



Agenda
Village of Glen Ellyn
Village Board Special Workshop
Monday, October 10, 2022
7:00 PM
Glen Ellyn Civic Center, Room 301

Meeting Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda in the meeting room or online at www.glenellyn.org prior to the meeting. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

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

- 1) Open:

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

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

- E. Discussion**

- 1) Central Business District Streetscape and Utility Improvements - Crescent/Main Intersection Treatment Options (Village Engineer Daubert)
- 2) Central Business District Streetscape and Utility Improvements Project - Construction Staging (Village Engineer Daubert)
- 3) Glen Ellyn Metra Station and Multimodal Access Improvements Project - Phase II Engineering (Village Engineer Daubert)
- 4) Budget Amendments for ARPA, Property Purchases and Capital Projects Funding

(Finance Director Noller)

F. Reminders

- 1)
 - Village Board Workshop October 17, 2022
 - Village Board Meeting October 24, 2022

G. Other Business

H. Motion to Adjourn to Closed Executive Session to discuss the appointment, employment, compensation, discipline, performance, or dismissal of specific employees of the public body or legal counsel for the public body (5 ILCS 120/2 (c)(1))



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

Meeting 10/10/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID
2022-2700)**

DOC ID: 2022-2700

Central Business District Streetscape and Utility Improvements - Crescent/Main Intersection Treatment Options (Village Engineer Daubert)

Statement of the Issue:

Main Street and Crescent Boulevard is a focal intersection of the Glen Ellyn Central Business District. It features a replica of the infamous Glen Ellyn Horse Trough during most of the year and is home to the Glen Ellyn Christmas Tree during the Winter Holiday Season. In this regard, discussions have been had on incorporating a decorative treatment for the pavement at the intersection.

Analysis:

Staff directed Civiltech Engineering to develop exhibits and cost estimates for treatment options.

The treatments included vary levels of brick, concrete, and asphalt pavement which are consistent with the materials being used throughout the project. Four treatment options were originally prepared and reviewed by the Capital Improvements Commission (CIC) at its August 9th meeting.

Based on feedback from the Commission, two treatment options were refined and reviewed by the CIC at its September 13th Meeting. The CIC's review and feedback of the revised two treatment options ultimately yielded three options which are now being presented to the Village Board for consideration.

Option A – All Brick Paver Intersection Including Crosswalks, Concrete Header Bands/Ribbons to delineate crosswalks and protect pavers, Concrete curbing and brick paver median area around the Horse Trough Island.

Estimated Cost for Option A ~ \$234,000 (~134\$K over the standard intersection treatment)

Option B – Essentially Option A with Concrete Crosswalks in lieu of Brick Paver Crosswalks.

Estimated Cost for Option B ~ \$176,000 (~\$76K more than the standard intersection treatment)

Option C – Standard Intersection Treatment Used Throughout the Majority of the Project which includes Primarily Asphalt Pavement Intersection, Concrete curbing and brick paver median area around the horse trough island, and Brick Paver Crosswalks with Concrete Ribbons.

Estimated Cost for Option C ~ \$100,000 (standard intersection treatment)

It is noted that the brick pavers to be used in the roadway are heavy duty 4" X 8" clay fired in north

shore blend color scheme. The larger 4”X12” clay fired pavers that are being used in the furniture zone of the project are not recommended for use in the roadway as their dimensional ration makes them more susceptible to cracking.

Development and Review of Options

During the development of the original options, staff commented on the intersection geometry, treatment limits, orientation of control joints, and pavement markings to refine the concepts to their current state. More significantly, staff also asked which treatment(s) does Civiltech recommend and why? Civiltech responded:

“Civiltech would recommend any of these treatments. As such, we recommend adding the most amount of brick that the Village is willing to maintain. It’s worth noting that all of the options here still involve brick in the roadway in locations that will/may be driven on by vehicles, so the difference in maintenance comes down to area. While more brick means more maintenance, the Village has already committed to equivalent maintenance of brick crosswalks in the downtown. Looking beyond the necessary sanding and the occasional re-setting of bricks which have minimal traffic impacts, any concrete pavement patches or concrete base repair under bricks would have the same traffic impacts during the curing period.”

From a staff perspective, Civiltech’s position is sincerely appreciated as maintenance is a significant and primary consideration for Public Works. This is in the context of discussions with other communities who have had challenges with brick pavers including those set on concrete bases. Staff also remains concerned with the pavers being installed within the northbound right turn lane of Main Street which will be subjected to truck turning traffic. Staff feels that it is likely that large areas of pavers will need to be removed and replaced with said work occasionally having modestly prolonged impacts on Main Street Traffic. In this regard, staff would err on the side of recommending that we minimize brick paver areas within the roadway.

The Capital Improvements Commission review of the original four and two revised treatment options included great discussion and refinement to reach the final three options being presented to the Village Board. While no firm consensus was reached, the majority of the CIC preferred the options that included more brick from an aesthetic perspective. Some Commissioners shared staff’s maintenance concerns and noted that their preference for more brick was in the context of appropriate maintenance. Hence, Option A was developed. Various iterations of this treatment including concrete median areas were reviewed but the all brick treatment was seen as superior in terms of strength/durability and aesthetics. Having said that, some Commissioners expressed concerns with the crosswalk areas blending in with the balance of the intersection. More specifically, concerns were noted that motorists and pedestrians may not know where the appropriate walking areas are. Hence, Option B was developed to provide contrasting concrete crosswalks. Lastly, Option C is the treatment that was included in Village Ordinance 6861 which commemorates the design, schedule, and funding parameters for the project. This treatment also minimizes the aforementioned maintenance concerns while still providing aesthetic value to the intersection.

Budget Impact:

Action Requested:

In summary, staff would like the Village Board to provide a recommendation for the most appropriate intersection treatment for Main and Crescent in the contexts of balancing aesthetics, maintenance, and construction cost considerations.

Attachments:

1. Ordinance 6861 - CBD SUI Design Approval
2. Main and Crescent Village Board Treatment Options A B C



Village of Glen Ellyn

Ordinance No. 6861

**An Ordinance Adopting the Central Business District Streetscape Design Concept and
Streetscape Elements Plan for the Village of Glen Ellyn, Illinois**

**Adopted by the
Acting President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois
This 22 Day of MAR, 2021**

Published in pamphlet form by the authority
of the Acting President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this 23 day of MAR, 2021.

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

Ordinance No. 6861

An Ordinance Adopting the Central Business District Streetscape Design Concept and Streetscape Elements Plan for the Village of Glen Ellyn, Illinois

Whereas, on April 10, 2013, the Village President and Board of Trustees adopted Ordinance 6136, an Ordinance Adopting a Downtown Streetscape Plan and Parking Study for the Village of Glen Ellyn, Illinois, hereinafter referred to as the *Glen Ellyn Downtown Streetscape Plan and Parking Plan Study*; and

Whereas, the approval was predicated upon the fact that the *Glen Ellyn Downtown Streetscape Plan and Parking Plan Study* was a conceptual plan that provided general framework for future downtown Glen Ellyn streetscape and could be modified as a result of further detailed studies, unforeseen opportunities, market conditions, funding constraints and options of elected officials; and

Whereas, on September 24, 2018, the Village Board approved an agreement with Civiltech Engineering for professional engineering design services to reference the *Glen Ellyn Downtown Streetscape Plan and Parking Plan Study* and develop preliminary streetscape and utility improvements plans in concert with a strong public engagement plan; and

Whereas, the Streetscape and Utility Improvements Project will include areas of the Central Business District as depicted on **Exhibit A**; and

Whereas, a Steering Committee was created to work with staff and the Civiltech Engineering Consulting Team to ensure the development of the preliminary streetscape plans was reflective of the community's values and priorities; and

Whereas, the Steering Committee met four times between November 2018 and May 2019, at which meetings the Committee reviewed and commented on the preliminary streetscape plan design elements and public engagement including a public design workshop held on January 26, 2019; and

Whereas, on September 23, 2019, the Village Board approved an agreement for professional

services with Civiltech Engineering for the development of final plans for the CBD Streetscape and Utility Improvement project; and

Whereas, the Capital Improvements Commission played the critical role of vetting all aspects of the project, reviewing all of the design decisions, and providing various recommendations to the Village Board throughout the design phase; and

Whereas, a variety of opportunities for public input were provided throughout the process, including but not limited to: design workshops, Steering Committee meetings, Capital Improvements Commission meetings, Environmental Commission meetings, Historic Preservation meetings, Alliance of Downtown meetings, Rotary Club of Glen Ellyn meetings, Village Board meetings, project website, social media, direct communication, and individual meetings with downtown businesses; and

Whereas, a test streetscape site was constructed in October 2020 to facilitate the display of streetscape paving material options with a public preference survey therein established, yielding over 470 responses on material preferences and input from the general public primarily comprised of residents and business owners; and

Whereas, the Village Board provided direction on the proposed roadway and parking geometry approximately including the addition of approximately twenty-one (21) on-street ADA accessible parking spaces with the general on-street parking configuration as summarized in the following tables and depicted in draft form on attached **Exhibit B**, subject to detail design and final review.

On-Street Parking Configuration for North/South Streets				
Street	Limit	Limit	West side	East side
Main Street	Hillside Avenue	Duane Street	no parking along Apex 400	parallel
Main Street	Duane Street	Crescent Boulevard	parallel parking north of Apex 400	no parking
Main Street	Crescent Boulevard	Pennsylvania Ave	parallel	angle (45 degree)
Main Street	Pennsylvania Avenue	Anthony Street	parallel	parallel
Glenwood Avenue	Crescent Boulevard	Pennsylvania Avenue	parallel	parallel
Forest Avenue	Crescent Boulevard	Pennsylvania Avenue	parallel	parallel
Prospect Avenue	Duane Street	Crescent Boulevard	no parking	no parking
Prospect Avenue	Crescent Boulevard	Pennsylvania Avenue	no parking	no parking

On-Street Parking Configuration East/West Streets				
Street	Limit	Limit	North side	South side
Hillside Avenue	Glenwood Avenue	Main Street	no parking	parallel
Hillside Avenue	Main Street	200' east of Main St	angle (45 degree)	parallel loading zone only
Duane Street	Prospect Avenue	Glenwood Avenue	parallel	parallel Glenwood to approx. 110' west
Duane Street	Glenwood Avenue	Main Street	parallel	parallel
Duane Street	Main Street	Forest Avenue	parallel	parallel
Crescent Boulevard	Prospect Avenue	Glenwood Avenue	parallel	parallel
Crescent Boulevard	Glenwood Avenue	Main Street	parallel	parallel
Crescent Boulevard	Main Street	Forest Avenue	parallel	parallel
Crescent Boulevard	Forest Avenue	Park Boulevard	parallel	parallel
Pennsylvania Avenue	Western Avenue	Prospect Avenue	no parking	no parking
Pennsylvania Avenue	Prospect Avenue	Glenwood Avenue	parallel	parallel
Pennsylvania Avenue	Glenwood Avenue	Main Street	parallel	parallel
Pennsylvania Avenue	Main Street	Forest Avenue	parallel	parallel
Pennsylvania Avenue	Forest Avenue	Park Boulevard	parallel	parallel
Anthony Street	200 west of Main St	Main Street	no parking	angle

Whereas, following through review of Capital Improvements Commission recommendations, the Village Board approved the following items to be part of the Central Business District Streetscape Design Concept and Streetscape Elements Plan to be adhered to for the forthcoming Central Business District Streetscape and Utility Improvement Project with the Streetscape Design Elements described as follows:

Streetscape Element: Trees

- Remove existing trees and replace with approx. 229 new trees spaced 35ft on center as depicted in draft form in attached **Exhibit B**, subject to detail design and final review.
- Install curbed tree planters around nearly all trees throughout the CBD, using 5ft x7ft and 5ft x15ft sized planters
 - Granite Curbing to be used in core of CBD bound by Anthony to the North, Hillside to the South, Glenwood to the West, and Forest to the East, as depicted on **Exhibit C**
 - Precast Concrete Curbing to be specified as a base bid for areas outside of the aforementioned core of the CBD with Granite Curbing as an "Add Alternate". Should favorable bids be received, Granite Curbing may be used throughout the CBD at the discretion of the Village Board.

- Include soil cells for trees throughout the CBD (where trees are planted in 5ft x7ft planters)
- Include paver grates at select locations to suspend pavement over trees and expand the usable sidewalk area
- Install raised seat-wall planters at prominent locations as with the following general specifications and as depicted on **Exhibit D**:
 - Seat wall heights to be 24" tall
 - Fire clay brick façade in red/blend color to compliment paving
 - 4" limestone cap with joints
 - Landscape area will include shade trees and understory landscaping (shrubs, perennials, grasses)
- Specify large caliper shade trees for prominent locations, where space allows
- Install irrigation system for all new trees and landscape areas.

Streetscape Elements: Sidewalk and Crosswalk Paving Materials

- Install standard plain concrete sidewalks for pedestrian walking areas including sidewalk ramp areas at corners
- Install fire clay brick pavers on a concrete slab base in a 5-foot wide furniture zone between tree planters as described on **Exhibit E** with the following general specifications in locations as depicted on **Exhibit F**:
 - 4"x12" fire clay pavers in herringbone pattern with "north shore blend" colors
 - 4"x8" fire clay pavers in soldier course border with "charcoal" color
- Install standard plain concrete for carriage walk between the decorative furniture zones and back of curbs

- Install brick pavers on a concrete slab base for carriage walk in areas where there is no decorative furniture zone (referred to as “narrow band”) in locations as depicted on **Exhibit F** with the following general specifications”
 - 16” wide band
 - 4”x12” fire clay pavers running bond pattern with “north shore blend” colors
- Install fire clay brick pavers on a concrete slab base with concrete header bands in crosswalk locations as depicted on **Exhibit G** with the following general specification:
 - 4”x8” fire clay pavers in herringbone pattern with “north shore blend” colors
 - 4”x8” fire clay pavers in soldier course border with “charcoal” color
- Install raised crosswalks with concrete approach ramps at two mid-block crossing locations (Main St between Hillside and Duane, and Crescent between Main and Forest) subject to Public Works final review of the proposed roadway geometry
- Incorporate 16”x16” granite engraved plaques in diamond configuration within decorative furniture zone pavers as depicted on **Exhibit H** at locations to be determined by Historic Society and approved by the Village Board,
- Incorporate 16”x16” granite engraved plaques in square configuration within narrow band decorative pavers at locations to be determined by Historical Society in consultation with the Historic Preservation Commission and approved by the Village Board

Streetscape Elements: Street Furniture, Appurtenances and Streetlight poles

- Specify new street furniture throughout the CBD including:
 - Bollards: Reliance Foundary R07539 to be used at prominent corners and mid-block crosswalks. Color to be black.
 - Trash receptacle: Canterbury Model 102. Color to be black.
 - Bike Rack: DuMor Model 293 or DuMor Model 290: Color to be black.

- Bench: Victor Stanley CR-10 in both 4ft (perpendicular) and 6ft (parallel) lengths.
Color to be black.
- Specify new streetlights throughout the CBD including:
 - Poles: Halophane Charleston Series Pole, aluminum, SiteLink Straight L4E Shaft with mounting accessories
 - Luminaire: reuse existing "Glen Ellyn LED Decorative Luminaire" by Sternberg Lighting
 - Electrical Provision: Provide Separate Circuits for Luminaires, Festoon Electrical Receptacles (Receptacles On Poles), and Ground Mounted Locking Electrical Receptacles

Whereas, at the Village Board Workshops held on February 16th, 2021; January 16th, 2021; October 19th, 2020; on March 4, 2019, the Village Board reviewed these items and the President and Village Trustees determined the Central Business District Streetscape Design Concept and Streetscape Elements Plan is consistent with goals of the Village to improve downtown infrastructure, including pedestrian accessibility and parking improvements; to encourage more pedestrian activity, outdoor dining, and enhance special event space in the CBD; and to spur future private investment and improve quality of life; and

Whereas, the total cost of the CBD Streetscape and Utility Improvements as depicted on **Exhibit J** is estimated to be approximately \$28.7 million for all items including the Underground Utility Study, Design Engineering, Construction Engineering, and Construction with subsequent Construction and Construction Engineering Phases in the amount of approximately \$26.6M to be funded by available Village funds above minimum policy levels, grant funding, and the issuance of General Obligation Bonds as currently depicted in **Exhibit K**; and

Whereas, the property tax levy on said General Obligation Bonds should be abated each year

such that the issuance of those bonds causes no additional property tax burden on property owners.

Whereas, the final design made by the Village Board shall now be used to finalize the Engineering, Plans, Specifications, and Estimates for the Village of Glen Ellyn Central Business District Streetscape Project as to advance the first phase of the project for construction in February of 2022. It should be noted that during the construction phase of the project, some modifications to this plan will be inevitable; however, Village staff and the design team will minimize those changes, but must have the ability to make necessary modifications in the field.

Whereas, the remainder of the CBD Streetscape and Utility Improvements will be constructed in phases as depicted on **Exhibit I**.

Now, Therefore, be it Ordained by the Acting 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 Acting President and Board of Trustees hereby adopts the "Central Business District Streetscape Design Concept and Streetscape Elements Plan" inclusive of the design elements as described herein this Ordinance.

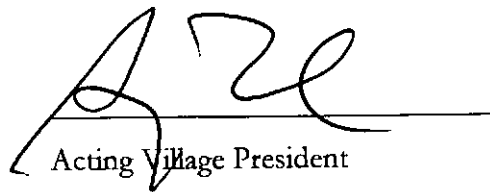
Section Two: This approval is predicated upon future construction contracts approvals.

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

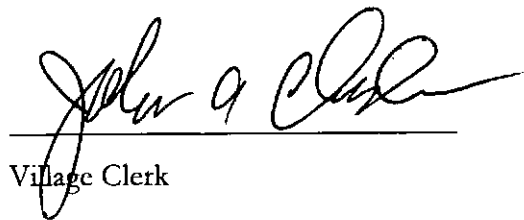
Passed by the Acting President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 22 day of MAR, 20 21.

Ayes	☒	Craig Pryde	☒	Steve Thompson	☒	Mark Senak
	☒	Kelli Christiansen		Bill Enright	☒	Gary Fasules
Nays		Craig Pryde		Steve Thompson		Mark Senak
		Kelli Christiansen	☒	Bill Enright		Gary Fasules
Absent		Craig Pryde		Steve Thompson		Mark Senak
		Kelli Christiansen		Bill Enright		Gary Fasules

Approved by the Acting Village President of the Village of Glen Ellyn, Illinois this 22
day of MAR 2021.


Acting Village President

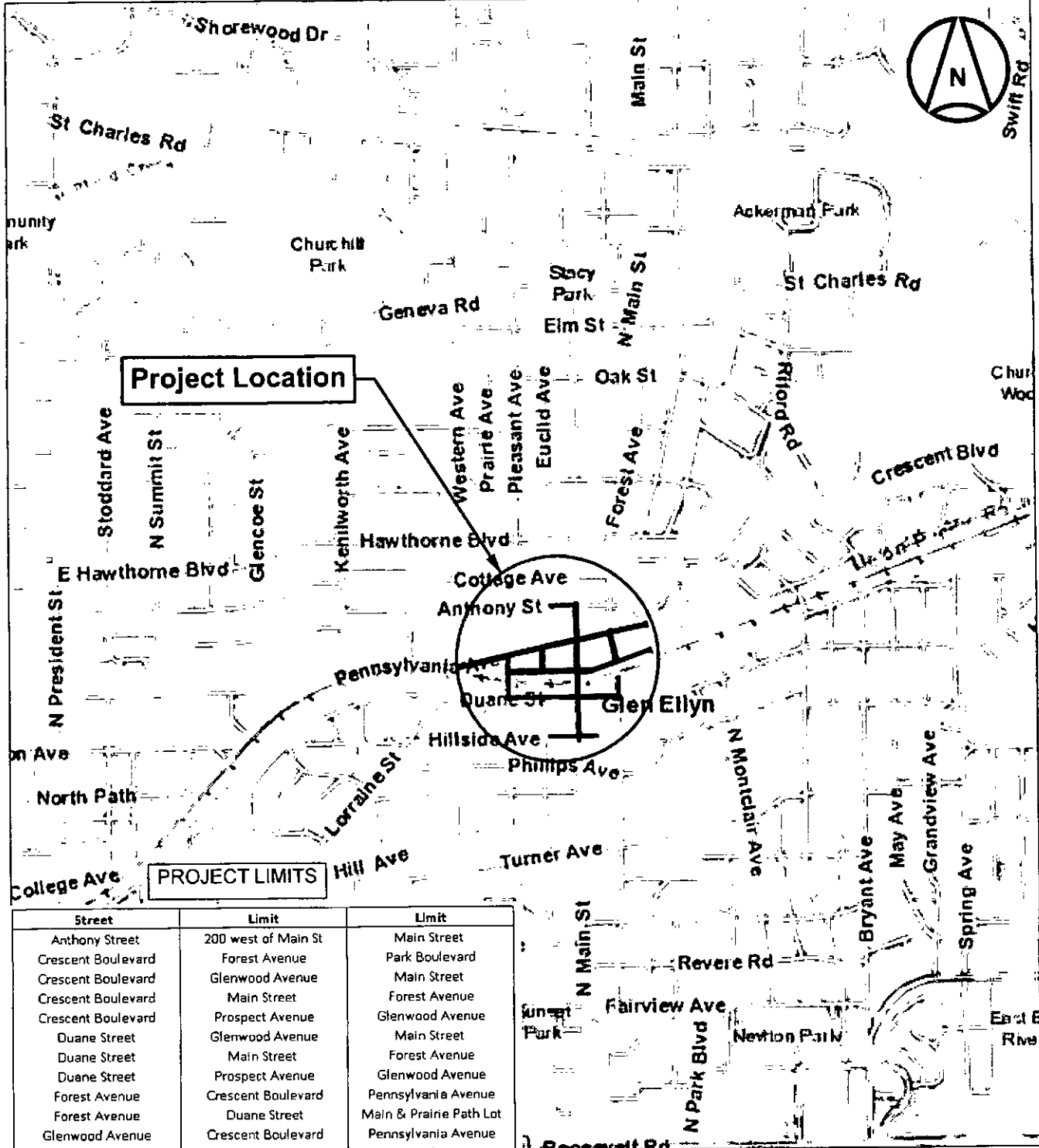
Attest:


Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the 23 day of MAR, 2021.)

EXHIBIT A



Street	Limit	Limit
Anthony Street	200 west of Main St	Main Street
Crescent Boulevard	Forest Avenue	Park Boulevard
Crescent Boulevard	Glenwood Avenue	Main Street
Crescent Boulevard	Main Street	Forest Avenue
Crescent Boulevard	Prospect Avenue	Glenwood Avenue
Duane Street	Glenwood Avenue	Main Street
Duane Street	Main Street	Forest Avenue
Duane Street	Prospect Avenue	Glenwood Avenue
Forest Avenue	Crescent Boulevard	Pennsylvania Avenue
Forest Avenue	Duane Street	Main & Prairie Path Lot
Glenwood Avenue	Crescent Boulevard	Pennsylvania Avenue
Hillside Avenue	Glenwood Avenue	Main Street
Hillside Avenue	Main Street	200' east of Main St
Main Street	Crescent Boulevard	Pennsylvania Ave
Main Street	Duane Street	Crescent Boulevard
Main Street	Hillside Avenue	Duane Street
Main Street	Pennsylvania Avenue	Anthony Street
Pennsylvania Avenue	Forest Avenue	Park Boulevard
Pennsylvania Avenue	Glenwood Avenue	Main Street
Pennsylvania Avenue	Main Street	Forest Avenue
Pennsylvania Avenue	Prospect Avenue	Glenwood Avenue
Pennsylvania Avenue	Western Avenue	Prospect Avenue
Prospect Avenue	Crescent Boulevard	Pennsylvania Avenue
Prospect Avenue	Duane Street	Crescent Boulevard

Village of Glen Ellyn

**Central Business District (CBD)
Streetscape and Utility Improvements**

Local Location Map

CIVILTECH

Not to Scale

Proposed Parking



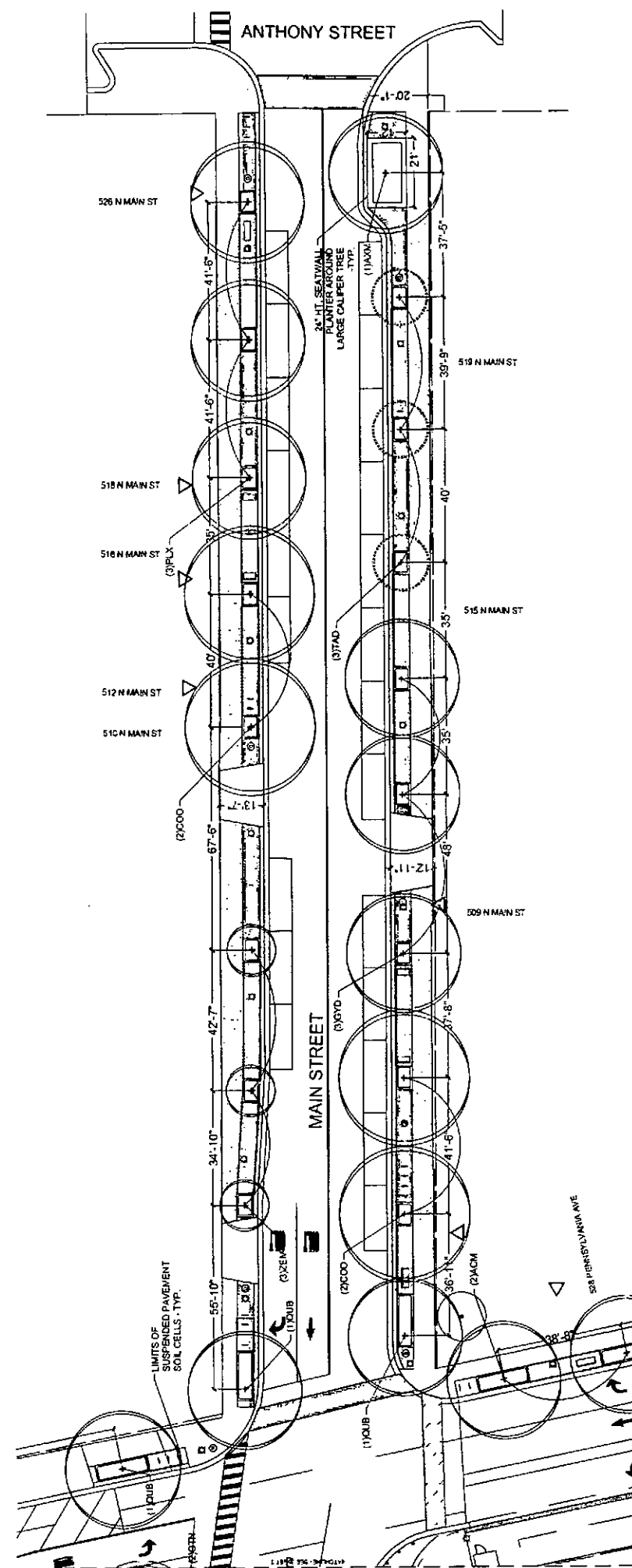
Public Parallel Parking
Public Angle Parking

Public On-Street: 346
(Including 21 Accessible Spaces)

(Additional angle spaces may be converted to accessible access spaces pending final accessible space layouts)

MAIN STREET
ANTHONY TO PENNSYLVANIA

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

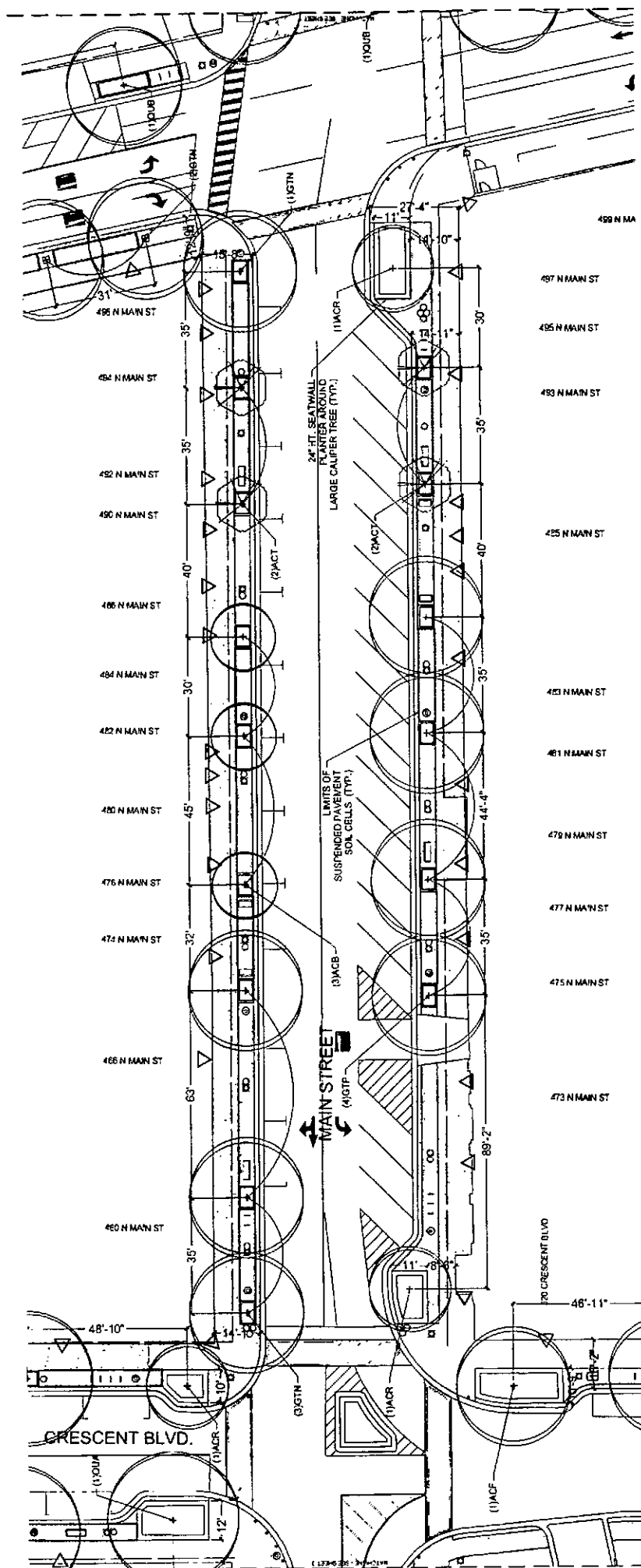


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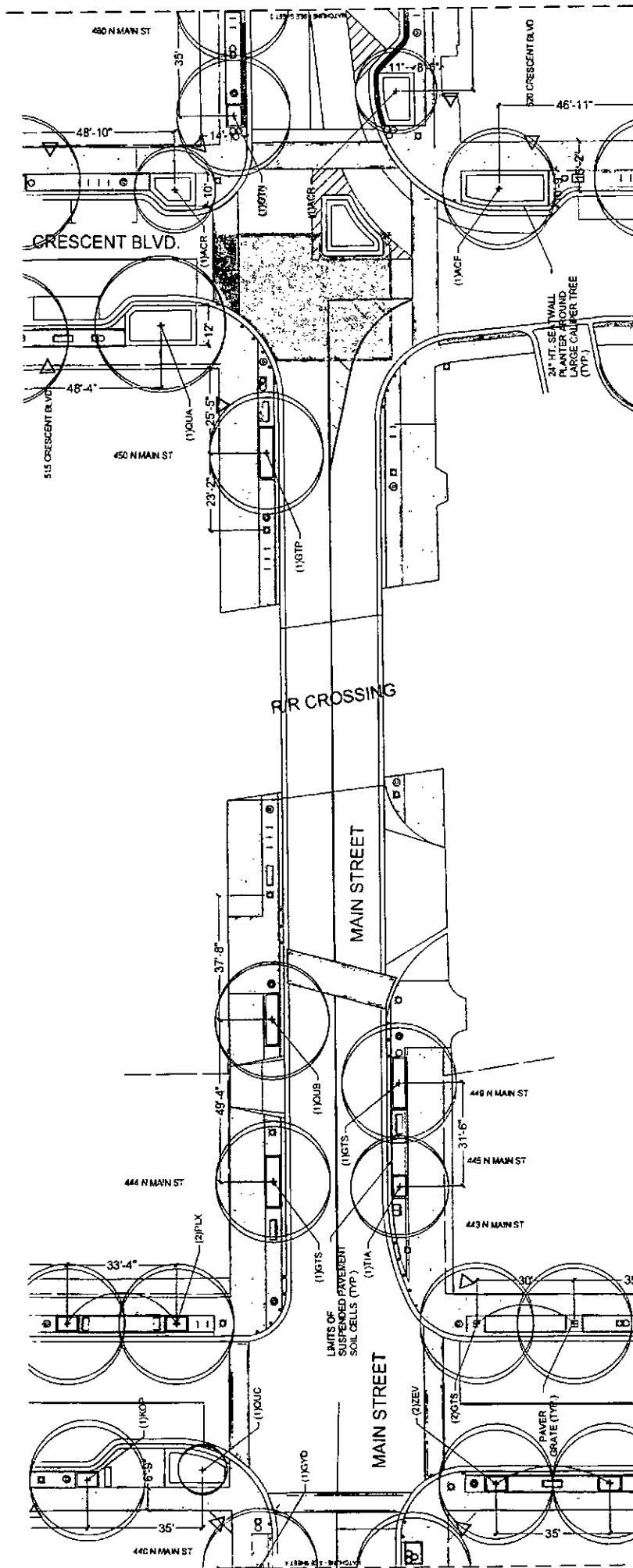
MAIN STREET
PENNSYLVANIA TO CRESCENT

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



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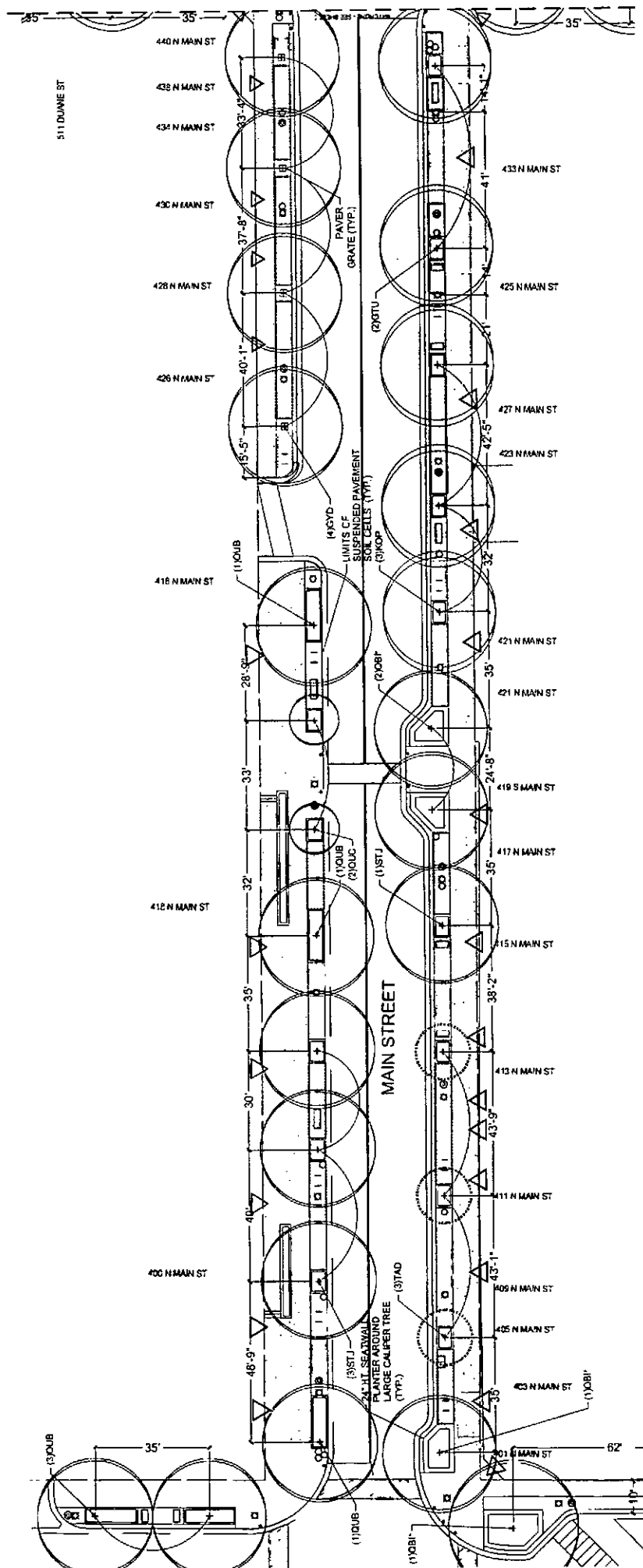




**MAIN STREET
CRESCENT TO DUANE**

GLEN ELLYN CBD STREETSCAPE
DRAFT TREE PLANTING PLAN

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MAIN STREET
DUANE TO HILLSIDE

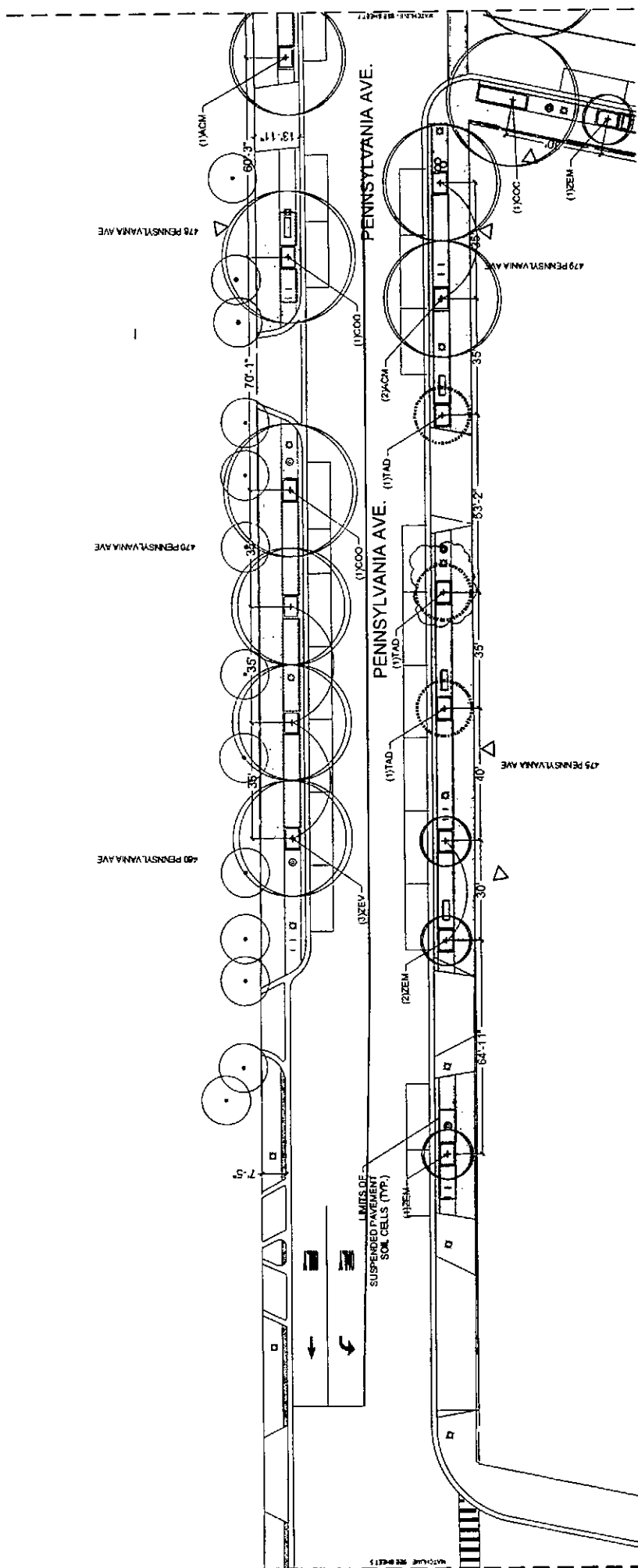
GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

      	EXISTING TRIP TO PARKING PROPOSED TREE UNUSABLE SIDEWALK DECKING PAVING LIMIT OF SURFCESED PAVEMENT BOX CELLS PARKING SPACES REPRESENTED BY DOTTING STREET LIGHT	BASE PATHS 4' BENCH 6' BENCH BOLLARD TRANSFERENCE TABLE FLOWER POT
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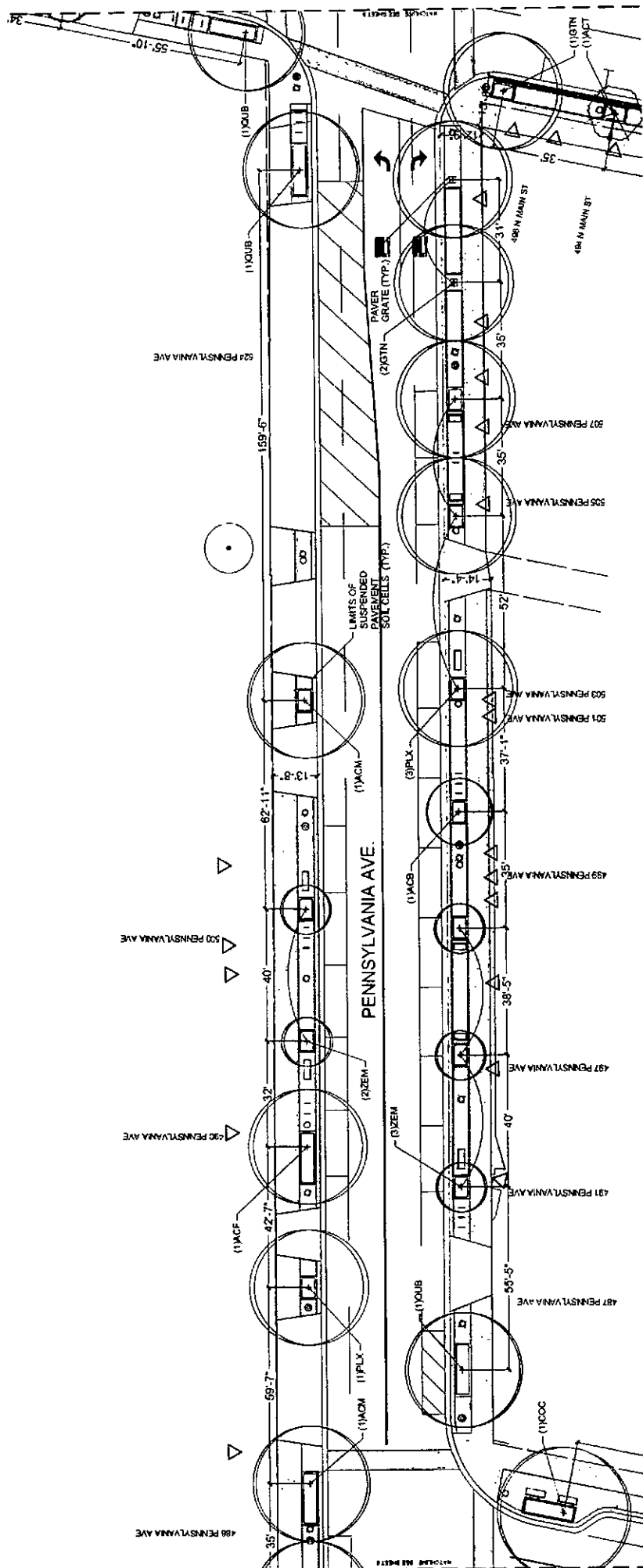
PENNSYLVANIA AVE
PROSPECT TO GLENWOOD

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

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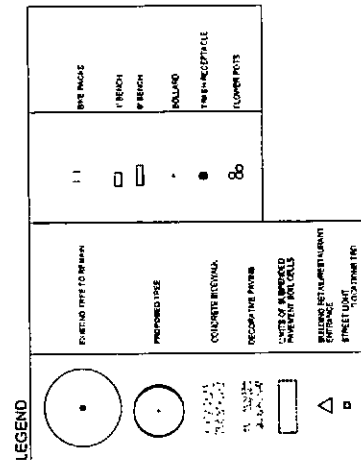
PENNSYLVANIA AVE
GLENWOOD TO MAIN

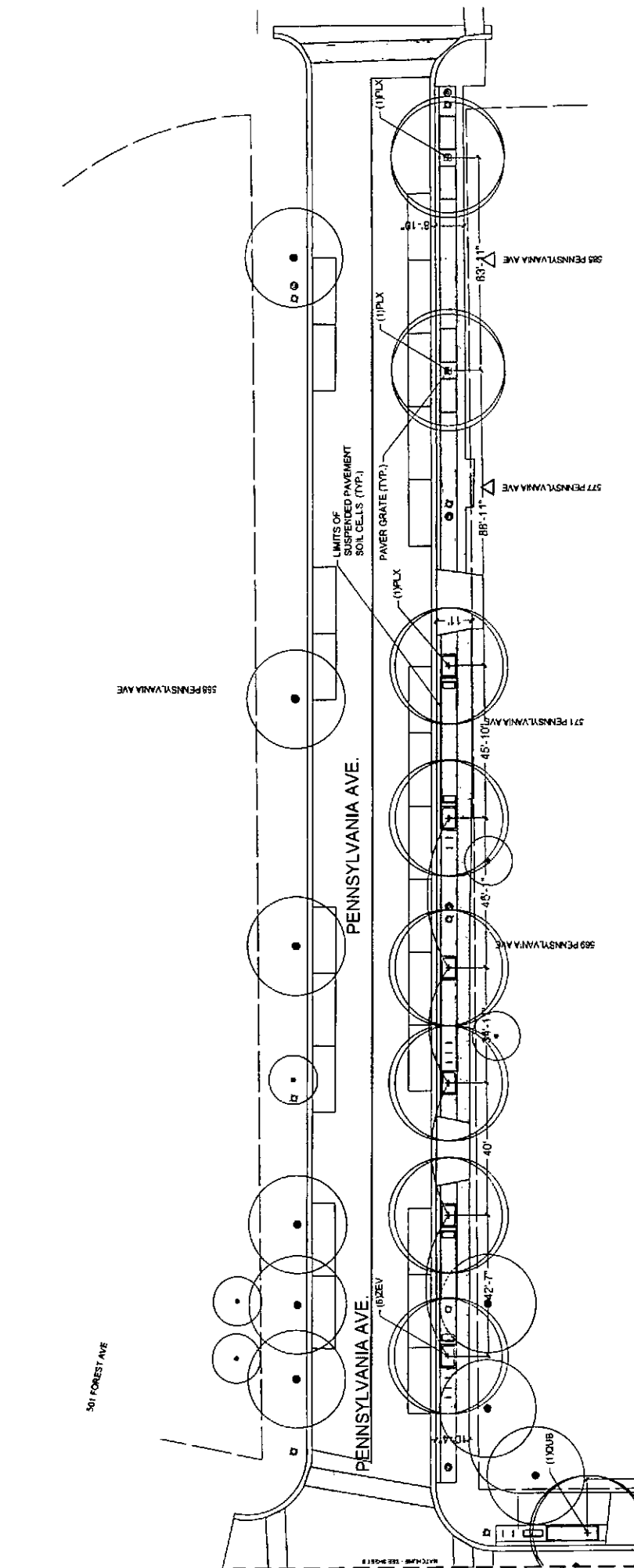
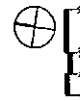
GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



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GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



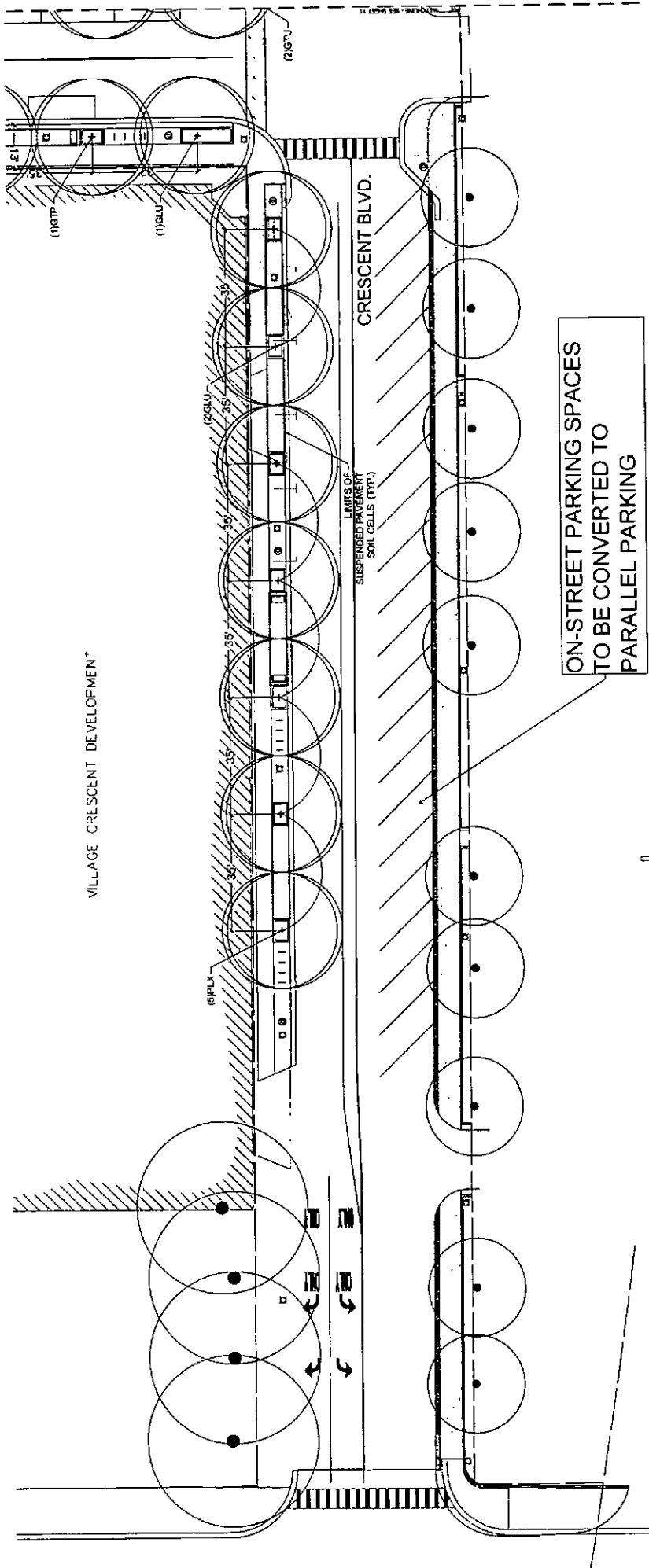


PENNSYLVANIA AVE FOREST TO PARK

LEGEND			
	EXISTING TREES TO REMAIN		ONE INCH
	PROPOSED TREE		2' BENCH
	CONCRETE SIDEWALK		4' BENCH
	PERMEABLE PAVEMENT		PAVER GRATE
	UNITS OF SUSPENDED PAVEMENT SOIL CELLS		TRANSVERSE POLE
	PAVED WALKWAY		LANDSCAPE
	STREET LIGHT		LANDSCAPE
	STREET LIGHT		LANDSCAPE

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

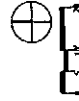




LEGEND			
	EXISTING TREE TO REMAIN		TREE 10-15M
	PROPOSED TREE		TREE 15-20M
	CONCRETE SIDEWALK		TREE 20-25M
	RECOMMENDED PAVING		TREE 25-30M
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TREE 30-35M
	BOULEVARD STREET LAYOUT		TREE 35-40M
	BOULEVARD STREET LAYOUT		TREE 40-45M

CRESCENT BOULEVARD PROSPECT TO GLENWOOD

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

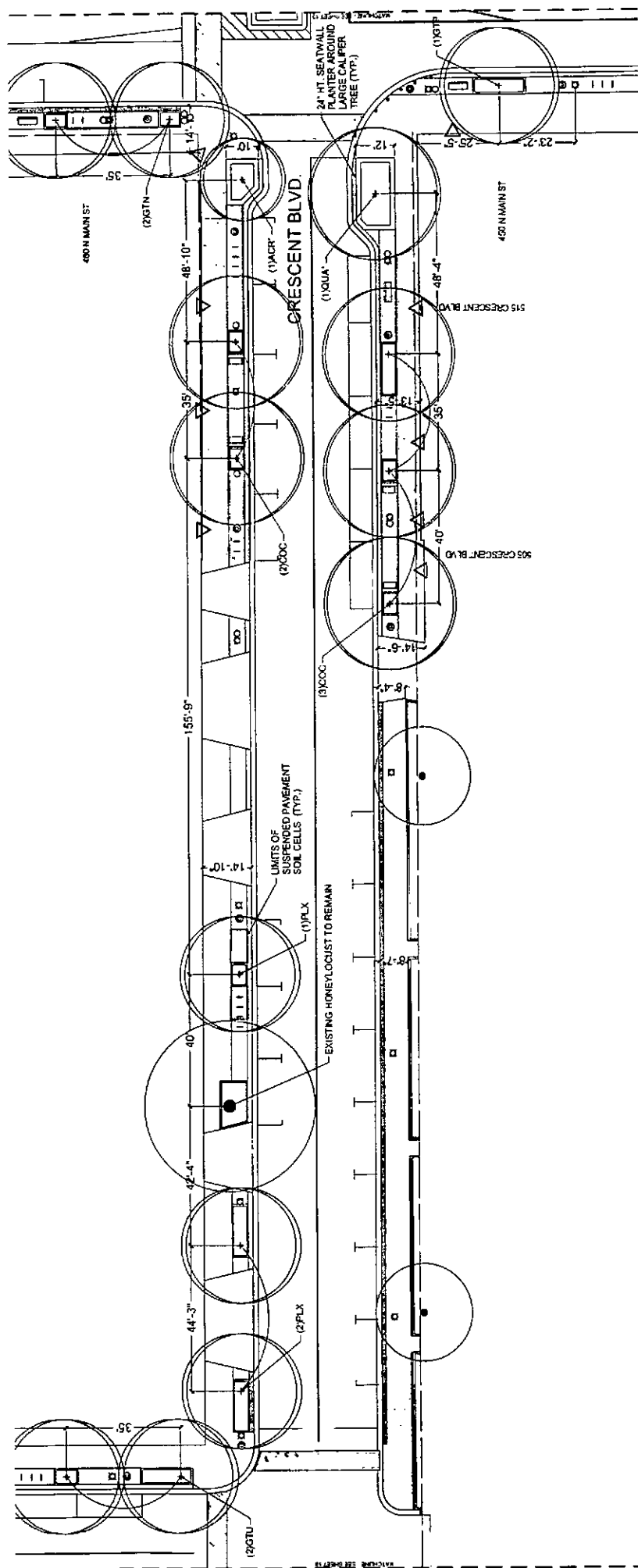


Jan 28, 2021
Sheet 10 of 18



CRESCENT BOULEVARD
GLENWOOD TO MAIN

GLEN ELLYN CBD STREETSCAPE
DRAFT TREE PLANTING PLAN

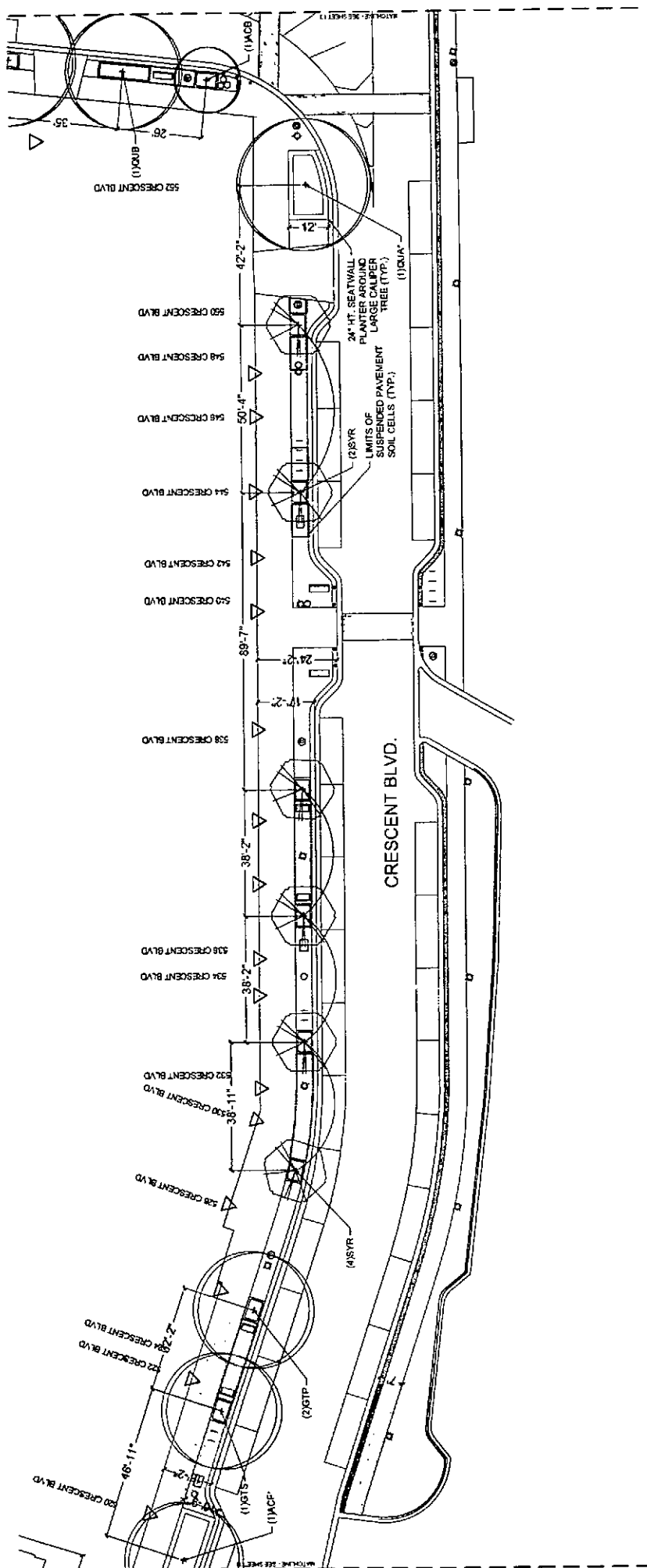


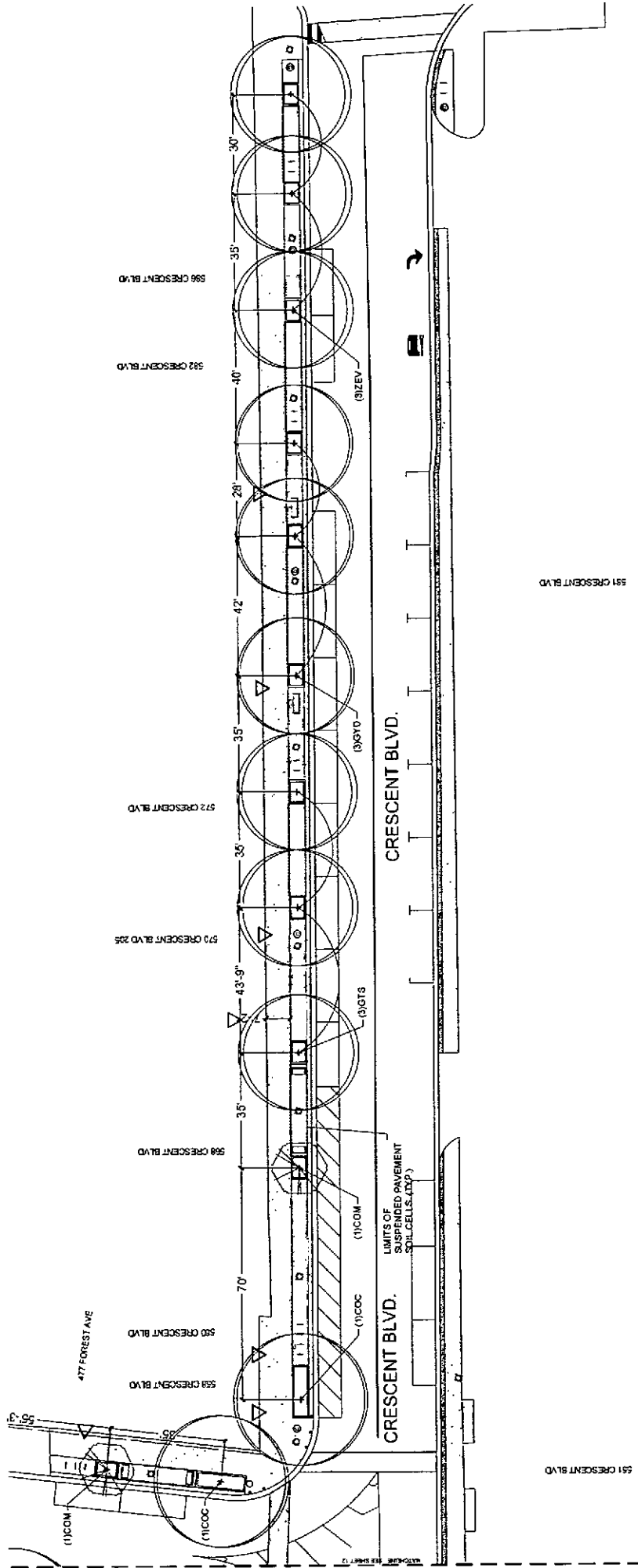
   	EXTENDING FINEST TO REGULAR IMPROVED TYPE COMPLETE REWORK EXCESSIVE HAND SAFETY OF IMPROVED PATENTED MATERIAL REWORKING OF REWORKING REWORKING OF REWORKING	TYPE B LOTS TYPE C LOTS TYPE D LOTS TYPE E LOTS TYPE F LOTS TYPE G LOTS TYPE H LOTS TYPE I LOTS TYPE J LOTS TYPE K LOTS TYPE L LOTS TYPE M LOTS TYPE N LOTS TYPE O LOTS TYPE P LOTS TYPE Q LOTS TYPE R LOTS TYPE S LOTS TYPE T LOTS TYPE U LOTS TYPE V LOTS TYPE W LOTS TYPE X LOTS TYPE Y LOTS TYPE Z LOTS
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CRESCENT BOULEVARD
MAIN TO FOREST

GLEN ELLYN CBD STREETSCAPE **DRAFT TREE PLANTING PLAN**





LEGEND

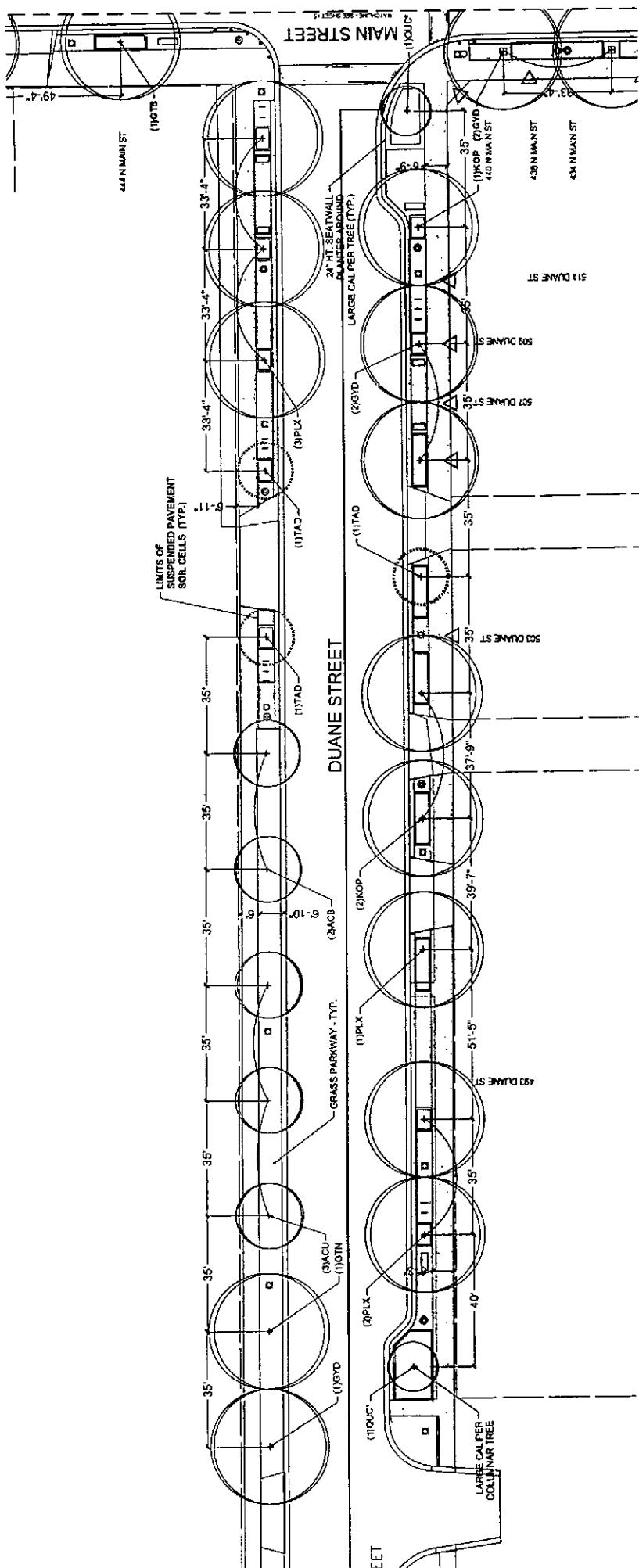
EXISTING TREES TO REMAIN	PROPOSED TREES	CONCRETE MEDIAN	DECORATIVE PAVING	LIMITED SUSPENDED PAVEMENT AREA	PLANTING AREA WITH STREET LIGHT
					STREET LIGHT

CRESCENT BOULEVARD PROSPECT TO GLENWOOD

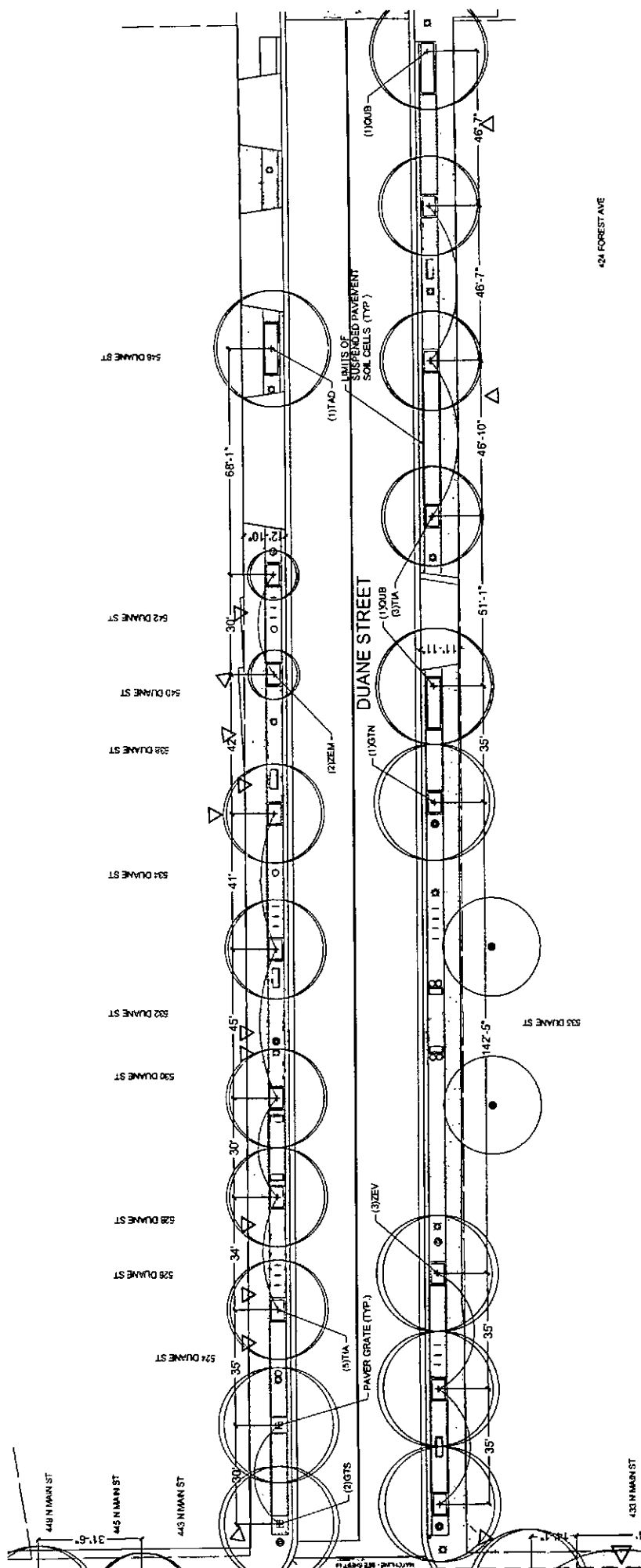
GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

DUANE STREET
GLENWOOD TO MAIN

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

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GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



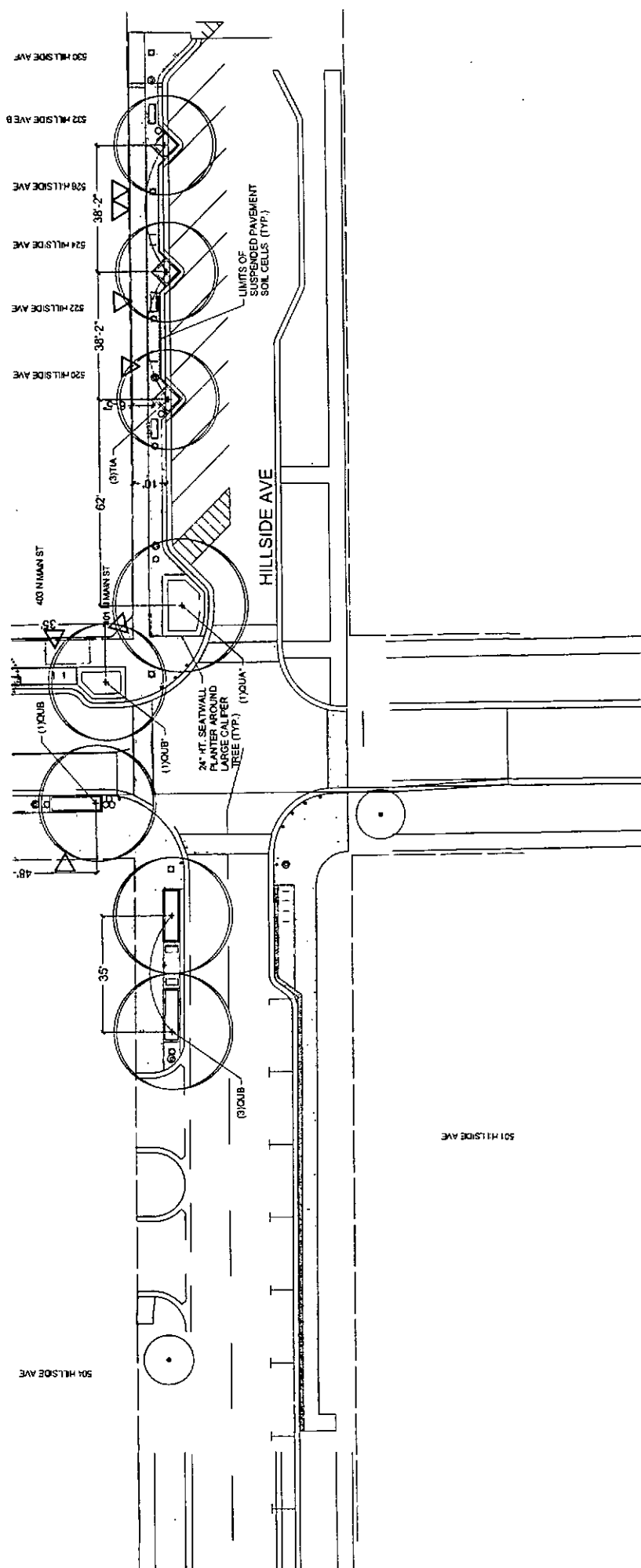
124 FOREST AVE

DUANE STREET
MAIN TO FOREST

   	LEGEND EXISTING TIME TO REASON IMPROVED TIME CALCULATE MORTALITY DECOMPOSE MASSES LANDS OF DISPERSED PAYMENT FOR CELLS DO NOT SET MORTALITY PAYMENT FOR STREET LIGHT	ONE WAY'S 2 WAYS 4 WAYS 8 WAYS 16 WAYS 32 WAYS 64 WAYS 128 WAYS 256 WAYS 512 WAYS 1024 WAYS 2048 WAYS 4096 WAYS 8192 WAYS 16384 WAYS 32768 WAYS 65536 WAYS 131072 WAYS 262144 WAYS 524288 WAYS 1048576 WAYS 2097152 WAYS 4194304 WAYS 8388608 WAYS 16777216 WAYS 33554432 WAYS 67108864 WAYS 134217728 WAYS 268435456 WAYS 536870912 WAYS 1073741824 WAYS 2147483648 WAYS 4294967296 WAYS 8589934592 WAYS 17179869184 WAYS 34359738368 WAYS 68719476736 WAYS 137438953472 WAYS 274877906944 WAYS 549755813888 WAYS 1099511627776 WAYS 2199023255552 WAYS 4398046511104 WAYS 8796093022208 WAYS 17592186044416 WAYS 35184372088832 WAYS 70368744177664 WAYS 140737488355328 WAYS 281474976710656 WAYS 562949953421312 WAYS 1125899906842624 WAYS 2251799813685248 WAYS 4503599627370496 WAYS 9007199254740992 WAYS 18014398509481984 WAYS 36028797018963968 WAYS 72057594037927936 WAYS 144115188075855872 WAYS 288230376151711744 WAYS 576460752303423488 WAYS 1152921504606846976 WAYS 2305843009213693952 WAYS 4611686018427387904 WAYS 9223372036854775808 WAYS 18446744073709551616 WAYS 36893488147419103232 WAYS 73786976294838206464 WAYS 147573952589676412928 WAYS 295147905179352825856 WAYS 590295810358705651712 WAYS 1180591620717411303424 WAYS 2361183241434822606848 WAYS 4722366482869645213696 WAYS 9444732965739290427392 WAYS 18889465931478580854784 WAYS 37778931862957161709568 WAYS 75557863725914323419136 WAYS 151115727451828646838272 WAYS 302231454903657293676544 WAYS 604462909807314587353088 WAYS 1208925819614629174706176 WAYS 2417851639229258349412352 WAYS 4835703278458516698824704 WAYS 9671406556917033397649408 WAYS 19342813113834066795298816 WAYS 38685626227668133590597632 WAYS 77371252455336267181195264 WAYS 154742504910672534362390528 WAYS 309485009821345068724781056 WAYS 618970019642690137449562112 WAYS 1237940039285380274899124224 WAYS 2475880078570760549798248448 WAYS 4951760157141521099596496896 WAYS 9903520314283042199192993792 WAYS 19807040628566084398385987584 WAYS 39614081257132168796771975168 WAYS 79228162514264337593543950336 WAYS 158456325028528675187087900672 WAYS 316912650057057350374175801344 WAYS 633825300114114700748351602688 WAYS 1267650600228229401496703205376 WAYS 2535301200456458802993406410752 WAYS 5070602400912917605986812821504 WAYS 10141204801825835211973625643008 WAYS 20282409603651670423947251286016 WAYS 40564819207303340847894502572032 WAYS 81129638414606681695789005144064 WAYS 162259276829213363391578010288128 WAYS 324518553658426726783156020576256 WAYS 649037107316853453566312041152512 WAYS 1298074214633706907132624082305024 WAYS 2596148429267413814265248164610048 WAYS 5192296858534827628530496329220096 WAYS 10384593717069655257060992658440192 WAYS 20769187434139310514121985316880384 WAYS 41538374868278621028243970633760768 WAYS 83076749736557242056487941267521536 WAYS 166153499473114484112975882535043072 WAYS 332306998946228968225951765070086144 WAYS 664613997892457936451903530140172288 WAYS 1329227995784915872903807060280344576 WAYS 2658455991569831745807614120560689152 WAYS 5316911983139663491615228241121378304 WAYS 10633823966279326983230456482242756608 WAYS 21267647932558653966460912964485513216 WAYS 42535295865117307932921825928971026432 WAYS 85070591730234615865843651857942052864 WAYS 170141183460469231731687303715884105728 WAYS 340282366920938463463374607431768211456 WAYS 680564733841876926926749214863536422912 WAYS 1361129467683753853853498429727072845824 WAYS 2722258935367507707706996859454145691648 WAYS 5444517870735015415413993718908291383296 WAYS 10889035741470030830827987437816582766592 WAYS 217780714829400616
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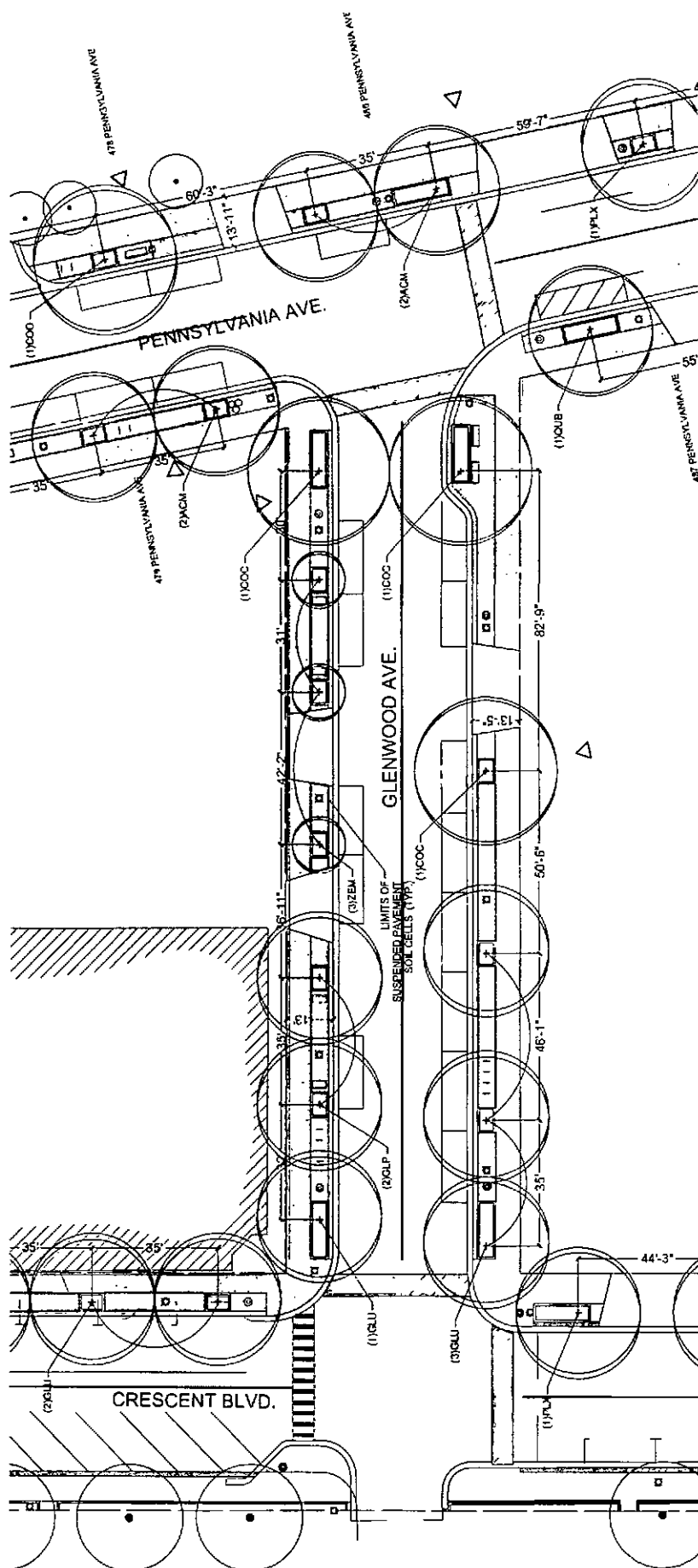
HILLSIDE AVENUE
AT MAIN

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

[illegible]

GLENWOOD AVE
CRESCENT TO PENNSYLVANIA

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

[illegible]

GLEN ELLYN CBD STREETSCAPE
DRAFT TREE PLANTING PLAN

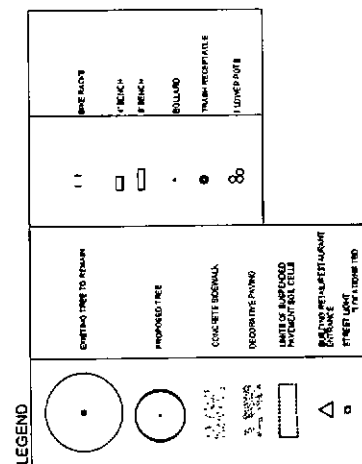
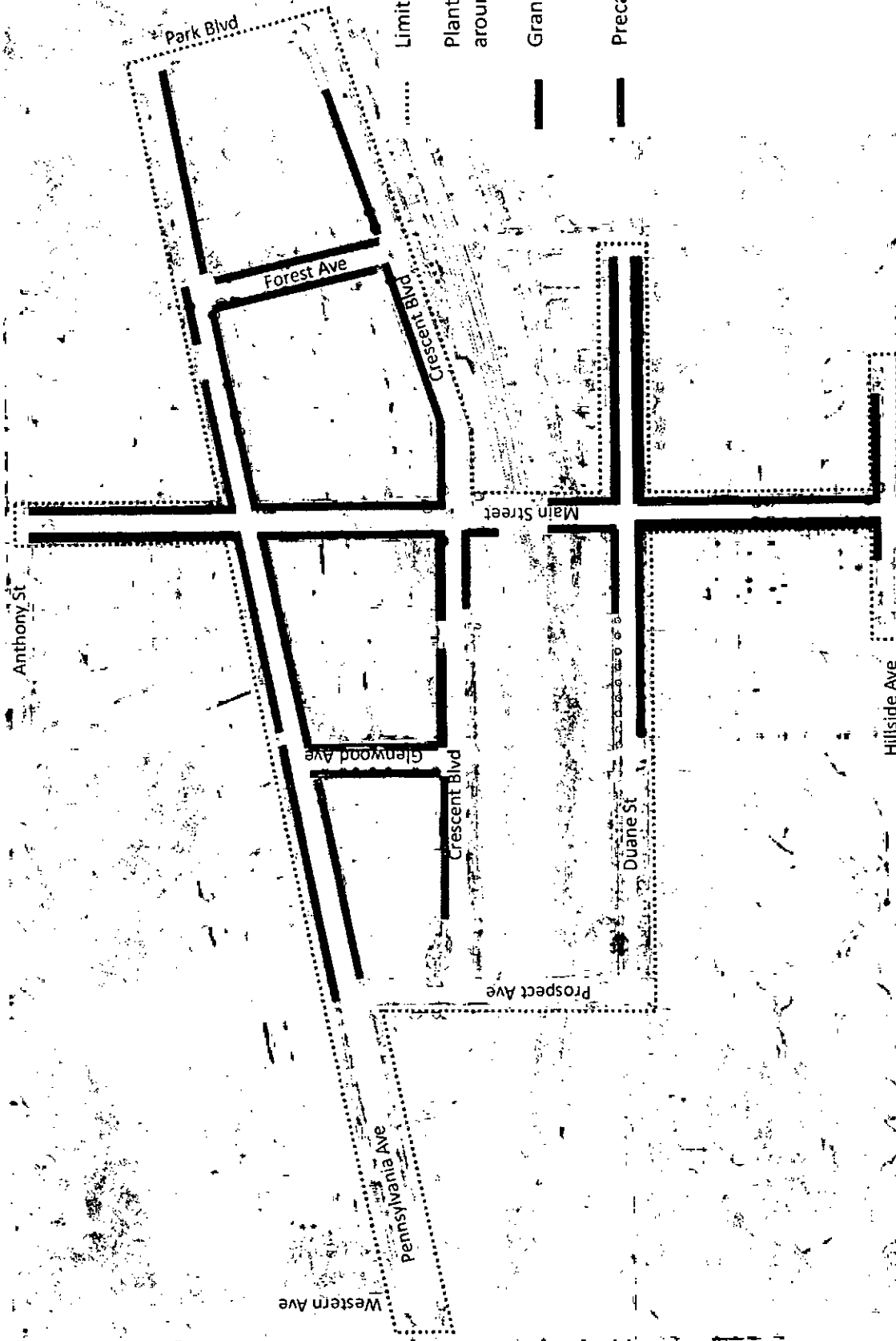


EXHIBIT C



Legend

Limits of CBD Improvements

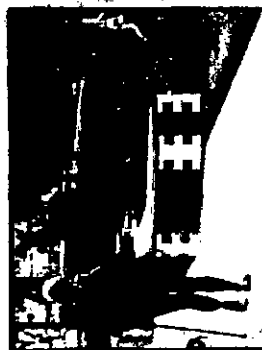
Planter curbs will be installed around all new trees.

Granite planter curbs

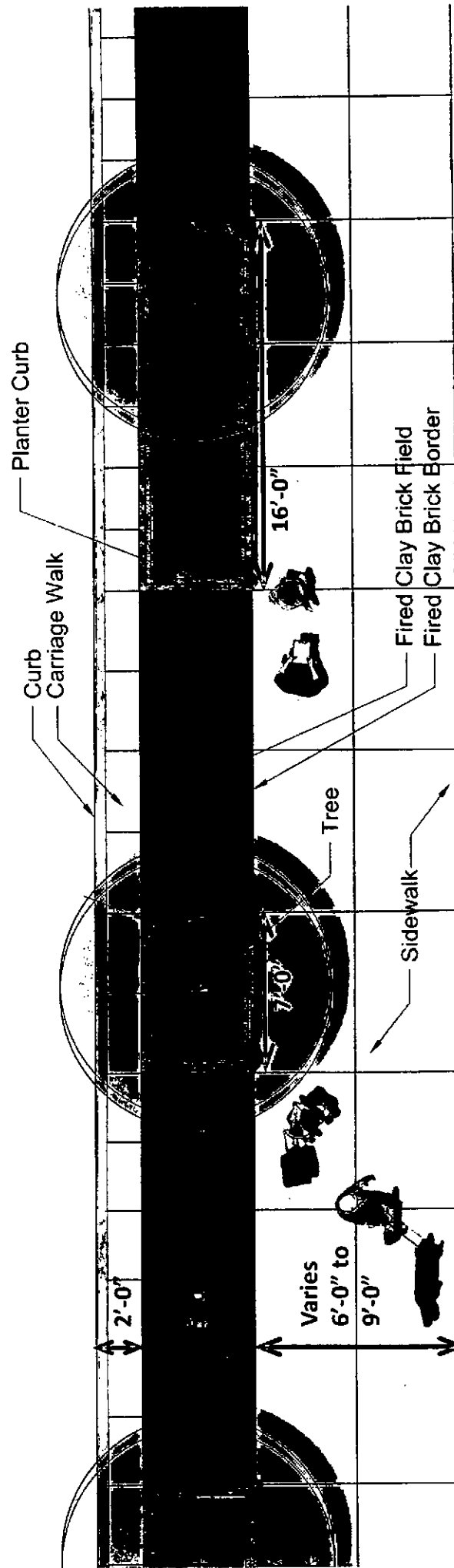
Precast concrete planter curbs



Planter Seat Walls



Selected Streetscape Layout | Plan View

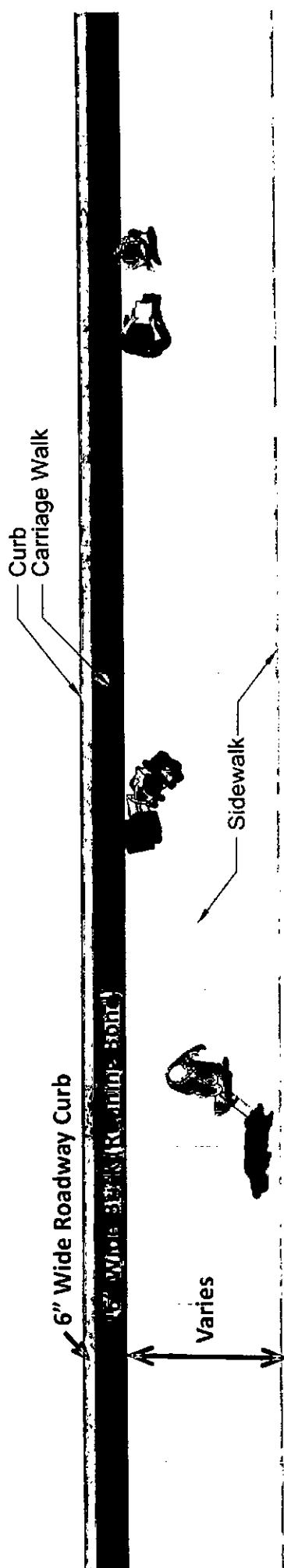


4"x12" Herringbone Field: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

4"x8" Soldier Course Border:
63 Charcoal

6" w. x 6" ht. Planter Curbs:
Mesabi Black Diamond 10 finish granite

Expanded Pavers into Carriage Walk | Narrow Band 1



4"x12" Running Bond: Blend of 32 Antique, 33 Dark Antique,
34 Mulberry, 36 Sunset Red and 63 Charcoal

EXHIBIT F

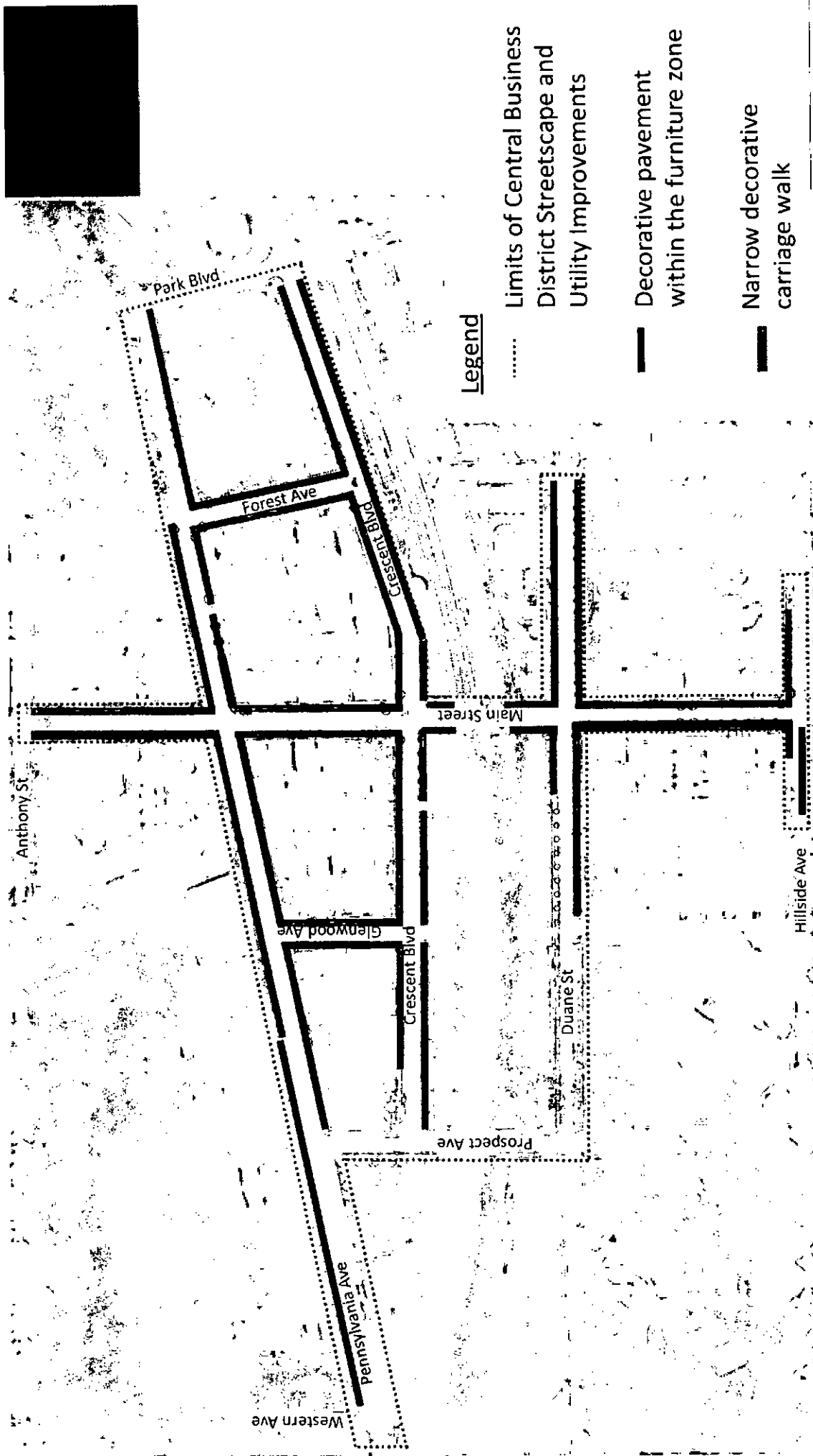
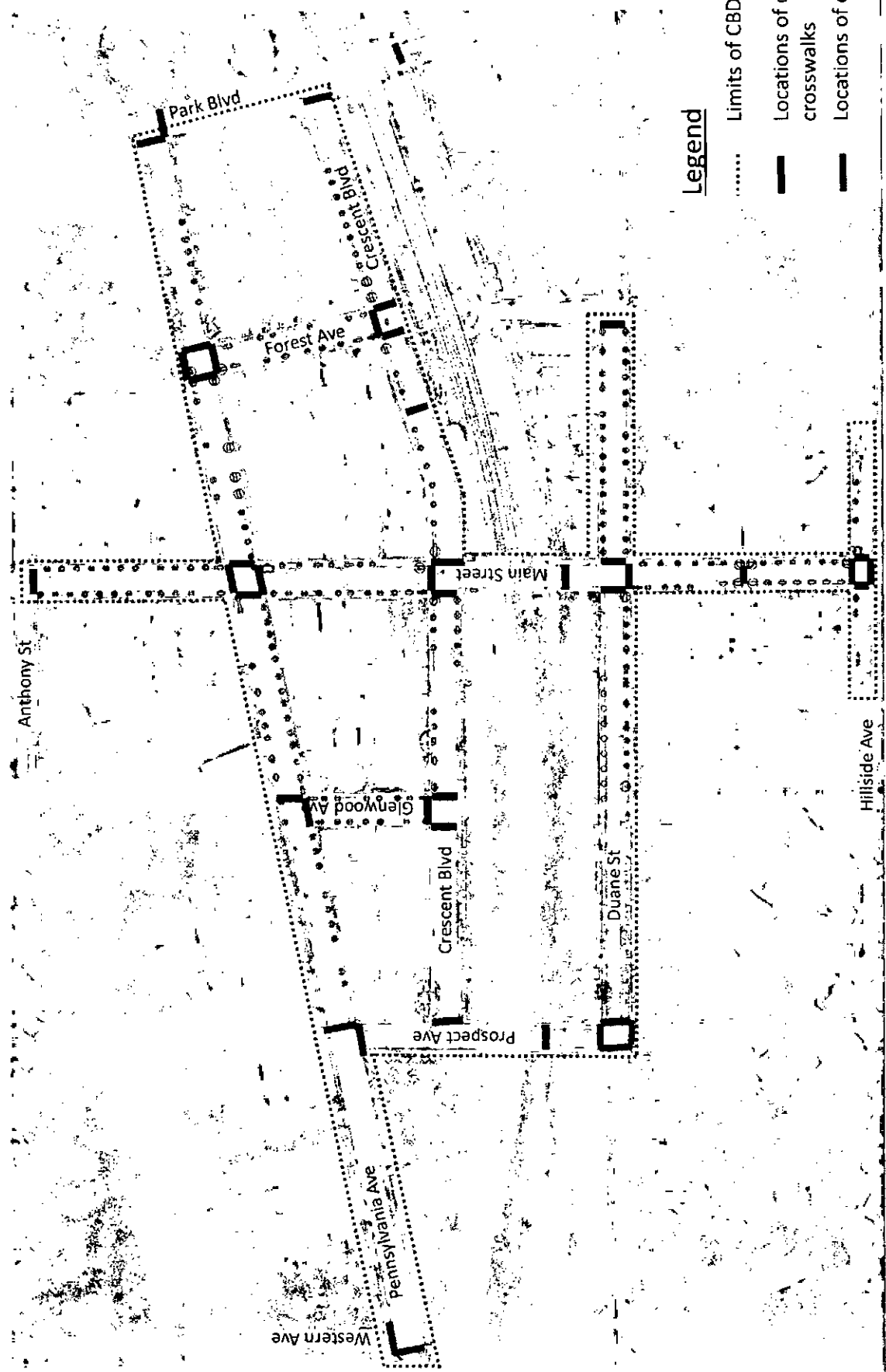
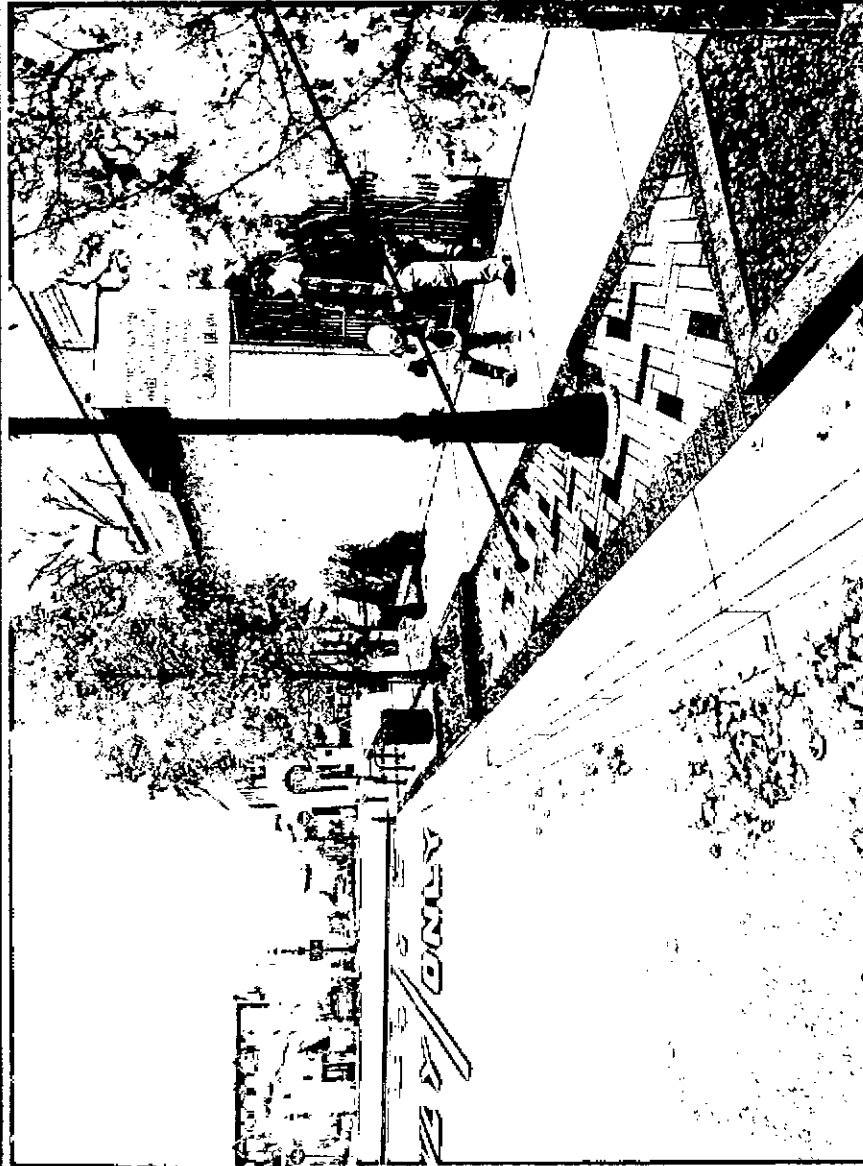


EXHIBIT G



Historic Plaques | Option 2 (16" x 16")



16" x 16" Granite Plaque:

Granite color and finish to match planter curb material (Mesabi Black, Diamond 10 finish)

Plaques to be centered in decorative pavement field

Phased Construction Timeline

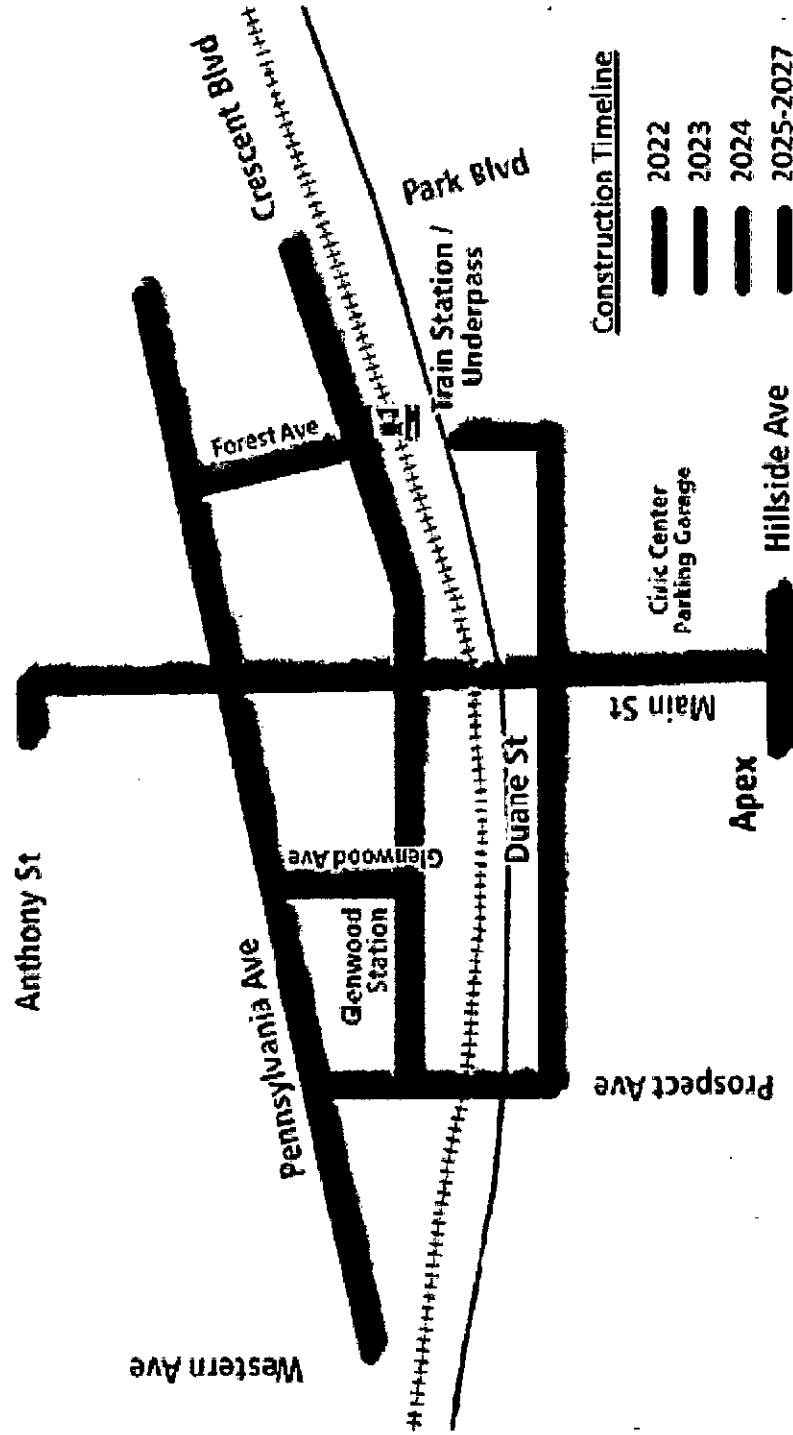


Exhibit J

CBD Streetscape and Utility Improvements Project
Total Project Cost Summary

3/15/2021

Item	Status	Capital	Water	Sewer	Totals
Underground Utility Study	Complete	\$ 169,019	\$ 75,500	\$ 380,980	\$ 625,499
Phase II Engineering - Phase I	Complete	\$ 229,371	\$ 67,906	\$ 67,906	\$ 365,183
Phase II Engineering - Phase II	In Progress	\$ 789,302	\$ 173,978	\$ 173,978	\$ 1,137,257
Construction - Phase I	Future Construction - 2022	\$ 5,179,000	\$ 336,000	\$ 547,000	\$ 6,062,000
Construction - Phase 2	Future Construction - 2023	\$ 8,420,000	\$ 1,376,000	\$ 1,134,000	\$ 10,930,000
Construction - Phase 3	Future Construction - 2024	\$ 3,540,000	\$ 238,000	\$ 301,000	\$ 4,079,000
Construction - Phase 4	Future Construction - 2025-2027	\$ 4,313,000	\$ 564,000	\$ 612,000	\$ 5,489,000
Totals		\$ 22,639,691	\$ 2,831,384	\$ 3,216,864	\$ 28,687,939

Notes:

1. Significant Contingency Included: ~\$2.1M (Breakdown :\$1.7M Capital, \$200K Water, \$200K Sewer)
2. 3% Escalation Factored Into Cost Estimates For Construction
3. Construction Engineering Estimated To Be 11% (Construction Plus Contingency)
4. Phase 4 Would Be Included In Metra Station Project

How does the Village Pay for Project Costs?

Projects	Project Costs		How We Pay for Project Costs			
	Total Estimated Cost	Phase 4 part of Train Station Project	Total Estimated Cost	Grant Funding	Village Funding - Water & Sewer Fund	Village Funding - Capital Projects Fund
CBD Streetscape	\$ 28,688,000	\$ (4,313,000)	\$ 24,375,000	\$ -	\$ 6,049,000	\$ 11,188,000
Train Station	\$ 21,187,000	\$ 4,313,000	\$ 25,500,000	\$ 20,400,000	\$ -	\$ 1,500,000
Civic Center	\$ 2,750,000	\$ -	\$ 2,750,000	\$ -	\$ -	\$ 1,250,000
Parking Garage	\$ 17,700,000	\$ -	\$ 17,700,000	\$ -	\$ -	\$ 1,800,000
Total	\$ 70,325,000	\$ -	\$ 70,825,000	\$ 20,400,000	\$ 6,049,000	\$ 15,738,000
						\$ 28,138,000

Bonds Issued 2018	\$ 10,034,190
Bonds Issued 2020	\$ 9,852,345
Remaining Bond Funding Needed	\$ 8,251,465
Total	\$ 28,138,000

Notes:

1. Estimated costs include current scope as of March 2021. Final costs will be known once the CBD Streetscape and Train Station projects are bid.
2. Phase 4 of the CBD Streetscape project will be completed as part of the train station project. Therefore, that cost has been allocated to the train station.
3. The Water & Sewer portion of the CBD Streetscape project will be paid by the Water & Sewer Fund.
4. Grant funding represents amounts that the Village is reasonably confident to receive. The Village will continue to review available grant opportunities.
5. Village funding represents either annual revenues towards project costs or funds above the Village's required reserve policies that are available to be allocated to the project.
6. As shown in the analysis, the Village has already received \$19.9 million in bond proceeds. The current analysis depicts an additional \$8.25 million needed, likely in 2022 or 2023. The actual cost of the CBD Streetscape project and Train Station project once bid will determine the final amount of the last bond issue. Also, the availability of additional grant funds or CBD TIF funds could reduce the amount borrowed.
7. All amounts depicted in this schedule are based upon known facts as of March 2021. Changes in project scope and market conditions will effect this analysis.

How Does the Village Pay Back the Debt Service on the Bonds?

Debt Service Projections	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Bonds Issued 2018 - 19 \$75 million Debt Service Excess	\$ 652,219	\$ 640,514	\$ 678,519	\$ 651,214	\$ 641,608	\$ 640,497	\$ 641,560	\$ 642,871	\$ 643,413	\$ 644,003	\$ 644,631	\$ 645,297	\$ 645,999	\$ 646,736	\$ 647,507	\$ 648,312	\$ 649,151	\$ 650,024	\$ 650,931	\$ 651,872	\$ 652,847	\$ 653,856
Bonds Issued 2020 - 26 \$75 million Debt Service Excess	\$ 608,121	\$ 604,871	\$ 608,471	\$ 609,231	\$ 610,131	\$ 611,071	\$ 612,041	\$ 613,041	\$ 614,071	\$ 615,131	\$ 616,211	\$ 617,311	\$ 618,431	\$ 619,571	\$ 620,731	\$ 621,911	\$ 623,111	\$ 624,331	\$ 625,571	\$ 626,831	\$ 628,111	\$ 629,411
Debt Service - Total Debt \$1.4 million - Estimated	\$ 1,260,340	\$ 1,245,385	\$ 1,286,990	\$ 1,260,445	\$ 1,251,739	\$ 1,251,568	\$ 1,253,601	\$ 1,257,514	\$ 1,261,484	\$ 1,265,134	\$ 1,268,842	\$ 1,272,608	\$ 1,276,430	\$ 1,280,307	\$ 1,284,238	\$ 1,288,223	\$ 1,292,265	\$ 1,296,365	\$ 1,300,514	\$ 1,304,722	\$ 1,308,989	\$ 1,313,316
Total Annual Debt Service - 20 years of bond payments	\$ 1,260,340	\$ 1,245,385	\$ 1,286,990	\$ 1,260,445	\$ 1,251,739	\$ 1,251,568	\$ 1,253,601	\$ 1,257,514	\$ 1,261,484	\$ 1,265,134	\$ 1,268,842	\$ 1,272,608	\$ 1,276,430	\$ 1,280,307	\$ 1,284,238	\$ 1,288,223	\$ 1,292,265	\$ 1,296,365	\$ 1,300,514	\$ 1,304,722	\$ 1,308,989	\$ 1,313,316
Estimated Revenues																						
Food and Beverage Tax - 1%	\$ 1,100,000	\$ 1,100,000	\$ 1,111,000	\$ 1,118,100	\$ 1,121,500	\$ 1,125,200	\$ 1,129,100	\$ 1,133,200	\$ 1,137,500	\$ 1,141,900	\$ 1,146,400	\$ 1,151,000	\$ 1,155,700	\$ 1,160,500	\$ 1,165,400	\$ 1,170,400	\$ 1,175,500	\$ 1,180,700	\$ 1,186,000	\$ 1,191,400	\$ 1,196,900	\$ 1,202,500
CDOT Contribution	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000
Parking Fund Contribution	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
Annual Village Capital Projects Funding	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
Total Funding Sources	\$ 1,400,000	\$ 1,400,000	\$ 1,486,000	\$ 1,493,100	\$ 1,496,500	\$ 1,500,200	\$ 1,504,100	\$ 1,508,200	\$ 1,512,500	\$ 1,516,900	\$ 1,521,400	\$ 1,526,000	\$ 1,530,700	\$ 1,535,500	\$ 1,540,400	\$ 1,545,400	\$ 1,550,500	\$ 1,555,700	\$ 1,561,000	\$ 1,566,400	\$ 1,571,900	\$ 1,577,500
Annual Debt Service Coverage (Shortfall)	\$ 139,660	\$ 154,615	\$ 199,010	\$ 232,655	\$ 244,761	\$ 248,632	\$ 252,501	\$ 256,371	\$ 260,241	\$ 264,111	\$ 268,000	\$ 271,889	\$ 275,778	\$ 279,667	\$ 283,556	\$ 287,445	\$ 291,334	\$ 295,223	\$ 299,112	\$ 303,001	\$ 306,890	\$ 310,779
Cumulative Coverage (Shortfall)	\$ 139,660	\$ 304,275	\$ 493,285	\$ 725,940	\$ 970,701	\$ 1,219,333	\$ 1,472,834	\$ 1,731,135	\$ 1,994,246	\$ 2,262,157	\$ 2,534,857	\$ 2,812,358	\$ 3,094,659	\$ 3,381,660	\$ 3,673,361	\$ 3,969,662	\$ 4,270,463	\$ 4,575,664	\$ 4,885,265	\$ 5,199,266	\$ 5,517,667	\$ 5,840,468

- Notes:
1. The 2018 and 2020 bonds have been issued and annual debt service payments are known. The debt service on the third issue is estimated. All bonds are assumed to be 20 year General Obligation Bonds.
 2. The Food and Beverage tax implemented in March 2019 is, by ordinance, to be sunset when the bonds are paid off. This schedule estimates it will be sunset in 2040. However, if it can be extended further, it is needed to retire these three bond issues. The estimated annual revenue is based upon 2020 results with a 1% price escalation factor.
 3. The CDOT TRF has a set term and the first payment will be received in 2026. Depending on the growth of the TRF and the other projects completed with the TRF funds, the TRF could provide additional contributions towards debt service. Projections from the Village's TRF Consultant show over \$1 million available annually from 2025 to 2036 to be used for the TRF.
 4. The Parking Fund contributions towards debt service are one of the major projects in the CDOT Parking Group. The contribution from the Parking Fund is replaced through permit and daily parking revenue.
 5. Annual Village Capital Projects Funding estimates the use of annually available revenue in the Capital Projects Fund.
 6. The Cumulative Coverage/Shortfall illustrates that based upon the known and estimated factors as of March 2021, the Village will be able to cover the debt service over the life of the bonds.

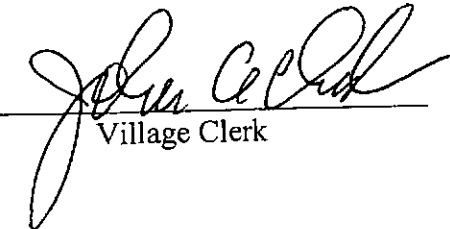
CERTIFICATION

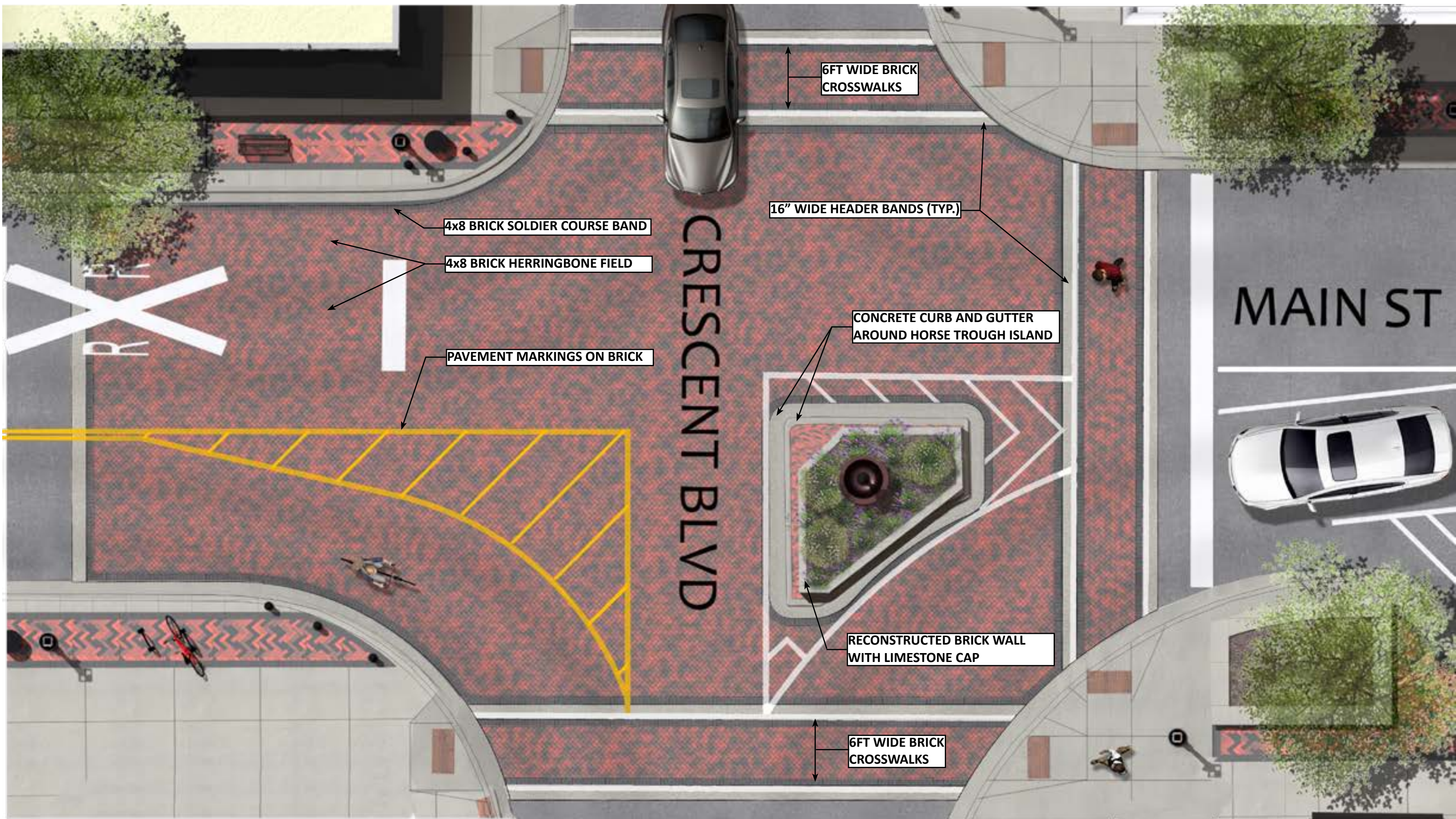
I, John Chereskin, duly elected Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6861, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Meeting of said Board held on the 22 day of MAR 2021, and that the same was signed and approved by the President of said Village on the 22 day of MAR 2021.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Village Clerk of said Village for safekeeping and that I am the lawful custodian and keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 22 day of MAR, 2021.

CORPORATE SEAL


Village Clerk



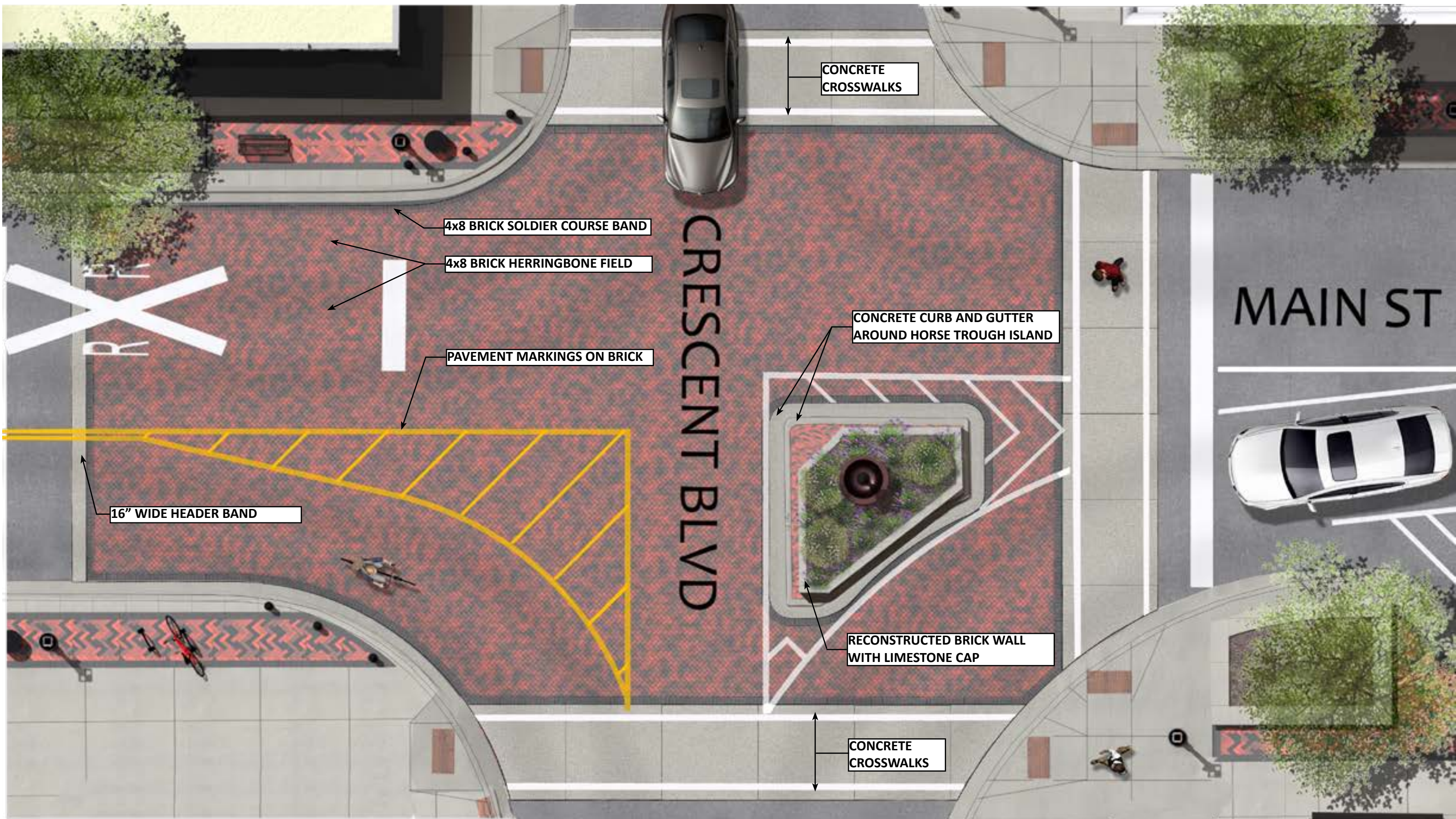
GLEN ELLYN INTERSECTION CONCEPTS



OPTION A

October 3, 2022

Page 46 of 106

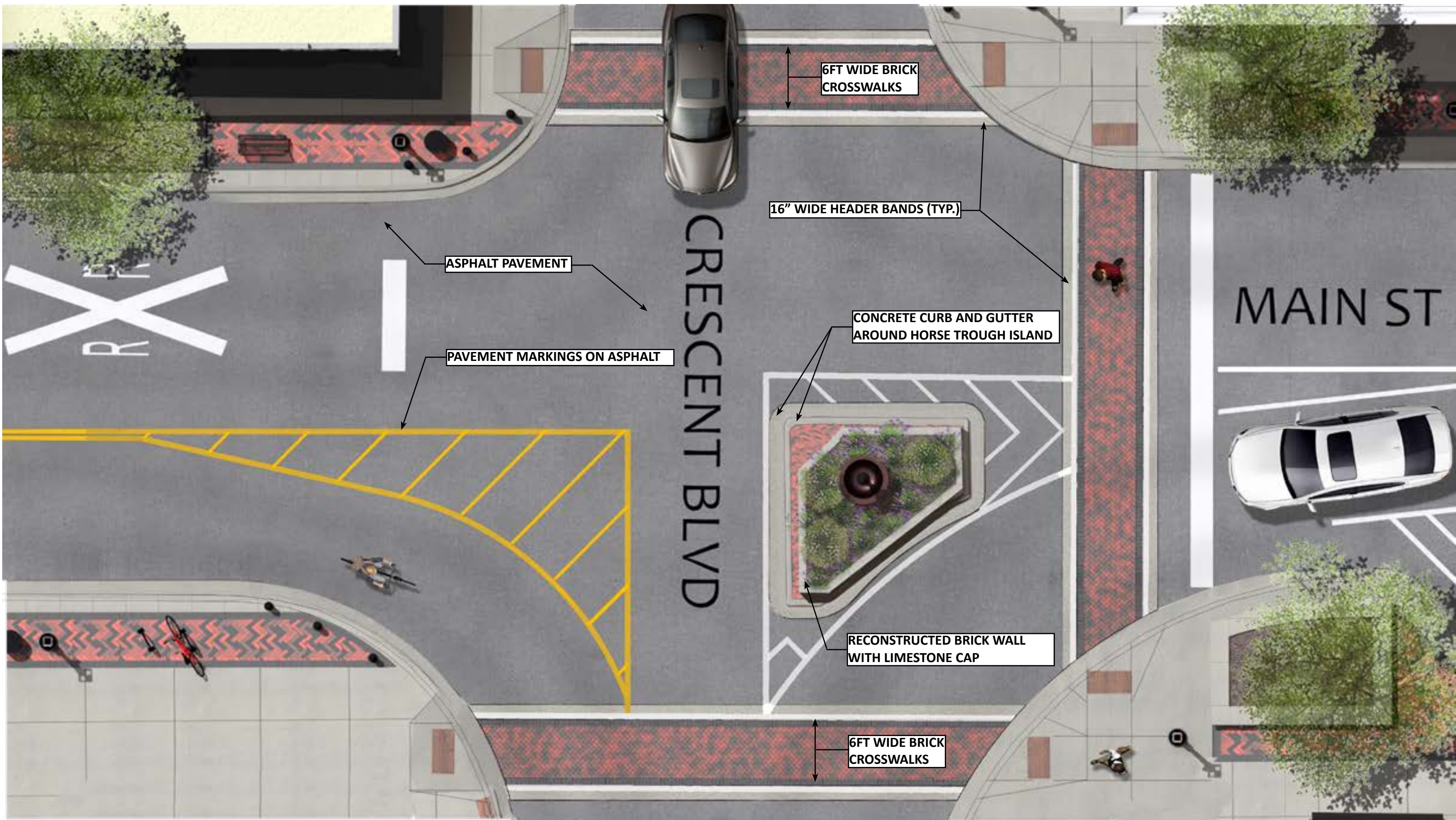


GLEN ELLYN INTERSECTION CONCEPTS



OPTION B

October 3, 2022



GLEN ELLYN INTERSECTION CONCEPTS



OPTION C

October 3, 2022

Page 48 of 106



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

Meeting 10/10/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID
2022-2697)**

DOC ID: 2022-2697

Central Business District Streetscape and Utility Improvements Project - Construction Staging (Village Engineer Daubert)

Statement of the Issue:

Project Update

Civiltech Engineering recently submitted the prefinal design drawings for the next two phases of the Central Business District Streetscape and Utility Improvements Project. The next two phases include the following streets with their associated limits.

- Prospect Avenue from Duane to Pennsylvania
- Glenwood Avenue from Crescent to Pennsylvania
- Main Street from the UP-West Line to Anthony
- Crescent Boulevard from Prospect to Main
- Pennsylvania Avenue from Western to Park
- Anthony Street immediately west of Main Street

Staff comments are due back to the Engineer by October 14th to keep the project on track for competitive bidding later this year.

Construction Staging

As commemorated in the attached Ordinance for the project, Phases 2 and 3 of the project are to be constructed in 2023 and 2024. As the project design has progressed, the scope of work for each of the streets has been more clearly defined. In addition, other details have further developed including the anticipated construction schedule for the Glenwood Station Development and private utility relocation/adjustment work. Another development, at least from a Staff perspective, is a much clearer understanding of how much time needs to be appropriated for constructing the streetscape elements.

Based on these factors, Civiltech has prepared exhibits to identify their recommended approach towards staging construction of the next two phases of the project. The exhibits are separated by year and attached hereto for reference.

The staging approach maintains construction of the improvements over a two-year period; however, the actual division of work deviates from that shown in the aforementioned ordinance. It was noted

during the construction this year that work on adjacent sides of blocks was beneficial to the contractor's progress and as such this was another consideration that altered the previous staging consideration. In summary, as Civiltech looked closely at the volume of utility and streetscape work, they felt that it would be challenging to complete all of the work on Pennsylvania Avenue over one construction season. Hence, Pennsylvania Avenue was segmented accordingly.

A brief narrative is provided for work in 2023 and 2024 to shed light on the proposed approach.

Work in 2023

The general approach towards staging of the project in 2023 is very similar to what was done for construction of the south side of the Central Business District in 2022. More specifically, it is proposed that Main Street will be fully closed to traffic between Pennsylvania Avenue and Crescent Boulevard. The goal being to construct the improvements within this stretch as efficiently and timely as possible.

However, Main Street entering the CBD will have at least one traffic lane open at a time with the approach to allow traffic into the CBD. To circumvent the closure of Main, traffic will follow a counterclockwise detour utilizing Pennsylvania Avenue, Prospect Avenue, and Crescent Boulevard. There will be times when the intersection of Crescent Boulevard will need to be fully closed to traffic at Main Street. Hence, Duane Street will occasionally need to be used for detours. This traffic pattern does take the construction needs for Glenwood Station into consideration.

The depicted limits of Pennsylvania Avenue and Crescent Boulevard are proposed to be improved in similar fashion to how Duane Street was improved in 2022; i.e. half of the roadway will be utilized at a time for construction with the other half utilized to maintain traffic. This is due to several factors including utility work, the nature of one-way streets in the downtown, and the construction needs for Glenwood Station. Somewhat related to the latter, the overall staging plan also takes into consideration the Project Team's recommendation to leave two of the Village's at-grade crossings of the UP-West Line open during the project.

Work in 2024

Pennsylvania Avenue between Main Street and Park Boulevard involves a modest amount of underground utility improvements with this being the major focus of 2024. The work would be advanced in similar fashion to how Pennsylvania Avenue west of Main Street is improved in 2023; i.e. half of the roadway will be improved at a time with one-way westbound traffic permitted during construction.

Pennsylvania Avenue between Prospect and Western involves much less intense utility and roadway work. Hence, this portion of the project is proposed to be improved at the tail end of the overall project.

Work on Prospect Avenue, Crescent Boulevard between Prospect and Glenwood, and Glenwood Avenue will need to be carefully coordinated with the Glenwood Station project. It is anticipated that these roadways will all be constructed one half at a time to ensure that they are usable for access to the Glenwood Station site. Based on the preliminary schedule for the Development, it appears that the Village's work may advance by mid-2024. Again related to the construction of the Glenwood Station Development, Staff has concerns about the routing of trucks, specifically trying to avoid use of the intersection of Crescent and Main which may be improved with brick pavers.

Subject to Change and Further Sub-Staging

It is important to note that this construction staging plan will be utilized to provide prospective contractors with guidance as they bid on the project. Contractors will likely bring their ideas to the table to optimize how they would construct the improvements. Other outside factors such as private utility relocation may also influence construction staging changes. Hence, the construction staging plan should be received as tentative and subject to change.

In addition, this is a high-level overview of the construction staging for surface improvements for the project. Underground utility work will require substages whereby the Contractor will need different areas of the roadways to construction the underground utility improvements.

Review by Capital Improvements Commission

Staff and the Civiltech Team reviewed this matter with the Capital Improvements Commission at its September CIC Meeting. Members of the Capital Improvements Commission were supportive of the construction staging/approach with no overt opposition to proceeding with incorporating the staging plans into the final design drawings.

Analysis:

Budget Impact:

Action Requested:

Staff and the Civiltech Team would like to use the October 10, 2022 Village Board Workshop Meeting to review the outlined construction staging approach.

Attachments:

1. Ordinance 6861 - CBD SUI Design Approval
2. 2023 Construction Staging Exhibits
3. 2024 Construction Staging Exhibits



Village of Glen Ellyn

Ordinance No. 6861

**An Ordinance Adopting the Central Business District Streetscape Design Concept and
Streetscape Elements Plan for the Village of Glen Ellyn, Illinois**

Adopted by the
Acting President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois
This 22 Day of MAR, 2021

Published in pamphlet form by the authority
of the Acting President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this 23 day of MAR, 2021.

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

Ordinance No. 6861

An Ordinance Adopting the Central Business District Streetscape Design Concept and Streetscape Elements Plan for the Village of Glen Ellyn, Illinois

Whereas, on April 10, 2013, the Village President and Board of Trustees adopted Ordinance 6136, an Ordinance Adopting a Downtown Streetscape Plan and Parking Study for the Village of Glen Ellyn, Illinois, hereinafter referred to as the *Glen Ellyn Downtown Streetscape Plan and Parking Plan Study*; and

Whereas, the approval was predicated upon the fact that the *Glen Ellyn Downtown Streetscape Plan and Parking Plan Study* was a conceptual plan that provided general framework for future downtown Glen Ellyn streetscape and could be modified as a result of further detailed studies, unforeseen opportunities, market conditions, funding constraints and options of elected officials; and

Whereas, on September 24, 2018, the Village Board approved an agreement with Civiltech Engineering for professional engineering design services to reference the *Glen Ellyn Downtown Streetscape Plan and Parking Plan Study* and develop preliminary streetscape and utility improvements plans in concert with a strong public engagement plan; and

Whereas, the Streetscape and Utility Improvements Project will include areas of the Central Business District as depicted on **Exhibit A**; and

Whereas, a Steering Committee was created to work with staff and the Civiltech Engineering Consulting Team to ensure the development of the preliminary streetscape plans was reflective of the community's values and priorities; and

Whereas, the Steering Committee met four times between November 2018 and May 2019, at which meetings the Committee reviewed and commented on the preliminary streetscape plan design elements and public engagement including a public design workshop held on January 26, 2019; and

Whereas, on September 23, 2019, the Village Board approved an agreement for professional

services with Civiltech Engineering for the development of final plans for the CBD Streetscape and Utility Improvement project; and

Whereas, the Capital Improvements Commission played the critical role of vetting all aspects of the project, reviewing all of the design decisions, and providing various recommendations to the Village Board throughout the design phase; and

Whereas, a variety of opportunities for public input were provided throughout the process, including but not limited to: design workshops, Steering Committee meetings, Capital Improvements Commission meetings, Environmental Commission meetings, Historic Preservation meetings, Alliance of Downtown meetings, Rotary Club of Glen Ellyn meetings, Village Board meetings, project website, social media, direct communication, and individual meetings with downtown businesses; and

Whereas, a test streetscape site was constructed in October 2020 to facilitate the display of streetscape paving material options with a public preference survey therein established, yielding over 470 responses on material preferences and input from the general public primarily comprised of residents and business owners; and

Whereas, the Village Board provided direction on the proposed roadway and parking geometry approximately including the addition of approximately twenty-one (21) on-street ADA accessible parking spaces with the general on-street parking configuration as summarized in the following tables and depicted in draft form on attached **Exhibit B**, subject to detail design and final review.

On-Street Parking Configuration for North/South Streets				
Street	Limit	Limit	West side	East side
Main Street	Hillside Avenue	Duane Street	no parking along Apex 400	parallel
Main Street	Duane Street	Crescent Boulevard	parallel parking north of Apex 400	no parking
Main Street	Crescent Boulevard	Pennsylvania Ave	parallel	angle (45 degree)
Main Street	Pennsylvania Avenue	Anthony Street	parallel	parallel
Glenwood Avenue	Crescent Boulevard	Pennsylvania Avenue	parallel	parallel
Forest Avenue	Crescent Boulevard	Pennsylvania Avenue	parallel	parallel
Prospect Avenue	Duane Street	Crescent Boulevard	no parking	no parking
Prospect Avenue	Crescent Boulevard	Pennsylvania Avenue	no parking	no parking

On-Street Parking Configuration East/West Streets				
Street	Limit	Limit	North side	South side
Hillside Avenue	Glenwood Avenue	Main Street	no parking	parallel
Hillside Avenue	Main Street	200' east of Main St	angle (45 degree)	parallel loading zone only
Duane Street	Prospect Avenue	Glenwood Avenue	parallel	parallel Glenwood to approx. 110' west
Duane Street	Glenwood Avenue	Main Street	parallel	parallel
Duane Street	Main Street	Forest Avenue	parallel	parallel
Crescent Boulevard	Prospect Avenue	Glenwood Avenue	parallel	parallel
Crescent Boulevard	Glenwood Avenue	Main Street	parallel	parallel
Crescent Boulevard	Main Street	Forest Avenue	parallel	parallel
Crescent Boulevard	Forest Avenue	Park Boulevard	parallel	parallel
Pennsylvania Avenue	Western Avenue	Prospect Avenue	no parking	no parking
Pennsylvania Avenue	Prospect Avenue	Glenwood Avenue	parallel	parallel
Pennsylvania Avenue	Glenwood Avenue	Main Street	parallel	parallel
Pennsylvania Avenue	Main Street	Forest Avenue	parallel	parallel
Pennsylvania Avenue	Forest Avenue	Park Boulevard	parallel	parallel
Anthony Street	200 west of Main St	Main Street	no parking	angle

Whereas, following through review of Capital Improvements Commission recommendations, the Village Board approved the following items to be part of the Central Business District Streetscape Design Concept and Streetscape Elements Plan to be adhered to for the forthcoming Central Business District Streetscape and Utility Improvement Project with the Streetscape Design Elements described as follows:

Streetscape Element: Trees

- Remove existing trees and replace with approx. 229 new trees spaced 35ft on center as depicted in draft form in attached **Exhibit B**, subject to detail design and final review.
- Install curbed tree planters around nearly all trees throughout the CBD, using 5ft x7ft and 5ft x15ft sized planters
 - Granite Curbing to be used in core of CBD bound by Anthony to the North, Hillside to the South, Glenwood to the West, and Forest to the East, as depicted on **Exhibit C**
 - Precast Concrete Curbing to be specified as a base bid for areas outside of the aforementioned core of the CBD with Granite Curbing as an "Add Alternate". Should favorable bids be received, Granite Curbing may be used throughout the CBD at the discretion of the Village Board.

- Include soil cells for trees throughout the CBD (where trees are planted in 5ft x7ft planters)
- Include paver grates at select locations to suspend pavement over trees and expand the usable sidewalk area
- Install raised seat-wall planters at prominent locations as with the following general specifications and as depicted on **Exhibit D**:
 - Seat wall heights to be 24" tall
 - Fire clay brick façade in red/blend color to compliment paving
 - 4" limestone cap with joints
 - Landscape area will include shade trees and understory landscaping (shrubs, perennials, grasses)
- Specify large caliper shade trees for prominent locations, where space allows
- Install irrigation system for all new trees and landscape areas.

Streetscape Elements: Sidewalk and Crosswalk Paving Materials

- Install standard plain concrete sidewalks for pedestrian walking areas including sidewalk ramp areas at corners
- Install fire clay brick pavers on a concrete slab base in a 5-foot wide furniture zone between tree planters as described on **Exhibit E** with the following general specifications in locations as depicted on **Exhibit F**:
 - 4"x12" fire clay pavers in herringbone pattern with "north shore blend" colors
 - 4"x8" fire clay pavers in soldier course border with "charcoal" color
- Install standard plain concrete for carriage walk between the decorative furniture zones and back of curbs

- Install brick pavers on a concrete slab base for carriage walk in areas where there is no decorative furniture zone (referred to as “narrow band”) in locations as depicted on **Exhibit F** with the following general specifications”
 - 16” wide band
 - 4”x12” fire clay pavers running bond pattern with “north shore blend” colors
- Install fire clay brick pavers on a concrete slab base with concrete header bands in crosswalk locations as depicted on **Exhibit G** with the following general specification:
 - 4”x8” fire clay pavers in herringbone pattern with “north shore blend” colors
 - 4”x8” fire clay pavers in soldier course border with “charcoal” color
- Install raised crosswalks with concrete approach ramps at two mid-block crossing locations (Main St between Hillside and Duane, and Crescent between Main and Forest) subject to Public Works final review of the proposed roadway geometry
- Incorporate 16”x16” granite engraved plaques in diamond configuration within decorative furniture zone pavers as depicted on **Exhibit H** at locations to be determined by Historic Society and approved by the Village Board,
- Incorporate 16”x16” granite engraved plaques in square configuration within narrow band decorative pavers at locations to be determined by Historical Society in consultation with the Historic Preservation Commission and approved by the Village Board

Streetscape Elements: Street Furniture, Appurtenances and Streetlight poles

- Specify new street furniture throughout the CBD including:
 - Bollards: Reliance Foundary R07539 to be used at prominent corners and mid-block crosswalks. Color to be black.
 - Trash receptacle: Canterbury Model 102. Color to be black.
 - Bike Rack: DuMor Model 293 or DuMor Model 290: Color to be black.

- Bench: Victor Stanley CR-10 in both 4ft (perpendicular) and 6ft (parallel) lengths.
Color to be black.
- Specify new streetlights throughout the CBD including:
 - Poles: Halophane Charleston Series Pole, aluminum, SiteLink Straight L4E Shaft with mounting accessories
 - Luminaire: reuse existing "Glen Ellyn LED Decorative Luminaire" by Sternberg Lighting
 - Electrical Provision: Provide Separate Circuits for Luminaires, Festoon Electrical Receptacles (Receptacles On Poles), and Ground Mounted Locking Electrical Receptacles

Whereas, at the Village Board Workshops held on February 16th, 2021; January 16th, 2021; October 19th, 2020; on March 4, 2019, the Village Board reviewed these items and the President and Village Trustees determined the Central Business District Streetscape Design Concept and Streetscape Elements Plan is consistent with goals of the Village to improve downtown infrastructure, including pedestrian accessibility and parking improvements; to encourage more pedestrian activity, outdoor dining, and enhance special event space in the CBD; and to spur future private investment and improve quality of life; and

Whereas, the total cost of the CBD Streetscape and Utility Improvements as depicted on **Exhibit J** is estimated to be approximately \$28.7 million for all items including the Underground Utility Study, Design Engineering, Construction Engineering, and Construction with subsequent Construction and Construction Engineering Phases in the amount of approximately \$26.6M to be funded by available Village funds above minimum policy levels, grant funding, and the issuance of General Obligation Bonds as currently depicted in **Exhibit K**; and

Whereas, the property tax levy on said General Obligation Bonds should be abated each year

such that the issuance of those bonds causes no additional property tax burden on property owners.

Whereas, the final design made by the Village Board shall now be used to finalize the Engineering, Plans, Specifications, and Estimates for the Village of Glen Ellyn Central Business District Streetscape Project as to advance the first phase of the project for construction in February of 2022. It should be noted that during the construction phase of the project, some modifications to this plan will be inevitable; however, Village staff and the design team will minimize those changes, but must have the ability to make necessary modifications in the field.

Whereas, the remainder of the CBD Streetscape and Utility Improvements will be constructed in phases as depicted on **Exhibit I**.

Now, Therefore, be it Ordained by the Acting 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 Acting President and Board of Trustees hereby adopts the "Central Business District Streetscape Design Concept and Streetscape Elements Plan" inclusive of the design elements as described herein this Ordinance.

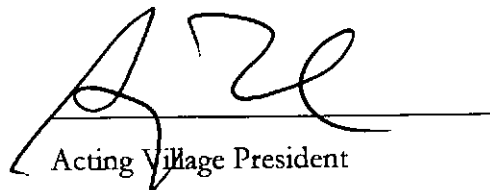
Section Two: This approval is predicated upon future construction contracts approvals.

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

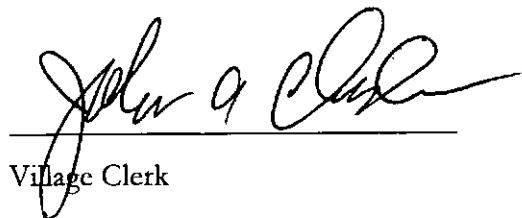
Passed by the Acting President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 22 day of MAR, 20 21.

Ayes	☒	Craig Pryde	☒	Steve Thompson	☒	Mark Senak
	☒	Kelli Christiansen		Bill Enright	☒	Gary Fasules
Nays		Craig Pryde		Steve Thompson		Mark Senak
		Kelli Christiansen	☒	Bill Enright		Gary Fasules
Absent		Craig Pryde		Steve Thompson		Mark Senak
		Kelli Christiansen		Bill Enright		Gary Fasules

Approved by the Acting Village President of the Village of Glen Ellyn, Illinois this 22
day of MAR 2021.


Acting Village President

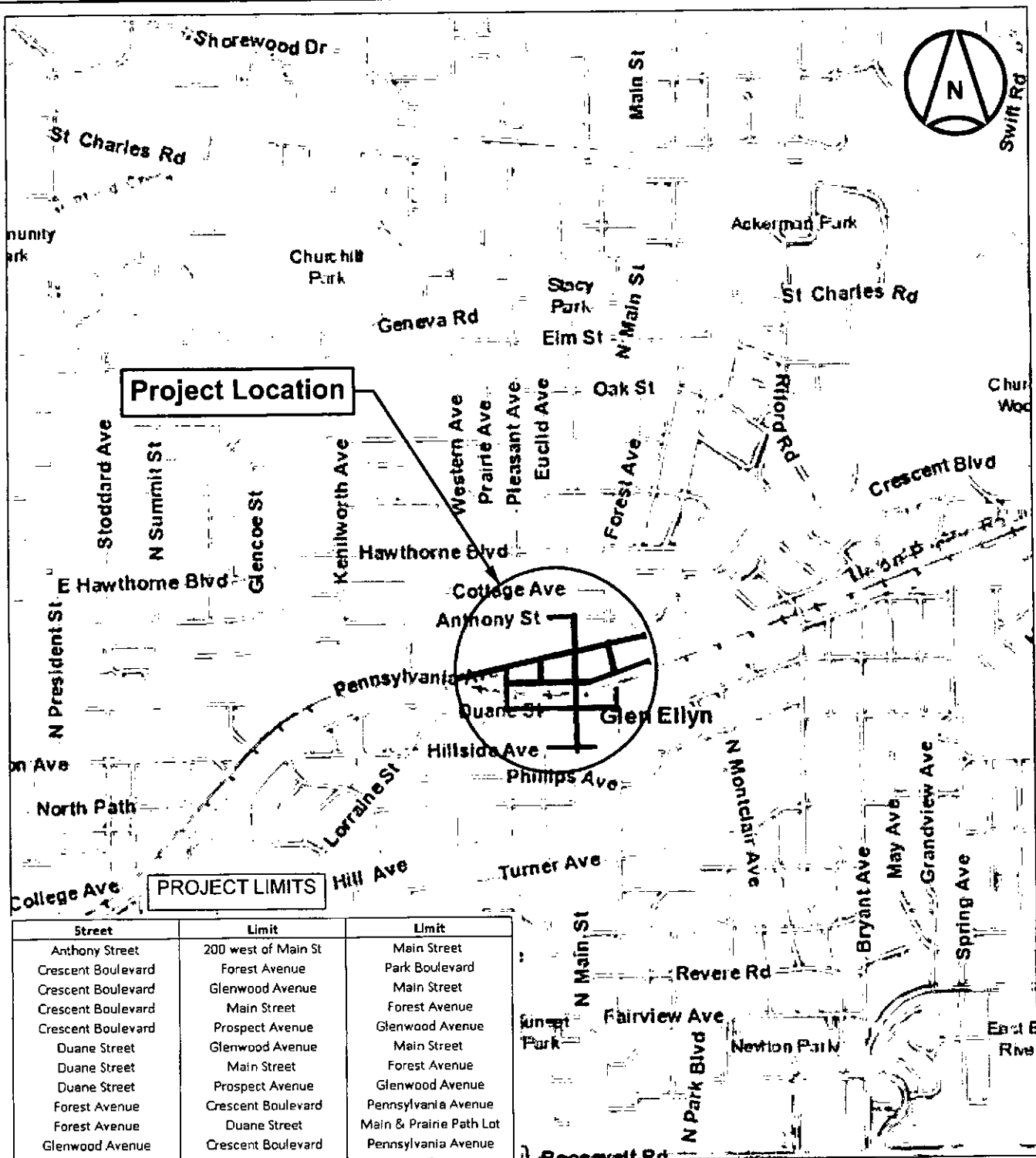
Attest:


Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the 23 day of MAR, 2021.)

EXHIBIT A



Street	Limit	Limit
Anthony Street	200 west of Main St	Main Street
Crescent Boulevard	Forest Avenue	Park Boulevard
Crescent Boulevard	Glenwood Avenue	Main Street
Crescent Boulevard	Main Street	Forest Avenue
Crescent Boulevard	Prospect Avenue	Glenwood Avenue
Duane Street	Glenwood Avenue	Main Street
Duane Street	Main Street	Forest Avenue
Duane Street	Prospect Avenue	Glenwood Avenue
Forest Avenue	Crescent Boulevard	Pennsylvania Avenue
Forest Avenue	Duane Street	Main & Prairie Path Lot
Glenwood Avenue	Crescent Boulevard	Pennsylvania Avenue
Hillside Avenue	Glenwood Avenue	Main Street
Hillside Avenue	Main Street	200' east of Main St
Main Street	Crescent Boulevard	Pennsylvania Ave
Main Street	Duane Street	Crescent Boulevard
Main Street	Hillside Avenue	Duane Street
Main Street	Pennsylvania Avenue	Anthony Street
Pennsylvania Avenue	Forest Avenue	Park Boulevard
Pennsylvania Avenue	Glenwood Avenue	Main Street
Pennsylvania Avenue	Main Street	Forest Avenue
Pennsylvania Avenue	Prospect Avenue	Glenwood Avenue
Pennsylvania Avenue	Western Avenue	Prospect Avenue
Prospect Avenue	Crescent Boulevard	Pennsylvania Avenue
Prospect Avenue	Duane Street	Crescent Boulevard

Village of Glen Ellyn

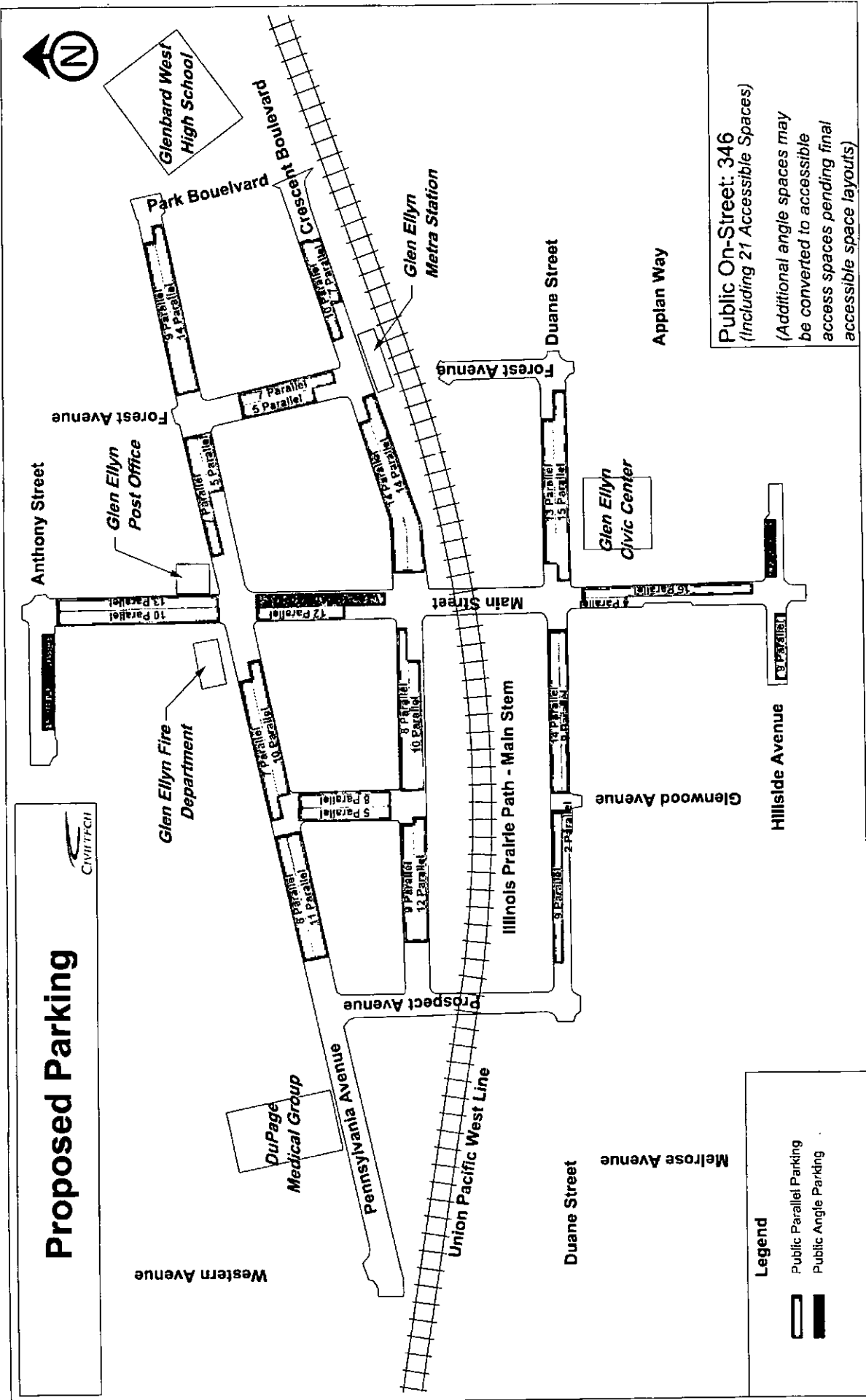
**Central Business District (CBD)
Streetscape and Utility Improvements**

Local Location Map

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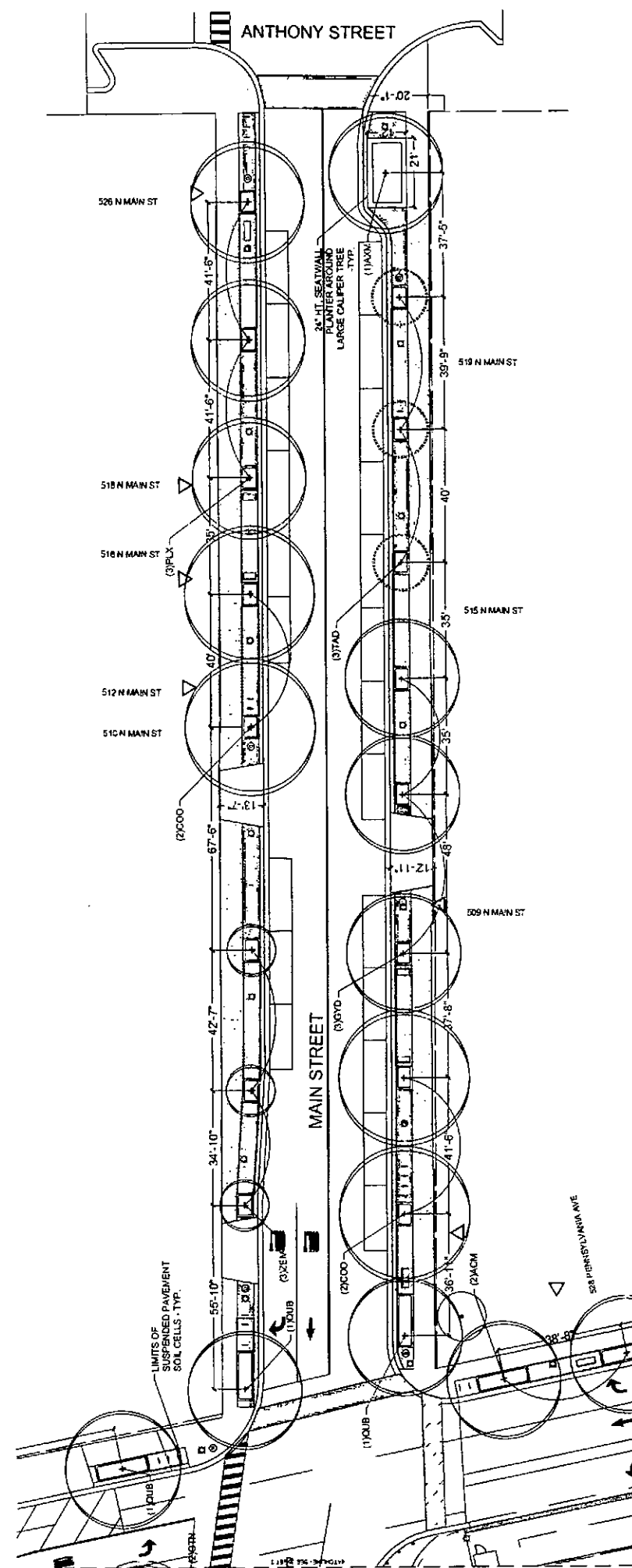
Not to Scale

Exhibit B



MAIN STREET
ANTHONY TO PENNSYLVANIA

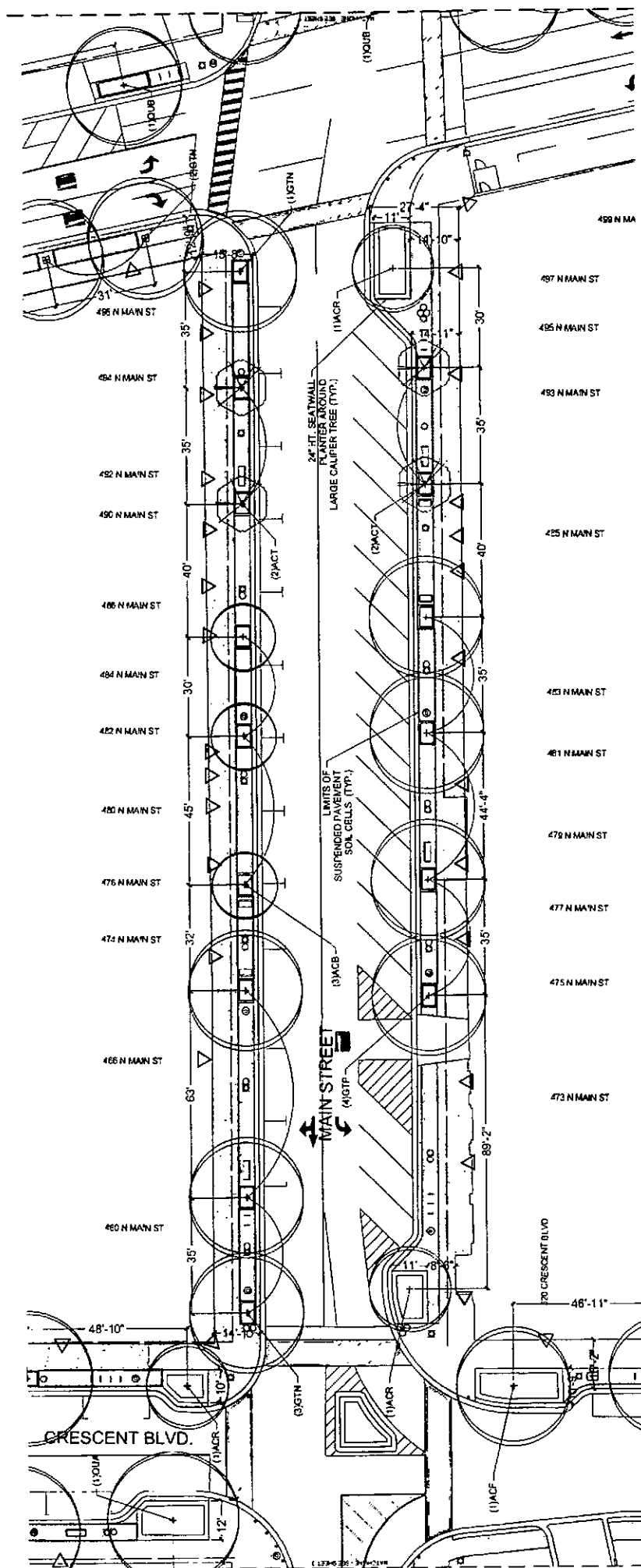
GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

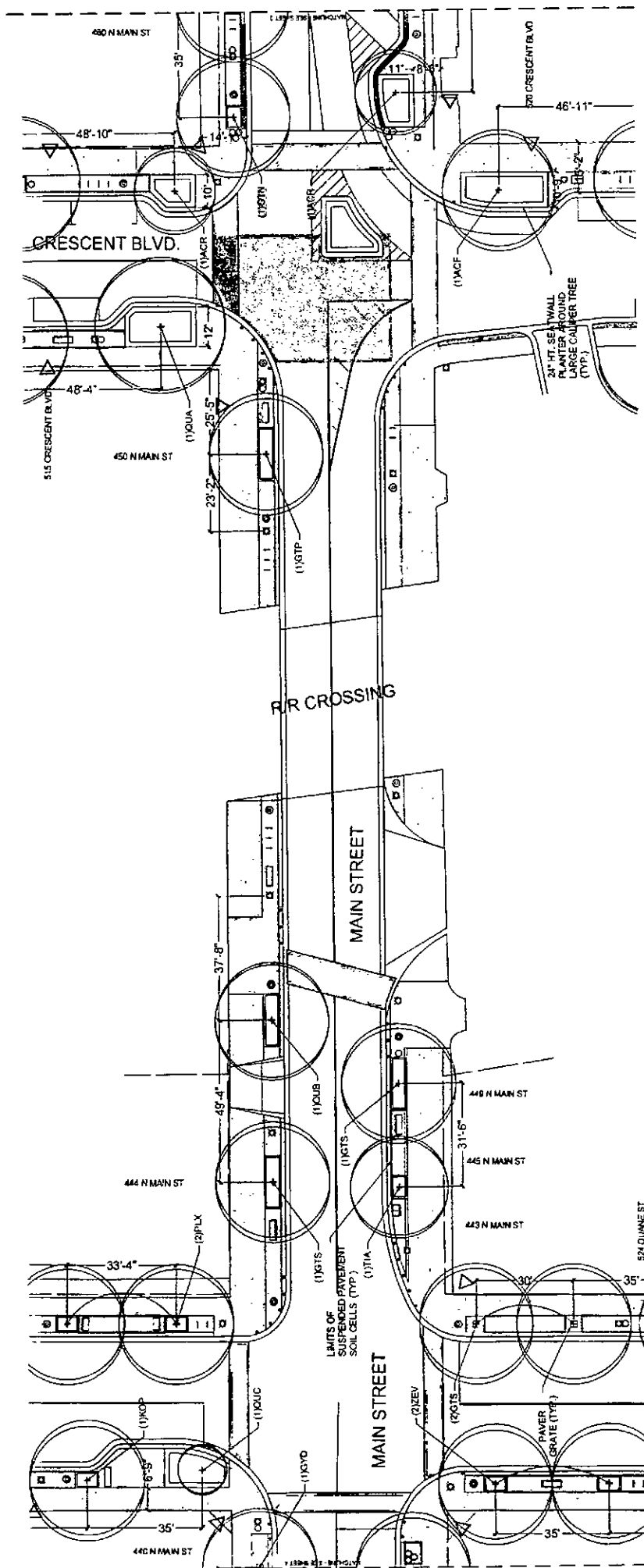


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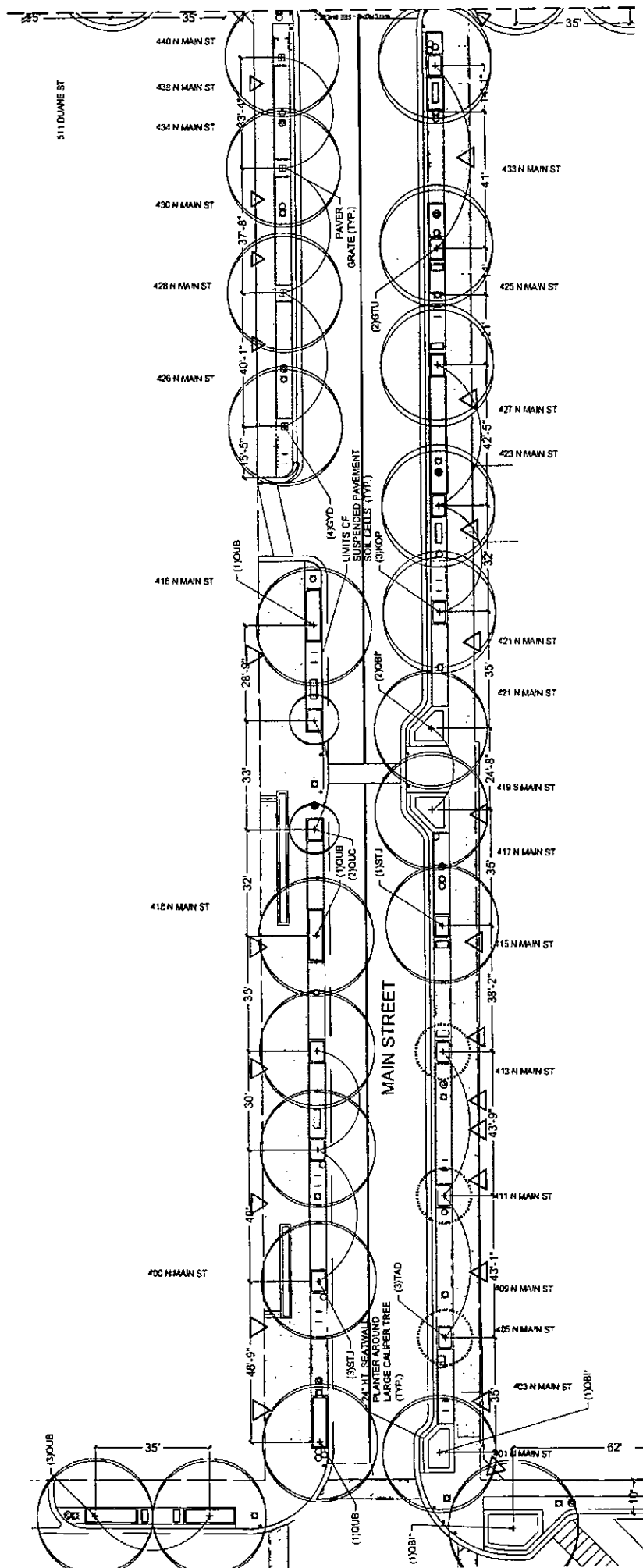




**MAIN STREET
CRESCENT TO DUANE**

GLEN ELLYN CBD STREETSCAPE
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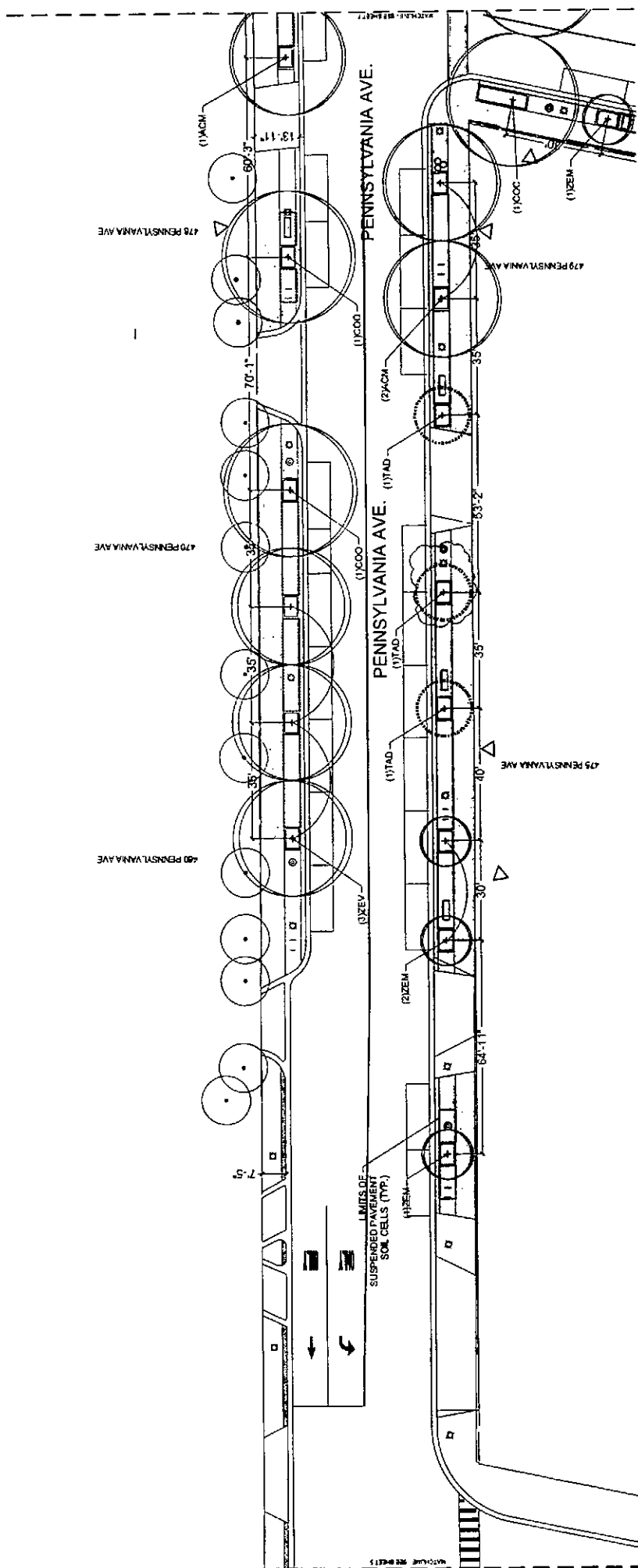
MAIN STREET
DUANE TO HILLSIDE

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

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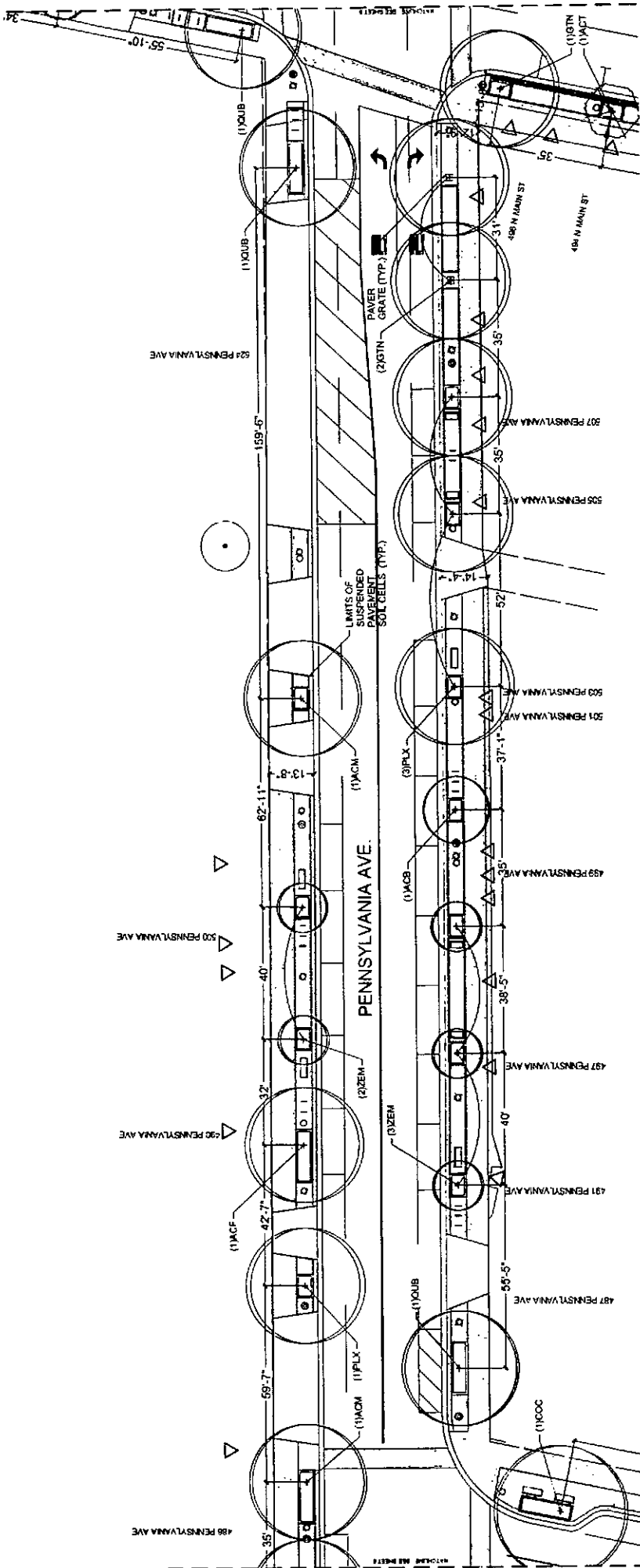
PENNSYLVANIA AVE
PROSPECT TO GLENWOOD

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

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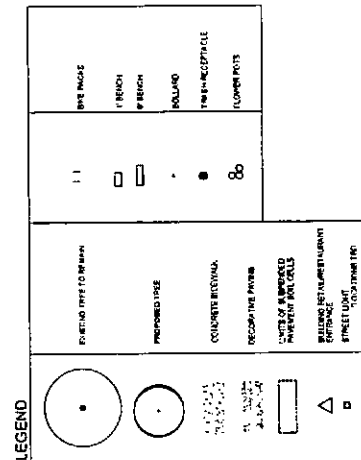
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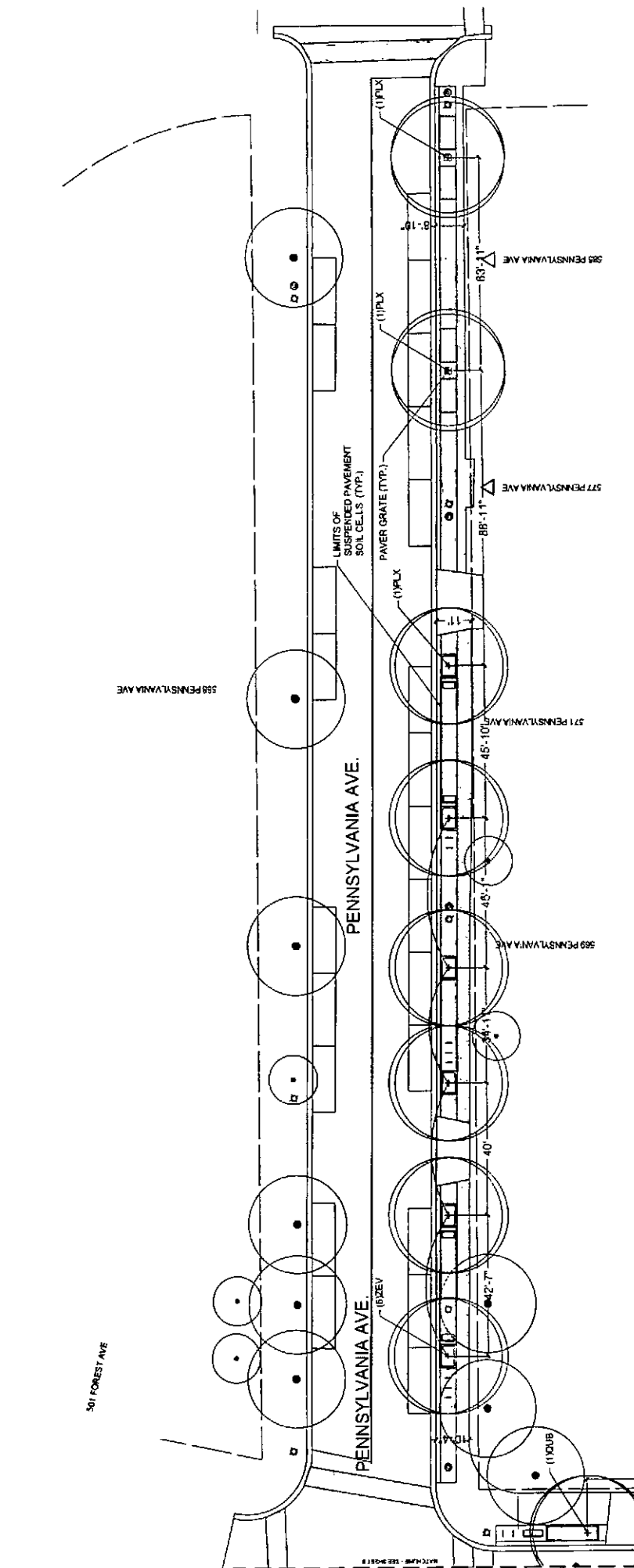
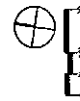
GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



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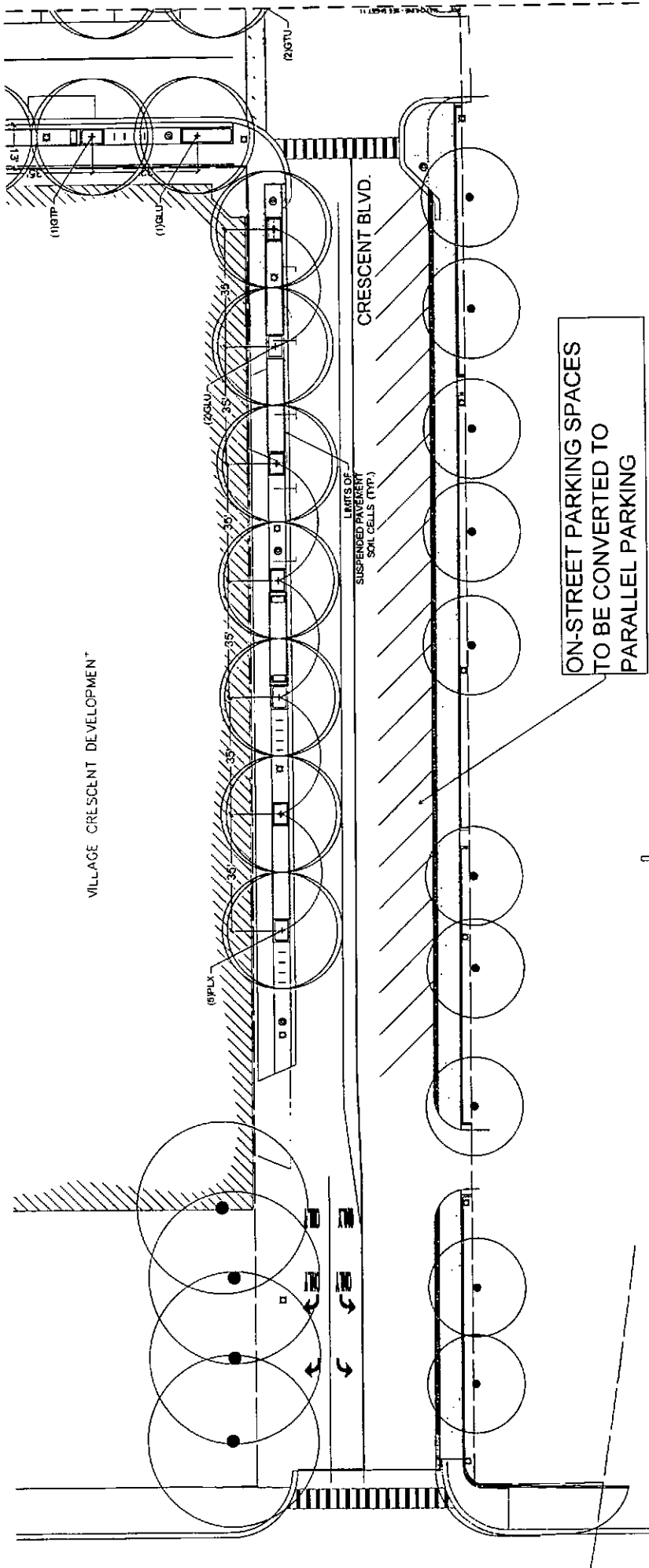


PENNSYLVANIA AVE FOREST TO PARK

LEGEND			
	EXISTING TREES TO REMAIN		ONE INCH
	PROPOSED TREE		2 INCH
	CONCRETE SIDEWALK		2 INCH
	PROPOSED PARKING		PAVER GRATE
	UNIT OF SUSPENDED PAVEMENT SOIL CELLS		PAVER GRATE
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	PAVER GRATE (TYP.)		PAVER GRATE
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GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



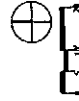


LEGEND

	EXISTING TREE TO REMAIN		TREE 10M X 10M
	PROPOSED TREE		TREE 15M X 15M
	CONCRETE MEDIAN		TREE 20M X 20M
	RECOMMENDED PAVING		LIMITS OF SUSPENDED PAVEMENT SOIL CELLS
	BUILDING FOOTPRINT		STREET LAYOUT
	TREE 25M X 25M		TREE 30M X 30M
	TREE 35M X 35M		TREE 40M X 40M
	TREE 45M X 45M		TREE 50M X 50M

CRESCENT BOULEVARD PROSPECT TO GLENWOOD

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

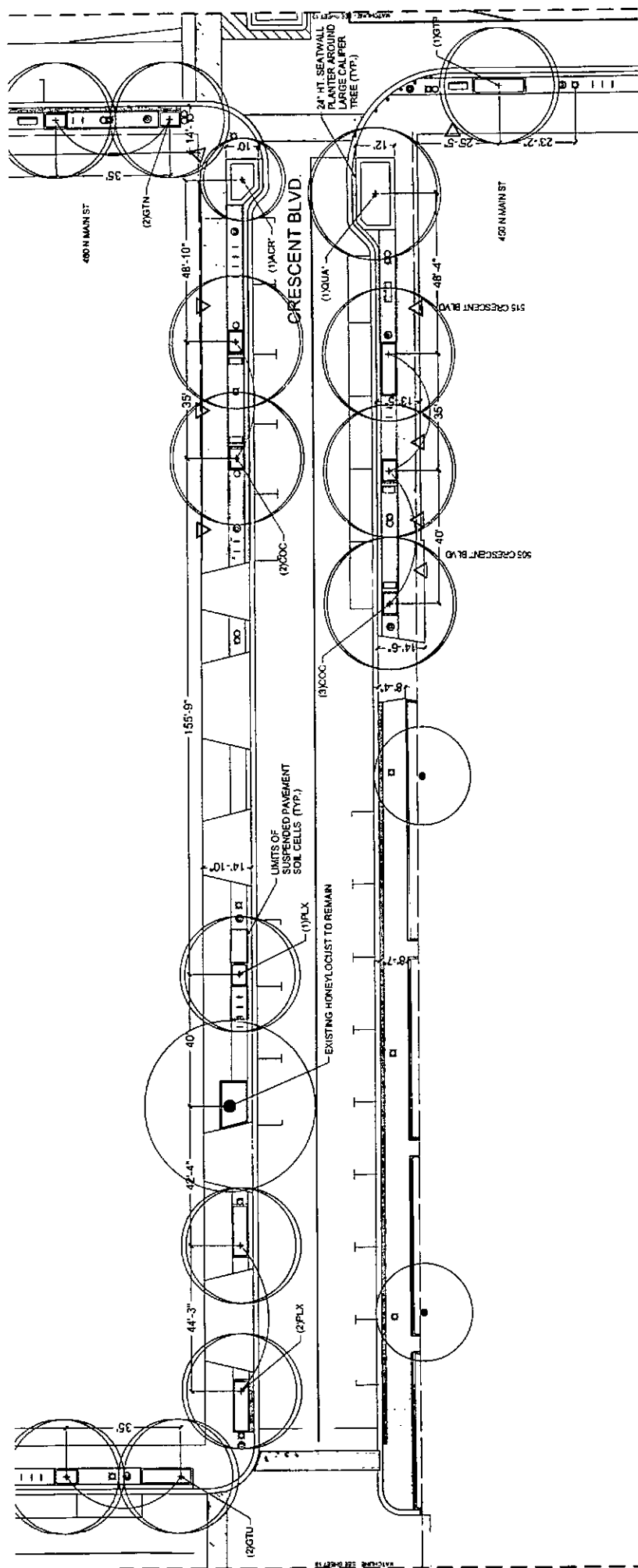


Jan 28, 2021
Sheet 10 of 18



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GLENWOOD TO MAIN

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

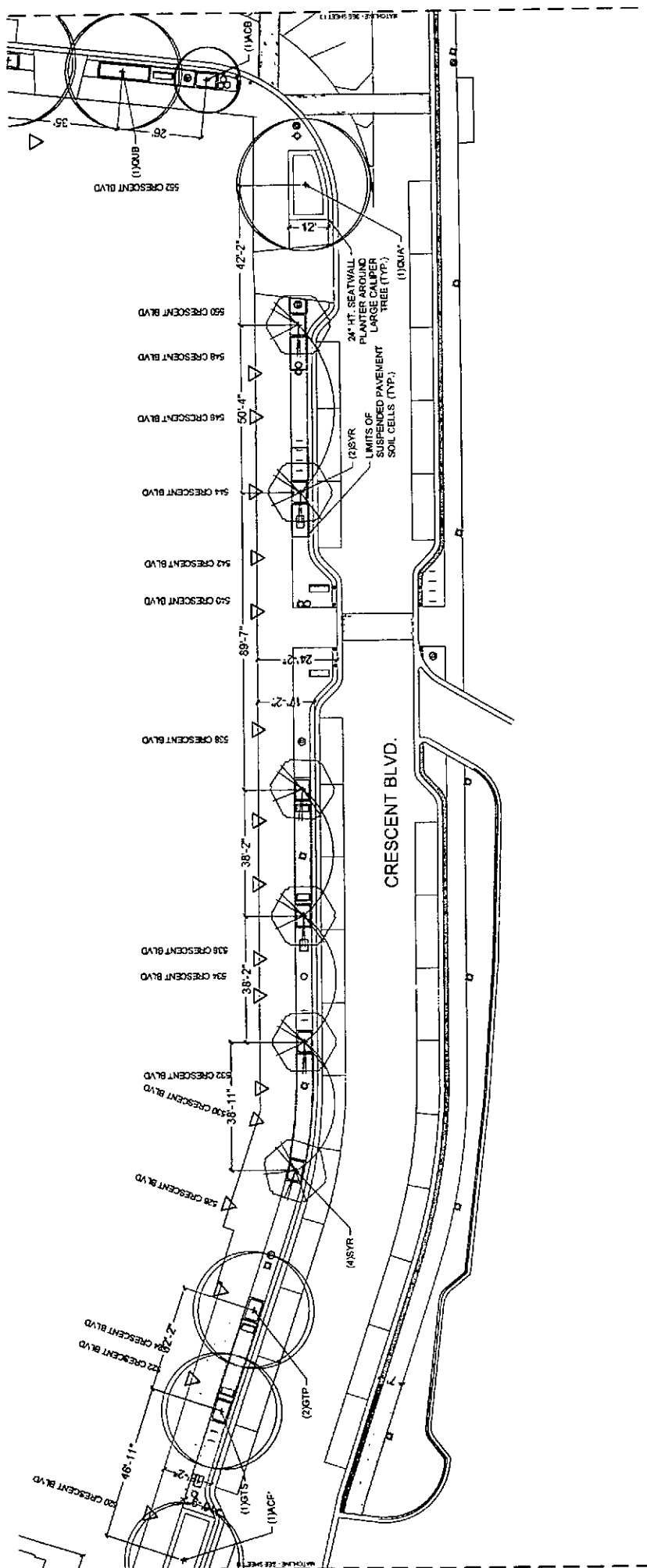


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CRESCENT BOULEVARD
MAIN TO FOREST

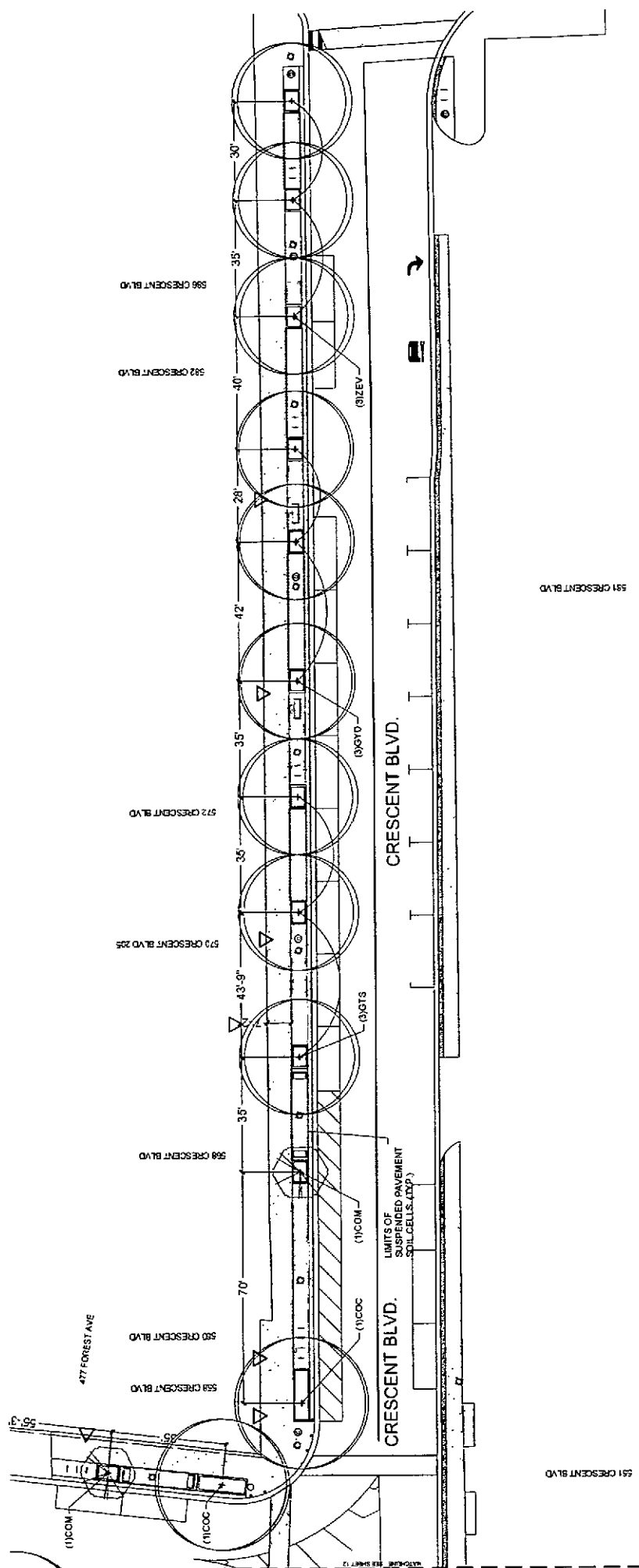
GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



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	PROPOSED TREE		CONCRETE SIDEWALK	
	DECORATIVE PAVING		FLURRED POTH	
	SIDEWALK SETBACK PLANTING		SIDEWALK SETBACK PLANTING	
	SIDEWALK SETBACK PLANTING		SIDEWALK SETBACK PLANTING	
	SIDEWALK SETBACK PLANTING		SIDEWALK SETBACK PLANTING	

CRESCENT BOULEVARD
PROSPECT TO GLENWOOD

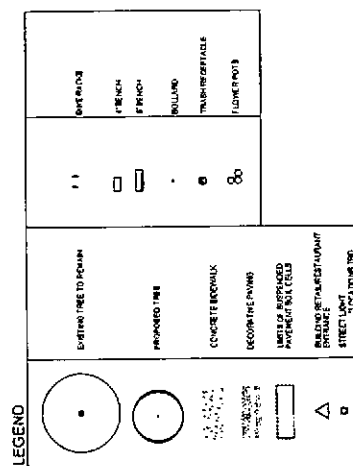
GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



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GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN





Jun 29, 2021
Sheet 15 of 18

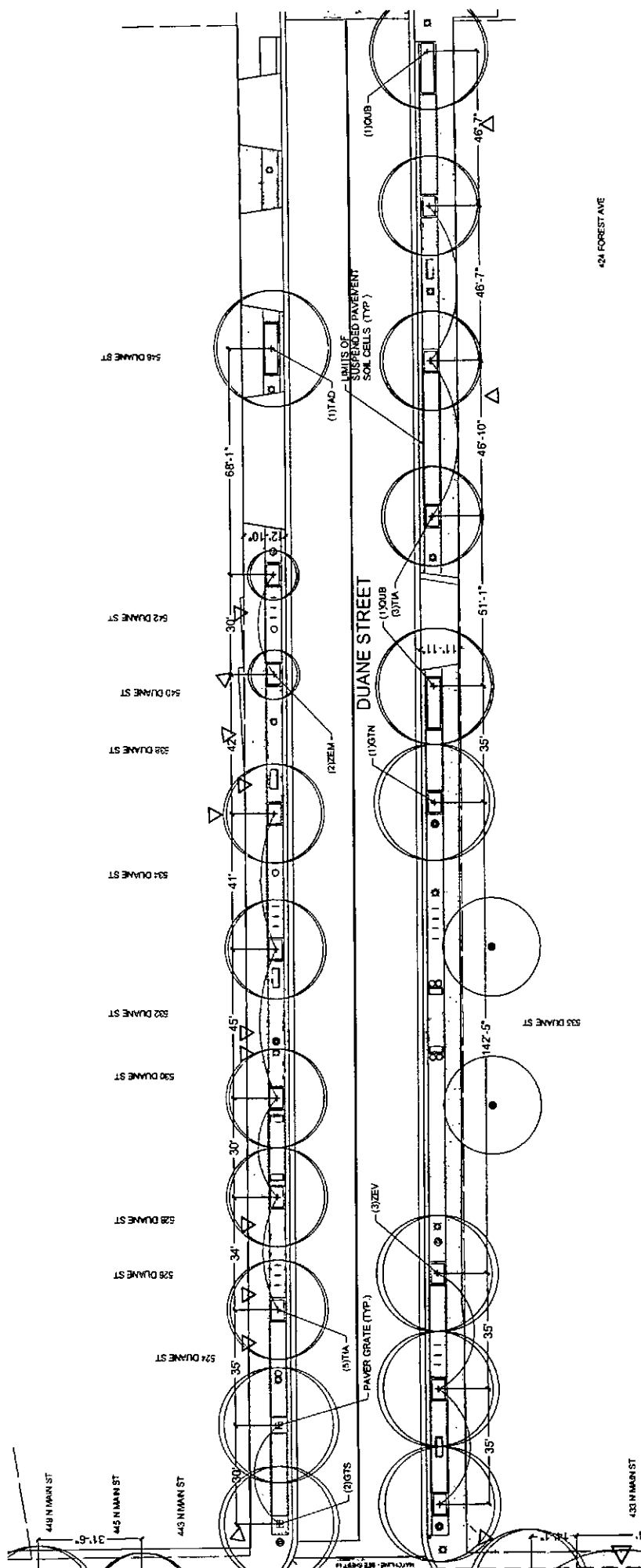


GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



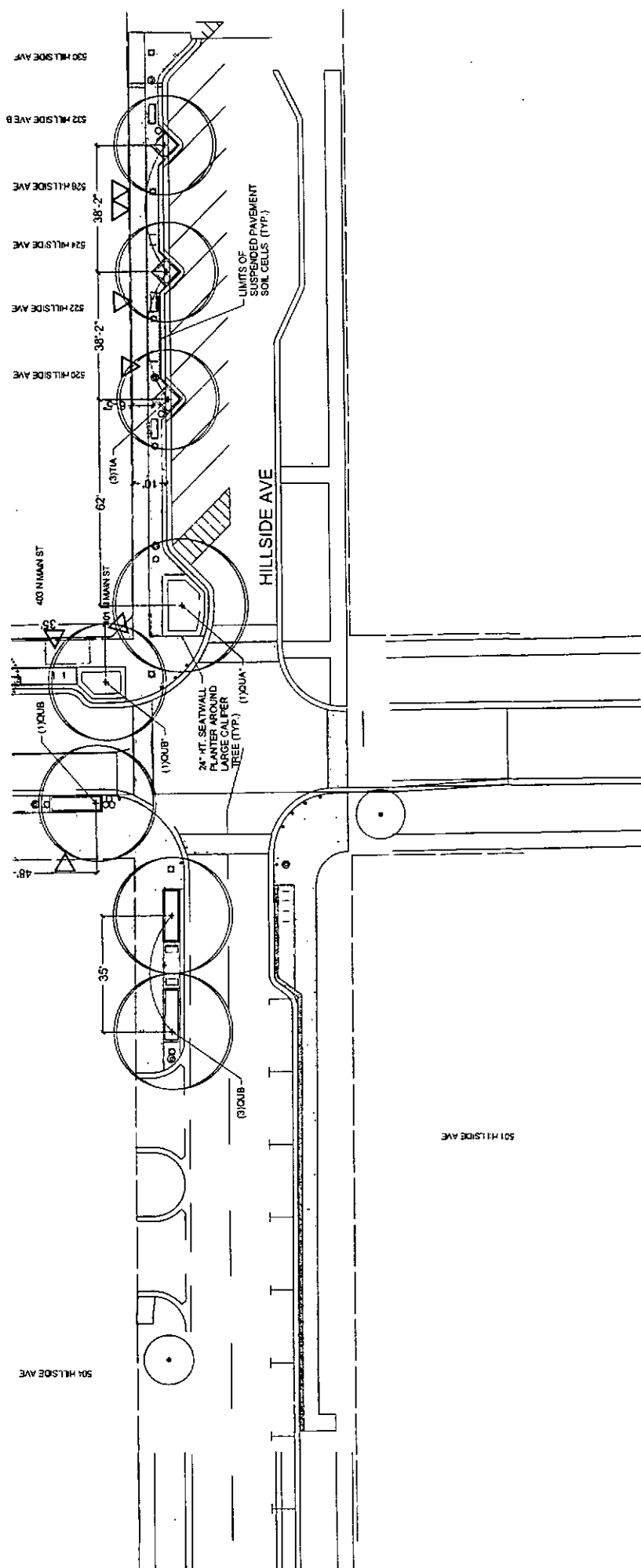
DUANE STREET MAIN TO FOREST

LEGEND	
	EXISTING TREE TO REMAIN
	PROPOSED TREE
	CONCRETE MEDIAN
	RECONSTRUCTED PAVEMENT
	LANES OF IMPROVED PAVEMENT SOIL CELLS
	PAVING WITH ASPHALT IN RIGHT STREET LIGHT
	PAVING WITH ASPHALT IN LEFT STREET LIGHT
	BASE RAILS
	FENCE
	FENCE
	ROLLUP
	TRAILER PLATE
	LOWED POTS



HILLSIDE AVENUE
AT MAIN

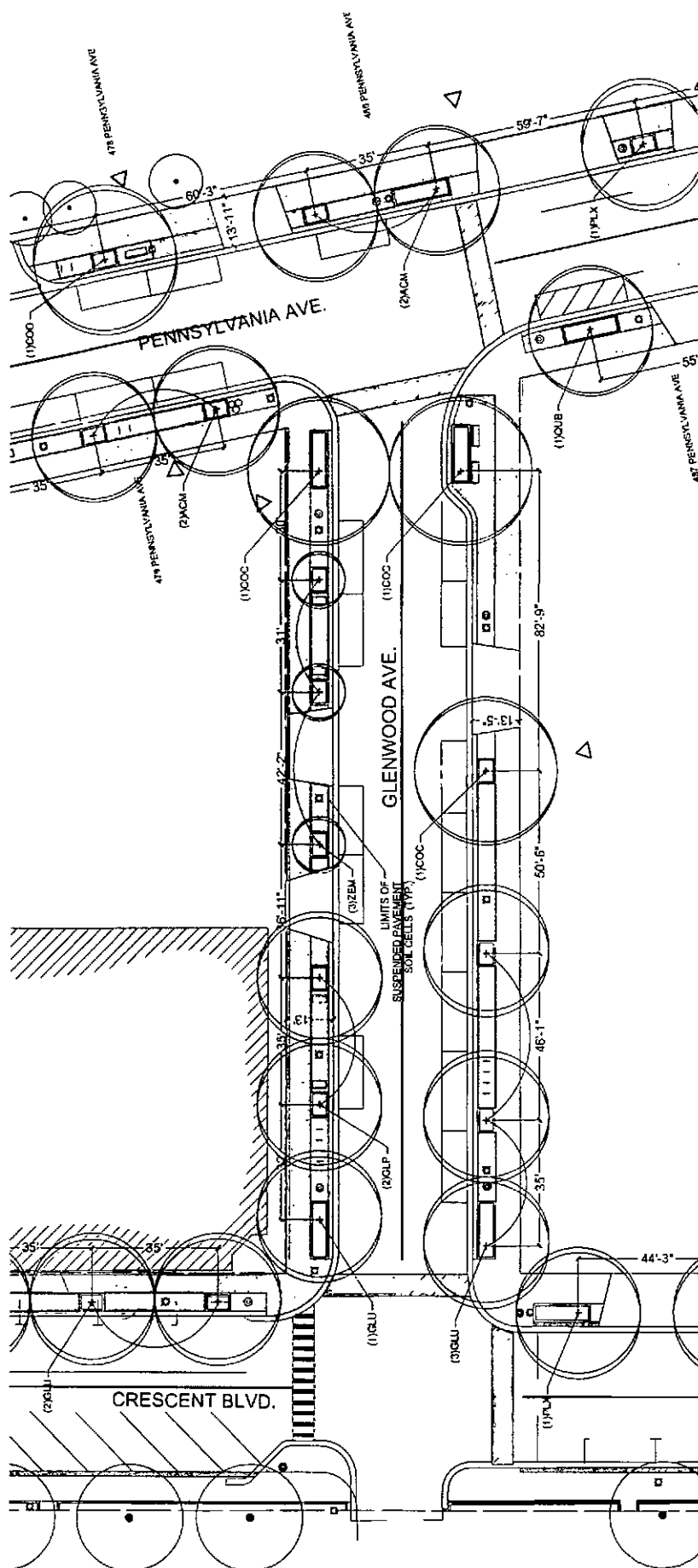
GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



	CONTROL TREE TO REMAIN	BUT BLOCK
	IMPROVED TREES	1 INCH 3 INCH BOLLARD
	CONCRETE MEDIAN	TRANS-RECEPTACLE
	DECORATIVE PAVING	FLOWER POTS
	LIMITS OF IMPROVED PAVED SIDEWALK CELLS	
	PLANTING AREA REFINEMENT BOUNDARY	
	SETBACK LINE	

GLENWOOD AVE
CRESCENT TO PENNSYLVANIA

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

[illegible]

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN

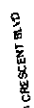
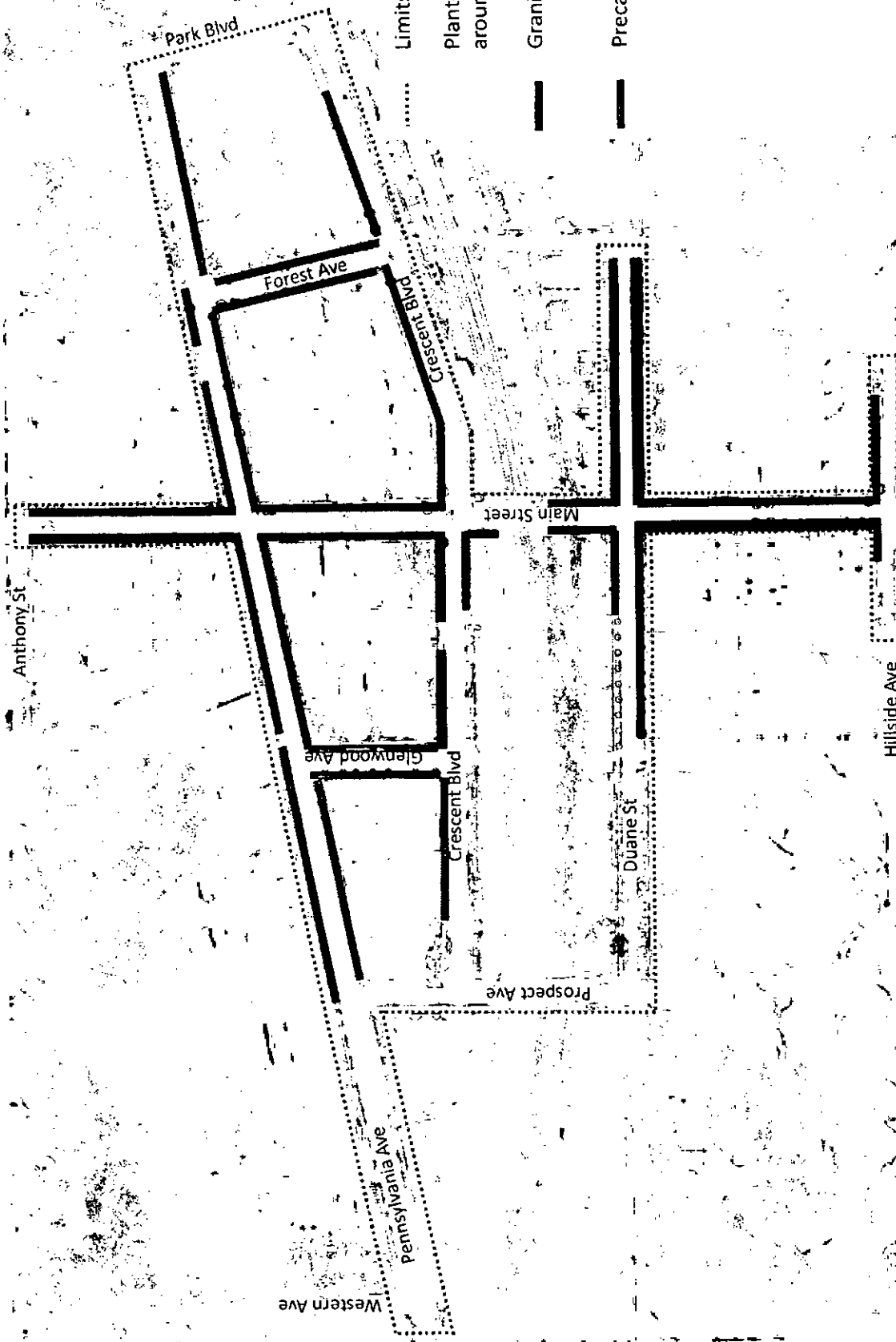
[illegible]

EXHIBIT C



Legend

Limits of CBD Improvements

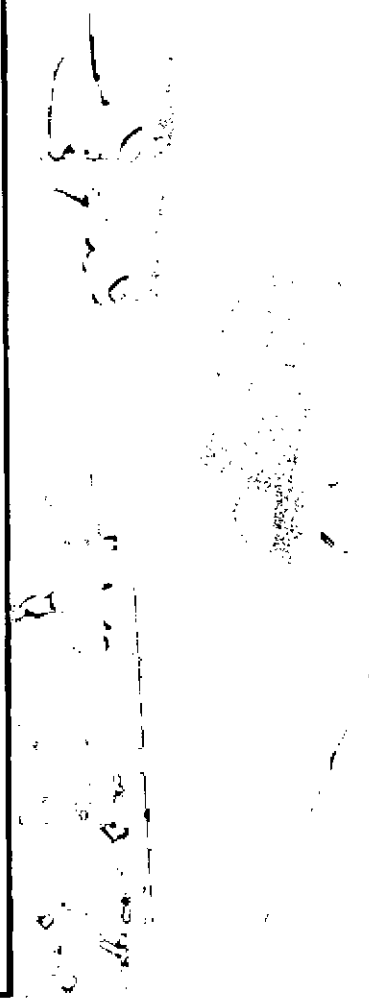
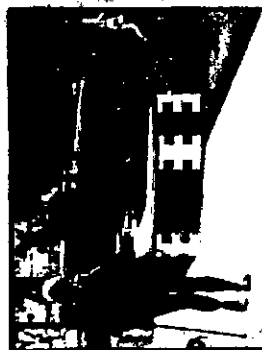
Planter curbs will be installed around all new trees.

Granite planter curbs

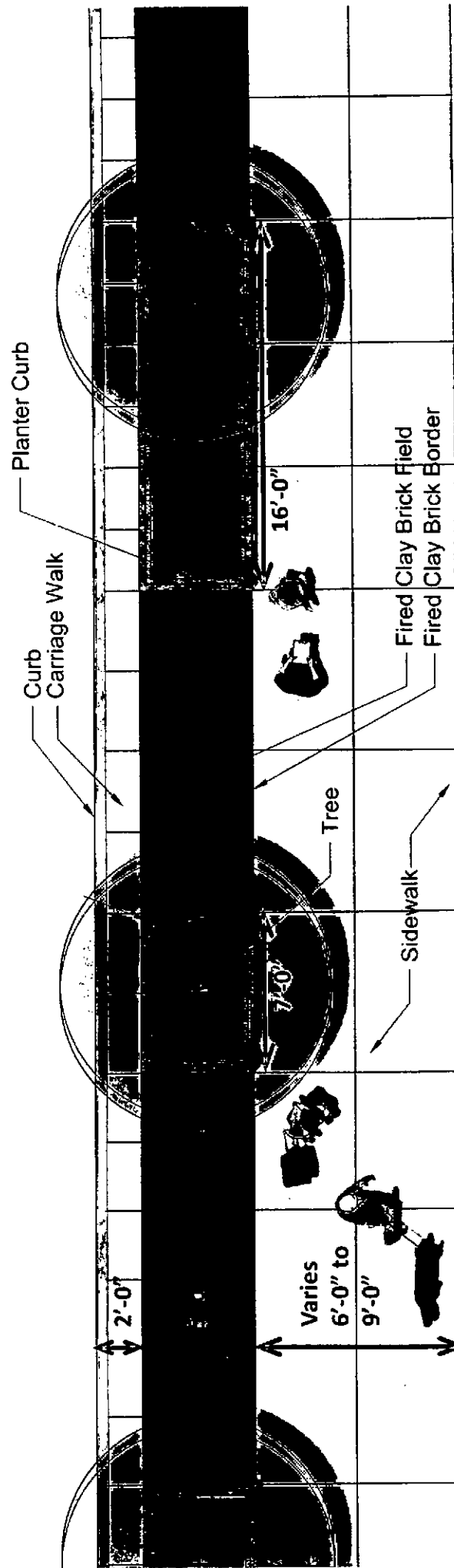
Precast concrete planter curbs



Planter Seat Walls



Selected Streetscape Layout | Plan View

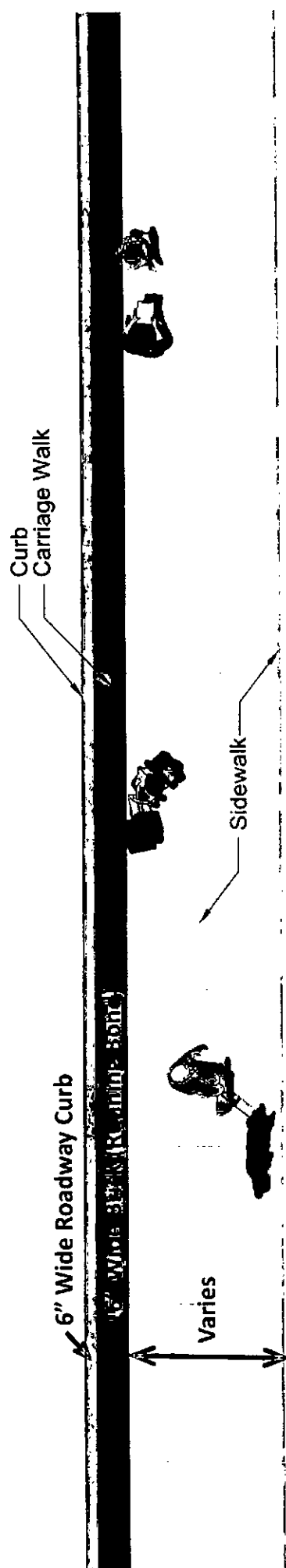


4"x12" Herringbone Field: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

4"x8" Soldier Course Border:
63 Charcoal

6" w. x 6" ht. Planter Curbs:
Mesabi Black Diamond 10 finish granite

Expanded Pavers into Carriage Walk | Narrow Band 1



4"x12" Running Bond: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

EXHIBIT F

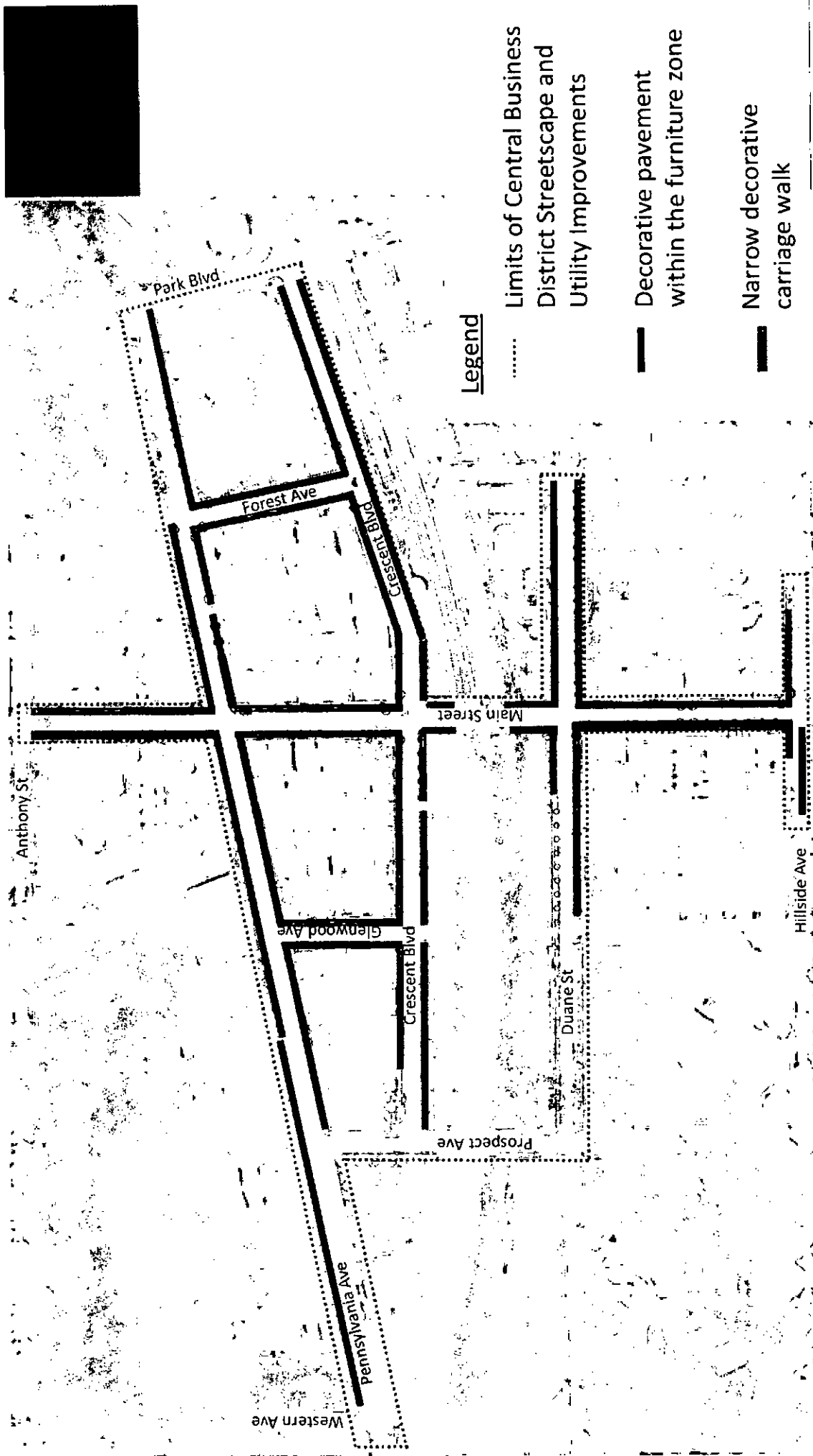
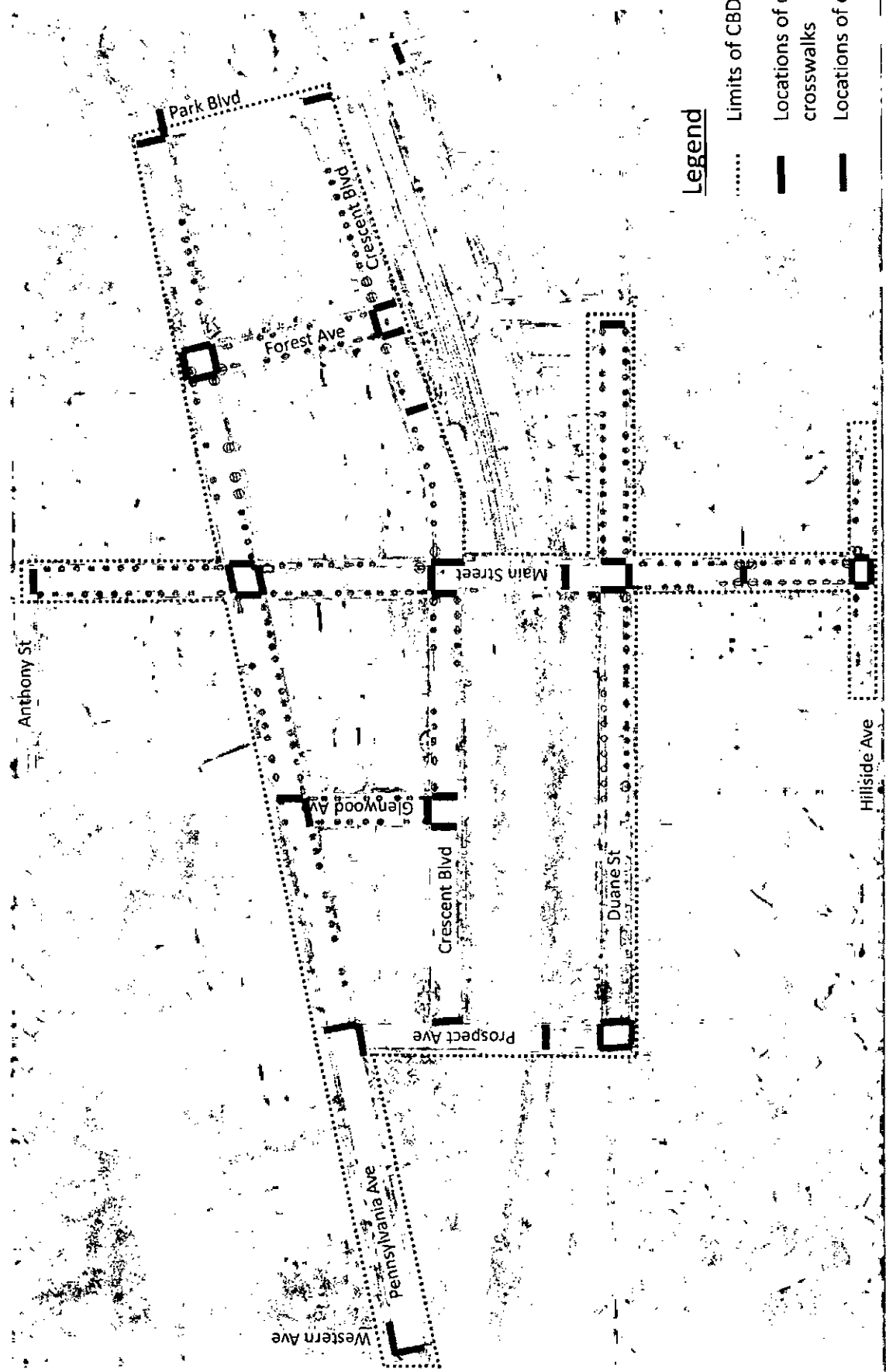
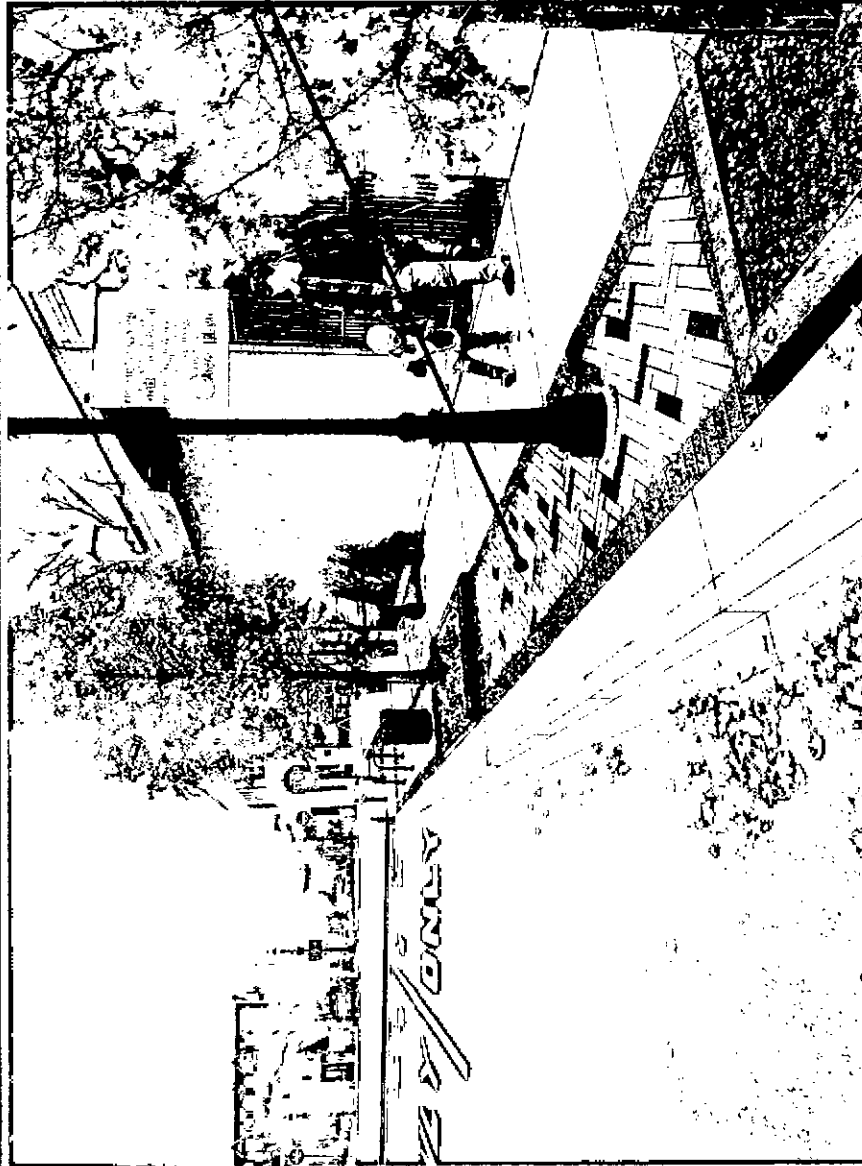


EXHIBIT G



Historic Plaques | Option 2 (16" x 16")



16" x 16" Granite Plaque:

Granite color and finish to match planter curb material (Mesabi Black, Diamond 10 finish)

Plaques to be centered in decorative pavement field

Phased Construction Timeline

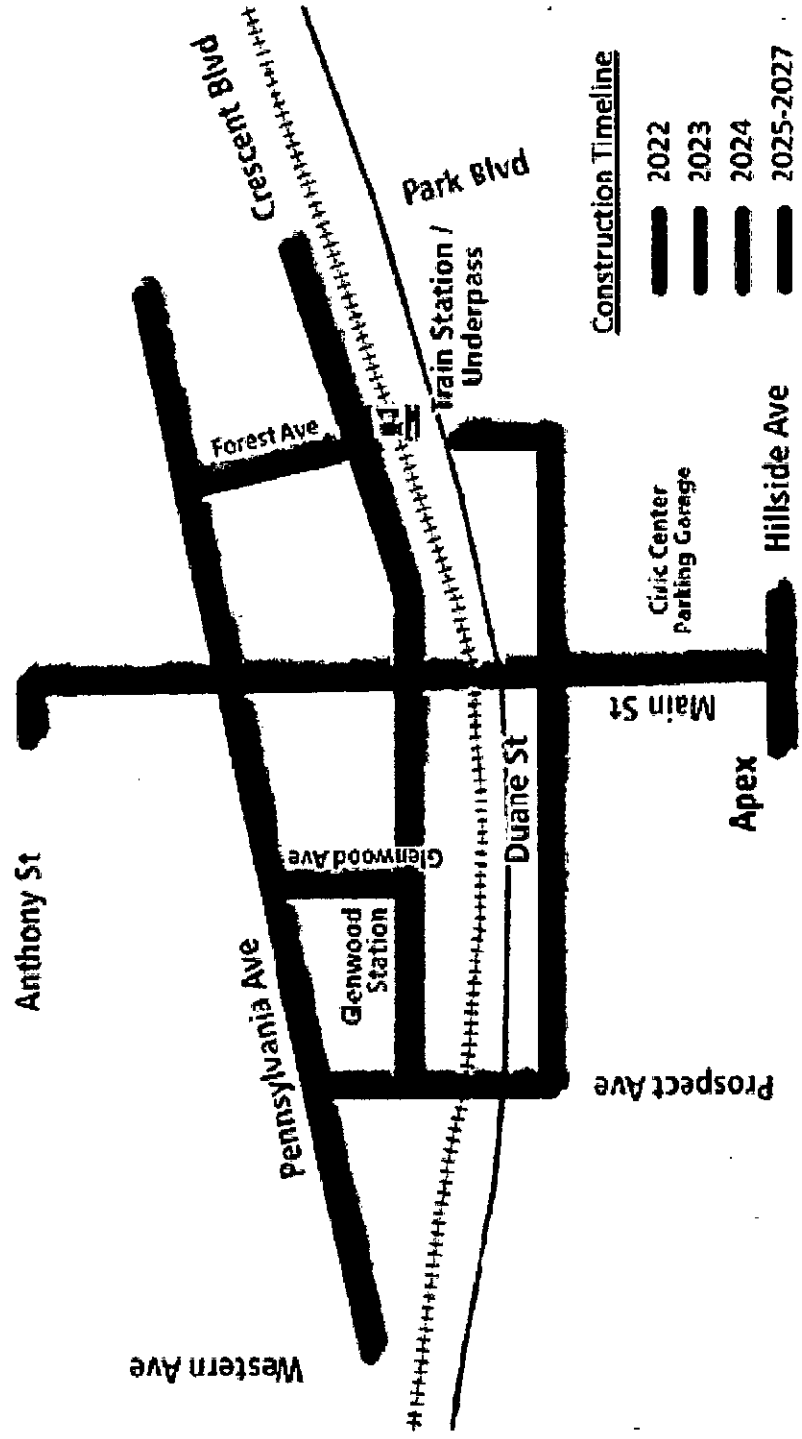


Exhibit J

CBD Streetscape and Utility Improvements Project
Total Project Cost Summary

3/15/2021

Item	Status	Capital	Water	Sewer	Totals
Underground Utility Study	Complete	\$ 169,019	\$ 75,500	\$ 380,980	\$ 625,499
Phase II Engineering - Phase I	Complete	\$ 229,371	\$ 67,906	\$ 67,906	\$ 365,183
Phase II Engineering - Phase II	In Progress	\$ 789,302	\$ 173,978	\$ 173,978	\$ 1,137,257
Construction - Phase I	Future Construction - 2022	\$ 5,179,000	\$ 336,000	\$ 547,000	\$ 6,062,000
Construction - Phase 2	Future Construction - 2023	\$ 8,420,000	\$ 1,376,000	\$ 1,134,000	\$ 10,930,000
Construction - Phase 3	Future Construction - 2024	\$ 3,540,000	\$ 238,000	\$ 301,000	\$ 4,079,000
Construction - Phase 4	Future Construction - 2025-2027	\$ 4,313,000	\$ 564,000	\$ 612,000	\$ 5,489,000
Totals		\$ 22,639,691	\$ 2,831,384	\$ 3,216,864	\$ 28,687,939

Notes:

1. Significant Contingency Included: ~\$2.1M (Breakdown :\$1.7M Capital, \$200K Water, \$200K Sewer)
2. 3% Escalation Factored Into Cost Estimates For Construction
3. Construction Engineering Estimated To Be 11% (Construction Plus Contingency)
4. Phase 4 Would Be Included In Metra Station Project

How does the Village Pay for Project Costs?

Projects	Project Costs		How We Pay for Project Costs				
	Total Estimated Cost	Phase 4 part of Train Station Project	Total Estimated Cost	Grant Funding	Village Funding - Water & Sewer Fund	Village Funding - Capital Projects Fund	Bonds Needed
CBD Streetscape	\$ 28,688,000	\$ (4,313,000)	\$ 24,375,000	\$ -	\$ 6,049,000	\$ 11,188,000	\$ 7,138,000
Train Station	\$ 21,187,000	\$ 4,313,000	\$ 25,500,000	\$ 20,400,000	\$ -	\$ 1,500,000	\$ 3,600,000
Civic Center	\$ 2,750,000	\$ -	\$ 2,750,000	\$ -	\$ -	\$ 1,250,000	\$ 1,500,000
Parking Garage	\$ 17,700,000	\$ -	\$ 17,700,000	\$ -	\$ -	\$ 1,800,000	\$ 15,900,000
Total	\$ 70,325,000	\$ -	\$ 70,825,000	\$ 20,400,000	\$ 6,049,000	\$ 15,738,000	\$ 28,138,000

Notes:

1. Estimated costs include current scope as of March 2021. Final costs will be known once the CBD Streetscape and Train Station projects are bid.
2. Phase 4 of the CBD Streetscape project will be completed as part of the train station project. Therefore, that cost has been allocated to the train station.
3. The Water & Sewer portion of the CBD Streetscape project will be paid by the Water & Sewer Fund.
4. Grant funding represents amounts that the Village is reasonably confident to receive. The Village will continue to review available grant opportunities.
5. Village funding represents either annual revenues towards project costs or funds above the Village's required reserve policies that are available to be allocated to the project.
6. As shown in the analysis, the Village has already received \$19.9 million in bond proceeds. The current analysis depicts an additional \$8.25 million needed, likely in 2022 or 2023. The actual cost of the CBD Streetscape project and Train Station project once bid will determine the final amount of the last bond issue. Also, the availability of additional grant funds or CBD TIF funds could reduce the amount borrowed.
7. All amounts depicted in this schedule are based upon known facts as of March 2021. Changes in project scope and market conditions will effect this analysis.

Bonds Issued 2018	\$ 10,034,190
Bonds Issued 2020	\$ 9,852,345
Remaining Bond Funding Needed	\$ 8,251,465
Total	\$ 28,138,000

How Does the Village Pay Back the Debt Service on the Bonds?

Debt Service Projections	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Bonds Issued 2018 - 19 \$785,519	\$ 692,219	\$ 640,519	\$ 578,519	\$ 483,219	\$ 441,698	\$ 400,497	\$ 361,519	\$ 324,819	\$ 290,519	\$ 258,519	\$ 228,519	\$ 200,519	\$ 174,519	\$ 150,519	\$ 128,519	\$ 108,519	\$ 90,519	\$ 74,519	\$ 60,519	\$ 48,519	\$ 38,519	\$ 29,519
Bonds Issued 2020 - 26 \$775,000	\$ 692,219	\$ 640,519	\$ 578,519	\$ 483,219	\$ 441,698	\$ 400,497	\$ 361,519	\$ 324,819	\$ 290,519	\$ 258,519	\$ 228,519	\$ 200,519	\$ 174,519	\$ 150,519	\$ 128,519	\$ 108,519	\$ 90,519	\$ 74,519	\$ 60,519	\$ 48,519	\$ 38,519	\$ 29,519
Debt Service - 1st Year - 2021 \$8.3 million - Estimated	\$ 692,219	\$ 640,519	\$ 578,519	\$ 483,219	\$ 441,698	\$ 400,497	\$ 361,519	\$ 324,819	\$ 290,519	\$ 258,519	\$ 228,519	\$ 200,519	\$ 174,519	\$ 150,519	\$ 128,519	\$ 108,519	\$ 90,519	\$ 74,519	\$ 60,519	\$ 48,519	\$ 38,519	\$ 29,519
Total Annual Debt Service - 20 years of bond payments	\$ 1,384,438	\$ 1,281,038	\$ 1,157,038	\$ 966,438	\$ 883,396	\$ 800,994	\$ 723,038	\$ 651,638	\$ 581,038	\$ 511,038	\$ 441,038	\$ 371,038	\$ 301,038	\$ 231,038	\$ 161,038	\$ 91,038	\$ 21,038	\$ -	\$ -	\$ -	\$ -	\$ -
Estimated Revenues																						
Food and Beverage Tax - 1%	\$ 1,100,000	\$ 1,100,000	\$ 1,111,000	\$ 1,118,100	\$ 1,131,500	\$ 1,146,100	\$ 1,161,800	\$ 1,178,500	\$ 1,196,200	\$ 1,214,900	\$ 1,234,600	\$ 1,255,300	\$ 1,277,000	\$ 1,299,700	\$ 1,323,400	\$ 1,348,100	\$ 1,373,800	\$ 1,400,500	\$ 1,428,200	\$ 1,456,900	\$ 1,486,600	\$ 1,517,300
CDOT Fee Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parking Fund Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Annual Village Capital Projects Funding	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
Total Funding Sources	\$ 1,250,000	\$ 1,250,000	\$ 1,261,000	\$ 1,268,100	\$ 1,281,500	\$ 1,296,100	\$ 1,311,800	\$ 1,328,500	\$ 1,346,200	\$ 1,364,900	\$ 1,384,600	\$ 1,405,300	\$ 1,427,000	\$ 1,449,700	\$ 1,473,400	\$ 1,498,100	\$ 1,523,800	\$ 1,550,500	\$ 1,578,200	\$ 1,606,900	\$ 1,636,600	\$ 1,667,300
Annual Debt Service Coverage (Shortfall)	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648	\$ 139,648
Cumulative Coverage (Shortfall)	\$ 139,648	\$ 279,296	\$ 418,944	\$ 558,592	\$ 698,240	\$ 837,888	\$ 977,536	\$ 1,117,184	\$ 1,256,832	\$ 1,396,480	\$ 1,536,128	\$ 1,675,776	\$ 1,815,424	\$ 1,955,072	\$ 2,094,720	\$ 2,234,368	\$ 2,374,016	\$ 2,513,664	\$ 2,653,312	\$ 2,792,960	\$ 2,932,608	\$ 3,072,256

- Notes:
1. The 2018 and 2020 bonds have been issued and annual debt service payments are known. The debt service on the third issue is estimated. All bonds are assumed to be 20 year General Obligation Bonds.
 2. The Food and Beverage Tax implemented in March 2019 is, by ordinance, to be sunset when the bonds are paid off. This schedule estimates it will be sunset in 2040. However, if it is extended further, it is needed to raise these three bond issues. The estimated annual revenue is based upon 2020 results with a 1% price escalation factor.
 3. The CDOT TRF has a set term and the first payment will be received in 2026. Depending on the growth of the TRF and the other projects completed with the TRF funds, the TRF could provide additional contributions towards debt service. Projections from the Village's TRF Consultant show over \$1 million available annually from 2025 to 2036 to be used for debt service.
 4. The Parking Fund contributions towards debt service are one of the major projects in the CDOT Parking Garage. The contribution from the Parking Fund is replaced through permit and daily parking revenue.
 5. Annual Village Capital Projects Funding estimates the use of annually available revenue in the Capital Projects Fund.
 6. The Cumulative Coverage/Shortfall illustrates that based upon the known and estimated factors as of March 2021, the Village will be able to cover the debt service over the life of the bonds.

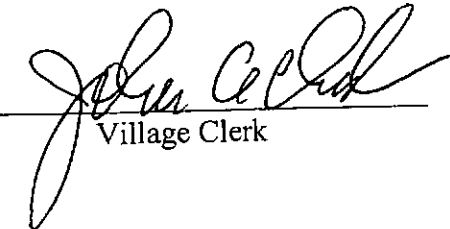
CERTIFICATION

I, John Chereskin, duly elected Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6861, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Meeting of said Board held on the 22 day of MAR 2021, and that the same was signed and approved by the President of said Village on the 22 day of MAR 2021.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Village Clerk of said Village for safekeeping and that I am the lawful custodian and keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 22 day of MAR, 2021.

CORPORATE SEAL


Village Clerk

2023 Construction Staging | Overall Staging



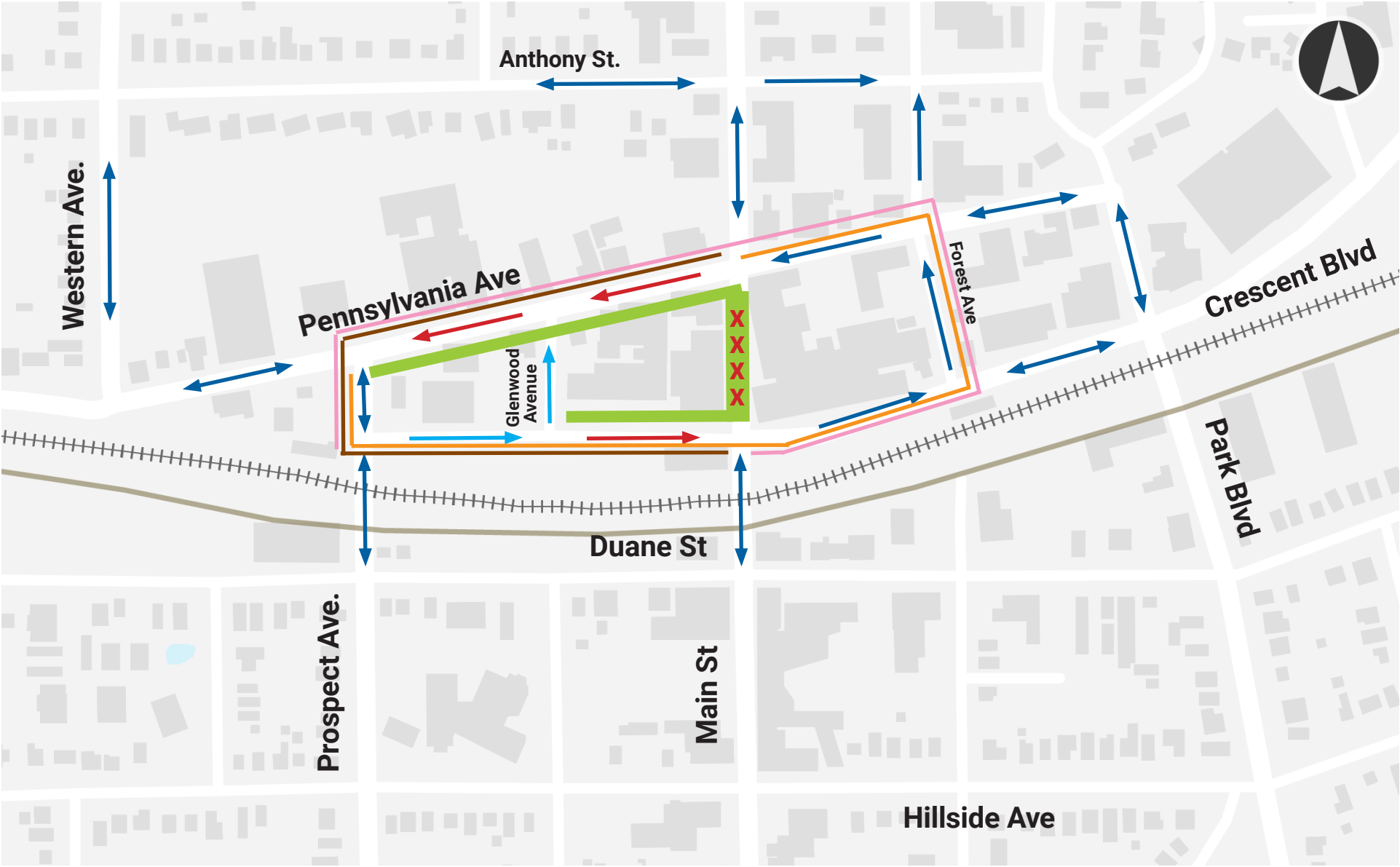
Legend

- Stage 1
- Stage 2
- Stage 3
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- Road Closed to Vehicle Traffic

Detour Routes

- Main St SB
- Main St NB
- Pennsylvania Ave EB
- Crescent Blvd WB

2023 Construction Staging | Stage 1



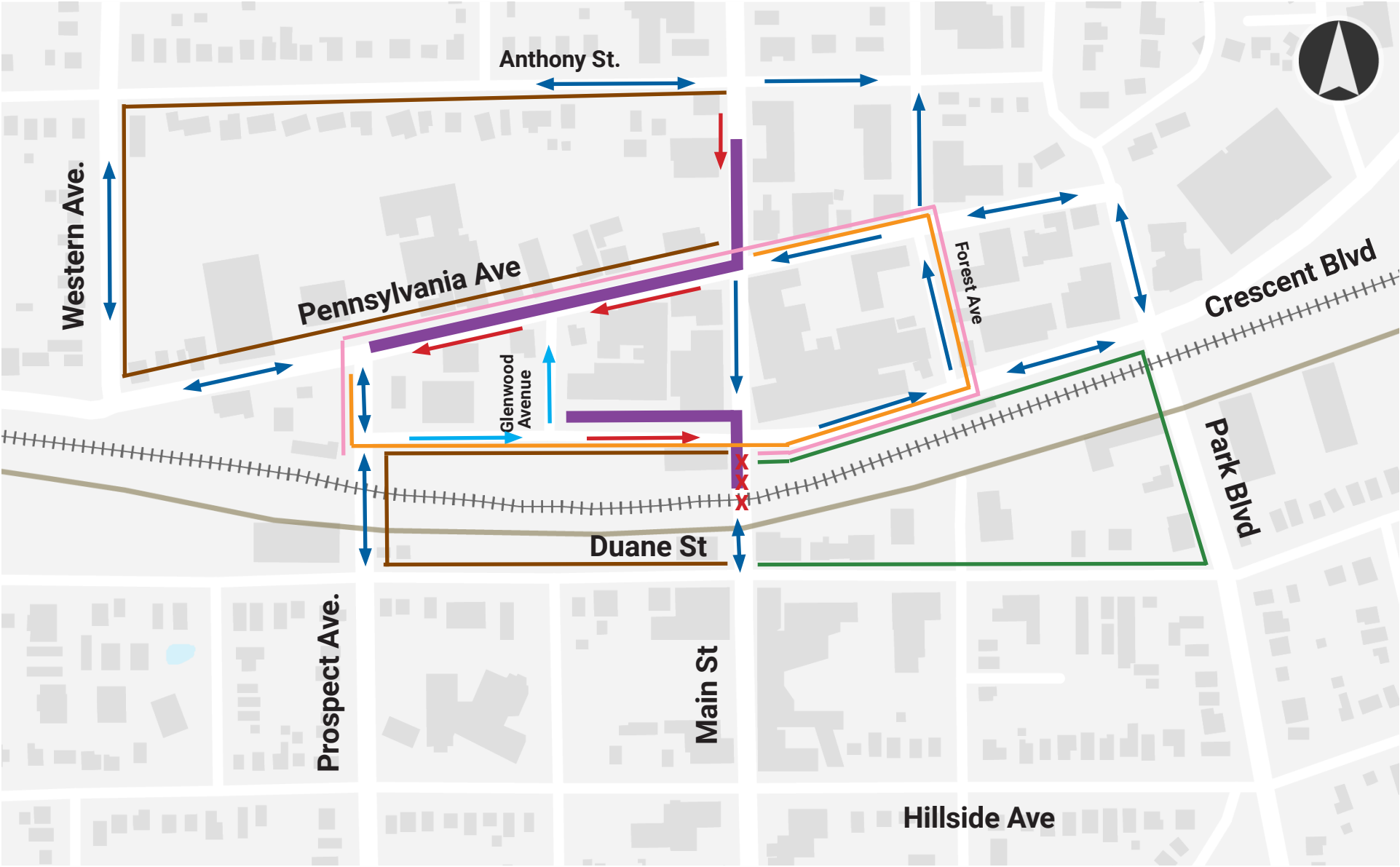
Legend

- Stage 1
- Stage 2
- Stage 3
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- Road Closed to Vehicle Traffic

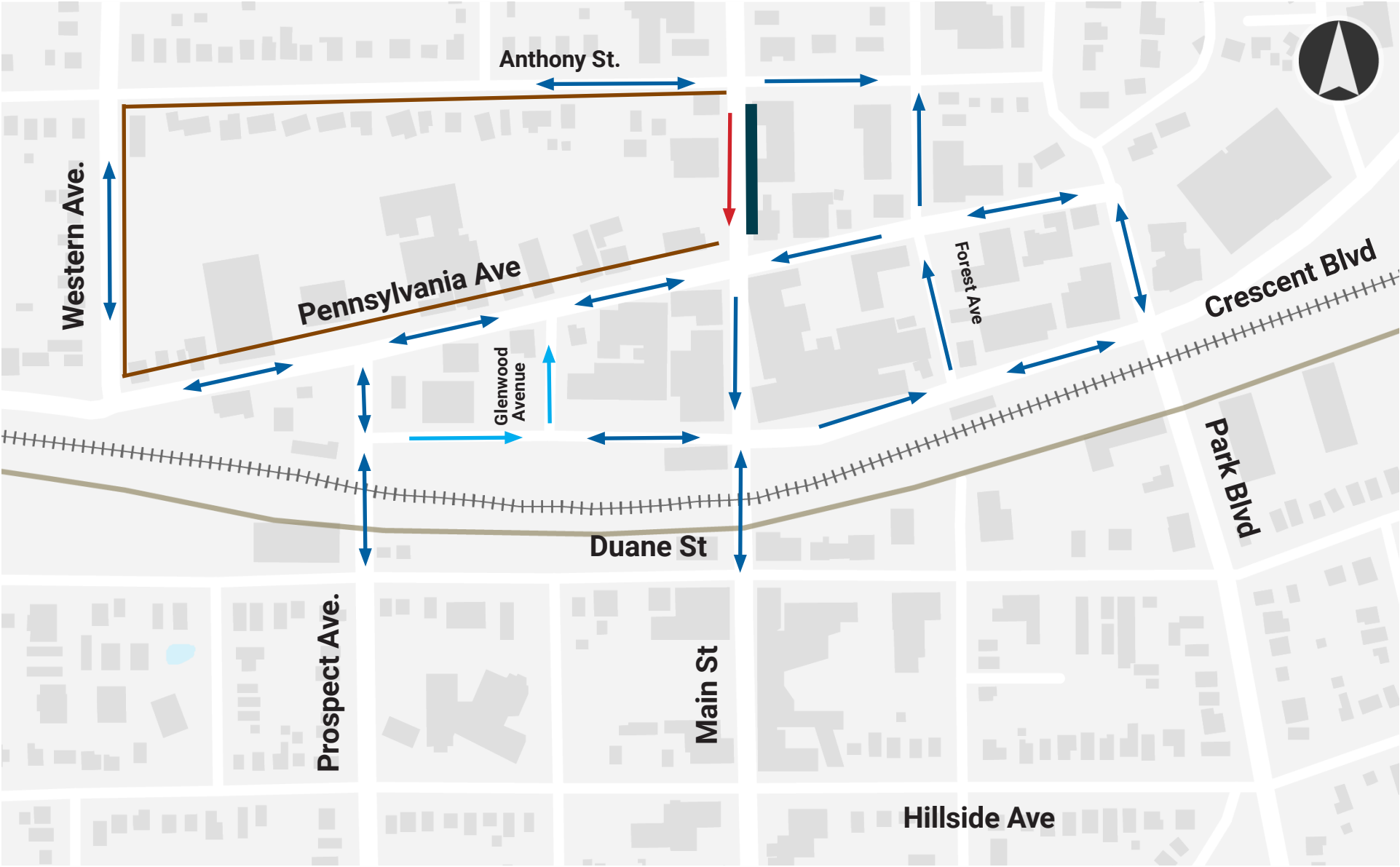
Detour Routes

- Main St SB
- Main St NB
- Pennsylvania Ave EB
- Crescent Blvd WB

2023 Construction Staging | Stage 2



2023 Construction Staging | Stage 3



Legend

- Stage 1
- Stage 2
- Stage 3
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- Road Closed to Vehicle Traffic

Detour Routes

- Main St SB
- Main St NB
- Pennsylvania Ave EB
- Crescent Blvd WB

2024 Construction Staging | Overall Staging



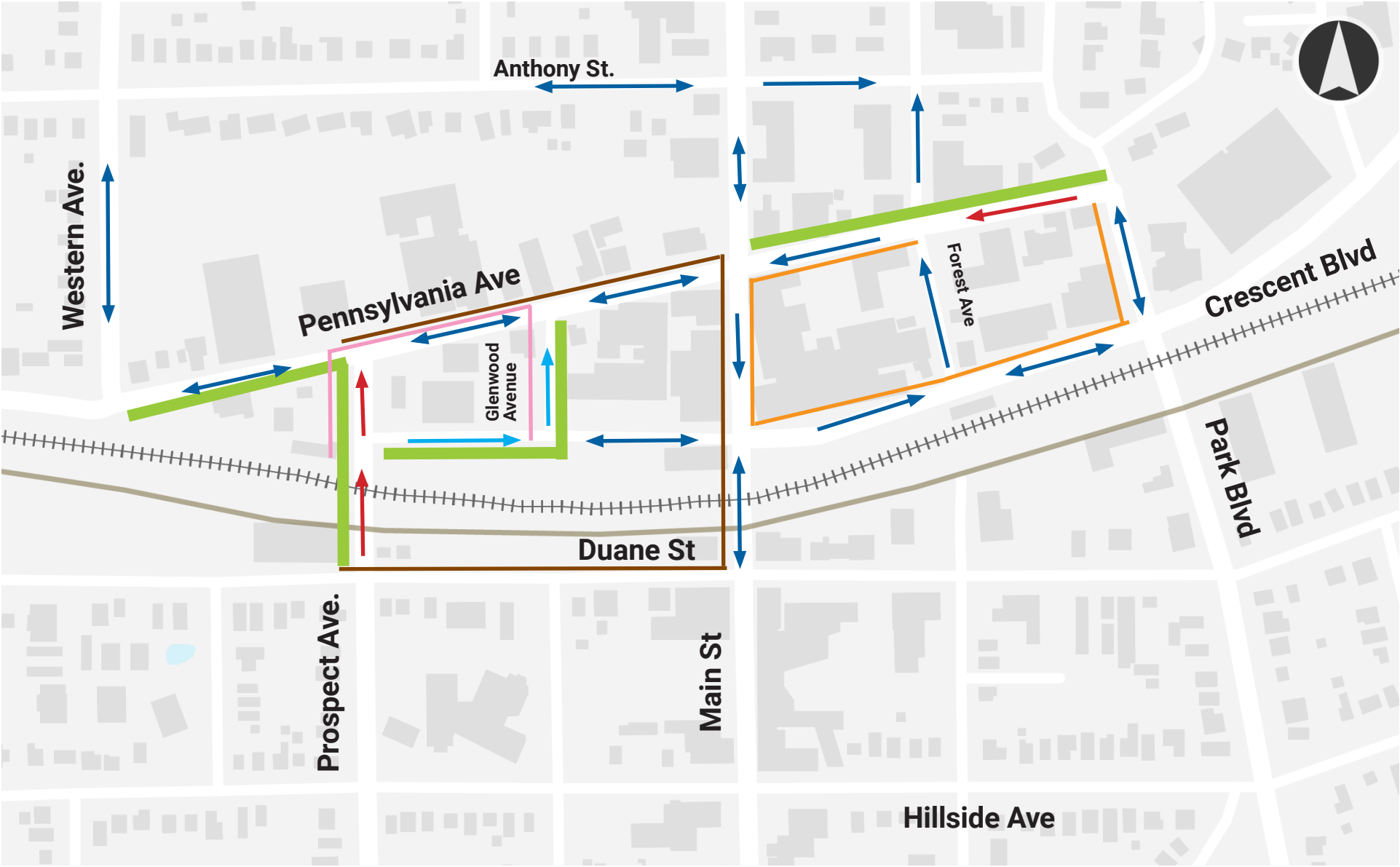
Legend

- Stage 1
- Stage 2
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- X Road Closed to Vehicle Traffic

Detour Routes

- Prospect Ave SB / NB
- Pennsylvania Ave EB
- Crescent Blvd WB

2024 Construction Staging | Stage 1



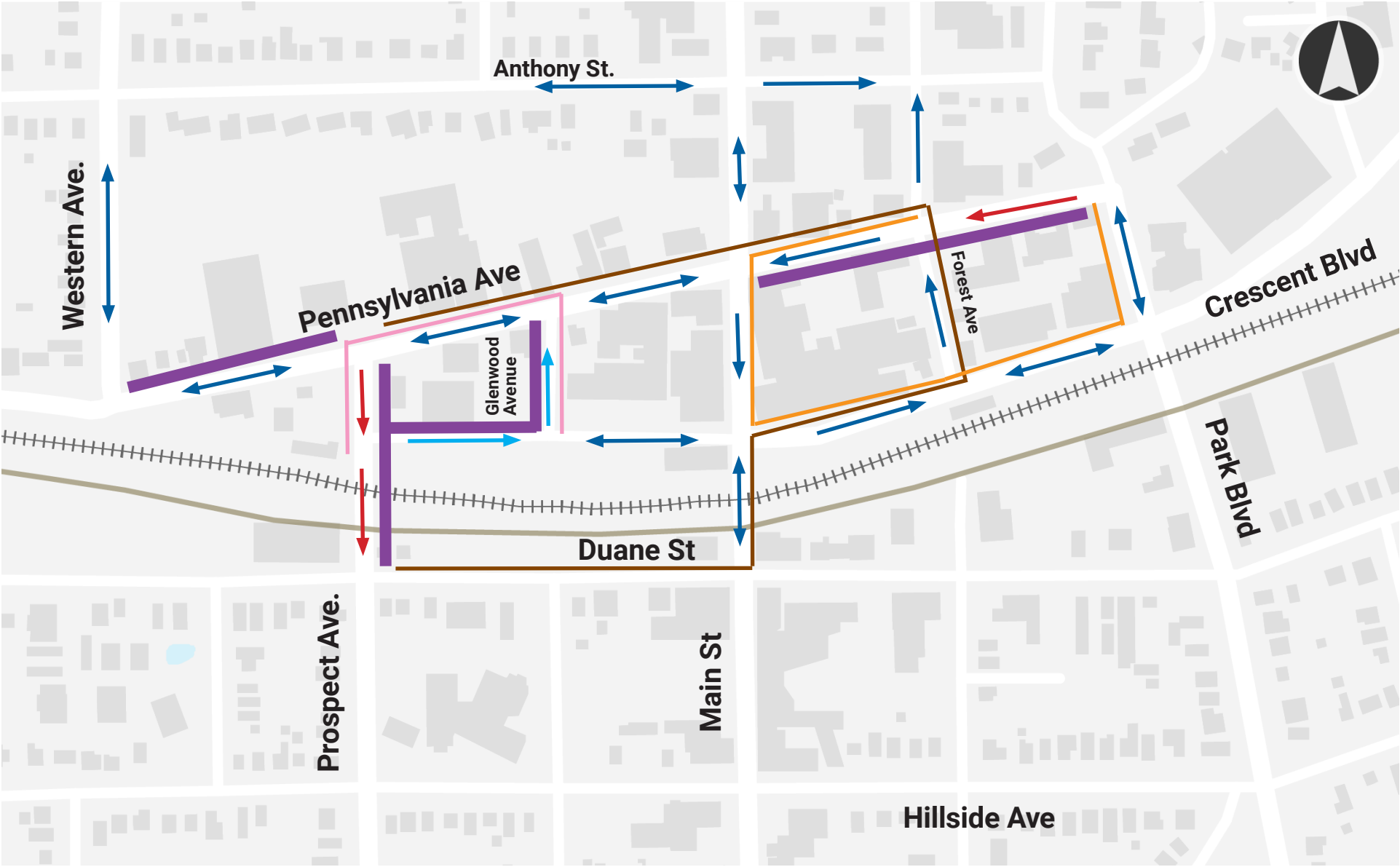
Legend

- Stage 1
- Stage 2
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- X Road Closed to Vehicle Traffic

Detour Routes

- Prospect Ave SB / NB
- Pennsylvania Ave EB
- Crescent Blvd WB

2024 Construction Staging | Stage 2



Legend

- Stage 1
- Stage 2
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- X Road Closed to Vehicle Traffic

Detour Routes

- Prospect Ave SB / NB
- Pennsylvania Ave EB
- Crescent Blvd WB



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

Meeting 10/10/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID
2022-2698)**

DOC ID: 2022-2698

Glen Ellyn Metra Station and Multimodal Access Improvements Project - Phase II Engineering (Village Engineer Daubert)

Statement of the Issue:

As the Village Board is aware, the Village's consultant for the Metra Station and Multimodal Access Improvements Project, CDM Smith, is working through Preliminary Engineering (Phase I Engineering) for the project. While it has been staff and the consultant's goal to have Phase I completed and Phase II Engineering underway, the State is ultimately controlling the completion of Phase I Engineering. More specifically, the completion of Phase I hinges on the cultural resource clearances associated with the State's determination that the depot is eligible for listing in the National Register of Historic Places. Staff and the Consultant have been responding to the agency reviews with the most recent revisions to the required Section 106 and 4(f) documentation in their court.

Analysis:

While it is ideal to have Phase I Engineering complete prior to starting Phase II Engineering, it is common practice to advance Phase II Engineering while Phase I Engineering is still incomplete so long as care is taken. More specifically, many Phase II Engineering efforts can be advanced with minimal risk to being impacted by the completion of Phase I Engineering. This approach was taken with the Taylor Avenue Pedestrian Underpass Project as well as the Park Boulevard/Main Street Reconstruction and Resurfacing Projects. In addition, this approach is taken with all locally funded Village projects. This approach allows for a significant compression in the Engineering timeline.

Based on current experiences with the State, staff does not anticipate Phase I Engineering will be complete/approved by the State until mid to late 2023.

The Village's \$14.4M CMAQ Funding for the project is currently earmarked for Federal Fiscal Year 2024. Given the complexity of federally funding projects, CMAP (who oversees the CMAQ program) allows up to 2 additional years to encumber the funds for the project. This means that the Village would need to have the project competitively bid by the State and awarded by September 30 of 2026. Metra and ICC Funding offers more flexibility with the CMAQ funding being more restrictive in terms of schedule.

Staff's believes that Phase II Engineering will take approximately 2-3 years to complete. Much of the time required is due to the protracted review and approval process by the State and Railroad. In this regard as well as the Village's desire to advance the project sooner, the Village should start Phase II Engineering in 2023.

-

The Village utilized a thorough review process to procure Phase I Engineering for the project. The process involved a stringent review of seven firm's proposals for the assignment. Three firms were interviewed with Staff, the Capital Improvements Commission, and Village Board affirming CDM Smith as the most qualified firm for the assignment. The CDM Smith team was seen as the best firm for the assignment in terms of the evaluation criteria within the RFP. This included consideration of the firm's experience which at the time included nearly 100 train station projects across all 10 Metra Commuter lines.

Given the complexity of this project, staff feels very strongly that CDM Smith is the right firm to advance Phase II Engineering for this project. In addition to already demonstrating themselves as the most qualified firm for Phase I Engineering, staff feels this way given the firm's Phase I Engineering experience on the Village's project and experience in working with the railroad and State on a nearly identical Phase II Engineering assignment for the City of Elmhurst. A secondary consideration is that the Status of Phase I Engineering not yet being complete will complicate bringing in another firm to advance Phase II Engineering. Staff does not feel that two firms can concurrently complete Phase I and Phase II Engineering. Hence, for locally funded projects, the Village utilizes the same firm for Phase I and Phase II Engineering with the engineering being completed concurrently. It is emphasized that this is in the context of a much more streamlined design process than that used in a Federally Funded Project.

Budget Impact:

Action Requested:

Staff would like to review with the Village Board if there is support to negotiate an agreement with CDM Smith for Phase II Engineering. Based on latest estimates, Phase II Engineering is anticipated to cost on the order \$3M - \$3.5M. This is based upon ~10% of the projected construction cost estimate for the project. As project costs continue to rise, staff and the CDM Smith Team are gearing up for reapplying for the next CMAQ call for projects. The call is anticipated to open in January of 2023. In addition, staff is working with CDM Smith and ICC on securing additional funding for the grade crossing protection funding for the project.

As noted above, Phase II Engineering would be advanced strategically given Phase I Engineering is not yet complete. Based on current status, 30% design would be a logical point to advance Phase II Engineering. This would allow design work to move forward and keep the Village in a good position relative to its \$20.4M in funding commitments for the project. It is anticipated that at this time next year the Village can assess continuing to advance the design further forward in the context of Phase I Engineering Status, Project Funding and Project Cost Status, and Land Acquisition.

Attachments:



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

Meeting 10/10/2022 7:00 PM
Department: Finance
Department Head: Larry Noller
Category: Discussion Item
Prepared By: Larry Noller

AGENDA ITEM (ID
2022-2699)

DOC ID: 2022-2699

Budget Amendments for ARPA, Property Purchases and Capital Projects Funding (Finance Director Noller)

Statement of the Issue:

Staff recommends amending the 2022 budget for the following:

1. American Rescue Plan Act (ARPA).
2. 453 Forest Avenue (US Bank site) purchase.
3. Roosevelt Road hotel sites purchase.
4. Provide additional funding for planned capital projects.

Analysis:

American Rescue Plan Act (ARPA)

The Coronavirus State and Local Fiscal Recovery Funds (SLFRF), a part of the American Rescue Plan Act (ARPA), provides \$350 billion to state, local, and Tribal governments across the country to support the response to and recovery from the COVID-19 public health emergency. The Village has received \$3.77 million in ARPA funding.

The Treasury Department released the Final Rule regarding ARPA in January 2022. The Final Rule included a major simplification for smaller governments by including a \$10 million revenue loss standard allowance. By selecting the standard allowance, a recipient may use up to \$10 million of their ARPA funds for government services. Government services generally include any service traditionally provided by a government and includes the provision of police, fire, and other public safety services. Government services is the most flexible eligible use category under the SLFRF program allows for streamlined reporting and compliance requirements.

Due to the flexibility and streamlined reporting provided by the Final Rule, staff recommended that the Village utilize its ARPA funding in a similar manner as the CARES Act funding and allocate the entire amount to public safety personnel. This allows the Village to redirect other General Fund resources to support additional Village projects and services. This option was reviewed and supported by the Finance Commission as part of the mid-year budget review in August.

Property purchase of 453 Forest Avenue (US Bank site)

Staff recommends that the purchase of the US Bank site be allocated to the Central Business District TIF Fund. The CDB TIF fund is projected to generate sufficient funding to cover the cost of this purchase within the next year, however, the fund does not currently have the cash reserves to

provide for the entire purchase. Therefore, the Corporate Reserve Fund will provide a short term advance of cash reserves up to \$500,000 to the TIF fund.

Property purchase of Roosevelt Road hotel sites

Staff recommends that the purchase of the Roosevelt Road hotels sites be allocated to the Corporate Reserve Fund and the Roosevelt Road TIF Fund. The General Fund will transfer \$2 million in cash reserves to the Corporate Reserve Fund. The proceeds from the sale of the property will return to the Corporate Reserve and TIF funds and allow the Village to fund additional projects.

Provide additional funding to the Capital Projects Fund

The General Fund ended 2021 with an increase in fund balance of over \$2 million. Staff recommends that the Village transfer \$2 million in cash reserves to the Capital Projects Fund to provide additional resources for the Village's capital program.

Budget Impact:

See Exhibit A

Action Requested:

Discussion only. The ordinance amending the budget will be presented for approval at the October 24 Village Board meeting.

Attachments:

1. Budget Amendment Ordinance
2. Exhibit A



Village of Glen Ellyn

Ordinance No. _____

**An Ordinance Amending the Budget of the Village of Glen Ellyn
for the Fiscal Year Ending December 31, 2022**

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 Amending the Budget of the Village of Glen Ellyn
for the Fiscal Year Ending December 31, 2022**

Whereas, the Board of Trustees of the Village of Glen Ellyn on December 6, 2021, passed the annual budget for the Village of Glen Ellyn for Fiscal Year 2022 (January 1, 2022 - December 31, 2022) containing amounts estimated for payment of CURRENT obligations; and

Whereas, the Village has received \$3,771,450 in American Rescue Plan Act (ARPA) funds and will allocate the ARPA funds to governmental services, including public safety personnel costs; and

Whereas, the General Fund ended Fiscal Year 2021 with sufficient cash reserves to provide additional funding for planned capital improvement projects; and

Whereas, the Village Board authorized the purchase of the properties commonly known as 675-677 Roosevelt and 660 Taft Road at the June 28, 2021 Village Board meeting; and

Whereas, the Village Board authorized the purchase of the property commonly known as 453 Forest Avenue at the August 22, 2022 Village Board meeting; and

Whereas, fund balances and budgeted revenues are available in the General Fund, Corporate Reserve Fund, CBD TIF Fund and Roosevelt Road TIF Fund for these purchases;

Now, Therefore, be it Ordained by the President and the 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 budget for the fiscal year ending December 31, 2022, is hereby amended to provide additional funding as identified in Attachment A.

Section Two: This Ordinance shall be in full force and effect from and after 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, Illinois, this
_____ day of _____, 2022.

Ayes		Mark Senak		Kelli Christiansen		Gary Fasules
		Anne Gould		Kelley Kallinich		Bill Payne
		Steve Thompson				
Nays		Mark Senak		Kelli Christiansen		Gary Fasules
		Anne Gould		Kelley Kallinich		Bill Payne
		Steve Thompson				
Absent		Mark Senak		Kelli Christiansen		Gary Fasules
		Anne Gould		Kelley Kallinich		Bill Payne
		Steve Thompson				

Approved by the Village President of the Village of Glen Ellyn, Illinois, this _____ day
of _____, 2022.

Village President

Attest:

Village Clerk

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

Exhibit A
Fiscal Year 2022 Budget Amendments

Fund	Account	Project	Account Name	Description	Amended Budget
General Fund	121200 530600		Emergency Purchases	Assistance to community organizations	\$ 450,000
	126500 590910		Transfer Out	Transfer to Corporate Reserve Fund	\$ 3,000,000
	121200 590910		Transfer Out	Transfer to Capital Projects Fund	\$ 2,000,000
	121200 590910		Transfer Out	Transfer to Parking Fund	\$ 350,000
					<u>\$ 5,800,000</u>
Corporate Reserve Fund	20000 580150			Purchase of Roosevelt & Taft Properties	\$ 2,500,000
					<u>\$ 2,500,000</u>
CBD TIF Fund	25000 580150	22004		Purchase of 453 Forest Avenue	\$ 1,650,000
					<u>\$ 1,650,000</u>
Roosevelt Road TIF Fund	26000 580150			Purchase of Roosevelt & Taft Properties	\$ 270,000
					<u>\$ 270,000</u>
ARPA Fund	28000 590910	21008		Transfer to General Fund for governmental services	\$ 3,771,450
					<u>\$ 3,771,450</u>