green ( $G_{min}$), s | 3 | 8 | 3 | 8 | 3 | 15 | 3 | 15 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 7.0 | 3.0 | 7.0 |
| Recall Mode | Off | Off | Off | Off | Off | Min | Off | Min |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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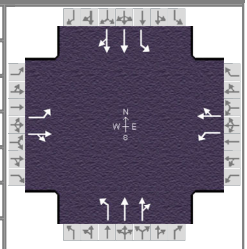
# HCS7 Signalized Intersection Results Summary

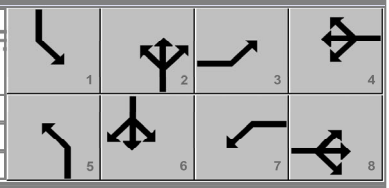
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 NB PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 NB PM.xus | | |
| Project Description | No Build | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 44 | 67 | 208 | 46 | 57 | 56 | 110 | 681 | 127 | 138 | 1163 | 73 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 5.4 | 0.8 | | 75.8 | 4.6 | 0.1 | 24.3 | | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 0.0 | 4.5 | | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 0.0 | 1.5 | | | | | |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | 8.1 | 30.3 | 8.2 | 30.4 | 8.9 | 81.8 | 9.7 | 82.6 |
| Change Period, ( $Y+R_c$ ), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 4.1 | 6.2 | 4.1 | 6.2 | 4.0 | 0.0 | 4.0 | 0.0 |
| Queue Clearance Time ( $g_s$ ), s | 4.5 | 23.1 | 4.7 | 9.4 | 5.2 | | 6.0 | |
| Green Extension Time ( $g_e$ ), s | 0.0 | 1.2 | 0.1 | 3.0 | 0.2 | 0.0 | 0.2 | 0.0 |
| Phase Call Probability | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | |
| Max Out Probability | 0.09 | 1.00 | 0.00 | 0.06 | 0.00 | | 0.03 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 3 | 8 | 18 | 7 | 4 | 14 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | 44 | 278 | | 46 | 114 | | 111 | 419 | 397 | 139 | 630 | 618 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1672 | | 1810 | 1744 | | 1810 | 1984 | 1875 | 1810 | 2000 | 1958 |
| Queue Service Time ( $g_s$ ), s | 2.5 | 21.1 | | 2.7 | 7.4 | | 3.2 | 8.5 | 10.6 | 4.0 | 15.2 | 16.5 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 2.5 | 21.1 | | 2.7 | 7.4 | | 3.2 | 8.5 | 10.6 | 4.0 | 15.2 | 16.5 |
| Green Ratio ( *g/C* ) | 0.22 | 0.19 | | 0.22 | 0.19 | | 0.62 | 0.58 | 0.58 | 0.63 | 0.59 | 0.59 |
| Capacity ( *c* ), veh/h | 269 | 312 | | 149 | 328 | | 333 | 1156 | 1093 | 483 | 1178 | 1153 |
| Volume-to-Capacity Ratio ( *X* ) | 0.165 | 0.889 | | 0.312 | 0.348 | | 0.334 | 0.363 | 0.363 | 0.289 | 0.535 | 0.536 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 52.6 | 407.6 | | 56.1 | 150.8 | | 56.7 | 147 | 180.3 | 69.6 | 220 | 237.2 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 2.1 | 16.3 | | 2.2 | 6.0 | | 2.3 | 5.8 | 7.2 | 2.8 | 8.8 | 9.5 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.26 | 0.00 | | 0.62 | 0.00 | | 0.15 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 |
| Uniform Delay ( $d_1$ ), s/veh | 40.7 | 51.5 | | 42.0 | 45.9 | | 11.4 | 7.0 | 9.3 | 10.1 | 7.4 | 8.3 |
| Incremental Delay ( $d_2$ ), s/veh | 0.3 | 23.8 | | 1.2 | 1.3 | | 0.6 | 0.9 | 0.9 | 0.3 | 1.7 | 1.8 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 41.0 | 75.3 | | 43.2 | 47.2 | | 11.9 | 7.9 | 10.2 | 10.5 | 9.1 | 10.1 |
| Level of Service (LOS) | D | E | | D | D | | B | A | B | B | A | B |
| Approach Delay, s/veh / LOS | 70.6 | E | | 46.1 | D | | 9.4 | A | | 9.7 | A | |
| Intersection Delay, s/veh / LOS | 18.7 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.31 | B | 2.31 | B | 1.89 | B | 1.89 | B |
| Bicycle LOS Score / LOS | 1.02 | A | 0.75 | A | 1.25 | A | 1.63 | B |

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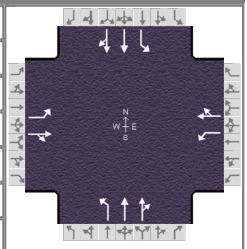
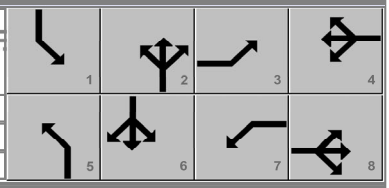
# HCS7 Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 NB PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 NB PM.xus | | |
| Project Description | No Build | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 44 | 67 | 208 | 46 | 57 | 56 | 110 | 681 | 127 | 138 | 1163 | 73 |

| Signal Information | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 | | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | | |
| Uncoordinated | No | Simult. Gap E/W | On | | | | | | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | | | | | | | | | |
| | | | | Green | 5.4 | 0.8 | 75.8 | 4.6 | 0.1 | 24.3 | | |
| | | | | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 4.5 | | |
| | | | | Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.992 | 1.000 | 1.000 | 1.000 | 1.000 |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.880 | 0.880 | | 0.918 | 0.918 | | 0.945 | 0.945 | | 0.979 | 0.979 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ($f_{DDI}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate ($s$), veh/h | 1810 | 407 | 1265 | 1810 | 880 | 864 | 1810 | 3253 | 606 | 1810 | 3724 | 234 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.04 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 | 0.04 | 0.78 | 0.58 | 0.05 | 0.79 | 0.59 |
| Incremental Delay Factor ($k$) | 0.11 | 0.38 | | 0.11 | 0.23 | | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio ($g/C$) | 0.22 | 0.19 | 0.22 | 0.19 | 0.62 | 0.58 | 0.63 | 0.59 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 1299 | 0 | 1119 | 0 | 452 | 0 | 680 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 24.3 | 0.0 | 24.3 | 0.0 | 75.8 | 0.0 | 75.8 | 0.0 |
| Permitted Service Time ($g_u$), s | 15.0 | 0.0 | 3.2 | 0.0 | 58.1 | 0.0 | 65.2 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.3 | | 0.9 | | 5.7 | | 2.7 | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.557 | 0.000 | 1.557 | 0.000 | 1.198 | 0.000 | 1.198 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.151 | 0.000 | 0.151 | 0.000 | 0.097 | 0.000 | 0.096 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | | | | | | | | |
| Bicycle $c_b$ / $d_b$ | 373.72 | 42.98 | 376.01 | 42.86 | 1165.45 | 11.32 | 1178.13 | 10.98 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 0.53 | -3.64 | 0.27 | -3.64 | 0.77 | -3.64 | 1.15 |

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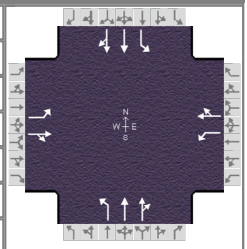
# HCS7 Signalized Intersection Results Graphical Summary

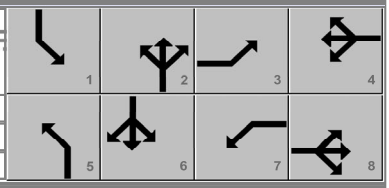
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 NB PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 NB PM.xus | | |
| Project Description | No Build | | | | |



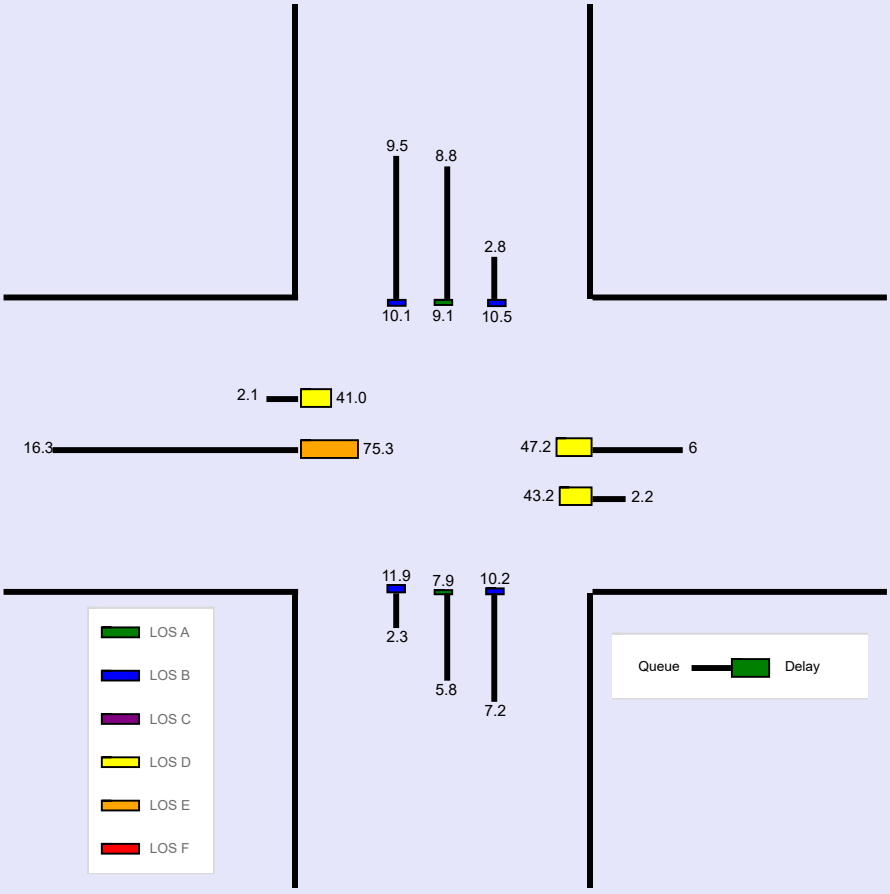
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 44 | 67 | 208 | 46 | 57 | 56 | 110 | 681 | 127 | 138 | 1163 | 73 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.4 | 0.8 | 75.8 | 4.6 | 0.1 | 24.3 | |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 4.5 | |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |




| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 52.6 | 407.6 | | 56.1 | 150.8 | | 56.7 | 147 | 180.3 | 69.6 | 220 | 237.2 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 2.1 | 16.3 | | 2.2 | 6.0 | | 2.3 | 5.8 | 7.2 | 2.8 | 8.8 | 9.5 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.26 | 0.00 | | 0.62 | 0.00 | | 0.15 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 41.0 | 75.3 | | 43.2 | 47.2 | | 11.9 | 7.9 | 10.2 | 10.5 | 9.1 | 10.1 |
| Level of Service (LOS) | D | E | | D | D | | B | A | B | B | A | B |
| Approach Delay, s/veh / LOS | 70.6 | E | | 46.1 | D | | 9.4 | A | | 9.7 | A | |
| Intersection Delay, s/veh / LOS | 18.7 | | | | | | B | | | | | |

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## --- Messages ---

No errors or warnings exist.

## --- Comments ---

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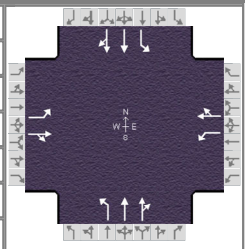
# HCS7 Signalized Intersection Input Data

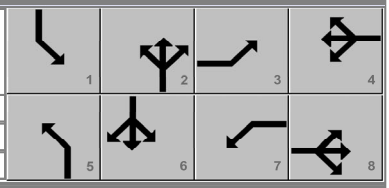
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 TOTAL PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 TOTAL PM.xus | | |
| Project Description | Total | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 46 | 68 | 211 | 46 | 57 | 56 | 115 | 681 | 127 | 138 | 1163 | 78 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.6 | 0.7 | 75.5 | 4.7 | 24.6 | 0.0 | |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 4.5 | 0.0 | |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 46 | 68 | 211 | 46 | 57 | 56 | 115 | 681 | 127 | 138 | 1163 | 78 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 0 | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (*W*), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 200 | 0 | | 90 | 0 | | 380 | 0 | | 170 | 0 | |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 30 | 30 | 30 | 30 | 30 | 30 | 40 | 40 | 40 | 40 | 40 | 40 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 14.0 | 20.0 | 22.0 | 28.0 | 17.0 | 74.0 | 14.0 | 71.0 |
| Yellow Change Interval (*Y*), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval ( $R_c$), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green ( $G_{min}$), s | 3 | 8 | 3 | 8 | 3 | 15 | 3 | 15 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 7.0 | 3.0 | 7.0 |
| Recall Mode | Off | Off | Off | Off | Off | Min | Off | Min |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (*Walk*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Pedestrian Clearance Time (*PC*), s | | 0.0 | | 0.0 | | 0.0 | | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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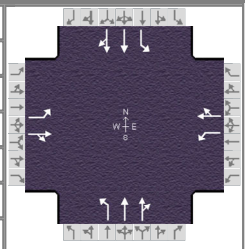
# HCS7 Signalized Intersection Results Summary

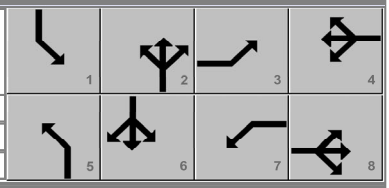
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 TOTAL PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 TOTAL PM.xus | | |
| Project Description | Total | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 46 | 68 | 211 | 46 | 57 | 56 | 115 | 681 | 127 | 138 | 1163 | 78 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 5.6 | 0.7 | 75.5 | 4.7 | 24.6 | 0.0 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 4.5 | 0.0 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 3 | 8 | 7 | 4 | 5 | 2 | 1 | 6 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | 8.2 | 30.6 | 8.2 | 30.6 | 9.1 | 81.5 | 9.7 | 82.2 |
| Change Period, ( *Y+R c* ), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 4.1 | 6.2 | 4.1 | 6.2 | 4.0 | 0.0 | 4.0 | 0.0 |
| Queue Clearance Time ( *g s* ), s | 4.7 | 23.4 | 4.7 | 9.4 | 5.4 | | 6.0 | |
| Green Extension Time ( *g e* ), s | 0.0 | 1.2 | 0.1 | 3.0 | 0.2 | 0.0 | 0.2 | 0.0 |
| Phase Call Probability | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | |
| Max Out Probability | 0.11 | 1.00 | 0.00 | 0.06 | 0.00 | | 0.04 | |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 3 | 8 | 18 | 7 | 4 | 14 | 5 | 2 | 12 | 1 | 6 | 16 |
| Adjusted Flow Rate ( *v* ), veh/h | 46 | 282 | | 46 | 114 | | 116 | 419 | 397 | 139 | 633 | 620 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1810 | 1672 | | 1810 | 1744 | | 1810 | 1984 | 1875 | 1810 | 2000 | 1955 |
| Queue Service Time ( *g s* ), s | 2.7 | 21.4 | | 2.7 | 7.4 | | 3.4 | 8.6 | 10.7 | 4.0 | 15.6 | 17.0 |
| Cycle Queue Clearance Time ( *g c* ), s | 2.7 | 21.4 | | 2.7 | 7.4 | | 3.4 | 8.6 | 10.7 | 4.0 | 15.6 | 17.0 |
| Green Ratio ( *g/C* ) | 0.22 | 0.19 | | 0.23 | 0.19 | | 0.62 | 0.58 | 0.58 | 0.63 | 0.59 | 0.59 |
| Capacity ( *c* ), veh/h | 272 | 316 | | 148 | 330 | | 331 | 1152 | 1089 | 481 | 1172 | 1145 |
| Volume-to-Capacity Ratio ( *X* ) | 0.171 | 0.892 | | 0.314 | 0.346 | | 0.351 | 0.364 | 0.364 | 0.290 | 0.541 | 0.542 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 54.8 | 413.5 | | 55.9 | 150.6 | | 59.8 | 149.2 | 182.4 | 70.3 | 225.2 | 243.6 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 2.2 | 16.5 | | 2.2 | 6.0 | | 2.4 | 5.9 | 7.3 | 2.8 | 9.0 | 9.7 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.27 | 0.00 | | 0.62 | 0.00 | | 0.16 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 |
| Uniform Delay ( *d 1* ), s/veh | 40.4 | 51.4 | | 41.9 | 45.7 | | 11.6 | 7.1 | 9.4 | 10.3 | 7.6 | 8.6 |
| Incremental Delay ( *d 2* ), s/veh | 0.3 | 24.3 | | 1.2 | 1.3 | | 0.6 | 0.9 | 0.9 | 0.3 | 1.8 | 1.8 |
| Initial Queue Delay ( *d 3* ), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 40.7 | 75.7 | | 43.1 | 47.1 | | 12.2 | 8.0 | 10.3 | 10.6 | 9.4 | 10.5 |
| Level of Service (LOS) | D | E | | D | D | | B | A | B | B | A | B |
| Approach Delay, s/veh / LOS | 70.8 | E | | 45.9 | D | | 9.5 | A | | 10.0 | A | |
| Intersection Delay, s/veh / LOS | 19.0 | | | | | | B | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.31 | B | 2.31 | B | 1.90 | B | 1.89 | B |
| Bicycle LOS Score / LOS | 1.03 | A | 0.75 | A | 1.26 | A | 1.64 | B |

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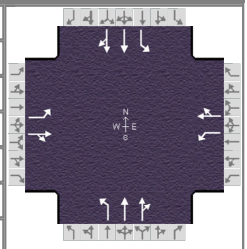
# HCS7 Signalized Intersection Intermediate Values

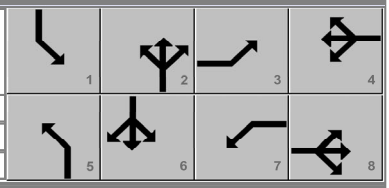
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 TOTAL PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 TOTAL PM.xus | | |
| Project Description | Total | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 46 | 68 | 211 | 46 | 57 | 56 | 115 | 681 | 127 | 138 | 1163 | 78 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | 5.6 | 0.7 | | 75.5 | 4.7 | 24.6 | 0.0 | | | | | |
| Yellow | 3.5 | 0.0 | | 4.5 | 3.5 | 4.5 | 0.0 | | | | | |
| Red | 0.0 | 0.0 | | 1.5 | 0.0 | 1.5 | 0.0 | | | | | |




| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Width Adjustment Factor ($f_w$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ($f_{HVg}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.992 | 1.000 | 1.000 | 1.000 | 1.000 |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.880 | 0.880 | | 0.918 | 0.918 | | 0.945 | 0.945 | | 0.978 | 0.978 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Work Zone Adjustment Factor ($f_{wz}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ($f_{DDI}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate ($s$), veh/h | 1810 | 408 | 1265 | 1810 | 880 | 864 | 1810 | 3253 | 606 | 1810 | 3707 | 248 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.04 | 0.19 | 0.19 | 0.04 | 0.19 | 0.19 | 0.04 | 0.77 | 0.58 | 0.05 | 0.78 | 0.59 |
| Incremental Delay Factor ($k$) | 0.11 | 0.39 | | 0.11 | 0.23 | | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio ($g/C$) | 0.22 | 0.19 | 0.23 | 0.19 | 0.62 | 0.58 | 0.63 | 0.59 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 1299 | 0 | 1115 | 0 | 450 | 0 | 680 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 24.6 | 0.0 | 24.6 | 0.0 | 75.5 | 0.0 | 75.5 | 0.0 |
| Permitted Service Time ($g_u$), s | 15.2 | 0.0 | 3.1 | 0.0 | 57.2 | 0.0 | 64.8 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.3 | | 0.9 | | 6.4 | | 2.7 | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | | | |
| Protected Right Effective Green Time ($g_R$), s | | | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 1.557 | 0.000 | 1.557 | 0.000 | 1.198 | 0.000 | 1.198 | 0.000 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.151 | 0.000 | 0.151 | 0.000 | 0.098 | 0.000 | 0.097 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | | | | | | | | |
| Bicycle $c_b$ / $d_b$ | 377.75 | 42.77 | 378.23 | 42.74 | 1161.27 | 11.43 | 1171.58 | 11.15 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 0.54 | -3.64 | 0.27 | -3.64 | 0.77 | -3.64 | 1.15 |

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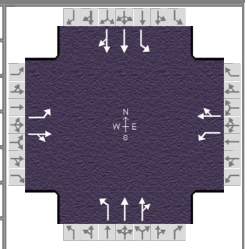
# HCS7 Signalized Intersection Results Graphical Summary

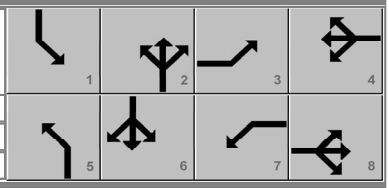
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | GHA | | | Duration, h | 0.250 |
| Analyst | GHA | Analysis Date | May 26, 2020 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | 2026 TOTAL PM | PHF | 0.99 |
| Urban Street | IL 53 | Analysis Year | 2026 | Analysis Period | 1> 5:00 |
| Intersection | IL 53 & Pershing Ave | File Name | IL 53 & Pershing 2026 TOTAL PM.xus | | |
| Project Description | Total | | | | |



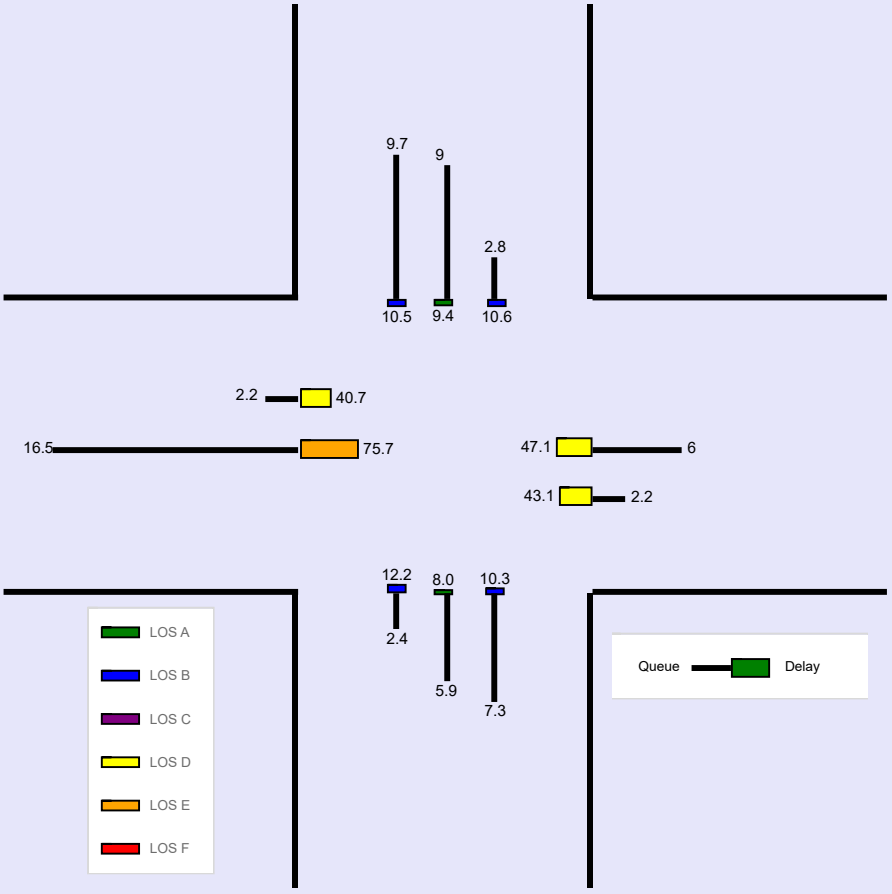
| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 46 | 68 | 211 | 46 | 57 | 56 | 115 | 681 | 127 | 138 | 1163 | 78 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.6 | 0.7 | 75.5 | 4.7 | 24.6 | 0.0 | |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 4.5 | 0.0 | |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | |




| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 54.8 | 413.5 | | 55.9 | 150.6 | | 59.8 | 149.2 | 182.4 | 70.3 | 225.2 | 243.6 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 2.2 | 16.5 | | 2.2 | 6.0 | | 2.4 | 5.9 | 7.3 | 2.8 | 9.0 | 9.7 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.27 | 0.00 | | 0.62 | 0.00 | | 0.16 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 |
| Control Delay ( *d* ), s/veh | 40.7 | 75.7 | | 43.1 | 47.1 | | 12.2 | 8.0 | 10.3 | 10.6 | 9.4 | 10.5 |
| Level of Service (LOS) | D | E | | D | D | | B | A | B | B | A | B |
| Approach Delay, s/veh / LOS | 70.8 | E | | 45.9 | D | | 9.5 | A | | 10.0 | A | |
| Intersection Delay, s/veh / LOS | 19.0 | | | | | | B | | | | | |

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## --- Messages ---

No errors or warnings exist.

## --- Comments ---

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# HCS7 Two-Way Stop-Control Report

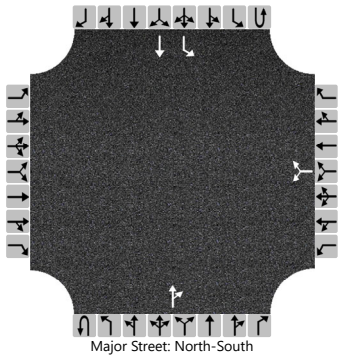
## General Information

| | |
|---|---|
| Analyst | GHA |
| Agency/Co. | GHA |
| Date Performed | 5/26/2020 |
| Analysis Year | 2017 |
| Time Analyzed | AM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Existing |

## Site Information

| | |
|---|---|
| Intersection | Abbey Dr @ IL 53 |
| Jurisdiction | IDOT |
| East/West Street | Abbey Dr |
| North/South Street | IL 53 |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | L | T | |
| Volume (veh/h) | | | | | | 16 | | 13 | | | 979 | 12 | | 6 | 849 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 32 | | | | | | | 7 | | |
| Capacity, c (veh/h) | | | | | | | 97 | | | | | | | 644 | | |
| v/c Ratio | | | | | | | 0.32 | | | | | | | 0.01 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 1.2 | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | | 58.8 | | | | | | | 10.7 | | |
| Level of Service (LOS) | | | | | | | F | | | | | | | B | | |
| Approach Delay (s/veh) | | | | | | 58.8 | | | | | | | | 0.1 | | |
| Approach LOS | | | | | | F | | | | | | | | | | |

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# HCS7 Two-Way Stop-Control Report

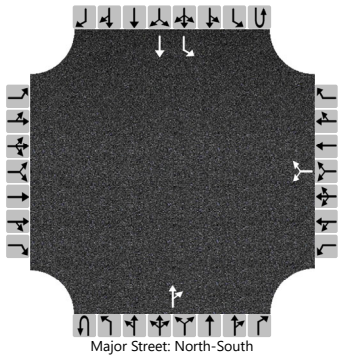
## General Information

| | |
|---|---|
| Analyst | GHA |
| Agency/Co. | GHA |
| Date Performed | 5/26/2020 |
| Analysis Year | 2026 |
| Time Analyzed | AM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | No Build |

## Site Information

| | |
|---|---|
| Intersection | Abbey Dr @ IL 53 |
| Jurisdiction | IDOT |
| East/West Street | Abbey Dr |
| North/South Street | IL 53 |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | L | T | |
| Volume (veh/h) | | | | | | 16 | | 13 | | | 1019 | 12 | | 6 | 884 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | | | | | Undivided | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 32 | | | | | | | 7 | | |
| Capacity, c (veh/h) | | | | | | | 87 | | | | | | | 620 | | |
| v/c Ratio | | | | | | | 0.36 | | | | | | | 0.01 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 1.4 | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | | 68.0 | | | | | | | 10.9 | | |
| Level of Service (LOS) | | | | | | | F | | | | | | | B | | |
| Approach Delay (s/veh) | | | | | | 68.0 | | | | | | | | 0.1 | | |
| Approach LOS | | | | | | F | | | | | | | | | | |

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# HCS7 Two-Way Stop-Control Report

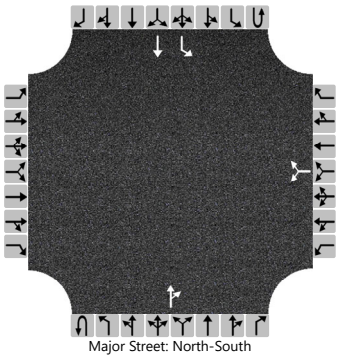
## General Information

| | |
|---|---|
| Analyst | GHA |
| Agency/Co. | GHA |
| Date Performed | 5/26/2020 |
| Analysis Year | 2026 |
| Time Analyzed | AM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Total |

## Site Information

| | |
|---|---|
| Intersection | Abbey Dr @ IL 53 |
| Jurisdiction | IDOT |
| East/West Street | Abbey Dr |
| North/South Street | IL 53 |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | L | T | |
| Volume (veh/h) | | | | | | 16 | | 13 | | | 1021 | 12 | | 6 | 890 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 32 | | | | | | | 7 | | |
| Capacity, c (veh/h) | | | | | | | 86 | | | | | | | 618 | | |
| v/c Ratio | | | | | | | 0.37 | | | | | | | 0.01 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 1.4 | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | | 69.0 | | | | | | | 10.9 | | |
| Level of Service (LOS) | | | | | | | F | | | | | | | B | | |
| Approach Delay (s/veh) | | | | | | 69.0 | | | | | | | | 0.1 | | |
| Approach LOS | | | | | | F | | | | | | | | | | |

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# HCS7 Two-Way Stop-Control Report

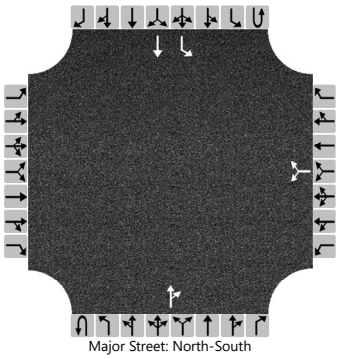
## General Information

| | |
|---|---|
| Analyst | GHA |
| Agency/Co. | GHA |
| Date Performed | 5/26/2020 |
| Analysis Year | 2017 |
| Time Analyzed | PM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Existing |

## Site Information

| | |
|---|---|
| Intersection | Abbey Dr @ IL 53 |
| Jurisdiction | IDOT |
| East/West Street | Abbey Dr |
| North/South Street | IL 53 |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes




## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | L | T | |
| Volume (veh/h) | | | | | | 2 | | 16 | | | 867 | 12 | | 20 | 1342 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 20 | | | | | | | 22 | | |
| Capacity, c (veh/h) | | | | | | | 161 | | | | | | | 715 | | |
| v/c Ratio | | | | | | | 0.12 | | | | | | | 0.03 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 0.4 | | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | | 30.4 | | | | | | | 10.2 | | |
| Level of Service (LOS) | | | | | | | D | | | | | | | B | | |
| Approach Delay (s/veh) | | | | | | 30.4 | | | | | | | | 0.1 | | |
| Approach LOS | | | | | | D | | | | | | | | | | |

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# HCS7 Two-Way Stop-Control Report

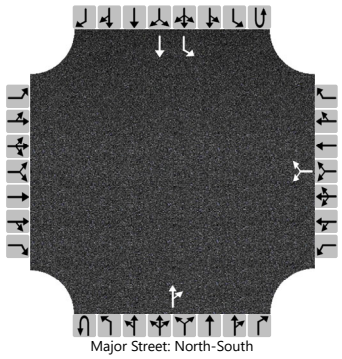
## General Information

| | |
|---|---|
| Analyst | GHA |
| Agency/Co. | GHA |
| Date Performed | 5/26/2020 |
| Analysis Year | 2026 |
| Time Analyzed | PM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | No Build |

## Site Information

| | |
|---|---|
| Intersection | Abbey Dr @ IL 53 |
| Jurisdiction | IDOT |
| East/West Street | Abbey Dr |
| North/South Street | IL 53 |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | L | T | |
| Volume (veh/h) | | | | | | 2 | | 16 | | | 902 | 12 | | 20 | 1397 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 20 | | | | | | | 22 | | |
| Capacity, c (veh/h) | | | | | | | 145 | | | | | | | 692 | | |
| v/c Ratio | | | | | | | 0.13 | | | | | | | 0.03 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 0.5 | | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | | 33.6 | | | | | | | 10.4 | | |
| Level of Service (LOS) | | | | | | | D | | | | | | | B | | |
| Approach Delay (s/veh) | | | | | 33.6 | | | | | | | | 0.1 | | | |
| Approach LOS | | | | | D | | | | | | | | | | | |

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# HCS7 Two-Way Stop-Control Report

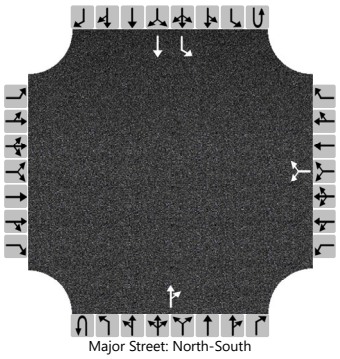
## General Information

| | |
|---|---|
| Analyst | GHA |
| Agency/Co. | GHA |
| Date Performed | 5/26/2020 |
| Analysis Year | 2026 |
| Time Analyzed | PM Peak Hour |
| Intersection Orientation | North-South |
| Project Description | Total |

## Site Information

| | |
|---|---|
| Intersection | Abbey Dr @ IL 53 |
| Jurisdiction | IDOT |
| East/West Street | Abbey Dr |
| North/South Street | IL 53 |
| Peak Hour Factor | 0.92 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes


Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | L | T | |
| Volume (veh/h) | | | | | | 2 | | 16 | | | 907 | 12 | | 20 | 1400 | |
| Percent Heavy Vehicles (%) | | | | | | 3 | | 3 | | | | | | 3 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | 0 | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type \| Storage | | Undivided | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | 7.1 | | 6.2 | | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | 6.43 | | 6.23 | | | | | | 4.13 | | |
| Base Follow-Up Headway (sec) | | | | | | 3.5 | | 3.3 | | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | 3.53 | | 3.33 | | | | | | 2.23 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | 20 | | | | | | | 22 | | |
| Capacity, c (veh/h) | | | | | | | 144 | | | | | | | 689 | | |
| v/c Ratio | | | | | | | 0.14 | | | | | | | 0.03 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | 0.5 | | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | | 34.0 | | | | | | | 10.4 | | |
| Level of Service (LOS) | | | | | | | D | | | | | | | B | | |
| Approach Delay (s/veh) | | | | | | 34.0 | | | | | | | | 0.1 | | |
| Approach LOS | | | | | | D | | | | | | | | | | |

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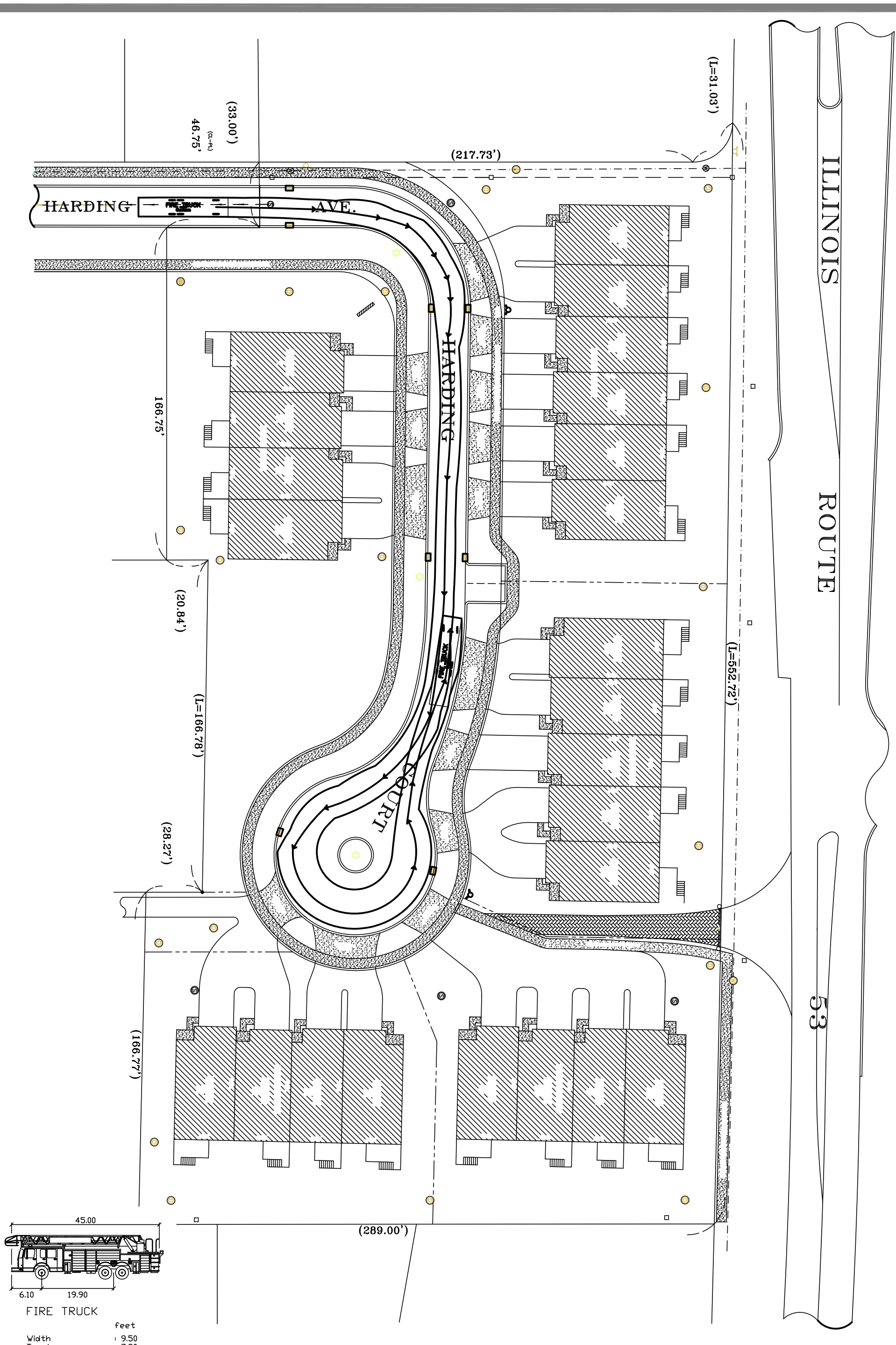
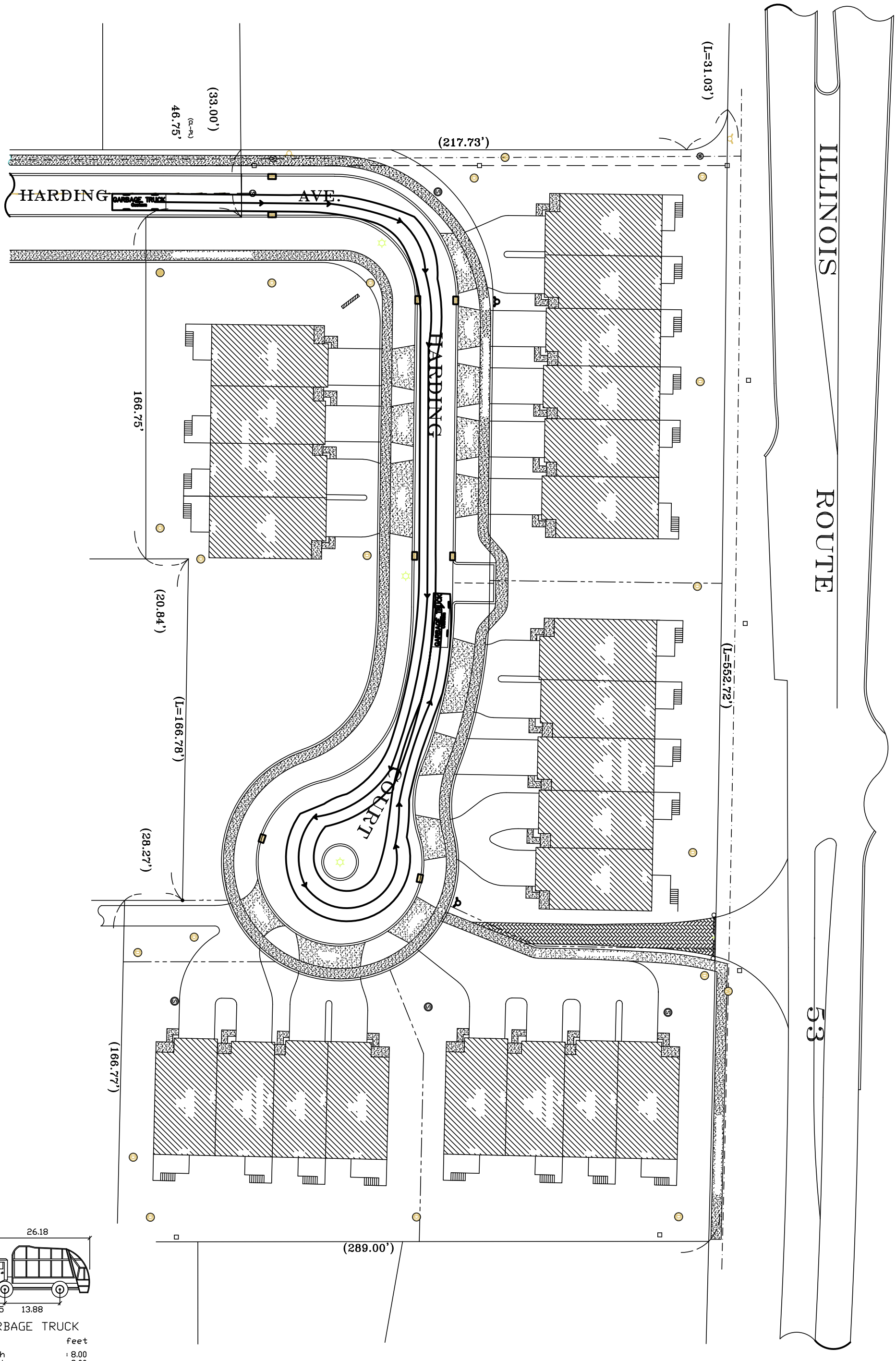
# APPENDIX F
*AutoTurn Analysis*




GHA GEWALT HAMILTON ASSOCIATES, INC.

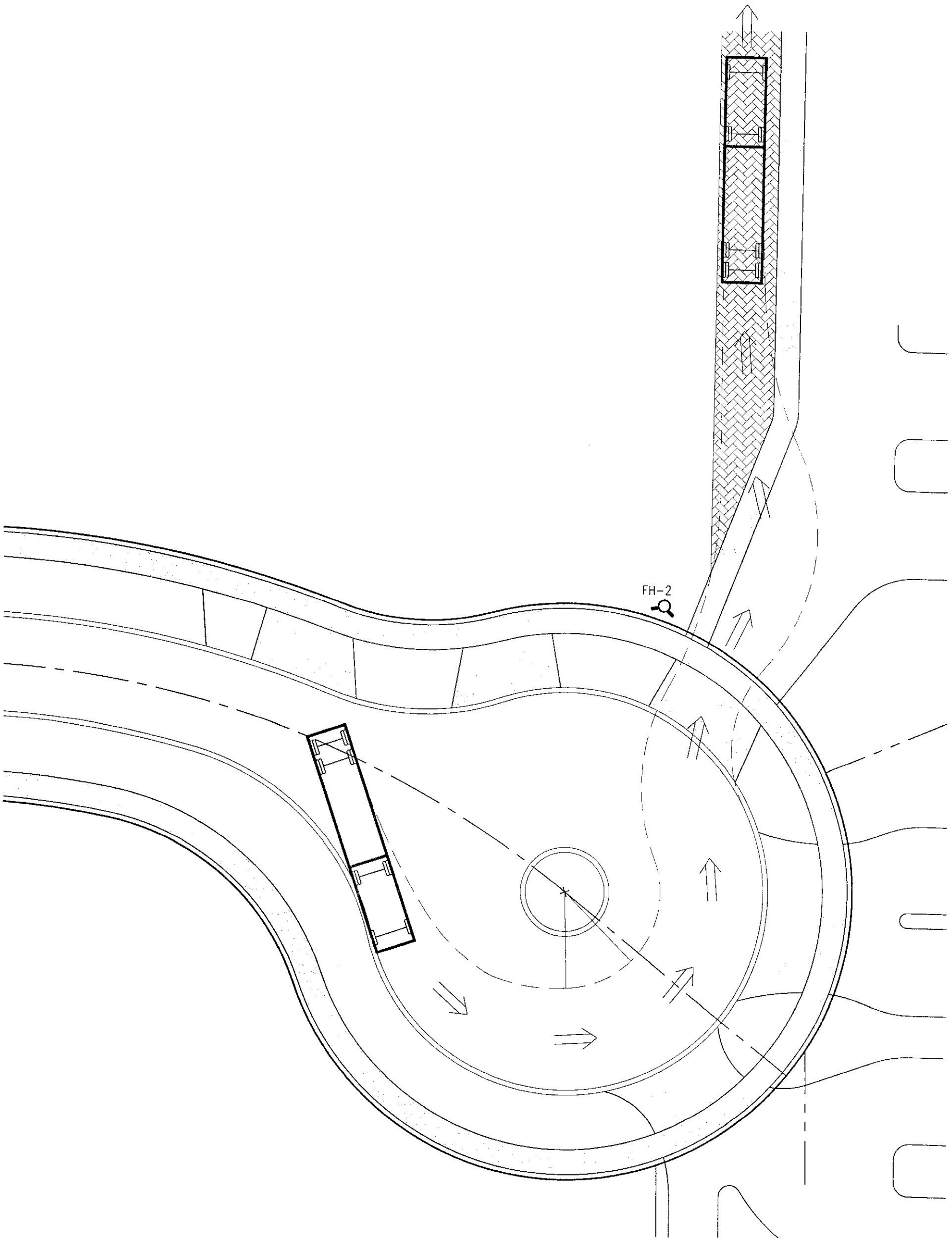
**Appendix F**
**AutoTurn Anaysis**
**Fire Truck**




GHA GEWALT HAMILTON ASSOCIATES, INC.

**Appendix F**
**AutoTurn Anaysis**
**Garbage Truck**

# TRUCK TURN EXHIBIT



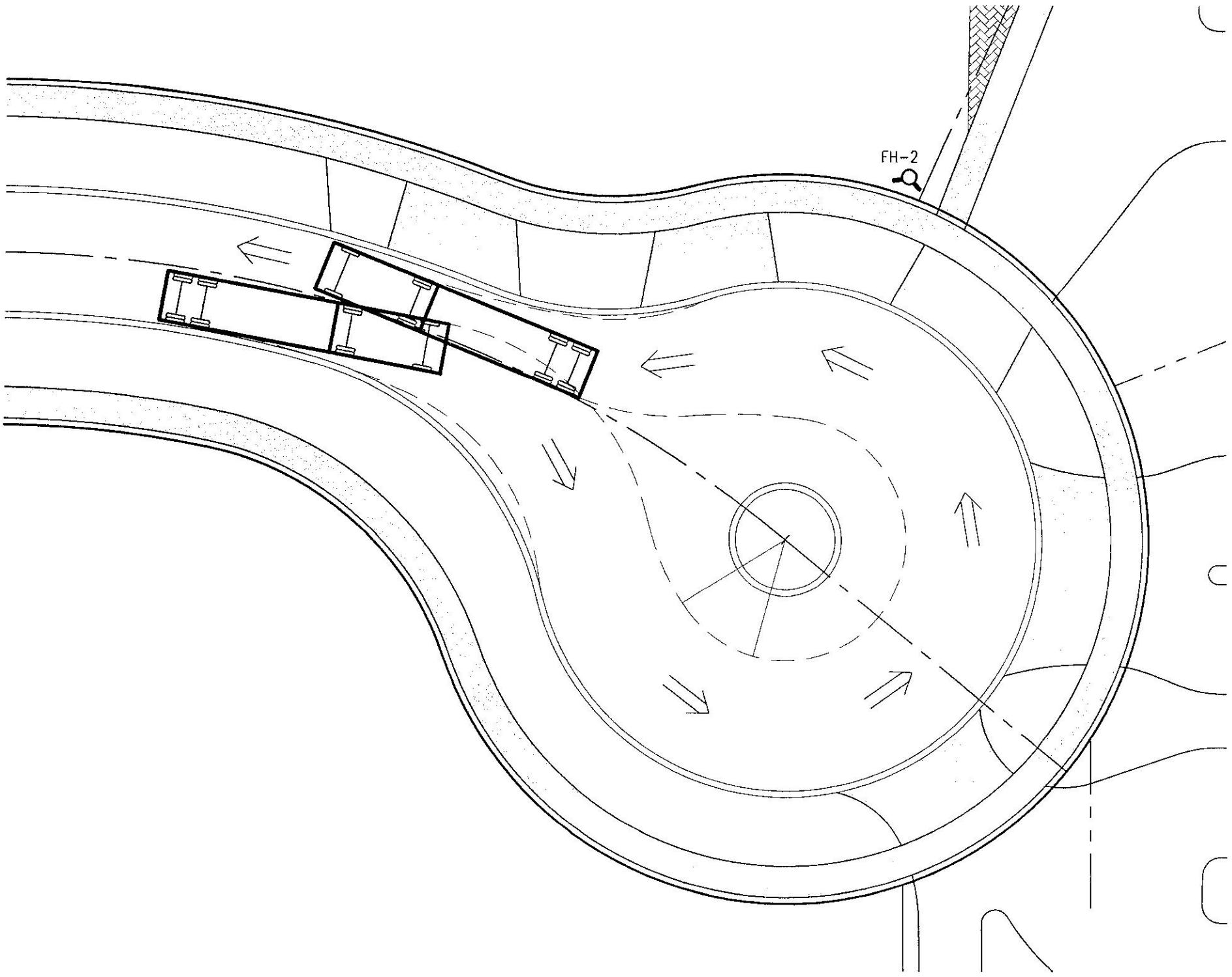

CARRADUS

CARRADUS LAND SURVEY, INC.
Residential & Commercial Land Surveying Services
191 S. GARY AVE. SUITE 180, CAROL STREAM, ILLINOIS, 60188
(630) 588-0416 (Fax) 653-7682 carradus_survey@yahoo.com

| PREPARED FOR: | | | | |
|---|---|---|---|---|
| HARDING CUSTOM HOMES, LLC. | | | | |
| DRAWN BY: | DATE OF FIELD WORK: | SCALE: | FLD.BK - PAGE | PROJECT NO. |
| CMG | 02/26/20 | 1" = 20' | 48-00 | 895 |

DRAWING NAME: 895-XPS-10

# TRUCK TURN EXHIBIT



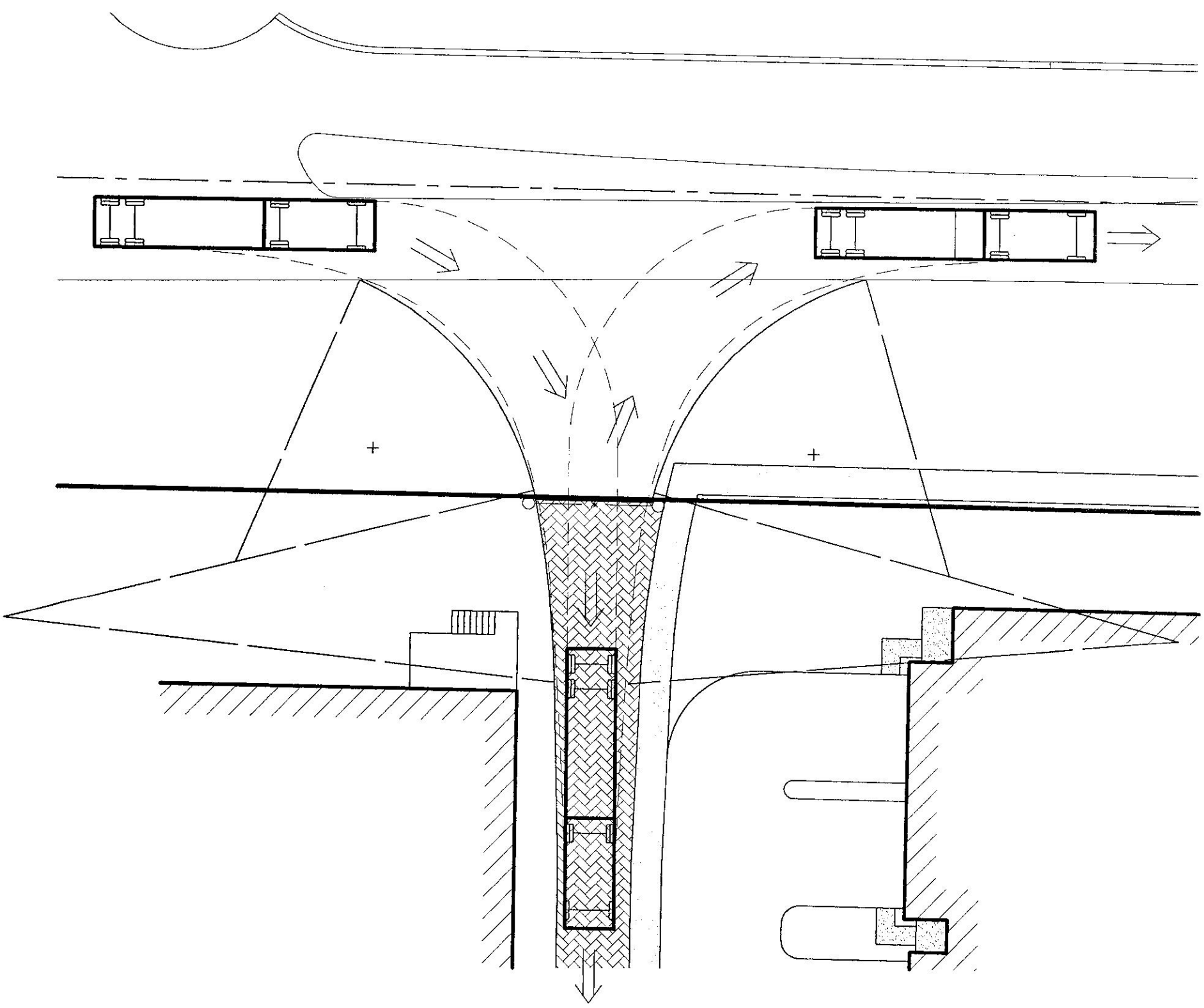

CARRADUS

CARRADUS LAND SURVEY, INC.
Residential & Commercial Land Surveying Services
191 S. GARY AVE. SUITE 180, CAROL STREAM, ILLINOIS, 60188
(630) 588-0416 (Fax) 653-7682 carradus_survey@yahoo.com

| PREPARED FOR: | | | | |
|---|---|---|---|---|
| HARDING CUSTOM HOMES, LLC. | | | | |
| DRAWN BY: | DATE OF FIELD WORK: | SCALE: | FLD.BK. - PAGE | PROJECT NO. |
| CMG | 02/26/20 | 1" = 20' | 48-00 | 895 |

DRAWING NAME: 895 WB 4678

# TRUCK TURN EXHIBIT



CARRADUS


**CARRADUS LAND SURVEY, INC.**

Residential & Commercial Land Surveying Services

191 S. GARY AVE. SUITE 180, CAROL STREAM, ILLINOIS, 60188

(630) 588-0416 (Fax) 653-7682 carradus_survey@yahoo.com


| PREPARED FOR: | | | | |
|---|---|---|---|---|
| HARDING CUSTOM HOMES, LLC. | | | | |
| DRAWN BY: | DATE OF FIELD WORK: | SCALE: | FLD.BK. - PAGE | PROJECT NO. |
| CMG | 02/26/20 | 1" = 20' | 48-00 | 895 |

DRAWING NAME: 895-WB-40-C

**THIS INSTRUMENT PREPARED BY AND RETURN TO:**

Huck Bouma[PC]
Attn: Bruno W. Tabis
1755 S. Naperville Road
Suite 200
Wheaton, IL 60189

**Affected PINs:**
05-23-223-020
05-23-223-005
05-23-223-008
05-23-223-025

# DECLARATION OF MAINTENANCE AND EASEMENT AGREEMENT FOR HARDING CUSTOM HOMES SUBDIVISION UNIT 2

**THIS DECLARATION** is made and entered into this _____ day of _____, 2021, by HARDING CUSTOM HOMES, an Illinois limited liability company ("Owner") and the VILLAGE OF GLEN ELLYN, an Illinois municipal corporation ("Village").

## RECITALS:

A. Owner is the legal title holder of the real estate legally described on Exhibit "A" hereto.

B. Owner intends to subdivide the aforementioned real estate and the develop said real estate with five (5) detached townhome buildings improved with a total of twenty-three (23) individual dwelling units. Following the recording of this document with the Recorder of Deeds of DuPage County, the Owner intends to file the final Plat of Harding Custom Homes subdivision ("Plat"). The legal description for the real estate after recording the Plat shall be as set forth on Exhibit "B" hereto. The Lots and Units to be shown on the Plat are hereafter referred to as the "Property."

C. Upon construction and sale of townhomes on the Property, and turnover of ownership and maintenance responsibility for common areas therein to a duly incorporated association of townhome owners ("Association"), Owner will irrevocably assign its rights and responsibilities under this Declaration to said Association, as further provided herein;

D. Owner and Village have elected to provide for and clarify the allocation of responsibility for the use, conduct and maintenance of the Property, and the roadways and areas adjacent thereto, together with certain easements, rights and obligations related thereto; and

E. Owner and Village have further elected to declare that the several owners, mortgagees, occupants and other persons acquiring any interest in the Property or any part thereof shall at all

times enjoy the benefits of and hold their interests subject to the rights, easements, privileges and restrictions hereinafter set forth herein, all of which are declared to be in furtherance of a plan to promote and protect the cooperative aspect of ownership and to facilitate the proper administration of the Property and are established for the purpose of enhancing and perfecting the value, desirability and attractiveness of the Property.

**NOW, THEREFORE**, Declarant does hereby make and publish this Declaration as follows:

## PART ONE
## GENERAL MATTERS

### ARTICLE ONE

1.0 INCORPORATION OF RECITALS: By this reference, the representations, recitations and definitions set forth in the foregoing Recitals are hereby incorporated into and made a part of this Declaration as if fully set forth in this Section 1.0.

### ARTICLE TWO
### Scope of Declaration/Easements

1.2.01 PROPERTY SUBJECT TO DECLARATION: The Property, inclusive of all subdivided lots, townhomes, condominiums, common areas and common elements therein and the dedicated streets set forth on the Plat, are subject to the provisions of this Declaration.

1.2.02 CONVEYANCES SUBJECT TO DECLARATION: All covenants, conditions, restrictions, easements, reservations, liens, charges, rights, benefits, and privileges which are granted, created, reserved or declared by this Declaration shall be deemed to be covenants appurtenant to and running with the land of the Property, and shall at all times inure to the benefit of and be binding on any Person having at any time any interest or estate in any part of the Property and the Village.

## PART TWO
## GENERAL MAINTENANCE RESPONSIBILITIES

### ARTICLE ONE
### Harding Court

2.1.01 HARDING COURT: Harding Court, as shown on the Plat, is a dedicated street.

2.1.02 VILLAGE RESPONSIBILITIES: Except as set forth below in 2.1.03 (Owner/Association Responsibilities) and in Article 3 (Special Provisions Regarding Harding Court Spur), the Village shall own and shall maintain, repair and replace all improvements located within the dedicated area of Harding Court as shown on the Plat, including:

a) the roadbed, including snow plowing and removal and ice control (but excluding driveways and aprons for the individual Units);
b) the curbs on and along both sides of Harding Court, including the cul-da-sac and the "Island" as shown on the Plat, but specifically excluding curbs along the off-street parking areas and the Harding Court Spur;
c) parkway trees, street signs, sidewalks, street lights (including foundations, conduits, wiring, controllers and the like; the "Island" street light is included), but excluding the USPS mail boxes;
d) hydrants; and
e) but excluding all "dry" utilities.

2.1.03 OWNER/ASSOCIATION RESPONSIBILITIES: Except as set forth in Article 3 (Special Provisions Regarding Harding Court Spur) and elsewhere herein, the Owner or the Association, as applicable, shall maintain, repair and replace the following improvements located within Harding Court:

a) driveways and driveway approaches;
b) off-street parking areas, including curbs;
c) grass and plantings other than trees, including mowing and trimming;
d) USPS mail boxes;
e) all maintenance, repair and replacements on the "Island" area shown on the Plat, except for curbs and the street light.

2.1.04 EASEMENTS: The Owner or Association, as applicable, is granted a permanent easement appurtenant for its own benefit and that of the owners of the individual Units as shown on the Plat for the purpose of installing the improvements described in Section 2.1.03 above, enjoying the use thereof and performing the maintenance, repair and replacement thereof.

## ARTICLE TWO
## Sewers and Water Mains

2.2.01 STORM SEWERS: The Village will accept ownership of and will maintain, repair and replace all Storm Sewers (including all structures and mains) which accommodate drainage for Harding Court as shown on Exhibit "C" hereto. The Owner or Association, as applicable, will own, maintain, repair and replace all other storm sewers on the Property and/or in Public Right-of-Way.

2.2.02 SANITARY SEWERS: The Village will accept, own, maintain, repair and replace solely the main line sanitary sewers (manholes and mains) up to and including all tee-wye connections for service to individual Units. The balance of the sewer lines (from the tee-wye to the individual Units) shall be maintained by the individual Unit Owners they serve.

2.2.03 WATER MAINS WITH 23 CONNECTIONS: The Village will accept, own and maintain solely the mains, valves, hydrants and portions of the service lines from the mains to the

Buffalo boxes for the individual Units. The balance of the services lines from the Buffalo box to the individual Units shall be maintained by the individual Unit Owners they serve.

## ARTICLE 3
## Emergency Access Drive

2.3.01 EMERGENCY ACCESS DRIVE: This Article sets forth the rights of the Village and the obligations of the Owner or Association, as may be applicable, and the individual owners of Units located on Lot 4 with respect to the Sidewalk and Emergency Vehicle Easement shown on the Plat.

2.3.02 GRANT OF EASEMENT: The Village is hereby granted a non-exclusive easement over and across the Sidewalk and Emergency Vehicle Easement for passage of emergency vehicles between Illinois Route 53 and Harding Court.

2.3.03 OWNER/ASSOCIATION OBLIGATIONS: The Owner or Association, as may be applicable, shall install a driveway consisting of permeable pavers varying in width from 5 feet to 13 feet in combination with a 5 foot wide concrete sidewalk across the Sidewalk & Emergency Vehicle Driveway Easement Area between Illinois Route 53 and Harding Court and an emergency access-gate at the Property line closest to Route 53. The Owner or Association, as may be applicable, shall maintain, repair, and replace the driveway, sidewalk, and gate as may be needed. The Owner or Association, as may be applicable, shall keep the driveway free and clear of vehicles or other obstructions, including snow and ice. The Owner or Association, as may be applicable, shall install and maintain the Emergency Vehicle Driveway Entryway between the Route 53 Pavement and Property in accordance with Illinois Department of Transportation permit requirements and dictates. Maintenance of the Entryway, including snow and ice removal, shall be the responsibility of the Owner or Association, as may be applicable.

2.3.04 UNIT OWNER OBLIGATIONS: No Owner of any Unit shall park or permit to be parked any vehicle on the Emergency Access Drive driveway or otherwise obstruct access across the Sidewalk and Emergency Vehicle Easement driveway. The Association shall install appropriate signage prohibiting parking.

## PART THREE
## Special Provisions Regarding Harding Court Spur

3.1.01 HARDING COURT SPUR: The "Harding Court Spur" is identified as such on the Plat. It is a portion of Harding Court, a dedicated street owned by the Village and shown on the Plat, but subject to the special provisions of this Article 3.

3.1.02 PURPOSE. The primary purpose of the Harding Court Spur is to provide access to a public thoroughfare, Harding Court, for the benefit of the separate parcel of real estate located adjacent to the Property and immediately west of the west boundary of the Harding Court Spur (the "Kohler Parcel"), legally described on Exhibit "D" hereto. Without such access, the Kohler Parcel would be landlocked.

3.1.03 GRANT OF KOHLER DRIVEWAY EASEMENT: The Owner and the Village hereby grant to the owner of the Kohler Parcel, its successors and assigns (collectively, the "Kohler Owners"), a perpetual easement appurtenant on and across the Harding Court Spur to construct and maintain a driveway from the Harding Court roadbed not to exceed ten (10) feet in width, exclusive of curbs, and a paved sidewalk along the driveway, both to be within the area identified as "Driveway to be maintained by Owners of Lot 2 of Ruddecks Assessment Plat" (the "Kohler Area") on Exhibit "E," subject to the terms and conditions set forth in Section 3.1.04. The Kohler Owners' use of the easement shall not interfere with the use of the Lot 2 driveway use described in Section 3.1.05 hereof.

3.1.04 CONDITIONS OF USE: The driveway in the Kohler Area described in Section 3.1.03 shall be for the exclusive use of the Kohler Owners and their guests and invites. The Kohler Owners shall have the following obligations and responsibilities with respect to the driveway:

a) maintenance, repair and replacement of the driveway, the driveway apron and any sidewalk;
b) installation, maintenance, repair and replacements of curbs along the driveway;
c) snowplowing and ice removal; and, in addition
d) repair and replacement of any damage to the remainder of the Harding Court Spur resulting from their use of the easement or driveway thereon, or from the performance of any of the installation, maintenance, repair or replacement permitted to them or required of them in this Article.

3.1.05 LOT 2 DRIVEWAY USE: For purposes of clarification, all of the easements granted in Section 21.04 hereof are intended to apply to the Harding Court Spur, including specifically the driveways and driveway apron servicing Units 5 and 6 of Lot 2 which will be located within that portion of the Harding Spur other than the Kohler Area (the "Owner/Association Area") on Exhibit "E." The Owner or Association, as applicable, shall maintain the driveways and driveway apron servicing Units 5 and 6 of Lot 2.

3.1.06 USE OF REMAINDER: The Owner and Association are hereby granted a perpetual, exclusive easement over the remainder of the Harding Court Spur "Remainder," i.e. that portion not used for driveways and the driveway apron for Units 5 and 6 of Lot 2 or by the Kohler Owners for driveways, curbs or sidewalks, for use as Common Area, including the right to landscape, for the enjoyment of the owners of the Property.

3.1.07 MAINTENANCE OF REMAINDER: The Village shall have no obligation to maintain any portion of the Harding Court Spur. The Owner or the Association, as may be applicable, shall maintain the Remainder portion of the Harding Court Spur as part of its "Common Area."

3.1.08 SHARED USE AND MAINTENANCE: Notwithstanding the easements, use and maintenance responsibilities set forth above, the driveway for Units 5 and 6 of Lot 2 and the driveway for the Kohler Owner will intersect. A single, continuous driveway apron will serve both the driveway for Units 5 and 6 of Lot 2 and the Kohler Owners' driveway. Accordingly:

a) the Owner or Association, as may be applicable, shall install the shared driveway apron at its own expense; thereafter the Owner or Association, as may be appliable, shall maintain, repair and replace the apron, and the Kohler Owner shall promptly reimburse the Owner or Association, as applicable, for fifty percent (50%) of the costs thereof.
b) notwithstanding, the Owner or Association, as applicable shall have the right, but not the obligation, at its own cost, to (a) plow and remove snow and provide ice control over any portion of the Kohler Area and (b) maintain, repair or replace any portion of the driveway pavement and curbs in the Kohler Area.

## PART FOUR
## Miscellaneous

4.1.01 CAPTIONS: The Article and paragraph headings are intended for convenience only and shall not be construed with any substantive effect in this Declaration. In the event of any conflict between statements made in recitals to this Declaration and the provisions contained in the body of this Declaration, the provisions in the body of this Declaration shall govern.

4.1.02 SEVERABILITY: Invalidation of all or any portion of any of the easements, restrictions, covenants, conditions, or reservations, by legislation, judgment or court order shall in no way affect any other provisions of this Declaration which shall, and all other provisions, remain in full force and effect.

4.1.03 PERPETUITIES AND OTHER INVALIDITY: If any of the options, privileges, covenants or rights created by this Declaration would otherwise be unlawful or void for violation of (a) the rule against perpetuities or some analogous statutory provision, (b) the rule restricting restraints on alienation, or (c) any other statutory or common law rules imposing time limits, then such provisions shall continue only until twenty-one (21) years after the death of the survivor of the now living lawful descendants of the President of the United States at the time of Recording of this Declaration.

4.1.04 AMENDMENT: The provisions of this Declaration may only be amended by written agreement by the Owner (or the Association as may be applicable) and the Village.

4.1.05 ASSIGNMENT: The rights, responsibilities and obligations of Owner may be assigned to the Association, upon Owner's recording of a Declaration of Protective Covenants, Restrictions and Easements for Harding Glen Town Homes and incorporating the Association of unit owners within the Townhome Property in accordance with the Illinois Common Interest Community Association Act (765 ILCS 160), and conveying record title to Lots 1, 2, 3, 4 and 5 (exclusive of the Units) of the Property to that Association, said Association shall thereafter be solely responsible for the exercise of all the rights, responsibilities and obligations of Townhome Owner under this Declaration. Owner shall thereafter have no further obligation hereunder.

4.1.06 BINDING EFFECT: The rights, obligations, covenants, agreements and easements made and granted in this Declaration shall run with the land of the Property and shall be binding

upon Owner and its respective successors, transferees and assigns in title to the Property for so long as this Declaration is in force.

4.1.07 GOVERNING LAW. This Declaration shall be governed, construed and enforced in accordance with the laws of the State of Illinois and any action brought hereunder shall be initiated in the Circuit Court for DuPage County.

4.1.08 COUNTERPARTS. This Declaration may be executed and delivered in any number of counterparts, each of which, when executed and delivered, shall constitute an original, and all of which together shall constitute one and the same agreement.

## PART FIVE
## Special Provisions – Village

5.1.01 VILLAGE ENFORCEMENT. The Village shall have the right to enforce any provision contained in this Agreement and to enforce the ordinances of the Village. This shall be an absolute right of enforcement, that the Village, through its employees, contractors, or duly authorized agents may, but shall not be required to perform. The Village, through its employees, contractors, or duly authorized agents, is hereby given a limited right of entry in, on, and through any portion of the Property and Harding Court (the "Development") to enforce the provisions of this Agreement, including onto the lots of any individual Unit owner. Except in the event of an emergency where there is a reasonable possibility that an injury to a person or propertyshall occur, the Village shall not exercise its right of entry under this Paragraph 5.1.01 without first providing 15 days prior written notice to Harding Glen Town Homes Homeowners Association ***("Association"),*** or any individual unit owner. The reasonable costs and expenses of any work performed by the Village, its employees, contractors, or duly authorized agents ***("Village Work")*** shall be fully charged to and paid by Association. In the event of a failure by the Association or any individual unit owner to pay sums properly due and payable within 30 days after receipt of written demand for payment from the Village, then, in addition to any other remedies or rights available to it at law or in equity, the Village shall have a lien against the Property, or any portion thereof including, without limitation, the common areas, as well as any individual Unit owner's Unit, to secure payment of all amounts as properly due hereunder. Such lien shall arise immediately upon recording of a notice of lien in the Office of the DuPage County Recorder of Deeds, Illinois, identifying this Agreement, the Parties, the date of recording this Agreement, the document number of such recording, the legal description of the Property, or any portion thereof, or the Unit of any individual unit owner, identification of Association, or any individual Unit owner, as the fee owner of the Property, or any portion thereof, and the amounts then due and payable under this Agreement. Such lien shall remain in full force and effect until such amounts are paid in full. Said lien may be foreclosed by any proceeding at law or in equity. The Village, in addition to any other rights it has in this Agreement, shall have the right to file suit in any court of competent jurisdiction against the Association or any individual unit owner to enforce and require the performance of any obligation in this Agreement, and to enforce by any proceeding in law or in equity all other easements, restrictions, covenants, and agreements in this Agreement. If the Association or any individual unit owner is found by a court of competent jurisdiction to be in violation of any of the foregoing, the Association or any individual unit owner shall also be liable for reasonable attorneys' fees, and cost and expenses of litigation, and which fees and costs, if

unpaid, shall constitute an additional lien against the Property, or any portion thereof including, without limitation, the common areas, as well as any individual unit owner's Unit. Failure by the Village to enforce any easements, restrictions, covenants, and agreements in this Agreement shall in no event be deemed a waiver of the right to do so thereafter.

5.1.02 Amendment: Termination. No amendment or termination of this Agreement which affects the rights of the Village shall be valid without the prior written consent of the Village.

5.1.03 Special Service Area. The Village may, in lieu of pursuing and enforcing its lien rights as established in Paragraph 5.1.01, elect to declare the Property a special service area and levy a special service tax against the Property. In the event that the Village proceeds to establish a special service area pursuant to this Paragraph 5.1.03, the Association, or anyone on its behalf, covenant and agree not to challenge or object, in any way, the establishment of such a special service area. Any special service area established pursuant to this Paragraph 5.1.03 shall be for the sole and limited purpose of recouping costs and expenses incurred by the Village in enforcing the provisions of this Agreement, including, without limitation, performing Village Work.

**IN WITNESS WHEREOF**, the parties have executed this Declaration as of the day first stated above.

**OWNER:**

**HARDING CUSTOM HOMES,** an Illinois limited liability company

By: _____
Name: Mark White
Its: Manager

**VILLAGE:**

**VILLAGE OF GLEN ELLYN**, an Illinois municipal corporation

By: _____
Name: _____
Its: President

*R:\45000s\45000-45099\45060-1\Maintenance Declaration\Declaration of Maintenance Agmt 9.29.2021.doc*

STATE OF ILLINOIS )
)
COUNTY OF DUPAGE )

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY, that Mark White as Manager of Harding Custom Homes, an Illinois limited liability company, personally known to me to be the same person whose name is subscribed to the foregoing instrument as such Manager, appeared before me this day in person and acknowledged that he signed and delivered the said instrument as his own free and voluntary act, and as the free and voluntary act of said company, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this _____ day of _____, 2021.

_____
Notary Public

STATE OF ILLINOIS )
)
COUNTY OF DUPAGE )

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY, that _____ as President of the Village of Glen Ellyn, an Illinois municipal corporation, personally known to me to be the same person whose name is subscribed to the foregoing instrument as such President, appeared before me this day in person and acknowledged that he signed and delivered the said instrument as his own free and voluntary act, and as the free and voluntary act of said companies, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this _____ day of _____, 2021.

_____
Notary Public

## CONSENT OF MORTGAGEE

The undersigned, _____, _____ of West Suburban Bank, as holder of that certain Mortgage, Assignment of Rents and Security Agreement, dated as of _____ ("Mortgage"), hereby consents to and joins in the execution of the foregoing grant of that certain Declaration of Master Maintenance and Easement Agreement for the Harding Custom Homes Subdivision Unit 2 Subdivision, and agrees that any sale under foreclosure of such Mortgage shall be subject to the Declaration.

West Suburban Bank

By: _____
Name:
Its:

STATE OF ILLINOIS )
)
COUNTY OF _____ )

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

GIVEN under my hand and Notarial Seal this _____ day of _____, 2021.

_____
Notary Public

**EXHIBIT "A"**

Legal Description of Real Estate

**PARCEL 1**
LOT 2 OF WHITE'S HARDING AVENUE RESUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED FEBRUARY 26, 2018 AS DOCUMENT R2018-016603, IN DUPAGE COUNTY, ILLINOIS.

**PARCEL 2**
THE EAST 260.73 FEET AS MEASURED ON THE NORTH LINE AND ON THE SOUTH LINE (BEING THE EAST ONE ACRE) AND MEASURED WEST FROM THE WEST LINE OF STATE HIGHWAY ROUTE 53 OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

**PARCEL 3**
LOT 1 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

**PARCEL 4**
THE NORTH 16 FEET OF THE EAST 289 FEET OF LOT 2 IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

**PARCEL 5**
ALL OF THAT PART OF HARDING AVENUE RIGHT OF WAY LYING SOUTH OF AND ADJACENT TO WILL-BRYANT CONDOMINIUM SUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF WILL-BRYANT CONDOMINIUM PLAT RECORDED DECEMBER 30, 1977 AS DOCUMENT R77-120078, IN DUPAGE COUNTY, ILLINOIS.

**EXHIBIT "C"**

Village Owned Storm Sewers

SEE FOLLOWING PAGE

FURTHER REVIEW BY THE VILLAGE STAFF OF THE STORM SEWER SYSTEM WITHIN THE ROADWAY MAY NECESSITATE THE NEED FOR ADDITIONAL INLETS, IF IT IS DETERMINED ADDITIONAL CURB INLETS ARE NEEDED TO HANDLE FLOWS IN EXCESS OF THOSE SHOWN TO REDUCE THE POTENTIAL OF WATER ON THE PAVEMENT FOR STORMS IN EXCESS OF THE 10 YEAR STORM EVENT, THE DEVELOPER WILL WORK WITH THE VILLAGE TO FIND SUITABLE LOCATIONS THAT WORK WITH THE DRIVEWAY APPROACHES. THIS MAY RESULT IN ADDITIONAL STORM SEWERS UNDER THE VILLAGE OWNERSHIP AND MAINTENANCE.

CARRADUS

ILLINOIS ROUTE 53

(100' R/W)

BITUMINOUS ROADWAY

CONCRETE CURB & GUTTER

EDGE OF PAVEMENT

FIRE HYDRANT

EXISTING 12" WATERMAIN

IL. RT. 53 RIGHT OF WAY

(L=552.92')

(L=31.24')

EXISTING WATER VALVE

ST-21 ST-22 ST-23 ST-24 ST-25

W-1 W-2

FH-1 FH-2

BUILDING TYPE C
UNIT 23 UNIT 22 UNIT 21 UNIT 20 UNIT 19 UNIT 18

BUILDING TYPE B
UNIT 17 UNIT 16 UNIT 15 UNIT 14 UNIT 13

PRIVATE ALLEY EMERGENCY VEHICLE ONLY

SAN-5 ST-13

BUILDING TYPE A
UNIT 12 UNIT 11 UNIT 10 UNIT 9

ST-20 ST-19 ST-18 ST-15 ST-14 ST-26 ST-12

SAN-2 SAN-3

HARDING AVE.

HARDING COURT

(217.73')

(289.00')

ST-5 ST-6

ST-29

EXISTING FIRE HYDRANT

EXISTING WATER VALVE

ST-7 ST-16 ST-4

SAN-1

BUILDING TYPE A
UNIT 1 UNIT 2 UNIT 3 UNIT 4

BUILDING TYPE A
UNIT 8 UNIT 7 UNIT 6 UNIT 5

ST-27

ST-8 ST-9

ST-3 ST-7

SAN-4

(166.75')

(20.84')

(L=166.78')

(28.23')

ST-10 ST-28 ST-11

(166.77')

APPROXIMATE LOCATION OF EXISTING 6" WATERMAIN (FIELD VERIFY LOCATION)

BITUMINOUS ROADWAY

APPROXIMATE LOCATION OF EXISTING 8" SANITARY SEWER (FIELD VERIFY LOCATION)

HARDING AVE.

## VILLAGE UTILITY LEGEND

VILLAGE SANITARY SEWER
VILLAGE STORM SEWER
VILLAGE WATER MAIN
(THIS INCLUDES EXISTING & PROPOSED)

| | | | |
|---|---|---|---|
| Date Of Field Work: | 02/26/20 | Drawn By: | CMC |
| Scale: | 1" = 20' | Checked By: | EAC |
| Fld Bk Pg: | 48-00 | Approved: | ADC |

| Date: | Revision: |
|---|---|
| 09/10/21 | VILLAGE REVIEW |

EXHIBIT C TO MAINTENANCE AGREEMENT
HARDING CUSTOM HOMES SUBDIVISION UNIT 2
VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS

Prepared For: HARDING CUSTOM HOMES, LLC.

Prepared By: CARRADUS LAND SURVEY, INC.
191 S. Gary Avenue Suite 180, Carol Stream, Illinois, 60188
(630) 588-0416 (FAX) 653-7682 CARRADUS_SURVEY@YAHOO.COM

Sheet 1 of 1

Project # 895

DRAWING FILE NAME: 895-ME3

**EXHIBIT "B"**

Legal Description of Subdivided Property

Lots 1, 2, 3, 4 and 5 of Harding Custom Homes Subdivision Unit 2, being a subdivision the Southeast quarter of Section 23, Township 39 North, Range 10, East of the Third Principal Meridian in DuPage County, Illinois, according to the plat thereof recorded with the Recorder of Deeds of DuPage County, Illinois as Document No. _____.

**EXHIBIT "D"**

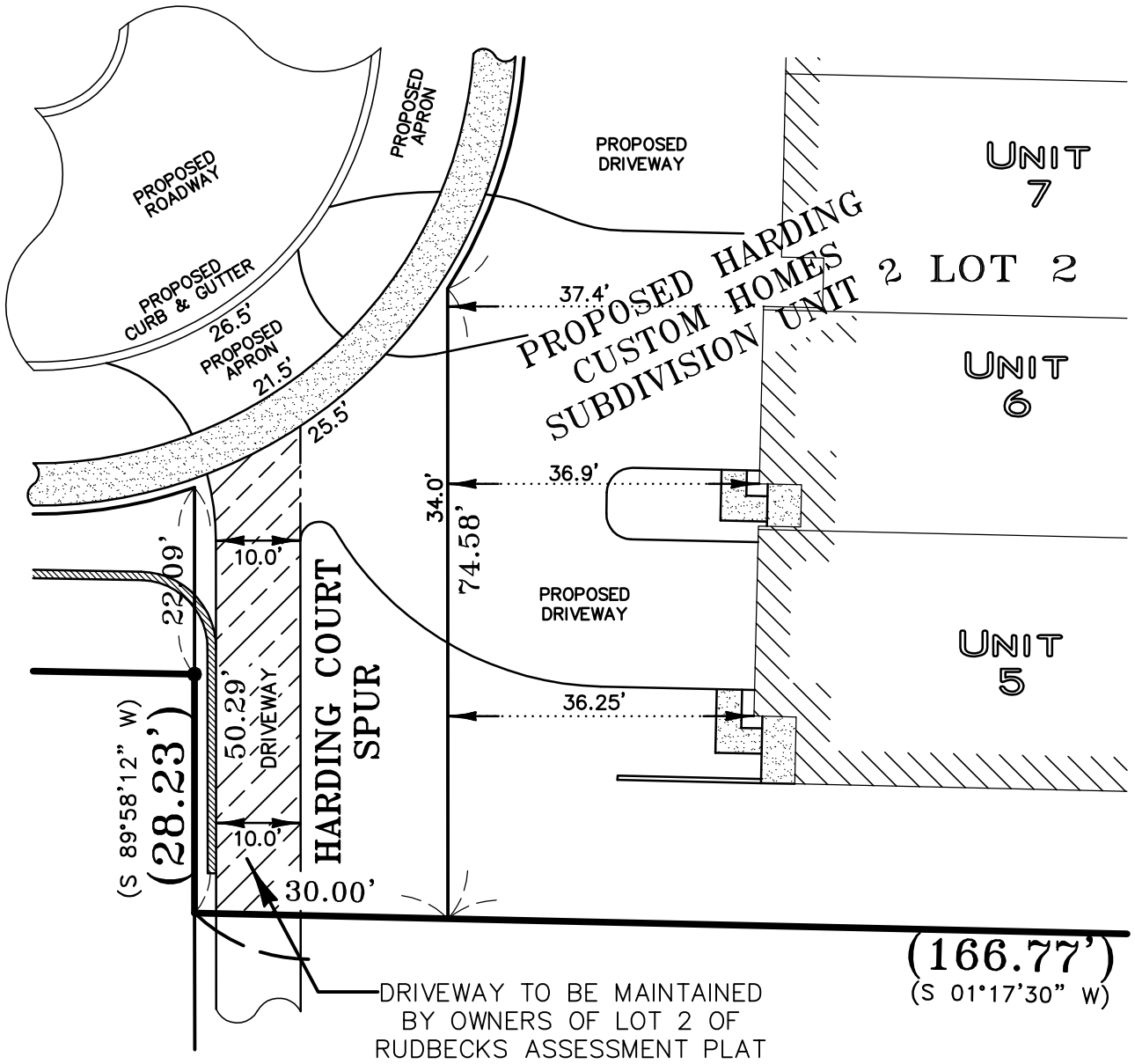
Legal Description – Kohler Property

LOT 2 EXCEPT THE NORTH 16.0 FEET OF THE EAST 289.0 FEET THEREOF, IN RUDBECK'S ASSESSMENT PLAT OF THE EASTERLY 550.23 FEET OF LOT "C" IN MILTON TOWNSHIP SUPERVISOR'S ASSESSMENT PLAT NUMBER 5, BEING A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RUDBECK'S ASSESSMENT PLAT RECORDED MARCH 20, 1963 AS DOCUMENT R63-8332, IN DUPAGE COUNTY, ILLINOIS.

PIN: 05-23-223-021

# DRIVEWAY MAINTENANCE EXHIBIT

## HARDING COURT




**Harding - 10/04/2021**



DRAWING NAME: 895-DR MAINT EX

THIS DOCUMENT PREPARED BY
AND AFTER RECORDING RETURN TO:
Bruno W. Tabis, Jr.
Huck Bouma PC
1755 South Naperville Road, Suite 200
Wheaton, Illinois 60187
(630) 221-1755 Fax (630) 221-1756

**DECLARATION OF PROTECTIVE COVENANTS,
CONDITIONS, RESTRICTIONS AND EASEMENTS
FOR HARDING GLEN TOWN HOMES
_____, 2021**

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DECLARATION OF COVENANTS,
CONDITIONS, RESTRICTIONS AND EASEMENTS
FOR HARDING GLEN TOWN HOMES

This Amendment and Restatement Declaration is made this _____ day of _____, 2021 by Harding Custom Homes LLC, an Illinois limited liability company, hereinafter referred to as the ADeveloper@.

R E C I T A L S:

A. Developer is the record owner of certain property legally described on Exhibit "A" attached hereto and incorporated herein by reference, being a subdivision in the Village of Glen Ellyn, DuPage County, Illinois (the "Property") (the Property and the underlying development of which it is a part are depicted on the plat attached hereto as Exhibit "B" and made a part hereof by this reference); and

B. Developer intends to develop upon the Property a residential community of townhouses to be commonly known as Harding Glen Town Homes and has expended substantial sums of money for architectural and engineering design and services and site construction for such development; and

C. It is the desire and intention of the Developer to establish for their own benefit and for the benefit of all future owners or occupants of the Property, or any part thereof certain easements and rights in, over and upon said premises and certain mutually beneficial restrictions and obligations with respect to the use and maintenance thereof; and

D. The Developer has elected to declare that the several owners, mortgagees, occupants, and other persons acquiring any interest in the Property shall at all times enjoy the benefits of, and shall at all times hold their interest subject to, the rights, easements, privileges, and restrictions hereinafter set forth, all of which are declared to be in furtherance of a plan to promote and protect the cooperative aspect of ownership and to facilitate the proper administration of such property and are established for the purpose of enhancing and perfecting the value, desirability and attractiveness of the Property.

NOW, THEREFORE, the Developer, for the purposes above set forth, hereby declare that all of the Property, shall be held, transferred, occupied, sold and conveyed subject to the following covenants, conditions, easements, restrictions, charges and liens which shall run with the Property and be binding on all parties having any right, title or interest in the described properties or any part thereof, their heirs, successors and assigns, and shall inure to the benefit of each owner thereof.

ARTICLE I
DEFINITIONS

For the purposes of clarity and brevity, certain words used herein, unless the context otherwise requires, are defined as follows:

1.1 Additional Maintenance Area. That portion, if any, of all the Units outside the footprint of the Townhouses constructed thereon; the entirety of each portion of the Additional Maintenance Area is for the exclusive use of the Unit Owner of that portion thereof subject to an easement hereby granted to the Association to perform its maintenance obligations, or as otherwise set forth in this Declaration. No portion shall be available for the common use or enjoyment by any other member of the Association.

1.2 Assessment. The portion of the cost of maintaining, repairing, and managing the Property, which is to be paid by each Owner.

1.3 Association. HARDING GLEN TOWN HOMES Homeowners Association or such other Illinois Not-for-Profit Corporation organized pursuant to the provisions of Article 9 of this Declaration.

1.4 Board. The Board of Directors acting for the Association.

1.5 Building. A continuous structure containing single family residence units with party walls straddling the boundaries between such units.

1.6 By-laws. The provisions of Articles 9 and 10 of this Declaration together with all other applicable provisions of this Declaration.

1.7 Common Area. All real estate owned by the Association for the common use and enjoyment of all members of the Association and such uses thereto by way of easements or other grant from the Declarant, the Association or others may be granted to or by the Association for the common use and enjoyment of the Owners, except with respect to patios, driveways and walkways as limited by Sections 3.19 and 3.20 hereof. The Common Area shall also include that portion of the Harding Court Spur granted to the Association as an easement for Common Area use in the Maintenance Declaration.

1.8 Common Expenses. The actual and estimated costs of:

(a) Maintenance, management, operation, repair, improvements and replacements of the Common Area, the Additional Maintenance Area, those parts of the Units as to which pursuant to other provisions hereof it is the responsibility of the Board to maintain, repair and replace, and the Association's obligations under the Maintenance Declaration.

(b) Management and administration of the Property, including, without limiting the same, compensation paid to a managing agent, accountant, attorneys and other employees.

(c) Any other items deemed by or in accordance with the provisions of this Declaration to be Common Expenses.

1.9 Common Interest Community Act. The Illinois Common Interest Community Association Act, 765 ILCS 160/1-1, et seq, as amendment from time to time.

1.10 Declarant. The Developer, and its successors and assigns. Such term shall also mean and refer to any party so designated by developer or to any party entitled to exercise the rights of Declarant pursuant to Section 14.14 of this Declaration.

1.11 Declaration. This instrument and as from time to time amended.

1.12 Developer. Harding Custom Homes LLC, an Illinois limited liability company, and its successors and assigns.

1.13 Development. The development of the area known as Harding Glen Town Homes.

1.14 Easement. The right of a non-owner to use a specific part of the Development for a specific purpose.

1.15 Improve. To enhance in value or quality. Make better. To increase the value of land and property by betterment.

1.16 Improvement. The act or process of being improved. Enhanced value or quality. The structure, addition or modification by which value or quality enhanced.

1.17 Lot. Each of the five (5) separate parcels of property identified as a Lot on the plat of subdivision of Harding Custom Homes Subdivision Unit 2, attached hereto as Exhibit "B."

1.18 Maintain. To keep in an existing state (repair and efficiency), preserve from failure, decline or deterioration.

1.19 Maintenance. The acts by which failure, decline or deterioration is avoided.

1.20 Maintenance Declaration. The Declaration of Maintenance and Easement Agreement for Harding Custom Homes Subdivision Unit 2 by and between Developer and the Village and dated _____, 2021.

1.21 Majority or Majority of the Unit Owners. The owners who own more than 50% of the Units.

1.22 Member. Every person or entity that holds membership in the Association by virtue of ownership of one or more Units.

1.23 Mortgagee. The lender of money to the owner of any interest in the subject real property to whom a title interest in said property is transferred to secure payment of the debt.

1.24 Mortgagor. The owner of an interest in the subject real property who pledges said interest as security for a loan of money or other consideration.

1.25 Occupant. Person or persons, including Owner, in lawful possession of a Townhouse Unit.

1.26 Owner or Unit Owner. The person or persons whose estates or interests, individually or collectively, aggregate fee simple ownership of a Unit. Unless otherwise specifically provided herein, the said word shall include any beneficiary of a trust, shareholder of a corporation or partner of a partnership holding legal title to a Unit.

1.27 Person. A natural individual, corporation, partnership trustee or other trust entity capable of holding title to said property.

1.28 Prior Covenants. The Declaration of Covenants, Conditions, Easements and Restrictions relating to the subject property, if any, which existed prior to the acquisition of the subject property by the Developer. None existed prior to acquisition.

1.29 Property. All the land, building and space comprising the real estate described in this Declaration, all improvements and structures constructed or contained therein or thereon, including the buildings and all easements, rights and appurtenances belonging thereto, and all fixtures and property intended for the common and mutual use, benefit or enjoyment of the owners and such additions as may hereafter be made subject to this Declaration.

1.30 Townhouse Unit. A Unit improved with a one family dwelling constructed on a Lot and attached to one or more townhouses by party walls.

1.31 Unit. Each separate parcel of property identified as a Unit on the plat of subdivision of Harding Custom Home Subdivision Unit 2, attached hereto as Exhibit “B.”

1.32 Unit Ownership. A part of the Property consisting of one Unit and easements appurtenant thereto.

1.33 Village. The Village of Glen Ellyn, an Illinois municipal corporation.

## ARTICLE 2
## PROPERTY RIGHTS AND EASEMENTS

2.1 Owners' Easement Enjoyment. Every owner shall have a right and easement of enjoyment in and to the Common Area, except as limited by Sections 2.3, 2.11, 3.19 and 3.20 hereof or elsewhere herein, which shall be appurtenant to and shall pass with the title to every Unit, and shall have fee simple ownership in that portion of the Additional Maintenance Area within their separate Unit, all subject to the following provisions:

(a) The right of the Board of the Association to prescribe reasonable regulations governing the use, operation and maintenance of the Common Area and Additional Maintenance Area.

(b) The right of the Association, in accordance with the Declaration and the Articles of Incorporation and By-laws of the Association, to borrow money for the purpose of improving the Common Area and Additional Maintenance Area and

facilities and in aid thereof to mortgage the Common Area, provided that the rights of such mortgagee in the Common Area shall be subordinate to the rights of the individuals having easements of enjoyment under Paragraph 1 of this Article.

(c) The right of the Association to take such steps as are reasonably necessary to protect the Common Area against foreclosure.

(d) The right of the Association to dedicate or transfer all or any part of the Common Area to any public agency, authority or utility for such purposes.

2.2 Delegation of Use. Any owner may delegate, in accordance with the By-laws, his rights of enjoyment to the Common Area and facilities to the members of his family, his tenants, or contract purchasers who reside on the Property.

2.3 Encroachments and Overhangs. Should any of the individual townhouses in a building be aesthetically and functionally designed with structures that may encroach or overhang adjoining Units or the Common Area, each such adjoining Unit or Common Area shall be subject to a perpetual easement for any such overhang or encroachment.

2.4 Easements to Run with the Land. All easements and rights described herein are easements appurtenant, running with the land, perpetually in full force and effect, and at all times shall inure to the benefit of and be binding on the undersigned, its successors and assigns, and any Owner, purchaser, Mortgagee, and other person having any interest in the Property or any part or portion thereof.

2.5 No Severance of Ownership. No Owner shall execute any deed, mortgage, lease or other instrument affecting title to his Unit Ownership without including therein both his interest in the Unit and the easements and covenants contained herein, it being the intention hereof to prevent any severance of such combined ownership. Any such deed, mortgage, lease or other instrument purporting to affect the one without including also the other shall be deemed and taken to include the interest so omitted even though the latter is not expressly mentioned or described herein.

2.6 Easement to Board. The Property, including the Common Area and Additional Maintenance Area, shall be subject to a perpetual easement to the Board, its successors and assigns, for ingress and egress; to perform its obligations and duties as required by this Declaration and By-laws. Should it be necessary to enter a Townhouse Unit to make any repairs as authorized in this Declaration, employees, agents and workmen shall be entitled to entrance by exhibiting to the Unit Owner an order from the Board or its agent.

2.7 Easements to Others. Each Unit Owner, his or her guests, permitted invitees and licensees, the U.S. Postal Service, other permitted services, delivery persons and parties to contracts with the Association or Lot Owners, the personnel of public and private utilities serving the subject subdivision, and governmental personnel shall have easement for ingress and egress to the subject Units over and across the Common Area, including the use of walkways, streets, and parking areas, on foot or by automobile vehicles.

2.8 Reservation by Developer. The Developer expressly reserves the right to it, its successors and assigns, to grant such easements for ingress and egress in the future for the

benefit of the real estate in the Harding Glen Town Homes area and for the benefit of all future Owners and occupants within said area.

2.9 No Dedication to Public Use. Nothing contained in this Declaration shall be construed or be deemed to constitute a dedication, express or implied, of any part of the Common Area or Additional Maintenance Area to or for any public use or purpose whatsoever. Any dedication made or to be made shall be expressed in writing and shall not be implied from anything stated herein.

2.10 Title to Common Area. Declarant may retain the legal title to the Common Area until such time as the improvements are completed and until such time as, in the opinion of the Declarant, the Association is able to maintain the same; notwithstanding any provision herein, Declarant hereby covenants to convey the Common Area to the Association. The title to Common area is to be conveyed no later than the turnover date without liens and encumbrances.

2.11 Ground Mechanical Units. Each Unit Owner shall be entitled to an exclusive easement to maintain outside air conditioning units, heat exchangers, generators and similar ground mechanical units, in the Common Area adjacent to and serving that Unit Owner's Unit as the Association may approve and condition.

## ARTICLE 3
## USE AND OCCUPANCY

3.1 Use of Unit. No Unit shall be used for other than housing and related common purposes for which the Property was designed. Each Townhouse Unit or any two or more adjoining Townhouse Units used together shall be used as a residence for a single family or such other uses permitted by this Declaration and for no other purposes.

3.2 Access To Additional Maintenance Area. Except as otherwise provided in this Declaration, the Additional Maintenance Area shall be used only for access, ingress and egress to and from the respective Units by the respective families residing therein and their respective guests, household help and other authorized visitors, and for such other purposes which are incidental to the residential use of the respective Units. No portion of the Additional Maintenance Area may be used for construction of any improvement or outside storage or landscaping unless approved by the Board or as otherwise provided in this Declaration.

3.3 Commercial Use. No industry, business, storage, warehousing, trade, occupation or profession of any kind, whether commercial, religious, educational or otherwise, designed for profit, altruism, exploration or otherwise, shall be conducted, maintained or permitted on any part of the Property, nor, except with the consent of the Board, shall any signs or other window displays or advertising be maintained or permitted by any Owner on any part of the Property or in any Unit therein, except that one "For Rent" or "For Sale" sign of not more than five square feet may be displayed on the Owner's Unit. The right is reserved for the Developer, their beneficiaries or agents to place "For Sale" or "For Rent" signs not exceeding the lesser of fifteen square feet or that size permitted by the Village of Glen Ellyn Zoning Code or Sign Code on any unsold or unoccupied Units, and to place such other signs on the Property as may be required to facilitate the sale of said unsold units or the Property.

3.4 Uses Not Considered Commercial. The restrictions contained in paragraphs 3.1 and 3.3 above shall not be construed to prohibit any Unit Owner from:

(a) Maintaining his or her personal professional library in his or her Unit;

(b) Keeping his or her personal business or professional records or account in his or her Unit; or

(c) Handling his or her personal business or professional telephone calls or correspondence from his or her Unit.

(d) The conduct of a "Home Occupation" as defined from time to time in the Village's Zoning Code.

Such uses are permissible as being customarily incident to the principal residential use and not in violation of paragraphs 3.1 and 3.3.

3.5 Obstruction of Common Area. The use, maintenance and operation of the Additional Maintenance Area shall not be obstructed, damaged or unreasonably interfered with by any Owner, nor shall anything be stored in the Common Area or Additional Maintenance Area without the prior written consent of the Board. This includes but not limited to; basketball hoops, skateboard ramps, lawn furniture, toys and swing sets. The Kohler Driveway described in the Maintenance Declaration, the Emergency Vehicle Drive easement between Lot 3 and Lot 4 shown on the Plat, the common driveway to Lot 2 and the sidewalk running from the cul-de-sac to the edge of Route 53 are to remain unobstructed at all times.

3.6 Hazardous Use. Nothing shall be done or kept in any Townhouse Unit or in the Additional Maintenance Area which will increase the rate of insurance applicable to residential buildings or contents thereof, without the prior written consent of the Board. No Owner shall permit anything to be done or kept in his Townhouse Unit or in the Additional Maintenance Area which will result in the cancellation of insurance on the Building or contents thereof, or which would be in violation of any law. No waste shall be committed in any portion of the Additional Maintenance Area.

3.7 Exterior Wall. Owners shall not cause or permit anything to be placed on the outside walls of the Unit and no sign, awning, canopy, radio, television antenna, or satellite dish shall be affixed to or placed upon the exterior walls or roof, or any part thereof, without the prior written consent of the Board.

3.8 Animals. No animals, rabbits, livestock, fowl or poultry of any kind shall be raised, bred or kept in any Townhouse Unit or in the Additional Maintenance Area, except dogs, cats or other household pets (not exceeding three household pets in total) may be kept in Townhouse Units subject to rules and regulations adopted by the Board, provided they are not kept, bred or maintained for any commercial purpose, and provided further that any such pet causing or creating a nuisance or unreasonable disturbance shall be permanently removed from the Property, upon three (3) days written notice from the Board and loss occasioned due to such animals shall be the financial responsibility of the animal's owner. Animal waste must be properly disposed of upon occurrence. It cannot remain in or on any portion.

3.9 Offensive Activities. No unlawful, noxious or offensive activity shall be conducted in any Townhouse Unit or in the Additional Maintenance Area, nor shall anything be done therein, either willfully or negligently, which may be or become an annoyance or nuisance to the other owners or Occupants.

3.10 Impairment of Structural Integrity of Building. Nothing shall be done in any Townhouse Unit or in, on or to the Additional Maintenance Area which will impair the structural integrity of any Building. No owner shall overload the electric wiring in a Building, or operate any machines, appliances, accessories or equipment in such manner as to cause, in the judgment of the Board, an unreasonable disturbance to others.

3.11 Laundry and Rubbish. No clothes, sheets, blankets, laundry of any kind, or other articles shall be hung out or exposed on any part of the Additional Maintenance Area. The Additional Maintenance Area shall be kept free and clear of rubbish, debris and other unsightly materials. Trash, garbage and other wastes shall be kept within the garage, only in enclosed sanitary containers (of such type, color, composition and design as may be determined by the Board), and shall be, disposed of in a clean, sightly, healthy and sanitary manner, and as may be prescribed from time to time by the rules and regulations of the Board.

3.12 Signs. "For Sale" or "For Rent" signs, advertising or other displays, shall not be maintained or permitted on any part of the Property except at such location and in such form as shall be determined by the Board and except as permitted under Section 3.3.

3.13 Use of Common Area. The Common Area is planned for the use and enjoyment of all owners, occupants and guests. No one or no group shall appropriate any part of them for their special uses or activities. No activities shall be allowed which interfere with the peaceful enjoyment of the Property by others. This includes but not limited to basketball playing and skateboarding.

3.14 Covering of Interior Surfaces. The covering of the interior surfaces of the windows and glass doors, storm doors, screen doors appurtenant to the Townhouse Units whether by draperies, shades or other items visible from the exterior of a Townhouse Unit, shall be subject to the rules and regulations of the Board.

3.15 Other Responsibilities of Townhouse Unit Owners. Each Townhouse Unit Owner shall be obligated to maintain and keep in good order and repair the interior of his own Townhouse Unit. Each Unit Owner shall be responsible to provide insurance on his personal property in his Townhouse Unit and his personal property stored elsewhere on the Property and insurance against personal injury and property damage liability to the extent not covered by the liability insurance for all Townhouse Unit Owners obtained by the Board as herein provide. Each Townhouse Unit Owner shall be responsible for sewer and water lines servicing that Unit Owner's Unit, as provided in the Maintenance Declaration. Each Townhouse Unit Owner shall provide proof of such insurance to the Board at all times and shall provide certificates of insurance thereof naming the Association as a certificate holder to receive notice of changes in the owners' insurance policy, or such other method approved by the Board.

3.16 Use During Construction and Sale Period. During the period of construction of the Buildings on the Property by the Developer, the Developer, contractors, and subcontractors, and their respective agents and employees, shall be entitled to access, ingress and egress to said Buildings and Property as may be required in connection with said construction. During the period in

which sales of Units within the subdivision of which the Property is a part by the Developer are in progress, but in no event for any period extending beyond ninety-six (96) months from the recordation of this Declaration, the Developer or Owner may occupy or grant permission to any person or entity to occupy, with or without rental, one or more Townhouse Units for business or promotional purposes" including all business activities of Developer regardless of any connections with the herein described real estate, including clerical activities, sales offices, model Townhouse Units for display and the like and may maintain customary signs in connection therewith, provided that the activities in the Townhouse Units so occupied do not interfere with the quiet enjoyment of any other owner or Occupant.

3.17 Parking. Any part of the Common Area allocated to parking purposes shall be part of the Common Area and not part of any individual Unit. The Emergency Assess Drive shall not be parked upon or obstructed in any way.

3.18 Recreational Vehicle. Trucks, boats, recreational vehicles, trailers or other vehicles (other than automobiles and pick-up or sport utility trucks not exceeding three tons in total weight) shall at all times be parked in the garage of the Unit and their repair or maintenance shall not be permitted except within the confines of the garage; not included in this prohibition is time, less than seven (7) days annually, during which said vehicles are being readied for usage.

3.19 Patios. Notwithstanding anything in this Declaration to the contrary, if a patio appurtenant to a Townhouse Unit is located within the Common Area, only the Owner or Occupant of the Townhouse Unit shall have the exclusive right to the use of said patio and an easement of enjoyment and access to said patio.

3.20 Driveways and Walkways. Notwithstanding anything in this Declaration to the contrary, each Owner shall have the sole and exclusive use of the paved driveway lying within the Common Area leading from the Townhouse Unit garage to the street and the entry way stoop and paved service walkway, constructed on the Common Area, leading from the front door of the Townhouse Unit to the driveway serving that Townhouse Unit.

3.21 Rentals. Except as otherwise limited by law, no rental of a term of less than one (1) year shall be permitted. Owner shall deliver to the Association full and complete copies of all leases, together with insurance certificates as elsewhere in this Declaration provided applicable to the ownership as a landlord in form and coverage acceptable to the Association. The Owner shall be responsible for all acts and omissions of his or her tenant.

## ARTICLE 4
## PARTY WALLS

4.1 General Rules of Law to Apply. Each wall which is built as a part of the original construction of the homes upon the Property and placed on the dividing line between the Units shall constitute a party wall, and, to the extent not inconsistent with the provisions of this Article, the general rules of law regarding party walls and liability for property damage due to negligence or willful acts or omissions shall apply thereto.

4.2 Sharing of Repair and Maintenance. The cost of reasonable repair and maintenance of a party wall shall be shared by the Owners who make use of the wall in equal proportion to such use.

4.3 Destruction by Fire or Other Casualty. If a party wall is destroyed or damaged by fire or other casualty, any Owner who has used the wall may restore it, and if the other Owners thereafter make use of the wall, they shall contribute to the cost of restoration thereof in proportion to such use without prejudice, however, to the right of any such owners to call for a larger contribution from the others under any rule of law regarding liability for negligent or willful acts or omissions.

## ARTICLE 5
## JOINT CONNECTION OF SEWER, WATER, ELECTRICAL, GAS, CABLE TV, INTERNET AND TELEPHONE LINES

The rights and duties of the Unit Owners within the subdivisions with respect to sewer, water, electricity, gas, cable TV, internet and telephone shall be governed by the following:

(a) Wherever joint house connections of sanitary and storm sewer, water, electricity, gas, cable TV, internet or telephone lines are installed within the Property, and the connections, or any portion thereof, lie in or upon units owned by Owners other than the owner served by said connections, the Association and the Owners of any Townhouse Unit served by said connection shall have the right, and are hereby granted an easement to the full extent necessary therefore, to enter upon the Units or to have the utility companies enter upon the Townhouse Units within the Property in or upon which said connection, or any portion thereof is located, to repair, replace and generally maintain said connection as and when the same may be necessary as set forth below. If the Board deems the repair, replacement or maintenance of such connection to be an emergency, the Association shall have the right to repair, replace or maintain such connection and assess the costs thereof against the Townhouse Unit served by such connection in the amounts the Owners would otherwise be responsible for under paragraphs (c) and (d) herein, and each such owner shall pay the Association (or its collecting agent) said assessment upon demand or in such periodic payments as may be determined by the Board. Said assessment, if not so paid on the date when due, shall become delinquent, and shall be a continuing lien on the Unit and shall be the personal obligation of the Owner of such Townhouse Unit and shall be subject to collection, enforceability, foreclosure and remedies of the Association in the manner set forth in Article 11 hereof for other assessments by the Association.

(b) Wherever joint house connections of storm and sanitary sewer, water, electricity, gas, or telephone lines are installed within the Property and the connections serve more than one Townhouse Unit, the Owner of each Townhouse Unit served by such connection shall be entitled to the full use and enjoyment of such portions of said connection as services his or her Townhouse Unit.

(c) In the event any portion of said connection or line is obstructed, damaged or destroyed through the act of an Owner of a Townhouse Unit being served by said connection, or any of his agents, guests, or members of his family, whether or not such act is negligent or otherwise culpable, so as to deprive the other Owners being served by said connection of the full use and enjoyment of said connection, then the Owner responsible therefore, shall forthwith proceed to replace or repair the same to as good condition as formerly without cost to the other Owners served by said connection.

(d) In the event any portion of said connection or line is obstructed, damaged or destroyed by some cause other than the act of any of the owners being served by said connection, his agents, guests, or members of his family (including ordinary wear and tear and deterioration from lapse of time), then in such event if said obstruction, damage or destruction shall prevent the full use and enjoyment of said connection by the Owner of a Townhouse served by said connection, all such Owners who are thereby deprived of said use and enjoyment shall proceed forthwith to replace or repair said connection to as good condition as formerly at their joint and equal expense.

ARTICLE 6
MAINTENANCE AND REPAIR

6.1 Responsibility of Unit Owner. Each Unit Owner shall provide at his own expense, all of the maintenance, decorating, repairs and replacements within his own Townhouse Unit and keep same in good condition. Specifically, each Townhouse Unit Owner shall be responsible for repair, replacement and maintenance of decks and patios, garage doors and stoops and service walkways leading from the front of the Townhouse Unit to the driveway and, as provided in the Maintenance Declaration, for sanitary and storm sewer services and water lines servicing the Unit.

6.2 Responsibility of Association. The Association shall be responsible for the maintenance of the Common Area and Additional Maintenance Area, including the maintenance of private streets, driveways, retaining walls, landscaping, the pergola amenity area, snow removal, sewer and water lines, and everything affecting the Common Area except as may be provided otherwise in this declaration. The Association shall also be responsible for maintenance, repair and replacement as provided in the Maintenance Declaration.

6.3. Exterior. The Association shall also provide exterior maintenance upon each Townhouse Unit which is subject to assessment hereunder, as follows: paint, repair, replace and care for gutters, downspouts, exterior building surfaces including siding and roof, trees, shrubs, grass, and other exterior improvements including entrance entry doors, patios and window sashes. Such exterior maintenance responsibilities shall neither include glass surfaces nor electric/automatic garage door openers.

However, in the event that the need for maintenance or repair is caused through the willful or negligent act of the owner, his family or invitees, the cost of such maintenance or repairs shall be added to and become a part of the assessment to which such Unit is subject.

6.4 Maintenance of Unit. Whenever the Board shall determine, in its discretion, that any maintenance or repair of any Townhouse Unit is necessary to protect the Common Area or Additional Maintenance Area or any other portion of a Building, the Board may cause a written notice of the necessity for such maintenance or repair to be served upon such Owner, which notice may be served by delivering a copy thereof to the occupant of such Townhouse Unit, or by mailing the same by certified or registered mail addressed to the owner of the Townhouse Unit. If such Owner fails or refuses to perform any such maintenance or repair within a reasonable time stated in the notice (or any extension thereof approved by the Board), the Board may cause such maintenance and repair to be performed at the expense of such Owner.

6.5 Board's Discretion. The Board shall have exclusive authority to take or refrain from taking any action pursuant to this Article. All expenses which, pursuant to this Article, are chargeable to any Owner, may be specifically assessed to such Owner and shall be payable by such Owner as prescribed by the Board.

6.6 Alterations, Additions and Improvements. No alterations of the Additional Maintenance Area, or any additions or improvements thereto, shall be made by any Owner without the prior written approval of the Board. The Board may authorize and charge as common expenses alterations and improvements of, and additions to the Common Area, provided, however, that in the event the costs thereof are to be charged to common expenses the Board shall not approve such alterations, improvements or additions requiring an expenditure in excess of $10,000.00 without the

approval of 75% of voting members as defined in Article 9, with the exception of any situation or condition which may cause immediate or substantial liability, risk or physical property damage. Any Owner may make alterations, additions or improvements within his Townhouse Unit without the prior written approval of the Board, but, in any event, such Owner shall be responsible for any damage to other Townhouse Units, the Common Area or Additional Maintenance Areas or the Property as a result of such alterations, additions and improvements.

6.7 Liability for Expense, etc. All Owners shall be liable for the expense of any maintenance, repair or replacement tendered necessary by his act, neglect or carelessness or by that of any Member of his family or his or their animals, guests, employees, agents or lessees, but only to the extent that such expense is not met by the proceeds of insurance carried by the Board or other Unit Owners. Such liability shall include any increase in fire insurance rates occasioned by use, misuse, occupancy or abandonment of a Townhouse Unit or its appurtenances. Nothing herein contained, however, shall be construed so as to modify any waiver by insurance companies of rights of subrogation.

6.8 Waiver of Claims. Each Unit Owner hereby waives and releases any and all claims which he may have against any other Unit Owner, the Association, its officers, members of the Board, the Developer, the owner, the manager and managing agents of the Building, if any, and their respective employees and agents, for damage to the Common Area, the Units, or to any personal property located in the Units or Common Area, caused by fire or other casualty, to the extent that such damage is covered by fire or other form of casualty insurance.

## ARTICLE 7
## ARCHITECTURAL CONTROL

No building, fence, wall or other structure shall be commenced, erected or maintained upon the Property nor shall any exterior addition to or change (including storm doors) or alteration therein be made, except such as are installed and approved by the Developer in connection with the initial construction of the Units, until the plans and specifications showing the nature, kind, shape, height, materials and location of the same shall have been submitted to and approved in writing as to harmony of external design and location in relation to surrounding structures and topography by the Board of the Association, or by an architectural committee composed of three (3) or more representatives appointed by the Board. In the event the Board, or its designated committee, fails to approve or disapprove such design and location within thirty (30) days after said plans and specifications have been submitted to it, approval will not be required and the Article will be deemed to have been fully complied with.

## ARTICLE 8
## INSURANCE

8.1 Fire Insurance. Each Owner shall be responsible for and shall procure fire and extended coverage insurance upon such Owner's Townhouse Unit for not less than the full insurable replacement value thereof under a policy or policies of Insurance with such company or companies, in such form, and or such premiums and periods as he may determine to be appropriate, but shall name the Association as an additional insured. A current copy of the policy must be maintained with the Association at all times. Each Owner shall also be responsible for his own insurance on the contents of his Townhouse Unit and furnishing and personal property therein, and his personal property stored elsewhere on the Premises.

8.2 Rebuilding. In the event of damage to or destruction of any portion of a Townhouse Unit by fire or other casualty, the Owner thereof shall within a reasonable time after such damage or destruction, repair or rebuild the same in a substantial and workmanlike manner with materials comparable to those used in the original structure, and in conformity in all respects to the laws or ordinances regulating the construction. Subject to Article 7 hereof, the exterior of such Townhouse Unit, when rebuilt, shall be substantially similar to and of architectural design in conformity with the surrounding Townhouse Units which are not so damaged or destroyed.

8.3 Association's Right to Rebuild. In the event that any Owner shall fail, within a reasonable time after the occurrence of damage or destruction referred to in Article 8.2, to perform the necessary repair or rebuilding, then, and in any such event, the Association may cause such repairs or rebuilding to be furnished, provided and installed in the manner as provided in Article 8.2. And in such event, the Association shall have, and is hereby given, a continuing lien on such Unit in the aggregate amount of (a) the cost thereof, (b) interest at the rate of 10% per annum from the date of the Association's payment of such costs, and (c) reasonable attorneys' fees and any costs incurred by the Association in connection therewith. The lien upon the Unit shall additionally be a claim against the owner, his heirs, devisees, personal representatives, grantees and assigns. In the event such Owner does not forthwith fully pay the Association, as aforesaid, and the insurance proceeds are insufficient to pay same, the lien may be foreclosed by the Association against the Unit, in the same manner as hereinafter provided in connection with unpaid assessments. The lien of the Association upon said Unit and insurance proceeds shall be subject and subordinate to the lien of any first mortgage or first trust deed owned or held by a bank, savings and loan association, insurance company or other institutional investor recorded prior to the fire loss.

## ARTICLE 9
## ASSOCIATION - MEMBERS - VOTING RIGHTS

Subject to the Common Interest Community Association Act:

9.1 Association. Prior to the date of the first conveyance of a Unit, the Trustee or Developer shall cause to be incorporated a not-for-profit corporation of the State of Illinois to be called the HARDING GLEN TOWN HOMES HOMEOWNERS ASSOCIATION or any name similar thereto.

9.2 Membership. Every Unit Owner shall be a member of said Association, which membership shall automatically terminate upon the sale, transfer or other disposition of such member of his Unit Ownership, at which time the new Owner shall automatically become a member therein. The Association may issue certificates evidencing membership therein. Such corporation shall have all of the powers, duties and obligations, and shall be operated in the manner, as set forth in this Article pertaining to them administration of the Association. Each Owner agrees to be bound by and observe the terms and provisions of the Association charter, its by-laws and the rules and regulations promulgated from time to time by said Association, its Board of Directors and Officers. The holder of an interest for security purposes only shall not be a member.

9.3 Voting Rights. The association shall have two classes of voting members. Homeowners shall have the right to vote immediately upon turnover date.

Class A: Class A members shall be all Unit Owners other than the Declarant and shall be entitled to one vote for each Unit owned. When more than one person holds an interest in any Unit, all such persons shall be deemed a single member. The vote for such Unit shall be exercised as they among themselves determine, but in no event shall more than one vote be cast with respect to any Unit.

Class B: The Class B members shall be the Declarant and shall be entitled to five (5) votes for each Unit owned. The Class B membership shall cease and be converted to Class A membership at such time as the Declarant shall elect, but shall occur absolute, with no further action being necessary at such time as the total votes outstanding in the Class A membership equal the total votes outstanding in the Class B Membership.

9.4 Suspension of Voting Rights. The Association shall have the right to suspend the voting rights of any Member for any period during which any assessment against his Unit remains unpaid.

9.5 Meeting. Meetings of the voting members shall be held at the Property or at such other place in DuPage County as designated in any notice of a meeting or as provided in the Common Interest Community Act. The presence in person-or by proxy at any meeting of the voting members having a majority of the total votes shall constitute a quorum. Unless otherwise expressly provided herein, any action may be taken at any meeting of the voting members having a majority of the total votes present at such meeting.

9.6 Annual Meetings. The initial meeting of the voting members, at which the initial board of directors is elected, shall be held upon no less than ten (10) and no more than thirty (30) days written notice given by the Developer. Such meeting shall be held not later than sixty (60) days after 75% of the Units are conveyed by the Developer or three (3) years after recording the Declaration, whichever is earlier. Thereafter there shall be an annual meeting of the voting members on the first Tuesday of October following such initial meeting, and on the first Tuesday of October of each succeeding year thereafter at 7:30 p.m. or at such other reasonable time or date (not more that thirty (30) days before or after such date) as may be designated by written notice of the Board delivered to the voting members not less than ten (10) days prior to the date fixed for said meeting.

9.7 Special Meetings. Special meetings of the voting members may be called at anytime for the purpose of considering matters which by terms of this Declaration require the approval of all or some of the voting members, or for any other reasonable purpose. Said meetings shall be called by written notice, authorized by the Developer or by a majority of the Board, or by the voting members having one-fourth of the total votes and delivered not less than ten (10) days prior to the date fixed for said meeting. The notice shall specify the date, time and place of the meeting and the matters to be considered.

9.8 Notices of Meetings. Notices of meetings required to be given herein may be delivered either personally or by mail or electronically as provided in the Common Interest Community Act to the persons entitled to vote thereat, addressed to each such person at the address given by him to the Board for the purpose of service of such notice, or to the Unit of the owner with respect to which such voting right appertains, if no address has been given to the Board.

ARTICLE 10
BOARD OF DIRECTORS

Subject to the Common Interest Community Association Act:

10.1 Administration of the Association. The direction and administration of the Association shall be vested in the Board of Directors (the ABoard@) which shall consist of not more than three (3) persons who shall be elected in the manner hereinafter set forth; provided, however, that, irrespective of anything else contained in this Declaration, for a period commencing on the date of this Declaration and ending upon the qualification of the directors elected at the initial meeting of the members, the Developer shall have the right to designate the number and selection of the individuals who shall serve as the Board of Directors to exercise the powers of the Board as herein set forth. Except for Directors so designated by the Developer, each member of the Board shall be an owner within the Development, elected for a one-year term at the annual meeting of Members; provided, however, that in the event an owner is a corporation, partnership, trust or other legal entity other than a natural person or persons, then any designated agent of such corporation, partnership or other legal entity or beneficiary of such trust shall be eligible to serve as a member of the Board. If a Director fails to meet such qualifications during his term, he shall thereupon cease to be a Director and his place on the Board shall be deemed vacant. The board members shall meet annually immediately following the annual meeting of the members, and at least 3 additional times annually.

10.2 Election of Officers. The Board shall elect from among its members a President who shall preside over both its meetings and those of the voting members, and who shall be the chief executive officer of the Board, a Secretary who shall keep the minutes of all meetings of the Board and of the voting members and who shall, in general, perform all the duties incident to the office of Secretary, and a Treasurer to keep the financial records and books of account and such additional officers as the Board shall see fit to elect. Such election shall take place at the annual meeting (Section 10.1) of the Board of Directors.

10.3 Removal of Board Member or Officer. Any Board member or Officer may be removed from office by affirmative vote of the voting members having at least two-thirds of the total votes, at any special meeting called for the purpose. A successor to fill the unexpired term of the Board member removed may be elected by the voting members having at least two-thirds of the total votes at the same meeting or any subsequent meeting called for that purpose.

10.4 Execution of Documents. All agreements, contracts, deeds, leases, vouchers for payment of expenditures and other instruments shall be signed by such officer or officers, agent or agents of the Board and in such manner as from time to time shall be determined by written resolution of the Board. In the absence of such determination by the Board, such documents shall be signed by the President or any Vice-President and countersigned by the Secretary of the Board.

10.5 General Powers. Without limiting the general power of the Board as provided by law and this Declaration, the Board shall have the following powers and duties:

(a) To engage the services of a manager or managing agent to manage and operate the Property for all Owners upon such terms and with such authority as the Board may approve.

(b) To formulate policies for the administration, maintenance and operation of the Property.

(c) To adopt rules and regulations with written notice to all Owners, governing the administration, management, maintenance, use, conservation and beautification of the Property and for the health, comfort, safety and general welfare of the Owners, and to amend such regulations from time to time with written notice to all Owners.

(d) To provide for any construction, alteration, installation, maintenance, repair, painting and replacement for which the board under the Declaration or the By-Laws is authorized for such purposes to enter or authorize entry into any Unit, causing as little inconvenience to the Owner as practicable and repairing any damage caused by any such entry at the expense of maintenance fund.

(e) To provide for the designation, hiring and removal of a property manager and other personnel, including lawyers and accountants, and to employ and contract for the services of others, and to make purchases for improvement, maintenance, repair, replacement, administration, management and operation of the Property, and to delegate any such powers to the manager or managers (and any such employees or other personnel as may be employees of the managing agent).

(f) To estimate the amount of the annual budget, and to provide the manner of assessing and collecting from the owners their respective shares of such estimated expenses as hereinafter provided.

(g) To pay out of the maintenance fund hereinafter provided for the following:

(i) Water, waste removal, gas, electricity and telephone and other necessary utility services for the Common Area and Additional Maintenance Area.

(ii) The services of a manager or managing agent or any other person or firm employed by the Board.

(iii) Materials, equipment, labor, services, maintenance, repairs, structural alterations or assessments which the Board is required to secure or pay for, or which, in its opinion is necessary for the maintenance or operation of the Property or for the enforcement of restrictions, including without limitation its obligations or authority under the Maintenance Declaration.

(iv) Fire insurance of the Common Area and Additional Maintenance Areas, liability insurance, Workmen's Compensation Insurance and such other insurance as the Board shall deem desirable.

(v) Any amount necessary to pay the proportionate cost by the Association assessed by any Corporation pursuant to any contract described in subparagraph (h) of this Article, in connection with the maintenance, repair, improvements of Common and Additional Maintenance Areas and other lawful expenses of said corporation.

(h) To make contracts with the various Unit Owners or in the neighboring area.

(i) To comply with the instructions of a majority of the Owners as expressed in a resolution duly adopted by any annual or special meeting of the Owners.

(j) To exercise the architectural control vested in the Association under Article 7.

(k) To exercise all other powers and duties of the Board or Unit Owners as a group.

(l) To grant such easements and rights of way which they may deem necessary or desirable.

10.6 Indemnity. The members of the Board and the officers thereof or of the Association shall not be liable to the Unit Owners for any mistake of judgment, or any acts or omissions made in good faith as such members or officers. The Unit Owners shall indemnify and hold harmless each of such member or officers against all contractual liability to others arising out of contracts made by such members or officers on behalf of such Owners or the Association unless any such contract shall have been made in bad faith or contrary to the provisions of this Declaration. The liability of any Owner arising out of any contract made by such members or officers or out of the aforesaid indemnity shall be limited to such proportion of the total liability there under as his percentage of assessment bears to the total assessment as provided in Article 11.1. Each agreement made by such members or officers or by the managing agent on behalf of the Owner or the Association shall be executed by such members or officers or the managing agent, as the case may be, as agents for the Owners or for the Association.

10.7 Board's Determination Binding. In the event of any dispute or disagreement between any Owners relating to the Property, or any question of interpretation or application of the provisions of the Declaration or By-Laws, the determination thereof by the Board shall be final and binding on each and all such Unit Owners.

## ARTICLE 11
## ASSESSMENTS - MAINTENANCE FUND

11.1 Estimate of Maintenance Costs. Each year on or before December 1st, the Board shall estimate the total amount necessary to pay the cost of wages, materials, insurance, services and supplies which will be required during the ensuing calendar year for the rendering of all services, together with a reasonable amount considered by the Board to be necessary for a reserve for contingencies and replacements, and shall on or before December 15th notify each Owner in

writing as to the amount of such estimate, with reasonable itemization thereof. Said estimated cash requirement shall be assessed to the Owners at a uniform rate for all Owners share and share alike. On or before January 1st of the ensuing year, and the 1st of each and every month of said year, each Owner shall be obligated to pay to the Board or as it may direct, one-twelfth of the assessment made pursuant to this paragraph. On or before May 1st of each calendar year, the Board shall supply to all Owners an itemized accounting of the maintenance expenses for the preceding calendar year actually incurred and paid, together with a tabulation of the amounts collected pursuant to the estimates provided, and showing the net amount over or short of the actual expenditures plus reserves. At the Board's option, any amount accumulated in excess of the amount required for actual expenses and reserves shall be credited to the next monthly installments due from Owners under the current year's estimate, until exhausted, and any net shortage shall be added to the installments due in the succeeding six months after rendering of the accounting.

11.2 Reserve for Contingencies and Replacements. The Board shall build up and maintain a reasonable reserve for contingencies and replacements. Extraordinary expenditures not originally included in the annual estimate which may become necessary during the year, shall be charged first against such reserve. If said estimated cash requirement proves inadequate for any reason, including non-payment of any Owner's assessment, the Board may at any time levy a further share and share alike assessment. The board shall serve notice of such further assessment on all Owners by a statement in writing giving the amount and reasons therefore, and such further assessment shall become effective with the next month's maintenance payment which is due more than ten (10) days after the delivery or mailing of such notice of further assessments. All Unit Owners shall be obligated to pay the adjusted monthly amount.

11.3 Estimate of Cash Requirements. When the first Board elected hereunder takes office, it shall determine the estimated cash requirement, as herein above defined, for the period commencing thirty (30) days after said election and ending on December 31st of the calendar year in which said election occurs. Assessments shall be levied against the owners during said period as provided in Section 11.1.

11.4 Failure or Delay in Preparation of Estimate. The failure or delay of the Board to prepare or serve the annual or adjusted estimate on an Owner shall not constitute a waiver or release in any manner of such Owner's obligation to pay the maintenance costs and necessary reserves, as herein provided, whenever the same shall be determined; in the absence of any annual estimate or adjusted estimate the Owner shall continue to pay the monthly maintenance charge at the then existing monthly rate established for the previous period until the next monthly maintenance payment which is due more than ten (10) days after such new annual or adjusted estimate shall have been mailed or delivered.

11.5 Owners' Liability. Owners of Units shall be personally liable for all assessments. Each grantee shall be personally liable for all assessments due at time of conveyance without prejudice, however, to grantee's rights to reimbursement from grantor. Liability for such assessment may not be avoided by non-use of Common Area or abandonment of his Unit.

11.6 Unsold Units. Developer shall not be obligated to pay any assessment with respect to any unsold Units or unimproved Units. Developer shall pay assessments for unsold occupied Units.

11.7 Books and Records. The Board shall keep full and correct books of account in chronological order of the receipts received by and expenditures made by the Board affecting the Property and the Association's obligation herein, specifying and itemizing the maintenance and repair expenses. Such records and the vouchers authorizing the payments shall be available for inspection by any Owner or any representative of an owner duly authorized in writing, at such reasonable time or times during normal business hours as may be requested by the Owner. Upon ten (10) days' notice to the Board and payment of a reasonable fee, any Owner shall be furnished a statement of his account setting forth the amount of any unpaid assessments or other charges due and owing from such Owner.

11.8 Default. If an Owner is in default in the monthly payment of the aforesaid charges or assessment for thirty (30) days, the Association may bring suit for and on behalf of itself and as representatives of all owners, to enforce collection thereof or to foreclose the lien therefore as hereinafter provided, and there shall be added to the amount due the costs of said suit, and other fees and expenses together with legal interest and reasonable attorneys' fees to be fixed by the Court. To the extent permitted by any decision or any statute or law now or hereafter effective, the amount of any delinquent and unpaid charges or assessments and interest, costs and fees as above provided, shall be and become a lien or charge against the Unit Ownership of the Owner involved when payable and may be foreclosed by an action brought in the name of the Board as in the case of foreclosure of liens against real estate. However, any recorded first mortgage or first trust deed made, owned or held by a bank, saving and loan association or insurance company or any institutional investor shall be superior to the lien of all common expenses which become due and are unpaid subsequent to the date of recording of such first mortgage or trust deed except for such common expenses on the encumbered Unit which becomes due and payable after the date said encumbrancer either takes possession of the Unit, accepts a conveyance of any interest in the Unit or has a receiver appointed in a suit to foreclose its lien. Notwithstanding, the foregoing is subject to applicable laws of the State of Illinois.

11.9 Eviction. In addition to the rights and remedies set forth in Section 11.8, if any Owner shall default in the payment, when same shall be due, of the aforesaid charge or assessments and said default shall continue for thirty (30) days after written notice to said Owner by the Board, of the amount of unpaid charges, or assessments and a demand for payment thereof, the Board shall have the right to declare said default a forcible detainer against the Unit and shall have the right, on behalf of the other Owners, to enter and take possession of the Unit from any defaulting owner, to put out said Owner, or any occupant or tenant claiming by, through or under said Owner, using such reasonable force as the Board shall deem necessary under the circumstances and, in addition, to exercise any other rights or remedies provided in the Illinois Eviction Act (formerly the Forcible Entry and Detainer Act), 735 ILCS 5/Article IX.

## ARTICLE 12
## DISCLAIMER AND ADVERTISING BY DECLARANTS

12.1 Disclaimer. The Developer specifically disclaim any intent to have made any warranty or representation in connection with the Development except as specifically set forth in contracts for the sale of townhouses to be built therein and no person shall rely upon any warranty or representation not so specifically made in such contracts for the benefit of such person. The expression of an intention, reference to any plan or development, shall not be construed as a commitment on the Developer. Any estimates of Common Expenses furnished to prospective Unit

Owners are believed to be reasonably accurate, but no warranty or guarantee is made nor intended to be made thereby, nor may one be relied upon as so having been made.

12.2 Advertising by the Developer. Notwithstanding any provisions hereof to the contrary, at all times and from time to time prior to Developer conveying all Units to third parties and the completion of the development of the entire Development, Developer (and successors and mortgagees), shall have the right and privilege to erect and maintain advertising signs, sales flags, sales trailer, other sales devices and banners for the purpose of aiding the sale of Units and to facilitate the completion of construction of the buildings and improvements comprising Harding Glen Town Homes and sale of Units thereof. The construction of the buildings and improvements by the Developer shall not be considered a nuisance, and Developer hereby reserves the right and privilege for themselves (and their successors and mortgagees) to conduct the activities enumerated in this paragraph.

## ARTICLE 13
## AMENDMENTS

13.1 Amendment. The provisions of this Declaration may be changed, modified or rescinded by an instrument in writing setting forth such change, modification or rescission, signed by Owners having at least three-fourths (3/4) of the total vote, and certified by the secretary of the Board, provided, however, that all lien holders of record have been notified either by personal service or mailing by certified mail of such change, modification or rescission, and an affidavit by said secretary certifying the same is a part of such instrument.

13.2 Notice of Amendment. The change, modification or rescission, accomplished under the provisions of the preceding paragraph, shall be effective upon recordation of such instrument in the office of the Recorder of Deeds of DuPage County, Illinois.

13.3 Special Amendment Reservation. Declarant hereby reserves the right and power to record a special amendment (hereinafter the "Special Amendment") to this declaration at any time and from time to time which amends this Declaration (i) to comply with requirements of the Federal National Mortgage Association, the Government National Mortgage Association, the Federal Home Loan Mortgage Corporation, the Department of Housing and Urban Development, the Federal Housing Association, the Veterans' Administration, or any other governmental agency or any other public, quasi-public or private entity which performs (or may in the future perform) functions similar to those currently performed by such entities, (ii) to induce any of such agencies or entities to make purchase, sell, insure or guarantee first mortgages encumbering any Unit, or (iii) to correct clerical or typographical errors in this Declaration or any Exhibit hereto or any supplement or amendment thereto. In addition, a Special Amendment shall also be deemed to include, until title is conveyed to the Association, such amendment to this Declaration as Declarant elects to record at any time and from time to time for any other purpose, so long as such amendment will not materially impair the rights of the Owners hereunder or materially increase the expenses to be borne by them hereunder. In furtherance of the foregoing, a power coupled with an interest is hereby reserved and granted to the Declarant to vote in favor of, make or consent to a Special Amendment on behalf of each Owner as proxy or attorney-in-fact, as the case may be. Said power shall be irrevocable. Each deed, mortgage, trust deed, other evidence of obligation, or other instrument affecting a Unit and the acceptance thereof shall be deemed to be a grant and acknowledgment of, and a consent to the reservation of, the power of the Declarant to vote in favor of, make, execute and record Special Amendment. Subject to the provisions of Section 13.3 hereof, the right of the Declarant to act

pursuant to rights reserved or granted under this Section shall terminate at such time as the Declarant no longer holds title to any Unit.

13.4 Additional Property. Developer may, at its sole discretion, from time to time, elect to bring within the scheme of this Declaration real estate then adjacent to the Property and designated on Exhibit "B" as Lots 1, 3, 4 and 5 (hereinafter referred to as the "Additional Property"). Developer is not obligated in any manner by this Declaration to annex the Additional Property to the Property or to annex any particular tract, or to annex tracts in any particular sequence, or to annex contiguous tracts, it being the intention hereof that Developer may decline to exercise the rights granted in this Section 13.4 or may elect to exercise such rights only to a limited extent. The additions authorized by the following and succeeding provisions of this Section 13.4 shall be made by recording in the Office of the Recorder of Deeds for DuPage County, Illinois, a Supplementary Declaration with respect to the Additional Property, or portion thereof, which shall extend the scheme of this Declaration to the property to be annexed (hereinafter referred to as the "Annexed Property"). Such Supplementary Declaration may contain such complementary additions and modifications of the covenants and restrictions contained in this Declaration as are not inconsistent with the scheme of this Declaration. At such time as the Declarant causes the recording of such Supplementary Declaration or Declarations, then in such event:

(a) The provisions of this Declaration applicable to the Common Area and Additional Maintenance Areas located on such Annexed Property, and the rights of Declarant and Developer with respect thereto, and all other rights, easements, covenants, restrictions, burdens, uses and privileges appurtenant to the Common Area and Additional Maintenance Areas shall include and apply to the Common Area as extended by such annexation;

(b) Every person or entity who shall become an Owner of any Unit located in such Annexed Property shall be and become a Member of the Association on the same terms and conditions and subject to the same qualifications and limitations, as those Members who are then Owners of Units located on the Property. Developer and Declarant shall have and enjoy in such Annexed Property all easements and exercise all rights, privileges and immunities reserved to them or either of them in this Declaration in the same manner and with the same force and effect as though the term Property as used in this Declaration included such Annexed Property; and

(c) In all other respects, all the provisions of this Declaration shall include and apply to such Annexed Property in the same manner and with the same force and effect as though such Annexed Property had been subject to the provisions of this Declaration.

## ARTICLE 14
## GENERAL PROVISIONS

14.1 Notices. Notices provided for in the Declaration or Bylaws shall be in writing and shall be addressed to the Board at such address in Glen Ellyn, Illinois as is hereinafter provided, to a Unit Owner at the number of the respective Unit or at such other address as is hereinafter provided. The Board may designate its address for notices to it by giving written notice of the establishment or change of address to all Owners, from time to time. Any Owner may also

designate a different address or addresses for notices to him by giving written notice of his change of address to the Board. Notices addressed as above shall be deemed delivered when mailed by United States Registered or certified mail, or delivered in person, or if addressed to a Unit Owner, when deposited in his mailbox in the Building or at the door of his Unit in the Building.

Notices required to be given any devisee or personal representative of a deceased unit owner may be delivered either personally or by mail to such party at his or its address appearing in the records of the court wherein the estate of such deceased owner is being administered, or if address is unknown, by mailing same addressed to such person at the number of the Unit involved.

Upon written request to the Board, the holder of any recorded mortgage or trust deed encumbering any Unit shall be given a copy of all notices permitted or required by this Declaration to be given to the Unit Owner whose Unit is subject to such mortgage or trust deed.

14.2 Severability. If any provision of the declaration or any section, sentence, clause, phrase or word, or the application of any such provision, section, sentence, clause, phrase or work in any other circumstances shall not be affected thereby.

14.3 Perpetuities and Other Rules of Property. If any of the options, privileges, covenants or rights created by this Declaration would otherwise violate (a) the rule against perpetuities or some analogous statutory provision, or (b) any other statutory or common law rules imposing time limits, then such provision shall continue only until twenty-one (21) years after the death of the survivor of the now living lawful descendants of the incumbent President of the Village of Glen Ellyn and the incumbent President of the United States.

14.4 Rights and Obligations. Each grantee by the acceptance of a deed of conveyance, and each purchaser under any contract for such deed or conveyance, accepts the same subject to all restrictions, conditions, covenants, reservations, liens and charges, and the jurisdiction, rights and powers created or reserved by this Declaration, and all rights, benefits and privileges of every character hereby granted, created, reserved or declared, and all impositions and obligations hereby imposed shall be deemed and taken to be covenants running with the land, and shall bind any person having at any time any interest or estate in said land, and shall inure to the benefit of such person in like manner as though the provisions of this Declaration were recited and stipulated at length in each and any deed of conveyance. Reference to the respective deeds of conveyance, or in any mortgage or trust deed or other evidence of obligation, to the rights described in this Article or described in any other part of this Declaration, shall be sufficient to create and reserve such easements and rights to the respective grantees, mortgagees and trustees of such Unit Ownerships as fully and completely as though such rights were recited fully and set forth in their entirety in such documents.

14.5 Liberal Construction. The provisions of this Declaration shall be liberally construed to effectuate its purpose of creating a uniform plan for the operation of first-class townhouses.

14.6 Unit Ownership in Trust. In the event title to any Unit Ownership is conveyed to a title holding trust, under the terms of which all powers of management, operation and control of the Unit Ownerships remain vested in the trust beneficiary or beneficiaries, then the beneficiaries there under from time to time shall be responsible for payment of all obligations, liens or indebtedness and for the performance of all agreements, covenants and undertakings chargeable or created under this Declaration against such Unit Ownership. No claim shall be made against any such title

holding trustee personally for payment of any lien or obligation hereunder created and the trustee shall not be obligated to sequester funds or trust property to apply in whole or in part against such lien or obligation. The amount of such lien or obligation shall continue to be a charge or lien upon the Unit Ownership and the beneficiaries of such trust, notwithstanding any transfers of the beneficial interest of any such trust or any transfers of title to such Unit ownership.

14.7 Enforcement. These covenants and restrictions shall run with, and be binding upon, all land which by Declaration, as elsewhere herein provided for, is brought within these covenants and restrictions and shall be binding upon the Association and upon all persons owning, leasing, subleasing, or occupying any such land, their heirs, executors, administrators, personal representatives, successors and assigns. These covenants and restrictions may be enforced by the Association, which shall have the right to expend Association monies in pursuance thereof, and may also be enforced by the owner of any Unit in the subdivisions or any one or more of said parties. If these covenants and restrictions are enforced by appropriate proceedings by any such Owner or Owners, such Owner or Owners, if successful in such enforcement and if the Association had theretofore refused such enforcement, may be reimbursed by the Association for all or any part of the cost incurred, but such reimbursement shall be solely in the discretion of the Board of Directors of the Association.

14.8 Duration. These covenants and restrictions shall remain in full force and effect for a period of forty (40) years from the date hereof, and thereafter they shall be deemed to have been renewed for successive terms of ten (10) years.

14.9 Captions. Captions used are inserted solely as a matter of convenience and shall not be relied upon or used in construing the effect or meaning of any of the text of this Declaration.

14.10 No Waiver. No covenants, restrictions, conditions, obligations or provisions contained in this Declaration shall be deemed to have been abrogated or waived by reason of any failure to enforce the same, irrespective of the number of violations or breeches which may occur.

14.11 Interest. The Board shall have authority to establish the prevailing rate of interest to be charged on any account or indebtedness referred to in this Declaration.

14.12 Real Estate Taxes. In the event that any such taxes are not separately assessed to the owners of any Units but are taxed upon the whole subdivision or upon parcels containing more than one Unit, each Unit owner will pay his proportionate share thereof upon the basis of assessed valuation of each Unit.

14.13 Condemnation. If all or any part of the Common Area only shall be taken through condemnation by any governmental authority having power so to do, the net proceeds of such taking shall be paid to and retained by the Association. If any part of the Property including one or more Units shall be taken by one or more concurrent condemnation proceedings, the entire net proceeds of such taking or takings, including without limitation, all proceeds received on account of such taking of any part of the Common Area, shall be divided equitably among, and retained by, the Owners of the Units (subject to any prior rights thereto of first mortgagees of such Units) and the Association. If the effect of such condemnation shall be to isolate any part of the Property from the remainder of the Property, then all the Units lying wholly or partly within the portion of the Property so isolated shall be deemed to have been and shall be removed from and released from all of the terms and provisions of this Restatement and this Declaration shall be of no further force or effect

with respect thereto. For purposes of this paragraph, "condemnation" shall include also any sale under threat of condemnation to any governmental authority having condemnation power.

14.14 Declarant's Rights. Notwithstanding anything contained in this Declaration or in the By-Laws to the contrary, all rights which are specified in this Declaration or in the By-Laws to be rights of the Declarant are mortgageable, pledgeable, assignable and transferable. Upon any exercise of rights by the holder of any said mortgage or pledge or upon any transfer by reason of any default under any said mortgage or pledge, any one or more of such holders, its nominee or designee, any party appointed pursuant to such mortgage or pledge and any successor or assign by foreclosure or by deed in lieu of foreclosure, or otherwise, shall from time to time hold or be entitled to exercise the rights of the Declarant hereunder as fully as if named as such party herein. Any other transfer or assignment of the rights of the Declarant hereunder shall be deemed effective upon recording an assignment of such rights in the Office of the Recorder of Deeds of DuPage County, Illinois. Upon the recording of such assignment, such transferee or assignee shall be entitled to exercise the rights of the Declarant hereunder as fully as if named as such party herein. No party exercising rights as the Declarant hereunder shall have or incur any liability for the acts of any other party which previously exercised or subsequently shall exercise such rights.

14.15 Rights of Mortgagees. Notwithstanding any provision of this Declaration or the By-Laws to the contrary, the following provisions shall control:

(a) Upon written notice to the Association by any Mortgagee, the following actions will require notice to all Mortgagees:

(i) Abandonment or termination of the Association;

(ii) Any material amendment to the Declaration, Bylaws or Articles of Incorporation of the Association.

(b) Upon written request to the Association by any Mortgagee, such Mortgagee shall have the right:

(i) To examine current copies of this Declaration, the By-Laws, the Articles of Incorporation of the Association, the rules and regulations the books and records and financial statements of the Association during normal business hours;

(ii) To receive, without charge and within a reasonable time after such request, an audited financial statement prepared by the Association at the end of each of its respective fiscal years;

(iii) To receive written notices of all meetings of the Association and to designate a representative to attend all such meetings;

(iv) To receive written notice of any lapse, cancellation or material modification of any insurance policy or fidelity bond maintained by the Association;

(v) To receive notice of any delinquency in the payment of assessments or charges owed by an Owner of a Unit subject to such mortgage, where such delinquency has continued for a period of thirty (30) days;

(vi) To receive written notice of any proposed action that would require the consent of a specified percentage of first Mortgagees;

(vii) To receive written notice of any judgment rendered against the Association; and

(viii) To receive written notice of any condemnation loss or casualty loss which affects a portion of the Common Area, which loss exceeds Ten Thousand Dollars ($10,000), or which affects any Townhouse or any Unit, which loss exceeds Five Thousand Dollars ($5,000), on which there is a mortgage held by such Mortgagee.

(c) No provision of this Declaration or of the By-Laws or Articles of Incorporation of the Association, or any similar instrument pertaining to the Property or the dwellings thereon, shall be deemed to give an Owner or any other party priority over any rights of bona fide first Mortgagees in the case of a distribution to Owners of insurance proceeds or condemnation awards for losses to or a taking of the Common Area or any portion thereof or interest therein.

14.16 Applicability of Common Interest Act. Notwithstanding anything to the contrary set forth in this Declaration, the provisions of this Declaration are subject to the Common Interest Act and the provisions thereof.

## ARTICLE 15
## MAINTENANCE DECLARATION

15.1 Maintenance Declaration. The Developer and the Village entered into the Maintenance Declaration to clarify, define and allocate among the Association, the Village and the Unit Owners certain rights and obligations with respect to the Property and Harding Court, a dedicated street, which includes the Harding Court Spur. This Declaration and the rights and obligations of the Association and the Unit Owners are specifically subject to the terms and provisions thereof. All of the expenses of the Association in connection with its obligations under the Maintenance Declaration shall be deemed Common Area maintenance expenses and shall be included in any estimate of Association maintenance costs.

15.2 Harding Court Spur. The Harding Court Spur is designated on the Plat. The rights and obligations of the Village, the Association and the Unit Owners with respect to the Harding Court Spur are set forth in the Maintenance Declaration.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals effective upon the date set forth above.

Harding Custom Homes LLC, an Illinois limited liability company

By: _____
Mark White, Manager

STATE OF ILLINOIS )
) SS .
COUNTY OF DuPAGE )

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, do hereby certify that Mark White, Manager of Harding Custom Homes LLC, an Illinois limited liability company (the "Company"), personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he signed and delivered the said instrument pursuant to authority of the Company as his own free and voluntary act and as the free and voluntary act of the Company, for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal, this _____ day of _____, 2021.

_____
Notary Public

CONSENT OF MORTGAGEE

_____, holder of a Mortgage and Assignment of Leases and Rents (the "Mortgage@) dated as of _____and recorded in the office of the Recorder of Deeds of DuPage County, Illinois, on _____ as Document Number_____, hereby consents to the execution and recording of the attached Declaration of Covenants, Conditions, Restrictions and Easements for Harding Glen Town Homes and agrees that said Mortgage is subject thereto.

IN WITNESS WHEREOF, said Bank has caused this Consent of Mortgagee to be signed by its duly authorized officers on its behalf in Illinois, on this _____ day of _____, 2021.

_____

By: _____
Title: _____

ATTEST:

_____

STATE OF ILLINOIS )
) SS
COUNTY OF DuPAGE )

I, and the State aforesaid, DO HEREBY CERTIFY that _____, the _____ _____ and _____, the _____ of_____, personally known to me to be the same persons whose names are subscribed to the foregoing instrument as such _____ and _____, respectively, appeared before me this day in person and acknowledged that they signed and delivered said instrument as their own free and voluntary act and as the free and voluntary act of said Bank, for the uses and purposes therein set forth; and said _____, the _____ then and there acknowledged that he, as custodian of the corporate seal of said Bank, did affix the corporate seal of said Bank to said instrument as his own free and voluntary act and as the free and voluntary act of said Bank, for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this _____day of _____, 2021.

_____
Notary Public

## EXHIBIT "A"

## Legal Description

Lot 2 of Harding Custom Homes Subdivision Unit 2, being a subdivision of the Southeast Quarter of the Northeast Quarter of Section 23, Township 39 North, Range 10, East of the Third Principal Meridian, in DuPage County, Illinois according to the Plat thereof recorded with the Recorder of Deeds of DuPage County, Illinois as document number _____, and located in the Village of Glen Ellyn, DuPage County, Illinois.

| | |
|---|---|
| Commonly known as: | Harding Glen Town Homes Lot 2<br>Harding Glen Town Homes<br>Glen Ellyn, IL 60137 |
| Permanent Index Number: | A portion of 05-23-223-020, 05-23-223-005, 05-23-223-008 and 05-23-223-025 |

**EXHIBIT "B"**

**Plat**

EcoCAT
Ecological Compliance Assessment Tool

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

*Applicant:* Harding Custom Homes, LLC
*Contact:* Marvin K. Ritter
*Address:* 540 Duane Street, 2nd Floor
Glen Ellyn, IL 60137

*IDNR Project Number:* 1805192
*Date:* 12/22/2017

*Project:* Harding Avenue Townhomes
*Address:* Directly east of 765 Harding Avenue, Glen Ellyn

*Description:* Redevelopment of 3+ acres of residential R2 land to R4 to construct townhomes.

## Natural Resource Review Results

**Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)**

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

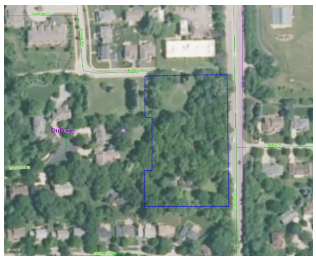
**Consultation is terminated.** This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

### Location

The applicant is responsible for the accuracy of the location submitted for the project.

*County:* DuPage

*Township, Range, Section:*
39N, 10E, 23



**IL Department of Natural Resources Contact**
Adam Rawe
217-785-5500
Division of Ecosystems & Environment

**Government Jurisdiction**
Village of Glen Ellyn, Illinois
John Sterrett
535 Duane Street
Glen Ellyn, Illinois 60137

**Disclaimer**

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

**Terms of Use**

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

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

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

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

**Security**

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

**Privacy**

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

EcoCAT
Ecological Compliance Assessment Tool

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

# EcoCAT Receipt

**Project Code** 1805192

| APPLICANT | DATE |
|---|---|
| Harding Custom Homes, LLC<br>Marvin Ritter<br>540 Duane Street<br>2nd Floor<br>Glen Ellyn, IL 60137 | 12/22/2017 |

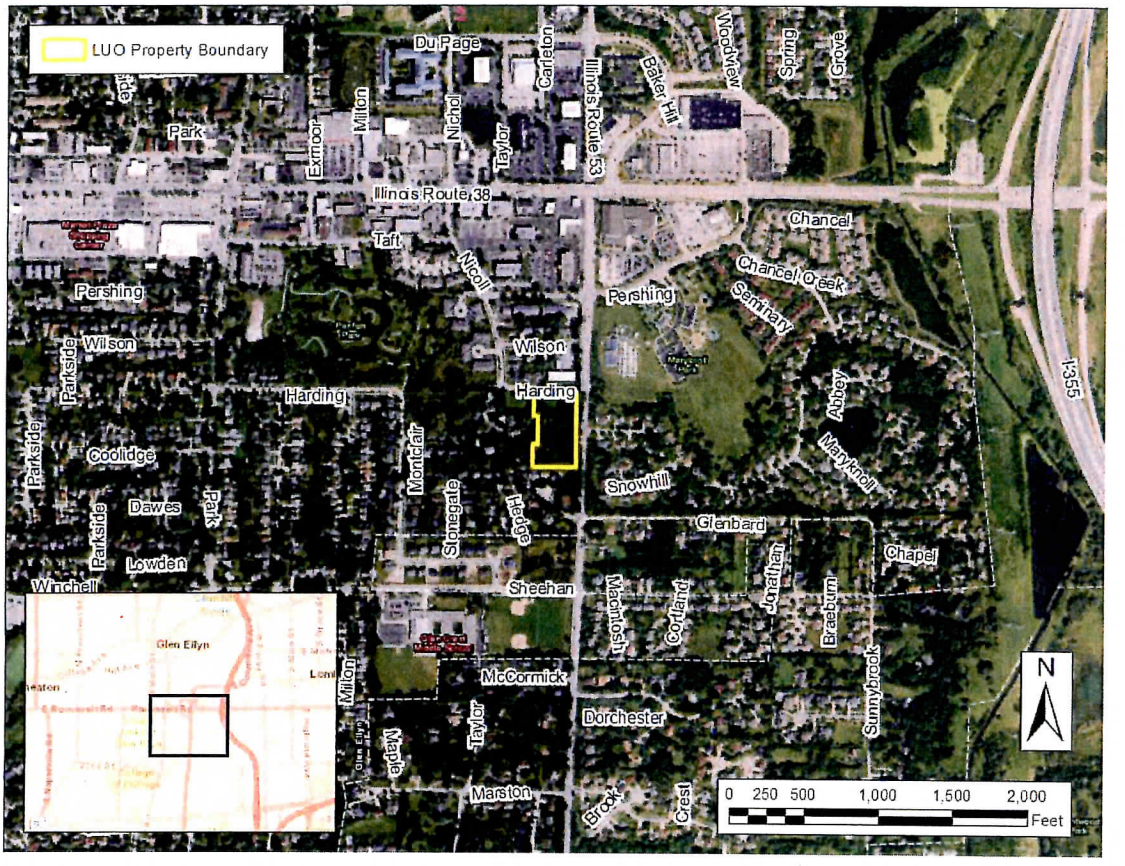
| DESCRIPTION | FEE | CONVENIENCE FEE | TOTAL PAID |
|---|---|---|---|
| EcoCAT Consultation | $ 500.00 | $ 11.75 | $ 511.75 |

TOTAL PAID $ 511.75

Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702
217-785-5500
dnr.ecocat@illinois.gov

# KANE-DUPAGE
# SOIL AND WATER CONSERVATION DISTRICT

## LAND USE OPINION
## 17-126




**December 18, 2017**

**Prepared for:**
**Village of Glen Ellyn**

**Petitioner:**
**Harding Custom Homes, LLC**
**540 Duane Street, 2nd floor**
**Glen Ellyn, IL 60137**

2315 Dean Street, Suite 100, St. Charles, IL 60175 | Phone: (630) 584-7960

**Petitioner:** Harding Custom Homes, LLC
**Contact Person:** Marv Ritter, 630-790-8144
**Unit of Government Responsible for Permits:** Village of Glen Ellyn
**Acreage:** 3.28
**Location of Parcel:** Section 23, Township 39 N, Range 10 E
**Property Address/PIN#:** SW corner of Harding Avenue and Route 53
**Existing Land Use:** Single Family and Vacant land
**Surrounding Land Use:** Single Family and Townhomes
**Proposed Land Use:** Townhomes

## Natural Resource Concerns

**Land Cover in the Early 1800's:** This site is located in an area previously identified as prairie. (See page 2 for more information.)

**Wetlands:** The DuPage County Wetland map does not identify wetland areas on this site. In the event that any indications of wetlands are identified on this site during the proposed land use change, a wetland delineation specialist who is recognized by the U.S. Army Corps of Engineers should determine the exact boundaries and value of any wetlands. (See page 3 for more wetland information.)

**Floodplain:** There are no floodplain areas identified on this site. (See page 4.)




**Streams:** There are no streams on this site. (See page 5.)

**Regulations:** Please note that additional permits are required for any development impacting wetlands, streams or floodplain areas. Please see page 6 for regulation information.

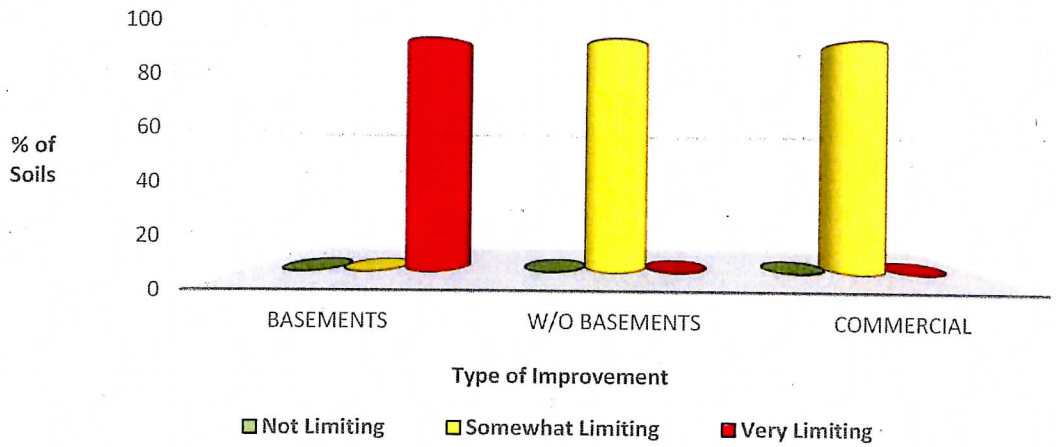
**Aquifer Sensitivity:** This site is classified as having a very limited potential for aquifer contamination. (See page 7.)

**Topography and Drainage:** Please refer to page 8 for information regarding site topography and drainage.

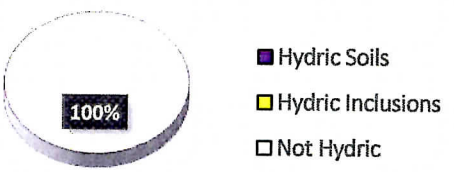
**Stormwater:** See page 9 for information regarding stormwater management.

**Soil Erosion:** Any development on this site should include a soil erosion and sediment control plan. (See page 9.)

**Building Limitations:** Soils at this site may contain limitations for dwellings with basements, dwellings without basements, and small commercial buildings. See page 11 and attached Soils Tables located on the final pages this report. All information is from the Soil Survey of DuPage County, Illinois.




**Hydric Soils:** There are no hydric soils identified on this site. (See page 12.)




## LAND USE OPINION

**Land Use Opinion:** The most current natural resource data indicates the following concerns for this site: **Soil Limitations, Soil Erosion and Sediment Control, and Stormwater Management.** Based on the information in this report, it is the opinion of the Kane-DuPage Soil and Water Conservation District Board that this site **may be suited** for land use change **if** the previously mentioned concerns are addressed.

## SITE INSPECTION

A site inspection was conducted by Resource Assistant, Jennifer Shroder on January 9, 2018. The following photos were taken during this inspection and reflect the site conditions at that time.













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## PURPOSE AND INTENT

This report presents natural resource information to officials of the local governing body and other decision makers. Decisions concerning variations, amendments or relief of local zoning ordinance may reference this report. Also, decisions concerning the future of a proposed subdivision of vacant or agricultural lands, and the subsequent development of these lands because of these decisions may reference this report. This report is a requirement under the Soil and Water Conservation District Act contained in ILCS 70, 405/1 ET seq.

This report intends to present the most current natural resource information available in an understandable format. It contains a description of the present conditions and resources available and their potential impact on each other. This information comes from standardized data, on-site investigations and other information furnished by the petitioner.

Please read the entire report to coordinate and interrelate all natural resource factors considered. This report, when used properly, will provide the basis for good land use change decisions and proper development while protecting the natural resource base of the county.

The conclusion of this report in no way indicates the impossibility of a certain land use. However, it should alert the reader to possible problems that may occur if the capabilities of the land are ignored. Please direct technical questions about data supplied in this report to:

**Kane-DuPage**
**Soil and Water Conservation District**
**2315 Dean Street, Suite 100**
**St. Charles, IL 60175**
**Phone: (630) 584-7960**

## LAND COVER IN THE EARLY 1800'S

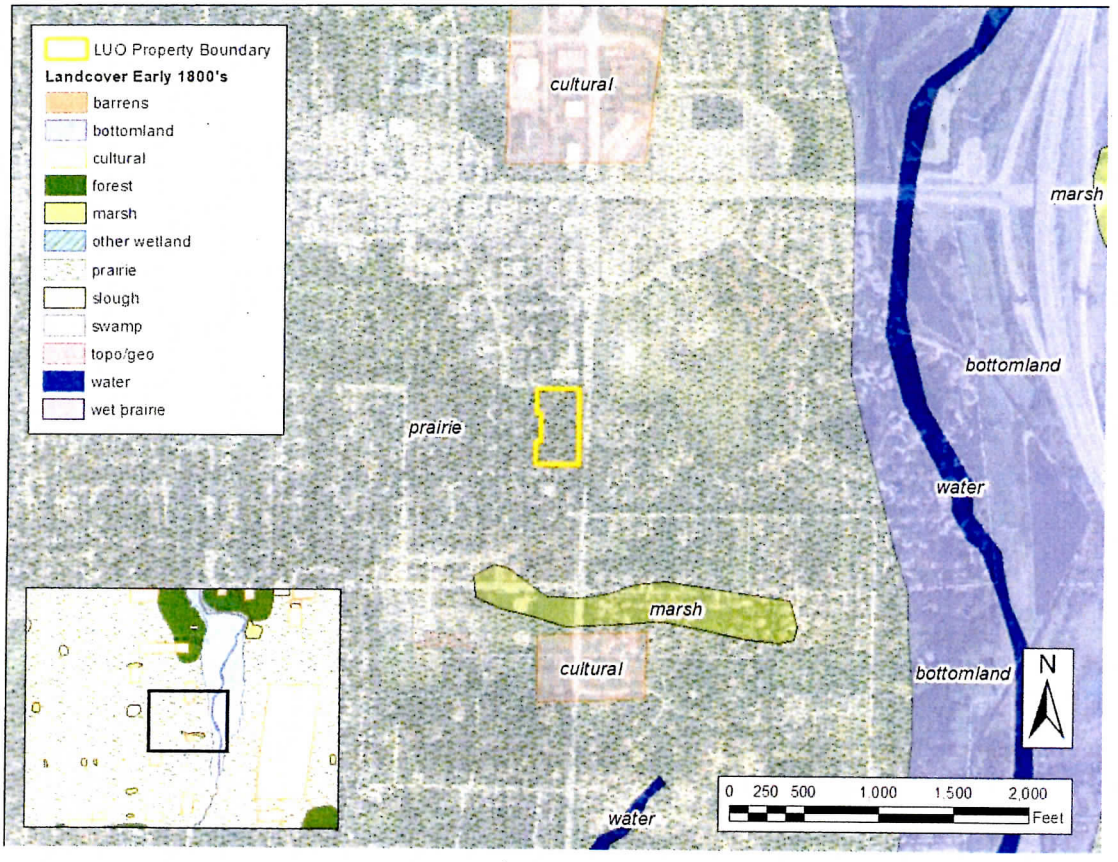



**Figure 1: Land Cover in the Early 1800's**

Illinois Department of Natural Resources, Illinois Natural History Survey, Land Cover of Illinois in the Early 1800s., Vector Digital Data, Version 6.0, August, 2003.

These surveys represent one of the earliest detailed maps for Illinois. The surveys began in 1804 and were largely completed by 1843. They predate our county land ownership maps and atlases. These plat maps and field notebooks contain a wealth of information about what the landscape was like before the flood of settlers came into the state.

The vast majority of the landscape in this part of Illinois in the early 1800's consisted of two different natural resource areas. These two areas were prairie and forest. Prairie and woodland ecosystems are extremely valuable resources for many reasons. These areas:

- provide wildlife habitat and support biodiversity
- provide areas for recreational opportunities
- improve soil health and reduce soil loss
- improve air and water quality

Other designations include, cultural or (agricultural area), marsh, wet prairie, wetland and water. Please note that these designations are based on surveys taken in the early 1800's, and may not represent exact site conditions.

**This site is located in an area surveyed as prairie on the land cover in the early 1800's map. The District recommends preserving as much as of the natural character of the site as possible during this land use change. It is also recommended that native plants be utilized for landscaping whenever possible. Removal of invasive species is also encouraged.**

# WETLANDS

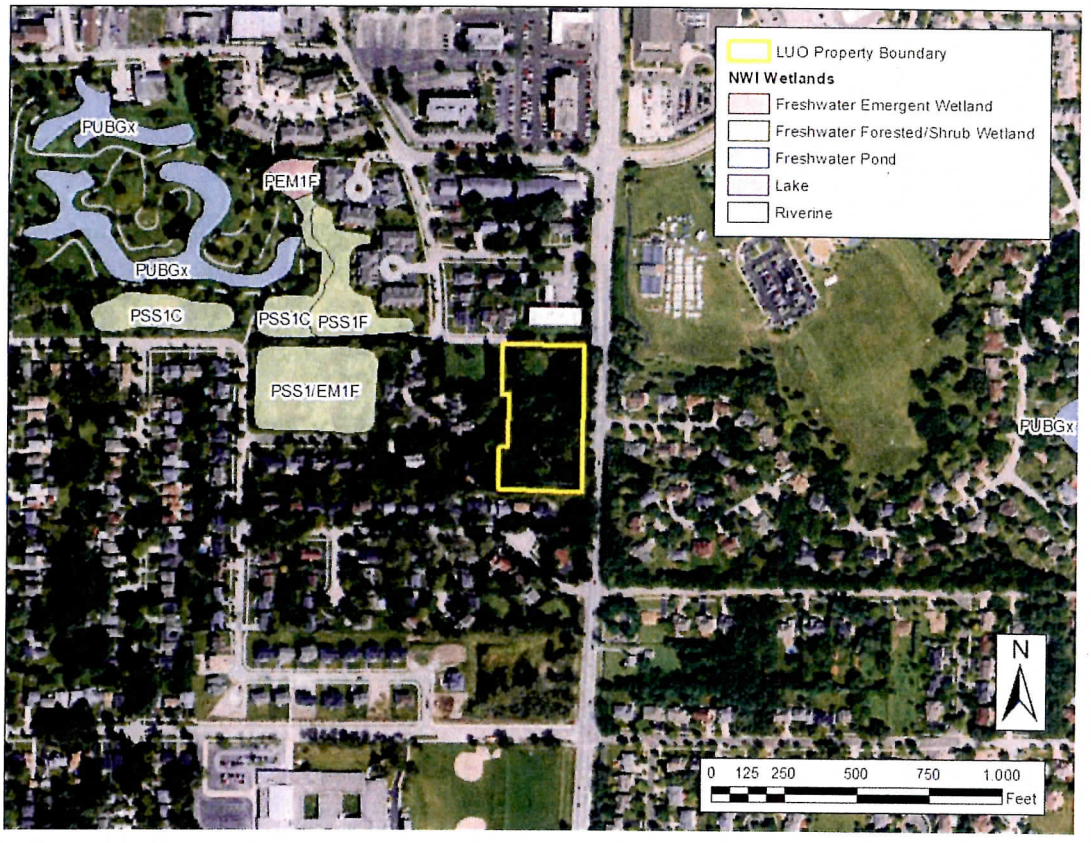



**Figure 2: DuPage County Wetlands**

Wetlands of DuPage County Illinois. http://gis.dupageco.org/arcgis/rest/services/OpenData. 2015 DuPage County.

Wetlands are some of the most productive and diverse ecological systems on earth. The U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency define wetlands as follows, "Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas." Some other common wetlands located in this part of Illinois are fens and wet meadows.

Wetlands function in many ways to benefit mankind. Some of their many functions and benefits include:

- Controlling flooding by offering a slow release of excess water downstream or through the soil.
- Cleansing water by filtering out sediment and pollutants.
- Functioning as rechargers of our valuable groundwater.
- Providing essential breeding, rearing, and feeding grounds for many species of wildlife.

**A review of the DuPage County Wetland Map indicates that wetlands do not appear to exist on this site. In the event that any indications of wetlands are identified on this site during the proposed land use change. A wetland delineation specialist who is recognized by the U.S. Army Corps of Engineers should determine the exact boundaries and value of these wetlands. Please see page 6 for wetland regulation information.**

# FLOODPLAIN

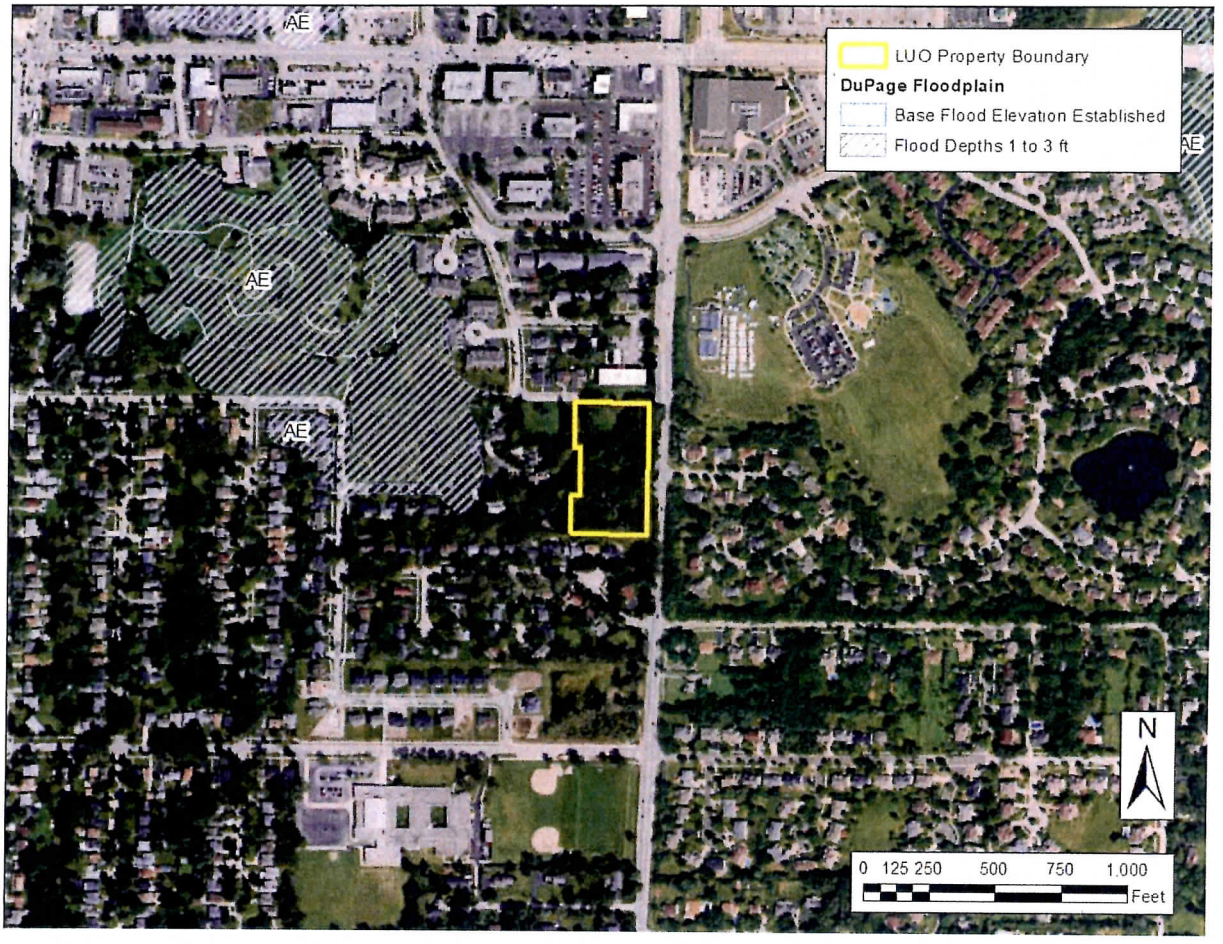



**Figure 3: Floodplain Map**

Federal Emergency Management Agency, National Flood Insurance Program, Q3 Flood Data, Disc 6, 2011.

From FEMA's Floodplain Natural Resources and Functions Chapter 8, "Undeveloped floodplain land provides many natural resources and functions of considerable economic, social and environmental value. Nevertheless, these and other benefits are often overlooked when local land-use decisions are made. Floodplains often contain wetlands and other important ecological areas as part of a total functioning system that impacts directly on the quality of the local environment."

There are so many benefits of the floodplain that not all can be listed here, but the following is a general list of benefits and functions:

- natural flood storage and erosion control
- water quality maintenance
- groundwater recharge
- nutrient filtration
- biological productivity/wildlife habitat
- recreational opportunities/aesthetic value

**According to the Flood Insurance Rate Map, no part of this site is within the boundaries of a 100-year floodplain. This development should not impede the beneficial functions of the floodplain. Please see 6 for information regarding floodplain regulations.**

# STREAMS AND WATERSHED MANAGEMENT

**Rivers and Streams** are necessary components of successfully functioning ecosystems. It is important to protect the beneficial functions and integrity of our local streams and rivers. Development near stream systems has the potential to increase flooding, especially in urban areas where there is a lot of impervious surface and a greater amount of stormwater runoff. Pollution is also an issue for stream systems in urban and rural areas. It is rare for any surface waters to be impacted by only one source of pollution. With few exceptions, every land-use activity is a potential source of nonpoint source water pollution (IEPA– Nonpoint Source Pollution).

The Illinois Environmental Protection Agency provides the following in regards to nonpoint source pollution, "Nonpoint source pollution (NPS) occurs when runoff from rain and snowmelt carries pollutants into waterways such as rivers, streams, lakes, wetlands, and even groundwater. Examples of or sources of NPS pollution in Illinois include runoff from farm fields, livestock facilities, construction sites, lawns and gardens, city streets and parking lots, surface coal mines, and forestry. The major sources of NPS pollution in Illinois are agriculture, urban runoff, and habitat modification."

Local watershed management planning is an important effort that involves citizens of a watershed in the protection of their local water resources. Water quality is a reflection of its watershed.

**Common Watershed Goals:**

- Protect and restore natural resources
- Improve water quality
- Reduce flood damage
- Enhance and restore stream health
- Guide new development to benefit watershed goals
- Preserve and develop green infrastructure
- Enhance education and stewardship

There are many subwatershed plans that have already been developed in DuPage County. Please reference the website below for completed watershed plans in DuPage County, and additional watershed information.

https://www.dupageco.org/EDP/Stormwater_Management/6597/

**Nutrient management** is of vital importance to the health of our rivers and streams. Nutrient load in our local streams and rivers has contributed to the Gulf of Mexico hypoxia, or a "dead zone" located where the Mississippi River meets the Gulf of Mexico. This dead zone hosts a toxic algal bloom, and supports little to no biological activity. Yearly averages indicate the dead zone to be greater than 5,000 square miles in size. Illinois was required and has introduced a plan to reduce nutrient loss from point source pollution sources, such as wastewater treatment plants and industrial wastewater, as well as nonpoint pollution sources. Read Illinois's Plan for reducing nutrient loss here:

http://www.epa.illinois.gov/topics/water-quality/watershed-management/excess-nutrients/nutrient-loss-reduction-strategy/index

# REGULATORY INFORMATION

The laws of the United States and the State of Illinois assign certain agencies specific and different regulatory roles to protect the waters within the State's boundaries. These roles, when considered together, include protection of navigation channels and harbors, protection against floodway encroachment, maintenance and enhancement of water quality, protection of fish and wildlife habitat As well as recreational resources. Unregulated use of waters within the State of Illinois could permanently destroy or alter the character of these valuable resources and adversely impact the public. Therefore, please contact the proper regulatory authorities when planning any work associated with Illinois waters so that proper consideration and approval can be obtained.

## REGULATORY AGENCIES:

**Wetland/U.S. Waters: U.S. Army Corps of Engineers, Chicago District,** 111 North Canal Street, Chicago, IL 60606-7206. Phone: (312) 353-6400.

http://www.lrc.usace.army.mil/

**Wetland/Isolated: DuPage County Stormwater Management.** 421 North County Farm Road, Wheaton, IL 60187. (630) 407-6700.

http://www.dupageco.org/swm/

**Floodplains: Illinois Department of Natural Resources\Office of Water Resources,** 2050 W. Stearns Road, Bartlett, IL 60103. (847)608-3100.

https://www.dnr.illinois.gov/WaterResources/Pages/Permit%20Programs.aspx

## Who Must Apply:

**Wetland and/or Floodplain Permit:** Anyone proposing to dredge, fill, riprap, or otherwise alter the banks or beds of, or construct, operate, or maintain any dock, pier, wharf, sluice, dam, piling, wall, fence, utility, floodplain or floodway subject to State or Federal regulatory jurisdiction should apply for agency approvals.

**Construction Permit:** Anyone disturbing an acre or more of land during proposed construction activities should apply for the NPDES General Construction Permit ILR10. Building and stormwater permits should also be obtained locally from municipal government and/or DuPage County.

**NPDES General Construction Permit ILR10: Illinois Environmental Protection Agency, Division of Water Pollution Control,** 1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794. (217)782-0610.

http://www.epa.illinois.gov/topics/forms/water-permits/storm-water/construction/index

**Coordination: We recommend early coordination with the regulatory agencies BEFORE finalizing work plans. This allows the agencies to recommend measures to mitigate/compensate for adverse impacts. Also, the agency can make possible environmental enhancement provisions early in the project planning stage. This could reduce time required to process necessary approvals. Please be advised that failure to coordinate with regulatory agencies could result in project shut down, fines and/or imprisonment.**

# AQUIFER SENSITIVITY

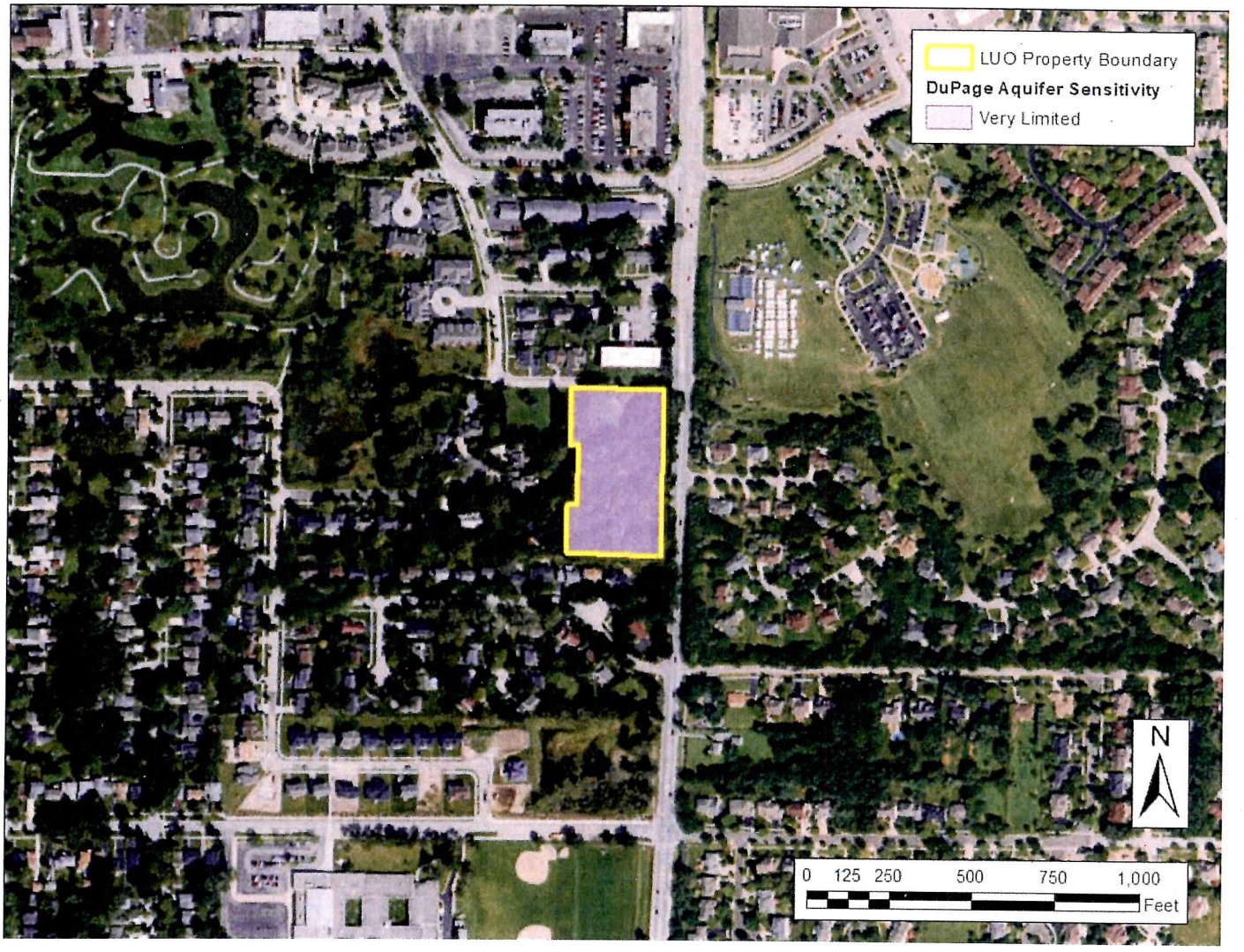



**Figure 4: Aquifer Sensitivity Map**

Department of Energy and Natural Resources, Illinois State Geological Survey: Potential for Agricultural Chemical Contamination of Aquifers in Illinois: 1995 Revision Environmental Geology 148

The U.S. Environmental Protection Agency (1993) defines aquifer sensitivity/contamination potential as "a measure of the ease with which a contaminant applied on or near the land surface can migrate to an aquifer." Aquifers function as a storage area for groundwater recharge, which makes them a reliable source of fresh water. Groundwater from aquifers is a valuable source of drinking water when it remains uncontaminated.

According to the Potential for Agricultural Chemical Contamination of Aquifers in Illinois: 1995 Revision Environmental Geology 148 prepared by the Department of Energy and Natural Resources, Illinois State Geological Survey, this site lies completely within a zone rated as **very limited** with respect to potential for contamination from spilled or applied substances to the soil surface.

# TOPOGRAPHY AND DRAINAGE

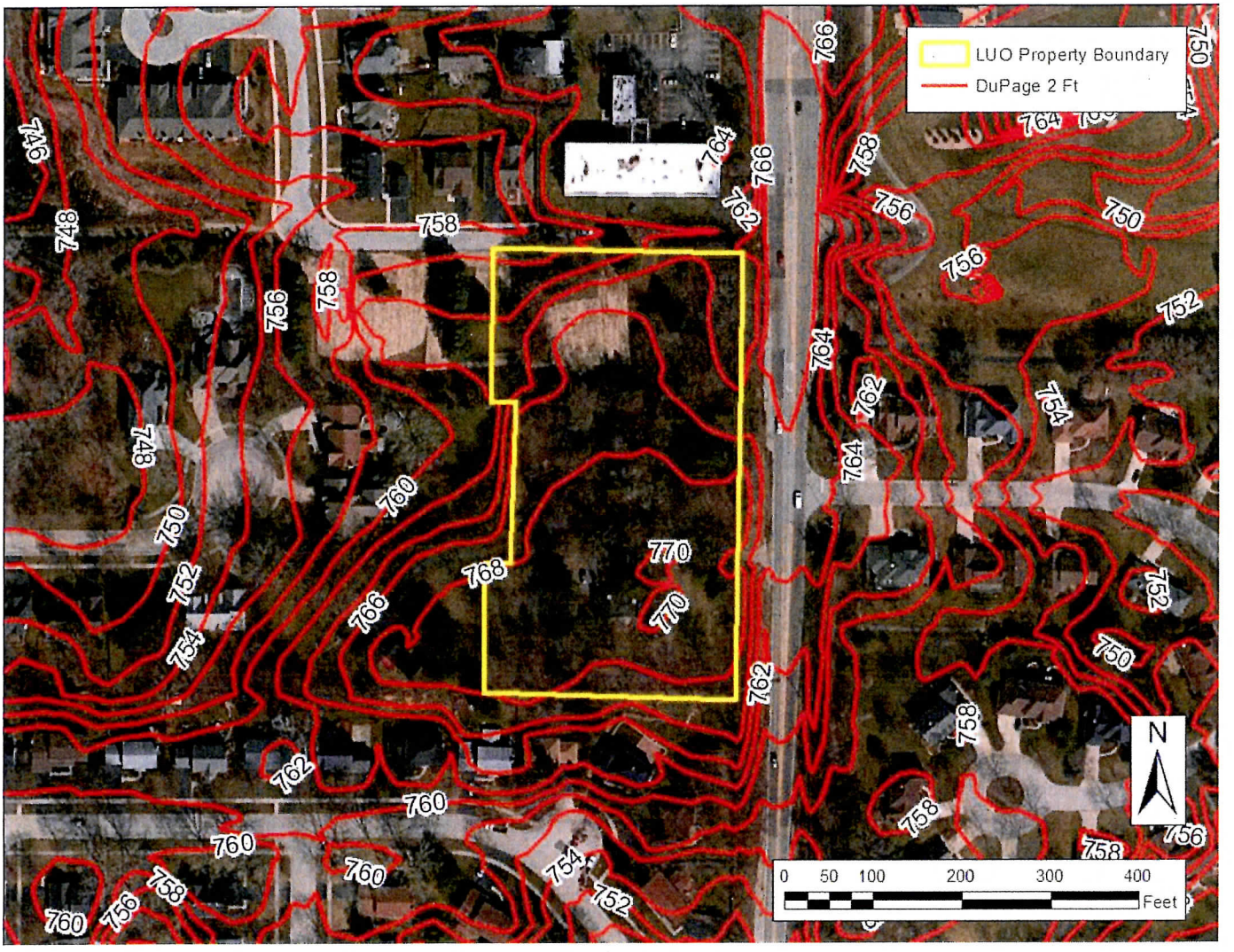



**Figure 5: Municipalities 2 Ft Contours**

USGS Topographic maps and other topographic surveys give information on elevations, which are important to determine slopes, natural drainage directions, and watershed information. Elevations determine the area of impact of flooding. Slope information determines steepness and erosion potential of the site. Slope has the greatest impact in determining the erosion potential of a site during construction activities. Drainage directions determine where water leaves the property in question, possibly impacting surrounding natural resources.

It is important to consider drainage during any proposed construction onsite. Any areas where water leaves the site should be monitored for potential pollutants which could contaminate downstream waters.

**The high point of this property is located in the southern portion of the site at an elevation of 770 feet above mean sea level. The property generally drains to the north via overland, at the lowest elevation on the property at 760 feet above sea level.**

## STORMWATER

Any proposed removal of vegetation, compaction of soil, and addition of impervious surfaces (rooftops, roadways, etc.) will greatly increase the amount of stormwater runoff generated on this site. The District recommends the use of onsite stormwater management strategies whenever possible. IEPA now recommends that stormwater pollution prevention plans include post-construction stormwater management which retains the greatest amount of post-development stormwater runoff practicable, given the site and project constraints. From the ILR10 permit for construction sites 1 acre or more, "Such practices include but are not limited to: stormwater detention structures (including wet ponds); stormwater retention structures; flow attenuation by use of open vegetated swales and natural depressions; infiltration of runoff onsite; and sequential systems (which combine several practices)."

**Site assessment with soil testing should help to determine what stormwater management practices are best for your site. Insufficient stormwater management has the potential to cause or aggravate flooding conditions on surrounding properties, or elsewhere in the watershed. Please refer to the DuPage County Stormwater Ordinance for stormwater requirements and minimum standards.**

http://www.dupageco.org/EDP/Stormwater_Management/Regulatory_Services/1420/

## SOIL EROSION

Development on this site should include the use of a soil erosion and sedimen-tation control plan. Due to the soil type and slope of the site, the District believes that the potential for soil erosion during and after any proposed construction will be **moderate**. Furthermore, the erosion and resulting sedimentation may become a primary nonpoint source of water pollution. Eroded soil during the construction phase can create unsafe conditions on roadways, degrade water quality, and destroy aquatic ecosystems lower in the watershed. Soil erosion also increases the risk of flooding due to choking culverts, ditches, and storm sewers, and by reducing the capacity of natural and man-made detention facilities.

Erosion and sedimentation control measures include: 1) staging the construction to minimize the amount of disturbed areas present at the same time, 2) maintaining or planting vegetative groundcover, and 3) keeping runoff velocities low.

Soil erosion and sedimentation control plans, including maintenance responsibilities, should be clearly communicated to all contractors working on the site. Special care must be taken to protect any wetlands, streams and other sensitive areas.

**Please refer to the Illinois Urban Manual for erosion and sediment control information and technical guidance when creating erosion and sediment control plans. The practice standards and standard drawings from the Illinois Urban Manual represent the minimum standard in Illinois.**

# SOILS INFORMATION

## IMPORTANCE OF SOILS INFORMATION

Soils information is taken from the Soil Survey of Kane County, Illinois, United States Department of Agriculture, Natural Resource Conservation Service. This information is important to all parties involved in determining the suitability of the proposed land use change.

## SOIL MAP UNITS

The soil survey map of this area (Figure 1) indicates soil map units. Each soil map unit has limitations for a variety of land uses such as septic systems, and buildings site development, including dwellings with and without basements. All of the soils contain **very limiting** conditions for building site development. **See Soils Interpretations section and attached Soil Tables.**

The Soil Survey Geographic (SSURGO) data base was produced by the U.S. Department of Agriculture, Natural Resources Conservation Service and cooperating agencies for the Soil Survey of Kane County, Illinois. The soils were mapped at a scale of 1:12,000. The enlargement of these maps to scales greater than that at which they were originally mapped can cause misunderstanding of the detail of the mapping. If enlarged, maps do not show the small areas of contrasting soil that could have been shown at a larger scale. The depicted soil boundaries and interpretations derived from them do not eliminate the need of onsite sampling, testing, and detailed study of specific sites for intensive uses. Thus, this map and its interpretations are intended for planning purposes only.

## LIST OF SOIL MAP UNITS

| SOIL MAP UNIT | PERCENT OF PARCEL | ACRES |
|---|---|---|
| Markham— 531C2 | 100% | 3.28 |
| **Table 1: Soil Map Units** | **Total** | **3.28** |

All percentages and acreages are approximate.

**We suggest that a geotechnical engineer conduct an on site investigation. This should determine, specifically, what soils type is present at a particular location, along with its associated limitations or potential for a particular use. It will also assist in determining which types of engineering procedures are necessary to account for the limitations of the soil on the site.**

# BUILDING LIMITATIONS

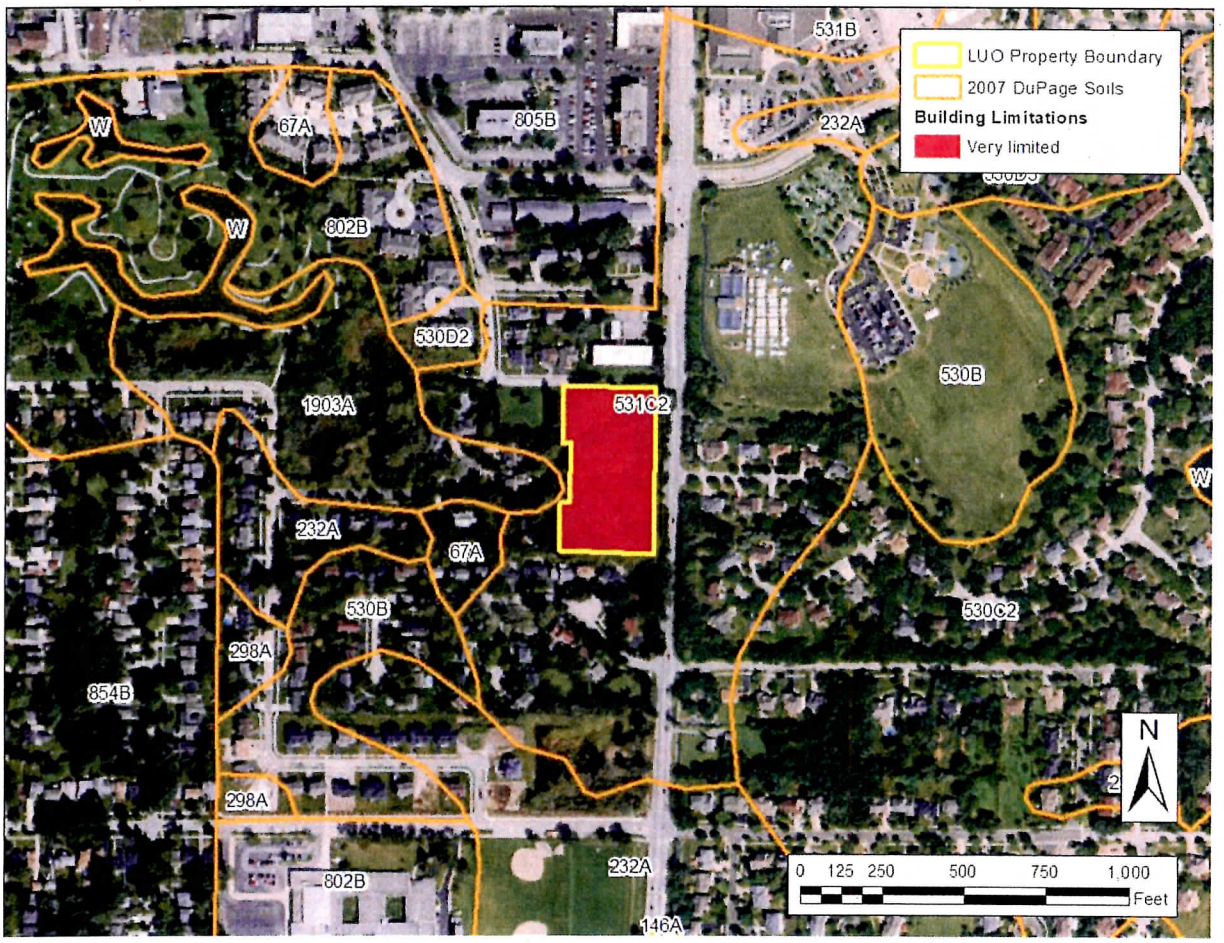



**Figure 6: Soil Survey Map**

United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Kane County SSURGO soil layer certified in 2007. Areas shaded red represent VERY LIMITING limitations for building site development, areas shaded yellow represent SOMEWHAT LIMITING limitations for building site development, and unshaded areas represent NOT LIMITING limitations for building site development.

The soil limitation ratings are used mainly for engineering designs of dwellings with or without basements, local streets and roads, small commercial buildings, septic tank absorption fields, and etc. The ratings of not limiting, somewhat limiting, and very limiting are based on national averages and are defined and used as follows:

**Not Limiting (Slight)** - This limitation rating indicates that the soil properties are generally favorable for the specified use and that any limitations are minor and easily overcome.

**Somewhat Limiting (Moderate)** - This rating indicates that the soil properties and site features are unfavorable for the specified use, but that the limitations can be overcome or minimized with special planning and design.

**Very Limiting (Severe)** - This indicates that one or more soil properties or site features are very unfavorable and difficult. A major increase in construction effort, special designs, or intensive maintenance is required. These costly measures may not be feasible for some soils that are rated as severe.

**There are limitations for building site development on this site. A comprehensive soil assessment should be completed prior to any earth disturbing activities on this site.**

# HYDRIC SOILS

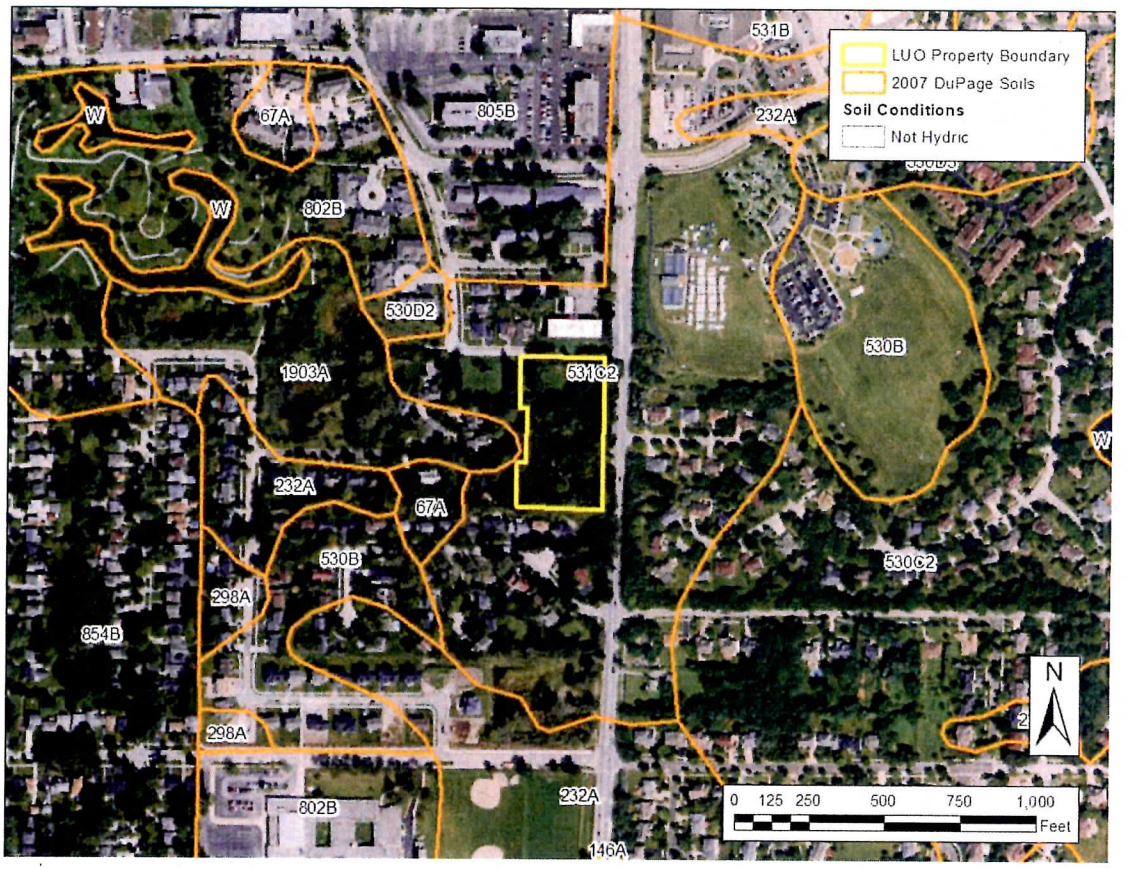



**Figure 7: Hydric Soils**

United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Kane County SSURGO soil layer certified in 2007. Hydric soils are shaded purple, soils with hydric inclusions are shaded yellow, and not hydric soils are hollow.

**Hydric soils** are defined by the National Technical Committee for Hydric Soils (NTCHS) as soils that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. These soils, under natural conditions, are either saturated or inundated long enough during the growing season to support the growth and reproduction of hydrophytic vegetation.

**Hydric inclusions** are small areas, or inclusions, of nonhydric soils in the higher positions of the landform or map units dominantly made of nonhydric soils with inclusions of hydric soils in the low positions on the landform.

Hydric soils provide limitations for building site development due to their potential for ponding and poor drainage capacity. This often results in the need for improved drainage onsite prior to any proposed development. Any change to the natural drainage onsite has the potential to create flooding issues on and adjacent to the site. Hydric soils are often organic (peat or muck) and not suitable construction material. Hydric soils also may indicate wetlands onsite.

**There are no hydric soils or hydric inclusions on this site. A comprehensive soil assessment should be completed prior to any earth disturbing activities on this site.**

**Our opinion is based on information from the following sources:**

Illinois Department of Natural Resources, Illinois Natural History Survey, Land Cover of Illinois in the Early 1800s., Vector Digital Data, Version 6.0, August, 2003.

Wetlands of DuPage County Illinois. http:/gis.dupageco.org/arcgis/rest/services/OpenData. 2015 DuPage County.

Federal Emergency Management Agency, National Flood Insurance Program, Q3 Flood Data, Disc 6, 2011.

U.S. Geological Survey, Illinois Digital Orthophoto Quadrangles, 2006 photos, Published: Champaign, Illinois State Geological Survey, 2006.

Nonpoint Source Pollution– What's it All About?. Illinois Environmental Protection Agency. http://www.epa.illinois.gov/topics/water-quality/watershed-management/nonpoint-sources/what-is-nonpoint-source-pollution/index. 2015 Illinois EPA.

Department of Energy and Natural Resources, Illinois State Geological Survey: Potential for Agricultural Chemical Contamination of Aquifers in Illinois: 1995 Revision Environmental Geology 148

United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Kane County, IL SSURGO soil layer certified in 2007, and DuPage County, IL SSURGO soil layer certified in 2007 and accompanying interpretations.

An on-site investigation conducted by the SWCD Resource Assistant, Jennifer Shroder on January 9, 2018.

We respectfully submit this information in compliance with the Illinois Soil and Water Conservation Districts Act (ILCS 70, 405/1 et seq). The District Board reviews proposed developments. Jennifer Shroder, Resource Assistant, prepared this report.

cc: Harding Custom Homes, LLC
540 Duane Street, 2nd Floor
Glen Ellyn, IL 60137

## Map Unit Description

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

The Map Unit Description (Brief, Generated) report displays a generated description of the major soils that occur in a map unit. Descriptions of non-soil (miscellaneous areas) and minor map unit components are not included. This description is generated from the underlying soil attribute data.

Additional information about the map units described in this report is available in other Soil Data Mart reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the Soil Data Mart reports define some of the properties included in the map unit descriptions.

**Map unit:** 531C2 - Markham silt loam, 4 to 6 percent slopes, eroded

**Component:** Markham, eroded (96%)

*The Markham, eroded component makes up 96 percent of the map unit. Slopes are 4 to 6 percent. This component is on ground moraines. The parent material consists of Thin mantle of loess or other silty material and in the underlying till. Depth to a root restrictive layer, densic material, is 20 to 55 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 27 inches during February, March, April. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 18 percent.*

# Dwellings With Basements

Rating Options

Attribute Name: Dwellings With Basements

Dwellings are single-family houses of three stories or less. For dwellings with basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of about 7 feet.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

| Map symbol | Map unit name | Rating | Component name and % composition<br>Rating reasons |
|---|---|---|---|
| 531C2 | Markham silt loam, 4 to 6 percent slopes, eroded | Very limited | Markham, eroded 96%<br>Depth to saturated zone<br>Orthents, clayey 2%<br>Shrink-swell<br>Depth to saturated zone |

# Dwellings Without Basements

Rating Options

Attribute Name: Dwellings Without Basements

Dwellings are single-family houses of three stories or less. For dwellings without basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

| Map symbol | Map unit name | Rating | Component name and % composition<br>Rating reasons |
|---|---|---|---|
| 531C2 | Markham silt loam, 4 to 6 percent slopes, eroded | Somewhat limited | Markham, eroded 96%<br>Depth to saturated zone<br>Shrink-swell |

# Small Commercial Buildings

Rating Options

Attribute Name: Small Commercial Buildings

Small commercial buildings are structures that are less than three stories high and do not have basements. The foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper. The ratings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility (which is inferred from the Unified classification of the soil). The properties that affect the ease and amount of excavation include flooding, depth to a water table, ponding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

| Map symbol | Map unit name | Rating | Component name and % composition<br>Rating reasons |
|---|---|---|---|
| 531C2 | Markham silt loam, 4 to 6 percent slopes, eroded | Somewhat limited | Markham, eroded 96%<br>Slope<br>Depth to saturated zone<br>Shrink-swell |

# CONTACTS

## Federal Agencies

**U. S. Army Corps of Engineers**
Regulatory Branch
231 S. LaSalle St, Suite 1500
Chicago, Illinois 60604
(312)846-5330

http://www.usace.army.mil

**U.S.D.A. Natural Resources Conservation Service**
2315 Dean Street Suite 100
St. Charles, Illinois 60175
(630)584-7960 ext. 3

http://www.il.nrcs.usda.gov/

**U.S. Fish & Wildlife Service**
Chicago Illinois Field Office
230 S Dearborn Suite 2938
Chicago IL 60604
(847)298-3250

http://www.fws.gov/

**U.S. Environmental Protection Agency**
Region 5
77 West Jackson Boulevard
Chicago, Illinois 60604
(312)353-2000/(800)621-8431

http://www.epa.gov/region5/
r5hotline@epa.gov

## State Agencies

**Illinois Department of Natural Resources**
1 Natural Resources Way
Springfield, Illinois 62702-1271
(217)782-6302

http://dnr.state.il.us/

**Illinois Environmental Protection Agency**
1021 North Grand Avenue East
P.O. Box 19276
Springfield, Illinois 62794-9276
(217)782-3397

http://www.epa.state.il.us/

**Illinois Department of Transportation**
2300 South Dirksen Parkway
Schaumburg, Illinois 62764-0001
(217)782-7820/(800)452-4368

http://www.dot.state.il.us/

**Illinois Natural History Survey**
1816 S Oak St MC652
Champaign, Illinois 61820
(217)333-6880

http://www.inhs.uiuc.edu/

## County Offices

**DuPage County**
Administration Building
421 North County Farm Road
Wheaton, Illinois 60187
(630)407-6500

http://www.co.dupage.il.us/

**Development Department**
Room 2-800 in Building 421
(630)407-6700

**Environmental Concerns Department**
**Stormwater Management Division**
(630) 407-6700

**Solid Waste Department**
(630)407-6700

**Health Department**
115 North County Farm Road
Wheaton, Illinois 60187
(630)682-7400

**Forest Preserve District**
3 S 580 Naperville Road,
Wheaton, Illinois 60189
(630)933-7200
http://www.dupageforest.org

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

Meeting 1/24/2022 7:00 PM
Department: Finance
Department Head: Christina Coyle
Category: Policy
Prepared By: Christina Coyle

**AGENDA ITEM (ID # 2022-1831)**

**DOC ID: 2022-1831**

# Motion to Approve the Revised Pension Funding Policy for the Glen Ellyn Police Pension Fund

**Statement of the Issue:**
Each year, the Village is required to perform an actuarial valuation for its Police Pension Fund. This is required to determine the annual contribution for the next year in accordance with the Village's funding policy as well as state statutes.

Several years ago, the Village reviewed the concept of transitioning from a closed amortization period (which ends in 2040) to a rolling 15 year open amortization. Unfortunately, the time of the review coincided with state cuts to Village revenues and the issue did not proceed forward. The goal with a 15-year open model is to provide a more stable funding model as compared to a closed model which has highly escalating contributions as we near 2040. The one caveat is that, under state statutes, the Village is required to contribute a minimum contribution based upon the 2040 closed model. It is anticipated the state will move the 2040 target date; however, it has not done so to date.

The Village is at a time that we should revisit switching the amortization period for the Police Pension Fund and thus the item is being brought forth for the Village Board's consideration.

**Analysis:**
The amortization for a pension fund can be likened to mortgage. The length of the amortization period is like the length of a mortgage. It is how long it takes to pay off any unfunded liability for the pension fund. An amortization style can also be open or closed. In a closed model, the unfunded liability is paid off at a date certain. This sounds like a solid model if you think of an unfunded liability as a mortgage. However, there are some key differences between a mortgage and a pension liability that make a closed model ineffective. The funded status of a pension fund is based on an actuarial model that takes many factors into account and these factors are estimated and modeled over a long period. Changes between the expected performance and actual performance give rise to an unfunded liability. In a closed model, changes in actual investment return can create fluctuations from year to year that make it almost impossible to achieve 100% funding in a closed model. Imagine that the pension fund is 90% funded in one year and on target to be 100% funded in the next. A bad investment market in that last year can make it impossible to hit the 100% target in that next year without unrealistic contributions to the pension fund from the Village. Also, the pension fund could achieve 100% funded status, but due to a bad market, fall short of the 100% mark the very next year.

An open amortization model keeps a standard length of time to pay off any unfunded liability. So, in a 15 year model, the fund will continually be paying off any unfunded liability over a 15 year period. This is a more desirable model for a pension fund. It does still reduce the unfunded liability and achieves greater stability both for the pension fund and for the Village. It is true that the unfunded liability will never be paid off. However, unless the Village ceases to exist or the pension fund is terminated (neither of which are likely), the pension fund will continue to exist in perpetuity. Therefore, the goal should not necessarily be to reduce the liability to zero. The goal should be to achieve a good funded status and maintain stability in for the Village and the Pension Fund in maintaining a good funded status. A 15-year open amortization model should achieve these goals for the Village and for the Police Pension Fund.

Please see the attached reports which present the actuarial model and review the change to the 15-year open amortization model. Staff will review them with the Board at the meeting. A red-lined pension funding policy is also attached for the Board's consideration. The Finance Commission discussed this change at its November meeting. The consensus of the group was to move to a 15-year amortization model and support the recommended policy. Staff also discussed this concept with the Police Pension Board at its October meeting and they were also supportive of the change to the 15-year model.

**Budget Impact:**
The annual required contribution is included in the annual budget. The change in this policy does not change the budgeted contribution for FY 2022.

**Action Requested:**
Approve the attached revised Pension Funding Policy.

**Attachments:**
1. Projection_GlenEllynPolice_2021.10.08
2. Pension Funding Policy - REDLINED

GLEN ELLYN POLICE PENSION PLAN

PROJECTION OF AMORTIZATION AND
ASSUMPTION CHANGE IMPACT

OCTOBER 8, 2021

FOSTER & FOSTER
ACTUARIES AND CONSULTANTS

October 8, 2021

Ms. Christina Coyle
Finance Director
Village of Glen Ellyn
535 Duane St.
Glen Ellyn, IL 60137

Dear Ms. Coyle:

This report, prepared by Foster & Foster, Inc., outlines the impact of updating the amortization of the unfunded liability to ultimately arrive at a 15-year rolling amortization schedule.

This report has been prepared as requested by the Village of Glen Ellyn for assisting in making decisions about future financing of the pension. This report is the property of the Village of Glen Ellyn and may only be used for its intended purpose.

This analysis has been conducted in accordance with generally accepted actuarial principles and practices, including the applicable Actuarial Standards of Practice as issued by the Actuarial Standards Board, and reflects laws and regulations issued to date pursuant to the provisions of Article 3, Illinois Pension Code, as well as applicable federal laws and regulations. In our opinion, the assumptions used in this valuation, as adopted by the Board of Trustees, represent reasonable expectations of anticipated plan experience. Future actuarial measurements may differ significantly from the current measurements presented in this report for a variety of reasons including: changes in applicable laws, changes in plan provisions, changes in assumptions, or plan experience differing from expectations.

In conducting this study, we have relied on personnel, plan design, and asset information supplied by the Board, financial reports prepared by the custodian bank and the actuarial assumptions and methods described in the Actuarial Assumptions section of this report. While we cannot verify the accuracy of all this information, the supplied information was reviewed for consistency and reasonableness. As a result of this review, we have no reason to doubt the substantial accuracy of the information and believe that it has produced appropriate results. This information, along with any adjustments or modifications, is summarized in various sections of this report.

In performing the analysis, we used third-party software to model (calculate) the underlying liabilities and costs. These results are reviewed in the aggregate and for individual sample lives. The output from the software is either used directly or input into internally developed models to generate the costs. All internally developed models are reviewed as part of the process. As a result of this review, we believe that the models have produced reasonable results. We do not believe there are any material inconsistencies among assumptions or unreasonable output produced due to the aggregation of assumptions.

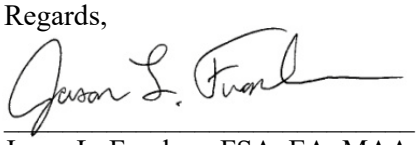
The undersigned is familiar with the immediate and long-term aspects of pension valuations and meets the Qualification Standards of the American Academy of Actuaries necessary to render the actuarial opinions contained herein. All of the sections of this report are considered an integral part of the actuarial opinions.

To our knowledge, no associate of Foster & Foster, Inc. working on valuations of the program has any direct financial interest or indirect material interest in the Village of Glen Ellyn, nor does anyone at Foster & Foster, Inc. act as a member of the Board of Trustees of the Village of Glen Ellyn Police Pension Fund. Thus, there is no relationship existing that might affect our capacity to prepare and certify this actuarial report.

If there are any questions, concerns, or comments about any of the items contained in this report, please contact us at 630-620-0200.

We look forward to discussing the results with you.

Regards,



Jason L. Franken, FSA, EA, MAAA

Enrollment Number: 20-06888
Foster & Foster, Inc.

## Projection of Amortization Schedule Change

To illustrate the impact of a change to the amortization of the unfunded actuarial accrued liability, we have assembled four scenarios for comparison:

1. Baseline: This is the "status quo" scenario.

2. Immediate Change to 15 Year Amortization: In this scenario, we immediately jump to the 15-year rolling amortization schedule in the 2022 valuation.

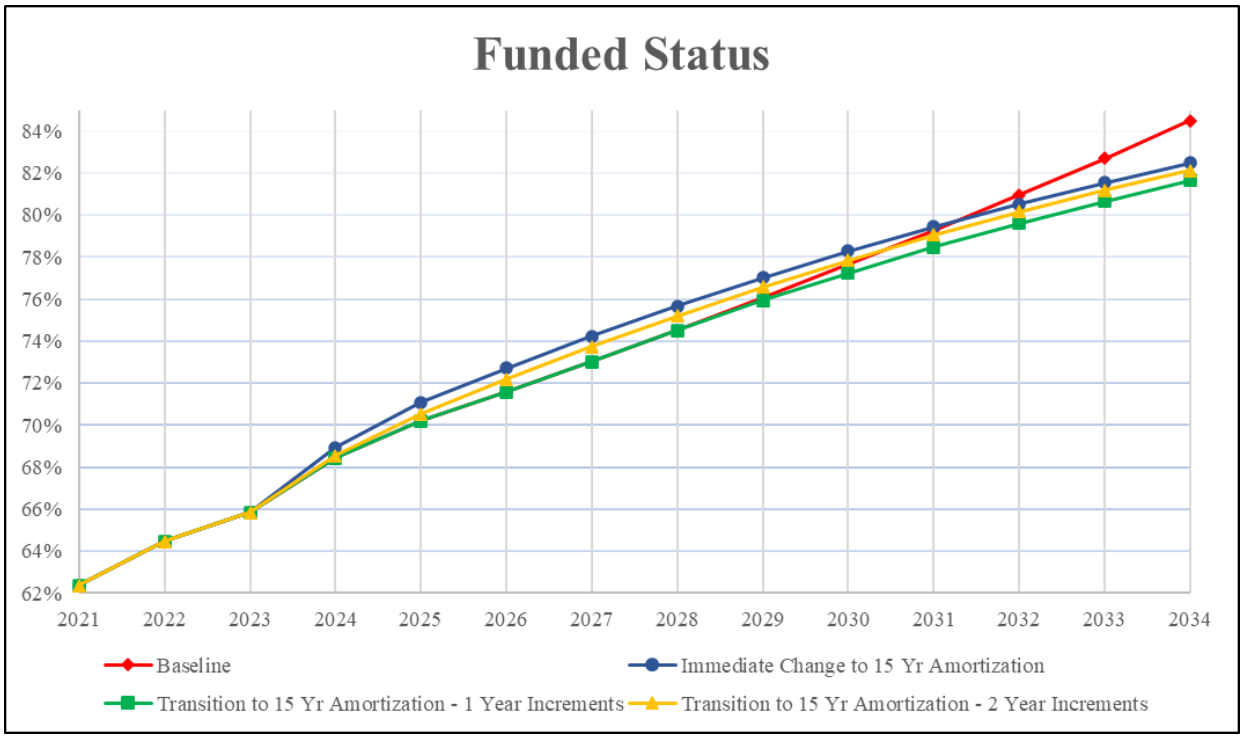
3. Transition to 15 Year Amortization: This scenario arrives at the 15-year rolling amortization on a more gradual basis by reducing the amortization period by 1 year annually, similar to how it moves in the Baseline scenario, but then staying on 15 years one it reaches that point.

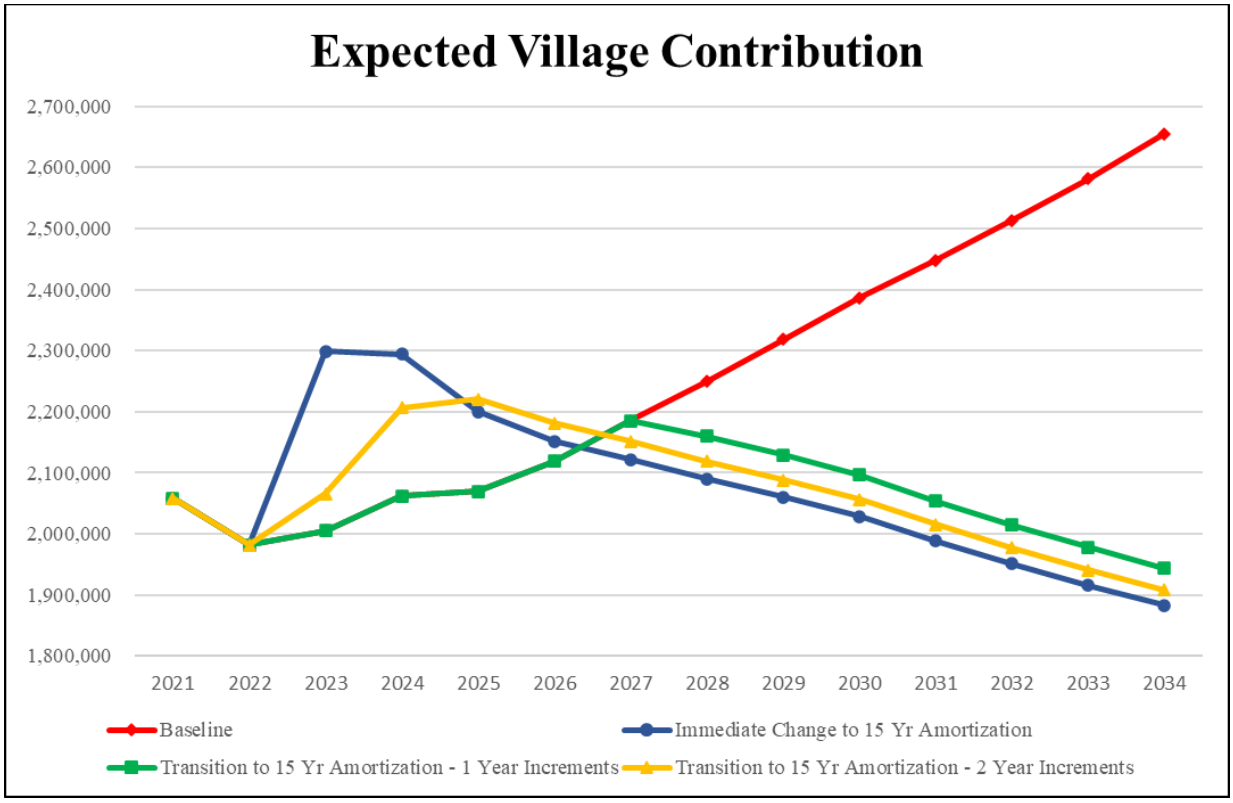
4. Transition to 15 Year Amortization: This scenario arrives at the 15-year rolling amortization slightly faster than option 3 by reducing the amortization period by 2 years annually instead of the one-year reduction in amortization period.

All assumptions are consistent with the January 1, 2021 actuarial valuation report issued on May 11, 2021. A complete summary of those assumptions and methods can be found on page 7 to 9 of this report.

As you can see by the charts and tables on the following pages, the short-term impact of making this change is a substantial increase in contributions. However, over time, this relationship reverses, and the Baseline scenario contributions exceed the rolling 15 Year Amortization contributions.

Funded status improves slightly faster and is higher long term the sooner that you move to the 15-year rolling amortization. However, the difference between the Baseline funded status and the other scenarios is never more than 3%.


Funded Status
84%
82%
80%
78%
76%
74%
72%
70%
68%
66%
64%
62%
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
Baseline
Immediate Change to 15 Yr Amortization
Transition to 15 Yr Amortization - 1 Year Increments
Transition to 15 Yr Amortization - 2 Year Increments


Expected Village Contribution
2,700,000
2,600,000
2,500,000
2,400,000
2,300,000
2,200,000
2,100,000
2,000,000
1,900,000
1,800,000
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
Baseline
Immediate Change to 15 Yr Amortization
Transition to 15 Yr Amortization - 1 Year Increments
Transition to 15 Yr Amortization - 2 Year Increments

## Impact of Change to Amortization Schedule

| Valuation Year | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|---|
| **Baseline** | | | | | | | |
| Funded Status | 62.4% | 64.5% | 65.8% | 68.4% | 70.2% | 71.6% | 73.0% |
| Expected Village Contribution | 2,058,218 | 1,981,581 | 2,004,848 | 2,062,409 | 2,069,525 | 2,118,994 | 2,184,767 |
| **Immediate Change to 15 Yr Amortization** | | | | | | | |
| Funded Status | 62.4% | 64.5% | 65.8% | 68.9% | 71.1% | 72.7% | 74.2% |
| Expected Village Contribution | 2,058,218 | 1,981,581 | 2,299,016 | 2,294,087 | 2,199,779 | 2,151,750 | 2,121,619 |
| *Annual Impact (vs. Baseline)* | - | - | 294,168 | 231,678 | 130,254 | 32,756 | (63,148) |
| **Transition to 15 Yr Amortization - 1 Year Increments** | | | | | | | |
| Funded Status | 62.4% | 64.5% | 65.8% | 68.4% | 70.2% | 71.6% | 73.0% |
| Expected Village Contribution | 2,058,218 | 1,981,581 | 2,004,848 | 2,062,409 | 2,069,525 | 2,118,994 | 2,184,767 |
| *Annual Impact (vs. Baseline)* | - | - | - | - | - | - | - |
| **Transition to 15 Yr Amortization - 2 Year Increments** | | | | | | | |
| Funded Status | 62.4% | 64.5% | 65.8% | 68.5% | 70.5% | 72.2% | 73.7% |
| Expected Village Contribution | 2,058,218 | 1,981,581 | 2,065,896 | 2,207,031 | 2,220,494 | 2,181,547 | 2,151,512 |
| *Annual Impact (vs. Baseline)* | - | - | 61,048 | 144,622 | 150,969 | 62,553 | (33,255) |

| Valuation Year | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
|---|---|---|---|---|---|---|---|
| **Baseline** | | | | | | | |
| Funded Status | 74.5% | 76.1% | 77.6% | 79.3% | 81.0% | 82.7% | 84.5% |
| Expected Village Contribution | 2,249,695 | 2,318,348 | 2,386,956 | 2,447,782 | 2,512,970 | 2,581,649 | 2,654,965 |
| **Immediate Change to 15 Yr Amortization** | | | | | | | |
| Funded Status | 75.7% | 77.0% | 78.3% | 79.4% | 80.5% | 81.5% | 82.5% |
| Expected Village Contribution | 2,089,647 | 2,060,032 | 2,028,855 | 1,988,362 | 1,950,990 | 1,915,582 | 1,883,334 |
| *Annual Impact (vs. Baseline)* | (160,048) | (258,316) | (358,101) | (459,420) | (561,980) | (666,067) | (771,631) |
| **Transition to 15 Yr Amortization - 1 Year Increments** | | | | | | | |
| Funded Status | 74.5% | 75.9% | 77.3% | 78.5% | 79.6% | 80.7% | 81.7% |
| Expected Village Contribution | 2,159,810 | 2,129,145 | 2,096,225 | 2,053,970 | 2,014,876 | 1,977,791 | 1,943,909 |
| *Annual Impact (vs. Baseline)* | (89,885) | (189,203) | (290,731) | (393,812) | (498,094) | (603,858) | (711,056) |
| **Transition to 15 Yr Amortization - 2 Year Increments** | | | | | | | |
| Funded Status | 75.2% | 76.6% | 77.9% | 79.1% | 80.2% | 81.2% | 82.1% |
| Expected Village Contribution | 2,118,835 | 2,088,462 | 2,056,539 | 2,015,320 | 1,977,240 | 1,941,142 | 1,908,223 |
| *Annual Impact (vs. Baseline)* | (130,860) | (229,886) | (330,417) | (432,462) | (535,730) | (640,507) | (746,742) |

## Actuarial Assumptions and Methods for January 1, 2021 Valuation

| | |
|---|---|
| Interest Rate | 6.50% per year compounded annually, net of investment related expenses. This is supported by the target asset allocation of the trust and the expected long-term return by asset class. |
| Mortality Rate | ***Active Lives:***<br>PubS-2010 Employee mortality, projected 5 years past the valuation date with Scale MP-2020. 10% of active deaths are assumed to be in the line of duty.<br><br>***Inactive Lives:***<br>PubS-2010 Healthy Retiree mortality, projected 5 years past the valuation date with Scale MP-2020.<br><br>***Beneficiaries:***<br>PubS-2010 Survivor mortality, projected 5 years past the valuation date with Scale MP-2020.<br><br>***Disabled Lives:***<br>PubS-2010 Disabled mortality, projected 5 years past the valuation date with Scale MP-2020.<br><br>The mortality assumptions sufficiently accommodate anticipated future mortality improvements. |
| Retirement Age | See table later in this section. This is based on a 2017 experience study performed for the State of Illinois Department of Insurance. |
| Disability Rate | See table later in this section. 60% of the disabilities are assumed to be in the line of duty. This is based on a 2017 experience study performed for the State of Illinois Department of Insurance. |
| Termination Rate | See table later in this section. This is based on a 2017 experience study performed for the State of Illinois Department of Insurance. |
| Inflation | 2.50%. |
| Cost-of-Living Adjustment | Tier 1: 3.00% per year after age 55. Those that retire prior to age 55 receive an increase of 1/12 of 3.00% for each full month since benefit commencement upon reaching age 55.<br><br>Tier 2: 1.25% per year after the later of attainment of age 60 or first anniversary of retirement. |

| | |
|---|---|
| Salary Increases | See table below. This is based on a 2017 experience study performed for the State of Illinois Department of Insurance. |

Salary Scale

| Service | Rate |
|---|---|
| 0 | 11.00% |
| 1 | 10.75% |
| 2 | 8.75% |
| 3 | 8.50% |
| 4 | 7.00% |
| 5 | 6.25% |
| 6 | 5.25% |
| 7 | 4.25% |
| 8 - 16 | 4.00% |
| 17 - 32 | 3.75% |
| 32+ | 3.50% |

| | |
|---|---|
| Marital Status | 80% of Members are assumed to be married. |
| Spouse's Age | Males are assumed to be three years older than females. |
| Funding Method | Entry Age Normal Cost Method. |
| Actuarial Asset Method | Investment gains and losses are smoothed over a 5-year period. In the first year, 20% of the gain or loss is recognized. In the second year 40%, in the third year 60%, in the fourth year 80%, and in the fifth year 100% of the gain or loss is recognized. The actuarial investment gain or loss is defined as the actual return on investments minus the actuarial assumed investment return. Actuarial Assets shall not be less than 80% nor greater than 120% of the Market Value of Assets. |
| Funding Policy Amortization Method | The UAAL is amortized according to a Level Percentage of Payroll method over a period ending in 2041. The initial amortization amount is 100% of the Accrued Liability less the Actuarial Value of Assets. |
| Payroll Growth | 3.50% per year. |
| Administrative Expenses | Expenses paid out of the fund other than investment-related expenses are assumed to be equal to those paid in the previous year. |

## Decrement Tables

| % Terminating During the Year | |
|---|---|
| Age | Rate |
| 20 | 14.00% |
| 25 | 10.40% |
| 30 | 5.60% |
| 35 | 3.10% |
| 40 | 1.90% |
| 45 | 1.50% |
| 50 | 1.50% |
| 56+ | 0.00% |

| % Becoming Disabled During the Year | |
|---|---|
| Age | Rate |
| 20 | 0.000% |
| 25 | 0.030% |
| 30 | 0.140% |
| 35 | 0.260% |
| 40 | 0.420% |
| 45 | 0.590% |
| 50 | 0.710% |
| 55 | 0.900% |
| 60 | 1.150% |

| % Retiring During the Year (Tier 1) | |
|---|---|
| Age | Rate |
| 50 - 51 | 15% |
| 52 - 54 | 20% |
| 55 - 64 | 25% |
| 65 - 69 | 40% |
| 70+ | 100% |

| % Retiring During the Year (Tier 2) | |
|---|---|
| Age | Rate |
| 50 - 54 | 5% |
| 55 | 40% |
| 56 - 64 | 25% |
| 65 - 69 | 40% |
| 70+ | 100% |

# VILLAGE OF GLEN ELLYN

# POLICE PENSION FUNDING POLICY

Updated by the Village Board on 02-27-2017 and XX-XX-2022

## 1.0 Applicability

This policy applies to the calculation of the Village of Glen Ellyn's "annual required contribution" (ARC) to the Glen Ellyn Police Pension Fund, a police pension trust fund organized under Article III of the Illinois Pension Code.

## 2.0 Background

The financial objective of a defined benefit pension plan is to fund the long-term cost of benefits provided to the plan participants. In order to assure that the plan is financially sustainable, the plan should accumulate adequate resources in a systematic and disciplined manner over the active service life of benefitting employees. This funding policy outlines the method the Village will utilize to determine its actuarially determined contribution to the Glen Ellyn Police Pension Fund to fund the long-term cost of benefits to the plan participants and annuitants.

The Village believes that this funding policy meets the guidelines for state and local governments set by the Pension Funding Task Force convened by the Center for State and Local Government Excellence. The guidelines set by this task force outline the following objectives for pension funding policy:

- **Actuarially Determined Contributions.** A pension funding plan should be based upon an actuarially determined annual required contribution (ARC) that incorporates both the cost of benefits in the current year and the amortization of the plan's unfunded actuarial accrued liability.
- **Funding Discipline**. A commitment to make timely, actuarially determined contributions to the retirement system is needed to ensure that sufficient assets are available for all current and future retirees.
- **Intergenerational equity**. Annual contributions should be reasonably related to the expected and actual cost of each year of service so that the cost of employee benefits is paid by the generation of taxpayers who receives services from those employees.
- **Contributions as a stable percentage of payroll**. Contributions should be managed so that employer costs remain consistent as a percentage of payroll over time.
- **Accountability and transparency**. Clear reporting of pension funding should include an assessment of whether, how, and when the plan sponsor will ensure sufficient assets are available for all current and future retirees.

## 3.0 Policy

### 3.1 Village Annual Required Contribution (ARC)

The Village will determine its ARC to the Glen Ellyn Police Pension Fund using the following principles:

a. The ARC will be calculated by an enrolled actuary.
b. The ARC will include the normal cost for current service and amortization to collect or refund any under- or over-funded amount.
c. The normal cost will be calculated using the entry age normal level of percentage of payroll actuarial cost method using the following assumptions:
    i. The investment rate of return assumption will be 6.50% ~~for the Calendar Year 2017 budget year~~.
    ~~ii. The salary increase assumption will be 5.00% per year.~~
    ~~iii.~~ii. ~~Non-economic assumptions~~Other factors, such as salary increases, payroll growth, rates of separation, disability, retirement, mortality, etc., shall be determined by Village management in consultation with the actuary to reflect current experience.
d. ~~The difference between the accrued liability and actuarial value of assets will be amortized to achieve 100% funding in 2040 (a 30 year closed period that began in 2011) based upon a level percentage of payroll.~~The Village will transition to a 15-year open amortization period beginning in 2022. The transition will be in one-year increments with a target completion date of 2027.
e. Actuarial assets will be determined using market valuation.

The Village will make its actuarially determined contribution to the Glen Ellyn Police Pension Fund in two equal installments in or around June and September of each year.

### 3.2 Transparency and Reporting

Funding of the Glen Ellyn Police Pension Fund should be transparent to vested parties including plan participants, annuitants, the Glen Ellyn Police Pension Fund Board of Trustees, the Village Board, and Glen Ellyn residents. In order to achieve this transparency, the following information shall be distributed:

a. A copy of the annual actuarial valuation for the Glen Ellyn Police Pension Fund shall be made available to the Village Board and the Glen Ellyn Police Pension Fund Board of Trustees.
b. The Village's Comprehensive Annual Financial Report shall be published on its website. This report includes information on the Village's annual contribution to the Glen Ellyn Police Pension Fund, and funded status of the Glen Ellyn Police Pension Fund.
c. Each year, the Village Board shall approve the Village's annual contribution to the Glen Ellyn Police Pension Fund.

d. The Village's annual operating budget shall include the Village's contribution to the Glen Ellyn Police Pension Fund as well as a budget for the Glen Ellyn Police Pension Fund. The budget for the Glen Ellyn Police Pension Fund is controlled by the Glen Ellyn Police Pension Fund Board of Trustees, in accordance with state law. The budget document shall be published on the Village website and made available for public inspection at the Civic Center and Glen Ellyn Public Library.

3.3 Review of Funding Policy

Funding a defined benefit pension plan requires a long-term horizon. Assumptions and inputs into the policy should focus on long-term trends, not year-to-year shifts in the economic or non-economic environments. Generally, assumptions or inputs should be evaluated and changed if long-term economic or noneconomic inputs have fundamentally changed or are no longer reasonable. As such, the Village will review this policy at least every five years to determine if changes to this policy are needed to ensure adequate resources are being accumulated in the Glen Ellyn Police Pension Fund. The Village reserves the right to make changes to this policy at any time if it is deemed appropriate.