



Agenda
Village of Glen Ellyn
Regular Meeting
Monday, April 25, 2016
7:00 PM

Glen Ellyn Civic Center, Galligan Board Room

Village Board Meeting Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda on their chairs or online at www.glenellyn.org prior to the meeting. Meetings are taped and also televised on WideOpenWest Channel 6, AT&T Channel 99, and Comcast Cable Services Channel 10. 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. Roll Call

C. Pledge of Allegiance

D. Village Recognition: (Village Clerk Galvin)

1. The Village thanks the following Commissioners for their service: Chairman James C. Burdett of the Architectural Review Commission, Commissioner Steve Rackl of the Finance Commission, Commissioners Matt P. Dell and Louis P. Leuzzi of the Recreation Commission, and Commissioner Jim P. Bourke of the Zoning Board of Appeals.
2. The Village Board and Management Team congratulate the following employees who have celebrated an anniversary as a Village employee:

Adan Garcia	Village Links/Reserve 22	20 Years
Raul Arellano	Village Links/Reserve 22	10 Years
Adan Ruiz	Village Links/Reserve 22	5 Years
Stephen Hughes	Public Works	5 Years
Kevin Riggle	Police	5 Years

E. Audience Participation

1. Presentation by Kim Perez, Executive Director, and Sarah O'Donnell, Director of Development, of the People's Resource Center.
2. The Sister City Committee will present information regarding Market Francais 2016.
3. Proclamation to acknowledge Arbor Day 2016.
4. Proclamation in recognition of Jim Bodony for his service as Fire Chief of the Glen Ellyn Volunteer Fire Company for the last three years.
5. Village Clerk Catherine Galvin will administer the oath of office to Fire Chief Chris Clark.

6. Open: Members of the public are welcome to speak to any item *not* specifically listed on tonight's agenda for up to 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, address and the group they are representing prior to addressing the Village Board.

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

Motion to approve the following items including Payroll and Vouchers totaling \$1,358,390.71: (Trustee Elliott)

1. February 16, 2016 Special Village Board Meeting Minutes.
2. February 22, 2016 Regular Village Board Meeting Minutes.
3. March 21, 2016 Special Village Board Workshop Minutes.
4. March 21, 2016 Special Village Board Meeting Minutes.
5. Total Expenditures (Payroll and Vouchers) - \$1,358,390.71.

The vouchers have been reviewed by Trustee Elliott and Manager Franz prior to this meeting, and are consistent with the Village's purchasing policy.

6. Approve the recommendation of Village President Alexander W. Demos that the following appointments be made to these Boards and Commissions – Architectural Review Commission - Christyne Strutynsky for a term ending May 31, 2017; Environmental Commission - David T. Meehan for a term ending May 31, 2018, and Christina Sedall as Student Commissioner for a term ending May 31, 2017; Zoning Board of Appeals - Matthew T. Jones for a term ending May 31, 2018. (Assistant Village Manager Stonitsch)
7. Approve the Police Department's annual contribution to the Glen Ellyn Youth and Family Counseling Service (GEYFCS), in the amount of \$25,000, to be expensed to the General Fund - Police. (Chief Norton)
8. Approve a Facade Improvement Award request in the amount of \$5,000 to Deacon & Mercy, a business located at 430 N. Main Street. (Economic Development Coordinator Hannah)
9. Approve a Downtown Retail Interior Improvement Award in the amount of \$8,750 for Crepe House, a business located at 548 Crescent Boulevard. (Economic Development Coordinator Hannah)

10. Ordinance No. 6399, An Ordinance Amending Ordinance 6300 and Granting Approval of Amendments to the Planned Unit Development Plan for 1090-1100 Roosevelt Road and a Special Use Permit and Exterior Appearance approval for 1100 Roosevelt Road to Accommodate a Gas Station and Convenience Store. (Planning and Development Director Hulseberg)
11. Ordinance No. 6400-VC, An Ordinance to Amend Chapter 19 of Title 3 (Liquor Control Code) Section 11 (Classification of Licenses) B-1 (Restaurant-All Types of Liquor). (Village Attorney Mathews)

G. Intelligentsia Cup Bike Race Special Event Permit Request: (Presented by Assistant Manager Stonitsch) (Trustee Kenwood)

1. Approve a special event permit request from Prairie State Cycling Series, LLC to host a competitive bicycle racing event (The Intelligentsia Cup) in Glen Ellyn on Saturday, July 16, 2016, from 9:00am to 8:00 pm.

H. Reminders

1. A Village Board Meeting is scheduled for Monday, May 9, 2016 at 7:00PM in the Galligan Board Room of the Glen Ellyn Civic Center.
2. A Village Board Workshop is scheduled for Monday, May 16, 2016 at 7:00PM in Room 301 of the Glen Ellyn Civic Center.

I. Other Business

J. Adjournment



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

Meeting: 04/25/16 07:00 PM
Department: Administration - Recognition
Department Head: Caroline

Category: Recognition
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2224)

DOC ID: 2224

**The Village thanks the following Commissioners for their service:
Chairman James C. Burdett of the Architectural Review
Commission, Commissioner Steve Rackl of the Finance
Commission, Commissioners Matt P. Dell and Louis P. Leuzzi of the
Recreation Commission, and Commissioner Jim P. Bourke of the
Zoning Board of Appeals.**



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

Meeting: 04/25/16 07:00 PM
Department: Administration - Recognition
Department Head: Caroline

Category: Recognition
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2227)

DOC ID: 2227

The Village Board and Management Team congratulate the following employees who have celebrated an anniversary as a Village employee: Adan Garcia Village Links/Reserve 22 20 Years Raul Arellano Village Links/Reserve 22 10 Years Adan Ruiz Village Links/Reserve 22 5 Years Stephen Hughes Public Works 5 Years Kevin Riggle Police 5 Years



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Presentation
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2218)

DOC ID: 2218

**Presentation by Kim Perez, Executive Director, and Sarah
O'Donnell, Director of Development, of the People's Resource
Center.**



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Presentation
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2220)

DOC ID: 2220

**The Sister City Committee will present information regarding
Market Francais 2016.**



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Proclamation
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2217)

DOC ID: 2217

Proclamation to acknowledge Arbor Day 2016.

ATTACHMENTS:

- Proclamation Arbor Day 2016 (PDF)



Proclamation

WHEREAS, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees, and this holiday, called Arbor Day, is now observed throughout the United States and the world; and

WHEREAS, the Village of Glen Ellyn has been recognized as a Tree City USA for more than 30 consecutive years and desires to continue its tree planting traditions; and

WHEREAS, it is generally recognized that the abundance of trees within Glen Ellyn contributes greatly to the visual beauty of our Village.

NOW, THEREFORE, I, ALEXANDER W. DEMOS, President of the Village of Glen Ellyn, Illinois, do hereby proclaim Friday, April 29, 2016, as Arbor Day in the Village of Glen Ellyn and urge all citizens to plant trees to gladden the hearts and promote the well-being of present and future generations.

VILLAGE PRESIDENT

ATTEST:

VILLAGE CLERK

DATE



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Proclamation
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2216)

DOC ID: 2216

Proclamation in recognition of Jim Bodony for his service as Fire Chief of the Glen Ellyn Volunteer Fire Company for the last three years.

ATTACHMENTS:

- Proclamation Jim Bodony Fire Co (PDF)



Proclamation
HONORING
JIM BODONY
FOR HIS SERVICE
AT THE GLEN ELLYN
VOLUNTEER FIRE COMPANY

WHEREAS, the Glen Ellyn Volunteer Fire Company is the finest example of the tradition of the volunteerism in the Village, providing the only volunteer firefighting force in DuPage County; and

WHEREAS, Jim Bodony joined the Fire Company and has served as its Chief since 2013, and will continue to serve the Fire Company and the Glen Ellyn community in the future; and

WHEREAS, Jim has continually demonstrated his willingness to place his concern for his fellow citizens ahead of his personal interests, dedicating time and resources to our community and making a difference in the lives of those around him; and

WHEREAS, Jim has served as Fire Chief over the last three years and has worked tirelessly towards leading the Fire Company and sustaining the volunteer model that has served the Village of Glen Ellyn so well for over 100 years; and

WHEREAS, Jim's years of service have been marked by working constantly for the improvement of the Fire Company and striving to ensure integrity at all levels of the organization; and

WHEREAS, Jim's demeanor, sense of humor, productivity, and quality of work will be sorely missed by staff and residents.

NOW, THEREFORE, I, ALEXANDER W. DEMOS, President of the Village of Glen Ellyn, and on behalf of the Village Board of Trustees, do hereby extend our heartiest congratulations to Jim Bodony and our sincere appreciation for the courage, caring and commitment he has shown in order to keep Glen Ellyn a great place in which to live and highly commend him for the manner in which he has carried out his duties and responsibilities. We thank him for his distinguished service and urge our citizens to recognize the valuable work by our Volunteer Fire Company.

VILLAGE PRESIDENT
ATTEST:

VILLAGE CLERK

DATE



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Recognition
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2219)

DOC ID: 2219

**Village Clerk Catherine Galvin will administer the oath of office to
Fire Chief Chris Clark.**



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Minutes
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2212)

DOC ID: 2212

February 16, 2016 Special Village Board Meeting Minutes.

ATTACHMENTS:

- Minutes 02-16-2016 Special Village Board Meeting (PDF)

**Minutes
Special Board Meeting
Glen Ellyn Village Board of Trustees
Monday, February 16, 2016**

Call to Order

President Demos called the meeting to order at 6:34 p.m.

Roll Call

Upon roll call by Village Clerk Galvin, President Demos and Trustees Clark, Elliott, Ladesic and Senak answered "Present". Trustee O'Shea arrived at 6:38 p.m. and Trustee Kenwood arrived at 6:46 p.m.

In Attendance: Village Clerk Galvin, Village Manager Franz, Assistant Village Manager Stonitsch, Village Attorney Mathews, Public Works Director Hansen, Director of Planning and Development Hulseberg, Police Chief Norton and Administrative Intern Mendoza.

Pledge of Allegiance

President Demos led the Pledge of Allegiance.

Agenda Item E. - Consent Agenda:

The following items are considered routine business by the Village Board and will be approved in a single vote in the form listed below:

A motion was made by Trustee Senak and seconded by Trustee Elliott to approve the following in a single vote:

1. Ordinance No. 6385, An Ordinance Granting Exterior Appearance Approval for JAYNE to be Located at 476 N. Main Street. (Planning and Development Director Hulseberg)
2. Approve a Facade Improvement Award request in the amount of \$15,000 to Craig B. Cohen, business owner of property located at 476 N. Main Street. (Economic Development Coordinator Hannah)

Upon roll call, Trustee Clark, Elliott, Ladesic and Senak voted "Aye." Motion carried.

Agenda Item F. - Central Business District Street Lights: (Presented by Public Works Director Hansen)

Public Works Director Julius Hansen presented information regarding the potential replacement or upgrade of street lights in the Central Business District. Updating the lighting fixtures in the CBD, utilizing new LED technology, improving the look and feel of downtown, being more environmental conscious by reducing electricity use and light pollution, and taking advantage of some nominal grant funding, are all reasons for the Village to consider updating the CBD street lighting. In addition, there is a significant upside if LED lights and fixtures have extended life cycles, as the annual savings would continue and improve the overall ROI.

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Special Board Meeting
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Staff has sought input from three (3) commissions on this topic to help inform the Board's decision-making process, and looks forward to receiving feedback and direction from the Village Board.

Director Hansen stated they are budgeting \$300,000 over 2 fiscal year's and that Public Works can do all of the installation in house.

Trustee Senak asked if there was a public safety component to this. Chief Norton responded no.

Trustee Ladesic asked if Spring City was going to recycle. Director Hansen responded no, these fixtures are 35 years old and have minimal value. He also stated concerns of the lack of uplighting and the desire to have that option. Trustee O'Shea expressed similar concerns.

Trustee Senak asked if any grants are available. Director Hansen responded there is a guaranteed payout if the Village spends \$50,000 by June 1. Staff will be seeking an extension if necessary.

President Demos stated that he would like to bid a few so that we have a choice and do not sole source. He would also like to see the bids include labor. Trustee Senak remarked he would like to see the savings in electricity. President Demos responded he would like to see options 1 and 2 bid.

Agenda Item G. - Wayfinding Plan Update: (Presented by Planning and Development Director Hulseberg)

Planning and Development Director Staci Hulseberg led the discussion on the proposed Wayfinding Plan.

The Village has been working with The Lakota Group and Western Remac on the completion of a community signage and wayfinding study as recommended in Glen Ellyn's 2009 Downtown Strategic Plan. The purpose of the study is to strengthen the economic vitality of the Village by better directing residents, visitors, shoppers and others to the community's shopping districts, parking facilities and abundant community assets and to provide a more unified image of the Village.

Manager Franz stated that \$60,000 has been budgeted this year.

Trustee Elliott remarked that the signs look great but the Board has a lot of things to do and there are higher priorities and cannot understand spending \$600,000 on signs. Trustee Clark asked if any grant funds were available. Manager Franz responded no. Trustee Senak asked about TIF. Director Hulseberg responded TIF can be used.

Trustee Senak asked if there is a connection between Wayfinding and Economic Development. Director Hulseberg responded they have probably been studies done. Mr. Mike Conoscenti, Vice President Sales at Western Remac, Inc. responded there is a perception about a lack of parking in Glen Ellyn; signage can be utilized to highlight parking.

Trustee Senak asked if there are too many signs. Manager Franz responded that some existing signs are temporary and would be removed. Trustee Kenwood added that some of the signs are too small. Mr. Zack McDonald, Lakota responded there is a branding component with signage that does build an identity.

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Trustee Clark asked if the Alliance signs will come down. Director Hulseberg responded that the Alliance has temporary banners and informational kiosks.

Trustee O'Shea stated that he is not sure he would agree to spend any money this year but he would prioritize Roosevelt Road signage. The current signage looks cheap. He would like to see Roosevelt Road signage highlight the Links and downtown. Trustee O'Shea concluded he is not supportive of spending any money this year unless it is a bag for our buck. Trustee Ladesic responded we need to allocate to bring people into town and to allocate money every year.

Agenda Item H. - Curbside Composting Pilot Program: (Presented by Assistant Manager Stonitsch and Administrative Intern Mendoza)

Assistant Manager Al Stonitsch and Administrative Intern Brendon Mendoza discussed the Curbside Composting Pilot Program.

Over the last several months, the Environmental Commission ("EC") has been working with staff and Republic Services on the development of a residential curbside composting pilot program for Village Board consideration (Attachment 1). A curbside composting program allows residents to "recycle" organic waste (e.g. table/food scraps) that would otherwise be placed in the trash and sent to a landfill. Common examples of food waste that is included in a composting program are: fruit, vegetables, breads/grains, pastas, eggshells, coffee grounds, and dairy products. Some composting programs also allow meat scraps.

Trustee Elliott asked about the rate of participation. Mr. Tim Linter, Republic Services responded in Oak Park, the rate of participation is up to 9-10%. Trustee Ladesic commented he is not sure this program is user based and would prefer the compost be kept on the property since energy is used to pick up and transport. Trustee Elliott agreed the program needs to be more consumer friendly.

Trustee Senak agreed with Trustee Elliott and added the cost should be borne by those participating in the program. Trustee O'Shea suggested moving the program back a year since it is too new and might be confusing.

Trustee Kenwood asked if yard waste is currently being composted. Mr. Linter responded yes, a truck is already out but they cannot take meat. It is an option though to get the compost cart and eliminate yard stickers. Currently Garden Prairie Organics takes their compost. They have an EPA permit.

Trustee O'Shea asked about residents comingling non compostable items. Mr. Linter responded if that occurs they can narrow it down to the household in question and speak with them. Trustee O'Shea added that he does not object to the plan and would like to see this offered year round, perhaps it is too early.

President Demos remarked he would like to support this, the investment is minimal and it is a step in the right direction.

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Special Board Meeting
Glen Ellyn Village Board of Trustees
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Ms. Sarah Udlhofer, a member of the Environmental Commission suggested using the compost at the community gardens and eliminating the need to ship to Garden City Organics. President Demos pointed out that the community gardens are managed by the Park District. Ms. Jennifer Umlauf, also a member of the Environmental Commission responded this program is not just for households, schools may participate in time. This increases the opportunity to expand the program.

Agenda Item I. - Draft Village Strategic Plan 2016-2019: (Village Manager Franz)

Village Manager Mark Franz led the discussion on the draft Village Strategic Plan for 2016-2019.

Reminders

1. A Village Board Meeting is scheduled for Monday, February 22, 2016 at 7:00PM in the Galligan Board Room of the Glen Ellyn Civic Center.
2. A Village Board Special Workshop is scheduled for Monday, February 29, 2016 at 7:00PM in Room 301 of the Glen Ellyn Civic Center.

Adjournment

At 8:08 p.m. a motion was made by Trustee Kenwood and seconded by Trustee Elliott to adjourn. Motion carried.

Respectfully submitted,

Catherine Galvin,
Village Clerk



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Minutes
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2213)

DOC ID: 2213

February 22, 2016 Regular Village Board Meeting Minutes.

ATTACHMENTS:

- Minutes 02-22-2016 Regular Village Board Meeting (PDF)

**Minutes
Regular Village Board Meeting
Glen Ellyn Village Board of Trustees
Monday, February 22, 2016**

Call to Order

Village President Demos called the meeting to order at 7:03 p.m.

Roll Call:

Upon roll call by Village Clerk Galvin, Village President Demos and Trustee Clark, Elliott, Kenwood, O'Shea and Senak answered "Present". Trustee Ladesic arrived at 7:03 p.m.

In Attendance: Village Clerk Galvin, Village Manager Franz, Assistant Manager Stonitsch, Village Attorney Mathews, Assistant Finance Director Thomas, Zoning Official Witt, Police Chief Norton and Professional Engineer Minix.

Pledge of Allegiance:

President Demos asked Sam Brodner to lead the Pledge of Allegiance.

Village Recognition:

1. A second grade class from St. Petronille Catholic School personally delivered a Valentine Tree to the Police Department, to show their appreciation for all of the Officers.
2. The Village Board and Management Team congratulate the following employees who have celebrated an anniversary as a Village employee:

David Scuito	Police Department	20 Years
Craig Holstead	Police Department	10 Years

Audience Participation

President Demos congratulated Coach Hetlet and the Glenbard West Football Team for their State Championship Victory and a Proclamation in recognition of the 2015 Glenbard West High School Football Team State Champions was presented.

Ms. Eleanor Saliamonas, 626 Newton addressed the Board to voice her concerns about teardowns. A resident since 1969, Ms. Saliamonas spoke of the good schools and open space in Glen Ellyn. In the 1990's the changes were rapid however, with teardowns. She would prefer higher taxes. Many spoke against sidewalks on Linden and Oak yet they were built anyway. There needs to be restrictions on teardowns. Wholesale teardowns are unpleasant and cause problems for neighbors. Much of the flooding issues are the result of construction and this is making Glen Ellyn less charming. The Village Board

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Regular Village Board Meeting
Glen Ellyn Village Board of Trustees
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represents builders and not the community. Their needs to be a wait time for teardowns and incentives granted for building additions instead.

Agenda Item F. - Consent Agenda:

The following items are considered routine business by the Village Board and will be approved in a single vote in the form listed below:

1. January 25, 2016 Regular Village Board Meeting Minutes.
2. February 8, 2016 Regular Village Board Meeting Minutes.
3. Total Expenditures (Payroll and Vouchers) - \$1,561,514.85. The vouchers have been reviewed by Trustee Senak and Manager Franz prior to this meeting, and are consistent with the Village's purchasing policy.
4. Approve change of route of the annual event, B.R. Ryall YMCA 5K YRun: For a Better You, to take place on May 21, 2016.
5. Approve a Fire Prevention Award Request in the amount of \$3,750 to property owner Joseph Costello for improvements proposed to 476 N. Main Street.
6. Ordinance No. 6386, An Ordinance Authorizing the Village to Enter a Contract for the Sale of 825 N. Main Street.
7. Resolution No. 16-02, A Resolution Authorizing the Execution of an Agreement Between the Village of Glen Ellyn and the County of DuPage Governing the Receipt by the Village of Community Development Block Grant - Disaster Recovery Funds in the Original Amount of \$245,000 for the Lake Ellyn Outlet Control Structure Replacement Project.
8. Waive local competitive bidding for a cooperative purchase through the Suburban Purchasing Cooperative, which is an authorized exception in the purchasing policy, to award a contract to Superior Road Striping, of Melrose Park, Illinois, for the contemplated pavement marking work for FY16, Parking Lot Maintenance/Street Painting, in the not-to-exceed amount of \$60,000, to be expensed to the General and Parking Funds.
9. Approve award of a contract to Bracing Systems, Inc., of Hanover Park, Illinois, for the purchase of detectable warning panels, at a unit price of \$125 per panel, in a not to-exceed amount of \$31,250, to be expensed to the Capital Projects Fund.
10. Ordinance No. 6387-VC, An Ordinance to Amend Section 9-5-6 (Schedule F; Parking Prohibited at All Times) of the Village Code Regarding Parking on Duane Street East of Park Boulevard.
11. Accept the Village Strategic Plan for 2016-2017.

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President Demos removed Item 9 from the Consent Agenda for future review. Item 11 was pulled for a separate discussion.

Regarding Item 5, Trustee Senak asked how many businesses received awards that went out of business. Manager Franz responded 7 businesses are gone; 12% of the award recipients. The awards were to make permanent improvements to a structure so the next owner/tenant would also benefit.

Regarding Item 10, Trustee Ladesic asked about the footage to the north and south. Chief Norton responded this is with regards to the driveway and that everything was measured.

A motion was made by Trustee Senak and seconded by Trustee Clark to approve Consent Agenda items 1-8 and 10, including Payroll and Vouchers totaling \$1,561,514.85.

Upon roll call, Trustee Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

Consent Agenda Item 11 - Accept the Village Strategic Plan for 2016-2017 (Amended)

President Demos stated that amending the date to 2017 would be more appropriate.

Ms. Cam Page 206 Hill Ave., Glen Ellyn addressed the Board with regards to combining the Architectural Review Commission (ARC) and the Plan Commission. There are three big developments planned in the foreseeable future. One of these proposed developments is clueless on architecture. The Plan Commission is difficult, intense and hard.

Mr. Andrew Van Gorp, a member of Citizen's for Glen Ellyn Preservation, 89 Newton Ave., Glen Ellyn addressed the Board to voice his concerns about combining ARC and the Plan Commission. He is struck by how dissimilar the two Commissions are and their missions.

Ms. Chris Wilson, 537 Phillips Ave., and a member of the Glen Ellyn Park District Board of Commissioners addressed the Board to thank them for removing the joining of the two commissions from the Strategic Plan. Citizens need more time to provide input and to be made aware of the issues. The Glenbard West addition happened too quickly. The ARC looks at architecture and the Plan Commission is more developer friendly but character and our historic nature bring people here. We want quality of design and material.

Kathy Cornell, 678 Forest, Glen Ellyn and a member of the Glen Ellyn Park District Board of Commissioners addressed the Board to thank them for their decision. Some of the Plan Commission meetings are very long as there are a lot of considerations. Maybe the ARC could meet on the same evenings but being efficient does not mean being effective. The missions of the two commissions are different.

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Trustee Ladesic suggested combining meetings; the conceptual design and the initial review might work.

A motion was made by Trustee Senak and seconded by Trustee O'Shea to accept the Village Strategic Plan for 2016-2017 but to amend the date to July 1, 2017.

Upon roll call, Trustee Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

Agenda Item G. - 608 Newton Avenue Zoning Variation: (Presented by Zoning Official Witt)

The property owners are requesting variations from the Glen Ellyn Zoning Code requirements regarding the combination of two adjacent lots under common ownership and to construct an accessory structure on a zoning lot without the presence of a principal structure on the same zoning lot.

Zoning Official Witt explained that the property owners would like to keep the 2 properties adjacent and not combined and they would like to erect a garage on the 2nd property without there being a principal structure present.

Ms. Eleanor Saliamonas, 626 Newton is a neighbor and she is supportive of this proposal.

Attorney Mathews suggested approving the three variances and limiting the size of the garage to 600 sq. ft.

A motion was made by Trustee O'Shea and Trustee Clark to approve Ordinance No. 6388, An Ordinance Approving Variations from the Zoning Code Requirements to Combine Two Adjacent Lots under Common Ownership at 608 and 612 Newton Avenue but to amend the garage to be no larger than 600 sq. ft.

Upon roll call, Trustee Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

Agenda Item H. - Amendments to Budget for Fiscal Year Ending December 31, 2016: (Presented by Assistant Finance Director Thomas)

Trustee Ladesic asked if a separate report could be generated to track the numbers. Manager Franz responded they are rolled into the amended budget and tracked.

A motion was made by Trustee O'Shea and seconded by Trustee Clark to approve Ordinance No. 6389, An Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ending December 31, 2016 to Provide Funds for Prior Year Projects, Encumbrances and Capital Improvements.

Upon roll call, Trustee Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

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**Agenda Item I. - Taylor Avenue Pedestrian Underpass Project Phase II Engineering Services:
(Professional Engineer Minix)**

It is recommended that Alfred Benesch and Company be retained to provide Phase II design services for the Taylor Avenue Pedestrian Underpass Project with a Total Fixed Price contract amount of \$187,500. Funding for this expense should be taken from the CY15 Capital Projects Fund.

Engineer Minix stated that with regards to a Taylor/Prairie Path connection; DuPage County as the owner and maintainer of the Prairie Path, declined an offer to contribute to this project. The Prairie Path connection has been removed and the proposal revised. President Demos asked Engineer Minix to keep this project moving and to provide the Board with monthly updates.

A motion was made by Trustee Kenwood and seconded by Trustee O'Shea to approve an engineering agreement with Alfred Benesch & Company, of Chicago, Illinois, for Phase II (detailed design) services for the Taylor Avenue Pedestrian Underpass Project, for a revised total fixed price of \$136,560, to be expensed to the Capital Projects Fund.

Upon roll call, Trustee Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

Reminders

1. A Village Board Special Workshop is scheduled for Monday, February 29, 2016 at 7:00PM in Room 301 of the Glen Ellyn Civic Center.
2. A Village Board Meeting is scheduled for Monday, March 14, 2016 at 7:00PM in the Galligan Board Room of the Glen Ellyn Civic Center. K. Other Business

Adjournment

At 8:08 p.m. a motion was made by Trustee Clark and seconded by Trustee Kenwood to adjourn to Executive Session for the purposes of discussing collective negotiating matters between public employers and their employees or representatives, and reviewing and approving executive session minutes, without returning to open session thereafter.

Upon roll call, Trustee Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

Respectfully submitted,

Catherine Galvin,
Village Clerk



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Minutes
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2214)

DOC ID: 2214

March 21, 2016 Special Village Board Workshop Minutes.

ATTACHMENTS:

- Minutes 03-21-2016 Special Village Board Workshop (PDF)

**Minutes
Special Workshop Meeting
Glen Ellyn Village Board of Trustees
Monday, March 21, 2016**

Call to Order

President Demos called the meeting to order at 6:03 p.m.

Roll Call

Upon roll call by Village Clerk Galvin, President Demos and Trustees Kenwood, Ladesic and O'Shea answered "Present". Trustee Elliott arrived at 6:05 p.m. Trustees Clark and Senak were absent.

A motion was made by Trustee Kenwood and seconded by Trustee O'Shea to allow Trustee Senak to participate in the meeting electronically.

Upon roll call, Trustees Kenwood, Ladesic, O'Shea and President Demos voted "Aye." Motion carried.

In Attendance: Village Clerk Galvin, Village Manager Franz, Assistant Village Manager Stonitsch, Village Attorney Mathews, Public Works Director Hansen, Fleet Manager Frasco, Police Chief Norton, Glen Ellyn Volunteer Fire Company Chief Bodony, Professional Engineer Minix and Senior Civil Engineer Daubert.

Pledge of Allegiance

President Demos asked Chief Norton to lead the Pledge of Allegiance.

Elm-Oak-Geneva Improvements Project Scope of Work: (Professional Engineer Minix) (Discussion Only)

Professional Engineer Bob Minix presented information in consideration of the Capital Improvements Commission recommendation to include private property drainage improvements on the south side of Elm Street.

Elm Street between Kenilworth and Western will be reconstructed as part of the forthcoming Elm-Oak-Geneva Improvements Project. The proposed \$2.7 million effort includes various drainage improvements, starting at Geneva Road and working southward through the project area to Oak Street, to address chronic flooding issues on both public and private properties. Part of the multi-step drainage plan developed by the design team includes private property improvements between the homes located at 291 and 295 Elm Street at a cost of approximately \$60,000. The Glen Ellyn Capital Improvements Commission has reviewed the proposed drainage plans and recommends inclusion of the private property work into the scope of work for the E-O-G project. Village Board review and decision on the CIC recommendation is sought by staff prior to bidding.

Engineer Minix reviewed the overview of the Kenilworth Basin. There are documented drainage issues. Primarily the addresses at 289, 291, 295 and 301 are the most affected. Engineer Daubert designed the project. Engineer Daubert stated the plan requires lowering Elm 1.25 feet, primarily at 291 and 295 Elm

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which will reinstate the overland rate and lower the parkway and the sidewalk. The plan calls for constructing a side yard 5 ft. channel between 291 and 295 Elm. The estimated cost is \$60,000. They will also replace a sewer at Kenilworth and Elm.

Trustee Elliott had concerns the pipe cannot handle the flow. Engineer Daubert responded they are diverting some of the flow to Kenilworth and that they are only asking for the Capital Improvements Commission recommendation of \$60,000.

Trustee O'Shea asked if the neighbors are happy about this. Engineer Daubert responded they have been working closely with the neighbors. Trustee Kenwood asked what is included in the \$60,000. Engineer Daubert responded side yard improvements from the sidewalk to the backyard. Trustee O'Shea commented these are private property improvements. Trustee Kenwood asked about putting in a larger pipe. Engineer Daubert responded the design is based on basic stormwater management practices and that as you design for larger stormwater events the costs are astronomical.

President Demos commented that \$60,000 is significant and they are trying to address and spread out resources. Trustee Senak asked about the frequency of rain events. Engineer Minix responded there have been significant events in 2008, 2010, 2013 and 2015.

Mr. Joe Schewe, 295 Elm Street thanked the Board for their consideration. He stated this is a significant issue for many and that any help is welcome and will provide significant assistance to him and his neighbors.

Trustee Kenwood asked about the timeline. Engineer Minix responded they are getting everything ready now. Manager Franz responded they will be seeking County approval for the improvements at Geneva Road.

Adjournment

At 6:53 p.m. a motion was made by Trustee Kenwood and seconded by Trustee Elliott to adjourn. Motion carried.

Respectfully submitted,

Catherine Galvin,
Village Clerk



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Minutes
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2215)

DOC ID: 2215

March 21, 2016 Special Village Board Meeting Minutes.

ATTACHMENTS:

- Minutes 03-21-2016 Special Village Board Meeting (PDF)

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Special Village Board Meeting
Glen Ellyn Village Board of Trustees
Monday, March 21, 2016

Call to Order

President Demos called the meeting to order at 7:03 p.m.

Roll Call:

Upon roll call by Village Clerk Galvin, President Demos and Trustees Elliott, Kenwood, Ladesic and O'Shea answered "Present".

A motion was made by Trustee Ladesic and seconded by Trustee Kenwood to include Trustees Clark and Senak electronically.

Upon roll call, Trustees Elliott, Kenwood, Ladesic and O'Shea voted "Aye." Motion carried.

In Attendance: Village Clerk Galvin, Village Manager Franz, Assistant Manager Stonitsch, Village Attorney Mathews, Assistant Finance Director Thomas, Public Works Director Hansen, Director of Planning and Development Hulseberg, Police Chief Norton, Volunteer Fire Company Chief Bodony, Professional Engineer Minix, Senior Civil Engineer Daubert and Fleet Manager Frasco.

Pledge of Allegiance:

President Demos asked Professional Engineer Bob Minix to lead the Pledge of Allegiance.

Village Recognition:

1. Officer Steve Miko hosted a group of Daisy Scouts as a means for them to successfully earn their pin for respecting authority and safety. The meeting received much positive feedback from the parents.
2. The Village Board and Management Team congratulate Phillip Dziewior, who has recently celebrated his 15th anniversary as an employee of the Glenbard Wastewater Authority

Agenda Item F. Consent Agenda:

The following items are considered routine business by the Village Board and will be approved in a single vote:

1. Total Expenditures (Payroll and Vouchers) - \$1,836,728.10. The vouchers have been reviewed by Trustee O'Shea and Manager Franz prior to this meeting, and are consistent with the Village's purchasing policy.
2. Resolution 16-03, A Resolution Authorizing and Approving the DuPage Mayors and Manager Conference ("DMMC") to act on the behalf of the Village of Glen Ellyn with the 2016 DMMC Legislative Action Program.

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3. Resolution No. 16-04, A Resolution to Determine the Status of Minutes of Certain Executive Sessions Held in 2014 and 2015.

4. Resolution No. 16-05, A Resolution Authorizing the Village to Accept Title to Property Known as 21W518 Bemis Rd., to Assist Glenbard Wastewater Authority Development Plans.

5. Resolution No. 16-06, A Resolution Authorizing Adoption of the 2016 Official Zoning District Map

6. Resolution No. 16-07, A Resolution Approving and Authorizing An Amendment to the Village's Refuse and Recycling Agreement with Republic Services, Inc. for the Implementation of A Residential Curbside Composting Pilot Program.

7. Ordinance No. 6390, An Ordinance Adopting a Community Signage and Wayfinding Plan.

8. Approve award of a contract to Bracing Systems, Inc., of Hanover Park, Illinois, for the purchase of detectable warning panels, at a unit price of \$125 per panel, in a not to-exceed amount of \$31,250, to be expensed to the Capital Projects Fund.

9. Approval of agreement pursuant to Section 1-10-7 of the Village Code to adopt the competitive bidding procedures of Suburban Tree Consortium in lieu of the provisions of Chapter 10 on Village Contracts, for tree purchase and planting services, in an amount not to exceed \$93,000, to be expensed to the General Fund.

10. Approve award of a contract to Hoerr Construction, Inc., of Peoria, Illinois, for sanitary sewer lining associated with the 2016 Sanitary Sewer Lining Program, in the amount of \$446,353, to be expensed to the Sanitary Sewer Fund.

11. Approve award of a construction contract to Mondt Construction, of West Chicago, Illinois, for the 2016 Sidewalk and Concrete Street Rehabilitation Program, in the not-to-exceed amount of \$250,000 to be expensed to the Capital Projects, Parking, Sanitary and Water Funds.

12. Approve payments to the Illinois Department of Transportation for the Local Agency share of construction costs, in the amount of \$65,000, to be expensed to Capital Projects Fund.

President Demos removed Consent Agenda item 8 for future discussion.

A motion was made by Trustee O'Shea and seconded by Trustee Kenwood to approve Consent Agenda Items 1-7 and 9-12, including Payroll and Vouchers totaling \$1,836,728.10.

Upon roll call Trustees Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

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Agenda Item G. - Enclaves of Glen Oak Annexation: (Presented by Planning and Development Director Hulseberg)

A motion was made by Trustee O'Shea and seconded by Trustee Kenwood to open a public hearing to consider an Annexation and Development Agreement Which Authorizes the Annexation of Property and a Recapture Agreement for the Enclaves of Glen Oak Subdivision to be Located at 21W576 Hill Avenue, 0N208 Cumnor Avenue, and 0N220 Cumnor Avenue, and Vacating a Portion of the Acorn Avenue Right-of-Way to Adjacent Property Commonly Known as 21W576 Hill Avenue.

Upon roll call, Trustees Clark, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Trustee Elliott recused himself. Motion carried.

A motion was made by Trustee O'Shea and seconded by Trustee Kenwood to close the public hearing to consider an Annexation and Development Agreement Which Authorizes the Annexation of Property and a Recapture Agreement for the Enclaves of Glen Oak Subdivision to be Located at 21W576 Hill Avenue, 0N208 Cumnor Avenue, and 0N220 Cumnor Avenue, and Vacating a Portion of the Acorn Avenue Right-of-Way to Adjacent Property Commonly Known as 21W576 Hill Avenue.

Upon roll call, Trustees Clark, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Trustee Elliott recused himself. Motion carried.

A motion was made by Trustee Ladesic and seconded by Trustee O'Shea to approve Ordinance No. 6391, An Ordinance Approving an Amended and Restated Annexation and Development Agreement Which Authorizes the Annexation of Property and a Recapture Agreement for the Enclaves of Glen Oak Subdivision to be Located at 21W576 Hill Avenue, 0N208 Cumnor Avenue, and 0N220 Cumnor Avenue.

Upon roll call, Trustees Clark, Kenwood, Ladesic, O'Shea and Senak and President Demos voted "Aye." Trustee Elliott recused himself. Motion carried.

A motion was made by Trustee Ladesic and seconded by Trustee Kenwood to approve Ordinance No. 6392, An Ordinance Vacating a Portion of the Acorn Avenue Right of-Way to Adjacent Property Commonly Known as 21W576 Hill Avenue.

Upon roll call, Trustees Clark, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Trustee Elliott recused himself. Motion carried.

A motion was made by Trustee Ladesic and seconded by Trustee Kenwood to approve Ordinance No. 6393, An Ordinance Approving a Preliminary Plat Subdivision, Subdivision Variations and Zoning Variations for the Enclaves of Glen Oak Subdivision Proposed on Property Commonly Known as 21W576 Hill Avenue, 0N208 Cumnor Avenue and 0N220 Cumnor Avenue.

Upon roll call, Trustees Clark, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Trustee Elliott recused himself. Motion carried.

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Agenda Item H. - Landscape Maintenance and Parkway Restoration: (Presented by Public Works Director Hansen)

A motion was made by Trustee Elliott and seconded by Trustee Kenwood to approve the following in a single vote:

1. Motion to approve the award of the 2016-18 Landscape Maintenance Service contract to Acres Group, of Plainfield, Illinois, in a not-to-exceed amount of \$189,000 (includes a 5% contingency), to be expensed to the General Fund.
2. Motion to approve the award of a contract to Acres Group, of Plainfield, Illinois, for parkway restoration work, in a not-to-exceed amount of \$75,000, to be expensed to the General Fund.

Upon roll call, Trustees Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

Agenda Item I. - Purchase of Vehicles for Police, Volunteer Fire Company and Public Works: (Presented by Public Works Director Hansen)

Trustee Senak thanked Chief Norton for providing additional information on idling technology.

A motion was made by Trustee Kenwood and seconded by Trustee O'Shea to approve items 1, 2 and 5.

1. Motion pursuant to Section 1-10-7 of the Glen Ellyn Village Code to adopt the competitive bidding procedures of the Suburban Purchasing Cooperative in lieu of the provisions of Chapter 10 on Village Contracts and approve the purchase of one (1) 2016 Ford Expedition XL from Roesch Ford of Bensenville, Illinois, in the amount of \$34,959, to be expensed to the Equipment Services Fund.
2. Motion pursuant to Section 1-10-7 of the Glen Ellyn Village Code to adopt the competitive bidding procedures of the Suburban Purchasing Cooperative in lieu of the provisions of Chapter 10 on Village Contracts and approve the purchase of two (2) 2016 Ford F-250 Pickup Trucks from Currie Motors of Frankfort, Illinois, in the amount of \$58,440, to be expensed to the Fire Service Fund.
5. Motion pursuant to Section 1-10-7 of the Glen Ellyn Village Code to adopt the competitive bidding procedures of the Suburban Purchasing Cooperative in lieu of the provisions of Chapter 10 on Village Contracts and approve the purchase of four (4) 2016 Ford F-350 Pickup Trucks and one (1) 2016 Ford Transit Connect from Currie Motors, of Frankfort, Illinois, in the amount of \$120,817, to be expensed to the Equipment Services Fund.

Upon roll call, Trustees Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

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A motion was made by Trustee Kenwood and seconded by Trustee O'Shea to approve Items 3, 4, and 6.

Upon roll call, Trustees Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

3. Motion to waive competitive bidding and approve the lowest responsible proposal for one (1) 2016 Ford Police Utility from Morrow Brothers Ford of Greenfield, Illinois, in the amount of \$31,350, to be expensed to the Equipment Services Fund.

4. Motion to waive competitive bidding and approve the lowest responsible proposal for one (1) 2016 Ford Expedition SSV from Morrow Brothers Ford of Greenfield, Illinois in the amount of \$31,305, to be expensed to the Fire Service Fund.

6. Motion to waive competitive bidding and approve the lowest responsible proposal for four (4) Western 8-foot pro-plus installed snow plows from Regional Truck Equipment, of Addison, Illinois, in the amount of \$20,284, to be expensed to the Equipment Services Fund.

Agenda Item J. - Central Business District LED Street Lights: (Presented by Public Works Director Hansen)

Considerable discussion ensued regarding the Central Business District LED Street Lights, primarily concerning dark sky compliance. Ms. Cam Page, 206 Hill Avenue, Glen Ellyn approached the Board to state her support. Ms. Page is excited about the lights and that we are moving forward. She asked if they can be dark sky compliant and up lighting. She appreciates the work staff has done as this is an issue near and dear to her heart.

A motion was made by Trustee Ladesic and seconded by Trustee O'Shea to table the following:

1. Motion to approve the purchase of 295 LED streetlight luminaires in CY2016 and CY2017, that are manufactured by Holophane, to be supplied by Evergreen Supply Co., of Chicago, Illinois, for the cost of \$983 per LED Full Cutoff Utility Washington Postlite Luminaire, equaling a total amount of \$289,985, with an additional \$35,000 in electrical materials, for an amount not to exceed \$325,000, to be expensed to the Capital and Parking Funds.

2. Motion to approve a contract with Utility Dynamics, of Oswego, Illinois, for a cost of \$100,300, to be expensed in CY16 and CY17. 3. Motion to approve a budget amendment to the CY2016 budget in the amount of \$50,000, to be expensed to the Capital Fund for Phase I CBD streetlights.

Upon roll call, Trustees Clark, Ladesic, O'Shea and Senak voted "Aye." Trustee Elliott and Kenwood voted "Nay". Motion carried.

Agenda Item K. - Lake Ellyn Outlet Control Structure Replacement Project: (Professional Engineer Minix)

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Trustee Elliott expressed concerns that the project required the use of an engineering firm. Engineer Minix responded this is requirement of the Block Grant Fund and they have been assured that Federal Funds are available. Attorney Mathews responded he reviewed the process and the Village must follow the Federal guidelines in order to be considered.

A motion was made by Trustee Elliott and seconded by Trustee Kenwood to approve the following in a single vote:

1. Motion to approve award of a construction contract to Earthwerks Land Improvement and Development Corporation, of Batavia, Illinois, for the Lake Ellyn Outlet Control Structure Replacement Project, in the negotiated amount of \$555,000, to be expensed to the Capital Projects Fund, contingent upon approval by the DuPage County Community Development Commission.

2. Motion to approve an agreement with RHMG Engineers, Inc., of Mundelein, Illinois, for construction engineering services for the Lake Ellyn Outlet Control Structure Replacement Project, in the total not-to-exceed amount of \$69,000, to be expensed to the Capital Projects Fund, contingent upon approval by the DuPage County Community Development Commission.

Upon roll call, Trustees Clark, Elliott, Kenwood, Ladesic, O'Shea and Senak voted "Aye." Motion carried.

Agenda Item L. – Reminders:

1. A Village Board Meeting is scheduled for Monday, April 11, 2016 at 7:00PM in the Galligan Board Room of the Glen Ellyn Civic Center.

2. A Village Board Workshop is scheduled for Monday, April 18, 2016 at 7:00PM in Room 301 of the Glen Ellyn Civic Center.

Agenda Item M - Other Business:

President Demos thanked the Village Board, staff and the community for the outpouring of support to him and his family upon the recent passing of his mother, Caroline Demos.

Adjournment

At 8:25 p.m. a motion was made by Trustee Elliott and seconded by Trustee Kenwood to adjourn. Motion carried.

Respectfully submitted,

Catherine Galvin,
Village Clerk



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Vouchers
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2221)

DOC ID: 2221

Total Expenditures (Payroll and Vouchers) - \$1,358,390.71.
The vouchers have been reviewed by Trustee Elliott and Manager Franz prior to this meeting, and are consistent with the Village's purchasing policy.

ATTACHMENTS:

- Vouchers 04-25-2016 (PDF)

Approval of Vouchers
For the Village Board Meeting of April 25, 2016

EXPENDITURES:

Accounts Payable Warrant 0416-2	4/8/2016	\$	792,584.19	
Accounts Payable Warrant 0416-3	4/15/2016	\$	90,999.45	
Sub-Total		\$	883,583.64	Warrant Total \$ 883,583.64

PAYROLL EXPENDITURES**April 15, 2016****Net Employee Payroll Checks****\$294,633.41****Employee & Employer Payroll Deductions:**

Employee Deductions*	132,167.72
IMRF - Employer contribution	24,740.85
Social Security/Medicare Tax Withheld - Employer portion	23,265.09

Total Payroll**\$ 474,807.07****\$ - \$ 474,807.07****GRAND TOTAL \$ 1,358,390.71**

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

04/14/2016 15:29 VILLAGE OF GLEN ELLYN
maryr PAID WARRANT REPORT

WARRANT: 0416-2

VENDOR NAME DOCUMENT	INV DATE VOUCHER PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
2007 AHEAD INC. 66983 INVOICE: INV0276571	03/22/16 03/21/16	220580	P	04/08/16	550	150300	PRO SHOP INVENTORY
VENDOR TOTALS	3,111.91 YTD INVOICED					3,111.91 YTD PAID	689.58
28 ALEXANDER EQUIPMENT CO INC 66911 INVOICE: 121140	03/21/16	220581	P	04/08/16	143400	530105	OPERATING SUPPLIES
VENDOR TOTALS	428.53 YTD INVOICED					428.53 YTD PAID	32.95
7114 ALLIANCE OF DOWNTOWN GLEN ELLYN 66984 INVOICE: 6	04/02/16	220582	P	04/08/16	55730	520903	MARKETING
VENDOR TOTALS	76,550.00 YTD INVOICED					76,550.00 YTD PAID	300.00
9380 ARBORWORKS LLC 66912 INVOICE: 2828	03/22/16	220583	P	04/08/16	143400	521103	EMERALD ASH BORER PROGRAM
VENDOR TOTALS	13,518.25 YTD INVOICED					5,920.71 YTD PAID	5,634.71
10010 BELLA BREW COFFEE & BEVERAGE CO 67064 INVOICE: 32426	03/24/16	220584	P	04/08/16	550	150305	NA BEVERAGES INVENTORY
VENDOR TOTALS	619.84 YTD INVOICED					300.56 YTD PAID	300.56
9879 BREAKTHRU BEVERAGE ILLINOIS, LLC 66986 INVOICE: 1012986026	03/24/16	220585	P	04/08/16	550	150302	LIQUOR INVENTORY
VENDOR TOTALS	4,668.08 YTD INVOICED					4,668.08 YTD PAID	349.96
103 BRISTOL HOSE & FITTING 66913 INVOICE: 3305687	03/25/16	220586	P	04/08/16	65000	530310	PARTS PURCHASED
VENDOR TOTALS	753.03 YTD INVOICED					753.03 YTD PAID	234.69
10004 JEFF/LAURA BROWN 66985 INVOICE: TXR040716	04/05/16	220587	P	04/08/16	4000	410600	REAL ESTATE TRANSFER TAX
VENDOR TOTALS	1,778.00 YTD INVOICED					1,778.00 YTD PAID	1,778.00
8502 NEW CHICAGO WHOLESALE BAKERY, INC 66988 INVOICE: 326008	03/26/16	220588	P	04/08/16	550	150301	FOOD INVENTORY
							224.15

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TO FISCAL 2016/04 01/01/2016 TO 12/31/2016

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TO FISCAL 2016/04 01/01/2016 TO 12/31/2016

VENDOR NAME DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
66989 INVOICE: 326031	03/26/16			220588	P	04/08/16	550	150301	1,134.20
VENDOR TOTALS				2,349.45	YTD	INVOICED		2,349.45	1,358.35
6043 CHICAGO PARTS & SOUND LLC									
66648 INVOICE: 743878	03/07/16			220589	P	04/08/16	65000	530310	-15.00
66649 INVOICE: 743758	03/07/16			220589	P	04/08/16	65000	530310	110.96
66650 INVOICE: 741852	02/26/16			220589	P	04/08/16	65000	530310	-227.92
66914 INVOICE: 748403	03/25/16			220589	P	04/08/16	65000	530310	300.00
66915 INVOICE: 748590	03/28/16			220589	P	04/08/16	65000	530310	74.09
66916 INVOICE: 748402	03/25/16			220589	P	04/08/16	65000	530310	62.31
VENDOR TOTALS				2,875.85	YTD	INVOICED		2,875.85	304.44
59 ARTHUR CLESEN, INC									
66980 INVOICE: 312341	04/04/16			220590	P	04/08/16	55710	530440	7,075.00
66981 INVOICE: 312342	04/04/16			220590	P	04/08/16	55710	530440	3,508.00
66982 INVOICE: 312343	04/04/16			220590	P	04/08/16	55710	530415	3,132.00
VENDOR TOTALS				23,076.25	YTD	INVOICED		13,715.00	13,715.00
7273 CMS COMMUNICATIONS, INC.									
66991 INVOICE: 1656579	01/19/16			220591	P	04/08/16	55700	580110	3,353.74
VENDOR TOTALS				5,465.44	YTD	INVOICED		5,465.44	3,353.74
10005 DAN CULLERTON									
66987 INVOICE: TXR040716	04/05/16			220592	P	04/08/16	4000	410600	1,868.00
VENDOR TOTALS				1,868.00	YTD	INVOICED		1,868.00	1,868.00
6974 CUTTER & BUCK									
66990 INVOICE: 93345168	03/21/16			220593	P	04/08/16	550	150300	637.20
VENDOR TOTALS				3,401.19	YTD	INVOICED		3,401.19	637.20
9068 NANCY DESMOND									
66992	04/06/16			220594	P	04/08/16	1000	420100	20.00
VENDOR TOTALS									

04/14/2016 15:29 VILLAGE OF GLEN ELLYN
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WARRANT: 0416-2

TO FISCAL 2016/04 01/01/2016 TO 12/31/2016

VENDOR NAME DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	

INVOICE: VR040716									
VENDOR TOTALS			20.00	YTD INVOICED			20.00	YTD PAID	20.00
9951 JOHN / ALICIA DONOVAN 66993 04/06/16 INVOICE: TXR040716				220595	P	04/08/16	410600	REAL ESTATE TRANSFER TAX	1,830.00
VENDOR TOTALS			1,846.72	YTD INVOICED			1,846.72	YTD PAID	1,830.00
8059 DRH CAMBRIDGE HOMES 67073 04/05/16 INVOICE: 66963				220596	P	04/08/16	500	ACCOUNTS RECV - UTILITY BI	108.03
VENDOR TOTALS			17,478.03	YTD INVOICED			17,478.03	YTD PAID	108.03
241 DU-COMM 66920 05/01/16 INVOICE: 15726				220597	P	04/08/16	135200	DU-COMM	26,899.80
66920 05/01/16 INVOICE: 15726				220597	P	04/08/16	135100	DU-COMM	6,724.95
66968 05/01/16 INVOICE: 15727				220597	P	04/08/16	134200	DU-COMM	104,072.00
VENDOR TOTALS			278,056.25	YTD INVOICED			278,056.25	YTD PAID	137,696.75
7735 KYLE DUFFIE 66967 04/04/16 INVOICE: ER040516				220598	P	04/08/16	134300	TRAVEL	10.00
VENDOR TOTALS			50.00	YTD INVOICED			40.00	YTD PAID	10.00
1917 DULTMEIER SALES LLC 66917 03/21/16 INVOICE: 3187719				220599	P	04/08/16	65000	PARTS PURCHASED	82.64
66918 03/18/16 INVOICE: 3186960				220599	P	04/08/16	65000	PARTS PURCHASED	912.50
66919 03/18/16 INVOICE: 3186994				220599	P	04/08/16	65000	PARTS PURCHASED	12.52
VENDOR TOTALS			1,007.66	YTD INVOICED			1,007.66	YTD PAID	1,007.66
249 DUPAGE COUNTY 66994 03/16/16 INVOICE: 151282				220600	P	04/08/16	55730	DUES-SUBSCRIPTIONS-REG FE	255.00
66995 03/15/16 INVOICE: 142636				220600	P	04/08/16	55730	DUES-SUBSCRIPTIONS-REG FE	800.00
VENDOR TOTALS			1,590.50	YTD INVOICED			1,590.50	YTD PAID	1,055.00
262 DUPAGE WATER COMMISSION									

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WARRANT: 0416-2

TO FISCAL 2016/04 01/01/2016 TO 12/31/2016

VENDOR NAME DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
DPWC-91 INVOICE: DPWC-104	04/05/16			16600	W	04/08/16	50100	LAKE MICHIGAN WATER	300,171.35
VENDOR TOTALS	1,219,610.10	YTD INVOICED					1,219,610.10	YTD PAID	300,171.35
301 FEDERAL EXPRESS CORPORATION 66996 INVOICE: 5-360-31954 66996 INVOICE: 5-360-31954	03/23/16			220601	P	04/08/16	121200	POSTAGE & SHIPPING	27.36
	03/23/16			220601	P	04/08/16	60000	RISK MANAGEMENT	15.05
VENDOR TOTALS	72.74	YTD INVOICED					72.74	YTD PAID	42.41
9285 UNITED FITNESS SERVICE, INC 66921 INVOICE: 2593	12/16/15			220602	P	04/08/16	121300	CONTRACT MAINT SERVICE	140.00
VENDOR TOTALS	140.00	YTD INVOICED					140.00	YTD PAID	140.00
9958 FORTUNE INTERNATIONAL, LLC 66997 INVOICE: 889087 66998 INVOICE: 892803 66999 INVOICE: 895910	03/26/16			220603	P	04/08/16	550	FOOD INVENTORY	207.91
	03/30/16			220603	P	04/08/16	550	FOOD INVENTORY	76.48
	04/01/16			220603	P	04/08/16	550	FOOD INVENTORY	197.00
VENDOR TOTALS	1,700.68	YTD INVOICED					1,351.15	YTD PAID	481.39
9362 G & K SERVICES, CO 66922 INVOICE: 1028330266 66922 INVOICE: 1028330266	03/25/16			220604	P	04/08/16	143100	MAINTENANCE-BUILDING & GR	15.96
	03/25/16			220604	P	04/08/16	65000	LEASED EQUIPMENT	47.15
VENDOR TOTALS	548.72	YTD INVOICED					548.72	YTD PAID	63.11
10003 ENCORE ONE, LLC 67000 INVOICE: 5704342	02/02/16			220605	P	04/08/16	55735	MAINTENANCE-EQUIPMENT	374.00
VENDOR TOTALS	374.00	YTD INVOICED					374.00	YTD PAID	374.00
348 GLEN ELLYN CHAMBER OF COMMERCE 66923 INVOICE: 13629	02/26/16			220606	P	04/08/16	121200	EMPLOYEE RECOGNITION	300.00
VENDOR TOTALS	1,120.00	YTD INVOICED					1,120.00	YTD PAID	300.00
1180 GLEN ELLYN PARK DISTRICT 66959	04/01/16			220607	P	04/08/16	1000	BUILDING PERMITS	290.20

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INVOICE: 40516									
VENDOR TOTALS		14,550.07	YTD INVOICED				11,883.32	YTD PAID	290.20
356 GLEN ELLYN VOLUNTEER FIRE CO. 648454 04/05/16 INVOICE: FY16-4				220608	P	04/08/16	24000	FIRE COMPANY CONTRIBUTION	41,250.00
VENDOR TOTALS		187,307.50	YTD INVOICED				176,483.50	YTD PAID	41,250.00
9692 LOUIS GLUNZ BEER, INC 67067 03/25/16 INVOICE: 861266				16603	W	04/08/16	550	BEER INVENTORY	520.98
67068 04/01/16 INVOICE: 863366				16604	W	04/08/16	550	BEER INVENTORY	-353.48
VENDOR TOTALS		1,025.44	YTD INVOICED				1,025.44	YTD PAID	167.50
4739 GORDON FOOD SERVICE, INC. 67001 03/24/16 INVOICE: 169124099				220609	P	04/08/16	550	FOOD INVENTORY	157.87
67001 03/24/16 INVOICE: 169124099				220609	P	04/08/16	550	NA BEVERAGES INVENTORY	362.86
VENDOR TOTALS		5,018.58	YTD INVOICED				5,018.58	YTD PAID	520.73
368 GRACE LUTHERAN CHURCH GRACE-37 04/05/16 INVOICE: GRACE-55				220610	P	04/08/16	121500	PROFESSIONAL SERVICES - O	175.00
GRACE-37 04/05/16 INVOICE: GRACE-55				220610	P	04/08/16	121500	TELECOMMUNICATIONS	125.00
VENDOR TOTALS		1,200.00	YTD INVOICED				1,200.00	YTD PAID	300.00
10006 JAMES E HALL 67070 04/07/16 INVOICE: VR040716				220611	P	04/08/16	1000	VEHICLE LICENSES	40.00
VENDOR TOTALS		40.00	YTD INVOICED				40.00	YTD PAID	40.00
9355 HERITAGE FS, INC 66924 03/25/16 INVOICE: 85056				220612	P	04/08/16	65000	GAS AND OIL	10,675.00
VENDOR TOTALS		31,463.00	YTD INVOICED				19,171.00	YTD PAID	10,675.00
6405 HIGHLAND BAKING CO 67002 03/24/16 INVOICE: 1052798				220613	P	04/08/16	550	FOOD INVENTORY	10.41
67003 03/25/16 INVOICE: 1053334				220613	P	04/08/16	550	FOOD INVENTORY	78.61

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67004 INVOICE: 1054463	03/26/16			220613	P	04/08/16	550	150301	FOOD INVENTORY
67005 INVOICE: 1054519	03/26/16			220613	P	04/08/16	550	150301	FOOD INVENTORY
67006 INVOICE: 1054860	03/28/16			220613	P	04/08/16	550	150301	FOOD INVENTORY
67007 INVOICE: 1056164	03/30/16			220613	P	04/08/16	550	150301	FOOD INVENTORY
67008 INVOICE: 1056983	03/31/16			220613	P	04/08/16	550	150301	FOOD INVENTORY
67009 INVOICE: 1057657	04/01/16			220613	P	04/08/16	550	150301	FOOD INVENTORY
67010 INVOICE: 1058609	04/02/16			220613	P	04/08/16	550	150301	FOOD INVENTORY
VENDOR TOTALS		5,394.45	YTD INVOICED					4,905.03	YTD PAID
9087 ILLINOIS POWER MARKETING COMPANY 66928 INVOICE: 104285016031	03/18/16			220614	P	04/08/16	21000	521190	STREET LIGHTING/ENERGY CO
VENDOR TOTALS		51,411.68	YTD INVOICED					51,411.68	YTD PAID
422 ILLINOIS SECRETARY OF STATE 66930 INVOICE: 40516	04/01/16			220615	P	04/08/16	134200	520935	IMPOUND FEES
VENDOR TOTALS		115.00	YTD INVOICED					115.00	YTD PAID
431 NICHOLAS KEEFE 67011 INVOICE: 1364	03/23/16			220616	P	04/08/16	55730	530445	UNIFORMS
VENDOR TOTALS		3,060.00	YTD INVOICED					3,060.00	YTD PAID
7529 INTEGRITY ENVIRONMENTAL SERVICES, INC 66929 INVOICE: 16-01015	03/15/16			220617	P	04/08/16	143300	521055	PROFESSIONAL SERVICES - O
66929 INVOICE: 16-01015	03/15/16			220617	P	04/08/16	143100	521055	PROFESSIONAL SERVICES - O
VENDOR TOTALS		2,380.00	YTD INVOICED					2,380.00	YTD PAID
9530 MICHAEL CHARLES ITALIA 66978 INVOICE: 40716	04/07/16			220578	P	04/07/16	55730	520904	ENTERTAINMENT
VENDOR TOTALS		750.00	YTD INVOICED					750.00	YTD PAID
5573 J.G. UNIFORMS, INC. 66931	03/02/16			220618	P	04/08/16	134200	530445	UNIFORMS

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INVOICE: 41584	03/02/16			220618	P	04/08/16	134200	530445	UNIFORMS
66932									195.06
INVOICE: 41583	03/02/16			220618	P	04/08/16	134200	530445	UNIFORMS
66933									187.62
INVOICE: 41573	03/09/16			220618	P	04/08/16	134200	530445	UNIFORMS
66934									31.00
INVOICE: 41767	03/08/16			220618	P	04/08/16	134200	530445	UNIFORMS
66935									352.71
INVOICE: 41683									
VENDOR TOTALS			1,183.13	YTD INVOICED				1,183.13	YTD PAID
481 JERRY HAGGERTY CHEVROLET INC									1,183.13
66925	03/17/16			220619	P	04/08/16	65000	530310	PARTS PURCHASED
INVOICE: 161479	03/22/16			220619	P	04/08/16	65000	530310	PARTS PURCHASED
66926									74.00
INVOICE: 161514	03/23/16			220619	P	04/08/16	65000	530310	PARTS PURCHASED
66927									32.90
INVOICE: 161521									74.00
VENDOR TOTALS			67,648.80	YTD INVOICED				67,648.80	YTD PAID
516 KIEFT BROTHERS, INC.									180.90
67012	03/22/16			220620	P	04/08/16	55710	520980	MAINTENANCE-DRAIN & IRRIG
INVOICE: 216966									116.56
VENDOR TOTALS			521.11	YTD INVOICED				521.11	YTD PAID
6459 KIESLER POLICE SUPPLY, INC									116.56
66937	03/16/16			220621	P	04/08/16	134200	530105	OPERATING SUPPLIES
INVOICE: 788214	02/23/16			220621	P	04/08/16	134200	530445	UNIFORMS
66938									2,985.00
INVOICE: 776081									688.84
VENDOR TOTALS			3,673.84	YTD INVOICED				3,673.84	YTD PAID
612 KONICA MINOLTA BUSINESS SOLUTIONS INC									3,673.84
66936	03/23/16			220622	P	04/08/16	121400	520901	COPIER
INVOICE: 9002267367	03/31/16			220623	P	04/08/16	121400	520901	COPIER
67013									287.48
INVOICE: 301687109									231.00
VENDOR TOTALS			4,063.05	YTD INVOICED				4,063.05	YTD PAID
1457 GHC SPECIALTY BRANDS, LLC									518.48
66910	03/14/16			220624	P	04/08/16	65000	530310	PARTS PURCHASED
INVOICE: SI02323216									122.83
VENDOR TOTALS			331.98	YTD INVOICED				331.98	YTD PAID
9998 LOREN JOSEPH CORP									122.83

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66962 INVOICE: 66962	04/05/16			220625	P	04/08/16	500	120210 ACCOUNTS REC'D - UTILITY BI	3.56
VENDOR TOTALS				3.56 YTD INVOICED				3.56 YTD PAID	3.56
8786 KEN MATUSZAK 67024 INVOICE: ER040716	03/18/16			220626	P	04/08/16	50100	520625 TRAVEL	57.50
67024 INVOICE: ER040716	03/18/16			220626	P	04/08/16	50200	520625 TRAVEL	57.50
VENDOR TOTALS				115.00 YTD INVOICED				115.00 YTD PAID	115.00
966 WM. F. MEYER CO. 66939 INVOICE: S2979586.001	09/02/15			220628	P	04/08/16	50200	520975 MAINTENANCE-EQUIPMENT	30.71
VENDOR TOTALS				972.58 YTD INVOICED				972.58 YTD PAID	30.71
8668 MID-WEST INSTITUTIONAL FOODS DISTRIBUTORS, INC 67015 INVOICE: 509881	03/24/16			220629	P	04/08/16	550	150301 FOOD INVENTORY	294.28
67016 INVOICE: 509890	03/25/16			220629	P	04/08/16	550	150301 FOOD INVENTORY	562.31
67017 INVOICE: 510607	03/25/16			220629	P	04/08/16	550	150301 FOOD INVENTORY	170.35
67018 INVOICE: 510865	03/26/16			220629	P	04/08/16	550	150305 NA BEVERAGES INVENTORY	12.05
67018 INVOICE: 510865	03/26/16			220629	P	04/08/16	550	150301 FOOD INVENTORY	524.05
67019 INVOICE: 512598	03/30/16			220629	P	04/08/16	550	150301 FOOD INVENTORY	174.13
67020 INVOICE: 511529	03/28/16			220629	P	04/08/16	550	150301 FOOD INVENTORY	229.15
67020 INVOICE: 511529	03/28/16			220629	P	04/08/16	550	150305 NA BEVERAGES INVENTORY	12.33
67021 INVOICE: 513176	03/31/16			220629	P	04/08/16	550	150301 FOOD INVENTORY	139.34
67022 INVOICE: 513833	04/01/16			220629	P	04/08/16	550	150301 FOOD INVENTORY	261.97
67022 INVOICE: 513833	04/01/16			220629	P	04/08/16	550	150305 NA BEVERAGES INVENTORY	12.33
67023 INVOICE: 514487	04/02/16			220629	P	04/08/16	550	150301 FOOD INVENTORY	185.25
VENDOR TOTALS				14,265.92 YTD INVOICED				13,358.22 YTD PAID	2,577.54
10002 MISC 002 LLC- DEAN KOSSON 66966 INVOICE: 66966	04/05/16			220630	P	04/08/16	500	120210 ACCOUNTS REC'D - UTILITY BI	70.09

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VENDOR TOTALS									70.09	70.09	70.09
8205 MUNICIPAL GIS PARTNERS, INC 66969 03/31/16				220631	P	04/08/16	121400	PROFESSIONAL SERVICES - O	521055		2,630.53
INVOICE: 2935											
66969 03/31/16				220631	P	04/08/16	50100	PROFESSIONAL SERVICES - O	521055		2,630.53
INVOICE: 2935											
66969 03/31/16				220631	P	04/08/16	50200	PROFESSIONAL SERVICES - O	521055		2,630.54
INVOICE: 2935											
VENDOR TOTALS				31,528.68	YTD INVOICED			31,528.68	YTD PAID		7,891.60
6044 TRI-TECH FORENSICS INC 66954 03/09/16				220632	P	04/08/16	134200	OPERATING SUPPLIES	530105		142.73
INVOICE: 129389											
66955 03/14/16				220632	P	04/08/16	134200	OPERATING SUPPLIES	530105		174.00
INVOICE: 129607											
66956 03/04/16				220632	P	04/08/16	134200	OPERATING SUPPLIES	530105		539.68
INVOICE: 129230											
VENDOR TOTALS				856.41	YTD INVOICED			856.41	YTD PAID		856.41
8130 NEUCO INC 66941 03/29/16				220633	P	04/08/16	121300	PARTS PURCHASED	530310		167.78
INVOICE: 1905906											
VENDOR TOTALS				909.15	YTD INVOICED			909.15	YTD PAID		167.78
8790 A NEW DAIRY CO, INC 67025 03/25/16				220634	P	04/08/16	550	FOOD INVENTORY	150301		1,038.86
INVOICE: 1483921											
67026 03/29/16				220634	P	04/08/16	550	NA BEVERAGES INVENTORY	150305		5.63
INVOICE: 1484462											
67026 03/29/16				220634	P	04/08/16	550	FOOD INVENTORY	150301		175.72
INVOICE: 1484462											
VENDOR TOTALS				6,210.89	YTD INVOICED			5,616.87	YTD PAID		1,220.21
7183 NEWEGG INC 66970 03/24/16				220635	P	04/08/16	121400	MAINTENANCE-EQUIPMENT	520975		209.91
INVOICE: 1201757235											
VENDOR TOTALS				1,221.14	YTD INVOICED			1,221.14	YTD PAID		209.91
10008 DANIEL NICHOLAS 67069 04/07/16				220636	P	04/08/16	1000	VEHICLE LICENSES	420100		45.00
INVOICE: VR040716											
VENDOR TOTALS				45.00	YTD INVOICED			45.00	YTD PAID		45.00

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651 NORTHERN ILLINOIS GAS COMPANY 66942 INVOICE: 03/22/16				220637	P	04/08/16	580100	CONSTRUCTION PROJECTS	73.29
67027 INVOICE: 03/30/16				220637	P	04/08/16	55720	UTILITIES	949.58
67027 INVOICE: 03/30/16				220637	P	04/08/16	55730	UTILITIES	949.57
67028 INVOICE: 03/22/16				220637	P	04/08/16	55710	UTILITIES	480.20
67029 INVOICE: 03/22/16				220637	P	04/08/16	55730	UTILITIES	5.59
VENDOR TOTALS			18,845.85 YTD INVOICED				18,845.85 YTD PAID		2,458.23
654 NORTHEAST MULTI-REG. TRAINING 66940 INVOICE: 03/03/16				220638	P	04/08/16	134200	EMPLOYEE EDUCATION	180.00
VENDOR TOTALS			280.00 YTD INVOICED				280.00 YTD PAID		180.00
10000 JEFFREY NORTON 66964 INVOICE: 04/05/16				220639	P	04/08/16	540	ACCOUNTS REC'D - UTILITY BI	3.96
VENDOR TOTALS			3.96 YTD INVOICED				3.96 YTD PAID		3.96
665 O'HARE TRUCK/TOWING SERVICE, INC. 66943 INVOICE: 03/22/16				220640	P	04/08/16	134200	IMPOUND FEES	175.00
66960 INVOICE: 03/22/16				220640	P	04/08/16	134200	IMPOUND FEES	175.00
VENDOR TOTALS			746.50 YTD INVOICED				746.50 YTD PAID		350.00
1458 OFFICE DEPOT, INC 66971 INVOICE: 03/24/16				220641	P	04/08/16	134100	OFFICE SUPPLIES	17.66
66971 INVOICE: 03/24/16				220641	P	04/08/16	134200	OFFICE SUPPLIES	44.50
66971 INVOICE: 03/24/16				220641	P	04/08/16	134300	OFFICE SUPPLIES	8.48
67066 INVOICE: 02/26/16				220642	P	04/08/16	121100	OFFICE SUPPLIES	26.64
67066 INVOICE: 02/26/16				220642	P	04/08/16	121200	OFFICE SUPPLIES	11.72
67066 INVOICE: 02/26/16				220642	P	04/08/16	121300	OFFICE SUPPLIES	4.86
67066 INVOICE: 02/26/16				220642	P	04/08/16	122100	OFFICE SUPPLIES	5.30
67066 INVOICE: 02/26/16				220642	P	04/08/16	122200	OFFICE SUPPLIES	5.30

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67066 INVOICE: 826556210001	02/26/16			220642	P	04/08/16	126100	530100 OFFICE SUPPLIES	5.30
67066 INVOICE: 826556210001	02/26/16			220642	P	04/08/16	126200	530100 OFFICE SUPPLIES	5.30
67066 INVOICE: 826556210001	02/26/16			220642	P	04/08/16	126500	530100 OFFICE SUPPLIES	2.65
VENDOR TOTALS				3,330.42	YTD	INVOICED		3,094.06 YTD PAID	137.71
670 DAVID B COULTER 66972 INVOICE: 40516	03/25/16			220643	P	04/08/16	40000	580100 15005 POLICE STATION	271.25
VENDOR TOTALS				2,822.69	YTD	INVOICED		2,822.69 YTD PAID	271.25
9455 P & W GOLF SUPPLY LLC 67058 INVOICE: INV5486	03/04/16			220644	P	04/08/16	550	150300 PRO SHOP INVENTORY	277.54
67059 INVOICE: INV6852	03/31/16			220644	P	04/08/16	55720	530105 OPERATING SUPPLIES	557.49
VENDOR TOTALS				1,100.42	YTD	INVOICED		1,100.42 YTD PAID	835.03
676 PACKEY WEBB FORD, INC. 66945 INVOICE: 133266	03/25/16			220645	P	04/08/16	65000	530310 PARTS PURCHASED	167.55
66946 INVOICE: 133268	03/25/16			220645	P	04/08/16	65000	530310 PARTS PURCHASED	-26.53
66947 INVOICE: 133273	03/25/16			220645	P	04/08/16	65000	530310 PARTS PURCHASED	6.09
VENDOR TOTALS				11,042.74	YTD	INVOICED		11,042.74 YTD PAID	147.11
700 THE PITNEY BOWES BANK INC 66961 INVOICE: 40116	04/01/16			16602	W	04/08/16	122100	520900 POSTAGE & SHIPPING	2,000.00
VENDOR TOTALS				8,000.00	YTD	INVOICED		8,000.00 YTD PAID	2,000.00
715 PRESCIENT DEVELOPMENT, INC. 66973 INVOICE: 416012	04/01/16		20150051	220646	P	04/08/16	121400	521055 PROFESSIONAL SERVICES - O	3,166.66
VENDOR TOTALS				15,833.30	YTD	INVOICED		15,833.30 YTD PAID	3,166.66
737 RAILROAD MANAGEMENT CO., LLC 66952 INVOICE: 330289	03/30/16			220647	P	04/08/16	143300	521125 LEASED EQUIPMENT	477.56
VENDOR TOTALS				477.56	YTD	INVOICED		477.56 YTD PAID	477.56

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100C9 ANN RIEBOCK 67030 INVOICE: VR040716	04/05/16			220648	P	04/08/16	1000	VEHICLE LICENSES	51.00
VENDOR TOTALS			51.00	YTD INVOICED				51.00	YTD PAID
763 ROSENTHAL BROS., INC. 66951 INVOICE: 104284	03/21/16			220649	P	04/08/16	134100	DUES-SUBSCRIPTIONS-REG FE	50.00
VENDOR TOTALS			100.00	YTD INVOICED				100.00	YTD PAID
8689 RUSH TRUCK CENTERS OF ILLINOIS, INC 66948 INVOICE: 3002001777 66949 INVOICE: 3001978891 66950 INVOICE: 3002076992	03/21/16			220650	P	04/08/16	65000	PARTS PURCHASED	37.22
	03/17/16			220650	P	04/08/16	65000	PARTS PURCHASED	389.27
	03/28/16			220650	P	04/08/16	65000	PARTS PURCHASED	-63.84
VENDOR TOTALS			2,318.86	YTD INVOICED				2,318.86	YTD PAID
6093 SCHAMBERGER BROTHERS, INC 67043 INVOICE: 401069 67044 INVOICE: 400945	04/01/16			220651	P	04/08/16	550	BEER INVENTORY	18.60
	03/25/16			220651	P	04/08/16	550	BEER INVENTORY	247.00
VENDOR TOTALS			2,354.20	YTD INVOICED				2,234.60	YTD PAID
7116 THEOPHILUS SCHMID TRUST B FY13-16 INVOICE: FY16-4	04/05/16			220652	P	04/08/16	53000	RENTAL-LEASE	500.00
VENDOR TOTALS			2,000.00	YTD INVOICED				2,000.00	YTD PAID
5718 JEREMIAH SCHMIDT 66974 INVOICE: ER040516	04/04/16			220653	P	04/08/16	134300	TRAVEL	30.00
VENDOR TOTALS			62.00	YTD INVOICED				52.00	YTD PAID
9897 SITEONE LANDSCAPE SUPPLY HOLDING, LLC 67040 INVOICE: 74861232 67041 INVOICE: 74998376	03/18/16			220654	P	04/08/16	55710	OPERATING SUPPLIES	3,165.71
	03/29/16			220654	P	04/08/16	55710	OPERATING SUPPLIES	1,166.62
VENDOR TOTALS			5,296.33	YTD INVOICED				5,296.33	YTD PAID
8602 KEN SLAUF & ASSOCIATES									4,332.33

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INVOICE: 603232170	03/25/16			220660	P	04/08/16	550	150301	2,868.19
INVOICE: 603251338	03/25/16			220660	P	04/08/16	550	150305	15.27
INVOICE: 603251338	03/25/16			220660	P	04/08/16	55730	530105	1,206.11
INVOICE: 603251338	03/25/16			220660	P	04/08/16	55730	530410	204.92
INVOICE: 603251338	03/25/16			220660	P	04/08/16	55720	530105	90.32
INVOICE: 603251338	03/25/16			220660	P	04/08/16	550	150301	1,771.15
INVOICE: 603300282	03/30/16			220660	P	04/08/16	550	150305	27.22
INVOICE: 603300282	03/30/16			220660	P	04/08/16	55730	530105	125.99
INVOICE: 603300282	03/30/16			220660	P	04/08/16	55720	530105	219.71
INVOICE: 603300282	03/30/16			220660	P	04/08/16	550	150301	119.53
INVOICE: 603300281	04/01/16			220660	P	04/08/16	550	150301	1,508.89
INVOICE: 604011158	04/01/16			220660	P	04/08/16	55730	530105	667.53
INVOICE: 604011158	04/01/16			220660	P	04/08/16	55730	530410	46.32
INVOICE: 604011158	04/01/16			220660	P	04/08/16	55720	530105	198.98
INVOICE: 604011158	04/01/16			220660	P	04/08/16	55730	530105	-44.21
INVOICE: 1951351	04/01/16			220660	P	04/08/16	550	150301	209.34
INVOICE: 604011159	04/01/16			220660	P	04/08/16	55730	530410	246.75
INVOICE: 604011159	04/01/16								
VENDOR TOTALS				74,158.63	YTD INVOICED			70,354.83	YTD PAID
865 ACUSHNET COMPANY									12,079.82
INVOICE: 67047	03/04/16			220661	P	04/08/16	550	150300	242.46
INVOICE: 67048	03/24/16			220661	P	04/08/16	550	150300	72.92
INVOICE: 67049	03/24/16			220661	P	04/08/16	550	150300	102.97
INVOICE: 902174739									
VENDOR TOTALS				37,026.13	YTD INVOICED			37,026.13	YTD PAID
870 TOUR EDGE GOLF MFG INC									418.35
INVOICE: 67045	03/23/16			220662	P	04/08/16	550	150300	210.12
INVOICE: IN-01083971									

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67046 INVOICE: IN-01084264	03/24/16			220662	P	04/08/16	550	150300	PRO SHOP INVENTORY
VENDOR TOTALS			344.34	YTD INVOICED				344.34	YTD PAID
872 TRAFFIC CONTROL & PROTECTION INC 67050 INVOICE: 86110	04/01/16			220663	P	04/08/16	143300	530225	SAFETY SUPPLIES
VENDOR TOTALS			9,947.75	YTD INVOICED				9,947.75	YTD PAID
1435 TRAFFIC CONTROL CORPORATION 67051 INVOICE: 90000	03/28/16			220664	P	04/08/16	143300	521045	MAINTENANCE-STREET LIGHTS
VENDOR TOTALS			1,650.00	YTD INVOICED				1,650.00	YTD PAID
4922 UNITED SEPTIC, INC. 67053 INVOICE: 2439	03/30/16			220665	P	04/08/16	55735	520970	MAINTENANCE-BUILDING & GR
VENDOR TOTALS			500.00	YTD INVOICED				500.00	YTD PAID
884 U.S. FOODSERVICE, INC. 67052 INVOICE: 159184	03/24/16			220666	P	04/08/16	550	150301	FOOD INVENTORY
67052 INVOICE: 159184	03/24/16			220666	P	04/08/16	550	150305	NA BEVERAGES INVENTORY
VENDOR TOTALS			333.71	YTD INVOICED				333.71	YTD PAID
911 AURORA LAUNDRY COMPANY, INC 67054 INVOICE: 95605	03/23/16			220667	P	04/08/16	55730	530105	OPERATING SUPPLIES
67054 INVOICE: 95605	03/23/16			220667	P	04/08/16	55730	530446	LINENS AND RENTALS
67054 INVOICE: 95605	03/23/16			220667	P	04/08/16	55730	530445	UNIFORMS
67055 INVOICE: S95664	03/23/16			220667	P	04/08/16	55730	530446	LINENS AND RENTALS
67056 INVOICE: 96402	03/30/16			220667	P	04/08/16	55730	530105	OPERATING SUPPLIES
67056 INVOICE: 96402	03/30/16			220667	P	04/08/16	55730	530445	UNIFORMS
67056 INVOICE: 96402	03/30/16			220667	P	04/08/16	55730	530446	LINENS AND RENTALS
VENDOR TOTALS			5,734.40	YTD INVOICED				5,734.40	YTD PAID
915 VERIZON WIRELESS SERVICES LLC 67057	03/23/16			220668	P	04/08/16	55720	521195	TELECOMMUNICATIONS

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TO FISCAL 2016/04 01/01/2016 TO 12/31/2016									
INVOICE: 9762660156									
VENDOR TOTALS		9,422.50					8,450.11	YTD PAID	76.02
919 VILLA PARK ELECTRICAL SUPPLY CO, INC									
66957 03/31/16				220669	P	04/08/16	121300	PARTS PURCHASED	159.80
INVOICE: 1884914									
66958 04/01/16				220669	P	04/08/16	121300	OPERATING SUPPLIES	66.83
INVOICE: 1885017									
VENDOR TOTALS		1,111.35					1,111.35	YTD PAID	226.63
3995 WAREHOUSE DIRECT OFFICE PRODUCTS									
67060 04/01/16				220670	P	04/08/16	143100	OFFICE SUPPLIES	78.92
INVOICE: 3026174-0									
67060 04/01/16				220670	P	04/08/16	143300	OFFICE SUPPLIES	9.58
INVOICE: 3026174-0									
67060 04/01/16				220670	P	04/08/16	143400	OFFICE SUPPLIES	9.58
INVOICE: 3026174-0									
67060 04/01/16				220670	P	04/08/16	50100	OFFICE SUPPLIES	9.58
INVOICE: 3026174-0									
67060 04/01/16				220670	P	04/08/16	50200	OFFICE SUPPLIES	9.58
INVOICE: 3026174-0									
VENDOR TOTALS		720.13					720.13	YTD PAID	117.24
8972 WEEKLEY HOMES									
67071 04/05/16				220671	P	04/08/16	240	ACCOUNTS RECV - UTILITY BI	7.50
INVOICE: 67071									
67071 04/05/16				220671	P	04/08/16	540	ACCOUNTS RECV - UTILITY BI	4.33
INVOICE: 67071									
67071 04/05/16				220671	P	04/08/16	500	ACCOUNTS RECV - UTILITY BI	3.00
INVOICE: 67071									
67072 04/05/16				220671	P	04/08/16	500	ACCOUNTS RECV - UTILITY BI	62.76
INVOICE: 67072									
VENDOR TOTALS		26,291.14					26,291.14	YTD PAID	77.59
7711 WINDY CITY DISTRIBUTION COMPANY									
67061 03/24/16				220672	P	04/08/16	550	BEER INVENTORY	1,448.74
INVOICE: 699491									
67062 03/31/16				220672	P	04/08/16	550	BEER INVENTORY	312.98
INVOICE: 702125									
VENDOR TOTALS		6,180.06					6,051.07	YTD PAID	1,761.72
8565 WIDEOPENWEST FINANCE LLC									
66975 03/29/16				220673	P	04/08/16	134300	TELECOMMUNICATIONS	58.00
INVOICE: 66975									

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VENDOR TOTALS				651.62	YTD	INVOICED	651.62	YTD	PAID	58.00
970 XEROX CORPORATION	66976	04/01/16		220674	P	04/08/16	121400	520901	COPIER	453.39
INVOICE: 83980142	67063	04/01/16		220674	P	04/08/16	55700	530100	OFFICE SUPPLIES	360.14
INVOICE: 83980145										
VENDOR TOTALS				3,381.58	YTD	INVOICED	3,381.58	YTD	PAID	813.53
				REPORT TOTALS						792,584.19

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	96	301,365.64
TOTAL WIRE TRANSFERS	5	491,218.55

** END OF REPORT - Generated by Mary Romanelli **

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VENDOR NAME DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION			
10018 ANNA ABBINANTE 67148 04/05/16 INVOICE: MAR16-VGE				220676	P	04/15/16	126500	PROFESSIONAL SERVICES - O	545.00	545.00	
VENDOR TOTALS			545.00 YTD INVOICED						545.00 YTD PAID	545.00	
9995 COMPLETE STAFFING SERVICES INC 67078 03/29/16 INVOICE: 60-469739				220677	P	04/15/16	55730	PROFESSIONAL SERVICES - O	1,144.03	1,144.03	
VENDOR TOTALS			1,206.93 YTD INVOICED						1,206.93 YTD PAID	1,144.03	
9380 ARBORWORKS LLC 67075 02/24/16 INVOICE: 2823			20150016	220678	P	04/15/16	143400	EMERALD ASH BORER PROGRAM	7,597.54	7,597.54	
VENDOR TOTALS			13,518.25 YTD INVOICED						13,518.25 YTD PAID	7,597.54	
10012 JOHN ATKINSON 67076 04/12/16 INVOICE: TXR041416				220679	P	04/15/16	4000	REAL ESTATE TRANSFER TAX	1,492.00	1,492.00	
VENDOR TOTALS			1,492.00 YTD INVOICED						1,492.00 YTD PAID	1,492.00	
70 AUTO BODY VILLAGE, INC. 67077 04/07/16 INVOICE: 905				220680	P	04/15/16	65000	REPAIRS-CONTRACTUAL/LABOR	140.00	140.00	
67077 04/07/16 INVOICE: 905				220680	P	04/15/16	65000	REPAIRS-CONTRACTUAL/PARTS	676.00	676.00	
VENDOR TOTALS			816.00 YTD INVOICED						816.00 YTD PAID	816.00	
497 JOSEPH K. BAKI 67141 04/11/16 INVOICE: ER041416				220681	P	04/15/16	134200	TRAVEL	125.00	125.00	
VENDOR TOTALS			125.00 YTD INVOICED						125.00 YTD PAID	125.00	
6832 POWER UP BATTERIES LLC 67081 04/07/16 INVOICE: 487-269911				220682	P	04/15/16	143300	SAFETY SUPPLIES	230.40	230.40	
VENDOR TOTALS			745.72 YTD INVOICED						745.72 YTD PAID	230.40	
10010 BELLA BREW COFFEE & BEVERAGE CO 67082 04/12/16 INVOICE: 33491				220683	P	04/15/16	550	NA BEVERAGES INVENTORY	131.28	131.28	
67083 04/06/16 INVOICE: 33266				220683	P	04/15/16	550	NA BEVERAGES INVENTORY	188.00	188.00	

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VENDOR TOTALS				619.84	YTD	INVOICED	619.84	YTD PAID	319.28
10011 BYTRONICS, INC 67084 04/05/16 INVOICE: 18176				220684	P	04/15/16	50100	JULIE	103.50
VENDOR TOTALS				103.50	YTD	INVOICED	103.50	YTD PAID	103.50
1811 NICHOLAS CATALANO 67085 04/09/16 INVOICE: ER041416				220685	P	04/15/16	134200	TRAVEL	30.00
VENDOR TOTALS				30.00	YTD	INVOICED	30.00	YTD PAID	30.00
147 CHICAGO DISTRICT GOLF ASSN. 67111 04/02/16 INVOICE: 2138-128 67111 04/02/16 INVOICE: 2138-128				220686	P	04/15/16	55720	HANDICAPS FEES	4,360.00
VENDOR TOTALS				5,466.00	YTD	INVOICED	5,466.00	YTD PAID	3,030.00
59 ARTHUR CLESEN, INC 67079 04/11/16 INVOICE: 312607 67080 04/06/16 INVOICE: 312514				220687	P	04/15/16	55710	TREATMENT COSTS & PESTICI	6,443.50
VENDOR TOTALS				23,076.25	YTD	INVOICED	23,076.25	YTD PAID	9,361.25
182 CONSERV FS INC 67086 04/07/16 INVOICE: 66003602				220688	P	04/15/16	55710	TREATMENT COSTS & PESTICI	7,360.74
VENDOR TOTALS				7,360.74	YTD	INVOICED	7,360.74	YTD PAID	7,360.74
204 DAILY HERALD 67087 04/01/16 INVOICE: T4436743				220689	P	04/15/16	143400	PROFESSIONAL SERVICES - O	88.55
VENDOR TOTALS				3,090.05	YTD	INVOICED	3,090.05	YTD PAID	88.55
7735 KYLE DUFFIE 67088 04/06/16 INVOICE: ER041416				220690	P	04/15/16	134300	TRAVEL	10.00
VENDOR TOTALS				50.00	YTD	INVOICED	50.00	YTD PAID	10.00
1279 DUPAGE COUNTY CHIEFS OF POLICE ASSN 67089 04/06/16				220691	P	04/15/16	134100	DUES-SUBSCRIPTIONS-REG FE	100.00

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INVOICE: 41416 67089 04/06/16 INVOICE: 41416				220691	P	04/15/16	134200	520600 DUES-SUBSCRIPTIONS-REG FE	25.00
VENDOR TOTALS			400.00	YTD INVOICED				400.00 YTD PAID	125.00
9958 FORTUNE INTERNATIONAL, LLC 67090 04/07/16 INVOICE: 903303				220692	P	04/15/16	550	150301 FOOD INVENTORY	349.51
VENDOR TOTALS			1,700.68	YTD INVOICED				1,700.68 YTD PAID	349.51
6961 GFS MARKETPLACE LLC 67093 03/29/16 INVOICE: 770172543				220693	P	04/15/16	550	150301 FOOD INVENTORY	265.61
VENDOR TOTALS			303.60	YTD INVOICED				303.60 YTD PAID	265.61
1180 GLEN ELLYN PARK DISTRICT 67092 04/07/16 INVOICE: 00.0035				220694	P	04/15/16	100	240100 ESCROWS - DEVELOPER DEPOS	2,666.75
VENDOR TOTALS			14,550.07	YTD INVOICED				14,550.07 YTD PAID	2,666.75
356 GLEN ELLYN VOLUNTEER FIRE CO. 67094 04/06/16 INVOICE: 41416				220695	P	04/15/16	135100	520155 ANNUAL FIRE INSPECTION PR	10,824.00
VENDOR TOTALS			187,307.50	YTD INVOICED				187,307.50 YTD PAID	10,824.00
9355 HERITAGE FS, INC 67095 03/29/16 INVOICE: 84063			20150014	220696	P	04/15/16	65000	530300 GAS AND OIL	12,292.00
VENDOR TOTALS			31,463.00	YTD INVOICED				31,463.00 YTD PAID	12,292.00
10013 JIM/PAT HEZINGER 67096 04/12/16 INVOICE: VR041416				220697	P	04/15/16	1000	420100 VEHICLE LICENSES	100.00
VENDOR TOTALS			100.00	YTD INVOICED				100.00 YTD PAID	100.00
6405 HIGHLAND BAKING CO 67100 04/04/16 INVOICE: 1059483				220698	P	04/15/16	550	150301 FOOD INVENTORY	81.09
67101 04/07/16 INVOICE: 1061626				220698	P	04/15/16	550	150301 FOOD INVENTORY	48.44
67102 04/08/16 INVOICE: 1062174				220698	P	04/15/16	550	150301 FOOD INVENTORY	70.86
67103 04/09/16 INVOICE: 1063028				220698	P	04/15/16	550	150301 FOOD INVENTORY	109.56

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67104 INVOICE: 1063969 67105 INVOICE: 1064657	04/11/16 1063969 04/12/16 1064657			220698 220698	P P	04/15/16 04/15/16	150301 150301	FOOD INVENTORY FOOD INVENTORY	86.02 93.45
VENDOR TOTALS	5,394.45	YTD INVOICED					5,394.45	YTD PAID	489.42
1173 CRAIG HOLSTEAD 67099 INVOICE: ER041416	04/10/16 ER041416			220699	P	04/15/16	134200	TRAVEL	30.00
VENDOR TOTALS	30.00	YTD INVOICED					30.00	YTD PAID	30.00
391 HORNINGS GOLF PRODUCTS, INC. 67098 INVOICE: 381477	04/01/16 381477			220700	P	04/15/16	150300	PRO SHOP INVENTORY	324.57
VENDOR TOTALS	324.57	YTD INVOICED					324.57	YTD PAID	324.57
1456 KANE-DUPAGE SOIL & WATER 67143 INVOICE: 41416	04/11/16 41416			220701	P	04/15/16	40000	580100 15005 POLICE STATION	52.00
VENDOR TOTALS	529.00	YTD INVOICED					529.00	YTD PAID	52.00
10014 KDP ROOSEVELT 369. LLC 67106 INVOICE: 20152069	04/12/16 20152069			220702	P	04/15/16	126200	BUILDING REVIEWS	2,000.00
VENDOR TOTALS	2,000.00	YTD INVOICED					2,000.00	YTD PAID	2,000.00
7584 KWALJEET CHAWLA & ASSOCIATES, INC 67091 INVOICE: 14.0003	04/07/16 14.0003			220703	P	04/15/16	100	ESCROWS - DEVELOPER DEPOS	195.75
VENDOR TOTALS	195.75	YTD INVOICED					195.75	YTD PAID	195.75
8983 ANDREW WOOD INC 67107 INVOICE: 399825	04/15/16 399825			220704	P	04/15/16	55720	MARKETING	1,750.00
VENDOR TOTALS	8,750.00	YTD INVOICED					8,750.00	YTD PAID	1,750.00
10007 MARK/DANA MCMURRAY 67118 INVOICE: TXR041416	04/12/16 TXR041416			220705	P	04/15/16	4000	REAL ESTATE TRANSFER TAX	1,935.00
VENDOR TOTALS	1,935.00	YTD INVOICED					1,935.00	YTD PAID	1,935.00
599 MICHAEL'S UNIFORM CO. 67112	04/01/16			220706	P	04/15/16	121200	EMPLOYEE RECOGNITION	492.12

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INVOICE: 80255

VENDOR TOTALS

7,185.08 YTD PAID

492.12

8668 MID-WEST INSTITUTIONAL FOODS DISTRIBUTORS, INC

67113 04/06/16 220707 P 04/15/16 550

150301

FOOD INVENTORY

90.73

INVOICE: 516144

67114 04/07/16 220707 P 04/15/16 550

150301

FOOD INVENTORY

142.94

INVOICE: 516897

67115 04/09/16 220707 P 04/15/16 550

150301

FOOD INVENTORY

292.74

INVOICE: 518309

67116 04/11/16 220707 P 04/15/16 550

150301

FOOD INVENTORY

232.40

INVOICE: 518691

67117 04/12/16 220707 P 04/15/16 550

150301

FOOD INVENTORY

148.89

INVOICE: 519348

VENDOR TOTALS

14,265.92 YTD PAID

907.70

10015 MIH ADMIN SERVICES-J LEVECKE

67108 04/06/16

220708 P 04/15/16 100

240100

ESCROWS - DEVELOPER DEPOS

905.19

INVOICE: 14.0004

VENDOR TOTALS

905.19 YTD PAID

905.19

470 JAMES MONSON

67110 04/06/16

220709 P 04/15/16 134300

520625

TRAVEL

10.00

INVOICE: ER041416

VENDOR TOTALS

305.79 YTD PAID

10.00

9983 ROBERT O MORGAN

67109 04/12/16

220710 P 04/15/16 55730

520904

ENTERTAINMENT

300.00

INVOICE: 41416

VENDOR TOTALS

700.00 YTD PAID

300.00

8790 A NEW DAIRY CO, INC

67119 04/12/16

220711 P 04/15/16 550

150301

FOOD INVENTORY

189.50

INVOICE: 1486450

67119 04/12/16

220711 P 04/15/16 550

150305

NA BEVERAGES INVENTORY

48.33

INVOICE: 1486450

67120 04/05/16

220711 P 04/15/16 550

150301

FOOD INVENTORY

341.94

INVOICE: 1485451

67120 04/05/16

220711 P 04/15/16 550

150305

NA BEVERAGES INVENTORY

14.25

INVOICE: 1485451

VENDOR TOTALS

6,210.89 YTD PAID

594.02

1458 OFFICE DEPOT, INC

67121 03/24/16

220712 P 04/15/16 121100

530100

OFFICE SUPPLIES

182.39

INVOICE: 830927229001

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TO FISCAL 2016/04 01/01/2016 TO 12/31/2016

04/15/2016 09:34 VILLAGE OF GLEN ELLYN
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WARRANT: 0416-3

TO FISCAL 2016/04 01/01/2016 TO 12/31/2016

VENDOR NAME DOCUMENT	INV DATE	VOUCHER	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
67122 INVOICE: 831345898001	03/26/16			220712	P	04/15/16	122200	530100 OFFICE SUPPLIES	53.97
VENDOR TOTALS				3,330.42	YTD	INVOICED		3,330.42 YTD PAID	236.36
10016 JUNSTIN/VANESSA PFAFF 67123 INVOICE: TXR041416	04/12/16			220713	P	04/15/16	4000	410600 REAL ESTATE TRANSFER TAX	1,140.00
VENDOR TOTALS				1,140.00	YTD	INVOICED		1,140.00 YTD PAID	1,140.00
6093 SCHAMBERGER BROTHERS, INC 67128 INVOICE: 401148	04/06/16			220714	P	04/15/16	550	150303 BEER INVENTORY	119.60
VENDOR TOTALS				2,354.20	YTD	INVOICED		2,354.20 YTD PAID	119.60
5718 JEREMIAH SCHMIDT 67142 INVOICE: ER041416	04/11/16			220715	P	04/15/16	134200	520625 TRAVEL	10.00
VENDOR TOTALS				62.00	YTD	INVOICED		62.00 YTD PAID	10.00
9718 SEBIS DIRECT INC 67149 INVOICE: 20335	01/04/16			220716	P	04/15/16	50100	521055 PROFESSIONAL SERVICES - 0	662.07
67149 INVOICE: 20335	01/04/16			220716	P	04/15/16	50200	521055 PROFESSIONAL SERVICES - 0	642.60
67149 INVOICE: 20335	01/04/16			220716	P	04/15/16	54000	521055 PROFESSIONAL SERVICES - 0	642.60
67150 INVOICE: 20335	02/09/16			220716	P	04/15/16	50100	521055 PROFESSIONAL SERVICES - 0	321.50
67150 INVOICE: 20571	02/09/16			220716	P	04/15/16	50200	521055 PROFESSIONAL SERVICES - 0	312.03
67150 INVOICE: 20571	02/09/16			220716	P	04/15/16	54000	521055 PROFESSIONAL SERVICES - 0	312.03
67151 INVOICE: 20830	03/11/16			220716	P	04/15/16	50100	521055 PROFESSIONAL SERVICES - 0	294.90
67151 INVOICE: 20830	03/11/16			220716	P	04/15/16	50200	521055 PROFESSIONAL SERVICES - 0	294.90
67151 INVOICE: 20830	03/11/16			220716	P	04/15/16	54000	521055 PROFESSIONAL SERVICES - 0	294.90
VENDOR TOTALS				13,777.53	YTD	INVOICED		13,777.53 YTD PAID	3,777.53
806 STANDARD EQUIPMENT COMPANY 67124 INVOICE: C10646	02/22/16			220717	P	04/15/16	65000	530310 PARTS PURCHASED	176.98
67125 INVOICE: C08443	11/19/15			220717	P	04/15/16	65000	530310 PARTS PURCHASED	134.12
67126 INVOICE: C03/30/16	03/30/16			220717	P	04/15/16	65000	530310 PARTS PURCHASED	-298.32

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WARRANT: 0416-3

TO FISCAL 2016/04 01/01/2016 TO 12/31/2016

VENDOR NAME DOCUMENT	INV DATE VOUCHER PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
INVOICE: C11832							
VENDOR TOTALS	3,637.94	YTD INVOICED			3,637.94	YTD PAID	12.78
835 SUPERIOR BEVERAGE CO. 67127 04/01/16		220718	P	04/15/16	550	BEER INVENTORY	241.00
INVOICE: 643973							
VENDOR TOTALS	942.15	YTD INVOICED			825.35	YTD PAID	241.00
844 SYSCO FOOD SERV - CHICAGO, INC							
67129 04/08/16		220719	P	04/15/16	550	FOOD INVENTORY	1,682.30
INVOICE: 604081399							
67130 04/04/16		220719	P	04/15/16	550	FOOD INVENTORY	722.42
INVOICE: 604041382							
67130 04/04/16		220719	P	04/15/16	550	NA BEVERAGES INVENTORY	19.91
INVOICE: 604041382							
67130 04/04/16		220719	P	04/15/16	55730	OPERATING SUPPLIES	226.19
INVOICE: 604041382							
67130 04/04/16		220719	P	04/15/16	55720	OPERATING SUPPLIES	30.34
INVOICE: 604041382							
67131 04/11/16		220719	P	04/15/16	550	FOOD INVENTORY	872.54
INVOICE: 604111515							
67131 04/11/16		220719	P	04/15/16	550	NA BEVERAGES INVENTORY	81.75
INVOICE: 604111515							
67131 04/11/16		220719	P	04/15/16	55730	OPERATING SUPPLIES	215.51
INVOICE: 604111515							
67131 04/11/16		220719	P	04/15/16	55730	DRY GOODS	28.05
INVOICE: 604111515							
67132 04/08/16		220719	P	04/15/16	55730	OPERATING SUPPLIES	-23.46
INVOICE: 1952484							
67133 04/08/16		220719	P	04/15/16	55730	OPERATING SUPPLIES	-23.46
INVOICE: 1953182							
67134 04/08/16		220719	P	04/15/16	550	FOOD INVENTORY	-28.29
INVOICE: 1952506							
VENDOR TOTALS	74,158.63	YTD INVOICED			74,158.63	YTD PAID	3,803.80
55 ANTHONY R. TERRANOVA							
67144 04/11/16		220720	P	04/15/16	134300	STATE DRUG FORFEITURE EXP	346.21
INVOICE: ER041416							
VENDOR TOTALS	346.21	YTD INVOICED			346.21	YTD PAID	346.21
9926 TREE TECH PROS							
67147 03/30/16		20160030	P	04/15/16	143400	EMERALD ASH BORER PROGRAM	6,500.00
INVOICE: 1113							
VENDOR TOTALS	18,500.00	YTD INVOICED			18,500.00	YTD PAID	6,500.00
898 UNITED STATES POSTMASTER							

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PAID WARRANT REPORT

WARRANT: 0416-3

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TO FISCAL 2016/04 01/01/2016 TO 12/31/2016

VENDOR NAME DOCUMENT	INV DATE VOUCHER PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
67074 INVOICE: 40816	04/08/16	220675	P	04/08/16	126500	520900	POSTAGE & SHIPPING
VENDOR TOTALS	7,810.03 YTD INVOICED					7,810.03 YTD PAID	685.10
4492 KURT VAVRA 67145 INVOICE: ER041416	04/11/16	220722	P	04/15/16	134200	520625	TRAVEL
VENDOR TOTALS	425.24 YTD INVOICED					425.24 YTD PAID	685.10
915 VERIZON WIRELESS SERVICES LLC 67136 INVOICE: 9763059337	04/01/16	220723	P	04/15/16	134200	521195	TELECOMMUNICATIONS
67136 INVOICE: 9763059337	04/01/16	220723	P	04/15/16	121300	521195	TELECOMMUNICATIONS
67136 INVOICE: 9763059337	04/01/16	220723	P	04/15/16	126100	521195	TELECOMMUNICATIONS
67136 INVOICE: 9763059337	04/01/16	220723	P	04/15/16	121200	521195	TELECOMMUNICATIONS
VENDOR TOTALS	9,422.50 YTD INVOICED					9,422.50 YTD PAID	775.09
9675 VERIZON WIRELESS REAL ESTATE 67135 INVOICE: 14.0005	04/06/16	220724	P	04/15/16	100	240100	ESCROWS - DEVELOPER DEPOS
VENDOR TOTALS	1,762.50 YTD INVOICED					1,762.50 YTD PAID	98.65
7500 C2 PUBLISHING INC 67138 INVOICE: 11656	04/01/16	220725	P	04/15/16	126500	520903	MARKETING
VENDOR TOTALS	1,842.00 YTD INVOICED					1,842.00 YTD PAID	66.09
7711 WINDY CITY DISTRIBUTION COMPANY 67139 INVOICE: 704895	04/07/16	220726	P	04/15/16	550	150303	BEER INVENTORY
VENDOR TOTALS	6,180.06 YTD INVOICED					6,180.06 YTD PAID	921.00
10017 ALAN/CAROL ZINDLER 67140 INVOICE: TXR041416	04/12/16	220727	P	04/15/16	4000	410600	REAL ESTATE TRANSFER TAX
VENDOR TOTALS	1,455.00 YTD INVOICED					1,455.00 YTD PAID	128.99
						REPORT TOTALS	128.99
						COUNT	1,455.00
						AMOUNT	90,999.45

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WARRANT: 0416-3 TO FISCAL 2016/04 01/01/2016 TO 12/31/2016

VENDOR NAME | INV DATE VOUCHER PO | CHECK NO | T | CHK DATE GL ACCOUNT | GL ACCOUNT DESCRIPTION

TOTAL PRINTED CHECKS 53 90,999.45

** END OF REPORT - Generated by Mary Romanelli **



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Caroline

Category: Appointment
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2225)

DOC ID: 2225

Approve the recommendation of Village President Alexander W. Demos that the following appointments be made to these Boards and Commissions – Architectural Review Commission - Christyne Strutynsky for a term ending May 31, 2017; Environmental Commission - David T. Meehan for a term ending May 31, 2018, and Christina Sedall as Student Commissioner for a term ending May 31, 2017; Zoning Board of Appeals - Matthew T. Jones for a term ending May 31, 2018. (Assistant Village Manager Stonitsch)

ATTACHMENTS:

- ARC Commissioner Christyne Strutynsky (PDF)
- EC Commissioner David Meehan (PDF)
- EC Student Commissioner Christina Sedall (PDF)
- ZBA Commissioner Matthew T. Jones (PDF)

PERSONAL PROFILE OF APPLICANT
FOR SERVICE ON VOLUNTEER ADVISORY BOARD OR COMMISSION

EDUCATIONAL BACKGROUND AND OTHER PERTINENT EXPERIENCE

CIVIC AND FRATERNAL ORGANIZATIONS AND ACTIVITIES

BUSINESS OR PROFESSIONAL ACTIVITIES

PLEASE INDICATE VILLAGE BOARD/COMMISSION INTERESTS

Attachment: ARC Commissioner Christyne Strutynsky

ATTN: VILLAGE CLERK

VILLAGE OF GLEN ELLYN

PERSONAL PROFILE OF APPLICANT
FOR SERVICE ON VOLUNTEER ADVISORY BOARD OR COMMISSION

Name MEEHAN DAVID T. Today's Date 5-6-15
(Last) (First) (Initial)

Home Address 368 LINDEN ST

Phone No.(s) (630) 534-4954 E-mail dmeehan70@yahoo.com

Business Address (including name of company) WINTER + BERNE LLP 500 N.
MARLSON, SUITE 3600, CHICAGO, IL 60661

Business Phone (312) 658-6548 Number of Years Glen Ellyn Resident 6

EDUCATIONAL BACKGROUND AND OTHER PERTINENT EXPERIENCE

Name, Location, Etc.	From	To
<u>DE PAUL UNIVERSITY COLLEGE OF LAW</u>	<u>1994</u>	<u>1997</u>
<u>INDIANA UNIVERSITY - BLOOMINGTON</u>	<u>1990</u>	<u>1994</u>

CIVIC AND FRATERNAL ORGANIZATIONS AND ACTIVITIES

DELTA CHI FRATERNITY

ILLINOIS SIEGE CLUB VOLUNTEER

BUSINESS OR PROFESSIONAL ACTIVITIES

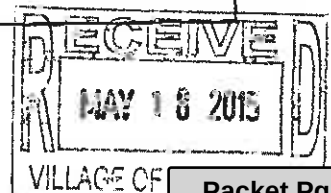
(including type of present employment)

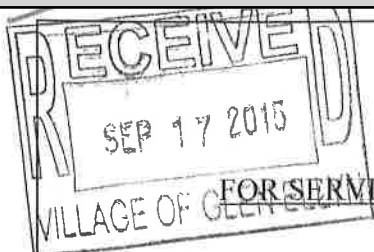
ATTORNEY

PLEASE INDICATE VILLAGE BOARD/COMMISSION INTERESTS

ENVIRONMENTAL COMMISSION

Thank you for your interest! Please return this completed form to:
Glen Ellyn Village Clerk, 535 Duane Street, Glen Ellyn, IL 60137
(630) 547-5201 (630) 469-8849 Fax





VILLAGE OF GLEN ELLYN

PERSONAL PROFILE OF APPLICANT

FOR SERVICE ON VOLUNTEER ADVISORY BOARD OR COMMISSION

Name Sedall Christina M Today's Date 9/16/15
 (Last) (First) (Initial)
 Home Address 571 Oak Street, Glen Ellyn, IL 60137
 Phone No.(s) (630) 254-6360 E-mail Cmsedall@gmail.com
 Business Address (including name of company) N/A

Business Phone _____ Number of Years Glen Ellyn Resident 17

EDUCATIONAL BACKGROUND AND OTHER PERTINENT EXPERIENCE

Name, Location, Etc.	From	To
Glenbard West HS	2012	2016
GW Ecology Club President	2014	2016
Habitat Restoration with Glen Ellyn Park District	2014	2015
Girl Scouts, Camp CEO with Girl Scouts	2006	2012

CIVIC AND FRATERNAL ORGANIZATIONS AND ACTIVITIES

Save Honey Hill Citizens - Student Liason
No Car Idling Campaign in Glen Ellyn Schools - GW Eco Club / SCARCE

BUSINESS OR PROFESSIONAL ACTIVITIES

(including type of present employment)

N/A

PLEASE INDICATE VILLAGE BOARD/COMMISSION INTERESTS

Environmental Commission Student Representative

Thank you for your interest! Please return this completed form to:

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

(630) 547-5201 (630) 469-8849 Fax



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

Meeting: 04/25/16 07:00 PM
Department: Police
Department Head: Phil

Category: Agreement
Prepared By: Caroline Conlon

SCHEDULED

AGENDA ITEM (ID # 2222)

DOC ID: 2222

**Approve the Police Department's annual contribution to the Glen Ellyn Youth and Family Counseling Service (GEYFCS), in the amount of \$25,000, to be expensed to the General Fund - Police.
(Chief Norton)**

Background

The Glen Ellyn Youth and Family Counseling Services has long acted as a social services provider for Glen Ellyn residents. For many years, the Village provided funding for GEYFCS through the Community Grants program. In order to obtain funding, various groups applied and then made presentations to the Village Board at a special workshop meeting dedicated for this purpose. Over time, some groups emerged as valuable community resources whose existence benefitted the community as a whole, and whose funding was seen as automatic due to their good works. In 2011, the Village Board decided some groups would be exempt from the annual Grant Program process and placed the funding within the Village Budget.

The Police Department refers many students and families to GEYFCS during the course of the year. GEYFCS provides counseling for families and individuals and does so, on an affordable cost scale so that all are able to benefit. In other municipalities, such social services are provided by paid staff at a much higher cost. The annual contribution by the Village has been \$25,000.

Issues

These funds have been provided for in the Police Department budget and approved by the Village Board.

Recommendation

I recommend you endorse this expenditure and forward this to the Finance Department for dispersal of funds in the approved amount of \$25,000.

ATTACHMENTS:

- GEYFCS Letter 03-24-2016 (PDF)



535 Forest Avenue, Glen Ellyn, IL 60137 ▪ 630-469-3040 ▪ www.geyfcs.org

March 24, 2016

Chief Norton
Glen Ellyn Police Department
535 Duane St.
Glen Ellyn, IL 60137

Dear Chief Norton,

The Glen Ellyn Youth and Family Counseling Service (GEYFCS) is a Glen Ellyn based mental health service. Our mission statement directs: "The primary mission of the GEYFCS shall be to promote the mental health and well-being of youth, families, and the larger Glen Ellyn community through the provision of professional counseling services and community based support and education. *No individual, family or group shall be denied services based on an inability to pay.*" Our office is located in the First Congregational Church of Glen Ellyn, although not affiliated.

The GEYFCS is pleased to provide mental health referral support and service access to the Glen Ellyn Police Department. Our service area maintains a local focus that includes all Village of Glen Ellyn residents and residents of surrounding communities that have a child who attends or would attend a Glen Ellyn based school. For our most recently ended fiscal year 2015, 60% of our recipients were residents of Glen Ellyn.

In a unique partnership, the GEYFCS Director sits on the Pupil Personnel Services teams of both Glenbard West and Glenbard South High Schools and attends each school's regular Pupil Personnel Services team meetings including deans, counselors, social workers, nurses and the GEPD liaison officer at GWHS. As a direct consequence of this partnership, the referral and linkage of at-risk and high-risk youth and families, particularly those identified as lacking the necessary resources to enter recommended treatment, is expedited. In the context of this relationship, the majority of our referrals are received from GWHS and GSHS.

For the time period of April 1, 2011- March 24, 2016, we received 205 referrals from Glenbard South, 146 referrals from Glenbard West and 18 referrals from the Glen Ellyn Police Department. From January 1, 2015- March 24, 2016, 52% of all referrals were received from five Glen Ellyn schools including Glenbard West, Glenbard South, Glen Crest Middle School, Hadley Jr. High School and Lincoln Elementary. Referrals of Glen Ellyn residents have also been received from local hospitals and churches, the DuPage County Courts, DuPage County Health Department, and DCFS among others. Five to ten percent of our referrals come from Glen Ellyn residents who have utilized the service and provide our referral information directly to friends, family or neighbors. For our fiscal year ending April 30, 2015, we served 65 cases, which included 159 recipients and we delivered 512 counseling hours of service. Seventy-two percent of counseling services were delivered to individuals, youth and families with incomes at or below 200% of the Federal Poverty Level (FPL) and 50% of these families were minorities.

I hope this provides the information you requested. Please contact me directly if anything further is needed.

Respectfully submitted,

Deanna Filkins, LCSW
Executive Director- GEYFCS



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Award
Prepared By: Meredith Hannah

SCHEDULED

AGENDA ITEM (ID # 2202)

DOC ID: 2202 A

**Approve a Facade Improvement Award request in the amount of \$5,000 to Deacon & Mercy, a business located at 430 N. Main Street.
(Economic Development Coordinator Hannah)**

Background

The Facade Improvement Award Program was created to facilitate the private sector in making facade improvements that benefit the overall quality and vitality of the Village's commercial districts. Approved projects are eligible for up to a maximum of \$15,000 for facade improvements based on the following award scale:

Investment			Award
Low		High	
\$ 2,000.00	up to	\$ 3,499.00	\$ 1,000.00
\$ 3,500.00	up to	\$ 4,999.00	\$ 1,750.00
\$ 5,000.00	up to	\$ 7,499.00	\$ 2,500.00
\$ 7,500.00	up to	\$ 9,999.00	\$ 3,750.00
\$ 10,000.00	up to	\$ 12,499.00	\$ 5,000.00
\$ 12,500.00	up to	\$ 14,999.00	\$ 6,250.00
\$ 15,000.00	up to	\$ 17,499.00	\$ 7,500.00
\$ 17,500.00	up to	\$ 19,999.00	\$ 8,750.00
\$ 20,000.00	up to	\$ 22,499.00	\$10,000.00
\$ 25,000.00	up to	\$ 27,499.00	\$12,500.00
\$ 27,500.00	up to	\$ 29,999.00	\$13,750.00
\$ 30,000.00	up to	+	\$15,000.00

The Village Board approved \$100,000 for the Downtown Award programs (including the Façade, Interior, and Fire Prevention Assistance Program) and \$30,000 for Roosevelt Road and Stacey's Corner's Façade Awards for CY2016. Two other downtown awards have been approved by the Village Board, so there is at least \$81,250 in available funds remaining.

Garry Danno and Thomas Ryniec have renovated the building at 430 N Main Street and opened Deacon & Mercy in early 2016. As part of the continued improvements they are seeking financial assistance from the Village towards new windows and front door to the business. The windows will be energy efficient and a new door and lights will continue the freshened up appearance to the building that can be found inside.

On April 1, 2016, Mr. Danno submitted the application for the Façade Improvement Award Request.

The initial façade improvement cost estimates are \$13,375; of which \$11,675 are eligible under the award program. He is requesting \$5,000 in Award funds. A second estimate was also received for the windows at \$18,040. Staff is recommending award approval based on the lowest estimate.

Facade Award Issues

Facade Improvement Awards are available to all commercial properties in the Village. Eligible applicants include the owners of commercial buildings or commercial businesses. Work which qualifies for assistance through the Façade Improvement Award includes improvements to the exterior of a building which are visible from the public right-of-way and are permanent structural improvements. Eligible improvements include significant façade enhancements, new window systems or frame replacement and repair (excluding broken glass), exterior doors, exterior lighting, restoration of original architectural features, exterior building materials for building additions, or other permanent exterior enhancements to property consistent with the architectural integrity of the building and the Village's Appearance Review Guidelines. Additionally, applicants must plan to install a minimum of \$2,000 of material improvements.

Staff recognizes the following eligible façade improvement costs outlined/identified in the application:

Exterior front windows, door, doorway and lights	\$11,675
(See attached estimates for details)	
Total eligible expenses	\$11,675

These improvements are consistent with the intent of the Award program. Staff has no concerns with the Village Board authorizing the requested Award.

Funding

As approximately \$103,750 is available this fiscal year, (see attached summary), sufficient funds are available for this Award.

Action Requested

The Village Board may approve the request for a \$5,000 Facade Improvement Award, approve a different Award amount, or choose to deny the request.

Attachments

1. Deacon & Mercy 430 N. Main Street Application
2. Award spreadsheet

ATTACHMENTS:

- Deacon & Mercy Facade Award Application (PDF)
- Award Budget Summary 4-14-16 (PDF)

VILLAGE OF GLEN ELLYN
Retail Façade Improvement Award

REQUIRED SUBMITTALS WITH APPLICATION:

- Current digital photos of all building facades visible from the public right of way which will receive improvements
- A schematic drawing with enough detail to depict the proposed improvements
- Signed vendor contract(s) with detailed costs for each proposed improvement (excluding ineligible portions of improvements, e.g. lettering on awnings)
- Consent from the building owner for proposed improvements, by signature on the attached form
- Completed IRS Form W-9 Request for Taxpayer Identification Number and Certification
- A narrative as outlined below:
 - Description of proposed facade work including information about the proposed building materials and methodology for proposed changes.
 - Description of your business and the related industry.
 - Features and advantages of your product and how improvements sought will improve the business and/or Village.
 - Credentials and experience of business owner.
 - Any unusual or expected difficulties or hardships in making the proposed improvements.

BUSINESS OWNER INFORMATION:

Business Owner Name: GARY DANNO

Home Address: 21 W 563 ST CHARLES RD GLEN ELLYN IL 60137

Business Name: DEACON & MERCY

Business Address: 430 N. MAIN ST GLEN ELLYN IL 60137

Business Phone: 630-142-1463 Fax: _____

Home Phone: 630-790-1203 Email: GARY@EVRMAIL.NET

If tenant, what is the expiration date of your current lease? _____

If buyer under contract or tenant, who is the property owner? _____

Property Owner Name: _____

Property Owner Address: _____

Property Owner Phone: _____ Property Owner Fax: _____

Property Owner E-mail: _____

DESCRIPTION OF PROPOSED IMPROVEMENTS

REPLACEMENT OF ALL EXTERIOR WINDOWS AND DOORS TO A MORE
ENERGIC EFFICIENT AND TO BRING TO CODE. TO GIVE THE OUTSIDE
A REFRESHING TO MATCH OUT CURRENT INTERIOR DESIGN.

ITEMIZED ACTIVITY DESCRIPTION

COST

REPLACE TWO LARGE PICTURE WINDOWS

REPLACE 5 SMALL WINDOWS

REPLACE DOORWAY WITH SIDE LIGHTS AND TRANSOM

INSTALL EXTERIOR DOWN LIGHTS

PAINT EXTERIOR WALLS AND TRIM

REPLACE CURRENT SIGNAGE ON WINDOWS

11,675.00

1200.00

500.00

TOTAL PROJECT COST:

13,375.00

AMOUNT OF AWARD REQUESTED:

ESTIMATE

**CHOICE
RENOVATIONS****Deacon & Mercy****Choice Renovations LLC**1740 Courtland Ct. Unit D
Addison, IL 60101

Estimate #

000175

Date

01/20/2016

Phone: 480-678-8198

Email: nhbuilding@gmail.com

Description	Total
Exterior front Windows replaced 5 Small Windows, 2 Large Picture Windows, And Door Way With Side Lights And Transim	\$9,875.00
Install Exterior down Lights. Labor Only.	\$1,800.00
Subtotal	\$11,675.00
Total	\$11,675.00



630.235.9695

www.leecustomremodeling.com

leecustom1@gmail.com

Name / Address	Ship To	Date	Estimate #
deacon and mercy 430 n main st Glen ellyn, IL 60515	Thomas Ryniec 630 336 9510	4/8/2016	329

Description	Qty	Total
Plans & Permits : Customer to supply all permits and fees		0.00
Demo : Take out existing windows , entry way also .		1,600.00
Windows and entry way replace with fixed glass ,, low e insulated . Entry with door and closer and side lite. two storefront windows also five transom window . Inside a wall of glass to block wind from restaurant		13,795.00
Exterior Trim : replace any wood needed, to a PVC trim , paint to match . Block off sidewalk for pedestrians and customers. If you want a slider we would add \$4200.		2,645.00
1/2 down 1/2 on completion,		
Total		\$18,040.00

R&B Home Innovating LLC

4



5211 n potawatomie unit. 305
 www.rnbhomeinnovating.com
 Chicago IL 60656
 United States
 Rnbhomeinnovating@gmail.com
 773 408 2625
 ID # 04280288

Estimate Number: 257156
 Estimate Date: 2015-12-19
 Estimate Amount: \$1200.00
 Terms: Issued
 Payment Modes: checks or cash

Bill To:

Gary Danno

430 N Main st
 Glen Ellyn IL
 630 918 8822
 gary@evrmail.net

Code #	Description	Quantity	Amount
1	Exterior painting 1. Prepare the area to be paint 2. Cover all nails and holes, scrape, patch sand wood cracks from trims 3. paint all outside excluding the brick with purple color, paint all yellow areas, 4. Paint the exterior doors that are are with the blue. Sand, clean and paint. DETAIL ALL PAINT AREAS 5. 2 days will be require for project 6. clean at the end of project 7. Use SHERWIN WILLIAM'S RECILIAN PAINT for LOW temperatures. Finish will be on Satin 8. Labor and materials are included.	1	1200.00

Thank you for doing business with us.

Subtotal: \$1200.00
 Total: \$1200.00
 Balance Due: \$1200.00

Briscoe Signs LLC
119 N. Bokelman St.
Roselle, Illinois 60172
www.briscoesigns.com
630-529-1616

Estimate

Date	Estimate #
3/1/2016	1279

Name / Address
Deacon & Mercy Restaurant & Bar 430 N. Main Street Glen Ellyn, IL 60137

			Project
Description	Qty	Rate	Total
Multiple windows lettered with "Deacon & Mercy" digital printed logos Plus "Hours of Operations, etc." on door with installation		500.00	500.00
		Total	\$500.00

BUSINESS	APPLICANT NAME	ADDRESS	TYPE OF AWARD	DATE RECEIVED	DATE OF APPROVAL	AMOUNT REQUESTED	AMOUNT APPROVED	AMOUNT PAID
FY 2016 - \$130,000 Total Funds Available								
JAYNE*	Craig B. Cohen	476 N. Main Street	Façade	1/11/2016	2/16/2016	\$ 15,000.00	\$ 15,000.00	
JAYNE*	Joseph Costello	476 N. Main Street	Fire Prev	2/16/2016	3/22/2016	\$ 3,750.00	\$ 3,750.00	
Ramco 450 LLC**	Brian Blizzard	575 - 581 E Roosevelt	Façade	3/8/2016	5/28/2013	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00
Deacon & Mercy*	Gary Danno	430 N Main Street	Façade	4/1/2016		\$ 5,000.00		
						\$ 31,250.00	\$ 26,250.00	\$ 7,500.00

*\$100,000 for downtown projects

** \$30,000 for Roosevelt Road and Historic Stacey's Corners façade awards

BUSINESS	APPLICANT NAME	ADDRESS	TYPE OF AWARD	DATE RECEIVED	DATE OF APPROVAL	AMOUNT REQUESTED	AMOUNT APPROVED	AMOUNT PAID
FY 2015								
Ramco 450 LLC	Brian Blizzard	575 - 581 E Roosevelt	Façade	1/13/2015	2/9/2015	\$ 12,500.00	\$ 12,500.00	\$ 12,500.00
GLBRT 479 LLC	Jay Gilbert	479 N Main Street	Fire Prev	3/4/2015	3/23/2015	\$ 6,250.00	\$ 6,250.00	\$ 6,250.00
Marché	Jill Foucré	496 N. Main Street	Façade	5/19/2015	6/8/2015	\$ 15,000.00	\$ 15,000.00	
Banyan Tree Mall	Ken Lubowich	485 N. Main Street	Interior	5/28/2015	6/8/2015	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Marché	Jill Foucré	496 N. Main Street	Interior	7/29/2015	8/17/2015	\$ 15,000.00	\$ 15,000.00	
Re:New	Rich Somolik	483 N. Main Street	Interior	9/3/2015	9/28/2015	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
M & Em's	Jonathan Goldsmith	460 N. Main Street	Interior	9/14/2015	9/28/2015	\$ 15,000.00	\$ 15,000.00	
M & Em's	Jonathan Goldsmith	460 N. Main Street	Façade	9/14/2015	9/28/2015	\$ 10,000.00	\$ 10,000.00	
Main Street Pub	Kevin Hahn	466 N. Main Street	Façade	10/1/2015	10/12/2015	\$ 13,750.00	\$ 13,750.00	
Main Street Pub	Kevin Hahn	466 N. Main Street	Interior	10/1/2015	10/12/2015	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
						\$ 127,500.00	\$ 127,500.00	\$ 58,750.00

BUSINESS	APPLICANT NAME	ADDRESS	TYPE OF AWARD	DATE RECEIVED	DATE OF APPROVAL	AMOUNT REQUESTED	AMOUNT APPROVED	AMOUNT PAID
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SY 14

TMC ²	Thomas & Sue Martin	450 Duane Street	Façade	5/29/2014	6/9/2014	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
A Toda Madre	Patrick Neary	499 Main Street	Interior	8/4/2014	8/11/2014	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Busy Bee Barber	Dennis Etheridge	417 Main St	Façade	9/30/2014	10/13/2014	\$ 1,750.00	\$ 1,750.00	\$ 1,750.00

\$ 16,750.00	\$ 16,750.00	\$ 16,750.00
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BUSINESS	APPLICANT NAME	ADDRESS	TYPE OF GRANT	DATE RECEIVED	DATE OF APPROVAL	AMOUNT REQUESTED	AMOUNT APPROVED	AMOUNT PAID
FY 13/14								
Bird on a Wire Studio	Kathryn Alcock/Megan Swadley	492 Main	Façade	1/9/2013	5/15/2013	\$ 853.50	\$ 853.50	\$ 853.50
School of Rock	J. Brandon Turner	536B Crescent	Façade	4/25/2013	5/28/2013	\$ 771.50	\$ 771.50	\$ 771.50
Oberweis	Joe Oberweis	515 Roosevelt	Façade	8/6/2012	10/22/2012	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
PS Flowers/Suki Salon	Patty Sorenson/Susan Madonin	522-526 Hillside	Façade	4/13/2013	5/28/2013	\$ 2,065.00	\$ 2,065.00	\$ 2,215.00
535 Penn L.L.C.	Thomas LaMantia	535 Pennsylvania	Interior	8/14/2013	9/9/2013	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
535 Penn L.L.C.	Thomas LaMantia	535 Pennsylvania	Façade	8/14/2013	9/9/2013	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Made In Italy Trattoria	Ippolita Basile	476 Forest	Façade	8/23/2013	9/9/2013	\$ 529.00	\$ 529.00	\$ 529.00
Peanut Butter Planet	Frank Pecora	546 Crescent Blvd	Interior	11/21/2013	1/13/2014	\$ 9,373.50	\$ 9,373.50	\$ 9,373.50
Peanut Butter Planet	Frank Pecora	546 Crescent Blvd	Façade	11/21/2013	1/13/2014	\$ 10,462.50	\$ 10,462.50	-
Olive 'n Vinnie's	Karen & Gary Evensen	449 Main Street	Interior	1/13/2014	1/27/2014	\$ 3,503.45	\$ 3,503.45	\$ 3,503.45
RISE	Aaron Sullivan	499 Pennsylvania Ave	Interior	3/24/2014	4/28/2014	\$ 15,000.00	\$ 11,400.00	\$ 11,000.00
Olive 'n Vinnie's*	Karen & Gary Evensen	449 Main Street	Façade	3/25/2014	4/14/2014	\$ 4,598.00	\$ 4,598.00	\$ -
						\$ 92,156.45	\$ 88,556.45	\$ 73,245.95

*2/1/2016 decided to not move forward with the window replacement.

BUSINESS	APPLICANT NAME	ADDRESS	TYPE OF GRANT	DATE RECEIVED	DATE OF APPROVAL	AMOUNT REQUESTED	AMOUNT APPROVED	AMOUNT PAID
FY 10/11								
Marcel's	Jillian Foucre	490 N. Main	Interior	1/9/2011	1/20/2011	\$ 20,000.00	\$ 20,000.00	\$ 17,659.00
Marcel's	Jillian Foucre	490 N. Main	Façade	6/8/2011	6/27/2011	\$ 10,000.00	\$ 10,000.00	\$ 12,341.00
						\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
FY 11/12								
Gratto		433 Main	Façade		11/18/2010	\$ 10,000.00	\$ 10,000.00	\$ 9,930.00
Costello	Joe Costello	474 N. Main	Interior	6/20/2011	6/27/2011	\$ 20,000.00	\$ 15,000.00	\$ 15,000.00
Key Investment	Jeanine Valdez	462 Park	Façade	6/22/2011	7/25/2011	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00
Northside Grill	Dan Sronkoski	499 Pennsylvania; #D	Façade	7/8/2011	11/14/2011	\$ 526.00	\$ 526.00	\$ 526.00
Northside Grill	Dan Sronkoski	499 Pennsylvania; #D	Interior	10/14/2011	11/14/2011	\$ 12,500.00	\$ 12,500.00	\$ 12,500.00
Subway	Suryakant Patel	572 Crescent	Interior	10/3/2011	11/14/2011	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Subway	Suryakant Patel	572 Crescent	Façade	10/3/2011	not approved	\$ -	\$ -	
						\$ 68,026.00	\$ 58,026.00	\$ 57,956.00
FY 12/13								
Katy's Boutique	Katy Balabinis	427 Main	Façade	3/27/2012	5/14/2012	\$ 4,071.00	\$ 4,071.00	\$ 4,071.00
AliKat	Sandra Moore	499 Pennsylvania; #B	Interior	4/11/2012	5/14/2012	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Papier Girl	Lesley Vesevick	413 Main	Interior	4/11/2012	5/14/2012	\$ 14,550.00	\$ 14,550.00	\$ 14,550.00
Run Today	Paul O'Neill	515 Crescent	Façade	6/7/2012	8/20/2012	\$ 671.50	\$ 671.50	\$ 671.50
Run Today	Paul O'Neill	515 Crescent	Interior	6/7/2012	8/20/2012	\$ 14,373.84	\$ 11,706.00	\$ 11,706.00
Flour+Wine	Michael Vai	433 Main	Interior	9/9/2012	8/8/2012	\$ 8,485.64	\$ 6,670.37	\$ 6,670.37
Blackberry Market	Anna Davidson	401 Main	Interior	10/4/2012	11/12/2012	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Larc Jewelers	Jay Gilbert	479 Main	Façade	3/25/2011	4/16/2012	\$ 1,876.00	\$ 1,876.00	\$ 1,580.84
Treasure House	Theresa Nihill	479 Pennsylvania	Façade	7/13/2012	7/19/2012	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00
Elite Eyewear	Tracy Hortatsos	413 Main	Façade	10/16/2012	11/12/2012	\$ 543.00	\$ 543.00	\$ 543.00
The Stand	Lisa Demos	542 Crescent	Interior	2/4/2013	2/11/2013	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
The Stand	Lisa Demos	542 Crescent	Façade	2/4/2013	2/11/2013	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
						\$ 111,570.98	\$ 107,087.87	\$ 106,792.71



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Award
Prepared By: Meredith Hannah

SCHEDULED

ORDINANCE (ID # 2208)

DOC ID: 2208

Approve a Downtown Retail Interior Improvement Award in the amount of \$8,750 for Crepe House, a business located at 548 Crescent Boulevard. (Economic Development Coordinator Hannah)

Background

The Downtown Retail Interior Improvement Award Program was created to facilitate the private sector in making interior improvements that encourage new retail businesses or the retention of existing retail businesses in the Village's downtown. Approved projects are eligible for up to a maximum of \$15,000 for interior improvements based on the following award scale:

Investment			Award
Low		High	
\$ 2,000.00	up to	\$ 3,499.00	\$ 1,000.00
\$ 3,500.00	up to	\$ 4,999.00	\$ 1,750.00
\$ 5,000.00	up to	\$ 7,499.00	\$ 2,500.00
\$ 7,500.00	up to	\$ 9,999.00	\$ 3,750.00
\$ 10,000.00	up to	\$ 12,499.00	\$ 5,000.00
\$ 12,500.00	up to	\$ 14,999.00	\$ 6,250.00
\$ 15,000.00	up to	\$ 17,499.00	\$ 7,500.00
\$ 17,500.00	up to	\$ 19,999.00	\$ 8,750.00
\$ 20,000.00	up to	\$ 22,499.00	\$10,000.00
\$ 25,000.00	up to	\$ 27,499.00	\$12,500.00
\$ 27,500.00	up to	\$ 29,999.00	\$13,750.00
\$ 30,000.00	up to	+	\$15,000.00

The Village Board approved \$100,000 for the Downtown Award programs (including the Façade, Interior, and Fire Prevention Assistance Program) and \$30,000 for Roosevelt Road and Stacey's Corner's Façade Awards for CY2016. Two other downtown awards have been approved by the Village Board this calendar year, and the Village Board is considering a Façade award this evening so there is at least \$90,000 in available funds remaining.

Mr. Jankulla is a restaurateur who is opening the Crepe House at 548 Crescent Boulevard. The space previously housed Fabulous Me, a boutique shop. In order to accommodate a restaurant use in this building Mr. Jankulla is making numerous permanent improvements to the space.

On April 13, 2016, Mr. Jankulla submitted a Downtown Retail Interior Improvement Award for financial assistance for the installation of a fire prevention system, plumbing upgrades to accommodate sinks, drains and one-60 gallon grease trap, and a new electrical panel 150A main

Ordinance (ID # 2208)

Meeting of April 25, 2016

breaker as well as necessary electrical receptacles for the business. These estimates come in at \$19,590; Mr. Jankulla is requesting \$10,000 in Award funds.

Downtown Retail Interior Improvement Award Issues

The goal of the Village of Glen Ellyn Downtown Retail Interior Improvement Award Program is to strengthen the downtown shopping district by attracting new retail businesses, restaurants and by assisting existing retailers with eligible expansion plans in the downtown commercial district. Service businesses like art studios, fitness uses must include 25% of floor space of retail to be eligible. The program supports structural, permanent improvements and will not support decorative improvements. Additionally, applicants must plan to install a minimum of \$2,000 of material improvements.

Staff recognizes the following eligible interior improvement costs outlined/identified in the application:

Fire Prevention System	\$ 4,950.00
Plumbing and installation for 2 hand sinks, one veggie sink, one mop sink; one three compartment sink, one hub drain and one 60 Gallon grease trap	\$12,900.00
Provide & install new electric panel 150A main breaker with 30 space for breakers, all new breakers to complete the job; receptacles for business requirements	\$ 3,940.00
Total eligible expenses	\$21,790.00

These improvements are consistent with the intent of the Award program as the improvements support a new business opening in a vacant storefront. Staff has no concerns with the Village Board approving the requested Award.

Funding

As approximately \$90,000 is available this fiscal year (see attached summary), sufficient funds are available for this Award.

Action Requested

The Village Board may approve the request for \$10,000 Downtown Retail Interior Improvement Award, approve a different Award amount, or choose to deny the request.

Attachments

1. Crepe House, 548 Crescent Blvd Award Application
2. Award Budget Summary

Ordinance (ID # 2208)

Meeting of April 25, 2016

ATTACHMENTS:

- Crepe House Interior Award Application (PDF)
- Award Budget Summary 4-18-16 (PDF)

VILLAGE OF GLEN ELLYN
Downtown Retail Interior Improvement Award Application

REQUIRED SUBMITTALS WITH APPLICATION:

- Signed lease, committing to minimum of a 3-year lease term is required for all new and relocating businesses (if a lease has not yet been signed, disbursement of the approved funds will be contingent on the Village receiving a signed lease).
- Signed vendor contract(s) with detailed costs for each proposed improvement.
- Consent from the building owner for proposed improvements, by signature on the attached form.
- Digital photos depicting the interior areas where proposed improvements will take place.
- Completed IRS Form W-9 Request for Taxpayer Identification Number and Certification
- A narrative or current Business Plan that addresses the following:
 - Description of your business and the related industry.
 - Features and advantages of your product and how improvements sought will improve the business and/or benefit Village.
 - List any unusual or unexpected difficulties faced in making the proposed improvements or completing the work.
 - Credentials and experience of business owner.
 - Market research and analysis including a definition of your current or anticipated customers and where they come from. May also include information on future customer markets as a result of interior improvements (i.e. will improvements attract new customers).
 - Describe or demonstrate why these improvements would not take place "but for" the award program.

BUSINESS OWNER INFORMATION:

Business Owner Name: ILIRJAN JANKULLA

Home Address: 1.N. 154. WEST ST. Carol Stream 60188

Business Name: CREPE HOUSE

Business Address: 548 CRESENT - Boulevard Glen Ellyn, IL 60137

Business Phone: 630-398-1926 Fax: _____

Home Phone: 630-398-1926 Email: LUI'KULLA 1.2.3. @ g.m.m.it. com.

If tenant, what is the expiration date of your current lease? 5-31-19

If buyer under contract or tenant, who is the property owner? _____

Property Owner Name: Riazul Hague

Property Owner Address: _____

Property Owner Phone: _____ Property Owner Fax: _____

Property Owner E-mail: _____

DESCRIPTION OF PROPOSED IMPROVEMENTS

See attached

ITEMIZED ACTIVITY DESCRIPTION

COST

<u>See attached</u>	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

TOTAL PROJECT COST:

AMOUNT OF AWARD REQUESTED:

\$ 21,790 -
\$ 10,000 -

3

APPLICATION CERTIFICATION

I, the undersigned, certify that I have read the program description and requirements for the Village of Glen Ellyn Downtown Retail Interior Improvement Award Program. I certify that all information provided herein is true and accurate to the best of my knowledge. I understand that the improvements described in this application must receive all required permit approvals from the Village of Glen Ellyn prior to the commencement of construction. I further understand all eligible improvements identified in support of the award are permanent fixtures and will remain with the building.

Furthermore, I, the undersigned, my successors and assigns, hereby agree to save and hold harmless the Village of Glen Ellyn and any of its employees, officers and directors from all cost, injury and damage to any person or property whatsoever, any of which is caused by an activity, condition or event arising out of the performance, preparation for performance or nonperformance of any project improvement included in my award application. The above cost, injury, damage or other injury or damage incurred by or to any of the above shall include, in the event of an action, court costs, expenses of litigation and reasonable attorneys' fees. I understand that if my business closes or moves out of the Village of Glen Ellyn within 3 years I will be required to repay the Village in an amount as described on page 6 of the award packet.

RIAZ UL HAQUE
Applicant Name (PRINT)
Date: 4-13-16

Riaz Ul Haque
Applicant Signature

CONSENT FROM PROPERTY OWNER (Required if different from Applicant)

Property Owner Name (PRINT)
Date: _____

Property Owner Signature

*****Office Use Only*****

Application is: _____Approved _____Denied

Village President

Date

Economic Development Coordinator

Date

DETECTION

SYSTEMS & SERVICE INC.

April 11, 2016

Lui Kulla

Re: Proposal for the installation of a Fire Alarm System

Dear Lui

The following proposal is for the installation of a Fire Alarm System for the project at:

**Creperie
548 Crescent Blvd.
Glen Ellyn IL**

NOTES

1. Customer is responsible for any licenses, permits or any other governmental fees.
2. All EMT to be installed by others.
3. Customer to provide 120vac circuit at FACP

Thanks again Lui. If you have any questions, please give me a call.

Sincerely yours,



Paul McGivern
General Manager

No: Iba15.Lui



Customer: Lui Kulla

Work to be performed at: 548 Crescent Bul. Glen Ellyn

Wednesday, April 20, 2016

The Contractor proposes to furnish all listed materials and labor necessary for the completion of the following job specifications in accordance to the architectural blue print and the state of Illinois plumbing code:

ROUGH-IN for:

- Two hand sinks, one veggie sink, one mop sink.
- One three compartment sink, one hub drain and one 60 Gal. grease trap.
- One 40 Gal HWH
- Water miter

TRIM-OUT:

Install fixtures and faucets with all necessary stops, water supplies, escutcheon flanges, tubular traps, bolts, wax ring for the fixture mention above.
The owner will provide the fixtures.

The contractor proposes hereby to furnish material and labor with above specifications of the sum of: Twelve thousand nine hundred dollars (\$12,900).

Payment schedule as follows: Deposit \$4000, due upon completion of rough-in PVC \$4000, due upon completion of rough-in H2O copper system \$4000, due upon completion of the job \$900.

All material is guaranteed to be as specified and the work will be completed in a workmanlike manner in accordance to specifications. Any and all alterations or deviations from the stated specifications involving extra costs and materials will be executed only upon written orders. These changes turn into an extra charge, over and above the estimate. Owner of property to carry fire, tornado, and other necessary insurance. If either party commences legal action to enforce its rights pursuant to this agreement, the prevailing party in said legal action shall be entitled to recover its reasonable attorney's fees and costs of litigation relating to said legal action, as determined by a court of competent jurisdiction.

Submitted by: IBA Plumbing Services Inc.

Signature: _____ Date: _____

This proposal may be withdrawn if not accepted within 30 days.

Acceptance of Proposal

As stated in the above specifications, the costs, materials and specifications are satisfactory and are hereby accepted. I authorized the contractor to perform the work as specified and payments will be made as summarize above.

Customer Signature: _____

Date: 09/20/16

DETECTION

SYSTEMS & SERVICE INC.

PROJECT: **Creperie**
548 Crescent Blvd.
Glen Ellyn IL

April 11, 2016

SYSTEM DESCRIPTION

Fire Alarm System

ONE	Vigilant VS1 64 point addressable Master Fire Alarm Control panel
TWO	Yuasa 12 volt 7AH gel rechargeable batteries
ONE	Vigilant RLCD-C remote annunciator panel
FOUR	Edwards V-PS Addressable smoke detector
ONE	Edwards V-HFD Addressable heat detector
FIVE	Edwards B4U detector base
THREE	Edwards GSA-M278 Addressable manual alarm pull stations
THREE	Edwards MGC-HDVM Audio Visual Device
ONE	Edwards MGC-VM Visual Device
ONE	Edwards weather proof Audio Visual Device
	Prepare a drawing of the building with all fire alarm devices
	Submit drawings and engineering package to fire dept for permit review
	Perform final acceptance test with the local Fire Dept.
Purchase price for the project as described above	
\$ 4,950.00	

AES Radio

ONE	AES Intellinet 7744 4x4 radio
ONE	Yuasa 12 volt 7AH stand by battery.
Purchase price for the project as described above	
\$ 00.00	
Monthly AES radio monitoring fee	
\$ 42.00	

Greg Electric Works , Inc.

2136 Walnut Ct. ,Glenview IL 60025 773-988-8575 fax 847-901-6595 geworks.inc@gmail.com

Proposal submitted to:
Mr. Lui Kulla

Work to be performed:
548 Crescent Blvd. , Glen Ellyn IL

April 5, 2016

We hereby propose to furnish the materials and perform the labor necessary for completion of electrical work according to agreement:

Proposed price includes:

Bond.

Load calculation .

Panel schedule.

Provide and install new electric panel 150A main breaker with 30 space for breakers in existing location.

Provide all new breakers necessary to complete the job.

Reconnect existing feeders.

Provide and install (2) new countertop GFCI receptacle- two separate 110V lines.

Provide and install (2) duplex receptacles NEMA 6-20R for two crepe makers.

Provide (4) separate 208V lines for crepe makers.

Provide and install (2) receptacles for two refrigerators- two separate 110V lines.

Work will be completed in professional workmanlike for sum of \$3,940.00
(Three Thousand Nine Hundred Forty and 00/100) with payments made as follows:

1 st	payment to be made upon acceptance of proposal -	\$1,000.00
2 nd	payment to be made after rough is done	- \$2,500.00
3 rd	payment to be made after job is completed	- \$440.00

Any changes in contract (including the addition of extras not originally in contract) must be written, and signed (by both parties), before Greg Electric Works will begin any changes.

Any fees incurred for collections of funds due whether attorney, collection or court cost are to be paid by the individual accepting this proposal.

We are not to be held responsible for any delays in the progress of the work that are result of additional work, changes in unavoidable casualties, delay in payments, or causes beyond the electrician's control.

Terms and conditions:

One year guarantee part and labor starts from the date of completion.

All materials are guaranteed as specified, and above work to be performed in accordance and specifications. Customer will be responsible for secure parking for work vehicles, if such is not available. Parking expenses will be added to each invoice.

Finance charge of 18% per year or 1.5 % per month will be charged on all accounts past due after 30 days (invoice date), also liable for all legal and collections fees.

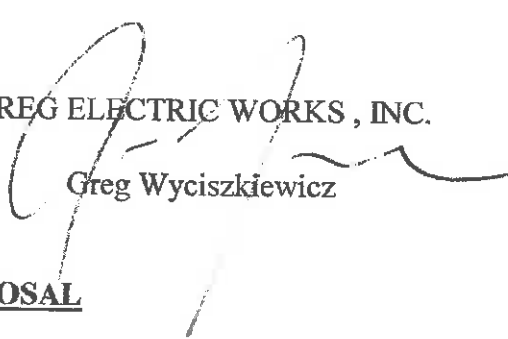
Note: This proposal may be withdrawn by us if not accepted in 30 days.

We are not responsible for damage necessary to run electrical conduit and we will not repair necessary drywall openings.

All permits fees, plan revue fees if necessary pay Owner.

Work will start after Village of Glen Ellyn will approve drawings and issue permit.

Respectfully submitted by GREG ELECTRIC WORKS , INC.


Greg Wyciskiewicz

ACCEPTANCE OF PROPOSAL

The above price, and specifications are satisfactory and are hereby accepted.

You are authorized to do work as specified. Payment will be made as outlined above .

Company

Authorized Agent (print)

Title

Signature

Date;

BUSINESS	APPLICANT NAME	ADDRESS	TYPE OF AWARD	DATE RECEIVED	DATE OF APPROVAL	AMOUNT REQUESTED	AMOUNT APPROVED	AMOUNT PAID
FY 2016 - \$130,000 Total Funds Available								
JAYNE*	Craig B. Cohen	476 N. Main Street	Façade	1/11/2016	2/16/2016	\$ 15,000.00	\$ 15,000.00	
JAYNE*	Joseph Costello	476 N. Main Street	Fire Prev	2/16/2016	3/22/2016	\$ 3,750.00	\$ 3,750.00	
Ramco 450 LLC**	Brian Blizzard	575 - 581 E Roosevelt	Façade	3/8/2016	5/28/2013	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00
Deacon & Mercy*	Gary Danno	430 N Main Street	Façade	4/1/2016		\$ 5,000.00		
Crepe House*	Ilirjan Jankulla	548 Crescent Boulevard	Interior	4/13/2016		\$ 10,000.00		
						\$ 41,250.00	\$ 26,250.00	\$ 7,500.00

*\$100,000 for downtown projects

** \$30,000 for Roosevelt Road and Historic Stacey's Corners façade awards

BUSINESS	APPLICANT NAME	ADDRESS	TYPE OF AWARD	DATE RECEIVED	DATE OF APPROVAL	AMOUNT REQUESTED	AMOUNT APPROVED	AMOUNT PAID
FY 2015								
Ramco 450 LLC	Brian Blizzard	575 - 581 E Roosevelt	Façade	1/13/2015	2/9/2015	\$ 12,500.00	\$ 12,500.00	\$ 12,500.00
GLBRT 479 LLC	Jay Gilbert	479 N Main Street	Fire Prev	3/4/2015	3/23/2015	\$ 6,250.00	\$ 6,250.00	\$ 6,250.00
Marché	Jill Foucré	496 N. Main Street	Façade	5/19/2015	6/8/2015	\$ 15,000.00	\$ 15,000.00	
Banyan Tree Mall	Ken Lubowich	485 N. Main Street	Interior	5/28/2015	6/8/2015	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Marché	Jill Foucré	496 N. Main Street	Interior	7/29/2015	8/17/2015	\$ 15,000.00	\$ 15,000.00	
Re:New	Rich Somolik	483 N. Main Street	Interior	9/3/2015	9/28/2015	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
M & Em's	Jonathan Goldsmith	460 N. Main Street	Interior	9/14/2015	9/28/2015	\$ 15,000.00	\$ 15,000.00	
M & Em's	Jonathan Goldsmith	460 N. Main Street	Façade	9/14/2015	9/28/2015	\$ 10,000.00	\$ 10,000.00	
Main Street Pub	Kevin Hahn	466 N. Main Street	Façade	10/1/2015	10/12/2015	\$ 13,750.00	\$ 13,750.00	
Main Street Pub	Kevin Hahn	466 N. Main Street	Interior	10/1/2015	10/12/2015	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
						\$ 127,500.00	\$ 127,500.00	\$ 58,750.00

BUSINESS	APPLICANT NAME	ADDRESS	TYPE OF AWARD	DATE RECEIVED	DATE OF APPROVAL	AMOUNT REQUESTED	AMOUNT APPROVED	AMOUNT PAID
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SY 14

TMC ²	Thomas & Sue Martin	450 Duane Street	Façade	5/29/2014	6/9/2014	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
A Toda Madre	Patrick Neary	499 Main Street	Interior	8/4/2014	8/11/2014	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Busy Bee Barber	Dennis Etheridge	417 Main St	Façade	9/30/2014	10/13/2014	\$ 1,750.00	\$ 1,750.00	\$ 1,750.00
						\$ 16,750.00	\$ 16,750.00	\$ 16,750.00

BUSINESS	APPLICANT NAME	ADDRESS	TYPE OF GRANT	DATE RECEIVED	DATE OF APPROVAL	AMOUNT REQUESTED	AMOUNT APPROVED	AMOUNT PAID
FY 13/14								
Bird on a Wire Studio	Kathryn Alcock/Megan Swadley	492 Main	Façade	1/9/2013	5/15/2013	\$ 853.50	\$ 853.50	\$ 853.50
School of Rock	J. Brandon Turner	536B Crescent	Façade	4/25/2013	5/28/2013	\$ 771.50	\$ 771.50	\$ 771.50
Oberweis	Joe Oberweis	515 Roosevelt	Façade	8/6/2012	10/22/2012	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
PS Flowers/Suki Salon	Patty Sorenson/Susan Madonin	522-526 Hillside	Façade	4/13/2013	5/28/2013	\$ 2,065.00	\$ 2,065.00	\$ 2,215.00
535 Penn L.L.C.	Thomas LaMantia	535 Pennsylvania	Interior	8/14/2013	9/9/2013	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
535 Penn L.L.C.	Thomas LaMantia	535 Pennsylvania	Façade	8/14/2013	9/9/2013	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Made In Italy Trattoria	Ippolita Basile	476 Forest	Façade	8/23/2013	9/9/2013	\$ 529.00	\$ 529.00	\$ 529.00
Peanut Butter Planet	Frank Pecora	546 Crescent Blvd	Interior	11/21/2013	1/13/2014	\$ 9,373.50	\$ 9,373.50	\$ 9,373.50
Peanut Butter Planet	Frank Pecora	546 Crescent Blvd	Façade	11/21/2013	1/13/2014	\$ 10,462.50	\$ 10,462.50	-
Olive 'n Vinnie's	Karen & Gary Evensen	449 Main Street	Interior	1/13/2014	1/27/2014	\$ 3,503.45	\$ 3,503.45	\$ 3,503.45
RISE	Aaron Sullivan	499 Pennsylvania Ave	Interior	3/24/2014	4/28/2014	\$ 15,000.00	\$ 11,400.00	\$ 11,000.00
Olive 'n Vinnie's*	Karen & Gary Evensen	449 Main Street	Façade	3/25/2014	4/14/2014	\$ 4,598.00	\$ 4,598.00	\$ -
						\$ 92,156.45	\$ 88,556.45	\$ 73,245.95

*2/1/2016 decided to not move forward with the window replacement.

BUSINESS	APPLICANT NAME	ADDRESS	TYPE OF GRANT	DATE RECEIVED	DATE OF APPROVAL	AMOUNT REQUESTED	AMOUNT APPROVED	AMOUNT PAID
FY 10/11								
Marcel's	Jillian Foucre	490 N. Main	Interior	1/9/2011	1/20/2011	\$ 20,000.00	\$ 20,000.00	\$ 17,659.00
Marcel's	Jillian Foucre	490 N. Main	Façade	6/8/2011	6/27/2011	\$ 10,000.00	\$ 10,000.00	\$ 12,341.00
						\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
FY 11/12								
Gratto		433 Main	Façade		11/18/2010	\$ 10,000.00	\$ 10,000.00	\$ 9,930.00
Costello	Joe Costello	474 N. Main	Interior	6/20/2011	6/27/2011	\$ 20,000.00	\$ 15,000.00	\$ 15,000.00
Key Investment	Jeanine Valdez	462 Park	Façade	6/22/2011	7/25/2011	\$ 10,000.00	\$ 5,000.00	\$ 5,000.00
Northside Grill	Dan Sronkoski	499 Pennsylvania; #D	Façade	7/8/2011	11/14/2011	\$ 526.00	\$ 526.00	\$ 526.00
Northside Grill	Dan Sronkoski	499 Pennsylvania; #D	Interior	10/14/2011	11/14/2011	\$ 12,500.00	\$ 12,500.00	\$ 12,500.00
Subway	Suryakant Patel	572 Crescent	Interior	10/3/2011	11/14/2011	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Subway	Suryakant Patel	572 Crescent	Façade	10/3/2011	not approved	\$ -	\$ -	
						\$ 68,026.00	\$ 58,026.00	\$ 57,956.00
FY 12/13								
Katy's Boutique	Katy Balabinis	427 Main	Façade	3/27/2012	5/14/2012	\$ 4,071.00	\$ 4,071.00	\$ 4,071.00
AliKat	Sandra Moore	499 Pennsylvania; #B	Interior	4/11/2012	5/14/2012	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Papier Girl	Lesley Vesevick	413 Main	Interior	4/11/2012	5/14/2012	\$ 14,550.00	\$ 14,550.00	\$ 14,550.00
Run Today	Paul O'Neill	515 Crescent	Façade	6/7/2012	8/20/2012	\$ 671.50	\$ 671.50	\$ 671.50
Run Today	Paul O'Neill	515 Crescent	Interior	6/7/2012	8/20/2012	\$ 14,373.84	\$ 11,706.00	\$ 11,706.00
Flour+Wine	Michael Vai	433 Main	Interior	9/9/2012	8/8/2012	\$ 8,485.64	\$ 6,670.37	\$ 6,670.37
Blackberry Market	Anna Davidson	401 Main	Interior	10/4/2012	11/12/2012	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
Larc Jewelers	Jay Gilbert	479 Main	Façade	3/25/2011	4/16/2012	\$ 1,876.00	\$ 1,876.00	\$ 1,580.84
Treasure House	Theresa Nihill	479 Pennsylvania	Façade	7/13/2012	7/19/2012	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00
Elite Eyewear	Tracy Hortatsos	413 Main	Façade	10/16/2012	11/12/2012	\$ 543.00	\$ 543.00	\$ 543.00
The Stand	Lisa Demos	542 Crescent	Interior	2/4/2013	2/11/2013	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
The Stand	Lisa Demos	542 Crescent	Façade	2/4/2013	2/11/2013	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
						\$ 111,570.98	\$ 107,087.87	\$ 106,792.71



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

Meeting: 04/25/16 07:00 PM
Department: Planning & Development
Department Head: Caroline

Category: Ordinance
Prepared By: Michele Stegall

SCHEDULED

ORDINANCE 6399

DOC ID: 2209

Ordinance No. 6399, An Ordinance Amending Ordinance 6300 and Granting Approval of Amendments to the Planned Unit Development Plan for 1090-1100 Roosevelt Road and a Special Use Permit and Exterior Appearance approval for 1100 Roosevelt Road to Accommodate a Gas Station and Convenience Store. (Planning and Development Director Hulseberg)

Background. Progressive Petroleum Real Estate, contract purchaser of property located at 1100 Roosevelt Road is requesting approval of a PUD Amendment, Special Use Permit and the Exterior Appearance for a new 1,940 square foot convenience store and 7-pump gas station. The subject property is located at the northwest corner of Roosevelt Road and Briar Street in the C3 Service Commercial zoning district. The property includes the lots at both 1090 and 1100 Roosevelt Road which share access, signage and are subject to a PUD plan approved by the Village as part of the new Dunkin Donuts at 1090 Roosevelt Road. Both lots are currently owned by Shree 2nd Gen Properties (aka Dunkin Donuts).

As part of the project, the existing 1,700 square foot building at 1100 Roosevelt Road would be renovated and a 240 square foot cooler addition would be constructed on the west side of the building. The proposed gas station would consist of 4 pumps and 7 positions, with the western side of the westernmost pump being blank in order to accommodate two-way traffic in the adjacent drive-aisle and allow room for vehicles to back out of the adjacent Dunkin Donuts spaces. The plans depict the new gas station as a Shell station. However, this is for illustrative purposes only and a gas company has yet to be recruited by the petitioner.

In order to accommodate the project, the petitioner is specifically requesting approval of the following:

1. An amendment to the Final Planned Unit Development Plan for 1090-1100 Roosevelt Road approved on February 9, 2015 by the adoption of Ordinance 6300 in accordance with Section 10-10-15(F) of the Glen Ellyn Zoning Code and including the following deviations from the Glen Ellyn Zoning Code:
 - a. A deviation from Section 10-5-11(F)(1)(a) to allow the main (southern) Briar Street access drive to have a width of 38 feet in lieu of the maximum width of 24 feet permitted.
 - b. A deviation from Section 10-5-11(F)(2)(b)2 to allow the northern Briar Street service drive to have a width of 17 feet in lieu of the minimum width of 24 feet required.
 - c. A deviation from Section 10-5-13(M)2 to allow a foot-candle level at the east property line of

- as much as 8.7 and at the west property line of as much as 18.6 in lieu of the maximum foot-candle levels of .5 and 3.0 respectfully permitted.
- d. A deviation from Section 10-4-15(D)2 to allow a rear yard setback of 20 feet 8 inches for the proposed trash enclosure in lieu of the minimum setback of 30 feet required.
 - e. A deviation from Section 10-4-15(D)3 to allow an interior side yard setback of 3 feet 7½ inches for the cooler addition proposed on the west side of the building in lieu of the minimum setback of 10 feet required.
 - f. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 3-feet along the east property line in lieu of the minimum setback of 5 feet required.
 - g. A deviation from Section 10-4-15(D)7 to allow a landscape setback along Roosevelt Road of 6 feet and along Briar Street of as little as 3 feet in lieu of the minimum setback of 10 feet required.
 - h. A deviation from Section 10-4-15(D)1 to allow a front yard setback of 30 feet in lieu of the minimum front yard setback of 40 feet required.
 - i. A deviation from Section 10-4-15(D)3 to allow a corner side yard setback of 9 feet 2½ inches for the gas canopy in lieu of the minimum setback of 30 feet required.
 - j. A deviation from Section 10-7-5(B) to allow the existing overhead utility lines on the site to remain above ground.
- 2. A Special Use Permit for a service station in accordance with Section 10-4-15(B) of the Glen Ellyn Zoning Code.
 - 3. Exterior Appearance approval in accordance with the Appearance Review Guidelines adopted on October 9, 2006 by Ordinance 5508.

Plan Commission Recommendation. The Plan Commission reviewed the request at a concept meeting on September 10, 2015 and public hearings on March 10, 2016 and April 14, 2016. A total of 10 people spoke at the hearing and expressed concerns about the requests. The primary area of concern related to traffic. Concerns were also expressed about lighting, well water contamination and the overall number of deviations requested as part of the PUD. One of the main topics of discussion at the hearing related to the potential installation of a south bound right-turn lane on Briar Street which the Plan Commission ultimately recommended the installation of.

The petitioner made a number of concessions as part of the Plan Commission review process, including the elimination of a tobacco drive-thru in the rear of the building between the concept meeting and March 10, 2016 public hearing. Between the March 10, 2016 and April 14, 2016 meetings, the site plan was also amended to eliminate one deviation request and reduce 3 others. With the changes to the site plan, a sign variation request originally recommended for approval by the ARC was also eliminated. The entitlement requests identified above represent the updated approvals requested by the petitioner.

At the April 14, 2016 Plan Commission hearing, by a vote of 7-0, the Commission recommended approval of the requested PUD Amendment and Special Use Permit subject to the following conditions:

1. The project shall be constructed in conformance with the plans submitted and the testimony presented at the March 10, 2016 and April 14, 2016 Plan Commission hearings.
2. The pavement markings on the site shall be amended as indicated in the February 15, 2016 memorandum from Village Traffic Consultant Daniel Schoenberg and reviewed and approved by the Public Works Department prior to the issuance of any permits.
3. A curb shall be constructed along the northern edge of the nine parking spaces in front of the building with the exception of in the area of the required depression needed to accommodate handicap accessibility.
4. Prior to the issuance of any permits, easements shall be provided for on the site as indicated in the March 4, 2016 review from Bob Minix and Ray Ulreich.
5. If the Volume Control Best Management Practices (VCBMPs) required by the Stormwater Ordinance are not able to be met in full on the site, a fee in lieu of VCBMPs shall be paid at the time of building permit for the outstanding amount, the current fee for which is \$500 per \$1,000 square feet of new impervious area.
6. The petitioner shall, at their expense, work with the Village and IDOT to install a southbound right turn lane on Briar Street generally as shown on Sheet 16 of the petitioner's plan set. The final design of the turn lane shall be reviewed and approved by the Public Works Department, and may include the extension of a taper lane north of the main Briar Street access drive. The turn lane shall be installed prior to the issuance of any occupancy permits. If this is not possible due to IDOT delays, occupancy may be approved by two of the three following individuals: the Village Manager, Police Chief or Building Official or occupancy may be approved by the Village Board. In addition, prior to the issuance of any building permits, the petitioner shall provide evidence that an application for the aforementioned turn lane has been submitted to IDOT.
7. The strength of the existing pavement in the Briar Street approaches shall be evaluated as part of the building permit process to ensure that it is strong enough to withstand the anticipated tanker and delivery traffic to the site and replaced, reinforced or otherwise modified at the petitioner's

expense as may be deemed appropriate by the Public Works Department.

8. Prior to the issuance of any building permits, the water service line for the building at 1090 Roosevelt Road shall be relocated and connected to the main on Roosevelt Road.
9. A “No U-Turn” sign shall be placed in the Roosevelt Road median immediately south of the site, subject to IDOT approval.
10. If there are any inconsistencies between the revised Site Plan submitted by the petitioner dated March 14, 2016 and the other materials in the petitioner’s application packet, the March 14, 2016 Site Plan shall prevail.

Architectural Review Commission Recommendation. The Architectural Review Commission reviewed the proposed Exterior Appearance at a public meeting on March 9, 2016. A variation for the setback of the monument sign was also reviewed at this meeting. However, this request was subsequently withdrawn by the petitioner as a result of the site plan changes made during the course of the Plan Commission hearings. By a vote of 5-0, the Architectural Review Commission recommended approval of the proposed exterior appearance subject to the following conditions:

1. The base of the monument sign shall be painted to match the building and it is understood that the proposed signage on the plans, with the exception of the monument sign, has been shown for illustrative purposes only and is not part of the project. *(Please note that after a gas company is selected, it is anticipated that additional sign variations will be requested by way of a separate application.)*
2. The proposed EIFS product for the cooler addition shall be removed and replaced with a dryvit coating that matches the dryvit coating being used on the building. A dryvit coating matching the building shall also be used on the trash enclosure.

Action Requested. The Village Board may approve, approve with conditions or deny the petitioner’s requests for approval of the **Exterior Appearance**, a **Planned Unit Development Amendment** and a Special Use Permit. An Ordinance approving the requests is attached for consideration at the April 25, 2016 Board meeting.

Attachments.

- Ordinance
- Location Map
- Findings of Fact
- Minutes from March 9, 2016 ARC Meeting
- Draft Minutes from March 10, 2016 Plan Commission Meeting
- Transcripts from April 14, 2016 Plan Commission Hearing
- Memorandum from Traffic and Lighting Consultant Schoenberg dated February 15, 2016
- Memorandum from Traffic and Lighting Consultant Schoenberg dated April 8, 2016
- Memorandum from Assistant Police Chief Holmer dated April 8, 2016
- Memorandum from Bob Minix and Ray Ulreich dated March 4, 2016

Ordinance 6399

Meeting of April 25, 2016

- Project Narrative Description
- Renderings and Monument Sign Elevation
- Select Plans from Petitioner's Application Packet
- Traffic Study

Cc: Eric Eriksson, Project Architect

Whereas, Progressive Petroleum Real Estate, LLC contract purchaser of property located at 1100 Roosevelt Road has petitioned the Village President and Board of Trustees for approval of the following:

1. An amendment to the Final Planned Unit Development Plan for 1090-1100 Roosevelt Road approved on February 9, 2015 by the adoption of Ordinance 6300 in accordance with Section 10-10-15(F) of the Glen Ellyn Zoning Code and including the following deviations from the Glen Ellyn Zoning Code:
 - a. A deviation from Section 10-5-11(F)(1)(a) to allow the main (southern) Briar Street access drive to have a width of 38 feet in lieu of the maximum width of 24 feet permitted.
 - b. A deviation from Section 10-5-11(F)(2)(b)2 to allow the northern Briar Street service drive to have a width of 17 feet in lieu of the minimum width of 24 feet required.
 - c. A deviation from Section 10-5-13(M)2 to allow a foot-candle level at the east property line of as much as 8.7 and at the west property line of as much as 18.6 in lieu of the maximum foot-candle levels of .5 and 3.0, respectfully, permitted.
 - d. A deviation from Section 10-4-15(D)2 to allow a rear yard setback of 20 feet 8 inches for the proposed trash enclosure in lieu of the minimum setback of 30 feet required.
 - e. A deviation from Section 10-4-15(D)3 to allow an interior side yard setback of 3 feet 7½ inches for a cooler addition in lieu of the minimum setback of 10 feet required.
 - f. A deviation from Section 10-5-5(C) to allow an impervious surface setback of as little as 3-feet along the east property line in lieu of the minimum setback of 5 feet required.
 - g. A deviation from Section 10-4-15(D)7 to allow a landscape setback along Roosevelt Road of 6 feet and along Briar Street of as little as 3 feet in lieu of the minimum setback of 10 feet required.
 - h. A deviation from Section 10-4-15(D)1 to allow a front yard setback of 30 feet in lieu of the minimum front yard setback of 40 feet required.
 - i. A deviation from Section 10-4-15(D)3 to allow a corner side yard setback of 9 feet 2½ inches for the gas canopy in lieu of the minimum setback of 30 feet required.
 - j. A deviation from Section 10-7-5(B) to allow the existing overhead utility lines on the site to remain above ground.
2. A Special Use Permit for a service station in accordance with Section 10-4-15(B) of the Glen Ellyn Zoning Code.

3. Exterior Appearance approval in accordance with the Appearance Review Guidelines adopted on October 9, 2006 by Ordinance 5508.

to accommodate a 1,940 square foot convenience store and 4 pump, 7-position gas station at 1100 Roosevelt Road; and

Whereas, the subject property is located at the northwest corner of Roosevelt Road and Briar Street in the C3 Service Commercial zoning district and is legally described as follows:

PARCELS 1 AND 2 OF GE2 RESUBDIVISION BEING A RESUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN IN DUPAGE COUNTY, ILLINOIS ACCORDING TO THE PLAT OF RESUBDIVISION RECORDED ON OCTOBER 9, 2015 AS DOCUMENT R2015-112216

P.I.N.s: 05-13-411-057 and 05-13-411-056; and

Whereas, following due and proper publication of notice in The Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, the Architectural Review Commission of the Village of Glen Ellyn conducted a public hearing and meeting on March 9, 2016 at which meeting the Architectural Review Commission considered the petitioner's request for approval of a Sign Variation which was later withdrawn and the petitioner's request for Exterior Appearance approval; and

Whereas, at the March 9, 2016 public meeting of the Architectural Review Commission, the petitioner presented evidence, testimony, and exhibits relative to the requested Sign Variation and proposed Exterior Appearance and no persons spoke either in favor of or in opposition to the applications; and

Whereas, based upon the evidence, testimony, and exhibits presented at the March 9, 2016 Architectural Review Commission meeting, by a vote of five (5) "yes" and zero (0) "no", the Architectural Review Commission recommended approval of the proposed Exterior Appearance

and requested Sign Variation as set forth in the March 9, 2016 minutes of the Architectural Review Commission, a copy of which is attached hereto as Exhibit “A”; and

Whereas, following due and proper publication of notice in The Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, and following written notice to all property owners within 250 feet, and the placement of a placard on the subject property not less than fifteen (15) days prior thereto, the Plan Commission of the Village of Glen Ellyn conducted public hearings on March 10, 2016 and April 14, 2016, at which hearings the Plan Commission considered the petitioner’s request for approval of an Amendment to the Planned Unit Development Plan approved by Ordinance 6300 and a Special Use Permit for a service station; and

Whereas, at the March 10, 2016 and April 14, 2016 Plan Commission public hearings, the petitioner presented evidence and testimony in support of the requested Planned Unit Development Amendment and Special Use Permit and ten (10) people spoke and expressed concerns about the requests; and

Whereas, after having considered the evidence presented, including the exhibits and materials submitted, the Plan Commission made its findings of fact and recommendations as set forth in the minutes from the March 10, 2016 and April 14, 2016 Plan Commission meetings, drafts of which are attached hereto as Exhibits “B” and “C”, and by a vote of seven (7) “yes” and zero (0) “no”, the Plan Commission recommended approval of the requested Planned Unit Development Amendment and Special Use Permit subject to conditions; and

Whereas, the Village President and Board of Trustees have reviewed the evidence, exhibits, and materials presented at the March 9, 2016 Architectural Review Commission meeting

and the March 10, 2016 and April 14, 2016 Plan Commission hearings and have considered the findings of fact and recommendations of the Architectural Review Commission and Plan Commission; and

Whereas, the President and Board of Trustees have determined that approving the proposed Exterior Appearance is consistent with the recommendations in the Glen Ellyn Appearance Review Guidelines and that granting the requested Planned Unit Development Amendment and Special Use Permit is consistent with the goals of the Glen Ellyn Zoning Code.

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

Section One: The minutes from the March 9, 2016 Architectural Review Commission public hearing and meeting, a copy of which is attached hereto as Exhibit “A”, and the minutes from the March 10, 2016 and April 14, 2016 Plan Commission meetings, drafts of which are attached hereto as Exhibits “B” and “C”, and the findings of fact therein and attached hereto as Exhibit “D” as well as in the preambles above are hereby adopted as the findings of fact of the Village President and Board of Trustees based upon their review of the evidence, exhibits, and materials presented at the March 9, 2016 public hearing and meeting of the Architectural Review Commission and the March 10, 2016 and April 14, 2016 public hearings before the Plan Commission.

Section Two: Based upon the findings of fact and recommendations of the Architectural Review Commission and Plan Commission, as adopted herein, and the findings of fact and conclusions set forth in the preambles above and in Exhibit “D” attached hereto, the Village President and Board of Trustees hereby grant approval of the petitioner’s requests for approval of

a Planned Unit Development Amendment, Special Use Permit and the Exterior Appearance for a new convenience store and gas station.

Section Three: This grant of the aforementioned approvals is subject to the following conditions:

A. The project shall be constructed in substantial conformance with the plans submitted and the testimony presented at the March 9, 2016 meeting of the Architectural Review Commission and the March 10, 2016 and April 14, 2016 public hearings before the Plan Commission and with the petitioner's application packet including the following plans and documents referenced below, as though they were attached to this Ordinance:

1. Application for Approval of a Planned Unit Development Plan signed October 23 2015
2. Application for Special Use Permit signed October 23, 2016
3. Exterior Appearance Application dated October 23, 2016
4. Rendering of Site Stamped Received February 29, 2016
5. Rendering of Building Stamped Received February 29, 2016
6. Canopy Elevations Stamped Received February 29, 2016
7. Letter from Eric Eriksson dated February 1, 2016 (2 pages)
8. Cut Sheets of CPY Series LED Canopy/Soffit Flat Lens Luminaire (3 pages)
9. Cut Sheets of XSP Series LED Wall Mount Luminaire (3 pages)
10. Site Plan (Sheet 1) prepared by Eriksson Architecture dated March 14, 2016, a reduced copy of which is attached hereto as Exhibit "E"
11. Tree Preservation Plan (Sheet 4) prepared by G Studio dated December 24, 2015
12. Landscape Plan (Sheet 5) prepared by G Studio dated December 24, 2015, a reduced copy of which is attached hereto as Exhibit "F"
13. Landscape Details (Sheet 6) prepared by G Studio dated December 24, 2015
14. Grading Plan (Sheet 2) prepared by Eriksson Architecture dated December 21, 2015
15. Site Plan Showing Utilities (Sheet 3) prepared by Eriksson Architecture dated December 21, 2015
16. Floor Plan (Sheet 9) prepared by Eriksson Architecture dated October 21, 2015
17. Building Elevations (Sheet 10) prepared by Eriksson Architecture dated January 22, 2016, a reduced copy of which is attached hereto as Exhibit "G"
18. Truck Turns (Sheet 12) prepared by Eriksson Architecture dated February 1, 2016
19. Truck Turns (Sheet 13) prepared by Eriksson Architecture dated December 21, 2015
20. East Building Perspective (Sheet 15) prepared by Eriksson Architecture dated December 21, 2015
21. Right Turn Lane Plan (Sheet 16) prepared by Eriksson Architecture dated December 15, 2016, a reduced copy of which is attached hereto as Exhibit "H"
22. Photometric Plan prepared by CREE dated March 18, 2016, a reduced copy of which is attached hereto as Exhibit "I"
23. Monument Sign and Fence Details (Sheet 14 - Details) Stamped Received February 29,

2016, a reduced copy of which is attached hereto as Exhibit "J"
24. Traffic Study updated March 25, 2016

and these plans and documents shall be filed with and made part of the permanent records of the Glen Ellyn Planning and Development Department.

- B. The pavement markings on the site shall be amended as indicated in the February 15, 2016 memorandum from Village Traffic Consultant Daniel Schoenberg and reviewed and approved by the Public Works Department prior to the issuance of any permits.
- C. A curb shall be constructed along the northern edge of the nine parking spaces in front of the building with the exception of in the area of the required depression needed to accommodate handicap accessibility.
- D. Prior to the issuance of any permits, easements shall be provided for on the site as indicated in the March 4, 2016 review from Bob Minix and Ray Ulreich.
- E. If the Volume Control Best Management Practices (VCBMPs) required by the Stormwater Ordinance are not able to be met in full on the site, a fee in lieu of VCBMPs shall be paid at the time of building permit for the outstanding amount, the current fee for which is \$500 per \$1,000 square feet of new impervious area.
- F. The petitioner shall, at their expense, work with the Village and IDOT to install a southbound right turn lane on Briar Street generally as shown on Sheet 16 of the petitioner's plan set. The final design of the turn lane shall be reviewed and approved by the Public Works Department, and may include the extension of a taper lane north of the main Briar Street access drive. The turn lane shall be installed prior to the issuance of any occupancy permits. If this is not possible due to IDOT delays, occupancy may be approved by two of the three following individuals: the Village Manager, Police Chief or Building Official or occupancy may be approved by the Village Board. In addition, prior to the issuance of any building permits, the petitioner shall provide evidence that an application for the aforementioned turn lane has been submitted to IDOT.
- G. The strength of the existing pavement in the Briar Street approaches shall be evaluated as part of the building permit process to ensure that it is strong enough to withstand the anticipated tanker and delivery traffic to the site and replaced, reinforced or otherwise modified at the petitioner's expense as may be deemed appropriate by the Public Works Department.
- H. Prior to the issuance of any building permits, the water service line for the building at 1090 Roosevelt Road shall be relocated and connected to the main on Roosevelt Road.
- I. A "Do Not Block Driveway" sign shall be installed in the adjacent Briar Street right-of-way at the petitioner's expense as recommended in the February 15, 2016 memorandum from Village Traffic Consultant Daniel Schoenberg, the location and design of which shall be reviewed and approved by the Public Works Department.

- J. A “No U-Turn” sign shall be placed in the Roosevelt Road median immediately south of the site, subject to IDOT approval.
- K. If there are any inconsistencies between the revised Site Plan submitted by the petitioner dated March 14, 2016 and the other materials in the petitioner’s application packet, the March 14, 2016 Site Plan shall prevail.
- L. The base of the monument sign shall be painted to match the building and it is understood that the proposed signage on the plans, with the exception of the monument sign, has been shown for illustrative purposes only and is not part of the project. *(Please note that after a gas company is selected, it is anticipated that additional sign variations will be requested by way of a separate application.)*
- K. The proposed EIFS product for the cooler addition shall be removed and replaced with a dryvit coating that matches the dryvit coating being used on the building. A dryvit coating matching the building shall also be used on the trash enclosure.

Section Four: The Final Planned Unit Development Plans, approved by Ordinance 6300 for 1090-1100 Roosevelt will not be changed in any manner other than as identified in the amendment approved by this Ordinance. Where there may be conflicts or discrepancies between the plans approved above and any plans or materials identified in subsections A(1-21) of Ordinance 6300, the subject plan shall supersede and take precedent over any other plans or materials identified in Ordinance 6300.

Section Five: The Building and Zoning Official is hereby authorized to issue all necessary building and occupancy permits pursuant to the Planned Unit Development Plan Amendment, Special Use Permit and Exterior Appearance approved herein, provided that all the conditions set forth hereinabove have been met and that the applicant complies with all other applicable laws and ordinances of the Village of Glen Ellyn. This grant of approvals of the aforementioned requests shall expire and become null and void within 24 months of the date of this Ordinance unless an occupancy permit is applied for within said time period, provided, however, that the Village Board, by motion, may extend the period during which an occupancy permit must be

applied for.

Section Six: This Ordinance shall be in full force and effect from and after the passage, approval, and publication in pamphlet form.

Section Seven: Failure of the owners or other party in interest or a subsequent owner or other party in interest to comply with the terms of this Ordinance, after execution of such Ordinance, shall subject the owners or party in interest to the penalties set forth in Section 10-10-18 (A) and (B) of the Village of Glen Ellyn Zoning Code.

Section Eight. The Village Clerk is hereby authorized to record this Ordinance with the DuPage County Recorder.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this _____ day of _____, 20____.

Ayes:

Nays:

Absent:

Approved by the Village President of the Village of Glen Ellyn, Illinois, this _____ day of _____, 20____.

Village President of the
Village of Glen Ellyn, Illinois

Attest:

Village Clerk of the
Village of Glen Ellyn, Illinois

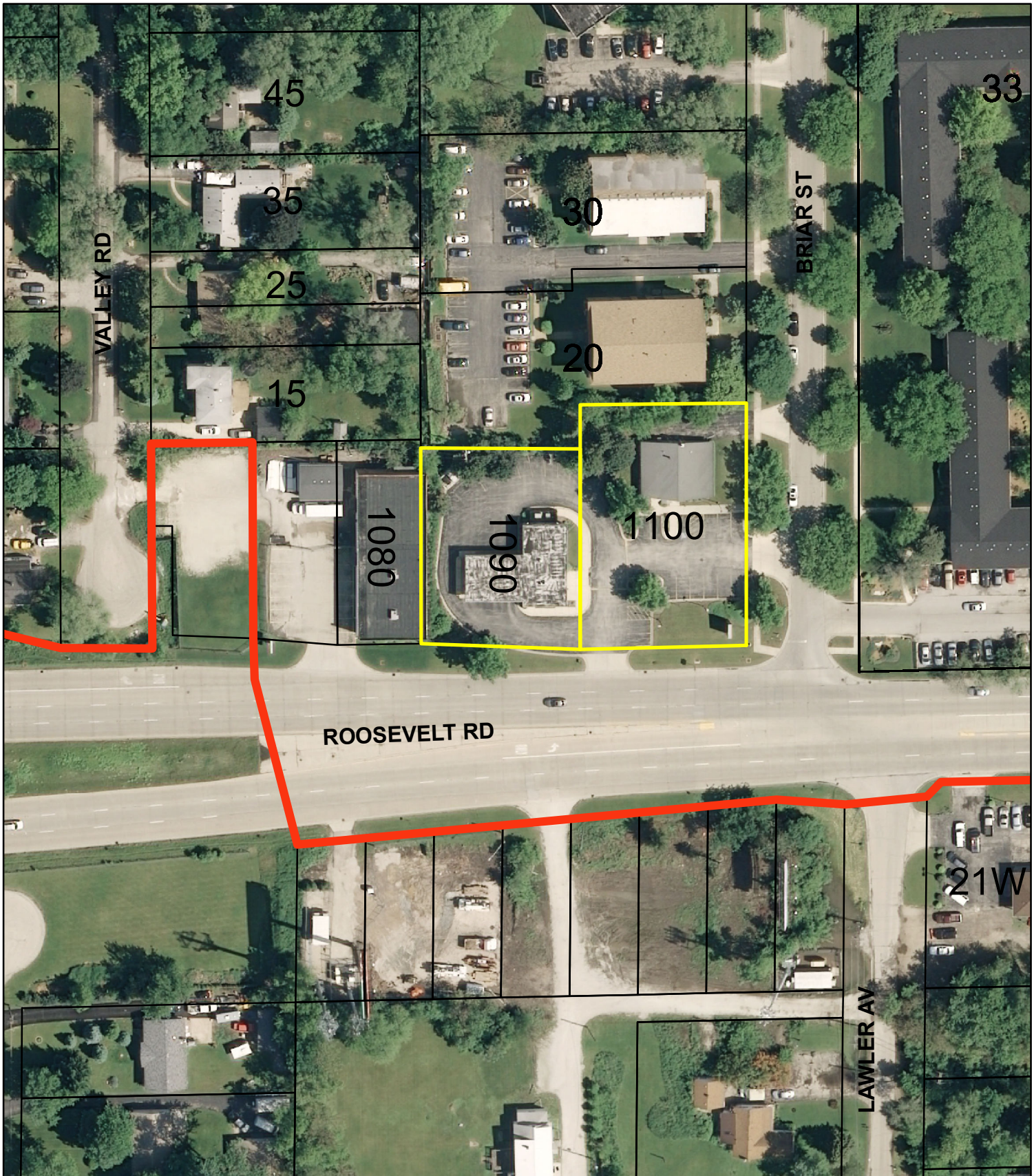
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Ordinance 6399

Meeting of April 25, 2016

ATTACHMENTS:

- Location Map (PDF)
- Findings of Fact (PDF)
- Minutes from March 9, 2016 ARC Meeting, Ordinance Exhibit A (PDF)
- Draft Minutes from March 10, 2016 Plan Commission Meeting, Ordinance Exhibit B (PDF)
- Transcripts from April 14, 2016 Plan Commission Meeting (PDF)
- Memorandum from Traffic and Lighting Consultant Schoenberg dated February 15, 2016 (PDF)
- Memorandum from Assistant Police Chief Holmer dated April 8, 2016 (PDF)
- Memorandum from Bob Minix and Ray Ulreich dated March 4, 2016 (PDF)
- Memorandum from Traffic and Lighting Consultant Schoenberg dated April 8, 2016 (PDF)
- Project Narrative Description (PDF)
- Rendering and Monument Sign Elevation, Including Ordinance Exhibit J (PDF)
- Select Plans from Petitioner's Application Packet, Including Ordinance Exhibits E-I (PDF)
- Traffic Study (PDF)



Selected Parcels

Prepared By: Planning and Development
Date: September 26, 2014
Aerial Photo 2012

0 50 100 200
Feet



Exhibit “D”
Findings of Fact for Requested
Amendment to a Final Planned Unit Development Plan
and for a Special Use Permit for a Gas Station

- A. In regard to the requested Special Use Permit to amend a Final Planned Unit Development Plan and allow the construction of a gas station, the Village Board hereby finds that:
1. The proposed use will be harmonious and in accordance with the general objectives of the Comprehensive Plan and/or Zoning Code because a gas station is an appropriate use for this commercial site on an arterial road.
 2. The proposed uses will be designed, constructed, operated and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and the proposed use will not change the essential character of the same area because a gas station is an appropriate use for the site and the site is designed to complement the character of the area. The existing building on the site will be renovated, enhancing the site from its current condition.
 3. The proposed uses will not be hazardous or disturbing to existing or future neighborhood uses because gas stations are common uses along busy commercial corridors. Underground storage tanks are designed to prevent any leakage, mitigating risk to adjacent properties.
 4. The proposed use will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools because the site is already serviced by the standard utilities and will not require any additional services.
 5. The proposed use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village because the proposed development will generate additional revenues for the Village and all public and private improvements proposed will be constructed by the developer.
 6. The proposed use will not involve uses, activities, processes, materials, equipment, and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors because the gas station is an appropriate use along a busy corridor.
 7. The proposed use will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads because the vehicular approaches are designed specifically to accommodate the needs of the development.

Findings of Fact
1100 Roosevelt Road
Exhibit D
Page 2

8. The proposed use will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief because the existing drainage patterns are being maintained and only a modest amount of impervious surface will be added, having a negligible effect on storm flow. The site will be required to be constructed in conformance with the DuPage County stormwater ordinance.
9. The proposed use will not result in the destruction, loss or damage of natural, scenic or historic features of major importance to the community because there are not important features currently on the site; the building on the site will be renovated and improved.

MINUTES

BOARD / COMMISSION: Architectural Review DATE: March 9, 2016

MEETING: Regular CALLED TO ORDER: 7:00 PM

QUORUM: Yes ADJOURNED: 8:26 PM

MEMBER ATTENDANCE: PRESENT: Chairperson Burdett, Commissioners
Dickie, Loftus, Thompson, and Wussow

ABSENT: Commissioners Albrecht, Burket, Dieter
and Klimala

ALSO PRESENT: Village Planner Stegall, Temporary Recording
Secretary Blake

AUDIENCE: None other than Petitioner

I. CALL TO ORDER:

Chairperson Burdett called the Glen Ellyn Architectural Review Commission (ARC) regular meeting to order at 7:00 PM in the Civic Center at 535 Duane Street; Glen Ellyn, Illinois. Roll call was taken, and a quorum was present.

II. PUBLIC COMMENT (NON-AGENDA ITEMS)

NONE

III. APPROVAL OF FEBRUARY 24, 2016 MEETING MINUTES

Commissioner Wussow moved to approve the February 24, 2016 meeting minutes. The motion was seconded by Commissioner Dickie and carried unanimously by a vote of 5-0.

IV. PUBLIC HEARING – 1100 ROOSEVELT ROAD

Commissioner Thompson moved, and Commissioner Loftus seconded opening the public hearing. The motion was passed by a vote of 5-0.

Village Planner Michele Stegall presented the project and summarized the Staff Report. The Petitioner is requesting from this Commission approval of the proposed exterior appearance and a sign variation to accommodate a new convenience store and 7-position gas station at

Architectural Review Commission
March 9, 2016

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1100 Roosevelt Road. The Petitioner will renovate an existing vacant building, and construct a 240 sf addition for a cooler, bringing to 1,940 the total square footage of the building. There are plans to paint the building. No rooftop mechanical equipment is proposed.

The Petitioner is requesting approval of a variation from Section 4-5-4(R)3 of the Glen Ellyn Sign Code to allow a freestanding sign to be setback 3 feet from the property line instead of the minimum setback requirement of 5 feet. The proposed height and area of the sign comply with the Code. The sign will serve both the Petitioner's property and the adjacent Dunkin' Donuts, and the variation is for both properties.

Architect Eric Eriksson was sworn in and reviewed the site plan. The proposed cooler will be on the west side of the building, out of view. There will be three and one-half islands for the gas pumps, reducing one to account for the traffic pattern to the Dunkin' Donuts.

The existing building walls are concrete block painted initially red, and have a dryvit skin painted grey. The roof is wood with a canopy. The plan is to paint the outside walls to match the dryvit. The extension will be a walk-in cooler, insulated on the inside and coated on the outside. The storefront will be metal frame around windows.

There will be five LED lights in the front where most of the traffic will be, and which will not generate glare on light spilling onto neighboring properties. Behind the building will be space for a couple employee cars, and a dumpster enclosure of concrete block covered with a dryvit skin. There will be minimal lighting in the back, sufficient only for security purposes. There will be a fence, bushes and the building itself separating the pumps from the neighbors to the north.

In response to Commissioners' questions, Mr. Eriksson said that there will be a gable added to the roof, but that the air conditioning compressor will be located behind the building and not on the roof. At this point, there are no plans to put brick on the building canopy.

There was discussion concerning the use of a dryvit coating versus an EIFS coating on the building brick and concrete block. Commissioner Wussow noted that the use of EIFS is discouraged within the Village when it is within reach of vehicles or pedestrians. Although the plans call for EIFS painted onto the exterior of the cooler, Mr. Eriksson said that the Petitioner would be open to using a dryvit coating, although the EIFS has higher insulation properties and would eliminate the seams on the walls. The consensus was that dryvit coating will be best. Also, the concrete block trash enclosure will be covered with dryvit paint. There was also discussion concerning painting the gutters to match the dryvit on the building in order to not end up with a variety of colors on the building. The colors will be neutral enough to compliment the color scheme of whatever gasoline company is chosen for the site.

The discussion turned to the sign variation request. The Petitioner is requesting approval of a variation from Section 4-5-4(R)3 of the Glen Ellyn Sign Code to allow the sign to be setback 3 feet from the property line instead of the permitted minimum 5 feet. Mr. Eriksson said that the

Architectural Review Commission
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current sign is on the southeast corner of the property, but impedes traffic circulation around the pumps and to the building, affecting safety and efficiency. The logical place for it is the southeast corner, but closer to the property line. In order to fit 3 ½ pump islands on the site, the extra space is required. Chairman Burdett clarified that the hardship would be the tight site precluding the extra one-half pump island unless the sign is moved.

Mr. Eriksson said that there is not currently a sidewalk along Roosevelt and there are no plans to install one. Village Planner Stegall said that there have been no recent discussions concerning such a sidewalk, and that IDOT would have to be involved. Chairman Burdett asked that the Village Board be informed that there is interest on this Commission to do something comprehensive on this part of Roosevelt Road.

The sidewalk on the Briar side will continue through to Roosevelt, and no changes will be made to that side other than widening the driveway. There will be a striped area for handicapped access from the mini mart to the Dunkin' Donuts as required by Code.

Commissioner Loftus asked about the addition of a right turn only lane onto Briar. Village Planner Stegall said that there may be a plan for one, but it may not be installed immediately and is recommended to be approached on a more incremental basis. Commissioner Loftus expressed support for the variation, noting that a traffic hazard could be created without good signage and visibility alerting drivers as to the upcoming location of the Dunkin' Donuts and mini mart.

AUDIENCE PARTICIPATION

Mr. Jim Sterling of 3715 Bergstrom in Joliet, who owns the apartment building to the north of the site, addressed the Commission. He noted that Mr. Eriksson has addressed many of his concerns. The post lights will be removed from this property, and Mr. Sterling said that the two lights in the back of the Dunkin Donuts building have been turned off in response to tenant's concerns. In response to his questions, Mr. Eriksson said that the compressors will be on the ground by the dumpster and not on the roof. They are efficient, but will run when necessary. The roof over the cooler will be an insulation panel with membrane roofing over it for draining. Access to the cooler is through the building only, and the public will not have access. There is landscaping planned for the area; however, extending the dumpster fence to include the cooler would impede the needed air flow around the cooler.

Mr. Eriksson said that there will be a fence and shrubs erected along the north property line, which will help greatly to absorb sound from the site. Mr. Sterling expressed support for this plan.

Mr. Sterling expressed concern about the traffic, and that his tenants have already complained about the traffic around the Dunkin' Donuts. Village Planner Stegall noted that the Village's traffic consultant looked at the plan. Traffic issues will be discussed at the Plan Commission meeting.

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Commissioner Wussow asked about the size of the storefront windows. Village Planner Stegall noted that the Village guidelines discourage windows that extend all the way to the ground. The plans for this building call for windows outside these guidelines. However, Village Planner Stegall noted that it was not raised in the staff report as this has been approved along Roosevelt Road for other projects.

Village Planner Stegall clarified for the Commissioners that the vote at this meeting would be on the monument sign variation only and the exterior appearance of the building. It is possible there will be additional sign variance requests once a gas company is selected, but if the additional signage is within Code, it would be approved without Commission review.

There being no other questions, Commissioner Thompson moved, and Commissioner Dickie seconded closing the public hearing. The motion was passed by a vote of 5-0.

COMMISSIONERS' COMMENTS

Commissioner Dickie said that it is a simple building. He has no problem with the proposed location of the monument sign and is in favor of the variation.

Commissioner Loftus felt that the sign variation is not an issue for him. He would prefer to see EIFS coating not used on the walk-in cooler, but is fine with it used on the facade. He was glad the Petitioner is using an existing building rather than tearing something down. The storefront windows at this location are appropriate, although he noted that he would not approve if placed on a downtown building. He felt the colors are fine, and the use of dryvit is appropriate on the blocks.

Commissioner Thompson was pleased that the existing building is being reused. Although there was little discussion concerning landscaping, what was shown on the plans is good. She is pleased that the seams on the cooler will be masked. She is in favor of the sign variation, and thanked Mr. Sterling for addressing the Commission.

Commissioner Wussow thought a gas station use for the site is ideal, and was pleased about the cooperation to eliminate the EIFS on the cooler. The color palette is an excellent neutral.

Chairman Burdett said that he favors the sign variance, noting that it is a tight site. He is also in favor of approving the exterior appearance with no EIFS on the cooler, and the base of the sign be painted in the same neutral color.

Commissioner Wussow made a motion to approve the proposed exterior appearance and requested sign variation. Based on the following findings of fact for the requested sign variation:

1. The request complies with the Statement of Purpose found in Section 4-5-2 of the Glen Ellyn Sign Code because the requested variation is needed in order to locate the sign on the property in such a manner that allows for the identification of both businesses on the property and eliminates confusion, in particular for westbound traffic who might otherwise

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pass by the Roosevelt Road access drive if the sign were placed in a conforming location on the west side of the site.

2. The plight of the owner is based on unique circumstances due to an unusual physical limitation, such as an irregular lot shape, substantial lot depth, unusual geographic location, exceptional topographic feature, or other condition, that is particular to the subject property or establishment and the conditions upon which the request is based are not generally applicable to other property within the same zoning district because the site is developed as a PUD and the sign needs to identify both businesses on the property. With the location of the existing building and need to allow for adequate vehicular turning movements around the gas pumps, limited space is available in which to place the sign.
3. The variation, if granted, would not have an adverse impact on property values in the surrounding area or be injurious to other property or improvements in the neighborhood in which the property is located because the sign is located along a commercial corridor. The height and area of the sign comply with the Code and the proposed style is typical for the area.
4. The variation, if granted, would not have an adverse impact on the existing or desired character of the surrounding area because the sign would be located along a commercial corridor and the height and area would comply with the Code.
5. The variation, if granted, would not endanger the public health, safety or welfare because given the unusually wide parkways in the area, sight lines should not be impeded by the proposed location of the sign and placing the sign in the proposed location will help minimize driver confusion.

For the purpose of supplementing the above standards, the Architectural Review Commission, in making its findings and recommendations has also taken into consideration the extent to which the evidence establishes the following facts favorably to the Applicant:

1. That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.
2. That the alleged difficulty or particular hardship has not been created by any person presently having an interest in the property or by the Applicant.
3. That the variation is the minimum variation necessary.
4. That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located.

The motion was made subject to the following conditions:

- A. The monument sign shall be located and constructed in substantial conformance with the

Architectural Review Commission
March 9, 2016

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plans as submitted and the testimony presented at the public hearing of the Architectural Review Commission. The base of the monument sign shall be painted to match the building. This sign variation applies only to the monument sign.

- B. That the proposed EIFS product to be used on the cooler is eliminated and in its place, a dryvit coating be used that matches the building. Additionally, the waste enclosure dryvit coating shall also match the building.

The motion was seconded by Commissioner Dickie, and carried unanimously by a vote of 5-0.

V. TRUSTEE'S REPORT

None

VI. CHAIRMAN'S REPORT

None.

VII. STAFF REPORT

Village Planner Stegall said that Applicant for the gas station at Stacy's Corner has met with Chairman Marks of the Historic Preservation Commission and is in the process of reevaluation the design. The Applicant will come back before this Commission for an additional pre-application meeting in April.

VIII. ADJOURN

There being no other business, Commissioner Loftus moved, seconded by Commissioner Wussow, to adjourn the meeting at 8:26 PM. The motion carried unanimously by a vote of 5-0.

Submitted by Karen Blake, Acting Recording Secretary
Reviewed by Michele Stegall, Village Planner

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EXHIBIT B

DRAFT
PLAN COMMISSION
MINUTES
MARCH 10, 2016

The meeting was called to order by Chairperson Mary Loch at 7:00 p.m. Plan Commissioners David Allen, Angela Fanella, Jeff Girling, Phillip Hartweg, Heidi Lannen, Ray Whalen and Lyn Whiston were present. Plan Commissioners Terra Costa Howard, Tracy Heming-Littwin and James Ozog were excused. Also present were Trustee Liaison Dean Clark, Village Planner Michele Stegall, Dan Schoenberg of James J. Benes and Associates and Recording Secretary Barbara Utterback.

No general comments on non-agenda items were made by the public at this Plan Commission meeting.

Two items were on the agenda: 1. 1090-1100 Roosevelt Road. 2. 765-787 Harding Avenue.

PUBLIC HEARING – 1090-1100 ROOSEVELT ROAD

A REQUEST FOR APPROVAL OF A PUD AMENDMENT AND SPECIAL USE PERMIT TO ACCOMMODATE A PROPOSED CONVENIENCE STORE AND 7-POSITION GAS STATION AT 1100 ROOSEVELT ROAD. THE SUBJECT PROPERTY IS LOCATED AT THE NORTHWEST CORNER OF BRIAR STREET AND ROOSEVELT ROAD IN THE C3 SERVICE COMMERCIAL ZONING DISTRICT. (Progressive Petroleum Real Estate, LLC, contract purchaser of property located at 1100 Roosevelt Road and represented by project architect Eric Eriksson)

Plan Commissioner Whiston moved, seconded by Plan Commissioner Fanella, to open the public hearing. The motion carried unanimously by voice vote.

Staff Presentation

Village Planner Michele Stegall and Dan Schoenberg, P.E., from James J. Benes and Associates were present to speak on behalf of the subject project. Ms. Stegall stated that Progressive Petroleum Real Estate has submitted applications for a PUD amendment and a Special Use Permit for the property at 1090 and 1100 Roosevelt Road although the majority of improvements that will be spoken about at this meeting will be for the 1100 Roosevelt Road property. She added that the petitioner will be represented by Project Architect Eric Eriksson at this meeting. She displayed a site plan of both lots which are generally northwest of Briar Street and Roosevelt Road with commercial located to the south and west and multi-family residential to the east and north. She added that the subject property is zoned C3 Service Commercial Zoning District.

Ms. Stegall stated that in February of 2015, Dunkin Donuts came before the Plan Commission for a Planned Unit Development for the 1090 Roosevelt Road site and that Dunkin Donuts is now open. She added that that project was reviewed as a Planned Unit Development because

PLAN COMMISSION

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MARCH 10, 2016

the property is under common ownership with shared access. Ms. Stegall stated that there are just a handful of changes being made to the plan that affects the amenities that both lots share such as parking east of the Roosevelt Road drive that will be eliminated, the Briar Street access drive that both properties share is being widened and the pedestrian access that they share is being adjusted. She added that this meeting will concentrate on the 1100 Roosevelt Road property.

Ms. Stegall stated that the existing building on the site is planned to be used as a convenience store and a gas canopy would be at the front of the property. She stated that it is a 7-position station with four pumps on the plan and a blank pump on the west side of that last pump. Ms. Stegall stated that a number of deviations are being requested, however, she will only bring up a couple of them at this meeting. She stated that the interior side yard, the canopy setback and the interior side yard cooler setback are being measured along a common property line that both of the properties share. Ms. Stegall indicated that a deviation was requested to allow footcandles that exceed the code in two areas. She added that once one crosses over Briar Street and gets to the property line of the condominium building, the footcandle levels are at zero and along the north property line (the apartments to the north), the footcandle level is at zero almost the entire length of that property line with the footcandle level reaching .1 in just one or two locations. She added that other deviations include the canopy setback at 30 feet versus the required 40 feet and some of the impervious surface setbacks that do not necessarily meet code. Regarding impervious surface setback, Ms. Stegall stated that they encouraged the petitioner to go to a zero foot setback along Briar just to give as much room as possible for vehicles to maneuver around that canopy.

Ms. Stegall stated that this project was brought to the Plan Commission last fall for a pre-application meeting. At that time, there was a drive-thru on the north side of the building which was almost unanimously discouraged and is no longer part of the plan. She stated that they went through several renditions of the site plan after the pre-application meeting and that once the first site plan came in, Public Works pointed out that the plan reviewed at concept stage included gas tanks up along Roosevelt Road and the proximity to the water main was a concern. Ms. Stegall stated that the traffic consultant was present mainly because of one of the recommended conditions regarding the potential future installation of a right-turn lane on Briar for which he has recommended an incremental approach. Ms. Stegall stated that the traffic study submitted with the application indicated that traffic is anticipated to back up past the Briar Street access drive on a somewhat regular basis. It has, therefore, been suggested that signage regarding not blocking the driveway is installed, however, if that does not work, the petitioner has agreed to install a right-turn lane in that area.

Petitioner's Presentation

Eric Eriksson, the petitioner's architect, 3816 Lizette Lane, Glenview IL, displayed photos of the

PLAN COMMISSION

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MARCH 10, 2016

subject site and stated that their plan is to renovate the building, keep the roof and exterior walls and paint the building. He added that the front of the building has a peaked roof that is not acceptable for a major brand gas station; therefore, a fascia will be built above the front entry. He added that the roof overhangs somewhat which they will take advantage of. He added because the roof structure is wood, an EFIS system will be used and the stucco will give a nice appearance from above 8 feet. Mr. Eriksson stated that LED lights which have very good cut-off will be used for this project and new glass entries will be used. Mr. Eriksson displayed a view of the southeast corner looking northwest. He added that although they are showing a Shell station on the plans, they have not yet locked in on a particular brand. He displayed a monument sign that will be shared by the gas station and Dunkin Donuts. Mr. Eriksson stated that they will nicely landscape the plan.

Mr. Eriksson stated that the only addition will be on the west side of the existing building where a walk-in cooler for employees only will be located.

Mr. Eriksson stated that a concrete block dumpster enclosure that will match the existing building will be located in the rear. He also stated that the gates to the enclosure will be sturdy wood and steel that will match the fence on the north property line. He also stated that two air conditioner compressors will be located on the ground behind the waste area.

Mr. Eriksson stated that the access off of Briar will be widened so that the tanker trucks can make the turn in off of westbound Roosevelt Road. He stated that there are 24 feet available for cars to exit the site while a truck is there. He stated that trucks can also deliver after hours. He stated that for cars southbound on Briar making a right turn onto Roosevelt, a sign would be put up stating not to block the access into the gas station and if that fails to work, the ownership is prepared to create a right-turn lane to facilitate the right turn exiting onto Roosevelt Road. He also indicated the pedestrian access path from the gas station to Dunkin Donuts.

Mr. Eriksson stated that their plan for this project is very efficient and a good site for the subject use. He stated that the parking is adequate and access to the pumps is good. He stated that because they like to be good neighbors, they try to keep the active areas as far from the residential areas as possible which would be as close to Roosevelt Road as possible. Mr. Eriksson stated that to the north is an apartment building and between that and the subject property is a 6-foot fence and a high hedge of dense landscaping. He stated that the building and the raised fascia of the building also provide a visual and sound block. He added that also in the rear are a couple of employee parking spaces, and a garbage truck will pick up a couple of times a week.

PLAN COMMISSION

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MARCH 10, 2016

Responses to Questions from the Plan Commission

Ms. Stegall indicated for Plan Commissioner Fanella the location of the underground tanks and added that a recommended condition of approval is that Dunkin Donuts would have to relocate their water service line to the Roosevelt Road main. Ms. Stegall responded to Plan Commissioner Girling that there are two separately platted parcels currently owned by Dunkin Donuts and the petitioner has a contract to purchase the 1100 Roosevelt Road lot. She added that there is an easement in place for cross access so that would carry with the property once sold. She also responded that this would be a separate ownership.

Mr. Eriksson clarified for Plan Commissioner Girling that the owner will be the operator of the proposed gas station. Plan Commissioner Girling asked for justification of the variations being requested and Mr. Eriksson responded as follows: 1. A Special Use Permit is required. 2.a. A wider access drive is being requested to allow the tanker trucks enough room to enter the site. 2.b. They would like to maintain the 17-foot service drive on Briar Street as only two employee cars and a garbage truck once or twice a week will be located there. 2.c. A car would easily fit in a parallel parking space 8 feet wide although Mr. Eriksson was willing to omit this request. 2.d. A sidewalk and some grass are being illuminated and good light is necessary at the Briar Street entry. Mr. Eriksson responded to Plan Commissioner Girling that physically the lamp is close to the property line and there are no commercial lights available that would block that unless the lights were reduced 85%. He also stated that the amount of light is not even reaching .5 at Briar Street or the residential area. Mr. Schoenberg added that typically the lighting levels under gas station canopies are very bright because detailed tasks are being done so the level of lighting under the canopy is typically 20-30 footcandles which is rather bright and it is difficult from such a bright area to transition sharply to a low level culmination, especially within a couple of feet. He added that the canopy is very close to the property line so it is probably impractical to exist everywhere along that particular property line. Mr. Eriksson responded to Chairperson Loch that the right-turn lane will go into the parkway and light up the right-turn lane. 2.e. There has always been a waste receptacle in the rear and walls will be installed by the petitioner to enclose it. Mr. Eriksson stated that is the logical place for the waste and added that he does not know where else to put it. 2.f. The cooler will be on the west side of the building with 3 feet 7-1/2 inches between the cooler and the lot line. Mr. Eriksson did not feel this setback is a problem as the gas station and Dunkin Donuts do not have a problem with it. 2.g. On the east side of the property, an impervious surface setback of as little as 0 feet in lieu of 5 feet is being requested to allow the number of gas pumps required by Shell and BP. 2.h. A landscape setback along Roosevelt Road of 6 feet and as little as 0 feet in lieu of the minimum 10 feet is being requested as every foot makes a difference. 2.i. A request is being made for a 30-foot front yard setback in lieu of a required 40-foot setback as the canopy is 30 feet back which is the optimal place for the canopy. 2.j. A request is being made to allow a corner side yard setback of 5 feet 2-1/2 inches for the gas canopy in lieu of the minimum required setback of 30 feet. Mr. Eriksson stated that the building is set back 33 feet, the canopy

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has been brought close to the property line in order to make it work and the amount of space left is 5 feet 2-1/2 inches. Plan Commissioner Fanella asked if there is a car at the last pump, can a car fit between the pump and the lot line. Mr. Eriksson responded yes--half the time--and added it would be a tight fit. 2.k. Regarding a request to allow the existing overhead utility lines on the site to remain above ground, Mr. Eriksson stated that the electric power to the building comes from an overhead pole. He stated they have agreed to put a line from a pole underground but another pole will remain aboveground. He added that this is an existing condition.

Mr. Eriksson responded to Plan Commissioner Whalen that the typical size that a canopy would be at a gas pump is normally 12 feet in all directions from the center of the pump islands. Plan Commissioner Whiston asked if Dunkin Donuts is amenable to the proposed condition of the water service line being relocated to the main on Roosevelt Road rather than running so close to the gas tanks. Mr. Eriksson responded that would need to be worked out between Dunkin Donuts and his client. Plan Commissioner Whiston stated it seems important to keep the water away from the gas tank. Mr. Eriksson responded to Plan Commissioner Allen that two parking spaces will be in excess of what will be needed. Mr. Eriksson responded to Plan Commissioner Fanella that it is not unusual to proceed without having a gas company locked in if the petitioner is experienced in the business.

Persons in Favor of or in Opposition to the Proposed Request

Alex Westa, 1310 S. Lloyd Avenue, Lombard, Illinois stated he is President of Glenbard Acres Homeowners Association directly across the street from the proposed development and was speaking on their behalf. He stated that his subdivision is made up primarily of well and septic water and expressed concern regarding a use of this nature near their homes because of the wells they have. Mr. Westa asked what the closest well to this facility is and if there is any type of research that would state that no run-off would affect the wells in his neighborhood. He stated that the subject area is primarily residential and approximately 1/2 mile to the east is another gas station. He stated that he and his neighbors have to navigate the intersection at Lawler that goes into his subdivision and that making a left out of Briar especially in the evenings is difficult. He expressed concern about the additional traffic that will be created by a gas station. Mr. Westa asked what the hours will be of the proposed gas station and expressed concern regarding lights if the gas station is open 24 hours. He stated that the Village of Glen Ellyn ask the developer to continue their high standards in this area if the project is approved. He also asked that the corner be improved per ADA standards. He also urged the Board not to approve this project which is so close to their residential area and felt that IDOT should also be contacted. He added that the I-355 intersection is very dangerous. In response to Mr. Westa's questions, Mr. Eriksson responded that new reinforced fiberglass fuel tanks that are extremely durable would be installed. He also responded that the subject project is a commercial use going into a commercial zone and has always been located next to residential. Mr. Eriksson also stated that cars making a right turn out of Briar basically have a dedicated right lane to go

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into which could not be better from a traffic point-of-view. Mr. Eriksson stated that the new lights are LED lights that follow a very distinct line down and do not spread. Mr. Eriksson was not sure if the gas station will be open 24 hours. He also stated that gas can be delivered during slower hours if the gas station is open 24 hours. Ms. Stegall explained the special use process.

Rashon Rajubide, 1S065 Mulberry Avenue, Lombard Illinois stated that their school is Parkview Elementary in Glen Ellyn and they need to travel through a difficult intersection onto Roosevelt Road to get to the school. He stated there are often accidents in that area and asked that the Board find out how many accidents occur there. He also recommended having a traffic light installed at that location for safety reasons. He also stated that light pollution from Dunkin Donuts comes into his house now and he is concerned that the proposed gas station will create even more light.

Mr. Schoenberg responded that the Village required the applicant to do a complete traffic study and stated that Briar and Lawler were both looked at. He stated that traffic engineers rate roads and intersections by level of service—how well they are performing in terms of delay. He stated that it is very difficult at certain times of the day to turn left in or out of both streets and that bringing a few more cars into the intersection will not make it better and it will continue to be rated an F during some times of the day. Mr. Schoenberg stated that they asked the applicant to look into the possibility of a traffic signal at that location to see if it would meet the requirements for such an installation. He added that there are national standards by which these devices are added to intersections. He also stated that the volumes of the cross streets do not meet the level of the traffic signal. Mr. Schoenberg stated that the police department compiled 25 accidents for a 5-year period from 2011 to 2015 to see if these are the types of accidents that can be addressed by the installation of a traffic signal. He added that most of the accidents, however, did not occur at the intersection and are rear end accidents just before or after the intersection. He stated that eight accidents at that time involved left turns into and out of Briar or Lawler. He added that the national standard of numbers of crashes that can be addressed through a signal is 5 in any 12-month period and we do not meet that criteria. He also stated that there is a question as to whether IDOT would allow a signal at that location. He added that staff wanted to be sure that driveways are not blocked by a line of cars. Mr. Schoenberg stated that this gas station has a very small effect on the operation of left turns coming out of Lawler or people trying to go across Roosevelt from Lawler to Briar. He added that southbound Briar is the most affected street as part of this development.

Robert Blair, 1S235 Lloyd Avenue, Lombard, Illinois stated that he agreed with most of what Mr. Westa stated. He stated that he and his neighbors draw their water from an aquifer across the street so the situation is more pressing for them to be concerned about the tank. He also felt that the petitioner is trying to squeeze their project into a space that is not quite large enough for their needs. Mr. Eriksson responded that the subject site is not large and it is a site that

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they have worked hard to make work. He added that the site flows smoothly in every way they would like and they are very comfortable with all of the vehicular flow.

Matt Johnson, 1273 S. Lloyd Avenue, Lombard, Illinois stated that if the site was good, the petitioner would not have to work so hard to make it work and request so many variances. He stated that Dunkin Donuts can be very busy and backs up on the road every day. He stated the intersection at that location is very dangerous because cars will make U-turns there to go into the Dunkin Donuts. He added that the third lane in that area is a problem because after leaving Dunkin Donuts, cars accelerate on that lane to enter the expressway. He stated that he sometimes has to wait 10-15 minutes before he is able to enter Roosevelt Road and he did not like that a gas station would be located there because traffic will greatly increase. Mr. Johnson also expressed concern regarding the potential hazards regarding the well water for the 80 homes in the area.

Jim Sterling, 3715 Bergstrom, Joliet, Illinois distributed photos to the Plan Commissioners. He stated he has owned the building at 20 Briar directly north of Dunkin Donuts and the proposed gas station for 17 years. Mr. Sterling stated he has been employed at Metra for 35 years and safety is their number one issue. He stated he could not believe that there would be no stoplight planned for this intersection because he has seen many incidents there over the years. He also stated that the intersection of Briar and Roosevelt is presently very dangerous and causes many accidents. He displayed and described some photos of the area and accidents at that intersection. He stated that the 180-unit apartment building with two entrances/exits empties out onto Roosevelt Road with many close calls. He added that a low volume business should be located at the subject site instead of a gas station. He also expressed concern regarding excessive light that the subject site will have. He also expressed concern that the views from his apartment building's balconies will be a gas station. He asked that the Plan Commission deny the request for a special use permit for a gas station at the subject site. He asked that shields be placed on the lights if the request is approved, mandate the right turn lane now, enclose the garbage area and move it to the east side and have six pumps on the site. Mr. Eriksson described the various footcandles of light that will be located on the subject site and added that the apartments will not be impacted by light from the gas station.

Plan Commissioner Whalen asked if the subject project was approved and the shared sign stays and the parcels are separated, could the current Dunkin Donuts be permitted to have another sign on their property. Ms. Stegall replied no and stated it was because of how the sign code defines development.

Plan Commissioner Hartweg moved, seconded by Plan Commissioner Fanella, to close the public hearing. The motion carried unanimously by voice vote.

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Comments from the Plan Commission

Plan Commissioner Allen stated that if the deviation to allow the parallel parking spaces at the rear of the building to have a width of 8 feet instead of 9 feet was eliminated, he would find the plan to be acceptable. Chairperson Loch asked about being given charts that showed that the lighting would be minimal and then found out it is not. Ms. Stegall responded that they ask for photometric plans when new lightpoles are being proposed, however, do not ask for photometric plans for new building lights. She stated that she believes that Dunkin Donuts maintained their lightpoles and did add the building lights. She added that she does not believe they had the photometrics with those lights. Plan Commissioner Allen asked if the traffic impact study was created and performed after the Dunkin Donuts was built. Mr. Schoenberg responded that the traffic impact study did project what the Dunkin Donuts traffic would be based on national standards. Ms. Stegall stated that the traffic study and application were submitted before Dunkin Donuts opened. Chairperson Loch asked if any thought has been given to doing a new traffic study since Dunkin Donuts is now open, and Mr. Schoenberg responded that the original traffic study was done in September, 2015 and did not feel there would be a significant change with Dunkin Donuts now being open.

Plan Commissioner Fanella stated that in terms of the proposed gas station being near the highway and on Roosevelt Road, it makes sense that it is next to the Dunkin Donuts and the improvement to the vacant subject property also makes a lot of sense. She added that she respects what the residents are saying in terms of traffic and felt she would have more confidence if the traffic study had been done after the Dunkin Donuts had opened.

In regard to the questions raised about well water, Mr. Schoenberg stated that underground storage tanks are highly regulated with precautions to prevent leaks. He added that underground tanks are very carefully done and regulated on a state level. Mr. Schoenberg responded to Plan Commissioner Fanella that if a gas station closes, most towns have underground storage tanks and there are protocols by which storage tanks are abandoned.

Plan Commissioner Lannen commented that everyone has seen how backed up traffic can be on Roosevelt Road while cars are trying to enter Starbuck's and felt that a traffic study should be done now at the Dunkin Donuts location. Plan Commissioner Girling asked if one was traveling westbound east of Briar, would a stoplight potentially impact traffic incidents by slowing or stopping the traffic. Mr. Schoenberg responded that most of the rear-enders are westbound and past the intersection and still do not meet the standard.

Plan Commissioner Whalen was torn about the light but felt it would not be impactful. He also stated that the petitioner had indicated that he would like the canopy cut back to make it more in compliance to the code. Mr. Eriksson responded that the canopy could be cut back 5 feet and responded to Plan Commissioner Girling that there would be a reduction in footcandles. Plan Commissioner Whalen asked if the garbage could be moved to the east side of the

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building. Ms. Stegall responded that it is a Planned Unit Development so more flexibility is allowed. She added that it is not an obstruction that is typically allowed in a corner side yard. Mr. Whalen responded to Plan Commissioner Girling that the garbage cans and odors from the

garbage cans would be moved farther from the residents. He also stated that he would not like the garbage trucks to pick up garbage at 5:00 a.m.

Plan Commissioner Whalen suggested that the meeting be continued so that the petitioner can make some changes to the proposed project. He added that he would not be supportive of the project if voted on at this meeting but could be supportive if some changes were made.

Plan Commissioner Whalen moved, seconded by Plan Commissioner Allen, to re-open the public hearing. The motion carried by voice vote.

Mr. Eriksson asked if Glen Ellyn has pipe water or well water, and Chairperson Loch responded piped. At Mr. Eriksson's request, one of the owners showed where the wells are located and responded that each house has a well.

Plan Commissioner Whiston moved, seconded by Plan Commissioner Fanella, to close the public hearing. The motion carried unanimously by voice vote.

Plan Commissioner Girling also was supportive of tabling this request as he has some concerns and would like to see a new traffic study. He also stated that this location does not fit the national standards to have a new traffic light installed. He also felt the subject site may be too tight for the proposed plan. Plan Commissioner Allen was comfortable with a number of the variances as they are internal to the site. He also felt that a traffic study needs to take into account the Dunkin Donuts traffic. He asked for information about the location of the wells in the area to be available. Plan Commissioner Hartweg stated he has no problem with the proposed plan but felt that the traffic study should be updated. He stated he did not have a problem waiting in traffic on Roosevelt Road and added that is a matter of adjusting to one's lifestyle. He stated he would be willing to defer if the other Plan Commissioners chose to do so. Plan Commissioner Whiston stated he would like to see an updated traffic study because both roads at the subject location are rated F and even adding a few more cars will be a problem. He added that he is not ready to vote for approval at this meeting and is not sure that a traffic study will convince him to do so. Plan Commissioner Lannen agreed with her fellow Commissioners and was not prepared to vote for approval at this meeting. She stated that she would like to see more information on the traffic as well as safety with respect to the wells located in the area and the petitioner helping with the trash enclosures and the lighting. Chairperson Loch stated that she agreed with the other Plan Commissioners and stated she had a high level of discomfort regarding the traffic although the traffic on Roosevelt is determined by the state of Illinois. She had no problem with the walk-in cooler to the west, the location of the garbage and the fact that the subject is a gas station. She added, however, that the site is

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crowded and it feels like a traffic problem is already in place. She felt that installing the right-turn lane will address a small part of the problem.

Motion

Plan Commissioner Fanella moved, seconded by Plan Commissioner Allen, to continue the meeting to April 14, 2016. The motion carried unanimously by voice vote.

PRE-APPLICATION MEETING – 765-787 HARDING AVENUE

PRE-APPLICATION CONFERENCE REGARDING A PROPOSED 22-UNIT TOWNHOME DEVELOPMENT ON PROPERTY COMMONLY KNOWN AS 765-787 HARDING AVENUE. THE SUBJECT PROPERTY IS LOCATED ON THE SOUTH SIDE OF HARDING AVENUE AND BORDERS ROUTE 53 TO THE EAST. THE SITE IS ZONED R2 RESIDENTIAL ZONING DISTRICT. AS PART OF THE PROJECT, THE PETITIONER WOULD BE REQUESTING THAT THE PROPERTY BE REZONED TO THE R4 RESIDENTIAL ZONING DISTRICT.

(Rite-Way Custom Homes, represented by Marvin Ritter)

Staff Presentation

Village Planner Michele Stegall stated that Rite-Way Homes would like to potentially develop 22 townhomes on the property known as 765-787 Harding Avenue which is east of Panfish Park and near the intersection of Harding Avenue and Route 53. She indicated the three parcels that make up this property on a map and added that there is a mix of uses in the surrounding area. She stated that immediately to the south are a couple of large single-family lots, to the west is single-family, to the northwest are a couple of townhome developments and to the north is a mix of multi-family and single-family homes. Ms. Stegall stated that one of the main reasons for the pre-application meeting is to discuss the rezoning of the property and she also stated that all three lots are zoned R2 Residential District which is a single-family zoning district. She added that as part of this project, the petitioners would be requesting that the property be rezoned to the R4 District which is a multi-family district. Ms. Stegall stated that the Comprehensive Plan recommends that the east stretch??? lot be used for multi-family purposes and single-family on the third eastern lot.

Ms Stegall stated that in order to move forward, the petitioner would need approval of a map amendment, a special use permit for a planned unit development, variations to the PUD section of the code and a major subdivision and that other reviews would be required by other bodies. Ms. Stegall displayed and described a preliminary site plan of the subject project and indicated that a new cul-de-sac will be constructed with six townhome buildings. She added that the townhomes would have first-floor master bedrooms which she feels there is a need for in the community. She also stated that Harding Avenue is a half-right-of-way that is 33 feet wide and the Village standard is 66 feet. She stated that with the preliminary plans, there will be a dedication of property to the Village along the south side of Harding Avenue and the exact

1090-1100 Roosevelt Road
Continued Public Hearing

Glen Ellyn Plan Commission
April 14, 2016

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3 GLEN ELLYN PLAN COMMISSION
4 THURSDAY, APRIL 14, 2016
5 7:00 P.M.
6 Glen Ellyn Civic Center
7 Galligan Board Room
8 535 Duane Street, Glen Ellyn, Illinois
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11 COMMISSIONERS PRESENT:
12 Mary Loch, Chairperson
13 Terra Costa Howard
14 Angela Fanella
15 Jeff Girling
16 Phillip Hartweg
17 Tracy Heming-Littwin
18 Jim Ozog
19 Ray Whalen
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23 ALSO PRESENT:
24 Michele Stegall, Village Planner
Dan Schoenberg, James J. Benes & Associates
Philip Norton, Police Chief
Trustee Dean Clark
Various Glen Ellyn Residents
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1 CHAIRMAN LOCH: I hereby call the
2 April 14, 2016, meeting of the Glen Ellyn Plan
3 Commission to order. I think Michele is calling the
4 roll tonight, so could you do that, please?
5 MS. STEGALL: Chairman Loch?
6 CHAIRMAN LOCH: Here.
7 MS. STEGALL: Commissioner Allen is
8 excused.
9 Commissioner Howard?
10 COMMISSIONER HOWARD: Here.
11 MS. STEGALL: Commissioner Fanella?
12 COMMISSIONER FANELLA: Here.
13 MS. STEGALL: Commissioner Girling?
14 COMMISSIONER GIRLING: Here.
15 MS. STEGALL: Commissioner Hartweg?
16 COMMISSIONER HARTWEG: Here.
17 MS. STEGALL: Commissioner Heming-Littwin?
18 COMMISSIONER HEMING-LITTWIN: Here.
19 MS. STEGALL: Commissioner Lannen is
20 excused.
21 Commissioner Ozog?
22 COMMISSIONER OZOG: Here.
23 MS. STEGALL: Commissioner Whalen?
24 COMMISSIONER WHALEN: Here.

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1 MS. STEGALL: And Commissioner Whiston is
2 excused.
3 Chairman Loch, you have a quorum.
4 CHAIRMAN LOCH: All right. Thank you very
5 much.
6 Our first agenda item is public comment
7 for any item that isn't currently on our agenda.
8 Since there is only really one real item on our
9 agenda, there could be millions of items that aren't
10 on the agenda. Is anybody here to discuss any of
11 those millions of items?
12 (No response.)
13 CHAIRMAN LOCH: All right. We'll go
14 straight to our third agenda item which is a
15 continued public hearing for the project at
16 1090-1100 Roosevelt Road. What I need to do, then,
17 is reopen the public hearing, so can I have a motion
18 to open the public hearing?
19 COMMISSIONER HEMING-LITTWIN: So moved
20 CHAIRMAN LOCH: Can I have a second?
21 COMMISSIONER HOWARD: Second.
22 CHAIRMAN LOCH: All in favor?
23 (Chorus of ayes.)
24 CHAIRMAN LOCH: Okay. The public hearing

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1 is open. Michele, I think the first thing we should
2 do is have you give us an update as to what has
3 changed since the last time we met.
4 MS. STEGALL: Sure. And I think just for
5 the ease of our court reporter this evening who
6 wasn't at the last meeting, we're just going to ask
7 that everyone that comes up be sworn in because
8 we're not sure who spoke at this meeting versus the
9 last.
10 (Whereupon, Ms. Stegall and
11 Mr. Schoenberg were sworn.)
12 CHAIRMAN LOCH: And just to put
13 everybody's concerns at ease who might be concerned,
14 she's really here because Barb is not here, and
15 she's a wonderful replacement to help because Barb
16 is not here today. It's not like we needed an
17 official court reporter.
18 MS. STEGALL: So thank you, Chairman Loch.
19 I haven't prepared much of a presentation.
20 I think everyone is familiar with the project. It's
21 the proposed gas station and convenience store at
22 Briar and Roosevelt. The property is actually
23 1090-1100 Roosevelt Road and includes the Dunkin'
24 property and this property.

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Page 5 1 What the petitioner is requesting approval 2 of is a PUD Amendment for the entire site and then a 3 Special Use Permit for the gas station. And the 4 original hearing occurred on March 10th, and at that 5 meeting, a number of issues were discussed. There 6 were questions about the number of zoning deviations 7 associated with the PUD, also questions regarding 8 traffic, lighting, and some wells in the area. 9 So we have done some additional research 10 since the last meeting. The petitioner has made 11 some changes to the plans and reduced the deviation 12 request, and I believe he'll be going over that with 13 you this evening. 14 Traffic was probably one of the main 15 focuses of the discussion, and the traffic study was 16 updated to include the actual counts from the 17 Dunkin' Donuts traffic, and then we also 18 incorporated or asked the petitioner to incorporate 19 into that study the traffic from the mosque that 20 will be going in across the street as well. 21 Lastly, we involved the police department 22 a little bit more in the review. You may recall 23 they had previously provided us with some accident 24 history, but there was a memorandum in your packets	Page 7 1 limited. But the petitioner has brought their 2 environmental consultant to the meeting tonight, so 3 if you have questions about that, he would be 4 available to address those. 5 So that's just a brief overview of what 6 we've done to date. As is typical, we have some 7 draft motions for you. There is an approval and 8 denial and actually two approvals, one where the 9 right turn lane would be installed immediately and 10 one where we would take a more incremental approach, 11 which was the original recommendation. With the 12 involvement of the police department and their memo, 13 you probably saw that that recommendation did change 14 a little. 15 So if there aren't any questions, I would 16 hand it over to the petitioner. 17 CHAIRMAN LOCH: Okay. Just for 18 clarification, Chief Norton, did you want to present 19 to the Plan Commission, or you're just here to 20 handle questions? 21 CHIEF NORTON: Really to handle questions. 22 I assume there might be some questions about the 23 right turn lane. 24 CHAIRMAN LOCH: Okay. Thanks. I just
Page 6 1 from them. 2 Our traffic consultant, Dan Schoenberg, is 3 here to address any traffic questions you may have 4 as well as Police Chief Norton, and Chief Norton 5 will not be able to stay for the whole meeting. So 6 when we do get into discussion, if we could handle 7 the traffic first, it would be appreciated. 8 The other two items that were discussed at 9 the meeting had to do with lighting and the wells in 10 the area, and I just want to put up the photometric 11 plan that was in the petitioner's packet. Our 12 lighting consultant has taken the plan and kind of 13 outlined on the plan where the levels comply with 14 code, and you can see that really before you even 15 hit the curb on Briar, we are meeting the maximum 16 footcandle levels that are permitted, but we do 17 measure it at the lot line. 18 And then along the north property line, 19 you may recall there is an apartment building to the 20 north. The light levels are being met before you 21 hit that north property line. 22 In regard to the wells and the underground 23 storage tanks, that is an issue that is regulated by 24 the State, so our jurisdiction in that matter is	Page 8 1 wanted to know because I would include him in the 2 staff presentation. 3 Okay. Any other questions for Michele 4 before she turns over the microphone? 5 COMMISSIONER GIRLING: I'd like to hear 6 from the Chief on the right turn lane. 7 CHAIRMAN LOCH: Okay. Would you be okay 8 coming on up and then -- 9 CHIEF NORTON: Sure. 10 CHAIRMAN LOCH: You might as well. 11 CHIEF NORTON: I'm really not that shy, 12 so, you know. 13 CHAIRMAN LOCH: And before you walked 14 in -- I think before you walked in, we said we were 15 going to re-swear everybody back in again. 16 CHIEF NORTON: Okay. 17 CHIEF PHILIP NORTON, 18 called as a witness herein, having been first duly 19 sworn, was examined and testified as follows: 20 EXAMINATION 21 CHIEF NORTON: Well, thank you. The one 22 issue that -- and I think there's just a slight 23 difference of opinion between the police department 24 and the traffic expert engineer is the inclusion of

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1 the right turn lane now or later. We'd like to see
2 it put in now. One of our concerns is the conflict
3 with parking on that street, on that residential
4 street.

5 We talked about flipping -- right now
6 there's parking on the, I believe, west side of the
7 street, and if you don't have the right turn lane
8 there and traffic starts to back up, we fear it will
9 prevent right turn traffic from Roosevelt Road if
10 that gets clogged and there is congestion at that
11 intersection.

12 Also, we looked at maybe flipping traffic
13 to the east side, but we think that presents other
14 problems, too, with the egress from the apartment
15 complex right there. That has a number of cars that
16 come and go every day through there and a number of
17 times during the day.

18 So we think the right turn -- let me back
19 up a minute.

20 Looking at this, I think this was spelled
21 out in Deputy Chief Holmer's memo. We look at this
22 as kind of a tight development in this parcel. What
23 I kind of considered it was it's more urban. It has
24 a more urban feel to it. It feels like it's

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1 something going into an area like in the city where
2 there are more land lots sometimes. So it's not
3 something we've never seen. It's just something
4 that's not typical out here. So I think it can
5 work. I don't think it's disastrous.

6 Plus, we really like the idea of the
7 convenience store being there for the residents
8 since the local convenience store closed a few years
9 ago and it now is being utilized as something else.
10 That got a lot of use when it was a convenience
11 store down there. So I think that's good for the
12 neighborhood. I don't know how the neighbors feel
13 about it, but that was our assumption.

14 With that in mind, I think it's important
15 to note that should there be unanticipated
16 consequences from this with traffic, traffic flow,
17 whether it's coming from 53 or Roosevelt, people
18 using that and then driving through the
19 neighborhood, an increase in traffic in a manner
20 that the neighborhood is not happy with, we will
21 then relook at traffic flow down there, and there's
22 some things we can do with signage and hours of the
23 day and things like that. So we're aware of all
24 those issues.

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1 Back to the right turn lane. The right
2 turn lane for us is really trying to avoid what's
3 kind of -- and especially if this other development
4 goes in across the street, it just might be an
5 uncomfortable congested intersection. And rather
6 than wait for things to be bad, our view is let's
7 fix it up front.

8 **CHAIRMAN LOCH:** Let me ask a question
9 since I guess in the ideal world you'd start that
10 right turn lane, and then you would do the
11 construction. Or would you start the construction
12 and then the right turn lane, knowing that sometimes
13 IDOT might work slower than the construction on the
14 site and might not be completed when the site is
15 ready for opening? Are you okay with that?

16 **CHIEF NORTON:** I would rather it -- I
17 would rather it be written in such a manner that it
18 has to be ready -- the right turn has to be there
19 before they can do business. However that -- I know
20 there's interesting things that sometimes get
21 written into these documents. So however that gets
22 accomplished, I think that would be -- I agree with
23 you. I think it would be best that it's functional
24 before the business opens.

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1 **CHAIRMAN LOCH:** Well, and I don't know
2 that that's what I was saying.

3 **CHIEF NORTON:** Okay.

4 **CHAIRMAN LOCH:** My concern is the State of
5 Illinois sometimes -- IDOT sometimes works a little
6 bit slower than you might want them to.

7 **CHIEF NORTON:** Yes.

8 **CHAIRMAN LOCH:** And so that I can see why
9 you'd want to get them started now, so that by the
10 time we realize there's a problem, it will still be
11 a long time before you're going to get the lane. So
12 I can see why you'd want them started now.

13 But that -- I can also see that they might
14 take longer than a construction phase. So I didn't
15 know if there was a delay of a couple of months, it
16 might be okay if the traffic build-up for a new
17 location takes a couple months to get to its peak.
18 I don't know. And that was kind of my question, and
19 I know it's --

20 **CHIEF NORTON:** You know, my crystal ball
21 broke a while ago, and I haven't gotten it repaired,
22 so no one knows definitively.

23 I mean, one of the first meetings as Chief
24 of Police that I sat in on in a -- or maybe I was

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1 Deputy Chief at the time, was the Shell station.
2 **CHAIRMAN LOCH:** That was fun.
3 **CHIEF NORTON:** You remember?
4 **CHAIRMAN LOCH:** I do.
5 **CHIEF NORTON:** We talked about maybe
6 moving some driveways. We weren't really
7 comfortable, but we were kind of sold on what we
8 were being told that, no, this will all function.
9 And we now look at that and say, ah, it really
10 doesn't function very well.
11 So I try to be very careful being on the
12 record saying, oh, yeah, that should work or not.
13 It could work. It absolutely could work. With a
14 few-month delay, it probably wouldn't be too great
15 of a problem. But it could also be like what a
16 nightmare for a short period of time while we wait
17 for IDOT to come online.
18 **CHAIRMAN LOCH:** Okay.
19 **COMMISSIONER HOWARD:** I want to make sure
20 that the record is clear and that I'm understanding
21 this right turn lane. Will this will be restricting
22 right turn only onto Roosevelt Road?
23 **CHIEF NORTON:** It will be a
24 right-turn-only lane. Without that, what we're

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1 afraid of is someone who wants to turn left there
2 will --
3 **COMMISSIONER HOWARD:** Oh, no, I'm -- okay.
4 And I'm 100 percent in agreement with the right. I
5 actually use that -- anecdotally, I use that to get
6 on the expressway often because it's a very easy
7 flow. It's a convenient, safe area to get on, and
8 it's actually very tricky for a lot of people
9 because it has this unique little right turn that
10 has its own designated lane that people don't
11 realize the way that it turns.
12 So I -- the congestion tends to be when
13 people are trying to turn left, and yet others are
14 trying to turn right.
15 **CHIEF NORTON:** Exactly.
16 **COMMISSIONER HOWARD:** That's really -- in
17 my anecdotal experience, that's the issue. So I
18 want to make sure that it's clear that it will
19 change from either way to a right-turn-only lane.
20 **CHAIRMAN LOCH:** It is going to be two
21 lanes, correct? One is -- are you saying that it's
22 going to be one lane, right turn only?
23 **CHIEF NORTON:** One lane -- they're going
24 to add a lane. I think it's this shaded area.

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1 **CHAIRMAN LOCH:** So it sounds to me like
2 you were saying you thought there was only going to
3 be one lane. There's two. One would be --
4 **COMMISSIONER HOWARD:** No. Right, Mary, I
5 apologize.
6 **CHAIRMAN LOCH:** We're saying the same
7 thing?
8 **COMMISSIONER HOWARD:** Yes, we're saying
9 the same thing. Currently the way it operates, it
10 doesn't appear to the common user that there's this
11 lane that's actually there, but I actually -- this
12 will -- in my opinion from reading this, this will,
13 actually, I think help that traffic flow and
14 actually be a safer environment for drivers and
15 anybody using that area.
16 **CHIEF NORTON:** And that's what we think,
17 too. What we end up dealing with in the aftermath
18 of these developments is something that doesn't
19 typically appear in engineering studies, and it's
20 the driver frustration. What happens with the
21 driver frustration if something goes in, and the
22 traffic you're speaking of, which I absolutely agree
23 with you will occur without this lane, left turners
24 onto Roosevelt will back up the right turners who

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1 know if I could just squeeze through, and they might
2 try to start to wind through the development
3 property too or they start, you know, honking their
4 horns, and it's still somewhat residential.
5 So you just want to avoid the driver
6 frustration. People do unusual things when they get
7 frustrated with drivers.
8 **CHAIRMAN LOCH:** Okay.
9 **COMMISSIONER HOWARD:** Thank you. I just
10 wanted to make sure that I was understanding that
11 the record was clear what you were --
12 **CHIEF NORTON:** That's exactly what I was
13 trying to clarify.
14 **CHAIRMAN LOCH:** Any other questions for
15 Chief Norton?
16 (No response.)
17 **CHAIRMAN LOCH:** All right. Thank you.
18 **CHIEF NORTON:** Thank you.
19 **CHAIRMAN LOCH:** And you have a few minutes
20 to stay with us in case of other questions?
21 **CHIEF NORTON:** Absolutely. Absolutely.
22 **CHAIRMAN LOCH:** So I think we're ready for
23 the petitioner to come on up. If you would like to
24 come up and give us your update.

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Page 17 1 ERIC ERIKSSON, 2 called as a witness herein, having been first duly 3 sworn, was examined and testified as follows: 4 EXAMINATION 5 MR. ERIKSSON: Thank you for this 6 opportunity to come before you again. 7 CHAIRMAN LOCH: Welcome back. 8 MR. ERIKSSON: I appreciate the comments 9 that you made last time, and I took them to heart. 10 And we tried to respond to them as best we could and 11 made a variety of changes diminishing some of the 12 various needs and requests. 13 In particular, we took the curb which had 14 been right along the property line here, and we 15 pushed it back which is no detriment at all. It 16 angles over here so that it's actually along this 17 stretch here. It's actually 10 feet off the Briar 18 Street property line. That allowed us to actually 19 move the sign over which removed one of the 20 impediments, the sign being too close to the 21 property line. 5 feet is acceptable and it's inside 22 the standard, so that removed one of our requests. 23 Having the curb slope, the vast majority 24 of this, the curb, one of the requests or	Page 19 1 conflict. The highest is about 8.5 right here. 2 I brought my light meter along just to 3 check things out, and as I walked up the stairs, I 4 was reading footcandles on my light meter about -- 5 the stairs are 20 to 30. In this room, they're from 6 50 to 60 in this room, as far as footcandles go. 7 We are at a mere 8.7. It's extremely 8 minor. Underneath the canopy itself, we vary from 9 kind of like 25 to 35, so it's actually about half 10 of what -- well, a little more than half of what you 11 have in this room right now. 12 For another point of comparison, a 13 standard office, it's nice to have anywhere from 50 14 to 60 footcandles on your desk where you work, and, 15 again, we're down at 35 maximum for the canopy, and 16 then we're down at just 8.7 in the -- across the 17 property line there. So, again, we're moving in the 18 right direction there. 19 Other minor changes just to illuminate on 20 it, I did have the two employee parking spots. It 21 was 8 feet wide before. It's of no consequence to 22 make it 9 feet. That makes it in compliance, so 23 that request dropped away. 24 As far as the right turn lane, as I
Page 18 1 requirements is that the curb be 5 feet or any 2 pavement be 5 feet off Briar. We are -- we exceed 3 5 feet. We go from 5 up to 10 everywhere except one 4 very small little triangle right here. You can see 5 it's just ever so slightly dark. That little 6 conflict is in violation. That represents all of 7 8-1/2 square feet that does not actually fit inside 8 the 5-foot range. So we've managed to reduce that 9 down to a mere 8-1/2-foot conflict. 10 As a counterbalance, for what it's worth, 11 this part here is from 5 to 10 feet, so we greatly 12 exceed 5 feet for the majority of that area. So we 13 feel that's a step in the right direction and a good 14 faith effort to meet the code. 15 For the landscaping setback, the 16 requirement was 10 foot back, so we go from 10 feet 17 and gradually taper down to 5 feet, but for the most 18 part, we're probably averaging about 8 feet off. So 19 on that score, we substantially comply, which is, 20 again, in the right direction. 21 We did pull the canopy back 4 feet. That 22 allowed us to move the lights above in the canopy 23 back 4 feet. That, as already has been shown, has 24 reduced the amount of the area of footcandles in	Page 20 1 understand from the traffic consultant and the 2 police department, the thought was to do the right 3 turn lane here but actually make it -- extend it a 4 little bit further, I believe, angling up here so 5 that it connects with our existing driveway. I'm 6 perfectly happy with that amendment. It does add 7 more -- allow more cars to flow gradually in that 8 direction and more smoothly, and I concur, it's a 9 good idea. 10 As far as timing -- well, let me back up. 11 I think it's actually a good idea, and my client is 12 not against this whatsoever, so we're actually happy 13 to do the right turn lane. Then it's just a matter 14 of timing. In our experience with the State of 15 Illinois being in a somewhat dire straits 16 financially, a lot of the departments are very slow, 17 and I have other engineers and other architects who 18 are saying to get anything out of IDOT is taking 19 over a year now. It could be 15, 16 months to get 20 something approved. 21 So my serious request is I think we're 22 happy to do it, but if -- don't lock -- don't have 23 our front doors locked until it's done because, I 24 mean, we might -- it might be, what, 2018 before we

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1 actually can open this store then, and that's just a
2 little tough on a business to wait for that.
3 I think the thing to do would be once
4 we -- if we get approved, we move on to building
5 permits as fast as we can because they want to get
6 building. They'd like to break ground as fast as
7 they can. I think the goal would be to get the
8 engineering in, get the civil engineering drawings
9 in as fast as possible in to IDOT and get it in the
10 chute and get it going. Then at least you'll have
11 something that you can see that it's actually
12 working through the system; that IDOT has it in
13 hand; that they're in process; and that we're trying
14 to move them along.

15 But I just kind of beg of you not to
16 lock -- keep our front doors locked until it's
17 actually totally done. We'll cooperate as much as
18 we can on keeping things running smooth.

19 We probably can make -- we can probably
20 make as many improvements as possible right up to
21 IDOT's land, which, actually, that's an interesting
22 idea. We could I suppose -- I suppose IDOT is right
23 here, and that's -- we're only talking about this
24 little curb -- chunk of land here. I imagine this

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1 portion here could all be done --

2 **CHAIRMAN LOCH:** Ahead of time.

3 **MR. ERIKSSON:** -- immediately, I mean at
4 the same time as the building. And that would leave
5 just that little sliver left, just a suggestion.
6 And we're happy to do that.

7 **COMMISSIONER OZOG:** Well, if they don't
8 have money to approve it, it's doubtful that they
9 have money to enforce it. Sorry, Chief.

10 **CHIEF NORTON:** No, you're right.

11 **MR. ERIKSSON:** If we did a little bit more
12 and got, like, down to there and actually had, you
13 know, drivable coarse gravel right there, I don't
14 know.

15 **CHIEF NORTON:** And what actually works
16 pretty well in that particular spot is -- because
17 that's where there's an offset between the two sides
18 of the street, right?

19 **MR. ERIKSSON:** Yes.

20 **CHIEF NORTON:** So leaving that little
21 sliver there probably isn't a bad thing until they
22 approve it. It probably won't impact it negatively.
23 You're still turning right into a lane that doesn't
24 have traffic in it unless someone who is traveling

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1 westbound decides to turn into that lane as they're
2 approaching the intersection, which is a bad driving
3 maneuver anyway.

4 **CHAIRMAN LOCH:** Chief Norton, you had a
5 really important comment. Could you say it again
6 into a microphone so we can hear you.

7 **CHIEF NORTON:** Of course.

8 **MR. ERIKSSON:** Be my guest.

9 **CHIEF NORTON:** Usually the microphones
10 pick up my voice. I'm usually told to be quiet.

11 That is a great option, what was just
12 discussed. That little sliver of land that might be
13 left by IDOT if they take some time getting the
14 approval process, normally might be a little bit of
15 an issue but in this case probably isn't so much
16 because there is an offset on Roosevelt Road. You
17 begin the right lane you're speaking of, that was
18 spoken of earlier, so there is actually kind of
19 cover for people making the right turn. Even if
20 it's a little bit of a wider turn is what you're
21 talking about --

22 **MR. ERIKSSON:** Yeah, yeah.

23 **CHIEF NORTON:** -- a more obtuse angle. So
24 that's not a bad thing at all. If they can put in

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1 the rest of that lane, I think that works very well,
2 and we wait for the IDOT approval as it comes.

3 **CHAIRMAN LOCH:** Okay. Thank you very
4 much.

5 **MR. ERIKSSON:** Thank you.

6 **CHIEF NORTON:** Sure.

7 **MR. ERIKSSON:** So that -- I believe I
8 addressed the changes I was recommending that you
9 review, and I can take other questions.

10 **CHAIRMAN LOCH:** Does anyone have any
11 questions for Mr. Eriksson?

12 **COMMISSIONER WHALEN:** I have one. One of
13 my concerns was the garbage location.

14 **MR. ERIKSSON:** Yes.

15 **COMMISSIONER WHALEN:** Could you comment on
16 why you've chosen to leave it there?

17 **MR. ERIKSSON:** It's an existing building.
18 That's the back of the building. Ever since the
19 building has been built, that's where the garbage
20 has been put. It's the logical place to put it.
21 The back door is right there. You walk out the back
22 door, you walk a few feet, you have the garbage
23 right there.

24 An alternative would be to put it on the

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1 side of the building facing the street, but that's
2 not the most attractive place to put a dumpster
3 enclosure. From an aesthetic and a practical use of
4 a historic point of view, that's why I'd keep it
5 where it is basically. It's the back of the
6 building, and that's the logical place for it, and
7 it's the most discreet place for it. That's the
8 response.
9 **COMMISSIONER WHALEN:** The two previous
10 uses, though, one was a tuxedo rental and then a
11 bank, so I think the products that will be going
12 into the dumpster now are significantly different
13 than previous.
14 **MR. ERIKSSON:** Well, is your concern
15 about -- you mentioned -- last time there was some
16 mention of whether there would be odors involved.
17 Is that what your thoughts are?
18 **COMMISSIONER WHALEN:** Yes, sir.
19 **MR. ERIKSSON:** In my experience with the
20 product mix that these guys -- that a mini-mart has,
21 it's not something where you have a lot of rotten
22 vegetables or anything like that, any food
23 particulate that's going in there so much. It's
24 boxes, packaging, cardboard boxes, paper goods.

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1 That's the primary item going in there. This is not
2 something that's -- it's not like a restaurant.
3 It's not one-tenth like a restaurant or a hundredth
4 like a restaurant. There's really not much there to
5 smell.
6 I would maintain that your average
7 apartment building -- apartment unit is going to
8 generate more odorous product than a mini-mart
9 would, just my experience. So I don't think it's a
10 significant issue.
11 **COMMISSIONER OZOG:** So just so we're clear
12 and we do not tie up development plans, your client
13 can live with the requirement of an immediate right
14 turn lane up to IDOT jurisdiction on Roosevelt Road?
15 **MR. ERIKSSON:** Yes, I think so. The
16 client is comfortable with that, and it's a good
17 idea.
18 **COMMISSIONER OZOG:** With the understanding
19 that sooner or later it will be submitted to IDOT in
20 anticipating --
21 **MR. ERIKSSON:** I would say we'll submit it
22 at the same time as we submit for building permit,
23 actually submit for building permit. Go in the same
24 week, say. That's a good benchmark, yes. That's a

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1 good idea.
2 **COMMISSIONER FANELLA:** I have a question
3 about the impervious surface setback.
4 **MR. ERIKSSON:** Pardon?
5 **COMMISSIONER FANELLA:** The impervious
6 surface setback with regards to that end pump.
7 **MR. ERIKSSON:** Yes.
8 **COMMISSIONER FANELLA:** So if someone is at
9 that end pump, can a car fit around it?
10 **MR. ERIKSSON:** No. But what we find in
11 cases like this is that you can have a car waiting.
12 They might wait for the length of one person going
13 to get gas, but I'm actually working on several
14 other projects that involve drive-throughs for,
15 like, Outback Steakhouse -- no, I'm sorry, not
16 Outback, for Chick-fil-A, Wendy's, Portillo's. They
17 will stack -- I can't believe this, but they will
18 actually have double lanes going into the pick-up
19 drive-through. They'll have ten cars lined up with
20 no escape in current designs.
21 So there they are going in -- people are
22 going into those lines knowing that they're tenth in
23 line, and then once someone comes behind them,
24 they're stuck there until they get their food. And

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1 here we're talking about one car, one car at the
2 pump, one car behind.
3 **COMMISSIONER FANELLA:** Portillo's is worth
4 it but --
5 **MR. ERIKSSON:** And that's what I thought,
6 Portillo's is worth it, and I will do it too.
7 **COMMISSIONER FANELLA:** But my question
8 really is, is before you made the changes --
9 **MR. ERIKSSON:** Yeah.
10 **COMMISSIONER FANELLA:** -- could you have
11 fit a car next to a car?
12 **MR. ERIKSSON:** If a car pulled rather
13 close to the pump, and it was just a standard car or
14 a smaller car, another car could have gone beside
15 but in many cases probably not.
16 **COMMISSIONER FANELLA:** Okay. So following
17 up, if there is a car in that pump and the tanks are
18 being filled --
19 **MR. ERIKSSON:** Yeah.
20 **COMMISSIONER FANELLA:** -- someone coming
21 in off Briar, are they going to be stuck at the
22 convenient store/gas station not able to go through
23 to Dunkin'?
24 **MR. ERIKSSON:** I think the idea is to

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1 actually have tanker deliveries when we'll probably
2 have all of one or two cars here maximum, period, in
3 which case, you back up 10 feet, and you move over
4 to the next stall and go right through.

5 **COMMISSIONER FANELLA:** Okay. So there's
6 no intention of having it being filled during rush
7 hour in the morning?

8 **MR. ERIKSSON:** No. Oh, no. Goodness, no.
9 Goodness, no. That would be very counterproductive
10 to business, and they're -- that's -- I mean, that's
11 one thing they do right.

12 **COMMISSIONER FANELLA:** If two cars are
13 able to fit with the original drawing when the
14 impervious surface setback was at the lot line, I
15 would be okay with that because then you could have
16 another car swing around. But if it still wouldn't
17 work in either drawing, then I'd go with the one
18 that's more compliant with the code.

19 **MR. ERIKSSON:** As I said, probably half
20 the time someone would go through. To be honest,
21 probably half the time not. I mean, some people are
22 more comfortable to come a little close to another
23 car and some people are not. You know, so I'm not
24 uncomfortable with this approach, nor is the client,

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1 and that's -- I mean, he's the one who's got to work
2 with it. It's his clientele that will be upset with
3 him or say I can live with that; I'm going to keep
4 coming.

5 **COMMISSIONER FANELLA:** Okay.

6 **MS. STEGALL:** We had originally directed
7 the petitioner to go to the zero foot setback just
8 so we could get as much room in that area as
9 possible with the idea that a car might be able to
10 pass by, but we only ended up with 15-1/2 feet,
11 which for 2 cars is extremely tight. And I don't
12 see many situations where that second car is really
13 realistically going to be able to go through, and
14 someone eyeballing that might think they can and
15 create more of a problem.

16 So I think we like the revised design
17 where we have a greater impervious surface setback,
18 and it's obvious to the driver that really this is
19 meant for one car.

20 **COMMISSIONER FANELLA:** That makes sense.

21 **MR. ERIKSSON:** I've spent some time
22 observing these things just for this very question.
23 There's not too many that have a drive-by on the
24 side of that single pump. There is one Costco

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1 station that has that, and I -- even when there is
2 four or five cars backed up at every single pump, I
3 don't see anyone doing the drive thing around. They
4 just wait to take their turn, so it doesn't appear
5 to be all that necessary.

6 I don't like mirrors hitting each other
7 either. If you come too close, you might have two
8 mirrors hitting and a little damage, and no one
9 likes that.

10 **CHAIRMAN LOCH:** Thank you. Any other
11 questions for Mr. Eriksson from the Commission?

12 (No response.)

13 **CHAIRMAN LOCH:** Okay. All right. Thank
14 you.

15 **MR. ERIKSSON:** Thank you.

16 **CHAIRMAN LOCH:** Now, we'll have an
17 opportunity for comments from the public if anybody
18 would like to come on up. I didn't know if any
19 cards had been submitted to Michele as people
20 wanting to speak, announcing that they'd like to
21 speak. If you want to turn in cards or write up a
22 card, that would be great. If not and if we don't
23 pass the time, we'll get to you anyway.

24 **MS. STEGALL:** Okay. To start with, John

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1 Greenwald.

2 **CHAIRMAN LOCH:** And I will ask that just
3 as a reminder what I'd really like is for you to
4 introduce yourself and let us know your comments,
5 but please try to limit your comments to 3 minutes
6 so that we can get everybody through.

7 **MR. GREENWALD:** All right. My name is
8 John Greenwald --

9 **MS. STEGALL:** You're going to need to
10 speak into the microphone.

11 **CHAIRMAN LOCH:** So, Mr. Greenwald, we'll
12 also swear you in as we swear everybody in.

13 **MR. GREENWALD:** Okay.

14 **CHAIRMAN LOCH:** It is a public hearing,
15 and that's the normal process.

16 **MR. GREENWALD:** My name is John Greenwald,
17 G-r-e-e-n-w-a-l-d, 56 Valley, Glen Ellyn.

18 JOHN GREENWALD,
19 called as a witness herein, having been first duly
20 sworn, was examined and testified as follows:

21 **EXAMINATION**

22 **MR. GREENWALD:** First of all, you know, I
23 hope I'm not going over something that you already
24 know, but I'm going to give my public comment and

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1 try to limit it to under five minutes.
2 **CHAIRMAN LOCH:** Three.
3 **MR. GREENWALD:** Three minutes?
4 **CHAIRMAN LOCH:** If you can.
5 **MR. GREENWALD:** I'll talk a little faster.
6 You don't have your sketch up there
7 anymore, but anyways, the reason that I'm coming
8 here is that --
9 **CHAIRMAN LOCH:** She's going to put your
10 sketch up for you so if you want to point.
11 **MR. GREENWALD:** I've lived in this
12 neighborhood for 37 years now, and before -- and
13 Valley Road is actually -- if you look at this where
14 the Dunkin' Donuts is currently right now, it's the
15 next block over.
16 It used to be open off of Roosevelt Road
17 until they put the highway in, and they blocked it
18 off, and we exit the other way. If I'm going to
19 make a left-hand turn and go eastbound on Roosevelt,
20 I have to come all the way over to Briar Street.
21 However, since 1989 for safety reasons,
22 making a left-hand turn out of there, I do not do
23 it. I go around the neighborhood and always make
24 right turns all the way to Finley Road and work my

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1 way there.
2 Anybody making a left turn here cannot see
3 oncoming traffic because it goes from two lanes to
4 three lanes. Right where you want to put this
5 station here, people are shooting in to go right
6 onto the tollway there. It's a blind intersection.
7 I already had an issue here where I was
8 waiting for somebody to make a turn in front of me.
9 I didn't see that they stopped because they were
10 afraid they were going to get hit, and I ended up
11 bumping them myself. However, you know, it's a big
12 safety issue. Anybody coming into the station makes
13 a right turn, they're going to hit the driveway
14 right away. You're going to have rear-end
15 collisions there. People coming off the -- coming
16 eastbound on Roosevelt or coming off the tollway,
17 say to get gas or whatever, are going to make a
18 U-turn, and they're going to try to pull right into
19 the gas station. Safety hazard galore, accidents
20 galore, all right.
21 My last thing is, is that putting another
22 corporate station in, all right, you already have a
23 convenient store which is down the block. Not only
24 are you deterring the people to make a living down

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1 there by opening another one up down the street, we
2 have gas stations all over the place. People aren't
3 going to buy gas because it's not going to be any
4 cheaper. It's going to be more expensive, so
5 they're going to pass it up.
6 So to put a gas station in there and a
7 mini-mart -- but people don't buy gas there. Their
8 main makers of those mini-marts are beer, alcohol,
9 beverage, cigarettes, and everything else,
10 everything that we're trying to deter these days.
11 So what you're doing is you're taking the money away
12 from people that have been in the community and have
13 been trying to earn a living in there, and you're
14 giving it to another corporation here, and you're
15 creating a safety issue in itself.
16 That whole intersection has been bad. The
17 tuxedo place couldn't make it. The bank couldn't
18 even make it there. That's why it's closed down.
19 And I hope Dunkin' Donuts does better. That's my
20 talk. Thank you.
21 **CHAIRMAN LOCH:** Thank you very much for
22 your comments.
23 **MS. STEGALL:** Robert Blair.
24

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1 **ROBERT BLAIR,**
2 called as a witness herein, having been first duly
3 sworn, was examined and testified as follows:
4 **EXAMINATION**
5 **MR. BLAIR:** I'll keep it very brief. I
6 basically said this before. The thing that strikes
7 me is this development plan originally came in with
8 about 11 variations which all represented an
9 indication that the footprint was too small for the
10 development. And I think we've seen some change in
11 that, but it's really minimal, and it probably
12 changes about one or two of the variations.
13 And I think it's just an indication that
14 this plot is just not big enough for what they want
15 to put there, and it strikes me as really an
16 inappropriate place for this particular development.
17 That's all I have to say.
18 **CHAIRMAN LOCH:** All right. Thank you.
19 **MS. STEGALL:** Rocky Lofendo.
20 **ROCKY LOFENDO,**
21 called as a witness herein, having been first duly
22 sworn, was examined and testified as follows:
23 **EXAMINATION**
24 **MS. LOFENDO:** I live on Lawler Avenue

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1 which is the street that the mosque is going to be
2 built on. I don't know if you're aware that there
3 is a proposal for a gas station kitty-corner from
4 this development as well. I found that out from
5 Lombard and from Paul Haas at DuPage County.
6 It's bad enough now. This morning going
7 to work -- I work at DuPage County. I was going to
8 work. I came out. Somebody whips out of the
9 Dunkin' Donuts who's going to get on 355, almost hit
10 me.

11 So they're going to come out of the gas
12 station, go to 355. They're going to come out of
13 Dunkin' Donuts, go to 355. It's dangerous. You're
14 going to put more traffic there, and the possibility
15 of another gas station? Forget the 28,000 gallons
16 of gas storage. Right now I'm not concerned about
17 that. I'm concerned about getting out of the street
18 to go to work.

19 And they're talking about opening a new
20 lane. That will never happen. I was told today
21 that flat out will never happen.

22 So how are we going to get out with a
23 mosque -- excuse me. I have one lung, so it's
24 difficult to talk loud -- to get out with the mosque

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1 and two gas stations? It's going to be virtually
2 impossible.

3 It's difficult as it is now. Put more
4 traffic there, and people whipping across to go on
5 the expressway, it's an accident waiting to happen.
6 It's way too much traffic for that intersection.
7 And with Tunu prayers on Friday night, I think the
8 police department is going to need an extra supply
9 of ambulances. It's ridiculous.

10 I'd defy people to try to do it. Go there
11 and watch it and see. Go there in the morning,
12 7:00, 8:00, see how difficult it is to get out now.
13 Add more traffic, you'll see. You wouldn't want
14 your kids driving through there. I guarantee you.
15 Thank you.

16 **CHAIRMAN LOCH:** Thank you. Before you go,
17 I didn't catch your last name. I'm sorry.

18 **MS. LOFENDO:** Lofendo, L-o-f-e-n-d-o.

19 **CHAIRMAN LOCH:** Thank you very much.

20 **MS. STEGALL:** Jim Sterling.
21
22
23
24

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1 JIM STERLING,
2 called as a witness herein, having been first duly
3 sworn, was examined and testified as follows:

4 **EXAMINATION**

5 **MR. STERLING:** Hi. My name is Jim
6 Sterling. You might remember me last month here
7 talking about this. And I say, number one, I just
8 wanted to reiterate -- I mean, these guys have
9 covered a lot of things, and I'm just glad they
10 showed up to talk about the traffic because that's
11 the number one important thing to me too.

12 Like I say, I've been here 17 years, and I
13 direct people through Flowerfield just keep them
14 from taking a left and trying to go east on
15 Roosevelt. That's horrible. You know, so safety of
16 that intersection is of utmost importance to me.

17 Now, I do happen to own the building
18 that's directly north of these two developments, so
19 I'm directly impacted by the fact that you're trying
20 to put too much in that little area. There is too
21 many variances. It's too close to my building.
22 I've got garbage within 21 feet of my property
23 instead of 30.

24 I have lights that you didn't show on your

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1 print that are in the back of Dunkin' Donuts that
2 blast the back of my building now. So now I have
3 people that are calling me, and they're mad. So,
4 you know, I might lose tenants, and that's not cool.

5 And as you know, I had a big project that
6 I had planned to put on this thing, and I got to
7 tell you, I'm just putting it on hold until I see
8 what happens here because I just can't invest that
9 kind of money without a return. And I've heard
10 negative comments. Anything when I mention next to
11 a gas station, everybody is like, oh, and nobody
12 wants to be next to a gas station.

13 Now, I admit the convenience is great.
14 I'd go next door if you're a smoker or for a gallon
15 of milk. I mean, I can't argue with that. But the
16 fact is that it's just an awful location for that
17 because I fear there is going to be a death at that
18 corner. I hate to say that. But I just hope you
19 looked at that when you considered this.

20 And I was hoping to hear the traffic
21 consultant's renewed opinion on the study after
22 Dunkin' Donuts and the gas station was in, and I
23 didn't hear anything. So I was hoping to hear that.
24 Thanks.

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1 CHAIRMAN LOCH: Thank you very much.

2 MS. STEGALL: Matt Johnson.

3 MATT JOHNSON,

4 called as a witness herein, having been first duly

5 sworn, was examined and testified as follows:

6 EXAMINATION

7 MR. JOHNSON: My name is Matt Johnson.

8 I'm a resident on Lloyd Avenue, which is the street

9 just east of Lawler and Briar, which is where this

10 proposed gas station is going to go in.

11 I was at the meeting last month, and after

12 hearing all the talk, I thought to myself, you know,

13 I probably should do some investigation of my own.

14 I don't want to too hastily come to a conclusion

15 about whether a property is suitable for a gas

16 station or not because I've been told that this was

17 a great location for a gas station.

18 So I thought, well, I'm going to look at

19 all the gas stations in the area. Just, you know, I

20 figure there's probably a lot of others that are

21 just like this because it's a good spot.

22 So I went, did a little Google search.

23 I'm also a long-time resident of DuPage County, so I

24 know where many of the gas stations are. I drive my

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1 convertible in the summer around, so I'm often
2 filling up.

3 So I took this -- you can see a map here.

4 I'll put it on the -- so I went to Google, got the

5 map. The black outlined area is the area where I

6 did my search of gas stations, and there is

7 approximately 70 square miles of area in DuPage

8 County covering corridors between on the west end

9 Route 59, Neltnor Boulevard as it's sometimes

10 referred to, the east, Route 83 is the other

11 bookend. And then looking at North Avenue at the

12 north end all the way down to Butterfield and

13 Route 56 on the south end. So that's my little area

14 of searching. I only had so much time to look.

15 So in there, there is approximately 57 gas

16 stations in this 69-square mile area.

17 Just a couple quick notes I put in there,

18 just, you know, some of the abbreviations on some

19 items that were northbound, southbound, things like

20 that.

21 One of the things I also put is the

22 proposed location. It's one of the characteristics

23 of the proposed location, and I would say none of

24 these are necessary opinion. They're more just kind

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1 of, again, observation on the facts.

2 It is in a high-traffic area. I don't

3 think anyone is going to dispute that between -- you

4 know, on Roosevelt near the 355 interchange. There

5 is no traffic signal at that intersection. And the

6 residential -- there is a residential area directly

7 across from one of the entrances. There is

8 residential areas within 300 feet of one of the

9 entrances.

10 It shares a space with another business.

11 The business is a separate building. It has two

12 entrances, one is shared with another business, and

13 then it has just seven pump positions is the

14 proposal.

15 So I went through, and I looked at all the

16 57 different gas stations that are out there in that

17 section. I thought, well, surely I will find at

18 least one or two that are very similar, and I

19 decided to rank them, kind of grade them like you

20 would a letter grade. I thought I had to kind of

21 grade on a curve, though.

22 For gas stations that got an A that were

23 somewhat similar to what we are proposing here,

24 these stations had -- they share a commonality of

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1 not being located in an intersection with a signal,
2 and they have residential nearby. There are four of

3 those.

4 The B stations are stations that are not

5 located in an intersection but have no residential

6 near them. There's five of those.

7 C stations, these stations are located at

8 an intersection with signal, and they have -- and

9 they have residential nearby. There's 15 of those.

10 And then D, these are the bad ones. These

11 are the worst performers because they really share

12 no commonalities with this great location that we're

13 discussing here tonight. There's 33 of those.

14 They're located in an intersection. There is no

15 residential nearby, no residential across,

16 et cetera, et cetera. And then you've got the list

17 there of the stations.

18 You know, and you can see, you know, the

19 four As, you know, they're located at least

20 within -- the nearest one -- the farthest one is

21 700 feet away from an intersection. That one is the

22 Speedway which is on North Avenue, North Park and in

23 the northern section of Glen Ellyn, kind of off

24 where that Menards is, just slightly east of the

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1 Menards there.
2 But as you can see, most of these have --
3 well, pretty much all of them are at an intersection
4 with a signal, so you're able to regulate the
5 traffic. None of them, zero of them are where you
6 would have -- where you would exit the gas station,
7 and right across the street you would have
8 residential, an entrance for a residential area,
9 none of these locations have that. This one does.
10 You're talking a mere 97 feet from this gas station
11 to a -- and not just a single family residential
12 unit, but a large multifamily residential apartment
13 where there are numerous cars.
14 You really have one -- you have one
15 entrance for this and exit that you could maybe say
16 is exclusively for the gas station. He mentions,
17 well, people are just going to wait a few minutes
18 and then leave. The convenience factor, if people
19 are going to stop and park, and they might go get
20 gas, and they might go in, you're going to have cars
21 that are -- if there's only 7 pumps, you are going
22 to have cars that are backing up into the street.
23 As other people have mentioned, when
24 people are leaving, again, driving by, I see people

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1 that will come out of the Dunkin' Donuts, and
2 they're going to head south on 355, so they can cut
3 the three lanes of traffic over, you know, nearly
4 hit you as they're getting out, and we're going to
5 add more cars.
6 You know, I encourage you to take a look
7 at that list of gas stations because one of the
8 things I think you'll find, and I'll allude to a
9 beloved children's TV show that I used to watch as a
10 child. It had a little section each day in the
11 thing, and it had a little jingle, and it went
12 something like this: "One of these things is not
13 like the other, and one of these things does not
14 belong." Have a good night.
15 **CHAIRMAN LOCH:** Thank you.
16 **COMMISSIONER HOWARD:** I apologize to my
17 fellow Commissioners, but I have to excuse myself at
18 this time.
19 **CHAIRMAN LOCH:** Okay.
20 (Whereupon Commissioner Howard
21 exited the meeting, after which
22 the following proceedings took
23 place:)
24 **MS. STEGALL:** Alex Westa.

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1 ALEX WESTA,
2 called as a witness herein, having been first duly
3 sworn, was examined and testified as follows:
4 **EXAMINATION**
5 **MR. WESTA:** My name is Alex Westa. I live
6 at 1310 South Lloyd Avenue. I live in the
7 subdivision directly across the street on the
8 southern side of Roosevelt Road. I'm 46 years old,
9 and I've lived in that neighborhood for 40 of those
10 years. I grew up there. I was there before 355 was
11 built. I remember Pine Brook, if anybody was
12 familiar with that. There were cornfields there
13 when I was growing up. I've seen the area
14 substantially grow with traffic and population.
15 A couple things I'd like to point out. I
16 don't know if this drawing really shows everything
17 that really is going on here on Roosevelt Road.
18 Up a little bit east of the site, the
19 speed limit is 35 miles per hour. Everybody is
20 familiar with the bridal store there. It's 35 miles
21 an hour at that point.
22 In front of the proposed location, the
23 speed limit increases to 45 miles per hour. At that
24 point is where the third lane starts. Cars are

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1 accelerating on Roosevelt Road at that point, okay.
2 So there is a lot of cars coming off of Briar,
3 coming onto the road to try to get over to the left
4 so that they can proceed west on Roosevelt Road
5 while cars are coming right across that intersection
6 trying to get onto 355. So you have this crossing
7 effect that's going on there.
8 Whether you put the gas station in or not,
9 I'd strongly suggest you put the right turn lane in
10 just to make that a safer intersection. Glen Ellyn
11 should just do that.
12 Also, I do work with the City of Chicago
13 quite often on developments, and I have worked with
14 the Illinois Department of Transportation on
15 numerous occasions and have secured IDOT driveway
16 permits from them. Generally, I can secure those
17 within four to six weeks.
18 **CHAIRMAN LOCH:** He needs to talk to you.
19 **MR. WESTA:** Granted, you know, there are
20 challenges with it and so forth, but before you
21 proceed with this and allow them to begin building,
22 you should first find out and assure that the
23 Illinois Department of Transportation is going to
24 allow you to widen that road on Route 38.

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1 I have an e-mail that I reached out to the
2 Illinois Department of Transportation from a Carlos
3 Munes who does the reviews in that area. Granted,
4 he wasn't favorable to assisting with anything
5 because at this point there is no changes on
6 Roosevelt Road, so all he could tell me basically is
7 he's not into the planning and stuff for Glen Ellyn,
8 and I understand that. It makes sense.
9 But I think you should definitely contact
10 them to make sure that he's going to allow this
11 right turn lane. You start construction or you
12 start anything and you are not allowed to do it ten
13 months from now or whenever you finally could get
14 it, that could be a real bad situation for you.
15 Also, I have gone through -- I don't know,
16 some of this may be meaningless now at this point,
17 but I had gone through the numerous deviations from
18 the code that had come out and kind of just drafted
19 up some of the percentages that, you know, Glen
20 Ellyn is possibly considering deviating from the
21 code. I mean -- and I know some of these may not be
22 applicable now, but I wasn't aware of the changes
23 and so forth.
24 But just the driveway entrances, one is

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1 going to increase by 36 percent, one is going to
2 increase by 29 percent. That was pretty much --
3 you've taken care of the 9-foot parking spaces in
4 the rear. That's fine. That was pretty nominal.
5 But the three that I have here that really
6 concerned me that I've circled are all kind of
7 combined. They're on the Briar Street side. One
8 was with the lighting, okay. I know right now you
9 say that you meet code within this particular area
10 and so forth. But the code in what you may be
11 approving, maybe the language needs to be changed
12 here because what you said you were going to approve
13 to possibly -- you're increasing the allowable by
14 76 percent and also 83 percent in another situation.
15 I find that -- I'm sorry. I find that kind of poor
16 in the fact that if you approve this, he may say at
17 this point that his lighting is going to be this.
18 But what happens six months from now when he comes
19 back, but, hey, we've got approval to go up to this
20 level.
21 So maybe the approval -- the level in this
22 lighting thing should be reduced. You're allowing a
23 greater, larger window there. So if they're not
24 compliant six months from now, then the language in

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1 here would allow them to stay at that higher
2 increased percentage.
3 **CHAIRMAN LOCH:** Just so you know that if
4 we approve an ordinance tonight, it will be with the
5 new levels that he talked about tonight. It will
6 not be what --
7 **MR. WESTA:** As per his plan. So what he
8 says his plan now?
9 **CHAIRMAN LOCH:** Yes.
10 **MR. WESTA:** Okay. That's fine. Because
11 just the way it's written now --
12 **CHAIRMAN LOCH:** No. It isn't written that
13 way anymore.
14 **MS. STEGALL:** He's at 8.7 there right now.
15 **MR. WESTA:** He's at 8.7?
16 **MS. STEGALL:** Yes.
17 **MR. WESTA:** Okay. But it's only at 3,
18 right, would be allowable in the regular code?
19 **MR. SCHOENBERG:** .5.
20 **MS. STEGALL:** The Commission I think is
21 aware of our past interpretation on this, which,
22 quite frankly, may be overconservative. We've just
23 gone with consistency over the years.
24 The code says a maximum of .5 adjacent to

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1 residential. Whenever we cross the street, we've
2 always taken it at the property line, and the
3 question is, is that really adjacent or should we be
4 going to the far side of the road? We've chosen to
5 take a conservative approach.
6 So at the property line, he's at 8.7. By
7 the time you get to the curb, they're at .5, which
8 is what's permitted.
9 **MR. WESTA:** Okay.
10 **MS. STEGALL:** And if you consider adjacent
11 really at the residential property line, it's zero
12 by the time you get to that point.
13 **MR. WESTA:** Okay. Further down on Briar
14 Street, it looks like there's going to be a
15 reduction in -- there was going to be a reduction in
16 the amount of landscaping that was going to be
17 allowed along Briar Street there, and it's my
18 understanding that it was going to go down to zero.
19 There was going to be no requirement for any
20 landscaping along Briar Street, okay.
21 If there was, like, a convenient store
22 only and there wasn't the gas station associated
23 with it, you would definitely have the full
24 landscaping in there because you wouldn't have all

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1 the traffic coming in and out, and you wouldn't need
2 all this space for that.

3 I just find that really disheartening
4 actually that Glen Ellyn would reduce their
5 standards by so much, okay. I've grown up in this
6 area for many years, and honestly, we always kind of
7 looked up to Glen Ellyn from where we are. That
8 was, like, the place people wanted to go and be
9 because they have higher standards than other areas.

10 So I'm kind of frustrated with the fact
11 that Glen Ellyn would almost consider reducing so
12 many of their codes by such large percentages. And
13 I think -- I only put these percentages together
14 because when you just say, oh, it's .5 and they're
15 going to be at 8, well, what does that really mean,
16 okay?

17 When you look at the wide margin in the
18 percentage that you're going to reduce your code in
19 your standard, and these standards and codes are put
20 in place to protect the residents of Glen Ellyn and
21 the neighboring communities, so I found that that
22 was pretty frustrating.

23 And then the only other -- I wish the
24 Chief were still here just to reiterate the fact

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1 that, you know, the speed limit is increasing along
2 there. You have cars crossing. It's a dangerous
3 intersection now, and I think adding this gas
4 station and possibly another gas station in the area
5 and with the mosque going in there on the corner
6 because nobody knows at this point how they're going
7 to regulate their traffic when they let out on a
8 certain time at maybe at 4:00 on a Friday, that
9 could be disastrous. So that's where I stand.

10 **CHAIRMAN LOCH:** Okay. Thank you very much
11 for your help.

12 **MS. STEGALL:** Susan Strohl.

13 **SUSAN STROHL,**
14 called as a witness herein, having been first duly
15 sworn, was examined and testified as follows:

16 **EXAMINATION**

17 **MS. STROHL:** I'm not a public speaker, but
18 I am very passionate about my neighborhood.

19 I spoke up as a concerned citizen when
20 they were proposing the mosque. Big concern right
21 now with no mosque, no extra traffic, trying to make
22 a left from Lawler -- so you're north on Lawler
23 making a left going west onto Roosevelt is deadly.

24 And to add the cars for the mosque and now

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1 the cars for the gas station, because as someone
2 pointed out, you have cars exiting perhaps 355 going
3 east, U-turning or making a left into that gas
4 station on that corner, you have teenage drivers,
5 really anyone trying to make a left, you know,
6 heading to high school, it's a disaster.

7 So I would just really beg you to come sit
8 out there 7:00, 8:00 in the morning and just watch
9 the chaos that ensues at that intersection. Thank
10 you.

11 **CHAIRMAN LOCH:** Thank you.

12 **MS. STEGALL:** Tony Rudinski.

13 **TONY RUDINSKI,**
14 called as a witness herein, having been first duly
15 sworn, was examined and testified as follows:

16 **EXAMINATION**

17 **MR. RUDINSKI:** I have a problem with my
18 voice. I hope you understand me.

19 But I just want to point out that -- it
20 was mentioned last time, Lawler and Briar are
21 offset. They are not directly across from each
22 other. And you have the right-hand turn lane,
23 that's fine. But what about someone on Briar who
24 wants to go east on Roosevelt Road? You're going to

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1 have more traffic from the gas station also running
2 east on Roosevelt Road. And you'll have people from
3 our community who want to go west on Roosevelt Road.
4 They're going to meet in the middle of Roosevelt
5 Road there. And that is not a safe situation by any
6 means.

7 It's a difficult situation now. A gas
8 station generating more traffic is just going to
9 make it very dangerous. Thank you.

10 **CHAIRMAN LOCH:** Thank you very much.

11 **MS. STEGALL:** Paul Brzezinski.

12 **PAUL BRZEZINSKI,**
13 called as a witness herein, having been first duly
14 sworn, was examined and testified as follows:

15 **EXAMINATION**

16 **MR. BRZEZINSKI:** Good evening. I've got
17 to admit, I hadn't heard a lot about this before I
18 came to the meeting tonight, but a lot of the
19 concerns I had in looking at it people have already
20 touched on, so I just want to reiterate the safety
21 issue.

22 All of us, I assume, have been stuck in a
23 Starbucks traffic jam already, when you're heading
24 east down Roosevelt where the new Starbucks went,

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1 and you get stuck, and you're sitting there waiting
2 for the drive-through people to pull in. The same
3 thing is happening now with the Dunkin' Donuts, but
4 this is in a 45 zone.

5 I saw it this morning. Somebody slammed
6 on their brakes and skidded to avoid slamming into
7 somebody. I saw it last Thursday. I see it every
8 week since the Dunkin' Donuts went in.

9 It was a nightmare in that intersection
10 before. I will drive two miles out of my way to go
11 on Finley when I'm coming south to avoid that
12 intersection because you can't pull out of there and
13 take a left. You've got four lanes on one side, six
14 on another, turning lanes. It's a nightmare.

15 And if we're going to put in more
16 higher-traffic businesses there, it's not a matter
17 of if there is going to be a problem. It's when and
18 how big.

19 So I really hope we seriously take a look
20 at this before something devastating happens. Thank
21 you.

22 **CHAIRMAN LOCH:** Thank you very much for
23 your comment.

24 Michele, anybody else?

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1 **MS. STEGALL:** No, that's it.

2 **CHAIRMAN LOCH:** Thank you all very much
3 for your comments. We appreciate it.

4 I think it's time to close the public
5 hearing, so can I have a motion, please?

6 **COMMISSIONER HEMING-LITTWIN:** So moved.

7 **CHAIRMAN LOCH:** A second?

8 **COMMISSIONER FANELLA:** Second.

9 **CHAIRMAN LOCH:** All in favor?

10 (Chorus of ayes.)

11 **CHAIRMAN LOCH:** Okay. So we've seen some
12 updates, and I don't know whether you can do a
13 30-second in-general summary. But the traffic
14 update, and we did do a traffic update. Maybe I
15 should give you an opportunity, even though the
16 public hearing is closed, but a one-minute summary
17 of what the newest traffic update is.

18 **MS. STEGALL:** We have the petitioner's
19 traffic consultant here as well as the Village's.

20 **CHAIRMAN LOCH:** Do they both have
21 something different to say?

22 **COMMISSIONER OZOG:** I'd like to hear from
23 both of them in view of the public comments.

24 **COMMISSIONER HEMING-LITTWIN:** I'd like to

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1 hear from the petitioner first.

2 **CHAIRMAN LOCH:** Okay. Petitioner.

3 We need to re -- do we have to reopen the
4 public hearing for this?

5 **COMMISSIONER HEMING-LITTWIN:** Probably.

6 **COMMISSIONER FANELLA:** So moved.

7 **CHAIRMAN LOCH:** Second?

8 **COMMISSIONER WHALEN:** Second.

9 **CHAIRMAN LOCH:** All in favor?

10 (Chorus of ayes.)

11 **CHAIRMAN LOCH:** Okay. Go ahead.

12 LYNN M. MEANS, P.E., PTOE,
13 called as a witness herein, having been first duly
14 sworn, was examined and testified as follows:

15 **EXAMINATION**

16 **MS. MEANS:** Good evening. For the record,
17 my name is Lynn Means. I am a traffic consultant
18 with Gewalt Hamilton. The address is 625 Forest
19 Edge Drive is Vernon Hills, Illinois.

20 I was at the last meeting, so just to
21 briefly go over the changes from the previous
22 traffic study to the new traffic study and then to
23 potentially address some of the comments and
24 questions and concerns that were raised.

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1 As you are aware, the first study was
2 performed with traffic counts conducted in September
3 of 2015. It included traffic projections from the
4 Dunkin' Donuts using industry standards for a coffee
5 shop with a drive-through based on surveys conducted
6 at similar facilities throughout the United States.

7 However, as there was concerns, we did
8 conduct new traffic counts in March of this year at
9 both the intersection of Lawler and Briar with
10 Roosevelt Road as well as the driveway access, the
11 right in, right out on Roosevelt, as well as the
12 intersection on Briar Street. And we did include
13 the traffic that is the connection with the
14 apartment complex that's over on the east side of
15 Briar Street as well.

16 We compared those traffic counts to our
17 projections and found that the morning traffic was
18 fairly consistent with what we had projected for the
19 Dunkin' Donuts facility. If you looked at the
20 volume coming in right in and right out of Roosevelt
21 Road, they were within I think two turns from our
22 projected traffic. There was actually a higher
23 amount of traffic that was coming in off of Briar
24 Street, both projected from the north as well as

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1 some traffic from the apartment complex as well.
2 One thing that we did discover from our
3 comparison was that during the PM peak hour, our
4 projected traffic from the Dunkin' Donuts was nearly
5 half of what we had analyzed and projected in our
6 traffic study. And based on studies that are done
7 throughout the country, it's using some data which
8 also includes various types of coffee shops which
9 other ones do have a higher traffic generation.

10 Most of Dunkin' Donuts business does
11 conclude over -- I think about 60 to 70 percent does
12 conclude before 10 a.m., so seeing that half the
13 amount of traffic was realized at these driveways
14 during the p.m. peak hour was not a significant
15 surprise. So we did find that comparison within our
16 study.

17 We also looked at crash history at the
18 intersection understanding that it was a concern
19 regarding safety. We pulled a five-year period from
20 2011 to 2015 and saw that there were a total of
21 25 collisions at that intersection, so averaging
22 about five crashes per year.

23 We looked at what types of collisions
24 those were, and the clear majority of them, over

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1 70 percent involve property damage only with over
2 50 percent of them being rear-end collisions.

3 We looked at understanding, you know, that
4 the operation of both Briar Street as well as Lawler
5 do have constraints for exiting. So as in the first
6 study, we did look at whether or not a traffic
7 signal could be warranted, again, looking at the new
8 volumes as well, too. Just based on the volumes of
9 traffic, the minimum criteria, the crash history, as
10 well as the spacing to the existing signalized
11 intersections at the ramps, a traffic signal could
12 not be warranted at that location.

13 Alternatives to possibly enhance traffic,
14 maybe just given that offset intersection, could be
15 to do pavement markings to describe where the travel
16 path should be for those left turns and/or
17 potentially restricting left turns out in the future
18 at that location.

19 Another enhancement that we did recommend
20 was for the Briar Street both north and south of
21 there to post "Do Not Block Intersection/Driveway"
22 so that way you would not have any spill-back
23 impacting Roosevelt Road as well.

24 And as previously mentioned, too, our

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1 traffic study did, as it came to our attention that
2 there was the mosque, the Pin Oak Community Center
3 was moving forward. We did include traffic with
4 that development from the approved traffic study
5 that was prepared for that as well as the associated
6 improvements from that development, which include a
7 right turn lane added on Roosevelt at Lawler as well
8 as a separate turn lane that's going to be on Lawler
9 separating left and right turns.

10 One thing to note is that the mosque is
11 not a significant generator of traffic during the
12 morning and the p.m. time frames. They have minimal
13 traffic, about 15 cars coming in and out possibly
14 during those morning and evening time periods.
15 Their heavy attended prayer service is the Friday
16 afternoon, which doesn't coincide with those typical
17 peaks that we analyze for our study purposes.

18 And one thing to note, too, is that their
19 traffic is not going to be egressing onto Lawler.
20 They're going to have a right turn out only onto 38.
21 I know that that pretty much summarized most of our
22 study. We did look at -- I know there was a concern
23 raised about the volume of U-turns.

24 As you're aware, the Dunkin' Donuts is

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1 open, and it's located further to the west. So if
2 we were to expect a higher volume of U-turn traffic
3 coming in that right in, right out, we would expect
4 it to be of that -- from that Dunkin' Donuts
5 facility. And we noticed in the morning there were
6 6 U-turns performing that maneuver and none during
7 the p.m. time frame.

8 One important thing to note, too, related
9 to gas station developments as well as the Dunkin'
10 Donuts, is that it is located along these higher
11 traffic volume routes. That's how they pull their
12 business. Majority of your traffic comes off of the
13 adjacent traffic street. It's not destination
14 traffic. A lot of people are not going to go out of
15 their way to come to a gas station. They are going
16 to use it based on convenience. Most of the traffic
17 is going to be right-in, right-out traffic, so it's
18 not going to be a lot of those lefts in and lefts
19 out because people choose routes based on
20 convenience on the route that they're traveling.

21 **CHAIRMAN LOCH:** Okay. Thank you.

22 **COMMISSIONER OZOG:** Questions?

23 **CHAIRMAN LOCH:** Yeah.

24 **COMMISSIONER OZOG:** The last line of your

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1 report indicates, and I'll read it, "The capacity
2 analysis results indicate that with the
3 recommendations described herein, the increase in
4 the project site generated traffic has little effect
5 upon the operations of the area of roadway network."
6 Please define "little effect."
7 **MS. MEANS:** Sure. The volume of traffic
8 generated by gas stations during the morning time
9 frame basically equates to about a vehicle a minute,
10 so you may have one vehicle every two minutes coming
11 in, and one vehicle every two minutes coming out.
12 So that volume of traffic as it relates to
13 its impact on those intersections, considering that
14 you look at that southbound right turn mitigation,
15 looking at the "Do Not Block Intersection" signs,
16 and as well as that monitoring for the potential to
17 either put those, like I said, ascribed tracks on
18 the pavement markings to help to delineate those
19 offset lefts and/or potentially restrict left turn
20 movements from there would be my recommendation.
21 And there would be minimal increase as far as
22 delays, queue length increases and/or deterioration
23 in any of the level of service as for those
24 movements.

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1 **COMMISSIONER OZOG:** So if I understand
2 your answer, you're saying traffic will increase by
3 one vehicle per minute in the area?
4 **MS. MEANS:** That's a conservative -- and
5 that's really through the driveway -- coming in and
6 out of the driveways. You'll experience about one
7 car per minute coming in and out of those driveways.
8 It's not all really going to be new
9 traffic since we would expect about 60 to 70 percent
10 of that traffic to already be passing by the site on
11 the adjacent traffic stream.
12 So really it's not a whole lot of new
13 traffic coming in, but that traffic is still
14 realized at those driveways, so that's the important
15 key to note; that you have those cars coming in and
16 out.
17 **COMMISSIONER OZOG:** Is there any
18 professional standard that you can point us to that
19 defines the term "little effect"?
20 **MS. MEANS:** I don't believe so.
21 **COMMISSIONER OZOG:** So "little effect" is
22 your definition?
23 **MS. MEANS:** Is my professional opinion.
24 It's an opinion, correct.

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1 **COMMISSIONER OZOG:** Okay. What would --
2 define for us something that might have a large
3 effect.
4 **MS. MEANS:** I would say something that's
5 degrading level of service, significantly impacting
6 queue length, maybe a large generator of new
7 traffic. Say, if you added an office, that's all
8 going to be new primary trips, traffic coming in and
9 out, but obviously it would have to be of a certain
10 size as well, too, and the access is something of
11 consideration too.
12 While this -- I know it was concern
13 related to the number of access points here. It's
14 actually a benefit and an access management to not
15 have multiple curb cuts, having multiple conflicts.
16 By controlling it to two access points, I believe is
17 a benefit in this particular situation.
18 **COMMISSIONER OZOG:** You did a crash
19 analysis, and can you expand upon how the crash
20 summary compares to, for lack of a better term,
21 other crash sites, you know, up and down Roosevelt
22 Road?
23 **MS. MEANS:** I don't have a -- I didn't do
24 an evaluation of other locations, so I can't make

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1 that assessment.
2 **COMMISSIONER OZOG:** All right. Does the
3 crash summary that you prepared and presented on
4 page 3, does that, as a professional, strike you as
5 a little amount, medium amount, large amount?
6 **MS. MEANS:** Given the volume of traffic
7 through there, given the offset geometries of Lawler
8 and Briar, I actually expected it to be much higher.
9 So I think five crashes per year given the volume of
10 traffic through there and the low volume of severity
11 of the crashes, I was actually surprised. I think
12 it operated much better than what I was anticipating
13 for the crashes to come back.
14 **COMMISSIONER OZOG:** Do you have any
15 information to indicate one way or the other as to
16 the opening of Dunkin' Donuts, what impact, if any,
17 that has had on the crashes?
18 **MS. MEANS:** I only have crashes through
19 2015, so, unfortunately -- I don't know if the --
20 without having the Commissioner here, unfortunately,
21 that would be a great question to have him see if
22 there has been any increase or spike in crashes.
23 **COMMISSIONER OZOG:** Okay. Thanks a lot.
24 **MS. MEANS:** Sure.

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1 **CHAIRMAN LOCH:** Any other questions before
2 she sits down?
3 **MR. ERIKSSON:** Can I ask one question?
4 **CHAIRMAN LOCH:** Sure.
5 **MR. ERIKSSON:** So if I understand right --
6 **CHAIRMAN LOCH:** Can you go up and speak
7 into the microphone so your question is recorded?
8 **MR. ERIKSSON:** And my understanding is gas
9 stations are a point of convenience, so it's mostly
10 people westbound on Roosevelt that are going in
11 because it's a simple right turn in, right turn out.
12 People going eastbound on Roosevelt probably are
13 going to just catch a gas station before or after
14 for the convenience and not likely to make a left
15 turn or a U-turn to try to get into our gas station
16 generally speaking. So -- is that right?
17 **MS. MEANS:** That is correct. I mean, I
18 could speak and I would assume most of you from your
19 own personal experience that I have my own favorite
20 gas station that I go to because it's conveniently
21 on the route.
22 I mean, obviously there are those
23 instances where you need gas, and you're going to
24 have to go to that location because of just where it

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1 is, but majority of the time you're going to choose
2 a location based on convenience and fuel up on your
3 way to work at that location not as convenient, and
4 we would expect majority of the traffic to be
5 westbound traffic on Roosevelt Road turning right in
6 and turning right out.
7 **MR. ERIKSSON:** So the second part of the
8 question is most people going into this gas station
9 are already going down Roosevelt westbound, so
10 there's really very little -- a very, very small
11 increase in cars specifically going out of their way
12 to come to this gas station probably in the normal
13 course of events.
14 **MR. GREENWALD:** It's not a gas station.
15 **MS. MEANS:** Yeah, but -- that's correct.
16 As I mentioned in my previous testimony, about 60 to
17 70 percent of the traffic we would expect to be of
18 the pass-by variety traffic that's already on the
19 network coming to and from their normal travel
20 route.
21 **CHAIRMAN LOCH:** Okay. Thank you. Any
22 other questions for her from the Commission?
23 Go ahead. If you want to ask a question.
24 **MR. BRZEZINSKI:** I just wanted to clarify

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1 one point. You're saying that the number of
2 traffic -- of cars actually only goes up by about
3 one a minute, or it doesn't go up significantly.
4 But isn't it true that what they're doing is
5 significantly changing?
6 So, for instance, before Dunkin' Donuts
7 was there, the business that -- the businesses that
8 were there, people weren't stopping during
9 high-traffic times to turn into a bank at 7:00 in
10 the morning. But now they're stopping in the road
11 to turn, and this morning they were stopped all the
12 way through the drive through and to the outside,
13 and cars were trying to get in and out of one little
14 opening which is now going to be shared by the gas
15 station.
16 So it's a big difference between saying
17 I've got 100 cars going by at 45 miles an hour, and
18 I've got 50 of them going by at 45, and I've got 50
19 of them stalled in the right lane at a dead stop.
20 So I think it's a little bit misleading
21 what we're saying about the difference in the
22 traffic volumes.
23 **CHAIRMAN LOCH:** Okay. Thank you. I'm
24 going to hold off because I think we keep saying the

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1 same thing over and over again. And I don't want
2 another repeat on --
3 **MR. GREENWALD:** I just want a
4 clarification on something that was already said.
5 **CHAIRMAN LOCH:** Go ahead. That would be
6 fine. Just a clarification.
7 **MR. GREENWALD:** All right. John Greenwald
8 again.
9 Yes. I just wanted to clarify. The
10 gentleman was speaking to her, and they were talking
11 about the gas station. There is not a gas station
12 on that premise at this time. It's a Dunkin'
13 Donuts. So if her report is based on a gas station,
14 it's really only a Dunkin' Donuts now. Put a gas
15 station in there, and then things change. That
16 report could change. So just to make that clear
17 that we're not talking about a gas station.
18 **CHAIRMAN LOCH:** No, we understand. The
19 report also assumes some gas station numbers, but
20 what they had done before in the original study was
21 estimated the Dunkin' Donuts traffic and then
22 estimated the gas station traffic on top of it. And
23 we asked them to go back and said now you have some
24 real numbers on Dunkin' Donuts. Please use the real

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1 numbers and amend the estimates on the gas stations,
2 and that's what she's presented to us.

3 **MR. GREENWALD:** Well, I didn't hear it in
4 her report.

5 **CHAIRMAN LOCH:** Thank you very much.

6 **MS. STROHL:** Can I ask something? The
7 traffic report, where did you pull that from because
8 when I was researching for the mosque --

9 **COMMISSIONER HEMING-LITTWIN:** You need to
10 go up and speak into the mic because it records.

11 **MS. STROHL:** I didn't know if you were
12 going to let me.

13 Susan Strohl. For the accident report,
14 where did you pull from because when we were talking
15 about the mosque, at that time Lombard, Glen Ellyn,
16 and DuPage County said they don't share accident
17 data.

18 So sometimes because if you're heading one
19 direction, you call Lombard for an accident, another
20 time you call DuPage County. Did you talk to all
21 three areas to get all of their accident reports?

22 **MS. MEANS:** I obtained the crash history
23 from the Village of Glen Ellyn, and that was
24 obtained from local sources and/or I believe

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1 typically when I request as a professional as I'm
2 evaluating safety concerns, I have a -- go through
3 the Illinois Department of Transportation and do a
4 request because all of the municipality information
5 gets compiled and recorded through the State.

6 So there is a source that you can get all
7 of the crash history from, and you could ask, as
8 I've mentioned, the Village. I retained it from
9 them, which I'm assuming is the same method that I
10 would have done which is to get it from the State as
11 they have access to those systems where they can
12 pull that crash history from.

13 **MS. STROHL:** And, again, I would have you
14 come and watch, because in the course of a month, we
15 have five accidents. Thank you.

16 **MS. STEGALL:** We had asked -- knowing that
17 traffic might be an issue, we had asked the police
18 department to provide us with five years of reports
19 for the Briar-Roosevelt intersection. So that's
20 what they provided, and it did just come from the
21 Glen Ellyn Police Department.

22 **COMMISSIONER OZOG:** Can you repeat that,
23 it did or did not?

24 **MS. STEGALL:** The crash history was

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1 provided from Glen Ellyn Police Department. It was
2 five years of accident history at Briar and
3 Roosevelt, but it was Glen Ellyn only.

4 **CHAIRMAN LOCH:** And that's fine. I
5 understand Lombard -- you know, the mosque and
6 Lawler are in Lombard, and our concern here is with
7 Briar and Roosevelt.

8 **MS. STROHL:** But it's not because it's
9 right on --

10 **CHAIRMAN LOCH:** I understand. I
11 understand. And a lot of -- Illinois -- or
12 Roosevelt is an IDOT-controlled road, too, so they
13 would have statistics for everything. Anyway . . .

14 **MS. STEGALL:** That's above and beyond what
15 we normally do. I can't remember the last time that
16 we provided crash history to you. Usually we just
17 typically do the traffic study.

18 I'm sorry, my voice is starting to go.

19 **CHAIRMAN LOCH:** Dan, did you have anything
20 to contribute or to add to that?

21 **MR. SCHOENBERG:** Not much except that the
22 Dunkin' Donuts projections were surprisingly
23 accurate. When we looked at the total volumes of
24 vehicles approaching Briar, Lawler, Roosevelt, they

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1 were almost spot on. So that was a remarkable
2 confirmation of the original assumptions.
3 So as a result, the projections hadn't
4 really changed much. The levels of service remain
5 basically the same. I think that's pretty much the
6 highlight.

7 **CHAIRMAN LOCH:** All right. Thank you.

8 **MR. SCHOENBERG:** Because that was the
9 biggest question that was raised at the initial
10 hearing.

11 **COMMISSIONER HEMING-LITTWIN:** So from the
12 standpoint of when the Dunkin' Donuts -- I just want
13 to make sure I'm clear on this.

14 When the Dunkin' Donuts went in, they
15 anticipated a certain amount of turn ins off of
16 existing traffic from Roosevelt, correct, or
17 additional new traffic of people who would come?
18 And they were pretty much exactly on -- their
19 predictions were exactly what they're seeing on the
20 traffic study now of what's happening?

21 **MR. SCHOENBERG:** Well, yes. There was a
22 projection of total numbers of people and a percent
23 that may come from the network. In fact, Dunkin'
24 Donuts purposely made conservative estimates on the

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1 people who would be coming off the network, who were
2 already driving and be coming in.

3 If anything, the standard numbers were
4 probably closer than the original assumptions. I
5 should point out that for the purposes of this
6 analysis, a similarly very conservative analysis was
7 made as to the numbers of people already driving on
8 the roads who would actually come in.

9 **COMMISSIONER HEMING-LITTWIN:** Thank you.

10 **CHAIRMAN LOCH:** Are there any other topics
11 that we need to -- that we need the public hearing
12 open for, or should we close the public hearing
13 again? Go ahead.

14 **COMMISSIONER HEMING-LITTWIN:** So moved.

15 **COMMISSIONER FANELLA:** Second.

16 **CHAIRMAN LOCH:** All in favor?

17 (Chorus of ayes.)

18 **CHAIRMAN LOCH:** I'd like to hear the
19 thoughts of the Planning Commission after hearing
20 the modifications from the petitioner and hearing
21 and seeing the new traffic study reports.

22 What are your thoughts? Ray, you looked
23 at me. You made eye contact.

24 **COMMISSIONER WHALEN:** That's fine. First

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1 And other than that, I think the Police
2 Chief said, and I've seen it in other situations
3 where, you know, after this gets going, if there is
4 a problem, I think he's very aggressive in solving
5 problems. And I think the traffic consultant for
6 the petitioner had indicated different turn outs and
7 different things, so I think there might be some
8 tweaking after the fact once we really see what's
9 going on. That's happened often with other projects
10 in our community around the schools and downtown and
11 such.

12 So I will be supportive of this and also
13 the Special Use.

14 **CHAIRMAN LOCH:** Do you want to go next?

15 **COMMISSIONER GIRLING:** Sure. To speak to
16 Ray's point quickly about the trash enclosure being
17 on the east side, I would be in favor of that as
18 well. I think it gets -- while it's not necessarily
19 what we typically see, you know, because it would be
20 on a side yard, I think it does -- you know, it
21 helps the neighboring properties, you know, avoids
22 some inconvenience and some unnecessary smells
23 there. Even if the petitioner is right, and it's
24 just garbage that's mainly paper, you know, I would

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1 of all, I would like to thank the petitioner for
2 incorporating most of the requests from the Plan
3 Commission from the discussions that we had the last
4 time.

5 With that said, I still have a concern,
6 and I'm kind of curious of my other commissioners'
7 comments regarding the trash bin. Myself I would
8 like to possibly see it along the east side of the
9 building, and I think it can be accomplished and
10 buffered by landscaping and it will be fenced in and
11 stuff.

12 And if I'm right, it's only about 6 by 8,
13 so it's not a really large area. It might even be
14 easier access for the garbage truck depending upon
15 when they're coming up to take that out.

16 As far as the right turn lane, I think it
17 really is required. I think the only thing and the
18 discussion with IDOT and whatnot is that, you know,
19 I would just add it needs to be done immediately
20 unless it is approved by the Village of Glen Ellyn
21 Police Chief, possibly the Public Works Director,
22 the Village Board, or the Village Manager. And I
23 think we need at least two of those individuals at
24 the time occupancy is granted.

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1 rather see it on the east side as well.

2 I'm also in support of the right turn lane
3 being put in immediately.

4 And then as to, you know, just the overall
5 traffic issues here, you know, what we as a Plan
6 Commission can do is hear the feedback from the
7 neighbors and the community and hear the feedback
8 and see the reports from, you know, the experts, and
9 we lean heavily on those.

10 You know, I do think that someone should
11 be looking at restricting the left turns for Briar
12 and Lawler, and it sounds like everyone in the
13 community is smart enough to not -- to realize that
14 it's troublesome, and they shouldn't be making
15 left-hand turns. And it's people outside the
16 community that does.

17 **UNIDENTIFIED SPEAKER:** Outside your
18 community.

19 **CHAIRMAN LOCH:** Excuse me.

20 **UNIDENTIFIED SPEAKER:** Sorry.

21 **COMMISSIONER GIRLING:** I think that's
22 something that should be looked at, but otherwise
23 I'm in favor.

24 **COMMISSIONER HEMING-LITTWIN:** Michele, can

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1 I just get a clarification? In the original, I
2 don't see that there is a landscape deviation
3 anymore. Is that true?
4 **CHAIRMAN LOCH:** It was not included in the
5 draft motion.
6 **COMMISSIONER HEMING-LITTWIN:** And it's
7 also not in the memorandum you sent out.
8 **CHAIRMAN LOCH:** Oh, I thought it was.
9 **MS. STEGALL:** Let me -- I'm trying to
10 refresh my memory as to what that deviation was.
11 I'm trying to pull up the original notice.
12 **COMMISSIONER HEMING-LITTWIN:** Well, as
13 you're searching, I'll continue on.
14 **MS. STEGALL:** Okay.
15 **COMMISSIONER HEMING-LITTWIN:** I'm fine
16 with the moving the trash bin if that's what
17 everybody wants to do.
18 I am very familiar, actually, with the
19 intersection everybody is talking about there, and I
20 can tell you being a lifelong resident of Glen
21 Ellyn, I used to go down into that area for various
22 things and won't do it anymore since they put 355
23 in.
24 I also think we have to take into

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1 consideration what we can control from a Glen Ellyn
2 standpoint. We can't control what Lombard does. We
3 can't control what IDOT does on Roosevelt.
4 So if you are concerned about that
5 intersection, I highly suggest you talk to your
6 local State Rep about it and see if you can get
7 anything done for them to be concerned. Because
8 Roosevelt Road is the issue, and that's where they
9 need to do it.
10 So I don't want you to think we haven't
11 taken that into consideration, but Glen Ellyn can
12 control Briar Street. I do believe that knowing the
13 Village and knowing Chief Norton, that if it becomes
14 an issue with Briar Street over time, he wouldn't
15 hesitate to say no left turn there.
16 **CHAIRMAN LOCH:** Onto Roosevelt Road.
17 **COMMISSIONER HEMING-LITTWIN:** Onto
18 Roosevelt Road.
19 **CHAIRMAN LOCH:** Going eastbound.
20 **COMMISSIONER HEMING-LITTWIN:** So I agree
21 with my fellow commissioners that the right-hand
22 turn lane should go in right away. I would like to
23 see record that IDOT -- the forms with IDOT have
24 been submitted prior to us issuing any kind of

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1 building permits.
2 And then I agree in regards to where it's
3 along in the process and what we found, but really
4 put that onus back again on the petitioner to get
5 that done prior -- if at all prior to business
6 commencing. If not, then having a time frame of
7 when that will be completed by IDOT. I think there
8 is going to be a period of time. I'm sure we can
9 get -- that you will be able to work through
10 something.
11 And if not, again, like
12 Commissioner Whalen said, have to get approval
13 either of two of the three. And I think, if I have
14 this right, Ray, you said Village Board approval,
15 Village Manager, or Chief of Police and two of three
16 of those.
17 **COMMISSIONER WHALEN:** And the Building
18 Department.
19 **COMMISSIONER HEMING-LITTWIN:** Oh, Building
20 Department.
21 **COMMISSIONER WHALEN:** Building and Zoning.
22 **COMMISSIONER HEMING-LITTWIN:** But two of
23 three of those four, right?
24 **COMMISSIONER WHALEN:** Yes.

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1 **MS. STEGALL:** In response to your
2 question, I'm sorry, I had to look to refresh my
3 memory.
4 **COMMISSIONER HEMING-LITTWIN:** That's okay.
5 **MS. STEGALL:** There are two different
6 sections of the zoning code that actually deal with
7 kind of the landscape setback. The first is the
8 impervious surface setback, and that's a percentage
9 of the lot width, and that's required around all
10 four property lines.
11 So that requirement is 5 feet, and along
12 Roosevelt Road they're meeting that. And on Briar,
13 they're meeting it except in that small area.
14 **COMMISSIONER HEMING-LITTWIN:** Just that
15 little triangle.
16 **CHAIRMAN LOCH:** That little 8 square foot
17 triangle.
18 **MS. STEGALL:** There is a second
19 requirement for a 10-foot setback primarily along
20 Roosevelt, and they're still at 6 feet there. So
21 there is still a larger requirement along Roosevelt
22 that they still do need a variation for or a
23 deviation.
24 **CHAIRMAN LOCH:** Angela, do you want to go

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Page 85 1 ahead? 2 COMMISSIONER FANELLA: Without taking any 3 more time, I'd reiterate the comments of my fellow 4 Commissioners. 5 The trash enclosure is not a sticking 6 point, but I can get behind whatever you guys want 7 to do. That's fine with me. 8 I do think the right turn lane should go 9 with the development of the property, and there 10 should be some control so that there isn't an 11 occupancy permit issued until we know that is going 12 to be completed as much as possible. In fact, what 13 I said was that just -- I think there should be 14 language in here saying that it has to be completed 15 to the greatest extent possible by the petitioner 16 with only the IDOT piece remaining when the permit 17 is issued. However we want to regulate that is fine 18 with me. 19 And I agree that Roosevelt Road is the 20 issue and that it's an IDOT issue. Based on the 21 traffic study and the way the traffic flows and who 22 is going to be entering and exiting this gas 23 station, the fact that it's going to go with the 24 traffic flow 70 percent of the time I can be	Page 87 1 much out of the way as possible with the fence and 2 in an area that is relatively isolated. 3 With respect to the right turn, I think 4 it's -- IDOT hasn't been here, but it's very 5 disturbing that development can be held up 16 months 6 or so because of the State budget considerations. 7 That's something that we all should be concerned 8 about. 9 But I'm pleased to hear that the developer 10 will do the right turn up to IDOT jurisdiction, and 11 I agree with the proposal that the permit not be 12 issued until there is further review and consent by 13 the Chief of Police and whoever else we want to say. 14 I was very concerned with respect to the 15 comments of the residents regarding traffic, and 16 upon reading the traffic study, I do read a lot of 17 engineering studies, and I thought the phrase 18 "little effect" was a phrase that was used to kind 19 of wiggle out of a situation. 20 But I find the traffic consultant to be 21 credible. Upon being questioned, she quantified the 22 result, and she based her opinions upon objective 23 evidence. So I defer to the professional study and 24 am hopeful.
Page 86 1 comfortable with. 2 I appreciate that the petitioner took our 3 concerns into account and made changes. That was 4 very helpful. And thank you for being here and 5 answering all the questions, and I want to thank the 6 neighbors for being here and expressing your 7 opinions as well. I think it's really improvement 8 that we are involved in local government, so thank 9 you for that. 10 CHAIRMAN LOCH: Thank you. Jim? 11 COMMISSIONER OZOG: Okay. I'm in favor of 12 the proposal. I don't have a concern one way or the 13 other with respect to the location of the trash. 14 Looking at the diagram, my preference would be to 15 keep it as is. 16 MR. JOHNSON: I guess you don't care -- 17 CHAIRMAN LOCH: Excuse me, please. 18 Please, let him speak. It's just courteous. 19 COMMISSIONER OZOG: There is a fence 20 there, and I think there's more impact on the east 21 side with respect to the street and the people 22 across there. 23 So I think they're doing -- it appears 24 that they've done -- they're trying to keep that as	Page 88 1 And if the professional study which we've 2 already seen by way of the Dunkin' Donuts evaluation 3 that it was -- the current traffic is consistent 4 with expectations, so if the effect here is 5 consistent with the findings of the traffic 6 engineers, I know what the perceptions are. But, 7 you know, I'm convinced that it will have little 8 effect, and, therefore, I'm in favor of the 9 development. 10 CHAIRMAN LOCH: Okay. Thank you. 11 COMMISSIONER HARTWEG: First of all, 12 thanks to the neighbors for being very responsive to 13 their concerns. 14 Where we've seen that happen before with 15 various other issues, and usually when a situation 16 affects you directly, you get very concerned and 17 nervous about it. However, most of the issues I 18 think have been covered, and for the most part have 19 been adequately addressed. 20 The trash container I would agree, it 21 would be better off leaving it where it is. You've 22 got screening already from the trees and also from 23 fences. However, if the majority wishes to move it, 24 so be it.

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1 The turning lane is obviously a good idea.
2 It should be done right away. I spent some time
3 today driving through the area, although it was at
4 about 1:30, I never had any issues with anything. I
5 went on both sides of the road, around the whole
6 neighborhood and didn't find any problem.
7 However, I've been there at other times
8 throughout the last month and have seen some
9 concerns that you notably addressed, and I think it
10 should be kept on a forefront of discussion with the
11 police and IDOT.

12 As far as the standards of Glen Ellyn
13 being lowered, I think you have to recognize that
14 much of this is controlled by IDOT, and it would be
15 nice to have trees right along Roosevelt Road, but
16 they aren't going to let us have that happen.

17 So the long and short of it, I would be in
18 favor of the plan as is.

19 **CHAIRMAN LOCH:** All right. Thank you.

20 I'd also like to thank the petitioner for
21 making their changes to the original proposal and
22 for being willing to put in that right turn lane. I
23 really believe that it's important that you plan and
24 assume that IDOT is going to approve it.

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1 And I was very happy to hear Chief Norton
2 say that because of the way the road is right now,
3 that if you made all your changes, the traffic could
4 flow pretty well even if IDOT's portion of it was
5 stalled, for whatever their reason is. Or if it
6 never came around, at least it could be pretty
7 functional up to that point, so I was very happy to
8 hear that.

9 And I really do appreciate the public
10 comment. Roosevelt is very crowded, especially
11 during the early mornings and left turns are just
12 very difficult whether you're going east or
13 westbound on Roosevelt. It's very difficult, and I
14 recognize that.

15 I also recognize that the flow of the
16 traffic with the Dunkin' Donuts there is different
17 than it was six months ago. Yes, people are slowing
18 down, and they're pulling into the Dunkin' Donuts
19 coffee -- or Dunkin' Donuts and pulling out, so the
20 traffic flow is different.

21 But I do believe that most coffee places
22 and gas stations are convenience. You find the one
23 that's on your side of the road, and there is a
24 Dunkin' Donuts and a number of gas stations on the

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1 south side of the road for people going eastbound.
2 There aren't a lot of options for people going
3 westbound.

4 So I like the fact that this is on the
5 north side of the road because there just aren't
6 that many gas stations on the north side for those
7 people going westbound.

8 I really drank a lot more Dunkin' Donuts
9 coffee in the last couple of months than I've drank
10 in a long time, and I've really tried to go at
11 different times of the day. And I've been there at
12 10:00 when it isn't very busy. I've been there at
13 noontime where it isn't very busy. I've been there
14 at 8:00 where it is busy, and the left turn lane is
15 definitely -- the left turn is very difficult coming
16 out of both those streets. But I still believe that
17 the project has merit, and I'm going to support the
18 project.

19 So I think that what we need now is a
20 motion to approve.

21 Oh, on the garbage. I'm actually fine
22 with it being on the north side, so what I hear is a
23 bit of a tie on the trash enclosure.

24 **COMMISSIONER HEMING-LITTWIN:** I can go

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1 either way.

2 **CHAIRMAN LOCH:** I don't feel strongly
3 about it going -- in fact, I feel uncomfortable with
4 putting it on the east side.

5 **COMMISSIONER FANELLA:** It's always been on
6 that side of the building, I mean, traditionally.

7 **CHAIRMAN LOCH:** Yeah. Why change it?

8 **COMMISSIONER HEMING-LITTWIN:** I'll be
9 honest with you, I'm thinking about a convenience
10 store at Main and Geneva/St. Charles and how close
11 the back of the building is to a residential
12 property and where they have their trash. It's
13 right there. I mean, it's a lot closer than this
14 would be to the property line, so I'm fine with
15 staying behind. I'm not going to hold up -- vote
16 one way or another based on the trash enclosure.

17 **COMMISSIONER WHALEN:** Me neither.

18 **COMMISSIONER HEMING-LITTWIN:** I'm
19 assuming, Michele, just to double check, I went
20 through sort of, like, all the deviations because he
21 turned in new drawings, and we're saying that it's
22 in conformance with those. We're fine stating it
23 that way, right?

24 **MS. STEGALL:** Yes.

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1 **COMMISSIONER HEMING-LITTWIN:** Okay. Here
2 we go.

3 Having considered the applications of
4 Progressive Petroleum Real Estate for approval of a
5 PUD Amendment and Special Use Permit for 1090-1100
6 Roosevelt Road, the Plan Commission hereby adopts
7 the findings of fact in the petitioner's application
8 packet and presented by the petitioner at the
9 May 10, 2016 [sic] and April 14, 2016 --

10 **COMMISSIONER OZOG:** You said May.

11 **COMMISSIONER HEMING-LITTWIN:** Oh, I'm
12 sorry. -- March 10, 2016, and April 14, 2016,
13 public hearings as well as the findings included in
14 the deliberations of the Plan Commission and
15 recommends approval of the request subject to the
16 following conditions:

17 Number one, the project shall be
18 constructed in conformance with the plans submitted
19 and the testimony presented at the March 10, 2016,
20 and April 14, 2016, Plan Commission hearings.

21 Two, the pavement markings on the site
22 shall be amended as indicated in the February 15,
23 2016, memorandum from Village Traffic Consultant
24 Daniel Schoenberg and reviewed and approved by the

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1 Public Works Department prior to the issuance of any
2 permits.

3 Three, a curb shall be constructed along
4 the northern edge of the nine parking spaces in
5 front of the building with the exception of in the
6 area of the required depression needed to
7 accommodate handicap accessibility.

8 Number four, prior to the issuance of any
9 permits, easements shall be provided for on the site
10 as indicated in the March 4, 2016, review from Bob
11 Minix and Ray Ulreich.

12 Number five, if the Volume Control Best
13 Management Practices required by the Stormwater
14 Ordinance are not able to be met in full on site, a
15 fee in lieu of VCBMPs shall be paid at the time of
16 the building permit for the outstanding amount, the
17 current fee for which is \$500 per 1,000 square feet
18 of new impervious surface.

19 Number six -- I need to make sure I get
20 this one right. The petitioner shall, at their
21 expense, work with the Village and IDOT to install a
22 southbound right turn lane on Briar Street generally
23 as shown on Sheet 16 of the petitioner's plan set.
24 The final design of the turn lane shall be reviewed

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1 and approved by the Public Works Department, and may
2 include the extension of a taper lane north of the
3 main Briar Street access drive. The turn lane shall
4 be installed prior to the issuance of any occupancy
5 permits. If this -- if resulting in IDOT delays,
6 occupancy may be approved by two of the four
7 following individuals: Village Board approval,
8 Village Manager, Police Chief, or the Building and
9 Zoning Department.

10 In addition, prior to issuance of building
11 permits, the petitioner is required to show that
12 they have applied, set in applications with IDOT.

13 Number seven --

14 **CHAIRMAN LOCH:** Well, yes, and she'll
15 share her notes with you.

16 **COMMISSIONER HEMING-LITTWIN:** The strength
17 of the existing pavement in the Briar Street
18 approaches shall be evaluated as part of the
19 building permit process to ensure that it is strong
20 enough to withstand the anticipated tanker and
21 delivery traffic to the site and replaced,
22 reinforced, or otherwise modified at the
23 petitioner's expense as may be deemed appropriate by
24 the Public Works Department.

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1 Number eight, prior to the issuance of any
2 building permits, the water service line for the
3 building at 1090 Roosevelt Road shall be relocated
4 and connected to the main on Roosevelt Road.

5 Number nine, a "No U-Turn" sign shall be
6 placed in the Roosevelt Road median immediately
7 south of the site, subject to IDOT approval.

8 Number ten, if there are any
9 inconsistencies between the revised Site Plan
10 submitted by the petitioner dated March 14, 2016,
11 and the other materials in the petitioner's
12 application packet, the March 14, 2016, Site Plan
13 shall prevail.

14 **CHAIRMAN LOCH:** Okay. She has read our
15 motion. We need a second.

16 **COMMISSIONER HARTWEG:** Second.

17 **CHAIRMAN LOCH:** Michele, are you going to
18 call the vote on this?

19 **MS. STEGALL:** Yes. Commissioner
20 Heming-Littwin?

21 **COMMISSIONER HEMING-LITTWIN:** Yes.

22 **MS. STEGALL:** Commissioner Fanella?

23 **COMMISSIONER FANELLA:** Yes.

24 **MS. STEGALL:** Commissioner Girling?

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Page 97 1 COMMISSIONER GIRLING: Yes. 2 MS. STEGALL: Commissioner Hartweg? 3 COMMISSIONER HARTWEG: Yes. 4 MS. STEGALL: Commissioner Ozog? 5 COMMISSIONER OZOG: Yes. 6 MS. STEGALL: Commissioner Whalen? 7 COMMISSIONER WHALEN: Yes. 8 MS. STEGALL: Chairman Loch? 9 CHAIRMAN LOCH: Yes. 10 MS. STEGALL: Motion carries. 11 CHAIRMAN LOCH: All right. Thank you very 12 much. Again, we are a recommending body to the 13 Village Board, and so our recommendation and the 14 modifications to petitioner's request will go 15 forward to the Village Board. 16 I encourage you to all stay involved if 17 you'd like to and attend the meetings. It will 18 probably be in a couple of weeks, I'm guessing. 19 MS. STEGALL: Yes. 20 CHAIRMAN LOCH: But thank you so much for 21 your participation and your comments. They were 22 heard. 23 Let's go to our next agenda item, which is 24 the trustee report.	Page 99 1 Glen Ellyn Alerting is the newest emergency 2 notification system that the Village has. If you 3 signed up for the previous one, you're on there, but 4 you have to reconfirm your user name and password. 5 It has, and I didn't bring my iPad up with 6 me, but safety alerts and weather type alerts that 7 will go to any one of a number of applications you 8 identify, home phone, cell phone, work, and e-mail. 9 But you do have to reconfirm your user ID and 10 password on that. 11 And that concludes my report. 12 CHAIRMAN LOCH: All right. Thank you very 13 much. 14 The next agenda item is the Chairman's 15 Report, and I really don't have a report. 16 So, Michele, you're the next agenda item 17 if there is anything to report. 18 MS. STEGALL: I really don't have 19 anything. 20 COMMISSIONER HEMING-LITTWIN: Will we have 21 a meeting in two weeks? 22 MS. STEGALL: I'm not sure at this point. 23 CHAIRMAN LOCH: Any other business to come 24 before the Plan Commission?
Page 98 1 All right. I just want to let you know 2 our meeting is not adjourned. We are still going 3 through our agenda items, so if you have 4 conversation, if you wouldn't mind taking them 5 outside. 6 So, Dean, do you have anything for us? 7 TRUSTEE CLARK: Once again, we had the 8 bids for the street lights downtown come past the 9 Board on Monday night. It was determined because -- 10 I'm not sure if I can go into the because, but some 11 of the lights were not -- all of the lights were 12 not -- I'm going to reword this. All of the lights 13 were dark sky compliant, and there was some question 14 about whether that was suitable for Main Street, 15 Crescent, and Pennsylvania and the immediate 16 downtown area. 17 So as it stands right now, the bids were 18 not accepted. We rejected all bids, and that will 19 come back and likely be rebid by the same cast of 20 players. I'm not entirely sure how that will turn 21 out. We may be looking for something that doesn't 22 exist, to be honest. 23 The other thing that came up was Glen 24 Ellyn Alerting. I can't even say that clearly. But	Page 100 1 (No response.) 2 CHAIRMAN LOCH: All right. I need a 3 motion to adjourn. 4 COMMISSIONER HARTWEG: So moved. 5 COMMISSIONER HEMING-LITTWIN: Second. 6 CHAIRMAN LOCH: All in favor? 7 (Chorus of ayes.) 8 (Which were all the proceedings 9 had or offered at said meeting 10 of the above-entitled cause.) 11 12 13 14 15 16 17 18 19 20 21 22 23 24

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1 STATE OF ILLINOIS }
2 COUNTY OF COOK } SS.

3 I, DENIELLE P. MATHYS, Certified Shorthand
4 Reporter No. 084-003933, and Notary Public of the
5 County of Kane and State of Illinois, do hereby
6 certify that I caused to be reported in shorthand
7 and thereafter transcribed the foregoing transcript
8 of proceedings.

9 I further certify that the foregoing is a
10 true and complete transcript of my shorthand notes
11 so taken as aforesaid; and further, that I am not
12 counsel for nor in any way related to any of the
13 parties to this action, nor am I in any way
14 interested in the outcome thereof.

15 IN TESTIMONY WHEREOF, I have hereunto set
16 my hand and affixed my notarial seal this 18th day
17 of April, 2016.

Denielle P. Mathys



DENIELLE P. MATHYS, CSR
Notary Public
License No. 084-003933

**JAMES J. BENES AND ASSOCIATES, INC.**

950 Warrenville Road ▪ Suite 101 ▪ Lisle, Illinois ▪ 60532

Tel. (630) 719-7570 ▪ Fax (630) 719-7589

MEMORANDUM

Date: February 15, 2016

To: Michele Stegall, Village Planner
Village of Glen Ellyn

From: Daniel H. Schoenberg, PE
Project Engineer

Re: Gas Station, 1100 Roosevelt Road, Glen Ellyn
Job No. 1115.051

At your request we have reviewed the Special Use and variance application package to convert an existing office building to a gasoline station with 7 fuel positions and a 1,700 sf convenience store at the northwest corner of IL-38 and Briar Street. The review package includes the following:

- Site Plan prepared by Eriksson Architecture LLC. dated February 1, 2016.
- Traffic Impact Study prepared by Gewalt Hamilton Associates, Inc. (GHA) dated February 3, 2016
- Photometric Plan prepared by Cree dated February 1, 2016
- Autoturn analyses prepared by Eriksson Architecture LLC. dated February 1, 2016.
- A site plan of a possible southbound right turn lane prepared by Eriksson Architecture LLC. Dated December 15, 2015.

This development is within Lot 2 of the GE2 Resubdivision. Lot 1 is the site of a Dunkin Donut (DD) restaurant. We understand both parcels have cross access agreements.

1. **Vehicular Traffic Access** Both parcels are served by a full access on Briar Street and a right-in-right-out access on Roosevelt Road. There is a service access for Lot 2 north of the existing building. The shared access on Briar Street is proposed to be widened to accommodate tanker truck movements. The other two driveway approaches are not proposed to change.

The gas pump positions are in an east-west line parallel to Roosevelt Road. Vehicles can approach the pump positions from Briar Street and then exit from Roosevelt or can approach from westbound Roosevelt and exit from Briar Street. Tanker trucks shall enter from Briar Street.

The proposed width of the widened Briar Street approach is 38' wide which exceeds the specified maximum width of 24' in Section 10-511F1a. The width is necessary to accommodate tanker truck movements. In order to avoid confusion, pavement markings should delineate a two-lane access, not a three-lane access. The existing north service approach is 17' which is less than the minimum 19-24' width required under Section 10-5-11F2b. Relief is being sought for both approaches. The Autoturn analyses show trucks can enter and exit the driveways.

The Briar Street approaches were built for office traffic. There is insufficient information to evaluate the strength of existing pavement to withstand tanker and delivery traffic.

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Glen Ellyn, Illinois
February 15, 2016

Vehicular Traffic Impacts Most traffic studies project impacts five years after construction to allow developments to be fully built. Donut places and gasoline stations may find their customer base much more rapidly, so we have no objection to using the recent counts to evaluate the performance of on-site and abutting intersections.

We concur with the trip generation projections of the gasoline station with convenience store including the percentage of pass-by trips, that is, trips from vehicles already on the street network. We also agree there will be traffic visiting both the station and DD.

We find the conclusion that the impact on the overall roadway network is small to be reasonable. Peak hour motorists must wait to turn left from the local streets onto Roosevelt today and more traffic is added. The impact on traffic on Roosevelt Road and northbound Briar should not be discernible.

The estimated southbound peak queue at Roosevelt/Briar/Lawler increases by four vehicles in the AM peak and by six vehicles in the PM peak. Queues greater than three vehicles could block the Briar Street access. The Briar Street access to this site should be kept open to avoid congestion. On page 5 of the Traffic Study, GHA recommends southbound "Do Not Block Intersection" (type R10-7) signs to advise southbound traffic. Pavement markings or a southbound right turn lane may be added if necessary. We agree with an incremental approach. A southbound sign is necessary to start. We would recommend a "Do Not Block Driveway" legend to avoid confusion. We do not agree with pavement markings in Briar Street. They will become the maintenance responsibility of the Village and they set a precedent for other pavement markings at other commercial driveways throughout the Village. If a sign and selective enforcement is insufficient to keep the driveway clear, we recommend considering the southbound right turn lane. It will reduce the length of queues. We agree with expanding Briar to the west to create the southbound right turn lane, but the ornamental street lights and trees to be relocated are not shown on the site plan. The southbound taper should extend to the service drive.

Roosevelt/Briar/Lawler intersection traffic volumes do not reach required thresholds to warrant a signal. We reviewed the crash reports for the intersection from 2011 to 2015 inclusive to gauge the performance of the intersection. During no 12-month period were there enough accidents susceptible to control to meet the crash warrant for a signalized intersection per the MUTCD.

2. **Pedestrian Access** ADA requires an accessible pedestrian route from Briar Street right-of-way to both lots of the subdivision. We discussed possible routes with the applicant and the route shown on Sheet 1: Site Plan is on-site and requires no change to the DD site plan. Another alternate, a public walk within the Roosevelt right-of-way extending north at the DD outdoor seating area, would require IDOT and DD approval.

Since the Briar Street sidewalk extends across the aprons, no detectable warnings are necessary.

3. **Parking** The gross floor area for the structure is about 1,600 square feet for the purpose of parking space determination. Per Section 10-4-15G2, a total of 6 parking spaces are required. Eleven have been provided. Nine are south of the building and two employee spaces are north of the building.

All parking space dimensions comply with the dimensions of Section 10-5-8 of the Zoning Code. There shall be a curb or bumpers along the north side of the visitor parking per Code. It is not clear if parking will be prohibited along the most southerly curb line or if this space will be available to large vehicles or those with trailers for patrons of either establishment.

4. **Loading** No loading space is required for the convenience store per Section 10-5-9 of the Zoning Code.

1100 Roosevelt Road
Glen Ellyn, Illinois
February 15, 2016

5. **Lighting** Only building wall mounted and under-canopy lights are specified on the photometric plan. No new stand-alone parking lot lights are proposed. Section 10-5-13M2 of the Zoning Code limits the intensity of light "adjacent to a residential use" not to exceed 0.5 foot-candles. This has traditionally been measured at the closest right-of-way boundary. There is not compliance along the west side of Briar Street because the proposed canopy is so close to the property line. Section 10-5-8G8 covering lighting for "parking lots or garages used during darkness" does not apply to the canopy.

We have not evaluated the light spillover at the common property lines between the two lots as this proposal is being considered as part of one overall development.

The catalog cuts suggest all lighting fixtures have side shielding required under Section 10-5-13M1c is met.

--END--

GLEN ELLYN POLICE DEPARTMENT MEMORANDUM

TO: Michele Stegall, Village Planner
FROM: Bill Holmer, Assistant Chief of Police 
DATE: April 8, 2016
SUBJECT: **SITE REVIEW – 1100 ROOSEVELT ROAD**

This memorandum is in response to your request for review of the site plan and traffic report from James J. Benes and Associates, Inc. regarding a proposed gas station development at 1100 Roosevelt Road, Glen Ellyn. Prior to developing these comments, I reviewed an aerial map of the site, a diagram of the proposed development, a review from Project Engineer Daniel Schoenberg from James J. Benes and Associates, Inc., and a traffic impact report from Gewalt Hamilton Associates, Inc.

While this site appears to be tight for the proposed development which caused initial police concerns related to traffic movements, there is nothing definitive for me to reference that would warrant total opposition to the project. While the recommendation from the traffic impact report to restrict the left turn from Briar Street is logical, I agree with Mr. Schoenberg's comments about trying to avoid creating additional traffic in the adjacent neighborhood. In the event the project moves forward, police would continue to monitor traffic movements for problems that arise from the development that may be corrected by the implementation of turning restrictions.

I agree with Mr. Schoenberg's recommendation to prohibit U-turns for eastbound traffic on Roosevelt Road at Briar. This is a risky movement that could be exacerbated by the development and additional traffic. However, I suggest additional consideration be given to creating the right turn lane for southbound Briar as part of the project instead of waiting to evaluate the need at a later time. The west side of Briar Street provides valuable parking for the neighborhood and this parking, along with queuing traffic on Briar, could cause a conflict with traffic that may desire to make a right turn onto Roosevelt.

If you have any questions or would like to discuss this further, please contact me.

Cc: Philip Norton, Chief of Police

MEMORANDUM

TO: Michele Stegall, Village Planner

FROM: Ray Ulreich, Stormwater Engineer
Bob Minix, Professional Engineer

DATE: March 4, 2016

RE: New Gas Station
1100 Roosevelt Road



Village staff engineers have reviewed and discussed the updated application packet submitted on 2/4/2016 by Eric Eriksson of Eriksson Architecture LLC in support of the application for a Special Use and Zoning Variation for the property located at the Northwest corner of Roosevelt Road and Briar Street adjoining the Dunkin Donuts property which consist of 0.42 acres.

We offer the following comments:

Stormwater Management

Stormwater detention was provided onsite as part of the initial development of the property. The provided storm water detention must be maintained as part of this renovation. As part of the final design plans, it should be demonstrated that the detention volume is maintained. Based on the proposed site layout this should be relatively easy to achieve.

Per the Village ordinance, Volume Control Best Management Practices (VCBMP's) are required for increases of impervious surfaces by more than 300 sf. The plan shows that rain gardens are proposed to address the VCBMP's. This is an acceptable practice however the rain gardens may not be large enough to address the entire VCBMP requirements. If additional volume is required then the use of the fee in lieu is appropriate since the use of the site is a gas station. The current fee in lieu of is \$500 per 1,000 square feet of new impervious area. Determination of the adequacy of the rain garden and any required fee in-lieu-of can be done during the building permit review process.

Utilities

It appears that water, storm, and natural gas originate from Briar Street and cross the 1100 Roosevelt Road property to service the 1090 property. Easements for the existing storm sewers which cross the 1100 parcel to service the 1090 property need to be prepared and provided at the time of the building permit, as well as any maintenance agreements between the properties. The water service for 1090 Roosevelt Road must be relocated to the water main along Roosevelt Road. Gas service modifications and/or easement needs require input from the appropriate utility company and can be

addressed during the building permit stage. Overhead wire easements, if any, should also be addressed at that time.

At the time of submission for a building permit the applicant shall provide information to:

1. Indicate the existing and proposed routing and size of the water, sanitary and gas services for both the 1090 and 1100 properties. Please note that the 1100 property water service must be routed inside the property; the existing service line appears to be close to the north lot line.
2. Complete the routing of the storm sewer pipes to the connection with the Village system, apparently to the east. Advise how maintenance responsibilities will be determined between the two sites due to the common system, but separate ownership of the parcels. The condition of the existing storm sewers should be confirmed via closed-circuit video.
3. Confirm that the existing water service size is adequate to supply the new use.
4. Determine that the existing sanitary sewer service line is of appropriate size and condition to be reused without additional rehabilitation. Lining of the sanitary service may be required to bring the current line into acceptable condition.
5. Show all utility construction details and use the Village specifications previously provided.
6. A new water meter and RPZ backflow prevention device shall be provided.

Site Roadways and Access Modifications

The widening of the south access drive on Briar Street is conceptually acceptable. The existing driveway on the north side must be saw cut perpendicular to the roadway, with the bottom wedge and curb removed and replaced as part of the new work. It should be demonstrated that the pavement sections for the existing pavement as well as approaches (including sidewalk) are of appropriate thickness to handle heavy tanker truck loadings.

Parkway Trees

Village Forestry Division personnel have inspected the Briar right-of-way and confirmed that the three existing trees thereon are sufficient – no new trees are needed on Briar. Staff has also decided that no parkway trees should be planted on the Roosevelt Road side of the development. Hence, no new parkway trees are required.

cc: Julius Hansen, Public Works Director
Bob Greenberg, Utilities Superintendent
Kathryn Horn, Public Works Administrative Assistant
Bill Miller, Utilities Inspector

**JAMES J. BENES AND ASSOCIATES, INC.**

950 Warrenville Road ■ Suite 101 ■ Lisle, Illinois ■ 60532
Tel. (630) 719-7570 ■ Fax (630) 719-7589

MEMORANDUM

Date: April 8, 2016

To: Michele Stegall, Village Planner
Village of Glen Ellyn

From: Daniel H. Schoenberg, PE
Project Engineer

Re: Gas Station, 1100 Roosevelt Road, Glen Ellyn
Job No. 1115.051

At your request we have reviewed the Special Use and variance application package to convert an existing office building to a gasoline station with 7 fuel positions and a 1,700 sf convenience store at the northwest corner of IL-38 and Briar Street. The review package includes the following:

- Site Plan prepared by Eriksson Architecture LLC. dated March 16, 2016.
- Traffic Impact Study prepared by Gewalt Hamilton Associates, Inc. (GHA) dated March 25, 2016
- Photometric Plan prepared by Cree dated March 18, 2016

This development is within Lot 2 of the GE2 Resubdivision. Lot 1 is the site of a Dunkin Donut (DD) restaurant. Since the last submittal, the canopy and most easterly pump position were adjusted to require less zoning relief. The lights under the canopy were relocated to reduce light spill over. The traffic report was updated to use actual DD traffic instead of projected figures. Since the public hearing, the Village has received the site plan of an approved mosque to be located at the southwest corner of the Roosevelt-Lawler intersection opposite this development. The Village received some traffic analyses from the County, too.

Vehicular Traffic Impacts Most traffic studies project impacts five years after construction to allow developments to be fully built. Donut places and gasoline stations may find their customer base much more rapidly, so we have no objection to using the recent counts to evaluate the performance of on-site and abutting intersections.

The last traffic study was prepared before the DD opened, so generated trips were projected using national standards. The actual morning trips generated exceeded the projections by about 75 trips (201 actual versus 126 projected). Afternoon DD trips were lower than projected (32 actual versus 53 projected). However, the total approach volumes to the Briar-Roosevelt-Lawler intersection, pre-DD and post-DD figures, AM and PM, were close to the earlier projections. This suggests DD is attracting more existing network traffic (pass-by) than previously considered.

The previous study did not include the mosque recently approved by the County on the unincorporated land at the southwest corner of Roosevelt and Lawler. According to its traffic study, on-site peak trips occur at the very start of the morning peak and near the end of the afternoon network peak times.

Despite the volume changes from the actual DD counts and the proposed mosque, the post-construction projected volumes of traffic neither change much from the earlier study nor rise to the

1100 Roosevelt Road
Glen Ellyn, Illinois
April 8, 2016

warrants of a new traffic signal. As discussed in the study, since Roosevelt is a Strategic Regional Arterial (SRA), higher volume standards apply. Pedestrian counts and accident experience warrants are not met. Also note the separation of Roosevelt/Briar/Lawler to the existing signal to the west is below the distance at which IDOT typically approves new signals. It is unlikely IDOT would approve a traffic signal at Roosevelt/Briar/Lawler.

During the recent traffic counts, a few morning eastbound motorists on Roosevelt were observed making a U-turn on Roosevelt to enter the site on Roosevelt instead of turning at Briar. This is a risky maneuver. In order to discourage this behavior, we suggest the posting of a "No U-Turn" sign (R3-4) near the end of the raised median, subject to IDOT approval.

We stand by our previous conclusion that the impact of this development on the overall roadway network is small. According to data in the ITE Trip Generation Manual quoted in the traffic study, almost two thirds of the traffic entering a convenience mart with gas stations is traffic already on the road network. (A 20% total was assumed in the analysis.) The impact on traffic on Roosevelt Road and northbound Briar should not be discernible. Peak hour motorists must wait to turn left from the local streets onto Roosevelt today and more traffic is proposed to be added.

We stand by our recommendation to keep the Briar entrance open first by posting "Do Not Block Driveway" signs and, if necessary, by an additional southbound right turn lane on Briar.

The report suggests eliminating left turn movements for southbound Briar and for northbound Lawler to reduce congestion. Displaced southbound Briar traffic would travel east to Surrey Drive, where there is a depressed median for a two-step left turn. Displaced northbound Lawler traffic would travel east to Lloyd Avenue where there is also room for a two-step left turn. Both changes require IDOT approval, and a change to Lawler would require Township and County approvals. We do not support these changes. If Briar access is limited, traffic is increased through a single family residential neighborhood and access to the proposed development is compromised. If Lawler access is limited, mosque access is compromised. We believe an equilibrium between Briar and Surrey and between Lawler and Lloyd would be established over a short time.

Pedestrian Access This has not changed from prior submittals

Parking This has not changed from prior submittals.

Loading This has not changed from prior submittals.

Lighting Only building wall mounted and under-canopy lights are specified on the photometric plan. No new stand-alone parking lot lights are proposed. Section 10-5-13M2 of the Zoning Code limits the intensity of light "adjacent to a residential use" not to exceed 0.5 foot-candles. This has traditionally been measured at the closest right-of-way boundary. There is not compliance along the west side of Briar Street because the proposed canopy is so close to the property line. We have not evaluated the light spillover at the common property lines between the two lots as this proposal is being considered as part of one overall development. There are no standards for under-canopy lighting, which must be high enough for task lighting. A few years ago, we measured typical under-canopy lighting levels and found a distribution of 30 ft-c to 90 ft-c. As a point of reference, The City of Warrenville set a maximum lighting level of 65 ft-c. The average 30 ft-c lighting here is reasonable.

--END--

Feb 1, 2016

Village of Glen Ellyn 535 Duane St.
Glen Ellyn, IL 60137

Re: new gas station at 1100 Roosevelt Road

To whom it may concern:

The project consists of installing a new gas station with 4 pumps, tanks and a canopy and renovating the existing one story 1,700 sf building into a mini mart. In the process there will be some expansion of the paved areas to accommodate the necessary car and delivery tanker truck traffic. The building façade will be updated to be more in keeping with a gas station design.

We have made some adjustments to the façade in our designs. The major oil companies are not accepting of front facades that reflect residentially styled sloped roofs. Generally rectangular massing and neutral colors are what they prefer. In our designs we are taking advantage of the existing roof overhang in the front and are using it to support a projected front fascia over the front doors and glass. This provides some depth relief, acceptable shadow lines and some weather protection at the entry for pedestrians. The existing exterior walls of this one story building are made of concrete block units that have been covered with a medium beige colored elastomeric type finish as manufactured by companies such as Dryvit or Sto. This "Dryvit" type finish, as it stands today, was then painted with a medium dark gray paint. The existing walls and wall finish are in reasonably good shape. It is our intention to keep the existing exterior walls intact and continue the use of the same Dryvit style finish on the new cooler enclosure and for any other minor repairs. Coolers, due to their function, like insulation so an external insulation fenestration system (IFES) is appropriate. The existing CMU/Dryvit finished walls will be painted to match the color of the new cooler walls. In regard to the new fascia to be erected above the front entry we intend to match the existing walls and use Dryvit as the finish system. To add some visual interest we will use two different colors: a darker color for the new upper façade and a lighter color for the walls at grade.

There has been discussion on the topic of trying to use masonry as an exterior wall material thru out the project. This is problematic for two reasons. First the existing walls: The existing walls are concrete block covered by a "Dryvit" type coating resting on the existing concrete foundation. If one were to try to use brick instead we would have to completely remove the existing CMU walls which are structural holding up the roof and reinstall a structural wall and then a brick veneer wall. This would be tantamount to taking down the whole building and rebuilding it. An alternative would be to try to install a new brick veneer to the outside of the existing walls but that would require us to excavate all the way around the building down to the bottom of the existing concrete footings and then pour in a new footing and foundation wall in order to support the new brick. These approaches are cost prohibitive. We could use a thin brick surface application but, in all honesty, its "fake brick" which has maintenance problems, and the mortar joints are only a half inch deep and need to be dug out and retuckpointed periodically. I have used it before and the client regretted it. I would rather just repaint the existing walls.

Then there is the thought of using a masonry product on the new upper façade assembly. Here we have a problem with weight. The existing building has a wood frame roof structure supported by a heavy timber wood beam at the peak of the roof. This heavy timber beam projects out approximately three feet in front of the building along with beam support at each end of the building. Such a structure is

more than adequate to support a light weight metal stud framing system on which we propose to erect the new front fascia assembly but would be completely incapable of supporting a masonry façade that would be 9 feet about grade and cantilevering out three feet. For this reason we prefer to utilize the Dryvit type system and match the materials we already have on the existing walls. It should be noted that the Dunkin Donuts building on the west side of the site was approved to us a EFIS on the upper portion of the building with the remainder of the building to be painted. We argue for consistency.

In regard to vehicular traffic circulation patterns, we have designed the site to receive fuel delivery tanker trucks just north of the pumps/canopy. This allows easy truck access in and out of the site as shown on sheets 12 and 13. A tanker truck would pose moderate interference to car traffic on the site so deliveries would be scheduled during low traffic times of day or at night after closing.

Applications and submittal documents for Special Use permit, exterior appearance, and zoning variations are attached within.

Sincerely,
Eric Eriksson

Eric Eriksson

Principal, Eriksson Architecture LLC
3816 Lizette Ln, Glenview, IL 60026 847-370-6550



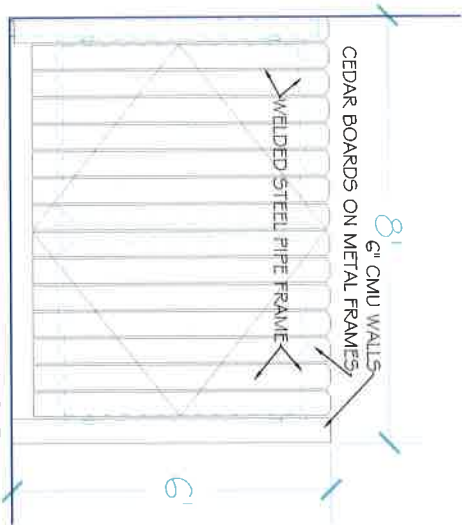


Exhibit "J"

REFUSE WALL ELEVATION

REFUSE AREA NOTES:

- 1 - WALLS TO BE 6" CMU WITH SOLID MASONRY CAP.
- 2 - CMU JOINTS TO BE SMOOTH. CMU TO BE PAINTED WITH DAMANTE FINISH COLOR 111 PRAIRIE GREY
- 2 - SECURE 6" X 6" GATE BOARDS TO WELDED METAL FRAMES HINGED TO 4X4 CORNER POSTS BOLTED TO CMU.



FENCE ELEVATION

FENCE NOTES:

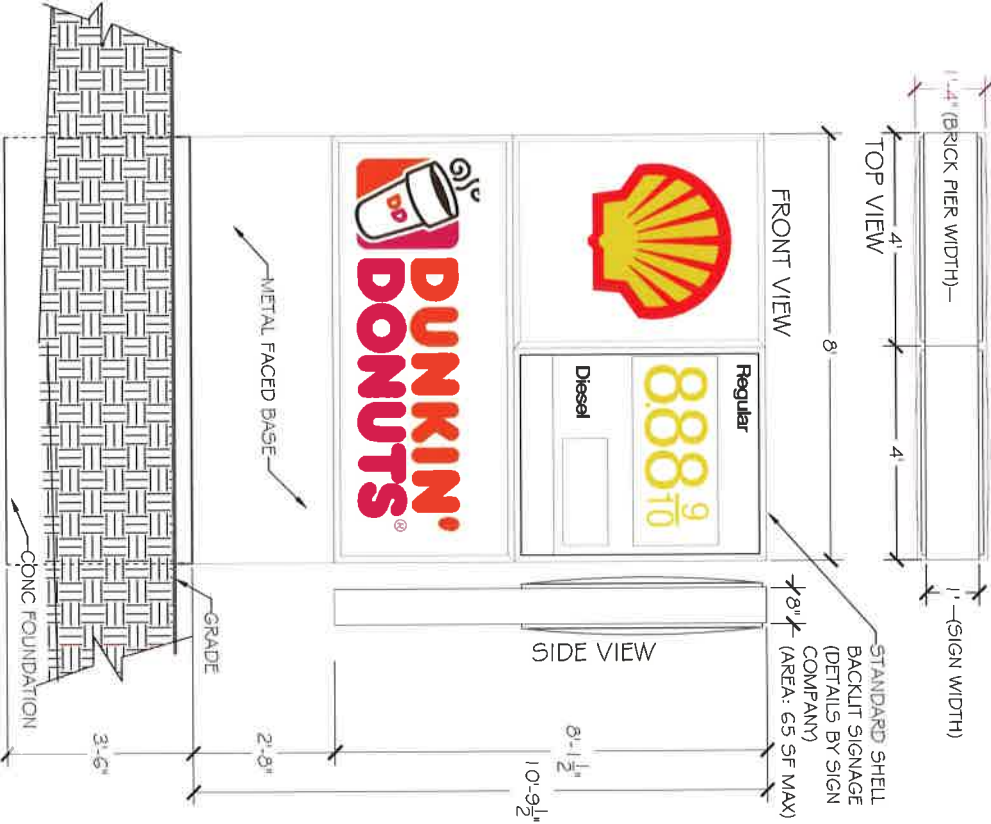
- 1 - FENCE TO BE 6" X 6" ROUGH SAWN CEDAR.
- 2 - POSTS TO BE 4X4 TREATED WOOD AT 8' OC SET 24" IN THE GROUND



Shell / DUNKIN DONUTS SIGN

SHEET 14 - DETAILS

1100 Roosevelt Rd, Glen Ellyn, IL



6 (1)

N

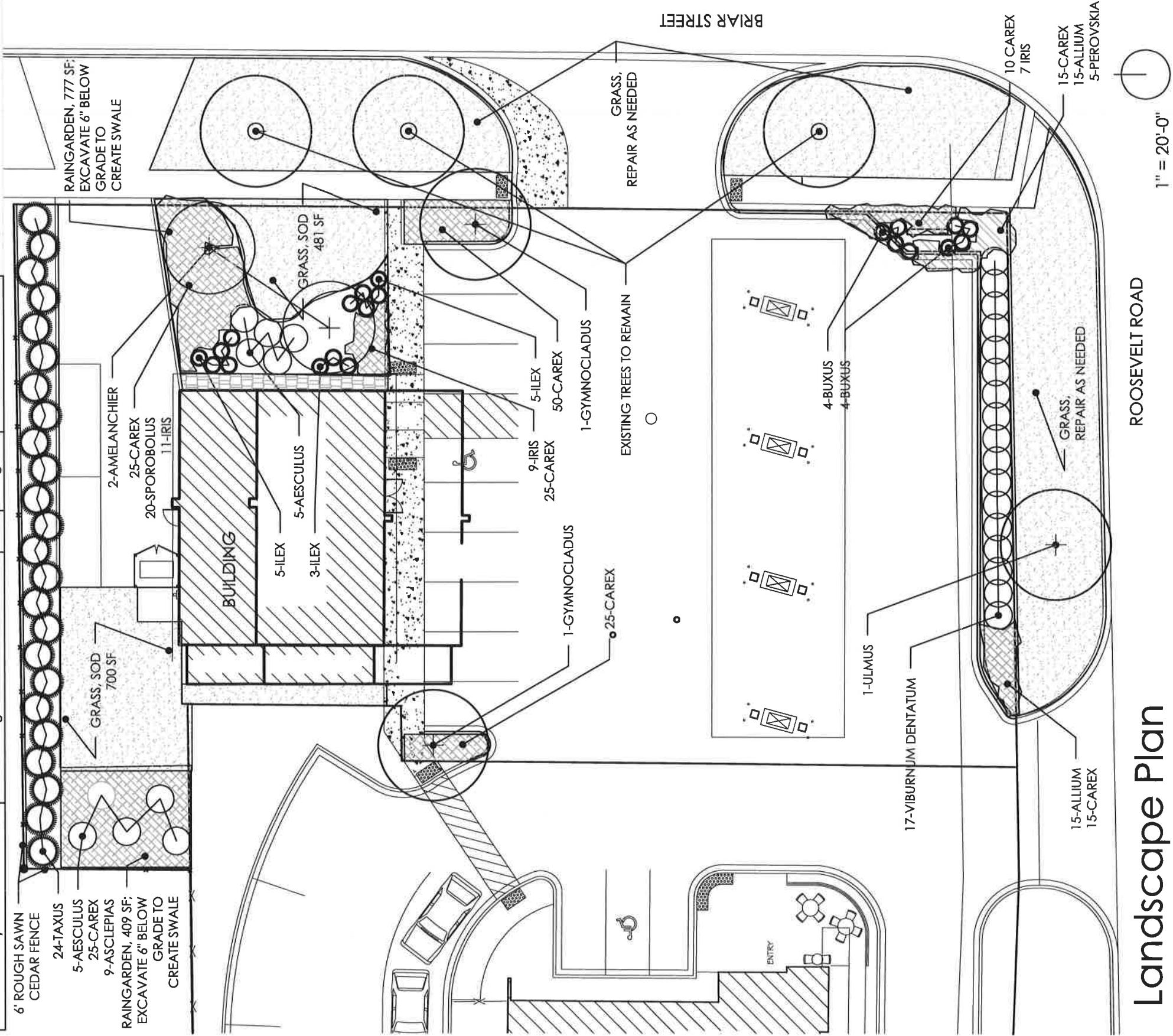


Exhibit "F"

Material Schedule

Botanical Name	Common Name	#	Size	Notes
Trees				
<i>Amelanchier canadensis</i>	Serviceberry	2	6'-8' height	
<i>Gymnocladus dioicus</i>	Kentucky Coffeetree	2	2-1/2" cal.	
<i>Ulmus carpinifolia</i> 'Accolade'	Accolade Elm	1	2-1/2" cal	
Shrubs				
<i>Buxus x macrophylla</i>	Boxwood	8	3 gal	3' on center
<i>Ilex verticillata</i>	Winterberry	13	3 gal	3' on center
<i>Viburnum dentatum</i>	Arrowwood Viburnum	17	5 gal	5' on center, see plan
<i>Taxus cuspidata</i>	Japanese Yew	24	5 gal	5' on center
<i>Aesculus pavia</i>	Bottlebrush	10	5 gal	5' on center
Perennials and Grasses				
<i>Allium</i> 'Summer Beauty'	Summer Beauty Lavender Globe Lily	30	pint	1' on center
<i>Asclepias tuberosa</i>	Butterflyweed	9	1 gal	1' on center
<i>Sporobolus heterolepsis</i>	Prairie Dropseed	20	1 gal	2' on center
<i>Iris</i> 'Blue Flag'	Blue Flag Iris	27	1 gal	1' on center
<i>Carex vulpinoidea</i>	Brown Fox Sedge	190	pint	2' on center
<i>Perovskia atriplicifolia</i>	Russian Sage	5	3 gal	2' on center

Requirements:	
Areas of open space (SF)	3681
Required trees (24/acre)	2
Proposed trees	8



Landscape Plan

1100 ROOSEVELT RD.
GLEN ELLYN, IL

S

†

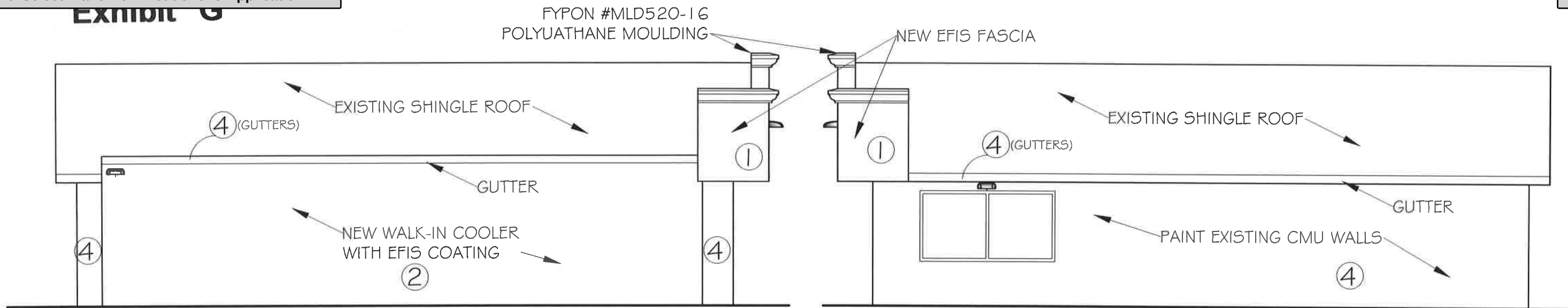
G

Studio
4248 N. Kedvale Avenue, 3E
Chicago, Illinois 60641
773.732.0311
www.gstudiodesign.net

LANDSCAPING
SHEET 5

NO	DATE	DESCRIPTION
1	12/24/15	PERMIT APPROVAL

Exhibit C

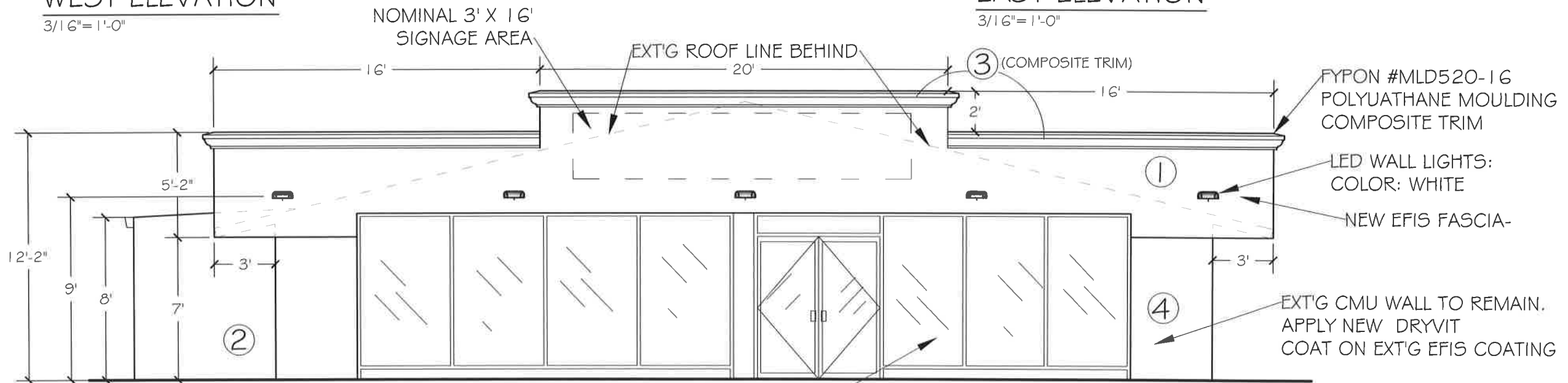


WEST ELEVATION

3/16" = 1'-0"

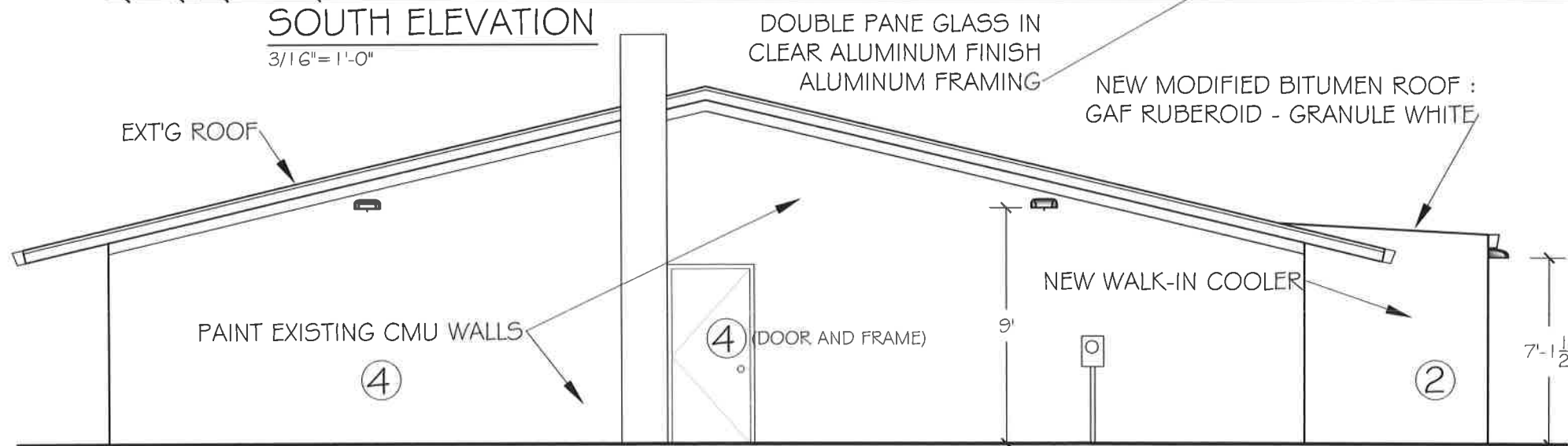
EAST ELEVATION

3/16" = 1'-0"



SOUTH ELEVATION

3/16" = 1'-0"



NORTH ELEVATION

3/16" = 1'-0"

FINISH SCHEDULE:

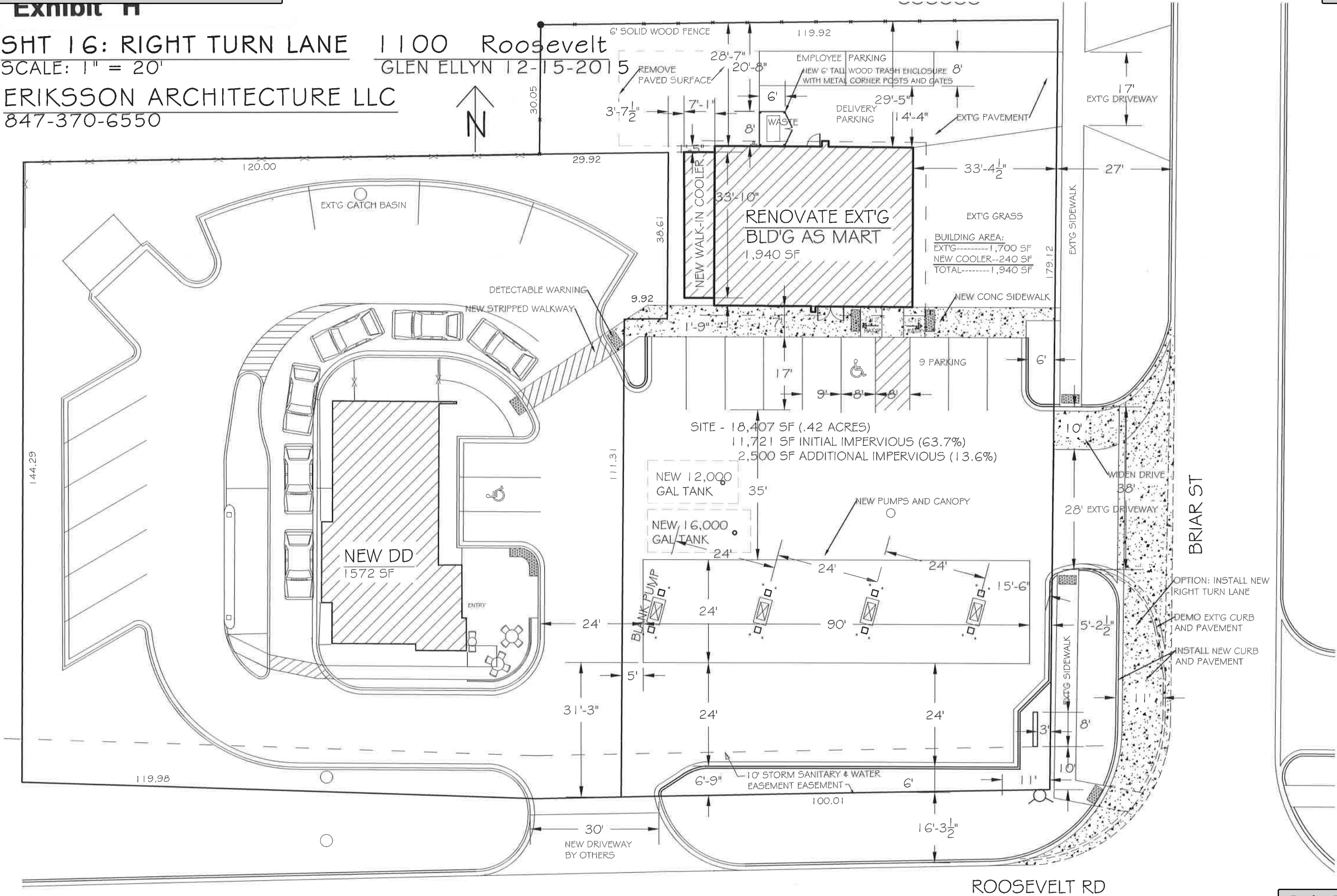
- ① - EFIS FINISH: SANDPEBBLE FINE FINISH BY DRYVIT. COLOR: 110 VAN DYKE
- ② - EFIS FINISH: SANDPEBBLE FINE FINISH BY DRYVIT. COLOR: 111 PRAIRIE GRAY
- ③ - PAINT FINISH: "DEMANTIE" FINISH BY DRYVIT. COLOR: 110 VAN DYKE
- ④ - PAINT FINISH: "DEMANTIE" FINISH BY DRYVIT. COLOR: 111 PRAIRIE GRAY

FINISH NOTES:

- 1 - GUTTERS, DOWNSPOUTS, TRIM AND BACK DOOR TO BE PAINTED WITH DRYVIT PAINT FINISH: "DEMANTIE" 111 PRAIRIE GRAY
- 2 - LED WALL SCONCES TO BE WHITE FINISH.
- 3 - ALUMINUM STOREFRONT ASSEMBLY AND WINDOWS TO BE CLEAR ANODIZED ALUMINUM FINISH
- 4 - THE COMPOSITE TRIM MOLDING IS TO BE PAINTED FINISH #3 "DEMANTIE" FINISH BY DRYVIT, COLOR: 110 VAN DYKE.
- 5 - THE CREE XSPW LED WALL SCONCES ARE TO BE WHITE.
- 6 - MAIN ROOF EXISTING TO REMAIN. COOLER ROOF TO BE: GAF RUBEROID WHITE GRANULAR.

EXHIBIT H

SHT 16: RIGHT TURN LANE 1100 Roosevelt
SCALE: 1" = 20'
GLEN ELLYN 12-15-2015
ERIKSSON ARCHITECTURE LLC
847-370-6550



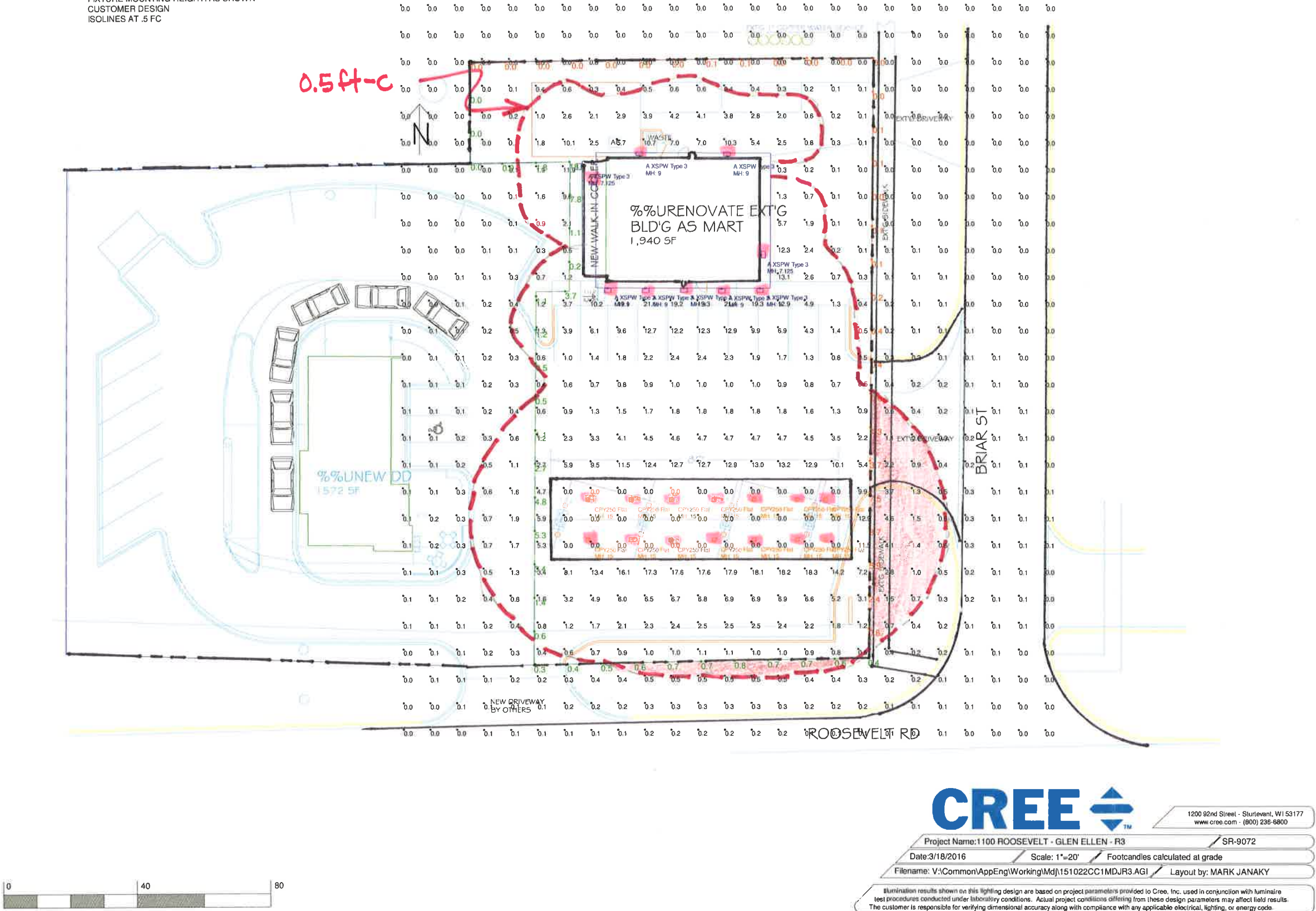
ROOSEVELT RD

BRIAR ST

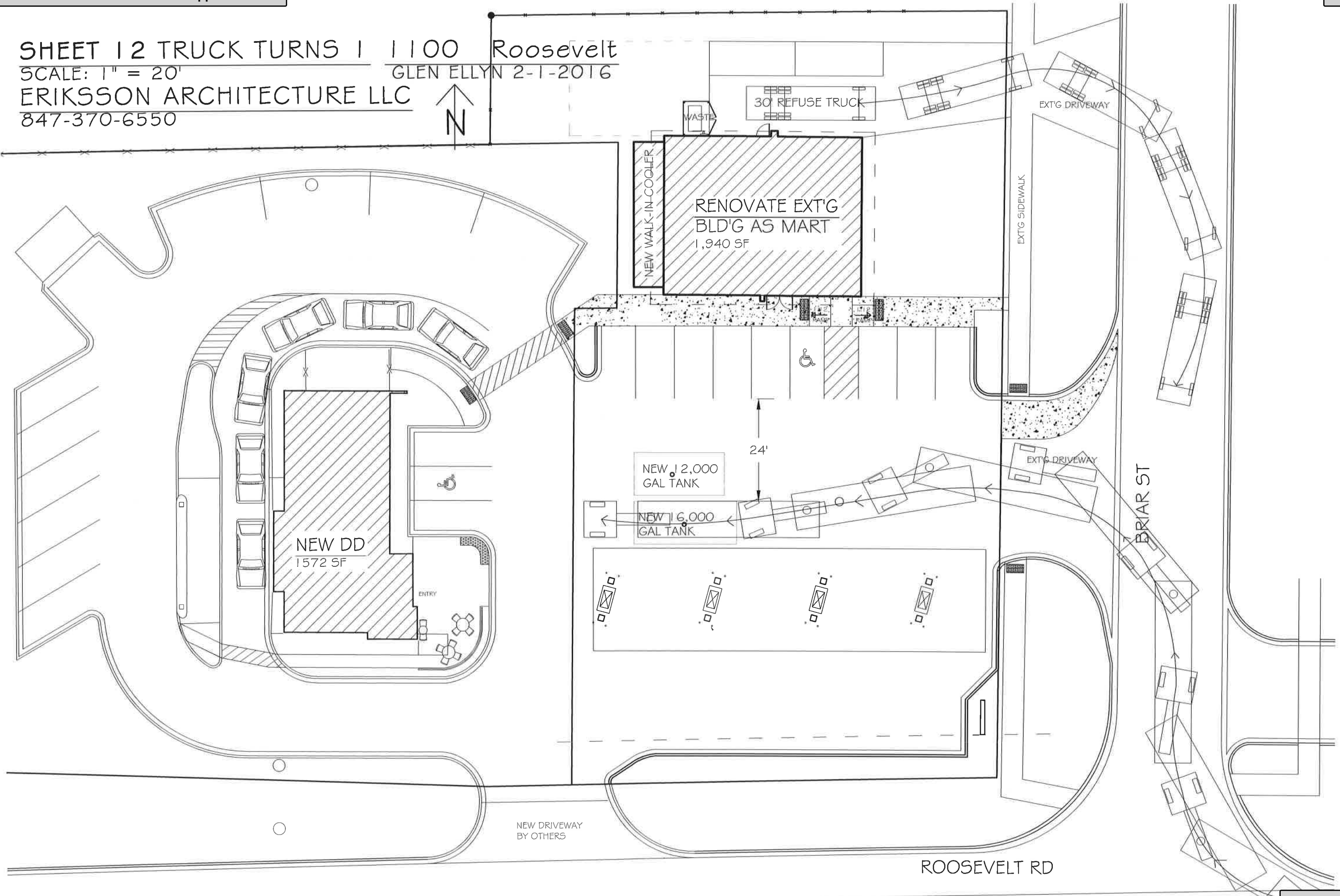
Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Lumens/Lamp	LLF	Description
1	9	A XSPW Type 3	SINGLE	4109	1.000	XSPW-A-0-3-M-C-U-W
2	14	CPY250-Flat	SINGLE	8000	0.920	CPY250-A-XX-F-A-XX-XX
				Lum. Watts		46
						82

Footcandles calculated using predicted lumen values after 50K hours of operation					
Label	Avg	Max	Min	Avg/Min	Max/Min
PROPERTY LINE - NORTH - EAST	1.08	8.7	0.0	N.A.	N.A.
PROPERTY LINE - SOUTH - WEST	1.94	18.6	0.0	N.A.	N.A.
site	1.62	21.4	0.0	N.A.	N.A.

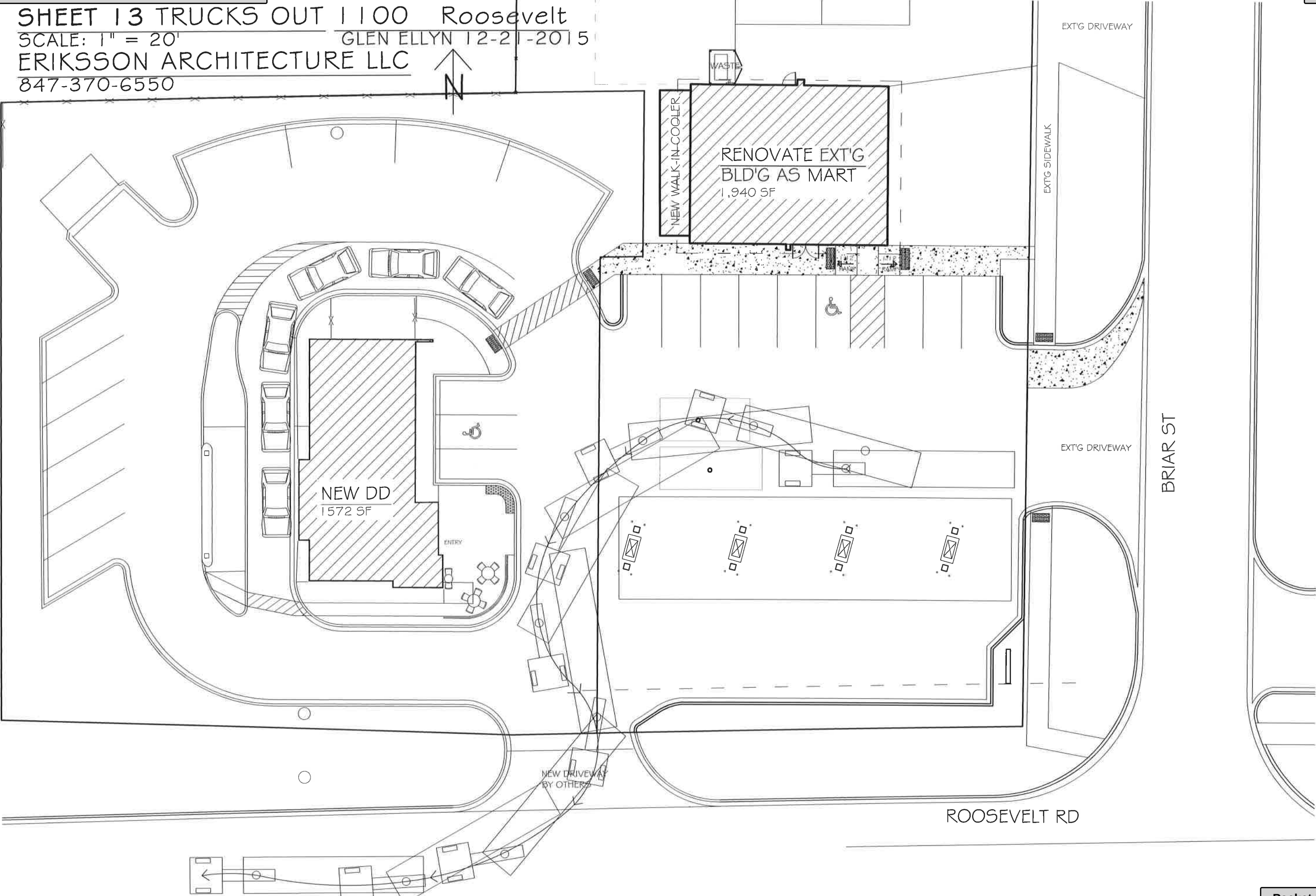
FIXTURE MOUNTING HEIGHT: AS SHOWN
CUSTOMER DESIGN
ISOLINES AT .5 FC



SHEET 12 TRUCK TURNS 1 1100 Roosevelt
SCALE: 1" = 20' GLEN ELLYN 2-1-2016
ERIKSSON ARCHITECTURE LLC
847-370-6550



SHEET 13 TRUCKS OUT 1100 Roosevelt
SCALE: 1" = 20' GLEN ELLYN 12-21-2015
ERIKSSON ARCHITECTURE LLC
847-370-6550



Traffic Impact Study

To: Progressive Petroleum, LLC

From: Lynn M. Means, P.E., PTOE
Senior Transportation Engineer

Date: October 23, 2015
Updated February 3, 2016
Updated March 25, 2016

Subject: Proposed Gasoline Station Development
1100 Roosevelt Road
Glen Ellyn, Illinois

Part I. Introduction and Project Context

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study for the proposed redevelopment of the site located at 1100 Roosevelt Road (Illinois Route 38) in Glen Ellyn, Illinois. The site formerly contained a 1,750± square-foot office use, as part of the Inland Bank property (1090 – 1000 Roosevelt Road). The adjacent 1090 Roosevelt Road property was recently redeveloped as a coffee/donut shop (Dunkin' Donuts) with drive-through window.

As proposed, the project consists of the construction of a gasoline station with 7 vehicle fueling positions (vfps) and a 1,940 square-foot convenience store. The site will be served by 11 parking spaces (9 customer and 2 employee), including 1 handicap. Access to the proposed site will be provided via the existing right-in/right-out (RIRO) access on Roosevelt Road, a modified (widened) full access driveway on Briar Street, as well as via the second, existing full access driveway on Briar Street. The second (northern) full access will serve employee traffic only, along with trash removal and convenience store deliveries.

The following summarizes our findings and provides various recommendations for your consideration. *Exhibits* and *Appendices* referenced are located at the end of this document.

Part II. Background Information

Site Location Map and Roadway Inventory

Exhibits 1 and *2* provide a location map and aerial photography of the site vicinity. Pertinent comments to the adjacent roadways include:

Site

- The site formerly contained approximately 1,750 square-feet of office use, as part of the Inland Bank property (1090-1100 Roosevelt Road).
- Access to the site is currently provided via two full access driveways on Briar Street and one RIRO access on Roosevelt Road. The Roosevelt Road RIRO access and the southern Briar Street access will be shared with adjacent, recently opened Dunkin' Donuts.

Gasoline Station Development
1100 Roosevelt Road
Glen Ellyn, Illinois

- The immediate area surrounding the site consists of multi-family residential to the north and east, single family residential to the northwest, Meyer Co. Plumbing Fixtures and Supplies to the west of the Dunkin' Donuts, vacant land across Roosevelt Road to the south (to contain the Pin Oak Community Center) and Glenbard Auto Dealer to the southeast.

Roosevelt Road (Illinois Route 38)

- Roosevelt Road is an east-west divided, principal arterial under the jurisdiction of the Illinois Department of Transportation (IDOT).
- It provides a six lane cross section (three through lanes in each direction), with a posted speed limit of 45 miles to the west of the site.
- Roosevelt Road is designated as a Strategic Regional Arterial (SRA) route. SRA routes are designed to carry higher traffic volumes at higher travel speeds through access control and traffic signal installation / spacing.
- To the east of the site, Roosevelt Road provides a five-lane cross section: two through lanes in each direction and a center lane for left-turns at intersections, with a posted speed limit of 35 mph.
- At its unsignalized, slightly off-set, intersection with Briar Street and Lawler Avenue, Roosevelt Road provides two through lanes and a left-turn lane in each direction.
- The average daily traffic (ADT) on Roosevelt Road is 33,900 vehicles.
- In connection with the Pin Oak Community Center (Muslim Community Association of Western Suburbs) development, a right-turn lane will be constructed on eastbound Roosevelt Road at Lawler Avenue.

Briar Street

- Briar Street is a north-south local roadway, extending northerly from Roosevelt Road, providing a two lane cross-section (one through lane in each direction).
- It is under the jurisdiction of the Village of Glen Ellyn, with a posted speed limit of 30 mph.
- Parking is prohibited along the east side of Briar Street.
- Sidewalk is provided along both sides of the roadway.
- At its unsignalized intersection with Roosevelt Road, a single, approximately 16 foot wide, approach lane with shared turning movements is provided, operating under stop sign control. As observed, during street peak hours, this wide, flared approach is used as a separate through/left-turn and right-turn lane. Lawler Avenue is offset approximately 70 feet center-to-center to the east of Briar Street.

Lawler Avenue

- Lawler Avenue is a north-south local roadway, extending southerly from Roosevelt Road, providing a two lane cross-section (one through lane in each direction).
- It is under the jurisdiction of the Village of Glen Ellyn, with a posted speed limit of 25 mph.
- At its unsignalized intersection with Roosevelt Road, a single approach lane with shared turning movements is provided, operating under stop sign control. However, in connection with the Pin Oak Community Center, Lawler Avenue will be widened to provide two exiting lanes (a shared through/left-turn lane and a right-turn lane).

Public Transportation

The site is well served by public transportation. Pace Bus Route 31 provides weekday service between the Chicago Transit Authority (CTA) Blue Line Forest Park Transit Center and the Metra Union Pacific West Line Wheaton Station. It operates along Roosevelt Road adjacent to the site with signed stops at the northeast and southwest corners of the Roosevelt Road at Briar Street and Lawler Avenue intersection.

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Existing Traffic

Exhibit 3 summarizes the existing weekday morning and weekday evening peak hour traffic volumes. Peak period traffic turning movement counts were conducted by GHA in March 2016, after the opening of the adjacent Dunkin' Donuts development, from 6:00 to 9:00 AM and 4:00 to 6:00 PM. The observed weekday morning and evening peak hours occurred from 7:30 to 8:30 AM and 4:30 to 5:30 PM, respectively. *Exhibit 3* also provides the ADT 24-hour volume along Roosevelt Road from 2015 as published by IDOT on their website www.gettingaroundillinois.com.

No unusual activities (e.g. roadway construction, or inclement weather) were observed during our counts that would be expected to impact traffic volumes or travel patterns in the vicinity. Summaries of the existing traffic counts can be found in *Appendix A*.

Part III. Traffic Evaluation

Crash Analysis

Crash data was obtained from the Village of Glen Ellyn for the intersection of Roosevelt Road at Briar Street and Lawler Avenue for the last five calendar years, 2011 through 2015. A summary of the crash data is provided in *Table 1*.

Table 1: Crash Summary (2011 – 2015)^A

Location	No. of Crashes	Severity ^B			Crash Type ^C			
		PD	PI	F	CM	RE	FO	Ped
Roosevelt Rd at Briar St and Lawler Ave	25	18	7	0	9	14	2	0

^A Source: Village of Glen Ellyn for the 2011-2015 calendar years.

^B PD = property damage only; PI = personal injury; F = fatality.

^C CM = cross movement/angle; RE = rear end; FO = fixed object; Ped = pedestrian.

As shown in *Table 1*, the intersection of Roosevelt Road at Briar Street and Lawler Avenue experienced 25 crashes over the five year analyses period, which equates to an average of five crashes per year at this location. Seventy-two percent (18 of 25) of the crashes involved property damage only and 56 percent (14 of 25) were rear-end collisions.

Of the nine angle/cross-movement crashes:

- Three crashes involved Roosevelt eastbound left-turn and Briar Street southbound left-turn movements,
- Two involved Roosevelt Road westbound through and Briar Street southbound left-turn movements,
- Two involved Briar Street southbound left-turn and Lawler Avenue northbound left-turn movements and
- The remaining two crashes occurred on Briar Street, north of Roosevelt Road.

Future Site Characteristics

Proposed Development Plan

Exhibit 4 depicts the proposed site plan. As shown, the development consists of the construction of a gasoline station with 7 vehicle fueling positions (vfps) and a 1,940 square-foot convenience store. The site will be served by 11 parking spaces (9 customer and 2 employee), including 1 handicap.

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Access to the proposed site will be provided via the existing right-in/right-out (RIRO) access on Roosevelt Road, a modified (widened) full access driveway on Briar Street, as well as via the second, existing full access driveway on Briar Street. The second (northern) full access will serve employee traffic only, along with trash removal and convenience store deliveries.

Fuel deliveries will be scheduled to occur during off-peak timeframes, which will not impact operations of the proposed facility or the adjacent Dunkin' Donuts. Fuel trucks will enter the site from the Briar Street widened entrance, via Roosevelt Road, and egress the site via the Roosevelt Road access. Auto Turn analyses of the design vehicle (55 foot fuel truck) maneuvering onto, within and out of the site have been prepared by Eriksson Architecture, LLC dated December 21, 2015, and are provided in Appendix B. As shown on these exhibits, a fuel truck can adequately circulate through the site with the drives and site layout, as proposed.

Trip Generation

Exhibit 5 – Part A tabulates the traffic generation calculations for the proposed development. Trip generation rates published by the Institute of Transportation Engineers (ITE) in the 9th Edition of the Manual *Trip Generation* were used to determine the anticipated traffic from the proposed gasoline station with convenience market development.

For multi-use developments, or developments with cross-access and shared access driveways, internal trips between the land uses within the development are expected to occur. These are multi-purpose trips from one land use within the development to another land use within the same development (e.g. a customer purchases fuel at the gasoline station and the goes to the Dunkin' Donuts for coffee). Based on information published in the ITE *Trip Generation Handbook, 3rd Edition*, it was determined that a minimum of 10 percent of the gasoline station trips represent internal trips. Accordingly, a 10% reduction rate due to internal capture was applied.

Not all vehicle trips expected to be generated by the proposed project represents new trips on the study area roadway system, studies have shown that for gasoline station with convenience market developments, a substantial portion of the site-generated vehicle trips are already present in the adjacent passing stream of traffic or are diverted from another route to the proposed site. Based on data presented in the ITE *Trip Generation Handbook, 3rd Edition*, the average pass-by trip percentage for this type of use is between 56 and 62 percent during the weekday AM and weekday PM peak hours. However, to provide a conservative analysis, a 20 percent reduction for pass-by traffic was applied to the development site-generated trips, consistent with IDOT guidelines for the preparation of traffic impact studies on SRA routes. Again, the volume of pass-by traffic does not reduce the total trips generated and will still be realized as turning movements at the site driveways.

Trip Distribution

Exhibit 5 – Part B provides the anticipated trip distribution of new site traffic. This was based on existing site travel patterns, the operational characteristics of the street system and competing opportunities.

Site Traffic Assignment

Exhibits 6A and 6B illustrate the site traffic assignment during the weekday morning and evening peak hours, respectively, which is based on the traffic characteristics summarized in *Exhibit 5* (traffic generation and trip distribution) and assigned to the area roadways.

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Background Traffic Assignment

As previously noted, the Pin Oak Community Center development is to be located on the southwest quadrant of the Roosevelt Road at Briar Street and Lawler Avenue intersection. The development is proposed to contain a mosque, library, gymnasium and multi-purpose room.

Based on information contained within the Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) Traffic Impact Studyⁱ prepared for the proposed development, the facility will provide five daily prayers with the following typical start times, duration and traffic:

- Morning Prayer (5:45 AM), duration 10 minutes, typical traffic 5 to 15 vehicles;
- Midday Prayer (1:15 PM), duration 10 minutes, typical traffic 5 to 15 vehicles;
- Afternoon Prayer (6:15 PM), duration 5 minutes, typical traffic 10 to 15 vehicles;
- Sunset Prayer (7:40 PM), duration 5 minutes, typical traffic 20 to 25 vehicles;
- Night Prayer (9:30 PM), duration 10 minutes, typical traffic 15 to 25 vehicles.

On Fridays, Jumuah Prayer, is held in place of the Midday Prayer (1:15 PM), with a duration of 15 to 20 minutes, and a projected traffic volume of 166 vehicles. There are two Muslim holidays (Ramadan and EID) which generate high volumes of traffic, similar to the Jumuah Prayer, with prayer service occurring at night and late morning for the Ramadan and EID holidays, respectively. Other scheduled activities (classes, meetings, etc.) are expected to have lower attendance and occur outside the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods.

Access to the development will be provided via an entrance only driveway on Lawler Avenue and a right-out only on Roosevelt Road. And, as previously noted, in connection with the development a right-turn lane will be constructed on eastbound Roosevelt Road at Lawler Avenue and Lawler Avenue will be widened to provide two outbound lanes.

To estimate the volume of traffic to be generated by this development, trip generation estimates provided in the KLOA Traffic Impact Study were used and assigned to the roadway network. *Exhibit 6C* illustrates the Pin Oak Community Center site traffic assignment during the weekday morning and evening peak hours.

Total Traffic Assignment

Site traffic and existing traffic (see *Exhibits 6A/6B* and 3, respectively) were combined, along with the addition of the traffic generated by the planned Pin Oak Community Center (see *Exhibit 6C*) to produce the Total traffic, which is illustrated on *Exhibit 7*.

Capacity Analysis

Capacity analyses are a standard measurement in the industry that identifies how a particular intersection operates. *Exhibit 8 – Part A* lists the analysis parameters, as published in the Transportation Research Board's (TRB) 2010 Highway Capacity Manual (HCM). They are measured in terms of level of service (LOS). LOS A is the best rating, with LOS F being the worst. LOS C is often considered acceptable for design

ⁱ Traffic Impact Study; Pin Oak Community Center, Unincorporated DuPage County, Illinois, Kenig, Lindgren, O'Hara, Aboona, Inc., March 9, 2011.

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purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. LOS E and F are usually considered unacceptable.

For Two Way Stop Controlled (TWSC) intersections, LOS is reported for conflicting movements on the major street (i.e. left turns onto the minor approach) and for each movement on the stopped approach. Approach "control delay" is also reported in seconds per vehicle.

Exhibit 8 - Part B summarizes the intersection capacity analysis results. Capacity analysis summary printouts are provided in *Appendix C*.

Roosevelt Road at Briar Street and Lawler Avenue

As shown, left-turn movements from Roosevelt Road onto Briar Street and Lawler Avenue operate at acceptable levels of service (LOS D or better) before and after the development during both peak hours studied. The northbound and southbound left-turn movements from the minor, stop-controlled streets (Briar Street and Lawler Avenue) onto Roosevelt Road currently operate at LOS F and will continue to operate at these levels under future conditions. The delay experienced by this movement is typical for a minor street with a major street with heavy through volumes.

Although these levels of service are typical, a traffic signal warrant analysis was performed for the intersection of Roosevelt Road at Briar Street and Lawler Avenue. The analysis was based on the Manual of Uniform Traffic Control Devices criteria for installation of a traffic control signal. Since Roosevelt Road is classified as a SRA Route, only specific warrants are applicable. The warrants referenced are Warrant 1a – Minimum Vehicular Volume and Warrant 1b – Interruption of Continuous Traffic. Either Warrant 1a or 1b must be satisfied for a minimum of eight hours. Based on the projected traffic volumes and the five hours of existing traffic volumes collected, the intersection of Roosevelt Road and Briar Street is not anticipated to satisfy either eight hour warrant.

MUTCD Warrant 7, Crash Experience, was also reviewed for this intersection. In order for a traffic control signal to be considered five or more reported crashes of types subject to correction by a traffic control signal (i.e., angle collisions) must have occurred within a one year period. Based on the crash history, as previously summarized, the intersection does not satisfy crash experience warrant for traffic signal installation.

Furthermore, SRA routes require a minimum spacing of 1/4-mile between traffic signals, based on the spacing to the existing traffic signal at the Interstate 355 northbound ramps and Roosevelt Road (approximately 950 feet), a traffic signal is unlikely to be installed at this location.

Accordingly, in order to facilitate traffic and improve safety at this intersection, consideration should be given to restricting left-turn movements from northbound Lawler Avenue and southbound Briar Street. There are opportunities (via connections to adjacent streets) to perform these maneuvers onto Roosevelt Road at Lloyd Avenue (approximately 650 feet east of Lawler Avenue) and at Surrey Drive (approximately 900 feet east of Briar Street).

If northbound and southbound left-turn movements are continued to be permitted, consideration should be given to painting pavement markings scribing the travel path through the turn to minimize the conflict created by the offset intersection.

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Site Access Driveways

The proposed site access drive intersections with Briar Street and Roosevelt Road are anticipated to operate at acceptable levels of service (LOS D or better) during street peak hours.

During the peak periods under both existing and future conditions, the southbound queue on Briar Street at Roosevelt Road periodically blocks the main site access. Accordingly, in order to facilitate traffic to and from the site, as well as the adjacent Dunkin' Donuts, it is recommended that consideration be given to installing "Do Not Block Intersection" signs on southbound Briar Street in advance of the main site access. These could also be supplemented with optional pavement markings, in accordance with the Manual on Uniform Traffic Control Devices, such as:

- a. Box only with 8- to 12-inch solid white lines.
- b. Box with "Do Not Block" or "Keep Clear" text.
- c. Box with 4- to 6-inch solid white crosshatch lines.
- d. "Do Not Block" or "Keep Clear" text with no box.

This intersection will be monitored upon completion of the development and the applicant is committed to participate in the widening of southbound Briar Street from Roosevelt Road to the main site access to provide a separate right-turn lane should traffic conditions / the Village deem this improvement necessary (see *Appendix D* for site plan depicting the southbound right-turn lane option).

Part IV. Recommendations and Conclusions

Analyses have been conducted under existing and future conditions to determine the impact from the proposed gasoline station with convenience market development on the study area intersections. The capacity analysis results indicate that with the recommendations described herein, the increase in project site-generated traffic has little effect upon the operations of the area roadway network.

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Part V. Technical Addendum

The following Exhibits and Appendices were previously referenced. They provide technical support for our observations, findings and recommendations discussed in the text.

Exhibits

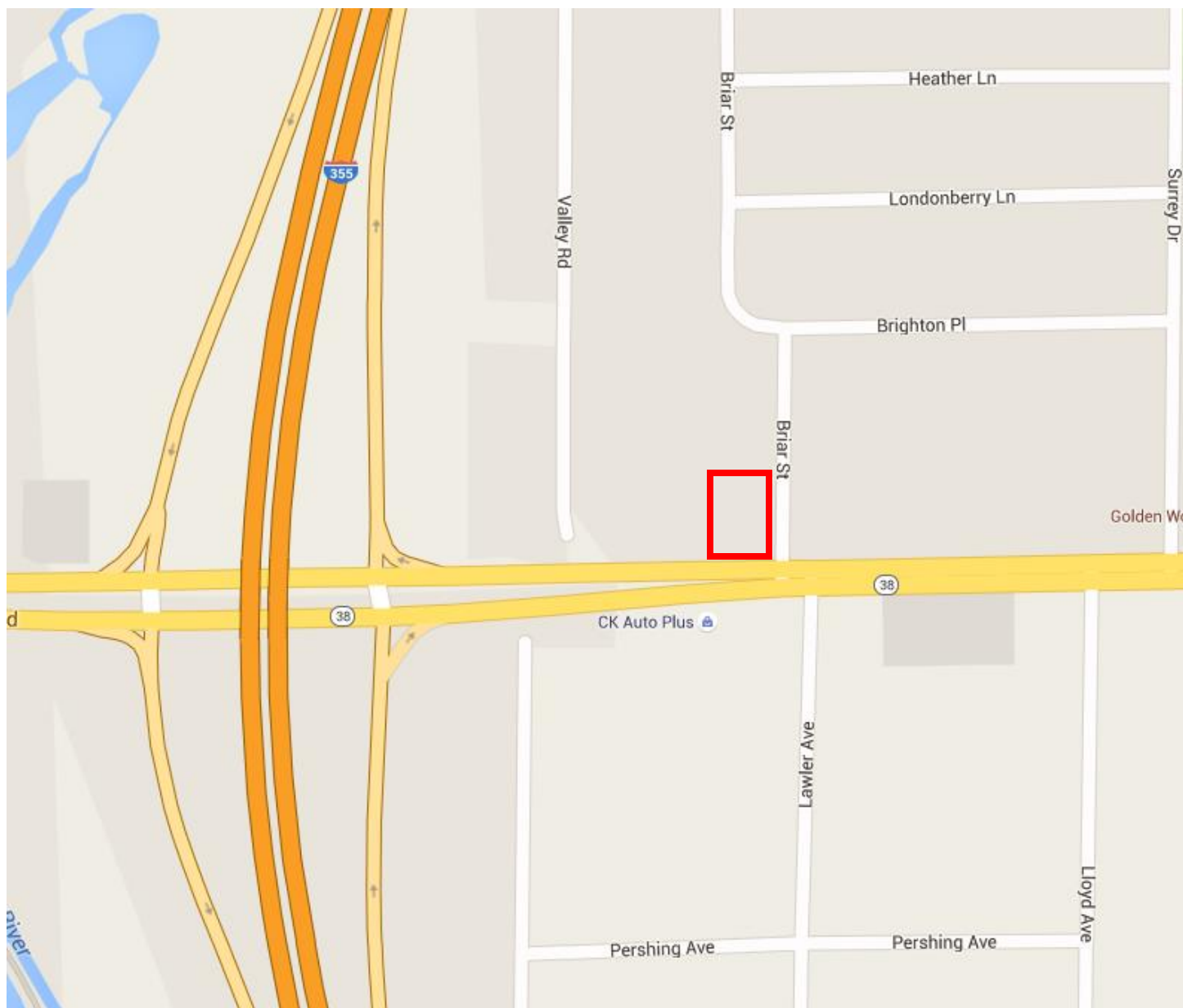
1. Site Location Map
2. Aerial Location Map
3. Existing Traffic
4. Site Plan
5. Traffic Characteristics
6. Site Traffic
 - A. Weekday Morning Peak Hour
 - B. Weekday Evening Peak Hour
- 6C. Pin Oak Community Center Traffic
7. Total Traffic
8. Capacity and Queue Analysis

Appendices

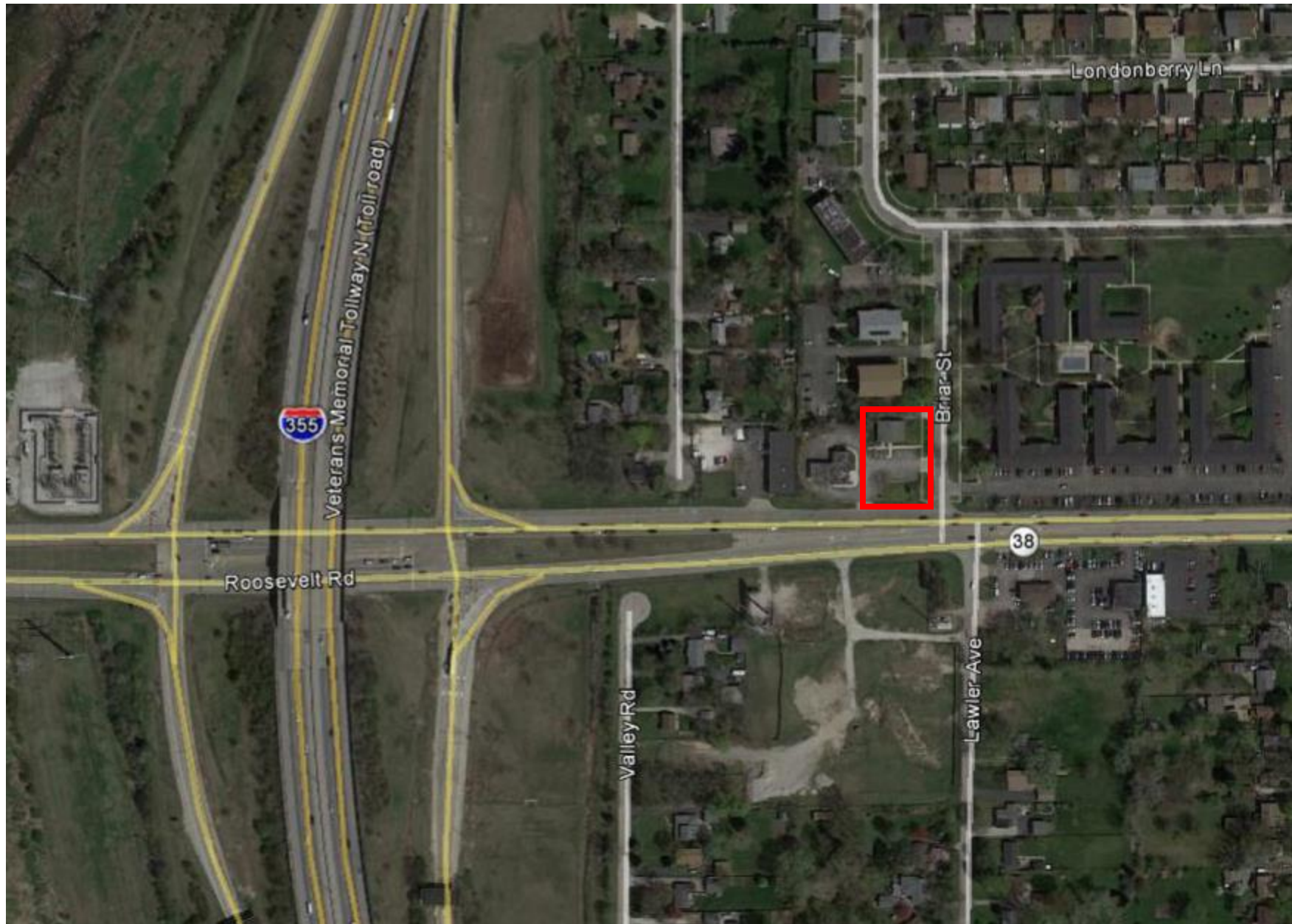
- A. Traffic Count Summaries
- B. Auto Turn Analyses – Eriksson Architecture, LLC
- C. Capacity Analysis Worksheets
- D. Briar Street Southbound Right-Turn Lane Option

Technical Addendum

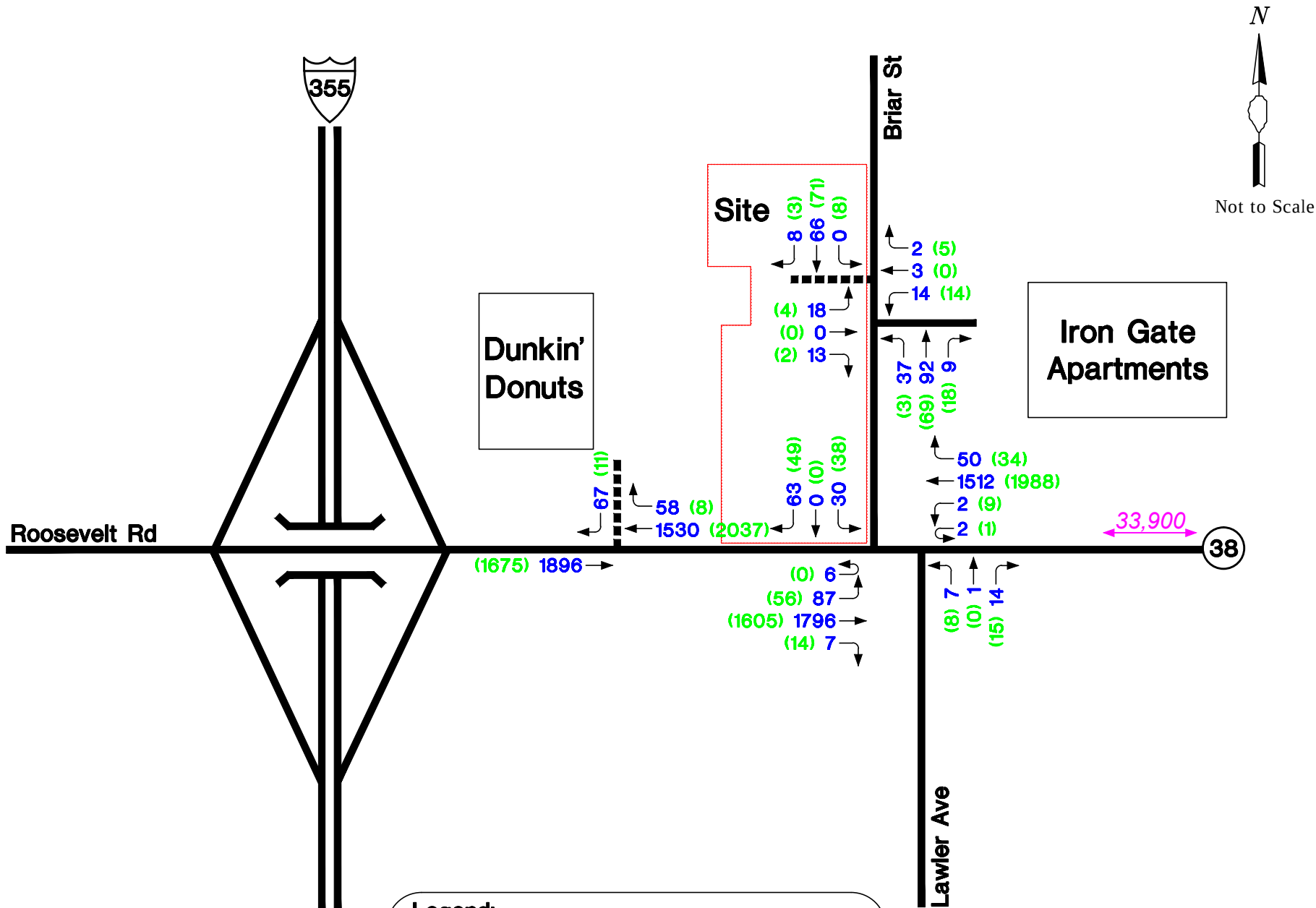
Exhibits



Proposed Gasoline Station Development – 1100 Roosevelt Road; Glen Ellyn, Illinois



Proposed Gasoline Station Development – 1100 Roosevelt Road; Glen Ellyn, Illinois



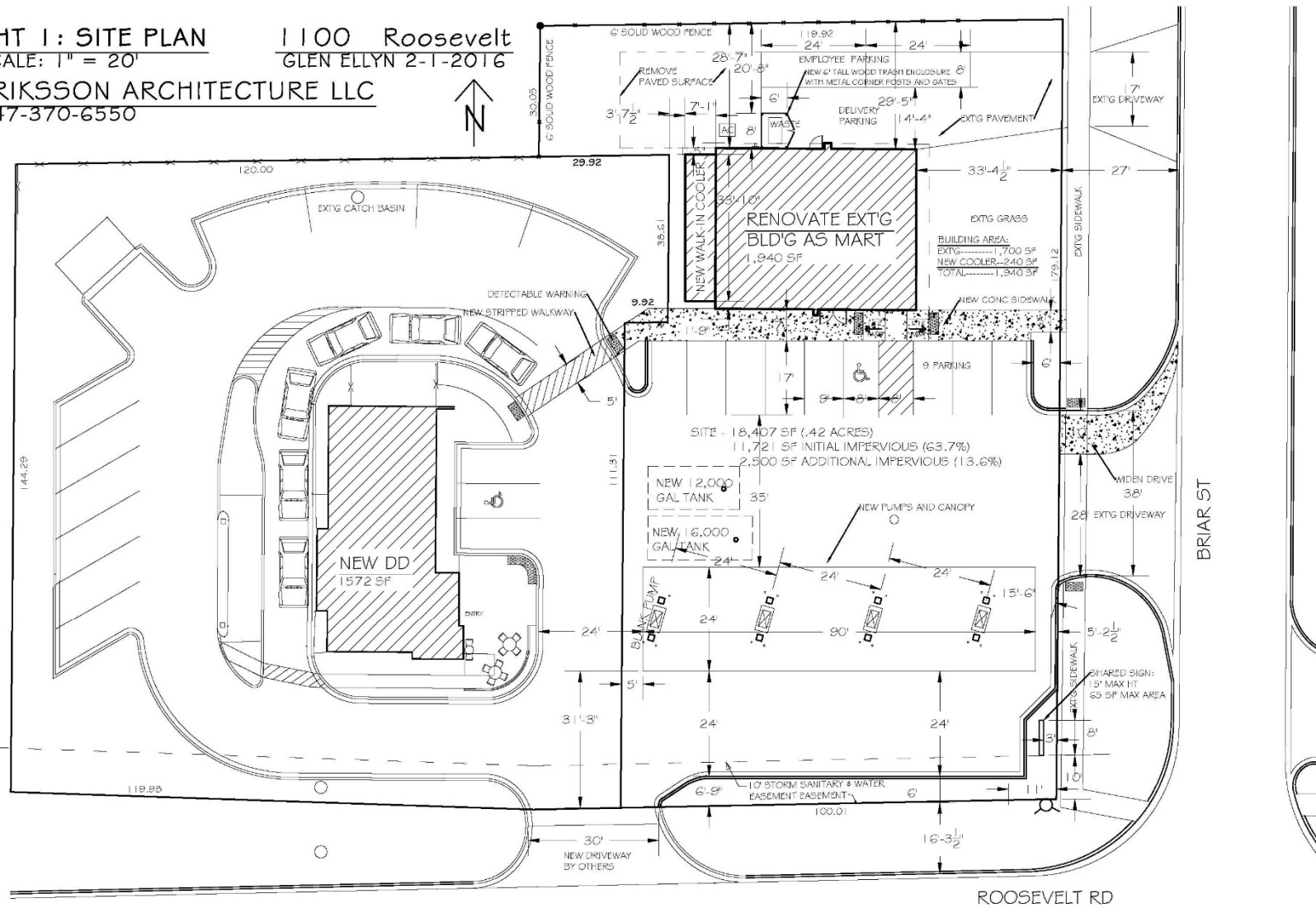


Exhibit 4 Site Plan

Exhibit 5
Project Traffic Characteristics

Gasoline Station Development - 1100 Roosevelt Road, Glen Ellyn, Illinois

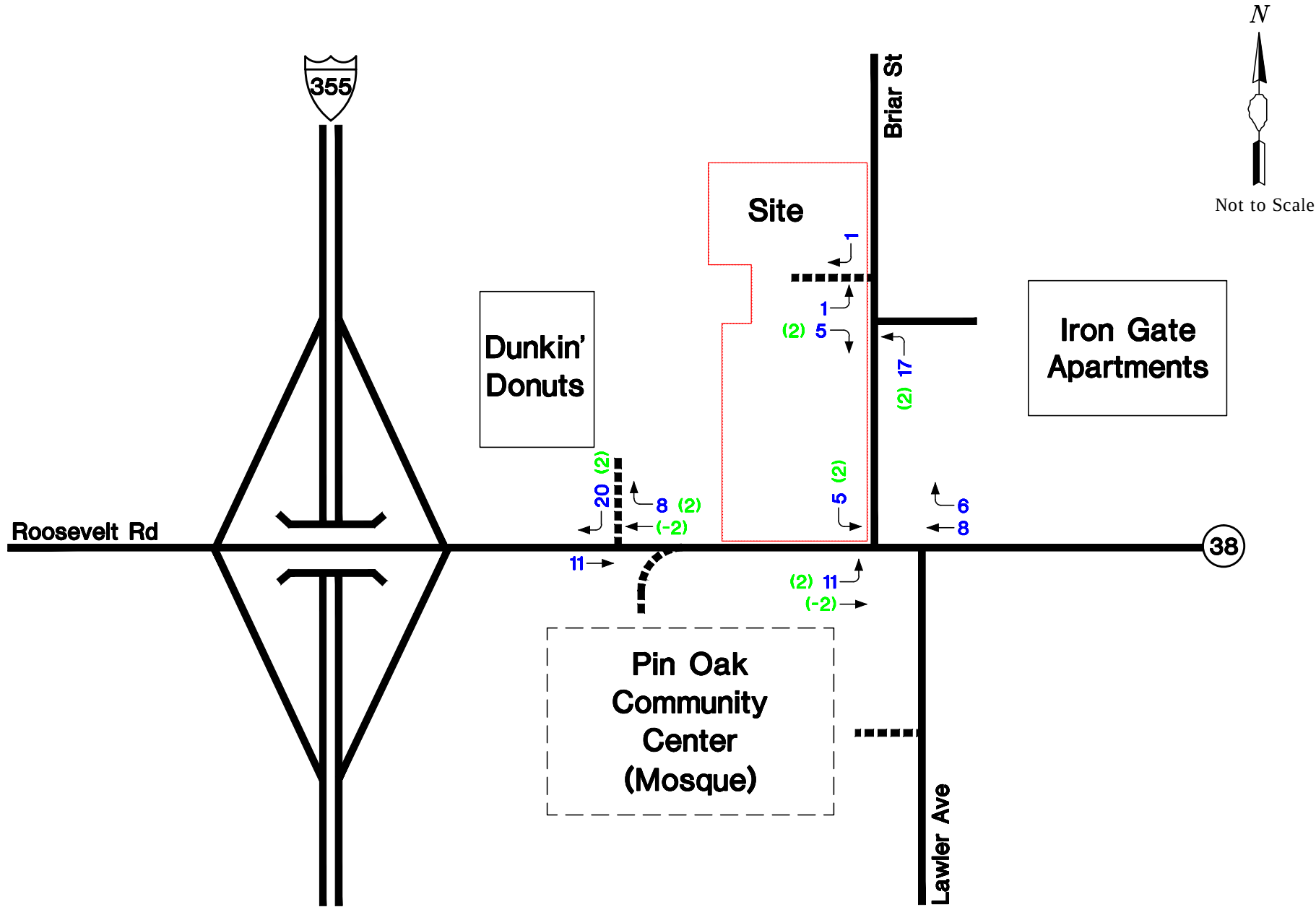
Part A. Traffic Generation Calculations

	ITE Code	Units		Morning Peak Hour			Evening Peak Hour			Daily Sum
				In	Out	Sum	In	Out	Sum	
Gasoline Station with Convenience Market	#945	7	vfps	36	36	72	47	47	94	1,140
less internal capture (10%)				-4	-4	-8	-5	-5	-10	-114
less pass-by (20%)				-6	-6	-12	-8	-8	-16	-206
Total New Trips =				26	26	52	34	34	68	820

Source: ITE Trip Generation Manual; 9th Edition

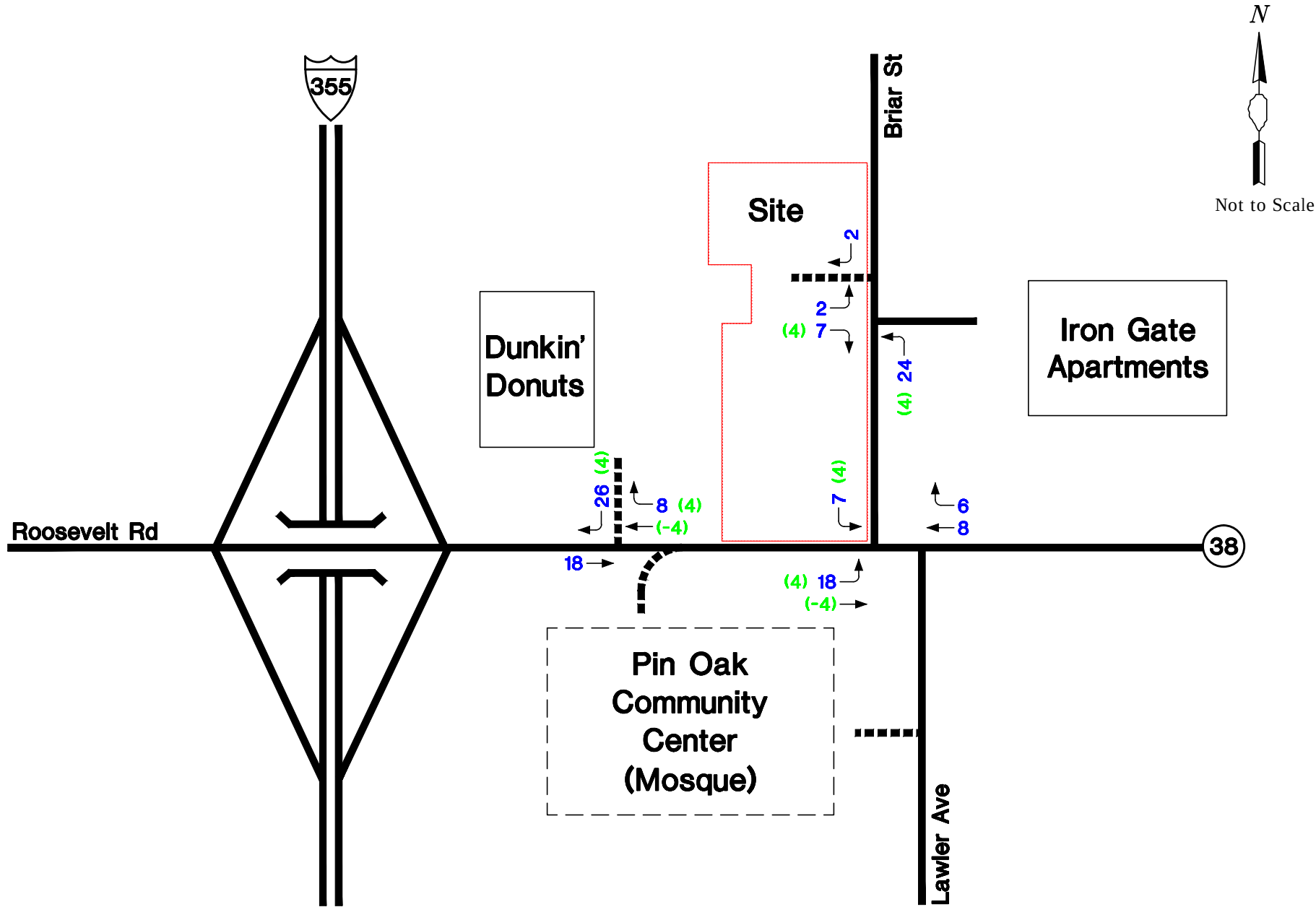
Part B. New Trip Distribution

Route & Direction	Percent Use by Route	
	Approach Site From	Depart Site To
Roosevelt Road		
-West of Briar Street	40%	75%
-East of Briar Street	55%	20%
Briar Street		
- North of Roosevelt Road	5%	5%
Totals =	100%	100%



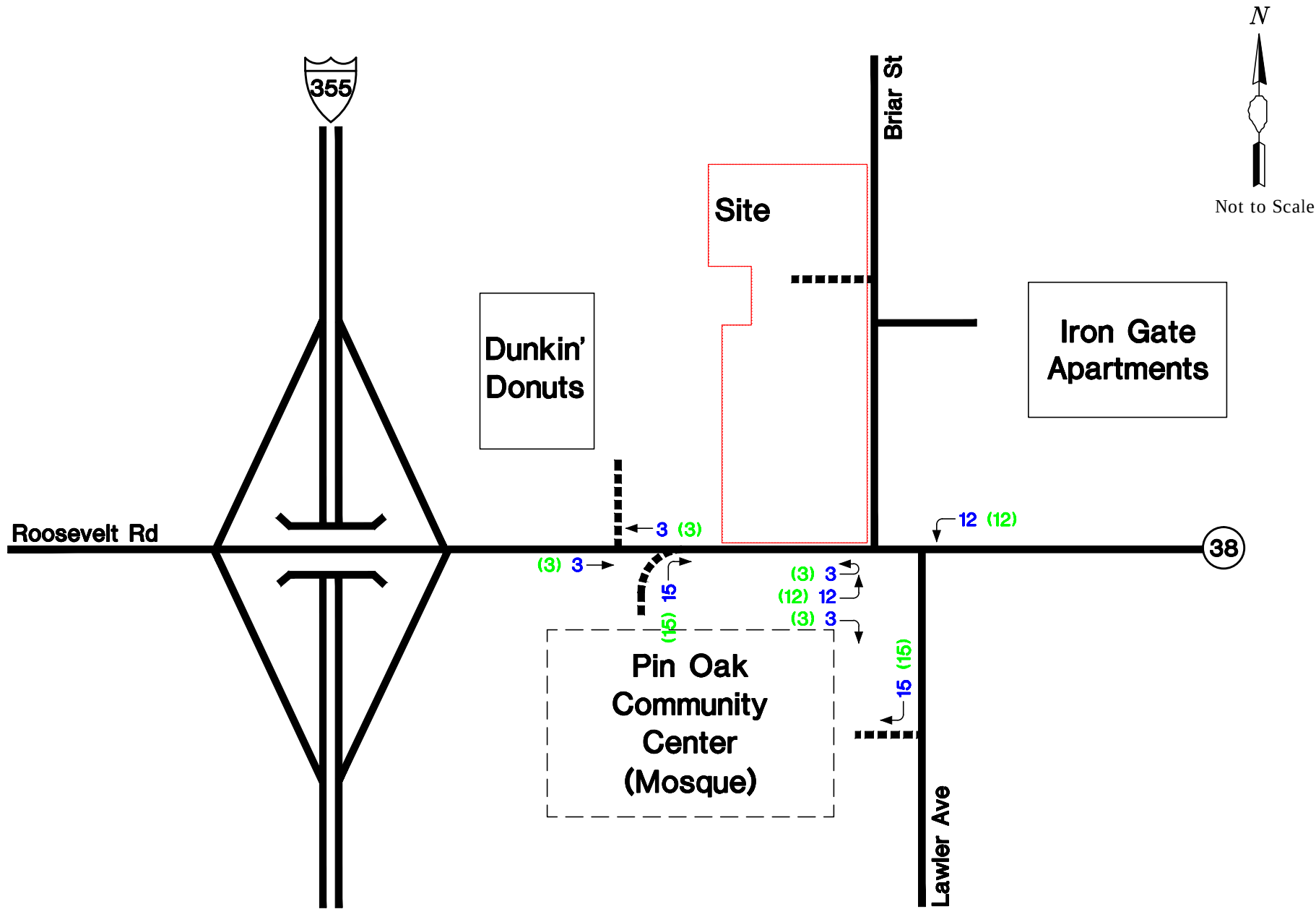
Legend:

- XX — New Vehicle Trip
- (XX) — Pass-by Trip



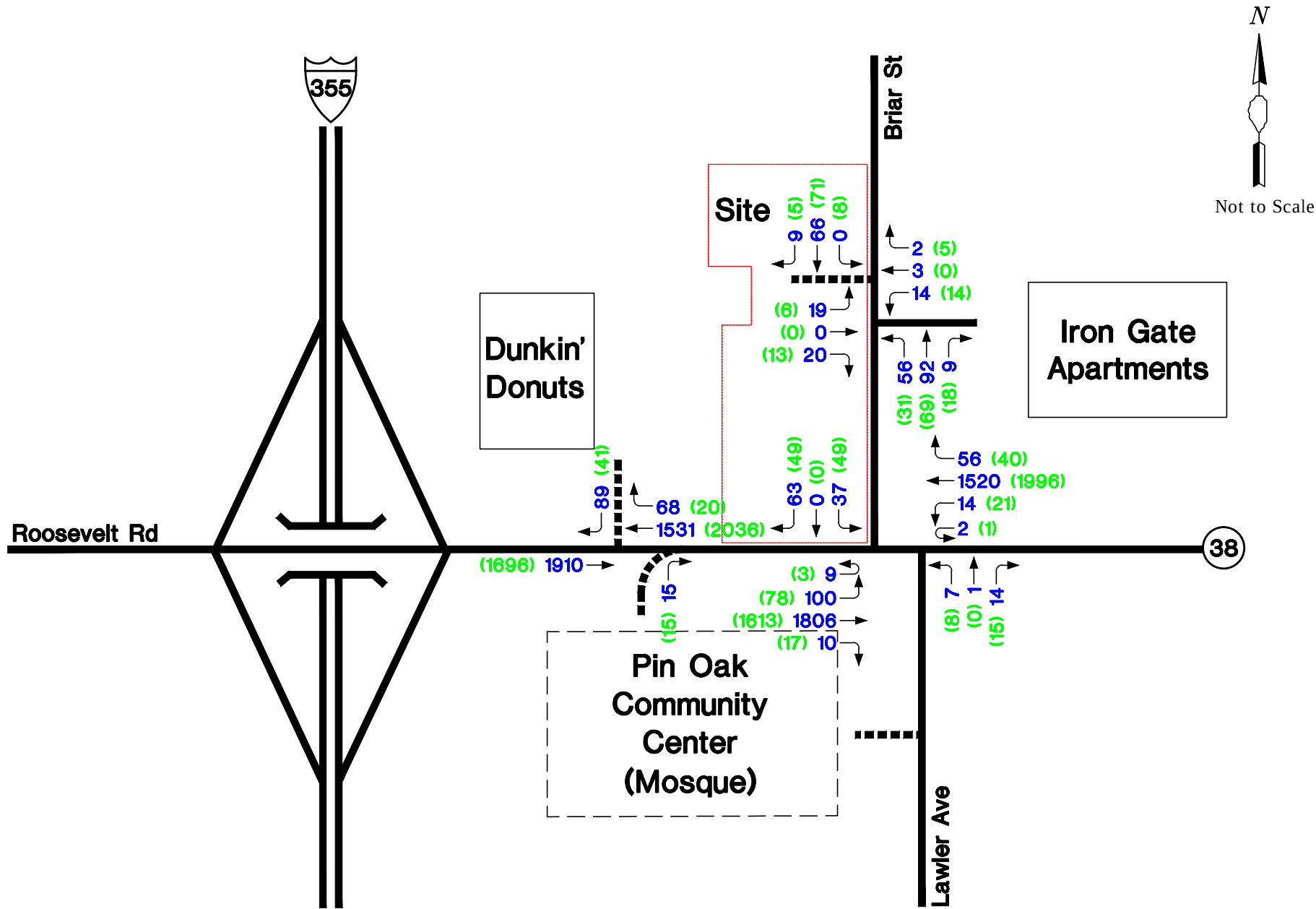
Legend:

- XX** — New Vehicle Trip
- (XX)** — Pass-by Trip



Legend:

- XX — Morning Prayer Traffic (5:45–6:45 AM)
- (XX) — Afternoon Prayer Traffic (6:15–7:15 PM)



Appendices

5065.903 Glen Ellyn, IL
Roosevelt Rd. & Lawler Ave.
5-hr
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 lmeans@gha-engineers.com

Count Name: Roosevelt and Lawler
Site Code:
Start Date: 03/17/2016
Page No: 1

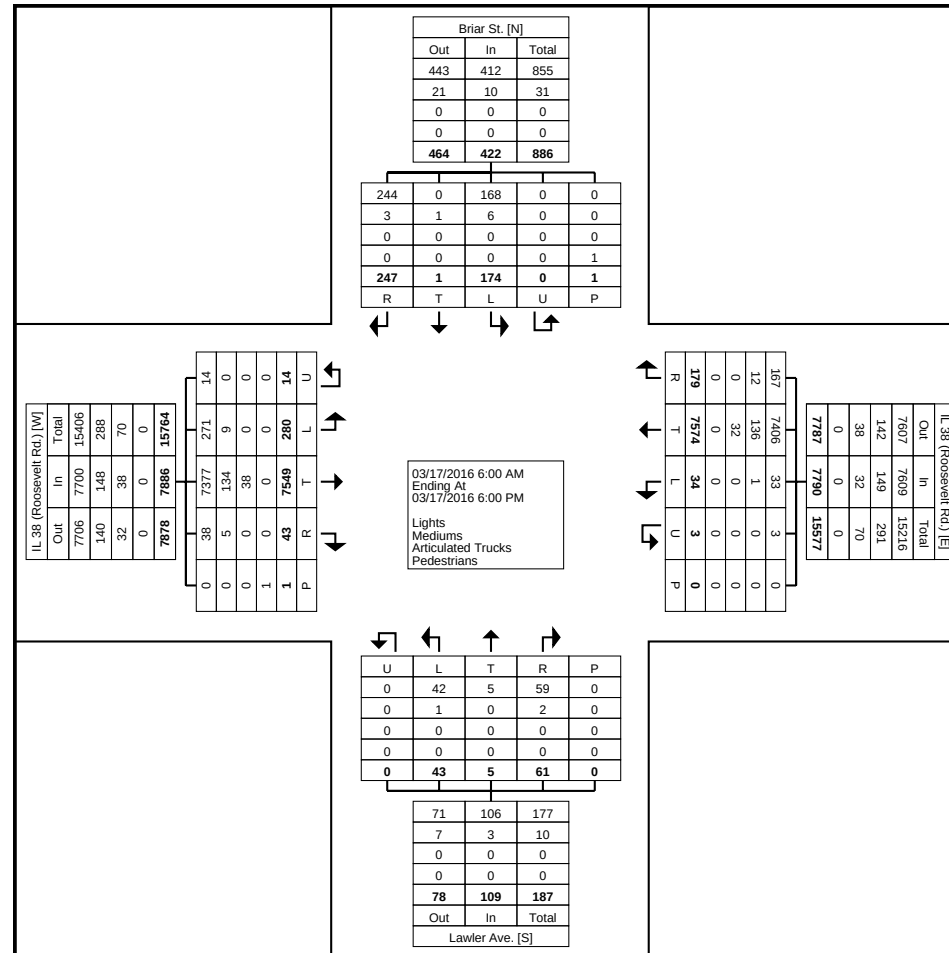
Turning Movement Data

Start Time	Briar St. Southbound						IL 38 (Roosevelt Rd.) Westbound						Lawler Ave. Northbound						IL 38 (Roosevelt Rd.) Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	5	0	8	0	13	0	0	137	4	0	141	0	4	1	2	0	7	0	4	169	0	0	173	334
6:15 AM	0	8	1	9	0	18	0	1	187	2	0	190	0	0	1	2	0	3	1	10	196	1	0	208	419
6:30 AM	0	7	0	8	0	15	0	0	243	8	0	251	0	3	1	3	0	7	2	12	310	2	0	326	599
6:45 AM	0	10	0	6	0	16	0	0	252	6	0	258	0	2	0	5	0	7	2	12	364	0	0	378	659
Hourly Total	0	30	1	31	0	62	0	1	819	20	0	840	0	9	3	12	0	24	5	38	1039	3	0	1085	2011
7:00 AM	0	10	0	20	0	30	0	2	279	13	0	294	0	4	0	1	0	5	0	10	422	1	0	433	762
7:15 AM	0	12	0	17	0	29	0	0	351	9	0	360	0	2	0	5	0	7	1	6	450	1	0	458	854
7:30 AM	0	7	0	15	0	22	1	0	421	10	0	432	0	2	0	3	0	5	1	14	430	2	0	447	906
7:45 AM	0	9	0	17	0	26	1	0	385	10	0	396	0	1	1	3	0	5	0	21	470	2	0	493	920
Hourly Total	0	38	0	69	0	107	2	2	1436	42	0	1482	0	9	1	12	0	22	2	51	1772	6	0	1831	3442
8:00 AM	0	6	0	16	0	22	0	0	326	16	0	342	0	2	0	4	0	6	2	29	442	3	0	476	846
8:15 AM	0	8	0	14	0	22	0	2	372	13	0	387	0	2	0	4	0	6	3	22	454	0	0	479	894
8:30 AM	0	11	0	14	0	25	0	1	358	8	0	367	0	4	0	1	0	5	1	10	383	1	0	395	792
8:45 AM	0	15	0	12	1	27	0	0	332	6	0	338	0	0	0	3	0	3	1	18	370	0	0	389	757
Hourly Total	0	40	0	56	1	96	0	3	1388	43	0	1434	0	8	0	12	0	20	7	79	1649	4	0	1739	3289
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	9	0	20	0	29	0	4	468	7	0	479	0	5	1	0	0	6	0	11	381	4	0	396	910
4:15 PM	0	6	0	6	0	12	0	7	491	15	0	513	0	0	0	6	0	6	0	18	339	4	1	361	892
4:30 PM	0	8	0	15	0	23	0	1	502	7	0	510	0	4	0	3	0	7	0	13	428	0	0	441	981
4:45 PM	0	15	0	15	0	30	0	4	486	15	0	505	0	0	0	5	0	5	0	13	427	3	0	443	983
Hourly Total	0	38	0	56	0	94	0	16	1947	44	0	2007	0	9	1	14	0	24	0	55	1575	11	1	1641	3766
5:00 PM	0	8	0	11	0	19	1	3	489	9	0	502	0	3	0	5	0	8	0	12	368	4	0	384	913
5:15 PM	0	7	0	8	0	15	0	1	511	3	0	515	0	1	0	2	0	3	0	18	382	7	0	407	940
5:30 PM	0	2	0	8	0	10	0	4	527	6	0	537	0	2	0	3	0	5	0	15	389	3	0	407	959
5:45 PM	0	11	0	8	0	19	0	4	457	12	0	473	0	2	0	1	0	3	0	12	375	5	0	392	887
Hourly Total	0	28	0	35	0	63	1	12	1984	30	0	2027	0	8	0	11	0	19	0	57	1514	19	0	1590	3699
Grand Total	0	174	1	247	1	422	3	34	7574	179	0	7790	0	43	5	61	0	109	14	280	7549	43	1	7886	16207
Approach %	0.0	41.2	0.2	58.5	-	-	0.0	0.4	97.2	2.3	-	-	0.0	39.4	4.6	56.0	-	-	0.2	3.6	95.7	0.5	-	-	-
Total %	0.0	1.1	0.0	1.5	-	2.6	0.0	0.2	46.7	1.1	-	48.1	0.0	0.3	0.0	0.4	-	0.7	0.1	1.7	46.6	0.3	-	48.7	-
Lights	0	168	0	244	-	412	3	33	7406	167	-	7609	0	42	5	59	-	106	14	271	7377	38	-	7700	15827
% Lights	-	96.6	0.0	98.8	-	97.6	100.0	97.1	97.8	93.3	-	97.7	-	97.7	100.0	96.7	-	97.2	100.0	96.8	97.7	88.4	-	97.6	97.7
Mediums	0	6	1	3	-	10	0	1	136	12	-	149	0	1	0	2	-	3	0	9	134	5	-	148	310
% Mediums	-	3.4	100.0	1.2	-	2.4	0.0	2.9	1.8	6.7	-	1.9	-	2.3	0.0	3.3	-	2.8	0.0	3.2	1.8	11.6	-	1.9	1.9
Articulated Trucks	0	0	0	0	-	0	0	0	32	0	-	32	0	0	0	0	-	0	0	0	38	0	-	38	70
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.5	0.0	-	0.5	0.4
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

5065.903 Glen Ellyn, IL
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Count Name: Roosevelt and Lawler
Site Code:
Start Date: 03/17/2016
Page No: 2



Turning Movement Data Plot

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Roosevelt Rd. & Lawler Ave.
5-hr
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Count Name: Roosevelt and Lawler
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Start Date: 03/17/2016
Page No: 3

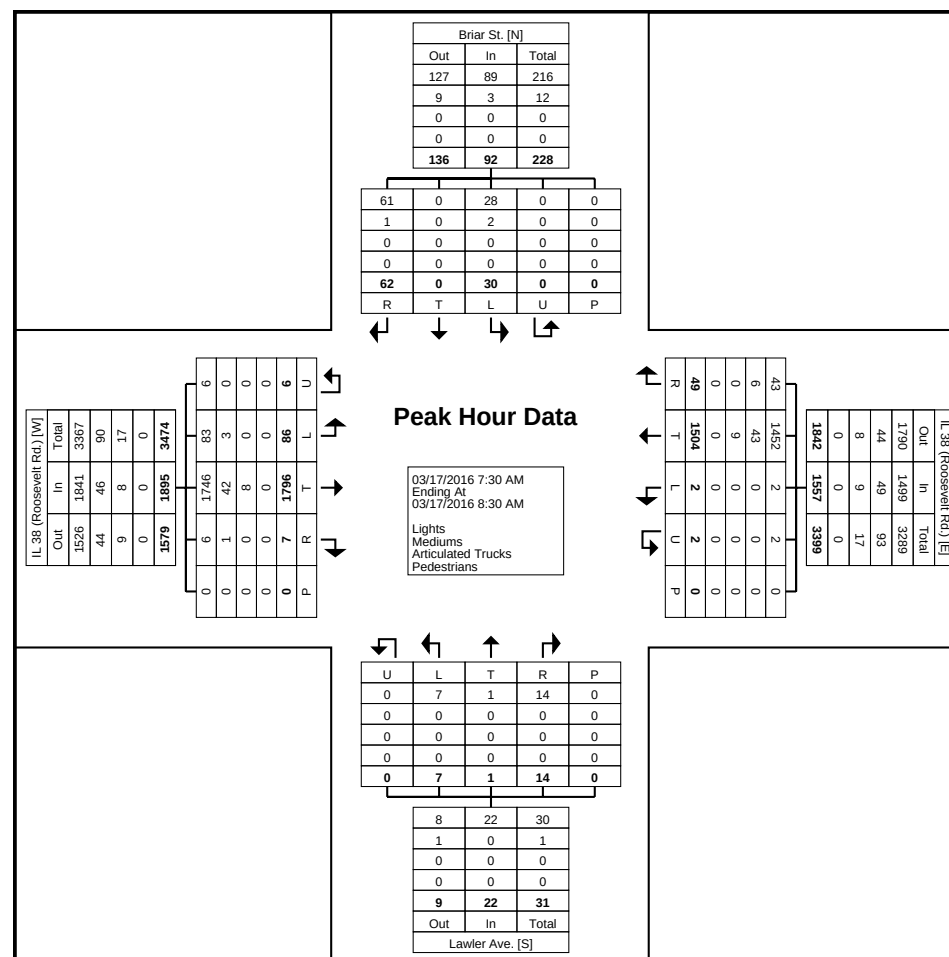
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Briar St. Southbound						IL 38 (Roosevelt Rd.) Westbound						Lawler Ave. Northbound						IL 38 (Roosevelt Rd.) Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	7	0	15	0	22	1	0	421	10	0	432	0	2	0	3	0	5	1	14	430	2	0	447	906
7:45 AM	0	9	0	17	0	26	1	0	385	10	0	396	0	1	1	3	0	5	0	21	470	2	0	493	920
8:00 AM	0	6	0	16	0	22	0	0	326	16	0	342	0	2	0	4	0	6	2	29	442	3	0	476	846
8:15 AM	0	8	0	14	0	22	0	2	372	13	0	387	0	2	0	4	0	6	3	22	454	0	0	479	894
Total	0	30	0	62	0	92	2	2	1504	49	0	1557	0	7	1	14	0	22	6	86	1796	7	0	1895	3566
Approach %	0.0	32.6	0.0	67.4	-	-	0.1	0.1	96.6	3.1	-	-	0.0	31.8	4.5	63.6	-	-	0.3	4.5	94.8	0.4	-	-	-
Total %	0.0	0.8	0.0	1.7	-	2.6	0.1	0.1	42.2	1.4	-	43.7	0.0	0.2	0.0	0.4	-	0.6	0.2	2.4	50.4	0.2	-	53.1	-
PHF	0.000	0.833	0.000	0.912	-	0.885	0.500	0.250	0.893	0.766	-	0.901	0.000	0.875	0.250	0.875	-	0.917	0.500	0.741	0.955	0.583	-	0.961	0.969
Lights	0	28	0	61	-	89	2	2	1452	43	-	1499	0	7	1	14	-	22	6	83	1746	6	-	1841	3451
% Lights	-	93.3	-	98.4	-	96.7	100.0	100.0	96.5	87.8	-	96.3	-	100.0	100.0	100.0	-	100.0	100.0	96.5	97.2	85.7	-	97.2	96.8
Mediums	0	2	0	1	-	3	0	0	43	6	-	49	0	0	0	0	-	0	0	3	42	1	-	46	98
% Mediums	-	6.7	-	1.6	-	3.3	0.0	0.0	2.9	12.2	-	3.1	-	0.0	0.0	0.0	-	0.0	0.0	3.5	2.3	14.3	-	2.4	2.7
Articulated Trucks	0	0	0	0	-	0	0	0	9	0	-	9	0	0	0	0	-	0	0	0	8	0	-	8	17
% Articulated Trucks	-	0.0	-	0.0	-	0.0	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.4	0.0	-	0.4	0.5
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Packet Pg. 204

Attachment: Traffic Study

F.10.m



5065.903 Glen Ellyn, IL
Roosevelt Rd. & Lawler Ave.
5-hr
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 lmeans@gha-engineers.com

Count Name: Roosevelt and Lawler
Site Code:
Start Date: 03/17/2016
Page No: 5

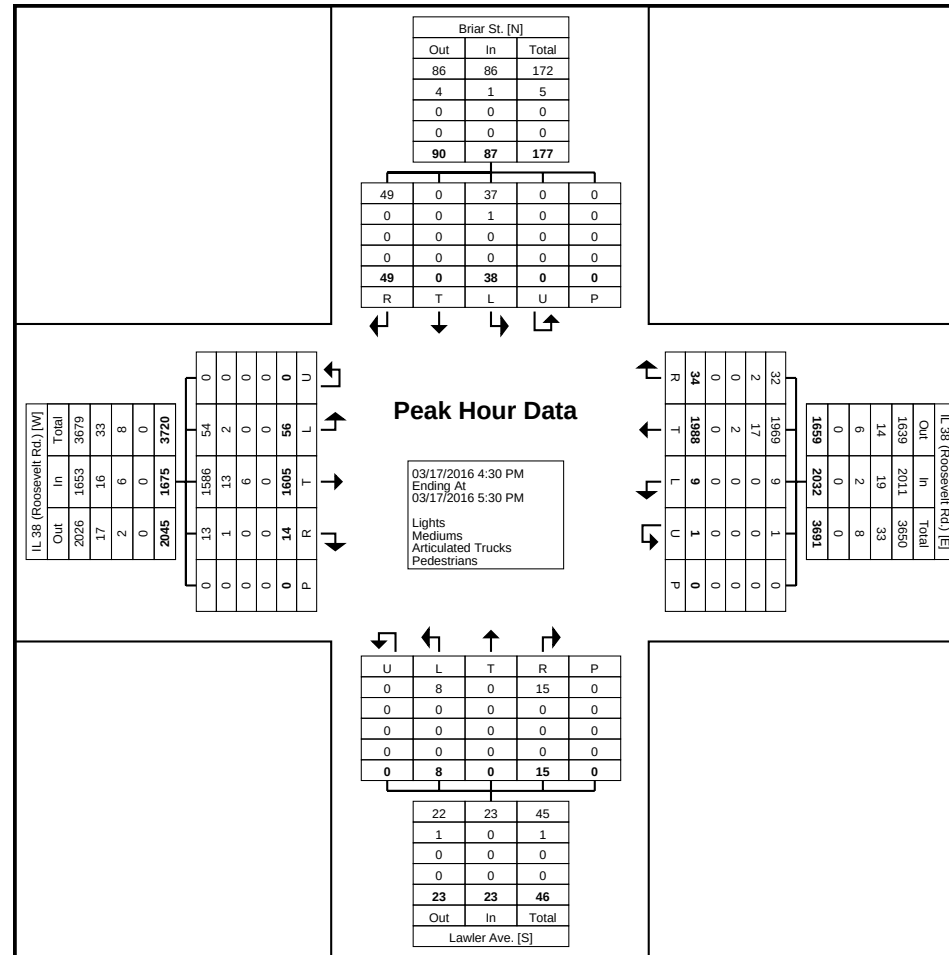
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Briar St. Southbound						IL 38 (Roosevelt Rd.) Westbound						Lawler Ave. Northbound						IL 38 (Roosevelt Rd.) Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	8	0	15	0	23	0	1	502	7	0	510	0	4	0	3	0	7	0	13	428	0	0	441	981
4:45 PM	0	15	0	15	0	30	0	4	486	15	0	505	0	0	0	5	0	5	0	13	427	3	0	443	983
5:00 PM	0	8	0	11	0	19	1	3	489	9	0	502	0	3	0	5	0	8	0	12	368	4	0	384	913
5:15 PM	0	7	0	8	0	15	0	1	511	3	0	515	0	1	0	2	0	3	0	18	382	7	0	407	940
Total	0	38	0	49	0	87	1	9	1988	34	0	2032	0	8	0	15	0	23	0	56	1605	14	0	1675	3817
Approach %	0.0	43.7	0.0	56.3	-	-	0.0	0.4	97.8	1.7	-	-	0.0	34.8	0.0	65.2	-	-	0.0	3.3	95.8	0.8	-	-	-
Total %	0.0	1.0	0.0	1.3	-	2.3	0.0	0.2	52.1	0.9	-	53.2	0.0	0.2	0.0	0.4	-	0.6	0.0	1.5	42.0	0.4	-	43.9	-
PHF	0.000	0.633	0.000	0.817	-	0.725	0.250	0.563	0.973	0.567	-	0.986	0.000	0.500	0.000	0.750	-	0.719	0.000	0.778	0.938	0.500	-	0.945	0.971
Lights	0	37	0	49	-	86	1	9	1969	32	-	2011	0	8	0	15	-	23	0	54	1586	13	-	1653	3773
% Lights	-	97.4	-	100.0	-	98.9	100.0	100.0	99.0	94.1	-	99.0	-	100.0	-	100.0	-	100.0	-	96.4	98.8	92.9	-	98.7	98.8
Mediums	0	1	0	0	-	1	0	0	17	2	-	19	0	0	0	0	-	0	0	2	13	1	-	16	36
% Mediums	-	2.6	-	0.0	-	1.1	0.0	0.0	0.9	5.9	-	0.9	-	0.0	-	0.0	-	0.0	-	3.6	0.8	7.1	-	1.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	6	0	-	6	8
% Articulated Trucks	-	0.0	-	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	-	0.0	-	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

5065.903 Glen Ellyn, IL
Roosevelt Rd. & Lawler Ave.
5-hr
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 lmeans@gha-engineers.com

Count Name: Roosevelt and Lawler
Site Code:
Start Date: 03/17/2016
Page No: 6



5065.903 Glen Ellyn, IL
Briar Rd. & Dunkin' Donuts
5-hr
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 lmeans@gha-engineers.com

Count Name: Briar amd Dunkin Donuts Access
Site Code:
Start Date: 03/17/2016
Page No: 1

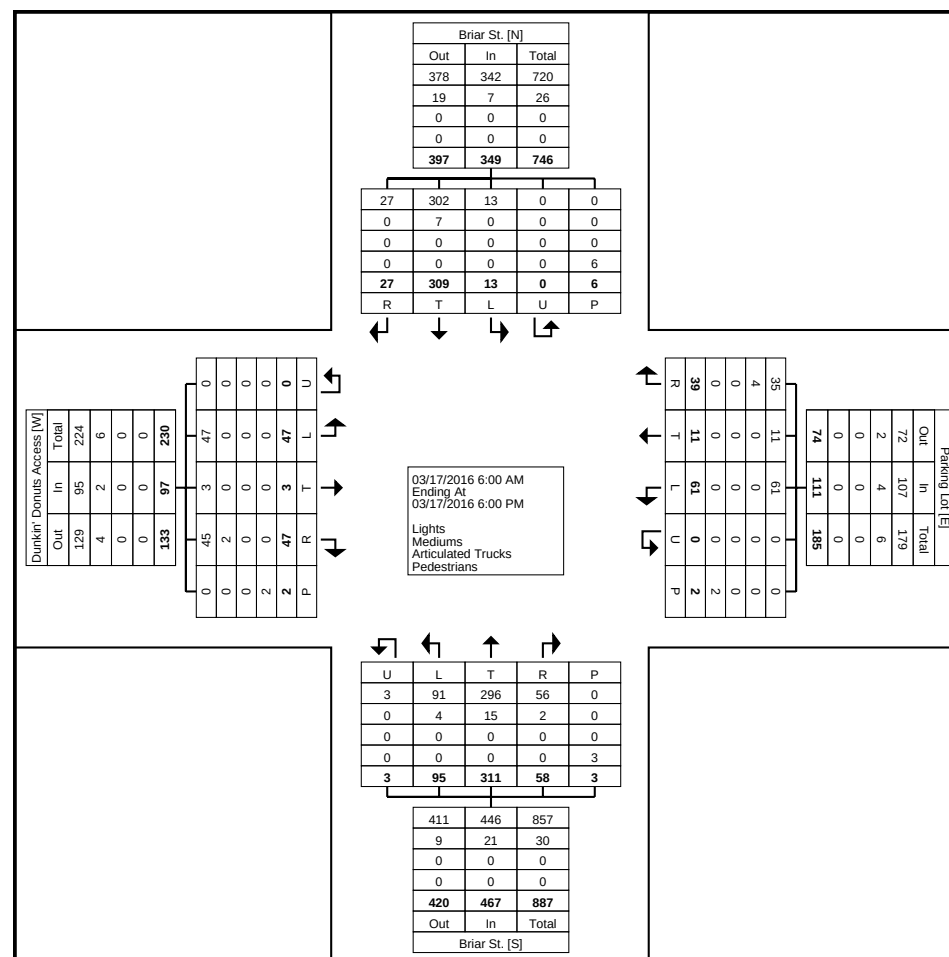
Turning Movement Data

Start Time	Briar St. Southbound						Parking Lot Westbound						Briar St. Northbound						Dunkin' Donuts Access Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	9	2	0	11	0	3	0	0	0	3	0	2	6	1	0	9	0	0	0	0	0	0	23
6:15 AM	0	0	11	1	0	12	0	2	0	1	0	3	0	3	7	3	0	13	0	0	0	5	0	5	33
6:30 AM	0	0	8	1	0	9	0	5	0	3	0	8	0	6	15	0	0	21	0	3	1	1	0	5	43
6:45 AM	0	1	11	1	0	13	0	4	1	1	0	6	0	5	12	1	0	18	0	2	0	3	0	5	42
Hourly Total	0	1	39	5	0	45	0	14	1	5	0	20	0	16	40	5	0	61	0	5	1	9	0	15	141
7:00 AM	0	0	19	3	0	22	0	4	1	2	0	7	0	8	13	2	0	23	0	5	0	4	0	9	61
7:15 AM	0	0	20	1	2	21	0	5	2	2	0	9	0	6	7	2	0	15	0	2	1	4	0	7	52
7:30 AM	0	0	17	3	2	20	0	3	0	4	0	7	0	10	12	3	0	25	0	5	0	2	2	7	59
7:45 AM	0	0	18	1	0	19	0	6	1	3	0	10	0	8	24	1	0	33	0	6	0	3	0	9	71
Hourly Total	0	0	74	8	4	82	0	18	4	11	0	33	0	32	56	8	0	96	0	18	1	13	2	32	243
8:00 AM	0	0	13	3	0	16	0	3	0	3	0	6	0	12	29	3	0	44	0	3	0	6	0	9	75
8:15 AM	0	0	18	1	0	19	0	2	2	2	0	6	0	7	27	2	0	36	0	4	0	2	0	6	67
8:30 AM	0	0	18	0	0	18	0	1	2	5	0	8	0	7	10	0	0	17	0	5	0	6	0	11	54
8:45 AM	0	0	20	1	0	21	0	2	1	1	0	4	1	7	16	2	1	26	0	2	0	5	0	7	58
Hourly Total	0	0	69	5	0	74	0	8	5	11	0	24	1	33	82	7	1	123	0	14	0	19	0	33	254
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	27	3	1	31	0	3	0	5	2	8	1	1	12	4	2	18	0	2	0	1	0	3	60
4:15 PM	0	1	10	1	1	12	0	1	1	1	0	3	0	4	22	7	0	33	0	3	1	1	0	5	53
4:30 PM	0	1	18	1	0	20	0	1	0	3	0	4	0	1	17	2	0	20	0	1	0	1	0	2	46
4:45 PM	0	1	23	1	0	25	0	6	0	1	0	7	1	0	21	6	0	28	0	1	0	0	0	1	61
Hourly Total	0	4	78	6	2	88	0	11	1	10	2	22	2	6	72	19	2	99	0	7	1	3	0	11	220
5:00 PM	0	1	14	0	0	15	0	5	0	0	0	5	0	0	17	4	0	21	0	1	0	0	0	1	42
5:15 PM	0	5	13	1	0	19	0	1	0	1	0	2	0	2	13	6	0	21	0	1	0	1	0	2	44
5:30 PM	0	1	10	1	0	12	0	1	0	1	0	2	0	1	17	4	0	22	0	0	0	0	0	0	36
5:45 PM	0	1	12	1	0	14	0	3	0	0	0	3	0	5	14	5	0	24	0	1	0	2	0	3	44
Hourly Total	0	8	49	3	0	60	0	10	0	2	0	12	0	8	61	19	0	88	0	3	0	3	0	6	166
Grand Total	0	13	309	27	6	349	0	61	11	39	2	111	3	95	311	58	3	467	0	47	3	47	2	97	1024
Approach %	0.0	3.7	88.5	7.7	-	-	0.0	55.0	9.9	35.1	-	-	0.6	20.3	66.6	12.4	-	-	0.0	48.5	3.1	48.5	-	-	-
Total %	0.0	1.3	30.2	2.6	-	34.1	0.0	6.0	1.1	3.8	-	10.8	0.3	9.3	30.4	5.7	-	45.6	0.0	4.6	0.3	4.6	-	9.5	-
Lights	0	13	302	27	-	342	0	61	11	35	-	107	3	91	296	56	-	446	0	47	3	45	-	95	990
% Lights	-	100.0	97.7	100.0	-	98.0	-	100.0	100.0	89.7	-	96.4	100.0	95.8	95.2	96.6	-	95.5	-	100.0	100.0	95.7	-	97.9	96.7
Mediums	0	0	7	0	-	7	0	0	0	4	-	4	0	4	15	2	-	21	0	0	0	2	-	2	34
% Mediums	-	0.0	2.3	0.0	-	2.0	-	0.0	0.0	10.3	-	3.6	0.0	4.2	4.8	3.4	-	4.5	-	0.0	0.0	4.3	-	2.1	3.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Packet Pg. 208

Attachment: Traffic Study

F.10.m



5065.903 Glen Ellyn, IL
 Briar Rd. & Dunkin' Donuts
 5-hr
 GHA MIO

Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive
 Vernon Hills, Illinois, United States 60061
 (847) 478-9700 lmeans@gha-engineers.com

Count Name: Briar amd Dunkin Donuts Access
 Site Code:
 Start Date: 03/17/2016
 Page No: 3

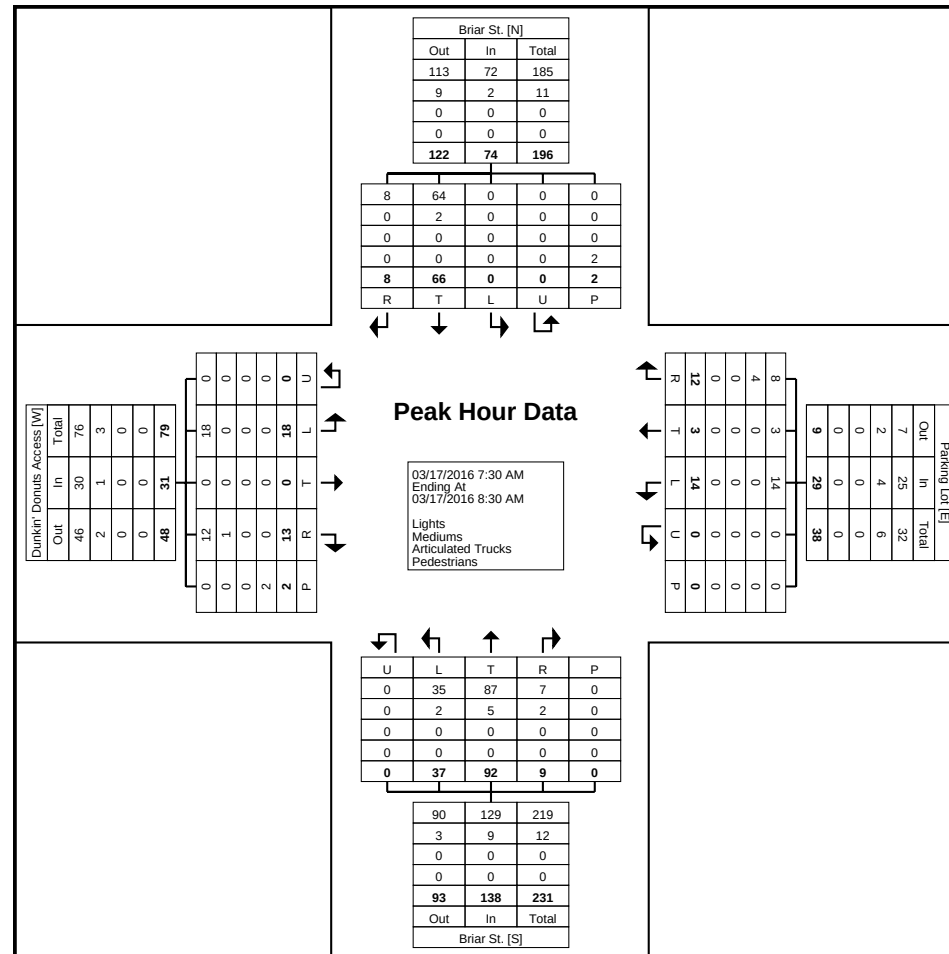
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Briar St. Southbound						Parking Lot Westbound						Briar St. Northbound						Dunkin' Donuts Access Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	17	3	2	20	0	3	0	4	0	7	0	10	12	3	0	25	0	5	0	2	2	7	59
7:45 AM	0	0	18	1	0	19	0	6	1	3	0	10	0	8	24	1	0	33	0	6	0	3	0	9	71
8:00 AM	0	0	13	3	0	16	0	3	0	3	0	6	0	12	29	3	0	44	0	3	0	6	0	9	75
8:15 AM	0	0	18	1	0	19	0	2	2	2	0	6	0	7	27	2	0	36	0	4	0	2	0	6	67
Total	0	0	66	8	2	74	0	14	3	12	0	29	0	37	92	9	0	138	0	18	0	13	2	31	272
Approach %	0.0	0.0	89.2	10.8	-	-	0.0	48.3	10.3	41.4	-	-	0.0	26.8	66.7	6.5	-	-	0.0	58.1	0.0	41.9	-	-	-
Total %	0.0	0.0	24.3	2.9	-	27.2	0.0	5.1	1.1	4.4	-	10.7	0.0	13.6	33.8	3.3	-	50.7	0.0	6.6	0.0	4.8	-	11.4	-
PHF	0.000	0.000	0.917	0.667	-	0.925	0.000	0.583	0.375	0.750	-	0.725	0.000	0.771	0.793	0.750	-	0.784	0.000	0.750	0.000	0.542	-	0.861	0.907
Lights	0	0	64	8	-	72	0	14	3	8	-	25	0	35	87	7	-	129	0	18	0	12	-	30	256
% Lights	-	-	97.0	100.0	-	97.3	-	100.0	100.0	66.7	-	86.2	-	94.6	94.6	77.8	-	93.5	-	100.0	-	92.3	-	96.8	94.1
Mediums	0	0	2	0	-	2	0	0	0	4	-	4	0	2	5	2	-	9	0	0	0	1	-	1	16
% Mediums	-	-	3.0	0.0	-	2.7	-	0.0	0.0	33.3	-	13.8	-	5.4	5.4	22.2	-	6.5	-	0.0	-	7.7	-	3.2	5.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

5065.903 Glen Ellyn, IL
Briar Rd. & Dunkin' Donuts
5-hr
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 lmeans@gha-engineers.com

Count Name: Briar amd Dunkin Donuts Access
Site Code:
Start Date: 03/17/2016
Page No: 4



5065.903 Glen Ellyn, IL
 Briar Rd. & Dunkin' Donuts
 5-hr
 GHA MIO

Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive
 Vernon Hills, Illinois, United States 60061
 (847) 478-9700 lmeans@gha-engineers.com

Count Name: Briar amd Dunkin Donuts Access
 Site Code:
 Start Date: 03/17/2016
 Page No: 5

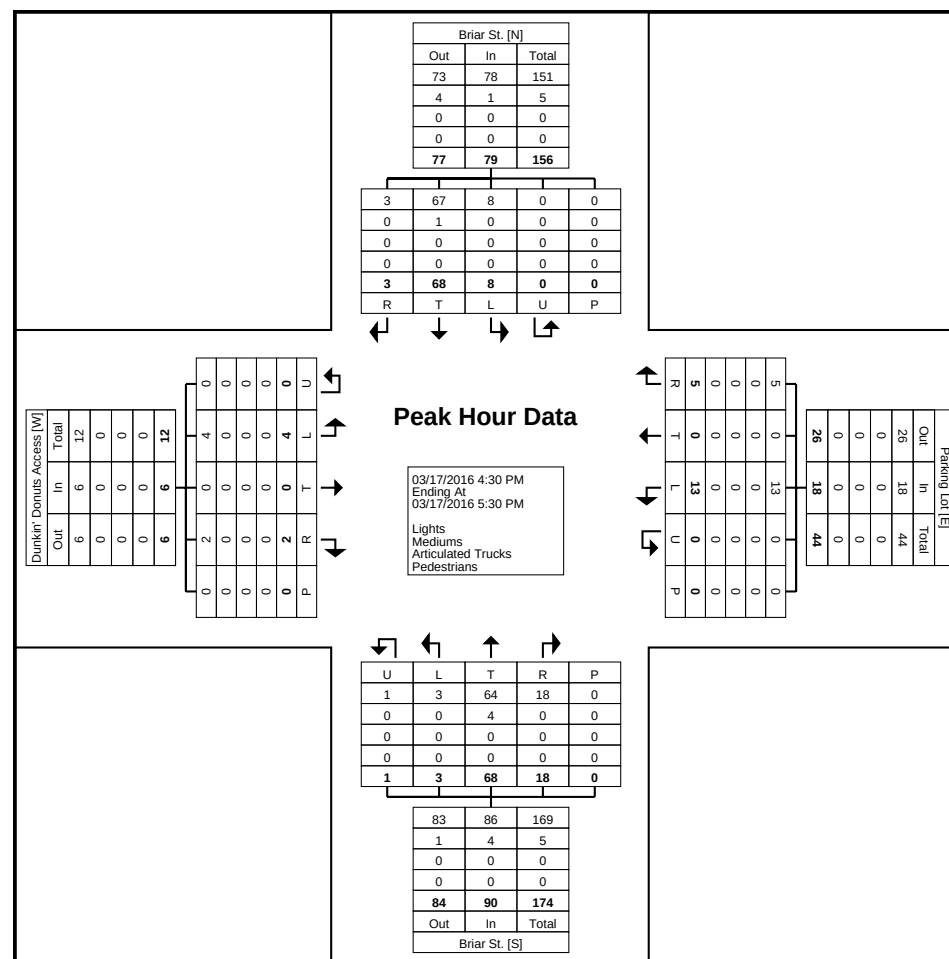
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Briar St. Southbound						Parking Lot Westbound						Briar St. Northbound						Dunkin' Donuts Access Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	1	18	1	0	20	0	1	0	3	0	4	0	1	17	2	0	20	0	1	0	1	0	2	46
4:45 PM	0	1	23	1	0	25	0	6	0	1	0	7	1	0	21	6	0	28	0	1	0	0	0	1	61
5:00 PM	0	1	14	0	0	15	0	5	0	0	0	5	0	0	17	4	0	21	0	1	0	0	0	1	42
5:15 PM	0	5	13	1	0	19	0	1	0	1	0	2	0	2	13	6	0	21	0	1	0	1	0	2	44
Total	0	8	68	3	0	79	0	13	0	5	0	18	1	3	68	18	0	90	0	4	0	2	0	6	193
Approach %	0.0	10.1	86.1	3.8	-	-	0.0	72.2	0.0	27.8	-	-	1.1	3.3	75.6	20.0	-	-	0.0	66.7	0.0	33.3	-	-	-
Total %	0.0	4.1	35.2	1.6	-	40.9	0.0	6.7	0.0	2.6	-	9.3	0.5	1.6	35.2	9.3	-	46.6	0.0	2.1	0.0	1.0	-	3.1	-
PHF	0.000	0.400	0.739	0.750	-	0.790	0.000	0.542	0.000	0.417	-	0.643	0.250	0.375	0.810	0.750	-	0.804	0.000	1.000	0.000	0.500	-	0.750	0.791
Lights	0	8	67	3	-	78	0	13	0	5	-	18	1	3	64	18	-	86	0	4	0	2	-	6	188
% Lights	-	100.0	98.5	100.0	-	98.7	-	100.0	-	100.0	-	100.0	100.0	100.0	94.1	100.0	-	95.6	-	100.0	-	100.0	-	100.0	97.4
Mediums	0	0	1	0	-	1	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	5
% Mediums	-	0.0	1.5	0.0	-	1.3	-	0.0	-	0.0	-	0.0	0.0	0.0	5.9	0.0	-	4.4	-	0.0	-	0.0	-	0.0	2.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Packet Pg. 212

Attachment: Traffic Study

F.10.m



5065.903 Glen Ellyn, IL
Roosevelt Rd. & Dunkin' Donuts
5-hr
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 lmeans@gha-engineers.com

Count Name: Roosevelt and Dunkin Donuts
Access
Site Code:
Start Date: 03/17/2016
Page No: 1

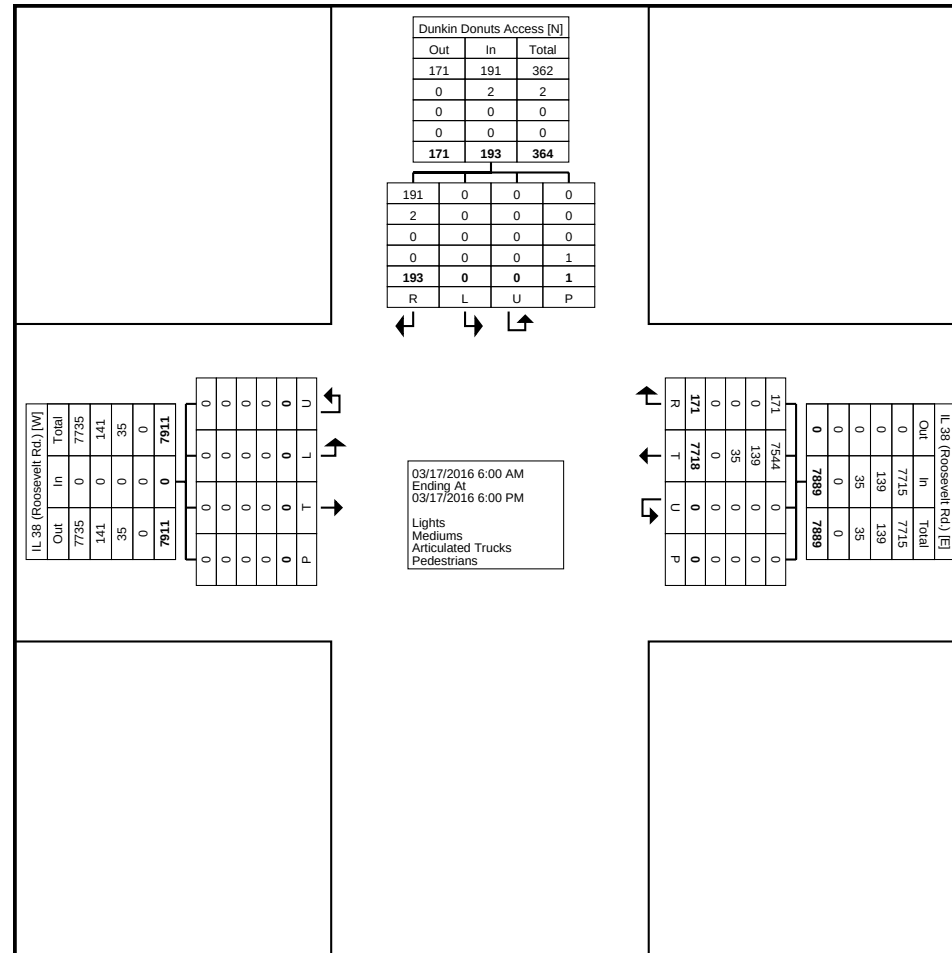
Turning Movement Data

Start Time	Dunkin Donuts Access Southbound					IL 38 (Roosevelt Rd.) Westbound					IL 38 (Roosevelt Rd.) Eastbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
6:00 AM	0	0	3	0	3	0	143	3	0	146	0	0	0	0	0	149
6:15 AM	0	0	13	0	13	0	186	14	0	200	0	0	0	0	0	213
6:30 AM	0	0	13	0	13	0	244	14	0	258	0	0	0	0	0	271
6:45 AM	0	0	9	0	9	0	247	10	0	257	0	0	0	0	0	266
Hourly Total	0	0	38	0	38	0	820	41	0	861	0	0	0	0	0	899
7:00 AM	0	0	16	0	16	0	290	20	0	310	0	0	0	0	0	326
7:15 AM	0	0	20	0	20	0	361	9	0	370	0	0	0	0	0	390
7:30 AM	0	0	18	0	18	0	423	15	0	438	0	0	0	0	0	456
7:45 AM	0	0	20	0	20	0	389	18	0	407	0	0	0	0	0	427
Hourly Total	0	0	74	0	74	0	1463	62	0	1525	0	0	0	0	0	1599
8:00 AM	0	0	14	0	14	0	336	11	0	347	0	0	0	0	0	361
8:15 AM	0	0	15	0	15	0	382	14	0	396	0	0	0	0	0	411
8:30 AM	0	0	13	0	13	0	360	16	0	376	0	0	0	0	0	389
8:45 AM	0	0	10	0	10	0	342	7	0	349	0	0	0	0	0	359
Hourly Total	0	0	52	0	52	0	1420	48	0	1468	0	0	0	0	0	1520
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	5	0	5	0	492	3	0	495	0	0	0	0	0	500
4:15 PM	0	0	5	0	5	0	494	4	0	498	0	0	0	0	0	503
4:30 PM	0	0	3	0	3	0	518	1	0	519	0	0	0	0	0	522
4:45 PM	0	0	3	0	3	0	498	3	0	501	0	0	0	0	0	504
Hourly Total	0	0	16	0	16	0	2002	11	0	2013	0	0	0	0	0	2029
5:00 PM	0	0	1	0	1	0	501	2	0	503	0	0	0	0	0	504
5:15 PM	0	0	4	0	4	0	517	2	0	519	0	0	0	0	0	523
5:30 PM	0	0	3	0	3	0	532	3	0	535	0	0	0	0	0	538
5:45 PM	0	0	5	1	5	0	463	2	0	465	0	0	0	0	0	470
Hourly Total	0	0	13	1	13	0	2013	9	0	2022	0	0	0	0	0	2035
Grand Total	0	0	193	1	193	0	7718	171	0	7889	0	0	0	0	0	8082
Approach %	0.0	0.0	100.0	-	-	0.0	97.8	2.2	-	-	NaN	NaN	NaN	-	-	-
Total %	0.0	0.0	2.4	-	2.4	0.0	95.5	2.1	-	97.6	0.0	0.0	0.0	-	0.0	-
Lights	0	0	191	-	191	0	7544	171	-	7715	0	0	0	-	0	7906
% Lights	-	-	99.0	-	99.0	-	97.7	100.0	-	97.8	-	-	-	-	-	97.8
Mediums	0	0	2	-	2	0	139	0	-	139	0	0	0	-	0	141
% Mediums	-	-	1.0	-	1.0	-	1.8	0.0	-	1.8	-	-	-	-	-	1.7
Articulated Trucks	0	0	0	-	0	0	35	0	-	35	0	0	0	-	0	35
% Articulated Trucks	-	-	0.0	-	0.0	-	0.5	0.0	-	0.4	-	-	-	-	-	0.4
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

5065.903 Glen Ellyn, IL
Roosevelt Rd. & Dunkin' Donuts
5-hr
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 lmeans@gha-engineers.com

Count Name: Roosevelt and Dunkin Donuts
Access
Site Code:
Start Date: 03/17/2016
Page No: 2



Turning Movement Data Plot

5065.903 Glen Ellyn, IL
Roosevelt Rd. & Dunkin' Donuts
5-hr
GHA MIO

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive
Vernon Hills, Illinois, United States 60061
(847) 478-9700 lmeans@gha-engineers.com

Count Name: Roosevelt and Dunkin Donuts
Access
Site Code:
Start Date: 03/17/2016
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Dunkin Donuts Access Southbound					IL 38 (Roosevelt Rd.) Westbound					IL 38 (Roosevelt Rd.) Eastbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:30 AM	0	0	18	0	18	0	423	15	0	438	0	0	0	0	0	456
7:45 AM	0	0	20	0	20	0	389	18	0	407	0	0	0	0	0	427
8:00 AM	0	0	14	0	14	0	336	11	0	347	0	0	0	0	0	361
8:15 AM	0	0	15	0	15	0	382	14	0	396	0	0	0	0	0	411
Total	0	0	67	0	67	0	1530	58	0	1588	0	0	0	0	0	1655
Approach %	0.0	0.0	100.0	-	-	0.0	96.3	3.7	-	-	NaN	NaN	NaN	-	-	-
Total %	0.0	0.0	4.0	-	4.0	0.0	92.4	3.5	-	96.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.838	-	0.838	0.000	0.904	0.806	-	0.906	0.000	0.000	0.000	-	0.000	0.907
Lights	0	0	66	-	66	0	1478	58	-	1536	0	0	0	-	0	1602
% Lights	-	-	98.5	-	98.5	-	96.6	100.0	-	96.7	-	-	-	-	-	96.8
Mediums	0	0	1	-	1	0	42	0	-	42	0	0	0	-	0	43
% Mediums	-	-	1.5	-	1.5	-	2.7	0.0	-	2.6	-	-	-	-	-	2.6
Articulated Trucks	0	0	0	-	0	0	10	0	-	10	0	0	0	-	0	10
% Articulated Trucks	-	-	0.0	-	0.0	-	0.7	0.0	-	0.6	-	-	-	-	-	0.6
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Packet Pg. 216

Attachment: Traffic Study

F.10.m



5065.903 Glen Ellyn, IL
 Roosevelt Rd. & Dunkin' Donuts
 5-hr
 GHA MIO

Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive
 Vernon Hills, Illinois, United States 60061
 (847) 478-9700 lmeans@gha-engineers.com

Count Name: Roosevelt and Dunkin Donuts
 Access
 Site Code:
 Start Date: 03/17/2016
 Page No: 5

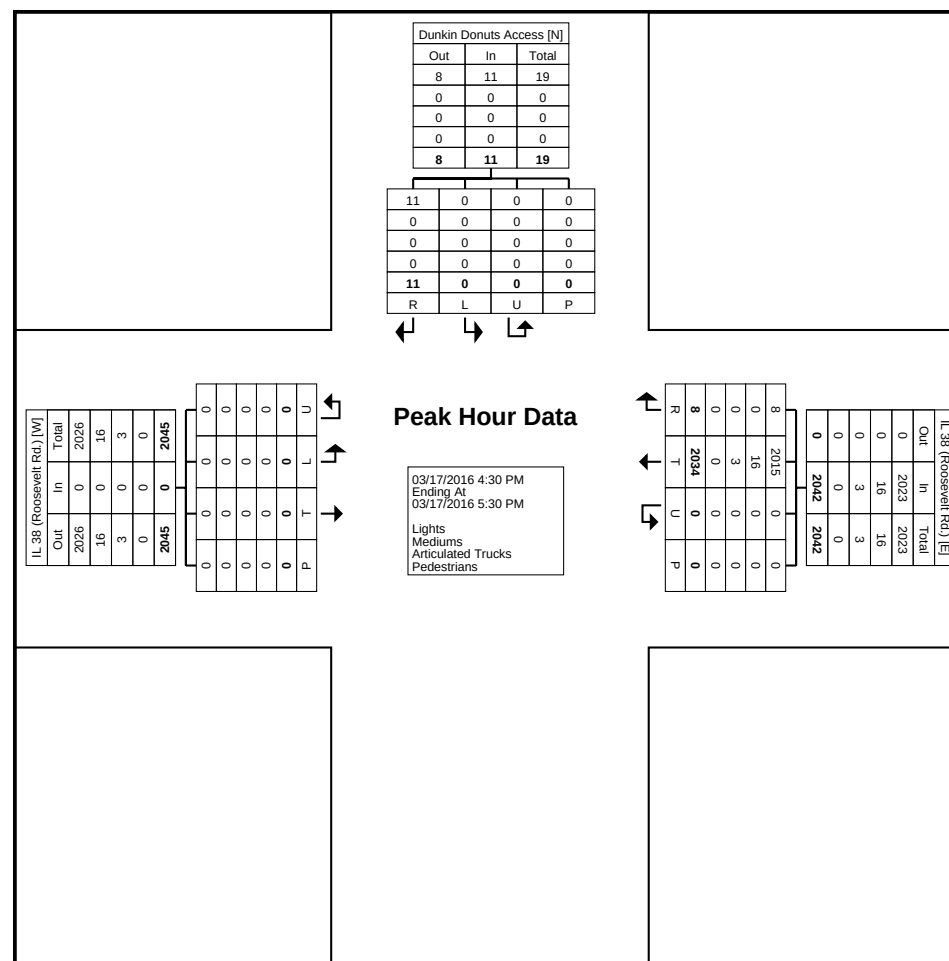
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Dunkin Donuts Access					IL 38 (Roosevelt Rd.)					IL 38 (Roosevelt Rd.)					Int. Total
	Southbound					Westbound					Eastbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
4:30 PM	0	0	3	0	3	0	518	1	0	519	0	0	0	0	0	522
4:45 PM	0	0	3	0	3	0	498	3	0	501	0	0	0	0	0	504
5:00 PM	0	0	1	0	1	0	501	2	0	503	0	0	0	0	0	504
5:15 PM	0	0	4	0	4	0	517	2	0	519	0	0	0	0	0	523
Total	0	0	11	0	11	0	2034	8	0	2042	0	0	0	0	0	2053
Approach %	0.0	0.0	100.0	-	-	0.0	99.6	0.4	-	-	NaN	NaN	NaN	-	-	-
Total %	0.0	0.0	0.5	-	0.5	0.0	99.1	0.4	-	99.5	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.688	-	0.688	0.000	0.982	0.667	-	0.984	0.000	0.000	0.000	-	0.000	0.981
Lights	0	0	11	-	11	0	2015	8	-	2023	0	0	0	-	0	2034
% Lights	-	-	100.0	-	100.0	-	99.1	100.0	-	99.1	-	-	-	-	-	99.1
Mediums	0	0	0	-	0	0	16	0	-	16	0	0	0	-	0	16
% Mediums	-	-	0.0	-	0.0	-	0.8	0.0	-	0.8	-	-	-	-	-	0.8
Articulated Trucks	0	0	0	-	0	0	3	0	-	3	0	0	0	-	0	3
% Articulated Trucks	-	-	0.0	-	0.0	-	0.1	0.0	-	0.1	-	-	-	-	-	0.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Packet Pg. 218

Attachment: Traffic Study

F.10.m



Appendix A Existing Traffic Count Summaries



Appendix B Auto Turn Analyses



SHEET 12 TRUCKS

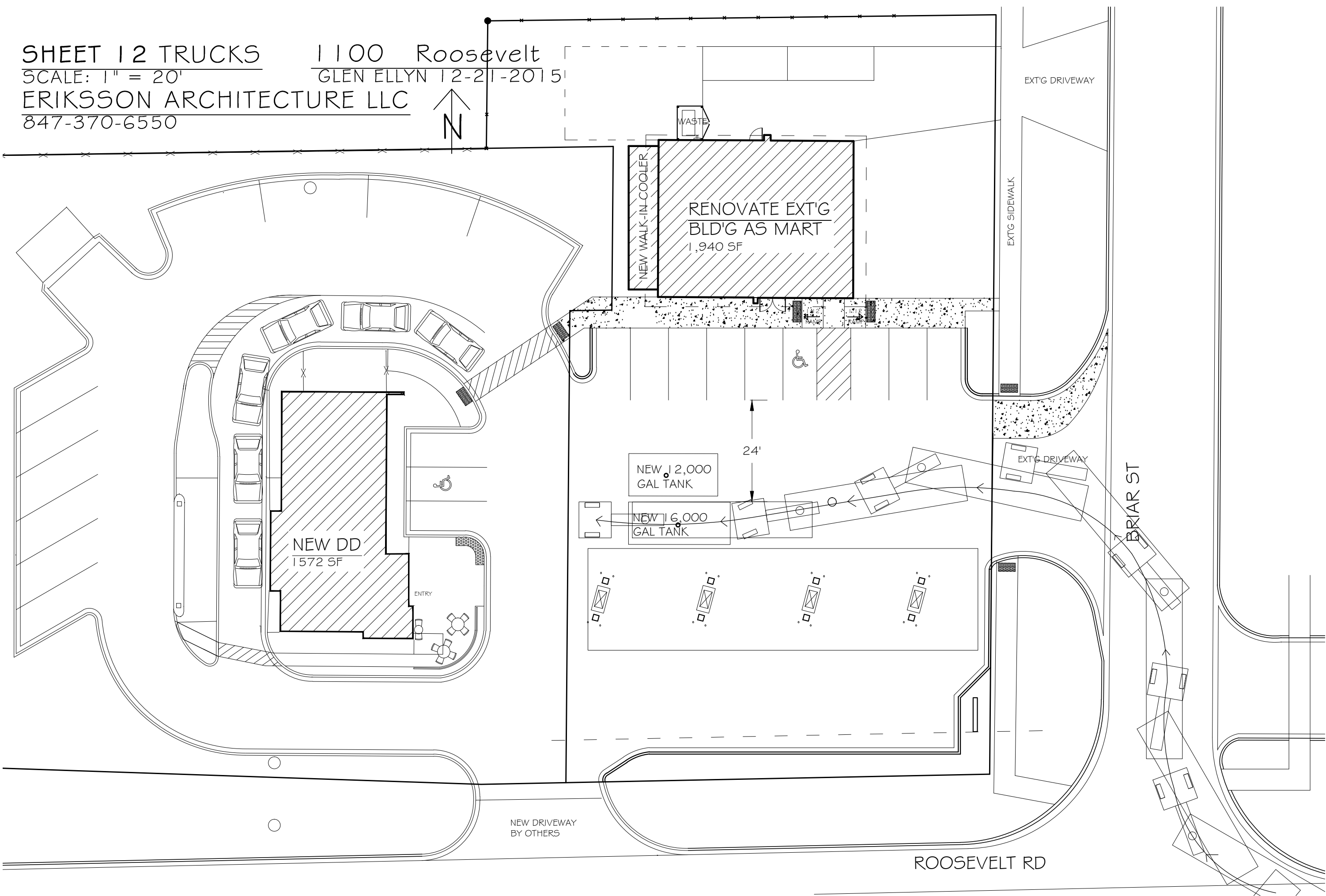
SCALE: 1" = 20'

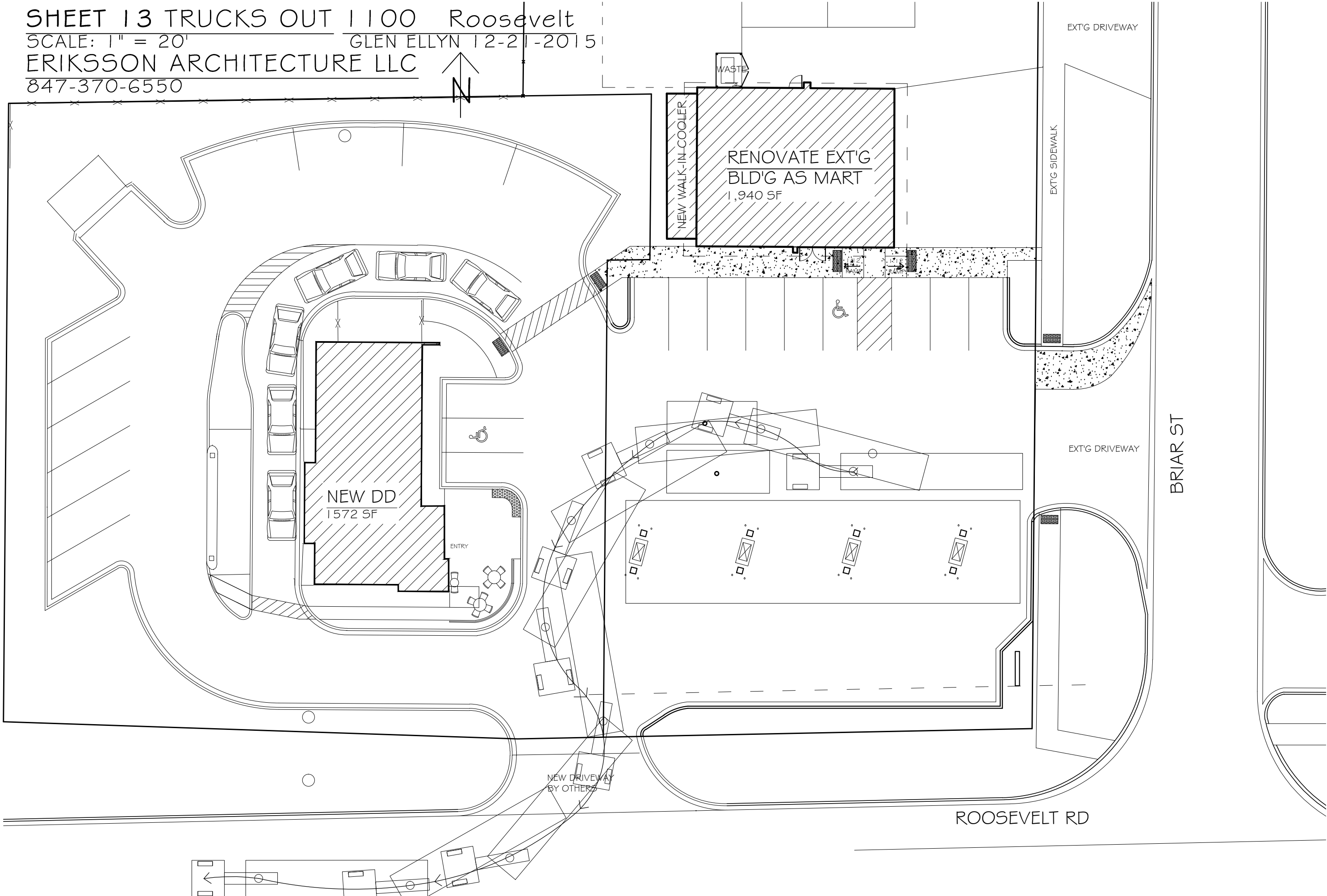
ERIKSSON ARCHITECTURE LLC

847-370-6550

1100 Roosevelt

GLEN ELLYN 12-21-2015





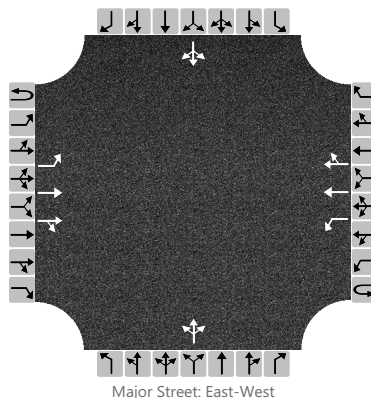
Appendix C Capacity Analysis Worksheets



General Information

Analyst	GHA	Intersection	Roosevelt / Briar / Lawler
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	3/23/16	East/West Street	Roosevelt Road (IL 38)
Analysis Year	Existing Conditions	North/South Street	Lawler Ave / Briar St
Time Analyzed	Weekday AM Peak Hour	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	6	87	1796	7	2	2	1512	50		7	1	14		30	0	63
Percent Heavy Vehicles	0	4			0	0				0	0	0		7	0	2
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

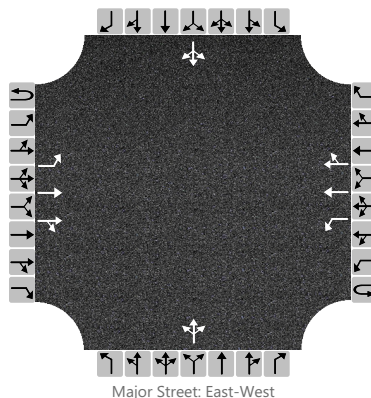
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		96				4					22				96	
Capacity		337				141					74				152	
v/c Ratio		0.28				0.03					0.30				0.63	
95% Queue Length		1.1				0.1					1.1				3.4	
Control Delay (s/veh)		19.9				31.4					73.2				62.3	
Level of Service (LOS)		C				D					F				F	
Approach Delay (s/veh)	1.0				0.1				73.2				62.3			
Approach LOS									F				F			

General Information

Analyst	GHA	Intersection	Roosevelt / Briar / Lawler
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	3/23/16	East/West Street	Roosevelt Road (IL 38)
Analysis Year	Existing Conditions	North/South Street	Lawler Ave / Briar St
Time Analyzed	Weekday PM Peak Hour	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		56	1605	14	1	9	1988	34		8	0	15		38	0	49
Percent Heavy Vehicles		4			0	0				0	0	0		3	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

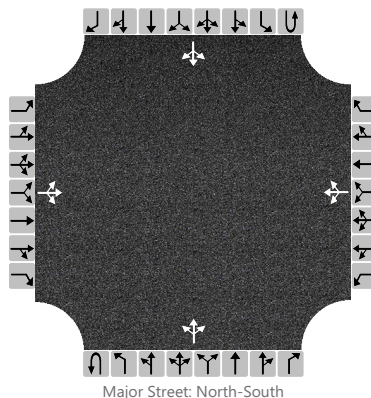
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		58				10					23				90	
Capacity		255				318					98				77	
v/c Ratio		0.23				0.03					0.24				1.17	
95% Queue Length		0.9				0.1					0.8				6.7	
Control Delay (s/veh)		23.2				16.7					52.8				249.6	
Level of Service (LOS)		C				C					F				F	
Approach Delay (s/veh)	0.8				0.1				52.8				249.6			
Approach LOS									F				F			

General Information

Analyst	GHA	Intersection	Site Access / Briar St
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	3/23/2016	East/West Street	Site/Apartment Access
Analysis Year	2016	North/South Street	Briar Street
Time Analyzed	Weekday AM Peak	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	13		14	3	12		37	92	9		0	66	8
Percent Heavy Vehicles		0	0	8		0	0	33		5				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

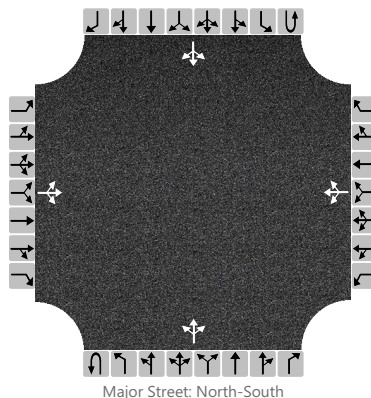
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			34				31				41					
Capacity			755				729				1500				1492	
v/c Ratio			0.05				0.04				0.03					
95% Queue Length			0.1				0.1				0.1					
Control Delay (s/veh)			10.0				10.2				7.5				7.4	
Level of Service (LOS)			A				B				A				A	
Approach Delay (s/veh)	10.0				10.2				2.2							
Approach LOS	A				B											

General Information

Analyst	GHA	Intersection	Site Access / Briar St
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	3/23/2016	East/West Street	Site/Apartment Access
Analysis Year	2016	North/South Street	Briar Street
Time Analyzed	Weekday PM Peak	Peak Hour Factor	0.79
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	0	2		14	0	5		3	69	18		8	71	3
Percent Heavy Vehicles		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

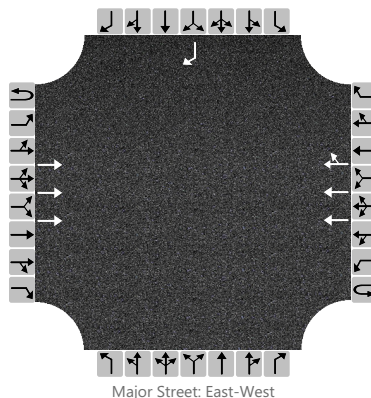
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			8				24			4				10		
Capacity			803				779			1513				1493		
v/c Ratio			0.01				0.03			0.00				0.01		
95% Queue Length			0.0				0.1			0.0				0.0		
Control Delay (s/veh)			9.5				9.8			7.4				7.4		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	9.5			9.8			0.3			0.8						
Approach LOS	A			A												

General Information

Analyst	GHA	Intersection	Roosevelt Rd / Site Access
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	3/23/2016	East/West Street	Roosevelt Road
Analysis Year	2016	North/South Street	Site Access
Time Analyzed	Weekday AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1896				1530	58								67
Percent Heavy Vehicles																0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

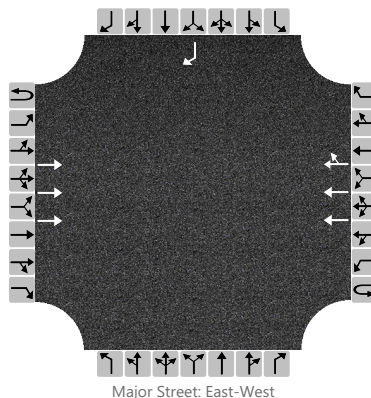
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																74
Capacity																256
v/c Ratio																0.29
95% Queue Length																1.2
Control Delay (s/veh)																24.7
Level of Service (LOS)																C
Approach Delay (s/veh)													24.7			
Approach LOS													C			

General Information

Analyst	GHA	Intersection	Roosevelt Rd / Site Access
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	3/23/2016	East/West Street	Roosevelt Road
Analysis Year	2016	North/South Street	Site Access
Time Analyzed	Weekday PM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1675				2037	8								11
Percent Heavy Vehicles																0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

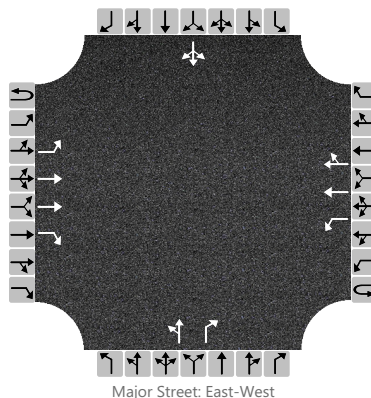
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																11
Capacity																197
v/c Ratio																0.06
95% Queue Length																0.2
Control Delay (s/veh)																24.4
Level of Service (LOS)																C
Approach Delay (s/veh)													24.4			
Approach LOS													C			

General Information

Analyst	GHA	Intersection	Roosevelt / Briar / Lawler
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	3/23/2016	East/West Street	Roosevelt Road (IL 38)
Analysis Year	Total Traffic	North/South Street	Lawler Ave / Briar St
Time Analyzed	Weekday AM Peak Hour	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	R		L	T	TR		LT		R			LTR	
Volume (veh/h)	9	100	1806	10	2	14	1520	56		7	1	14		37	0	63
Percent Heavy Vehicles	0	4			0	0				0	0	0		7	0	2
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

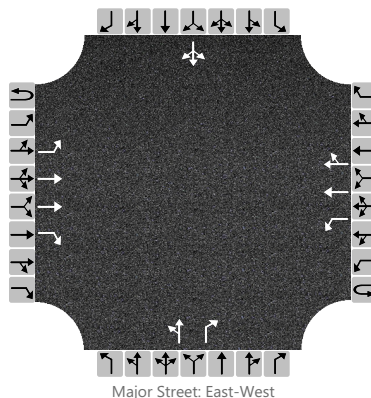
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		112				16				8		14			103	
Capacity		320				244				27		272			112	
v/c Ratio		0.35				0.07				0.30		0.05			0.92	
95% Queue Length		1.5				0.2				0.9		0.2			5.7	
Control Delay (s/veh)		22.2				20.8				191.3		18.9			135.2	
Level of Service (LOS)		C				C				F		C			F	
Approach Delay (s/veh)	1.3				0.2				76.8				135.2			
Approach LOS									F				F			

General Information

Analyst	GHA	Intersection	Roosevelt / Briar / Lawler
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	3/23/2016	East/West Street	Roosevelt Road (IL 38)
Analysis Year	Total Traffic	North/South Street	Lawler Ave / Briar St
Time Analyzed	Weekday PM Peak Hour	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	R		L	T	TR		LT		R			LTR	
Volume (veh/h)	3	78	1613	17	1	21	1996	40		8	0	15		49	0	49
Percent Heavy Vehicles	0	4			0	0				0	0	0		3	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

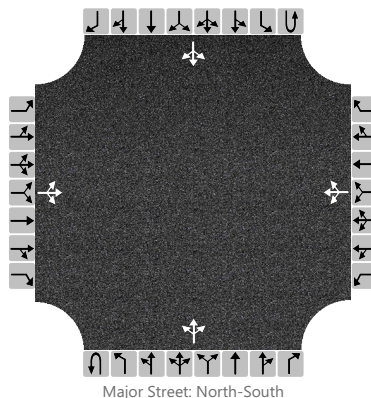
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		83				23				8		15			102	
Capacity		220				352				31		317			58	
v/c Ratio		0.38				0.07				0.26		0.05			1.75	
95% Queue Length		1.7				0.2				0.8		0.1			9.5	
Control Delay (s/veh)		30.9				15.9				157.1		16.9			514.3	
Level of Service (LOS)		D				C				F		C			F	
Approach Delay (s/veh)	1.5				0.2				65.7				514.3			
Approach LOS									F				F			

General Information

Analyst	GHA	Intersection	Site Access / Briar St
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	3/23/2016	East/West Street	Site/Apartment Access
Analysis Year	Total Traffic	North/South Street	Briar Street
Time Analyzed	Weekday AM Peak	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		19	0	20		14	3	2		56	92	9		0	66	9
Percent Heavy Vehicles		0	0	8		0	0	33		5				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

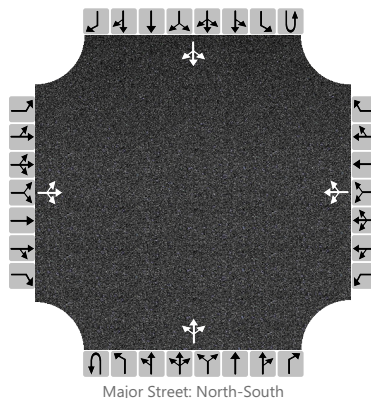
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			43				20				62					
Capacity			760				617				1499				1492	
v/c Ratio			0.06				0.03				0.04					
95% Queue Length			0.2				0.1				0.1					
Control Delay (s/veh)			10.0				11.0				7.5				7.4	
Level of Service (LOS)			B				B				A				A	
Approach Delay (s/veh)	10.0				11.0				2.9							
Approach LOS	B				B											

General Information

Analyst	GHA	Intersection	Site Access / Briar St
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	3/23/16	East/West Street	Site/Apartment Access
Analysis Year	Total Traffic	North/South Street	Briar Street
Time Analyzed	Weekday PM Peak	Peak Hour Factor	0.79
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	0	13		14	0	5		31	69	18		8	71	5
Percent Heavy Vehicles		0	0	0		0	0	0		3				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

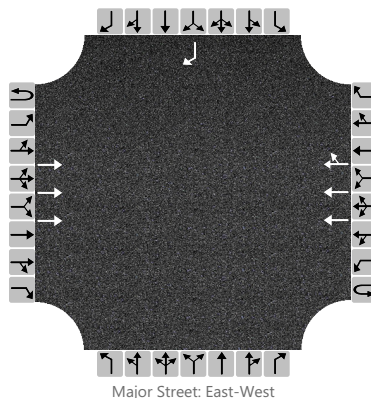
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			24				24			39				10		
Capacity			829				690			1490				1493		
v/c Ratio			0.03				0.03			0.03				0.01		
95% Queue Length			0.1				0.1			0.1				0.0		
Control Delay (s/veh)			9.5				10.4			7.5				7.4		
Level of Service (LOS)			A				B			A				A		
Approach Delay (s/veh)	9.5			10.4			2.1			0.7						
Approach LOS	A			B												

General Information

Analyst	GHA	Intersection	Roosevelt Rd / Site Access
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	3/23/16	East/West Street	Roosevelt Road
Analysis Year	Total Traffic	North/South Street	Site Access
Time Analyzed	Weekday AM Peak Hour	Peak Hour Factor	0.91
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1910				1531	68								89
Percent Heavy Vehicles																0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

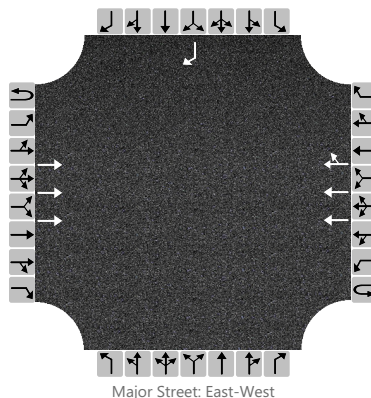
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																98
Capacity																253
v/c Ratio																0.39
95% Queue Length																1.7
Control Delay (s/veh)																27.9
Level of Service (LOS)																D
Approach Delay (s/veh)													27.9			
Approach LOS													D			

General Information

Analyst	GHA	Intersection	Roosevelt Rd / Site Access
Agency/Co.	GHA	Jurisdiction	IDOT
Date Performed	3/23/2016	East/West Street	Roosevelt Road
Analysis Year	Total Traffic	North/South Street	Site Access
Time Analyzed	Weekday PM Peak Hour	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5065.900		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1696				2036	20								41
Percent Heavy Vehicles																0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																42
Capacity																195
v/c Ratio																0.22
95% Queue Length																0.8
Control Delay (s/veh)																28.4
Level of Service (LOS)																D
Approach Delay (s/veh)													28.4			
Approach LOS													D			

Appendix D

Briar Street Southbound Right-Turn Lane Option

[illegible]



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Greg

Category: Ordinance
Prepared By: Caroline Conlon

SCHEDULED

ORDINANCE 6400

DOC ID: 2226

Ordinance No. 6400-VC, An Ordinance to Amend Chapter 19 of Title 3 (Liquor Control Code) Section 11 (Classification of Licenses) B-1 (Restaurant-All Types of Liquor). (Village Attorney Mathews)

Background

A question was raised concerning restaurants which close kitchens well before stopping the service of alcohol. The liquor code currently provides in Section 3-19-11, Classification of Licenses as follows:

“Class B-1 license shall authorize the retail sale, on the specified premises, of alcoholic liquor in restaurants having the seating capacities stated herein below, only at times when food service is available in the restaurant, and for consumption only on the premises where sold. The restaurant must offer and have available during all times that alcoholic liquor is available *a full menu and not the limited menu of a bar or a fast food restaurant.*”

It is evident that restaurants face financial issues with the prospect of keeping an entire kitchen staff on duty after dining has slowed significantly but the restaurant and alcohol service continue to operate. This has led some locations to close kitchens early and stop serving food at all. In order to clarify and bring economic reasonableness to Village requirements we have drafted an amendment to the Code for consideration and comment by the Village Board.

Action Requested

Board consideration and approval of an Amendment to Village Code, Section 3-19-11, Classification of Licenses.

Ordinance No. _____ - VC

**An Ordinance to Amend Chapter 19 of Title 3 (Liquor Control Code)
Section 11 (Classification of Licenses)
B-1 (Restaurant-All Types of Liquor) of the Village Code of Glen Ellyn, Illinois**

Whereas, the Village of Glen Ellyn is an Illinois home rule municipal corporation; and

Whereas, the Village, pursuant to the Illinois Liquor Control Act, 235 ILCS 5/1-1 *et seq.*, and its home rule powers, has established various classes of liquor licenses for the retail sale of alcoholic liquor in the Village and the number of permitted licenses within each class, as set forth in Chapter 19 of Title 3 (Liquor Control Code) of the Village Code of the Village of Glen Ellyn; and

Whereas, the President and Board of Trustees of the Village of Glen Ellyn deem it to be in the best interest of the Village to periodically review and update the liquor control ordinances of the Village as well as to, when appropriate, change the types of classifications and number of available liquor licenses in various classifications; and

Whereas, the President and Board of Trustees have determined that it is in the best interest of the Village to amend the liquor code and to modify certain sections; and

Now therefore, be it ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers as follows:

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

Section Two: Section 3-19-11 (Classification of Licenses) of the Glen Ellyn Village

Code (Liquor Control Code) is hereby amended so that reference to Class B-1 within this Section will henceforth read as follows:

Class B-1 license shall authorize the retail sale, on the specified premises, of alcoholic liquor in restaurants having the seating capacities stated herein below, only at times when food service is available in the restaurant, and for consumption only on the premises where sold. The restaurant *MUST* offer and have available at all times that alcoholic liquor is available a menu which includes food more substantial than bar snacks such as nuts, pretzels, chips or the like. Examples of acceptable food service include but are not limited to hot or cold sandwiches, full salads, hot dogs, hamburgers and pizzas. To qualify for a class B-1 license, a restaurant must seat not less than fifty (50) nor more than three hundred (300) persons at tables at times when food service is available and may not include a holding area accommodating more than one person for every twelve (12) restaurant seats. A class B-1 license shall not authorize the sale of alcoholic liquor at times when live entertainment is available unless the live entertainment is of a type that is incidental to the restaurant service, as opposed to the sale of alcoholic liquor, and unless the licensee has been issued an entertainment endorsement after furnishing a description of both the type of entertainment to be offered and the location of the entertainment on the licensed premises.

Section Five: This Ordinance shall be in full force and effect from and after its passage,

Ordinance 6400

Meeting of April 25, 2016

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 _____.

Ayes:

Nays:

Absent:

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

Village President of the Village
of Glen Ellyn, Illinois

Attest:

Village Clerk of the Village
of Glen Ellyn, Illinois

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



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

Meeting: 04/25/16 07:00 PM
Department: Administration
Department Head: Al

Category: Special Event
Prepared By: Al Stonitsch

SCHEDULED

AGENDA ITEM (ID # 2223)

DOC ID: 2223

Approve a special event permit request from Prairie State Cycling Series, LLC to host a competitive bicycle racing event (The Intelligentsia Cup) in Glen Ellyn on Saturday, July 16, 2016, from 9:00am to 8:00 pm.

Background

The Village has received a special event permit request from Prairie State Cycling Series, LLC ("Prairie State") to hold one of its competitive bicycle races, The Intelligentsia Cup, within the Village of Glen Ellyn. Prairie State promotes a multi-day series of bicycle races in the Chicago metro area, and are entering their fifth year of operation. Other Illinois communities where this event is held, include Elmhurst, Lake Bluff, Willow Springs, Waukegan, as well as the City of Chicago (***Attachment 1***). Prairie State officials have also successfully organized similar races in the suburbs of Milwaukee, Wisconsin. Interestingly, from a historical perspective, there has been professional bicycle racing events in Glen Ellyn previously. A race called the Tour of Lake Ellyn was held for several years in the 1970's generally along the same route that Prairie State is proposing to utilize for this event.

Organizers are proposing to have the event take place on Saturday, July 16, 2016, from 9:00 am to 8:00 pm, and the proposed race route includes the perimeter streets around Lake Ellyn (i.e. Lenox, Essex, Grand, Lake, Ellyn, & Crescent), which would involve various street closures and blocked access to approximately 40 residential driveways (***Attachment 2***). Organizers estimate that 750-1,000 spectators will attend the event.

Given that this is a new event that would impact residents along the proposed bike race route, the Village held an initial neighborhood informational meeting on April 6, 2016, at the Civic Center, in order to allow residents an opportunity to ask questions and voice concerns to the event organizers and Village staff. Staff sent out notices to over 300 residents (including Glenbard West High School and Glen Ellyn Park District officials) in the surrounding area informing them of the proposed race and the meeting (***Attachment 3***). Approximately 10-15 residents attended the event. At the meeting, there was overall general support for the event from those that attended. The primary concern was how residents, if needed, could be accommodated to get in and out of their residence and also concern about post event cleanup of litter that may be left by spectators on neighborhood lawns and Village parkways. In response to the initial mailing, staff also received written correspondence from several residents, with a mixture of some in opposition to the event and others in favor (***Attachment 4***).

April 18, 2016 Board Workshop

The Village Board reviewed and discussed the merits of the proposed permit application at the April 18, 2016 Board Workshop meeting. The organizers provided a brief overview of the event and responded to questions and concerns expressed by the Board. At this meeting, the Board expressed

general support for the event, but requested the following:

1. A copy of previous economic impact studies from other similar events in order for the Board to assess the potential benefit this type of race may bring to Glen Ellyn's local economy.
2. Consideration to keep one lane of traffic (eastbound) open on Crescent Blvd. in order to allow some traffic flow and access to and from the Taylor Street underpass. The Board expressed concern for the anticipated traffic volume within the community given that there is also a proposed music festival scheduled in the Central Business District on the same date and time.
3. Scheduled 30 min. intermissions during the event to allow residents with blocked driveway access along the route an opportunity to enter/leave their residence.
4. Identify reserved satellite parking areas for residents, who will have blocked driveway access during the event, to park their vehicles for the duration of the event.

Subject

Following the Board Workshop, staff met with the organizers to review and discuss the Board's requests. The following arrangements were discussed:

Resident Parking/Accommodations

- *Scheduled Intermissions:* Prairie State officials have agreed to schedule two intermissions on race day to facilitate resident ingress/egress from their homes. The first will be late morning, and will allow approximately 30 min. access to all homes along the route that have driveways blocked off. The second intermission is planned to occur in the later part of the afternoon for approximately 30 min. The afternoon intermission, however, will have truncated ingress/egress with Lenox Road driveways remaining inaccessible in order to conserve time in the overall schedule. Resident vehicular traffic will be required to travel in the direction of the race for safety reasons, and there will be a limited number of (likely three) openings in the course for affected residents to exit/enter with their vehicles. **NOTE: In order to accommodate the two intermissions within the schedule, Prairie State is requesting approval to start the race one hour earlier (i.e. 9:00 am) than previously requested (Attachment 5).**
- *Satellite Residential Parking:* Staff and Prairie State identified several on-street parking locations that will be specifically reserved and marked "Permit Only" parking. Residents who have blocked driveway access will receive these Village-issued windshield permits in advance of the event. The following locations will be designated "Permit Only" for affected residents along the route:
 - o Oak Street (Lenox to Grand)
 - o Linden (Park to Lenox)
 - o Hawthorne (Park to Lenox)
 - o Lenox (Essex to Oak)

Village staff, in coordination with the event organizers, will provide advanced communication to

these affected residents informing them of the above details.

- *Crescent Boulevard Closure/Eastbound Access:* Prairie State officials reviewed the Board's request to consider keeping eastbound Crescent open for the duration of the event. Based upon review and discussion, the Prairie State officials would prefer to completely close Crescent, as originally proposed, for two reasons: 1) it would be better for the cyclists to use the eastbound lane of Crescent rather than the westbound lane; and 2) from a safety standpoint Prairie State prefers to separate bike racers and vehicles as much as possible for these types of events. In addition, from a spectator standpoint, closing Crescent provides a much more pedestrian friendly race course. However, if the Village Board conditions the permit approval upon keeping the eastbound Crescent traffic lane open, Prairie State has indicated that it would be willing to accommodate the request, with the request that the Village be open to reconsidering this stipulation in future years.
- Staff Recommendation: Upon reviewing the proposed route, and taking into consideration pedestrian and spectator safety, as well as motorist and race participant safety, staff believes it would be prudent to keep Crescent completely closed, as proposed. Police staff believe that there are several risks, including the increased likelihood of distracted driving/riding by both motorists and race participants alike when the two would occasionally be driving parallel to one another during the race. Additionally, there is a better opportunity to ensure spectator safety along Crescent if both lanes of traffic are closed off. If closed off, spectators will be able to safely cross Crescent, and also observe the event in the westbound lane, because the bike race will be using the eastbound lanes for the event.
- *Economic Impact:* According to previous studies provided by Prairie State officials, similar racing events add economic activity to the local economy. Varying reports suggest that the average race spectator from out of town spends \$50-\$60 within the local economy.

Budget Impact

Staff has developed a preliminary cost estimate for Police and Public Works staff to work the event. The Village plans to assign three (3) officers and one (1) Sergeant at cost of \$2,500.00. Public Works staffing cost will be \$1,500.00 for assistance with set up and take down, as well as two maintenance workers assigned to be on site for the duration of the event. Additionally, the Village needs to rent several barrier medians to place at various locations throughout the event to ensure traffic/pedestrian safety. At the time of the writing of this memo, staff was still in the process of securing those hard costs. Once finalized, staff will notify Prairie State of this additional cost obligation.

Action Requested

Staff is requesting Village Board consideration of the proposed special event permit request from Prairie State Cycling Series, LLC to host a competitive bicycle racing event (The Intelligentsia Cup) in Glen Ellyn on Saturday, July 16, 2016, from 9:00am to 8:00 pm.

Attachments

1. Special Event Permit Application and Proposal Summary
2. Proposed Route Map
3. Village-issued Neighborhood Notification #1 & 2
4. Resident Feedback/Correspondence re: Proposed Bike Race Event

5. Draft Bike Race Schedule

ATTACHMENTS:

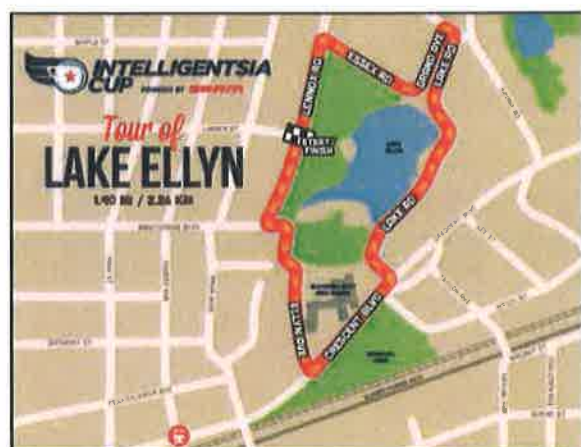
- ATT 1_Special Event Permit Request Packet (PDF)
- ATT 2_Route Map_Bike Race_Intelligentsia Cup (PDF)
- ATT 3_Neighborhood Notices (PDF)
- ATT 4_Public Feedback Correspondence (PDF)
- ATT 5_Draft Race Schedule (PDF)

Tour of LAKE ELLYN

Information about the proposed Tour of Lake Ellyn bicycle races

FAQs:

- **What is the Intelligentsia Cup?** A multi-day series of exciting bicycle racing in and round the Chicago area.
- **What are some other Intelligentsia Cup venues?** Beverly, West Fulton St. in Chicago, Lake Bluff, Elmhurst, Waukegan and Willow Springs, among others.
- **When would the Tour of Lake Ellyn be?** Tentatively, on Saturday, July 16, 2016, with an alternative date of Wednesday, July 20, 2016.
- **Does the event benefit a local group?** Yes, a local charitable partner will be designated soon.
- **What are the hours of the event?** From approximately 10:00am to 8:00pm. The Pro races start at 4:30 pm and the Kids Races around 6:00pm.
- **Is there an admission charge?** No, the event is **FREE** to the public – Including participation in the Kids Races.
- **Didn't Glen Ellyn have a bike race before?** Yes, the Tour of Lake Ellyn was held for several years in the 1970's.



Event Info:

- All-day racing is partnered with family-friendly fun: kids' activities, entertainment, Active Lifestyle Expo, food and beverages, merchant sales in a festival atmosphere.
- Pro and amateur men's and women's cycling races on the streets around Lake Ellyn featuring elite athletes from the region and all over the world.
- A handcycling race for disabled individuals, including vets, is planned. Handcycling is a Paralympic sport.
- Race speeds in excess of 30 mph with thrilling sprints for cash payouts and merchandise prizes.

More FAQs:

- **How does this event benefit Glen Ellyn?** It's an exciting family-friendly community event attracting kids and adults and promoting a healthy life-style.
- **What about trash?** The venue will be left cleaner after the event than before.
- **What if an emergency vehicle needs to access the racecourse?** The race officials will stop the racing for emergencies.
- **What if a resident on the racecourse needs to get in or out on race day?** Local residents with special needs will be accommodated.
- **Contact for more info:**
 - Ben Raby, Glen Ellyn resident supporter: braby@sram.com
 - Mary Ann Sedor, Sponsorship and Promotion: maryann@intentlife.com





February 22, 2016

To: Special Events Coordinator, Village of Glen Ellyn

From: Marco Colbert, Prairie State Cycling Series, LLC

Re: Special Event Permit Application for Bicycle Races around Lake Ellyn

Dear Sir/Madam:

We propose, in partnership with local Glen Ellyn groups and sponsors, to stage competitive bicycle races on public streets around Lake Ellyn on either July 16th, or alternatively July 20th, 2016. Our group, Prairie State Cycling Series, promotes a multi-day series of bicycle races in the Chicago Metro area called the "Intelligentsia Cup".

<http://www.intelligentsiacup.com/> We are now entering our fifth year of operation. Some of our other 2016 race venues include Elmhurst, Lake Bluff, Waukegan, Willow Springs, South Chicago, Beverly/Chicago and West Fulton St. in Chicago.

The Glen Ellyn event would begin at approximately 10 am and would be finished by approximately 8 pm. We require about 3 hours of set-up time in the morning, and about 2 hours of tear-down time in the evening.

The racecourse would be entirely closed to traffic during the event, but public safety personnel and vehicles will have full access to the venue. We estimate that the proposed racecourse would affect approximately 35 residences but accommodations can be made for residents with special needs and we will provide ample advance notice of the event to residents.

The event consists of several bike races for amateur male and female competitors that range in length from 30 to 60 minutes. At the end of the day we have a pro women's race (60 minutes) and a pro men's race (90 minutes). The pro teams consist of some of the best bike racers in the country plus top riders from many foreign countries. There would also be a local event like kids fun races or maybe a family ride between the pro women's and pro men's races.

We take pride in the fact that our events are well-run and family friendly. Our mission is to serve competitive cyclists in the Chicago area and to provide the communities we are in with fun, free entertainment that also illustrates the benefits of exercise and a healthy lifestyle.

Thank you for your consideration. We will be pleased to answer any questions.



Village of Glen Ellyn Special Event Permit Application

The Special Event Permit Application must be submitted at least **sixty (60) days** prior to the event date in order to ensure sufficient time for processing. Please contact the Administration Department at 630-469-5000, or refer to the Special Event Permit Application Guidelines at www.glenellyn.org for more information.

EVENT INFORMATION

Event Title	<i>Glen Ellyn Bike Race (working title)</i>		
Type of Event	☐ Carnival or Rides ☐ Business Special Event ☐ Festival ☐ Outdoor Concert ☐ Parade ☐ Tent Sale ☐ Walk/Run/Bike ☐ Zoo/Circus ☒ Other (please specify): <i>Competitive bicycle racing event</i>		
Event Date(s)	<i>Saturday, July 16, 2016</i>	Time	<i>10AM - 8 PM</i>
Alternate Date(s)	<i>Wednesday, July 20, 2016</i>	Time	<i>10AM - 8 PM</i>
First Time Applicant?	☒ Yes ☐ No	Is it an Annual Event?	☒ Yes ☐ No
Event Website (if any)	<i>www.intelligentsiacup.com</i>	Anticipated Attendance	<i>750-1500</i>
Location of Event Please list all requested street or sidewalk closures noting time(s) each street will be closed.	<i>Race course around Lake Ellyn - see attached diagram</i>		
Describe the Event Please describe your event in detail including any additional information that may be important to understanding its scope and purpose. Please attach any promotional materials regarding the event.	<i>See attached.</i>		

Please see **Section 3** of the Special Event Application Guidelines for more information regarding Event Activities

Event Activities Please check all items that will be included in your event. *Extraordinary activities may require additional licenses, fees or submittals (See Guidelines for additional information).	☒ Alcohol* <i>TBD</i> ☐ Animals* ☐ Automobiles ☐ Balloons/Signs/Decorations ☒ Bands/Live Music <i>TBD</i> ☐ Carnival Rides* ☐ Floats ☐ Food Booth(s) ☒ Parade/Race* ☐ Parking Lots* ☒ Portable Toilets ☒ Promotional Signage ☒ Sound Equipment ☒ Stage/Bandshell ☒ Streets/Sidewalks* ☒ Tents ☐ Vendors ☐ Other (please specify): _____		
--	--	--	--

EVENT ORGANIZER INFORMATION

Name (First/Last)	Marco Colbert, Executive Director				
Address	22 Plymouth Ct		Apt./Unit		
City	Lincolnshire	State	IL	Zip Code	60069
Home Phone		Cell Phone	847-644-0277		
E-mail Address	marco.colbert@comcast.net				
Name of Sponsoring Organization(s) (If applicable/different)	Prairie State Cycling Series, LLC				
Organization's Legal Status	☐ Governmental Entity ☐ Non-profit Entity ☒ Commercial Business				
Sponsoring Organization Main Contact (If applicable/different)	Multiple sponsors - TBD				
Address			Apt./Unit		
City		State		Zip Code	
Daytime Phone		E-Mail			

All applications should be completed and submitted **not less** than sixty (60) days prior to the event date. Applications that are complete and submitted to the Village along with any necessary submittals will be processed by Village staff. Incomplete applications will be held for processing until it is complete. Please return your completed Special Event Permit Application to:

By Mail/Drop Off: Village of Glen Ellyn, Administration Department, 535 Duane Street Glen Ellyn, IL 60137

By Email: events@glenellyninfo.org

For Office Use Only

Conditions of Approval:

Police Chief/Designee (if applicable)

Date

Village Manager/Designee

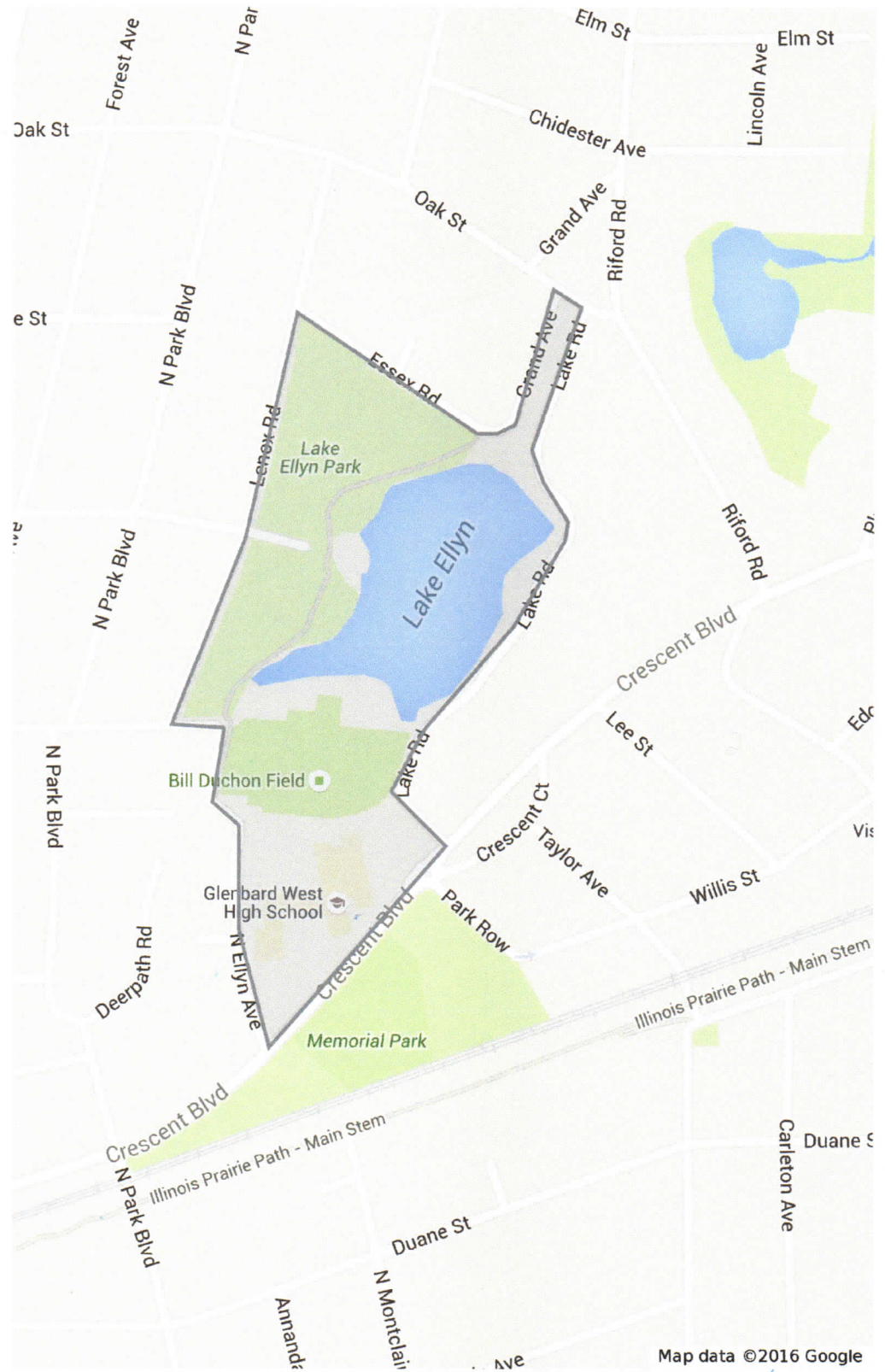
Date

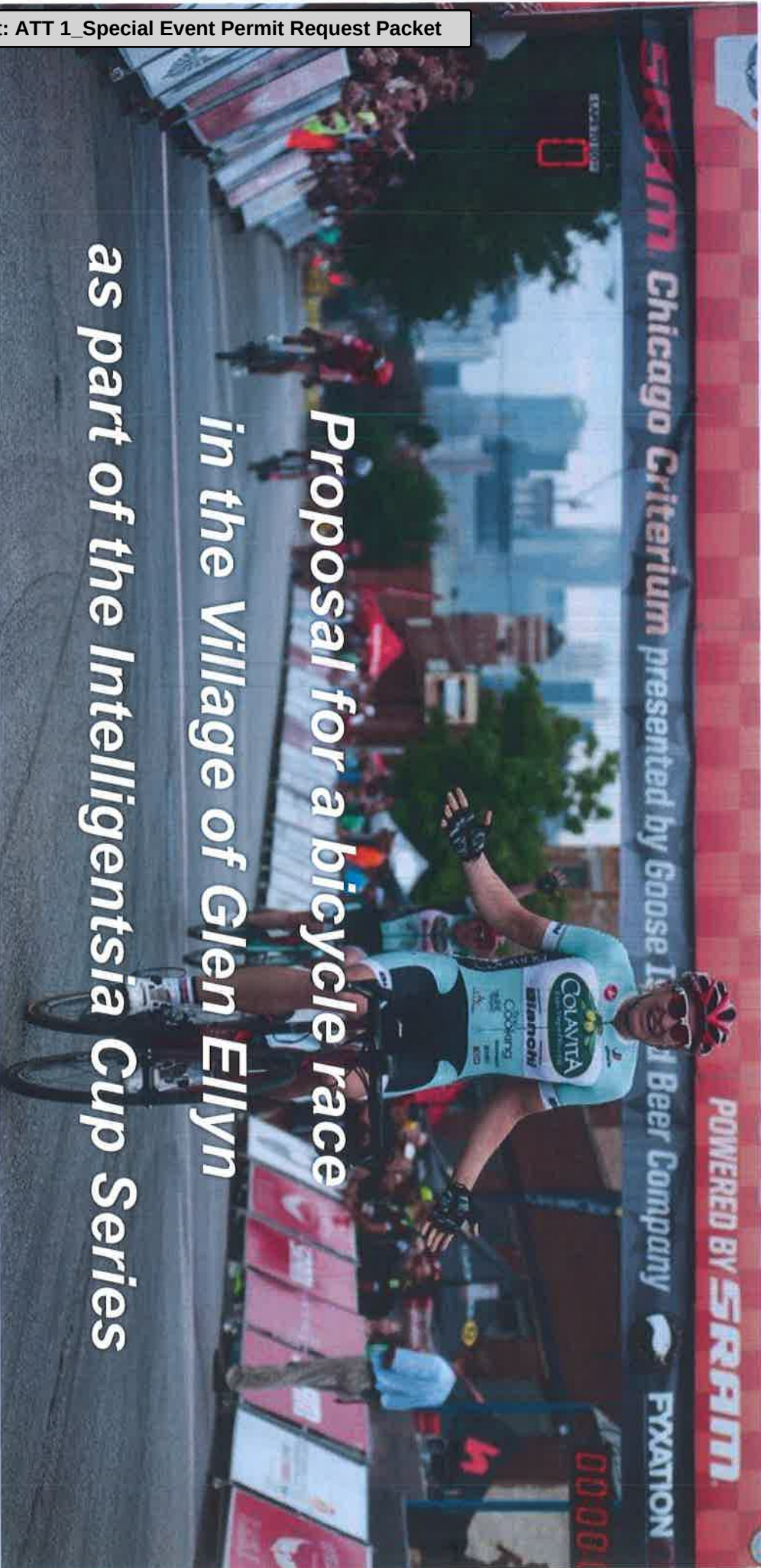
Glen Ellyn Concept Course 1.17.16

Untitled layer

Polygon 1

Course length: 1.44 miles





*Proposal for a bicycle race
in the Village of Glen Ellyn
as part of the Intelligentisia Cup Series*



ABOUT THE INTELLIGENTISIA CUP

● Founded in 2012 and expanded to multiple days of racing in and around Chicago with title sponsorship by Intelligentisia Coffee.

● Pro and amateur men's and women's cycling races featuring elite athletes from the region and all over the world.

● Criterium-style races with short closed courses that are easy to watch for spectators and more accessible for the media.

● Race speeds in excess of 30 mph with sprints for cash payouts and merchandise.

● All-day racing is partnered with family-friendly fun: kids' activities, entertainment, Active Lifestyle Expo, food vendors, merchant sales in a festival atmosphere.

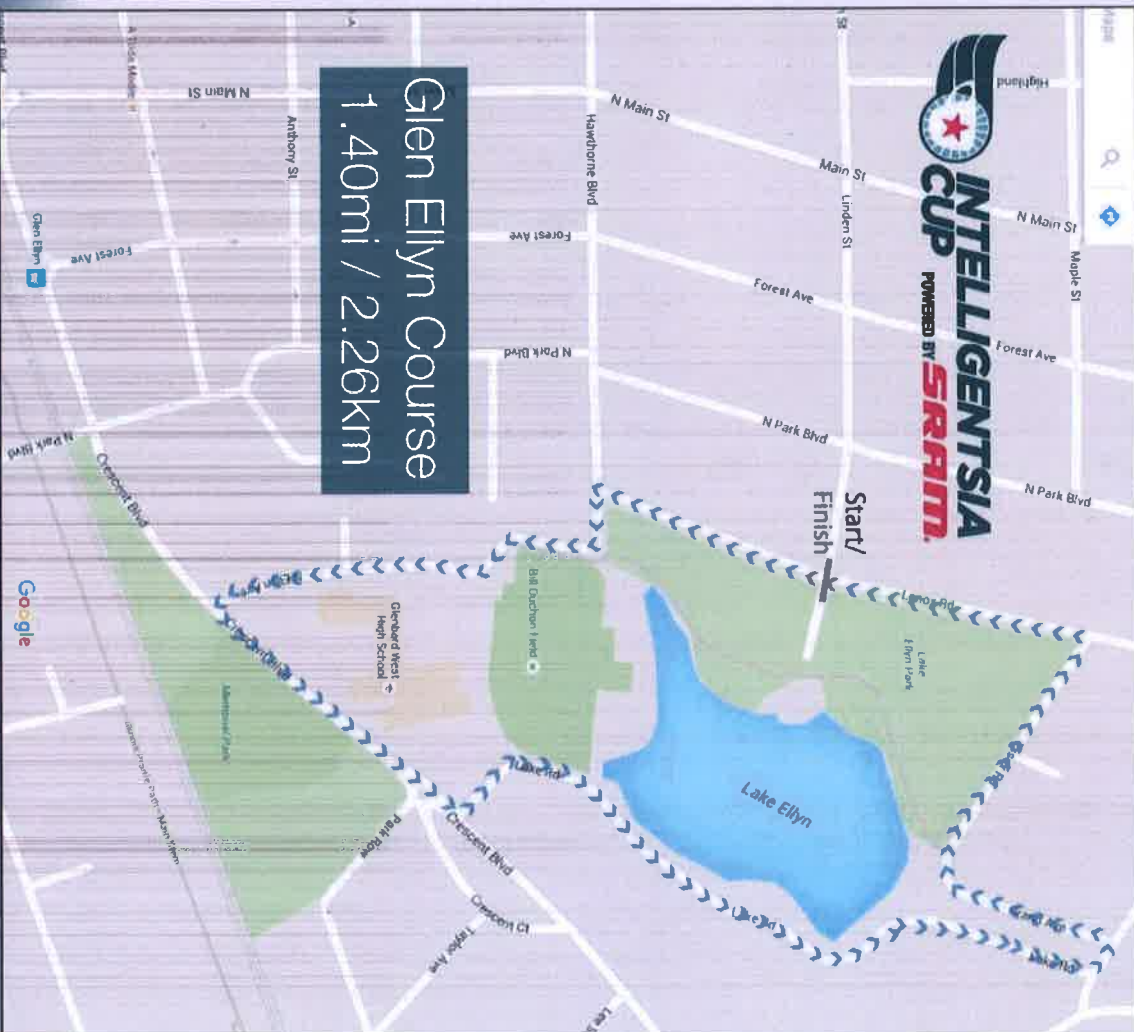
● Professional on-stage announcers provide play-by-play coverage, cycling knowledge 101, interactive spectator contests, introduce the community, and sponsor messaging, to engage spectators and athletes.

● Our goal is to promote and celebrate cycling in Chicago and the Metro area with events that are fun for participants and the public and which promote exercise and a healthy lifestyle.





Proposed racecourse around Lake Elllyn

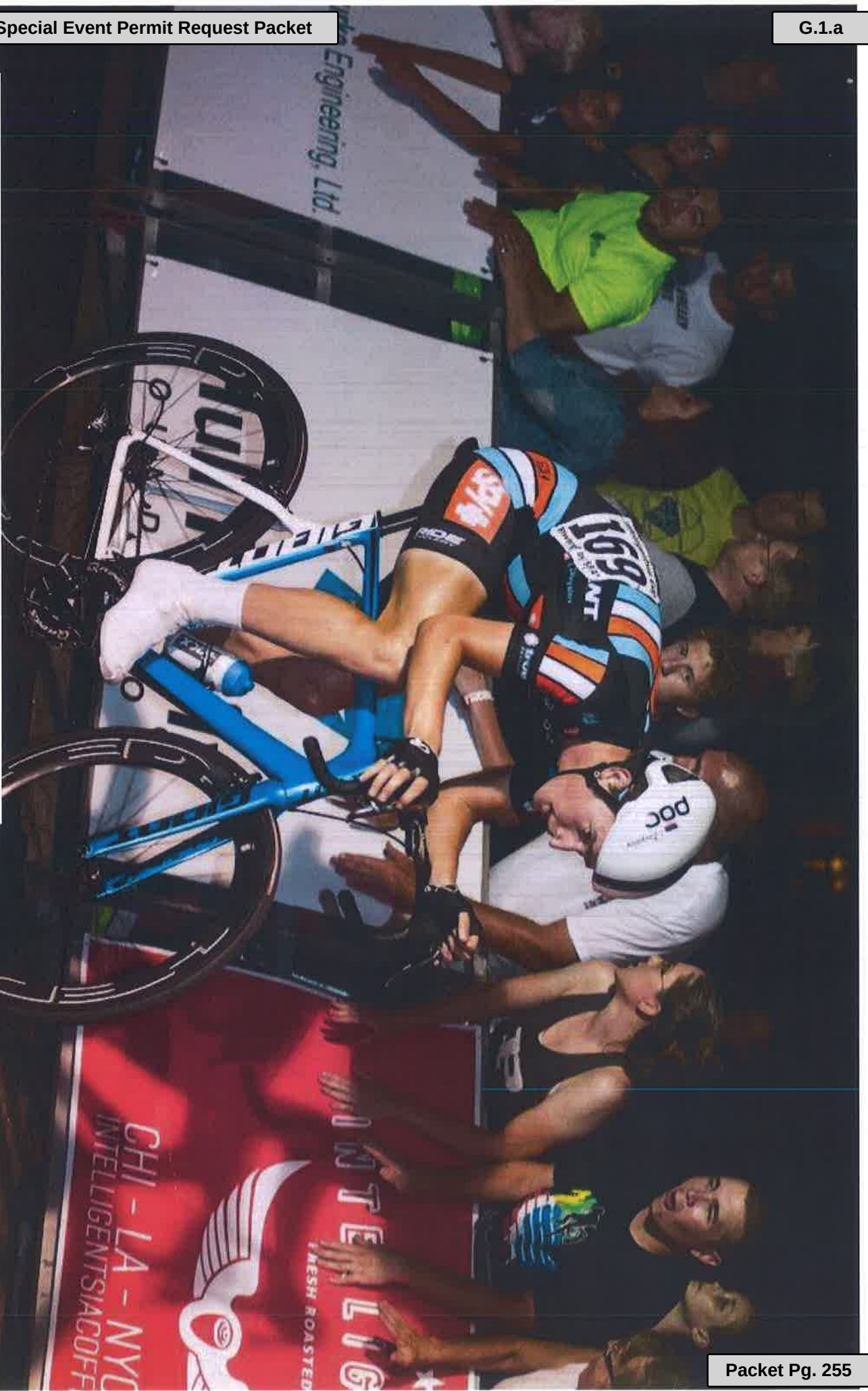




MEET THE RACERS

- International fields of professional and amateur men/women competing in a variety of age/ability categories
- More than 2,500 participants in 2015, 55% from Illinois:
 - ↓ **21% increase in 2015**
 - ↓ **56% average increase per venue in 2015**
- Average age in 2015 across all categories: 33
 - Without age group (master's): 29 Women's categories: 30
- 72% of USA Cycling licensed cyclists are 25-44*
- 93% are college educated*
- 48% have household incomes over **\$100,000***
- Racers spend an average of **\$2,016** on events including local lodging, food*
- Female participation is increasing, **25%** of Intelligentisia Cup in 2014







MEET THE SPECTATORS

- Captive audience of families and active lifestyle enthusiasts who reside in the community and travel from neighboring areas.
- Racers often travel with their families.
- Thousands of spectators expected for each race, with an **estimated individual spend of \$59 on food/beverage/shopping** in each community.
- Professional cycling fan base is business-savvy, affluent, upscale and well-educated.
- Cycling race enthusiasts are loyal to sponsors and brands who support the sport.
- Many racers and fans travel to more than one race during a cycling series.
- Cycling races appeal to everyone – the sport's energy is like NASCAR on two wheels!



- Median Household Income of **\$75,000**, with **70% college educated**.
- 50/50 split of male and female race fans; Median Age: **38**.

Source: USA Cycling



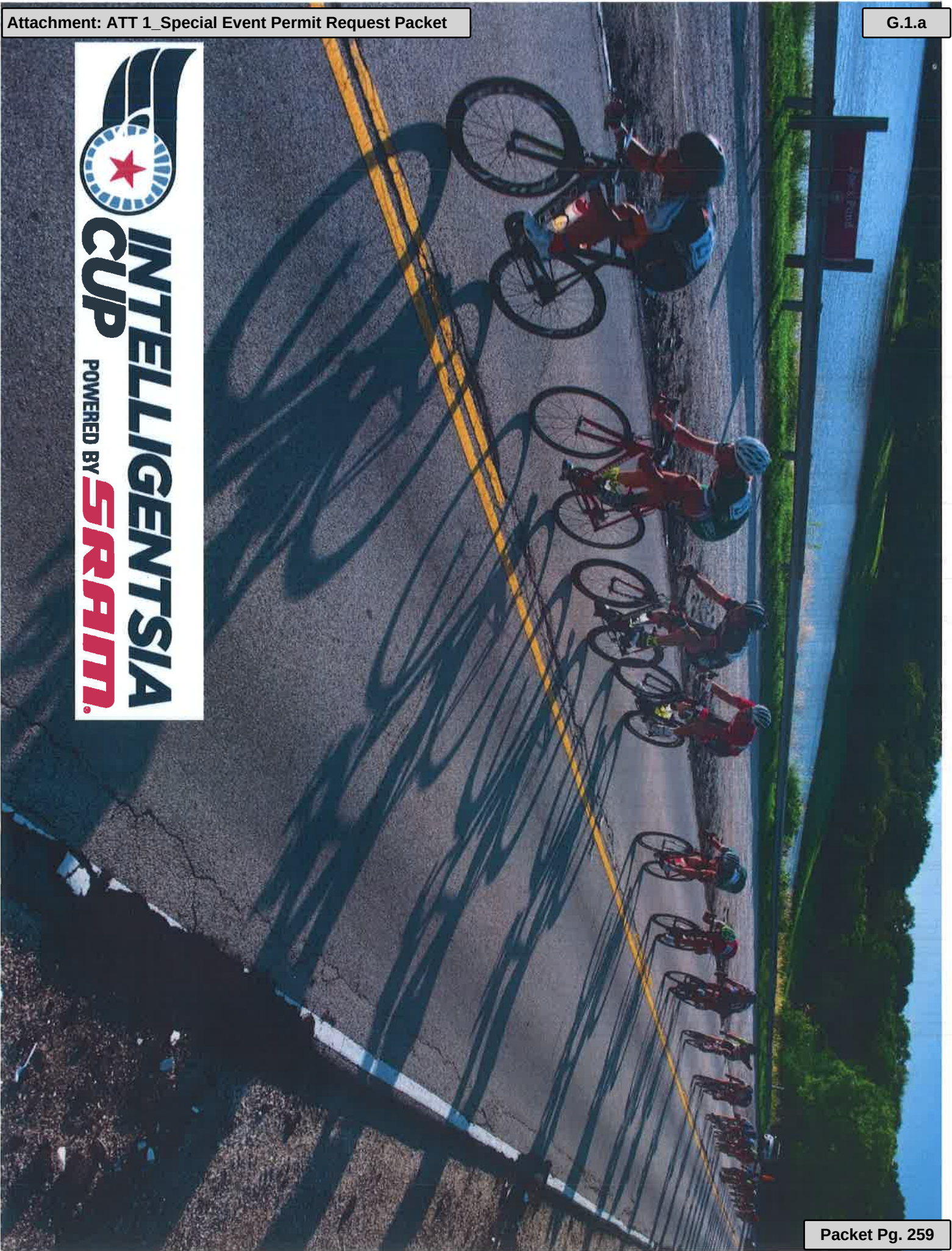


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ENGAGE
YOUR
COMMUNITY







2016 TENTATIVE VENUES

Friday, July 15 – Beverly/Chicago, IL

Saturday, July 16 – **Glen Ellyn – option 1**

Sunday, July 17 – Willow Springs, IL (Road Race)

Wednesday, July 20 – South Chicago, IL **for Glen Ellyn – option 2**

Thursday, July 21 – Waukegan, IL

Friday, July 22 – Elmhurst, IL

Saturday, July 23 – Lake Bluff, IL (PRT venue*)

Sunday, July 24 – Chicago, IL/Fulton Market area (PRT venue*) with Fyxation Open fixed-gear race

**Pro Road Tour, the premier domestic road racing calendar sanctioned by USA Cycling.*





REFERENCES:

For more information, please contact these references from other current Intelligentia Cup venues:

- Drew Irvin, Village Administrator, Village of Lake Bluff, IL
 - Tel. 847-283-6833
 - E: dhirvin@lakebluff.org
- Bill Murray, Village Administrator, Village of Willow Springs, IL
 - Tel. 708-467-3700
 - E: wpm@willowsprings-il.gov
- Kevin York, Alderman, City of Elmhurst, IL
 - Tel. 630-359-5399
 - E: kevin@york4elmhurst.com
- Tim Radcliff, Race Director of Elmhurst Cycling Classic
 - Tel. 312-543-5848
 - E: radsdads@att.net

OTHER CONTACTS:

These individuals are actively involved in the proposal to stage a bicycle race in Glen Ellyn:

- Ben Raby, Glen Ellyn resident
 - Tel. 312-508-8607
 - E: braby@sram.com
- Mary Ann Sedor, Owner, INTENT Coaching & Racing, Woodridge
 - Tel. 630-802-2737
 - E: maryann@intentionlife.com



July 15 - 24, 2016



INTELLIGENTSIA CUP PRAIRIE STATE CYCLING SERIES CONTACTS:

For more information, please contact:

Tom Schuler – Managing Partner

tjsplow@gmail.com

Mobile: 414.899.9048

Marco Colbert – Partner/Exec. Director

marco@intelligentsiacup.com

Mobile: 847.644.0277

Jim Michler – Partner

everestjim@yahoo.com

Mobile: 630.258.3257

Mark Zalewski – Marketing Director

mark@intelligentsiacup.com

Mobile: 630.890.0209

Please visit our website at:

www.intelligentsiacup.com



July 15 - 24, 2016



Glen Ellyn Course
1.40mi / 2.26km

Start/
Finish

Sent Via U.S. First Class Mail

March 18, 2016

Village President
Alexander W. Demos

Trustees
Dean Clark
Timothy Elliott
John Kenwood
Pete Ladesic
Tim O'Shea
Mark Senak

Village Manager
Mark T. Franz

Village Attorney
Gregory S. Mathews

Civic Center
535 Duane Street
Glen Ellyn, IL 60137

Administration
630-469-5000

Finance
630-547-5235

Planning and Development
630-547-5250

Police
630-469-1187

Public Works
30 South Lambert Road
Glen Ellyn, IL 60137
630-469-6756

The Village Links
485 Winchell Way
Glen Ellyn, IL 60137
630-469-8180

www.glenellyn.org
www.villagelinksgolf.com

RE: PROPOSED SPECIAL EVENT-INTELLIGENTSIA CUP BICYCLE RACE

Dear Resident:

The Village has received a special event permit request from promoters of the Intelligentsia Cup, which is a multi-day series of bicycle races in and around the Chicagoland area (see enclosed informational flyer). Organizers are proposing to host one of this year's races in Glen Ellyn. The event is proposed to take place on Saturday, July 16, 2016, from 10:00 am to 8:00 pm, and the proposed race route contemplates using the perimeter streets around Lake Ellyn (i.e. Lennox, Essex, Grand, Lake, Ellyn, & Crescent), which would involve various street closures and blocked access to driveways. Approximately 1,000 attendees are projected to come to the event.

Prior to the Village Board formally considering the permit request, the Village would like to obtain feedback from the surrounding property owners who would be immediately affected by this event. The purpose of this neighborhood meeting will be for the event organizers to provide a brief presentation on the proposed event, as well as general background on their organization and its history. Village staff will also be on hand to answer questions, and to make a record of the public feedback that is received from the dialogue.

Neighborhood Meeting Date/Time/Location:

Date: Wednesday, April 6, 2016
Time: 5:30 pm
Location: Civic Center, 535 Duane St. (3rd Floor-Galligan Board Room)

If you have any specific questions in the interim, please e-mail or call Brendon Mendoza in the Village Manager's Office at 630-547-5203 or bmendoza@glenellyn.org.

Sincerely,



Al Stonitsch
Assistant Village Manager
E-mail: astonitsch@glenellyn.org

Enclosure

cc:

Ben Raby, Intelligentsia Cup, Glen Ellyn Resident Supporter/Organizer *(via e-mail)*

Mary Ann Sedor, Intelligentsia Cup, Sponsorship and Promotion *(via e-mail)*

Tom Schuler, Intelligentsia Cup, TSI Team Sports, Inc. *(via e-mail)*

Mark Franz, Village Manager

Staci Hulseberg, Director of Planning & Development

Jim Bodony, Fire Chief, Glen Ellyn Volunteer Fire Company

Bill Holmer, Assistant Chief Police

Dave Buckley, Assistant Public Works Director

Norm Webber, Police Sergeant

Brendon Mendoza, Administrative Intern

Jeannie Robinson, Assistant Superintendent of Recreation Services, Glen Ellyn Park District *(via e-mail)*

Linda Oberg, Assistant Principal of Operations, Glenbard West High School/School Dist. 87 *(via e-mail)*



Sent via U.S. First Class Mail

April 11, 2016

Village President
Alexander W. Demos

Trustees
Dean Clark
Timothy Elliott
John Kenwood
Pete Ladesic
Tim O'Shea
Mark Senak

Village Manager
Mark T. Franz

Village Attorney
Gregory S. Mathews

Civic Center
535 Duane Street
Glen Ellyn, IL 60137

Administration
630-469-5000

Finance
630-547-5235

Planning and Development
630-547-5250

Police
630-469-1187

Public Works
30 South Lambert Road
Glen Ellyn, IL 60137
630-469-6756

The Village Links
485 Winchell Way
Glen Ellyn, IL 60137
630-469-8180

**RE: NOTICE #2-PROPOSED SPECIAL EVENT-INTELLIGENTSIA
CUP BICYCLE RACE**

Dear Resident:

As a follow up to my March 18, 2016 letter on the above referenced, the Village held a neighborhood meeting at the Civic Center on April 6, 2016, to afford neighborhood residents and community stakeholders an opportunity to receive further information about the proposed bike race, and to ask questions of the event organizers and Village staff.

As a next step in the process, the event organizers will be presenting their special event permit request to the Village Board on April 18, 2016 at 7:00pm for preliminary discussion and initial feedback. The public is invited to attend and provide comment. No formal action will be taken by the Board at the workshop meeting.

On Monday, April 25, 2016, the Village Board is scheduled to formally consider and vote on the special event permit request. The public is again invited to attend and provide comment.

Village Board Workshop Date/Time/Location:

Date: Monday, April 18, 2016
Time: 7:00 pm
Location: Civic Center, 535 Duane St. (3rd Floor, Rm: 301)

Village Board Regular Meeting Date/Time/Location:

Date: Monday, April 25, 2016
Time: 7:00 pm
Location: Civic Center, 535 Duane St. (3rd Floor-Galligan Board Room)

If you are unable to attend either meeting, and have not done so already, we encourage the public to submit their input in writing via e-mail. All feedback will be shared with the Village Board and made part of the official public record. You are

welcome to direct your comments to Brendon Mendoza in the Village Manager's Office at 630-547-5203 or bmendoza@glenellyn.org.

Sincerely,



Al Stonitsch
Assistant Village Manager
E-mail: astonitsch@glenellyn.org

cc:

Ben Raby, Intelligentsia Cup, Glen Ellyn Resident Supporter/Organizer *(via e-mail)*

Mary Ann Sedor, Intelligentsia Cup, Sponsorship and Promotion *(via e-mail)*

Tom Schuler, Intelligentsia Cup, TSI Team Sports, Inc. *(via e-mail)*

Mark Franz, Village Manager

Staci Hulseberg, Director of Planning & Development

Jim Bodony, Fire Chief, Glen Ellyn Volunteer Fire Company

Bill Holmer, Assistant Chief Police

Dave Buckley, Assistant Public Works Director

Norm Webber, Police Sergeant

Megan Plahm, Communications Coordinator

Brendon Mendoza, Administrative Intern

Jeannie Robinson, Assistant Superintendent of Recreation Services, Glen Ellyn Park District *(via e-mail)*

Linda Oberg, Assistant Principal of Operations, Glenbard West High School/School Dist. 87 *(via e-mail)*

Albert Stonitsch

Subject: RE: intelligentsia #1

From: Mark Simon [<mailto:msimon@r2cgroup.com>]

Sent: Tuesday, March 22, 2016 2:05 PM

To: Brendon Mendoza

Subject: RE: intelligentsia

We think it is superb.

Warmly,

Mark

From: Brendon Mendoza [<mailto:bmendoza@glenellyn.org>]

Sent: Tuesday, March 22, 2016 1:54 PM

To: Mark Simon

Subject: RE: intelligentsia

Hello Mark,

Thank you for providing your feedback of the proposed event. I will make sure to have it included with the records.

Please feel free to attend the public meeting on April 6th, to provide your input as well.

Thank you,



Brendon Mendoza

Administrative Intern

Village of Glen Ellyn

535 Duane Street, Glen Ellyn, Illinois 60137

Work : (630) 547-5203

Fax : (630) 469-8849

E-mail : bmendoza@glenellyn.org

From: Mark Simon [<mailto:msimon@r2cgroup.com>]

Sent: Monday, March 21, 2016 5:16 PM

To: Brendon Mendoza

Subject: intelligentsia

Hi Brendon,

The program for July 16th sounds fantastic.

We support it.

Warmly,
The Simon Family
690 Grand Avenue
Glen Ellyn, IL 60137

Albert Stonitsch

From: Brendon Mendoza
Sent: Thursday, March 24, 2016 2:17 PM
To: Albert Stonitsch
Subject: RE: Intelligentsia Cup

FYI,

Thank you,

Brendon Mendoza
Administrative Intern
Village of Glen Ellyn
535 Duane Street, Glen Ellyn, Illinois 60137 Work : (630) 547-5203 Fax : (630) 469-8849 E-mail :
bmendoza@glenellyn.org

-----Original Message-----

From: Dale Siligmueller [mailto:dale.siligmueller@gmail.com]
Sent: Thursday, March 24, 2016 2:10 PM
To: Brendon Mendoza
Subject: Intelligentsia Cup

Hello - am contacting you about the Intelligentsia Cup mailing we just received as residents on Lenox Rd.

As I understand, you want resident feedback on the plan to have a professional bicycle race on the streets circling Lake Ellyn on July 16, 2016. The race is sponsored by a commercial/retail coffee company that has no store in Glen Ellyn. On the day of the race all affected residents, except those who are handicapped, will not be allowed drive their cars on these streets from 8AM to 8 PM. A charity (to be named later) is to receive a yet to be determined \$ donation if this is allowed. In the park on the day of the race will be family games and music (undoubtedly loud and playing all day).

As a resident on Lenox, we support and enjoy the major annual events that now occur at Lake Ellyn ; cardboard boat, 4th of July, art fair, jazz in the park and others. None of these events are as intrusive nor as long in time as is the proposed Intelligentsia Cup. We strongly object to allowing the proposed race, which is basically an advertisement for a commercial endeavor, from disrupting the private life's of village residents by taking over village streets for an entire day and see no reason to allow it to happen anywhere in the Village.

Sincerely

Dale Siligmueller

630 Lenox Rd

Glen Ellyn IL 60137

Albert Stonitsch

Subject: RE: bike race #3**From:** carolyn oesterle [<mailto:csoesterle@gmail.com>]**Sent:** Thursday, March 24, 2016 4:29 PM**To:** Brendon Mendoza**Subject:** Re: bike race

Brendon,

Thank you for the reply. The golf carts would probably work. Not a good day to grocery shop though. Will the races be intermittent with some breaks? Also, I have a dog to walk. I could take a neighbors driveway down to Crescent. Any problem with that?

Carolyn Oesterle

On Thu, Mar 24, 2016 at 12:56 PM, Brendon Mendoza <bmendoza@glenellyn.org> wrote:

Hello Carolyn,

Currently it is proposed that the Tour of Lake Ellyn organizers will provide transportation(golf carts currently) for residents from their home, to their vehicle(s), as needed throughout the event.

As driveways may be blocked off for the proposed event, the event organizer is looking to create a designated parking area for resident's vehicles, so that they're able to come and go throughout the day.

I will make sure that your input on the long timing of the event is also placed in public record for the event.

Thank you,



Brendon Mendoza

Administrative Intern

Village of Glen Ellyn

535 Duane Street, Glen Ellyn, Illinois 60137

Work : (630) 547-5203

Fax : (630) 469-8849

E-mail : bmendoza@glenellyn.org

From: carolyn oesterle [mailto:coesterle@gmail.com]

Sent: Wednesday, March 23, 2016 9:58 PM

To: Brendon Mendoza

Subject: bike race

Brendon,

I received information about the possible bike race on July 16. I live on Lake Road. What arrangements will there be for residents to leave and enter their homes with their cars? The time frame from 10 AM to 8 PM is long. Thank you.

Carolyn Oesterle

Albert Stonitsch

To: Brendon Mendoza
Subject: RE: Just a Note (Bike Race-Intelligentsia Cup) #2

From: Todd Buckton [<mailto:toddbuckton@me.com>]
Sent: Thursday, March 24, 2016 11:48 AM
To: Albert Stonitsch
Cc: Brendon Mendoza
Subject: Re: Just a Note (Bike Race-Intelligentsia Cup)

607 N Park Blvd.

Thanks,

Todd Buckton
C: 630-767-9344
O: 630-545-0665

Sent from my iPhone, please excuse the typos.

On Mar 24, 2016, at 11:46 AM, Albert Stonitsch <astonitsch@glenellyn.org> wrote:

Mr. Buckton:

Thank you for taking the time to provide feedback, and we will make it part of the public record. Can I trouble you to confirm your Glen Ellyn property address for the record?

Regards,

<image001.jpg>

Al Stonitsch
Assistant Village Manager

Village of Glen Ellyn
535 Duane Street, Glen Ellyn, Illinois 60137
W: (630) 547-5212 | M: (847) 322-9492 | F: (630) 547-5322
E-mail: astonitsch@glenellyn.org

From: Todd Buckton [<mailto:toddbuckton@me.com>]
Sent: Wednesday, March 23, 2016 7:40 PM
To: Albert Stonitsch
Subject: Just a Note

Hi Al:

The Tour of Glen Ellyn sounds very exciting; a rekindling of a spectator sport in a beautiful part of town.

Please remember (and mention to the Intelligentsia folks as well) that Lenox Road is spelled with one "N" and not two like the heating and cooling company.

Many thanks for all you do,

Todd Buckton

e: toddbuckton@me.com

c: 630-767-9344

o: 630-545-0665

Albert Stonitsch

From: Brendon Mendoza
Sent: Thursday, March 31, 2016 11:54 AM
To: ' ' '
Cc: Albert Stonitsch
Subject: RE: Access to house on race day July 16

Hello Howard,

Please excuse the delayed response. You will definitely be accommodated in order to get to your household.

We will be working with the organizer to create a satellite parking location for residents/visitors to be able to reach the homes that are on impacted by the race.

The organizer is proposing to provide golf carts to transport residents/visitors to and from the satellite parking location to their house during the event.

I will be sure to record your inquiry and make sure you're able to reach your destination. I will follow-up with you as soon as we work out more of the details with the organizer.

Thank you,



Brendon Mendoza
Administrative Intern
Village of Glen Ellyn

535 Duane Street, Glen Ellyn, Illinois 60137

Work : (630) 547-5203

Fax : (630) 469-8849

E-mail : bmendoza@glenellyn.org

From: - - [mailto:support@rexxinfo.org]
Sent: Saturday, March 26, 2016 9:45 AM
To: Brendon Mendoza
Subject: Access to house on race day July 16

Hello,

I have a question about the race day on July 16th -- my elderly dad lives on the race route at 680 Grand Ave.

I arrive every Saturday at 9am to take care of him. He's disabled, so I MUST be there by that time.

Will I be able to access 680 Grand Ave at 9 am?

If not, please tell me any time earlier that morning I can access that address and I will be glad to come then instead.

Thank you for your reply,

Howard Fosdick,

Son of Lee B. Fosdick, 680 Grand Ave.

Albert Stonitsch

To: Brendon Mendoza
Subject: RE: Opposed to bike race on July 16 #5

From: Albert Stonitsch
Sent: Monday, April 04, 2016 7:55 AM
To: 'Ken Bouton'
Cc: Brendon Mendoza
Subject: RE: Opposed to bike race on July 16

Mr. Bouton:

Thank you for taking the time to make the Village aware of your position on the special event permit request. Your correspondence will be made part of the public record to the Village Board.

Regards,



Al Stonitsch
Assistant Village Manager

Village of Glen Ellyn
535 Duane Street, Glen Ellyn, Illinois 60137
W: (630) 547-5212 | M: (847) 322-9492 | F: (630) 547-5322
E-mail: astonitsch@glenellyn.org

From: Ken Bouton [<mailto:Ken.Bouton@businesswire.com>]
Sent: Sunday, April 03, 2016 6:32 PM
To: Brendon Mendoza; Albert Stonitsch
Subject: Opposed to bike race on July 16

As I'm unable to attend this week's meeting regarding the proposed bike race and street closures, I am emailing to express my opposition to this event due to the inconvenience of being unable to leave my house for up to 10 hours. I live at 641 Lake Rd.

Thanks,

Ken Bouton.

Please Note:

Albert Stonitsch

From: Brendon Mendoza
Sent: Thursday, April 07, 2016 3:15 PM
To: 'Niki Ludington'
Cc: Matt Ludington; Albert Stonitsch
Subject: RE: Intelligentsia Cup Bicycle Race

Hello Niki,

Thank you for taking time out of your day to talk to me on the phone yesterday, as well as providing your input via email. I will be sure to include your email for the public record.

If you're able to, please feel free to attend one of the future meetings below to also provide your input.

Village Board Workshop on April 18th at 7:00pm
Village Board Meeting on April 25th at 7:00pm
Both are held in the Glen Ellyn Civic Center

Thank you,



Brendon Mendoza
Administrative Intern
Village of Glen Ellyn

535 Duane Street, Glen Ellyn, Illinois 60137
Work : (630) 547-5203
Fax : (630) 469-8849
E-mail : bmendoza@glenellyn.org

From: Niki Ludington [mailto:nikidlud@gmail.com]
Sent: Wednesday, April 06, 2016 2:48 PM
To: Brendon Mendoza
Cc: Matt Ludington
Subject: Intelligentsia Cup Bicycle Race

Dear Brendon,

Thank you for speaking with me on the phone today about the Intelligentsia Cup Bicycle Race. As I mentioned, my family resides at 8 Ellyn Court and our access to our home would be directly impacted by this event.

Unfortunately, we are unable to attend the community meeting tonight due to work commitments and greatly appreciate the opportunity to voice our concerns via telephone and email. We have resided at this address for 16 years and are opposed to this event in our neighborhood for the following reasons:

- Access to our home will be restricted on the date of the event. Even with the proposed golf cart shuttles to remote resident parking locations, commuting to work and other daily activities will become unpredictable, take extra time, and be an unnecessary burden for our family.
- Our house is on the corner of Ellyn Avenue and Ellyn Court. Ellyn Avenue is a very narrow street with limited sidewalk space on the east side of the road. What steps will the village take to keep spectators off of our personal property? Please note we have ongoing issues with people walking on our private property and through our landscaping on regular school days, Hitter game days, and on Hadley and Glenbard West Graduations.
- This event is scheduled less than 2 weeks after the Fourth of July, a major event at Lake Ellyn and the surrounding neighborhood. Access to our home is already limited on July 4th and we deal with the influx of thousands of people to the neighborhood. We must schedule all trips made to and from our home on that day around the schedule of the parade and fireworks. Further, on an annual basis, we encounter intoxicated people who walk across our property and ask to use our private bathroom.
- We already deal with a regular restriction to access our property on all Glenbard West school days. Glenbard West High School and the Glen Ellyn Police have made Ellyn Avenue a one-way street, going north on all school days from 7am to 3pm. This was done in the fall of 2014 WITHOUT any communication with us or our neighbors. Further, on Saturdays and for other special events, school personnel decide on their own, without notice to residents, to put up the barrier at the corner of Ellyn Avenue and Crescent Boulevard and make Ellyn Avenue a one-way. On all these occasions, my family must drive a different route home, which is a mile longer.
- We and other Lake Ellyn neighbors have been inconvenienced by the boathouse construction project since last fall. Our regular walking path is impeded and the park is an eyesore. Construction noise and traffic impacts the neighborhood on a daily basis.
- The construction of the Glenbard West addition has impacted us and Lake Ellyn neighbors since last fall. Large construction trucks drive haphazardly through our neighborhood, creating a dangerous situation for us, our neighbors, and the Glenbard West students. Construction workers routinely park their vehicles on the sidewalk on Lake Road, on the east side of Duchon Field. When walking my dog around Lake Ellyn, I have to walk in the street because the workers have parked their cars on the sidewalk.
- The closing of Crescent Boulevard last summer created a 3 month restriction to the access of our home. On 2 occasions, Lake Ellyn flooded across Ellyn Avenue and we had no way to access/leave our home.

While the Intelligentsia Cup Bicycle Race may be a fantastic event, we are opposed to having it in our neighborhood. We are stressed by the continued restricted access to our property. Our property taxes are very high and we want the right to come and go from our property as needed for work, school, and daily activities.

- If Glen Ellyn is set on hosting this event, perhaps the Race could take place in the downtown business district. The streets and sidewalks are wider, parking is more plentiful, and the direct impact on surrounding residents would be reduced. We strongly urge you to consider this alternative venue.

Thank you for allowing me to voice our concerns. Please let me know if I can provide you, or anyone else at the Village with more information or details on our positions.

Sincerely,
Niki and Matt Ludington
8 Ellyn Court
630-790-1440 Home

From: [Albert Stonitsch](#)
To: ["Tim Radcliff"](#)
Cc: [Kevin L. York](#); braby@sram.com; [Rob Hocking](#); [Mark Franz](#)
Subject: RE: Elmhurst Bike Race
Date: Wednesday, April 20, 2016 8:10:48 AM
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)

Mr. Radcliff:

Thank you for taking the time to share your perspective on the proposed bike race in Glen Ellyn. We will share your comments with the Village Board and Village Manager, Mark Franz.

Regards,
Al



Al Stonitsch
Assistant Village Manager

Village of Glen Ellyn

535 Duane Street, Glen Ellyn, Illinois 60137

W: (630) 547-5212 | M: (847) 322-9492 | F: (630) 547-5322

E-mail: astonitsch@glenellyn.org

From: Tim Radcliff [mailto:radsdads@att.net]
Sent: Wednesday, April 20, 2016 6:09 AM
To: Albert Stonitsch
Cc: Kevin L. York; braby@sram.com; Rob Hocking
Subject: Elmhurst Bike Race

Good morning Alan,

I am writing to offer my support as you consider hosting a bike race in Glen Ellyn. I am the Race Director in Elmhurst along with Alderman Kevin York (copied) for the Elmhurst Cycling Classic, and I am happy to connect with you to share with you the positive impact the event has had on our community.

We started this event three years ago as a way to give back to the cycling community and our own town of Elmhurst. In three years, the event has grown to be a highlight of the summer, drawing

families and local businesses together, as well as a significant number of out-of-town visitors. Our 501c3 organization, the DuPage Cycling Foundation, promotes the event very successfully and we have seen the event grow substantially in terms of attendance.

Alderman York can highlight the impact from the City's perspective, but as a resident and a volunteer I see the following:

- 1) It draws the community together by bringing a free, exciting event to the city.
- 2) It enables our foundation to give back to the community- the race is essentially a fundraiser we use to support those in need.
- 3) This event showcases the tremendous collaboration within Elmhurst- Fire, Police, City, Public Works and hundreds of volunteers. The communication and collaboration is outstanding.
- 4) The event draws visitors to our community and gives them an opportunity to enjoy our wonderful parks and visit Elmhurst College.
- 5) The event brings revenue to local business, especially restaurants, and presents an opportunity for our small businesses to leverage the thousands of spectators who come to watch our event.

Again, I would be happy to speak live, and I hope you also have an opportunity to connect with Alderman York who can share the City's perspectives.

Good luck,

Tim Radcliff



Tour of LAKE ELLYN

**DRAFT 4.20.16**

Tentative Race Schedule with Local Traffic “Interludes” Saturday, July 16, 2016

Category	Start	Finish	Duration
Juniors	8:50 AM	9:20 AM	0:30
Women Cat 4	9:30 AM	10:00 AM	0:30
Cat 4/5	10:10 AM	10:50 AM	0:40
Local Traffic Interlude #1	11:00 AM	11:30 AM	0:30
Masters 35+ 3/4	11:40 AM	12:20 PM	0:40
Women 2/3	12:30 PM	1:10 PM	0:40
Masters 50+/60+ Cat 1-4	1:20 PM	2:00 PM	0:40
Cat 2/3	2:10 PM	3:00 PM	0:50
Masters 35+ 1/2/3	3:10 PM	4:10 PM	1:00
Hand Cycle	4:20 PM	4:50 PM	0:30
Kids Races/ Interlude #2	5:00 PM	5:30 PM	0:30
Pro 1/2 Women	5:35 PM	6:35 PM	0:30
Pro/1/2 Men	6:40 PM	8:10 PM	1:30

Notes:

- Interlude #2 coincides with the Kids Races, which means that vehicles will not be allowed to exit or enter onto Lenox Rd. during this interlude.
- We suggest that two or three traffic “outlets” will be designated for vehicles to exit and enter the racecourse.
- For safety reasons, we recommend that vehicles on the racecourse during the interludes will **only** be allowed to travel in a counter-clockwise direction – ie, in the same direction as any cyclists who might be on the racecourse during the interlude.