



Agenda
Village of Glen Ellyn
Regular Village Board Meeting
Monday, June 26, 2023
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

Meeting Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda at the meeting or online at www.glenellyn.org prior to the meeting. 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. Pledge of Allegiance**
- C. Roll Call**
- D. Audience Participation**

- 1) Open:

Members of the public are welcome to speak to any item not specifically listed on tonight's agenda for up to (3) three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment at the time the item is discussed. In either case, please complete the Audience Participation form and turn it in to the Village Clerk. It is requested that, if possible, one spokesman for a group be appointed to present the views of the entire group. Speakers who are recognized are requested to step to a microphone and state their name, their topic and the group, if any, they are representing prior to addressing the Village Board.

Individuals wishing to address the Board shall exercise proper decorum and respect for the proceedings and the business of the Village Board, and shall refrain from abusive demeanor and language. The practice of ceding time to other speakers shall be prohibited, except in the discretion of the presiding officer of the meeting.

Public officials are not obligated to respond to questions.

- E. Presentation**

- 1) Swearing-in of Police Department Commander Anthony Terranova (Police Chief Norton)
- 2) Acknowledgement of Service: Retirement of Canine Madden (Police Chief Norton)
- 3) Pride Month Proclamation (President Senak)
- 4) Juneteenth Proclamation (Trustee Christiansen)

- F. Employee Recognition**

- 1) Resident compliment of Forest Superintendent Max Brown for naturalization work within Manor Woods (Public Works Director Dave Buckley)

- G. 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) Village Board Special Workshop June 1, 2023 Minutes
- 2) Village Board Closed Executive Session May 22, 2023 Minutes
- 3) Village Board Special Workshop May 22, 2023 Minutes
- 4) Village Board Meeting May 22, 2023 Minutes
- 5) Village Board Workshop May 15, 2023 Minutes
- 6) Approval following recommendations by Village President Senak that the following actions be taken for the following Boards and Commissions:

Capital Improvements Commission

New appointment: John MacDonald, Commissioner, term ending July 31, 2026

Reappointments:

- Steve Syzmanski, Chair, term ending July 31, 2024
- Joel Baldin, Commissioner, term ending July 31, 2026
- Art Foerster, Commissioner, term ending July 31, 2026

7) **Finance Commission:**

New appointments:

- Scott Waldbusser, Commissioner, term ending July 31, 2026
- Kevin Moffitt, Commissioner, term ending July 31, 2026
- Leo Hoerdemann, Commissioner, term ending July 31, 2026

Term readjustments:

Three commissioners were appointed last year due to resignations from the Finance Commission. Their terms were tracked to the remaining term of the commissioner who resigned mid-term for each. To readjust the term-ending timing to a regular cycle, with term expirations for three commissioners each year, these commissioners are recommended to have their term length adjusted to this schedule:

- Anne Arnold, Commissioner, new term ending July 31, 2025
- Mike Graham, Commissioner, new term ending July 31, 2025
- Brian Niksa, Commissioner, new term ending July 31, 2025

Reappointments:

- Jeremy Van Ek, Chair, reappointed to Chair for annual term ending July 31, 2024
- Chris Goodman, Vice Chair, reappointed to Vice-Chair for annual term ending July 31, 2024

Appreciation of Service for those stepping down from Finance Commission:

- Scott Greeno, Commissioner since 2014
- Jose de Leon, Commissioner since 2014

o Chris Oakes, Commissioner since 2017

- 8) **Police Pension Board:**
Reappointment: William Housey, Commissioner, term ending July 31, 2025
- 9) Approve Agreement to Lease (4) Multifunction Copiers from Canon Solutions America, Inc. for a Total Expense of \$44,520 over a 60 Month Period (IT Director Chiappetta)
- 10) Motion to approve Resolution 23-05, A Resolution to Determine the Status of Minutes of Certain Executive Sessions Held in 2015, 2016, 2018, 2019, 2020 and 2021 and to Authorize the Destruction of Minutes, Audio or Video Recordings of Certain Executive Sessions Held in 2015, 2016, 2018, 2019, 2020 and 2021 (Village Attorney Mathews)
- 11) Motion to Approve a Parking License Agreement with G.O. Properties Inc. DBA Glen Oak Cafe, 479 Pennsylvania Avenue (Economic Development Coordinator Hannah)
- 12) Pursuant to Section 1-10-7 of the Village Code, Authorize the Village Manager to Execute the Award of a Contract in Partnership with DuPage County Procurement Services to Compass Minerals America Inc., of Overland Park, KS, for 1,360 to 2,210 Tons of Regular Delivery Bulk Rock Salt, as Needed, in an Amount Not-to-Exceed \$173,100 and 340 Tons of Emergency Bulk Rock Salt, if Needed, in an Amount Not-to-Exceed \$28,400, All to be Expensed to the Motor Fuel Tax Fund (Assistant Public Works Director Hubsy)
- 13) Motion to authorize the Village Manager to execute a contract with Schroeder Asphalt Services, Inc. of Huntley, Illinois, in the amount of \$187,425 for the 2023 Asphalt Roadway Patching Program to be expensed to the Capital Projects Fund, Water & Sewer Fund, and Enterprise Fund (Professional Engineer Daubert)
- 14) Motion to authorize the Village Manager to execute one or more contract change orders for additional asphalt roadway patching work with Schroeder Asphalt Services, Inc. of Huntley, Illinois in an amount not to exceed \$25,000, for the 2023 Asphalt Roadway Patching Program to be expensed to the Capital Projects Fund (Professional Engineer Daubert)
- 15) Motion to authorize the Village Manager to execute a contract with SKC Construction, of Elgin, Illinois, for the 2023 Asphalt Street Crack Sealing Program in the amount of \$36,750 to be expensed to the Capital Projects Fund (Professional Engineer Daubert)
- 16) Motion pursuant to Section 1-10-7 of the Glen Ellyn Village Code to adopt the competitive bidding procedures of Sourcewell in lieu of the provisions of Chapter 10 on Village Contracts and authorize the Village Manager to execute a contract to purchase one (1) Avant multipurpose tractor with attachments from Russo Power Equipment of Naperville, Illinois, in the amount of \$69,418 to be expensed to the Equipment Services Capital Outlay - Vehicles Fund (Public Works Director Buckley)
- 17) Ordinance No. 7041-VC, An Ordinance Amending Section 9-5-4, Schedule D, of the Village Code, to approve removal of one-way restriction in place on Sundays, 8 AM - 1 PM: Anthony Street from Pleasant Avenue to Main Street (Police Chief Norton)

- 18) Motion to Approve a Downtown Retail Interior Improvement Award in the Amount of \$10,000 and a Facade Award in the Amount of \$1,750 to Eastgate SAES LLC, DBA The Playpen Glen Ellyn at 501 Duane Street, to be expensed to the Central Business District TIF Fund (Economic Development Coordinator Hannah)
- 19) Motion to Approve a License Agreement with Randshot, Inc for Village Owned Property at 423 N. Main Street for the Purpose of Outdoor Dining (Economic Development Coordinator Hannah)
- 20) Ordinance No. 7042-VC, An Ordinance Amending Chapter Six of Title Seven (Solid Waste Collection and Disposal) of the Village Code (Assistant Village Manager Rodman/Finance Director Noller)
- 21) Ordinance 7043, An Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ending December 31, 2023 to Provide for Additional Capital Projects Funding (Finance Director Noller)
- 22) Ordinance 7044, An Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ending December 31, 2023 for Fire Company Operations (Finance Director Noller)
- 23) Motion to approve purchase of replacement Panasonic laptops for Police Department patrol vehicles in the amount of \$61,200 to be expensed to the General Fund (Police Chief Norton)
- 24) Motion to Approve Ordinance No. 7045-VC, An Ordinance Amending the Village Code, adding Chapter 45 of Title 3, to Prohibit the Transfer or Sale of Delta-8 Tetrahydrocannabinol (Police Chief Norton)
- 25) Motion to approve Vohne Liche Kennels for the purchase of a single purpose narcotic detection canine as well as other costs associated with the Canine Program, totaling \$35,082.95 to be expensed to the General Fund (Police Chief Norton)

H. 2024 Water and Sewer Rates (Finance Director Noller)(Trustee Christiansen)

- 1) Ordinance 7046-VC, An Ordinance Amending Chapter 11 of Title 7 of the Village Code of Glen Ellyn, Illinois Establishing Water and Sewer Rates

I. New Business

- 1) Public Hearing - Village of Glen Ellyn 2023 Comprehensive Plan Update
- 2) Comprehensive Plan (Village Manager Franz)

J. Reminders

- 1) Village Board Special Meeting June 29, 2023 at 7 pm
- 2) Village Board Special Workshop July 10, 2023 at 7 pm at the Police Department

K. Adjourn



Proclamation

WHEREAS, the United States of America was founded by a set of principles that every person has been created equal, that each has rights to their life, liberty and pursuit of happiness, and that each be accorded equal protection of the law; and

WHEREAS, the Village of Glen Ellyn is dedicated to the acceptance of all its residents, regardless of age, beliefs, color, ethnicity, identity, race, religion, sex and sexual orientation; and

WHEREAS, all residents and visitors in our community feel valued, safe, empowered, and supported by peers, educators, community leaders and other citizens; and

WHEREAS, the month of June is traditionally recognized as LGBTQ+ Pride Month.

NOW, THEREFORE, I, MARK SENAK, President of the Village of Glen Ellyn, Illinois, on behalf of the Village Board, do hereby declare the month of June to be "Pride Month" in the Village of Glen Ellyn to promote the principles of equality and liberty for all of our residents.

VILLAGE PRESIDENT
ATTEST:

VILLAGE CLERK

DATE



Proclamation

WHEREAS, President Abraham Lincoln's Emancipation Proclamation was issued January 1, 1863, yet news of the end of slavery did not reach the frontier areas of the United States, and in particular the Southwestern States, for more than two and a half years; and

WHEREAS, On June 19, 1865, Union soldiers, led by Major General Gordon Granger, arrived in Galveston, Texas, with news that the Civil War had ended and that the enslaved were free; and

WHEREAS, Black Americans who had been slaves in the Southwest celebrated June 19, commonly known as "Juneteenth Independence Day," as inspiration and encouragement for future generations; and

WHEREAS, the Village of Glen Ellyn acknowledges the historical significance of Juneteenth Independence Day to the United States; and

WHEREAS, residents of Glen Ellyn are encouraged to join the continued nationwide celebration of Juneteenth Independence Day to provide an opportunity for the people of the United States to learn more about the past and to better understand the experiences that have shaped the United States; and

WHEREAS, the Village of Glen Ellyn recognizes that the observance of the end of slavery is a part of the history and heritage of the United States; and

NOW, therefore, be it resolved that the Village of Glen Ellyn, Illinois, recognizes Juneteenth Independence Day, encourages all residents to join in celebration and solidarity, and urges all residents to actively raise their own awareness of the significance of this celebration in African American History and in the heritage of our nation.

VILLAGE PRESIDENT
ATTEST:

VILLAGE CLERK

DATE

Sent: Monday, May 22, 2023 5:50 PM
To: Dave Buckley <dbuckley@glenellyn.org>
Subject: Woods / Maintenance



[EXTERNAL EMAIL]

Hello Dave,
Not sure whether I needed to correspond with you or Max Brown (Forestry) to thank the village for their continued interest in the woods between Brandon Ave and Newton.

It's wonderful to see the beautiful pink Dame's rocket blooming in the area - particularly widespread on the West side, and beginning to spread on the East side.

It was also encouraging to see that the burr dock has been sprayed in an attempt to eliminate this invasive plant. It had become quite a problem and no one enjoyed getting the burrs in their hair, clothing and pets as we walked the wood chip paths! Hopefully a "second pass" will be done later as there are still areas to be addressed. (Particularly a "clump" on the East side behind the garbage can and further northeast from there.

Keep up the good work - it is appreciated!

Barbara and Martin Johnson



Agenda
Village of Glen Ellyn
Special Village Board Workshop
Thursday, June 1, 2023
7:30 PM
Glen Ellyn Civic Center, Galligan Board Room

A. Call to Order – 7:30 PM

B. Pledge of Allegiance

C. Roll Call

Upon roll call, President Senak and Trustees Christiansen, Fasules, Gould, Simon, and Thompson, were “Present.” Trustee Kalinich and Clerk Cosby were absent.

Also in attendance: Village Manager Franz.

D. Comprehensive Plan (Village Manager Franz)

1) Discussion on the Village of Glen Ellyn 2023 Comprehensive Plan Update

President Senak started the meeting saying that each Trustee would have a chance to make any statements they would like, as well as give make suggestions of items they would like corrected in the Plan. Those suggestions will be considered by the Board and if approved, incorporated into the final draft of the Plan that will be presented to the Board on June 26th for approval.

Trustee Thompson started by proposing that the Plan draft dated 5-18-23 regarding supportive housing be included in the Plan. President Senak asked where these adjustments should be inserted. Trustee Thompson replied, pages 7, 8, 13,14, and 72, and then he gave an overview of the changes for consideration. After discussion, the Board’s consensus was to include these changes in the Plan.

Trustee Fasules recommended accepting all the submitted changes, dated 5-18-23, from the EV committee and Go Green. President Senak asked if there were any objections, and after discussion to clarify the most recent version submitted, the Board consensus was to include the submitted changes in the Plan.

Trustee Thompson addressed the potential development sites in the Stacey’s Corner section of the Plan on pages 42. He suggested changing the language around item #2 to add historical uses. He also suggested adding language to include the possible purchase of the dry cleaner’s property to increase the size of the Village’s historical development. Trustee Fasules brought up the intent to purchase it from past Village Boards.

Village Manager Franz clarified that item #2 includes all three corners, not just Stacey’s

Corner. He suggested the dry cleaner's language be made item #3 and leave item #2 as is. Discussion ensued and agreement was reached in favor of adding the language in this way.

Trustee Simon made a general comment about the train station underpass being phrased as if this was a done deal. She proposed changing all references about the train station underpass to reflect that the plan is still a work in progress. Trustee Thompson asked for an example. Trustee Christiansen added she thought it had been approved and President Senak replied that all the funding is not in place yet. Discussion continued about the underpass as well as other data in the Plan that might not be current anymore. The Board agreed to adjust the underpass language in some parts of the Plan. They also agreed to add train ridership data points to the data chart as suggested by Trustee Gould. Trustee Gould added information about three trainline safety improvements aimed toward pedestrians but withdrew the suggestion to add this information to the Plan.

Trustee Simon asked why page 23 is in the Plan at all. It was agreed that the page could be deleted as long as the zoning code height requirement language was still included in the Plan. Trustee Thompson asked for time to read the page so he could make an informed decision and was not pleased that this item was not submitted ahead of time. Village Manager Franz commented that this page is a key component of the Plan that will help staff discuss opportunities for development within the Village, and therefore suggested it should not be taken out. Discussion ensued and the Board agreed conceptually to remove the entire page.

Trustee Christiansen objected to losing the zoning code height requirement language out of the Plan. She added that even though the zoning information is included on page 22, it was added to page 23 for a specifically so that it was understood, in context, what the Village wanted as far as height requirements.

Trustee Gould presented her recommended changes as being "course correction" themed, feeling that the 2018 direction of overall density was without regard to historic consideration. She acknowledged and appreciated changes already made in this direction but was not sure they go far enough to ensure density is not a priority.

Trustee Simon asked if a definition of "high density" should be added. President Senak agreed. Discussion continued the question of density throughout the Plan. Trustee Gould gave her specific recommended changes to the Plan's density language. Recommendations were reviewed and, after lengthy discussion, the Board agreed conceptually to the changes.

It should be noted that during the "high density" discussion, Trustee Christiansen excused herself from the meeting stating her dismay at the level of review and changes. She added that to sit and go through the Plan line by line at this point was a waste of her time, and that the finished Plan should be sent to her to look at, if and when it is finalized.

After Trustee Christiansen excused herself, the wordsmithing of the Plan continued amongst the remaining Board members, President Senak, and Village Manager Franz. Each recommendation was reviewed and consensus was given.

Language about regular review and revision of the Plan was brought up by Trustee Simon. She suggested it be changed to "annual." Village Manager Franz replied, addressing the feasibility of this suggestion and recommended the word "periodically." Discussion continued about annual versus periodic.

The discussion turned to the matrix in the Plan. Trustee Simon suggested adding LEED certification and wanted to review the sustainability language on page 73. Village Manager Franz replied. It was agreed that the sustainability plan would be mentioned as in development and will be added once it is completed.

Trustee Gould had three recommendations for changes on the matrix, one would be a new box for the CBD under the commercial area framework. The second was under promote economic development of the downtown, to add language about the Village marketing department. And the third was a new box under residential areas and the number of teardowns.

Trustee Gould stated that some of the language she suggested related to housing for people with disabilities was not plugged in exactly and didn't understand why the editing did not include it. President Senak replied that he and Village Manager Franz will take care of the issue.

Trustee Simon asked when all additional language needs to be submitted. President Senak replied by June 9th so it can be included into the revised Plan.

Trustee Thompson stated Trustee Christiansen's submitted edits be adopted, and the Board agreed.

E. Audience Participation

Julie Evans, resident, suggested that the supportive housing language within the Plan should consistently read, "supportive housing for people with disabilities" so that the type of supportive housing she and her group are advocating for is clear. Trustee Thompson asked Ms. Evans to clarify the term supportive housing. Ms. Evans replied.

An online submittal from Ginger Wheeler, resident, regarding trails and bicycle access language in the Plan, was read into the record by Village Manager Franz.

F. Reminders

- 1) Village Board Workshop Tuesday, June 20, 2023 at 7 pm
- 2) Village Board Meeting June 26, 2023 at 7 pm

G. Adjourn – 9:45 PM

Mover: Trustee Thompson; Seconded: Trustee Simon. Unanimous vote to adjourn.



Minutes
Village of Glen Ellyn
Special Village Board Workshop
Monday, May 22, 2023
6:00 PM
Glen Ellyn Civic Center, Room 301

A. Call to Order – 6:00 PM

B. Pledge of Allegiance

C. Roll Call

Upon roll call by Clerk Cosby, President Senak and Trustees Christiansen, Fasules, Kalinich, Gould, Simon, and Thompson answered “Present.”

Also in attendance: Village Manager Franz, Village Attorney Mathews, and Finance Director Noller.

D. Audience Participation

Kevin McGriam, resident, spoke about the Roosevelt Road property, specifically representing the Amber Ridge HOA, and expressed the group’s concerns about what is going to happen with the property’s development. President Senak asked what he understands that the Village promised to the group. Mr. McGriam replied. Trustee Simon replied to Mr. McGriam’s statements.

Brian Milnamov, resident, spoke about the Roosevelt Road property development, expressing worries about taxes and schools. He also expressed his concern about pursuing sustainable housing on that site.

Norris Eber, resident, spoke about life safety and the presentation by the Fire Company. He is concerned about the age of the fire stations. He feels that new stations need to be in the Comprehensive Plan. President Senak replied and Mr. Eber countered.

Pat VanTiem, resident, spoke about the Roosevelt Road property development and how he recommends it stay commercial. He also talked about the Fire Station situation and how it needs to be addressed without losing more residential lots.

President Senak asked Mr. Eber a question about the property development.

E. Adjournment – 6:23PM

Adjourn to Closed Executive Session for discussion of minutes of meetings lawfully closed under this Act, whether for purposes of approval by the body of the minutes or semi-annual review of the minutes as mandated by Section 2.06 (Section 2.06, ILCS 120/2 (c)(21)), and setting the price for sale or lease of property owned by the public body (Section 2.06, ILCS 120/2 (c)(6)) to return to open session.

Mover: Trustee Thompson; Second: Trustee Kalinich. Unanimous vote to adjourn.



Minutes
Village of Glen Ellyn
Regular Village Board Meeting
Monday, May 22, 2023
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

A. Call to Order – 7:10 PM

B. Pledge of Allegiance

C. Roll Call

Upon roll call by Clerk Cosby, President Senak and Trustees Christiansen, Fasules, Kalinich, Gould, Simon, and Thompson answered “Present.”

Also in attendance: Village Manager Franz, Assistant Village Manager Rodman, Village Attorney Mathews, Public Works Director Buckley, Finance Director Noller, Community Development Director Scott, Assistant Finance Director Brankin, Economic Development Coordinator Hannah, HR Director Vonachen, Village Engineer Daubert, General Manager Vesevick, Police Chief Norton, and Fire Chief Clark.

D. Audience Participation

Kevin Leparski sent a comment, which was read into the record, regarding the increase in crime in and around our Village. Chief Norton replied with his concerns and pointed out that the incident the prior evening was unsuccessful. He emphasized that residents should always lock their vehicles and that the department is pursuing ways to deter these incidents.

President Senak mentioned the Cop on a Roof event and Chief Norton spoke about its success.

E. Presentations

1) Proclamation in Honor of Kate Lowrie, Girl Scout Gold Award Winner

Kate Lowrie spoke about her website project that won her the award. President Senak gave his congratulations and read the proclamation.

2) Proclamation in Honor of the 30th Anniversary of Cabernet and Company

Trustee Thompson read the proclamation, and then read a note of thanks from the owners, who could not attend the meeting.

3) Historic Preservation Commission 2023 Award Winners (Chairman Penn French):

Chairman French reviewed the categories for each award.

Restoration of the Year Award: 570 Hillside Avenue, Robert Margetts

Chairman French presented the project and the award to the homeowners. The homeowners talked about how they went about restoration and the contractor that they used that helped make the project come to life.

Chairman French mentioned that Mr. Margetts is on the Historic Preservation Commission as well.

Remodel of the Year Award: 200 N. Montclair Avenue, Blake and Michelle Stallings

Chairman French presented the project and the award to the homeowners. The homeowners gave their thanks.

Streetscape Compatibility Award: 286 Hawkinson Court, Andrew and Libby Wassef

Chairman French presented the project and the award to the homeowners. Ms. Wassef talked about working with Ray Whalen Builders and the success of the project.

Architectural Details Award: 695 N. Main Street, Bob and Anna Davidson

Chairman French presented the project and the award to the homeowners. Ms. Davidson talked about how important it was for them to take the effort to be sure their remodel project fit in with the original style of the home.

Trustee Kalinich recognized Chairman French for his work on the Commission and raising the bar for the position.

4) Update from Chamber of Commerce (Executive Director Rob Dybcio)

Terri Smith-Pfeiffer, Chamber Board representative, gave the update from the Chamber of Commerce. She said that the Village Fair and Taste of Glen Ellyn will be held this year on the College of DuPage property. She added that they will be fund-raising as well.

5) Centenary Houses in Thain's Addition to Glen Ellyn (Plan Commissioner Ian Dawson)

Plan Commissioner Dawson congratulated all of the Historic Preservation winners.

Plan Commissioner Dawson then spoke of his home, which is turning 100 years this year. He spoke of additional 100-year milestones within the Village. He talked about the sections in the Village and the history related to them, and ultimately, Thain's Addition.

6) Proclamation in Support of National Gun Violence Awareness Day

President Senak read the proclamation. A representative of the anti-gun group thanked the Village and all those wearing orange. She reviewed the activities that will be held for the June 2, 2023 event.

7) Proclamation in support of EMS Week

Chief Clark spoke about EMS Week and introduced some of the personnel within EMS. President Senak asked the EMS Supervisor to give an idea of what the day is like for EMS. He talked about running EMS, how great the community is, who they are licensed under, and how they have become the gold standard.

Chief Clark added that at Central DuPage Hospital, EMS performance is very competitive and that the EMTs are rated on that performance by the hospital. He added that our team is always in the top spots.

Trustee Gould read the proclamation.

8) Proclamation in Support of Mental Health Matters Month

Trustee Christiansen read the proclamation. Kim Reed and Clark Johnson, with Glen Ellyn Youth and Family Counseling Service, gave their thanks for the support of the Village.

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:

RESULTS:	APPROVED [6 to 0]
MOVER:	Trustee Gould [Items 1 – 11]
SECONDER:	Trustee Kalinich
AYES:	Gould, Kalinich, Christiansen, Simon, Thompson, Fasules
NAYS:	

Motion to approve the following items including Payroll and Vouchers totaling \$2,089,684.09. These agenda items have been reviewed by the Management Team and Village Attorney and are consistent with the Village's purchasing policy (Trustee Gould).

- 1) Total Expenditures (Payroll and Vouchers) - \$2,089,684.09
- 2) Village Board Meeting May 8, 2023 Minutes
- 3) Motion to Accept Ordinance 7035-VC on proposed Amendments to Title 2, Chapter 10 of the Municipal Code - Community Relations Commission

- 4) Motion to Approve Resolution No. 23-04, A Resolution Authorizing the Approval of an Intergovernmental Agreement between the Village of Glen Ellyn and the Village of Lombard Regarding the Glenbard Wastewater Authority (Public Works Director Buckley)
- 5)
 - a. Motion to authorize the Village President and Village Clerk to execute a Letter of Understanding with the State of Illinois relating to the construction, maintenance, and jurisdiction of sidewalk and shared-use path improvements to be constructed along Illinois Route 56 and Illinois Route 53 (Professional Engineer Daubert)
 - b. Motion to authorize the Village Professional Engineer to execute a Plan Approval Page relating to the construction, maintenance, and jurisdiction of certain sidewalk and shared-use path improvements to be constructed along Illinois Route 56 and Route 53 (Professional Engineer Daubert)
- 6) Ordinance No. 7036, An Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ended December 31, 2022 (Finance Director Noller)
- 7) Motion to Approve Ordinance No. 7037-VC, An Ordinance Amending Chapter 9 Sewer Use Regulations and Pretreatment Monitoring of Title 7, Health and Sanitation, of the Village Code of the Village of Glen Ellyn, Illinois (Public Works Director Buckley)
- 8) Motion to Authorize the Village Manager to Enter into a Memorandum of Understanding Between the Village of Glen Ellyn and the Glen Ellyn Youth and Family Counseling Service Related to Providing Mental Health Support Services for two years to the Village of Glen Ellyn in the Amount of \$85,000 annually (Police Chief Norton)

President Senak asked about the relationship between Glen Ellyn Youth and Family Counseling Service and the Village. Chief Norton replied with details of that important relationship. He specifically mentioned the work that the Library has done in this effort.

- 9) Motion to Approve Ord. No. 7038, An Ordinance approving a variation from the Zoning Code to allow an addition to an existing single-family home to encroach Ellyn (Community Development Director Scott).
- 10) Motion to approve Ordinance No. 7039, an Ordinance approving variations from the Zoning Code regarding the location of recreational equipment to be outside the rear yard, closer to the street than the principal structure and encroaching into the required side yard. The subject property is located at 384 Lorraine Road, Glen Ellyn (Community Development Director Scott)
- 11) Motion to Approve Ordinance No. 7040-VC, An Ordinance Amending Chapter 4, District Regulations, of the Zoning Code, Regarding Vape, Tobacco and Smoke Shops (Community Development Director Scott)

Trustee Thompson asked about the change to include Vape Shops but still need to make amendments in C-6 and what is the best way to do that. Community Development Director Scott replied. Trustee Thompson asked that it be routed to

a Workshop before it goes to the plan meeting, which was agreed to. President Senak emphasized the intent was to regulate vape shops.

**G. 2023 Utility and Roadway Improvements Project Construction Contract
(Professional Engineer Daubert) (Trustee Simon)**

RESULTS:	APPROVED [6 to 0]
MOVER:	Trustee Simon
SECONDER:	Trustee Christiansen
AYES:	Simon, Christiansen, Gould, Thompson, Fasules, Kalinich
NAYS:	

- 1) Motion to authorize the Village Manager to Execute a Contract with R.W. Duneteman Company of Addison, Illinois, for construction of the 2023 Utility and Roadway Improvements Project in the amount of \$4,377,900 to be expensed to the Capital Projects and Water & Sanitary Sewer Funds

Village Engineer Daubert reviewed objectives for both items G. and H., which will be voted on separately with project details being presented together. He reviewed the bidding process for both items G. and H., as well as the actual bids and how they reached their recommendations for contractors.

Trustee Christiansen thanked them for coming in under budget.

Trustee Thompson commended Village Engineer Daubert on the efforts to get the street re-striping done in the Village.

President Senak thanked Chairman Syzmanski and the CIC, as well as Village Engineer Daubert.

**H. 2023 Utility and Roadway Improvements Project Construction Engineering Services
(Professional Engineer Daubert) (Trustee Simon)**

RESULTS:	APPROVED [6 to 0]
MOVER:	Trustee Simon
SECONDER:	Trustee Gould
AYES:	Simon, Gould, Christiansen, Thompson, Fasules, Kalinich
NAYS:	

- 1) Motion to Authorize the Village Manager to Execute an Agreement with V3 Companies of Woodridge, Illinois, for Construction Engineering Services for the 2023 Utility and Roadway Improvements Project in a Not-to-Exceed amount of \$208,964 to be Expensed to the Capital Projects and Sanitary Sewer Funds

**I. Comprehensive Plan (Houseal Lavigne & Associates) (Village Manager Franz)
(Trustee Christiansen)**

RESULTS: NOT APPROVED [4 to 2] VOTE TO TABLE
MOVER: Trustee Fasules
SECONDER: Trustee Gould
AYES: Fasules, Gould
NAYS: Christiansen, Simon, Thompson, Kalinich

RESULTS: APPROVED [4 to 3] VOTE TO RECONSIDER TABLE
MOVER: Trustee Fasules
SECONDER: Trustee Gould
AYES: Fasules, Gould, Simon, President Senak
NAYS: Christiansen, Thompson, Kalinich

RESULTS: APPROVED [4 to 2] VOTE TO TABLE TO JUNE 1ST MEETING
MOVER: Trustee Fasules
SECONDER: Trustee Gould
AYES: Fasules, Gould, Simon, Thompson
NAYS: Christiansen, Kalinich

- 1) Motion to Approve Ordinance No. 7032, An Ordinance Approving the Village of Glen Ellyn 2023 Comprehensive Plan Update

Village Manager Franz gave an overview of the plan to-date. He summarized the latest changes to the plan and explained the process to date.

Kristen Bond, resident, suggested that EV readiness/infrastructure should be added to the Plan. She added that there are financial advantages to this for the Village.

Jacquelyn Casazza spoke about the information that Go Green Glen Ellyn has suggested to include in the Plan. She was pleased to see sustainability being added, as well as several other adjustments to the content related to sustainable choices/plans.

Dennis Terdy, resident, submitted a statement which was read into the record.

Trustee Kalinich wants to set up a rotation of reviewing 1 - 2 chapters every annually to keep this document alive. President Senak agreed.

Trustee Thompson offered an amendment to the Plan to add the two additions

presented tonight. Supportive Housing and the McKee House were the additions. After moving the ordinance, Trustee Christiansen read the McKee House information into the record, and added the annual chapter review.

Trustee Fasules felt that the residents should have been given more time to review the final document. He moved to table the vote to allow this time.

Trustee Gould remarked that two years ago it was decided that edits would be made to the original document, which didn't work in her opinion. She objects to the persistence of the "densifying of Glen Ellyn." Some of her other objections included: approving the Plan before the housing study is complete; Catalyst sites are lacking for historically significant items. The train station shouldn't be in the Plan.

Trustee Thompson said it is not a concrete plan and that it is not a static document and needs to be changed constantly. He feels it needs to be adopted tonight and get into a process of annual review of chapters but can't do that without something approved. Trustee Fasules added his comments about the density goals in the Plan.

Trustee Gould said that she is not looking for perfection and that some edits that were agreed to did not get removed, such as the train station as a catalyst site.

Trustee Fasules reiterated his objections.

Trustee Thompson replied to Trustee Fasules and requested concrete written edits that need to be executed if there is agreement to not approve the Plan tonight. There was discussion back and forth between the two.

Trustee Gould said the fire house station is an example of an edit not included. But she was willing to go through the Workshop recording and reconstruct her edits.

Trustee Kalinich didn't think the recordings need to be reviewed, as much as the actual notes made during the Workshops.

Trustee Christiansen added that this could go on forever... and that the fire house is not listed as a catalyst site. She added that they have been generously transparent, with every meeting being public... and wondered how many more iterations need to be done before approval. She felt the current document addresses numerous issues and that what we have is good... and that it can change. She added that the current document has lingered for 22 years and asked how long the old document will be allowed to linger. Trustee Gould reiterated she is not looking for perfection.

Trustee Fasules added more of his thoughts and felt we could go from good to great by giving the residents more time to review the Plan. He made a motion to reconsider. Trustee Thompson gave his objections to this and added that Trustee Fasules was out of order.

Trustee Thompson recommended that the Plan be brought back to the Board for

vote in June, not September. Trustee Fasules did not agree and said this was still not enough time. President Senak stated that the vote would happen in definitely happen in June.

Trustee Thompson asked that all edits be resubmitted within 10 days. President Senak said that he could not ask that without a motion and vote.

Trustee Kalinich said she sees how some Trustees may think items are not included but perhaps what should be considered as well as the items that anyone feels were not applied to the document.

President Senak suggested that a special meeting will be held on June 1, 2023 to finalize the Plan. Edits should be in writing for this meeting for consideration for inclusion. It will then be circulated to the public and submitted for a vote by June 26, 2023.

J. Reminders

- 1) Housing Assessment Open House, May 31, 2023 at 7 pm at Village Links
- 2) Village Board Workshop Tuesday, June 20, 2023 at 7 pm
- 3) The Board moves to once-monthly scheduled Regular Meetings, next scheduled for Monday, June 26, 2023, 7 pm

K. Adjournment – 9:16 PM

Mover: Trustee Kalinich; Second: Trustee *Gould*. *Unanimous vote to adjourn.*



Minutes
Village of Glen Ellyn
Village Board Workshop
Monday, May 15, 2023
7:00 PM
Glen Ellyn Civic Center, Room 301

A. Call to Order – 7:01 PM

B. Pledge of Allegiance

C. Roll Call

Upon roll call by Deputy Clerk Cannova, President Senak and Trustees Christiansen, Fasules, Kalinich, Gould, Simon, and Thompson, were “Present.” Clerk Cosby was absent.

Also in attendance: Village Manager Franz, Assistant Village Manager Rodman, Village Attorney Mathews (partial), Public Works Director Buckley, Public Works Assistant Director Hubsky, Finance Director Noller, Community Development Director Scott, Communications Coordinator Paplauskas Police Chief Norton, and Fire Chief Clark.

D. Audience Participation

There was no off-agenda public comment.

E. Discussion of Proposed Change to 2023 Fourth of July Parade Route (Police Chief Norton)

Trustee Thompson suggested the Board recognize the day as National Peace Officers Memorial Day.

Police Chief Norton reviewed July 4th fundraising efforts as well as the social media involved. He also spoke about the proposed parade route, which is on the south side of the Village. He mentioned that Chicago Cubs great Billy Williams is this year’s Grand Marshall. He confirmed that the fireworks will be at Lake Ellyn.

Trustee Christiansen asked about the seating for the Parade. Chief Norton replied.

Trustee Kalinich asked about the direction and length of the route. Chief Norton replied.

President Senak asked about the body camera Chief Norton was wearing. Chief Norton replied that there will be a demonstration of the system at an upcoming workshop.

F. Fire and EMS Facilities Space Needs Plan Report (Volunteer Fire Company Chief Clark) (30 minutes)

1) Fire and EMS Space Needs Assessment

Trustee Christiansen recused herself from the Fire discussion at 8:52 pm and did not return to the meeting.

Chief Clark introduced the Space Needs Plan Report, beginning with a history of the development of the report as well. The plan focused on current needs and extending the life of Fire Station 61.

The Space Needs Report was reviewed by Fire Company consultant, Jason Estes. He emphasized that the current situation does not meet the needs of the Village today. He reviewed recommended actions that could be taken to meet these needs in the future. This included temporary areas with adequate space for the Fire Company to work from as the proposed renovations are made.

The Board asked questions about the Plan during Mr. Estes' presentation. During this time, at one point discussion specifically focused on relocation of Station 61 in the downtown area of the Village, as well as response time related to where a new station could be located.

Trustee Thompson asked about the ability to have a double door so that the trucks do not need to back into the station. Mr. Estes replied. Discussion continued on this point.

Trustee Simon asked about the adjacent land for the addition to Station 62. Mr. Estes replied.

Mr. Estes also reviewed the projected total project cost for the proposed renovations. The Board asked questions about the costs. Trustee Kalinich asked about possible grant opportunities. Mr. Estes replied. Village Manager Franz added to the conversation.

The Board felt the proposals did a good job of taking into consideration what is necessary to get the Fire Company to the level of service it needs to be, without being extravagant.

Possible energy efficiency measures for the Stations were discussed. Environmental studies were also part of the conversation.

Bob Deitch, resident, whose home backs up to Panfish Park and Station 62, commented on the plan. He stated that they have never complained about the station but needs to object to the proposed addition due to its proximity to both. He was also concerned about the environmental affects as well. He acknowledged the possible need for more space and suggested other options.

Norris Eber, resident, gave his thoughts on the proposed renovations to Station 62. His property is near the station. He was concerned with water management. He suggested that Fire Station plans be included in the Comprehensive Plan. He was also concerned with the effect on the natural environment. President Senak assured Mr. Eber that public comment will be part of the decision-making process.

G. Environmental Commission Update (Chairwoman Christy Truitt)

1) Environmental Commission - Board Update and Initiatives Discussion

Chairperson Truitt gave some background and then updated the Board on strategic goals, initiatives, and priorities currently being discussed as well as the Commission's strategic plan moving forward. She thanked staff for their support in these efforts. She added that there are options as to how to achieve their goals and those options, and the costs associated with each, need to be explored.

President Senak wanted clarification of what the Commission was asking for from the Board. Chairperson Truitt replied that they would like a workshop specifically for the priorities set for this year.

President Senak then asked about the scoping session and how that differs from the Workshop. Chairperson Truitt replied. President Senak followed up by asking if the Commission is looking for feedback on whether a consultant should be hired and who should be involved in the scoping session. Chairperson Truitt replied.

Trustee Kalinich gave her thoughts on the order of the items being asked for by the Commission. Chairperson Truitt replied. Trustee Kalinich requested more information to determine who should be involved in the scoping session. Trustee Kalinich also felt that education, and access to it, would be critical to the process and that a consultant might be able to help in those efforts. Chairperson Truitt replied.

Trustee Kalinich stated that she had heard reports that over the last couple years recycling efforts are abandoned after collection occurs and wondered if the consultant could help with this as well. Chairperson Truitt replied.

President Senak commented that recycling affects the waste collection costs.

Commissioner Kwiatkowski commented that the Commission fully supports sustainability plan, as well as hiring a consultant for the value of their expert advice.

Commissioner Umlauf stated that she supports all efforts as well.

Commissioner Abeln agreed with his fellow Commissioners, adding that they have put a lot of work into the recommendations and will help keep efforts focused.

Commissioner Daly agreed with her fellow Commissioners and felt that understanding the Boards input would be a key to success.

Trustee Thompson asked what has been done to-date to meet some of the goals of the Commission. Chairperson Truitt replied that they plan to publish a report highlighting successes.

Trustee Thompson asked about a plastic bag charge and wondered if this might be something to explore. Chairperson Truitt replied. Discussion ensued.

Trustee Gould asked about creating new construction guidelines for sustainability issues, i.e., LEED initiatives. Discussion ensued on this and other things that could be done to encourage green actions.

President Senak and the Board agreed that a Workshop would be a good idea. It was also agreeable that the scoping of a sustainability plan, along with hiring a consultant would be a worthwhile approach. It was suggested that perhaps more data could be gathered before a consultant is hired and that after the Workshop would be a good time to consider the need for a consultant.

Trustee Gould asked how this would impact the workload of the Village Staff. Village Manager Franz replied. Assistant Village Manager Rodman added her thoughts. Trustee Christiansen felt that a consultant might help the workload put upon the staff. Chairperson Truitt added her thoughts on this as well.

Commissioner Abeln emphasized that a consultant is the way to go if environmental issues are going to actually move forward and be executed. The conversation expounded on this opinion.

It was agreed that the workshop, focusing on land and waste, will be scheduled and the consultant issue will be addressed after that, and that the scoping session could provide insight on whether a consultant is needed for the plan or just for the initial scoping session. Discussion ensued, resulting in the decision that a consultant should attend the scoping session and after that it could be decided whether to bring them onto the project.

Trustee Simon asked again about additional data availability. Chairperson Truitt replied.

Timing was reviewed and Village Manager Franz suggested. Chairperson Truitt countered with her suggestion for the logistics of the sessions. The timeframe was discussed. September was agreed upon, or sooner, if possible.

H. Zoning Code Amendments - Vape, Smoke and Tobacco Shops (Community Development Director Scott)

- 1) Discussion of Proposed Amendments to the C-3, C-4, C5A, C5B and C-6 Zoning Districts

Village Attorney Mathews reviewed the proposed amendment to the zoning code to require vape, smoke, and tobacco shops to obtain a special use permit. He gave a brief history of vape shops in the Village and their zoning requirements.

Trustee Kalinich asked about the vape shop that had been at 5 Corners. Village Attorney Mathews replied.

Trustee Thompson asked if PUD (Planned Unit Development) overrides the zoning code. Village Attorney Mathews replied. They debated what C-6 zoning code included and did not include.

Village Attorney Mathews recommended special use zoning for the C-3 and C-6 Districts as a temporary solution to the zoning issue. He explained his rationale for this recommendation.

A discussion ensued amongst all factions regarding how the zoning codes are written, and how to amend and enforce the codes.

Trustee Christiansen asked if window display space (lighting and noise) is regulated for these businesses. Community Development Director Scott replied. Trustee Thompson asked if violations carry a monetary fine and if there is a limit to the number of violations a business can incur. Village Manager Franz and Community Development Director Scott replied.

Trustee Thompson asked about other businesses that might open in C-6 and would like to know the timeframe to cover his concern. Village Manager Franz and President Senak replied. Discussion continued about regulating other businesses and the logistics.

Trustee Gould asked about C-2 language regarding “daily commodities” allowed and wondered if it could be rewritten to be clearer. This was conceptually agreed to. She also asked who tobacco permits go through at the Village. Police Chief Norton replied.

Trustee Gould asked about how this proceeds through the Plan Commission. Discussion ensued about what the Commission would consider and address.

**I. Municipal Code Amendments – Community Relations commission
(Communications Coordinator Paplauskas) (15 minutes)**

- 1) Proposed Amendments to Title 2, Chapter 10 of the Municipal Code - Community Relations Commission

Communications Coordinator Paplauskas presented the proposed changes to the Municipal Code.

Chairperson Irwin spoke on the behalf of the Commission and explained that most of the changes are being proposed to be sure the Village is living up to its DEI values. Another proposed change was to expand the age range for student participation. President Senak asked what was hoped to be achieved with expanding the range. Chairperson Irwin replied. Trustee Kalinich added her thoughts on this expansion.

Assistant Village Manager Rodman commented that student over 18 can participate on the commission as a regular commissioner and wondered if the intent on other commissions was to allow student commissioners to be beyond that age. Discussion ensued.

J. First Quarter Financial Report (Finance Director Noller)

- 1) Finance Director Noller will present the 2023 First Quarter Financial Report

Finance Director Noller presented the 2023 First Quarter Financial Report. Comments and questions were made and asked during the presentation by President Senak and the Board.

Trustee Thompson asked for specifics about the numbers for grocery stores in the Village. Finance Director Noller replied.

Norris Eber, resident, asked a question regarding the cash reserves and how they are invested currently. Finance Director Noller replied.

K. Reminders

- 1) Village Board Meeting May 22, 2023 at 7 pm
- 2) Housing Assessment Open House May 31, 2023 at 7 pm (Village Links)

L. Adjourn – 10:23 PM

Mover: Trustee Kalinich; Second: Trustee Thompson. Unanimous vote to adjourn.



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

Meeting 6/26/2023 7:00 PM
Department: Information Technology
Department Head: Justin Chiappetta
Category: Agreement
Prepared By: Justin Chiappetta

**AGENDA ITEM (ID
2023-619)**

DOC ID: 2023-619

Approve Agreement to Lease (4) Multifunction Copiers from Canon Solutions America, Inc. for a Total Expense of \$44,520 over a 60 Month Period (IT Director Chiappetta)

Statement of the Issue:

Staff is seeking approval to enter into a lease agreement with Canon Solutions America, Inc. to lease (4) copiers for a period of 60 months.

Analysis:

The Village has traditionally utilized copiers to consolidate equipment, minimize maintenance and reduce printing costs throughout the organization. To continue to do so, staff is seeking approval to enter into a lease agreement with Canon Solutions America, Inc. to lease (4) copiers for a period of 60 months. (2) of the copiers will replace existing copiers that are coming off their current leases. (2) of the copiers will be added to the fleet to replace aging laser printers. By replacing the laser printers, the printing costs per page will be reduced and additional functionality will be gained (scanning, copying, multiple paper sizes, faxing, etc.).

The lease of the copiers would be directly with Canon Solutions America, Inc. The lease utilizes pricing from a Master Agreement created and made available to other public agencies by DuPage County and OMNIA Partners (formerly National IPA). The details of the lease are included as an attachment (Attachment 1). The Village is registered as a participant with OMNIA Partners, which allows access to purchasing contracts such as this. These contracts have been competitively bid by the principal procurement agency (DuPage County) and made available nationally for other public agencies to utilize. The executive summary of the contract has been included as an attachment (Attachment 2) and additional details can be found on the [OMNIA Partners website](#).

Budget Impact:

The total cost of the lease agreement over the 60-month term is \$44,520, which will be paid monthly in the amount of \$742 per month. This expense has been budgeted in account 121400-520901 of the Village budget.

Contribution to Strategic Plan

Workforce and Operations - Service delivery and operational effectiveness through the use of technology.

Action Requested:

Approve staff to enter into an agreement to Lease (4) Multifunction Copiers from Canon Solutions

America, Inc. for a Total Expense of \$44,520 over a 60 Month Period

Attachments:

1. Attachment 1 - Itemized Equipment Lease
2. Attachment 2 - OMNIA Executive Summary



Canon Solutions America, Inc. ("CSA")
One Canon Park, Melville, NY 11747
(800)-613-2228

Lease Schedule ("Schedule") - Itemized (SER-700)

Page 1 of 3

Customer: GLEN ELLYN, VILLAGE OF

CFS App #: 1933932

Salesperson: Lynn A. Sebold

Agreement #: MA18094

Transaction #: S1365138

Order Date: 06/13/23

Billing Information		Customer Account: 1060803		Payment Information		Equipment Maintenance Information	
Company: GLEN ELLYN, VILLAGE OF DBA: Address: 535 Duane Street Address 2: City: GLEN ELLYN County: DUPAGE State: IL Zip: 60137 Contact: Justin Chiappetta Email: jchiappetta@glenellyn.org		Listed Items Lease Term		# of Lease Payments		Maintenance included for all Equipment Maint Base charge invoiced Monthly by CFS Excess Per Image Charge invoiced Monthly by CFS New Fleet Plan Fixed Price Plan	
		60 Months		60			
		Payment Summary* (*Plus Applicable Taxes)					
		Lease Payment \$742.00		Invoiced by CFS		Other Transaction Details Lease Payment shall be invoiced Monthly Purchase Option: Fair Market Value	
		Total Maintenance		Invoiced by CFS			
Base Charge \$0.00							
		Due at Signing					
		# of Payments in Advance		Total Due at Signing			
		0		\$0.00			
Rider A applies (Office Equip/Cut Sheet Production)		Maint Base Charge Section A-1		Covered Images Included in Maint Base Charge		Excess Per Image Charge(s)	
		\$0.00		B&W: 0 Color: 0		B&W: \$0.006200 Color: \$0.040000	
Item Code	Listed Items Description	Qty	Unit Pmt	Total	Ship To & Maintenance Billing Information		
3827C002	IRADVXC5840I	1	Included	Included	Shipping: 30 S Lambert Road Delivery Date: 07/14/23 Address 2: Public Works City: GLEN ELLYN County: DUPAGE State: IL Zip: 60137 Primary Customer Contact: Justin Chiappetta Phone #: 630.547.5377 Email: jchiappetta@glenellyn.org Meter Contact: Phone #: Email: IT Contact: Justin Chiappetta Phone #: 630.547.5377 Email: jchiappetta@glenellyn.org Billing: Address 2: City: County: State: Zip: Billing Contact: Phone #: Email: Elevator: No Loading Dock: No # of Steps: 0 Hrs of Operation: 9-5 Consumables: Toner Only Auto-Toner Fulfillment** Meter Method: Remote Reporting Agent Corporate Advantage For CSA USE ONLY: Config: A - 1 74749980		
4030C002	CASSETTE FEEDING UNIT-AQ1	1	Included	Included			
5546C002	BUFFER PASS UNIT-P2	1	Included	Included			
5548C002	BOOKLET FINISHER-A1 WITH TRI-FOLD	1	Included	Included			
3998C001	SUPER G3 FAX BOARD-AX1	1	Included	Included			
1972V064	ESP NEXT GEN PCS POWER FILTER 120VOLTS 15 AMP XG-PCS-15D	1	Included	Included			
2368V120	MID VOLUME CONNECTIVITY 30+PPM UP TO 79PPM	1	Included	Included			
3923V843	INSTALL PAK DX C5870I/C5860i/C5850i/C5840i	1	Included	Included			
IntSupplies	Pre-Installed Supplies Installed in Machine	1	Included	Included			
Additional Requirements:							
OC: COUNTY OF DUPAGE CONTRACT FI-R-0251-18							
THIS SCHEDULE IS ENTERED INTO PURSUANT TO, AND INCORPORATES THE TERMS OF, THE MASTER SALES AND SERVICES AGREEMENT REFERENCED AS THE AGREEMENT # ABOVE ("AGREEMENT"), INCLUDING THE MASTER LEASE TERMS SET FORTH AS RIDER G THERETO WHICH SHALL CONTROL (THE "LEASE TERMS"). TO THE EXTENT THE TERMS OF AN EXISTING CFS MASTER AGREEMENT ARE REFERENCED ON THIS SCHEDULE (THE "EXISTING MASTER CFS LEASE") AND ARE APPLICABLE TO THIS SCHEDULE, THEY SHALL CONTROL OVER THE MASTER LEASE TERMS SET FORTH AS RIDER G TO THE AGREEMENT FOR SO LONG AS THE EXISTING MASTER CFS LEASE REMAINS IN EFFECT. STANDARD TERMS AND CONDITIONS AND APPLICABLE RIDERS INCORPORATED HEREIN ARE AVAILABLE AT ESS.CSA.CANON.COM/CUSTOMERDOCUMENTS , AND SHALL APPLY TO THE EXTENT NOT MODIFIED BY THE AGREEMENT. THIS SCHEDULE CONSTITUTES A LEASE OF THE LISTED ITEMS, AND IS BINDING ON CUSTOMER UPON SIGNING BY CUSTOMER, AND IS BINDING ON CSA AND LESSOR AS PROVIDED IN THE LEASE TERMS. THIS SCHEDULE IS NON-CANCELABLE BY CUSTOMER. CUSTOMER REPRESENTS THAT EXECUTION OF THIS SCHEDULE HAS BEEN DULY AUTHORIZED. BY YOUR SIGNATURE, CUSTOMER AGREES TO LEASE THE LISTED ITEMS AND, IF SELECTED, TO PURCHASE THE MAINTENANCE SERVICES DESCRIBED HEREIN. YOU ACKNOWLEDGE RECEIPT OF A COPY OF THIS SCHEDULE.							
Customer Authorized Signature:		Printed Name:		Title:		Date:	
ACCEPTANCE CERTIFICATE							
To: CSA and Lessor: Customer certifies that (a) the Listed Items referred to in the above Schedule have been received, (b) installation has been completed, (c) the Listed Items have been examined by Customer and are in good operating order and condition and are, in all respects, satisfactory to the Customer, and (d) the Listed Items are irrevocably accepted by the Customer for all purposes under the Agreement. Accordingly, Customer hereby authorizes billing under this Schedule.							
Authorized Signature:		Printed Name:		Title:		Date:	
For Internal Purposes Only:							
CFS Authorized Signature:		Printed Name:		Title:		Date:	



Customer: GLEN ELLYN, VILLAGE OF

Agreement #: MA18094

Order Date: 06/13/23 Salesperson: Lynn A. Sebold

Rider A applies (Office Equip/Cut Sheet Production)	Maint Base Charge Section A-2	Covered Images Included in Maint Base Charge			Excess Per Image Charge(s)
	See Page 1	See Page 1			See Page 1
Item Code	Listed Items Description	Qty	Unit Pmt	Total	Ship To & Maintenance Billing Information
3827C002	IRADVDC5840I	1	Included	Included	Shipping: 30 S Lambert Road Delivery Date: 07/14/23 Address 2: Public Works City: GLEN ELLYN County: DUPAGE State: IL Zip: 60137 Contact: Justin Chiappetta Ph #: 630.547.5377 Email: jchiappetta@glenellyn.org Mtr Contact: Ph #: Email: IT Contact: Justin Chiappetta Ph #: 630.547.5377 Email: jchiappetta@glenellyn.org Billing: Address 2: City: County: State: Zip: Contact: Ph #: Email: Elevator: No Loading Dock: No # of Steps: 0 Hrs of Operation: 9-5 Consumables: Toner Only Auto-Toner Fulfillment** Meter Method: Remote Reporting Agent Corporate Advantage For CSA USE ONLY: Config: A - 2 74749980
4030C002	CASSETTE FEEDING UNIT-AQ1	1	Included	Included	
5546C002	BUFFER PASS UNIT-P2	1	Included	Included	
5548C002	BOOKLET FINISHER-A1 WITH TRI-FOLD	1	Included	Included	
3998C001	SUPER G3 FAX BOARD-AX1	1	Included	Included	
1972V064	ESP NEXT GEN PCS POWER FILTER 120VOLTS 15 AMP XG-PCS-15D	1	Included	Included	
2368V120	MID VOLUME CONNECTIVITY 30+PPM UP TO 79PPM	1	Included	Included	
3923V843	INSTALL PAK DX C5870I/C5860I/C5850I/C5840I	1	Included	Included	
IntSupplies	Pre-Installed Supplies Installed in Machine	1	Included	Included	

Rider A applies (Office Equip/Cut Sheet Production)	Maint Base Charge Section B-1	Covered Images Included in Maint Base Charge			Excess Per Image Charge(s)
	See Page 1	See Page 1			See Page 1
Item Code	Listed Items Description	Qty	Unit Pmt	Total	Ship To & Maintenance Billing Information
5962C002	IRADVDC3930I	1	Included	Included	Shipping: 30 S Lambert Road Delivery Date: 07/14/23 Address 2: Public Works City: GLEN ELLYN County: DUPAGE State: IL Zip: 60137 Contact: Justin Chiappetta Ph #: 630.547.5377 Email: jchiappetta@glenellyn.org Mtr Contact: Ph #: Email: IT Contact: Justin Chiappetta Ph #: 630.547.5377 Email: jchiappetta@glenellyn.org Billing: Address 2: City: County: State: Zip: Contact: Ph #: Email: Elevator: No Loading Dock: No # of Steps: 0 Hrs of Operation: 9-5 Consumables: Toner Only Auto-Toner Fulfillment** Meter Method: Remote Reporting Agent Corporate Advantage For CSA USE ONLY: Config: B - 1 74749981
4917C002	CASSETTE FEEDING UNIT-AW1	1	Included	Included	
4000C002	INNER FINISHER-L1	1	Included	Included	
2368V119	LOW VOLUME CONNECTIVITY UP TO 30PPM	1	Included	Included	
1972V064	ESP NEXT GEN PCS POWER FILTER 120VOLTS 15 AMP XG-PCS-15D	1	Included	Included	
4286V645	IR ADV DX C3935/3930/3926 INSTALL PAK	1	Included	Included	
IntSupplies	Pre-Installed Supplies Installed in Machine	1	Included	Included	



Customer: GLEN ELLYN, VILLAGE OF

Agreement #: MA18094

Order Date: 06/13/23 Salesperson: Lynn A. Sebold

Rider A applies (Office Equip/Cut Sheet Production)		Maint Base Charge Section B-2	Covered Images Included in Maint Base Charge			Excess Per Image Charge(s)			
		See Page 1	See Page 1			See Page 1			
Item Code	Listed Items Description	Qty	Unit Pmt	Total	Ship To & Maintenance Billing Information				
5962C002	IRADVDC3930I	1	Included	Included	Shipping: 30 S Lambert Road Delivery Date: 07/14/23				
4917C002	CASSETTE FEEDING UNIT-AW1	1	Included	Included	Address 2: Public Works				
4000C002	INNER FINISHER-L1	1	Included	Included	City: GLEN ELLYN County: DUPAGE State: IL Zip: 60137				
2368V119	LOW VOLUME CONNECTIVITY UP TO 30PPM	1	Included	Included	Contact: Justin Chiappetta Ph #: 630.547.5377 Email: jchiappetta@glenellyn.org				
1972V064	ESP NEXT GEN PCS POWER FILTER 120VOLTS 15 AMP XG-PCS-15D	1	Included	Included	Mtr Contact: Ph #: Email:				
4286V645	IR ADV DX C3935/3930/3926 INSTALL PAK	1	Included	Included	IT Contact: Justin Chiappetta Ph #: 630.547.5377 Email: jchiappetta@glenellyn.org				
IntSupplies	Pre-Installed Supplies Installed in Machine	1	Included	Included	Billing:				
					Address 2:				
					City: County: State: Zip:				
					Contact: Ph #: Email:				
					Elevator: No Loading Dock: No # of Steps: 0 Hrs of Operation: 9-5				
					Consumables: Toner Only Auto-Toner Fulfillment**				
					Meter Method: Remote Reporting Agent Corporate Advantage				
					For CSA USE ONLY:				
					Config: B - 2 74749981				

		Maint Base Charge Section	Covered Images Included in Maint Base Charge			Excess Per Image Charge(s)					
Item Code	Listed Items Description		Qty	Unit Pmt	Total	Ship To & Maintenance Billing Information					
						Shipping: Delivery Date:					
						Address 2:					
						City:		County:		State:	Zip:
						Contact:		Ph #:	Email:		
						Mtr Contact:		Ph #:	Email:		
						IT Contact:		Ph #:	Email:		
						Billing:					
						Address 2:					
						City:		County:		State:	Zip:
						Contact:		Ph #:	Email:		
						Elevator:		Loading Dock:	# of Steps:	Hrs of Operation:	
						For CSA USE ONLY:					

THESE MASTER LEASE TERMS (the "Lease Terms") apply to any schedule incorporating these Lease Terms by reference whether designated as a "Lease Schedule- Itemized," a "Lease Schedule - Blended" or otherwise (in any case, a "Lease Schedule") entered into by and between Canon Financial Services, Inc. ("CFS") and the customer identified in such Lease Schedule ("Customer") from time to time for the lease or rental, as applicable, to Customer of the Equipment (as defined below) supplied by Canon Solutions America, Inc. ("CSA") and described in such Lease Schedule. Each Lease Schedule referring to these Lease Terms will constitute a separate agreement for the lease of the equipment described therein and shall incorporate these Lease Terms.

1. AGREEMENT: CFS leases to Customer and Customer leases from CFS all the equipment described in any Lease Schedule signed by Customer and accepted by CFS, together with all replacement parts and substitutions for and additions to such equipment (the "Equipment"), and licenses of software, if applicable, ("Listed Software") with such Equipment and Listed Software collectively referred to as (the "Listed Items"), upon the Lease Terms.

2. TERM OF SCHEDULE: Each Lease Schedule shall be effective on the date the Equipment is delivered to Customer, provided Customer executes CFS' form of acceptance ("Acceptance Certificate") or otherwise accepts the Equipment as specified herein. Any such acceptance is irrevocable. If Customer has not, within ten (10) days after delivery of such Equipment, delivered to CFS written notice of any non-acceptance, specifying the reasons therefor and specifically referencing the relevant Lease Schedule, Customer shall be deemed to have irrevocably accepted such Equipment. The term of each Lease Schedule begins on the date accepted by CFS or any later date that CFS designates, and shall consist of the payment period specified on such Lease Schedule and any renewal periods. After acceptance of the Equipment covered by any Lease Schedule, Customer shall have no right to revoke such acceptance or cancel such Lease Schedule during the term indicated thereon. The term of any Lease Schedule shall end, unless sooner terminated by CFS, when all amounts required to be paid by Customer under such Lease Schedule have been paid as provided and either (a) Customer has purchased the Equipment in accordance with the terms hereof, or (b) the Equipment has been returned at the end of the scheduled term or renewal term in accordance with the terms thereof. Customer has no right to return the Equipment to CFS prior to the end of the scheduled term of any Lease Schedule for any reason whatsoever, including, without limitation, payment of all amounts due hereunder prior to the end of the scheduled term. As between CFS and Customer only, these Lease Terms shall supersede any Customer purchase order in its entirety, notwithstanding anything to the contrary contained in any such purchase order.

3. PAYMENTS: Customer agrees to pay to CFS, as invoiced, during the term of each Lease Schedule, (a) the lease or rental payments specified on the respective Lease Schedule, and (b) such other amounts permitted thereunder or in these Lease Terms as invoiced by CFS ("Payments"). The amount of each Payment and the End of Term Purchase Option specified on each Lease Schedule ("Purchase Option") are based on CSA's best estimate of the cost of the Equipment and any related services and supplies, including any sales and use tax. Customer authorizes CFS to adjust such Payments and Purchase Option prices by up to fifteen percent (15%) if the actual total cost of the Equipment and any related services and supplies, including any sales or use tax, is more or less than originally estimated. CSA has the right to increase service charges subject to the following: (1) If a Lease Schedule indicates a "Fixed" Price Plan, all base copy charges (if any) and all Per Image Charges shall be Fixed for the initial term and shall be subject to increase after the initial term on each anniversary of the Commencement Date thereafter; (2) If a Lease Schedule indicates a "Standard" Price Plan, a) the Base Charges related to copy charges (if any) shall be subject to increase after the initial term on each anniversary of the Commencement Date; and b) the Per Image Charge shall be subject to increase annually on each anniversary of the Commencement Date; and (3) The aforementioned increases in service charges shall not exceed fifteen percent (15%) of such charges which were in effect immediately prior to such price increase. **Customer agrees to advise CSA of the meter readings for the Equipment upon request.** Customer shall remit all Payments hereunder directly to CFS at 14904 Collections Center Drive, Chicago, Illinois 60693, unless otherwise directed by CFS. Customer's obligation to pay all amounts due under a Lease Schedule or these Lease Terms and all other obligations thereunder and hereunder is absolute and unconditional and is not subject to any abatement, set-off, defense, or counterclaim for any reason whatsoever. If Customer fails to pay any sum to be paid by Customer to CFS under any Lease Schedule on or before the due date, Customer shall pay CFS, upon demand, an amount equal to the greater of ten percent (10%) of each such delayed Payment or twenty-five dollars (\$25) for each billing period or portion of a billing period such Payment is delayed, in each case to the extent permitted by applicable law. The amounts specified above shall be paid as liquidated damages and as compensation for CFS' internal operating expenses incurred in connection with such late payment. In addition, Customer shall reimburse CFS for all of its out-of-pocket costs and expenses incurred in exercising any of its rights or remedies under any Lease Schedule or in enforcing any of the Lease Terms or any Lease Schedule, including without limitation reasonable fees and expenses of attorneys and collection agencies, whether or not suit is brought. Customer agrees that CFS may in its sole discretion apply, but shall not be obligated to apply, any amount paid in advance to any amount due or to become due hereunder. In no event shall any amount paid in advance earn interest except where required by applicable law.

4. NO CFS WARRANTIES: CUSTOMER ACKNOWLEDGES THAT CFS IS NOT A MANUFACTURER, DEALER, OR SUPPLIER OF THE EQUIPMENT. CUSTOMER AGREES THAT THE EQUIPMENT IS LEASED OR RENTED "AS IS" AND IS OF A SIZE, DESIGN,

AND CAPACITY SELECTED BY CUSTOMER. CUSTOMER ACKNOWLEDGES THAT CFS HAS MADE NO REPRESENTATION OR WARRANTY WITH RESPECT TO THE SUITABILITY OR DURABILITY OF THE EQUIPMENT, THE ABSENCE OF ANY CLAIM OF INFRINGEMENT OR THE LIKE, OR ANY OTHER REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, WITH RESPECT TO THE EQUIPMENT INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. So long as Customer is not in breach or default of any Lease Schedule, CFS assigns to Customer any warranties (including those agreed to between Customer and the manufacturer, dealer, or supplier) which CFS may have with respect to any item of Equipment; provided that the scope and limitations of any such warranty shall be solely as set out in any agreement between Customer and such manufacturer, dealer, or supplier or as otherwise specified in warranty materials from such manufacturer, dealer, or supplier and shall not include any implied warranties arising solely from CFS' acquisition of the Equipment. CUSTOMER ACKNOWLEDGES AND AGREES THAT NEITHER THE SUPPLIER NOR ANY DEALER IS AUTHORIZED TO WAIVE OR ALTER ANY LEASE TERM OR ANY LEASE SCHEDULE, OR MAKE ANY REPRESENTATION OR WARRANTY WITH RESPECT TO THE LEASE TERMS, ANY LEASE SCHEDULE, OR THE EQUIPMENT, ON BEHALF OF CFS.

5. USE; LOCATION; LIENS; PERSONAL PROPERTY; FINANCING STATEMENTS: Customer shall comply with all laws and regulations relating to the use and maintenance of the Equipment. Customer shall put the Equipment only to the use contemplated by the manufacturer. The Equipment shall remain personal property regardless of whether it becomes affixed to real property or permanently rests upon any real property or any improvement to real property. Customer shall not move the Equipment from the location specified on the applicable Lease Schedule except with the prior written consent of CFS. Customer shall keep the Equipment free and clear of all claims and liens other than those in favor of CFS. Customer authorizes CFS (and any third party filing service designated by CFS) to execute and file (a) financing statements evidencing the interest of CFS in the Equipment (including forms containing a broader description of the Equipment than the description set forth in the respective Lease Schedule), (b) continuation statements in respect thereof, and (c) amendments thereto, and Customer irrevocably waives any right to notice thereof. Customer's legal name (as set forth in its constituent documents filed with the appropriate governmental office or agency) is as set forth herein. Customer shall provide CFS with written notice at least thirty (30) days prior to any change of its legal name, chief executive office address or jurisdiction of organization).

6. INDEMNITY: Customer shall indemnify and defend CFS, its subsidiaries, directors, officers, employees and agents from and against any and all costs, expenses, liabilities, injuries, claims, damages, losses, judgments or fees (including reasonable attorneys' fees) caused by the Equipment, including, without limitation, arising from or related to the storage, transmission or destruction of Data. This Section shall survive termination of any and all Lease Schedules.

7. MAINTENANCE: Customer shall keep and maintain the Equipment in good working order and shall, at Customer's expense, supply and install all replacement parts and accessories when required to maintain the Equipment in good working condition. Customer shall not, without the prior written consent of CFS, make any changes or substitutions for and to the Equipment. Any and all replacement parts, accessories, authorized changes to and/or substitutions for the Equipment shall become part of the Equipment and subject to the Lease Terms. If a Lease Schedule includes payments for service and supplies, CSA is responsible for providing the service and supplies described in the Lease Schedule in accordance with CSA's terms and conditions, of which Customer acknowledges receipt. Unless otherwise indicated on a Lease Schedule, Customer authorizes CSA to use networked features of the Equipment and remote reporting software ("Remote Reporting Agent") to obtain meter readings, receive software updates, activate features/new licenses and transmit use and service data accumulated by the Equipment over your network by means of an HTTPS protocol and to store, analyze and use such data for purposes related to servicing the Equipment, providing reports and product improvement. Customer also authorizes CSA to accept on Customer's behalf, and Customer agrees to comply with, any licenses, terms of use and services, and privacy statements, which, unless otherwise agreed in writing by CSA, shall solely control as to the matters contained therein, including those pertaining to any personal data Customer may have shared in connection with the use of the Remote Reporting Agent. For example, CSA utilizes the Canon Universal Gateway 2 ("UGW2") as a Remote Reporting Agent through the UGW2 website, and the above authorization shall apply to the UGW2 Terms of Use and Terms of Service, and the UGW2 Privacy Statement. Customer acknowledges that the charges set forth on the Lease Schedule are contingent on the continued use of Remote Reporting Agent during the term. If CSA does not receive timely meter readings from Customer, Customer shall pay invoices that reflect CSA's estimates of meter readings. CSA or CFS may verify the accuracy of any meter readings from time to time and invoice Customer for any shortfall in the next invoice. Customer shall use reasonable care in handling and operation of the Equipment. CSA shall have the right to substitute equivalent Equipment at any time during the term of a Lease Schedule in connection with any replacement of the Equipment by CSA. Customer acknowledges that CFS will not be responsible for any service, repairs, or maintenance of the Equipment, whether provided for in the Lease Terms, the applicable Lease Schedule, or in any other agreement between CSA and Customer, and that if Customer has a dispute regarding the Equipment or the maintenance thereof, Customer shall continue to pay all charges due under the applicable Lease Schedule without deducting or withholding any amounts.

8. TAXES; OTHER FEES AND CHARGES: CUSTOMER SHALL PAY AND DISCHARGE WHEN DUE ALL LICENSE AND REGISTRATION FEES, ASSESSMENTS, SALES, USE, PROPERTY AND OTHER TAXES, AND OTHER EXPENSES AND CHARGES, together with any applicable penalties, interest, and administrative fees now or at any time imposed upon any Equipment, the Payments, or Customer's performance or non-performance of its obligations hereunder, whether payable by or assessed to CFS or Customer. If Customer fails to pay any such fees, assessments, taxes, expenses, or charges, as required hereunder, CFS shall have the right but not the obligation to pay those fees, assessments, taxes, expenses, and charges, and Customer shall promptly reimburse CFS, upon demand, for all such payments made plus administrative fees and costs, if any. Customer acknowledges that where required by law, CFS will file any notices and pay personal property taxes levied on the Equipment. Customer shall reimburse CFS for the expense of such

personal property taxes as invoiced by CFS and pay CFS a processing fee not to exceed \$50 per year per item of Equipment that is subject to such tax. Customer agrees that CFS has not, and will not, render tax advice to Customer and that the payment of such taxes is an administrative act. For each Lease Schedule commenced incorporating these Lease Terms, Customer shall pay to CFS a documentation fee in the amount of \$85.

9. LOSS; DAMAGE; INSURANCE: Customer shall bear the entire risk of loss, theft or damage to the Equipment from any cause whatsoever, effective upon delivery to Customer. No such loss, theft, or damage shall relieve Customer of any obligation under the Lease Terms or any Lease Schedule. In the event of damage to any item of Equipment, Customer shall immediately repair such damage at Customer's expense. If any Equipment is lost, stolen, or damaged beyond repair, Customer, at the option of CFS, will (a) replace the same with like equipment in a condition acceptable to CFS and convey clear title to such equipment to CFS (and such equipment will become "Equipment" and be subject to the Lease Terms), or (b) pay CFS the Remaining Lease Balance. Customer, at its sole cost and expense, shall, during the term hereof obtain and maintain property and liability insurance in form, amount, and with companies satisfactory to CFS. Each policy of insurance shall name CFS as additional insured and loss payee and provide CFS thirty (30) days written notice before the policy in question shall be materially altered or canceled. The proceeds of such insurance, at the option of CFS, shall be applied to (a) replace or repair the Equipment, or (b) pay CFS the Remaining Lease Balance on the applicable Lease Schedule. The "Remaining Lease Balance" shall be the sum of: (i) all Payments then owed and outstanding; (ii) the present value of all remaining Payments; (iii) the Purchase Option price of the Listed Items indicated on the Lease Schedule plus (iv) any applicable taxes, expenses, charges, and fees. For purposes of determining present value under any Lease Schedule, Payments shall be discounted at three percent (3%) per year. Customer hereby appoints CFS as Customer's attorney-in-fact solely to make claim for, receive payment of, and execute and endorse all documents, checks, or drafts for any loss or damage under any such insurance policy. If Customer fails to provide proof of insurance, CFS may, but is not required to obtain insurance covering CFS' interests, and charge the Customer for the costs of such insurance, and an administrative fee. CFS and any of its affiliates may make a profit on the foregoing.

10. DEFAULT: Any of the following events or conditions shall constitute an Event of Default under all Lease Schedules: (a) Customer defaults in the payment when due of any indebtedness of Customer to CFS, whether or not arising under any Lease Schedule, without notice or demand by CFS; (b) Customer or any guarantor of Customer's obligations hereunder ("Guarantor") ceases doing business as a going concern; (c) Customer or any Guarantor becomes insolvent or makes an assignment for the benefit of creditors; (d) a petition or proceeding is filed by or against Customer or any Guarantor under any bankruptcy or insolvency law; (e) a receiver, trustee, conservator, or liquidator is appointed for Customer, any Guarantor, or any of their property; (f) any statement, representation or warranty made by Customer or any Guarantor to CFS is incorrect in any material respect; or (g) if Customer or any Guarantor who is a natural person dies.

11. REMEDIES: Upon the happening of any one or more Events of Default, CFS shall have the right to exercise any one or all of the following remedies (which shall be cumulative), simultaneously, or serially, and in any order: (a) require Customer to immediately pay all unpaid Payments under any Lease Schedule (whether or not then due) and other amounts due under any and all Lease Schedules, with CFS retaining title to the Equipment; (b) to terminate any and all Lease Schedules with Customer; (c) with or without notice, demand or legal process, to enter upon the premises wherever the Equipment may be found, to retake possession of any or all of the Equipment, and (i) retain such Equipment and all Payments and other sums paid under all Lease Schedules, or (ii) sell the Equipment and recover from Customer the amount by which the Remaining Lease Balance exceeds the net amount received by CFS from such sale; or (d) to pursue any other remedy permitted at law or in equity. CFS (A) may dispose of the Equipment in its then present condition or following such preparation and processing as CFS deems commercially reasonable; (B) shall have no duty to prepare or process the Equipment prior to sale; (C) may disclaim warranties of title, possession, quiet enjoyment and the like; and (D) may comply with any applicable state or federal law requirements in connection with a disposition of the Equipment and none of the foregoing actions shall be deemed to adversely affect the commercial reasonableness of the disposition of the Equipment. If the Equipment is not available for sale, Customer shall be liable for the Remaining Lease Balance and any other amounts due under the applicable Lease Schedule. No waiver of any of Customer's obligations, conditions or covenants shall be effective unless contained in a writing signed by CFS. Failure to exercise any remedy that CFS may have shall not constitute a waiver of any obligation with respect to which Customer is in default.

12. ASSIGNMENT: CUSTOMER SHALL NOT ASSIGN OR PLEDGE ANY LEASE SCHEDULE IN WHOLE OR IN PART, NOR SHALL CUSTOMER SUBLET OR LEND ANY EQUIPMENT WITHOUT PRIOR WRITTEN CONSENT OF CFS. CFS may pledge or transfer any Lease Schedule. Customer agrees that if CFS transfers any Lease Schedule, the assignee will have the same rights and benefits that CFS has now and will not have to perform any of CFS' obligations which CFS will continue to perform. Customer agrees that the rights of the assignee will not be subject to any claims, defenses, or set-offs that Customer may have against CFS. If Customer is given notice of any such transfer, Customer agrees if so directed therein, to pay directly to the assignee all or any part of the amounts payable hereunder.

13. RENEWAL; RETURN: Except in the case of a Lease Schedule containing a \$1.00 Purchase Option, each Lease Schedule automatically renews under the same terms and conditions on a month-to-month basis if Customer fails to give CFS 60 days' prior written notice of its intent to purchase or return the Equipment before the end of any term. Unless a Lease Schedule automatically renews or Customer purchases the Equipment, Customer shall return the Equipment on the day the Lease Schedule terminates in good operating condition, ordinary wear and tear resulting from proper use excepted, at Customer's sole cost and expense to a location specified by CFS, and shall reimburse CFS for any costs incurred to place the Equipment in good operating condition. CFS may charge Customer a return fee equal to the greater of one Payment or \$250 for the processing of returned Equipment.

14. PURCHASE OPTION: A) END OF TERM PURCHASE OPTION. At the end of any term, Customer shall give CFS 60 days' irrevocable prior written notice (unless the Purchase Option is \$1.00) that it will purchase all the Equipment at the Purchase Option plus any costs. (B) PRIOR TO MATURITY PURCHASE. Customer may, at any time, upon 60 days' irrevocable prior written notice, purchase all the Equipment at a price equal to the sum of all remaining Payments plus the Fair Market Value plus costs. "Fair Market Value" shall be CFS' retail price when Customer purchases the Equipment. Equipment purchases shall be "AS-IS WHERE-IS" without warranty, except for title.

15. DATA: Customer acknowledges that the hard drive(s) on the Equipment, including attached devices, may retain images, content or other data that Customer may store for purposes of normal operation of the Equipment ("Data"). Customer acknowledges that CFS is not storing Data on behalf of Customer. Neither CFS nor any of its affiliates has an obligation to erase or overwrite Data upon Customer's return of the Equipment to CFS. Customer is solely responsible for: (A) its compliance with applicable law and legal requirements pertaining to data privacy, storage, security, retention and protection; and (B) all decisions related to erasing or overwriting Data. The Equipment contains various security features that Customer may utilize in this regard. Customer should contact CSA for further information. CSA will work with you to provide information regarding your options and offer services to assist you. Please note that such services may result in additional charges. The terms of this section shall solely govern as to Data, notwithstanding that any provisions of the Lease Terms or any separate confidentiality or data security or other agreement now or hereafter entered into between Customer, CSA and CFS applies, or could be construed to apply to Data.

16. MAXIMUM INTEREST; RECHARACTERIZED AGREEMENT: No Payment is intended to exceed the maximum amount of interest permitted to be charged or collected by applicable laws, and any such excess Payment will be applied to payments due under the applicable Lease Schedule, in inverse order of maturity, and any excess shall be refunded. If any Lease Schedule is recharacterized as a conditional sale or loan, Customer hereby grants to CFS, its successors and assigns a security interest in the Equipment to secure payment and performance of Customer's obligations under the Lease Terms and such Lease Schedule.

17. UCC - ARTICLE 2A: CUSTOMER ACKNOWLEDGES AND AGREES THAT EACH LEASE SCHEDULE IS INTENDED AS A "FINANCE LEASE" AS THAT TERM IS DEFINED IN ARTICLE 2A OF THE UNIFORM COMMERCIAL CODE ("UCC 2A"), AND THAT CFS IS ENTITLED TO ALL BENEFITS, PRIVILEGES, AND PROTECTIONS OF A LESSOR UNDER A FINANCE LEASE. CUSTOMER WAIVES ITS RIGHTS AS A LESSEE UNDER UCC 2A SECTIONS 508-522.

18. WAIVER OF OFFSET: The lease created by each Lease Schedule is a net lease. If the Equipment is not properly installed, does not operate as represented or warranted, or is unsatisfactory for any reason, Customer shall make such claim solely against the dealer, supplier, or manufacturer. Customer waives any and all existing and future claims and offsets against any Payments or other charges due under each Lease Schedule and these Lease Terms and unconditionally agrees to pay such Payments and other charges, regardless of any offset or claim which may be asserted by Customer or on its behalf.

19. GOVERNING LAW; VENUE; WAIVER OF JURY TRIAL: EACH LEASE SCHEDULE SHALL FOR ALL PURPOSES BE DEEMED A CONTRACT ENTERED INTO IN THE STATE OF NEW JERSEY. THE RIGHTS OF THE PARTIES UNDER EACH LEASE SCHEDULE SHALL BE GOVERNED BY THE LAWS OF THE STATE OF NEW JERSEY WITHOUT REFERENCE TO CONFLICT OF LAW PRINCIPLES. ANY ACTION BETWEEN CUSTOMER AND CFS SHALL BE BROUGHT IN ANY STATE OR FEDERAL COURT LOCATED IN THE COUNTY OF CAMDEN OR BURLINGTON, NEW JERSEY, OR AT CFS' SOLE OPTION, IN THE STATE WHERE THE CUSTOMER OR THE EQUIPMENT IS LOCATED. CUSTOMER, BY ITS EXECUTION AND DELIVERY HEREOF, IRREVOCABLY WAIVES OBJECTIONS TO THE JURISDICTION OF SUCH COURTS AND OBJECTIONS TO VENUE AND CONVENIENCE OF FORUM. CUSTOMER, BY ITS EXECUTION OF ANY LEASE SCHEDULE, AND CFS, BY ITS ACCEPTANCE THEREOF, HEREBY IRREVOCABLY WAIVE ANY RIGHT TO A JURY TRIAL IN ANY SUCH PROCEEDINGS UNLESS CUSTOMER RESIDES IN A STATE IN WHICH A WAIVER OF A RIGHT TO A JURY TRIAL IS UNENFORCEABLE AS A MATTER OF THAT STATE'S PUBLIC POLICY.

20. MISCELLANEOUS: All notices required or permitted under the Lease Terms or any Lease Schedule shall be sufficient if delivered personally, sent via electronic transmission, or mailed to such party at the address set forth in an applicable Lease Schedule, or at such other address as such party may designate in writing from time to time. Any notice deposited in the mail shall be effective after it has been received. Customer's representations, warranties, and covenants under each Lease Schedule shall survive the delivery and return of the respective Equipment. Any provision of the Lease Terms which may be determined by competent authority to be prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction, be ineffective to the extent of such prohibition or unenforceability without invalidating the remaining provisions of the Lease Terms. No such prohibition or unenforceability in any jurisdiction shall invalidate or render unenforceable such provision in any other jurisdiction. Customer agrees that CFS may insert missing information on a Lease Schedule including the Equipment's description, serial number, and location, and corrections to Customer's legal name; otherwise, each Lease Schedule (incorporating the Lease Terms by reference) contains the entire arrangement between Customer and CFS with respect to such Lease Schedule and no modifications thereof shall be effective unless in writing and signed by the parties. Customer agrees that CFS may accept an electronic transmission of any Lease Schedule or any Acceptance Certificate as an original, and that electronically transmitted copies of Customer's signature will be treated as an original for all purposes. If the Lease Schedule references an existing master agreement between Customer and CFS (the "Existing Master CFS Lease") and to the extent applicable to the transactions contemplated by the Lease Schedule, then the terms of the Existing Master CFS Lease shall control over the Lease Terms for so long as the Existing Master CFS Lease remains in effect.

21. APPROVED AFFILIATES AND APPROVED SUBSIDIARIES: From time to time, affiliates and subsidiaries of Customer that meet CFS' credit underwriting standards then in effect (each, an "Approved Affiliate" or "Approved Subsidiary") may enter into Lease Schedules hereunder on the same terms and conditions as if each such Approved Affiliate or Approved Subsidiary was the Customer hereunder. Each of Customer and each Approved Affiliate or Approved Subsidiary shall be jointly and severally liable for the obligations under the Schedule(s) entered into by it pursuant to this Agreement.

22. FISCAL FUNDING (if applicable): This Section 22 shall only apply if "Fiscal Funding" is designated on the Lease Schedule. Customer warrants that it has funds available to pay Payments payable pursuant to the Lease Schedule until the end of its current appropriation period and warrants that it presently intends to make Payments in each appropriation period from now until the end of the term of Lease Schedule. The officer of Customer responsible for preparation of Customer's annual budget shall request from its legislative body or funding authority funds to be paid to CFS under the Lease Terms and any Lease Schedule. If notwithstanding the making in good faith of such request in accordance with appropriate procedures and with the exercise of reasonable care and diligence, such legislative body or funding authority does not appropriate funds to be paid to CFS for the Equipment, Customer may, upon prior written notice to CFS, effective upon the exhaustion of the funding authorized for the then current appropriation period, return the Equipment to CFS, at Customer's expense and in accordance with each Lease Schedule, and thereupon, Customer shall be released of its obligation to make Payments to CFS due thereafter, provided: (1) the Equipment is returned to CFS as provided for in the Lease Schedule; (2) the above described notice states the failure of the legislative body or funding authority to appropriate the necessary funds as the reason for cancellation; and (3) such notice is accompanied by payment of all amounts then due to CFS under the Lease Schedule. In the event Customer returns the Equipment pursuant to the terms of the Lease Schedule, CFS shall retain all sums paid by Customer. Customer's Payment obligations under each Lease Schedule in any fiscal year shall constitute a current expense of Customer for such fiscal year, and shall not constitute indebtedness or a multiple fiscal year obligation of Customer under Customer's state constitution, state law or home rule charter. Nothing in the Lease Terms shall constitute a pledge by Customer of any taxes or other monies, other than as appropriated for a specific fiscal year for each Lease Schedule and the Equipment.



MULTI-FUNCTION COPIER DEVICES AND SERVICE SOLUTIONS
Executive Summary

Lead Agency: County of DuPage, IL

Solicitation: 18-020-LG

RFP Issued: January 17, 2018

Pre-Proposal Date: February 7, 2018

Response Due Date: May 1, 2018

Proposals Received: #5

Awarded to: Canon Solutions America, Inc. – Contract #FI-R-0251-18

The County of DuPage Procurement Services Division issued RFP #18-020-LG on January 17, 2018, to establish a national cooperative contract for Multi-Function Copier Devices and Service Solutions.

The solicitation included cooperative purchasing language in Sections 6 – SCOPE OF WORK AND SPECIFICATIONS and EXHIBIT A-5:

“The County of DuPage, IL, as the Principal Procurement Agency, as defined in EXHIBIT A-5, has partnered with the National Intergovernmental Purchasing Alliance Company (“National IPA”) to make the resultant contract (also known as the “Master Agreement” in materials distributed by National IPA) from this solicitation available to other public agencies nationally, including state and local governmental entities, public and private primary, secondary and higher education entities, non-profit entities, and agencies for the public benefit (“Public Agencies”), through National IPA’s cooperative purchasing program. The County of DuPage is acting as the contracting agency for any other Public Agency that elects to utilize the resulting Master Agreement. Use of the Master Agreement by any Public Agency is preceded by their registration with National IPA as a Participating Public Agency in National IPA’s cooperative purchasing program. EXHIBIT A-5 contains additional information on National IPA and the cooperative purchasing agreement.”

Notice of the solicitation was sent to potential offerors, as well as advertised in the following:

- County of DuPage via DemandStar website
- National IPA website
- USA Today, nationwide
- Arizona Business Gazette, AZ
- San Bernardino Sun, CA
- Honolulu Star-Advertiser, HI
- The Advocate – New Orleans, LA
- New Jersey Herald, NJ
- Times Union, NY
- Daily Journal of Commerce, OR
- The State, SC
- Houston Community Newspapers, Cy Creek Mirror, TX
- Deseret News, UT
- Richmond Times, VA
- Seattle Daily Journal of Commerce, WA
- Helena Independent Record, MT

On May 1, 2018 proposals were received from the following offerors:

- Canon Solutions America, Inc.
- Proven IT
- Sharp Electronics Corporation
- Toshiba America Business Solutions, Inc.
- Xerox Corporation

The proposals were evaluated by an evaluation committee. Using the evaluation criteria established in the RFP, the committee elected to enter into negotiations with Canon Solutions America, Inc. and proceeded with contract award upon successful completion of negotiations.

The County of DuPage, IL, National IPA and Canon Solutions America, Inc. successfully negotiated a contract, and the County of DuPage executed the agreement with a contract effective date of October 1, 2018.

Contract includes:

A full catalogue offering of Canon Solutions America, Inc. devices, service and related software solutions

Term:

A five-year agreement from October 1, 2018 through September 30, 2023, with a final contract period of September 30, 2023.

Pricing/Discount:

The County of DuPage, IL award includes discounts on the complete line of Canon Solutions America products, services and third-party applications. All units may be designed for each participating agency's specific requirements. Due to the vast array of the offering your local Canon Account Manager will work with you to identify the best solution for your requirements.

Acquisition Options:

- Purchase • Lease (36, 48, 60 months) • CPC Fleet Lease

National IPA Web Landing Pages: <http://www.nationalipa.org/Pages/Contracts-search.aspx?k=Canon>



Village of Glen Ellyn

Resolution No. 23-05

A Resolution to Determine the Status of Minutes of Certain Executive Sessions Held in 2015, 2016, 2018, 2019, 2020 and 2021 and to Authorize the Destruction of Minutes, Audio or Video Recordings of Certain Executive Sessions Held in 2015, 2016, 2018, 2019, 2020 and 2021

Whereas, the President and Board of Trustees of the Village of Glen Ellyn have met from time to time in executive session for purposes authorized by the Illinois Open Meetings Act; and

Whereas, as required by the Act, the Village Clerk has kept written minutes of all such executive sessions; and

Whereas, pursuant to the requirements of 5 ILCS 120/2.06(d), the President and Board of Trustees met in executive session on May 22, 2023, to review minutes of executive sessions held in 2015, 2016, 2018, 2019, 2020 and 2021 and to review again minutes of executive sessions held in 2015, 2016, 2018, 2019, 2020 and 2021 that had previously been classified as requiring confidential treatment; and

Whereas, the President and Board of Trustees have determined that the minutes, or portions of the minutes, for the executive sessions listed on Exhibit "A" attached hereto no longer require confidential treatment and may now be available for public inspection;

Whereas, for the verbatim record by tape or disc of the executive session meetings listed on Exhibit “B”, at least eighteen (18) months have passed since the completion of those meetings, and this governmental body has approved written minutes for each of the meetings or portions of meetings and has determined that the destruction of the verbatim record for the executive sessions listed on Exhibit “B” attached hereto is appropriate even if it continues to withhold the approved written minutes of the closed session until some later period of time;

Now, therefore be it resolved 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, or portions of the minutes so designated, for those executive sessions listed on Exhibit “A” attached hereto are hereby released from confidential treatment and are now available for public inspection and hereby orders the destruction of the verbatim record by tape or disc for those executive sessions listed on Exhibit “B” attached hereto.

Section Two: The Village Clerk is hereby authorized and directed to make said minutes, or portions of said minutes, available for inspection and copying in accordance with the standing procedures of the Clerk’s office.

Section Three: This Resolution shall be in full force and effect from and after its passage.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this _____ day of _____, 2021

	Ayes		Nays		Absent
Fasules					
Gould					
Thompson					
Kalinich					
Simon					

Christiansen					
Senak (in event of a tie)					

Approved by the Village President of the Village of Glen Ellyn, Illinois, this _____ day of _____, 2023.

Village President of the
Village of Glen Ellyn, Illinois

Attest:

Village Clerk of the
Village of Glen Ellyn, Illinois

(Published and posted on the _____ day of _____, 2023)

Exhibit "A"

Minutes of Executive Session in 2015 Available for Public Inspection

Meeting Date	Topic
1/26/15	Pending litigation, so fully released now
10/26/15	Section on setting price for sale or least of property only, other sections held

Exhibit "A"

Minutes of Executive Sessions in 2016 Available for Public Inspection

Meeting Date	Topic
12/12/16	Section on pending litigation so fully released now

Exhibit "A"

Minutes of Executive Sessions in 2018 Available for Public Inspection

Date of Meeting	Topic
10/8/18	Sections on purchase or lease of real property; setting price for sale or lease of public property, and litigation matters only (other section held)

Exhibit "A"

Minutes of Executive Sessions in 2019 Available for Public Inspection

Date of Meeting	Topic
3/11/19	Section on purchase or lease of real property and potential litigation matters, so fully released now
8/19/19	Section on pending litigation, so fully released now
9/9/19	Pending litigation matters
12/9/19	Section on purchase or lease of real property only, so not fully released

Exhibit "A"

Minutes of Executive Sessions in 2020 Available for Public Inspection

Date of Meeting	Topic
12/7/20	Section on appointment, employment, compensation, discipline, performance, or dismissal of specific employees of public body only, so fully released

Exhibit "A"

Minutes of Executive Sessions in 2021 Available for Public Inspection

Date of Meeting	Topic
2/8/21	Section on purchase or lease of property only, not fully released
5/24/21	Section on pending litigation only; other sections held so not fully released

Exhibit "B"

Authorized Destruction of Minutes and Audio Recordings of Certain Executive Sessions in 2015, 2016, 2018, 2019, and 2021 – Village Board Mtg. June 26, 2023

Meeting Date	Topic
January 26, 2015	Pending litigation section (now fully released)
October 26, 2015	Setting price for sale or lease of property section only (not fully released, other topics kept closed)
December 12, 2016	Pending litigation (now fully released)
October 8, 2018	Sections on purchase or lease of property; setting price for sale or lease of property; litigation matters (not fully released; another topic kept closed)
March 11, 2019	Section on potential litigation matters (fully released now)
August 19, 2019	Section on pending litigation (now fully released)
September 9, 2019	Pending litigation matters (fully released – only topic)
December 9, 2019	Section on purchase of property only (not released in full; other topics kept closed)
December 7, 2020	Section on appt, employment, compensation, discipline, performance or dismissal of specific employees (now fully released)
February 8, 2021	Section on purchase or lease of real property (not fully released; other topics kept closed)
May 24, 2021	Section on pending litigation (not fully released; other topics kept closed)



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

Meeting 6/26/2023 7:00 PM
Department: Administration
Department Head: Emily Rodman
Category: Agreement
Prepared By: Meredith Hannah

**AGENDA ITEM (ID
2023-650)**

DOC ID: 2023-650

Motion to Approve a Parking License Agreement with G.O. Properties Inc. DBA Glen Oak Cafe, 479 Pennsylvania Avenue (Economic Development Coordinator Hannah)

Statement of the Issue:

Staff is asking the Village Board to approve a shared parking license agreement with G.O. Properties DBA Glen Oak Cafe, which will provide additional customer parking in the downtown in afternoons.

Analysis:

The Village has managed a number of parking leases and license agreements with private property owners to expand customer parking opportunities in the downtown. Previously, the Village maintained shared parking agreements with the Schmids Pharmacy owners after they closed at 486 Pennsylvania Avenue prior to 2 Hound Red opening. More recently, the Village entered an agreement for the former McChesney and Miller Grocery Store site prior to Glenwood Station beginning construction. Presently, the Village has a parking agreement with Midwest Physician Administrative Services LLC, otherwise known as Duly Health and Care at 430 Pennsylvania Avenue.

Staff facilitated a shared parking agreement with G.O. Properties Inc., otherwise known as Glen Oak Cafe, at 479 Pennsylvania Avenue. The shared parking agreement provides customer parking daily from 2:00 pm - 12:00 am. The Village shall provide signage as outlined in the agreement and enforcement during the customer parking hours.

The term of the agreement is until December 31, 2023, but shall automatically renew for the 2024 calendar year, with the option for either party to terminate the agreement upon giving thirty (30) days written notice.

Budget Impact:

As noted in the agreement, the Village will incur costs to create and install signage as indicated and parking lot maintenance costs.

Contribution to Strategic Plan

Action Requested:

Approve the Parking License Agreement with G.O. Properties Inc.

Attachments:

1. Glen Oak Parking Lot License Agreement June 2023

**SHARED PARKING
NON-EXCLUSIVE LICENSE AGREEMENT**

This Non-exclusive License Agreement ("Agreement") is entered into between G.O. Properties Inc. dba Glen Oak Cafe, ("Licensor" or "Owner"), and the Village of Glen Ellyn ("Village" or "Licensee") as of this _____ day of June, 2023. The Licensee and Owner are collectively referred to as ("Parties").

RECITALS

- A. Licensor is the owner of property commonly known as 479 Pennsylvania Avenue. The subject property is depicted on Exhibit A, attached hereto, and is identified for real estate purposes as PIN 05-11-314-005 ("Property").
- B. Licensee is an Illinois home rule municipal corporation, having its principal office at 535 Duane Street, Glen Ellyn, Illinois.
- C. The Property is presently improved with a commercial restaurant building and surface parking spaces.
- D. The Licensee is desirous of providing additional customer parking in the downtown to assist the thriving business district without negatively impacting the Owners operations.
- E. Owner is willing to grant a non-exclusive license to the Licensee to share use of approximately 30 Parking Spaces within the Employee Parking Lot on the southwestern portion of the Lot (as depicted on Exhibit A) on the Property as a way to share parking and support the downtown business district, to expire on December 31, 2023, and shall automatically renew for the 2024 calendar year subject to Section 9 below.

In consideration of the above recitals and the mutual promises and covenants contained in this Agreement, the Parties hereby agree as follows:

- 1. Licensor grants a non-exclusive license to Licensee and its visitors use for parking of that portion of Licensor's surface parking lot ("Parking Lot") located on the Property for use by customers in the designated subject parking spaces Monday – Sunday 2:00 pm – 12pm with a three (3) hour limit per visitor vehicle.
- 2. Licensee shall operate and manage the Parking Lot commensurate with the operation and management of other surface parking lots within the Village.
- 3. Licensee shall be permitted to place on the Property signage to identify the parking lot subject to this Agreement as being available for public parking and mark any parking spaces

subject to specific time restrictions, with the prior approval of Licensors, not to be unreasonably withheld. Costs for the installation and maintenance of the Licensee's signage and Parking Lot shall be the responsibility of the Licensee. At the expiration of this Agreement and upon Licensors' request, Licensee shall remove any of its parking signage at Licensee's cost and reinstall Licensors' signs. Licensors' existing signage, notwithstanding anything to the contrary elsewhere in this Agreement, maybe removed by and at the cost of Licensee to the extent its conflicts with this License Agreement, but shall remain the sole and exclusive property of Licensors.

4. Licensee shall reimburse Licensors, 50% of the costs to maintain the parking lot, including but not limited asphalt pothole repair, snow plowing, and salting, on a monthly basis based on mutually acceptable cost estimates and scope of work during the term of the license.

5. As the sole consideration for this license the Village agrees to seal-coat and stripe the entire parking lot at the completion of the current phase improvements to Pennsylvania Avenue, weather permitting.

6. Licensors consents to the Glen Ellyn Police Department enforcing traffic and parking regulations on the Property within the designated shared parking area, to ensure this Agreement's parking restrictions are enforced.

7. Licensee shall indemnify, defend, and hold harmless the Licensors against any and all claims, liabilities, causes of action costs, expenses and damages of any kind asserted against Licensors resulting from the Licensee's use of the Parking Lot.

8. Licensee shall maintain general, property, personal injury, and other insurance covering Licensee's use of the Parking Lot on terms and conditions acceptable to Licensors and will name Licensors as an additional insured and such other terms as Licensees' insurance agent shall require. Prior to occupying the Property, Licensee shall send the entire policy to Licensee for its written approval.

9. Either Party, notwithstanding anything to the contrary elsewhere in this Agreement, may terminate this Agreement upon giving thirty (30) days written notice to the other Party.

10. Licensee and its agents and contractors shall not park or stage construction vehicles, equipment or material on the Property at any time.

11. Licensors retains all rights and powers to have its employees, customers, vendors and service contractors, service providers and others in its sole discretion to park on the Property.

12. Licensee further warrants that at no time shall the activities contemplated under this Agreement impair normal ingress or egress to the surface of the Property.

13. This Agreement shall not be modified except by the written consent of both Parties, and shall terminate if recorded

14. The recitals set forth in the beginning of this Agreement, and Exhibits attached hereto, are incorporated herein by reference, and shall constitute substantive provisions to this Agreement.

15. Any notice or communication required or permitted to be given under this Agreement to the Licensee shall be addressed to, and delivered at, the following address:

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

Any notice or communication required or permitted to be given under this Agreement to the Owner shall be addressed to, and delivered at, the following address:

Dean Papas
G.O. Properties Inc. dba Glen Oak Cafe
479 Pennsylvania Avenue
Glen Ellyn, IL 60137

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officers or managers, as the case may be, as of this _____ day of June 2023.

Village of Glen Ellyn

G.O. Properties Inc. dba Glen Oak Cafe

By:

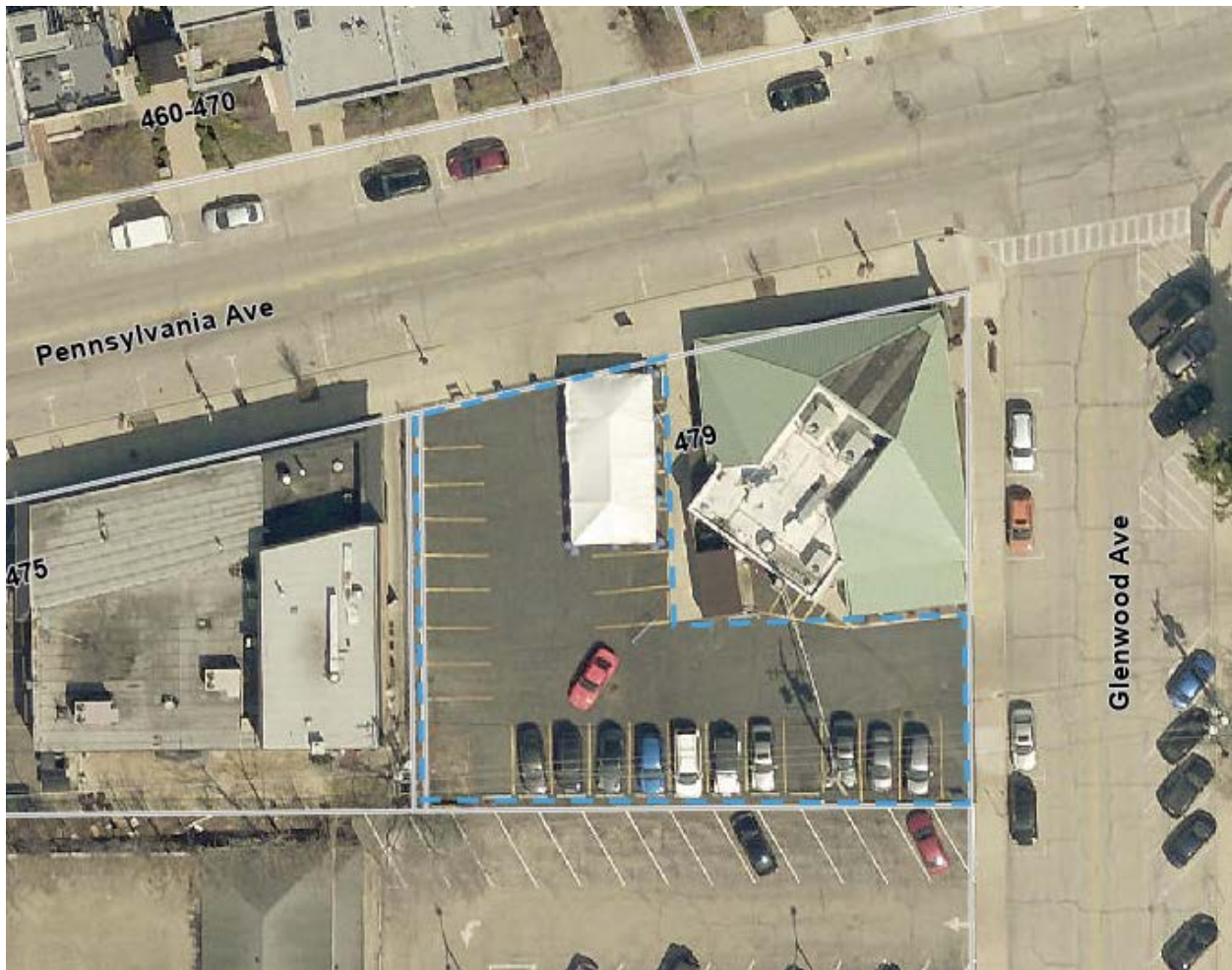
By:

Its:

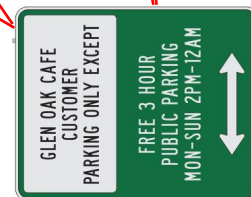
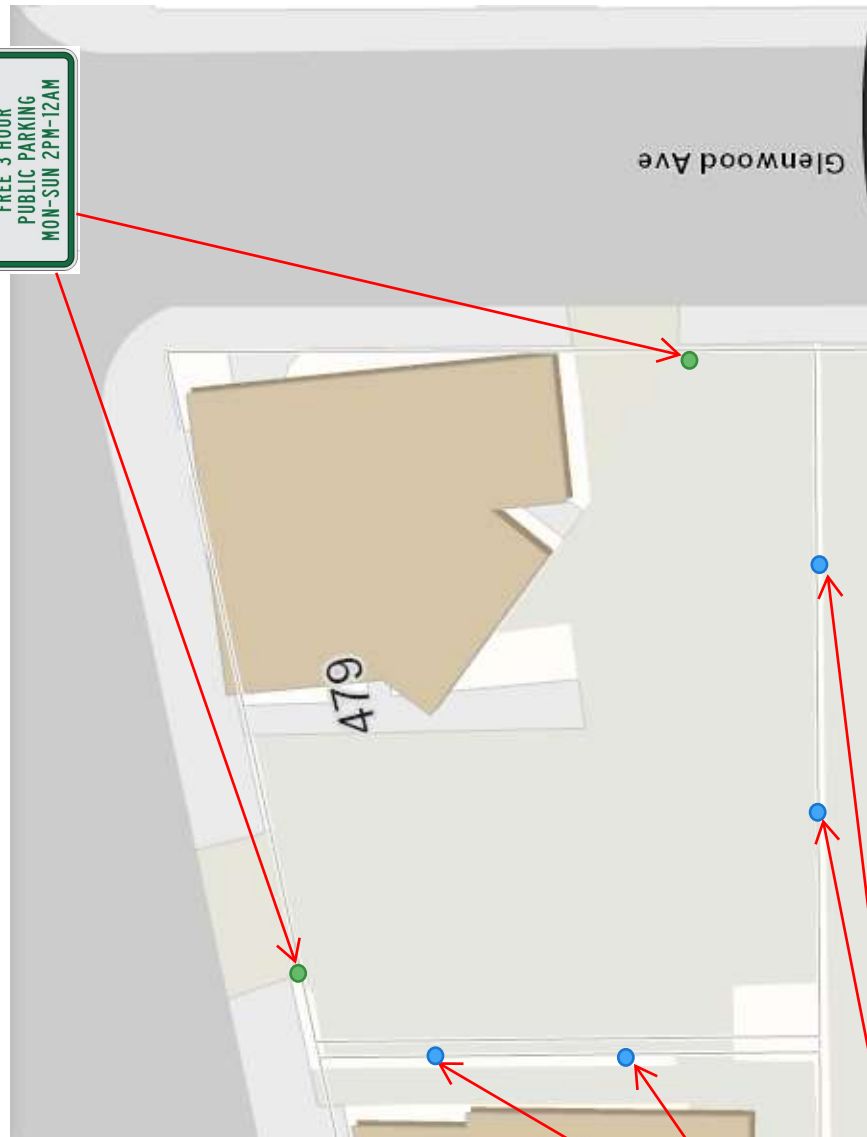
Its:

EXHIBIT A

Permanent Index Number: 05-11-314-005



Signs mounted to 250# concrete bases with posts in the middle. Set on top of existing surface.



Signs bolted to existing chain link fence spaced evenly apart.



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

Meeting 6/26/2023 7:00 PM
Department: Public Works
Department Head:
Category: Contract
Prepared By:

AGENDA ITEM (ID # 2023-655)

DOC ID: 2023-655

Pursuant to Section 1-10-7 of the Village Code, Authorize the Village Manager to Execute the Award of a Contract in Partnership with DuPage County Procurement Services to Compass Minerals America Inc., of Overland Park, KS, for 1,360 to 2,210 Tons of Regular Delivery Bulk Rock Salt, as Needed, in an Amount Not-to-Exceed \$173,100 and 340 Tons of Emergency Bulk Rock Salt, if Needed, in an Amount Not-to-Exceed \$28,400, All to be Expensed to the Motor Fuel Tax Fund (Assistant Public Works Director Hubsy)

Statement of the Issue:

Safe driving conditions during winter weather is an essential function of Public Works. Road salt is an essential tool in snow and ice removal.

Analysis:

The Village has purchased 100% of the annual salt used through a cooperative agreement with DuPage County since 2015. This was due to favorable pricing as well as additional delivery quantities and specifications that benefited those municipalities who participated in the bid. Some of those benefits are: better options on bid amounts (standard 80%-130% with the possibility to extend up to 150%), better delivery options (3 working days from date of order), better options for purchasing less than 80% (pay for 80% but vendor stores unused portions to be delivered the following year at no additional cost to the municipality vs. required to pay and take delivery of 80%), and better options for early delivery of salt (declared amount by 9/30 vs. no option). Glen Ellyn has included the up to 150% option of the contract instead of having a separate contract for emergency salt after there were no bids received for the 2014-15 season.

For 2023-24, DuPage County put out a new bid and Public Works included an amount for 1,700 tons of salt. Per the contract, we are able to purchase between 80% (1,360 tons) and 130% (2,210 tons) of the 1,700 ton (\$78.31/ton) order, dependent on winter weather. Given the current amount stored at the Churchill facility, Public Works decided to not utilize the option for early salt (ordered before December 1) and will move salt around as needed to handle any early season snows. There are four bins at Public Works that can hold a total of 800 tons of salt during the winter season and the Churchill facility can hold up to an estimated 1,800 tons. Public Works moves all salt during the summer to Churchill, allowing the bins to be used for materials like black dirt, mulch and street sweeping debris before being disposed of.

In the past, the need for emergency salt was associated with Glen Ellyn's limited salt storage; Glen Ellyn could store only 800 tons of salt at any one time during the winter season and preferred to store only 200-400 tons during the remainder of the year so that non-winter activities are unaffected by lack of storage areas. The emergency salt contract now can be used as an extension of favorable pricing and allow purchase of additional salt if the pricing is expected to rise significantly but not be utilized if prices are expected to drop. Public Works has filled the Churchill to approximately 80% capacity to maximize non-salt storage for the summer construction season. There was no need to purchase additional salt for maintaining the ideal amount at Churchill and with the price of the new bid expected to be better, there was no need to utilize this portion of the contract.

Glen Ellyn will have approximately 1,300 tons of salt in storage and can purchase 2,210 tons of regular salt with the 2023-24 contract for a maximum combined total of 3,510 tons of salt for snow and ice removal for the upcoming winter. Average salt use in a winter season is 2,000 tons; last year Public Works used ~1,350 tons of salt for snow and ice removal. The highest total of salt used in one season over the last 10 years was 3,300 tons. During that season, Public Works exhausted the salt contracts and had to procure additional salt by borrowing from other communities or purchasing at exorbitant prices from other vendors.

If Public Works were to order the maximum of 2,550 tons of salt due to a severe winter season or to maximize current pricing, the total salt cost with Morton Salt would be \$196,900, see attached bid tabulation.

Budget Impact:

Based on the bid quantities, Public Works expects salt expenses to be between \$106,500 (1,360 tons regular) and \$173,100 (2,210 tons regular salt). These funds will be charged to the Motor Fuel Tax Fund. The FY23 budget has \$227,137 budgeted for salt purchasing of which \$98,600 has been spent to date. Salt purchases in January thru March 2023 were charged to a purchase order carried over from FY22. This leaves \$128,500 budgeted dollars for October - December 2023 salt purchases. The 7 year average of salt purchased in October - December is ~800 tons; the proposed contract pricing would result in a projected cost of approximately \$62,450. Unused dollars of this requested contract approval will carry over into FY24 for salt purchases in January-March 2024 from Morton Salt.

The emergency salt (131%-150%) is \$85.88/ton; if Glen Ellyn were to use all 340 tons, this would be an additional \$29,200 incurred by the budget. This emergency salt would more than likely be purchased in 2024, if it was necessary to utilize this option.

The FY24 Salt budget amount in the MFT Fund will be adjusted accordingly to account for both the current salt pricing and the expected pricing for the 2024-25 winter season. This will only be a projection as the budget is completed before the start of the upcoming 2023-24 snow season

Contribution to Strategic Plan

Action Requested:

Approve and authorize the Village Manager to execute the award of a contract in partnership with DuPage County Procurement Services, which is an authorized exception in the purchasing policy of the Municipal Code, to Compass Minerals America Inc., of Overland Park, KS, for the purchase of

1,360 to 2,210 tons of regular delivery bulk rock salt, as needed, in an amount not to exceed \$167,700, and 340 tons of emergency bulk rock salt, if needed, in an amount not to exceed \$29,200, all to be expensed to the Motor Fuel Tax Fund.

Attachments:

1. DuPage County Salt Bid Tabulation
2. _Compass Minerals 2023-24 Salt Sales Agreement



THE COUNTY OF DUPAGE
FINANCE - PROCUREMENT
BULK ROCK SALT 23-057-DOT
BID TABULATION

✓

				Compass Minerals		Morton Salt		Cargill	
NO.	ITEM	UOM	QTY	PRICE	EXTENDED PRICE	PRICE	EXTENDED PRICE	PRICE	EXTENDED PRICE
GROUP 1: FOR DELIVERY TO DUPAGE COUNTY DIVISION OF TRANSPORTATION									
1	BULK ROCK SALT UNIT COST FOR QUANTITIES BETWEEN 80% - 130% OF PROJECTED USAGE	TON	17,000.00	\$ 78.31	\$ 1,331,270.00	\$ 79.10	\$ 1,344,700.00	\$ 91.25	\$ 1,551,250.00
2	BULK ROCK SALT UNIT COST FOR QUANTITIES BETWEEN 131% - 150% OF PROJECTED USAGE	TON	-	\$ 83.31	-	\$ 89.10	-	NO BID	-
GROUP 2A: FOR EARLY DELIVERY TO TOWNSHIPS/MUNICIPALITIES									
3	BULK ROCK SALT	TON	6,000.00	\$ 78.31	\$ 469,860.00	\$ 79.10	\$ 474,600.00	\$ 91.25	\$ 547,500.00
GROUP 2B: FOR STANDARD DELIVERY TO TOWNSHIPS/MUNICIPALITIES									
4	BULK ROCK SALT	TON	55,320.00	\$ 78.31	\$ 4,332,109.20	\$ 79.10	\$ 4,375,812.00	\$ 91.25	\$ 5,047,950.00
5	BULK ROCK SALT UNIT COST FOR QUANTITIES BETWEEN 131% - 150% OF PROJECTED USAGE	TON	-	\$ 83.31	-	\$ 89.10	-	NO BID	-
GRAND TOTAL					\$ 6,133,239.20		\$ 6,195,112.00		\$ 7,146,700.00

NOTES

Bid Opening 5/1/2023 @ 2:30 PM	DW,NE
Invitations Sent	24
Total Vendors Requesting Documents	1
Total Bid Responses	3

CONTRACT AGREEMENT
BULK ROCK SALT CONTRACT BETWEEN
COMPASS MINERALS AMERICA INC. AND THE
VILLAGE OF GLEN ELLYN

THIS AGREEMENT is entered into this 26th day of June, 2023, between the Village of Glen Ellyn, located at 535 Duane St, Glen Ellyn, IL 60137 (hereinafter referred to as the VILLAGE), and Compass Minerals America Inc., licensed to do business in the State of Illinois, located at 9900 West 109th Street Suite 100, Overland Park, KS, 66210 (hereinafter referred to as the CONTRACTOR).

RECITALS

WHEREAS, the VILLAGE requires the goods and/or services specified in the attached DuPage County Bulk Rock Salt Bid (opened on May 1, 2023) for its Department of Public Works, located at the 30 S Lambert Rd, Glen Ellyn, IL 60137; and

WHEREAS, the CONTRACTOR provided the VILLAGE with a quote for the unit cost for quantities of, regular salt between 80%-130% of projected usage (1,700 tons) at \$78.31/ton and 130%-150% of projected usage at \$83.31/ton, and

WHEREAS, the CONTRACTOR is the vendor selected pursuant to the bid process and is willing to perform under the terms of the Bid and this Contract.

NOW, THEREFORE, in consideration of the premises and mutual covenants contained herein, the parties agree that

1.1 CONTRACT DOCUMENTS

1.2 This Contract includes all of the following component parts, all of which are fully incorporated herein and made a part of the obligations undertaken by the parties:

- 1.2.a Bid Invitation
- 1.2.b Project Information
- 1.2.c Instructions to Bidders
- 1.2.d General Conditions
- 1.2.e Special Conditions
- 1.2.f Bonding Requirements and Certificates
- 1.2.g Bid Form (including Certification/Proposal, Signature Affidavit including Proposal Pricing)
- 1.2.h Specifications (including any addenda, interpretations and approved exceptions)

1.3 All documents are or will be on file in the office of the Finance Department, Civic Center, 535 Duane St, Glen Ellyn, IL 60137.

1.4 In the event of a conflict between any of the above documents, the documents control from top to bottom; i.e., "a" controls over "b".

2.1 DURATION OF THIS CONTRACT

- 2.2 Unless terminated as provided in the Bid Invitation, the term of this Contract shall be a one year period beginning on June 1, 2023 and continuing through May 31, 2024.
- 2.3 The Contract term is subject to renewal according to the Bid Invitation Specifications.
- 2.4 In no event shall the term plus renewals exceed four (4) years.

3.1 BID PRICES AND PAYMENT

- 3.2 The Contractor shall provide the required goods and or services described in the Bid Specifications for the prices quoted on the Bid Form.
- 3.3 The VILLAGE shall make payment, except that no payment shall be approved where the Contractor has failed to comply with certified payroll requirements of the Illinois Prevailing Wage Act or Davis Bacon Act.

VILLAGE OF GLEN ELLYN, ILLINOIS

4.0 AMENDMENTS

4.1 This Contract may be amended by mutual agreement.

4.2 All amendments will conform to State of Illinois Statutes and VILLAGE procedures for Change Orders.

5.1 CONTRACT ENFORCEMENT- ATTORNEY'S FEES

5.2 If the VILLAGE is required to take legal action to enforce performance of any of the terms, provisions, covenants and conditions of this Contract, and by reason thereof, the VILLAGE is required to use the services of an attorney, including the States Attorney, then the VILLAGE shall be entitled to reasonable attorney's fees and all expenses and costs incurred by the VILLAGE pertaining thereto and in enforcement of any remedy, including costs and fees relating to any appeal.

6.1 SEVERABILITY CLAUSE

6.2 If any section, paragraph, clause, phrase or portion of this Contract is for any reason determined by a court of competent jurisdiction to be invalid and unenforceable, such portion shall be deemed separate, distinct and an independent provision, and the court's determination shall not affect the validity or enforceability of the remaining portions of this Contract.

7.0 GOVERNING LAW

7.1 This Contract shall be governed by the laws of the State of Illinois both as to interpretation and enforcement. Venue for all disputes will be exclusively in the circuit court for the Eighteenth Judicial Circuit in DuPage County, Illinois and that Illinois law will control.

8.1 ENTIRE AGREEMENT

8.2 This Contract, including the documents listed in 1.1, contains the entire agreement between the parties.

8.2 There are no covenants, promises, conditions, or understandings; either oral or written, other than those contained herein.

IN WITNESS WHEREOF, the parties set their hands and seals as of the date first written above.

COMPASS MINERALS AMERICA INC.

VILLAGE OF GLEN ELLYN

By: _____

Authorized Signature

By: _____

President or Village Manager



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

Meeting 6/26/2023 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Contract
Prepared By: Ellen McKenna

AGENDA ITEM (ID
2023-656)

DOC ID: 2023-656

Motion to authorize the Village Manager to execute a contract with Schroeder Asphalt Services, Inc. of Huntley, Illinois, in the amount of \$187,425 for the 2023 Asphalt Roadway Patching Program to be expensed to the Capital Projects Fund, Water & Sewer Fund, and Enterprise Fund (Professional Engineer Daubert)

Statement of the Issue:

The purpose of this memorandum is to provide a recommendation for the award of a construction contract for the 2023 Asphalt Roadway Patching Program in the Village of Glen Ellyn. Staff is recommending award to Schroeder Asphalt Services, Inc. of Huntley, Illinois in the amount of \$187,425 as well as authorization to complete additional patching in the amount of \$25,000, as to more fully utilize the monies budgeted for this program. All inspection and construction engineering services require for the project will be completed in-house by Engineering Division staff.

Analysis:

Annually, the Village seeks to make localized improvements to roadways in addition to those that are programmed for more extensive rehabilitation in the form of resurfacing or reconstruction.

Under this Patching Program, Public Works identifies streets or street segments that could benefit from large-scale patching. The proposed work involves removing and replacing approximately two to three inches of asphalt from deteriorated areas of roadways. Staff emphasize that the intent is to rehabilitate the roadway by patching the most severely deteriorated areas to significantly improve the condition of the roadway. Considerations for determining appropriate candidates include the roadway's relative condition, age, and its place in the overall Roadway Rehabilitation Program.

Program Scope

This year's program currently includes approximately 6,200 square yards of asphalt roadway patching at various locations throughout the Village. Please see attached preliminary location map for more information.

Bidding Process

The project was advertised for bid in the Daily Herald on June 1, 2023. A bid package was requested by and distributed to thirteen (13) contractors and four (4) companies specializing in

preconstruction management services. Five (5) bid proposals were received and publicly opened on June 15, 2023. Bid tabulations were completed by staff with a summary of the as-calculated bids as follows:

Bidder	Total Bid*
Schroeder Asphalt Services, Huntley, IL	\$187,425
R.W. Dunteman Company, Addison, IL	\$198,998
Chicagoland Paving, Lake Zurich, IL	\$210,000
Engineer's Estimate (Glen Ellyn)	\$231,425
Brothers Asphalt Paving, Addison, IL	\$307,619
A. Lamp Concrete, Schaumburg, IL	\$414,475

*All bid amounts are rounded to nearest dollar.

Staff anticipated an increase in overall pricing for the 2023 program due to recent oil price increases and material shortages; however, three bids came in below the Engineer's Estimate. The Engineering Division budgeted \$200,000 for the asphalt street patching program; the Public Works Department and the Village Links have separate fund sources to pay for the patching of their respective lots (see below under Budget Funding). Since the low bid was below the Engineer's Estimate and the Village has additional locations identified where we can improve pavement conditions by patching, staff proposes approval of a motion authorizing the Village Manager to execute one or more contract change orders for additional patching work in the amount of \$25,000. This will ultimately increase the contract from \$187,425 to \$212,425. The line item, *Asphalt Street Paving*, in the Capital Projects Fund will still be under budget by \$27,575. While the Village Manager could technically approve the aforementioned change order administratively, the approval is requested herein to ensure the Board is informed on and approves the proposed approach.

Contractor References and Past Performance

The low, responsible, and responsive bidder for the project is deemed to be Schroeder Asphalt Services, Inc. of Huntley, Illinois. Schroeder Asphalt was the Village's contractor for the 2018, 2019, 2020, and 2022 programs and has performed similar recent assignments for several area communities. The past Village programs completed by Schroeder Asphalt Services were successful with no significant issues. Consequently, staff is confident that this project can be successfully completed by Schroeder Asphalt.

Construction Schedule and Inspection

Roadway patching work is anticipated to commence mid to late July and must be completed by September 30, 2023. All inspection and engineering associated with the project will be completed by Engineering Division staff.

Budget Impact:

2023 Asphalt Roadway Patching Program Recommended Funding for Construction					
Project Item	Funding Source	Account No.	Budgeted Funding	Base Contract Funding*	Recommended Funding
Asphalt Street Patching	Capital Projects Fund	40000-520990	\$200,000	\$147,750	\$172,750
Reno Center Lot Patching	Water & Sewer Fund	50100-520970	\$10,000	\$10,000	\$10,000
	Water & Sewer Fund	50200-520970	\$5,000	\$5,000	\$5,000
Newton Lot Patching	Water & Sewer Fund	50100-580110	\$15,000	\$8,600	\$8,600
	Water & Sewer Fund	50200-580110	\$15,000	\$8,600	\$8,600
Village Links Parking Lot Patching	Enterprise Fund	55725-520970	\$3,800	\$3,738	\$3,738
	Enterprise Fund	55735-520970	\$3,800	\$3,738	\$3,738
Total Funding			\$253,600	\$187,425	\$212,425

Contribution to Strategic Plan

The project fulfills the following Village of Glen Ellyn Strategic Priorities and Initiatives:

Strategic Priority: Infrastructure

Initiative: Safe and Reliable Streets

Action Requested:

Engineering staff recommends the Village Board of Trustees make and approve the following motion at the June 26, 2023, Village Board Meeting:

Motion to authorize the Village Manager to execute a contract with Schroeder Asphalt Services, Inc. of Huntley, Illinois, in the amount of \$187,425 for the 2023 Asphalt Roadway Patching Program to be expensed to the Capital Projects Fund, Water & Sewer Fund, and Enterprise Fund.

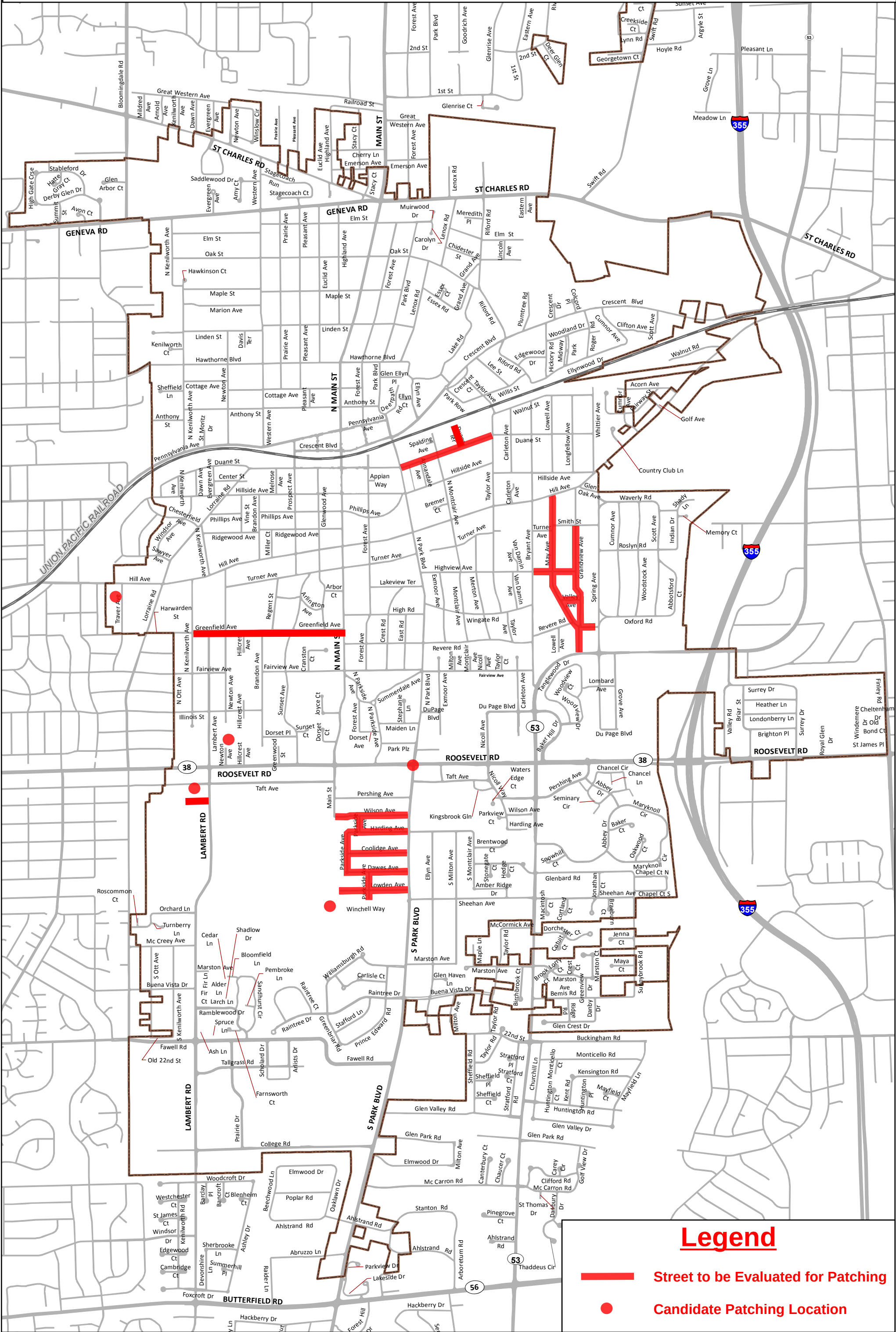
Public Works staff will be present at the June 26, 2023, Village Board of Trustees Meeting to answer any questions regarding the project.

Attachments:

1. 2023 Asphalt Patching Program - Map of Preliminary Candidates

2023 Asphalt Roadway Patching Program

Preliminary Location Map





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

Meeting 6/26/2023 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Award
Prepared By: Ellen McKenna

**AGENDA ITEM (ID
2023-659)**

DOC ID: 2023-659

Motion to authorize the Village Manager to execute one or more contract change orders for additional asphalt roadway patching work with Schroeder Asphalt Services, Inc. of Huntley, Illinois in an amount not to exceed \$25,000, for the 2023 Asphalt Roadway Patching Program to be expensed to the Capital Projects Fund (Professional Engineer Daubert)

Statement of the Issue:

See previous memo.

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Motion to authorize the Village Manager to execute one or more contract change orders for additional asphalt roadway patching work with Schroeder Asphalt Services, Inc. of Huntley, Illinois in an amount not to exceed \$25,000, for the 2023 Asphalt Roadway Patching Program to be expensed to the Capital Projects Fund.

Attachments:



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

Meeting 6/26/2023 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Contract
Prepared By: Ellen McKenna

AGENDA ITEM (ID
2023-657)

DOC ID: 2023-657

Motion to authorize the Village Manager to execute a contract with SKC Construction, of Elgin, Illinois, for the 2023 Asphalt Street Crack Sealing Program in the amount of \$36,750 to be expensed to the Capital Projects Fund (Professional Engineer Daubert)

Statement of the Issue:

The purpose of this memorandum is to provide a recommendation for the award of a construction contract for the 2023 Asphalt Street Crack Sealing Program in the Village of Glen Ellyn. Staff is recommending award to SKC Construction of Elgin, Illinois in the amount of \$36,750.

Analysis:

Asphalt street maintenance includes a continuum of activities performed over the course of a roadway's life. Street sweeping, surface treatments, crack filling, patching, and resurfacing constitute the core maintenance activities utilized in Glen Ellyn.

One of the maintenance activities planned for 2023 includes asphalt street crack sealing. Crack sealing is one of the most important maintenance activities as it serves to prevent the infiltration of incompressible materials and water into the pavement structure.

If incompressible materials are allowed into pavement cracks, thermal expansion and contraction of the pavement will impose stresses into the pavement and thereby cause further deterioration of the pavement adjacent to the crack. If water is allowed to freely flow into pavement cracks, it can cause failure of the pavement itself, particularly during freeze-thaw cycles. In addition, if water is allowed in the underlying pavement base, it can be compromised and lead to failure of the pavement. Filling cracks with rubberized material seals the pavement from these items while allowing the pavement to contract and expand without undue stress.

To select applicable streets for crack sealing, staff used the 2021 Pavement Condition Index (PCI) survey, which rates the condition of roadways. All streets with PCI ratings over 85 were considered candidate streets and later inspected by staff to confirm applicability. The attached map depicts the locations proposed for this year's crack sealing program.

Bidding Process

The project was advertised for bid in the Daily Herald on June 1, 2023. A bid package was

requested by and distributed to eight (8) contractors and four (4) companies specializing in preconstruction management services. Three (3) bid proposals were received and publicly opened on June 15, 2023. Bid tabulations were completed by staff with a summary of the as-calculated bids as follows:

Bidder	Bid Amount
SKC Construction, Inc.	\$36,750
Patriot Pavement Maintenance	\$39,375
Denler, Inc.	\$50,750

Contractor References and Past Performance

The low, responsible, and responsive bidder for the project is deemed to be SKC Construction of Elgin, Illinois. SKC Construction was the Village's contractor for the 2018 and 2020 programs and has performed similar recent assignments for several area communities. The past Village programs completed by SKC Construction were successful with no notable issues. Consequently, staff is confident that this project can be successfully completed by SKC Construction.

Construction Schedule and Inspection

Roadway patching work is anticipated to commence in early August and must be completed by September 30, 2023. All inspection and engineering associated with the project will be completed by Engineering Division staff.

Budget Impact:

The Capital Project Fund contains an annual project element for Asphalt Roadway Crack Sealing. Resulting funding recommendations for the 2023 contract are included in the following table:

2023 Asphalt Street Crack Sealing Recommended Funding for Construction				
Project Item	Funding Source	Account Number	Originally Budgeted (CY-20)	Recommended Funding Amount
Asphalt Roadway Crack Sealing	Capital Projects Fund	40000-520990	\$40,000	\$36,750

Contribution to Strategic Plan

The project fulfills the following Village of Glen Ellyn Strategic Priorities and Initiatives:

Strategic Priority: Infrastructure

Initiative: Safe and Reliable Streets

Action Requested:

Engineering staff recommends the Village Board of Trustees make and approve the following motion at the June 26, 2023, Village Board Meeting:

Motion to authorize the Village Manager to execute a contract with SKC Construction, of Elgin, Illinois, for the 2023 Asphalt Street Crack Sealing Program in the amount of \$36,750 to be expensed to the Capital Projects Fund.

Public Works staff will be present at the June 26, 2023, Village Board of Trustees Meeting to answer any questions regarding the project.

Attachments:

1. 2023 Crackfill Candidate Map

2023 Village of Glen Ellyn Crack Filling Candidates

Village of Glen Ellyn
Candidate Locations for Crack Filling

Streets





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

Meeting 6/26/2023 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Purchase
Prepared By: FRANK FRASCO

**AGENDA ITEM (ID
2023-658)**

DOC ID: 2023-658

Motion pursuant to Section 1-10-7 of the Glen Ellyn Village Code to adopt the competitive bidding procedures of Sourcewell in lieu of the provisions of Chapter 10 on Village Contracts and authorize the Village Manager to execute a contract to purchase one (1) Avant multipurpose tractor with attachments from Russo Power Equipment of Naperville, Illinois, in the amount of \$69,418 to be expensed to the Equipment Services Capital Outlay - Vehicles Fund (Public Works Director Buckley)

Statement of the Issue:

The Equipment Services Division has evaluated the fleet of vehicles and equipment used by Public Works and has determined that one Forestry Division multi-purpose tractor should be replaced.

Analysis:

The Equipment Services Division has evaluated the fleet of vehicles and equipment used by Public Works and has determined that one Forestry Division multi-purpose tractor should be replaced. The decision to replace an existing vehicle or piece of equipment is based on a number of factors including vehicle mileage, engine operating hours, mechanical condition, body condition, frame integrity, reliability, safety, operating cost, and the vehicle's ability to meet the needs of the community and the department. The staff's goal is to determine the optimum point in time to replace the vehicle and recoup its residual value through a public auction or trade in.

Public Works vehicle #253 is a model year 2012 John Deere X749 multi-purpose tractor that was put into service in February of 2012. It has over 900 operating hours and has lasted 5 years longer than originally planned and has reached the end of its useful life. This vehicle no longer meets the needs of the street division to accomplish sidewalk snow removal in the reconstructed CBD and it no longer meets the needs of the Forestry division to accomplish forestry tasks. Recent vehicle inspections have revealed that the transmission and drive axles leak, and the tractor frame is rusted. Both cab doors are rusted through, and the roof is dented and bent. The operators' seat upholstery is torn, and the cab floor covering is worn through. The mower deck, snow blower, plow blade, and spreader frame are rusted, and the battery needs to be replaced. Annual contributions have been made to the vehicle replacement fund and the surplus tractor will be sold through an online public auction.

The proposed replacement tractor is an Avant 528 4X4. This versatile tractor will be equipped with a heated cab, a floating self-leveling boom, road and work lighting, emergency lighting, safety equipment, and a village graphics package. The initial attachments will include a general-purpose bucket, a rotary broom, a snow blower, and a rotating timber grab. This manufacturer offers additional attachments for material handling, ground care, landscaping, construction, property maintenance, and tree removal.

Sourcewell (formerly NJPA) has created specifications for equipment that mirror our specs and they have completed the required competitive bidding process. Sourcewell allows local municipalities to participate in a joint purchasing program which is a cost savings for the Village. The Village receives low bid pricing due to high volume group purchasing. The Village also saves time and cost doing this process. Participating agencies include all eligible government, education, and nonprofit agencies nationwide and in Canada. Sourcewell is authorized to establish competitively awarded cooperative purchasing contracts on behalf of itself and its participating agencies. Sourcewell follows the competitive contracting law process to solicit, evaluate, and award cooperative purchasing contracts for goods and services.

Sourcewell exemplifies the benefits of intergovernmental cooperation on a regional basis. The goal is to combine the resources and purchasing power of governments to jointly negotiate advantageous contract terms on a line of high quality products at the lowest possible price. Economies of scale in terms of pricing and staff resources are the prime objectives of the Joint Purchasing Program. By purchasing through Sourcewell, the Village will save time and money. Staff works diligently in order to avoid the needless duplication of effort involved in the procurement process.

The Equipment Services Division created vehicle and equipment specifications and received the applicable Sourcewell joint purchase contract.

VENDOR	QTY/MAKE/MODEL	PRICE
Russo Power Eq.	1-Avant 528 w/attachments	\$ 69,418
Alta Equipment Co.	1-Avant 528 w/attachments	\$ 78,155
City Tractor Co.	1-Avant 528 w/attachments	\$ 79,519

The Equipment Services staff researched and developed specifications that would allow the Village to obtain the equipment that best meets the needs of the Public Works Department at the most competitive price. The staff is recommending that the Village Board approve the purchase of one (1) Avant multipurpose loader and attachments from Russo Power Equipment of Naperville, Illinois, for the amount of \$69,418.

Budget Impact:

In the current FY23 Equipment Services Capital Outlay budget, the Board approved \$125,000 to purchase one (1) compact multi-purpose tractor with a snow blower, a rotary broom, a general-purpose bucket, and a timber grab. The total cost is \$69,418, which is within budget and should be expensed to the FY23 Equipment Services Capital Outlay -Vehicles Fund 65000-570155.

Contribution to Strategic Plan

Action Requested:

Motion pursuant to Section 1-10-7 of the Glen Ellyn Village Code to adopt the competitive bidding procedures of Sourcewell in lieu of the provisions of Chapter 10 on Village Contracts and authorize the Village Manager to execute a contract to purchase one (1) Avant multipurpose tractor with attachments from Russo Power Equipment of Naperville, Illinois, in the amount of \$69,418

Attachments:

1. PW tractor purchase



1636 North Aurora Road
Naperville, IL 60563
(630) 219-2440
RussoPower.com

Sales Quote SQ20028138

Page 1 of 1



Bill-to

Village of Glen Ellyn - Public Works
Frank Frasco
30 S. Lambert Road
Glen Ellyn, IL 60137
United States

Ship-to

Village of Glen Ellyn - Public Works
Frank Frasco
30 S. Lambert Road
Glen Ellyn, IL 60137
United States

Sales Quote Details

Customer ID 1195431
Customer PO
Sales Rep Dino Castino
Document Date 6/15/2023
Shipment Method
Terms Net 45 Days

Item No.	Description	Qty	List Price	Unit Price	Line Amount
QUOTEITEM	Avant 528 GT 23*10.50-12 GR SR3	1	50,499.00	50,499.00	50,499.00
QUOTEITEM	A449936 Cab GT	0	0.00	0.00	0.00
QUOTEITEM	EP003 - STD OP Reverse Beep, Joystick 6-F	0	0.00	0.00	0.00
QUOTEITEM	Boom Self Leveling	0	0.00	0.00	0.00
EP011AVA	Contractor Pkg 528-800 (Notes)	0	4,100.00	4,017.99	0.00
EP008AVA	Efficiency Package 500-700	0	680.00	666.99	0.00
QUOTEITEM	A455803 - Boom Floating	0	0.00	0.00	0.00
QUOTEITEM	A455808 - Smooth Drive	0	0.00	0.00	0.00
A35957AVA	Attach / Rear Back Weight	0	290.00	284.20	0.00
A435413AVA	Block Heater	0	370.00	370.00	0.00
QUOTEITEM	A455692 - Air suspension Seat	0	0.00	0.00	0.00
A36698AVA	Attch / General Bucket, 51.2 In, (8.5 Cu Ft Struck	1	947.00	789.00	789.00
A36067AVA	Attach / 1100 Series Rotary Broom / 43.3" / Manual	1	4,737.00	3,549.00	3,549.00
A434731AVA	43.2 Snowblower Attachment	1	8,223.00	6,579.00	6,579.00
A430172AVA	Electric Throwing Height Adjustment	1	653.00	553.00	553.00
A37456AVA	Attach / Timber Grab With Hydraulic Rotator	1	6,128.00	5,089.00	5,089.00
A438011AVA	Receiver Hitch	1	396.00	315.00	315.00
SETUP-LOAD	Set-Up Articulating Loader	1	150.00	150.00	150.00
FREIGHTIN	Freight In	1	500.00	500.00	500.00
A36112AVA	Power Angle/Electric Turning for Rotary Broom 1100	1	1,166.00	935.00	935.00
A438538AVA	Attach / Beacon Light / Cab Gt	1	510.00	460.00	460.00

Did you know...

Applying fertilizers, weed killers, or pesticides with a Russo Chapin Backpack Sprayer can simplify your lawn care routine!?

Prices reflected on this quote are valid for 7 days

Signature : _____



Subtotal	69,418.00
Tax	0.00
Total	69,418.00

65000 530305 - LICENSE PLATES	3,200
SQUAD 02	160
SQUAD 06	160
SQUAD 09	160
POLICE RENEWALS	1,440
PW 202	160
PW 205	160
PW 212	160
PW 234	160
PW 241	160
PW 261	160
FACILITIES MAINTENANCE 218	160
FACILITIES MAINTENANCE 223	160
65000 530310 - PARTS PURCHASED	100,000
VEHICLE AND EQUIPMENT REPLACEMENT PARTS	100,000
65000 530315 - TIRES	12,000
REPLACEMENT TIRES	12,000
65000 530445 - UNIFORMS	2,025
MECHANIC II	900
MECHANIC III	450
SUPERINTENDENT	450
FLEET ASSISTANT	225
65000 570155 - VEHICLES	1,920,000
REPLACE POLICE PATROL SQUAD 02	52,000
REPLACE POLICE INVESTIGATIONS 06	52,000
REPLACE POLICE PATROL SQUAD 09	52,000
REPLACE PW FORESTRY DIVISION 202	395,000
REPLACE PW WATER DIVISION 205	395,000
REPLACE PW ADMIN DIVISION 212	48,000
REPLACE PW SEWER DIVISION 234	175,000
REPLACE PW FORESTRY DIVISION 241	100,000
REPLACE PW FORESTRY DIVISION 247	95,000
REPLACE PW FORESTRY DIVISION 253	125,000
REPLACE PW SEWER DIVISION 261	330,000
REPLACE FACILITIES MAINTENANCE 218	56,000
REPLACE FACILITIES MAINTENANCE 223	45,000
65000 580110 - EQUIPMENT/CAPITAL OUTLAY	19,500
SHOP TOOLS	4,500
TIRE CHANGER	15,000
65000 590113 - FACIL MAINT SERVICE CHARGE	15,100

7-18

EQUIPMENT SERVICES REPLACEMENT SCHEDULE

Current year:		2023																						
		Computes depreciation amounts for calendar year:																						
		2022																						
Dept/Division & Vehicle No.	Service Date	Vehicle Description	Vehicle Cost	Econ. Life	Dep Rate	Repl Cost	Yrs Left	Prior Contribs	Contrib. To Date	Remaining Contribs	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
FIRE COMPANY	026	2018 2019 Ford Explorer	33,000	7	3%	39,930	4	17,113	22,817	22,817	5,704	5,704	5,704	5,704	5,704	0	0	0	0	0	0	0	0	0
	027	2020 2021 Ford Expedition	43,000	5	3%	49,450	4	9,890	19,780	39,560	9,890	9,890	9,890	9,890	9,890	21,090	21,090	21,090	21,090	21,090	21,090	21,090	21,090	0
	FUEL ISLAND	2012				1,289,265	11	212,010	233,100	231,940	21,090	21,090	21,090	21,090	21,090	23,002	23,002	21,090	21,090	21,090	21,090	21,090	21,090	0
	Fire Company					1,185,134		825,164	987,060	484,102	141,896	82,781	49,373	49,373	38,497									
	FUEL ISLAND	2012				139,000	20	0%	66,373	72,975	72,975	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	0
			139,000			139,000	11	66,373	72,975	72,975	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	6,602	0
COMMUNITY DEVELOPMENT	207	2020 Ford Escape	21,900	7	4%	25,032	4	12,148	16,119	15,884	3,971	3,971	3,971	3,971	3,971	0	0	0	0	0	0	0	0	0
	211	2020 Ford Escape	25,900	7	4%	33,152	5	9,030	13,854	24,122	4,824	4,824	4,824	4,824	4,824	4,824	0	0	0	0	0	0	0	0
	216	2020 Ford Escape	21,900	7	4%	28,032	4	12,148	16,119	15,884	3,971	3,971	3,971	3,971	3,971	0	0	0	0	0	0	0	0	0
	217	2020 Ford Escape	25,900	7	4%	33,152	5	9,030	13,854	24,122	4,824	4,824	4,824	4,824	4,824	4,824	0	0	0	0	0	0	0	0
	220	2020 Ford Escape	25,900	7	4%	33,152	5	9,030	13,854	24,122	4,824	4,824	4,824	4,824	4,824	4,824	0	0	0	0	0	0	0	0
FUEL ISLAND	2012		8,000	20	0%	8,000	11	65,223	78,017	108,297	22,794	22,794	22,794	22,794	22,794	376	376	376	376	376	376	376	376	0
			129,500			163,529		65,223	78,017	108,297	22,794	22,794	22,794	22,794	22,794	14,852	376	376	376	376	376	376	376	0
TOTAL GENERAL FUND			4,475,861			5,721,148		3,232,222	3,724,458	2,488,824	402,235	368,773	335,364	324,986	324,986	262,272	244,516	141,483	130,603	105,652	38,732	38,732	1,494	
PW-WATER	203	2004 H 1400	68,182	12	4%	97,949	-6	97,949	97,949	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	205	2020 Ford Escape	21,900	7	4%	25,032	4	12,148	16,119	15,884	3,971	3,971	3,971	3,971	3,971	0	0	0	0	0	0	0	0	0
	218	2010 JCB 30X15	94,806	10	4%	132,448	-1	132,448	132,448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	225	2010 Chevrolet Colorado	24,600	7	3%	29,766	4	13,033	17,216	16,733	4,183	4,183	4,183	4,183	4,183	0	0	0	0	0	0	0	0	0
	2021	2014 Ford Transit Connect	31,850	7	3%	38,538	-1	38,538	38,538	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PW-FUEL	226	2022 Ford F250 Utility	76,000	10	4%	106,400	10	0	106,400	106,400	10,640	10,640	10,640	10,640	10,640	10,640	10,640	10,640	10,640	10,640	10,640	10,640	10,640	0
	225	2016 Ford F350	32,750	7	4%	41,920	1	35,932	41,920	5,968	5,968	0	0	0	0	0	0	0	0	0	0	0	0	0
	228	2022 Ford F600	165,100	10	4%	231,140	9	20,300	43,727	210,840	23,427	23,427	23,427	23,427	23,427	23,427	23,427	23,427	23,427	23,427	23,427	23,427	0	
	229	2020 Ford Transit-250	30,000	10	4%	42,000	7	12,184	16,426	29,536	4,262	4,262	4,262	4,262	4,262	4,262	4,262	4,262	4,262	4,262	4,262	4,262	4,262	0
	270	2018 Ford F450	10,950	4	4%	12,654	1	10,950	10,950	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL ISLAND	2012		70,000	20	0%	70,000	11	33,425	38,750	36,576	3,125	3,125	3,125	3,125	3,125	3,125	3,125	3,125	3,125	3,125	3,125	3,125	0	
			737,878			978,887		551,563	613,347	428,244	61,244	49,008	49,008	49,008	49,008	41,854	41,854	41,854	41,854	41,854	41,854	41,854	41,854	0
PW-SEWER	2020	2021 JCB 30X15	99,275	10	4%	138,985	9	13,899	27,797	125,086	13,098	13,098	13,098	13,098	13,098	13,098	13,098	13,098	13,098	13,098	13,098	13,098	13,098	0
	2012	2014 Caterpillar 130K	180,200	15	7%	369,110	6	221,646	246,273	147,764	24,927	24,927	24,927	24,927	24,927	24,927	24,927	24,927	24,927	24,927	24,927	24,927	24,927	0
	2017	2020 Freightliner	425,500	10	4%	595,700	6	238,234	297,812	357,456	59,278	59,278	59,278	59,278	59,278	59,278	59,278	59,278	59,278	59,278	59,278	59,278	59,278	0
	2006	2006 H 1400 Dump	76,787	10	4%	107,516	-5	107,516	107,516	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	234	2010 H 1400 Vector	174,985	10	4%	244,979	-1	244,979	244,979	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PW-FUEL ISLAND	242	2010 2010 H 1400 Vector	174,985	10	4%	244,979	-1	244,979	244,979	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	243	2017 2018 Ford F450	74,600	10	4%	104,440	6	41,814	52,252	62,626	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	0
	244	2019 Ford F450	74,600	10	4%	104,440	6	41,814	52,252	62,626	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	10,438	0
	245	2016 2018 Ford Transit Connect	25,000	7	4%	30,720	2	22,004	26,362	8,716	4,358	4,358	4,358	4,358	4,358	0	0	0	0	0	0	0	0	0
	252	2020 JCB 270	45,700	10	4%	55,360	8	12,869	19,535	32,391	6,540	6,540	6,540	6,540	6,540	6,540	6,540	6,540	6,540	6,540	6,540	6,540	6,540	0
PW-EQUIPMENT SERVICES	253	2020 JCB 270	74,000	10	4%	98,800	10	38,850	38,850	38,850	3,115	3,115	3,115	3,115	3,115	3,115	3,115	3,115	3,115	3,115	3,115	3,115	3,115	0
	2012	1994 Chevrolet P30	1,409,657	20	0%	2,015,579	11	1,223,763	1,283,241	891,897	133,178	129,120	129,120	129,120	129,120	129,120	129,120	129,120	129,120	129,120	129,120	129,120	129,120	0
						2,015,579		1,223,763	1,283,241	891,897	133,178	129,120	129,120	129,120	129,120	129,120	129,120	129,120	129,120	129,120	129,120	129,120	129,120	0
	300	2007 Ford F250	32,375	7	3%	39,174	-8	7,705	7,705	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	FUEL ISLAND	2012		23,000	20	0%	23,000	11	10,983	12,075	12,017	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	0
			55,375			62,174		18,688	19,781	43,885	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	1,092	0
TOTAL - ALL FUNDS			6,660,363			8,778,687		4,526,236	5,090,827	3,852,481	724,881	553,152	515,385	504,009	434,138	416,383	208,192	193,049	161,549	57,304	46,654	46,654	1,494	





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

Meeting 6/26/2023 7:00 PM
Department: Police
Department Head: Philip Norton
Category: Amendment
Prepared By: Philip Norton

**AGENDA ITEM (ID
2023-662)**

DOC ID: 2023-662

Ordinance No. 7041-VC, An Ordinance Amending Section 9-5-4, Schedule D, of the Village Code, to approve removal of one-way restriction in place on Sundays, 8 AM - 1 PM: Anthony Street from Pleasant Avenue to Main Street (Police Chief Norton)

Statement of the Issue:

Suzi Benes (Church Business Administrator) and Sue Clary (Director of Westminster Preschool) contacted Village staff on behalf of the First Presbyterian Church of Glen Ellyn. They requested that the Village amend the ordinance to remove the one-way street restriction on Anthony St between Pleasant Ave and Main St on Sundays. The requesters state that the one-way restriction, which is only on Sundays, causes confusion for their patrons and motorists in the area. In addition, modern church traffic and pedestrian patterns no longer make this restriction relevant.

Analysis:

The current ordinance makes Anthony St, between Pleasant Ave and Main St, one-way for eastbound traffic on Sundays between 8AM and 1PM. There is currently one street sign posted at the northwest corner of Anthony St and Main St which indicates this restriction.

The police department reviewed this request and took into consideration current vehicular and pedestrian traffic volumes observed around the First Presbyterian Church on Sundays. Given current and anticipated future traffic needs of the area, it is believed that this one-way restriction is no longer necessary. Removal of the one-way restriction also simplifies the traffic pattern and allows for greater access to the residential and commercial locations throughout the area.

Budget Impact:

N/A

Contribution to Strategic Plan

Action Requested:

Approval to amend ordinance Section 9-5-4; Schedule D; One-Way Streets. Removal of the posted sign for this restriction at Anthony St and Main St.

Attachments:

1. Ordinance Removal of One Way Anthony St from Pleasant to Main 6.9.23



Village of Glen Ellyn

Ordinance No. _____-VC

AN ORDINANCE TO AMEND SECTION 9-5-4
(SCHEDULE D; ONE-WAY STREETS)
OF THE VILLAGE CODE OF THE
VILLAGE OF GLEN ELLYN, ILLINOIS
REMOVAL OF ONE-WAY RESTRICTION IN PLACE ON SUNDAYS, 8 AM - 1 PM:
ANTHONY ST FROM PLEASANT AVE TO MAIN ST

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

This _____ Day of _____, 20____.

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

PREPARED BY AND MAIL TO:

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

Ordinance No. _____-VC

AN ORDINANCE AMENDING CERTAIN PROVISIONS OF
SECTION 9-5-4 (SCHEDULE D; ONE-WAY STREETS) OF THE VILLAGE
CODE OF THE VILLAGE OF GLEN ELLYN, ILLINOIS
REMOVAL OF ONE-WAY RESTRICTION IN PLACE ON SUNDAYS, 8 AM – 1 PM:
ANTHONY ST FROM PLEASANT AVE TO MAIN ST

WHEREAS, the Village of Glen Ellyn is a home rule unit of local government under the laws and Constitution of the State of Illinois; and

WHEREAS, the staff of First Presbyterian Church of Glen Ellyn has requested that the one-way restriction on Anthony St between Pleasant Ave and Main St on Sundays be removed; and

WHEREAS, the President and Board of Trustees deem it to be in the best interest of the Village to periodically review and update traffic related ordinances.

NOW THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, IN THE EXERCISE OF ITS HOME RULE POWERS, AS FOLLOWS:

SECTION ONE: Section 9-5-4 - Schedule D; one-way streets of the Glen Ellyn Village Code is hereby amended by removing the following:

Name of Street	Direction of Traffic Movement
Anthony Street	Eastbound from Main Street to Park Boulevard.
	Eastbound from Pleasant Avenue to Main Street between the hours of 8:00 a.m. and 1:00 p.m. on Sunday.

SECTION TWO: All policies, resolutions, and ordinances of the Village of Glen Ellyn which conflict with this ordinance shall be, and they are hereby, repealed.

SECTION THREE: This Ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

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

this _____ day of _____.

Ayes		Mark Senak		Anne Gould		Donna Jean Simon
		Kelli Christiansen		Kelley Kalinich		Steve Thompson
		Gary Fasules				
Nays		Mark Senak		Anne Gould		Donna Jean Simon
		Kelli Christiansen		Kelley Kalinich		Steve Thompson
		Gary Fasules				
Absent		Mark Senak		Anne Gould		Donna Jean Simon
		Kelli Christiansen		Kelley Kalinich		Steve Thompson
		Gary Fasules				

Approved by the Village President of the Village of Glen Ellyn, Illinois

this _____ day of _____.

Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL

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



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

Meeting 6/26/2023 7:00 PM
Department: Administration
Department Head: Emily Rodman
Category: Award
Prepared By: Meredith Hannah

AGENDA ITEM (ID
2023-663)

DOC ID: 2023-663

Motion to Approve a Downtown Retail Interior Improvement Award in the Amount of \$10,000 and a Facade Award in the Amount of \$1,750 to Eastgate SAES LLC, DBA The Playpen Glen Ellyn at 501 Duane Street, to be expensed to the Central Business District TIF Fund (Economic Development Coordinator Hannah)

Statement of the Issue:

Ms. Sanam Bhala and Ms Shalvi Hirpara, co-owners of a new business, The Playpen Glen Ellyn, located at 501 Duane Street, are requesting Facade Improvement and a Downtown Retail Interior Improvement Awards to assist with building improvements to open a new business in the long vacant building. Ms Bhala and Ms Hirpara are opening an indoor play space for young children up to the age of 6. The business will host a small cafe with prepackaged food offerings for the children and their caretakers to enjoy while visiting the space. They are asking the Village Board to consider a \$1,750 Facade Award and a \$10,000 Downtown Retail Interior.

Analysis:

The Facade Improvement Award Program was created to facilitate the private sector in making interior improvements to incentivize businesses to expand and/or relocate to the downtown central business district. 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. Approved projects are eligible for up to a maximum of \$30,000 per award based on the following award scale per program:

Investments			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	\$	24,999.00	\$ 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	\$ 32,499.00	\$ 15,000.00
\$ 32,500.00	up to	\$ 34,999.00	\$ 16,250.00
\$ 35,000.00	up to	\$ 37,499.00	\$ 17,500.00
\$ 37,500.00	up to	\$ 39,999.00	\$ 18,750.00
\$ 40,000.00	up to	\$ 42,499.00	\$ 20,000.00
\$ 42,500.00	up to	\$ 44,999.00	\$ 21,250.00
\$ 45,000.00	up to	\$ 47,499.00	\$ 22,500.00
\$ 47,500.00	up to	\$ 49,999.00	\$ 23,750.00
\$ 50,000.00	up to	\$ 52,499.00	\$ 25,000.00
\$ 52,500.00	up to	\$ 54,999.00	\$ 26,250.00
\$ 55,000.00	up to	\$ 57,499.00	\$ 27,500.00
\$ 57,500.00	up to	\$ 59,999.00	\$ 28,750.00
\$ 60,000.00	up to	+	\$ 30,000.00

Award Issues

Applicants must install a minimum of \$2,000 of material improvements to be eligible for an award. Staff recognizes the following eligible costs outlined/identified in the application:

Facade Improvement Award Request	
New Front Door	\$4,000
Total Eligible Facade Expenses	\$4,000
Total Facade Award	\$1,750
Downtown Retail Interior Improvement Award Request	
Plumbing Costs for Breakroom/Coffee Bar	\$10,500
Walls	\$ 7,500
Fire Exit Door (Fire Safety Improvements are eligible under this program)	\$ 4,900
Total Eligible Interior Improvement Expenses	\$22,900
Total Interior Improvement Award	\$10,000

The funds requested are consistent with the intent of the Award programs. In addition to the award eligible items above totaling \$26,900, the applicant is investing an additional \$38,650.

Budget Impact:

The Village Board approved \$125,000 for the downtown award programs (including the Downtown Retail Interior Improvement, Façade Improvement and Fire Prevention) from the Downtown TIF, \$15,000 for Roosevelt Road and Historic Stacy's Corners commercial district from the General Fund for Façade Awards and \$15,000 from the Roosevelt Road TIF for Fire Prevention Assistance Program for businesses within the Roosevelt Road TIF district as part of the 2023 annual budget. To date, the Board has awarded \$97,500 in downtown awards, with \$27,500 available in the downtown awards budget.

Contribution to Strategic Plan

Strategic Priority: Development. Effective stewardship of incentives to support business recruitment and retention. Implement an Economic Development strategy focused on overall commercial vitality, EAV growth and sales tax growth. Coordinate award programs and assessment of value to the business community annually. Supporting the improvements to 501 Duane St, will reduce the vacancy rate downtown and increase tax revenue through increased food and beverage sales.

Action Requested:

Approve a Facade Award in the amount of \$1,750, and a Downtown Retail Interior Improvement Award in the amount of \$10,000. Alternatively, the Village Board may deny the request or the Village Board may approve a different amount.

Attachments:



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

Meeting 6/26/2023 7:00 PM
Department: Administration
Department Head: Emily Rodman
Category: Agreement
Prepared By: Meredith Hannah

**AGENDA ITEM (ID
2023-665)**

DOC ID: 2023-665

Motion to Approve a License Agreement with Randshot, Inc for Village Owned Property at 423 N. Main Street for the Purpose of Outdoor Dining (Economic Development Coordinator Hannah)

Statement of the Issue:

The Village has been encouraging sidewalk cafes and outdoor dining opportunities for many years.

When the Village constructed the Civic Center Parking Garage and pedestrian walkways from Main Street and Duane Street, a patio was constructed for outdoor dining space at the former 423 N. Main Street property behind 427 N. Main Street. Lewey Q's Tap is finalizing construction at 427 N. Main Street and will open in the coming weeks. Owners Michael Horst and Gayle Horst have requested a license agreement to use this patio for outdoor dining.

Analysis:

During the summer of 2022, while Main Street was under construction with the first phase of streetscape, Sushi Ukai utilized this space. In addition, the Alliance of Downtown Glen Ellyn and Caberent and Company both utilized this space for various events. With a new restaurant opening adjacent to the plaza, Lewey Q's Tap, staff recommends entering into a license agreement to utilize this space on a regular basis.

In 2020, the Village entered into a similar license agreement with A Toda Madre, 499 N. Main Street, for their outdoor dining platform built on the right of way. Similarly, the Village has a license agreement with Made in Italy for their dining platform on the public right of way.

The basic business terms of the agreement are proposed as follows:

\$3,000 annual license fee to be paid on May 1, renewable every 5-years

The License does not transfer to new business

Licensee shall annually provide a certificate of liability insurance

The proposed fee is consistent with the fee associated with A Toda Madre's outdoor dining area, which is similar in size and scope. In lieu of this fee in year one, staff recommends a \$50 fee for the 2023 season, similar to other sidewalk cafe licenses, to allow the business to open and begin operation without an additional financial burden at this time, with the full fee going into effect for the 2024 outdoor dining season. In addition, staff will be bringing a recommendation to the Village Board to evaluate sidewalk cafe and license agreement fees for outdoor dining to a future Workshop Meeting for the 2024 season.

Budget Impact:

Contribution to Strategic Plan

Strategic Priority: Development. Effective stewardship of incentives to support business recruitment and retention. Implement an Economic Development strategy focused on overall commercial vitality, EAV growth and sales tax growth. Coordinate award programs and assessment of value to the business community annually. Approving the agreement with Randshot, Inc increases outdoor dining opportunities, enhances downtown vitality and will provide an increase tax revenue through increased food and beverage sales.

Action Requested:

Approve a license agreement with Randshot Inc for village-owned property located at 423 N. Main Street for the purpose of outdoor dining.

Attachments:

1. Randshot Inc License Agreement - 06192023

LICENSE AGREEMENT

THIS LICENSE AGREEMENT (this “*Agreement*”) is dated and effective as of the ____ day of June, 2023 (the “*Effective Date*”) by and between THE VILLAGE OF GLEN ELLYN, an Illinois home rule municipal corporation (together with their successors and assigns, “*Licensor*”) and RANDSHOT, INC (together with its successors and assigns, “*Licensee*”; Licensor and Licensee are collectively referred to herein as the “*Parties*” or individually as a “*Party*”).

Preliminary Statement

Licensor is the owner of the public property commonly known as 423 Main Street, Glen Ellyn, Illinois a portion of which is more particularly described on Exhibit A (the “*Licensed Parcel*”). Licensee is the tenant of 427 Main Street, Glen Ellyn, DuPage County, Illinois, and seeks to license a portion of 423 Main Street for the purpose of outdoor seating, depicted on Exhibit B (the “*Licensee Parcel*”).

Licensee desires to obtain a license for the purposes hereinafter described and Licensor is willing to grant Licensee such a license, subject to the terms and conditions of this Agreement.

NOW THEREFORE, in consideration of the Preliminary Statement, the mutual covenants and agreement herein set forth and the sum of Ten Dollars (\$10.00) in hand paid, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby grant, declare, covenant, and agree as follows:

1. Grant of License. Subject to the terms and conditions set forth herein, Licensor grants, assigns and conveys to Licensee this license in, over, under, upon, across and along the Licensed Parcel for purposes of (a) installing, maintaining, replacing and upgrading a dining area to accommodate restaurant patrons, not to exceed 700 Square Feet, with such other items as Licensee deems necessary from time to time, (“*Seating Area*”) (b) installing, maintaining, replacing and upgrading an electrical power line to provide electrical and other power (collectively, the “*Power Lines*”) between the Seating Area and the adjacent Restaurant located on nearby property (the “*License*”) and (c) accessing the Licensed Parcel for purposes of performing the services required to attend to restaurant patrons and guests.

2. Covenants Running with the Land. The License and this Agreement shall touch and concern run with both the Licensed Parcel and the Licensee Parcel and shall be binding upon Licensor and Licensee and shall inure to the benefit of Licensee.

3. Term. The License shall continue in effect for five years, renewable every five years by agreement of the parties, until transfer or sale of the property at 427 N. Main Street, or until terminated as follows:

- (a) *Mutual Agreement*. Licensor and Licensee may mutually agree in writing to terminate the License and this Agreement by recording a termination notice in the Office of the Record of Deeds of DuPage County, Illinois.

(b) *Licensor Rights.* Licensor may terminate this License with or without cause.

(c) *Consequences of Termination.* Upon termination of the License and this Agreement, Licensor shall have the right to require Licensee to remove the Seating Area at Licensee's sole cost and expense and to restore the Licensed Parcel to as good a condition as it was in on the Effective Date. In addition, the Licensor and Licensee execute and record a termination of the License and this Agreement as provided in Section 3(a).

4. General Provisions.

(a) *Claim of Title.* Licensee shall not at any time own or claim any right, title or interest in or to the Licensed Parcel or any portion thereof, and the exercise of the License herein given to Licensee for any length of time shall not give rise of any right, title or interest in or to the Licensed Parcel, other than the License herein created.

(b) *Construction.* The term of the License and this Agreement shall be governed strictly by Section 3, notwithstanding any existing law to the contrary interpreting the duration of a license.

(c) *Licensee Obligations.* Licensee hereby covenant and agrees as follows:

(i) Licensee shall pay a License Fee of Three Thousand Dollars (\$3,000.00) on the First of May each year the License is in effect, and further shall pay for all costs and expenses associated with the installation, maintenance, replacement and upgrade to the Seating Area and the Power Lines.

(ii) Licensee shall keep the Licensed Parcel free and clear from any and all mechanic's and materialmen's liens and shall cause no work to be performed or materials provided which could give rise to any such lien.

(iii) Licensee shall record this License Agreement at Licensee's expense.

(iv) Licensee shall annually provide a certificate of liability insurance naming the Village as an additional insured.

(v) In the event the Licensor must perform work on any utility or the right of way adjacent to the licensed premises which results in damage to any improvement installed or constructed by the Licensee, the Licensor shall not be required repair or be liable for repair costs incurred by Licensee.

(d) *Assumption of Risk; Release.* Licensee shall use and occupy the Licensed Parcel at its sole risk. Licensee acknowledges that Licensor has made no representations or

- warranties in respect of the Licensed Parcel, its physical condition or the fitness of the Licensed Parcel for Licensee's intended use. To the fullest extent permitted by applicable law, Licensor shall not be responsible or liable for any injury to person (including, without limitation, death) or damage to personal property (including, without limitation, any personal property of Licensee located on the Licensed Parcel) and Licensee releases Licensor from and against any and all Claims incurred by or made against Licensor by reason of the License and/or Licensee's use and occupancy of the Licensed Parcel, including, without limitation, any Claims related to or arising from any injury to person (including, without limitation, death) or damage to personal property (including, without limitation, any personal property of Licensee located on or about the Licensed Parcel).
- (e) *No changes.* Licensor covenants and agrees that so long as the License shall remain in effect, Licensor shall not modify any municipal codes or ordinances applicable to the Licensed Parcel, including, but not limited to, related to zoning, use or vacation that would materially adversely affect the License or the rights and obligations of Licensee under this Agreement.
 - (f) *Governing Law.* This Agreement shall be governed by and construed in accordance with the laws of the State of Illinois without regard to conflicts of law principles.
 - (g) *Jurisdiction and Venue.* If it is necessary to enforce the terms of this Agreement, the Parties shall submit to the jurisdiction of the circuit Court of the Eighteenth Judicial Circuit, DuPage County, Illinois, and they waive any objection to such jurisdiction, including, *forum non conveniens*.
 - (h) *Exhibits.* All Exhibits attached to this Agreement are incorporated herein by this reference.
 - (i) *Severability.* If any provision, clause, word or designation of this Agreement is held to be invalid by any court of competent jurisdiction, such provision, clause, word or designation shall be deemed to be excised from this Agreement and the invalidity thereof shall not affect any other provision, clause, word or designation contained herein.
 - (j) *Preliminary Statement.* The Preliminary Statement set forth on the first page of this Agreement is hereby incorporated into the body of this Agreement as if fully set forth herein.

[REMAINDER OF PAGE LEFT INTENTIONALLY BLANK]

[TWO SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF, the Parties have executed and delivered this Agreement as of the Effective Date.

LICENSOR

VILLAGE OF GLEN ELLYN

By: _____

Name: _____

Title: _____

LICENSEE
RANDSHOT, INC

By: _____

Name: _____

Title: _____

ACKNOWLEDGEMENT OF LICENSOR

STATE OF ILLINOIS)
) SS.
COUNTY OF DUPAGE)

The Undersigned, a Notary Public in and for said County in the state aforesaid, DOES HEREBY CERTIFY THAT _____ and _____, each of whom is personally known to me to be the same person whose name is subscribed to the foregoing instrument as the _____ and _____ of the Village of Glen Ellyn, appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their own free and voluntary act, as _____ and _____, and as the free and voluntary act of the Village of Glen Ellyn, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this _____ day of _____ 2023.

NOTARY PUBLIC

LICENSEE

By: _____

Name: _____

ACKNOWLEDGEMENT OF LICENSEE

STATE OF ILLINOIS)
) SS.
COUNTY OF DUPAGE)

The Undersigned, a Notary Public in and for said County in the state aforesaid, DOES HEREBY CERTIFY THAT _____, personally known to me to be the same person whose name is subscribed to the foregoing instrument appeared before me this day in person and acknowledged that he signed and delivered the said instrument as his own free and voluntary act for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this _____ day of _____ 2023.

NOTARY PUBLIC

EXHIBIT A

423 N. MAIN STREET

THE EAST 29.2 OF THE NORTH 11.1 FEET OF THE SOUTH 62.83 FEET AND THE EAST 41.7 FEET OF THE SOUTH 51.73 FEET AND ALSO THE SOUTH 22.5 FEET OF THE WEST 24.3 FEET OF LOT 5 IN BLOCK 12 OF THE COUNTY CLERK'S FIFTH ASSESSMENT DIVISION, IN THE VILLAGE OF GLEN ELLYN, IN THE SOUTHWEST $\frac{1}{4}$ OF SETION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDIING TO THE PLAT THEREOF RECORDED JULY 3, 1906 AS DOCUMENT NUMBER 88055, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.: 05-11-328-003

EXHIBIT B





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

Meeting 6/26/2023 7:00 PM
Department: Finance
Department Head: Larry Noller
Category: Ordinance
Prepared By: Larry Noller

AGENDA ITEM (ID
2023-664)

DOC ID: 2023-664

Ordinance No. 7042-VC, An Ordinance Amending Chapter Six of Title Seven (Solid Waste Collection and Disposal) of the Village Code (Assistant Village Manager Rodman/Finance Director Noller)

Statement of the Issue:

The Village's refuse contract increases rates annually in August by the CPI, with a minimum increase of 3% and a maximum increase of 5%. This year's base rates will increase by 5.0% in accordance with the contract. Staff has also reviewed the supplemental rates and propose a 5.0% increase to the supplemental rate as well.

Analysis:

In 2017, the Village Board approved a five-year refuse contract with Republic Services. Subsequent to the Board's approval of the contract, Republic Services sold the Village's contract to Groot, Inc., who is now the Village's refuse provider. The current contract terminated in 2022 and the Village Board approved a two-year extension. Rates are adjusted August 1st of each year and requires the Village Board to pass an ordinance to update the refuse rates charged to residents. The contract increases rates annually by the CPI, with a minimum increase of 3% and a maximum increase of 5%. The change in CPI-U for the contract at the end of 2022 was greater than 5%, therefore, the base rate will increase by 5%. Sticker prices will also increase by 5% as outlined in the contract. The Village's refuse rates include supplemental charges to fund the cost of the brush and branch pick up contract, totter replacement, the bi-annual clean sweep event and administrative costs. An overall 5% increase is also proposed for the supplemental rate.

Budget Impact:

The rate increases align with the 2023 budget and will be incorporated into the 2024 budget.

Contribution to Strategic Plan

Action Requested:

Motion to Approve an Ordinance Amending Chapter Six of Title Seven (Solid Waste Collection and Disposal) of the Village Code

Attachments:

1. Ordinance Refuse Rates 2023-2024
2. Refuse Rates 23-24



Village of Glen Ellyn

Ordinance No. ____-VC

An Ordinance Amending Chapter Six of Title Seven (Solid Waste
Collection and Disposal) of the Village Code of Glen Ellyn, Illinois

Adopted by the
President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois
This ____ Day of ____, 20__.

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

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

Ordinance No. ____-VC

An Ordinance Amending Chapter Six of Title Seven (Solid Waste Collection and Disposal) of the Village Code of Glen Ellyn, Illinois

WHEREAS, the President and Board of Trustees of the Village of Glen Ellyn have deemed it in the best interest of the Village to request proposals for solid waste collection and disposal services from time-to-time; and,

WHEREAS, the President and Board of Trustees on December 13, 2021, approved an agreement extension for solid waste collection and disposal services which includes terms and provisions different from those presently included in the Village Code.

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

SECTION ONE: Section 7-6-3(F) of the Glen Ellyn Village Code is hereby deleted in its entirety and replaced with the following:

- (F) Special Haul Service For The Village: The contractor, as provided for in subsection (C) of this section, will furnish refuse trucks and drivers for special ("natural disaster") cleanup activities on the following basis:

8/1/2023 through 7/31/2024 for \$215.50/hr/2 men/1 truck

SECTION TWO: Section 7-6-4(A) of the Glen Ellyn Village Code is hereby deleted in its entirety and replaced with the following:

- (A) Residential Collections: Effective on the August 1, 2023 Village Services Bill, the fees to be charged for residential solid waste collection and disposal services shall be as follows:

<u>Monthly Refuse Collection Program</u>	<u>Monthly Base Rate</u>
Curbside collection of one Village provided 35-gallon wheeled cart	\$14.03

Curbside collection of one Village provided 65-gallon wheeled cart	\$18.54
Curbside collection of one Village provided 95-gallon wheeled cart	\$21.18
Senior rate for curbside collection of one Village provided 35-gallon wheeled cart	\$12.62
Rear door collection of one Village provided 35-gallon wheeled cart	\$23.80
Rear door collection of one Village provided 65-gallon wheeled cart	\$31.57
Rear door collection of one Village provided 95-gallon wheeled cart	\$31.57
Senior rate for rear door collection of one Village provided 35-gallon wheeled cart	\$21.42
Curbside compost collection of one Village provided 35 gallon wheeled cart	\$13.00
Curbside compost collection of one Village provided 65 gallon wheeled cart	\$15.11
Curbside Compost collection of one Village provided 95 gallon wheeled cart	\$18.81
<u>Monthly Supplemental Rate:</u> In addition to the base rate, each account will also be charged a monthly fee for branch and brush collection, biannual clean sweep, toter replacement, account/billing administration, and any applicable recycling credit.	\$3.58
<u>Other Prices</u>	
Refuse Sticker	\$3.09
Yard waste	\$3.09
Leaf Sticker	\$1.86
Large household items (non-electronics)	Two (2) Refuse Stickers
TV and monitors up to 25"	Ten (10) Refuse Stickers
TV monitors greater than 25"	Sixteen (16) Refuse Stickers
Bundles of electronic waste	Six (6) Refuse Stickers
Single small electronic waste item	Two (2) Refuse Stickers
Cart exchange (per occurrence)	\$22.17

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

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

	Ayes		Nays		Absent
Fasules					
Gould					
Thompson					
Kalinich					
Simon					
Christiansen					
Senak (in event of a tie)					

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

Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL

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

Monthly Refuse Rates - Effective on the August 1, 2023 Village Services Bill

Service	Monthly Rates 2023	Monthly Supplemental Rates					Total Monthly Rate 2023	Total Monthly Rate 2022	Additional Monthly Cost	Additional Annual Cost	% Change
		Branch/B rush	Toter	Admin.	Clean Sweep	Subtotal					
35 gallon curb	\$14.03	\$ 1.46	\$ 0.33	\$ 1.34	\$ 0.45	\$ 3.58	\$17.61	\$16.77	\$0.84	\$10.08	5.0%
65 gallon curb	\$18.54	\$ 1.46	\$ 0.33	\$ 1.34	\$ 0.45	\$ 3.58	\$22.12	\$21.07	\$1.05	\$12.60	5.0%
95 gallon curb	\$21.18	\$ 1.46	\$ 0.33	\$ 1.34	\$ 0.45	\$ 3.58	\$24.76	\$23.58	\$1.18	\$14.16	5.0%
35 gallon rear	\$23.80	\$ 1.46	\$ 0.33	\$ 1.34	\$ 0.45	\$ 3.58	\$27.38	\$26.08	\$1.30	\$15.60	5.0%
65 gallon rear	\$31.57	\$ 1.46	\$ 0.33	\$ 1.34	\$ 0.45	\$ 3.58	\$35.15	\$33.48	\$1.67	\$20.04	5.0%
95 gallon rear	\$31.57	\$ 1.46	\$ 0.33	\$ 1.34	\$ 0.45	\$ 3.58	\$35.15	\$33.48	\$1.67	\$20.04	5.0%
35 gallon curb senior	\$12.62	\$ 1.46	\$ 0.33	\$ 1.34	\$ 0.45	\$ 3.58	\$16.20	\$15.43	\$0.77	\$9.24	5.0%
35 gallon rear senior	\$21.42	\$ 1.46	\$ 0.33	\$ 1.34	\$ 0.45	\$ 3.58	\$25.00	\$23.81	\$1.19	\$14.28	5.0%
35 gal. compost	\$13.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$13.00	\$12.38	\$0.62	\$7.44	5.0%
65 gal. compost	\$15.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$15.11	\$14.39	\$0.72	\$8.64	5.0%
95 gal. compost	\$18.81	\$ -	\$ -	\$ -	\$ -	\$ -	\$18.81	\$17.91	\$0.90	\$10.80	5.0%

Ancillary Rates - August 1, 2023

Solid Waste Sticker	\$3.09
Yard Waste Sticker	\$3.09
Leaf Sticker	\$1.86
Cart Exchange	\$22.17



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

Meeting 6/26/2023 7:00 PM
Department: Finance
Department Head: Larry Noller
Category: Discussion Item
Prepared By: Larry Noller

AGENDA ITEM (ID
2023-666)

DOC ID: 2023-666

Ordinance 7043, An Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ending December 31, 2023 to Provide for Additional Capital Projects Funding (Finance Director Noller)

Statement of the Issue:

An amendment to the 2023 General Fund budget is proposed to transfer \$4 million of cash reserves to the Capital Projects Fund to provide additional funding for the Village's Capital Improvements Plans.

Analysis:

The Village's cash reserve policy states that the General Fund cash reserves should be maintained at thirty percent (30%) of the current year's budgeted operating expenditures (excluding debt and capital outlay expenditures). At any point should the unreserved balance reach above 40% at the low point of the year (April or May), an item shall be brought to the Village Board for action on the excess balance.

The General Fund cash reserves for April and May 2023 are detailed below.

Month	General Fund Available Cash	% of Operating Expenditures	Amount Above 30%	Amount Above 40%
April 2023	\$ 13,551,061	57.0%	\$ 6,423,009	\$ 4,046,991
May 2023	\$ 14,083,880	59.3%	\$ 6,955,828	\$ 4,579,810

Staff recommends that \$4 million of the General Fund cash reserves be transferred to the Capital Projects Fund to provide additional funding for the Village's Capital Improvement Plans and reduce the need for additional bond issuance.

Budget Impact:

The proposed amendment will increase the budgeted transfers out of the General Fund by \$4 million.

Contribution to Strategic Plan

The following strategic plan priorities have been set by the Village Board as part of the CY2020-24 Strategic Plan:

Strategic Priority: Maintain capital funding viability.

Action Requested:

Motion to Approve an Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ending December 31, 2023 to Provide for Additional Capital Projects Funding

Attachments:

1. Ordinance-Capital Transfer Budget Amendment 2023
2. Budget Amendment Ordinance Capital Transfer Schedule A



Village of Glen Ellyn

Ordinance No. _____

**An Ordinance Amending the Budget of the Village of Glen Ellyn
for the Fiscal Year Ending December 31, 2023
to Provide for Additional Capital Projects Funding**

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

This _____ Day of _____, 2023.

Published in pamphlet form by the authority
of the President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this _____ day of _____, 2023.

PREPARED BY AND MAIL TO:

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

Ordinance No. _____

**An Ordinance Amending the Budget of the Village of Glen Ellyn
for the Fiscal Year Ending December 31, 2023
to Provide for Additional Capital Projects Funding**

Whereas, the Board of Trustees of the Village of Glen Ellyn on November 28, 2022, passed the annual budget for the Village of Glen Ellyn for Fiscal Year 2023 (January 1, 2023 - December 31, 2023); and

Whereas, the Village has developed a long-term Capital Improvements Plan; and

Whereas, the General Fund currently holds sufficient cash reserves to provide additional funding for planned capital improvement projects; and

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

Section One: The budget for the fiscal year ending December 31, 2023, is hereby amended as identified in Attachment A.

Section Two: This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this
_____day of_____, 2023.

	Ayes		Nays		Absent
Fasules					
Gould					
Thompson					
Kalinich					
Simon					
Christiansen					
Senak (in event of a tie)					

Approved by the Village President of the Village of Glen Ellyn, Illinois, this_____day
of_____, 2023.

Village President

Attest:

Village Clerk

(Published in pamphlet form and posted on the_____day of_____, 2023.)

ATTACHMENT A
Budget Amendments
Fiscal Year 2023

Account			Account Name	Current Budget	Amendment	Revised Budget
General Fund						
121200	590910	Operating Transfer Out		-	4,000,000	4,000,000
				-	4,000,000	4,000,000



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

Meeting 6/26/2023 7:00 PM
Department: Finance
Department Head: Larry Noller
Category: Ordinance
Prepared By: Larry Noller

**AGENDA ITEM (ID
2023-667)**

DOC ID: 2023-667

Ordinance 7044, An Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ending December 31, 2023 for Fire Company Operations (Finance Director Noller)

Statement of the Issue:

The 2023 Fire Services Fund budget requires an amendment to provide for an increase in the Village's contribution to the Fire Company.

Analysis:

The 2023 Fire Services Fund budget includes \$116,300 for the administrative service charge transfer to the General Fund. The budgeted transfer included \$68,135 for the Fire Administrative Assistant position. The Fire Administrative Assistant was proposed as a Village employee for 2023 but is currently a Fire Company employee. The proposed budget amendment will increase the Fire Company contribution by \$74,600, which is the 2023 cost for the position as submitted by the Fire Company. The administrative service charge transfer will be reduced by \$68,135.

Budget Impact:

The proposed amendment will increase the 2023 Fire Services Fund budget by \$6,465.

Contribution to Strategic Plan

Not applicable

Action Requested:

Motion to Approve an Ordinance Amending the Budget of the Village of Glen Ellyn for the Fiscal Year Ending December 31, 2023 for Fire Company Operations

Attachments:

1. Ordinance-Fire Company Budget Amendment 2023
2. Budget Amendment Ordinance Fire Company Schedule A



Village of Glen Ellyn

Ordinance No. _____

**An Ordinance Amending the Budget of the Village of Glen Ellyn
for the Fiscal Year Ending December 31, 2023
for Fire Company Operations**

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

This _____ Day of _____, 2023.

Published in pamphlet form by the authority
of the President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this _____ day of _____, 2023.

PREPARED BY AND MAIL TO:

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

Ordinance No. _____

**An Ordinance Amending the Budget of the Village of Glen Ellyn
for the Fiscal Year Ending December 31, 2023
for Fire Company Operations**

Whereas, the Board of Trustees of the Village of Glen Ellyn on November 28, 2022, passed the annual budget for the Village of Glen Ellyn for Fiscal Year 2023 (January 1, 2023 - December 31, 2023); and

Whereas, certain expenditures for providing support for the Glen Ellyn Fire Company operations that were originally budgeted as a transfer to the General Fund will now be included in the Village's contribution to the Fire Company;

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

Section One: The budget for the fiscal year ending December 31, 2023, is hereby amended as identified in Attachment A.

Section Two: This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this
_____day of_____, 2023.

	Ayes		Nays		Absent
Fasules					
Gould					
Thompson					
Kalinich					
Simon					
Christiansen					
Senak (in event of a tie)					

Approved by the Village President of the Village of Glen Ellyn, Illinois, this_____day
of_____, 2023.

Village President

Attest:

Village Clerk

(Published in pamphlet form and posted on the_____day of_____, 2023.)

ATTACHMENT A
Budget Amendments
Fiscal Year 2023

Account		Account Name	Current Budget	Amendment	Revised Budget
Fire Services Fund					
24000	520150	Fire Company Contribution	936,986	74,600	1,011,586
24000	590120	Administrative Service Charge	116,300	(68,135)	48,165
			1,053,286	6,465	1,059,751



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

Meeting 6/26/2023 7:00 PM
Department: Administration
Department Head:
Category: Purchase
Prepared By:

AGENDA ITEM (ID # 2023-679)

DOC ID: 2023-679

Motion to approve purchase of replacement Panasonic laptops for Police Department patrol vehicles in the amount of \$61,200 to be expensed to the General Fund (Police Chief Norton)

Statement of the Issue:

The Police Department is requesting to purchase 16 Panasonic Toughbook FZ-55 semi-rugged laptops. The laptops are used in the patrol vehicles to receive 911 call information from the dispatching centers. The current laptops were purchased in 2018 and have reached the end of their service life. The laptops we are seeking to replace are used in all 14 Patrol Division fleet vehicles. One laptop will serve as a spare and the other will be used by the IT Department for testing and troubleshooting.

Analysis:

The purchase of the Panasonic Toughbooks would be made through CDS Office Technologies, an authorized seller of Panasonic equipment. CDS Office Technologies obtained pricing through a Master Agreement created and made available to other public agencies by the City of Tucson, AZ and Omnia Partners. The quote has been included as an attachment. The Village is registered as a participant with Omnia Partners which allows access to purchasing contracts such as this. These contracts have been competitively bid by the principal procurement agency and made available to other public agencies nationally. The executive summary of the contract has been included as an attachment and additional details can be found at: [Omnia Partners Panasonic Mobile Computing Solutions](#).

Budget Impact:

The quote from CDS Office Technologies notes a unit price of \$3,230.00. We are seeking permission to purchase 16 units for a total of \$61,200. There are no shipping charges, and the quote excludes taxes. This purchase price is included in the Police Department's 2023 budget.

Contribution to Strategic Plan

Action Requested:

Replacement of the laptops will aid the Police Department in continuing to provide emergency services to the community. We are respectfully requesting to purchase 16 laptops to replace the units currently in service.

Attachments:

1. Laptop Purchase Supporting Documents



Mobile Computing Solutions
Executive Summary

Lead Agency: City of Tucson

Solicitation: 226017

RFP Issued: April 28, 2022

Pre-Proposal Date: May 9, 2022

Response Due Date: June 9, 2022

Proposals Received: 8

Awarded to: **Panasonic**

Contract # 226017-02

The City of Tucson, AZ Department of Procurement issued RFP # 226017 on May 9, 2022, to establish a national cooperative contract for Mobile Computing Solutions.

The solicitation included cooperative purchasing language in Sections B.2 (Background) and F.1 (Special T&Cs):

The City of Tucson, as the Principal Procurement Agency, has partnered with OMNIA Partners, Public Sector ("OMNIA Partners") to make the resultant contract (also known as the "Master Agreement" in materials distributed by OMNIA Partners) from this solicitation available to other public agencies nationally, including state and local governmental entities, public and private primary, secondary and higher education entities, non-profit entities, and agencies for the public benefit ("Public Agencies"), through OMNIA Partners' cooperative purchasing program. The City of Tucson is acting as the contracting agency for any other Public Agency that elects to utilize the resulting Master Agreement. Use of the Master Agreement by any Public Agency is preceded by their registration with OMNIA Partners (a "Participating Public Agency") and by using the Master Agreement, any such Participating Public Agency agrees that it is registered with OMNIA Partners, whether pursuant to the terms of a Master Intergovernmental Cooperative Purchasing Agreement, a form of which is attached hereto on Omnia Partners Attachment, or as otherwise agreed to. Omnia Partners Attachment contains additional information about OMNIA Partners and the cooperative purchasing program.

Notice of the solicitation was sent to potential offerors, as well as advertised in the following:

- City of Tucson website
- OMNIA Partners website
- USA Today, nationwide
- Arizona Business Gazette, AZ
- San Bernardino County Sun, CA
- Honolulu Star-Advertiser, HI
- The Herald-News – Will County (IL)
- The Advocate – New Orleans, LA
- The New Jersey Herald, NJ
- Albany Times Union, NY
- Daily Journal of Commerce, OR
- The State, SC
- Deseret News, UT
- Richmond Times-Dispatch, VA
- Seattle Daily Journal of Commerce, WA
- Houston Community Newspapers, TX

- Helena Independent Record, MT
- Las Vegas Review-Journal and/or Las Vegas Sun
- Kennebec Journal/Morning Sentinel, ME

Socio-economic Outreach: To encourage participation of small businesses, minority owned businesses and women owned businesses were notified on the Request for Proposals.

On June 9, 2022, proposals were received from the following offerors:

- BARCODESINC
- Dell Technologies
- DHE Computer Systems
- Getec Inc.
- Panasonic Connect North America
- Paragon Print Systems, Inc.
- Vantage ID Applications
- Westwind Computer Products Inc.

The proposals were evaluated by an evaluation committee. Using the evaluation criteria established in the RFP, the committee elected to enter into negotiations with Panasonic Connect North America and proceeding with contract award upon successful completion of negotiations.

Geographic Preferences: No geographic preferences were included in the evaluation of the responses.

The City of Tucson, OMNIA Partners and Panasonic Connect North America successfully negotiated a contract, and the City of Tucson executed the agreement with a contract effective date of April 16, 2023.

Contract Highlights:

Panasonic is selling through a distribution channel with over 1300 Authorized Resellers nationwide that offer the full range of products and services that will meet or exceed the requirements of the City of Tucson and OMNIA Participating Agencies. The thirteen reseller partners highlighted in this contract are able to offer comprehensive solutions and services.

Contract includes: Entire line-up of fully rugged and semi rugged laptops that meet or exceed the City of Tucson requirements. Providing an expansive line-up of accessories and customized products including but not limited to:

- Multiple platforms for rugged laptops
- Scanners, physical security products
- Displays
- Associated services

Supplier provided federal funds certifications which are available on the OMNIA Partners website for review.

Term:

Initial two-year agreement from April 14, 2023 through April 13, 2025 with the option to renew for three (3) additional one-year periods through April 13, 2028.

Pricing/Discount: Percent discount off SRP

Website: <https://www.omniapartners.com/publicsector/suppliers/panasonic>

Version July 14, 2022



CDS Office Technologies
1271 HAMILTON PARKWAY
Itasca, Illinois 60143
United States
(P) 630-625-4519
(F) 630-305-9876

Quotation (Open)

Date

Jun 01, 2023 04:20 PM CDT

Modified Date

Jun 01, 2023 04:22 PM CDT

Quote #

499425 - rev 1 of 1

Description

17 x FZ-55FZ-4SKM for PD - Omnia Contract

SalesRep

Gottlieb, Mark
(P) 630-625-4519
(F) 630-305-9876

Customer Contact

Chiappetta, Justin
(P) (630) 547-5377
jchiappetta@glenellyn.org

Customer

Village of Glen Ellyn (42491)
Chiappetta, Justin
535 Duane St.
Glen Ellyn, IL 60137
United States
(P) 630-469-1187

Bill To

Glen Ellyn Volunteer Fire Department
Accounts, Payable
PO Box 460
Glen Ellyn, IL 60137
United States

Ship To

Village of Glen Ellyn
Chiappetta, Justin
535 Duane St.
Glen Ellyn, IL 60137
United States
(P) 630-547-5377
jchiappetta@glenellyn.org

Customer PO:

Terms:

Undefined

Ship Via:

UPS Ground

Special Instructions:

Carrier Account #:

#	Description	Part #	List Price	% off	Qty	Unit Price	Total
Omnia National IPA Toughbooks 171725-01							
Panasonic Toughbook FZ-55 Semi Rugged - Public Sector Specific							
1	Panasonic Toughbook FZ-55 Public Sector Specific (i5, 4G, GPS) Public Sector Specific, Win10 Pro (Win11 DG), Intel Core i5-1145G7 vPro (up to 4.4GHz), AMT, 14.0" FHD 1000 nit Gloved Multi Touch, 16GB, 512GB OPAL SSD, Intel Wi-Fi 6, Bluetooth, 4G LTE Band 14 (EM7511), GPS, Dual Pass (Ch1:GPS/Ch2:WWAN), Infrared Webcam Note: - USB-C, Standard Battery, TPM 2.0, Emissive Backlit Keyboard, Flat, CF-SVC512SSD3Y - 3 Year No Return of Defective Drive, CF-SVCADDP3Y - 1 Year Absolute Resilience Panasonic Warranty Bundle SKU Only, CF-SVCLTNF3YR - 3 Year Protection Plus Warranty, CF-SVCPDEP3Y - 3 Year Premier Deployment	FZ-55FZ- 4SKM	\$4,169.40	22.53%	16	\$3,230.00	\$51,680.00
2	Panasonic Public Sector Service Package 4th and 5th years Public Safety Service Bundle Extension (Year 4 & 5 only). Includes Premier, Protection Plus, Customer Portal, Disk Image Management, HDD No Return.	CF- SVCPSY5	\$645.00	7.75%	16	\$595.00	\$9,520.00

Subtotal: \$61,200.00
Tax (.0000%): \$0.00
Shipping: \$0.00
Total: \$61,200.00
(List Price: \$77,030.40)

CDS Office Technologies disclaims any responsibility for product information and products described on this site. Some product information may be confusing without additional explanation. All product information, including prices, features, and availability, is subject to change without notice. Applicable taxes & shipping may be added to the final order. All returns must be accompanied by original invoice and authorized RMA number within 30 days of invoice date and are subject to a 15% restocking fee. Due to manufacturer's restrictions, Panasonic items are not eligible for return. Late fees may apply to payments past 30 days from invoice date. Please contact your sales representative if you have any questions.



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

Meeting 6/26/2023 7:00 PM
Department: Police
Department Head: Philip Norton
Category: Ordinance
Prepared By: Philip Norton

**AGENDA ITEM (ID
2023-661)**

DOC ID: 2023-661

Motion to Approve Ordinance No. 7045-VC, An Ordinance Amending the Village Code, adding Chapter 45 of Title 3, to Prohibit the Transfer or Sale of Delta-8 Tetrahydrocannabinol (Police Chief Norton)

Statement of the Issue:

Delta-8 THC is a naturally occurring chemical compound found in small traces in hemp and cannabis plants. Delta-8 is a form of THC that is similar to Delta-9 THC. When people refer to THC, they are usually referring to Delta-9 THC, which is the main psychoactive compound found in high concentrations in cannabis. Both Delta-8 THC and Delta-9 THC produce similar effects once consumed.

Delta 8 THC (Tetrahydrocannabinol) is being sold at businesses within the Village of Glen Ellyn. Delta 8 is a substance that falls under the 2018 Federal Farm Bill, with no regulations on age restrictions or on the quantity that can be possessed. Some states have recognized this issue and begun to regulate Delta 8; however, Illinois has not taken those steps. Both, Centers for Disease Control and Prevention (CDC) and the Food and Drug Administration (FDA), have distributed information regarding the potential adverse risks of Delta 8. There are known instances in the Village where minors have been able to legally obtain Delta 8, consume the Delta-8 and display adverse effects.

Analysis:

Delta-8 is relatively new in society and there hasn't been much research conducted. Delta-8 and Delta-9 are similar; however, Delta-8 only exists naturally in small amounts. Because of this, the majority of Delta-8 is being synthetically produced with little to no regulation. The Farm Bill Act in 2018 changed the classification of hemp. Now any product having less than 0.3 percent Delta-9 THC (commonly thought of as the cannabis or THC) is regulated under this act. In Illinois, Delta-8 is regulated under the Agriculture Industrial Hemp Act. The Illinois Industrial Hemp Act lifted restrictions on hemp production. The Illinois Industrial Hemp Act does not limit the amount of Delta-8 a product can contain, nor does it establish an age limit for Delta-8 products.

The FDA and CDC have published warnings regarding Delta-8 THC. The FDA identified five things you should know about Delta-8 to keep you and those you care for safe from products that may pose serious health risks;

- Delta-8 THC products have not been evaluated or approved by the FDA for safe use and may be marketed in ways that put the public health at risk,
- The FDA has received adverse event reports involving products containing Delta-8,
- Delta-8 has psychoactive and intoxicating effects,
- Delta-8 THC products often involve use of potentially harmful chemicals to create the concentrations of Delta-8 THC claimed in the marketplace, and
- Delta-8 THC products should be kept out of the reach of children and pets.

To a degree, cannabis and cannabis related products are currently legal in Illinois, with specific restrictions on the quantity a person can possess, age restrictions on who can possess it, and additional regulations on the sale, transfer, cultivation, and transportation. Additionally, there are Village ordinances that mirror the state laws regarding cannabis. These laws and regulations do not extend to Delta-8 because how Delta-8 is currently defined in the law. In essence, the change in classification and definition of hemp has created a loophole, allowing people access to an unregulated product containing THC. Adverse effects have been identified with Delta-8; however, it currently remains unregulated by Illinois law or Village ordinance.

The Police Department has prepared an ordinance for Village Board consideration that would prohibit the sale of Delta-8 in the Village and would also prohibit possession of Delta-8 for individuals under 21 years of age.

Budget Impact:

N/A

Contribution to Strategic Plan

Action Requested:

Motion to approve an ordinance to prohibit the transfer or sale of Delta-8 Tetrahydrocannabinol.

Attachments:

1. Ordinance.Delta 8 Transfer or Sale Prohibited 6.9.2023



Village of Glen Ellyn

Ordinance No. _____

AN ORDINANCE TO ADD CHAPTER 45 OF
TITLE 3 OF THE VILLAGE CODE OF THE
VILLAGE OF GLEN ELLYN, ILLINOIS
TO PROHIBIT THE TRANSFER OR SALE OF DELTA-8 TETRAHYDROCANNABINOL

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

This _____ Day of _____, 20__.

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

PREPARED BY AND MAIL TO:

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

Ordinance No. _____

AN ORDINANCE AMENDING CERTAIN PROVISIONS OF TITLE 3 OF THE VILLAGE CODE OF THE VILLAGE OF GLEN ELLYN, ILLINOIS ADDING CHAPTER 45 TO PROHIBIT THE TRANSFER OR SALE OF DELTA-8 TETRAHYDROCANNABINOL

WHEREAS, the Village of Glen Ellyn is a home rule unit of local government under the laws and Constitution of the State of Illinois.

WHEREAS, under the Constitution of the State of Illinois, home rule units of government have broad authority to pass ordinances and promulgate rules and regulations that protect the public health, safety, and welfare of their residents.

WHEREAS, The United States Federal Drug Administration has not evaluated delta-8 tetrahydrocannabinol or approved the use of delta-8 tetrahydrocannabinol in any context; and

WHEREAS, the United States Federal Drug Administration has noted that delta-8 tetrahydrocannabinol should be kept out of the reach of children; and

WHEREAS, the Village has knowledge that products containing delta-8 tetrahydrocannabinol have been offered for sale without restrictions by businesses located within the Village; and

WHEREAS, the President and Board of Trustees believe, and hereby declare, that in order to promote and preserve the public health, safety, and welfare of the residents of the Village, it is in the best interests of the Village to amend Title 3 of the Village Code by adding Chapter 45 to prohibit the transfer or sale of delta-8 tetrahydrocannabinol in the Village.

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 foregoing recitals are hereby incorporated in this Section One as if said recitals were fully set forth herein.

SECTION TWO: Title 3 of the Village Code is hereby amended to add Chapter 45 which shall be entitled “Transfer or Sale of Delta-8 Tetrahydrocannabinol Prohibited” and shall hereafter be and read as follows:

Chapter 45. Transfer or Sale of Delta-8 Tetrahydrocannabinol Prohibited

3-45-1. Definitions.

Delta-8 Tetrahydrocannabinol: a psychoactive substance found in the Cannabis sativa plant, as defined by the United States Federal Drug Administration as of May 2022.

3-45-2. Transfer or Sale Prohibited.

It shall be unlawful for any person, including any licensee, to sell, offer for sale, give away or deliver any product that contains Delta-8 Tetrahydrocannabinol.

3-45-3. Advertising the Sale of Delta-8 Tetrahydrocannabinol Prohibited.

It shall be unlawful to advertise or display signage, promoting the sale of Delta-8 Tetrahydrocannabinol or any products containing Delta-8 Tetrahydrocannabinol.

3-45-4. Possession by Minors Prohibited.

It shall be unlawful for any person under the age of 21 years to possess any product containing Delta-8 Tetrahydrocannabinol, provided that the possession by a person under the age of 21 years under direct supervision of the parent or guardian of such person in the privacy of the parent's or guardian's home shall not be prohibited.

3-45-5 Penalty.

Any person convicted of a violation of any of the provisions of this Section shall be subject to a fine of not less than seventy-five dollars (\$75.00) nor more than five thousand dollars (\$5,000.00). The fine provided for in this Section shall be in addition to any suspension or revocation pursuant to Section 3-45-4 below.

3-45-6. Revocation or Suspension of License.

In addition to the penalties outlined in Section 3-45-3 above, the Village may revoke or suspend any license issued under the Village Code, if it is determined that the licensee has violated any of the provisions of the Village Code, this Section or any other ordinances or resolutions enacted by the corporate authorities of the Village of Glen Ellyn, or any state and/or federal statutes which is not inconsistent with the law. However, no such license shall be revoked or suspended except after a public hearing with a seven (7) day written notice to the licensee affording the licensee an opportunity to appear and defend the charges contained in such notice. The seven (7) day notice provision shall begin the day following delivery by certified or registered mail or by personal service.

The Village shall within seven (7) days after such hearing, if it is determined after such hearing that the license should be revoked or suspended, and/or that the licensee should be fined, state the reason for such determination in a written order and include the amount of the fine, the period of suspension and/or that the license has been revoked. A copy of such order shall be served within the seven (7) days upon the licensee.

Any licensee determined by the Village to have violated any of the provisions of this Section shall pay to the Village the costs of the hearing on such violation. The Village shall determine the costs incurred by the Village for said hearing, including, but not limited to court reporter's fees, the costs

of transcripts or records, attorney's fees, the cost of preparing and mailing notices and orders and all other miscellaneous expenses incurred by the Village.

The licensee shall pay said costs to the Village within thirty (30) days of notification of the costs by the Village. Failure to pay said costs within thirty (30) days of notification is a violation of this section.

SECTION THREE: All policies, resolutions, and ordinances of the Village of Glen Ellyn which conflict with this ordinance shall be, and they are hereby, repealed.

SECTION FOUR: This Ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

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

Ayes		Mark Senak		Anne Gould		Donna Jean Simon
		Kelli Christiansen		Kelley Kalinich		Steve Thompson
		Gary Fasules				
Nays						
		Mark Senak		Anne Gould		Donna Jean Simon
		Kelli Christiansen		Kelley Kalinich		Steve Thompson
Absent		Gary Fasules				
		Mark Senak		Anne Gould		Donna Jean Simon
		Kelli Christiansen		Kelley Kalinich		Steve Thompson
		Gary Fasules				

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

Village President

Attest:

Village Clerk

AFFIX VILLAGE SEAL

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



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

Meeting 6/26/2023 7:00 PM
Department: Police
Department Head:
Category: Discussion Item
Prepared By: Philip Norton

**AGENDA ITEM (ID
2023-635)**

DOC ID: 2023-635

Motion to approve Vohne Liche Kennels for the purchase of a single purpose narcotic detection canine as well as other costs associated with the Canine Program, totaling \$35,082.95 to be expensed to the General Fund (Police Chief Norton)

Statement of the Issue:

The Police Department is seeking to purchase their second single purpose narcotic detection canine. This new canine is intended to replace Madden and be assigned to the Drug Enforcement Administration along with a Department Task Force Officer.

Analysis:

In November 2014, the Department initiated its canine program with the purchase of a single purpose narcotic detection canine. That canine, Madden, was immediately assigned to the Department Task Force Officer (TFO) Terranova at the Drug Enforcement Administration (DEA). Canine Madden and TFO Terranova recently completed the DEA TFO assignment after approximately 8 ½ years working together. Canine Madden has retired from service due to reaching his end of service age of 10 years old. The canine program proved to be an overall successful endeavor for the Department as Canine Madden was responsible for the seizure of hundreds of pounds of illicit drugs and over \$20,000,000.00 in drug proceeds.

This memo includes kennel options and associated costs for the purchase of a new single purpose narcotic detection canine (same as Madden), handler training, equipment, and ongoing expenses for the program. Included herein are estimates for all expenses that we reasonably anticipate.

The Department and the DEA desire to continue their intergovernmental cooperation however, the DEA is seeking immediate replacement of the canine for continued participation in the TFO program. Therefore, in furtherance of that cooperation the Department will assign a new TFO/Canine Handler and canine to the DEA.

In April 2023, the Department selected Det. Jeremy Schmidt to be the new TFO/Canine Handler assigned to the DEA. Det. Schmidt understands the responsibilities of this new TFO assignment as well as the handling and caring for the Department canine. Additionally, Det. Schmidt's home canine care situation falls within Department policy. One collateral issue to the canine purchase is the home modification needed for Det. Schmidt's home to be in full compliance with Department policy. More specifically, a fenced-in kennel area needs to be installed at Det. Schmidt's residence.

The Department policy indicates that a five-foot fence with locking gate is required. This is for the safety and security of the canine during off-duty hours. Additionally, the fence allows the handler to maintain care and control of the canine while the two are not on-duty. Three potential options for this alteration are included in this memo.

At the DEA, the TFO will be responsible for conducting narcotic investigations, in the general sense, and enforcing federal laws. More specifically, the TFO will investigate narcotics and currency smuggling at mass transportation venues such as O'Hare Airport, Midway Airport, and Chicago Union Station (Amtrak). While many different types of controlled substances are smuggled through mass transportation venues, many of the cases at these venues involve marijuana smuggling. Additionally, many of the currency smuggling investigations could be traced back to marijuana trafficking.

It is important to remember that while Illinois has legalized personal use amounts of marijuana for medical and recreational purposes, marijuana remains a schedule 1 controlled substance under federal law. Furthermore, marijuana is not allowed to be possessed or trafficked through airports. The DEA TFO is deputized to enforce marijuana and other controlled substances laws.

In addition to the marijuana and narcotics enforcement, community education is an important facet of the canine program at the Department. The handler/canine team will be expected to conduct public demonstrations and community presentations periodically throughout each year that the canine is active. This will be in addition to the DEA TFO responsibilities for the handler. The purpose of these presentations is to familiarize the community with the canine's capabilities as well as teach community members about the dangers of marijuana and other drugs.

Budget Impact:

Three kennels and training facilities have been identified for the purchase of the new canine and for the training of the new handler/canine team. Each vendor supplies the canine and the training for both the canine and handler however the origin of the canines differs slightly. This memo provides a list of the three kennels and then a summary of the information about each facility.

1. Vohne Liche Kennels, 7953 N. Old Rte 31, Denver, IN 46926. Tx: (765) 985-2274, website: www.vohneliche.com
2. FM K9, 7563 Pokagon Rd., Berrien Center, MI 49102. Tx: (574) 326-6108, website: www.fmk9.com
3. Kane County Sheriff's Office, 37W755 IL-38 Suite A, St. Charles, IL 60175. Tx: (630) 232-6840, website: www.kanesheriff.com

Vohne Liche Kennels (VLK):

VLK is the kennel where "Madden" was purchased from and where the last Department Canine Handler attended training in 2014. VLK has been in operation since 1993 and services a vast array of customers including private, military, local, and international. They are in Denver, Indiana, which is an approximate 3-hour drive from Glen Ellyn. The facility spans hundreds of acres, and it houses hundreds of canines. VLK also owns and operates many off-site training facilities within a short drive of their main location all of which provide a variety of training experiences. VLK specializes in training social police/working dogs. Handler trainees and the canines can be housed on the VLK

campus in dormitory-style residences or off-site housing is available for an additional fee. I spoke to Ken Licklider, the owner of VLK, and he advised that they have purchased a YMCA facility which is under renovation and will be utilized for handler trainee housing. According to Licklider, that former YMCA facility would be ready in time for our candidate to benefit from its use.

The previous Department handler/canine team obtained the initial certification at VLK so they could operate in the field however, the certification requirements in Illinois have changed since that time. Now, the new handler/canine team must certify in Illinois even after completing an out of state training/certification. This holds true for any out of state kennel, not just VLK.

VLK is a 'one stop shop' meaning they provide the canine, training, equipment, lodging, and certification for the handler/canine team. While doing research it appears that VLK is the only kennel that offers all these services in one package however the equipment is ala carte. VLK is a direct supplier of canines as they own kennels in multiple states and countries. This allows VLK to conduct canine demonstrations for its customers. If we select VLK, they will demo multiple canines which fit our specifications for breed, size, and temperament. This allows the Department to select the canine that best fits with handler in both the work and home environment.

VLK itemizes all the equipment they offer for sale and all, none, or some of this equipment may be purchased or declined by the Department. This is basic equipment such as leashes, collars, kennel/crate, food bowls, etc. The warranties offered by VLK are a 6-month health, 12 months skeletal, 3-month workability and a 1-month compatibility. Handler training is 3 weeks long and payment is due upon receipt of the canine which is typically 1 week before training starts.

Available training dates at VLK are as follows.

1. July 3 – July 21, 2023
2. Sept. 11 – Sept. 29, 2023
3. Nov. 6 – Nov. 22, 2023

FM K9:

FM K9 is a small kennel located in Berrien Center, Michigan, about a 2.5-hour drive from Glen Ellyn. They are owned and operated by Michael McHenry. In order to purchase a canine from FM K9 they must first locate one from a third-party vendor. This is common amongst canine kennels because most are unable to house trained dogs and have them on standby. However, at FM K9 the canine they select for the handler is the canine that we must accept.

I spoke to other handlers that have utilized FM K9 and they were generally satisfied with the facility and training. The canines that have come from FM K9 have performed their job duties satisfactorily and consistently pass their annual certifications. FM K9 does prepare Illinois police canine handlers for the Illinois Law Enforcement Training and Standards Board (ILETSB) certification by introducing them to the Illinois certification test.

Training at the FM K9 lasts for 4 weeks and is included in the price of the canine. The same is true for the lodging cost. The training includes an introduction to the Illinois certification "tube test" but the kennel is not able to fully certify our handler/canine team. The certification must be done in Illinois upon successful completion of the basic training.

The basic equipment such as leashes, collars, kennel/crate, food bowls, etc. must be purchased from a third-party vendor as FM K9 does not supply these products. The warranties offered by FM

K9 are a 2-year health, 2 years skeletal, 1 year workability and a 1-year satisfaction guarantee. Payment is due upon receipt of the canine.

Available training dates at FM K9 are as follows.

1. July 24 – August 18, 2023
2. Sept. 11 – Sept. 29, 2023
3. Oct. 30 – Nov. 24, 2023

Kane County Sheriff's Office:

Kane County Sheriff's Office (KCSO) operates a new canine training academy out of their facility in St. Charles. Sergeant Nick Wolf runs the program, and he is a master canine trainer. Sgt. Wolf also operates the canine certification process for ILETSB out of the KCSO. In order to purchase a canine from KCSO Sgt. Wolf must first locate one from a third-party vendor. Sgt. Wolf will do this according to specifications (breed, size, and temperament) that we provide. By selecting KCSO as our provider, the canine they select for the handler is the canine that we must accept.

I spoke to Sgt. Wolf about this potential purchase, and I also have previous experience training and certifying with him at KCSO. Their program, while new, has produced successful handler/canine teams in cities such as Schaumburg and Arlington Heights. I am familiar with these canine teams, and they perform at a high level. KCSO offers canine handlers the ILETSB certification test for Illinois canine handler teams at the conclusion of the academy.

Training at the KCSO lasts for 8 weeks or 320 hours and is included in the price of the canine. Since this training occurs in Illinois is regulated by ILETSB. This training includes classroom discussion as well as practical applications.

The basic equipment such as leashes, collars, kennel/crate, food bowls, etc. must be purchased from a third-party vendor as KCSO does not supply these products. The warranties offered by KCSO vary depending on which vendor is used for the canine. The KCSO indicates that all warranties are consistent with industry standards. Payment is due upon receipt of the canine.

Available training dates at KCSO are as follows.

1. April 15 – June 7, 2024

Peerless Fence, Home Depot & Paramount Fence:

When "Madden" was put into service a fence with a locking gate was installed at the Handler's residence. This was done for canine safety and to provide an area for the canine to be able to move freely in a secured area. This was incorporated into Department policy and is considered best practice to maintain a viable canine/handler team home environment.

A basic five-foot and/or six-foot combination chain link and wood picket fence with a four-foot locking gate was shopped through Peerless Fence, Home Depot, and Paramount Fence. All three companies' cost estimates are contained below and included in the table on the next page. Det. Schmidt's residence does not require take down and haul away as this is a new installation.

Home Depot: \$2500-\$3200 for five-foot wood, \$2500 for five-foot chain link

Peerless: \$2200 for five-foot, \$2300 for six-foot (Combination wood and chain link)

Paramount: \$2294 for five-foot chain link, \$2888 for six-foot chain link

Costs:

	<i>Vohne Liche</i>	<i>FMK9</i>	<i>Kane Co. Sheriff</i>
<i>Item</i>			
Canine	\$9,500.00	\$13,000.00	\$13,000.00
Canine/Handler Training	\$5,000.00	Incl	Incl
Lodging	\$1,100.00	Incl	Incl
Leash/Lead	\$22.00	\$49.98	\$49.98
Obedience Collar	\$6.00	\$41.98	\$41.98
Leather Collar	\$8.00	\$21.98	\$21.98
Long Line Lead	\$24.00	\$24.98	\$24.98
One month supply food	\$59.00	\$37.13	\$37.13
Grooming brush	\$7.00	\$13.98	\$13.98
Food Bowl	\$7.00	\$5.98	\$5.98
Water Bowl	\$8.00	\$6.98	\$6.98
Kennel/Crate	\$95.00	\$201.98	\$201.98
Annual Handler Compensation**	\$14,756.20	\$14,756.20	\$14,756.20
Handler home modification	\$4,000.00	\$4,000.00	\$4,000.00
Annual Veterinary Care (Est)	\$490.75	\$490.75	\$490.75
Estimated Total Cost	\$35,082.95	\$32,651.92	\$32,651.92

**Annual Handler Compensation is paid to the Handler for care and maintenance of canine while off-duty. The Department pays the Handler's overtime rate for half an hour per day, seven days per week. In this case the figure in the table was calculated using the following: \$81.078 (OT rate) x ½ hour x 14 (days in pay period) = \$567.54 x 26 (pay periods) = \$14,756.20

Contribution to Strategic Plan

N/A

Action Requested:

It is recommended that the Department select Vohne Liche Kennels for the purchase of its next single purpose narcotic detection canine. There are several factors for this recommendation detailed below.

Vohne Liche is a recognized industry leader for police canine teams in the United States and abroad. They have canines available and ready for purchase. VLK specializes in properly socialized canines so they may be utilized for public canine demonstrations. The training dates and times offered by VLK provide flexibility for the canine/handler team so they may properly integrate with the DEA TFO assignment. The length of time (3 weeks) for VLK's single purpose canine course is also ideal for the DEA TFO assignment. The ILETSB qualification will be required once the

handler/canine team have completed basic training but VLK's training dates align with the qualification schedule. There is no additional cost for the ILETSB qualification, and it is conducted during an in-service training or regular workday. VLK offers a streamlined process as a one-stop shop for the canine, equipment, and training. Most importantly, the Department has previous successful experience with VLK. In 2014 the Department purchased Madden from VLK, and they have proven to be a trustworthy and reliable vendor.

The Department recommends purchasing the fence from Peerless. They are the most economical and experienced fence contractor in the area with 62 years in business. They are responsive and the expectation is that they will be available for further maintenance on the fence should it be required. Peerless is based out of St. Charles which presents reasonable installation and maintenance options for Det. Schmidt's residence which is near the vendor.

A further recommendation is for the Department to purchase the canine using Cannabis Regulation and Tax Act Funds. The Department receives these funds per Illinois statute and through the Local Government Distributive Fund. This statute also indicates what these funds may be spent on. Please see below: 30 ILCS 105/6z-112-3(B),

8% shall be transferred to the Local Government Distributive Fund and allocated as provided in Section 2 of the State Revenue Sharing Act. The moneys shall be used to fund crime prevention programs, training, and interdiction efforts, including detection, enforcement, and prevention efforts, relating to the illegal cannabis market and driving under the influence of cannabis.

The handler/canine team will be directly responsible for conducting marijuana detection and other related investigations while working at the DEA. Additionally, the handler/canine team will perform regular community presentations and provide education to the members of the public on marijuana and other narcotics related topics.

Recommendation: Staff recommends that the Village Board approve Vohne Liche Kennels for the purchase of its next single purpose narcotic detection canine as well as other costs associated with the Canine Program, totaling \$35,082.95 to be expensed to the General Fund.

Attachments:



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

Meeting 6/26/2023 7:00 PM
Department: Finance
Department Head: Larry Noller
Category: Report
Prepared By: Larry Noller

**AGENDA ITEM (ID
2023-602)**

DOC ID: 2023-602

Ordinance 7046-VC, An Ordinance Amending Chapter 11 of Title 7 of the Village Code of Glen Ellyn, Illinois Establishing Water and Sewer Rates

Statement of the Issue:

Consider approval of a new rate structure to provide funding for the Village's water and sewer systems.

Analysis:

The Village Board approved the preparation of a water and sewer rate study by NewGen Strategies and Solutions in February 2022. NewGen was selected by a steering group composed of Public Works and Finance staff following a request for proposal process with four firms responding. The intent of the study is to ensure that the Village's water and sewer rates are sufficient to generate the revenue necessary to operate, maintain, repair, rehabilitate, and replace the Village's water and sewer systems.

NewGen presented the draft report to the Finance Commission at their September meeting. The study recommended increasing water and sewer rates and adopting an alternative rate structure, which includes a fixed fee component based on a customer's meter size. The study noted that the fixed fee component would impact residents differently based on meter size and usage, with lower usage customers experiencing a greater percentage increase than higher usage customers. The Finance Commission requested that NewGen provide further details on how the rate changes would impact residents if the Village adopted the alternative rate structure and options to minimize the impact to residents with lower water usage.

NewGen and Village staff met and discussed potential revisions to the proposed rate structure to further minimize the impact on residents. Some of the rate model assumptions were modified and the forecasted cash reserves allowed to move closer to the recommended minimum balance. Additionally, the fixed fee component would be phased in over a longer term. The Finance Commission reviewed and discussed the additional information and the revised proposed rates at their October meeting and unanimously approved recommending the alternative rate structure and rate increases to the Village Board.

The Village Board discussed the report and the Finance Commission's recommendation at the January 17 workshop. Following discussions, the Village Board directed NewGen to provide additional information for the Finance Commission's review regarding the potential of a tiered rate

structure to reduce the impact on low usage customers and promote water conservation.

The Finance Commission reviewed additional information from NewGen at the Commission's February and March meetings, including examples of the impact of tiered rate structures on conservation at other communities. The data presented indicated that a tiered rate structure based on water usage had minimal impact on promoting conservation. Additionally, the Finance Commission noted that a tiered rate structure based on water usage would add complexity to the water bills.

Following discussion at their March meeting, the Finance Commission voted unanimously to recommend the Village Board adopt the study's recommended rate structure with a fixed fee component based on meter size effective January 2024. The Commission also supported holding off on a 2% rate increase mid-year in 2023 and instead adjust the rates by 4% effective January 2024. This will simplify the communication of the new rate structure to Village residents with minimal impact to the Water and Sewer Fund. The NewGen study anticipates future annual increases of 4%-6%. Village staff will update the model provided by NewGen each year during the budget process and adjust the recommended rate increases based on the Water and Sewer Fund's operational and capital requirements.

The Village Board reviewed and discussed the Finance Commission's recommendation at the April 17 workshop meeting. Following the discussion, the Board directed staff to move forward with preparing the recommended rate structure for consideration at an upcoming Village Board meeting. Eric Callocchia from NewGen Strategies & Solutions will present a review of the Village's water and sewer rate study and the proposed rate structure recommended to start January 1, 2024 at the June 26 Village Board meeting.

Budget Impact:

The recommended rate structure would increase water and sewer revenue by 4% effective January 2024. The NewGen study anticipates future annual increases of 4%-6%, which will be reviewed each year during the budget process and considered by the Village Board for approval.

Contribution to Strategic Plan

The following strategic plan priorities have been set by the Village Board as part of the CY2020-24 Strategic Plan:

1.Strategic Priority: Infrastructure **Initiative:** Safe & reliable roads & utilities **Actions:** Complete a water/sewer rate assessment to ensure a sustainable financial structure

Action Requested:

Motion to Approve Ordinance XXXX, An Ordinance Amending Chapter 11 of Title 7 of the Village Code of Glen Ellyn, Illinois Establishing Water and Sewer Rates

Attachments:

1. Ordinance Water and Sewer Rates 2024
2. GE_W_WW_Rate_Study_Board_Presentation_2023-06-14
3. Glen_Ellyn_Water_and_Sewer_Rate_Study_Report_FINAL



Village of Glen Ellyn

Ordinance No. _____

**An Ordinance Amending Chapter 11 of Title 7 of the
Village Code of Glen Ellyn, Illinois Establishing Water and Sewer Rates**

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

This _____ Day of _____, 2023.

Published in pamphlet form by the authority
of the President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this _____ day of _____, 2023.

PREPARED BY AND MAIL TO:

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

Ordinance No. _____

**An Ordinance Amending Chapter 11 of Title 7 of the
Village Code of Glen Ellyn, Illinois Establishing Water and Sewer Rates**

Whereas, the Village of Glen Ellyn owns and operates a combined water and sanitary sewer system that serves all residents in the Village of Glen Ellyn and a portion of adjacent unincorporated areas; and

Whereas, the funds required for the operation, maintenance and improvement of the system are primarily collected from the users of the system through a system of user rates and charges; and

Whereas, the Village performed a rate study to determine the water and sewer rates required to properly operate, maintain and improve the system;

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

Section One: Section 7-11-28 of the Glen Ellyn Village Code is hereby deleted in its entirety and replaced with the following:

Water and sewer rates and charges:

The rates and charges for the use and services supplied by the combined waterworks and sewage systems of the Village are as follows:

Effective with bills issued starting January 1, 2024;

Water Rates and Charges	Within Village	Outside Village
Water Rate per 1,000 Gallons	\$10.12	\$15.18
Monthly fee based on water meter size:		
5/8"	\$0.85	\$1.27
3/4"	\$1.27	\$1.91
1"	\$2.12	\$3.19
1 1/2"	\$4.25	\$6.37
2"	\$6.80	\$10.19

3"	\$12.74	\$19.11
4"	\$21.24	\$31.85
6"	\$42.47	\$63.71

Sewer Rates and Charges	Within Village	Outside Village
Sewer Rate per 1,000 Gallons	\$7.31	\$7.69
Monthly fixed fee based on water meter size:		
5/8"	\$0.63	\$0.94
3/4"	\$0.94	\$1.41
1"	\$1.57	\$2.35
1 1/2"	\$3.13	\$4.70
2"	\$5.02	\$7.52
3"	\$9.40	\$14.11
4"	\$15.67	\$23.51
6"	\$31.35	\$47.02
Sewer only service fee per month	\$3.25	\$3.25
Non-metered sewer service per month	\$47.11	\$47.11

Section Two: Section 7-11-29 of the Glen Ellyn Village Code is hereby deleted in its entirety and replaced with the following:

Drainage Reimbursement Fee: All sewer customers of the Village shall be assessed a flat monthly Drainage Reimbursement Fee of \$3.00 for the purpose of funding stormwater improvements and maintenance, the sewer repair reimbursement program, and the clear water removal program

Section Three: All ordinances or parts of ordinance in conflict herewith are hereby repealed.

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

Passed by the President and Board of Trustees of the Village of Glen Ellyn, this _____ day
of _____, 2023.

	Ayes		Nays		Absent
Fasules					
Gould					
Thompson					
Kalinich					
Simon					
Christiansen					
Senak (in event of a tie)					

Approved by the Village President of the Village of Glen Ellyn, Illinois, this _____ day
of _____, 2023.

Attest:

Village President of the
Village of Glen Ellyn, Illinois

Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the _____ day of _____, 2023).



June 26, 2023

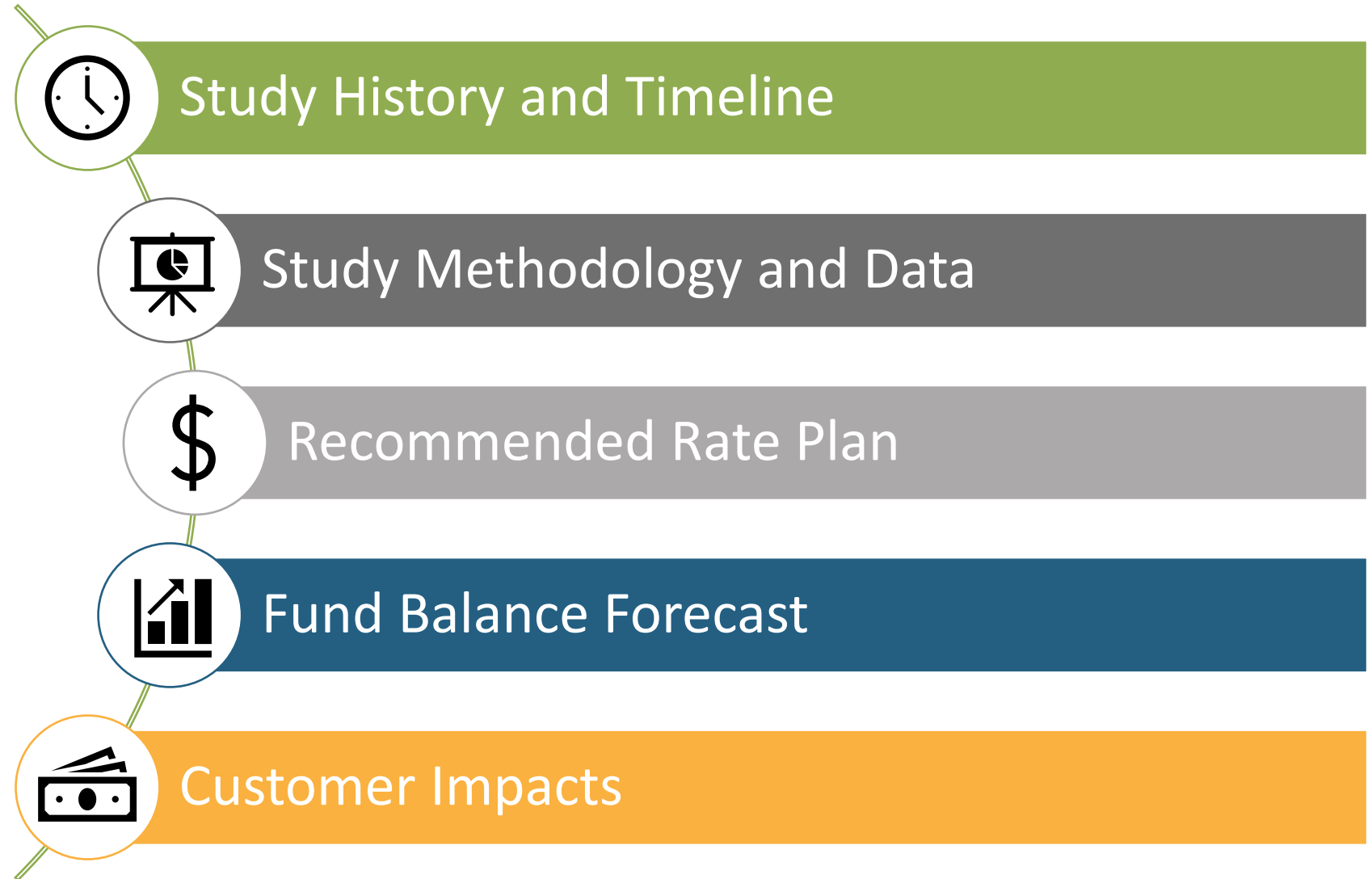
WATER AND SEWER RATE STUDY RESULTS

VILLAGE OF GLEN ELLYN

PRESENTATION TO THE VILLAGE BOARD

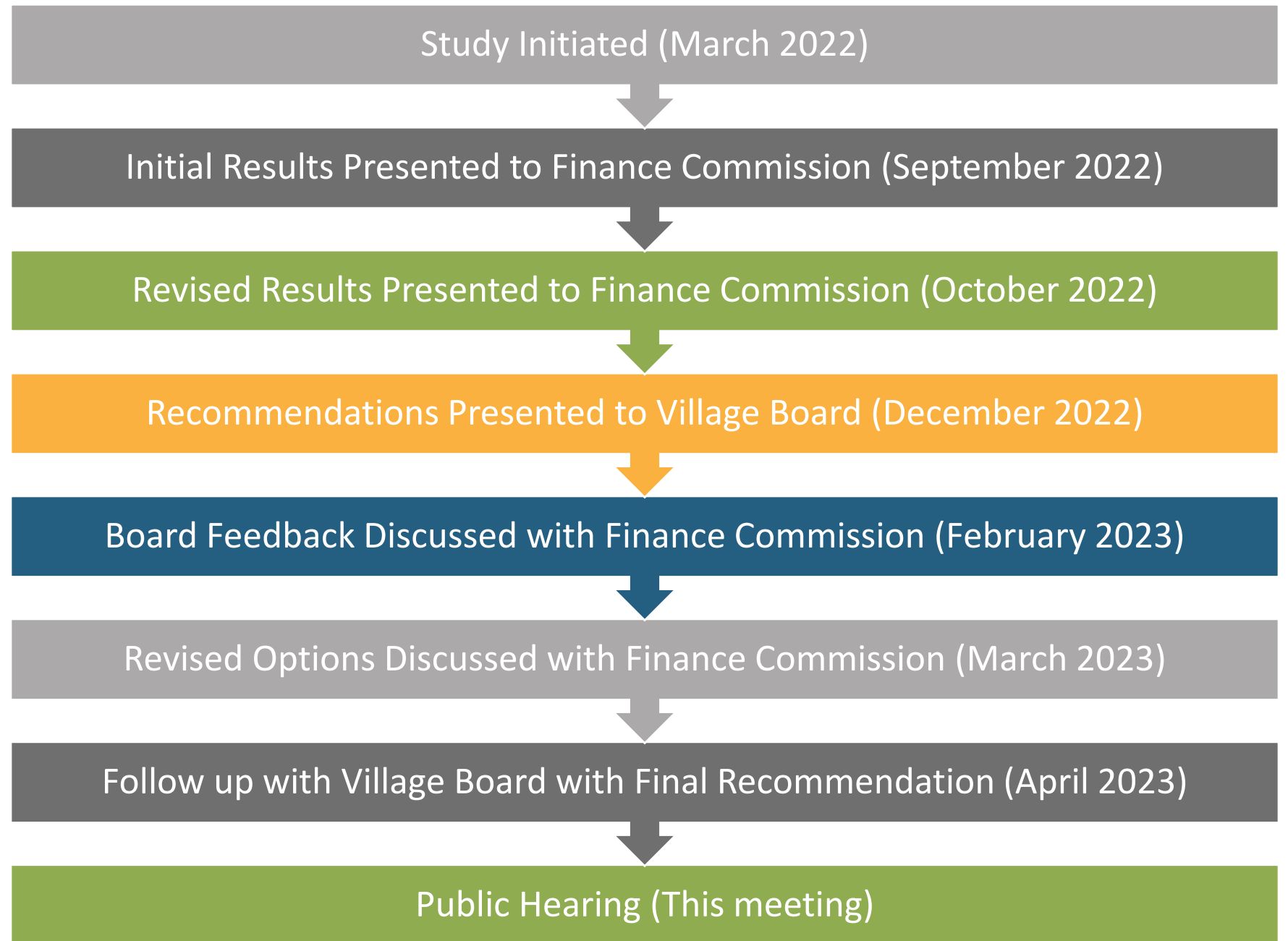


AGENDA



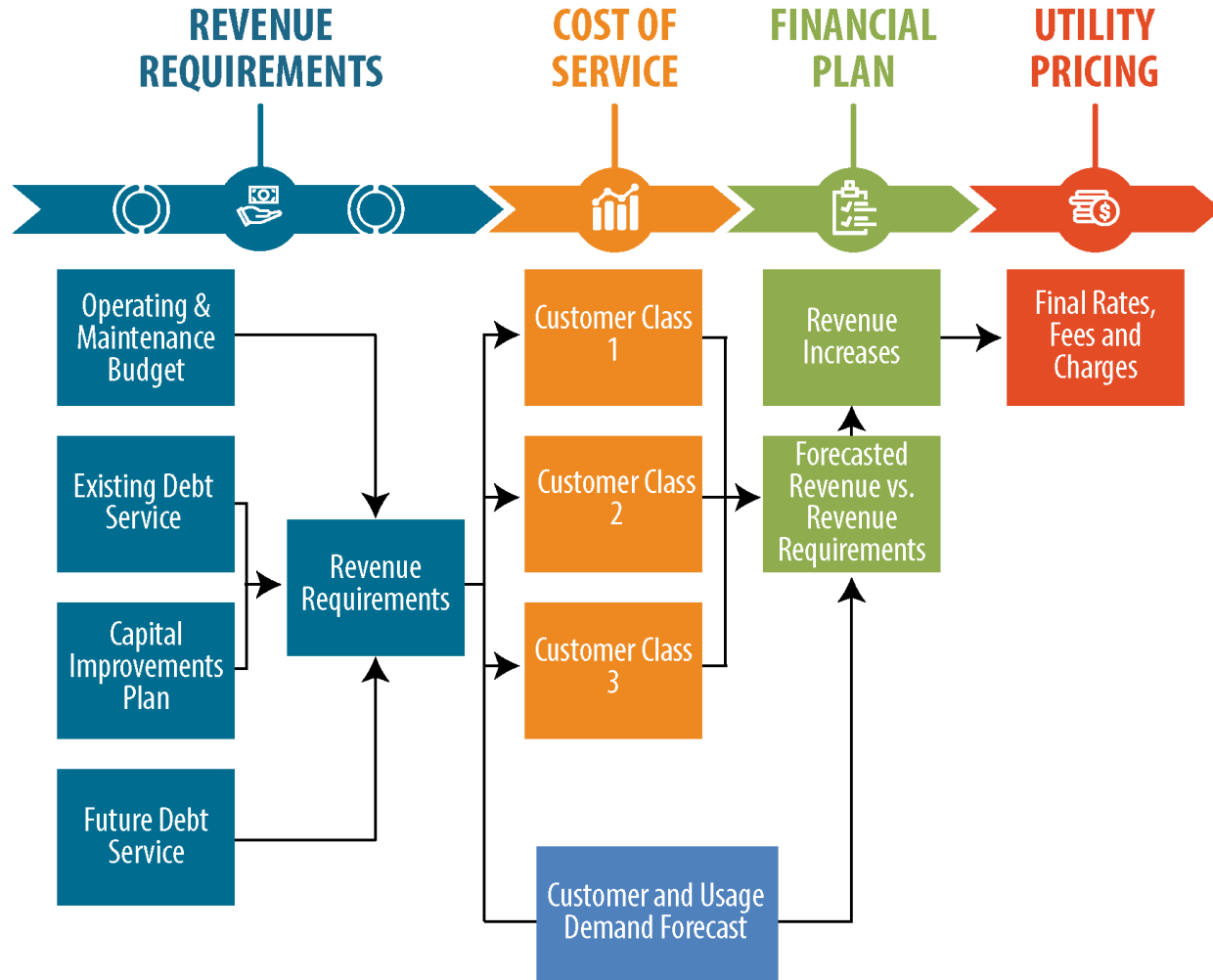
STUDY TIMELINE

STUDY TIMELINE



STUDY METHODOLOGY AND DATA

RATE STUDY METHODOLOGY



- **Revenue Requirements:**
Development of the full cost of providing water sewer, and stormwater service, including reserves.
- **Cost of Service:**
Allocation of revenue requirements to customer classes or similar types of customers.
- **Financial Plan:**
Development of a financial plan to fund each system's revenue requirements over time.
- **Utility Pricing:**
Review of the current and alternative rate designs based on revenue needs and rate design pricing objectives with specific rate projections.

RATE STUDY GUIDING PRINCIPLES

The Systems Must Be Financially Self-Sufficient

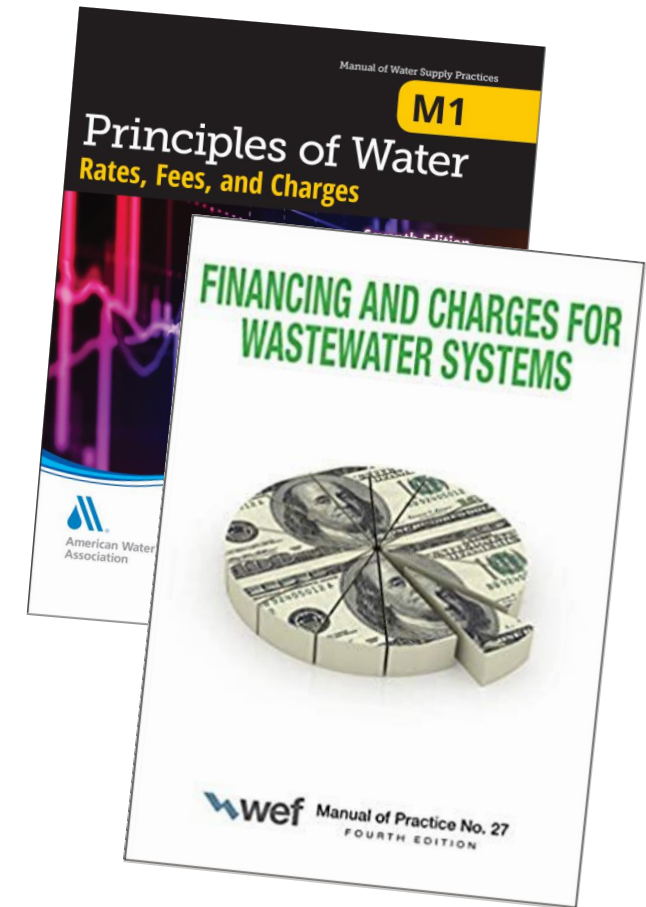
- No subsidies from General Fund
- Those who cause the expenses pay for the expenses, i.e., users

Objective is to Keep Rates and Fees Low Over Time

- Adequate funding to keep facilities in good condition to prolong useful life
- Maintenance of Reserves and Debt Coverage
- Rate increases regularly, gradually, and smoothly

Someone Must Pay

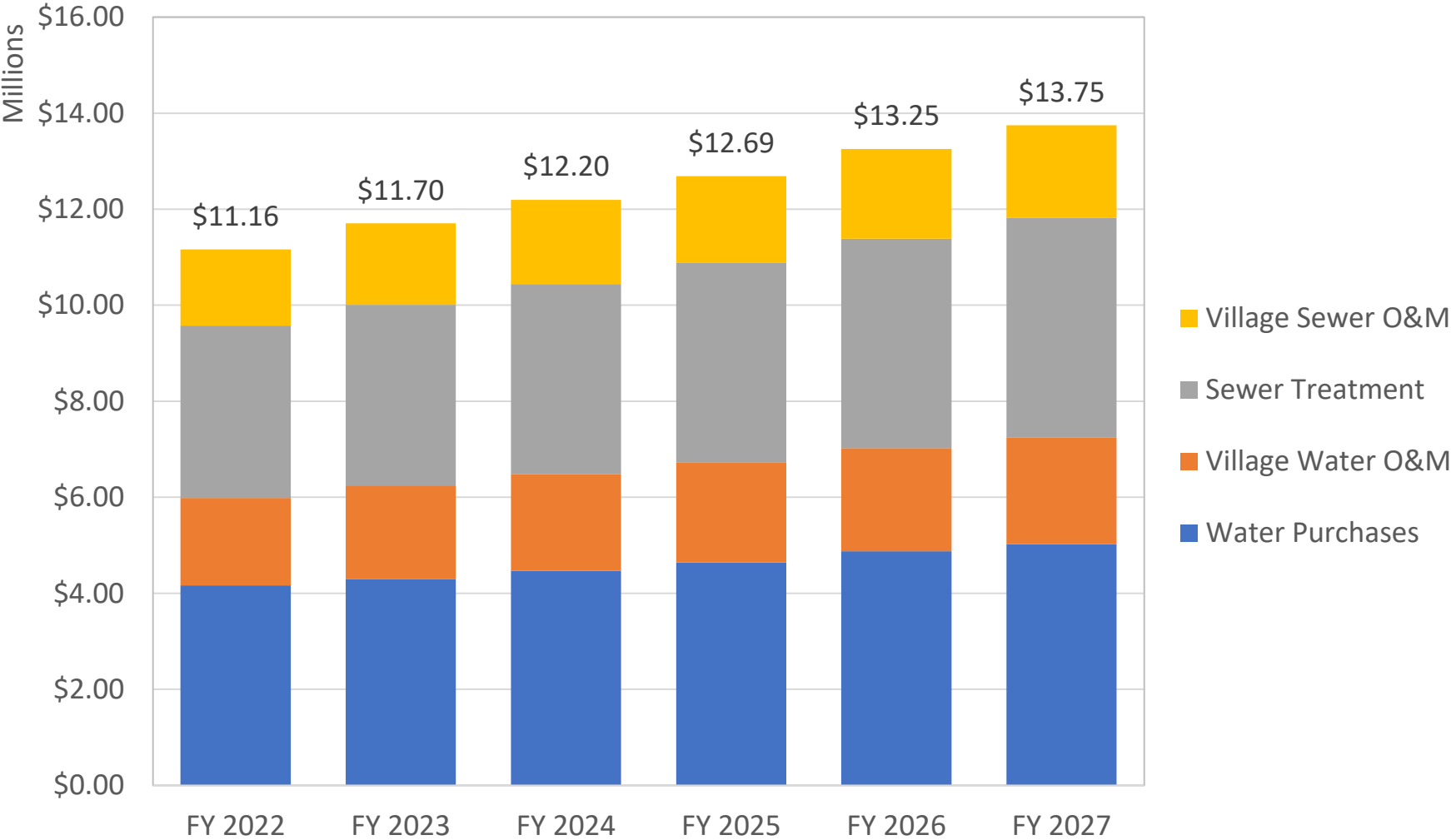
- Operating and capital costs are largely fixed
- Discounts/rebates for any group of customers means other customers must pay more
- “Zero sum” game



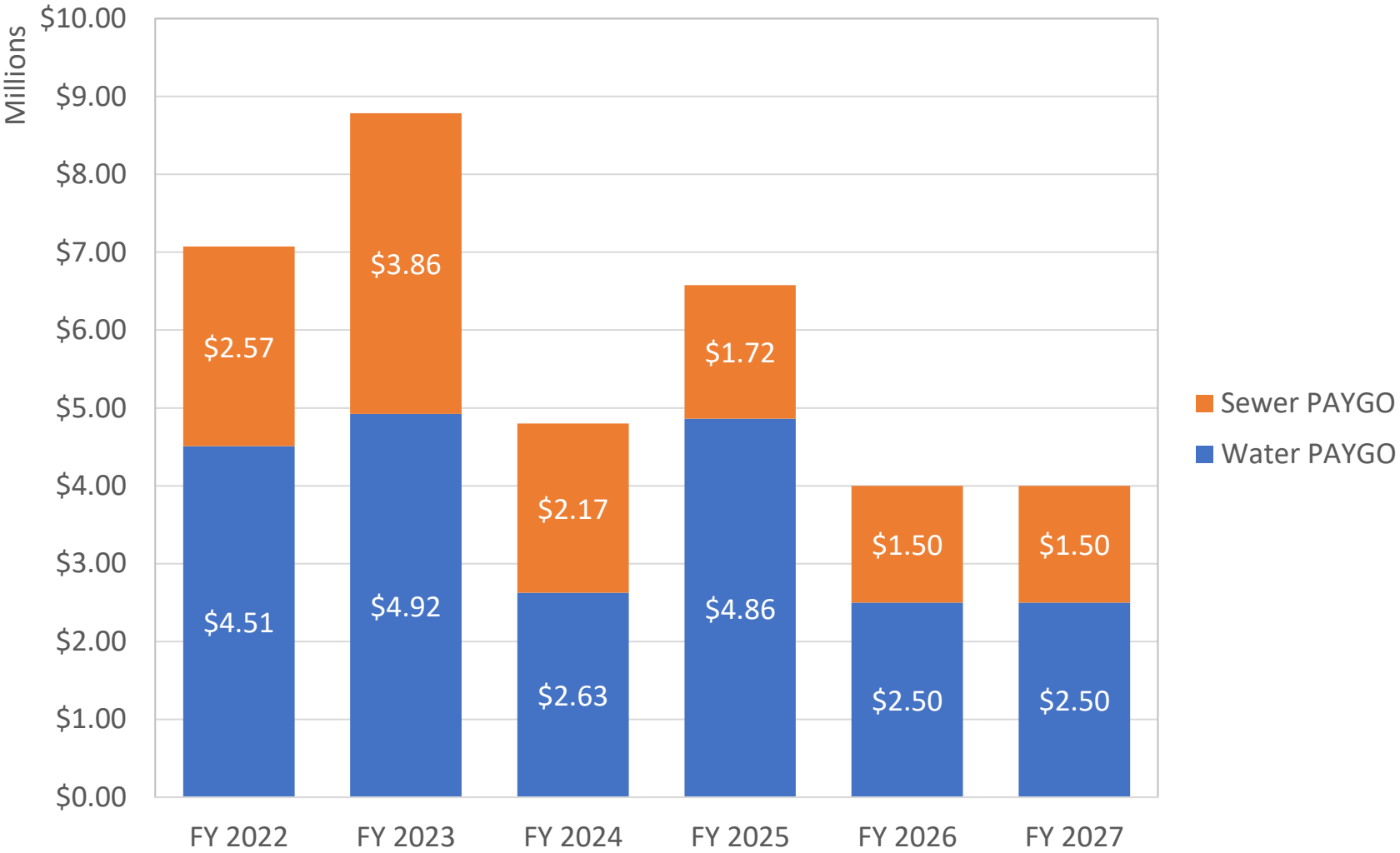
KEY REVENUE REQUIREMENT FORECAST ITEMS

- Forecasts based of FY 2022 operating budget, escalated by an average of about 4.0% per year over the next five years
- Cost of water purchased from DuPage Water Commission and payments to Glenbard Wastewater Authority escalated at 5.0% per year
- Capital Improvement Plans for FY 2022 – FY 2027:
 -  \$12.9 million
 -  \$13.3 million
 - Major projects include Roosevelt Road Water Main, Route 53 Water Main Lining, Royal Glen, CBD Underground/Streetscape Improvements, Bemis Road
- CIP 100% PAYGO funded (no new debt for water or sewer capital projects)

O&M EXPENSE FORECAST

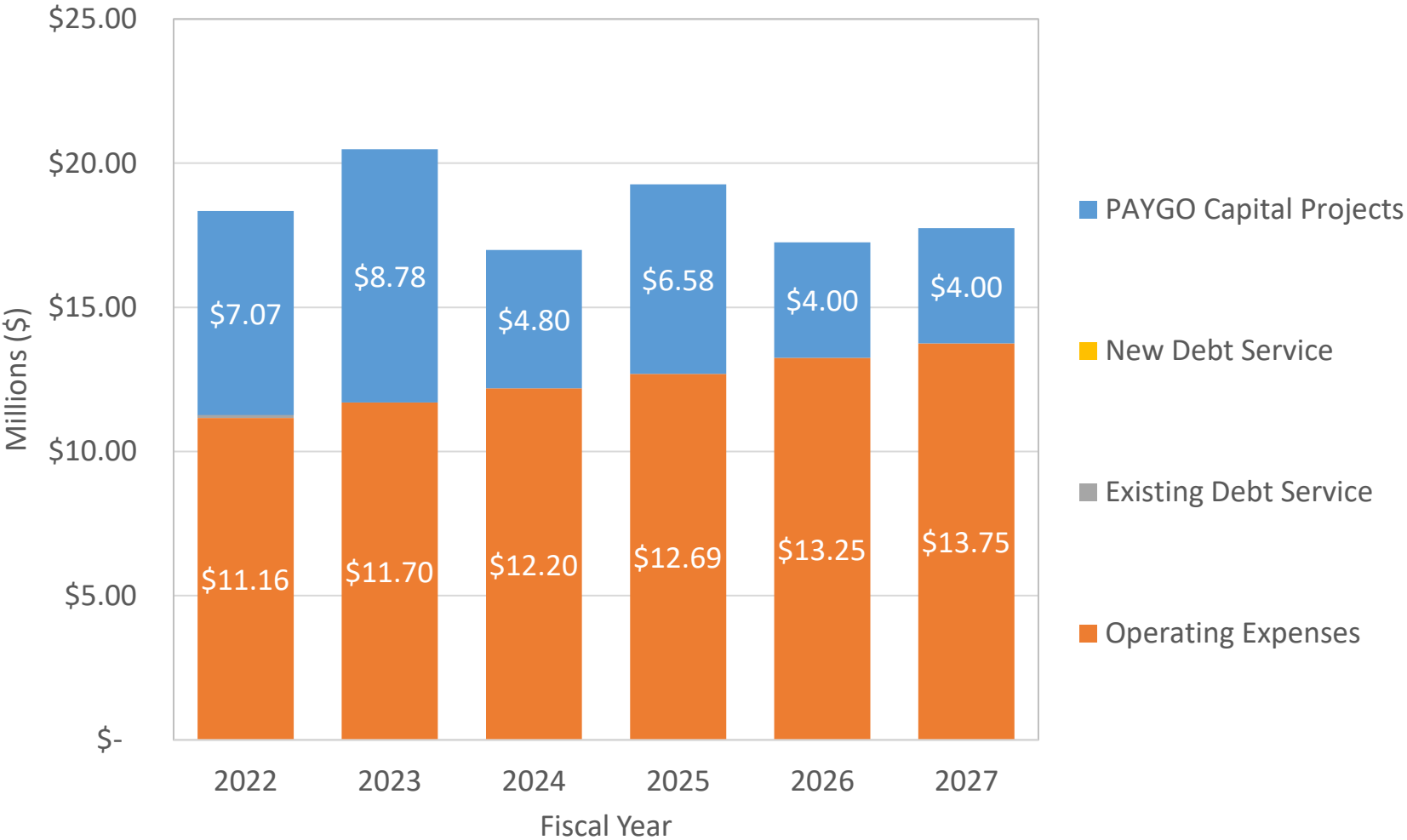


PLANNED CAPITAL SPENDING



FORECASTED WATER AND SEWER FUND REVENUE REQUIREMENT

Sewer debt service
(IEPA Loan) paid off in
FY 2022.



RECOMMENDED RATES

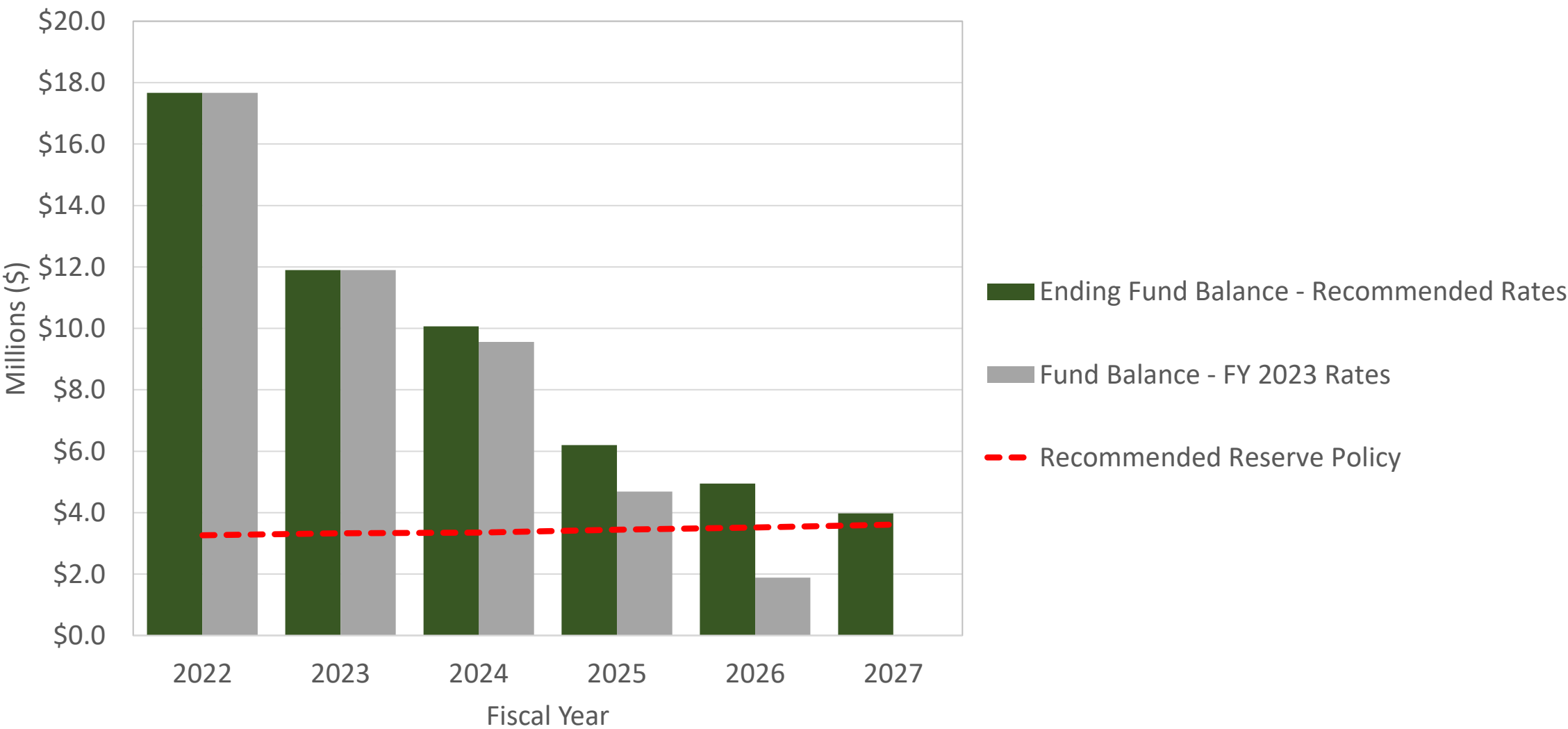
RATE INCREASE RECOMMENDATION

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Rate Increase Recommendation	0.0%	4.0%	4.0%	4.0%	5.0%
Recommended Rate Structure					
Monthly Infrastructure Fee	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00
Fixed Monthly Service Charge					
5/8"		\$1.48	\$3.04	\$4.74	\$6.62
3/4"		\$2.21	\$4.56	\$7.10	\$9.93
1"		\$3.69	\$7.60	\$11.84	\$16.56
1 1/2"		\$7.38	\$15.19	\$23.68	\$33.11
Water Rate per kgal	\$9.93	\$10.12	\$10.31	\$10.50	\$10.79
Sewer Rate per kgal	\$7.18	\$7.31	\$7.44	\$7.57	\$7.77

Note: Only FY 2024 rates are being considered at this time. Rates will be re-evaluated in future years.

FUND BALANCE FORECAST

FUND BALANCE FORECAST



CUSTOMER BILL IMPACTS

CUSTOMER BILL IMPACTS

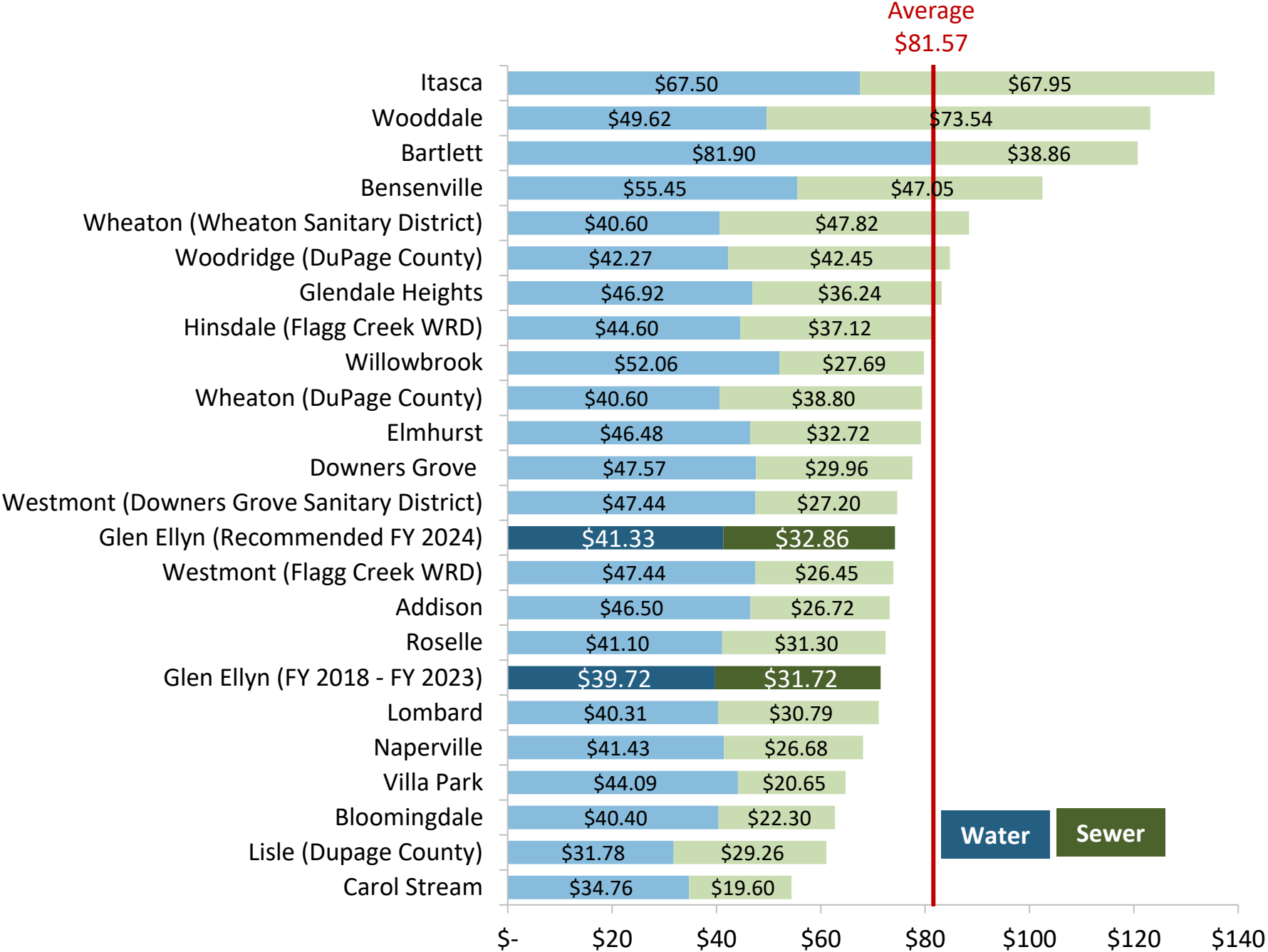
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Low Use	\$37.22	\$21.91	\$23.79	\$25.80	\$28.18
1 kgal/mo.	\$ Change	(\$15.31)	\$1.88	\$2.01	\$2.38
5/8" Meter	% Change	(-41.1%)	8.6%	8.5%	9.2%
Minimum Use	\$37.22	\$39.34	\$41.53	\$43.87	\$46.74
2 kgal/mo.	\$ Change	\$2.12	\$2.20	\$2.33	\$2.87
5/8" Meter	% Change	5.7%	5.6%	5.6%	6.5%
Average Use	\$71.44	\$74.20	\$77.03	\$80.00	\$83.85
4 kgal/mo.	\$ Change	\$2.76	\$2.84	\$2.97	\$3.85
5/8" Meter	% Change	3.9%	3.8%	3.8%	4.8%
High Use	\$345.20	\$358.98	\$373.16	\$387.99	\$407.26
20 kgal/mo.	\$ Change	\$13.78	\$14.18	\$14.83	\$19.27
1 1/2" Meter	% Change	4.0%	4.0%	4.0%	5.0%

REGIONAL WATER AND SEWER BILL COMPARISON

Average Inside Village
Customer

5/8” Meter

4,000 gallons per
month



KEY CONSIDERATIONS

- Tonight

Adopt FY 2024 rate increases

Adopt the recommended alternative rate structure

- Future Considerations

Update Financial Model as actual data becomes available

Lead Service Lines (\$2.0 - \$3.0 million) ramping up circa FY 2025

Monitor water demand impacts of wet/dry years and potentially accelerate fixed fee phase in



THANK YOU!

**NEWGEN STRATEGIES AND SOLUTIONS
911-A COMMERCE RD
ANNAPOLIS, MD 21401**

**ERIC CALLOCCHIA
ECALLOCCHIA@NEWGENSTRATEGIES.NET
443-951-4207**

NewGen Strategies & Solutions

www.newgenstrategies.net

REPORT

WATER AND SEWER RATE STUDY



Prepared for:
Glen Ellyn Public Works
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Glen Ellyn, Illinois 60137



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January 12, 2023

John Hubsky
Assistant Public Works Director
Glen Ellyn Public Works
30 S. Lambert Road
Glen Ellyn, IL 60137

Subject: Water and Sewer Rate Study Report

Dear Mr. Hubsky:

NewGen Strategies and Solutions, LLC (NewGen) is pleased to submit to the Village of Glen Ellyn our report detailing our completed Water and Sewer Rate Study. This report summarizes our study's results regarding the forecasted costs of providing water and sewer service to the Village's customers and our recommendations for recovering these costs over the next five years. Our recommendations relating to revenue increases will result in the sustainable operation of the Village's water and sewer utilities and the financial health of the Village's Water and Sewer Fund.

We appreciate the opportunity to provide our services to the Village and would like to express our sincere appreciation to Village staff. The dedication and assistance provided by Village staff was essential to the completion of this study. It has been a distinct pleasure to work with the Village of Glen Ellyn.

Sincerely,

DocuSigned by:

C11651334F8F462...
Eric Callocchia
Partner
NewGen Strategies and Solutions, LLC

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EXECUTIVE SUMMARY

The primary goal of NewGen’s study was to develop a five-year forecast of water and sewer rates to support the costs of operating and maintaining the Village’s water and sewer systems. NewGen used the Village’s FY 2022 operating budget and ten-year capital improvement plan as the basis for its projections with appropriate cost escalation for future years. A key assumption of the study is that the Village will not take on any additional debt to finance capital improvement projects.

NewGen’s study determined that the Village’s FY 2022 rates are not sufficient to maintain the financial and operational health of the Village’s Water and Sewer Fund over the next five years. The following figures show the expenses vs. revenues and fund balance projections if the Village does not increase water or sewer rates over the five-year planning period.

Figure E-1: Water and Sewer Expenses vs. Revenues at FY 2022 Rates

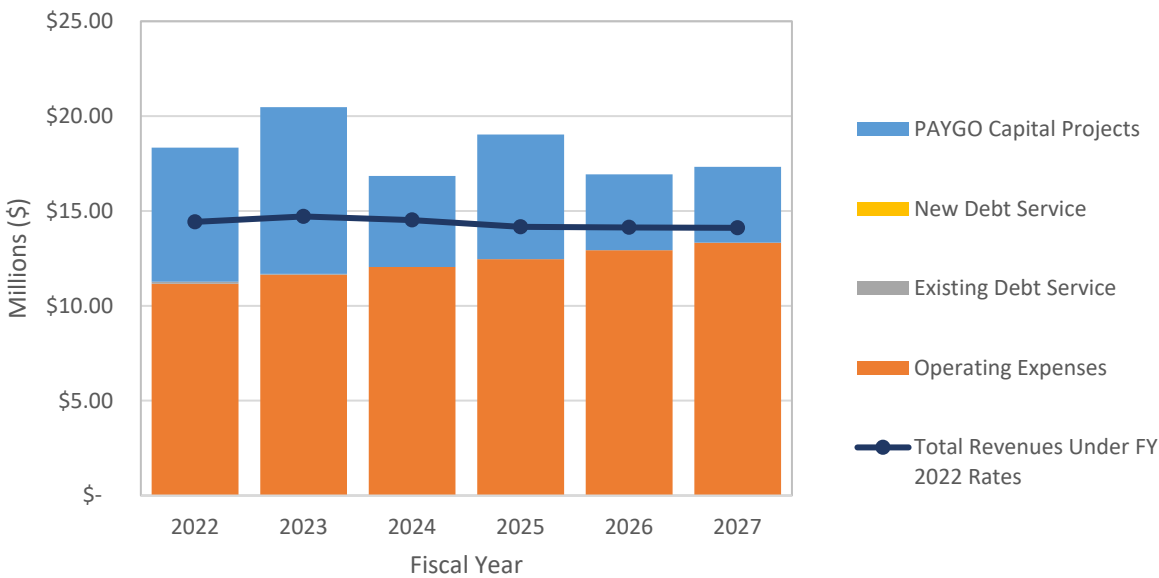
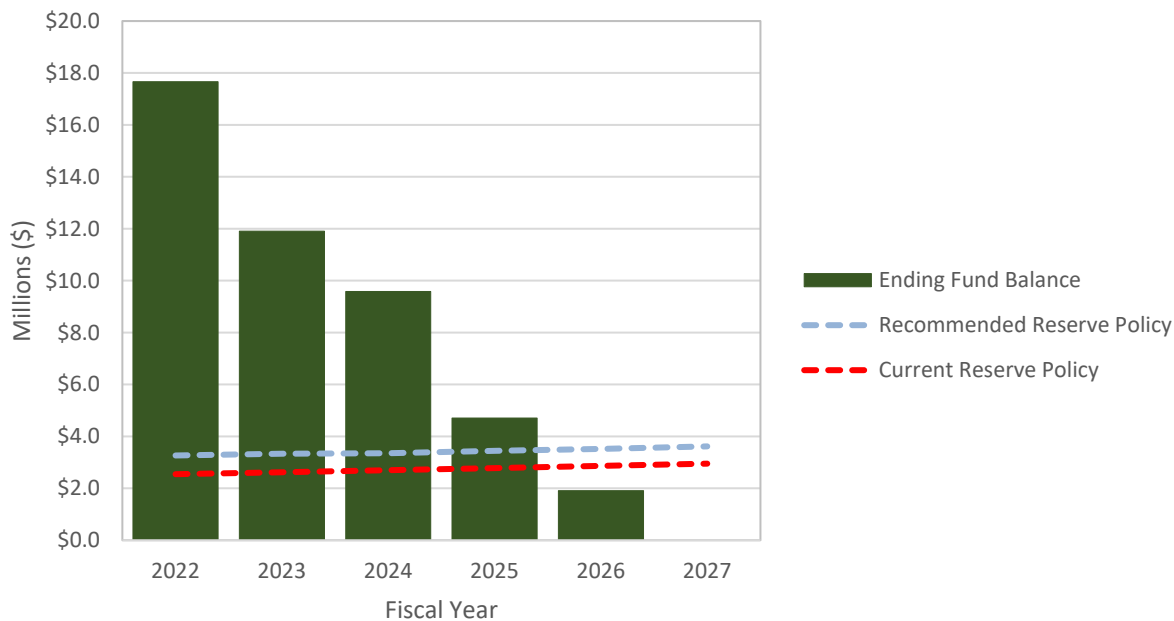


Figure E-2 shows the forecasted Water and Sewer Fund balance if the Village does not increase any water or sewer rates above the current FY 2022 rates. As a part of the study, NewGen evaluated the Village’s current Water and Sewer Fund reserve policy. The Village established a policy several years ago of a minimum fund balance of \$2.0 million with an annual escalation factor. NewGen calculated that this results in a current fund balance policy of \$2.5 million.

NewGen’s recommendation is to base the Village’s Water and Sewer Fund balance minimum policy on the operating and maintenance (O&M) and capital costs of the system. NewGen recommends maintaining a minimum of 90 days of annual O&M costs and 30 days of annual pay-as-you-go (PAYGO) capital costs. As the Village’s costs increase this fund balance policy will increase as well, ensuring the financial stability of the Water and Sewer Fund. The fund balance chart below shows both the current Village policy and NewGen’s recommended policy.



Figure E-2: Water and Sewer Fund Balance Projection at FY 2022 Rates



NewGen’s recommended revenue increases to maintain the financial health of the Village’s Water and Sewer Fund are shown in Table E-1 below. The increases are necessary to meet the future inflation adjusted O&M costs and capital investments required to support the Village’s water and sewers systems.

Table E-1
Recommended Water and Sewer Rate Increases

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Sewer Infrastructure Fee	0.0%	0.0%	0.0%	0.0%	0.0%
Water Volumetric Rate	2.0%	2.0%	3.0%	4.0%	5.0%
Sewer Volumetric Rate	2.0%	2.0%	3.0%	4.0%	5.0%

The following figure shows the Water and Sewer Fund expenses and revenues if the Village adopts the rate increases shown in Table E-1.

Figure E-3: Water and Sewer Expenses vs. Revenues at Recommended Rates

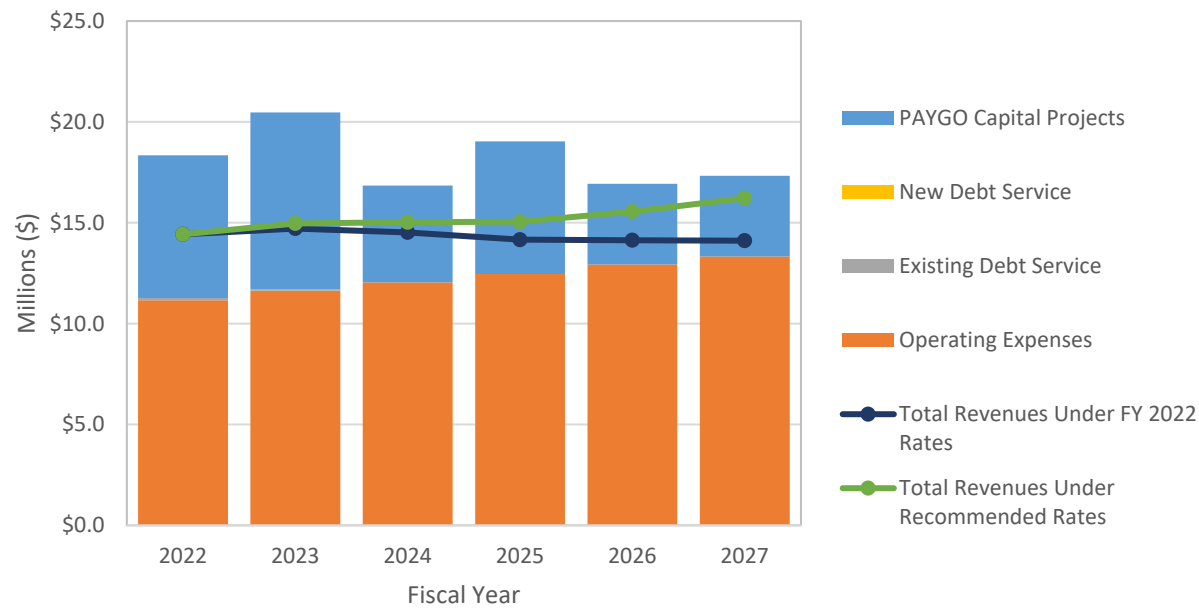
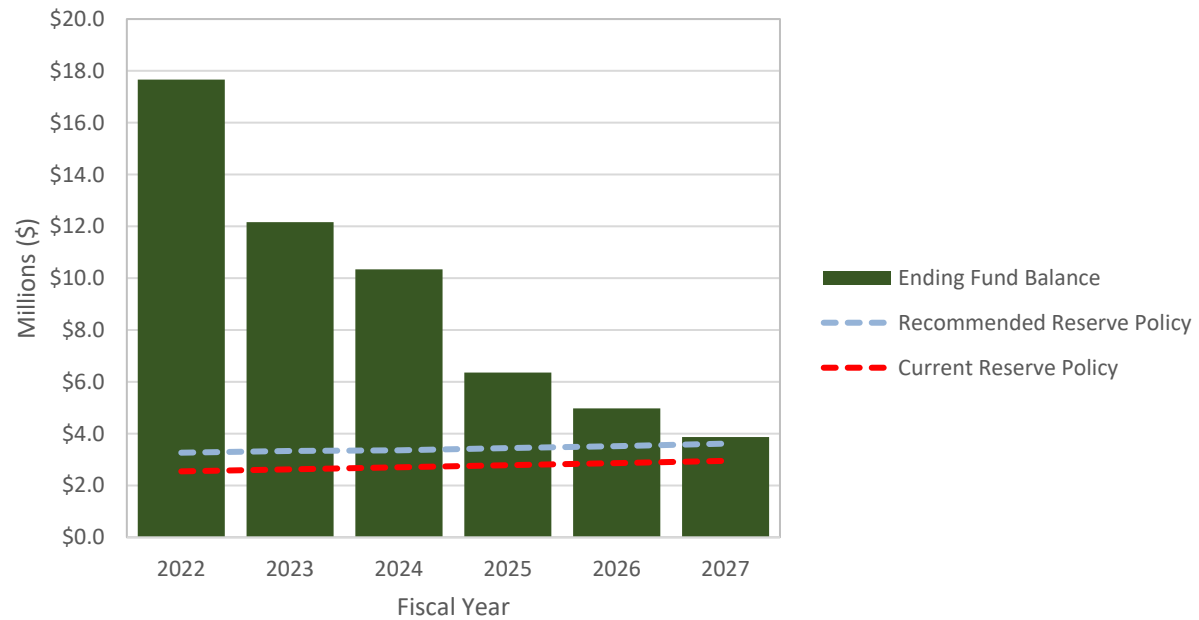


Figure E-4 shows the forecasted Water and Sewer Fund balance if the Village adopts each of the annual rate increases shown in Table E-1.

Figure E-4: Water and Sewer Fund Balance Projection at Recommended Rates



EXECUTIVE SUMMARY

NewGen developed an alternative rate structure for the Village's water and sewer rates. The Village currently charges only a volumetric rate per 1,000 gallons of usage, with a monthly minimum of 2,000 gallons to fund the water and sewer systems.¹ NewGen developed a rate alternative that includes a fixed monthly fee based on meter size that includes no usage, and a volumetric rate per 1,000 gallons for all metered usage. The impact of the alternative rate structure is different on customers based on their water demand.

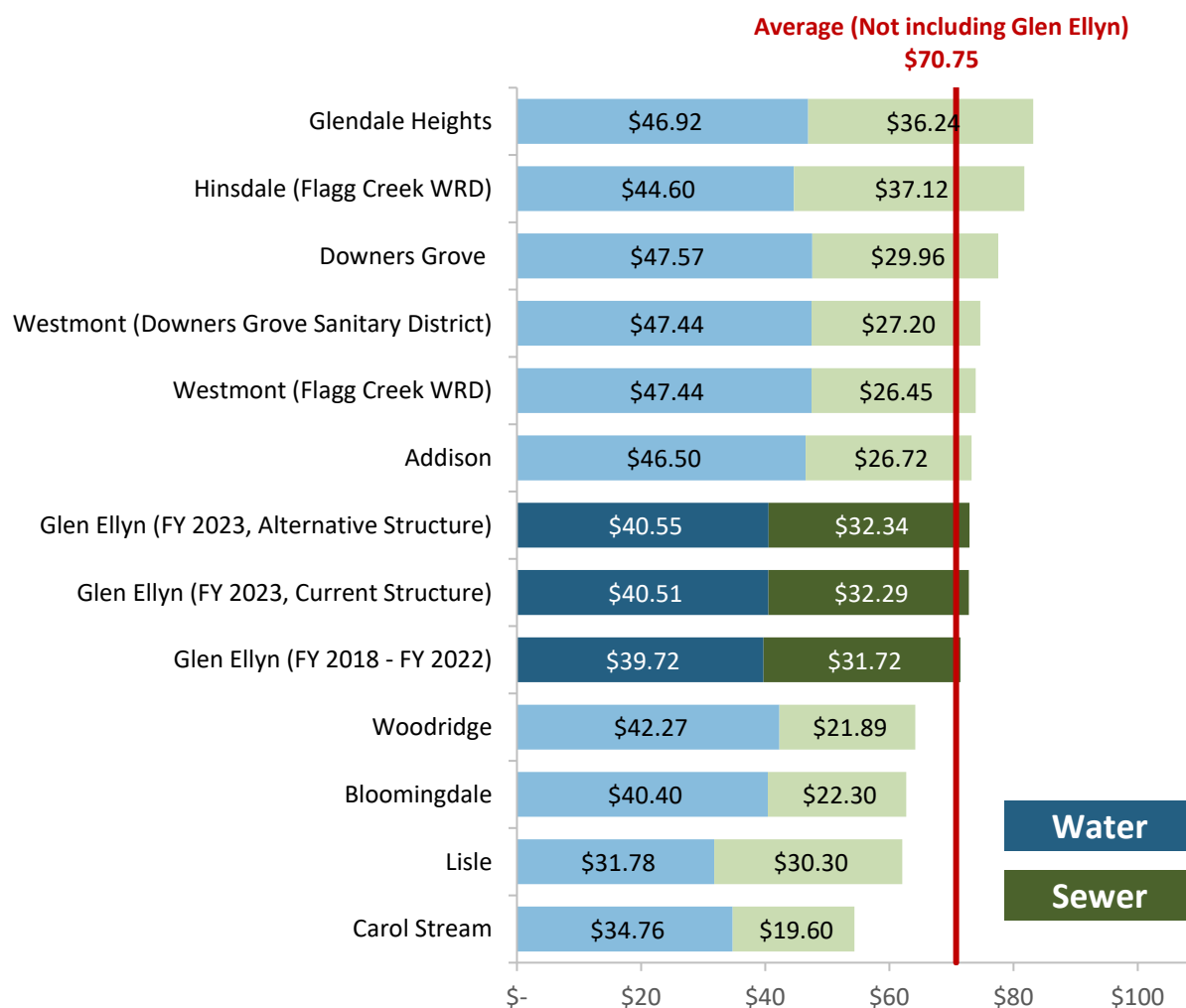
The average Village residential customer uses 4,000 gallons of water per month. Table E-2 shows the impact of the recommended revenue increases on sample Village residential customers under both the current and alternative rate structure. Both rate structures include the revenue increases recommended in Table E-1 and generate the same amount of total water and sewer revenue.

Table E-2
Projected Combined Water and Sewer Monthly Customer Bills

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
<u>Current Rate Structure</u>						
Minimum Use	\$37.22	\$37.90	\$38.60	\$39.67	\$41.14	\$43.04
2 kgal/mo.	\$ Change	\$0.68	\$0.70	\$1.07	\$1.47	\$1.91
5/8" Meter	% Change	1.8%	1.8%	2.8%	3.7%	4.6%
Average Use	\$71.44	\$72.81	\$74.20	\$76.34	\$79.27	\$83.09
4 kgal/mo.	\$ Change	\$1.37	\$1.40	\$2.14	\$2.93	\$3.81
5/8" Meter	% Change	1.9%	1.9%	2.9%	3.8%	4.8%
High Use	\$345.20	\$352.04	\$359.02	\$369.71	\$384.37	\$403.44
20 kgal/mo.	\$ Change	\$6.84	\$6.98	\$10.68	\$14.67	\$19.07
1 1/2" Meter	% Change	2.0%	2.0%	3.0%	4.0%	5.0%
<u>Alternative Rate Structure</u>						
Minimum Use	\$37.22	\$38.67	\$40.16	\$41.91	\$44.24	\$47.11
2 kgal/mo.	\$ Change	\$1.45	\$1.48	\$1.75	\$2.33	\$2.87
5/8" Meter	% Change	3.9%	3.8%	4.4%	5.6%	6.5%
Average Use	\$71.44	\$72.89	\$74.38	\$76.33	\$79.26	\$83.06
4 kgal/mo.	\$ Change	\$1.45	\$1.48	\$1.95	\$2.93	\$3.81
5/8" Meter	% Change	2.0%	2.0%	2.6%	3.8%	4.8%
High Use	\$345.20	\$352.47	\$359.89	\$369.63	\$384.28	\$403.32
20 kgal/mo.	\$ Change	\$7.27	\$7.41	\$9.75	\$14.64	\$19.04
1 1/2" Meter	% Change	2.1%	2.1%	2.7%	4.0%	5.0%

If the Village adopts the rates recommended in this report in FY 2023, then the Village's combined water and sewer bill for an average inside Village customer would remain just above average of similar utilities in the region, as shown in Figure E-5.

Figure E-5: Regional Bill Comparison – Residential Customer, 5/8" Meter, 4,000 gal/mo.



¹ The Village's \$3.00 per month Infrastructure Fee is levied for the purpose of funding sewer and stormwater infrastructure repairs and improvements, and is split 50/50 between sewer and stormwater spending.

Section 1

STUDY BACKGROUND AND SCOPE OF WORK

Study Background

The Village of Glen Ellyn is in DuPage County, Illinois, United States, about 24 miles west of Chicago. The Village of Glen Ellyn's Utilities Division within the Public Works Department maintains watermain, sanitary sewer, and storm sewer infrastructure.

The Village's water distribution system contains approximately 110 miles of water main, 1,300 fire hydrants, 1,600 valves and has over 8,200 water services. The sanitary sewer collection system comprises around 85 miles of sewer mains with over 2,000 manholes and contains five lift stations. The storm sewer collection system contains about 65 miles of piping, 3,100 catch basins and inlets and 1,200 manholes. The Village's sanitary sewer collection system conveys wastewater to the Glenbard Wastewater Authority (GWA), the treatment plant for both Glen Ellyn and Lombard.

The Village engaged NewGen Strategies and Solutions, LLC to complete a Water and Sewer Rate Study to ensure that the Village's water and sewer rates are sufficient to generate the revenue necessary to operate, maintain, repair, rehabilitate, and replace the Village's utility systems while also maintaining appropriate Water and Sewer Fund reserves.

Project Approach

NewGen's approach to reviewing and evaluating municipal utility rates is governed by the view that the ideal rate structure must satisfy seven criteria:

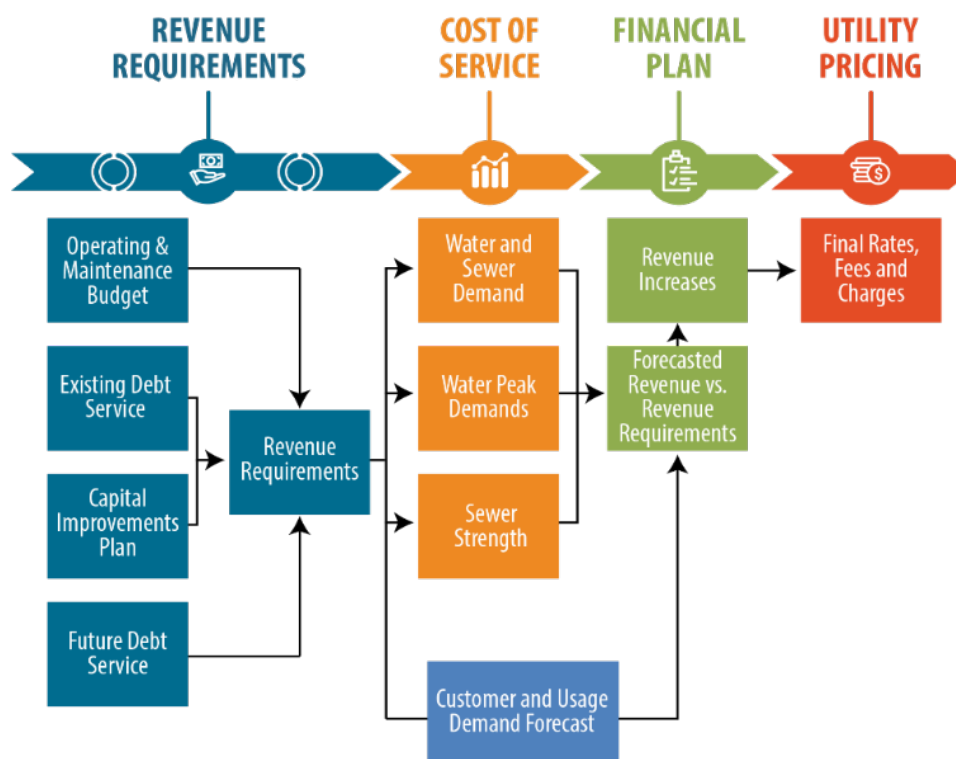
- **Equity** requires that rates and charges result in no undue discrimination among customers or customer classes. Although equity is normally related to the cost of service, it should be realized that customer acceptance will center on preconceived notions of equity and fairness.
- **Efficiency** refers to the ability of the rate schedule to encourage wise use of the resources devoted to the services that the utility provides.
 - Rates should reflect the cost of providing service.
 - Rates should be similar for customers or customer classes served under similar conditions.
 - Customers should be able to understand the rate schedules so that they can make rational decisions regarding their purchase of additional service(s).
- **Revenue Adequacy** is the most fundamental of all considerations, as it recognizes that rates are cost driven. When evaluating any rate structure, the rates must produce revenues sufficient to operate the system and those rates produce sufficient revenues if there are changes in demand for service.
- **Affordability** means that the recommended rates must result in bills that are realistically within the ability of customers to pay.
- **Sustainability** means that the objective of the rate methodology is to keep rates low over time, not to merely keep them low for the short-term by omitting or deferring needed expenses such as maintenance and funding of necessary cash reserves.



- **Administrative Simplicity** recognizes that limits must be placed on the number of customer classes, the complexity of the rate schedule, and the frequency of billing.
- **Legal and Regulatory Compliance** is a prime consideration because rate structures must incorporate applicable local, state, and federal statutes.

The application of the criteria should recognize that a rate schedule is a form of public policy statement, setting forth those values that the utility considers important. Rate structures must be tailored to community perceptions, realities, and values. While each utility's budgeting, financial reporting and flow of funds is unique, a generalized schematic illustrating our approach to a cost of service / rate study is shown in the figure below.

Figure 1-1: Cost of Service Process



NewGen's approach to completing a utility rate study is completed in a four-step process which includes:

- **Revenue Requirements** - Development of the full cost of providing water and sewer service to each class of Village customers, including those costs that may not be identified such as the need for repair and replacement of assets (i.e., deferred maintenance).
- **Cost of Service** - Allocation of revenue requirements to customer classes or types of customers based on the cost of providing service and each class's demand for service.
- **Financial Plan** - Development of a financial plan to fund system revenue requirements considering customer and usage demand forecasts.
- **Utility Pricing** - Review of the current and alternative rate designs based on revenue needs and rate design pricing objectives with specific rate projections.

This report details the results of our study and our recommendations regarding water and sewer rates sufficient to meet the future costs of each utility.

Section 2

REVENUE REQUIREMENTS

The first step in the rate study is to identify and project the revenue requirements of the water and sewer systems. The revenue requirements reflect the true cost of operating and maintaining each system when accounting for day-to-day operation and maintenance (O&M) costs, existing debt service, planned capital improvements, and contributions to reserves. This section of our report will detail the full costs of each system and how those costs are reasonably expected to increase in the future.

Study Assumptions

While the study is predicated on the most recently available data, several assumptions must be made to forecast future costs and revenues.

Operating Budget Escalation Factors

NewGen’s cost projections are based on the Village’s FY 2022 adopted Water and Sewer Fund budget. To reasonably project future costs, escalation and inflation factors must be applied to each of the Village’s budget line items. The study includes the following operating and maintenance line-item escalation factors in Table 2-1.

Table 2-1
Operating Budget Escalation Factors

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Salaries	5.0%	3.2%	3.2%	3.2%	3.2%
Benefits	3.2%	3.2%	3.2%	3.2%	3.2%
General Inflation	8.0%	4.0%	3.2%	3.2%	3.2%
DuPage Water Commission	4.2%	5.0%	5.0%	5.0%	3.0%
Glenbard Wastewater Authority	3.0%	3.0%	3.0%	3.0%	3.0%

The cost of wholesale water purchases from the DuPage Water Commission are based on actual FY 2023 rates, and estimated increases for FY 2024 – FY 2027. The cost of wastewater treatment paid to the Glenbard Wastewater Authority are estimated to increase by 3.0% per year for the entire forecast period.

On average, NewGen projects that the water utility operating budget will increase by 3.9% per year and sewer by 3.3% per year over the five-year projection period.

Water and Sewer Operating Costs

The Village’s FY 2022 budget and forecasted FY 2023 – FY 2027 Water and Sewer Fund O&M expenses are shown in Table 2-2. Also included are forecasted O&M cost impacts of the Village’s Capital Improvement Plan. A key driver of the increase in O&M costs is estimated increases in the cost of the Village’s purchased water from the DuPage Water Commission (DWC) and the payments for wastewater treatment to the Glenbard Wastewater Authority (GWA).



Table 2-2
Projected Water and Sewer Operating and Maintenance Expenses

	FY 2022 Budget	FY 2023 Projected	FY 2024 Projected	FY 2025 Projected	FY2026 Projected	FY2027 Projected
Water Purchases	\$4,166,000	\$4,298,608	\$4,468,403	\$4,644,905	\$4,877,150	\$5,023,465
Village Water O&M	1,820,615	1,945,302	2,017,244	2,081,796	2,148,414	2,217,163
Sewer Treatment	3,586,729	3,694,331	3,805,161	3,919,316	4,036,895	4,158,002
Village Sewer O&M	1,586,925	1,693,332	1,755,312	1,811,482	1,869,450	1,929,272
Total O&M	\$11,160,269	\$11,631,572	\$12,046,120	\$12,457,499	\$12,931,908	\$13,327,901
<i>% Change</i>		4.2%	3.6%	3.4%	3.8%	3.1%

Water purchases from DuPage Water comprise about 70% of the Village's water O&M costs (37% of total costs). Similarly, payments for sewer treatment to GWA comprise 70% of the Village's sewer O&M costs and 32% of total O&M costs.

Water and Sewer Capital Costs

There are two components to the capital costs of the water and sewer systems. The first is the existing debt obligations payable by the Water and Sewer Fund. The second is any planned capital expenditures to be paid by the Fund, which can be paid on an annual basis (i.e., PAYGO funded) or with the issuance of new debt (i.e., debt-funded). The following capital costs are included in NewGen's revenue requirement projections for the Water and Sewer Fund.

Existing Debt Service

As of 2022, the Village is obligated to pay one outstanding debt issue – a single Illinois Environmental Protection Agency (IEPA) Loan. The Village maintains a policy of completing water and sewer capital projects on a PAYGO basis. The IEPA loan will be paid in full in FY 2023.

Table 2-3 shows the projected loan payments over the five-year study planning period.

Table 2-3
Current Debt Service Obligations by Issue

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
IEPA Loan	\$107,945	\$53,306	\$ -	\$ -	\$ -	\$ -
Total Debt Service	\$107,945	\$53,306	\$ -	\$ -	\$ -	\$ -
<i>% Change</i>		(-50.6%)	(-100.0%)	- %	- %	- %

Planned Capital Improvements

A major component of the Village owning sustainable water and sewer utilities is the planning for the rehabilitation and replacement of the Village's assets. The Village provided NewGen with a Capital Improvement Plan (CIP) that is a detailed list of projects including when they are planned to be completed and how much they are projected to cost. NewGen's study includes funding for all CIP projects. Table 2-4

summarizes the projects included in the Village's current CIP, developed by Village staff for the period FY 2022 – FY 2027.

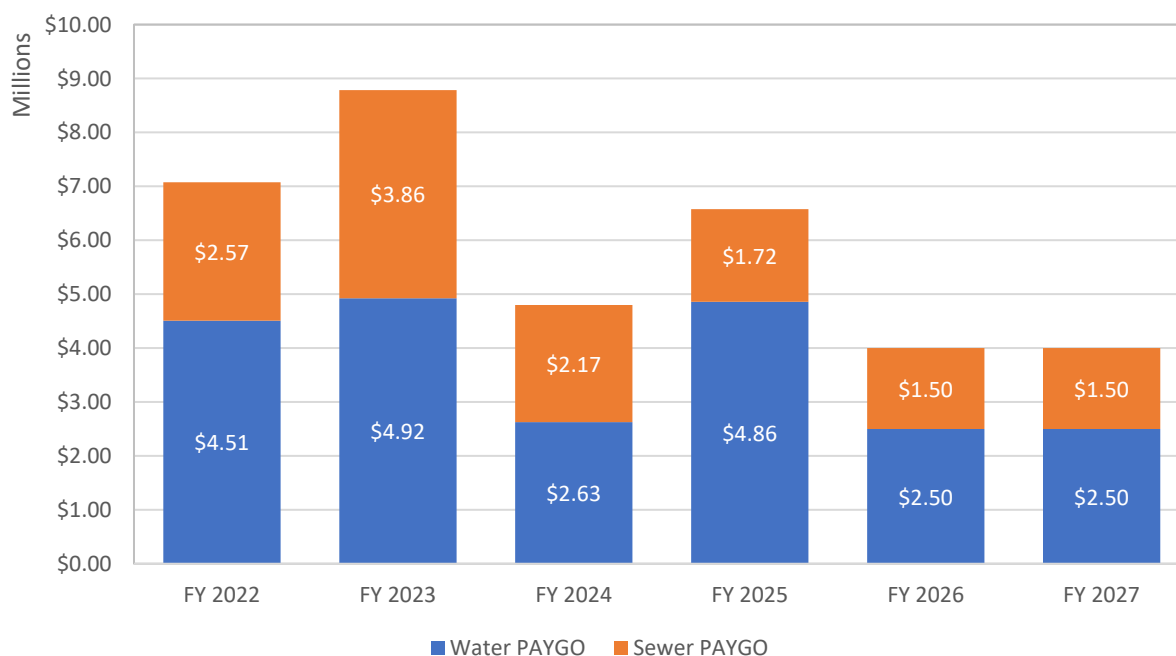
Table 2-4
Planned Capital Improvement Projects

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Water Projects	\$4,508,145	\$4,923,737	\$2,626,791	\$4,859,830	\$2,500,000	\$2,500,000
Sewer Projects	\$2,566,058	\$3,860,327	\$2,173,592	\$1,716,101	\$1,500,000	\$1,500,000
Total Planed CIP	\$7,074,203	\$8,784,064	\$4,800,383	\$6,575,931	\$4,000,000	\$4,000,000

Many of the projects planned in the early years of the CIP are projects that have been planned but not yet completed. The higher than average capital spending in FY 2023 – FY 2025 reflect the completion of those planned projects that have been delayed. Capital spending in years FY 2026 and FY 2027 reflect a more typical level of capital spending for the systems. A detailed list of capital projects is provided in Appendix A of this report.

Figure 2-1 shows the annual variation of the Village's planned CIP spending and the funding source assumed to develop the study's financial projections.

Figure 2-1: Capital Improvement Plan Financing Forecast



All planned capital projects will exclusively be funded through cash (PAYGO). With the Village's existing debt obligations ending in FY 2022, there is no Water and Sewer Fund debt service for the study's recommended rate forecast.

Miscellaneous Revenues

The Village accounts for certain Water and Sewer Fund revenues that are in addition to the various water and sewer rates charged to retail customers.

Two significant sources of revenue for the sewer system are charges levied on DuPage County and Illinois American Water. These agreements are based on sewer flow and are independent of the Village's retail rates. NewGen's assumption is that the revenue generated by these agreements will remain unchanged for the forecast period.

Other non-rate revenues include, connection fees, miscellaneous reimbursements, investment interest, and permit fees. Table 2-5 details these non-rate revenues.

Table 2-5
Projected Non-Rate Revenue

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
DuPage County Sewer	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000
IL American Sewer	420,000	420,000	420,000	420,000	420,000	420,000
Property Tax (SSA #12)	97,000	97,000	97,000	97,000	97,000	97,000
Sewer Permits	70,000	70,000	70,000	70,000	70,000	70,000
Sale of New Meters	45,000	45,000	45,000	45,000	45,000	45,000
Utility Inspections	24,000	24,000	24,000	24,000	24,000	24,000
Water Connection Fees	80,000	80,000	80,000	80,000	80,000	80,000
Investment Income	12,000	427,774	364,619	129,142	102,317	81,311
Other Income	42,600	42,600	42,600	42,600	42,600	42,600
Total Non-Rate Revenues	\$1,340,600	\$1,756,374	\$1,693,219	\$1,457,742	\$1,430,917	\$1,409,911

Net Revenue Requirements

Based on the latest available FY 2022 operating, debt service, and capital expense data as well as the methodologies and assumptions detailed above, NewGen developed a net revenue requirement forecast for the Village's water and sewer systems, shown in Table 2-6.

Table 2-6
Water and Sewer Fund Net Revenue Requirement Projection

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Operating Expenses	\$11,160,269	\$11,631,572	\$12,046,120	\$12,457,499	\$12,931,908	\$13,327,901
Existing Debt Service	\$107,945	\$53,973	\$ -	\$ -	\$ -	\$ -
New Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAYGO Capital	\$7,074,203	\$8,784,064	\$4,800,383	\$6,575,931	\$4,000,000	\$4,000,000
Total Rev. Req.	\$18,342,417	\$20,469,609	\$16,846,503	\$19,033,430	\$16,931,908	\$17,327,901
Less: Non-Rate Rev.	(\$1,340,600)	(\$1,754,218)	(\$1,690,533)	(\$1,455,726)	(\$1,428,140)	(\$1,406,008)
Net Rev Req.	\$17,001,817	\$18,715,391	\$15,155,970	\$17,577,704	\$15,503,769	\$15,921,894

The net revenue requirement is the basis upon which all rates and fees are calculated for the Village's systems. Although the net revenue requirement varies from year to year, the financial plan developed during the study takes a long-term perspective to maintain stable rates and sufficient reserves.

Before a financial plan can be developed for the Village's systems, an accounting of each system's customer base must be completed. The Village's Water and Sewer Fund customer base includes the Village's metered water customer accounts and metered water sales, which are also the basis for charges related to sewer. The next section of this report details the Village's water and sewer customers and their use of the Village's utility systems.

Section 3

WATER AND SEWER CUSTOMERS AND USAGE

This section will detail the composition of the Village's water and sewer system customer base. The Village's primary revenue source for the Water and Sewer Fund is the rates and fees charged to customers of the water and sewer systems. The latest full year of customer and consumption data available for the study was FY 2021.

Water Customers and Consumption

The Village serves about 8,300 water connections, a vast majority of which are customers within the Village's corporate limits. The number of outside Village water connections is shown in Table 3-1 below.

Table 3-1
FY 2021 Water Customer Accounts

Customer Type	Accounts
Inside Village	8,340
Outside Village	19
Glen Oak	1
Total Accounts	8,360

FY 2021 Water Consumption

Table 3-2 shows the billable water usage breakdown of the Village's FY 2021 water customers.

Table 3-2
FY 2021 Water Consumption (kgal)

Customer Type	Consumption (kgal)
Inside Village	743,789
Outside Village	5,336
Glen Oak	3,000
Total Consumption	752,125

Projected Water System Demand

The Village's projected consumption is outlined in Table 3-3 below, which includes a slight decrease from FY 2023 – FY 2025 based on an anticipated decline in usage of 1.0% per year for the first three fiscal years of the forecast. Beginning in FY 2025, the Village's water consumption is assumed to level off for the remainder of the forecast.

Table 3-3
Projected Water Consumption in kgal

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Inside Village	743,789	736,351	728,987	721,697	721,697	721,697
Outside Village	5,336	5,283	5,230	5,178	5,178	5,178
Glen Oak	3,000	2,970	2,941	2,911	2,911	2,911
Total Water Sold (kgal)	752,125	744,604	737,158	729,786	729,786	729,786

The Village's sewer rates are based on separately calculated sewer consumption, and therefore sewer consumption forecasts are different from Table 3-3 above. Table 3-4 below depicts the Sewer Consumption in kgal.

Table 3-4
Projected Sewer Usage in kgal

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Inside Village	727,946	720,667	713,460	706,326	706,326	706,326
Outside Village	5,340	5,287	5,234	5,181	5,181	5,181
Total Sewer Sold (kgal)	733,286	725,953	718,694	711,507	711,507	711,507

The Village's sewer usage includes a slight decrease from FY 2023 – FY 2025 based on an anticipated decline in usage of 1.0% per year for the first three fiscal years of the forecast. Beginning in FY 2025, the Village's water consumption is assumed to level off for the remainder of the forecast.

Section 4

FINANCIAL PLAN AND CASH FLOW PROJECTIONS

NewGen developed cash flow and cash balance projections assuming the revenue requirements detailed in Section 2 of this report and that the Village does not increase any Water and Sewer Fund rates in any year of the five-year projection.

Minimum Cash Reserve and Debt Coverage Requirements

NewGen's study requires a baseline to which projected cash flow and reserve balances can be measured. NewGen relied on two financial policies of the Village to ensure that the rates projected because of our study ensure the financial health of the Village's Water and Sewer Fund. Our study requires that in each year, the Village must maintain a minimum of 90 days of operating cash on hand and a minimum of 30 days of PAYGO CIP.

Minimum Fund Balance Recommendation

Several years ago, the Village determined that an appropriate minimum fund balance reserve policy for the Water and Sewer Fund was \$2.0 million. NewGen escalated this amount to FY 2022 dollars, resulting in a current minimum Water and Sewer Fund balance policy of about \$2.5 million.

The American Water Works Association's (AWWA) Rates and Charges Committee states that "The level of reserves maintained by a utility is an important component of short and long-term financial management, and is a key consideration in the rate-setting process."² Other industry groups have published specific recommendations for minimum utility fund reserve levels, including the Water Environment Federation (one – three months O&M costs), the International City/County Management Association (one – two months of total expenses), and The Government Finance Officers Association (Noe less than 45 days of total expenses).

NewGen recommends that the Village establish a minimum fund balance policy based on the annual operating and capital expanse of the water and sewer systems. NewGen's recommended policy has two components:

- **Operating Reserve:** Minimum of 90 days of annual operating expenses
- **Capital Reserve:** Minimum if 30 days of average 10-year PAYGO CIP

The minimum fund balance required each year of NewGen's five-year projection is shown in Table 4-1.

² AWWA Rates and Charges Committee Whitepaper, *Cash Reserve Policy Guidelines*, 2018

Table 4-1
Recommended Minimum Fund Balance Policy

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Annual O&M Costs	\$11,160,269	\$11,631,572	\$12,046,120	\$12,457,499	\$12,931,908	\$13,327,901
Days Required	90	90	90	90	90	90
O&M Reserve	\$2,751,847	\$2,868,059	\$2,970,276	\$3,071,712	\$3,188,690	\$3,286,332
Average PAYGO CIP	\$6,246,916	\$5,632,076	\$4,675,263	\$4,515,186	\$4,000,000	\$4,000,000
Days Required	30	30	30	30	30	30
Capital Reserve	\$513,445	\$462,910	\$384,268	\$371,111	\$328,767	\$328,767
Total Minimum Reserve	\$3,265,292	\$3,330,969	\$3,354,544	\$3,442,823	\$3,517,457	\$3,615,099
Current Reserve Policy	\$2,544,775	\$2,621,119	\$2,699,752	\$2,780,745	\$2,864,167	\$2,950,092

NewGen's recommended fund balance policy is slightly higher than the Village's current policy. NewGen's study includes revenue increases necessary to sustain a long-term forecast of Water and Sewer Fund balances above the minimum recommendation.

Cash Flow Projections at FY 2022 Rates

The Village's current water and sewer rate structure includes a usage rate per one thousand gallons (kgal) of metered consumption for both water and sewer service, as well as a fixed monthly sewer infrastructure fee. If in any month a customer uses less than 2,000 gallons, then that customer is billed for 2,000 gallons. The Village's FY 2022 rate structure is shown in Table 4-2.

Table 4-2
FY 2022 Water and Sewer Rates

	Water Rate per kgal	Sewer Rate per kgal	Monthly Infrastructure Fee
Inside Village	\$9.93	\$7.18	\$3.00
Outside Village	\$14.87	\$7.55	\$3.00

Water and Sewer Fund Cash Balance Projection at Current Rates

If the Village does not increase water or sewer rates from their current FY 2022 levels, the following two figures show NewGen's projected cash flow and Water and Sewer Fund balance projections for the period FY 2022 through FY 2027.

Figure 4-1: Water and Sewer Fund Expenses vs. Revenues Forecast

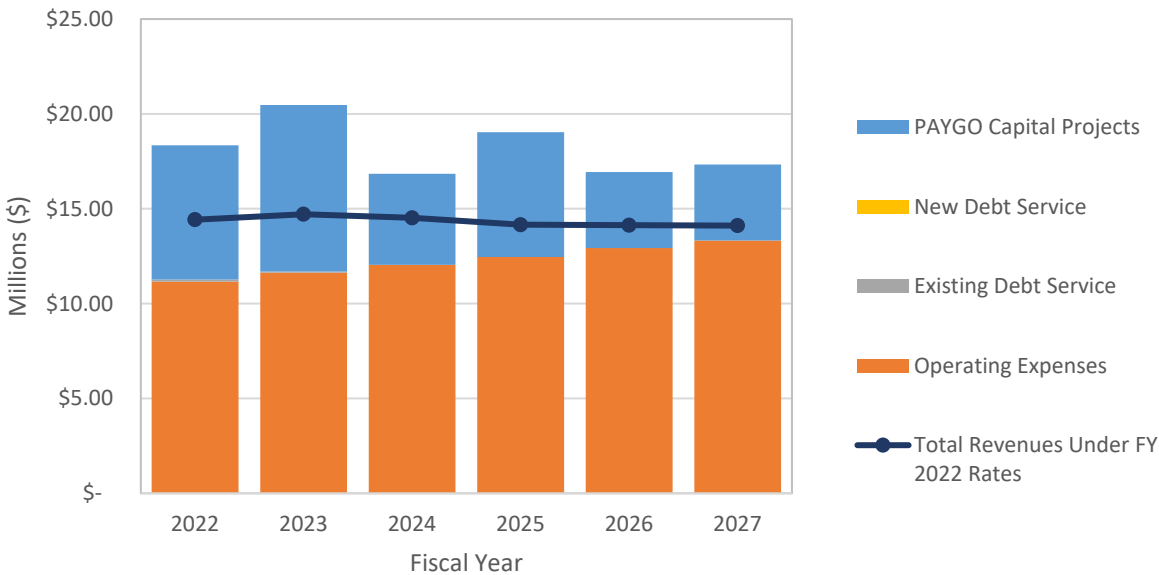
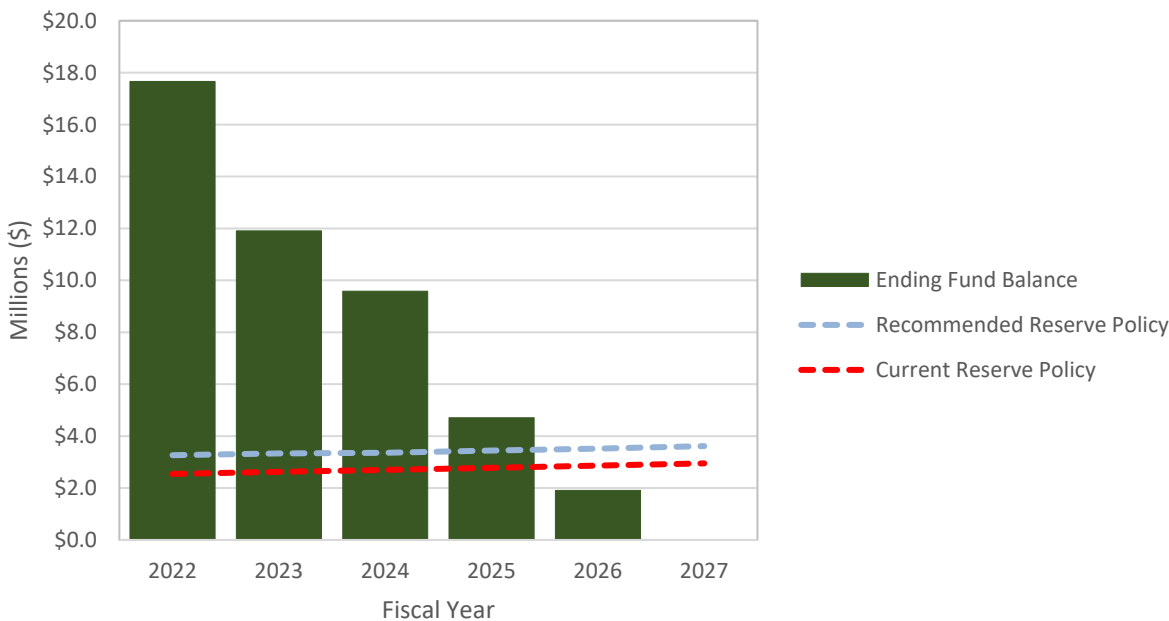


Figure 4-2: Projected Water and Sewer Fund Balance at FY 2022 Rates



The Village’s current FY 2022 water and sewer rates are not sufficient to maintain the financial health of the water and sewer systems. The next sections of this report will detail the revenue increases and rates necessary to produce sufficient cash flow to maintain the recommended minimum required fund balance for the Village’s Water and Sewer Fund.

Recommended Rate Increases

To increase revenues that will sustain the water and sewer systems, NewGen recommends the following rate increases for the Village’s water and sewer rates.

Table 4-3
Recommended Water and Sewer Rate Increases

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Infrastructure Fee	0.0%	0.0%	0.0%	0.0%	0.0%
Water Rates	2.0%	2.0%	3.0%	4.0%	5.0%
Sewer Rates	2.0%	2.0%	3.0%	4.0%	5.0%

Water and Sewer Fund Cash Balance Projection at Recommended Rates

If the Village increases its water and sewer revenues consistent with the tables above, the result is that the Village can fund each system’s projected operating, capital, and debt service expenses while also maintaining the recommended reserves, as shown in the following figures.

Figure 4-3: Water and Sewer Fund Expenses vs. Revenues – Recommended Rates

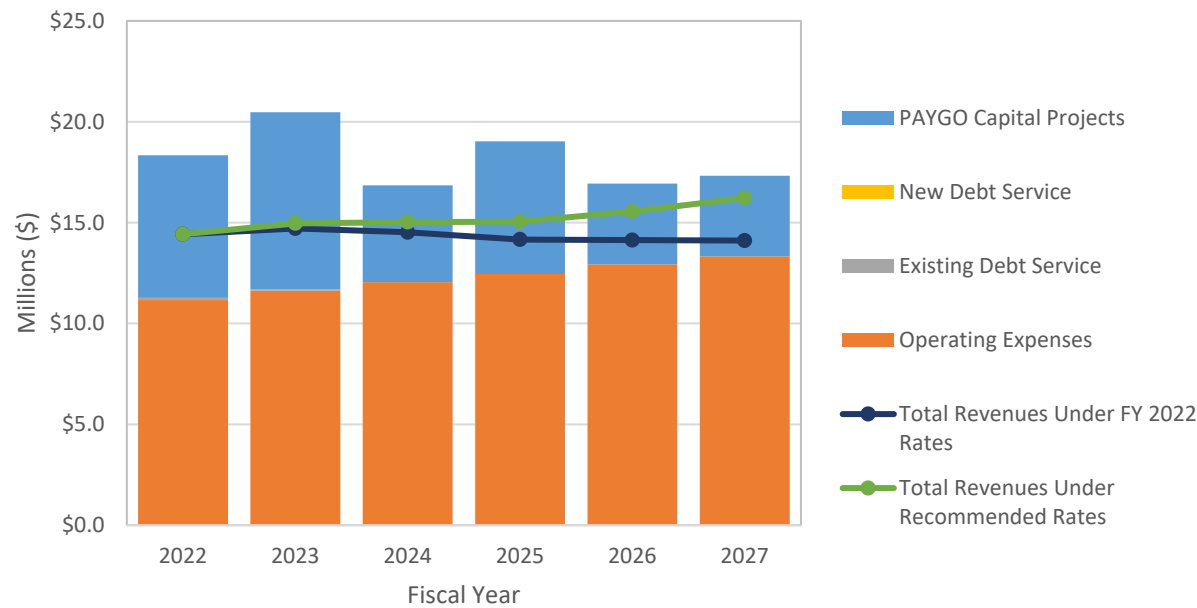
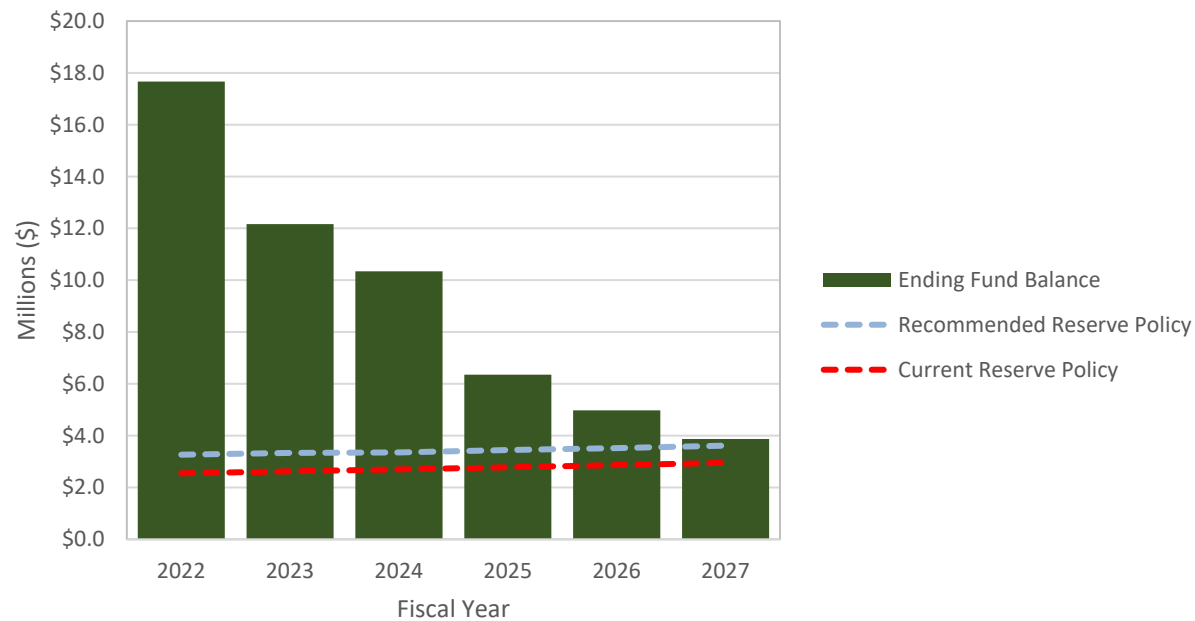


Figure 4-4: Water and Sewer Fund Balance – Recommended Rates



Section 5

RECOMMENDED RATES AND RATE STRUCTURE ALTERNATIVE

This section of our report details our recommended water and sewer rate increases and the specific rate changes and bill impacts that will result from those recommendations.

Recommended Revenue Increases

This section includes the total increases in revenue shown in Table 5-1, as described in Section 4. These revenue increases are necessary to maintain the financial and operational health of the Village’s water sewer infrastructure.

Table 5-1
Recommended Water and Sewer Revenue Increases

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Infrastructure Fee	0.0%	0.0%	0.0%	0.0%	0.0%
Water Rates	2.0%	2.0%	3.0%	4.0%	5.0%
Sewer Rates	2.0%	2.0%	3.0%	4.0%	5.0%

Projected Rates under Current Rate Structure

The following water rates shown in Table 5-2 are based on the revenue increases in Table 5-1 and are forecasted to fully support the future operating, capital, debt service, and reserve requirements of the system.

The water rates in Table 5-2 assume that the Village does not change its water rate structure and continues to bill for a minimum of 2,000 gallons of consumption for each customer each month.

Table 5-2
Recommended Water Rates per kgal

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Inside Village	\$9.93	\$10.13	\$10.33	\$10.64	\$11.07	\$11.62
Outside Village	\$14.87	\$15.17	\$15.47	\$15.93	\$16.57	\$17.40



If the Village adopts the recommended rate increases in Table 5-1 each year from FY 2022 – FY 2026, then the Village’s Sewer Service Charge would be as shown in Table 5-3.

**Table 5-3
Recommended Monthly Sewer Rates**

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
<u>Monthly Infrastructure Fee</u>						
Inside Village	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00
Outside Village	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00
<u>Sewer Rate per kgal</u>						
Inside Village	\$7.18	\$7.32	\$7.47	\$7.69	\$8.00	\$8.40
Outside Village	\$7.55	\$7.70	\$7.86	\$8.09	\$8.41	\$8.84
Non-Metered (Monthly)	\$45.30	\$46.21	\$47.13	\$48.54	\$50.49	\$53.01

Again, the sewer rates in Table 5-3 assume that the Village does not change its rate structure and continues to bill for a minimum of 2,000 gallons of consumption for each customer each month.

Projected Rates under Alternative Rate Structure

A key task of NewGen’s study was to calculate a rate structure alternative in which there is a fixed component that is not based on a minimum usage, does not include any usage, and is charged to all customers monthly regardless of usage. The Village’s current minimum charge is not an effective method of stabilizing revenue. AWWA Manual M1 states:

“It is often assumed that a minimum charge adds to the utility’s revenue stability. However, if the consumption allotment for a minimum charge is set at a low level, a utility may actually receive little benefit in terms of revenue stability. The amount of revenue generated from the consumption component of the minimum charge is revenue that, for the most part, would normally be generated from water sales using the consumption charge.” – AWWA Manual M1, 7th Edition. p. 153

AWWA Manual M1 also states:

“In light of the decreased predictability and increased volatility of the variable or consumption portion of water-rate revenues, many utilities are looking to increase the portion of fixed-charge revenues.” – AWWA Manual M1, 7th Edition, p. 150

While M1 offers no specific percentage of revenues that should be collected via fixed charges, there are several categories of the Village’s expenses that can be defined as “fixed”, that is, they do not vary with customer demand. Expenses such as salaries and benefits, customer meter reading and billing, and investments in system capacity (whether that capacity is used or not). In fact, all the Village’s water expenses except the wholesale water purchased from DuPage Water Commission can be considered fixed. This means about 62% of the Village’s total water expenses each year are fixed.

Large increases in fixed fees have a disproportionate impact on the customers with the smallest demand. The fixed costs drive up the average cost per unit for small customers because there is little demand over which to spread those costs. Because of this, a balance must be struck between revenue stability and customer affordability. Generally, utilities target 25% - 30% of revenue from fixed fees to balance these

impacts. However, an immediate adjustment to a fixed fee generating 30% of water rate revenues would place a burden on the smaller customers.

NewGen recommends phasing-in the proportion of revenue generated by fixed fees over time. In the five-year study period, NewGen developed a fixed fee that phases into 10% of total revenue for both the water and sewer rates. Table 5-4 shows the recommended phase-in of fixed fee revenues.

Table 5-4
Fixed Fee Percentage Phase-In

	FY 2022 ³	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Fixed Revenue Percentage	1.9%	2.0%	4.0%	6.0%	8.0%	10.0%

The basis on which to apply a fixed fee can vary. NewGen recommends generating the proportion of fixed rate revenue from a monthly fee per meter, with larger meters paying higher fees based on flow capacity. The AWWA publishes the maximum flow capacity in gallons per minute (gpm) of each meter size, shown in Table 5-5.

Table 5-5
AWWA Meter Flow Capacity Ratios

Meter Size	Flow Capacity (gpm)	Flow Capacity Ratio
5/8"	20	1.0
3/4"	30	1.5
1"	50	2.5
1 1/2"	100	5.0
2"	160	8.0
3"	300	15.0
4"	500	25.0
6"	1000	50.0

For example, the fee charged to a 1 ½" meter will be five times the fee calculated for a 5/8" meter, because a 1 ½" meter has five times the flow capacity of a 5/8" meter. The fees, in total, are calculated to generate the percentage of rate revenue shown in Table 5-5 each year.

Table 5-6 shows the recommended fixed monthly service charges for FY 2023 through FY 2027 consistent with the overall revenue forecast, percentage of fixed revenues, and AWWA meter flow factors.

³ The Village’s minimum of 2,000 gallons is estimated to produce 1.9% of total rate revenues in FY 2022.

Table 5-6
Recommended Inside Village Monthly Water Service Charges

Meter Size	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
5/8"		\$0.83	\$1.68	\$2.57	\$3.57	\$4.69
3/4"		\$1.25	\$2.52	\$3.86	\$5.36	\$7.03
1"		\$2.08	\$4.21	\$6.44	\$8.93	\$11.71
1 1/2"	N/A	\$4.17	\$8.42	\$12.87	\$17.85	\$23.43
2"		\$6.67	\$13.47	\$20.60	\$28.56	\$37.49
3"		\$12.50	\$25.25	\$38.62	\$53.55	\$70.28
4"		\$20.84	\$42.08	\$64.36	\$89.25	\$117.14
6"		\$41.67	\$84.16	\$128.73	\$178.50	\$234.28

NewGen recommends that the Village apply to the fixed service charge the same 1.5 times outside Village differential that is currently applied to the existing volumetric rate.

Given the revenue generated by the fixed fees shown in Table 5-6, in the first two years of the phase-in all additional revenue is generated by the increase in fixed charges. Beginning in FY 2025, volumetric rate adjustments are necessary to meet the revenue needs of the system, even with the increases in fixed charge revenue. Table 5-7 shows the recommended volumetric rates consistent with the fixed fees forecasted above. The rates apply to all customer demand.

Table 5-7
Recommended Volumetric Water Rates

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Inside Village	\$9.93	\$9.93	\$9.93	\$10.00	\$10.18	\$10.46
Outside Village	\$14.87	\$14.90	\$14.90	\$15.00	\$15.27	\$15.69

Sewer revenues were targeted with the same percentages of total revenue as water each year. Listed below in Tables 5-8 and 5-9 are the sewer service charges and rates for the fixed fee rate structure.

Table 5-8
Recommended Inside Village Monthly Sewer Service Charges

Meter Size	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Infrastructure Fee (all meters)	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00
5/8"		\$0.62	\$1.25	\$1.92	\$2.65	\$3.47
3/4"		\$0.93	\$1.88	\$2.88	\$3.98	\$5.21
1"		\$1.55	\$3.14	\$4.79	\$6.63	\$8.68
1 1/2"	N/A	\$3.11	\$6.27	\$9.58	\$13.26	\$17.36
2"		\$4.97	\$10.04	\$15.33	\$21.22	\$27.78
3"		\$9.32	\$18.82	\$28.75	\$39.79	\$52.09
4"		\$15.54	\$31.36	\$47.92	\$66.31	\$86.82
6"		\$31.07	\$62.72	\$95.83	\$132.62	\$173.63

Again, NewGen recommends applying the same 1.5 times differential to outside Village sewer customers, although we do not recommend applying the differential to the monthly Infrastructure Fee. Also, similar to the water volumetric rates, increases are not needed until FY 2025 due to the revenue generated by the recommended fixed charges.

Table 5-9
Recommended Sewer Rates per kgal

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Inside Village	\$7.18	\$7.18	\$7.18	\$7.20	\$7.32	\$7.51
Outside Village	\$7.55	\$7.55	\$7.55	\$7.58	\$7.70	\$7.90
Non-Metered (Monthly)	\$45.30	\$46.21	\$47.13	\$48.54	\$50.49	\$53.01

In both the case of water and sewer, the fixed and variable rates shown above generate the same revenue as the Village's existing rate structure under the overall revenue increase plan discussed in Section 4.

Any time a utility changes its rate structure, there are different impacts on different types of customers. The next section in this report shows the impact on customer bills of the increases in existing rates and the implementation of the alternative rate structure.

Section 6

CUSTOMER BILL IMPACTS AND BENCHMARKING

A major consideration when developing any utility financial plan is the impact on the system's customer bills. The recommendations detailed in this report will result in revenue increases, and therefore cost increases, to many of the system's customers. This section summarizes the impact on the system's customers as well as provide a comparison the total customer bill set against surrounding utilities.

Projected Customer Bills under Current Rate Structure

The following table shows the impact of NewGen's recommended revenue increases and rate structure changes on various inside Village residential customers if the Village were to adopt the rate changes recommended in Section 4.

Table 6-1
Combined Water and Sewer Monthly Residential Customer Bill – Current Structure

Sample Customer	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Minimum Use	\$37.22	\$37.90	\$38.60	\$39.67	\$41.14	\$43.04
2 kgal/mo.	\$ Change	\$0.68	\$0.70	\$1.07	\$1.47	\$1.91
5/8" Meter	% Change	1.8%	1.8%	2.8%	3.7%	4.6%
Average Use	\$71.44	\$72.81	\$74.20	\$76.34	\$79.27	\$83.09
4 kgal/mo.	\$ Change	\$1.37	\$1.40	\$2.14	\$2.93	\$3.81
5/8" Meter	% Change	1.9%	1.9%	2.9%	3.8%	4.8%
High Use	\$345.20	\$352.04	\$359.02	\$369.71	\$384.37	\$403.44
20 kgal/mo.	\$ Change	\$6.84	\$6.98	\$10.68	\$14.67	\$19.07
1 1/2" Meter	% Change	2.0%	2.0%	3.0%	4.0%	5.0%

The percent impact is consistent for all customer usage levels because the rate increases apply to the current rate structure.

Projected Customer Bills under Alternative Rate Structure

The following table shows the impact of NewGen's recommended revenue increases and rate structure changes on various inside Village residential customers if the Village were to adopt the rate changes recommended in Section 4 and the recommended alternative rate structure.

Table 6-2
Combined Water and Sewer Monthly Residential Customer Bill – Alternative Structure

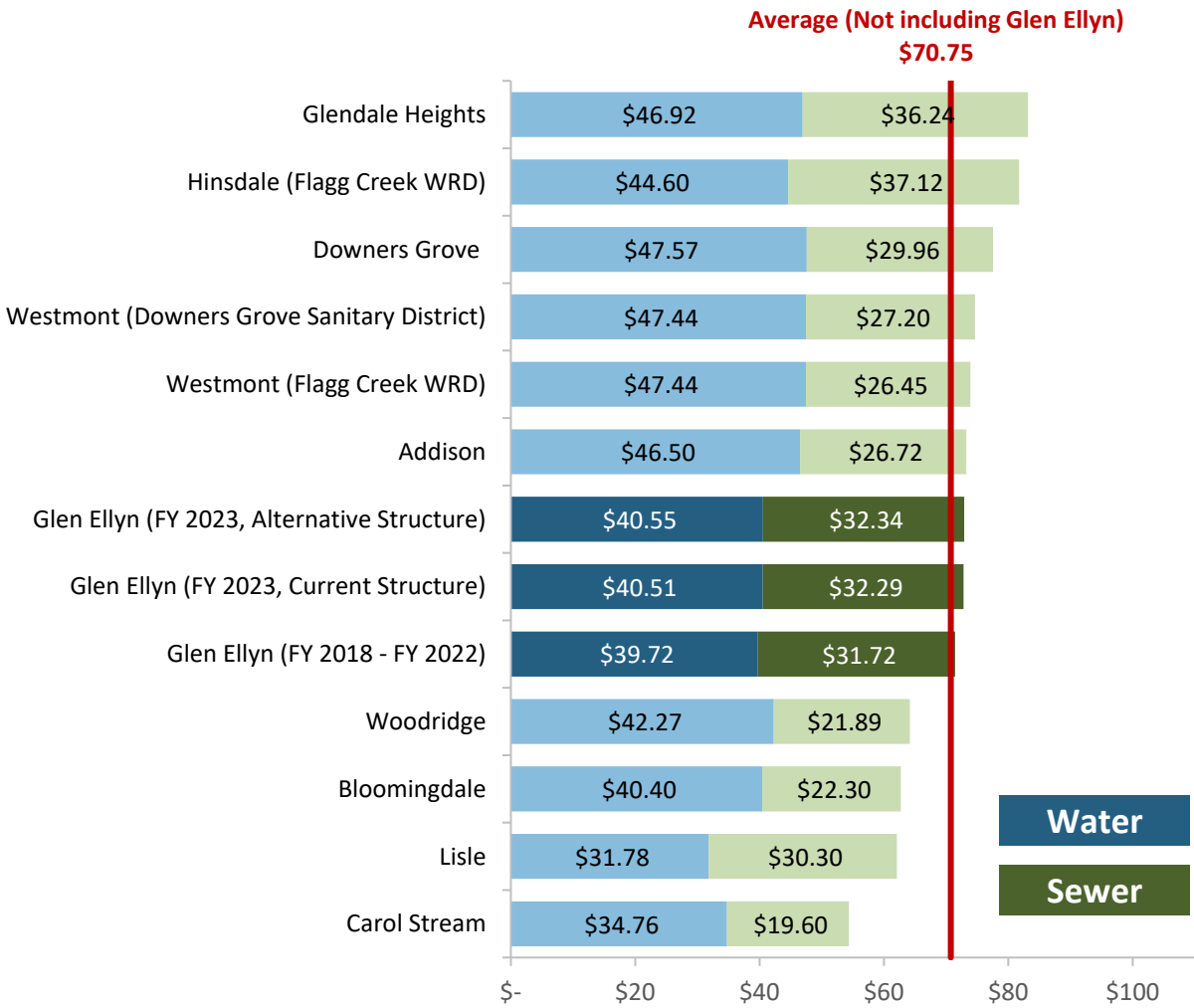
Sample Customer	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Minimum Use	\$37.22	\$38.67	\$40.16	\$41.91	\$44.24	\$47.11
2 kgal/mo.	\$ Change	\$1.45	\$1.48	\$1.75	\$2.33	\$2.87
5/8" Meter	% Change	3.9%	3.8%	4.4%	5.6%	6.5%
Average Use	\$71.44	\$72.89	\$74.38	\$76.33	\$79.26	\$83.06
4 kgal/mo.	\$ Change	\$1.45	\$1.48	\$1.95	\$2.93	\$3.81
5/8" Meter	% Change	2.0%	2.0%	2.6%	3.8%	4.8%
High Use	\$345.20	\$352.47	\$359.89	\$369.63	\$384.28	\$403.32
20 kgal/mo.	\$ Change	\$7.27	\$7.41	\$9.75	\$14.64	\$19.04
1 1/2" Meter	% Change	2.1%	2.1%	2.7%	4.0%	5.0%

Because of the implementation of the fixed service charge, larger users would see smaller increase in their total water and sewer bill. This is because a majority of the bill for a large usage customer is the volumetric rate, and in this alternative, the volumetric rates are not increasing as fixed service charges increase. The impact on the current “minimum” customer of 2,000 gallons per month is larger due to the impact of the increased fixed service charges.

Regional Bill Comparison

The following figure shows a comparison of the monthly bill for an average Inside Village customer (5/8” meter, 4 kgal monthly usage) in surrounding service areas.

Figure 6-1: Regional Bill Comparison – Residential Customer, 5/8” Meter, 4,000 gal/mo.



While regional comparisons may provide some context, the ranking of individual customer bills is not a consideration when developing a financial plan and rate structure. The Village’s cash needs are independent of the rates in the surrounding jurisdictions, and this comparison is provided for information only.

Section 7

LONG-TERM PROJECTIONS

This report details the short-term, five-year impacts of the various revenue and rate options developed as a part of NewGen’s study. It is recommended that the Village re-evaluate rate increases based on the previous year’s actual data every year and re-evaluate rate structures every three to five years as a part of a full rate study. The charts below assume that the Village implements the revenue increases shown in Table 7-1 below.

Table 7-1

Projected Long-Term Revenue Increase Needs

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
Water Rates										
Service Charge	2.0%	2.0%	3.0%	4.0%	5.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Volumetric Charge	2.0%	2.0%	3.0%	4.0%	5.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Sewer Rates										
Service Charge	2.0%	2.0%	3.0%	4.0%	5.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Volumetric Charge	2.0%	2.0%	3.0%	4.0%	5.0%	6.0%	6.0%	6.0%	6.0%	6.0%

The following figures show the long-term revenue vs. expenses and fund balance charts based on the long-term projections at the time of NewGen’s study.

Figure 7-1: Long-Term Water and Sewer Revenues vs. Expenses Projection

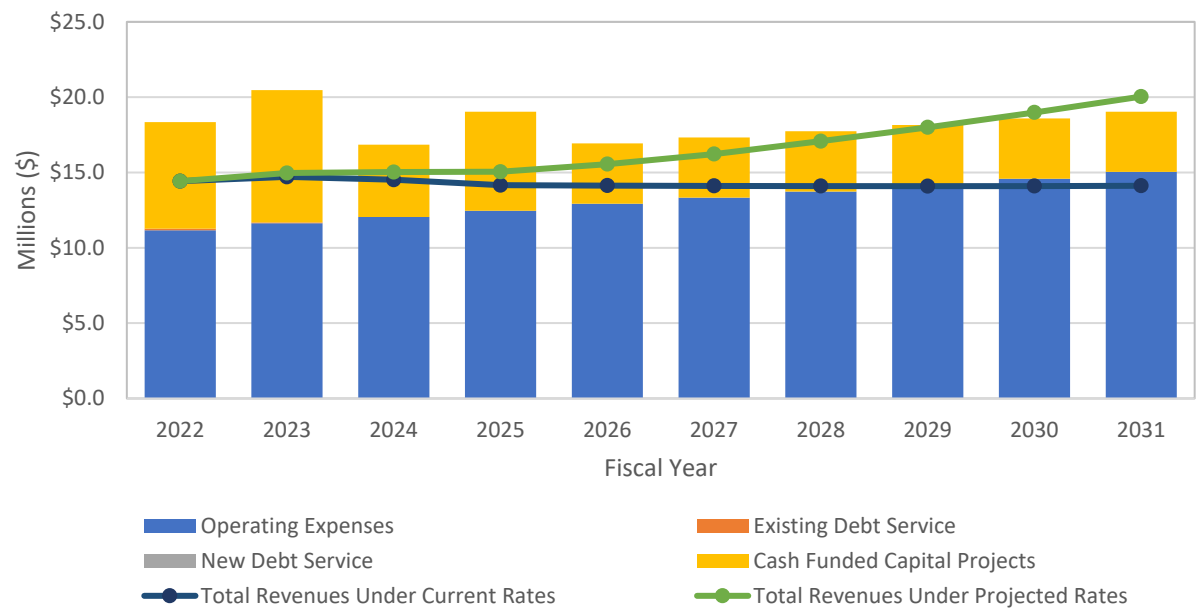
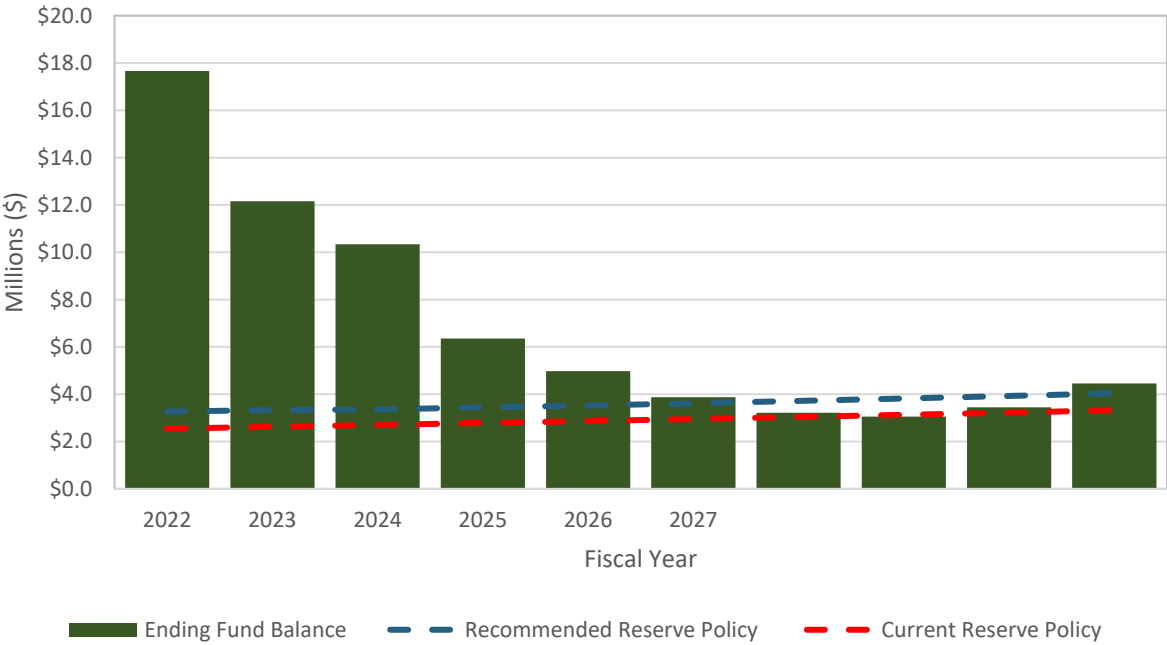


Figure 7-2: Long-Term Water and Sewer Fund Balance Projection



The above projections are preliminary in nature and there will be unanticipated conditions that impact the projected expenses, customer demands, and revenues of the water and sewer systems over the next ten years.



APPENDIX A: FIVE-YEAR WATER AND SEWER IMPROVEMENT PLAN

JANUARY 2023

WATER AND SEWER RATE STUDY

Appendix A

Five-Year Water and Sewer Capital Improvement Plan

Project	System	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Roosevelt Road Water Main	Water		\$250,000	\$1,000,000	\$1,000,000	\$1,000,000
Route 53 Water Main Lining	Water		\$1,000,000			
Hill Avenue Water Main	Water	\$710,000				
Park Boulevard Water Main Replacement	Water	\$1,561,785				
Glen Ellyn-Illinois American Water Interconnection	Water	\$385,000				
Royal Glen Infrastructure Improvements	Water				\$1,800,000	
CBD Underground/Streetscape Improvements	Water	\$510,047	\$1,658,000	\$286,000	\$652,000	
North Park/Main Street Improvements	Water	\$12,029				
Bemis Road Improvements	Water		\$361,801			
Sheehan Avenue Improvements	Water		\$489,495			
2020 Roadway Imp. Project 20001	Water	\$936,057				
2022 Roadway Imp. Project 22002	Water	\$243,227				
Future Street Projects	Water	\$150,000	\$1,164,441	\$1,340,791	\$1,407,830	\$1,500,000
I/I Reduction (Lining + Point Repairs)	Sewer	\$200,000	\$200,000	\$500,000	\$200,000	\$500,000
Hill Avenue Sanitary Sewer	Sewer	\$500,000				
Memory Court	Sewer		\$75,000	\$625,000		
Royal Glen Infrastructure Improvements	Sewer				\$85,000	
CBD Underground/Streetscape Improvements	Sewer	\$610,827	\$1,136,000	\$301,000	\$612,000	
North Park/Main Street Improvements	Sewer	\$66,901				
Bemis Road Improvements	Sewer		\$892,313			
Sheehan Avenue Improvements	Sewer		\$321,355			
2020 Street Program 20001	Sewer	\$536,574				
2022 Street Program 22022	Sewer	\$501,756				
Future Street Projects	Sewer	\$150,000	\$1,235,659	\$747,592	\$819,101	\$1,000,000
Total CIP		\$7,074,203	\$8,784,064	\$4,800,383	\$6,575,931	\$4,000,000
Water Projects		\$4,508,145	\$4,923,737	\$2,626,791	\$4,859,830	\$2,500,000
Sewer Projects		\$2,566,058	\$3,860,327	\$2,173,592	\$1,716,101	\$1,500,000

NewGen Strategies & Solutions



THANK YOU!



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

Meeting 6/26/2023 7:00 PM
Department: Administration
Department Head: Mark Franz
Category: Public Hearing
Prepared By: Mark Franz

AGENDA ITEM (ID
2023-674)

DOC ID: 2023-674

Public Hearing - Village of Glen Ellyn 2023 Comprehensive Plan Update

Statement of the Issue:

The Village began the process of updating the 2001 Comprehensive Plan in July 2018. The Village conducted a robust public engagement process beginning in August 2018 and continuing through June 2021. Over the last few months, the Village Board has engaged in a thorough review of the draft Comprehensive Plan that was recommended by the Plan Commission in March 2021. The Board has reviewed Chapters 1-3 and a portion of Chapter 4, as well as Chapters 5-8 in detail. In addition, the Village Board has agreed to some modifications to the recommended Vision, Values, Objectives, and Goals. Over the last 9 months, staff and the consultant, Brandon Nolin, from Houseal Lavigne and Associates reviewed the sections of the draft plan and offered an opportunity for public and board feedback. Over the last few months, the Village Board has continued to accept comments and feedback on the plan and has made further revisions to the plan. The final Draft Comprehensive Plan is attached and has been shared on the Village's website since June 21.

At the June 26 Board meeting, a public hearing has been scheduled to ensure compliance with state law. Please note, that the Board has previously conducted a public hearing on this plan, but per Illinois State Statute too much time has elapsed since that hearing. Therefore, this will give the community one final opportunity to comment on the draft plan.

Analysis:

Background

Over the last few years, the Village has embarked on updating the 2001 Comprehensive Plan. For a little context, below is a description of what a plan is and is not:

- a. Vision of what the community wants to become
- b. Includes plans and recommendations to reach vision
- c. Guiding document, not regulatory
- d. Lays foundation for zoning codes (legal tool)
- e. Flexible and adaptive
- f. Intended to last 15-20 years
- g. Can be amended as needed (3-5 years), although the Implementation Matrix should be reviewed more frequently.
- h. The Comprehensive Plan is not zoning
- i. Zoning is a tool to implement the goals of the Comprehensive Plan

- j. Often the Comprehensive Plan includes recommendations that require Zoning Ordinance updates to implement
- k. Comprehensive Plan is a guide, while zoning provides the “teeth”

To effectively develop a Comprehensive Plan, the public needs to have input and a voice in the process. The Village incorporated much public engagement as illustrated by the list of meetings and processes below:

Meeting List	Date
Workgroup Meeting (Kick-off)	7/19/2018
Stakeholder Meetings (3 meetings)	8/21/2018
Workgroup Meeting (I & O Memo)	10/3/2018
Plan Commission Meeting (I&O Memo)	10/25/2018
Village Board Workshop – Discussion Item – Building Height Research	3/19/2018
Village Board Special Workshop Meeting	11/15/2018
Workgroup Meeting (Downtown Sub-Area)	3/19/2019
Plan Commission Meeting (Downtown Sub-Area)	5/30/2019
Village Board Workshop (Downtown Sub-Area)	6/17/2019
Village Open House on Catalyst Sites	6/26/2019
Workgroup Meeting (Draft Comp Plan)	8/6/2019
Village Open House on Draft Comp Plan	11/19/2020
Village Open House on Draft Comp Plan – Zoom (Village Staff Only)	11/18/2020
Plan Commission Public Hearing (Draft Comp Plan)	12/10/2020
Plan Commission Public Hearing (Draft Comp Plan)	1/7/2021
Plan Commission Public Hearing (Draft Comp Plan) Approved	3/11/2021
Environmental Commission Presentation	2/1/2021
Village Board Pre-Adoption Workshop #1 (Draft Plan)	4/19/2021
Village Board Pre-Adoption Workshop #2 (Draft Plan)	6/7/2021
(Post-Covid Regroup) After Village Board member feedback....	
Village Board Workshop (Chapters 1-4)	5/16/2022
Village Board Workshop - (Chapter 4-Catalyst Sites)	6/6/2022
Village Board Workshop (Chapters 5-8)	7/18/2022
Village Board Workshop (Chapter 4-Subarea Plans-Downtown)	10/3/2022
Final Overall Review by the Village Board	1/30/2023
Public Hearing and Consideration of 2023 Comprehensive Plan by the Village Board	4/24/2023
Consideration of the 2023 Comprehensive Plan at the Village Board Meeting	5/22/2023
Village Board Workshop	6/1/2023
Public Hearing and Consideration of the 2023 Comprehensive Plan by the Village Board	6/26/23
Total	27 Public Meetings

In addition, the consultant conducted a public survey between August and October 2018 to kick off the engagement process. The following responses were received :

1. Adult residents survey (853 respondents)
2. Youth residents survey (837 respondents)
3. Business owners survey (34 respondents)

Last year, the Village Board decided to allow additional input from the public as a way to provide an opportunity for the new Village Board to review and better understand all aspects of the Plan. The Village Board discussed the draft Comprehensive Plan at multiple occasions over the last two years and one final review in January 2023. Comments were received previously from four Trustees in April 2021, June 2021, and January 2022. The comments were compiled into categories by topic and organized by chapter and shared with the Village Board at the May 16, 2022 Village Board Workshop. At that meeting, the Village Board discussed Chapters 1-3 and provided comments and edits to the draft Plan. At the June 6 Village Board Workshop, the Village Board reviewed a portion of Chapter 4, specifically the catalyst sites in the Central Business District (CBD) and the Roosevelt Rd. corridor. In July, the Village Board discussed Chapters 5-8 and reviewed edits to the Vision, Goals, and Objectives that incorporated feedback from the first review. Most recently, in October, the Village Board discussed Chapter 4, the downtown district and finalized the revised Vision, Goals and Objectives. January 30, 2023 was the final review of the draft Plan. Trustee Christiansen completed a final edit of the overall document and provided comments to the consultant for inclusion in the final plan. Staff has published for a public hearing on April 24, 2023 and is asking the Village Board to approve the plan on Monday night.

As the Comprehensive Plan is a guiding document, there are several steps that need to occur following adoption of the Plan in order to bring it to fruition. The Zoning Code is the primary means by which the Comprehensive Plan is implemented. The Code will need to be updated to ensure its regulations reflect the goals of the Comprehensive Plan. This includes documents supplemental to the Zoning Code, such as the Village's Architectural Appearance Guidelines. Other regulations within the Municipal Code may also require modification in order to align them with the goals of the Comprehensive Plan. Adoption of the Comprehensive Plan is a significant first step in helping the community achieve its vision for Glen Ellyn's future. Many of these goals will be incorporated into future Strategic Plans as the Village Board priorities and directs staff to begin implementing the 2023 Comprehensive Plan.

Remaining Updates

At the June 1 Village Board Workshop meeting, the Village Board directed staff to make a number of changes to the final version of the plan. In addition, Board members were asked to provide final comments to staff by June 7. Those comments have been reviewed, discussed, and incorporated into this final version of the 2023 Comprehensive Plan. See link below and attached.

 [Draft-Glen Ellyn Comprehensive Plan 2023 - REV 6-20-23.pdf](#)

Budget Impact:

N/A

Contribution to Strategic Plan

Strategic Initiative: Development: a) Implement an Economic Development strategy focused on overall commercial vitality, EAV growth and sales tax growth.

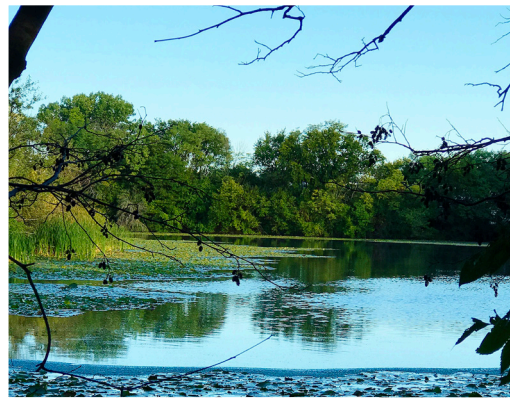
Action Item: Update Comprehensive Plan to assist in guiding future development, revise codes and regulations as appropriate and identify catalyst sites in the downtown and Roosevelt Rd. corridor.

Action Requested:

Staff recommends approving of the Comprehensive Plan

Attachments:

1. Draft-Glen Ellyn Comprehensive Plan 2023 - REV 6-21-23-Final



VILLAGE OF GLEN ELLYN

COMPREHENSIVE PLAN

DRAFT FOR PUBLIC HEARING | JUNE 2023 | PREPARED BY HOUSEAL LAVIGNE WITH ASSISTANCE FROM KLOA





WITH ASSISTANCE FROM



DRAFT
FOR PUBLIC HEARING

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CHAPTER 1

INTRODUCTION

The Village of Glen Ellyn’s last Comprehensive Plan was adopted more than two decades ago, in 2001. Since then, significant efforts have been made to maintain and enhance the Village as a thriving, desirable place to live and visit. Because the community is predominantly built out, the Village has focused on growth through redevelopment, reinvestment, and placemaking (creating a sense of place) in its established districts. The 2023 Comprehensive Plan presents recommendations to strengthen Glen Ellyn’s existing residential neighborhoods, commercial corridors, and central business district (Downtown) while looking at opportunities for new development. The Plan serves as a guide for planning and land use decisions and policy formation over the next ten to twenty years.

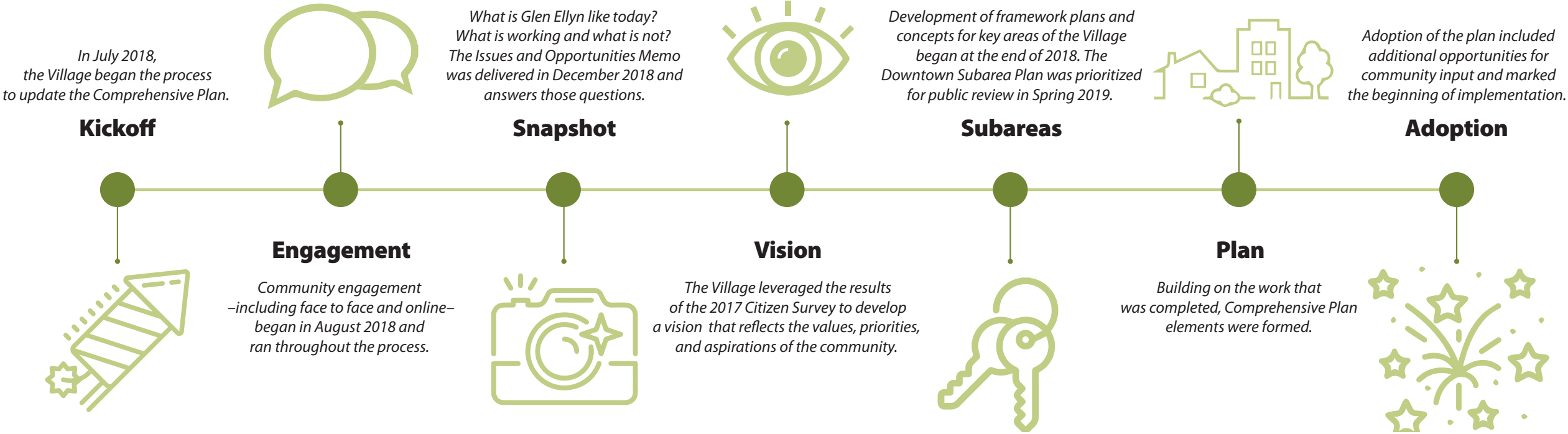
Purpose of the Comprehensive Plan

The purpose of the Comprehensive Plan and its related planning process is to establish a shared vision for the future of Glen Ellyn and identify the strategies, policies, and recommendations necessary to achieve that vision. The Glen Ellyn Comprehensive Plan is the Village’s primary guiding document that assists with decision-making and directs official policy in the community for both short-term and long-term issues. Further, the Plan is a unified resource that can be used to coordinate the efforts of Village elected officials, boards and commissions, staff, public officials, and other community stakeholders. Ultimately, the Comprehensive Plan is a path forward, ensuring that the Village can address critical issues while continuing to provide a high quality of life for all residents and a strong business climate.

Planning Area

The Illinois State Statue (65 ILCS 5/11-12-5) grants municipalities the authority to plan for the area 1.5 miles surrounding their current corporate boundary. This area is known as the extraterritorial jurisdiction (ETJ). This excludes land already incorporated by other municipalities, areas claimed through a formal boundary agreement, or the ETJ of another community. The Comprehensive Plan considers Glen Ellyn’s ETJ throughout the chapters and addresses ways to prepare the area for future incorporation into the Village’s official limits if so desired by the Village Board.





Planning Process

The Glen Ellyn Comprehensive Plan is the result of an inclusive planning process that engaged a variety of stakeholders in crafting a vision for the Village's future. The process identified and addressed key concerns within the Village while setting a precedent for planning in the community. The Comprehensive Plan was developed and adopted using the following six steps:

Step 1: Project Initiation–This phase consisted of meetings with Village staff as well as elected and appointed officials to begin the planning process and create a framework for development of the Comprehensive Plan.

Step 2: Community Outreach & Engagement–This phase consisted of in-person events and online tools to engage the Glen Ellyn community. This included outreach designed to facilitate feedback and discussion with residents, business owners and managers, developers and property owners, officials, and other key community stakeholders. Prior to the public adoption process, more than 1,700 stakeholders participated in online questionnaires, and more than 100 individuals participated in face-to-face interviews, focus groups, and open houses.

Step 3: Data Collection & Existing Conditions Analysis–This phase consisted of research, reconnaissance, and analysis to establish a clear understanding of existing conditions within Glen Ellyn. This step concluded with the development of the Issues & Opportunities Memorandum (IOM), which summarizes the findings of the first three steps of the planning process.

[To view the IOM, click here.](#)

Step 4: Subarea Plans–This phase consisted of the development of plans for three specific areas within the Village: Downtown, Roosevelt Road, and Stacy's Corners. These framework plans consider unique concerns within each area and provide detailed recommendations and strategies to address those issues. Development concepts for key catalyst sites are also provided to highlight potential for redevelopment that could influence and encourage reinvestment in surrounding properties.

Step 5: Community-Wide Plans & Policies–This phase consisted of the development of community-wide plans that address all aspects of the Village. This includes plans, policies, and recommendations regarding land use; neighborhoods and commercial areas; parks, open space, and environmental features; transportation; and community facilities, as well as a detailed implementation strategy.

Step 6: Comprehensive Plan Documents & Adoption–This phase consisted of the presentation of a draft Comprehensive Plan to Village staff, residents, and officials. Based on feedback, the Plan was amended and presented to the Plan Commission and Village Board for final adoption.

Community Outreach

Community outreach and efforts that facilitated discussion with a diverse range of community stakeholders was foundational to the creation of the Glen Ellyn Comprehensive Plan. This included in-person events and online tools to engage and gather input from residents, the business community, property owners, developers, service providers, officials, and other groups with a vested interest in the Village’s future. Together, this feedback helped guide the direction of the Comprehensive Plan and ensured recommendations and policies are responsive to the needs of the community.

Outreach Completed

The Village utilized multiple outreach events and tools to gain insight on local perspectives regarding concerns, opportunities, strengths, and weanesses of Glen Ellyn. The feedback received was used as a guiding force in identifying issues and was critical in addressing opportunities for improvements within the community. The following outreach opportunities have been completed during the planning process:

Business Community Workshop

On August 29, 2018, the Village hosted a workshop with prominent business stakeholders to discuss community issues from a business standpoint. Participants included the Alliance of Downtown Glen Ellyn, Glen Ellyn Chamber of Commerce, Glen Ellyn Historical Society, Metra, and Union Pacific Railway.

Local Service Provider Workshop

On August 29, 2018, the Village hosted a workshop at the Glen Ellyn Civic Center to gain input from local service providers. Participants included representatives from DuPage County Department of Transportation, Glen Ellyn Public Library, Glen Ellyn Park District, DuPage County Forest Preserve District, Glen Ellyn Volunteer Fire Company, Glen Ellyn Police Department, and School Districts 41, 87, and 89.

Boards & Commissions Workshop

On August 29, 2018, the Village hosted a workshop with Glen Ellyn’s commissioners and board members, including representatives from Plan Commission, Historic Preservation Commission, Zoning Board of Appeals, Fire and Police Commission, Environmental Commission, Recreation Commission, Building Board of Appeals, and Capital Improvements Commission.

Project Website

A project website was developed to support the planning process. It included background information about the plan, project news and announcements, meeting dates, documents, and online engagement tools. The website remained active throughout the development of the Comprehensive Plan and acted as a hub for information and engagement opportunities.

Online Surveys

Three online surveys were made available on the project website, designed to gather detailed feedback from residents, business owners, and youth in Glen Ellyn. More than 1,700 responses were received between July and November 2018.

The following responses were received:

- 1. Adult residents survey (853 respondents)
- 2. Youth residents survey (837 respondents)
- 3. Business owners survey (34 respondents)

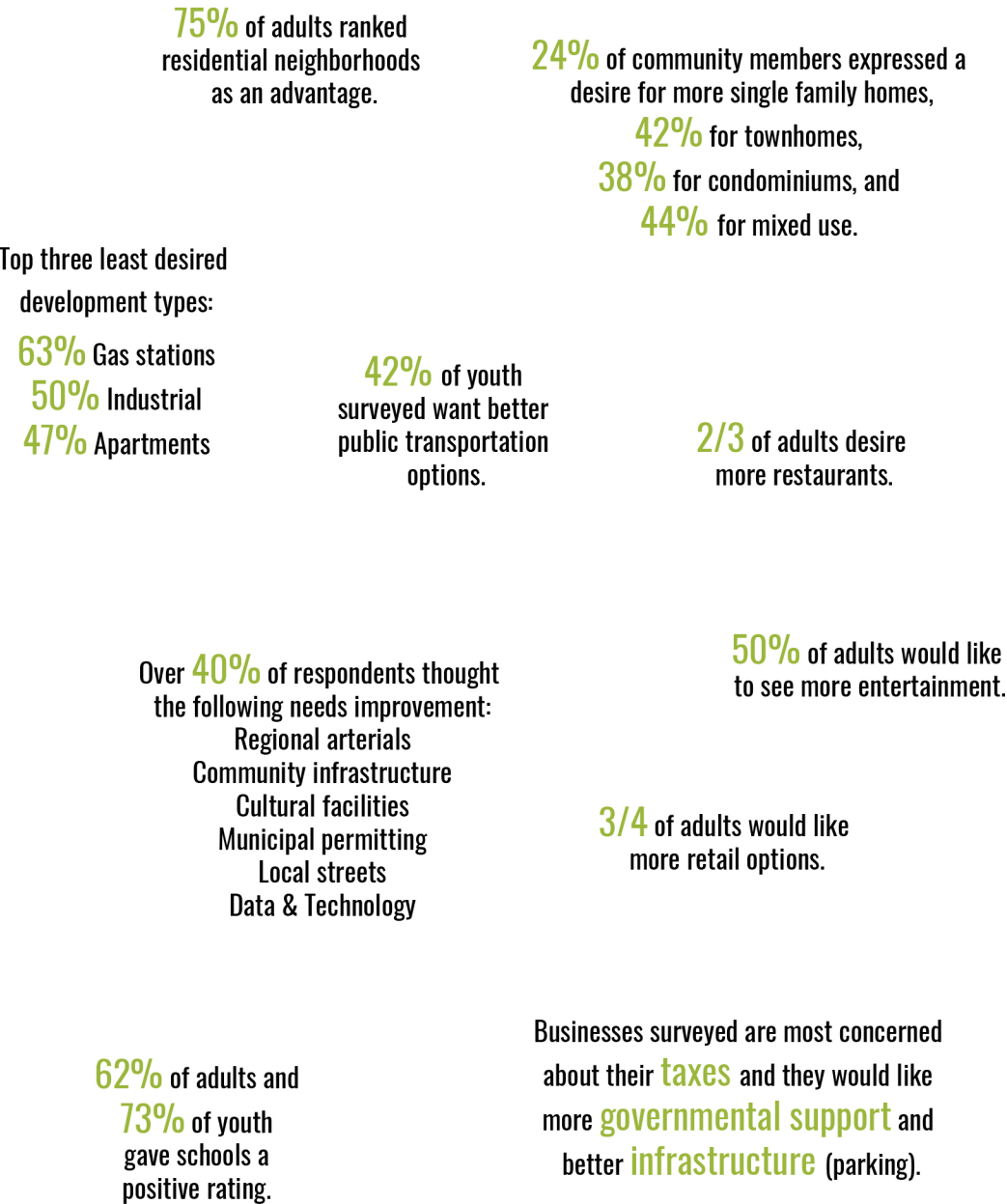
Social Media & Outreach Material

The following social media and outreach material were released to keep the public updated with the planning process:

- Press releases
- E - news
- Social media posts
- Alliance/Chamber emails
- Posters with QR codes placed throughout the community
- Quarterly newsletters
- Flyers in monthly water bills
- Information displayed on Village-operated electronic message boards in Downtown and at Village Links

Community Survey Snapshot

The following is an overview of results from the resident, youth, and business surveys conducted during the outreach process.



Plan Organization

The Comprehensive Plan is composed of the following seven sections:

- The Vision, Goals & Objectives section establishes a long-term vision for each Comprehensive Plan element and identifies complementary goals and planning objectives. The following sections are charged with establishing recommendations and strategies that the Village can implement to attain these goals.
- The Land Use & Development section includes land use recommendations and policies for all areas in the Village’s planning jurisdiction.
- The Subarea Plans section presents the vision for Downtown, the Roosevelt Road Corridor, and Stacy’s Corners. It identifies specific issues, improvements, and catalyst development opportunities for each subarea.
- The Transportation section includes a series of strategies that address transportation and infrastructure issues within the Village.

- The Community Facilities section identifies and inventories all community facilities in the Village and includes recommendations and policies for new facilities, as well as governmental coordination and cooperation.
- The Parks, Recreation & Open Space section provides recommendations to promote the preservation, enhancement, and accessibility of parks, open space, and valuable natural areas.
- The Implementation section defines actions required to carry out the policies contained in the Comprehensive Plan, such as capital improvements, funding sources, coordination with partners, and community priorities.

Using the Plan

The Glen Ellyn Comprehensive Plan should be used for the following:

- **A basis for regulatory actions.** Village planning decisions including zoning regulations, subdivision regulations, land use development, and annexations should generally follow the recommendations of the Plan.
- **A basis for community programs and decision-making.** The plan should be used to steer capital budget and program recommendations, community development programs, and other local initiatives such as attainable housing, recreation and open space development, and historic preservation.
- **A source for planning studies and grant funding pursuits.** Future studies may need to be conducted to further develop recommendations of the Plan into actionable projects. The Village may also choose to pursue grant funding or technical expertise to assist with future improvements or studies. The Plan should be used as a primary resource to initiate future studies or support such grant pursuits.

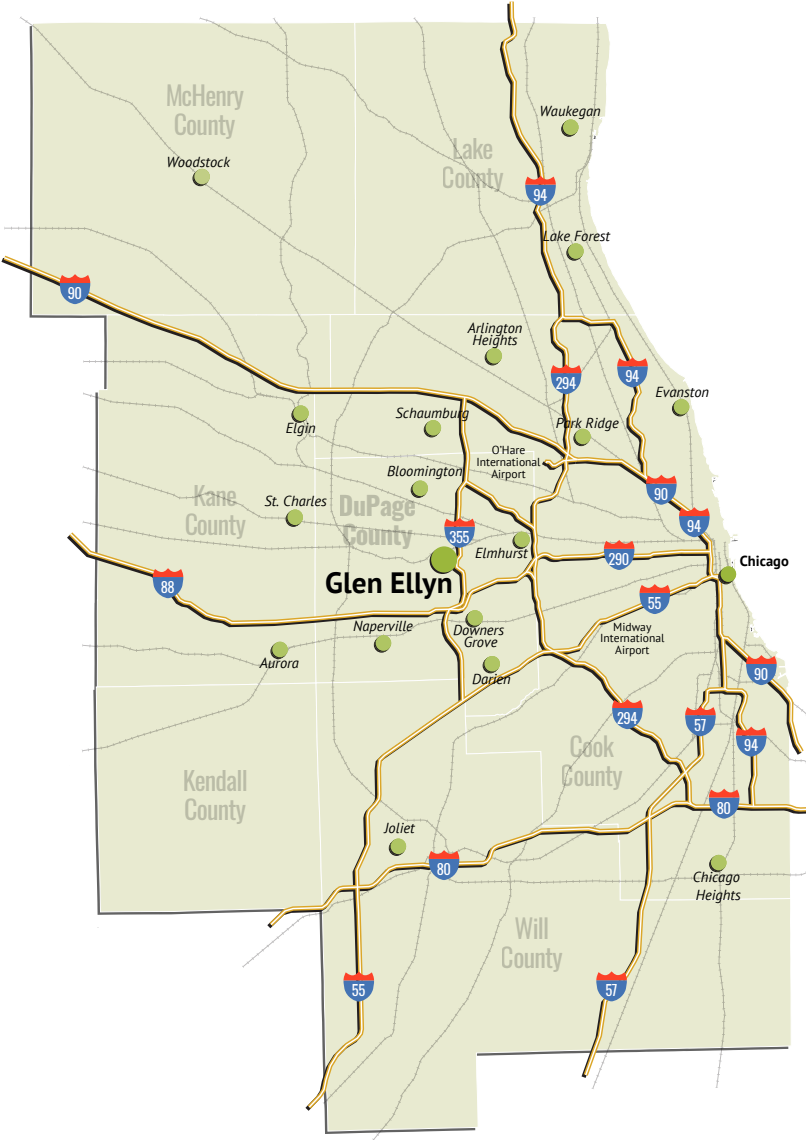
- **A resource for planning at local, county, and state levels.** The Plan should be used to coordinate not just local; but also intermunicipal and statewide programs including transit programs, economic development initiatives, and regional trail networks.
- **A source of information and marketing.** The Plan is a powerful marketing tool to promote the Village’s unique assets and draw investment for development opportunities. Local boards, commissions, organizations, residents, and businesses can also utilize the plan as a valuable source of information to guide future development and planning projects related to land use, transportation, community facilities, and parks and recreation.
- **A long-term guide.** The plan is a long-term guide by which to measure and evaluate public and private proposals that affect the physical, social, and economic environment of the community.

The plan should be amended as necessary, so it is a living, breathing document that evolves.

Regional Setting

The Village of Glen Ellyn is a suburban community of approximately 28,000 residents located 25 miles west of Downtown Chicago at the center of a diverse region that includes more than 9 million residents. Glen Ellyn is within DuPage County, the second most populous county in the State of Illinois, and shares borders with Wheaton to the west, Lombard to the east, Carol Stream to the northwest, and unincorporated areas to the north and south. Glendale Heights and Lisle lie beyond these unincorporated areas to the north and south, respectively.

Interstate access to the surrounding region is provided by Interstate 355, which runs along the Village’s eastern boundary, connecting Glen Ellyn to Chicago and to larger national destinations via O’Hare Airport to the northeast and Midway Airport to the southeast. Glen Ellyn is positioned along the Union Pacific–West Railway, offering Metra commuter rail access to Chicago and other adjacent suburban communities.



CHAPTER 2

VISION, GOALS & OBJECTIVES

The vision, goals, and objectives set the framework for the community-wide plans and recommendations of the Glen Ellyn Comprehensive Plan. Together, they provide a flexible guide for decision making and establish direction for new projects and policies. For the purpose of the Plan, the vision, goals, and objectives are defined as follows:

Vision—The vision describes the desired outcome to be achieved through the implementation of the Plan. It is forward-looking and describes what the community could be like if the goals and recommendations are achieved.

Goals—The goals describe desired results toward which planning efforts should be directed. They are broad and long-range. They represent the Village’s planning ambitions to be sought and require the culmination of many smaller actions in order to be fully achieved.

Objectives—The objectives contained herein are intended to be specific and measurable. They quantify the goals and set expectations for their achievement.

Our Mission

Our mission is to support a high quality of life in Glen Ellyn. We do this through the equitable delivery of reliable, cost-effective services and by promoting a community of trust, respect, and citizen involvement.

Our Values

Respect

Honor each person, treat everyone with dignity, and value their individuality.

Accountability

Commit to action and accountability to achieve successful results.

Leadership

Guide and facilitate others to make a positive difference in the community.

Principles of Service

Serve the needs of the community with professionalism and courtesy.

Diversity, Equity, and Inclusivity

Provide equal opportunities for participation in all community activities and initiatives.

Best for the Community

Work on behalf of community interests, not individual interests.

Trust

Earn trust through reliability, honesty, and effectiveness.

Vision Statement

In the year 2035, the Village of Glen Ellyn is dedicated to providing a secure, diverse, and thriving community environment that fosters cultural, educational, recreational, sustainable, and economic prosperity while preserving and maintaining the historic Village’s historic Downtown, unique residential neighborhoods, and a viable commercial and business culture and by embracing forward-thinking public amenities and practices, generating community pride and spirit, and encouraging active citizen participation.

Looking Forward to the 2030s and ’40s

Glen Ellyn will remain primarily a residential community, still comprising attractive and desirable residential neighborhoods that include a variety of housing types, styles, and prices and offer a unique combination of quality and affordability.

Glen Ellyn remains diverse with well-maintained housing stock consisting of single-family homes, as well as compatible and appropriately located townhomes, duplexes, condominiums, apartments, and accessory dwelling units. Housing opportunities to rent or, in some cases, own have increased for young families, singles, senior citizens (care levels from independent through assisted living), those wishing to downsize, and supportive housing for people with disabilities have increased during the past ten years.

Although some older homes will continue to be replaced, the Village will retain neighborhood characteristics and charm, homes with historic interest will be preserved, and housing

improvements and new construction will continue to be compatible with Glen Ellyn’s traditional neighborhood scale and character.

Commercial areas will continue to be active and economically sustainable, offering a variety of goods and services to residents and the surrounding region. Substantial public improvements and new private developments have occurred that complement the existing architectural styles within each of the Village’s commercial areas during the past decade, which have significantly enhanced the Village’s non-residential tax base.

Glen Ellyn’s historic Downtown has been enhanced as an active, pedestrian-oriented area containing an exciting mix of shopping, entertainment, dining, public, and residential uses. Although Downtown continues to be small and compact, growth has occurred through an increase of housing units or offices available through the addition of stories above one or two story buildings and the addition of attached housing units, low-rise apartment, or ownership unit buildings at the perimeter of the Central Business District

(CBD) transitioning into the residential areas. The character has been protected and preserved through a focus on adaptive reuse or restoration of some buildings, landmarking of some buildings, and where new construction occurs which preserves the overall scale of the CBD and aesthetic of many smaller frontage buildings on a block. This is achieved by the moderation of building bulk, use of massing techniques, adhering to height limits and setback requirements, breaking up large expanses, and quality architecture.

The Roosevelt Road corridor has been substantially improved. Several older, marginal properties have been redeveloped for new retail and business uses, and new multi-family developments have replaced underutilized buildings behind the commercial uses fronting the corridor. The appearance of the corridor has been enhanced, including improvements to private properties and the public right-of-way.

Through an area-wide program of historic preservation and compatible new construction, the Stacy's Corners area has emerged as an attractive northern gateway to the community. Marginal and vacant properties have been replaced with a mix of new neighborhood commercial, residential, and public uses.

Glen Ellyn continues to benefit from a superb regional location and is easily accessible via the interstate highway system, arterial streets, and public transportation. Through continued improvements to the Village's multi-modal transportation network, including enhancements to the Metra station, bus service lines, and bicycle paths/lanes, the Village remains safe and convenient for pedestrians, bicyclists, and those using alternate forms of transportation.

During the past decade, traffic operational conditions have been enhanced along several arterial streets. In addition to traffic enhancements, Route 53 and Roosevelt Road are now safer and more inviting for pedestrians and bicyclists.

A new commuter rail station has been constructed within Downtown, and compatible new transit-oriented development has been undertaken within walking distance of the new station. Roadway and traffic operational improvements have been implemented to address the lengthy delays caused by rail traffic within Downtown, and a vehicle and two pedestrian underpasses have improved pedestrian safety.

Glen Ellyn is served by public and private schools that not only provide top-quality educational services but also serve as focal points for community life and activity. College

of DuPage has continued to prosper and now offers even more special facilities, services, cultural activities, and programs to regional residents. The Village and College continue to work cooperatively to enhance economic development opportunities and to foster entrepreneurship in Downtown.

Glen Ellyn maintains a rich variety of parks, open spaces, and recreational facilities and is characterized by tree-lined streets and neighborhoods. During the past ten years, existing parks have been upgraded, facilities and services for teens have been expanded, and new pocket parks and gathering spaces have been created in Downtown. The Village has strengthened its partnership with the Park District in support of its mission.

Glen Ellyn is known for its outstanding municipal facilities and services. Fire and police protection remain highly rated. Village facilities have been modernized and upgraded. Glen Ellyn Public Library incorporates the latest technological advancements and continues to respond to the informational needs of area residents.

During the past decade, substantial improvements have been made to the public infrastructure, particularly with regard to stormwater management, drainage facilities, and street surface conditions. Additional utility lines within the Village's commercial and residential areas

continue to be located underground.

The Village has continued to work with unincorporated residents and businesses to devise a long-range plan and program for annexation.

While it continues to be comprised of several diverse and recognizable neighborhood areas, a number of programs, services, and facilities have been implemented to unite all geographic areas and demographic sectors of Glen Ellyn into a single, unified community. As always, community spirit and volunteerism remain hallmarks of the Village.

The improvements and developments that have occurred within Glen Ellyn during the past decade have been the result of significant citizen participation, excellent leadership from Village officials, and a strong partnership between the public and private sectors.

Residents continue to play an active role in formulating planning policies. The Village has undertaken a number of public improvement projects and has utilized a variety of creative techniques to assist the private sector in the implementation of innovative development and redevelopment efforts.

Goals & Objectives

Community Appearance & Character

Goal

An attractive and distinctive community image and identity that builds upon and enhances Glen Ellyn's unique qualities and characteristics and distinguishes it from surrounding communities.

- **Objective 1:** Protect, maintain, and enhance the Village's historic small-town atmosphere and character.
- **Objective 2:** Preserve sites and buildings with local historic, architectural, and cultural interest and value.
- **Objective 3:** Maintain the attractive tree-lined streets, pedestrian scale, and other distinguishing qualities of Glen Ellyn's existing residential neighborhoods.
- **Objective 4:** Upgrade the image and appearance of existing commercial areas, including buildings, parking lots, signage, and the public rights-of-way.
- **Objective 5:** Minimize the visual impact of surface parking areas through perimeter and interior landscaping and placement of parking lots at the rear of buildings.
- **Objective 6:** Screen parking lots from streets using native plants, shrubs, low walls, berms, or a combination of eco-friendly materials.
- **Objective 7:** Reinforce and strengthen the traditional role of Downtown as the Village's centralized, multi-purpose focal point with unique charm, appeal, and historic character.
- **Objective 8:** Undertake design and appearance improvements along the major thoroughfares that pass through the community.
- **Objective 9:** Continue to coordinate with utility companies to move overhead utilities underground in order to reduce interference with natural elements and to enhance service predictability, improve aesthetics, and protect the Village's tree canopy.
- **Objective 10:** Continue to improve and enhance the community gateways through the use of special signage, landscaping, and other entry design features.
- **Objective 11:** Design, locate, and maintain public sites and buildings so that they become focal points and landmarks within the community.
- **Objective 12:** Emphasize Glen Ellyn's numerous parks and open spaces as distinguishing features of the community.

- **Objective 13:** Continue the greening of Glen Ellyn by maintaining existing trees, planning reforestation, and creating new landscape plantings using native plants where possible.
- **Objective 14:** Promote high standards of design and construction that are consistent with the Village's historic character, scale, and charm for all development within the Village.
- **Objective 15:** Promote continuous collaboration and cooperation among the various districts and agencies serving the Village in order to better unite all parts of Glen Ellyn.
- **Objective 16:** Establish and update boundary agreements with neighboring communities where appropriate.
- **Objective 17:** Sponsor and promote programs, activities, events, and celebrations that can stimulate public involvement and participation, foster a strong and unified community spirit and identity, and bring together residents from the various neighborhoods on a regular basis.

- **Objective 18:** Leverage economic incentives to encourage redevelopment and site improvements, including tax Increment Financing (TIF) incentives, Special Service Areas (SSAs), sales tax incentives, and the Village awards program.
- **Objective 19:** Consider economic incentives to support adaptive reuse of buildings and to support business reinvestment to preserve the character and charm of Glen Ellyn.
- **Objective 20:** Create Downtown greenspace that can serve as a community gathering space.

Housing & Residential Areas

Goal

A housing inventory and living environment that supports the local population, attracts new residents, and enhances the overall quality and character of the Village.

- **Objective 1:** Update Village codes to encourage development of a variety of housing types including townhomes, duplexes, condominiums, apartments, accessory dwelling units, and supportive housing for people with disabilities.
- **Objective 2:** Increase the number of dwelling units with a half-mile walking distance to the Metra station.
- **Objective 3:** Maintain the scale, quality, and character of existing single-family neighborhoods.
- **Objective 4:** Undertake public infrastructure improvements within residential areas as needed.
- **Objective 5:** Minimize adverse impacts of adjacent activities on residential areas through adequate buffering and screening.
- **Objective 6:** Preserve existing housing stock through effective code enforcement and by encouraging preventive

maintenance.

- **Objective 7:** Promote the improvement and rehabilitation of deteriorating residential properties.
- **Objective 8:** Incentivize the restoration and maintenance of older homes and multi-family buildings and encourage landmarking of residential properties to protect historically significant homes.
- **Objective 9:** Encourage repurposing of salvageable building materials in place of complete demolition when restoration of older buildings is not possible.
- **Objective 10:** Encourage new residential development that provides for a variety of housing types and costs.
- **Objective 11:** Encourage Leadership in Energy and Environmental Design—Neighborhood Development (LEED—ND) strategies in neighborhood redevelopment efforts, specifically in Planned Unit Development proposals.
- **Objective 12:** Ensure that adequate stormwater management provisions are included in all new residential developments.
-

- **Objective 13:** Work in partnership with developers and ensure that development regulations and requirements are proportional and appropriate.
- **Objective 14:** Update the Village's Zoning Ordinance to be reflective of the policies and objectives of the Future Land Use Plan.
- **Objective 15:** Evaluate options to provide inclusive housing suitable for all income ranges and population types.
- **Objective 16:** Encourage tree preservation in residential development.
- **Objective 17:** Revisit zoning codes and encourage builders of properties in Glen Ellyn to incorporate traditional architectural features and elements into new construction projects so they are historically sensitive and fit with the historic character and charm of the surrounding neighborhood.
- **Objective 18:** Encourage new, large-scale multi-family developments that include space for recycling and composting.
- **Objective 19:** Encourage sustainable building practices with site design and construction that minimizes impact to the natural environment.

Commercial, Retail & Office Development

Goal

A system of commercial, retail, and office development that provides residents with employment opportunities and needed goods and services, increases the Village sales and property taxes, and enhances the image and appearance of the community.

- **Objective 1:** Expand the variety of commercial, retail, and office establishments within the Village.
- **Objective 2:** Promote Glen Ellyn as a desirable, accessible, and viable location for new commercial property investment and development.
- **Objective 3:** Improve access, parking, traffic circulation, signage, and other operational conditions within all existing commercial, retail, and office development.
- **Objective 4:** Improve and strengthen Downtown as the historic, pedestrian-oriented retail, commercial, service, and entertainment focal point within the Village.

- **Objective 5:** Improve and upgrade Roosevelt Road as a retail and business area serving the Village and surrounding region.
- **Objective 6:** Improve Stacy's Corners as a mixed-use focal point with a historic flavor and as an attractive northern gateway to the community.
- **Objective 7:** Encourage the corrective maintenance and rehabilitation of older commercial properties in poor condition and consider developing related incentives.
- **Objective 8:** Promote the redevelopment of marginal, obsolete, and vacant commercial properties and consider developing related incentives.
- **Objective 9:** Encourage compatible new commercial, retail, and office development in selected locations.
- **Objective 10:** Encourage developers to provide enhanced views of plans and designs (e.g., computer-generated graphics) to better depict proposed buildings or changes in relation to the surrounding context.
- **Objective 11:** Promote high-quality design and construction for all new commercial, retail, and office developments.

- **Objective 12:** Promote creative site and building design and development solutions that can help offset the small site sizes and other constraints present within Glen Ellyn's commercial areas.
- **Objective 13:** Encourage new commercial, retail, and office uses that will utilize the local labor force.
- **Objective 14:** Minimize and mitigate any negative impact of commercial, retail, and office activities on neighboring land-use areas.
- **Objective 15:** Consider the introduction of new, compatible light industry and high-tech uses within select commercial areas.
- **Objective 16:** Consider the desirability of annexing nearby commercial and business areas, as well as vacant and underutilized properties with commercial development potential.
- **Objective 17:** Discourage additional strip-mall commercial development within the Village.
- **Objective 18:** Encourage the combination and consolidation of small commercial lots to enhance opportunities for coordinated improvements and new developments.

- **Objective 19:** Enhance the high-speed communications capacity, including fiber optic connections, available to businesses within the community.
- **Objective 20:** Ensure that adequate stormwater management and infrastructure provisions are included in all new commercial developments.
- **Objective 21:** Update the Village's Zoning Ordinance to be reflective of the policies and objectives of the commercial areas framework.
- **Objective 22:** Encourage minority-owned businesses to invest in and/or relocate to the Village.
- **Objective 23:** Encourage eco-friendly components of developments and redevelopments by incorporating technologies/amenities that reduce emissions, pollutants, and energy consumption, including dark-sky compliance lighting, repurposing reclaimed building materials, green roofs, native-plant landscaping, etc.

Transportation

Goal

A balanced transportation system that provides for safe and efficient movement of vehicles and pedestrians, reinforces surrounding development patterns, and enhances regional transportation facilities.

- **Objective 1:** Maintain and improve the condition of street surfaces throughout the Village.
- **Objective 2:** Consolidate access in large parking areas, including cross-easements in shopping centers and between commercial properties and reduced curb cuts to major arterial roadways.
- **Objective 3:** Create a comprehensive system of bicycle facilities and pedestrian walkways that enables safe and convenient movement within the Village and connects with nearby regional systems and facilities.
- **Objective 4:** Pursue opportunities with neighboring communities and agencies to create pedestrian and bicycle connections to nearby trails and recreation areas.

- **Objective 5:** Encourage the development of a complete sidewalk network, bike lanes, bicycle parking facilities, and pedestrian amenities (lighting, signage, etc.).
- **Objective 6:** Promote convenient public transportation services within the Village and between the Village and nearby communities and destinations.
- **Objective 7:** Work cooperatively with Pace, Metra, and other agencies to assess and respond to evolving transit user needs in the Village.
- **Objective 8:** Encourage increased Metra ridership through parking accommodation and transit-oriented development surrounding the train station.
- **Objective 9:** Replace the Metra commuter station with a new station that incorporates historically sensitive design and includes a pedestrian underpass to create appropriate pedestrian connections between the north and south sides of Downtown. A plaza facing Crescent Boulevard should be included in the design.
- **Objective 10:** Encourage the inclusion of carshare, electric vehicle, and bicycle facilities in new development proposals.

- **Objective 11:** Actively monitor, manage, and address on-street and off-street parking needs within the Village to ensure adequate and conveniently located parking to serve all current and future land uses.
- **Objective 12:** Study parking minimums for both commercial and residential developments within a half-mile of the Metra station, with good access to transit, walking, and biking.
- **Objective 13:** Reduce vehicle emissions by enhancing infrastructure to support clean/zero emission vehicles as well improving safety and increasing options for biking, walking, and public transportation in the community.

Community Facilities

Goal

A system of community facilities that provides for the efficient and effective delivery of public services and promotes the Village as a desirable place in which to live and do business.

- **Objective 1:** Maintain effective fire and police protection throughout the Village.
- **Objective 2:** Cooperate with public and private schools and districts to maintain adequate school sites and facilities within the Village.
- **Objective 3:** Maintain Glen Ellyn Public Library as an important focal point and resource for the community.
- **Objective 4:** Provide adequate water supply, water distribution, and sanitary sewer systems throughout the Village.
- **Objective 5:** Where practically feasible, improve stormwater management infrastructure as part of comprehensive capital improvement projects.

- **Objective 6:** Encourage the development of consolidated stormwater management facilities that provide maximum volume control and water quality benefits and mitigate impacts of development on surrounding properties.
- **Objective 7:** Maintain adequate sites and facilities for all Village services; undertake expansion, improvement, and replacement programs as necessary.
- **Objective 8:** Promote the adaptive reuse of surplus or outdated public buildings for new uses that benefit the community as a whole.
- **Objective 9:** Ensure that all community facility sites and buildings are sound, attractively maintained, compliant with Village Codes, and compatible with surrounding neighborhoods and development areas.
- **Objective 10:** Review the policy of burying overhead cables and utility lines within the Village.
- **Objective 11:** Provide facilities and services for teens, senior citizens, people with disabilities, and other special-needs groups in need.
- **Objective 12:** Cooperate with and support College of DuPage as a major community amenity and attraction.

- **Objective 13:** Consider the need for and desirability of new community facilities that will serve the needs and desires of residents and businesses.
- **Objective 14:** Emphasize facilities, services, and programs at locations that serve the entire community and can bring together residents from throughout the Village.
- **Objective 15:** Create additional support for commercial, residential, and multi-family recycling and composting sites as well as support for hazardous waste disposal and construction and debris recycling for Village residents and businesses.
- **Objective 16:** Facilitate provision of support services to disabled community.

Parks & Open Space

Goal

A park and open space system that meets the recreational and leisure needs of Village residents and enhances the overall image and character of the community.

- **Objective 1:** Promote continued cooperation between the Village and the various park and school districts to provide recreational programs and facilities.
- **Objective 2:** Encourage a local park system that complements the regional recreational and open space opportunities located within and near the Village.
- **Objective 3:** Provide and encourage recreational facilities and programs that respond to the needs of Village residents.
- **Objective 4:** Improve and expand programs, facilities, and services for teens.
- **Objective 5:** Continue to upgrade existing parks and recreational facilities; undertake improvement and replacement programs as required.

- **Objective 6:** Encourage the provision of new open spaces throughout the community, particularly in neighborhoods with open space deficiencies.
- **Objective 7:** Promote new plazas and other public open spaces within Downtown and other commercial and business areas.

- **Objective 8:** Explore the open space potential of vacant lots and other underused parcels.
- **Objective 9:** Preserve the environmental corridor adjoining the East Branch of the DuPage River for aesthetic and recreational purposes, wildlife habitat, and flood plain protection.
- **Objective 10:** Encourage the inclusion of sites for future parks or green spaces as part of new, large-scale residential developments.
- **Objective 11:** Continue to preserve significant natural environmental and open space resources throughout the Village.
- **Objective 12:** Undertake more extensive native landscaping and greening programs along major street corridors and consider these corridors as integral parts of the local open space system.
- **Objective 13:** Use native plant varieties in landscaped areas throughout the Village to improve pollinator habitats.
- **Objective 14:** Expand, upgrade, and promote the use of pedestrian and bicycle paths to provide access to and connections between schools, parks, forest preserves, Downtown, and other key activity areas.

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- **Objective 15:** Ensure that all parks and open spaces are adequately and attractively maintained and that reforestation is undertaken as required. Encourage park maintenance that utilizes sustainable practices, such as electric equipment and reduced use of pesticides.
- **Objective 16:** Encourage transition of open space/parks to the Park District to improve planning, programming, and upkeep.

Sustainable Resource Stewardship

Goal

To be a healthy, resilient, and sustainable community where the Village leads by example, prioritizing our commitments to preserve, protect, and enhance Glen Ellyn’s natural resources for current and future generations through stewardship and thoughtful development.

- **Objective 1:** Prioritize the cultivation of greenspaces and green infrastructure, including stewardship of the tree canopy, development of sustainable landscapes, preservation of open land, and reduction of pollutants.
- **Objective 2:** Plan for and optimize the future energy needs of the Village, including reduction of pollutants and integration of renewable energy.
- **Objective 3:** Encourage reduction of the volume of waste sent to landfills, including recycling of reusable resources and reduction of pollutants through diverting organic or hazardous materials.
- **Objective 4:** Inspire community engagement in environmental stewardship

Diversity, Equity & Inclusion

Goal

The Village of Glen Ellyn is fully committed to Diversity, Equity, and Inclusion (DEI) in principle and in practice. The Village strives to be an inclusive and equitable community that embraces and champions diversity and welcomes, respects, and engages all people in all aspects of Village life, including employment, commerce, housing, recreation, faith practices, access to resources, and civic engagement. Diversity, Equity, and Inclusion are central to the Village’s current and future success.

- **Diversity:** Psychological, physical, intellectual, and social differences that occur among any and all individuals.
- **Equity:** The guarantee of fair treatment, access, opportunity, and advancement while striving to identify and eliminate barriers that have prevented the full participation of some groups.
- **Equality:** The state of being equal, especially in status, rights, and opportunities.

- **Inclusion:** The act of ensuring environments and facilities where any individual or group can be and feel fully welcomed, respected, supported, and valued in order to bring their full authentic selves to the community. An inclusive and welcoming climate embraces differences and offers respect in words, actions, and thoughts of all people.

There shall be no barriers to full participation in the Village.

CHAPTER 3

LAND USE & DEVELOPMENT

The Land Use and Development chapter defines desired future land use and development character for all areas in the Village limits and extraterrestrial planning jurisdiction (ETJ). The Plan supports the community’s desire to preserve its existing character while identifying strategic opportunities to maximize development potential. By building on the favorable qualities of the existing neighborhoods, the Village can use the Plan to further cultivate the sense of community and steer growth in an effective and beneficial manner.

The Plan strives to build on Glen Ellyn’s strong single-family residential base and historic nature while opening opportunities for development that is consistent with the desired character of the zoning area. This includes repositioning aging development along commercial corridors and fostering additional multi-family and mixed-use development to increase diversity in housing options.



Land Use Plan

The Land Use Plan designates desired land uses throughout the Village and its jurisdiction. All parcels have been classified under one of the following categories:

Single-Family Detached

This category comprises stand-alone, single-family housing units on dedicated parcels. Comprising 51 percent of Glen Ellyn’s housing, it is the predominant housing type within the Village and should continue to be so.



Single-Family Attached

This category consists of buildings with three or more dwelling units separated by common vertical walls where each unit is located on or intended to be located on its own lot and may have a direct access to the outside. Single-Family Attached dwellings are currently located along Swift Road, St. Charles Road, north of College of DuPage, surrounding Downtown, and on or near Roosevelt Road. This dwelling type should be further integrated to increase the Village’s housing diversity and support higher density.



Multi-Family

This category includes buildings consisting of three or more dwelling units, including apartments and condominiums that have common building elements such as entrances, corridors, driveways, and garages. This dwelling type can be used to address the growing needs of downsizers and to increase the variety of housing options. Multi-family developments are currently located along Swift Road, north of College of DuPage (COD), surrounding Downtown, and on or near Roosevelt Road. Multi-family development should continue to be supported adjacent to COD, on the edge of single-family neighborhoods, and near major activity areas, serving as a transition between commercial and residential uses.



Neighborhood Commercial

This category provides Glen Ellyn residents with everyday retail goods and services, such as restaurants, shops, banks, and grocery stores. The Village’s main neighborhood commercial districts are Downtown and Stacy’s Corners. Downtown should continue to be developed as the Village’s core neighborhood commercial district, emphasizing attractive streetscapes and a pedestrian-oriented environment. Stacy’s Corners should be further developed to provide desired commercial uses to adjacent residential neighborhoods.



Corridor Commercial

This category consists of a mix of large-scale commercial developments and smaller stand-alone retail and service uses located along Roosevelt Road and Butterfield Road. Examples of key corridor commercial developments include Market Plaza, Pickwick Plaza, and Baker Hill. Such uses are often characterized by parking lots fronting the right-of-way to provide easy vehicular access. This category should continue to be concentrated along Roosevelt Road and to further intensify development along Butterfield Road, serving residents, visitors, and passing motorists.



Mixed-Use

This category includes buildings with two or more distinct uses vertically stacked. Developments usually contain commercial on the ground floor and residential or office uses above. All mixed-use developments are currently located within Downtown. Mixed-use development that complements the architecture and historic character and scale of existing buildings should be encouraged within Downtown to support street-level commercial activity while providing residential or office space above.



Office

This category consists of buildings dedicated to professional office spaces, including corporate headquarters, legal firms, and professional service providers. Medical establishments are also included in this land use category, including family physicians, eye care professionals, and medical campuses. Office uses should continue to be concentrated within Downtown and the Roosevelt Road Corridor, particularly along Taft Avenue, while encouraging the consolidation and comprehensive redevelopment of out-of-date office properties.



Public/Semi-Public

This category consists of institutions and community facilities that serve the residents of Glen Ellyn and contribute to quality of life and local culture. This includes the Village's highly esteemed schools, Glen Ellyn Public Library, government buildings, police and fire facilities, historic centers, religious institutions, and non-profit organizations. Public/semi-public land use and policies are discussed in more detail in *Chapter 6: Community Facilities*.



Parks & Open Space

This category includes designated park spaces, nature reserves, golf courses, cemeteries, trails, playgrounds, and land used for sports recreation. The Village should continue to coordinate with local park districts and other partner organizations to preserve the community's large inventory of dedicated parks and open space and should pursue opportunities to expand recreational amenities including trails and smaller neighborhood parks to ensure access for all residents. Components of the parks and open space category and relevant environmental features are discussed in *Chapter 7: Parks & Open Space*.



Light Industrial

This category includes light industrial businesses that have minimal impacts on adjacent uses. There are few light industrial uses in Glen Ellyn, the most prominent being Nicor Gas located off Finley Road and on Hill Avenue near Interstate 355. This category should continue to be maintained to support the Village's industrial base, while enhancing sites by providing proper screening from adjacent residential uses.



Utility & Transportation

This category focuses on land dedicated to transportation infrastructure or the production, storage, and maintenance of utilities, including the Union Pacific Railway right-of-way that passes through the center of Glen Ellyn. The Village should continue to ensure utility services meet the needs of the community. Unattractive facilities should be screened from neighboring uses to enhance the Village's appearance. Utilities and transportation are discussed in more detail in *Chapter 5: Transportation* and *Chapter 6: Community Facilities*.



Parking

This category includes land used for the parking of automobiles, including surface parking, parking structures, and garages. Properties identified within this category provide stand-alone parking and are not tied to a specific business or residence. Additional discussion of policies affecting parking areas, including areas of focus for the expansion of public parking and improvements to screening and landscaping, is located in *Chapter 4: Subarea Plans*.



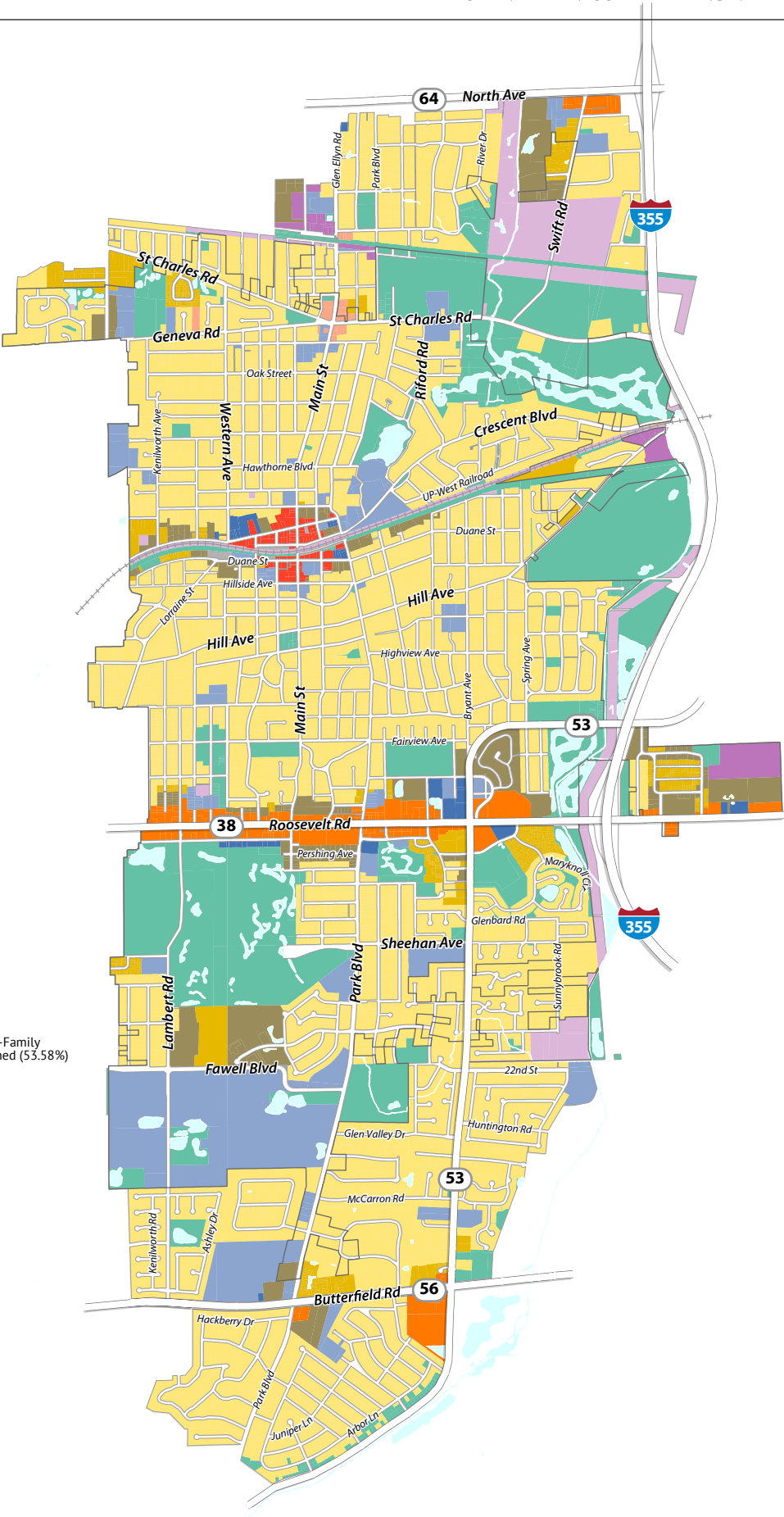
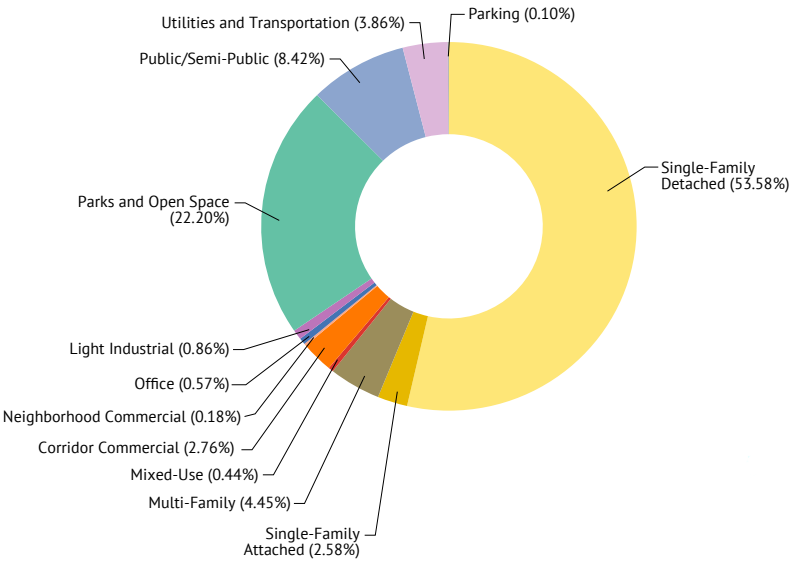
Future Land Use Plan Distribution

The recommendations outlined in the Land Use Plan focus on the diversification of housing options by increasing single-family attached and multi-family uses. The accompanying Future Land Use Distribution graph displays the projected composition of future land use based on the Plan. As with the existing land use distribution, single-family detached housing will continue to be the predominant use within Glen Ellyn, comprising over 50 percent of the Village's land area (51 percent existing compared to 54 percent proposed). Commercial uses are projected to make up approximately 3 percent of the Village's area, and mixed-use development is expected to increase throughout Downtown as a mixed-use district. Other land use categories are projected to remain relatively the same.

Future Land Use Plan

- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Mixed-Use
- Neighborhood Commercial
- Corridor Commercial
- Office
- Light Industrial
- Parks and Open Space
- Public/Semi-Public
- Utilities and Transportation
- Parking

Future Land Use Plan Distribution



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FOR PUBLIC HEARING

Residential Areas Framework

Glen Ellyn is known for high-quality housing and has a strong reputation as a great place to live and to raise a family. The Residential Areas Framework addresses key issues affecting the Village's neighborhoods and identifies strategies to diversify the housing stock. The primary goal of the Residential Areas Framework is to provide policies to enhance existing neighborhoods while expanding housing opportunities and diversity.

Context Sensitive Infill

The 2008 recession led to reduced investment and left a handful of vacant or underutilized properties within Glen Ellyn that exist in prime development locations. The following vignette identifies infill opportunities for both underutilized lots and vacant lots outside the 100-year floodplain. Opportunities for single-family detached development are scattered, primarily as individual lots located throughout the Village and within its ETJ. Vacant lots appropriate for single-family attached units are located along higher trafficked roads, including St. Charles Road, Butterfield Road, and IL Route 53.

In addition to vacant infill sites, there are several areas where redevelopment of existing properties could accommodate more intense residential development and will be further informed by the 2023 Housing Study. These include the following:

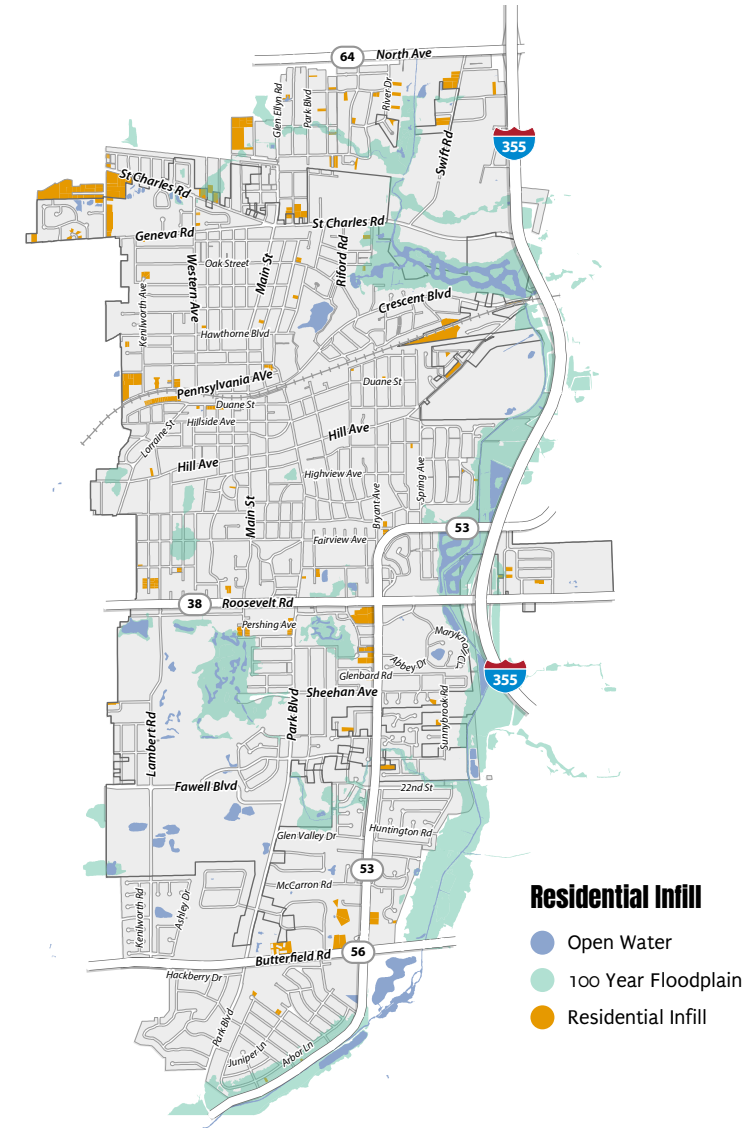
- The ten sparse single-family detached properties located directly outside Village limits along St. Charles Road could be developed into higher density single-family detached units.
- Existing single-family detached properties along Swift Road in the northern ETJ could be redeveloped into single-family attached units to establish a higher density residential neighborhood off North Avenue.

These properties should be prioritized for high-quality infill development that complements the character, scale, and use of surrounding buildings. Infill can be used as an effective tool for maximizing the use of available land in the Village as well as existing resources and infrastructure in established neighborhoods. Any development adjacent to Churchill Park should be sensitive to potential runoff impacts to the park's wetland areas.

Residential Teardowns

Glen Ellyn is experiencing a trend common to many mature, affluent communities. It consists of the replacement of existing homes with larger structures. A related trend is the construction of major additions to smaller existing homes. While residential improvements and new construction are good for the local economy and serve to upgrade the community's housing stock, the Village should ensure that the density and intensity of improvements and new developments complement neighborhood character in terms of bulk, setback, building height, and lot coverage.

These teardowns also eliminate starter homes or homes to downsize to. Consider adopting an ordinance to reduce the number of teardowns of largely habitable houses.



Transition Areas

Single-family attached and multi-family housing should be used as a transition between more intense commercial areas and single-family residential areas. This also allows a greater number of residents to be located close to desirable retail, services, and offices while maintaining the residential nature of the adjacent neighborhoods. Such transition areas are particularly important surrounding Glen Ellyn's main commercial areas—Downtown, Roosevelt Road, and Stacy's Corners—which are discussed in further detail in *Chapter 4: Subareas*.

Quality Architecture

As reinvestment in existing neighborhoods occurs, the Village must ensure that new developments complement surrounding single-family homes with high-quality architecture. Attention should be given to design elements such as scale, building materials, fenestration, detailing, and façade articulation to support the development of attractive housing that enhances the Village's character.

Housing Diversity

Glen Ellyn has a larger proportion of young adults compared to DuPage County and has a senior population that is projected to follow regional and national trends. Community input received during the planning process underscored a desire for a broader variety of housing options to better serve residents at all stages of life. Providing for additional single-family attached and multi-family development opportunities in addition to single-family detached will be key to addressing the community's long-term housing needs.

The 2023 Housing Study will identify housing needs and should serve as a resource in addressing housing needs in the community. Further direction on housing will be given after the board considers data from the Housing Study. Among other things, the board will consider missing housing types for owners and renters in various locations and price points, as well as the amount and type of affordable housing within the Village. The board will discuss the data and provide policy direction in workshops.

Senior Housing

Community members have expressed support for the development of housing that would enable Glen Ellyn's increasing number of senior householders to downsize and age in place. Multi-family housing is often an appealing alternative for those looking for smaller, more affordable residential options that require less maintenance compared to single-family homes. Housing targeted at older age cohorts, including senior housing, should be located in Downtown or in other neighborhoods that are ideally located in proximity to commercial centers with convenient access to transit routes. The provision of single-level floor plans and ADA-compliant amenities should also be encouraged to make housing more attractive and accessible to seniors.

Young Professionals & Families

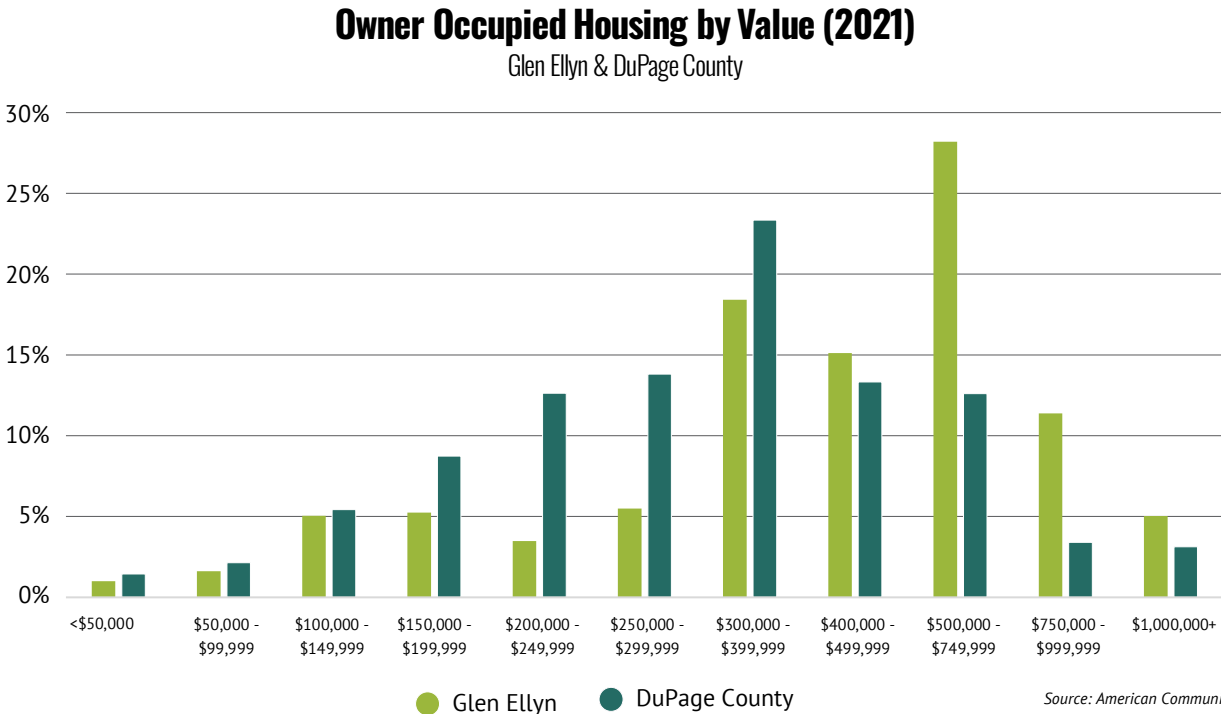
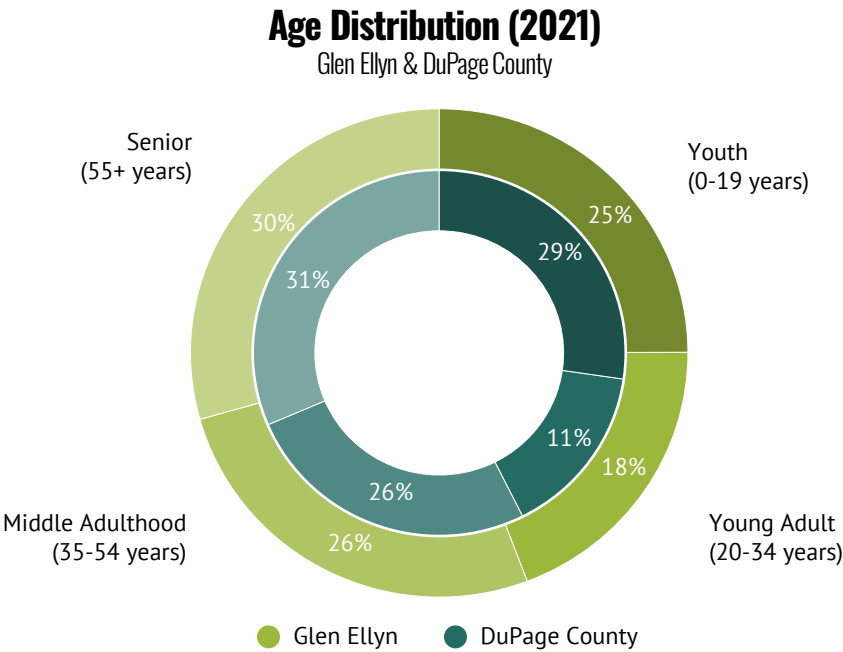
Glen Ellyn is well regarded for the quality of its single-family neighborhoods and schools; however, housing prices appear to be limiting the number of young households and first-time home buyers able to live in the community. Homes valued at less than \$300,000 make up 25.7 percent of Glen Ellyn's housing stock, which is approximately half the rate of DuPage County's (48.2 percent). The number of younger households in Glen Ellyn has decreased in recent years, and this trend is projected to continue.

Community input received during the planning process indicates a desire for additional single-family attached and multi-family housing

in Glen Ellyn, with many comments highlighting a need to support middle income households and first-time buyers. Single-family attached and multi-family development should be encouraged to provide for smaller, more affordable housing units. Such development should be located close to Downtown and in transition areas along commercial corridors.

Supportive Housing for People with Disabilities

Supportive housing for this population is aimed at people with lifelong disabilities and low income potential who need long-term, affordable rental housing combined with social/health services to succeed in the community. Our community has identified supportive housing for people with disabilities as an unmet need. To expand housing choice for people with disabilities, the Village should evaluate strategies that would reduce barriers to increasing supportive housing solutions throughout the Village. This should include, but not be exclusive of, considering the use of accessory dwelling units, providing for the implementation of additional group/ CILA homes (Community Integrated Living Arrangement), and refining development regulations to include affordable supportive housing rental units in new development. Supportive housing will enable people with disabilities to live as independently as possible, thrive, and contribute to the Glen Ellyn community.



Attainable Housing

The community should foster greater housing diversity that provides housing choice at various income levels. In general, housing is considered affordable if 30 percent or less of a household's gross annual income is spent on housing costs. According to the US Census Bureau American Community Survey, approximately 25 percent of owner-occupied housolds in Glen Ellyn have housing costs that exceed 30 percent of their household income. This is similar to the proportion of DuPage County households (26.7 percent) paying more than 30 percent of their income to housing costs.

There is particular need for additional housing opportunities among Glen Ellyn's lower- and middle-income households. It is estimated that households earning between \$55,000 and \$75,000 could generally afford a home valued between \$200,000 and \$250,000. Over 39 percent of households in Glen Ellyn earn less than \$75,000 per year; however, houses valued at less than \$250,000 in Glen Ellyn account for only 18.7 percent of the total housing stock. As of 2022, approximately 16 percent of the overall housing stock in Glen Ellyn is considered affordable. This means that demand among households earning less than \$75,000 is more than double the available housing stock those households can afford.

The following strategies should be considered by the Village as it strives to increase diversity in its housing stock:

- **Encourage additional housing options in select areas of the Village.** More than 51 percent of the housing in Glen Ellyn's housing stock consists of single-family detached homes. Although single-family neighborhoods are an essential element of the community's identity, a greater diversity in housing options is increasingly important to accommodate residents during every stage of life and at every income level. Single-family attached and multi-family developments support greater housing diversity and can be used strategically to buffer existing and future single-family detached neighborhoods from commercial areas. Multi-family and single-family attached housing also make more efficient use of infrastructure and generate increased tax revenue. The Village should encourage increased housing options in select areas, including Downtown, along key corridors, and in areas with access to transit in accordance with the Land Use Plan and Residential Areas Framework map.

- **Allow accessory dwelling units as a special use.** Accessory dwelling units (ADUs) can provide for greater housing options in existing single-family neighborhoods without negatively impacting community character. ADUs can provide opportunities for people with disabilities who may have low-income potential to live more independently and remain near family in the community. They can also provide opportunities for multi-generational housing where parents downsize and continue to live with their children and grandchildren. The Village should consider allowing ADUs as a special-use in the R2 and R2B Single-Family Residential districts. The Village should ensure that certain conditions are met in the approval of the special-use, including the availability of sufficient parking, high-quality design that would have little to no impact on the appearance of the primary residence and character of development as seen from the adjacent street, little to no impact on the character and function of the block and surrounding parcels, preserve the use and enjoyment of all uses of adjacent lots, and avoid clustering of special-uses. Additionally, no zoning variances should be relied on for the ADU (Administrative, regular, or Construction Necessitated).
- **Promote missing middle housing choices.** To address affordability, the Village should encourage developers and property owners to promote missing-middle housing options (e.g., duplexes, triplexes, multiplexes, courtyard apartments, and townhouses) to increase density and maintain neighborhood character.
- **Promote mixed-income development.** To provide for affordable attainable housing as future development occurs, the Village should consider promoting higher-density residential development that provides housing for a variety of income levels. Such mixed-income development allows lower-income families to be included within and among higher-income residents, rather than concentrating into one area. This is supportive of an inclusive, stable, and diverse community and creates desirable attainable housing options that blend into the Village’s urban fabric. Incentives such as fee waivers, tax abatements, and expedited approval that encourage developers to incorporate a percentage of below-market rate, workforce, or affordable units should be reviewed.
- **Protect and support existing housing stock.** The Village should continue to encourage housing diversity and to preserve the historic charm and scale of existing neighborhoods. To protect housing stock considered starter homes/more affordable homes the Village should implement a teardown ordinance, reduce the use of administrative Zoning Variances, reduce the use of Construction Necessitated Variances, and keep the current Lot Coverage Ratios to help protect existing housing stock, moderate bulk, and the collective impact on flooding.

Downtown Housing

Mixed-use development should be prioritized within Downtown to allow residents to live within the central business district close to regional public transportation. Multi-family units should be developed above ground-floor retail to provide housing in Downtown while maintaining commercial activity at street level. Development will enhance the historic character of downtown and may take the form of adaptive re-use, addition of stories to existing buildings, or new development. The addition of these units should not decrease the desired “retail wall” at street level. Additionally, single-family attached and multi-family housing are recommended to serve as a transition between Downtown commercial uses and the surrounding single-family detached neighborhood. For more information about Downtown housing, visit the Downtown section of *Chapter 4: Subarea Plan*.

Historic Neighborhoods

Historic character is an important part of Glen Ellyn’s identity. Across the Village, this is featured in several ways: a historic site, historic homes, a historic neighborhood, historic commercial or civic buildings, and two historic districts in the Downtown. The historic residential neighborhood, Glen Ellyn Main Street Historic District, is registered with the National Register of Historic Places (NRHP). In addition, Stacy’s Tavern Museum at Stacy’s Corners is NRHP-registered, and the Village

is sensitive to the historic nature of the site. Across the Village there are more than forty historically landmarked properties, and the Historic Preservation Commission (HPC) should continue its efforts to ensure proper preservation and maintenance of historic structures.

In addition to existing annual awards for historic preservation, the Village should work with the HPC to further encourage rehabilitation and re-use within the community through available state and federal incentives. An example is the federal Historical Tax Credit (HTC), which provides a 20 percent tax credit for the rehabilitation of eligible historic, income-producing buildings or a 10 percent tax credit for eligible non-historic buildings placed in service before 1936.

The Illinois Historic Preservation Tax Credit Program (IL-HTC) is also available to provide a state income-tax credit equal to 25 percent of rehabilitation expenses below \$3 million to owners of eligible historic structures that are income-producing.

Furthermore, administered by the Illinois Department of Natural Resources, the Property Tax Assessment Freeze program freezes the assessed value of historic owner-occupied residences for eight years that have been sensitively rehabilitated. The freeze is followed by a four-year period during which the property’s assessed value is incrementally increased until it reaches its current value on the

twelfth year. Together with numerous municipalities in the region, such as River Forest, Rockford, and Plainfield, Glen Ellyn has an approved certified local government ordinance for the program, which encourages rehabilitation and strengthens the local housing stock.

The HPC strives to encourage historic preservation in the community by mailing annual letters to property owners of potentially historically significant homes with an invitation to an informational meeting. The Village should continue to support the HPC with such efforts. In conjunction with such incentives, homeowner consideration for local landmarking, placement on the National Registry, and application for property tax freeze available for restoration projects should be promoted through the Village’s website and newsletter and via distribution of pamphlets at the Civic Center and Stacy’s Corners History Center.

The historic character of certain parts of the Village must be considered by the AAC, The Plan Commission, HPC, and the Village Board when reviewing development projects. The Village should encourage remodeling, rehabilitation, and/or repurposing historic properties over demolition, even if those properties are not landmarked.

Code Enforcement & Maintenance

It is important that the Village continue to enforce its building codes and property maintenance regulations to ensure quality development and upkeep of the community’s appearance. In 2004, the Community Development Department began issuing citations for code violations, totaling 381 citations as of 2023. Overseen by the Administrative Adjudication Hearing Officer, the Administrative Adjudication process for property owners in violation of the code includes court hearings, which expedite resolutions and reduce litigation expenses. The adjudication process has increased code compliance and assessed fines for violating Village regulations.

Presently, residents can file a complaint regarding code enforcement violations through the Village website by filling out an online form. The Village should raise awareness of the form to residents through promotion on water bills, property tax forms, and social media platforms. In addition, the Village currently uses SeeClickFix. The application allows residents to report non-emergency issues such as potholes, graffiti, and sidewalk condition. The Village should consider expanding topics covered by the platform to address property maintenance issues.

Appearance Review Guidelines

The Village re-launched the Architectural Review Commission in 2023 in order to promote quality architectural and landscape design that is reflective of the unique identity of the Village. The Commission’s intent is to promote attractive, cohesive, and architecturally compatible design of new principal buildings and associated landscaping for non-residential, multi-family residential, and townhome developments throughout the Village. For buildings in the Downtown historic districts, additional criteria is applied to maintain the historic character of our national historic districts. The Village should modify its approach to changes to buildings in the CBD. Building evaluation should be updated from 2009 evaluation. The Village should use both HPC and AAC expertise and evaluation of projects in public super-commission comprised of AAC architects and some HPC members.

The Appearance Review Guidelines, adopted in 2006, provide recommendations for desirable architecture and landscape design within the Village. The guide should be evaluated to ensure that recommendations remain reflective of community appearance priorities. Including some local architects in the review group would be beneficial. Updates also should be considered (e.g., providing guidelines to remove invasive species).

Residential Areas Framework

The following items identify key residential infill areas of focus where higher-density residential development should be encouraged in the future.

- 1 **Swift Road.** Currently semi-rural detached single-family housing occupies areas on the east side of Swift Road. Provided that infrastructure can be enhanced to accommodate additional density, the area is appropriate for additional single-family attached and smaller lot single-family detached housing, with higher density along Swift Road frontage.
- 2 **Ice Arena.** Located within the Village's planning area, the properties surrounding the Center Ice of DuPage ice arena are home to single-family detached homes or open space. There is opportunity to develop this area into higher density residential uses, such as single-family attached units.
- 3 **Bloomingtondale Road.** The large-lot single-family detached properties and vacant, wooded areas at the southeast corner of Bloomingtondale and St. Charles roads have the potential to be redeveloped into single-family attached units. Such development should be mindful of the wetlands in the adjacent Churchill Park. The aging single-family detached properties along Trails End Road also present an opportunity to be comprehensively redeveloped into single-family attached units.

- 4 **Stacy's Corners.** The vacant lots and large lot single-family detached property along Forest Avenue should be considered for single-family attached units that fit the character of the surrounding residential neighborhood. This would benefit the diversification of housing types and provide a buffer from the adjacent neighborhood commercial uses fronting Main Street. Properties along the north side of St. Charles Road between Main Street and Forest Avenue could be zoned for commercial.
- 5 **Hill and Golf Avenue.** Currently a vacant, wooded site, this site would be appropriate for attached or detached single-family development.
- 6 **West Downtown.** Currently a mix of multi-family. Although some of the housing is dated and may be subject to replacement, potential exists to renovate existing multi-family. Multi-family development that matches the character and scale of nearby development would be appropriate.
- 7 **Western Duane Street.** Aging homes and multi-family development currently exist that are susceptible to replacement. Encourage single-family attached and multi-family housing that would complement the Downtown. New housing should be of a similar scale and character to nearby development.
- 8 **Scripture Press Property.** The former Scripture Press facility (part of Wheaton College) and adjacent vacant land could be designated for single-family detached or attached housing in the event the property becomes available in the future.

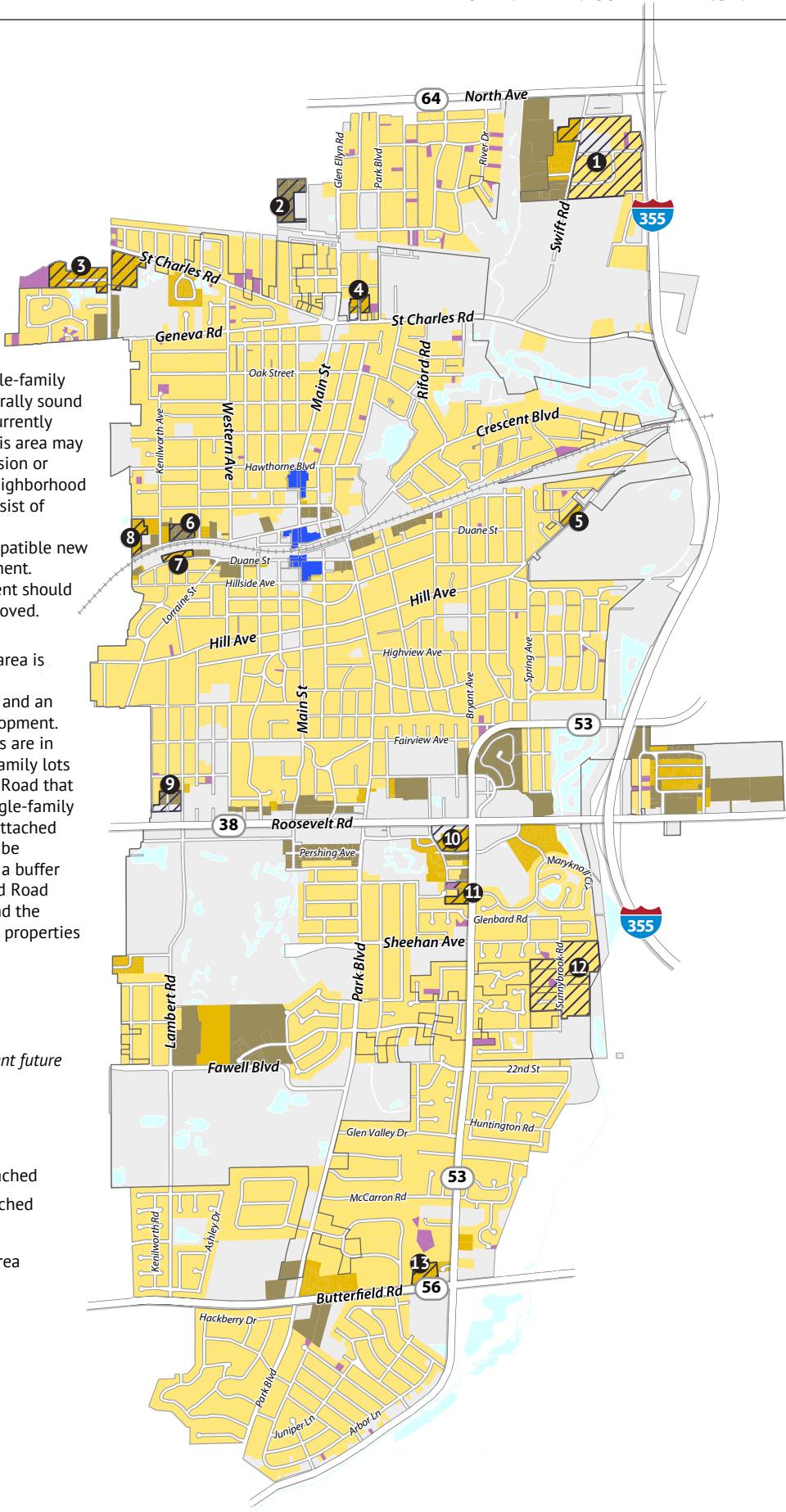
- 9 **Western Roosevelt Road.** In line with the Roosevelt Road Subarea Framework, if expansion of the nearby auto dealership does not occur, properties along Lambert Road that are currently used for commercial parking and outdoor storage could either remain commercial or be considered for multi-family housing. This would be desired to further diversify the housing stock and act as a buffer between Roosevelt Road and the adjacent residential neighborhood.
- 10 **Nicoll Way and Roosevelt Road.** Currently inhabited by an aging office building complex, this site's generous lot depth should be leveraged to develop a mix of single-family attached and multi-family units while preserving Roosevelt Road frontage for commercial development. For further discussion regarding this catalyst site, see the Nicoll Way and Roosevelt Road section in Chapter 4: Subarea Plans.
- 11 **Nicoll Way and Abbey Drive.** This site comprises vacant and single-family detached properties. With close proximity to Roosevelt Road and its amenities, the site presents an attractive opportunity for single-family attached homes similar in scale to the existing development to the north.

- 12 **Sunnybrook Road.** Single-family residential that is generally sound and well maintained currently exists. Larger lots in this area may be subject to resubdivision or redevelopment. The neighborhood should continue to consist of detached single-family development with compatible new single-family development. Stormwater management should be monitored and improved.
- 13 **Butterfield Road.** This area is comprised of a vacant lot, a single-family lot, and an older townhome development. Annexation agreements are in place with the single-family lots fronting on Butterfield Road that guarantee large lot single-family zoning. Single-family attached redevelopment should be encouraged to provide a buffer between the Butterfield Road commercial corridor and the single-family detached properties to the north.

Legend

Note: The below items present future land uses and not zoning.

- Historic District
- Residential Infill
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Residential Infill Area



Commercial Areas Framework

The Commercial Areas Framework provides guidance and policy recommendations for commercial areas within Glen Ellyn and its extraterritorial jurisdiction (ETJ). The goal of the framework is to explore opportunities for economic development and expansion of Glen Ellyn's tax base. Glen Ellyn is a built-out community with limited opportunities to expand and diversify its tax base. Residential development comprises 76 percent of Equalized Assessed Value (EAV) in DuPage County and commercial and industrial development make up 17 percent and 8 percent of EAV, respectively.

In Glen Ellyn, 89 percent of EAV is residential and 11 percent is commercial with no industrial EAV. Correspondingly, residential uses make up about 58 percent of total land area, while commercial uses make up about 3 percent (it should be noted that non-taxable uses such as educational and public/semi-public uses make up a considerable portion of the Village area, but do not contribute to EAV). It is within this constrained context that the Comprehensive Plan identifies key design principles as well as opportunities to grow the Village's tax base through more intense use of the existing commercial property inventory.

Note: Four recently annexed industrial parcels are not reflected in this summary.

Neighborhood Centers

Neighborhood centers are intended to serve surrounding residential neighborhoods by providing day-to-day goods and services within a short walk or drive. When planned well, they also become centers of activity, gathering, and socializing. Glen Ellyn's main neighborhood center commercial area is Stacy's Corners.

New neighborhood center development should be scaled appropriately to respect and contribute to the character of surrounding residential areas. Given their location within a more residential setting, buffering and attractive screening should be encouraged to minimize impacts on nearby residences. As new development and reinvestment occurs in these established areas, opportunities to install and enhance landscaping and pedestrian infrastructure should be identified. A more detailed discussion of the Stacy's Corners area is provided in *Chapter 4: Subarea Plans*.

Commercial Corridors

Commercial corridors are major commercial districts located along high traffic, arterial roadways that offer a mix of local and regional retailers and service providers to meet the needs of both residents and visitors traveling through the community. Roosevelt Road is the Village's primary commercial corridor, stretching nearly three miles between Glen Ellyn's eastern and western boundaries. The small portion of North Avenue within the Village's planning area also functions as a commercial corridor along with adjacent commercial areas in Lombard and Glendale Heights. In addition, several commercial corridor properties are located along Butterfield Road at the IL Route 53 and Park Boulevard intersections.

Commercial corridors have limited opportunities for expansion due to proximity to Glen Ellyn's residential areas. As such, more intense use of existing commercial corridor properties should be encouraged to strengthen the Village's commercial base. This should include assembling and repositioning aging commercial properties with larger scale development to make more efficient use of available land, reducing the number of access drives and the size of parking lots to maximize development potential, and encouraging multi-story development.

The Village should also coordinate with property owners to improve commercial corridor connectivity and appearance as redevelopment and reinvestment occurs. While corridors should continue to function as auto-oriented areas, improvements should be made to enhance traffic flow and safety; provide additional opportunities for bicyclists and pedestrians, including better access to transit and transit-oriented accommodations; and improve the aesthetic appeal of the corridors.

Access drives should be consolidated, and shared parking opportunities between businesses should be encouraged to reduce curb cuts and impervious parking lots. Private property owners should also provide on-site improvements, such as landscaping, the addition of pedestrian street furniture, and screening of mechanical equipment and garbage enclosures.

Chapter 4: Subarea Plans provides detailed discussion of Roosevelt Road and illustrates how such improvements can be implemented to improve the function and appeal of the corridor as a local and regional destination.

Downtown Glen Ellyn

Commercial uses within Downtown currently exist primarily as single-story buildings, some with adjacent surface parking areas, exhibiting potential for development. To expand the Village's commercial base and increase Downtown activity, underutilized commercial properties could be redeveloped or expanded into mixed-use developments to maximize commercial space at street level while allowing space for residential and office uses above. Innovation DuPage should also be leveraged to support small business and startup business development while fostering the development of coworking spaces elsewhere in Downtown to provide expansion opportunities. Commercial development within Downtown is discussed in further detail in *Chapter 4: Subarea Plans*.

Office

Office uses in Glen Ellyn are generally concentrated within Downtown and along Roosevelt Road. The maintenance and expansion of office development should continue to be supported. Identification and gateway signs can be used to demarcate clusters of office development, whether they exist as a planned business park, such as the Glen Hill North development at Roosevelt Road and IL Route 53, or as a concentration of individual office properties, such as along Taft Avenue west of Main Street. Signage will also help to brand office districts that can then be referenced in economic development marketing materials and coordinated with real estate listings. The Village could also coordinate with office users in identified clusters to gauge support for shared services such as landscape maintenance, shared garage facilities, or a unified building sign program. Such improvements could be funded by a special service area if there is adequate support among property owners.

Hill Avenue Light Industrial

Light industrial uses currently exist on Hill Avenue adjacent to the floodplain of the East Branch of the DuPage River. Properties on the north side of Hill Avenue have been annexed. While the Hill Avenue area provides valued services and is a source of employment, the presence of outdoor storage and service areas on unimproved surfaces presents potential for contamination of the adjacent river. The Village should consider coordinating with DuPage County and Hill Avenue business owners to evaluate solutions to mitigate potential contamination and enable businesses to continue to operate. For example, areas adjacent to the creek could be improved with landscaped buffers to filter and slow stormwater runoff into the DuPage River. Existing development could also be improved with green infrastructure treatments such as bioswales and pervious pavement systems.

Commercial Areas Framework

- **Office Clusters.** Unify clusters of office development through coordinated identification and gateway signs. Work with office users to evaluate potential for shared services such as landscape maintenance, shared garbage facilities, or a building sign program. Maintain office uses concentrated within Downtown and along Roosevelt Road and Taft Avenue.
- **Mixed-Use Downtown.** Mixed-use development and adaptive reuse could be developed within Downtown to allow for ground-floor commercial activity and top-floor residential and office use. By designating commercial use at street level, commercial space is maximized, supporting the vitality of the local economy and activating the Downtown shopping environment.
- **Neighborhood Commercial.** As neighborhood commercial properties continue to develop, ensure that building designs are reflective of the historic charm, character, and scale of surrounding residential neighborhoods. Identify opportunities to install and enhance landscaping and pedestrian infrastructure, including the integration of public gathering spaces.
- **Corridor Commercial.** Reinvestment in commercial corridors should be prioritized to increase the intensity of existing commercial properties. Coordinate with property owners for on-site improvements, such as landscaping and internal pathways for pedestrians. Improve circulation and access by consolidating curb cuts and increasing cross-access between properties. Flexibility in use should be maintained along the corridors.
- **Maintaining Industrial.** Preserve existing light industrial uses to support the Village's small industrial base. Ensure all outdoor storage, service areas, and unimproved surfaces are fully screened from the public right-of-way and adjacent residential properties. Improve existing development with green infrastructure treatments and mitigate potential contamination caused by industrial activity. Ensure all unpaved vehicle areas are paved.
- **Intensifying Annexation Areas.** Consider strategic annexation of underutilized areas that have potential for denser commercial and residential development. Assess utility service provision and infrastructure costs when evaluating areas for annexation. This includes working collaboratively with Lombard to redevelop properties within its jurisdiction along Roosevelt Road and provide utility improvements.



Annexation Framework

As a built-out community with limited opportunities to expand and diversify the tax base, the Village should continue to evaluate opportunities for strategic annexation. The Village should continue efforts to incorporate property in its planning jurisdiction as opportunities arise.

While much of the surrounding unincorporated areas has already been developed, opportunities exist to promote more intense residential and commercial development of underutilized parcels. Some unincorporated and commercial areas with the greatest potential for annexation include the North Avenue corridor near Swift Road, the northeast corner of Stacy's Corners, and portions of the Roosevelt Road Corridor.

The Village should consider undertaking an annexation study to evaluate the most beneficial areas to incorporate. Service provision and infrastructure costs must also be considered when evaluating areas for annexation. Additional discussion of annexation and service needs are discussed in *Chapter 6: Community Facilities*.

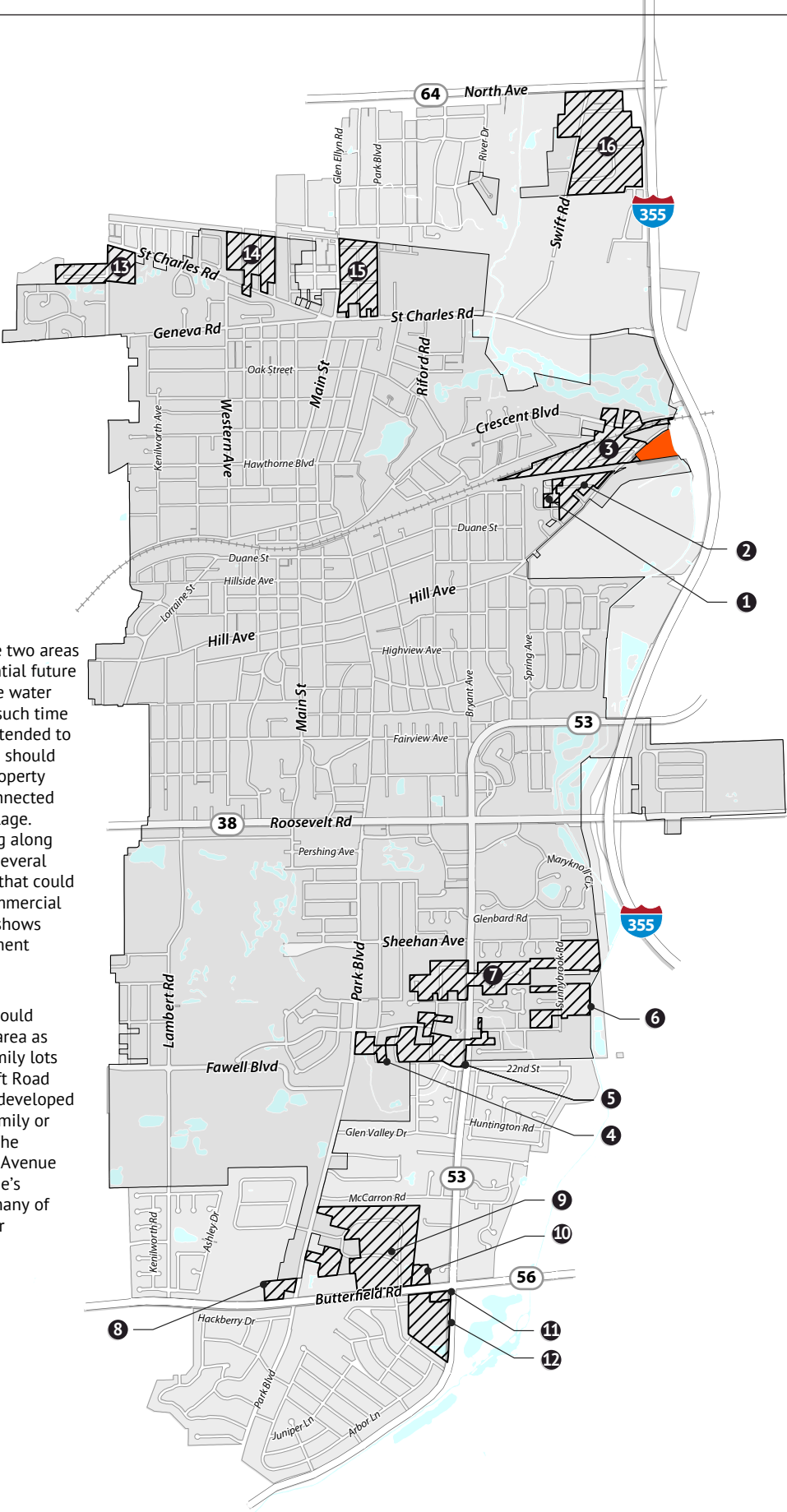
Annexation Areas

- Incorporated Area
- ◌ Future Annexation Area
- Recently Annexed Area

- 1 Areas 1 to 3:** These properties on the Village's northeast side are wholly surrounded and could be annexed by the Village at any time. The properties in Area 1 are now served by Village water and sanitary sewer and should be encouraged to connect to the utilities and annex. Areas 2 and 3 have had pockets of interest in annexation and contributing to a utility extension project. The Village should continue to periodically evaluate these areas for interest and extend utilities in partnership with the residents in these neighborhoods.
- 4 Areas 4 to 7:** Many of the properties within Areas 4–7 have Village water and/or sewer available in the adjacent right-of-way. The properties that are adjacent to Village utilities should be encouraged to annex and connect to Village water and sewer if available. All the lots within Area 4 and Area 6 are wholly surrounded and could be annexed by the Village at any time. As individual lots continue to annex within these areas, the Village should evaluate whether it would be beneficial to annex those areas that are wholly surrounded.

- 8 Areas 8 to 12:** The Village has annexation agreements with most of the properties in Areas 8 and 9. These lots should be annexed as soon as possible, but certainly before the end of the annexation agreement term. Because there is redevelopment potential in Area 10, the Village should work toward annexing these properties, which will be contiguous after Area 9 is annexed. The annexation of Area 10 would allow the Village to gain contiguity to Area 12, which consists of desirable commercial properties. Area 11 has an annexation agreement with the Village and should be annexed as soon as feasible.
- 13 Area 13:** The property within Area 13 has the potential for residential redevelopment. The Village should encourage annexation in this area, especially as part of a redevelopment plan.

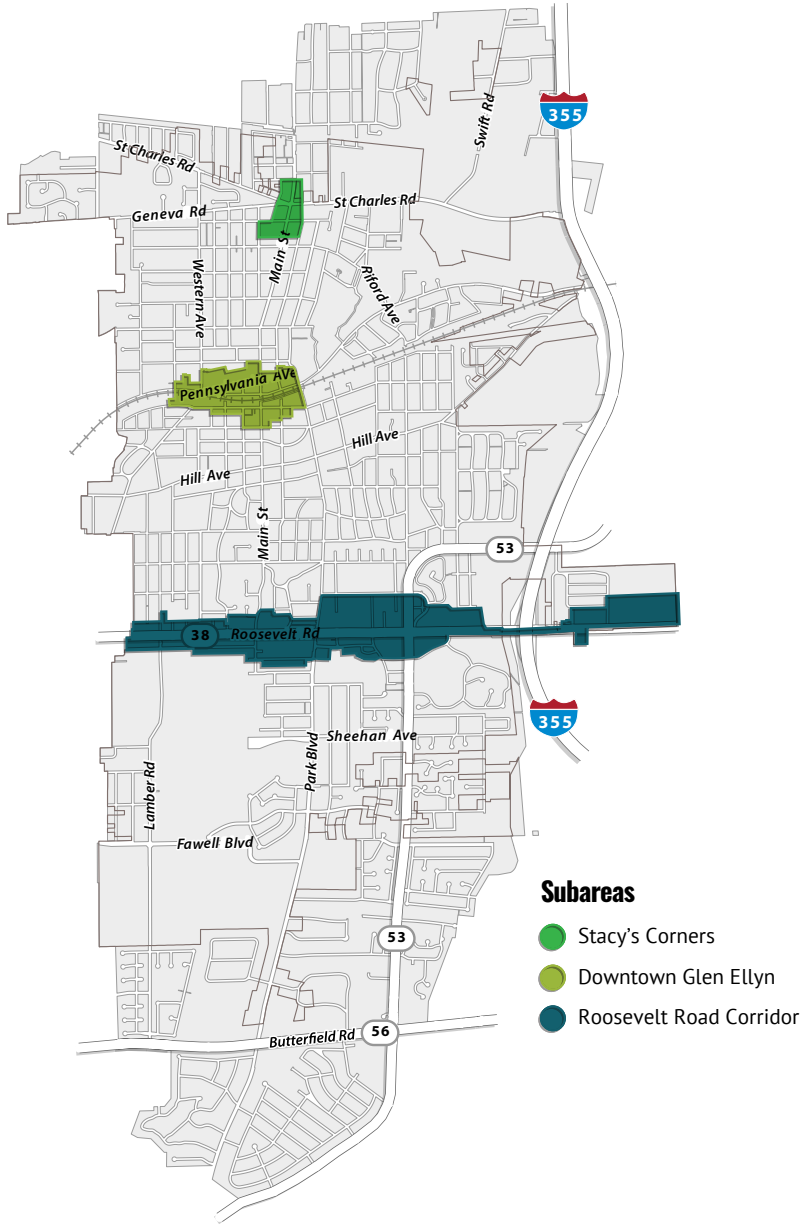
- 14 Areas 14 and 15:** These two areas are earmarked as potential future service areas for Village water and sanitary sewer. At such time that utilities may be extended to these areas, the Village should collaborate with the property owners to get them connected and annexed to the Village. Within Area 15, fronting along Main Street, there are several commercial properties that could add to the Village's commercial tax base. Area 15 also shows promise for redevelopment opportunities.
- 16 Area 16:** The Village should annex as much of this area as possible. The single family lots on the east side of Swift Road have potential to be redeveloped with attached single family or multi-family housing. The properties along North Avenue would add to the Village's commercial tax base, many of which show promise for redevelopment.



CHAPTER 4

SUBAREA PLANS

This chapter of the Comprehensive Plan includes subarea plans for three areas of the Village of Glen Ellyn. The subarea plans provide more specific recommendations for target areas in the Village that are most susceptible to redevelopment and have the potential to greatly affect the character of the community. These plans address the desired mix of land uses, access, and mobility, as well as image and character. The following target areas are included in the subarea plans: Stacy's Corners, Downtown Glen Ellyn, and Roosevelt Corridor.



Stacy's Corners

This subarea plan highlights opportunities to further the development of the intersection as an attractive neighborhood commercial center and northern gateway into the Village.



Downtown Glen Ellyn

This subarea plan highlights opportunities to provide additional amenities that enhance the pedestrian experience while promoting development that expands Downtown Glen Ellyn as a mixed-use district with activity throughout the day and evening. The plan also provides illustrative concepts for several sites to demonstrate how subarea plan recommendations could be accommodated within new development.



Roosevelt Road Corridor

This subarea plan highlights opportunities to promote reinvestment along Glen Ellyn's main commercial corridor by maximizing development potential, providing multi-modal access and mobility, and promoting public realm and private onsite improvements to beautify the corridor. The plan strives to boost the corridor's economic vitality and improve the Village's image. The plan also provides illustrative concepts for several sites to demonstrate how subarea plan recommendations could be accommodated within new development.

Downtown Glen Ellyn

Vision for Downtown

Downtown is the heart of Glen Ellyn and is established as the Village's central business district. The area is home to dozens of businesses, from retailers and service providers to restaurants and professional offices, as well as several multi-family properties. Emphasis should be placed on maintaining and enhancing the unique charm, scale, and historic character while facilitating development that increases the number of people living and working in Downtown.

Although the area has numerous one-story commercial buildings, multi-story mixed-use redevelopment that includes ground-floor commercial uses complemented by residential or

office on the upper floors should be encouraged. Ground-floor uses that add to activity at the street level, such as retail, restaurants, and entertainment, should continue to be prioritized. The Village and its partners should also continue to implement streetscaping and other public realm improvements that enhance the overall curb appeal in Downtown while ensuring that new development contributes positively to the pedestrian experience. In addition, the existing Tax Increment Financing (TIF) District should be leveraged to its fullest extent until its expiration in 2035.

Downtown is the heart of Glen Ellyn. Emphasis should be placed on enhancing the historic character and aesthetic of many smaller frontage buildings on a block, while facilitating development that increases the number of people living, working, shopping, and dining in Downtown.



Hallmarks of a Great Downtown

Whether they serve a community of 10,000 or 100,000, great downtowns share several common characteristics that can be used as a barometer for success:

- **Pedestrian-oriented environment (safe, attractive, easy).** Successful downtowns provide a comfortable atmosphere where strolling among businesses, wandering between local attractions, or walking to work is a safe, enjoyable, and convenient experience. Downtown and the surrounding area fall within a pedestrian shed, a quarter-mile radius in which people can, rather than drive a car, walk five minutes to numerous shops and activities for daily living. A pedestrian-oriented environment helps a downtown function as a complete unit. Simply put, the less you have to park or drive once you arrive in a downtown, the more likely you are to stay there and spend time and money at multiple destinations.
- **Mix of uses in close proximity.** A mix of retail and office spaces, restaurants, service providers, and residential development contribute to activity in a downtown throughout the day and evening. Vibrant downtowns benefit from a steady flow of commuters coming and going during rush hour, employees keeping an area active during the workday and lunch hours, and visitors and residents keeping things active during the evenings and weekends. Compact development that includes easy-to-walk blocks and a collection of uses within a small area further concentrates the sense of activity within Downtown and creates an atmosphere that is attractive to visitors and new investors alike.
- **Available, easy-to-access parking that doesn't dominate the visual landscape.** The best downtowns have parking that you know is there as a driver but don't notice as a pedestrian. They reserve their main streets for buildings and people and place off-street parking to the rear or interior of the block or off side streets. Clear signage directs visitors to parking, and landscaping is used to soften parking edges and breakup

paved areas. Parking areas that can be shared by multiple users (residents, employees, visitors) are key to providing a park-once downtown that supports street life.

- **Continuous street edge.** Buildings located side by side along a corridor form a street edge that frames and activates the public realm. A consistent street edge along a downtown's primary streets establishes the level of visual interest along a block and provides desirable sense of enclosure and helps foster a comfortable, inviting, and pedestrian friendly atmosphere.
- **Increased residential housing stock.** Downtown residents play a key role in reaching a critical mass of potential patrons for local retailers and restaurants. Residential development complements retail and office uses, providing a customer base to support downtown amenities.
- **Multi-story buildings.** The mix of uses and increased residential housing stock that successful downtowns of small villages require is not possible without multi-story buildings. Multiple

floors are needed to provide for vertical integration of uses and allow for more development in a more compact, more vibrant environment. The streetwall of buildings, doorways, entrances, and interaction points that forms along popular main streets also interacts with the pedestrian environment, providing a sense of enclosure, comfort, and visual interest.

- **Convenient access to transit.** While not a universal requirement, many great downtowns are built upon a solid transit network. In suburban downtowns, regional transit provides potential to generate commuter traffic that bolsters downtown business. The key to capturing this potential lies in providing local access points to commuter parking facilities and a compact street grid in the surrounding area, functioning like capillaries between the regional traffic and local businesses.

The Village of Glen Ellyn has an attractive downtown that checks many of these best-planning boxes. Yet, there is room for growth and improvements that capitalize on and highlight the unique and historic architecture, charm, character, and scale of Downtown. Continued effort should be made to improve Downtown as it relates to successful downtown planning attributes.

Historic character is an important part of Glen Ellyn's identity. Across the Village, this feature is expressed in several ways from historic homes and buildings to three historic districts. Downtown includes two National Historic Districts, a north and a south. With more than 45 buildings in the two Downtown historic districts, the Historic Preservation Commission (HPC) should increase their preservation efforts in Downtown. HPC should update the 2009 building survey, initiate landmark nominations, identify buildings most at risk, and develop a program to preserve, maintain, and update. Select buildings in C5B also qualify as historic; these should be inventoried and preserved as well. The Village should work with HPC for annual awards for historic preservation of commercial or other buildings in Downtown.

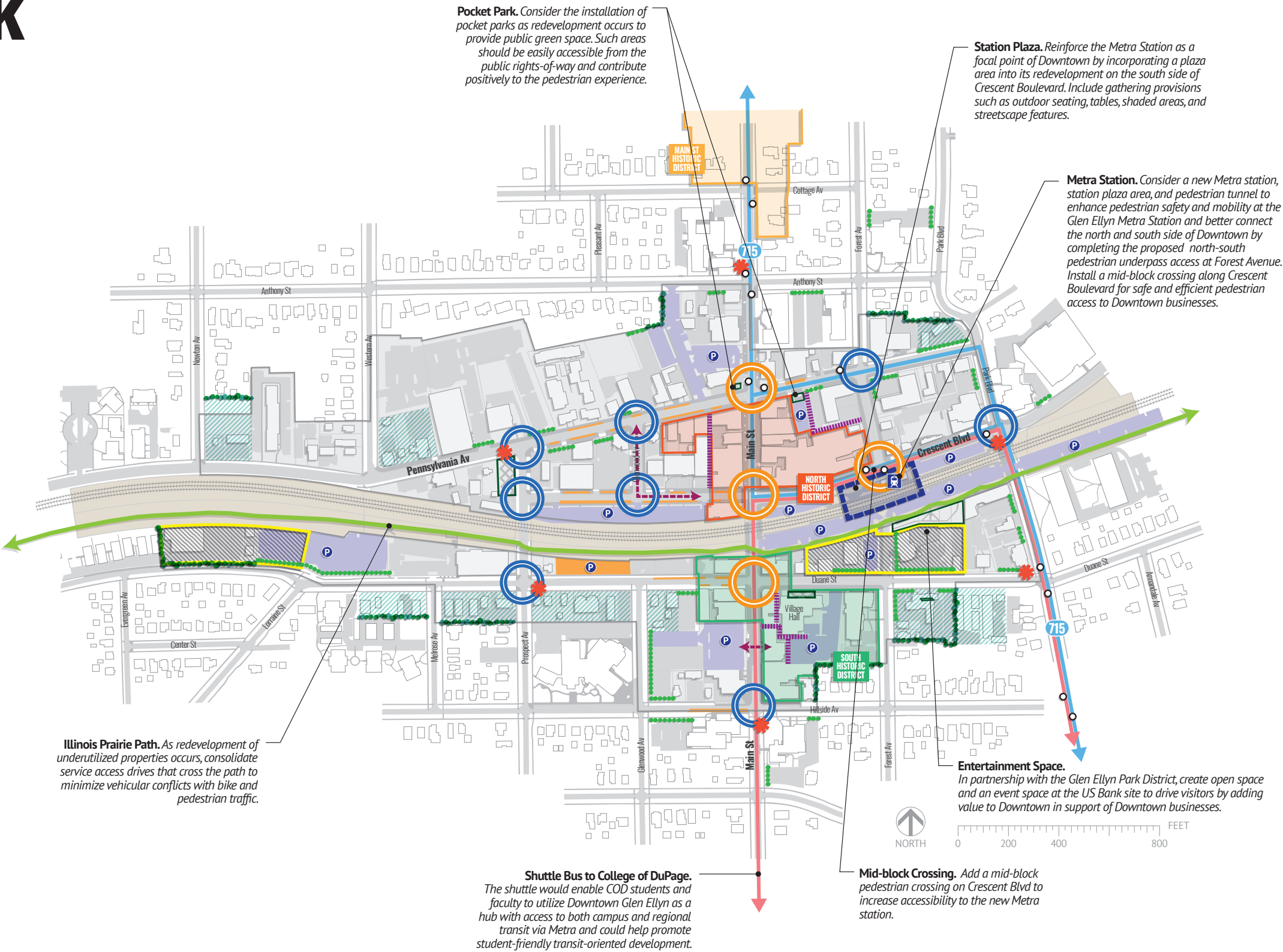
Subarea Framework

DOWNTOWN GLEN ELLYN

The framework plan identifies overarching recommendations that should play a significant role in guiding investment in existing structures and streetscape and in guiding the character of future redevelopment. The following pages illustrate recommended improvements and identify development considerations for specific sites throughout Downtown.

Legend

- Key Intersections.** Enhance existing median features and install bump-outs, monument signage, enhanced lighting, landscaping, and decorative pavers or stamped concrete at key intersections along Main Street and Crescent Blvd.
- Intersection Improvements.** Install decorative surfacing or crosswalk art at key locations that complement adjacent streetscaping. Install bump-outs, masonry seatwalls, landscape planters, and enhanced crosswalks.
- Gateway Features.** Per recommendations of the Community Signage and Wayfinding Plan, install Historic Downtown Glen Ellyn signs on heavily trafficked roads to identify prominent entry points into the downtown. Such signs should be complemented by streetscape components such as intersection treatments and hardscape and landscape features.
- Alleyscape/Pedestrian Corridor Improvements.** Install signage and wayfinding to promote safe vehicular and pedestrian circulation patterns, especially where alleys open to active pedestrian streets. Screen loading docks and trash receptacles where alleys intersect with public walks.
- Transition Areas.** Promote residential development in the outer edges of the CSB zoning area of the Central Business District to transition to the adjacent to residential zones. Consider reduced setbacks and increased housing options in these areas.
- Catalyst Sites.** Redevelop these vacant or underutilized sites to act as catalysts for further development and investment within Downtown.
- North Historic District**
- South Historic District**
- Residential Screening.** Screen parking, loading, and utility areas from adjacent residential properties and, where feasible, public rights-of-way. Apply dark sky village lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family areas.
- Perimeter Landscaping.** Provide landscaping and decorative, low-profile fencing or knee walls to delineate public rights-of-way and screen parking areas. Perimeter landscaping should be designed to maximize stormwater management and improve water quality through the implementation of Best Management Practices (BMPs, such as bioretention areas.
- Parking Enhancements.** Buffer and screen parking areas to separate and delineate parking and walking areas. Like the Duane & Glenwood parking lot, embrace sustainable surface parking lot practices for new and existing lots, such as through pervious paving, electric charging stations, and stormwater-fed landscaping and planters.
- Leverage Existing Parking.** Investigate policies that encourage parking turnover, such as time restrictions, and maximize usage of underutilized parking inventory through shared parking agreements. Purchase additional property to enhance parking supply.
- Public Parking.** As Downtown public parking is in high demand, incorporate parking into the site design of future redevelopment of underutilized properties where appropriate.
- Maintain Access.** Ensure that vehicular and pedestrian access is maintained along Glenwood Avenue and Crescent Boulevard as redevelopment occurs at the former McChesney & Miller grocery property.
- Pace Bus Route 715.**
- Proposed Shuttle Bus to College of DuPage.**



Development Regulations

The geographic extent of the Downtown subarea is contiguous with the boundaries of the Village’s C5A–CBD Core and C5B–CBD Service zoning districts. The original intent of the C5A zoning district was to maintain primarily retail and restaurant uses with lower building heights and no onsite parking requirements within Downtown, while the intent of the C5B zoning district was to allow service uses with greater height, bulk, and density on the periphery of Downtown.

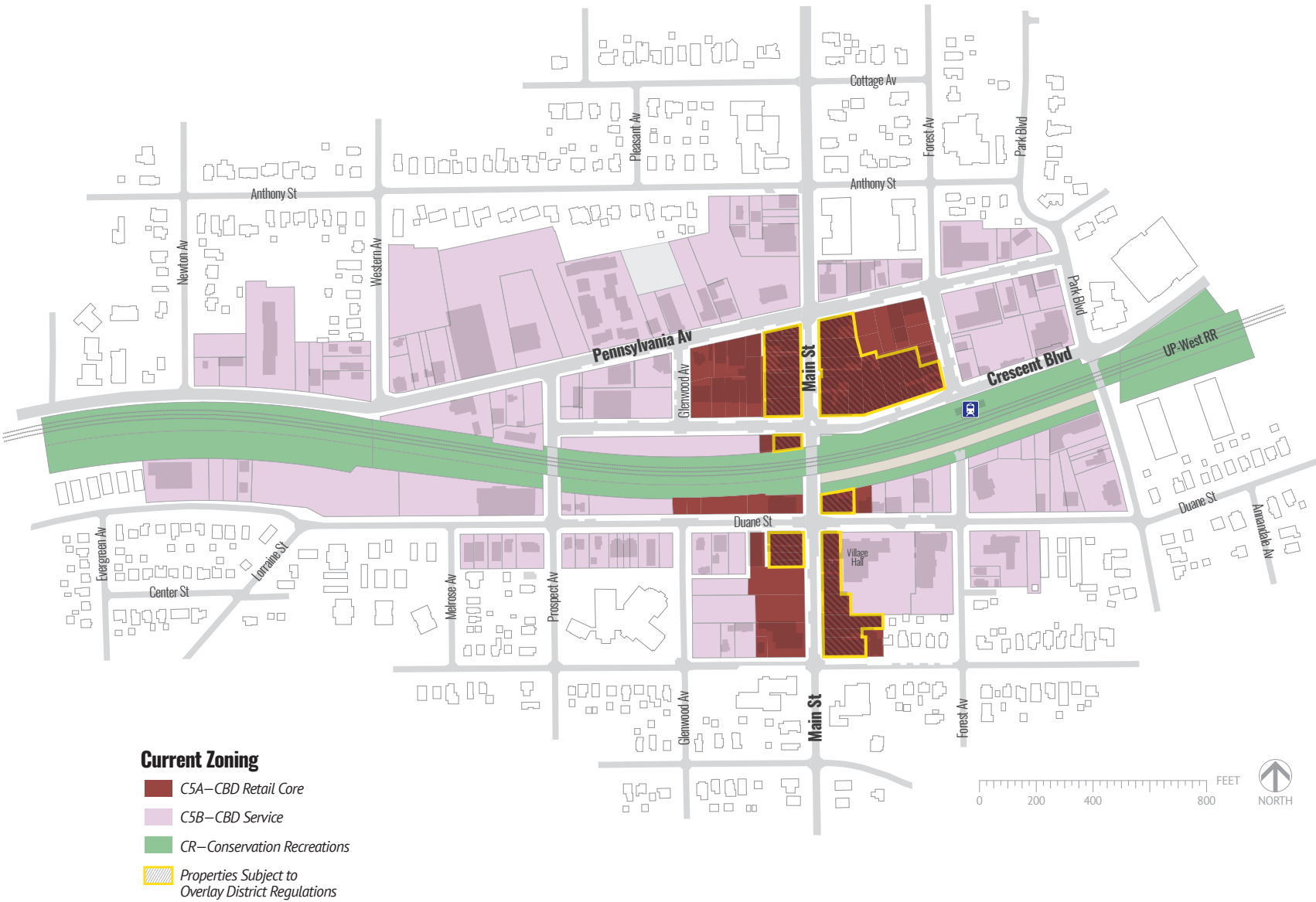
Development interest has increased in Downtown Glen Ellyn since the 2008 recession and downturn in the real estate market. Since adoption of the two districts, C5A and C5B have experienced construction of a few mixed-use and stand-alone attached single-family and multi-family structures (e.g., Apex 400 in C5A and Avere in C5B). A third multifamily structure, Glenwood Station, was approved for C5B in December 2020.

The historic character of Downtown must be considered by the AAC, the Plan Commission, HPC, and the Village Board when reviewing development projects. The Village should encourage remodeling, rehabilitation, and/or repurposing historic properties over demolition, even if those properties are not landmarked.

Current Downtown Zoning

Currently, within the C5A district, the maximum height allowed is 45 feet or four stories. Several parcels within the C5A district also have additional height restrictions that further limit building height to a maximum of three stories. The height limit applies to most C5A parcels fronting Main Street with the exception of several parcels on the west side of Main Street and south of the tracks and all parcels fronting Crescent Boulevard east of Main Street.

Within the C5B zoning area, the maximum height allowed by right is 55 feet, and up to 65 feet of height is allowed under certain “bonus” conditions: a 5 foot height bonus is granted if at least 75 percent of the floor area of the building at grade or below grade level is used for parking, provided that said parking is screened from public view and abutting landowners. Another 5 foot height bonus is granted for solely residential structures where the building is set back from the front lot line by at least an additional 15 feet more than the required front yard setback. C5B also requires a step back of at least 15 feet for any portion of a structure above 45 feet in height.



Recommended Height

The Village desires to retain the current C5A and C5B height maximums of 45 feet and 55 feet, respectively. The Village will consider on a case-by-case basis variances as part of a PUD process. The PUD process also can be used to address detailed design considerations, such as upper-floor step-backs and façade articulation.

- **Parapet Wall.** A parapet wall of 3 to 5 feet is desirable to hide rooftop mechanical and HVAC equipment from view and to provide attractive architectural elements.
- **Architectural Style.** Larger developments need to breakup large expanses with architectural techniques.

Parking

Parking in Downtown should be adequate to support the needs of all Downtown users, including business patrons, employees, residents, and commuters. Within Downtown, there are currently 1,388 public parking spaces located within 13 parking lots and along 8 public streets.

The parking available on the south and north sides of the railroad tracks is more evenly allocated since the completion of the Main Street and Civic Center parking garages. The Village should look for opportunities to partner on a redevelopment north of the tracks that could incorporate a public parking component. The proposed pedestrian underpass at Forest Avenue would also help balance parking between the north and south sides of the railroad by improving connectivity between parking and Downtown destinations.

The Village employs many strategies to manage the parking supply, including permits, meters and pay kiosks, time regulations, dedicated employee parking, dedicated customer only parking, and free patron parking. On weekdays, the parking spaces are typically utilized in excess of 80 to 90 percent of capacity on Main Street, the streets east of Main Street, and in the non-commuter lots east of Main Street.

On Saturday evenings, the parking spaces are also typically utilized in excess of 80 to 90 percent of capacity along Main Street and the lots immediately east and west of Main Street. The Duane & Lorraine lot and Park & Montclair Avenue lot are not as heavily utilized (though there is some usage on weekend evenings) due to their distance from the center of Downtown.

Off-Street Parking Supply

There are approximately 1,400 public parking stalls in Downtown Glen Ellyn in off-street parking lots that serve Metra commuters, customers of Downtown businesses, and Village employees. Some of these lots require permits for parking or include paid options for revenue generation.

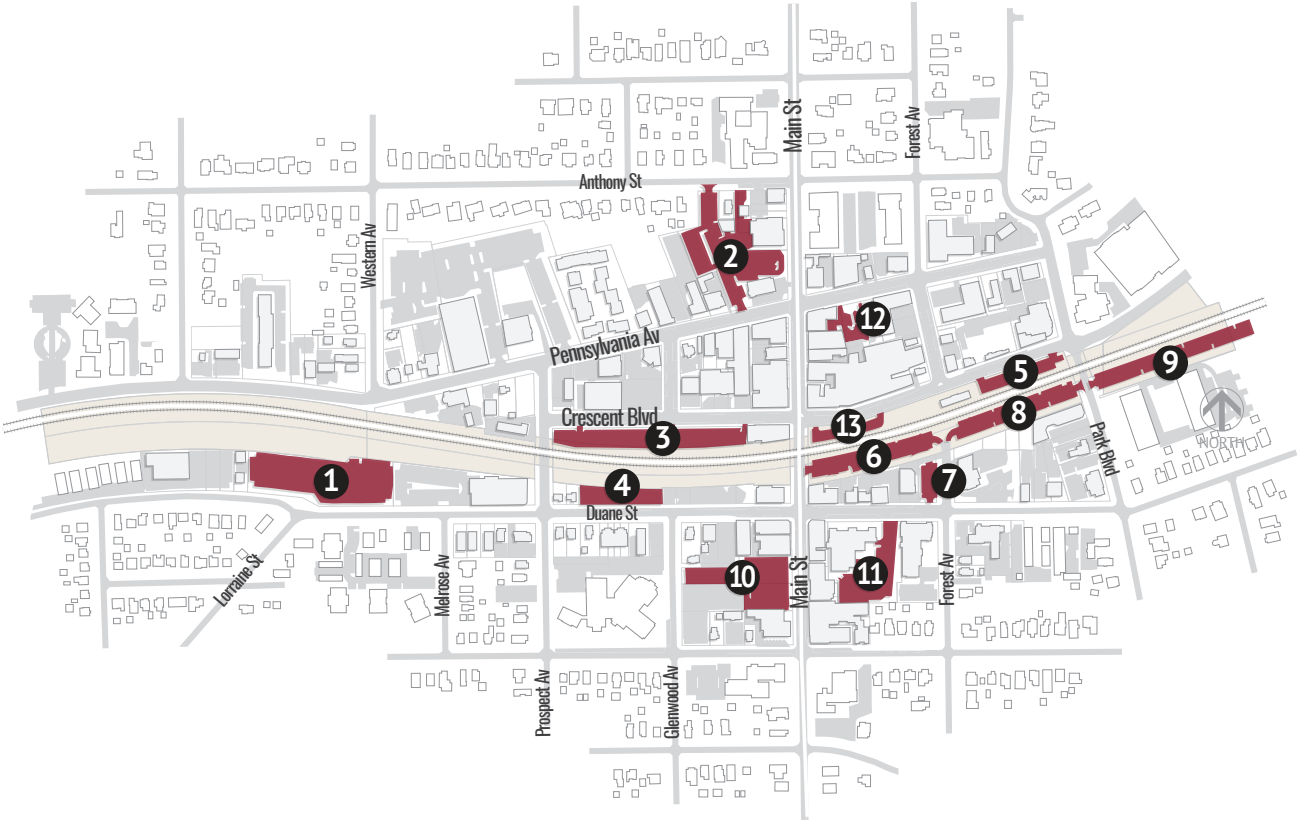
On-Street Parking Supply Section

The vast majority of the on-street parking supply is located on the north side of the railroad tracks. While there is more total public parking available on the south side of the tracks, the on-street parking spots tend to be the most convenient and therefore the most heavily used.

Downtown Public Parking Lots			
Lot Number	Lot Name	Total Number of Spots	Type of Parking Available
1	Duane & Lorraine	232	Daily Fee Parking, Permit Parking
2	Pennsylvania West	134	Employee Permit Parking, 3 Hour Free Customer Parking
3	Crescent & Glenwood	121	Commuter Permit Parking, Customer Parking, 3 Hour & 6 Hour Metered Parking
4	Duane & Glenwood	47	Commuter Permit Parking, Customer Parking
5	Crescent & Park	32	Commuter Permit Parking, Customer Parking
6	Main & Prairie Path	86	Commuter Permit Parking, Customer Parking
7	Duane & Forest	27	3 Free Hour Customer Parking
8	Park & Prairie Path	91	Commuter Permit Parking, Customer Parking
9	Park & Montclair	161	Permit Parking, Free Customer Parking (after 2 PM & on Weekends)
10	Main Street	136	Customer Parking
11	Civic Center	287	Employee Permit Parking, Commuter Permit Parking, Customer Parking
12	Pennsylvania East	10	Customer Parking
13	Main & Crescent	23	Metered Parking
Total Parking Supply		1,387	

Source: Village of Glen Ellyn

Downtown Public Parking Lots



Parking Supply Improvements

The Village should consider the following to maximize and enhance Downtown’s parking supply:

- The Village should continue to allow for flexible use of parking lots whereby parking is shared by different kinds of users (commuters, customers, etc.)
- The Village has recently installed wayfinding signage throughout Downtown to highlight and maximize the exposure of the off-street parking lots. The Village should monitor and continue to update signage as parking demand and usage changes within the public parking lots.
- The Village should do an annual assessment of fees for the lots so that all collection, enforcement, and administrative costs are covered.
- Structured parking should be constructed on the north side of the tracks in partnership with a private development.
- Improve existing surface lots with lighting, landscaping, perimeter screening, and pavement markings so that they are more fully utilized.

North-South Parking Comparison

While high utilization rates point to a general need for additional parking in Downtown, all of the studies of Downtown parking supply that the Village has conducted over the years have indicated that there is adequate public parking. There is over 255,000 square feet of commercial space in Downtown Glen Ellyn, but 175,000 square feet or nearly two-thirds of that space is located north of the railroad tracks. By contrast, approximately 56 percent of public parking spaces are located south of the tracks. However, the on-street parking supply on the north side of Downtown is more than double what is provided south of the railroad. The on-street spaces tend to be occupied more often than the parking spaces in the off-street lots, as they are most adjacent to Downtown businesses and restaurants.

The Village should pursue opportunities for public/private partnerships to increase the public parking supply, particularly on the north side of Downtown. This might be accomplished by incorporating a public parking component into any redevelopment plans for key redevelopment sites on the north side.

The Village intends to relocate some employee and commuter parking spaces from behind Downtown fire station (the Pennsylvania West lot) to the upper levels of the Civic Center parking garage. This should further address the parking supply distribution by increasing the number of customer parking spaces available on the north side of Downtown. When considering the parking supply available for business patrons, the Duane & Lorraine and Park & Montclair lots should be excluded due to their distance from the core of retail businesses and restaurants Downtown.

The Village is finalizing a Streetscape Plan for Downtown, which recommends maintaining angled parking on Main Street (Crescent Boulevard to Pennsylvania Avenue) and Crescent Boulevard (Main Street to Forest Avenue). Angled parking on Pennsylvania Avenue (Forest Avenue to Main Street) and Duane Street (Main Street to the Civic Center) is proposed for parallel parking conversion. It should be noted that as the Streetscape Plan is implemented, the total supply of Downtown parking spaces is expected to shift.

Employee Parking

In managing Downtown public parking supply, the Village must balance the parking needs of customers, commuters, and employees. While street parking in proximity to the retail businesses has been prioritized for customers, and the parking lots adjacent to the rail line are primarily dedicated to commuters, the Village has taken consistent steps to strategically accommodate parking for Downtown employees within a short walk of most areas of Downtown.

Within Downtown core, employees may obtain a special parking permit to park in dedicated employee spaces in the Pennsylvania West lot at Pennsylvania Avenue/Main Street, along the south side of Crescent Boulevard between Prospect Avenue and Glenwood Avenue, and previously along the south side of Hillside Avenue just west of Main Street. Employees may also park in the daily fee lot at Duane Street/ Lorraine Street or in the three-hour or six-hour metered spaces in the Crescent & Glenwood lot. Additional employee parking is available in the Civic Center parking garage.

On the fringe of Downtown core, the Village has instituted the Blue Dot permit program which allows Downtown employees to purchase a parking permit at a reduced rate and park on designated streets, which are exempt from the posted time regulations. Current Blue Dot street assignments include sections of Anthony Street, Forest Avenue, and Hillside Avenue.

With development of the former McChesney Grocery site on the north side of the rail line, and new projects like the Apex 400 development on the south side of the rail line, the demand for employee parking will continue to grow. The Village should maintain an ongoing dialogue with Downtown business owners and their employees to ensure that adequate parking for the employees continues to be accommodated while minimizing impacts to customer and commuter parking.

The Village should also regularly monitor the utilization of the dedicated employee parking zones and continue to modify the zones as needed. Options could include reserving additional areas for employees, expanded Blue Dot parking zones, or identifying additional private parking lots that may offer shared parking opportunities.

Residential Parking

Downtown is also a transit-oriented district (TOD) due to its proximity within one-quarter mile of the Metra station. US Census data indicates that auto ownership is lower in multiple-family dwellings within a TOD. Many communities have adjusted their zoning codes to reduce the parking requirements for multiple-family dwellings in TODs or have granted parking variances for development projects within TODs.

Recent apartment developments within and surrounding Downtown Glen Ellyn, and in the downtowns of other nearby communities, have been approved with lower parking ratios. The Village should reevaluate residential parking requirements within the C5 CBD zoning districts, and it is recommended that the following parking ratios be considered as a starting point for discussion.

Proposed Multi-Family Parking Ratios by Dwelling Unit Type		
	Existing Requirement	Proposed ¹
Efficiency	1 space/unit	The larger of 1.27 spaces/unit or 0.86 spaces/bedroom ²
1 Bedroom	1.5 spaces/unit	
2 Bedrooms	2 spaces/unit	
3+ Bedrooms	2 spaces/unit	

1. Based on data published in Parking Generation, 5th Edition, Institute of Transportation Engineers for Mid-Rise Multi-family Housing (Land Use Code: 221) in a general urban/suburban location < ½-mile from rail transit station.
2. An efficiency unit should be treated as 1 bedroom using this method.

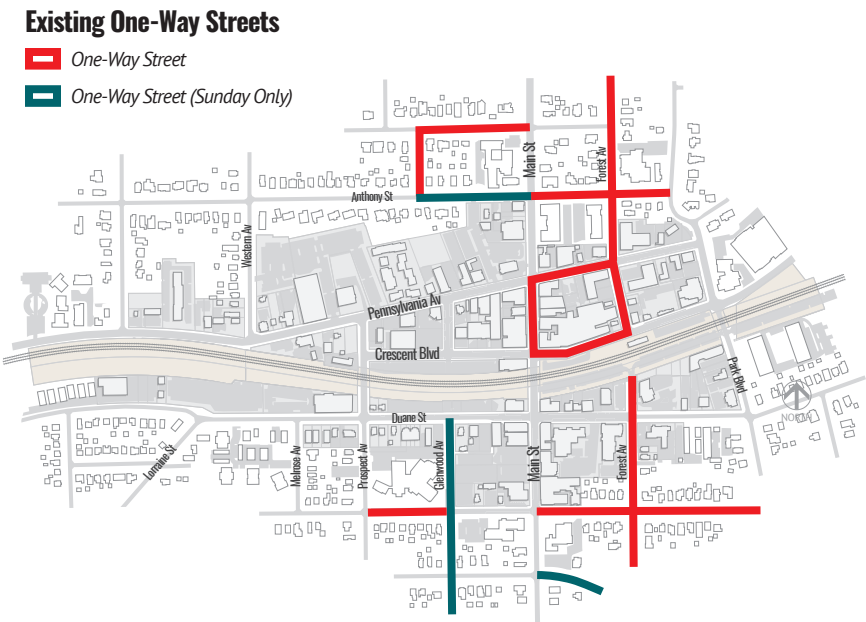
Source: KLOA, Inc.

One-Way Streets

In 2012, the Village commissioned a study to examine the one-way vs. two-way traffic pattern within Downtown as recommended by the 2009 Downtown Strategic Plan. The study presented pros and cons of each configuration; however, the Village Board decided not to take action at that time. It was found that the conversion of current one-way configuration surrounding Downtown’s central commercial block to a two-way roadway system could be accommodated and would have sufficient capacity to support future traffic volumes through 2030. The roadway system would accommodate this change, and vehicle circulation would operate successfully, but on-street parking spaces would be lost.

The primary disadvantage to this conversion included reduced capacity of southbound Main Street and related impacts to queuing areas and blocking use of on-street parking. Additional consideration should be given to converting one-way streets to two-way traffic throughout Downtown, especially Pennsylvania Avenue between Main Street and Forest Avenue.

Streetscape improvements, such as the installation of bump outs and sidewalk widenings, may limit the ability to convert some streets to two-way travel in the future. One-way street conversion should be reexamined in the future.



Parking Management Best Practices

Beyond development of structured parking in Downtown, the Village should continue to pursue best practices for managing the current public parking supply and to explore new opportunities for shared-use of the larger private parking lots in Downtown, similar to the current informal relationship with St. Petronille Church.

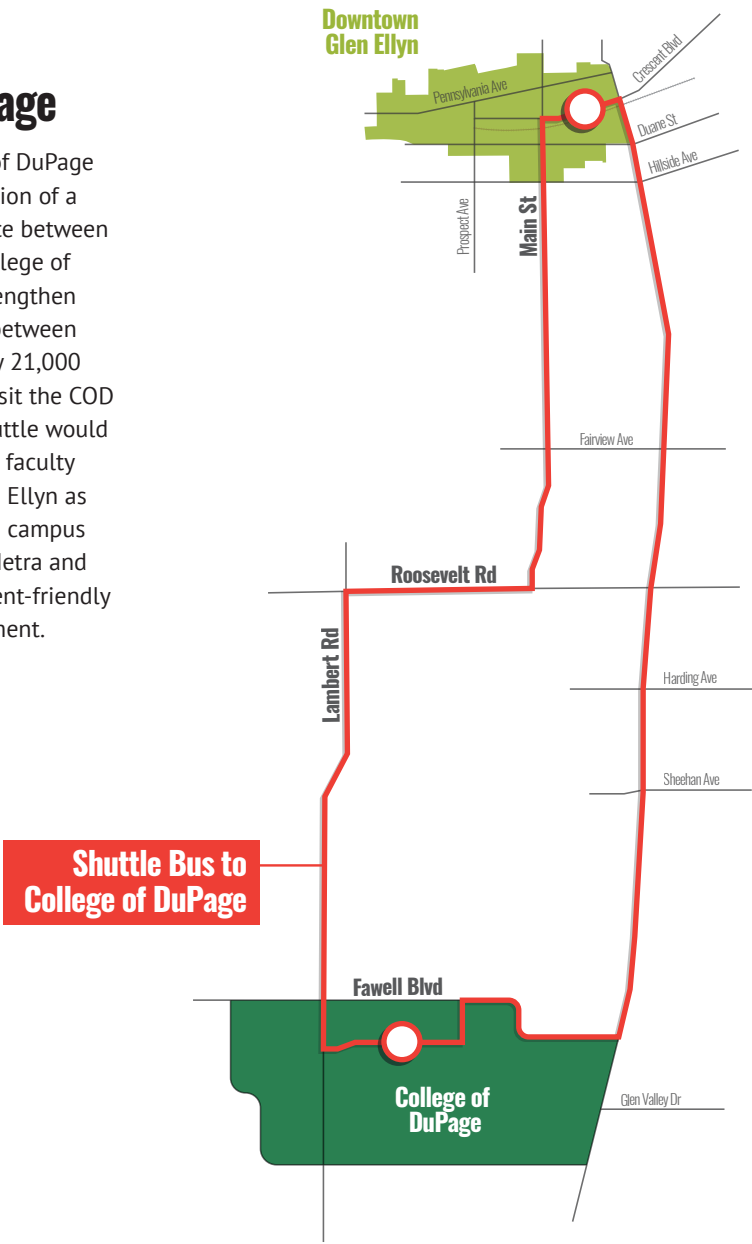
The Village should pursue shared parking agreements with Duly Medical, Citibank, 490 Pennsylvania, and local religious institutions.

Potential strategies that should be continued include:

- Shared-parking agreements for off-peak use of private lots.
- Temporary leasing of parking lots on unoccupied sites.
- Regular monitoring of effectiveness and desirability of free on-street parking policy.
- Incorporation of accessible parking in all public parking facilities compliant with Illinois Accessibility Code design standards.
- Regular monitoring of accessible parking utilization.
- Adjustments to accessible parking supply based on local need rather than minimum Federal guidance.
- Centralized valet service (piloted in 2018).
- Continued policy of evaluating and adjusting parking time durations/restrictions.
- Phasing out coin-fed meters in the Main & Crescent and Crescent & Glenwood lots, in place of modern Pay-n-Display, Pay-by-Space, Pay-by-License Plate, and/or Pay-by-Phone technologies, or consider free three-hour parking where feasible.
- Regular review of parking enforcement technologies.
- Regular monitoring of employee parking demand and adequacy of Blue Dot parking zones.
- Promotion of sustainable features (electric vehicle charging stations, car-share services, bioswales, permeable paving, etc.).
- Support ride-sharing (e.g., Uber and Lyft) by creating drop-off/pick-up zones, particularly in Main & Crescent and Crescent & Park lots.

Shuttle Bus to College of DuPage

The Village and College of DuPage should evaluate the creation of a shuttle bus system by Pace between the Metra station and College of DuPage, which would strengthen the physical connection between Downtown and the nearly 21,000 students and staff who visit the COD campus each day. The shuttle would enable COD students and faculty to utilize Downtown Glen Ellyn as a hub with access to both campus and regional transit via Metra and could help promote student-friendly transit-oriented development.

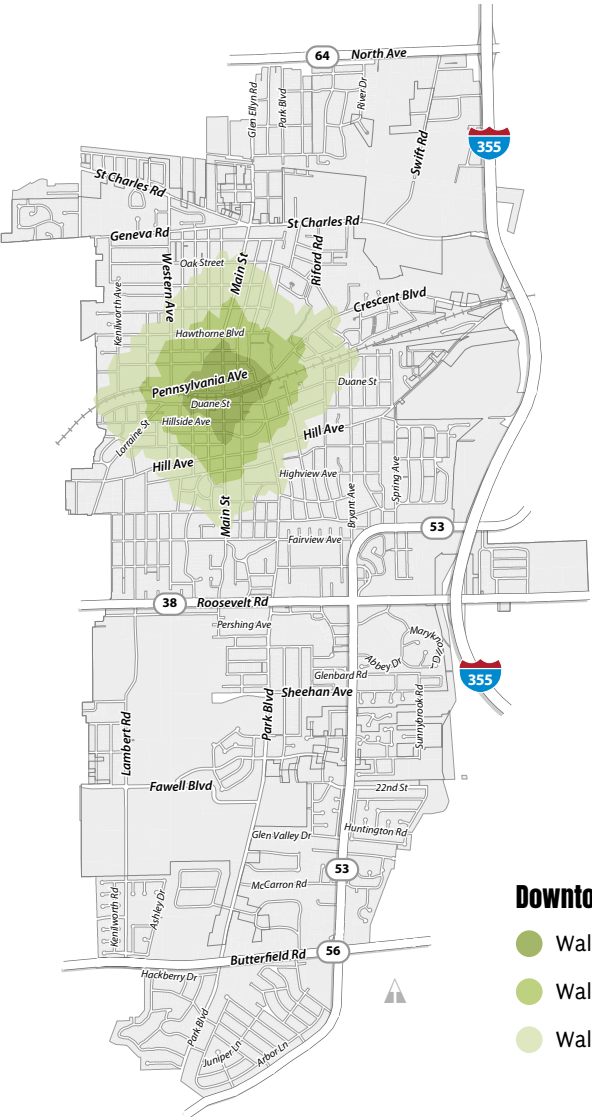


Walkability

Downtown Glen Ellyn’s compact blocks and regular street grid provide for a highly walkable environment. Every commercial property within Downtown is located within a 5-minute walk of the intersection of Main Street and Crescent Boulevard. The neighborhoods surrounding Downtown Glen Ellyn are also very walkable and position more than 6,600 people (in more than 2,500 households) within a 15-minute walk of Downtown.

Downtown Streetscape

The Village should continue to move forward with planned streetscape improvements including the enhancement and creation of mini-pedestrian plazas (or parklets) at Schock’s Square, the Downtown fire station, the Civic Center, and behind Main Street retail to the west of the Civic Center. The Village should also move forward with enhancements to pedestrian connections and alleys throughout downtown as illustrated in the Downtown Subarea Framework.



Downtown Walk Times

- Walk time band of 0 - 5 minutes
- Walk time band of 5 - 10 minutes
- Walk time band of 10 - 15 minutes

Downtown Market Demand

The residential and retail market for Glen Ellyn was analyzed to determine potential for new development in Downtown.

Housing

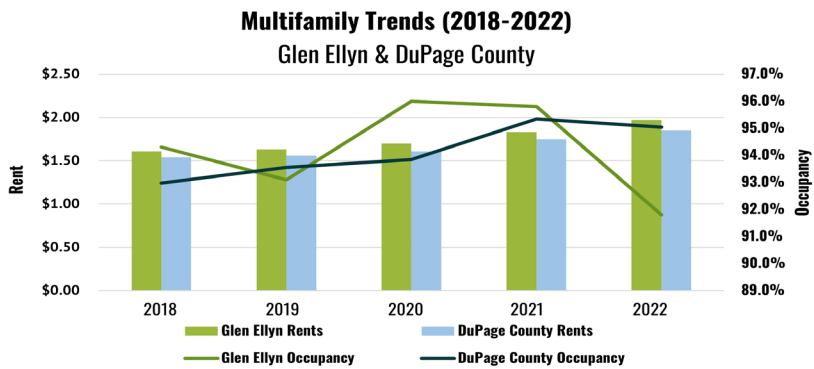
A market analysis was conducted to determine the potential for new multi-family development within Downtown Glen Ellyn. This analysis identified an assessment of a regional market consisting of surrounding and nearby municipalities including Downers Grove, Lisle, Lombard, Warrenville, Wheaton, and Winfield, as well as DuPage County as whole.

Consistently high multi-family occupancy rates (above 95 percent) in both Glen Ellyn and DuPage County suggest a strong multi-family market. The addition of the Apex 400 project (which included 107 rental unirs) caused a dip in Glen Ellyn’s occupancy in 2022, but year-to-date data available for 2023 indicate a positive trend in occupancy as new units are rented out. Rents per square foot have recovered post pandemic and have increased steadily since 2020. Both factors indicate that the multifamily market is strong.

Housing Demand

An affordability analysis of the residential market was conducted separately for owners and renters to determine more direct needs for each householder type. This analysis compares the number of existing occupied housing units within different home value/rental ranges, with the number of households within corresponding income ranges. It applies a benchmark of 30 percent allocation of income toward housing and then analyzes the number of housing units in the area that meet the criteria.

Based on these criteria, the rental market exhibited the greatest potential for both lower- and high-end product. Given the development economics of new construction, market rate Downtown development may cater to the need at the high end of the market unless affordable housing is supported or incentivized by the Village. Per the Residential Areas Framework (*Chapter 3: Land Use & Development*), additional housing opportunities should be encouraged elsewhere in the Village to help meet market demand for lower income groups.



Source: CoStar

The Village is well positioned to capture a proportionate share of regional demand for higher-end apartment units. The current under supply of this product type may be limiting potential for new households to move to Glen Ellyn; however, there is also a general under supply within the larger market area and development could provide the Village with the opportunity to capture additional households. In addition to addressing growing demand from young professionals, singles, and empty-nesters, the addition of higher-priced product will benefit the Village in additional tax revenue generation and expenditures on dining and shopping, sustaining downtown businesses. Furthermore, the Village’s growing reputation as a dining and entertainment destination enhances the desirability of living Downtown.

The Village of Glen Ellyn should encourage the development of attainable and supportive housing units in Downtown in order to serve various residents. The Village should work with people with disabilities and their family members in decision making about creating supportive housing in Downtown that is close to public transportation.

Retail & Restaurant

The retail market was analyzed in two parts: a gap analysis of drivetimes from Downtown Glen Ellyn and an overall trend analysis comparing the Village, DuPage County, and the Chicago Region. The 10-minute drivetime depicts a reasonable market area for a suburban downtown in a competitive developed region. The gap analysis indicates potential for retail as well as dining and drinking establishments, with positive values indicating opportunity and negative values indicating surplus. These uses can build off of existing development as well as complement the recommended additional Downtown residential uses.

Within the 10-minute drivetime, the gap analysis indicates strong retail potential for all sectors except building materials and supplies, office supplies and stationery, and used merchandise. This leaves a wide array of options available for new retail stores or existing store expansions in Glen Ellyn, including significant opportunity for restaurants and drinking establishments. Expansion of retail and restaurant options is desired while expansion of drinking establishments/bars is not necessarily a fit.

Grocery stores also have nearly 26,000 square feet of potential, which would greatly benefit additional residential development in Downtown, particularly with the closing of McChesney & Miller Grocery Store in 2014.

While the gap analysis highlights great potential for many uses, it should be noted that large retail areas, including Roosevelt Road, are located within 15 minutes of Downtown Glen Ellyn and currently compete for the same potential. The 15-minute drivetime market area has a large retail supply that results in a surplus, indicating that many potential Downtown customers currently satisfy their retail needs elsewhere. This imbalance within the market area retail gap data signals competition for Downtown businesses, but also potential demand that could be recaptured if Downtown businesses are properly positioned to take advantage of downtown amenities or draw from a local market of patrons.

Retail Rent & Occupancy Trends

General retail trends indicate a fluctuation in occupancy and rents for both the Village and DuPage County. Occupancy has been above 90 percent since 2018 for the Village, and rents have remained above \$20 per square foot. Starting in 2020, rents in Glen Ellyn have exceeded those for all of DuPage County. Even with fluctuation, occupancy and rental rates indicate a stable market that could accommodate additional retail such as boutiques and restaurants that can leverage downtown pedestrian traffic. Additionally, when not including the McChesney & Miller site and Apex 400 development, vacancy in Downtown Glen Ellyn is less than 3 percent.

Office

Based on the same factors, the office market shows potential, but not as strong as the retail sector. Occupancy rates are between 80 and 90 percent; however, rents in Glen Ellyn are also significantly lower than those of the entire County. Development of additional office uses in Downtown Glen Ellyn could likely be supported only as part of a larger mixed-use development. Speculative, standalone office development is not likely to be supported.

Retail Gap Analysis Summary - 5-, 10- & 15-Minute Drivetime from Downtown Glen Ellyn (2018)¹

	5-Minute Drivetime	10-Minute Drivetime	15-Minute Drivetime
Summary Demographics			
Population	15,254	103,020	263,851
Households	5,459	37,642	97,376
Median Disposable Income	\$87,579	\$59,269	\$60,004
Per Capita Income	\$59,407	\$40,583	\$39,749
Total Retail Trade and Food & Drink			
Retail Trade	\$291,187,493	\$671,909,011	-\$408,450,576
Food & Drink	\$26,580,936	\$79,397,400	-\$378,020,638
Total	\$317,768,428	\$751,306,411	-\$30,429,938

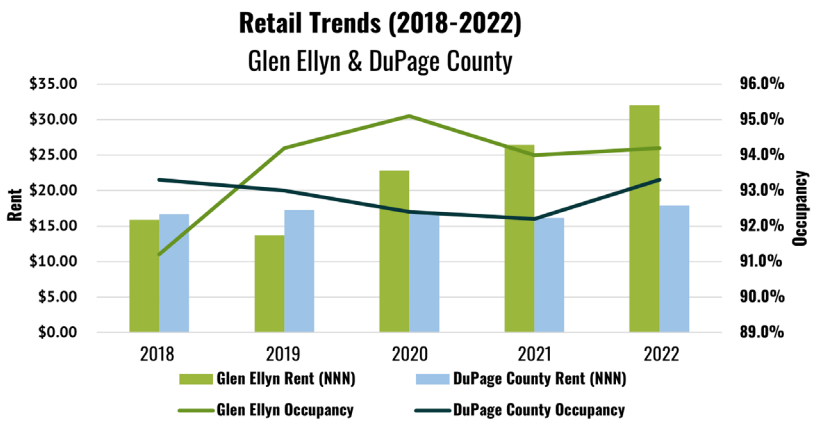
Source: ESRI Business Analyst; Houseal Lavigne Associates

Retail Gap Analysis Detail: 10-Minute Drivetime from Downtown Glen Ellyn (2018)¹

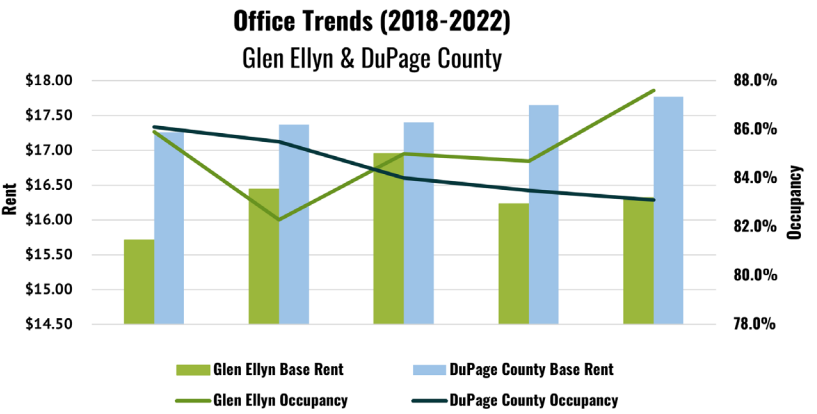
	10-Minute Drivetime	
Total Retail Trade and Food & Drink		
Retail Trade	\$671,909,011	
Food & Drink	\$79,397,400	
Total	\$751,306,411	
Industry Group ²		
Furniture & Home Furnishings Stores	\$20,156,624	50,392
Electronics & Appliance Stores	\$23,031,415	57,579
Bldg Materials, Garden Equip. & Supply Stores	-\$9,155,827	(22,890)
Food & Beverage Stores	\$16,903,837	42,260
Grocery Store	\$10,262,732	25,657
Health & Personal Care Stores	\$77,810,270	194,526
Clothing & Clothing Accessories Stores	\$70,556,294	176,391
Sporting Goods, Hobby, Book & Music Stores	\$7,928,745	19,822
General Merchandise Stores	\$263,363,539	658,409
Miscellaneous Store Retailers	\$14,880,763	37,202
Food Services & Drinking Places	\$79,397,400	198,494

1. The latest version of retail gap data available is for 2018.
2. Excludes auto dealers, gas stations, and nonstore retailers.
3. Square footage potential based on an average annual sales per-square-foot of \$400.

Source: ESRI Business Analyst; Houseal Lavigne Associates



Source: CoStar



Source: CoStar

Reinvestment and Redevelopment Opportunities

These sites represent vacant or underutilized parcels that can be consolidated with adjacent properties to facilitate redevelopment that is in line with the community's vision of Downtown with historic character, charm, and scale that offers additional housing units, increased number of specialty/ boutique shops, restaurants, culture, and entertainment options, as well as some office and service uses.

Catalyst Sites

Catalyst sites are vacant and/or underutilized parcels where redevelopment could have a significant positive effect on Downtown Glen Ellyn. The proposed catalyst site concept illustrates the redevelopment and repositioning of the site on the north side of Duane Street west of Lorraine Street including a portion of a Village-owned parking lot.

As currently utilized, the catalyst site does not substantially contribute to the walkable, historic character of Downtown Glen Ellyn. Existing development also predominantly consists of one-story structures and surface parking areas that represent potential missed opportunities to accommodate more intense, mixed-use development that can generate tax revenue, increase pedestrian activity, and improve the viability of Downtown.

Concept as a Guideline

The catalyst site could be redeveloped in a variety of ways, and the proposed catalyst site concepts are intended to serve only as a guideline and an illustration of a possible or likely redevelopment scenario. They illustrate development potential with a mix of uses that is supported by the community's vision. Future development proposals should be considered on their own merit.

Potential Reinvestment and Redevelopment Sites

The following list identifies potential reinvestment or redevelopment opportunities within the Downtown subarea. These sites present the opportunity to increase desirable uses within Downtown in line with the Village’s vision. Additionally, reinvestment/redevelopment should preserve and enhance the character of Glen Ellyn’s Downtown which contains many buildings with historic character or historic significance. To achieve this, the Architectural Appearance Commission evaluates proposed changes to the façades (in some cases, the Historical Preservation Commission should be consulted as well). Adaptive re-use is preferred, and it may be incentivized by the Village.:

- 1 Commercial and office uses, vacant land. This property in whole or in part would be appropriate for single-family attached development. As an alternative, the northerly two lots could be developed with single-family attached units and the frontage along Pennsylvania Avenue could be redeveloped with commercial uses.
- 2 Office uses and detached single-family homes. This area should be redeveloped in whole or in part to include commercial and office development. Some of the office buildings are in good condition and could remain. Medical and dental offices could be encouraged due to proximity to Duly Medical Group’s office building. A

historic building is situated here: Dr. Newton’s office/home on Pennsylvania, circa 1850. It should be protected/preserved.

- 3 AT&T office/facility. If this site becomes available, it should be redeveloped into an office or commercial building.
- 4 Small commercial buildings. This site, while small, would be appropriate for a mixed-use building with commercial on the first floor and residential units above. The site could also be redeveloped for a commercial or office use.
- 5 Detached single-family structures. These properties should be assembled and redeveloped as a small single-family attached development similar to the property directly east.
- 6 A single-family home and an office building. This site would be appropriate for a mixed-use development including first floor commercial use with office or residential use on the upper levels.
- 7 Commercial buildings in the National Register District. These buildings should be maintained and either repurposed or adapted for new uses.
- 8 Village owned parking lot on Duane west of Forest and properties to the west. This site could be a commercial or mixed-use development that benefits from the pedestrian underpass and new park on US Bank Site.

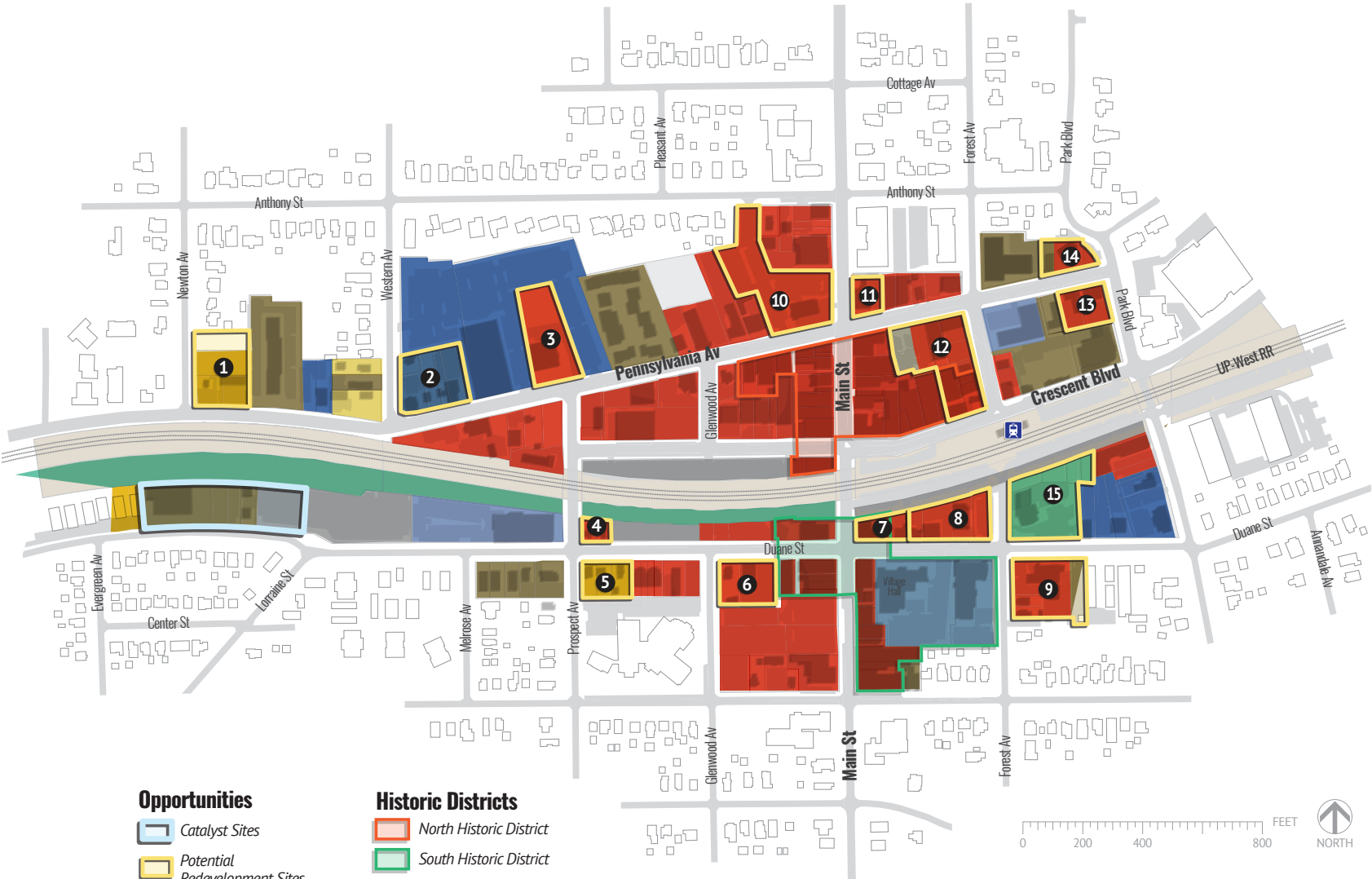
- 9 Funeral home with large surface parking lot, detached single-family home and an office use. The site could be combined with the multi-family residential housing to the east to create a multi-family residential development or a mixed-use building.

- 10 Pennsylvania West Lot and Station 61. Redevelopment would provide an opportunity to expand the downtown commercial base. Primary vehicular access should be provided from both Main Street and Pennsylvania Avenue with secondary access to surface parking in the rear. Redevelopment of this site should be considered in partnership with the Glen Ellyn Volunteer Fire Company. Preservation of historic building on site should be carefully considered.

- 11 Glen Ellyn Post Office and small commercial building. The Village should encourage the adaptive reuse of the existing structures to preserve their historic character.

- 12 Village Parking Lot and various office and commercial uses. This site could accommodate a mixed-use development or could be an appropriate location for a structured parking garage on the north side of the tracks.

- 13 Multi-tenant buildings containing office and service uses. This site would be appropriate for a commercial or mixed-use redevelopment.



Opportunities

- Catalyst Sites
- Potential Redevelopment Sites

Land Use Plan

- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Mixed-Use

Historic Districts

- North Historic District
- South Historic District

- Office
- Parks and Open Space
- Public/Semi-Public
- Parking

- 14 Automotive and office uses. This site would be appropriate for a commercial or mixed-use redevelopment.
- 15 New Park. In partnership with the Park District, develop a downtown park and event space that is aligned with the CBD streetscape, pedestrian tunnel, and train station.

- Convert single-family dwellings. Single-family dwellings throughout the CBD present an opportunity to enhance the character of Downtown by converting them to a retail/food/entertainment business on first floor with office or apartments above much like Geneva’s model or Wheaton’s My Half of the Sky .

- Historic buildings. Buildings over 50 years old may qualify as historic; consult with the Historic Preservation Commission. Historic Buildings and buildings in the National Register Districts should be maintained and either repurposed or adapted for new uses.

DRAFT
FOR PUBLIC HEARING

Duane St & Lorraine St

DOWNTOWN GLEN ELLYN CATALYST SITE

This catalyst site is currently occupied by a roofing company, a single-family residence, and the western portion of the Village-owned Duane & Lorraine parking lot. Adjacent to the site on the west are several multifamily residences with a mix of single-family and multi-family residences to the south. The Illinois Prairie Path runs along the north edge of the site. The concept illustrates a potential four-story multi-family residential building along with a three-story parking garage that would accommodate resident parking on the upper levels and replace public parking spaces on the ground level. As an alternative, townhomes could be considered in lieu of multi-family development.

Design Considerations

- Primary entrance to the multi-family structure should be provided on Duane Street with secondary access from the parking garage.
- Access to the Illinois Prairie Path should be encouraged with open space amenities located along the trail corridor.
- Proximity to the Glen Ellyn Public Library and the downtown make this site an attractive location for senior housing.
- Parking spaces taken from the Glen Ellyn Duane & Lorraine parking lot should be accommodated in the parking garage structure.
- A larger parking structure may be considered to accommodate additional commuter parking.
- Redevelopment of this site should consider the impact of accommodating a future grade-separated crossing across the railroad tracks.

Site Details

Overall property area:
71,000 s.f., 1.63 acres

Current Land Use:
Commercial, Single-family, and Surface Parking

Current Zoning:
(C5B) CBD Central Service

Existing Parking:
52 Metra spaces

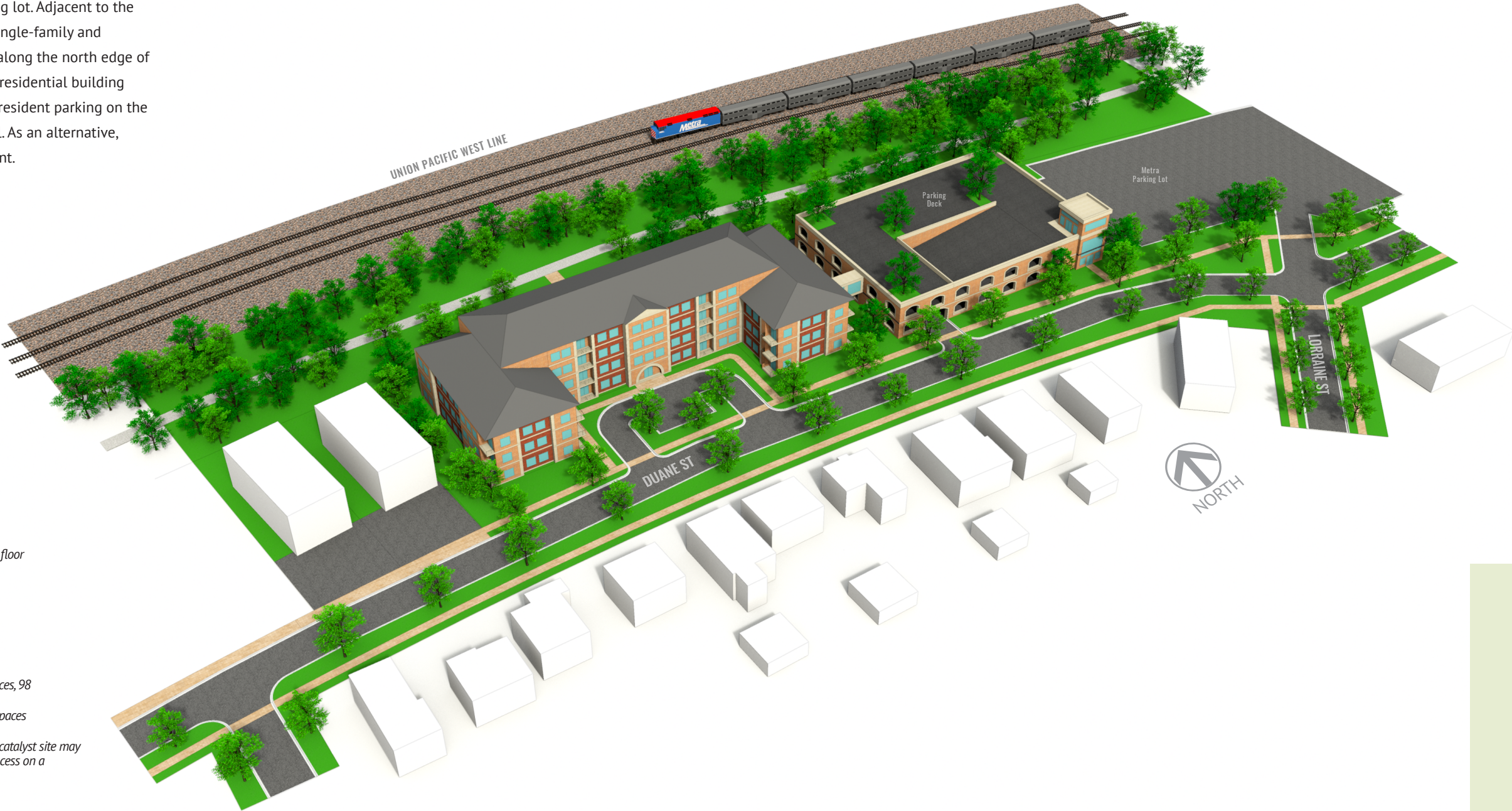
Building Details

Multi-family:
4 floors, 66 units total
1st-3rd floor / 19,330 s.f. per floor
4th floor / 7,780 s.f.

Parking Garage:
2 above ground floor level
18,700 s.f. per level

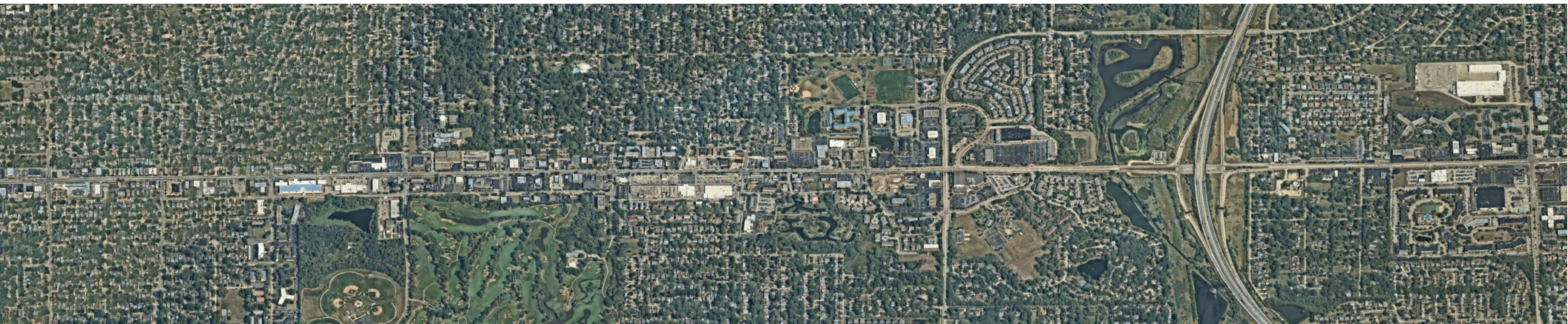
Recommended Parking:
Parking Required: 52 Metra spaces, 98 residential spaces*
Parking Provided in deck: 150 spaces

**Parking requirements for each catalyst site may be changed during the PUD process on a case-by-case basis.*



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

Roosevelt Road Corridor



Vision for Roosevelt Road

In the future, the corridor will be safer for pedestrians, vehicles, and bicycles. The image and character will have been enhanced through: reinvestment or redevelopment of aging properties; increased and consistent enforcement of building and sign codes; increased use of landscaping; diversification of dining options; improvements to the mix of retail with tobacco/vape shops as a special use; improved aesthetics of the IL Route 53 underpass; and the addition of rental and ownership housing units within walking distance to the amenities of Roosevelt Road area parks, grocers, retail businesses, restaurants, medical services, and transportation.

The Roosevelt Road corridor is a significant economic engine for the Village and serves as a major east–west corridor for both Glen Ellyn and the surrounding region.

Roosevelt Road is Glen Ellyn’s main commercial corridor, and the Village should seek opportunities to maximize development potential, improve multi-modal access, and promote public realm and private on-site improvements to beautify the corridor.

The corridor includes a mix of retail, service, office, medical, lodging, and residential uses. As a heavily traveled arterial and prominent access point, Roosevelt Road has a significant influence on the image of the community, and a variety of improvements should be made to better reflect the character of Glen Ellyn. While vacancies exist in some areas, the corridor has also witnessed redevelopment of aging properties and renovation and reuse of existing development. The subarea plan identifies strategies to maintain this reinvestment momentum and strengthen the corridor’s position as an economic asset and source of community pride.

Corridor Image

The Village has made many improvements along Roosevelt Road to improve pedestrian infrastructure, streetscaping, and wayfinding along public rights-of-way.

Complementary improvements are needed on privately owned commercial properties to ensure that Glen Ellyn’s heavily traveled corridors reflect positively on the image of the community. Existing development can be enhanced through the consolidation of access drives, use of cross-access easement and shared parking, and installation of eco-friendly landscaping and pedestrian amenities. In addition, architectural design that aligns with the guidelines of the Architectural Appearance Commission should be promoted to provide for a positive community image. The Architectural Appearance Commission review and input as to the aesthetics of façades of new construction and some additions will help enhance the character of the Roosevelt Road corridor. Projects to consider include streetlight upgrades, additional parkway trees, sidewalk accessibility, and wayfinding and signage.

Maximizing Development Potential

Most properties along Roosevelt Road are impacted by limited lot depth and abutting residential areas with limited or no screening and buffering. Roosevelt Road is also under the jurisdiction of the Illinois Department of Transportation (IDOT),

which means the Village does not control decisions regarding property access or use of adjacent right-of-way. Within this constrained context, it is important that the Village and property owners work together to make strategic improvements to reposition outmoded commercial properties. This should include strategies that increase buildable area and enable the Village to increase the tax base on existing commercial properties.

Promote Lot Consolidation & Cohesive Redevelopment

Development along the Roosevelt Road corridor primarily consists of one- and two-story structures with surface parking. Shopping centers such as Baker Hill, Market Plaza, and Pickwick Plaza are interwoven with older, freestanding businesses that often make inefficient use of the underlying parcels. These properties are typically sited to accommodate single-sided, front-loaded parking with multiple access drives and poorly located service/loading areas that impact productive use of the site.

While it is desired that commercial uses remain the predominant land use along the corridor, the Village should promote the consolidation and comprehensive redevelopment of older commercial properties to accommodate larger scale development and more efficient site layouts. The Village could also consider reducing setback requirements to accommodate redevelopment, provided that adequate landscaping and pedestrian amenities can also be provided.

Site Constraints

In some instances, inefficient development is related to site constraints that should be addressed as redevelopment occurs. The presence of a utility line that bisects commercial properties south of Roosevelt Road and west of Main Street pushes development to occupy either the northern or southern portions of a parcel, with the utility lines marking transition to parking lots.

In addition, adjacent but divided parking lots increase the land area needed to accommodate access lanes and parking that could be utilized by multiple businesses. The Village should coordinate with property owners and developers to bury utility lines and develop shared parking arrangements.

Low-Impact Development

The DuPage County Stormwater and Floodplain Ordinance and Village amendments currently mandate the type of low-impact development (LID) techniques required when there is an increase in impervious area with redevelopment.

While Lambert Lake and Panfish Park serve as regional stormwater facilities for the Roosevelt Road corridor, the LID approach could be used to minimize stormwater flow to these facilities. This includes incorporating permeable pavers in parking areas to feed underground detention areas or stormwater chambers. As a result, the need for detention ponds is minimized or eliminated, which would otherwise consume areas adjacent to the building and parking areas.

Similarly, landscaped areas, including perimeter landscaping, parking lot islands, and medians can be designed to include native plants, rain gardens, and bioswales. Such techniques enable development to capture and retain stormwater on-site and either allow for that stormwater to naturally filter into the ground or control its release to the Village’s storm sewer.

The Roosevelt Road corridor, however, currently consists of mostly impervious surfaces, and as a result

LID techniques are not often required by the ordinance for redevelopment. The Village should consider an additional stormwater ordinance or zoning code amendments to require LID measures and/or green space requirements along the Roosevelt Road corridor during redevelopment (and other areas, such as Downtown) to reduce runoff, as well as improve aesthetics.

Multi-Family Reinvestment

Roosevelt Road is a desirable location for multi-family development that places residents in proximity to retail areas, transit, and several parks and natural areas. Several of the multi-family residential properties adjacent to Roosevelt Road’s commercial areas are characterized by deferred maintenance, excessive land coverage, a lack of open space, and physical separation from other residential areas.

These properties should either be substantially improved or redeveloped.



IL Route 53 Underpass

The heavily traveled IL Route 53 underpass area that cuts through the corridor is stark and unattractive, particularly northbound as it passes under Roosevelt Road. Weeds in concrete medians also diminish the area’s appearance.

As adjacent properties are redeveloped, the Village should coordinate with property owners and IDOT to evaluate the potential to replace portions of the retaining wall with a sloped, landscaped embankment. Such an improvement could be accommodated on the properties located on the southwest side of the underpass without impacting the current development envelope. The site currently has a paved setback of over 20 feet that is not used for parking or access.

In the near term, the Village should also work with DuPage County to implement its 2017 Illinois Transportation Enhancement Program (ITEP) project for the JR McBride Bridge, which outlines gateway improvements for under and on the JR McBride Bridge. Improvements include a monument sign, fencing, and landscaped medians.

In addition, the IDOT medians are currently poorly maintained, and the Village should consider working with IDOT to replace the concrete medians with landscaping to be maintained by the Village.

Village Gateway Features

Per recommendations of the Community Signage and Wayfinding Plan, the Village should install vertical gateway signs along Roosevelt Road at entry points to the Village. This should include signage at the south side of Roosevelt Road near Lambert Road, the north side of Roosevelt Road near Finley Road, and near the median to the west of the I-355 overpass. The plan also recommends the addition of directional signage along Roosevelt Road. Such signs should be accompanied by landscaping and lighting features. Installing the gateway features would likely require landscape easements from property owners adjacent to Roosevelt Road.



Parking Lot Landscaping

As reinvestment is made in existing commercial properties, the Village should partner with property owners to identify opportunities to improve on-site landscaping in existing parking lots. As an example, various opportunities exist at centers such as Market Plaza and Pickwick Plaza to enhance both the appearance and function of surface parking areas.

Currently, numerous parking lots are striped to prohibit parking at the ends of parking aisles or at corners, but these vacant areas are not improved and could easily accommodate landscaping enhancements.

It is recommended that the Village consider updating parking lot landscaping requirements (Code of Ordinances Chapter 10-5-8) to minimize the visual impact of parking areas. Presently, proposed parking areas with 10 or more spaces are required to provide landscaped islands at the end of every row of parking, and one interior landscaped island for every 20 spaces.

Further, any parking lot or garage that is expanded by 10 percent or more of its parking spaces is required to conform to curb, surfacing, stormwater management, and landscaping requirements outlined in the code. Additional parking is also required for any building or use that is enlarged by 20 percent or more of its gross floor area.

The regulations, however, do not include sufficient detail to ensure that every parking area is adequately landscaped, and perimeter landscaping is not required unless fronting a residential district or institutional use. The Village should consider revising the zoning code to require parking lot perimeter landscaping as well as foundation landscaping to enhance the appearance of its commercial areas.

On-Site Improvement Grant

In addition to changes in development regulations, incentives should also be considered in encouraging commercial property owners to make on-site improvements that improve the overall image of the corridor and enhance the pedestrian experience.

The Village currently offers a Retail Façade Improvement Award under which approved projects are eligible to receive a maximum award amount of \$15,000. The program encourages businesses to make their own investment into façade improvements. While landscaping does not qualify for the award under the façade improvement program, the Village should consider making this an eligible improvement within targeted areas. Such an incentive, even at a reduced amount of \$5,000 to \$10,000, could be used to encourage property owners that are not legally obligated to meet recently adopted standards to make improvements that would bring their property into compliance with current regulations.

Streetscaping

The Village’s streetscaping investments, including brick pavers, landscaping, decorative fencing, ornamental light poles and fixtures, and wayfinding signage, have enhanced the appearance of the corridor. IDOT, however, will not permit the replacement or new installation of brick pavers in the Roosevelt Road right-of-way due to the quick deterioration of previous installations. Therefore, the Village must develop an alternative approach to streetscape.

As development occurs, the Village should work with property owners to accommodate streetscape elements adjacent to Roosevelt Road right-of-way. This could include sidewalks that utilize decorative surfacing, as well as perimeter landscaping, low berms, masonry knee walls, and decorative wrought iron fencing to effectively screen surface parking lots from rights-of-way.

Accommodating desirable parkway treatments may require the Village to develop private/public partnerships with property owners to ensure that an easement can be acquired. The commercial property located on the northwest corner of Nicoll Way at Roosevelt Road is a quality example of perimeter landscaping with adjacent streetscape elements.

The Village should also consider providing moveable planters that could be used for rotated seasonal plantings or to host public artwork. These temporary installations would enable the Village to relocate streetscaping elements as construction or roadway improvements occurs.

Multi-Modal Access & Mobility

Roosevelt Road is an auto-oriented corridor; however, there is a community desire to improve bike and pedestrian access. Opportunities exist to minimize the need for local traffic to utilize Roosevelt Road while promoting a more attractive and safer pedestrian experience and coordinating with Pace to enhance corridor bus service.

Bike Routes

Access to businesses by all forms of transportation is crucial to the development and prosperity of the corridor. While Roosevelt Road is not appropriate for bicycle facilities based on the available right-of-way and heavy traffic counts, access can still be provided to key destinations on parallel routes. This includes utilizing a combination of Taft Avenue and Pershing Avenue as an alternative east–west bicycle route as recommended in the Move Glen Ellyn Active Transportation Plan. This route can be connected to the bike routes along Lambert Road, Park Boulevard, and Nicoll Way and to the proposed East Branch DuPage River Greenway Trail. Sidewalk improvements along Roosevelt Road and IL Route 53 could also assist with connections these bike routes.



Pedestrian Circulation

The sidewalk network along Roosevelt Road is inconsistent, with sidewalk segments either ending abruptly, traveling through access drives, or situated as a carriage walk immediately adjacent to travel lanes, creating an environment that can be difficult to navigate and uncomfortable for pedestrians. Where the right-of-way allows, parkway sidewalks should be the preferred sidewalk treatment to provide a landscaped buffer between pedestrians and vehicles. Should carriage walks be implemented, they should be a minimum of 6 feet in width with a preferred width of 8 feet to provide a wider buffer to the travel lanes.

Pedestrian ways should also be delineated within parking lots. At a minimum, striping or decorative paving should be used to identify pedestrian crossings within parking lots. In addition, as landscape improvements are made, pedestrian pathways could be accommodated within parking lot islands and landscaped medians between parking aisles. The Village should consider adding these requirements to the zoning code.

Transit Improvements

Pace Bus Route 301 travels along Roosevelt Road with an average weekday ridership of over 1,500 passengers. Pace plans to implement its PULSE Arterial Bus Rapid Transit along Roosevelt Road, which is identified as a near-term priority project along six corridors, two of which have already been implemented (Milwaukee Avenue in Chicago and Niles, and Dempster Street in Park Ridge, Niles, and Skokie). Station locations have not yet been determined, but in general the PULSE stations will be spaced at least one-half mile apart and will be enhanced with bus shelters that include heat lamps, lighting, and real-time passenger information displays.

The Village should remain informed of the status of this project and proactively coordinate with Pace to identify desirable station locations that complement high activity areas identified in the Land Use Plan. This should include encouraging the location of a PULSE station near Park Boulevard to facilitate transfers from Roosevelt Road to the intersecting Pace Bus Route 715 that connects to Downtown and College of DuPage via Park Boulevard.

Reducing Local Traffic

Some portions of Roosevelt Road are characterized by several small, isolated commercial uses that are separated from one another by landscaping, curbs, or parking lot striping. This configuration requires that businesses have separate parking lots and often multiple access drives, which increases the need for curb cuts. This has negative impacts on pedestrian mobility and safety and on-site circulation, forcing business patrons to use the heavily traveled Roosevelt Road even for short trips between adjacent properties.

Where possible, access drives should be consolidated to reduce curb cuts. This will likely require cross-access easements between neighboring property owners. The Village should work with property owners to facilitate cross-access agreements and consider incentives (such as reduced parking requirements) or requirements to provide cross-access easements as part of new developments. Where possible, redevelopment should include the creation of rear access drives that are accessible via side streets. Rear access drives facilitate shared access and curb cut reduction by providing an off-street connection between adjacent parking areas, loading zones, and storefronts.

Shared Parking

To reduce the number of access points along a corridor, the Village should consider permitting shared parking agreements between adjacent and complementary uses along Roosevelt Road. Neighboring businesses with differing peak demand times for parking or businesses with a low volume of customers are best suited to enter into a shared parking agreement.

The Village currently permits shared parking, but the current code (Code of Ordinances Chapter 10-5-8 (B)) does not define how required parking should be calculated or provide guidance on the required instrument of record if multiple parcels are involved. A common challenge in promoting shared parking is negotiating an agreement between adjacent property owners. The Village should consider developing a model agreement for property owners to utilize. An amendment to the zoning ordinance should also be considered to provide guidance regarding required parking calculations, which are typically less than what would otherwise be required if uses provided independent parking facilities.

Potential
Redevelopment Sites

The following list identifies redevelopment opportunities within the Roosevelt Road subarea as labeled in the following subarea framework maps. These underutilized or disinvested sites have the potential to act as catalysts for additional quality development and improvements along the corridor if redeveloped.

1 **Haggerty Chevrolet.** This is an important and viable use, and the Village should continue to work with Haggerty to improve, enhance, and expand their facilities. The area to the north is used for outside storage and parking. This area could be used for the expansion of the business or sold for redevelopment. Multi-family or commercial development would be appropriate. Landscape buffering between the commercial and residential development should be improved either way.

2 **Dreisilker Electric Motors.** This site includes a dated office/warehouse building and a parking field/outside storage for Dreisilker Electric. Should redevelopment occur on this site, it could make way for a larger commercial development. In that case, the Village should consider vacating the Hillcrest right-of-way between the rear parcels.

3 **Sunset Cove Apartment Buildings.** These are older single story apartment buildings, which could be redeveloped into an updated multi-story apartment complex. Buffering between the residential and commercial uses should be improved.

4 **ATI Physical Therapy.** This is a viable business, and the building is in good shape. This block has a number of commercial and office uses, including a physical therapy office, an automotive use, a restaurant and a bank. The area has some buildings and sites that could use improvement. If redeveloped in combination or in part, buffering to the north, parking areas, and landscaping should all be improved. Similar office and service commercial type uses would be appropriate for these sites.

5 **Wintrust Bank.** This site includes a business on an improved site. Unless needed for redevelopment with the adjacent properties to the west, this is a viable business with appropriate landscaping and buffering that should remain.

6 **Advance Foreign Car Repair.** This site includes a vacant building, a large parking field, and Motor World, all of which could benefit from reinvestment. The properties could be redeveloped together for a new office or service commercial use.

7 **Malloy's Liquor, Burger King, Bank of America (vacant), and a restaurant.** This section consists of mostly viable businesses that could use site improvements and façade updates. Either individually or in some combination, these sites could be redeveloped for office and service commercial uses.

8 **Dated office buildings, vacant land, and a large parking field.** These sites could be redeveloped in whole or in part to accommodate a larger office or service use. Special attention should be paid to stormwater management on these sites as they are in or near floodplain.

9 **Mix of small commercial buildings and strip commercial.** These sites could be redeveloped in whole or in part to include similar commercial uses. The utility lines bisecting the sites should be removed to accommodate new development.

10 **Outmoded retail structures and strip development.** The majority of this site is under common ownership. While individual development might take place on a few of the lots, this area has excellent visibility and should be looked at holistically for redevelopment. The building at the northeast corner of the development area toward the interior of the site should be maintained and enhanced.

11 **Auto parts store and an optometrist's office.** These lots should be consolidated, and the site should be redeveloped with a commercial use.

12 **Danby Station Café.** . Danby Café is in fair to poor condition and the site could use façade and site improvements.

13 **Retail in poor condition of vacant.** Redevelopment of all sites is recommended. Retail, service, and office uses should be maintained on the Roosevelt Road frontage.

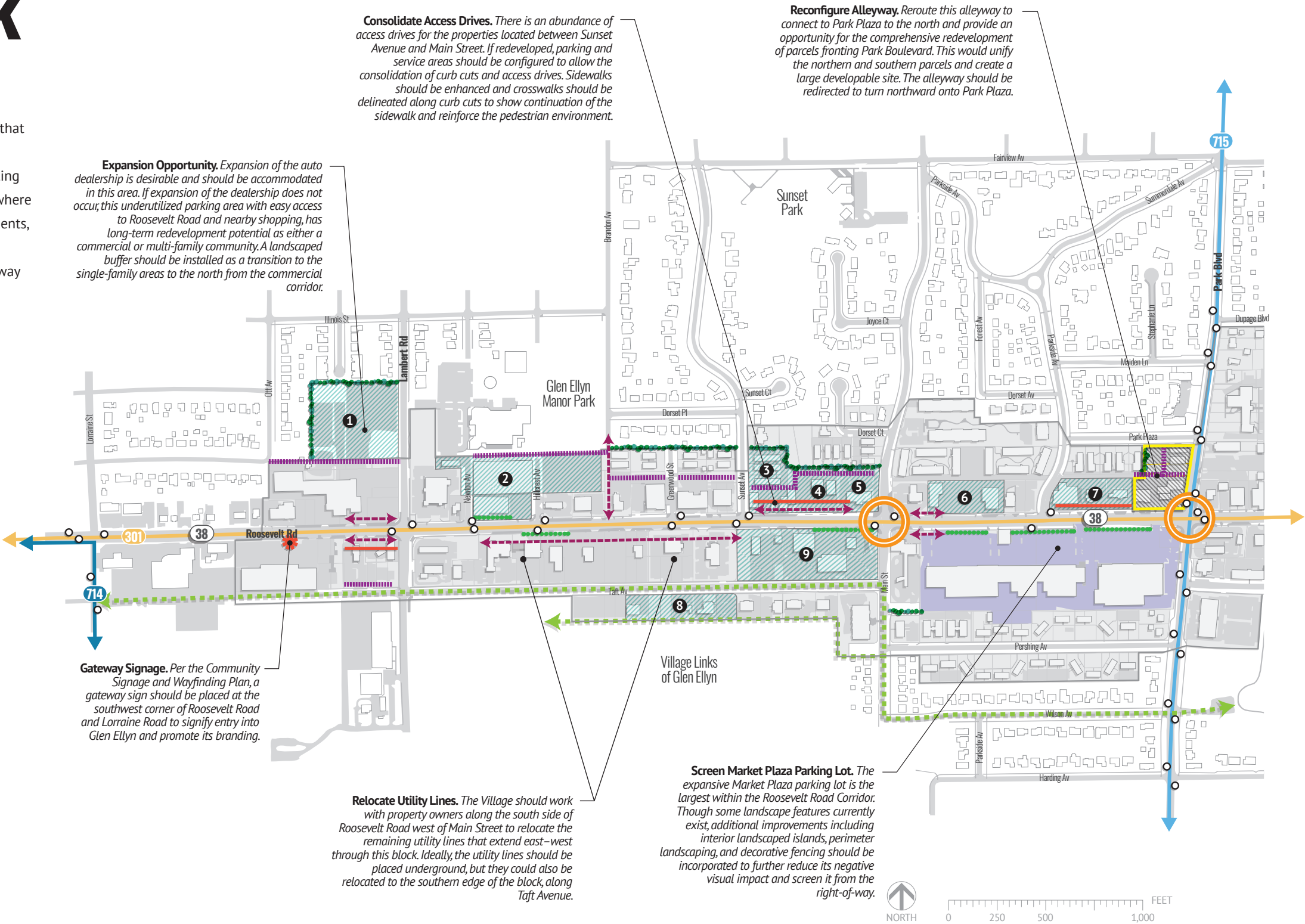
Subarea Framework

ROOSEVELT ROAD – WEST

The following three framework sections of Roosevelt Road identify recommendations that encourage reinvestment in Glen Ellyn's main commercial corridor by promoting more efficient site design and circulation and increasing the development potential of existing commercial parcels. This is especially relevant in the west section of Roosevelt Road where lot depths are shallow and cross-access connections are limited. Pedestrian improvements, curb cuts consolidation, and shared access are key themes in this section to enhance mobility for both pedestrians and vehicles. As the Village's most heavily traveled gateway from the west, it is important that the aesthetic of this section is enhanced, including landscaping, parking lot screening and greening, and improving key intersections.

Legend

- **Key Intersections.** Continue to enhance these intersections by incorporating wayfinding signage, landscaping, high visibility crosswalks, and decorative lighting.
- **Gateway Features.** Install gateway signs at prominent entry points into the Village to reinforce a sense of identity. Such signs should be complemented by streetscape components such as intersection treatments and landscape features.
- **Perimeter Landscaping.** Provide landscaping and decorative, low-profile fencing or knee walls to delineate public rights-of-way and screen parking areas. Perimeter landscaping should be designed to maximize stormwater management and improve water quality through the implementation of BMPs, such as bioretention areas. Screening should also be used to enclose or conceal necessary, but unsightly service areas and utilities/mechanical systems.
- **Consolidate Access Drives.** Consolidate access drives along Roosevelt Road and other primary streets to improve traffic flow, reduce conflicts, and eliminate curb cuts, enhancing the pedestrian environment.
- **Access Drive/Alley Reconfiguration.** Create access drives and reorient alleyways behind properties to increase cross access away and divert local trips from the main roadway.
- **Onsite Landscaping.** The installation of interior landscaped parking islands and foundation landscaping should be encouraged on properties with large parking lots to enhance the area's aesthetic, foster a welcoming pedestrian environment, and provide opportunities for improved stormwater management. Lots should be landscaped with local or native species of shade trees, evergreens, shrubs, grasses, and flowers to beautify sites and connect them to adjacent parkways.
- **Pedestrian Infrastructure.** Upgrade deteriorating sidewalks and, where narrow, work with current property owners to increase sidewalk width to at least five feet. Provide landscape buffers between sidewalks and traffic as well as high visibility crosswalks at curb cuts and intersections to increase sense of comfort and safety for pedestrians. Other improvements include implementing sidewalk treatments, decorative fencing, and small-scale street furniture, as well as releveling brick paving.
- **Residential Screening/Buffering.** Screen commercial, parking, loading, and utility areas from adjacent residential properties and public right-of-ways. Apply dark sky village lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family residential areas.
- **Bike Path/Trail Improvements.** Construct a bike trail and pedestrian crossing to improve non-vehicular connectivity across Roosevelt Road and expand the Village's trail network. Bike path and trail improvements are discussed in further detail in Chapter 6: Transportation.
- **Catalyst Sites.** Redevelop these underutilized sites to act as catalysts for further development and investment along Roosevelt Road.
- **Redevelopment Opportunities.** These sites represent dated or poorly laid out parcels that can be consolidated with adjacent properties to facilitate more intense redevelopment that is in line with the community's vision of Roosevelt Road as a vibrant commercial corridor.
- **Pase Bus Route 715**
- **Pase Bus Route 301**
- **Pase Bus Route 714**



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FOR PUBLIC HEARING

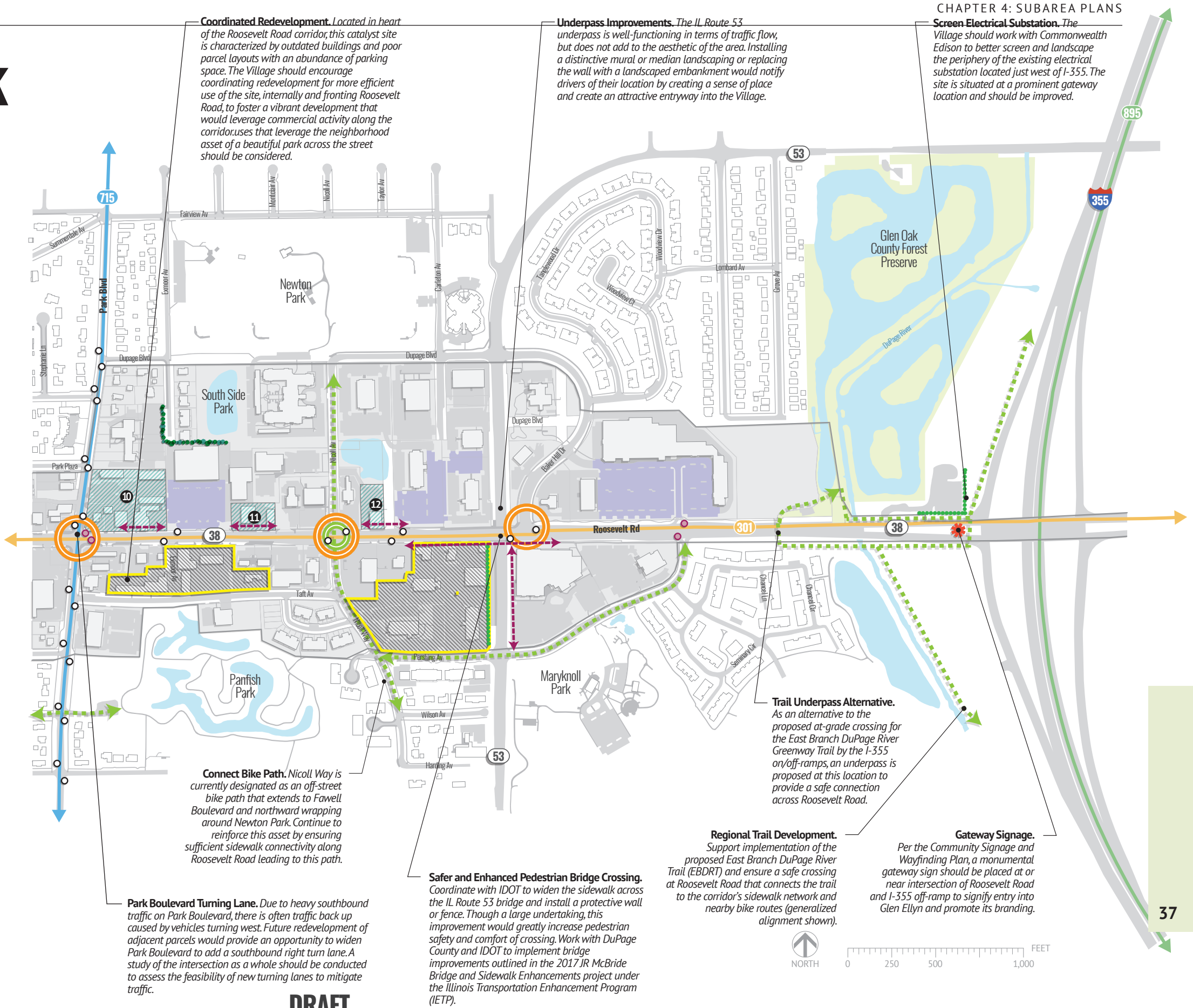
Subarea Framework

ROOSEVELT ROAD – CENTRAL

The central section of Roosevelt Road generally has deeper lots which has allowed for more intense development behind the buildings fronting the corridor. Two catalyst sites are located within this section (the Exmoor Avenue and Nicoll Way sites), which are discussed directly after the framework plan. The East Branch DuPage River Trail (EBDRT) is proposed to intersect the eastern end, which underscores the need for enhancing pedestrian and bicycle infrastructure leading up to the trail system.

Legend

- **Key Intersections.** Continue to enhance these intersections by incorporating wayfinding signage, landscaping, high visibility crosswalks, and decorative lighting.
- **Gateway Features.** Install gateway signs at prominent entry points into the Village to reinforce a sense of identity. Such signs should be complemented by streetscape components such as intersection treatments and landscape features.
- **Bike Path/Trail Improvements.** Construct bike and pedestrian infrastructure to improve non-vehicular connectivity along Roosevelt Road and expand the Village's trail network. Provide access to natural assets such as the DuPage River by establishing connections to the proposed East Branch DuPage River Greenway Trail. Bike path and trail improvements are discussed in further detail in Chapter 5: Transportation.
- **Bus Shelter Improvement/Installations.** Coordinate with Pace to provide additional bus stops at key locations to limit distance between bus stops to near a quarter mile (or five-minute walk). Identify high-frequency stops for the installation of new bus shelters with real-time timetables and provide benches at all stops.
- **Onsite Landscaping.** The installation of interior landscaped parking islands and foundation landscaping should be encouraged on properties with large parking lots to enhance the area's aesthetic, foster a welcoming pedestrian environment, and provide opportunities for improved stormwater management. Lots should be landscaped with local or native species of shade trees, evergreens, shrubs, grasses, and flowers to beautify sites and connect them to adjacent parkways.
- **Pedestrian Infrastructure.** Upgrade deteriorating sidewalks and, where narrow, work with current property owners to increase sidewalk width to at least five feet. Provide landscape buffers between sidewalks and traffic as well as high visibility crosswalks at curb cuts and intersections to increase sense of comfort and safety for pedestrians.
- **Residential Screening/Buffering.** Screen commercial, parking, loading, and utility areas from adjacent residential properties and public right-of-ways. Apply Dark Sky Village Lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family residential areas.
- **Redevelopment Opportunities.** These sites represent dated or poorly laid out parcels that can be consolidated with adjacent properties to facilitate more intense redevelopment that is in line with the community's vision of Roosevelt Road as a vibrant commercial corridor.
- **Perimeter Landscaping.** Provide landscaping and decorative, low-profile fencing or knee walls to delineate public rights-of-way and screen parking areas. Perimeter landscaping should be designed to maximize stormwater management and improve water quality through the implementation of BMPs, such as bioretention areas. Screening should also be used to enclose or conceal necessary but unsightly service areas and utilities/mechanical systems.
- **Catalyst Sites.** Redevelop these underutilized sites to act as catalysts for further development and investment along Roosevelt Road.
- **Pace Bus Route 715**
- **Pace Bus Route 301**
- **Pace Bus Route 895**



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FOR PUBLIC HEARING

Subarea Framework

ROOSEVELT ROAD - EAST

East section of Roosevelt Road currently has a mix of single-family attached, multifamily, commercial, and office uses. Accordingly, it is important to ensure the commercial and office uses are properly screened from residential properties. With access to I-355 and Lombard abutting the eastern limit, this section acts as a gateway into the Village, and gateway features should be accommodated. Streetscape improvements are also needed to visually connect this portion of the Village to areas west of I-355.

Legend

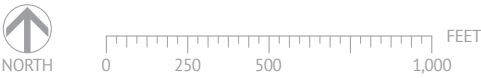
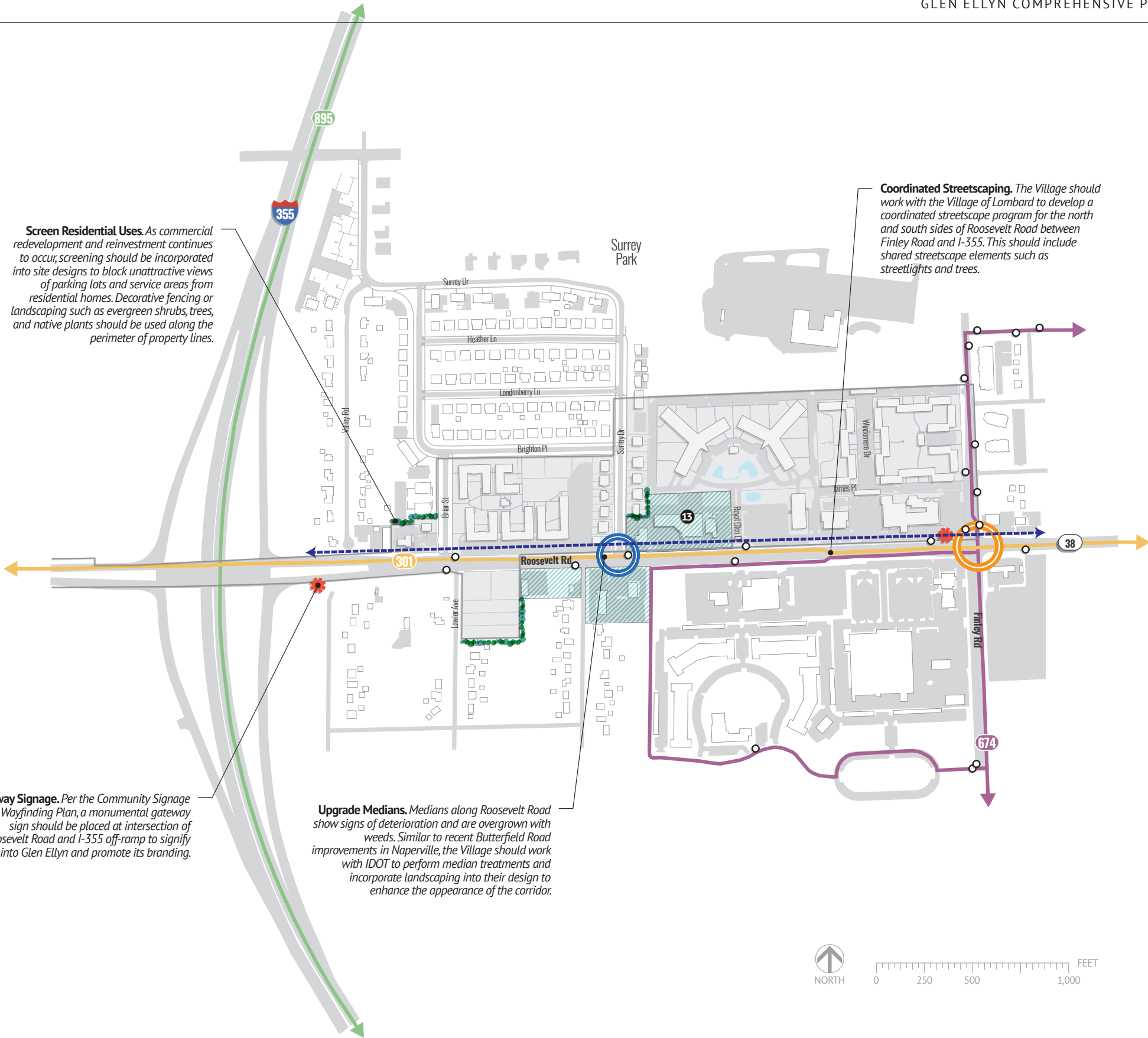
- **Key Intersections.** Continue to enhance these intersections by incorporating wayfinding signage, landscaping, high visibility crosswalks, and decorative lighting.
- **Gateway Features.** Install gateway signs at prominent entry points into the Village to reinforce a sense of identity. Such signs should be complemented by streetscape components such as intersection treatments and landscape features.
- **Residential Screening/Buffering.** Screen commercial, parking, loading, and utility areas from adjacent residential properties and public right-of-ways. Apply Dark Sky Village lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family residential areas.
- **Sidewalk Network Gaps.** Coordinate with existing property owners to fill in missing segments to ensure a complete sidewalk network throughout the subarea. New sidewalks should include a landscape buffer to separate pedestrians from drive lanes and be at least 5 feet in width per the Zoning Ordinance.
- **Intersection Improvements.** Coordinate with IDOT to construct a highly visible crossing at the Surrey Drive intersection with signalization and sidewalk connections to increase pedestrian accessibility.
- **Redevelopment Opportunities.** These sites represent dated or poorly laid out parcels that can be consolidated with adjacent properties to facilitate more intense redevelopment that is in line with the community's vision of Roosevelt Road as a vibrant commercial corridor.
- **Pace Bus Route 301**
- **Pace Bus Route 674**
- **Pace Bus Route 895**

Gateway Signage. Per the Community Signage and Wayfinding Plan, a monumental gateway sign should be placed at intersection of Roosevelt Road and I-355 off-ramp to signify entry into Glen Ellyn and promote its branding.

Screen Residential Uses. As commercial redevelopment and reinvestment continues to occur, screening should be incorporated into site designs to block unattractive views of parking lots and service areas from residential homes. Decorative fencing or landscaping such as evergreen shrubs, trees, and native plants should be used along the perimeter of property lines.

Upgrade Medians. Medians along Roosevelt Road show signs of deterioration and are overgrown with weeds. Similar to recent Butterfield Road improvements in Naperville, the Village should work with IDOT to perform median treatments and incorporate landscaping into their design to enhance the appearance of the corridor.

Coordinated Streetscaping. The Village should work with the Village of Lombard to develop a coordinated streetscape program for the north and south sides of Roosevelt Road between Finley Road and I-355. This should include shared streetscape elements such as streetlights and trees.



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FOR PUBLIC HEARING

Park Blvd & Roosevelt Rd

ROOSEVELT ROAD CORRIDOR CATALYST SITE

This catalyst site comprises a mix of small-scale, single story commercial properties and two vacant properties flanking a central east-west alley. Each existing structure is served by independent access drives and parking areas, which limits the development potential and contributes to congestion along both Roosevelt Road and Park Boulevard. The concept below illustrates potential for redevelopment that provides for larger, more versatile commercial buildings with coordinated and shared parking and access that maximizes buildable area and reduces points of conflict along adjacent roadways. As an alternative, larger single commercial development along Roosevelt Road could be pursued that includes the same level of pedestrian amenities.

Design Considerations

- A dedicated right turn lane (westbound) should be added on southbound Park Boulevard as redevelopment occurs to reduce congestion.
- The existing alley should be incorporated into future development as a parking/access aisle to provide for efficient circulation and use of land while maintaining access for adjacent commercial and residential uses.
- Access to Park Plaza to the north can be constructed as a single drive aisle, minimizing impacts from potential traffic volume increases to residential properties across the street.
- Development should have limited setback and front on a landscaped parkway with pedestrian infrastructure and streetscape amenities that frame the roadway corridor.
- Utility lines should be buried underground as redevelopment occurs.

- Buildings should be constructed with quality 360-degree architecture that provides an attractive appearance from the roadway as well as the parking area and viewshed of adjacent residential development.

Site Details

Overall property area:
75,947 sf/1.74 ac.

Current Land Use:
Commercial
Dining

Current Zoning:
(C3) Service Commercial District

Existing Parking:
67 spaces (approximate)



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

Nicoll Way-Route 53 & Roosevelt Rd

ROOSEVELT ROAD CORRIDOR CATALYST SITE

This catalyst site consists of six office buildings and an auto body shop. Vacancy within the office buildings that comprise the majority of the site is approximately 50 percent, and it may be an appropriate time to consider alternative uses for the area. The northwest corner of the block has seen reinvestment recently with the demolition and redevelopment of two office buildings into a pharmacy and a fast-casual restaurant, underscoring the area’s attractiveness as a retail corridor. The concept below illustrates potential for commercial development with a modern, multi-story office building occupying the easternmost portion of the site’s Roosevelt Road frontage. A mix of multi-family development (served by surface and underground parking) is shown on the southern edge of the site, providing a transition to the single-family attached residential development to the south and west. As an alternative, townhomes or a multi-story multifamily building could be considered in lieu of two-story multi-family development.

Design Considerations

- Development should maximize commercial development along Roosevelt Road frontage.
- Setbacks for development fronting Roosevelt Road should be similar to recent commercial development to the west, providing for cross access and a consistent aesthetic along the corridor.
- The west side of IL Route 53 underpass could be improved in coordination with IDOT, by replacing the retaining wall with a landscaped embankment that can be incorporated into future redevelopment.
- Through access from Pershing Avenue should be restricted for commercial businesses on Roosevelt Road, but permitted for new residences on site.
- Landscaped berms should be used to limit sight lines and screen commercial areas from the proposed multi-family.

- Internal pedestrian circulation should be uninterrupted between Roosevelt Road and Pershing Avenue, enabling residents to access nearby commercial development.

Site Details

Overall property area:
369,034 s.f./8.47 ac.

Current Land Use:
Commercial
Dining
Auto Repair
Office

Current Zoning:
(C3) Service Commercial District
(C4) Office District



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

Stacy’s Corners

Vision for Stacy’s Corners

Stacy’s Corners (previously referred to as Five Corners) is located at the intersection of Main Street, Geneva Road, and St. Charles Road and is considered to be the northern gateway into Glen Ellyn. The subarea is recognized as a community asset and is home to Stacy’s Tavern Museum and the Glen Ellyn Historical Society. Forest Glen Elementary School and Glen Ellyn School District 41 administrative offices are also located within the area at the intersection of Main Street and Elm Street. The area, the northeast portion of which is unincorporated DuPage County, includes a small park, several auto repair shops, and strip commercial uses.

Stacy’s Corners should be enhanced as an attractive neighborhood commercial center and gateway into the Village.

Stacy’s Corners functions as a neighborhood commercial service area for surrounding residential areas and passing motorists. Development within Stacy’s Corners, with the exception of civic and institutional uses, is auto-oriented commercial with surface parking oriented toward Main Street. The subarea plan identifies strategies to further develop the intersection into an attractive entryway and activity center, while maintaining both historic quality and local character.

Design Guidelines

Land Use & Development

- Development within Stacy’s Corners should continue to be limited to the frontage properties along Main Street from Emerson Avenue south to Elm Street and along St. Charles Road/Geneva Road from Forest Avenue to Stacy Court. Commercial development should not encroach into adjacent neighborhoods.
- Residential infill, including both single-family detached and attached homes, should be encouraged on vacant and underutilized sites along Forest Avenue to the north of St. Charles Road.

- New neighborhood commercial development and redevelopment should be designed in a manner that is compatible with the compact scale, appearance, and historic character of adjacent development and surrounding residential neighborhoods.
- The Village should consider annexing the unincorporated properties on the northeast corner of Main Street and St. Charles Road to ensure direct control over the type, quality, and character of future development.

Image & Character

- New and redeveloped commercial properties should provide structures that are architecturally detailed on all sides. Trash receptacles, dumpsters, service areas, and outdoor storage facilities should be well maintained and attractively screened. Chain-link fencing should be prohibited.
- Building materials and architectural style should complement the historic character of Stacy’s Corners. Traditional exterior building materials such as brick, shingles, limestone, and wood clapboard siding and pitched roofs should be encouraged.
- A mix of architectural styles speaks to the age of the commercial district, but also provides for an inconsistent image. Updated storefronts with designs consistent with the area’s historic character would improve the image and appearance of the Stacy’s Corners district as a whole. Façade improvements should be encouraged and incentivized, including updates to exterior surface materials, signs, colors, awnings and canopies, and related design features.

- Where possible, new development should incorporate native landscaping and pedestrian amenities that complement the extensive streetscaping that has been completed to improve the area’s curb appeal.
- Distinctive decorative surfacing or crosswalk art should be considered for the remaining two untreated crosswalks along Main Street.
- Per the Community Signage and Wayfinding Plan, a gateway sign should be placed at the southwest corner of Main Street and Geneva Road to signify entry into Glen Ellyn with complementary directional signage at all four corners, providing direction to nearby assets, including Ackerman Park, McKee House, Downtown, and Lake Ellyn.
- Utility boxes sitting adjacent to the public right-of-way should be screened from view using a combination of decorative fencing and low-lying landscaping, such as evergreen shrubs and native plants.

Transportation & Parking

- Curb cut and parking lot consolidation should be encouraged along the east side Main Street north of St. Charles Road.
- Drive-thru facilities, such as fast food restaurants or banks, should be sited so that service lanes and pickup windows are located at the rear or sides of the buildings wherever possible.
- Wherever feasible, parking lots should be separated from roadways through a landscaped parkway, sidewalks, and parking lot setbacks.
- Parking areas should be improved with landscaped islands and pedestrian scale lighting that minimize light pollution, glare, and nuisance to neighboring properties.
- Bicycle and pedestrian safety should be enhanced at the Great Western Trail crossing on Main Street using measures such as overhead lighting and bicycle/pedestrian crossing signage with flashing yellow beacons.
- Coordination with the County will be critical as the trails and primary streets in this area are under their jurisdiction.

Subarea Framework

STACY'S CORNER

This subarea plan highlights opportunities to further the development of the intersection as an attractive neighborhood commercial center and gateway into the Village while respecting the historic character of the surrounding neighborhood.

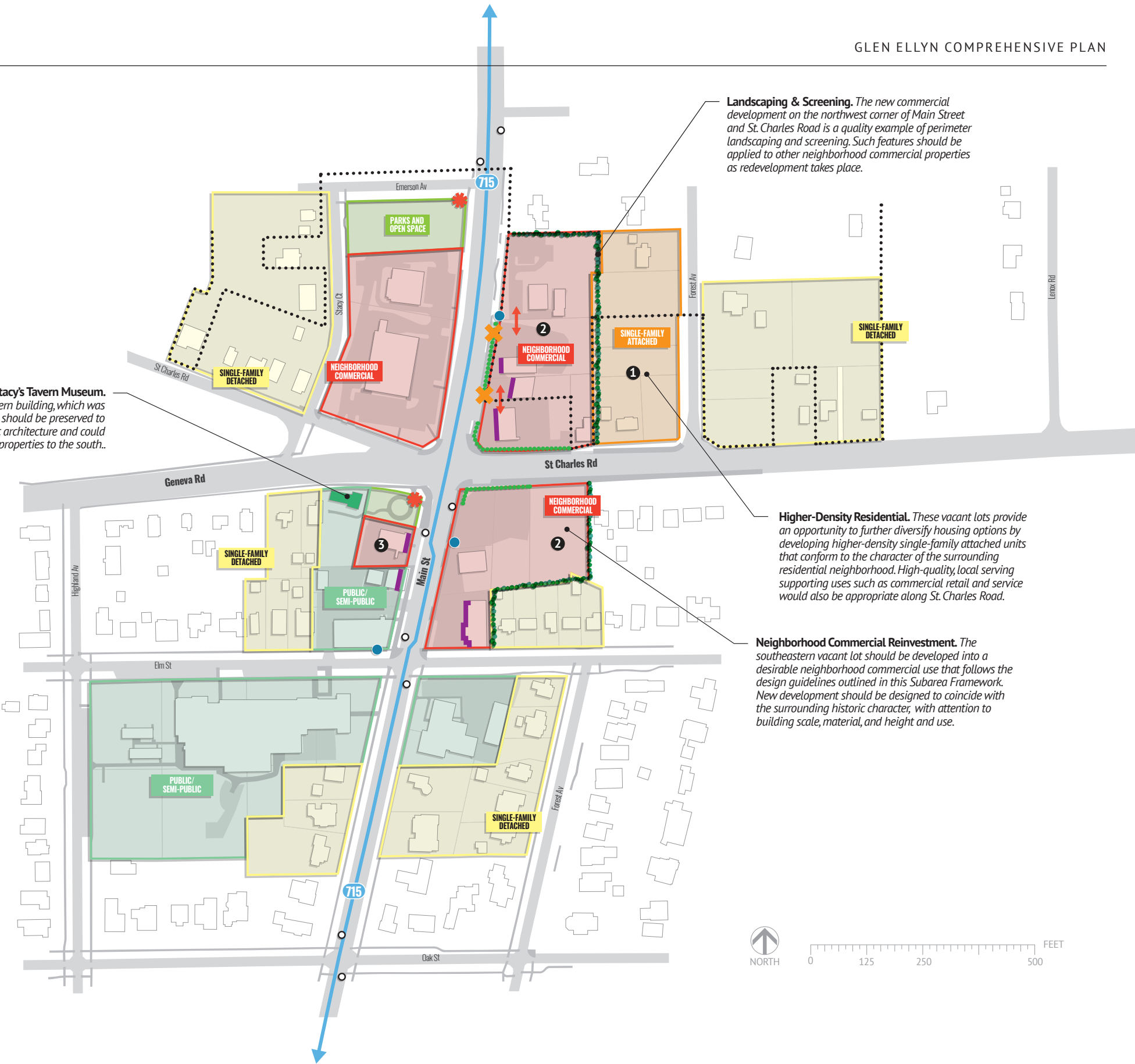
Legend

- Residential Screening.** Screen parking, loading, and utility areas from adjacent residential properties and, where feasible, public rights-of-way. Apply Dark Sky Village lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family areas.
- Utility Screening.** Screen utility boxes located in the public right-of-way from view with landscaping or decorative fencing.
- Provide Cross-Access.** Create vehicular and pedestrian access between neighborhood commercial properties to allow customers to patronize multiple businesses without having to enter/exit onto Main Street. This reduces traffic conflicts as well as the need to drive to neighboring properties with provided pedestrian pathways.
- Parking Lot Screening.** Hide unattractive views of parking lots from the public right-of-way by providing screening around the perimeter of parking areas along Main Street and St. Charles Road.
- Facade Improvements.** Work with property owners to improve the aesthetic of Stacy's Corners by performing facade facelifts. Facade improvements should be in line with the historic character of the corner with attention given to material, detailing, and color.
- Eliminate Curb Cuts.** Reduce the excessive number of curb cuts along Main Street by eliminating the driveways in front of Larry's Auto Body and one of U.S. Paving's at its northern end of the property. Both properties should share the driveway located in front of U.S. Paving considering its ample size and existing cross-access, fostering a more pedestrian-friendly environment.
- Gateway Features.** Per recommendations of the Community Signage and Wayfinding Plan, install Village gateway signs along Main Street at Emerson Avenue (smaller hanging entry sign) and at Geneva Road (monument gateway sign) as well as vehicular directional signs at all intersection points to signify entry into Glen Ellyn and strengthen sense of place. Such signs should be complemented by streetscape components such as intersection treatments and hardscape and landscape features.
- Annex Unincorporated Properties.** In accordance with the Land Use Plan, the unincorporated properties on the northeast corner of Main Street and St. Charles Road should be annexed to ensure the type, quality, and character of future development is in line with the image of surrounding neighborhoods. Incorporation of the eastern residential properties will also allow the Village to direct higher-density single-family attached development along Forest Avenue to further diversify its housing stock.
- Stacy's Tavern Museum**
- Pace Bus Route 715**
- Maintain Established Neighborhoods**
- Encourage Single-family Attached Housing Development**
- Enhance Neighborhood Commercial**

Potential Development Sites

- 1 Vacant and large lot single-family detached housing.** Single-family attached or detached redevelopment that fits the character of the surrounding residential neighborhood should be encouraged. The Village should consider rezoning the lots fronting on St. Charles Road to Community Commercial.
- 2 Dated commercial buildings, auto body, dry cleaner, and strip development.** These areas should be enhanced or redeveloped with desirable neighborhood commercial uses that follow the design guidelines outlined in the Subarea Framework. As reinvestment in the neighborhood commercial properties occurs, new development should be designed to coincide with the surrounding historic character, with attention to building scale, material, and height.
- 3 Consider incorporating site into historical society master planning efforts.**

Preserve Stacy's Tavern Museum. The Stacy's Tavern building, which was landmarked in 2003, should be preserved to maintain its historic architecture and could be expanded to properties to the south.



Landscaping & Screening. The new commercial development on the northwest corner of Main Street and St. Charles Road is a quality example of perimeter landscaping and screening. Such features should be applied to other neighborhood commercial properties as redevelopment takes place.

Higher-Density Residential. These vacant lots provide an opportunity to further diversify housing options by developing higher-density single-family attached units that conform to the character of the surrounding residential neighborhood. High-quality, local serving supporting uses such as commercial retail and service would also be appropriate along St. Charles Road.

Neighborhood Commercial Reinvestment. The southeastern vacant lot should be developed into a desirable neighborhood commercial use that follows the design guidelines outlined in this Subarea Framework. New development should be designed to coincide with the surrounding historic character, with attention to building scale, material, and height and use.

DRAFT
FOR PUBLIC HEARING

CHAPTER 5

TRANSPORTATION

A well-maintained transportation network is key to promoting efficient movement within and around Glen Ellyn. A community’s accessibility and mobility is closely related to business development, resident attraction, and day-to-day quality of life. While the Village has a well-established system of roadways, public transit services, and bicycle and pedestrian facilities, continued efforts to maintain and enhance these systems will improve connectivity and provide the community with greater diversity in alternative modes of transportation. This chapter addresses transportation improvements within the Village as a whole (for more detailed recommendations for Downtown, Roosevelt Road, and Stacy’s Corners subareas see *Chapter 4: Subarea Plans*).

Roadway Network

Glen Ellyn is traversed by an extensive network of roadways that accommodate traffic circulation throughout the Village, maintain efficient connections between local neighborhoods and commercial corridors, and provide direct access to the Village’s Downtown and the regional expressway system. Each roadway falls into the classification of an expressway, arterial road, collector road, or local road based on the function they serve and their capacity. Interstate 355 is Glen Ellyn’s only expressway, and Roosevelt Road and IL Route 53 are its two primary major arterial roads, each of which convey the highest volumes of traffic through the Village. These three roadways are also the Illinois Department of Transportation’s (IDOT’s) designated truck routes, which are used to service commercial businesses along the Roosevelt Road corridor.

Roadway Jurisdiction

The roadways in Glen Ellyn are controlled by several jurisdictional entities including IDOT, the Illinois State Toll Highway Authority (ISTHA), DuPage County, Milton Township Highway, and the Village of Glen Ellyn. Glen Ellyn controls the arterials Downtown and all of the Village’s collector and local roads. Several of the Village’s arterial roads outside of Downtown are controlled by IDOT or DuPage County, which limits the Village’s ability to make improvements, control access, or unify roadway character. These roadways include Roosevelt Road (IL Route 38), IL Route 53, St. Charles Road, Geneva Road, Main Street, Park Boulevard, Swift Road, and Bloomingdale Road. It is important that the Village maintain close coordination with these agencies to support future development and enhance multimodal connectivity.

Major Roadways in Glen Ellyn			
Classification	Roadway	Jurisdiction	AADT ¹
Expressways	I-355 (Veterans Memorial Tollway)	ISTHA	129,500–131,000
Arterials	Roosevelt Road (IL 38)	IDOT	35,600–41,900
	Butterfield Road (IL 56)	IDOT	27,100–34,700
	IL Route 53	IDOT	17,400–23,500
	Bloomingdale Road	DuPage Co	9,550–14,900
	Geneva Road	DuPage Co	16,100–20,500
	Swift Road	DuPage Co	5,500–12,300
	Main Street	DuPage Co, Village	6,450–19,600
	Nicoll Avenue/Nicoll Way	Village	n/a
Collectors	Crescent Boulevard	Village	2,800–2,950
	Fawell Boulevard	Village	7,600
	Lambert Road	Village	10,000–11,400
	Lorraine Street	Village	3,100
	Riford Road	Village	3,050
	Western Avenue	Village	3,700 – 5,150
	St. Charles Road	DuPage Co	8,100–21,200
	Park Boulevard	DuPage Co, Village	13,200
	Hill Avenue	Village	4,150–5,300
	Pennsylvania Avenue	Village	8,400

¹ AADT – Average Annual Daily Traffic Volume (Source: IDOT)

² n/a – Not Available

Roadway Capacity Improvements

Overall, the roadway network adequately manages traffic flow through the Village, and no major changes to the street system are expected in the future. Congestion largely occurs along the Village’s arterial roadways during rush hours and on weekends, particularly on Roosevelt Road due to the vibrancy of the commercial businesses and proximity to the I-355 interchange.

The Village should continue to regularly coordinate with IDOT in monitoring traffic flow along Roosevelt Road and adjusting the traffic signal system coordination, as necessary, to reduce congestion. Intersection capacity improvements (i.e., left- or right-turn lanes) can address spot locations of congestion and may be needed in the future at the intersections of Roosevelt Road and Park Boulevard, Roosevelt Road and Main Street, Geneva Road and Western Avenue, and St. Charles Road and Riford Road. The Village should also endeavor to consolidate curb cuts along Roosevelt Road as opportunities arise, particularly between Nicoll Way and Lambert Road, to improve traffic flow and reduce congestion.

IL Route 53

IDOT has targeted IL Route 53 for resurfacing and ADA improvements through the Village, including the installation of traffic signals and lane channelization at the IL Route 53/Parkview Boulevard/Surrey Lane intersection. Moving forward, the Village should work with IDOT to increase the road capacity along IL Route 53 between Abbey Drive and Butterfield Road to provide a continuous three-lane cross-section as this segment is operating beyond the capacity of a two-lane roadway. This improvement project would also provide the opportunity to incorporate a side path into the design for pedestrian and bicycle mobility. Another near-term project programmed by IDOT includes the widening of Butterfield Road from IL Route 53 to I-355.

Parking

A review of parking requirements conducted as part of the Downtown Subarea Plan development found that the Village’s parking ratios within its commercial areas could be adjusted to bring them more in balance with current best practices. In general, current ratios require more parking than is needed for modern commercial development. The Village should reevaluate parking ratios in the zoning code.

In addition, the Village should consider requiring developments to include electric-vehicle charging stations and bicycle facilities in their parking lots.

Transportation System Improvements

-  Expressway

 Arterial Major

 Arterial Minor

 Collector Major

 Collector Minor

 Existing Traffic Signal

 Proposed Traffic Signal

 Existing Underpass
-  Railroad Grade Crossing

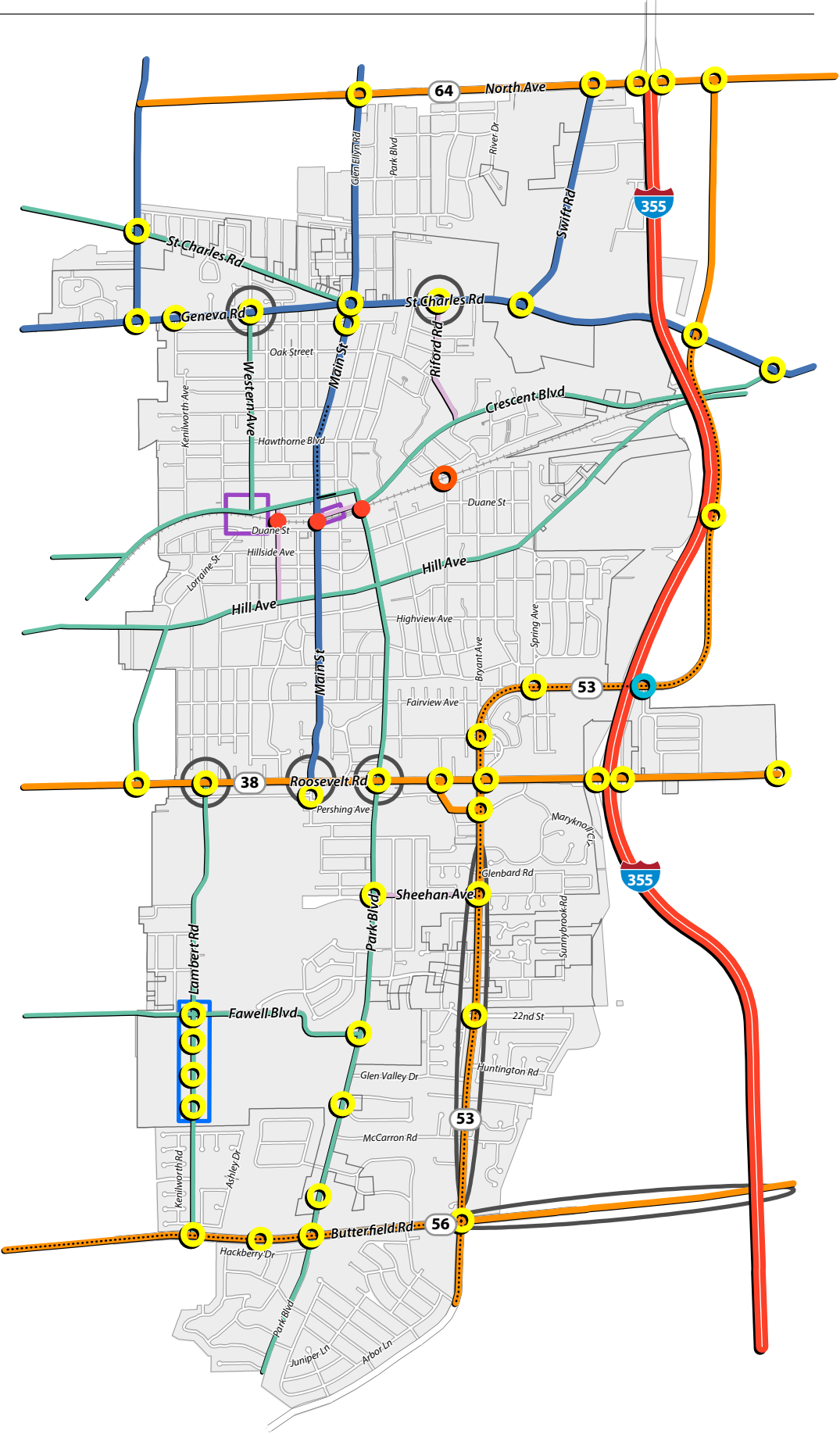
 Resurfacing and ADA Improvements

 Potential Two-Way Street Conversion

 Roadway Capacity Improvements

 Potential Railroad Grade Separation

 Monitor Signal Timings



Railroad Crossings

Union Pacific Railway presents a significant physical boundary that restricts north–south traffic flow in the Village to three grade crossings in Downtown (Main Street, Park Boulevard, and Prospect Avenue) and one grade-separated crossing to the east of Downtown at Taylor Avenue. The high volume of Metra commuter rail traffic and freight train activity exceeds 100 trains daily and often results in extensive traffic delays at Downtown grade crossings, increased response times for emergency service providers, and pedestrian safety issues for Downtown patrons, employees, and commuters parking on the opposite (south) side of the rail tracks from the train station.

Grade-Separated Crossings

In the 2014 study performed by the Village, grade separation of the existing Downtown grade crossings was determined to be unfeasible due to the impacts to the adjoining properties. However, a pedestrian underpass in the vicinity of the train station was determined to be a practical alternative. To the east of Downtown, the Taylor Avenue underpass has been improved to separate pedestrians and bicyclists from vehicular traffic. The underpass provides traffic relief to the east side of town; however, as a single lane roadway with an alternating traffic signal, it will continue to have limited traffic capacity. An additional grade-separated crossing of the railway to the west of Downtown would provide relief to the other side of the community as well.

The study determined that a grade separation in the vicinity of Lorraine Street and Western Avenue could be feasible but costly, although it would be eligible for federal funding programs. The Village should continue to study these grade-separated options to reduce traffic delays and increase pedestrian safety in Downtown.

Further, while safety measures are in place at the grade crossings on Main Street, Prospect Avenue, and Park Boulevard with gates across the roadways and pedestrian crossings, accidents still occasionally occur and the Village must continue to be vigilant in working with UP Railway in monitoring safety at the crossings.

Downtown One-Ways

Within Downtown Glen Ellyn, there are nine roadway segments that are permanently restricted to one-way traffic movements and three other roadway segments that are restricted to one-way travel on Sundays only. Four of these roadways (Main Street, Crescent Boulevard, Forest Avenue, and Pennsylvania Avenue) form a one-way counter-clockwise loop in Downtown which results in an around-the-block circulation and less visibility for businesses along the loop. However, this provides an interruption of traffic between Roosevelt and St. Charles and reduces speed and improves safety in CBD. The other one-way roadways are more residential in nature and are associated with the Village’s six religious institutions, many of which provide preschools and one of which has an elementary and junior high school.

Complete Streets and Traffic Calming

A “complete street” is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists, and pedestrians. IDOT has adopted design policy changes in response to the 2007 Complete Streets state law, which requires the agency to construct bicycle and pedestrian ways when an urban roadway is constructed, reconstructed, or widened. The Village followed suit through the adoption of its own complete streets resolution in February 2019, which it uses as a guide for capital projects.

To further this effort, the Village should review the traffic control devices utilized at all intersections in the Village to ensure that the right-of-way is assigned at each location. Uncontrolled intersections should be controlled on at least one of the streets. Use of yield signs should be discouraged and replaced with stop signs.

The Village should also continue to work with the school districts to establish policies and develop traffic circulation plans for each school. This would help maximize student safety while minimizing conflicts and traffic congestion.

Sustainable Alternatives

Three out of four commuters in Glen Ellyn drive alone to work daily, and over 80 percent of households have two or more cars. While the Village is served by public transportation options and has a developing bicycle and pedestrian system, there are other alternatives that the Village can pursue to decrease greenhouse gas emissions and dependence on fossil fuels, reduce parking demand, and lower household automobile ownership rates as well as income devoted to transportation costs.

Ridesharing Partnerships

Ridesharing services such as Uber and Lyft can supplement the public transit system by providing an alternative to using a personal vehicle for short trips to local destinations, such as Downtown or the Metra station. Some communities in the US have partnered with a rideshare company to subsidize a portion of the cost for rides that begin and end within the community, which can reduce the need to construct additional public and/or commuter parking. The Village should consider this type of partnership to provide affordable alternatives to owning and operating a personal vehicle and closing gaps in the public transit system.

Carsharing

Households with access to carsharing services are likely to have lower auto ownership rates and spend less of their disposable income on associated costs of ownership (e.g., insurance, maintenance, fuel, registration fees, etc.). Currently there are no carsharing services operating in Glen Ellyn. The Village should work with carsharing companies to establish businesses within the Village and identify carshare storage locations.

No-Emission Vehicles

A few locations in the Village provide dedicated parking spaces for no-emission vehicles and electric vehicle charging stations, which offer environmental benefits that are desirable to the community. Locations include the Crescent and Glenwood commuter lot, Baker Hill Shopping Center, Maryknoll Park, Sunset Park, the Civic Center parking garage, and College of DuPage. The Village should continue to work with businesses and property owners to dedicate parking spaces for these types of vehicles to incentivize their use.



Public Transit

Glen Ellyn is supported by a robust public transportation network that provides residents with a variety of options in accessing major destinations within the Village, nearby communities, and the City of Chicago. Services are provided by the following agencies.

Metra Commuter Rail

Glen Ellyn is located along Metra’s Union Pacific West Line (UP–W), which offers daily service between the Village of Elburn and Ogilvie Transportation Center in Chicago. The UP–W Line operates on the Union Pacific Railway, which traverses the Village from east to west. The Glen Ellyn Metra Station is located in Downtown at Crescent Boulevard and Forest Avenue.

There are approximately 1,930 boardings at the Glen Ellyn Metra Station each weekday, making it the second busiest train station on the UP–W Line and ninth busiest within the Metra system. The majority of Metra riders (67 percent) arrive to the station by car, of which around one-third are dropped-off and picked-up. There is also a prevalence of riders walking (27 percent) and biking (4 percent) to the station and riders reverse commuting to and from College of DuPage. The Village provides 726 parking spaces for Metra commuters (daily fee and annual permit), but the pandemic has impacted the demand and must be closely monitored. In 2018, there was a lengthy waiting list for residents interested in reserving commuter parking spaces. The station also offers bicycle parking facilities.

Future upgrades to the UP–W Line are identified in CMAP’s ON TO 2050 Plan and include the addition of a third track east of Elmhurst, signal system upgrades, crossovers, and pedestrian safety improvements, which together will increase passenger service and better coordinate with freight traffic. Moving forward, the Village should continue to coordinate with Metra to maintain service quality, implement future upgrades, and expand commuter parking as needed.

Union Pacific (UP) West line ridership has declined since its peak in 2014 when station improvements were being considered by the Village. The pandemic impacted this decline even further as it did for ridership throughout the Metra system.

The Village should carefully evaluate its options for the Train Station/Pedestrian underpass project considering its long term potential impact to the vitality of our community. Ridership data:

- 2014 - UP West Metra ridership peaked at 726,666
- 2019 – UP West ridership declined to 659,469
- 2022–UP West ridership dropped to 253,403
- 2023 – As of May 2023, UP West ridership is growing month over month

The current 2,500-square foot train station was built in the 1960s and is too small, outdated, and ill-equipped to handle the passenger volumes that currently pass through the station each day. Further, with two-thirds of the commuter parking spaces on the south side of the rail line, pedestrians have to scramble across the heavily-traveled Union Pacific Railway at the grade-crossings on Main Street and Park Boulevard to reach the station, sometimes walking several hundred additional feet around-the-block if parked in the commuter lots off the Illinois Prairie Path. The Village is pursuing federal grant funds distributed through CMAP to replace the station with

Weekday Pace Frequency and Ridership				
Route	Buses/Day	Frequency	Hours of Operation	Daily Ridership
Route 301	20 EB, 18 WB	20-30 min. peak	5:36 AM – 10:45 PM	755
		60 min. off-peak		
Route 714	18 NB, 17 SB	30 min. peak	6:00 AM – 7:40 PM	104
		60 min. off-peak		
Route 715	14 NB, 13 SB	50-70 min. peak	5:54 AM – 6:36 PM	209
		70-80 min. off-peak		

Source: Regional Transportation Asset Management System (RTAMS). Pace monthly ridership average, 2022.

a modern new building that is 50 percent larger in size, paired with an ADA-accessible pedestrian tunnel beneath the rail line in the vicinity of Forest Avenue. The project would ease traffic congestion around the station and create new drop-off/pick-up areas, enclosed warming stations, and a plaza with added bicycle parking opportunities. The Village should continue to work with CMAP, IDOT, Metra, and Union Pacific Railway to expedite this project, collaborate on advance engineering and architectural design plans, and seek additional grant funding if necessary.

Pace Suburban Bus

Pace operates three fixed bus routes through the Village of Glen Ellyn. Pace is also the designated public rideshare administrator for Northeastern Illinois, and the agency facilitates a free carpool and vanpool matching service through their website.

- Route 301 (Roosevelt Road). Operates along Roosevelt Road between the CTA Blue Line station in Forest Park and the Metra UP–W station in Wheaton with stops at Loyola University Medical Center and Edward Hines, Jr. VA Hospital, Elmhurst Hospital, Oakbrook Center, National

University of Health Sciences, and DuPage County Judicial Center.

- Route 714 (College of DuPage-Naperville-Wheaton Connector). Operates along Lorraine Street and Fawell Boulevard between the Metra UP–W station in Wheaton and the Metra BNSF station in Naperville with stops at Wheaton College, College of DuPage, and Ogden Mall.
- Route 715 (Central DuPage). Operates along Main Street and Park Boulevard between Walmart in Addison and Brookhaven Plaza in Darien with stops at the Glen Ellyn Metra station, College of DuPage, Finley Square, Yorktown Center, and Argonne National Laboratory.

For more information about the bus system routes, visit Pace’s website by clicking [here](#).

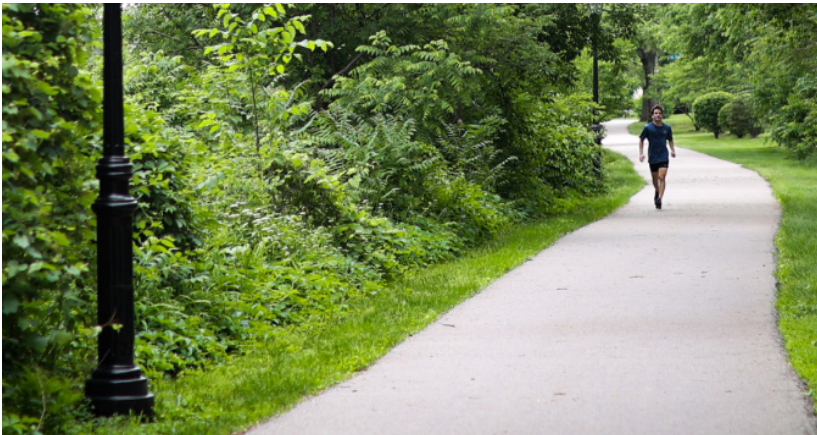
Boardings and alightings within the Village of Glen Ellyn are highest on Route 301. Infrastructure along the Pace routes is minimal with only three bus shelters along Roosevelt Road and one at College of DuPage. Several of the bus stops that are regularly utilized on a daily basis do not offer any form of rider amenity.

The Village should coordinate with Pace to install shelters at these stops as well as upgrade the existing shelters with real-time technologies to improve the rider experience, encourage greater ridership, and preserve existing service frequency. Locations that should be considered for new shelters include:

- Roosevelt Road at Finley Road—westbound in front of Crown Plaza Hotel
- Roosevelt Road at Park Boulevard—westbound in front of Fanny Mae
- College of DuPage—eastbound in front of Student Resource Center
- Park Boulevard at Taft Avenue—northbound at northeast corner of intersection
- Park Boulevard at Taft Avenue—southbound opposite Taft Avenue
- Park Boulevard at Roosevelt Road—southbound in front of Fannie May
- Crescent Boulevard at Forest Avenue—eastbound in front of Metra station
- Crescent Boulevard at Forest Avenue—westbound at northeast corner of intersection

Metra Ridership and Commuter Parking Utilization*					
Metra Station	Weekday Boardings	Weekday Alightings	Parking Capacity	Parking Occupancy	Parking Utilization
Glen Ellyn	1,929	1,738	772	654	84%

* Latest data available at the station level is dated 2018. Data is pre-COVID-19.
Source: Regional Transportation Asset Management System (RTAMS). Metra boarding/alighting counts (2018) and Metra parking counts (2015).



Bus Rapid Transit

PULSE Arterial Bus Rapid Transit (ART) is a newly launched service by Pace that will feature limited-stop express bus services operating on specific improved routes. The PULSE network consists of 7 near-term routes, 12 medium-term routes, and 16 long-term routes. One of the long-term routes will operate along Roosevelt Road. The Village should monitor the progress of the PULSE network and work with Pace on advance planning for the Roosevelt Road route.

Ride DuPage

In cooperation with Pace, DuPage County operates Ride DuPage, a curb-to-curb, Dial-A-Ride service. The service serves senior or disabled residents of Milton Township that have registered for the program and are in need of special transportation within DuPage County for medical appointments, volunteer work, shopping, social visits, etc. The Township also offers a Ride DuPage to Work program.

Shuttle Bus to College of DuPage

Pace Route 715 is the only public transit linkage between College of DuPage campus and Downtown Glen Ellyn/Metra station. Ridership from the campus population, however, is modest at best, possibly due in part to the infrequent service (60-to 80-minute wait times) and hours of operation. The Village of Glen Ellyn should collaborate with College of DuPage, and potentially Pace, to evaluate the feasibility of a shuttle bus between the campus and Downtown Metra station. A shuttle bus operating on short headways would strengthen the physical connection between Downtown and the nearly 2,000 students and faculty/staff that commute to the campus each day and enable the College population to make use of Downtown as a hub for dining, entertainment, and transportation.

Freight Rail

In addition to Metra commuter rail service, Union Pacific (UP) Railway carries approximately 50 freight trains per day along the three main tracks that traverse the Village’s Downtown in an east–west direction. While the railway does not currently service any industries in the Village, train noise in the Village is a nuisance to the surrounding residential areas and business community despite the designation of Downtown as a train quiet zone where train crews are exempt from sounding train horns at grade crossings. The Village should continue to coordinate with UP Railway to reduce auditory impacts through scheduling of preferred hours for train movement, train speeds, and other efforts.

Bicycle Facilities & Pedestrian System

Bicycle and pedestrian mobility are important factors in promoting equitable accessibility within the Village and encouraging an active, healthy lifestyle. The current bicycle system consists of a combination of off-street trails, side paths, on-street bicycle lanes, and posted bicycle routes. The current pedestrian system extends throughout the Village and continues to be upgraded for walkability. Efforts to extend both systems into a cohesive network and install additional infrastructure where gaps exist will contribute to the quality of life in Glen Ellyn and encourage alternatives to automobile transportation.

Off-Street Trails and Side Paths

The Illinois Prairie Path (IPP) and Great Western Trail (GWT) are premier regional trails that extend through the Village and provide long-distance recreation and off-street bicycle connections to adjoining communities and forest preserves to the east and west of the Village. The GWT travels along the northern end of Glen Ellyn while the IPP runs along the Union Pacific Railway through Downtown. The IPP offers a bike repair station in Prairie Path Park, which contains an air pump and tools for basic bike repair.

Local trails are located in the two DuPage County Forest Preserves in Glen Ellyn (Churchill Woods and Willowbrook) and in 11 of the Glen Ellyn Park District facilities (Ackerman Park, Churchill Park, Greenbriar Park, Lake Ellyn Park, Lake Foxcroft Park, Maryknoll Park, Newton Park, Panfish Park, Sunset Park, Surrey Park, and Walnut Glen Park). Side paths are located along Fawell Boulevard, Baker Hill Drive, DuPage Boulevard, and segments of Lambert Road, College Road, and Roosevelt Road.

The Glen Ellyn Park District will also be constructing 1.4-miles of new biking and walking paths through Ackerman Park as part of the park master planning process. Future Park District trail projects should be considered in Village Green Park.

East Branch DuPage River Trail

DuPage County has plans to develop a 28-mile regional trail through Central DuPage County that will extend along the DuPage River to the Morton Arboretum. The trail, to be known as the East Branch DuPage River Trail (EBDRT), will connect the Great Western Trail with the Illinois Prairie Path. Glen Ellyn should work cooperatively with the County on the planning and engineering of the segments of the trail that extend through the Village and the development of trail connectors to the Village’s bicycle network. Additional discussion of the EBDRT is located in *Chapter 7: Parks, Recreation & Open Space*.

New Trail Opportunities

The Village should also work with IDOT to develop side paths along Roosevelt Road and IL Route 53. The Roosevelt Road path would extend from Baker Hill Drive through the I-355 interchange to Finley Road and intersect with the future Greenway Trail. The IL Route 53 path would extend from Maryknoll Park to Butterfield Road and connect with a future east–west path along 22nd Street that would also connect with the future Greenway Trail.

In addition, the Village should seek to partner with neighboring municipalities (Wheaton, Lombard, Glendale Heights) on bicycle facility projects that connect existing trails and paths. This will help expand the off-street bicycle system in the region and foster improved connectivity and access to wildlife areas, recreational amenities, and commercial destinations.



Enhancing Trail Crossings

Attention should be given to maximizing bicycle safety at the major roadway crossings of the Great Western Trail and Illinois Prairie Path. Additional measures to be considered include diagonal crosswalk markings, bicycle and pedestrian crossing signage with flashing yellow beacons, and overhead roadway lighting. The GWT crossings located on Main Street and Swift Road should be enhanced in this manner, as well as the IPP crossings at Prospect Avenue, Main Street, Forest Avenue, Park Boulevard, and Hill Avenue. Additionally, a new trail crossing on St. Charles Road at Kenilworth Avenue will improve access to Churchill Park if installed with similar safety measures.

Micromobility

Micromobility refers to small-scale vehicles, such as electric and human-powered scooters and bikes. Such vehicles are beneficial in reducing the amount of cars on the road, lowering environmental footprints, and providing convenient modes of transportation for short trips. The Village should support micromobility within the community by doing the following:

- Create a comprehensive system of bicycle facilities and pedestrian walkways that enable safe and convenient movement within the Village and connect with nearby regional systems and facilities.
- Encourage the development of a complete sidewalk network, bike lanes, bicycle parking facilities, and pedestrian amenities where possible.
- Promote convenient public transportation services within the Village and between the Village and other nearby destinations.

- Encourage the inclusion of carshare, electric vehicle, and bicycle facilities in new developments.
- Incentivize dedicated parking spaces for no-emission and electric vehicles.
- Work with car-sharing companies to establish businesses within the Village.
- Work with surrounding agencies and municipalities to evaluate the launch of a bike share program (specifically around Downtown and COD).
- Establish Safe Walking Routes to School plans to guide students to the safest locations to cross streets.
- Create greater diversity in alternative modes of transportation.

On-Street Bicycle Facilities

Many of the roadways in Glen Ellyn carry lower volumes of traffic at lower speeds and can safely accommodate on-street bicycle facilities. This is particularly relevant where there is limited off-street space for such accommodations within the public right-of-way. Fairview Avenue, Ellyn Avenue, Nicoll Way, Illinois Street, Brandon Avenue, Kenilworth Avenue, and Carleton Avenue are examples of these types of roadways that are currently posted bicycle routes.

On-street facilities can also bridge the gap between the off-street trails and paths and can be implemented quicker at a lower cost. As an example, the roadways listed above form a loop through the southern portion of the Village when combined with the bicycle lanes on Lambert Road, side path along Fawell Boulevard, and trails through Panfish Park.

The Move Glen Ellyn Active Transportation Plan suggests several on-street facilities that can integrate the current bicycle system into a cohesive network that extends throughout the Village and connects with the schools, parks, civic facilities, religious institutions, commercial corridors and other major destinations. The plan will also provide the north-south and east-west connections to existing and proposed regional trails and bikeway facilities in neighboring communities. The Village has and should continue with the multi-agency committee to work for the planning and implementation of the East Branch DuPage River Trail section between Butterfield Road and St. Charles Road, an important link in the regional trail system in the Glen Ellyn area. Key routes include:

- North-south bike route on east side of the Village between GWT and IPP via Ackerman Park, Riford Road, Elm Street, Lenox Road, Hawthorne Street, Ellyn Avenue, Crescent Boulevard, and Taylor Avenue. Provides connections to Glenbard West High School and Lake Ellyn Park with enhanced safety provided by the Taylor Street pedestrian underpass.

- North-south bike route on west side of the Village between Great Western Trail and Butterfield Road via Kenilworth Avenue, Pennsylvania Avenue, Prospect Avenue, Duane Street, Lorraine Street, Kenilworth Street, Greenfield Avenue, and Lambert Road. Provides connections to Hadley Junior High School, the Library, St. Petronille School, Ryall YMCA, Churchill Elementary, Abraham Lincoln Elementary School, Village Green Park, and College of DuPage.

- North-south bike route in the central Village between the train station, Downtown, and Roosevelt Road via the IPP, Forest Avenue, Hillside Avenue, Glenwood Avenue, Greenfield Avenue, Main Street, Revere Road, and Park Boulevard. Provides connections to Sunset Park, Newton Park, Panfish Park, and the Glen Ellyn Police Station.

- East-west alternative route to Roosevelt Road through the Village via Taft Avenue, Main Street, Wilson Avenue, Panfish Park, Waters Edge Court, Pershing Avenue, Abbey Drive, and Maryknoll Circle. Provides connections to Village Green Park, the Village Links, Panfish Park, and Maryknoll Park, with a south extension on South Ellyn Avenue, Buena Vista Drive, and Park Boulevard to COD and Willowbrook Wildlife Center.

The Village should undertake an update to its active transportation plan. An updated plan will enable the Village to actively pursue grants to implement bike and multiuse path projects.

Bike Share

As part of efforts to expand active transportation, the Village should coordinate with surrounding agencies and municipalities to evaluate the launch of a bike share or bike rental program. Potential target areas include locations within Downtown or in an around College of DuPage.

Bicycle Parking

Bicycle racks are located throughout Downtown and at key destinations in the Village, including schools, parks, and commercial areas. In Downtown alone, there are over 150 bicycle parking spaces with demand for additional parking, particularly at the Metra station, where new racks will be added with the Metra Station underpass project.

The Village should continue to add bicycle parking infrastructure to encourage bicycle travel for short-distance trips. Target areas for additional bicycle parking include the central business district, parks (Village Green Park), religious institutions, and shopping centers in the Roosevelt Road corridor (Market Plaza and Baker Hill shopping center), among others.

The Village should also consider revising the zoning code to require secure bicycle parking within new multi-family and mixed-use developments rather than offering a density bonus only for PUDs that provide bicycle parking. The inverted-U bicycle rack is preferred for new or replacement installations. A canopy should be considered above the bicycle racks at the Metra station.

Pedestrian System

Glen Ellyn benefits from an extensive sidewalk network that spans the majority of the Village. This ensures a high level of walkability and provides residents with easy options to get around. The arterial and collector roadways provide the most direct pedestrian connections to Downtown, commercial areas, civic facilities, parks, and schools. Gaps in the pedestrian system along these major roadways limit this convenience and reduce the safety of the system. Notable gaps are present along Roosevelt Road (Pershing Avenue to Finley Road), IL Route 53, Main Street, Park Boulevard, Lambert Road, and Roosevelt Road. The Village should address these needs through its annual Capital Improvement Program or through coordination with IDOT or DuPage County.

The Village should continue to maintain and repair the pedestrian infrastructure as part of its annual Capital Improvement Program and pursue opportunities to close the gaps in the system. Some of these may require collaboration with private property owners for both public rights-of-way and easements or other governing entities, including IDOT, DuPage County, Forest Preserve District of DuPage County, Lombard, and Milton Township.

Intersection Improvements

The Village’s arterial roadways can be barriers to pedestrian travel due to the width of the roadway, high volumes of traffic, and traffic speeds. The signalized intersections along these roadways are the safest locations for pedestrians to cross, and many have been upgraded with pedestrian enhancements including pedestrian signals, countdown timers, high-visibility crosswalks, and ADA-compliant curb ramps. Several signalized intersections in the Village are still in need of some of these enhancements, most notably along IL Route 53, Main Street, Park Boulevard, Lambert Road, and Roosevelt Road. The Village should address these needs through its annual Capital Improvement Program or through coordination with IDOT or DuPage County.

To encourage pedestrians to make full use of the safety features at these intersections, the traffic signals must be timed to balance the needs of motorized traffic and pedestrians. The Village should regularly monitor the traffic signals under its control, particularly those along Lambert Road adjacent to College of DuPage where pedestrian crossings are higher.

Safe Routes to School

The Village should also work with Glen Ellyn School District 41, Community Consolidated School District 89, and the private primary schools in the Village (St. James The Apostle and St. Petronille) to establish Safe Walking Routes to School plans to guide students to the safest locations to cross streets. The IL Route 53 corridor south of Roosevelt Road is an example of an area where pedestrian connectivity with wide sidewalks should be a priority to provide safe access to Glen Crest Middle School.

Alternative Transportation Improvements

- 

Existing Bus Shelter
- 

Proposed Bus Shelter
- 

Bus Route
- 

Existing Local Trails
- 

Proposed Local Trails
- 

Regional Trails
- 

Proposed DuPage River Greenway Trail
- 

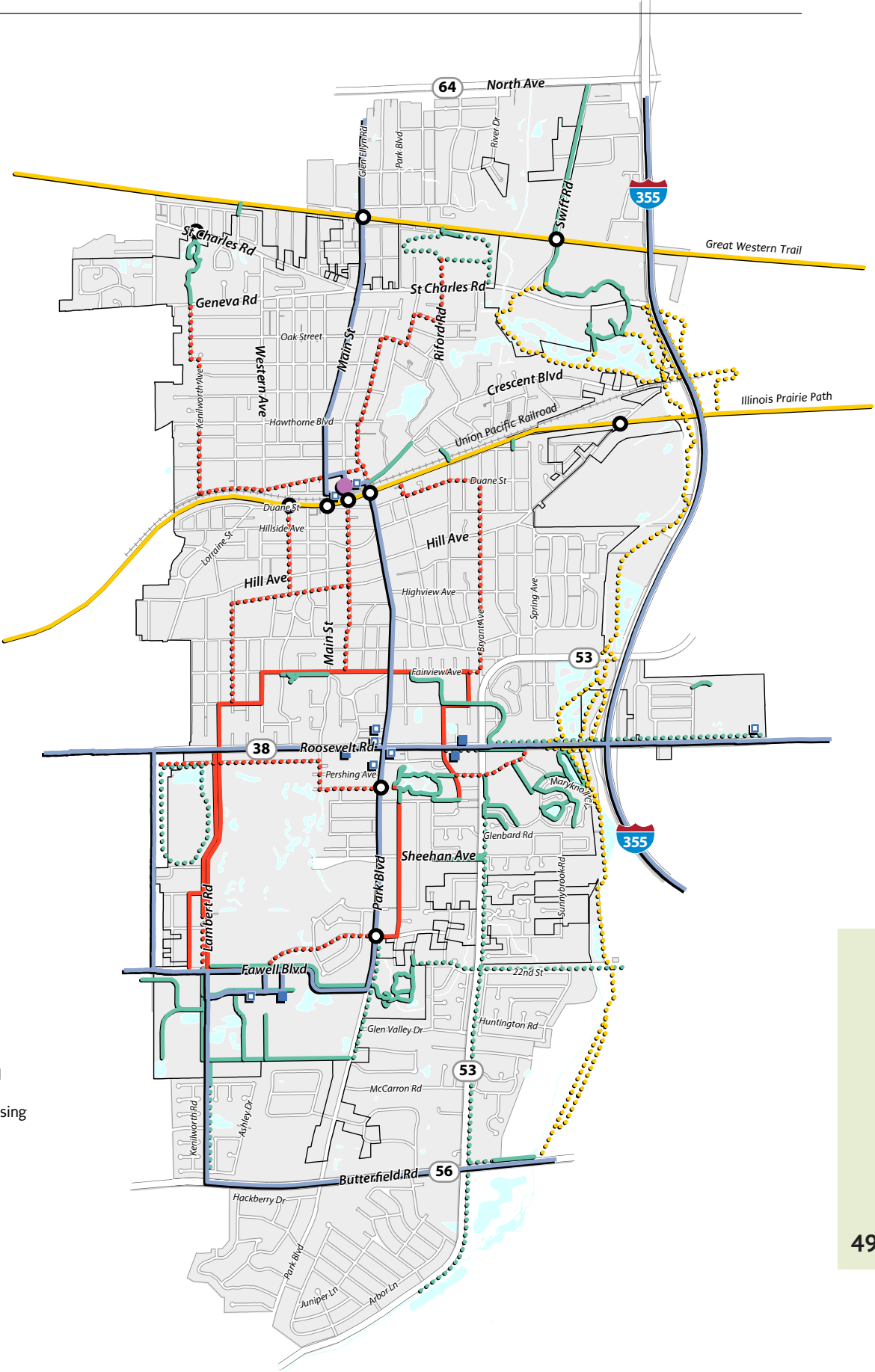
Bike Lanes and Routes
- 

Proposed Bike Lanes and Routes
- 

Bike and Pedestrian Crossing Enhancement
- 

Metra Station
- 

Metra Railroad



CHAPTER 6

COMMUNITY FACILITIES

Community facilities are essential in maintaining Glen Ellyn’s high quality of life and making the Village a safe and attractive place to live. Community facilities include public entities and private organizations that offer services to meet the needs of residents, such as fire and police protection, water, sewer, stormwater, education, and healthcare services. This chapter includes investment and policy recommendations for existing facilities and services to improve operational efficacy and ensure service demands are met.

Currently, Glen Ellyn’s community facilities are overall in good standing. Though Glen Ellyn’s population is not projected to grow significantly, reinvestment and modernization of facilities will be key in ensuring sufficient space availability as operations evolve. The Plan identifies specific facility upgrades and expansions as well as infrastructure improvements the Village should address in the next twenty years. As the distribution of services is a shared responsibility between the Village and other agencies, the Plan highlights the importance of maintaining open communication and promoting partnership to ensure the efficient and effective allocation of services to Glen Ellyn residents.

Village Government

Civic Center

The majority of Glen Ellyn’s government is housed in the Glen Ellyn Civic Center. The Civic Center underwent renovations in 2018 and 2019 to reconfigure the facility to be more user-friendly and to increase capacity to address heightened space needs of staff. In addition, 8,200 square feet of the facility was remodeled into an open coworking space for Innovation DuPage, College of DuPage’s business incubator. With its new high-quality and energy efficient design, the Civic Center should be used as a quality example for future facilities that are due for upgrades and expansions as service demands grow and shift. Such investments will ensure that government facilities are able to work efficiently as well as serve as a source of community pride.

Emergency Services

Police Department

The Glen Ellyn Police Department provides community policing services to ensure the safety of all residents. Completed in 2017, the Department moved to a new, 29,500 square feet dedicated facility located south of Roosevelt Road on Park Boulevard. The new state-of-the-art station was designed to meet the specific needs of the department and put police in close proximity to Roosevelt Road, which generates more 911 calls than any other part of the community.

Police Station Facility Needs

For communities in the Midwest with populations between 25,000 and 49,999, the Federal Bureau of Investigations (FBI) reports an average of 1.9 police officers for every 1,000 residents. With an estimated population of 28,846 residents as of 2020 and 45 sworn officers the Village is below the average rate at 1.5 police officers per 1,000 residents. Glen Ellyn’s population is projected to grow through 2023, putting more strain on the the Village. Together with the Glen Ellyn Volunteer Fire Company, the community members identified local emergency services as a major community asset during the public outreach process.

Glen Ellyn Volunteer Fire Company

Fire protection services in the Village are provided by the Glen Ellyn Volunteer Fire Company. The Fire Company currently operates at two stations. Station 61, located within Downtown Glen Ellyn at Main Street and Pennsylvania, serves areas north of Hill Avenue in the Village. Station 62, located on Taft Road near Exmoor Avenue, serves areas south of Hill Avenue. The north fire station’s location on the north side of the railroad tracks is vital to Fire Company response times, ensuring that at least one of the two stations can respond to a call within the community during times of rail congestion.

The Fire Company provides high-quality services and is well perceived by the community. The Fire Company has an Insurance Service Office (ISO) rating of 3, which is a rating of the level of fire safety response on a scale of 1–10 with 1 being the best rating. In comparison, the neighboring communities Wheaton and Lombard have the same rating of 3, while Glendale Heights and Downers Grove have ISO ratings of 2 and 1, respectively.



Fire Station Facility Needs

Station 61 is an older structure and may be reaching the end of its useful life, requiring either renovation or replacement of the existing structure or relocation of the station over the long term. The facility currently has limited vehicle heights in bays, deficient parking space, antiquated HVAC and mechanics, and inadequate ADA accessibility. It also lacks conveniences of modern fire stations, including sufficient bunk space and bathrooms, as well public meeting space and appropriately placed administrative space.

Members of the community have highlighted the fire station as a valued asset and destination for families visiting Downtown, filling the role of public plaza for parents and children enjoying an ice cream break or as a popular destination for elementary field trips. As such, any site improvements or relocation should be mindful of preserving this community gathering space aspect of the facility.

To continue providing quality service levels, the Village should work with the Fire Company to undertake a facility needs assessment that evaluates the condition of Station 61 and Station 62 and anticipated improvements. The study should determine whether the relocation of the northern fire station is necessary and if so, identify feasible new sites. While other locations should be evaluated, the AT&T site on the north side of Pennsylvania Avenue at Prospect Avenue was identified as a potential location for consideration during the comprehensive planning process.

Public Works Department

The Public Works Department is responsible for Glen Ellyn’s drinking water distribution; stormwater collection and conveyance to the DuPage River; sanitary sewage collection and conveyance to the Glenbard Wastewater Authority; street construction, maintenance, lighting, and landscaping; traffic signals; and equipment services for all Village vehicles. The department operates out of the 4.5-acre Reno Service Center facility located on Lambert Road south of Roosevelt Road.

Water & Sewer System Improvements

With two water towers, approximately 110 miles of water main, and over 85 miles of sewer lines, the Public Works Department provides water and sewer services to most of Village’s incorporated area and some adjacent unincorporated properties. The Village’s drinking water originates from Lake Michigan, which first travels through the City of Chicago water system and the DuPage Water Commission (DWC) water system before reaching the Public Works pressure adjusting stations.

Several water and sewer system improvements should be considered, including:

- The need for a third one-million-gallon reservoir should be examined on the northern end of Glen Ellyn for emergency backup purposes as the Village is currently 0.6 million gallons below DWC agreement storage requirements.
- Back-up pumping facilities should be consistently maintained in case it is needed to supplement the DWC water system.
- With potential new Illinois Environmental Protection Agency (IEPA) regulations regarding lead service lines, the Village should be prepared for unfunded mandates, including potentially replacing all service lines and water infrastructure containing lead. If so, replacements should be completed through public and private coordination. It should be noted that the Village currently meets all water quality standards and ensures residents are receiving safe and clean drinking water.

- Expand water and sewer system to underserved annexation areas.
- Continue water main replacement and rehabilitation in unison with roadway improvement projects, with emphasis on Roosevelt Road and IL Route 53.
- Continue maintaining and rehabilitating Village’s existing reservoirs.
- Upgrade and improve the Supervisory Control and Data Acquisition (SCADA) system at needed locations throughout the Village.
- Continue sanitary sewer lining with cured-in-place-pipe where feasible, which is a rehabilitation method that eliminates the need to dig up and replace sanitary sewer mains.

- Undertake the following sanitary sewer improvements:
 - Rehabilitate the lift station at Memory Court and at South Park Boulevard, with the consideration of relocating the station outside of the floodplain.
 - Continue operations to maintain the Village’s lift stations in good order and replace various lift station appurtenances, including valves, controls, pumps, and impellers.
 - Install automated on-site backup generators at lift stations as standby generators on trailers currently must be brought to site if a lift station loses power.
- Continue supporting the Overhead Cost Share Program to reduce inflow.

- Continue improvements to maintenance programs utilizing cutting-edge technologies for prioritizing maintenance. This includes SL Rat, which can be used to quickly identify where cleaning/clearing of blockages is needed within the sewer system. Currently, the Department solely relies on televising the entire system to identifying lines needing immediate cleaning and/or repairs.
- Conduct a study of basins to prioritize I/I (Infiltration/ Inflow) revolution and reduction, including the identification of sources of clearwater that enter the sanitary sewer system. This would help prioritize projects to reduce I/I and complete flow metering within the drainage basins, particularly the northwest and central west areas of the Village.

Facilities Needs

While Public Works facilities are in good condition, the Village should continue to perform regular evaluation, maintenance, and upgrades on public utilities to provide quality service in the future.

- **Reno Service Center.** In coordination with the Village-owned Lambert Lake Nature Preserve and the Park District’s Village Green Park, the Village should evaluate the condition of the Reno Service Center and consider expansion options to better accommodate public works operations, off-street parking, storage space, and other necessities. This should include evaluating potential to expand indoor parking facilities to better protect the Department’s 18 vehicles. Relocation of the Reno Service Center should be evaluated in the long-term as the facility is currently located within a floodplain.

- **Salt Storage Facilities.** Repairs and replacements also should continue to be completed for existing storage facilities, such as for the primary road salt storage facility located on the north side of the Reno Service Center. This would be in addition to the building Public Works is leasing in Churchill Woods Forest Preserve for the storage of emergency road salt supply, which will need some maintenance and investment long term.

Storm Drainage Improvements

The Public Works Department manages the Village’s stormwater collection system, which transports runoff into the DuPage River. There are approximately 70 miles of storm sewer pipe system and 4,300 structures within the community. Regular maintenance is performed by the Department to ensure the catch basins, which prevent debris from entering the waterways, are kept unblocked. While numerous stormwater management improvement projects have been recently completed by the Village, stormwater management should continue to remain a high priority for the community.

In 2017, the Village created the Stormwater Management Program Plan (SMPP) based off Lake County’s and City of Wheaton’s existing plans to reduce pollutant discharge into stormwater runoff and meet water quality standards of the United States Environmental Protection Agency (USEPA). This plan should be used to guide the Village in handling construction permits, reviews, and inspections; maintenance of utility facilities and their daily operations; protection of water from illicit discharges; public education and outreach; and employee training in carrying out the SMPP program.

In addition, areas within the Village’s ETJ are predominantly served by other public or private utilities. Through coordination with private developers, Village infrastructure should continue to be expanded to areas desired for annexation to gain greater control over development, utility aesthetics, and service efficiency.

The Village should also consider the following to improve stormwater services:

- Continue to regularly maintain and enhance stormwater management infrastructure as needed to meet water inflow volume and sufficiently transport runoff. Identify sites that are susceptible to flooding and identify improvements for further flood mitigation.
- Coordinate the replacement of deteriorating segments of stormwater infrastructure (as well as water and sanitary sewer) with roadway improvement projects when possible. Repairs and upgrades should continue to be coordinated with other utility companies in the rights-of-way in unison with Village projects.

- Identify additional sites for stormwater storage, which could be used simultaneously as a public park, recreational facility, or open space like Village Links and Lake Ellyn.
- Work with property owners and developers to reduce impervious coverage and increase green space as a way to reduce stormwater runoff.
- Continue to upkeep Village facilities, community facilities, and municipal roads to maintain a clean environment and prevent potential trash or pollutants from entering the stormwater system.
- Coordinate with construction companies to ensure proper storage and disposal of sediments and waste material from construction sites as development continues to occur in Glen Ellyn.

Urban Flooding

In the 2019 Flood Insurance Study, prepared by the US Department of Homeland Security and the County of DuPage, the East Branch was identified as the most severe flood hazard within the Village. According to the report, flooding in Glen Ellyn occurs due to detention pond overflow, low-lying depressional areas, and insufficient sewer infrastructure.

Urban flooding has been a consistent issue for Glen Ellyn in the past, and the Village has completed multiple projects to mitigate flooding impacts, including the construction of a detention pond at the Village Links golf course and detention ponds at Panfish Park and Manor Woods. Between Main Street and Park Boulevard, a corrugated metal storm sewer and an overflow channel for high flows were constructed to direct stormwater properly; however, some northern and southern areas of Glen Ellyn remain susceptible to flooding.

The Village should coordinate with DuPage County, property owners, and adjacent communities to develop an appropriate flood resilience strategy to address urban flood hazards. Using the 2015 East Branch DuPage River Watershed and Resiliency Plan as a guide, the Village should also continue to improve its drainage system to ensure its existing infrastructure sufficiently protects residents from flood hazards.

Other potential strategies the Village should consider to address urban flood mitigation include:

- Continue to enforce the adopted DuPage County Countywide Stormwater and Flood Plain Ordinance as well as the Village amendments (Municipal Code Section 4-7-2), which were last amended in May 2019. The Ordinance should be used to address specific stormwater needs of the Village while fostering effective, equitable, and efficient stormwater management strategies.
- The Village should utilize the 2015 Illinois Urban Flooding Awareness Act Report, created by the Illinois Department of Natural Resources (IDNR), to identify resources and technology that could help mitigate the impact of urban flooding.

- Increase promotion of Village resiliency programs that help residents fund sanitary sewer service line improvements, including the Sanitary Sewer Service Line Repair Cost Sharing Program and the Overhead Sewer Program. Promotional efforts could include adding information about available programs to the water bills each year.
- As redevelopment continues within the Village, implement low-impact development (LID) through the incorporation of green stormwater infrastructure, such as permeable pavement, rain gardens, and bioswales. Also consider amending the zoning code to limit impervious surface coverage on lots.
- To help address urban flooding, the Village should work with property owners to improve existing open space on private property or create additional open space, such as through park donations.

Potential Future Service Areas

Presently, areas within the Village’s planning area are predominantly serviced by the Village of Glen Ellyn, DuPage County, Wheaton Sanitary District, or Illinois American Water. Some properties within the Village limits rely on private wells and/or private septic systems. The Village should continue to expand the Village’s utility lines outside the northern and southern municipal limits in preparation for potential annexations and to ensure future community members are well served by Village services. This includes providing sewer and water infrastructure between Hill Avenue and Crescent Boulevard in the eastern planning area, the segment of Bemis Road between Danby Drive and Sunnybrook Road, and the area northeast of Stacy’s Corners.

Glenbard Wastewater Authority

Glenbard Wastewater Authority (GWA) is located at the intersection of Bemis Road and Sunnybrook Road. The wastewater treatment plant serves about 109,000 people residing in Glen Ellyn, Lombard, and surrounding unincorporated areas. In 2013, the Wastewater Facilities Plan was created to evaluate the GWA plant’s ability to meet service demands and develop a capital improvement program for the next twenty years. The plan sets forward regulatory initiatives, reviews impacts of potential future limits, and evaluates plant alternatives to meet future limits. In 2016, the GWA was nominated for the Utility of the Future Today, an honorary program that recognizes performance excellency, community engagement and resiliency, and leadership in sustainability including Energy neutral status.

GWA Service Improvements

The Village should coordinate with GWA to ensure the capacity of its system continues to meet the needs of Glen Ellyn’s residents and necessary improvements are made to accommodate future annexations. This includes addressing heightened demands in areas where intensified residential and commercial development is planned to occur, such as along Swift Road and Butterfield Road. As the Village is responsible for sewer collection leading to the plant, sewer infrastructure maintenance and repairs should continue to be regularly conducted to reduce groundwater infiltration. This would ultimately minimize the amount of clear water being treated and the Village’s total cost of wastewater treatment , which is determined by wastewater flow volume.

Village Sewer Cost Share Programs

Two programs are administered by the Village to help residents fund sanitary sewer service line improvements: the Sanitary Sewer Service Line Repair Cost Sharing Program and the Overhead Sewer Program. Since 2000, the Sanitary Sewer Service Line Repair Cost Sharing Program has aided over 200 participants, allocating nearly \$560,000. Since 2001, the Overhead Sewer Program has aided 184 participants, allocating approximately \$500,000. The Village currently promotes the programs by contacting homeowners during the event of backups and providing informational brochures. Promotional efforts could also be increased by advertising on social media platforms and through the water bills each year.

Water and Sewer Utilities

-  Water Pressure Adjustment Station

 Glen Ellyn Water Storage Tanks

 Emergency Backup Wells

 GWA Combined System Overflow Treatment Facility

 Potential Future Village Water and Sewer Service Area

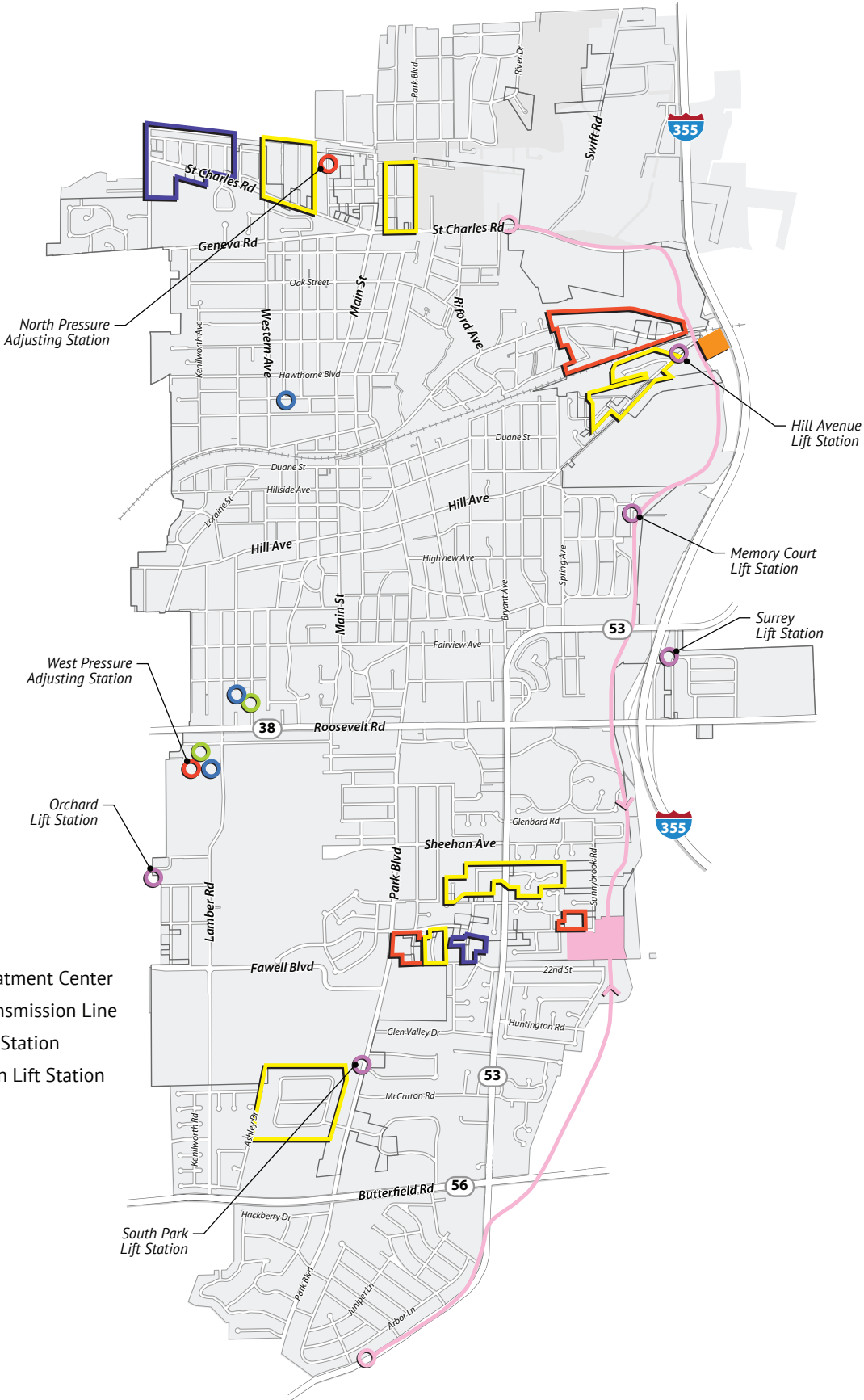
 Potential Future Village Water Service Area

 Potential Future Village Sewer Service Area
-  GWA Treatment Center

 GWA Transmission Line

 GWA Lift Station

 Glen Ellyn Lift Station





Public & Private Schools

School Districts

Education was highlighted as one of Glen Ellyn’s greatest assets throughout the community outreach process. Public education in the Village is provided by the following three school districts:

Glen Ellyn School District 41

Glen Ellyn School District 41 is known for high student academic achievement and growth, a strong sense of community, and active family involvement. District 41 serves about 3,600 children from pre-kindergarten through eighth grade in four elementary schools and one junior high school. The District boundaries include five communities: Glen Ellyn, Wheaton, Glendale Heights, Lombard, and Carol Stream. The five District 41 schools are:

- Abraham Lincoln Elementary School
- Benjamin Franklin Elementary School
- Churchill Elementary School
- Forest Glen Elementary School
- Hadley Junior High School

Hadley Junior High School feeds into Glenbard District 87’s Glenbard West High School in Glen Ellyn.

District 41 offers unique opportunities for students including Foreign Language at the Elementary Schools (FLES), a half hour of Spanish every day starting in first grade, optional Dual Language Program, and Problem-Based Learning throughout the school year. A point of pride for District 41 is the designation of Hadley Junior High as an Illinois Horizon School to Watch, by the Association of Illinois Middle-Grade Schools (AIMS) in May 2019.

In 2017, the community passed a referendum to support needed facilities improvements across the district including a building addition at Hadley Junior High School. The addition allowed for the removal of the last of the portable classrooms in the district. As a mostly landlocked school district, space remains an issue. There is little room for an increase in enrollment or for more space based on academic programming needs.

Community Consolidated School District 89

District 89 has an enrollment of nearly 2,300 preschool through eighth grade students from Glen Ellyn, Lombard, and Wheaton. District 89 facilities include:

- Arbor View Elementary School
- Briar Glen Elementary School
- Park View Elementary School
- Westfield Elementary School
- Glen Crest Middle School

District 89 students score in the top 10 percent nationally for reading and math scores. The District continues to look for ways to add new opportunities for students to learn how technology is affecting different fields. The District is engaged in an extensive equity audit with the goal of eliminating achievement gaps.

In 2018, an increase in the District’s operating tax rate was approved to address increasing enrollment and multiple years of budget deficit. From 2012 to 2018, enrollment had increased by 16 percent, and is projected to increase another 13 percent by 2022. Financial projections also predicted the District to have deficits totaling between \$1.3 million and \$2.3 million over the next five fiscal years. With the approved 40-cent rate increase, however, the District will have balanced budgets while maintaining existing classes, special programs, and extracurricular activities while preventing an increase in class sizes.

Glenbard Township High School District 87

Glenbard District 87 has 8,100 students in four high schools. District 87 serves students from Glen Ellyn, Addison, Bloomingdale, Carol Stream, Downers Grove, Glendale Heights, Hanover Park, Lombard, and Wheaton. District 87 schools include:

- Glenbard South High School in Glen Ellyn
- Glenbard West High School in Glen Ellyn
- Glenbard East in Lombard
- Glenbard North in Carol Stream

Glenbard is implementing its Profile of a Graduate, a collection of six competencies that characterize its graduates. The Profile of a Graduate will guide Glenbard’s work to prepare students for a bright future in a changing world.

Thanks to voters’ support of the March 2014 referendum, Glenbard District 87 has implemented its 10-year Master Facility Plan. Several capital improvements have been made in recent years, including parking lot improvements, HVAC upgrades, and installation of synthetic turf fields, as well as a classroom addition and air conditioning at Glenbard West, and the addition of lights at Memorial Field at Glenbard West. Recent Village of Glen Ellyn projects have had a positive effect on the District, including the Crescent Boulevard and Ellyn Avenue streetscape improvements and partnering with Glenbard on the addition of lights at Memorial Field.

Learn more at glenbard87.org.



Housing Stock vs. Student Population

As the Village develops higher-density residential uses moving forward, it is important to coordinate with the three school districts to ensure their facilities are able to support corresponding increases in student population. Close coordination should be maintained with each district to monitor enrollment fluctuations based on potential shifts in the housing stock outlined in the Land Use Plan. This is particularly applicable to schools serving students residing in the Roosevelt Road corridor, Downtown, Butterfield Road corridor, and Swift Road, where new single-family attached and multi-family uses are recommended in the Land Use Plan.

Private Schools

In addition to the three School Districts, private education in Glen Ellyn is provided by St. Petronille School, St. James the Apostle, Phillip J. Rock Center and School, and Montessori Academy of Glen Ellyn. The Village should continue to coordinate with these schools when possible to ensure private education remains a strength within the community.

College of DuPage

Higher education in the Village is provided by College of DuPage (COD), a two-year community college located in southwestern Glen Ellyn at Fawell Boulevard and Lambert Road. COD enrolled approximately 27,000 students from across DuPage County in the 2017–2018 academic year; however, the College has been experiencing a gradual decline in enrollment, which is consistent with national trends, and it is estimated current enrollment is closer to 21,000. The institution was frequently cited as an important community asset through the outreach process, not only as an education provider but also in offering a range of facilities and services that contribute to quality of life in Glen Ellyn.

Town-and-Gown Relationship

The Village and COD have a collaborative relationship and work together to provide events and programs for students and residents. COD hosts numerous events, such as the Food Truck Rally, during the year that are open to residents, and programs through the McAninch Arts Center.

Together with the DuPage Convention and Visitors Bureau, the Village and College should continue to work closely together to promote each other’s events and provide the public with unique experiences. This could include holding promotional activities such as a Restaurant Week, arts and crafts markets, and outdoor music concerts, or creating ties between local businesses and students such as student discounts, student banking options, and reward programs. The Village and COD are collaborating to maximize the cultural and economic impact of the exhibition of the work of renowned artist Andy Warhol at COD’s Glen Ellyn Campus in 2023.

Downtown Presence

The Village recently partnered with College of DuPage to create an entrepreneurship center at the Glen Ellyn Civic Center for Innovation DuPage, a career development and business expansion initiative, which opened in 2019. The Business Development Center also moved into the Civic Center, creating a hub of new business resources. As the incubator gains traction, the facility may serve as a resource to streamline graduates from COD directly into the Village to bolster the local workforce. Future office and commercial flex space development within Downtown may also be able to provide permanent locations for businesses that grow out of the incubator.

Connecting through Public Transit

Public transit to COD is currently available through Pace bus routes 714 and 715, the latter of which connects to Downtown via Park Boulevard and Main Street on weekdays. The Village should coordinate with Pace to create a new shuttle line that provides direct connection between the COD campus, Downtown, and the Metra station for regional transportation (see the Shuttle Bus to College of DuPage section in *Chapter 4: Subarea Plans* for further discussion). By doing so, access to Downtown will be facilitated for students and faculty, enabling them to patronize the local shops and restaurants, heightening economic vitality.

COD Facilities Planning

In 2019, COD updated its Facility Master Plan to examine gaps within existing campus and centers and develop a greater educational experience for students and faculty members. The Plan recommends the renovation of 123,500 gross square feet (GSF) of Main Campus facilities and the addition of about 260,000 GSF of new construction to address space needs and provide ideal learning environments. Renovations are currently taking place to convert the Early Childhood Center into administrative offices, which were completed in August 2019. As the Plan moves forward into the implementation stage, the Village should support COD in enhancing its facilities and work to negotiate mutually beneficial and necessary amendments of the Planned Unit Development (PUD) that guides development of COD campus. The College has already maximized its development footprint under the current agreement with the Village.

Student & Faculty Housing

The Village should support the expansion of the COD campus as an economic development asset while ensuring improvements do not negatively impact the surrounding neighborhoods. Opportunities to develop additional multi-family housing near the campus should be explored to provide a desirable and convenient place for COD students and faculty to live in Glen Ellyn. Additionally, opportunities for single-family attached and multi-family developments exist along Butterfield Road, Roosevelt Road, and within Downtown, which would be supported by the addition of the new shuttle bus.

COD Branding

Several opportunities exist to strengthen the college's brand in the campus area through placemaking and signage improvements. COD streetlight banner signs currently line College Road, and similar banners could be installed along Lambert Road and Park Boulevard. Colored pavement crosswalks and pedestrian-scale LED lighting could also be used to improve pedestrian safety while demarcating the campus edge as people enter Glen Ellyn. In addition to the gateway signs located at the corners of the COD campus, wayfinding signage could be provided within the Village that would direct people from Downtown and Roosevelt Road. This may be completed by adding a COD directional sign component to existing signage that was implemented based on the 2016 Community Signage and Wayfinding Plan.

Transportation Improvements

Along with facility enhancements, the Facility Master Plan addresses streetscape and traffic improvements around campus. The Plan stresses the need to foster east–west unity on Main Campus by improving pedestrian circulation and connectivity on Lambert Road in coordination with the Village. This includes reducing the four-lane arterial to two lanes due to low average daily traffic (ADT) counts, providing a traffic island and High-Intensity Activated crossWaK beacon (or HAWK) beacon at the intersection with Tallgrass Drive, and widening sidewalks. In addition, traffic signal cycle lengths along Lambert Road should be reassessed to ensure the duration matches current ADT needs and unnecessary wait times are eliminated. The Village should coordinate with COD to achieve these potential projects and tighten the bond between the college and the community.

Library

Glen Ellyn Public Library first started in the early 1900s when a group of women from the Glen Ellyn Study Club established the Glen Ellyn Library Association and began collecting funds for a dedicated library within the Village. The Library was established in 1907, with the first permanent location opening in 1914. The current building, located along Duane Street in Downtown Glen Ellyn, was constructed in 1995 to make room for additional volume. Today, The Library holds over 220,000 media items and hosts numerous programs and activities for the community.

The Library has opened a new café and drive-thru window for book pick up and returns in addition to their new entrance, workspace consolidation, and meeting room reconfigurations. Overall, the Library is running successfully, and community members are enjoying the upgrades. Representatives indicated a concern for parking needs during peak hours of the week but noted that overflow into the commuter lot during the weekend accommodates larger parking requirements. The garage at the Civic Center has also aided in parking capacity needs. The Village should continue to support the Library in providing services to residents and strengthening partnerships with each school district to provide resources to students.

Early Learning Campus

Overall, Glen Ellyn places a high value on early learning opportunities. There is a strong, collaborative relationship between the Village of Glen Ellyn, Glen Ellyn Public Library, and the Glen Ellyn Park District. This collaborative relationship is an important factor when moving forward to investigate the possibility of a comprehensive community-wide early learning campus. A joint venture such as this would allow both school districts, and the communities they serve, to partner with the Village, library, and other community agencies in providing a state-of-the-art early learning campus.

Benefits of a joint venture/early learning campus include:

- Ability to cluster appropriate staff and specialists in an effective and efficient manner
- Ability to develop an environment that is optimal for preschool-age students and their specialized learning needs
- Ability to expand the program and make it available to more students/families
- Ability to ease crowding in the elementary schools

Multiple studies have shown that investing in preschool has several long-term benefits for the community and can be one of the most high-impact places to spend educational dollars.

Healthcare

Healthcare services in Glen Ellyn are primarily provided by three facilities:

- Northwestern Medicine—Family Medicine, 444 N Park Boulevard
- Northwestern Medicine—Urgent Care, Pediatrics & Rehabilitation Services, 885 Roosevelt Road
- Duly (formerly DuPage Medical Group)—Immediate Care and Outpatient Center, 430 Pennsylvania Avenue

Additional healthcare services are provided by facilities in adjacent communities and the surrounding area, particularly Northwestern Medicine Central DuPage Hospital. Medical uses are currently permitted in all commercial zoning districts, though the C5A central retail core subdistrict restricts the use to above or below ground floor or set back 40 feet from a front or corner building façade that does not have storefront windows facing public property or a public right-of-way.

Glen Ellyn has numerous medical and dental offices throughout the community. Medical offices should continue to be supported above ground floor retail uses within the Downtown core or in the CSB district where they are permitted uses, unless they are a larger clinic facility.

Additionally, medical offices should be centralized around existing office clusters along Taft Avenue and Roosevelt Road at Cheltenham Drive, Pershing Avenue, and IL Route 53. Medical uses can be further leveraged to infill retail vacancies while ensuring associated uses, such as ambulances and patient pick up facilities are not disruptive to surrounding uses. Urgent care facilities should continue to be discouraged within residential districts while allowing smaller clinics and family physicians to mix in with neighborhood commercial uses.

Community Facilities

- City Government
- Emergency Services
- Utility (Water, Sewer, and Electric)
- Public School
- Private School
- College of DuPage
- Library
- Healthcare
- Other

1. ComEd

2. DuPage County Water Tower

3. Montessori Academy of Glen Ellyn

4. Stacy's Tavern Museum

5. Glen Ellyn Chamber of Commerce

6. Glen Ellyn Historical Society

7. Glen Ellyn School District 41 Offices

8. Forest Glen Elementary

9. Churchill Elementary

10. William Hadley Junior High School

11. Duly (formerly DuPage Medical Group)

12. Glen Ellyn Public Library

13. St. Petronille School

14. Glen Ellyn Fire Station 61

15. United States Post Office

16. Glen Ellyn Civic Center

17. Glenbard West High School/ School District 89 Offices

18. Northwestern Medicine

19. Diamante Montessori School

20. Benjamin Franklin Elementary

21. Abraham Lincoln Elementary

22. Glen Ellyn Water Tower

23. Glen Ellyn Public Works

24. Glen Ellyn Police Department

25. Glen Ellyn Fire Station 62

26. United States Post Office

27. Phillip J. Rock Center and School

28. Northwestern Medicine

29. Nicor

30. Park View Elementary

31. Glen Crest Middle School

32. Glenbard Wastewater Authority

33. Westfield Elementary

34. Willowbrook Wildlife Center

35. St. James the Apostle School

36. College of DuPage

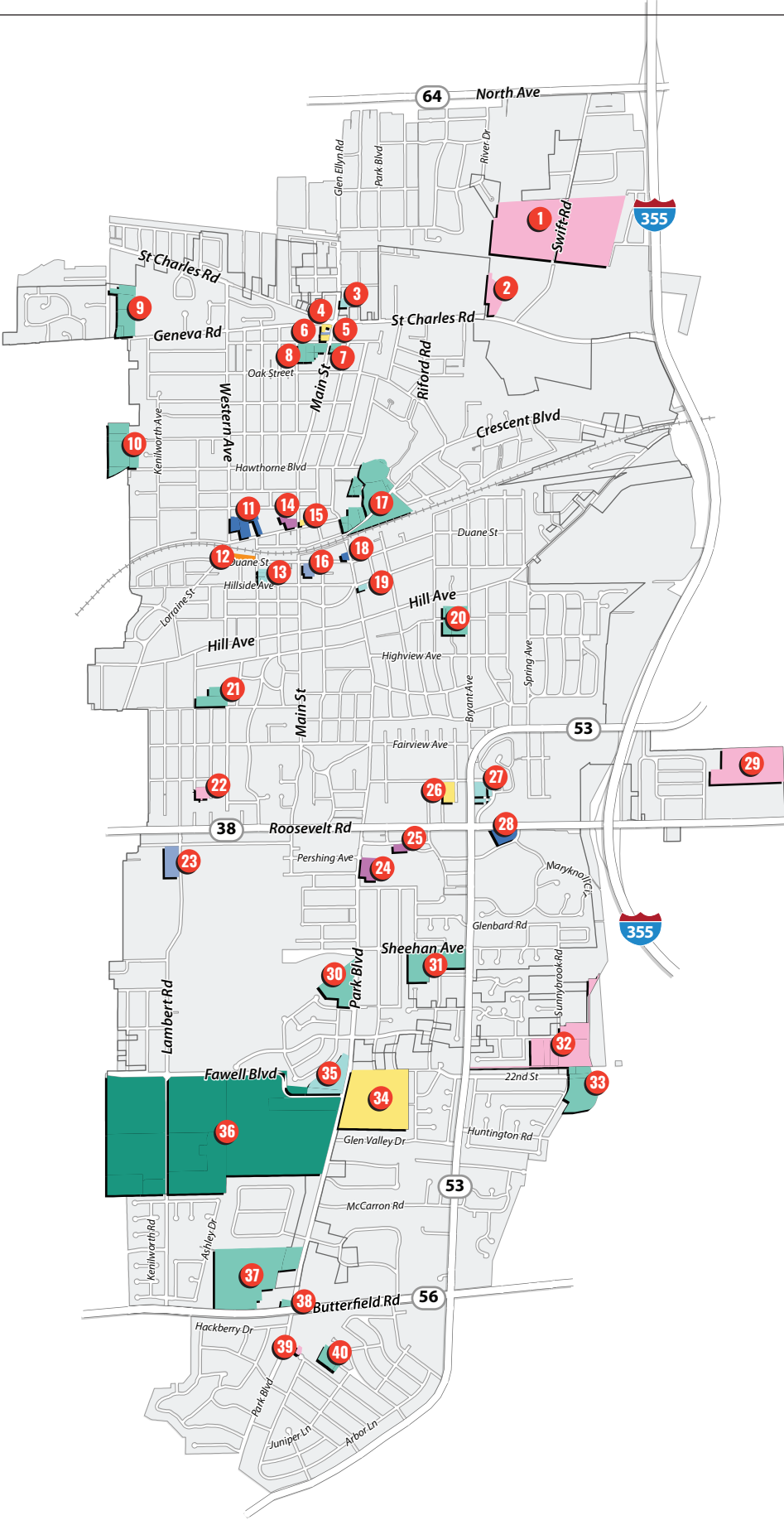
37. Glenbard South High School

38. School District 89 Offices

39. Illinois American Water Facility

40. Arbor View Elementary

DRAFT
FOR PUBLIC HEARING



CHAPTER 7

PARKS, RECREATION & OPEN SPACE

One of Glen Ellyn’s most valued features is its expansive network of parks, recreation, and open space. With just about 330 acres dedicated to parks and recreation. Glen Ellyn’s park space is supplemented by an additional 348 acres of forest preserves within the Village, including Churchill Woods and the Willowbrook Wildlife Center. Given the importance placed on Glen Ellyn’s natural resources and verdant character, the Village should continue to partner with other organizations to preserve and enhance the community’s recreational facilities and open space while strengthening the connections between these assets.

This chapter sets forth recommendations to guide the Village in achieving its park space and environmental conservation goals through close coordination among the Park Districts, School Districts, and various regional facilities. A service area assessment is included, which evaluates the size and location of parks and open space areas in relation to the location of residential neighborhoods. Areas within the community that lack close access to recreational amenities are also identified to emphasize where new parks and open space development should be prioritized.

Glen Ellyn Park District

Established in 1919, the Glen Ellyn Park District (GEPD) is the primary provider of park facilities and recreational programing in the Village, serving 95 percent of Glen Ellyn residents. The GEPD maintains 29 parks totaling over 260 acres of parkland, including playgrounds, athletic fields, and sport facilities. The District also operates Sunset Pool, fitness facilities, and the Lake Ellyn Boathouse, offering over 700 recreational programs each year. The GEPD is a highly valued asset of Glen Ellyn as it preserves the natural environment while providing community members places to socialize, play, and enjoy nature.

Ackerman Park

Ackerman Park is the Park District’s largest recreational facility, home to the Ackerman Sports and Fitness Center. The park offers eight youth baseball/softball fields and 11 soccer fields, along with access to the Great Western Trail. Since the development of the Ackerman Park Master Plan in 2014, the GEPD has implemented numerous improvements to heighten the functionality, sense of place, and level of service of the facility.

Today, the park experiences numerous challenges including poor drainage, outdated park amenities, antiquated irrigation, and poor soil and turf quality. The District has made it a priority to increase playability through enhancements including the installation of new sport amenities and synthetic turf, improving grading, upgrading storage facilities, and strengthening trail connectivity. As the implementation of the plan continues into Phase IV, the Village should support the GEPD in the enhancement of the Ackerman Park’s amenities to sufficiently serve the large number of residents who utilize this recreational facility.

Lake Ellyn Park

Lake Ellyn is a key asset and focal point for Glen Ellyn, serving as both a local neighborhood park as well as a regional community park. Located in the 28.7-acre Lake Ellyn Park northeast of Downtown, the 10-acre lake serves as a significant stormwater site for the Village. The site has undergone numerous improvements to reduce overflow, including weir expansions, reinforcing the earthen dam, and dredging the inlet canals. Along with connectivity to the Sam Perry Nature Preserve through the Ruth Candy Parkway, Lake Ellyn Park provides residents with a place to gather, take a stroll, and enjoy community events.

Since the adoption of the 2013 Lake Ellyn Park Master Plan, the GEPD completed in 2017 the implementation of additional renovations to the facility, including a new playground, fishing pier, and LED pathway lighting. The Gold-Level LEED certified Lake Ellyn Boathouse also underwent renovation for historic preservation in 2016 and has since received local and national recognition as an historic landmark. This jewel of Glen Ellyn was originally designed by Frederick G. Walker. Originally a WPA project, the Boathouse earned the Village’s Historic Preservation Commission’s 2016 Restoration of the Year Award. The Village should continue to support the Park District in maintaining Lake Ellyn Park as a valuable community asset by examining needs for future facility improvements and ensuring the implementation of Best Management Practices (BMPs) for stormwater management.

Butterfield Park District

Butterfield Park District (BPD) was established in 1965 and is the primary provider of parks and recreation services for the southeast neighborhoods of Glen Ellyn, in addition to serving southwestern Lombard and sections of the Village of Downers Grove. The BPD provides recreational amenities and programs for Glen Ellyn and Lombard residents of all ages, serving approximately 2.4 percent of Village residents. Three facilities, Glenbriar Park, Westfield Play Lot, and Orchard Glen Park, are located within the Village’s extraterritorial planning jurisdiction (ETJ), north of Butterfield Road and east of IL Route 53. All three parks have recently been completely renovated with all new equipment, surfacing, landscaping, and amenities.



The Park District offers a variety of programs and services, including Early Childhood Development programs and Before and After School Child Care opportunities, such as Rec Kids for working families. The Glenbriar Aquatics Center is located in Glenbriar Park, together with tennis courts, playgrounds, picnic shelters, and a recreation center that is often the venue for neighborhood community celebrations.

Glenbriar Park Expansion

BPD acquired the property on the corner of IL Route 53 and Butterfield Road for the development of a new park. After securing a Land and Water Conservation Fund Grant to help with this purchase, the District also secured an Open Space Land Acquisition Grant to assist with the development. A comprehensive master plan for this park was created with significant input from the community.

The park expansion was completed and contains amenities, including passive looped recreation trails, a pollinator garden, a water feature with limestone outcropping, six new tennis courts, two new pickle ball courts, and an outdoor amphitheater.

Glenbriar Park, as well as the recently purchased property immediately north of Corner Park, are part of BPD’s continued efforts to expand and preserve open space for the south Glen Ellyn community. The Butterfield Preservation Foundation and the Conservation Foundation played a key role in securing and protecting these two properties. The newest development includes basketball courts, open field play space, sand volleyball, a new shelter, additional parking, and a pickle ball court expansion.

The Village should continue to support and work with the BPD in the clean up and development of the two parks, which will play a significant role in the development of trails and pathways that connect the East Branch DuPage River Trail to the Hidden Lakes Forest Preserve and the Morton Arboretum.

Addressing Park Needs

To assess the park system’s performance in serving Glen Ellyn’s parks and open space needs, park and recreational facilities have been categorized based on their size and function. Park classifications follow the system established in the Glen Ellyn Park District 2009–2013 Comprehensive Plan and include:

- **Neighborhood Park.** This is the basic unit of the park system that serves as the recreational and social focus of a neighborhood by providing balanced active and passive recreation. Serves residents within a quarter to half mile radius and are typically three to 10 acres in size.

- **Community Park.** Serves broader purpose than neighborhood parks by meeting community-based recreation needs, as well as preserving unique landscapes and open spaces. Community parks may include both indoor and outdoor facilities and are usually located near a major thoroughfare or easily accessed by car. Community parks should be large enough to service several neighborhoods within a mile radius and to accommodate desired uses, ranging from 25 to 100 acres in size.
- **Natural Resource Area.** Can include an entire park or an area within a park. The area is managed and protected through the maintenance of its natural and/or cultural environment. Location depends on resource availability and opportunity, with varying size and service areas.
- **Sports Complex.** Consolidates heavily programmed athletic fields and associated facilities to larger and fewer sites strategically located throughout the community. Size is determined by demand, usually a minimum of 25 acres, with 40 to 80 acres being optimal. Service area is variable and site size is determined by resource availability and opportunity.
- **Special Interest/Use.** Offers unusual facilities and opportunities specialized for single-purpose recreational activities. Service area is determined by usage and location is dependent on specific use.
- **Playground/Tot Lot.** Small park, usually a quarter to three acres in size, or an area within a larger park. Service area is generally within a quarter to half mile radius, with location dependent on resource availability and opportunity.

Parkland Inventory

According the National Recreation Parks Association (NRPA), the national standard of parkland within a community is 10 acres per 1,000 residents. It should be noted that this standard is general and does not take into consideration an individual community’s unique characteristics and needs. It is beneficial in providing a baseline understanding on how existing parks and facilities serve residents of Glen Ellyn.

Based on the 2020 population estimate of 28,846 people, the GEPD currently provides a total of about 11 acres of parkland per 1,000 residents, which is above the national average. This does not account for additional recreational facilities and green space outside the Park District, including golf courses, Butterfield Park District’s parkland, and other natural areas not dedicated to recreational uses.

Parkland Distribution

While the Glen Ellyn community meets standards for parkland acreage, it is important to examine the distribution to ensure all areas of the community have equitable access to recreational opportunities. The following Parks and Recreation Map illustrates the location and service area of each park within Glen Ellyn and its planning area.

For the purposes of this analysis, park service area is defined as the area within a 10-minute walk of a playground facility including neighborhood parks, schools, and sport facilities. Similarly, while several of the parks in Glen Ellyn are larger and serve a community-wide function, playgrounds represent a common design element and have been used as the starting point to delineate neighborhood service areas for larger parks.

The Parks and Recreation Map identifies existing and future residential areas (as identified in the Land Use Plan) that fall outside of park service areas. Areas that appear to be underserved by the existing park systems include unincorporated areas to the north along Swift Road and Eastern Avenue, the area north of Butterfield Road along Park Boulevard, and along Crescent Boulevard east of Downtown. Natural areas such as Churchill Woods and Willowbrook Wildlife Center help offset these service area gaps; however, more can be done to increase the Village's parkland inventory and ensure all residents are adequately served.

Existing parks and recreation facilities should also continue to be enhanced, replacing old amenities with the new as needed. In addition, the Village should coordinate with GEPD as the district looks to update the Glen Ellyn Park District Comprehensive Plan, as well as Butterfield Park District should it undertake a similar exercise, to help create a comprehensive, unified vision for the community's park system.

Potential Park Locations

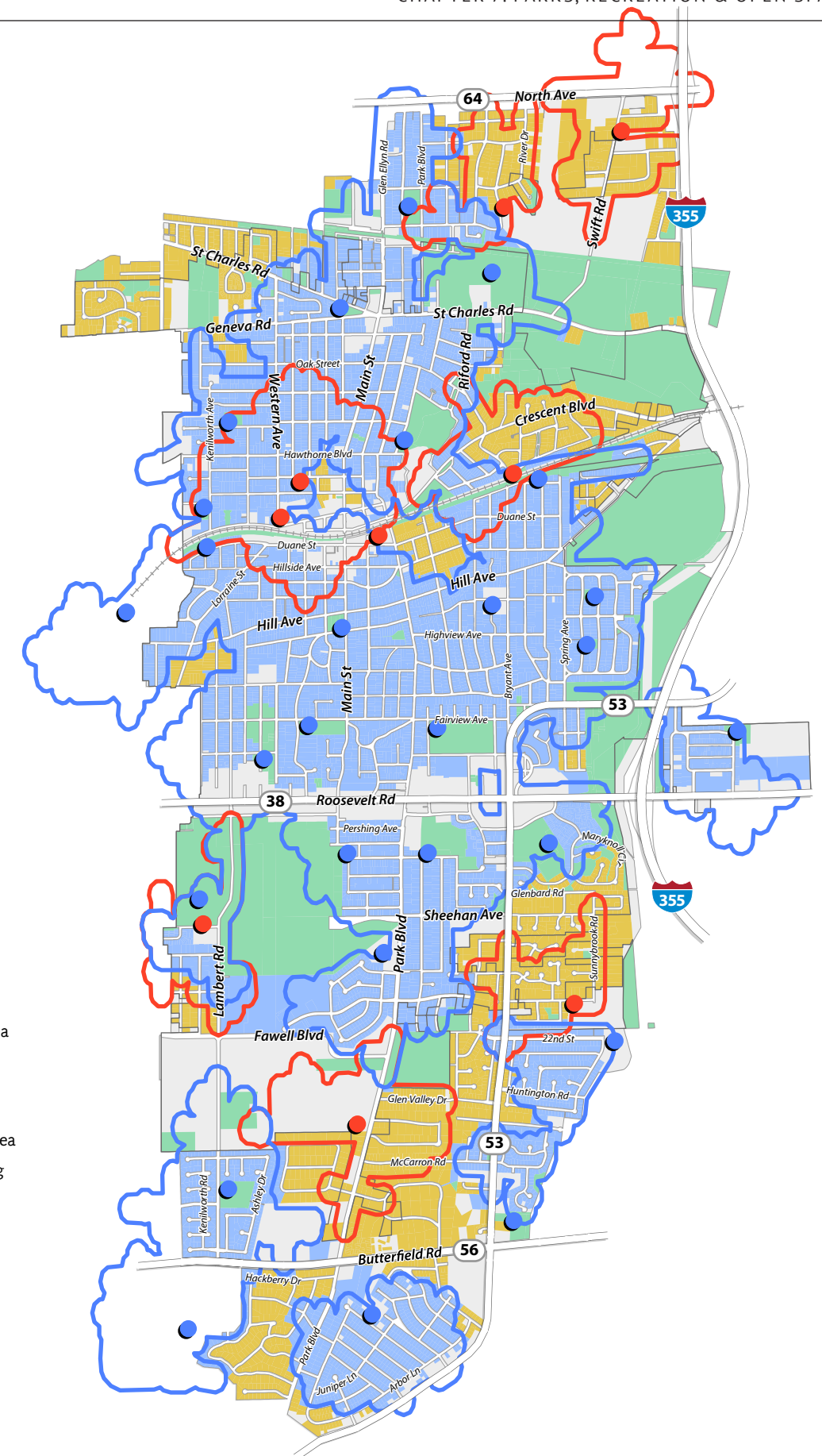
The park distribution analysis conducted as part of the Comprehensive Plan is illustrated in the Park Service Area Map. In evaluating the location of institutional or public lands in reference to underserved residential areas, opportunities exist to expand park inventory and better meet the needs of the Glen Ellyn community. More intense development of existing facilities should also be encouraged in areas of more need where future parkland cannot be acquired by the park district. Doing so will require continued partnership between the Village and the park districts, as well as the development community. GEPD should also continue assembling the single- family lots along Lenox Road for Park District purposes.

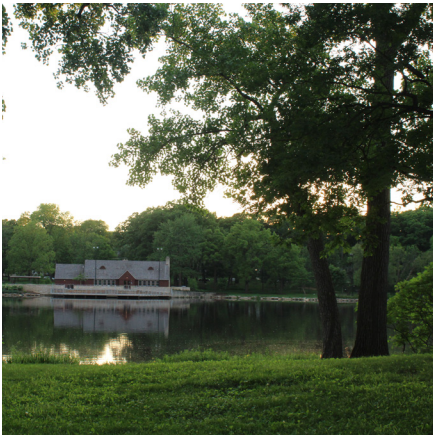
The following properties should be considered for park improvements, such as the installation of a tot lot or small neighborhood park, to better serve existing and planned residential neighborhoods:

- **US Bank Property.** In partnership with the Park District, developing a downtown park and event space and aligned with the CBD streetscape and Pedestrian tunnel and new train station.
- **Glenbard Water Authority (GWA).** In coordination with GWA, the frontage of the facility at Bemis Road could be developed into a neighborhood park with a playground. Additional screening through landscaping or decorative fencing could be provided to block the plant from the playground and surrounding residences.
- **Village Green Park.** An additional playground facility could be provided at the southern end of the Park along Orchard Lane.
- **College of DuPage.** At the south end of the COD Baseball Field at College Road and Park Boulevard, a playground could be added.
- **Water Tower.** Better use of the water tower lot on Cottage Avenue could be achieved by constructing a tot lot or fitness amenities, giving the property a dual purpose.
- **Ellynwood Nature Preserve.** Opportunity to enhance usage of the Ellynwood Nature Preserve exists by incorporating a small tot lot while maintaining tree preservation.
- **Extraterritorial Jurisdiction (ETJ).** Within the Village's northern ETJ, the open space parcels east of Eastern Avenue and 1st Street, which currently lie in the floodplain, should be considered for the location of an active park space. Parks and recreational amenities could also be incorporated in the residential neighborhood east of Swift Road as higher-density development occurs.

Park Service Area

-  Existing Playground
-  Existing 10 Minute Walk Service Area
-  Residential areas within existing service area
-  Potential Park Improvement
-  Potential 10 Minute Walk Service Area
-  Residential areas not within existing service area
-  Existing Parks





Village Links/ Reserve 22

The Village Links and Reserve 22 include four Village-owned facilities that serve both recreational and stormwater management purposes. Located on 280 acres south of Roosevelt Road, the facilities include the Village Links Golf Course, Reserve 22, Panfish Park, and Lambert Lake Nature Preserve.

The Village Links Golf Course is a highly regarded 27-hole golf course that stretches over 240 acres with 22 lakes. The facility was the first to be certified as a Wildlife Sanctuary by the Audubon Cooperative Sanctuary Program and has been the host site for 46 USGA and PGA tour qualifying events. The golf course’s farm-to-table restaurant, Reserve 22, was founded in 2013 and recently underwent remodel and continues to serve as a community attraction.

Panfish Park features a playground and picnic area alongside two lakes encircled by looping trails. Lambert Lake Nature Preserve, also known as Village Green, is a recreational facility that includes baseball fields, tennis courts, and a basketball court in addition to a playground and lake. At the moment, there are no improvements planned for Village Links and Reserve 22; however, in coordination with the Village Links and Reserve 22, these key recreational facilities should be enhanced together with upgrades to the sport facilities as they begin to age in the long-term.

During wet weather, the Village Links golf course and Reserve 22 facilities serve as detention basins, allowing stormwater to flood the sites, which is later gradually released through the connected underground pipe system. With a capacity of detaining about 30 percent of the Village’s stormwater, it is important that these facilities are properly maintained as a critical component of the community’s stormwater management system. The Village should continue to monitor needs for infrastructure upgrades and cleaning. This includes assessing the need for dredging at Panfish Park as well as bank stabilization to improve water quality within the public amenity. Consider a partnership with GEPD or the park district to improve maintenance and use of the park.

The Village and the GEPD may wish to consider swapping some properties and maintenance responsibilities similar to agreements related to other park and Village properties.

Natural Areas

In addition to parkland, a series of natural areas and preserves are dispersed within or near the Village of Glen Ellyn. Ellynwood Nature Preserve, Ada Harmon Wildflower Preserve, Joseph Sam Perry Nature Preserve, and Glen Oak County Forest Preserve lie within the Village’s jurisdiction and allow residents access to range of natural environments and habitats. Additionally, Churchill Woods, Hidden Lake Forest Preserve, and East Branch Forest Preserve lie within or just outside Glen Ellyn’s planning area, which are maintained by the Forest Preserve District of DuPage County. Prairieland, floodplains, reforested areas, flower species, and ecological habitats can be found within these preserves and provide a natural haven for both residents and regional visitors to enjoy.

Trail Connectivity

Glen Ellyn is home to two regional trail systems, the Illinois Prairie Path Trail and the Great Western Trail, with a proposed third, the East Branch DuPage River Trail (EBDRT). Such trails provide long-distance recreation and off-street bicycle connections to adjoining communities, internal connectivity to local businesses and community facilities for active modes of transportation, and access to forest preserves to the east and west of the Village.

The Illinois Prairie Path Trail runs along the Union Pacific Railway providing east–west connectivity and access to Downtown, while the Great Western Trail runs along the northern limits of the Village passing just north of Churchill Woods. Numerous amenities are located along the Prairie Path to enhance its experience, including informational signs at points of interests and benches.

To further promote use of these trails, the Village should partner with the Forest Preserve District of DuPage County and other respective agencies to establish connecting routes and improve accessibility. This includes the implementation of a new trail connecting College of DuPage to the Prairie Path, Downtown, Ackerman Park, and the EBDRT to better connect these key community destinations.

Where trails intersect roadways, the safety of the crossing should be reinforced by clearly marking crosswalks, installing traffic lights where necessary, and providing pedestrian and bicycle infrastructure leading to and from the intersection. Recreational amenities should be provided along trails as well as additional furniture, viewing points, and wayfinding signage. Trailheads and adjacent parking areas should be established at main entry points onto trails, including at Village parks that have existing connections to the trail system.

East Branch DuPage River Trail

The proposed 28-mile East Branch DuPage River Trail (EBDRT), or East Branch Trail, would extend along the DuPage River and through the Commonwealth Edison right-of-way to The Morton Arboretum. This would create a much-desired connection between the Great Western Trail, Illinois Prairie Path, North Central DuPage Regional Trail, and Southern DuPage County Regional Trail. Seventy-five percent of the trail still lacks funding; however, it was recently approved by the Chicago Metropolitan Agency for Planning (CMAP) to receive support in conducting a feasibility study for the central portion of the trail between the Great Western Trail and Butterfield Road.

The Village should continue to support the development of the East Branch Trail and work together with CMAP to conduct the approved feasibility study. If approved for construction, the Village should ensure safe, clearly marked crossings are provided where the trail intersects with major roadways, including Roosevelt Road and IL Route 53.

New opportunities for designated bike routes or multiuse trails should be identified that would increase residents’ access to the trail from within the Village, including from Roosevelt Road southward along Pershing Avenue, Abbey Drive, and Maryknoll Circle; along Roosevelt Road northward to Baker Hill Drive, Woodview Drive, and Spring Avenue; and down Spring Avenue, along the eastern side of Baker Hill to the trail’s intersection with Roosevelt Road. Other opportunities include incorporating a multiuse trail along Hill Avenue, and constructing trail heads at the Glenbard Wastewater Authority, Glen Oak Forest Preserve, and the existing vacant lots at the eastern end of Shady Lane.

Forest Preserve District Master Plan

The DuPage County Forest Preserve District recently completed the process of planning a Master Plan providing guidance in acquiring, preserving, protecting, and restoring the natural resources in DuPage County while connecting people to nature. The Master Plan outlines the following six goals:

- Preserve, protect, and restore open spaces.
- Help people cultivate a lifelong enthusiasm for nature by offering meaningful, first-rate outdoor recreation and learning experiences.
- Improve preserves to increase access, use, efficiency, and productivity.
- Refocus resources by reducing infrastructures and tasks not related to the mission.
- Foster community engagement and increase awareness of the Forest Preserve District.
- Use effective and innovative methods to execute the master plan while continuing on sound financial footing.

The Village should evaluate the plan to identify potential partnership opportunities that support the implementation of the Master Plan’s goals and objectives. For example, this could include working with the Forest Preserve District to identify underutilized areas for potential conversion into open space, gain feedback from Glen Ellyn residents, and create new trail connections.

McKee House

The Village of Glen Ellyn annexed a portion of Churchill Woods Forest Preserve that now includes a salt storage facility, and the McKee House structures on St Charles Road. An intergovernmental agreement between the Village of Glen Ellyn and the Forest Preserve District of DuPage County will allow the restoration and repurposing of the historic McKee House. In 2023, the Village signed a lease agreement with Midwest SOARRING Foundation to house a Native American Museum and Cultural Center for the purpose of educating the public about Indigenous issues and promoting community building among all peoples. Through various grants, fundraising, and community support, work on the McKee House is scheduled to begin in Summer 2023.

Parks and Recreation

-  Regional Trail

 Proposed Greenway Trail

 Neighborhood Park

 Community Park
-  Golf Course

 Sports Complex

 Natural Resource

1. Center Ice of DuPage

2. Spalding Park

3. Churchill Park

4. Stacy Park

5. Ackerman Park

6. Churchill Woods/McKee House

7. George Park

8. Joseph Sam Perry Nature Preserve

9. Lake Ellyn Park

10. Benjamin Gault Wildlife & Bird Sanctuary

11. Babcock Grove Park

12. Dr. Frank Johnson Center

13. Dandy Park

14. Prairie Path Park

15. Memorial Field

16. Ada Harmon Wildflower Preserve

17. Ellynwood Nature Preserve

18. Walnut Glen Park

19. Illinois Prairie Path

20. Glen Oak Country Club

21. Commonwealth Edison Right-of-Way

22. Pfuetze Park
23. Main Street Recreation Center

24. Glen Oak Park

25. Marie Ulhorn/Presidents Park

26. Spring Avenue Recreation Center

27. Surrey Park

28. Glen Oak County Forest Preserve

29. Newton Park

30. Sunset Park & Pool

31. Glen Ellyn Manor Park

32. Village Green Park

33. Village Links of Glen Ellyn

34. Co-Op Park

35. Panfish Park

36. HealthTrack Sports Wellness

37. Maryknoll Park

38. Willowbrook Wildlife Center

39. East Prairie and Ecology Study

40. Russell R. Kirt Prairie

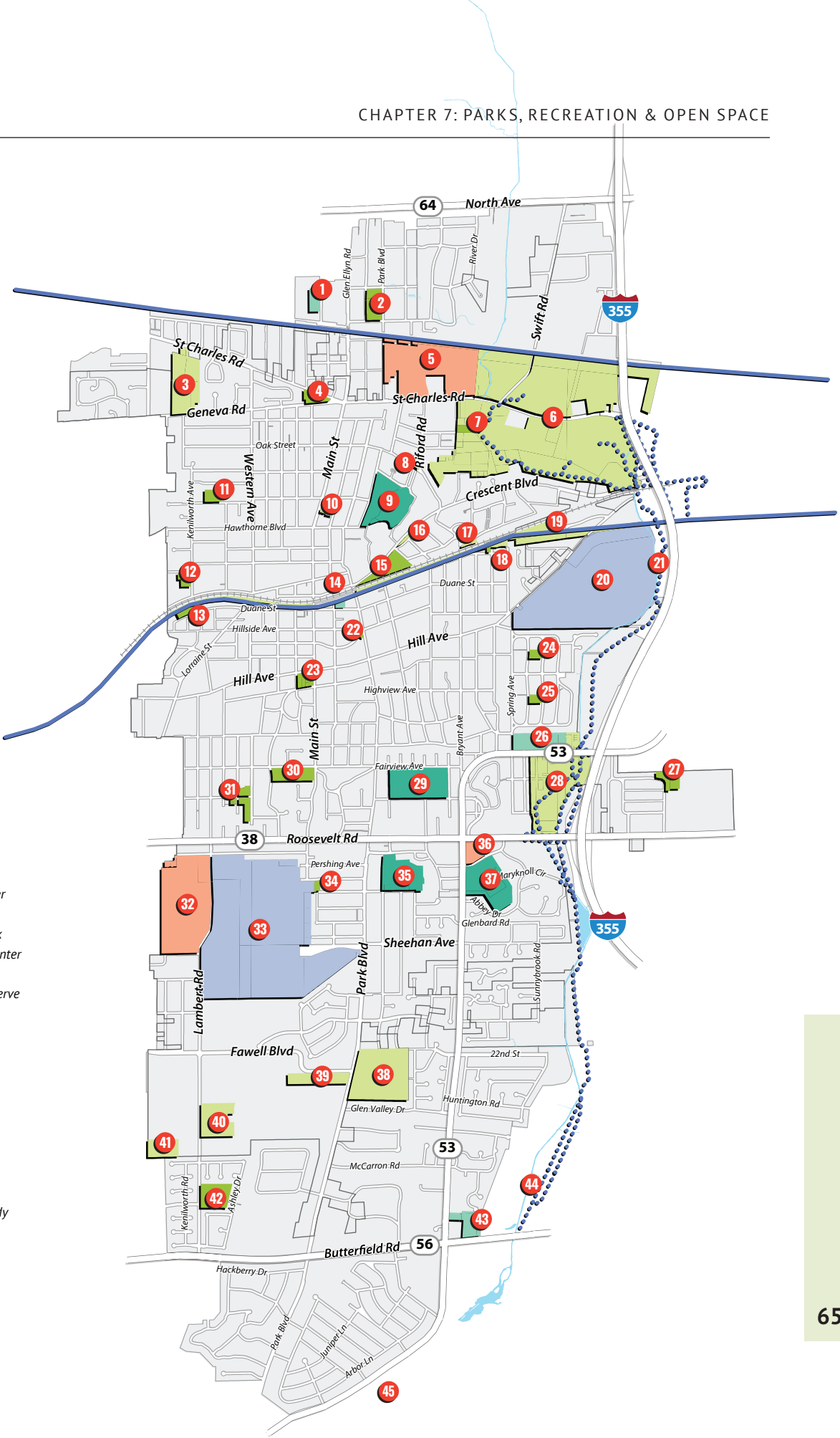
41. Hoddinott Wildlife Sanctuary

42. Lake Foxcroft Park

43. Butterfield Park District

44. DuPage River

45. Morton Arboretum



Hydrology

The topography of Glen Ellyn includes multiple waterways such as the East Branch DuPage River, Glen Crest Creek, Winfield Creek, Willoway Brook, and East Branch Tributary No. 2. The East Branch DuPage River is the Village's main waterway, flowing southward on the eastern border of Glen Ellyn. These waterways should continue to be leveraged as valuable community assets while protecting their natural habitats. The Village should work with the DuPage County Forest Preserve District, Park District, and other agencies to enhance existing trails along the waterways, create new trail connections, and preserve adjacent natural environments as a public amenity.

Floodplains & Wetlands

In addition, multiple residential properties, particularly along the eastern Village limits and in the northern and southern ends of the ETJ, are located in local floodplains, which could result in property damage. Existing residential properties that are at risk of flooding are identified in the following Environmental Features Map. Any open space within the floodplain or wetland areas should be preserved for environmental and stormwater benefits.

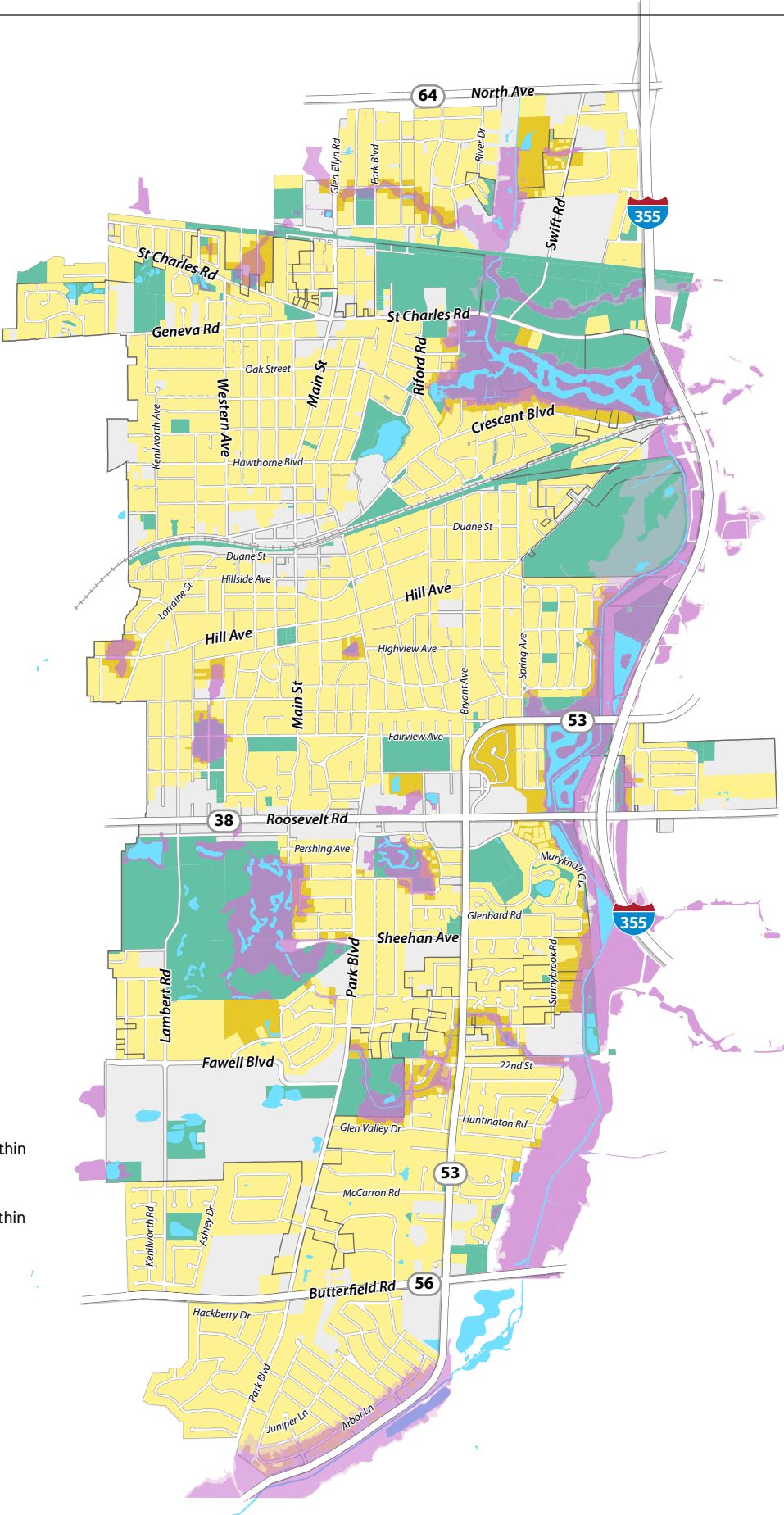
When considering annexations, the Village should be mindful of flood-prone areas. Any portions of vacant or open space properties located within the floodplain should not be further developed to prevent the addition of new properties susceptible to flood damage. This includes the vacant lots along the extremity of the Village's southern planning area, which the County purchased for stormwater detention purposes.

DuPage County Voluntary Buyout Program

Some areas within the Village's planning area may be appropriate for participation in DuPage County's Voluntary Buyout Program to reduce risks of flood damage. Funded by the Illinois Emergency Management Agency (IEMA), the countywide program purchases properties willingly sold by at-risk property owners that are not protected by capital improvements. Such bought out properties should be redeveloped into preserved public open space in alignment with the Land Use Plan to increase recreational opportunities and better utilize the land. Areas where the buyout program is most likely to be an attractive option for property owners include the single-family detached properties along Arbor Lane, Sunnybrook Road, Abbotsford Court, and Crescent Boulevard.

Environmental Features

- Open Water
- 100 Year Floodplain
- 500 Year Floodplain
- Parks and Open Space
- Residential areas not within the 100 year floodplain
- Residential areas that is partially or complete within the 100 year floodplain



CHAPTER 8

IMPLEMENTATION

The Glen Ellyn Comprehensive Plan provides policies and recommendations regarding the initiatives the Village should undertake over the next 15 years. For the vision of Glen Ellyn to be realized, the Village must be proactive and have the support and participation of local leaders, other public agencies, various community groups and organizations, the local business community, property owners, developers, and residents. The Village should be the leader in promoting cooperation and collaboration with these partners to implement the Glen Ellyn Comprehensive Plan.

Next Steps

This chapter presents an implementation framework that the Village can use to initiate and undertake key recommendations included in the Glen Ellyn Comprehensive Plan. The actions and strategies identified here establish the next steps to be taken in continuing the process of community planning and investment. These include:

- Use the Glen Ellyn Comprehensive Plan to guide Village policies and decision-making;
- Review and update the Zoning Ordinance and other development controls to reflect policies presented in the Glen Ellyn Comprehensive Plan;
- Update and incorporate the Capital Improvements Program (CIP) with Plan recommendations for CIP infrastructure improvements;

- Promote cooperation and participation among various agencies, organizations, community groups, and individuals;
- Regularly review and update the Plan to reflect current conditions and shifts in community priorities;
- Explore possible funding sources and implementation techniques;
- Direct the Plan Commission periodically review the Comprehensive Plan for amendments.

Use Plan Regularly

The Glen Ellyn Comprehensive Plan should become the Village's official policy guide for land use, development, and reinvestment. It is essential that the Plan is adopted and used on a regular basis by Village staff, boards, and commissions to review and evaluate all proposals for improvement and development. Community Development Department staff should meet with the heads of other various Village departments to explain the purpose and benefits of the Glen Ellyn Comprehensive Plan.

To further educate the community about the Plan, the Village should:

- Make copies of the Plan available online for free, provide hard copies at the Civic Center, and have a copy on file at Glen Ellyn Public Library for reference;

- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate;
- Assist the Village Board of Trustees and various boards and commissions in the administration, interpretation, and application of the Plan;
- Provide a Glen Ellyn Comprehensive Plan orientation for new elected or appointed officials;
- Maintain a list of current possible amendments, issues, or needs which may be a subject of change, addition, or deletion from the Plan.
- Further direction on housing will be given after the board considers data from the upcoming Housing Study.

Amending Development Regulations

While the Glen Ellyn Comprehensive Plan articulates a vision for the Glen Ellyn community, the Village's development regulations are the primary tool that can be used to implement Plan recommendations. Following adoption of the Glen Ellyn Comprehensive Plan, the Village should consider a process to update the current zoning ordinance and related ordinances, such as the Subdivision Regulations Code, to ensure that regulations reflect current Village policy and the desires of the Glen Ellyn community. Amendments to development regulations and design standards should consider complementary programs and incentives that can be used to achieve the community's vision for economic development, neighborhood character, connectivity, and other aspects of the Plan.

Capital Improvement Program

It is important that the implementation of the Glen Ellyn Comprehensive Plan is coordinated with the Village’s financial resources and capital planning. This will help ensure future capital investments successfully address both short- and long-term objectives of the Plan and are strategically budgeted and prioritized. The Village’s Capital Improvement Program (CIP) is continually updated and includes a five-year implementation plan. CIP projects include improvements for roadways, sidewalks, sanitary sewers, watermains, storm sewers, and multi-use paths, as well as other improvements requiring capital expenditures relating to public infrastructure.

The Village should review and integrate the Glen Ellyn Comprehensive Plan into the capital improvement process, including the Village’s annual budgeting process and during updates to the CIP. This will help assess funding needs and plan for potential sources, ensuring completion of desired improvements in a prioritized manner over the life of the Plan.

Jurisdictional & Organization Cooperation

For the Glen Ellyn Comprehensive Plan to be successful, there must be strong leadership from the Village of Glen Ellyn and firm partnerships among other public agencies, community groups and organizations, the local business community, and the private sector. The Village should assume a leadership role to cooperate and coordinate with local school districts, Glen Ellyn Public Library, College of DuPage, Metra, Pace, DuPage County, Illinois Department of Transportation (IDOT), the business community, and other key entities to undertake improvements that conform to the Glen Ellyn Comprehensive Plan and improve the quality and character of Glen Ellyn. Some of the recommendations in the Glen Ellyn Comprehensive Plan that will likely require coordination and cooperation include:

- Enhancing transit service in underserved areas of the community;
- Right-of-way and intersection improvements on corridors under the jurisdiction of IDOT or DuPage County;
- Extension of various roads, trails systems, and pedestrian amenities across public and private rights-of-way;
- Establishing regional trail connections to areas outside of Glen Ellyn;
- Coordination with local school districts and others to strengthen local public services;
- Continuing to strengthen Glen Ellyn’s brand to market and attract new residents, businesses, and tourists; and,
- Improvements and investment in Glen Ellyn’s parks and open space.

Regular Updates

It is important to emphasize that the Glen Ellyn Comprehensive Plan is not a static document. If community attitudes change or new issues arise that are beyond the scope of the current Plan, the Plan should be revised and updated accordingly. Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan.

The Village should initiate review of the Plan at least every three to five years. Ideally, this review should coincide with the preparation of the Village’s budget and Capital Improvement Program and the preparation of an annual action agenda. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

Potential Funding Sources

The following is a list of possible funding sources that the Village could pursue to fund the implementation of the Glen Ellyn Comprehensive Plan. These programs are organized by funding category, which include:

- General Economic Development
- Transportation and Infrastructure
- Parks, Trails, and Open Space

It should be noted that while the information regarding these funding sources was deemed accurate at the time this Plan was written, the long-term availability of funds for these resources cannot be guaranteed. The Village should revise, update, and expand this list of potential funding sources as a component of any future Glen Ellyn Comprehensive Plan updates.

General Economic Development Funding Sources

Special Service Area (SSA)

SSAs can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. A SSA can be rejected if 51 percent of the property owners and electors within a designated area object. SSA funds can be used for such things as streetscape improvements, area marketing, and special events. This tool could also be helpful in supporting improvements to the subareas identified in the plan.

Tax Increment Finance (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area. Local officials may then issue bonds or undertake other financial obligation based on the growth in new revenue.

Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.

The Village presently has two TIF districts: the Central Business District TIF District that encompasses Downtown Glen Ellyn and the Roosevelt Road/Park Boulevard TIF District along Roosevelt Road from roughly east of Parkside Avenue to IL Route 53.

Business Development District (BDD)

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a BDD. A BDD allows the Village to levy up to an additional one percent retailers occupation tax, one percent hotel tax, and one percent sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

BDD designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Acquire all development and redevelopment proposals.
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.
- Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment.

- Borrow funds as deemed necessary for the purpose of business district development and redevelopment and, in this connection, issue such obligation or revenue bonds as deemed necessary, subject to applicable statutory limitations.
- Enter into contracts with any public or private agency or person.
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans.
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans.
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment.

BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, a BDD is best suited for funding small scale improvements and property maintenance programs.

Illinois Angel Investment Credit Program

The Illinois Angel Investment Credit Program encourages investment into early-stage, innovative businesses within the State of Illinois by offering tax credits to qualifying investors. The credits equal to 25 percent of the claimant's investment made directly in a new business. The tax credit may not exceed the taxpayer's Illinois income tax liability for the taxable year, but the credit may be carried forward for up to five years following the excess credit year. Tax credits are allocated on a quarterly basis throughout the year and are awarded on a first-come, first-served basis. The investments prompted by this program provide new businesses with critical funds to support their growth and success.

Tax Abatement

A property tax abatement is a versatile tool that can be applied to address a wide range of community issues. Property tax abatements are typically used as an incentive to attract business and revitalize the local economy. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value.

Historic Preservation Tax Credit

The US government offers a 20 percent federal income tax credit for the rehabilitation of historic, income-producing buildings that are determined by the Secretary of the Interior, through the National Park Service, to be certified historic structures. The State Historic Preservation Offices and the National Park Service review the rehabilitation work to ensure that it complies with the Secretary's Standards for Rehabilitation. The Internal Revenue Service defines qualified rehabilitation expenses on which the credit may be taken. Owner-occupied residential properties do not qualify for the federal rehabilitation tax credit.

Incentives

The Village can use funding mechanisms such as a TIF district, SSA, or BDD to provide a variety of incentive programs to help the community achieve its goals. These incentives can be used to help attract new development to the area, to help improve existing development, and to encourage business owners to stay in the community and continue to impact the community in a positive way.

While this list of possible incentive programs is not exhaustive, it is representative of the range of options that are available and will provide a good starting point for the creation of a comprehensive incentive program that will help the Village achieve its objectives.

Revolving Fund Program

A revolving loan fund is administered to provide financial support and assistance to new or expanding businesses, funded through the Illinois Department of Commerce and Economic Opportunity. The borrower may use the low-interest loan for construction, property rehabilitation/ improvements, and land acquisition, among other things. As the Village seeks to redevelop key commercial and employment areas, such as along Roosevelt Road, this funding opportunity should be marketed to local entrepreneurs seeking to grow their businesses.

Awards & Incentives

Façade and site improvement programs can be used to beautify the Village and improve the appearance of existing businesses by offering low-interest loans or grants to improve the exterior appearance of designated properties. The Village currently administers the following three awards and incentives:

- **Downtown Retail Interior Improvement Award Program.** The goal of the Downtown Retail Interior Improvement Award Program is to strengthen the downtown shopping district by attracting new retail businesses and restaurants, and by assisting existing retailers with eligible expansion plans in the C5A & C5B downtown commercial districts. Approved projects are eligible to receive a Downtown Interior Improvement Award in an amount not to exceed \$30,000. Eligible improvements include those that are permanent tenant and building code improvements necessary to open a new or expand an existing retail or restaurant business.

- **Retail Façade Improvement Award Program.** The Retail Façade Improvement Awards were created to encourage businesses and property owners to make desired exterior improvements to their buildings. Approved projects are eligible to receive an award in an amount not to exceed \$30,000. The awards are specifically for existing commercial structures and qualifying improvements include permanent improvements to the exterior of a building which are visible from the public right-of-way.
- **Fire Prevention Award Program.** The Fire Prevention Award Program is designed to assist businesses and property owners with meeting required life safety code improvements. The program supports the installation of fire alarm and fire sprinkler systems in buildings located in the C5A and C5B business districts and the Roosevelt Road TIF District. Approved projects are eligible to receive Fire Prevention Awards in an amount not to exceed \$15,000.

Payment in Lieu of Taxes (PILOT)

PILOT is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of desired businesses for a predetermined period. In this instance, the Village and a property owner would agree to the annual payment of a set fee in place of the property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

PILOT can also be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Transportation & Infrastructure

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation (IDOT) administers ITEP and has funded projects including bicycle and pedestrian facilities; streetscaping; historic preservation and rehabilitation of historic transportation facilities; stormwater management and pollution prevention; and construction of turnouts, overlooks, and viewing areas. In the past, federal reimbursement has been available for up to 50 percent of the costs of right-of-way and easement acquisition, and 80 percent of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs.

Safe Routes to Schools (SRTS)

The Safe Routes to School program has provided funding through the US Department of Transportation for various infrastructure-related projects including the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bike to school, including:

- Sidewalk improvements;
- Traffic calming and speed reduction improvements;
- Pedestrian and bicycle-crossing improvements;
- On-street bicycle facilities;
- Off-street bicycle and pedestrian facilities;
- Secure bicycle parking system; and
- Traffic diversion improvements in the vicinity of schools.

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

The Chicago Metropolitan Agency for Planning (CMAP) is the administrator of CMAQ program funds for the northeastern Illinois region. CMAP has supported a wide range of projects through the CMAQ program including improvements to bicycle facilities, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate traffic bottlenecks, limit desired emissions, and create promotional campaigns to enhance use of transit and bicycles. As a result of changes made to the program under the FAST Act adopted in 2015, vehicle-to-infrastructure technology projects are also eligible for CMAQ funding.

Surface Transportation Block Grant Program (STBGP)

STBGP funds are allocated to coordinating regional councils to be used for roadway and roadway related items. CMAP delegates funds to regional councils and selects projects based on a ranking scale that takes into account the regional benefits provided by the project among other factors. STBGP funds may be used for a variety of project types including road reconstructions, transit station rehabilitation or reconstructions, bridge rehabilitation or reconstructions, highway/rail grade crossing improvements, road expansions, bus speed improvements, corridor-level or small area safety improvements, and truck route improvements.

Surface Transportation Program (STP) Set-Aside

STP Set-Aside is a subprogram of the Surface Transportation Block Grant Program, which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. STP Set-Aside funds are administered by CMAP through a formal application process.

Parks, Trails & Open Spaces

Illinois Department of Natural Resources (IDNR)

IDNR administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreational areas and facilities. The programs operate on a cost reimbursement basis to a government or non-for-profit organization. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grant-in-aid programs include the Park and Recreational Facilities Construction Grant, Illinois Trails Grant Programs, and Open Space Lands Acquisition and Development (OSLAD)/Land and Water Conservation Fund (LWCF).

Illinois Bicycle Path Program

The Illinois Bicycle Path Program is a grants program administered by IDNR that provides funding assistance up to 50 percent to acquire and develop land for public bicycle path purposes. Funded by a percentage of vehicle title fees, maximum grants awards are limited to \$200,000.

Park and Recreational Facility Construction Act (PARC)

PARC is a grant program that provides 75 percent funding assistance to eligible local governments for park and recreation unit construction projects and land acquisition. Projects include the acquisition and development of land for public indoor/outdoor park, recreation, or conservation and must be used for bondable or brick and mortar projects. Grants can range from \$25,000 to \$2,500,000 with a 25 percent match required for most applicants.

Illinois Trails Grants Programs

The Illinois Trail Grant Programs is composed of five grant programs that provide financial assistance for the acquisition, development, and occasional maintenance of trails for public recreation uses. These programs include the Bike Path Program, the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, the Off-Highway Vehicle (OHV) Program, and the Federal Recreational Trails Program.

Open Space Land Acquisition & Development (OSLAD)

The OSLAD program awards up to 50 percent of projects costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches.

Land & Water Conservation Fund (LWCF)

The Illinois Land & Water Conservation Fund program (LWCF), similar to OSLAD, provides grants to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50 percent match and awards up to \$750,00 per acquisition project. All funded projects are taken under perpetuity by the National Park Service and must be used only for outdoor recreational purposes.

Implementation Action Matrix

The Implementation Action Matrix included at the end of this section provides Village staff and community stakeholders with an organized table containing a comprehensive list of all implementation strategies, policies, and recommendations contained within the Glen Ellyn Comprehensive Plan. In conjunction with the annual updates to the Capital Improvement Plan, the Village should utilize and regularly update the Implementation Action Matrix to reflect the most up-to-date implementation actions and priorities. The Action Matrix includes:

- Specific recommendations and projects to be undertaken;
- The priority of each project or activity; and
- An indication of the public and private sector responsibilities for initiating and participating in each activity.

Action Priorities

Each action item has been designated a priority level to aid with implementation of Plan recommendations. Action item priorities are broken into three levels including:

- **1**—actions that have the highest priority. Though not necessarily more important, items listed as priority 1 may have an immediate impact on the community, may be more easily completed, or may be necessary actions for long term projects to begin.
- **2**—actions that have secondary priority include longer term projects, actions that indirectly impact quality of life, and actions that require other projects be completed before they can be started.
- **On-Going** - actions that have begun, including projects that are currently under construction, or actions the Village currently does that should be continued. This also includes actions that represent changes in policy that are in place once adopted.

Partner Organizations

While the action matrix identifies potential partners for implementing the Glen Ellyn Comprehensive Plan, the Village of Glen Ellyn remains primarily responsible for all action items. The listed potential partners demonstrate opportunities for cooperation, but the action matrix does not represent a commitment or responsibility on their behalf.

Strategy	Recommended Action		Priority	Potential Partners
Residential Areas				
Support Context Sensitive Infill	1.	Ensure new developments complement surrounding single-family homes with high-quality architecture as reinvestment in existing neighborhoods occurs.	On-going	Property Owners, Private Developers
Increase Housing Diversity	2.	Encourage single-family attached and multi-family development close to Downtown and in transition areas along commercial corridors in accordance with the Land Use Plan and Residential Areas Framework map.	On-going	Property Owners, Private Developers
	3.	Foster greater housing diversity that provides inclusive housing options at various income levels for all individuals.	1	Property Owners, Private Developers
	4.	Encourage developers and property owners to promote the missing middle housing options.	1	Property Owners, Private Developers
	5.	Encourage the development of affordable, accessible, safe, supportive housing in Glen Ellyn for adults with intellectual and development disabilities (IDD) to live as independenently as possible, thrive and continue to contribute to the community.	1	Property Owners, Private Developers
	6.	Encourage ownership housing stock for starter homes and those wishing to downsize especially in the perimeter of the downtown. Townhomes, duplex, low rise townhomes or condos.	1	Property Owners, Private Developers
	7.	Evaluate options and reduce barriers for increasing the supply of supportive housing solutions for people with disabilities.	1	Property Owners, Supportive Housing Developers, Disability Service Providers
	8.	Consider adopting or revising ordinances to reduce the number of teardowns of houses.		
	9.	Review incentives to encourage developers to incorporate a percentage of below market rate, affordable units.	1	Property Owners, Private Developers
	Prioritize Mixed Use Housing within Downtown	10.	Encourage the development of multi-family units above ground floor retail by the addition of stories above 1 or 2 story buildings in the CBD or in new mixed-use construction that maintains maintains/enhances the historic character and effectively uses architectural techniques referenced in the AAC guidelines.	1
11.		Use single-family attached and multi-family housing as a transition between Downtown commercial uses and the surrounding single-family detached neighborhood.	On-going	Property Owners, Private Developers
12.		Consider public-private partnerships to share parking costs and increase Equalized Assessed Value.	1	Property Owners, Private Developers
Preserve Historic Neighborhoods	13.	Work with the HPC to further encourage rehabilitation and re-use within the community through available state and federal incentives.	1	HPC
	14.	Continue to support the HPC in its public outreach efforts to encourage historic preservation in the community.	On-going	HPC
	15.	Promote homeowner consideration for local landmarking, placement on the National Registry, and application for property tax freeze available for restoration projects through the Village's website, newsletter, and the distribution of pamphlets at the Civic Center and Stacy's Corners History Center.	1	HPC
Increase Code Enforcement and Maintenance	16.	Continue to enforce building codes and property maintenance regulations to ensure quality development and upkeep of the community's appearance.	On-going	Administrative Adjudication Hearing Officer
	17.	Raise awareness of the Village's online resident complaint form and web application through promotion on water bills, property tax forms, and the social media platforms.	1	Administration
	18.	Evaluate the Village's Appearance Review Guidelines to ensure recommendations are still reflective of community appearance priorities.	2	Community Development Department
Commercial Areas Framework				
Improve the Character of Neighborhood Centers	19.	Encourage enhanced landscaping, pedestrian infrastructure, buffering, and screening within and surrounding neighborhood centers.	On-going	Property Owners, Private Developers
Enhance Commercial Corridor Image and Connectivity	20.	Enhance traffic flow and safety, provide additional opportunities for bicyclists and pedestrians, and provide better access to transit and transit-oriented accommodations along commercial corridors.	On-going	Illinois Department of Transportation, DuPage County, Public Works Department
	21.	Consolidate access drives, create shared parking opportunities, bury overhead utilities, and enhance landscaping and pedestrian infrastructure as redevelopment and reinvestment occurs.	On-going	Property Owners, Private Developers
	22.	Update AAC guidelines document and involve both the AAC and the HPC in this update.	1	AAC, HPC, and Community Development
	23.	Encourage private property owners to provide on-site improvements, such as landscaping, the addition of pedestrian street furniture, and screening of mechanical equipment and garbage enclosures.	On-going	Property Owners, Private Developers

Strategy	Recommended Action		Priority	Potential Partners
Promote Economic Development within Downtown	24.	Consider expanding village's marketing department to develop, with specificity, brand, identity, and character of Glen Ellyn and ensure all efforts within the village align with this consistent branding. Additionally, promote Economic Development within Downtown and consider expanding village's marketing efforts to develop, with specificity, brand, identity, and character of Glen Ellyn and ensure all efforts within the village align with this consistent branding. Additionally, promote Economic Development within Downtown Leverage Innovation DuPage and the Small Business Development Center to support small business and startup business development.	1	Innovation DuPage, College of DuPage, Chamber, Alliance
	25.	"Protect and enhance the character of the CBD which includes two historic districts and is an example of the many small frontage buildings on a block development pattern (versus 1 vast expanse of street frontage). Work with the HPC to evaluate inventory of buildings over 50 years old in the CBD and update the ratings of the buildings as they relate to character of the downtown, history of the downtown, etc. Develop a program to address the most significant buildings at risk of being lost/not maintained as well as a program for the next tier of buildings as well. "	1	Property Owners, Developers, HPC
	26.	Consider expanding the Village's marketing department to develop specificity with brand, identity, and character of Glen Ellyn and ensure all efforts within the Village align with this consistent branding. Additionally, leverage Innovation DuPage and the Small Business Development Center to support small business and startup business development.	On-going	Innovation DuPage, College of DuPage
Support Office Development	27.	Continue to support the maintenance and expansion of office development, when supported by market conditions.	On-going	Property Owners, Private Developers
Historic Character	28.	Protect and enhance the character of Downtown which includes two historic districts and is an example of the many small frontage buildings on a block development pattern. Work with the HPC to evaluate inventory of buildings over 50 years old in Downtown and update the ratings of the buildings as they relate to character of Downtown, history of Downtown, etc. Develop a program to address the most significant buildings at risk of being lost/not maintained as well as a program for the next tier of buildings as well.	1	HPC, Community Development Department, Property Owners
	29.	Update Architectural Appearance Commission (AAC) guidelines document and involve both the AAC and the HPC in this update.	1	HPC, AAC
Improve Hill Avenue Light Industrial Development	30.	Consider coordinating with DuPage County and Hill Avenue business owners to evaluate solutions to address floodplain issues.	1	DuPage County, Hill Avenue Business Owners
	31.	Improve existing development with green infrastructure treatments such as bioswales and pervious pavement systems.	2	Property Owners, Private Developers, Public Works Department
Evaluate Annexation Areas	32.	Pursue annexation in the planning jurisdiction, including the commercial properties at the corner of Route 53 and Butterfield Road and the properties located in the area northeast of Stacy's Corners.	On-going	DuPage County
	33.	Consider undertaking an annexation study to evaluate the most beneficial areas to incorporate.	2	DuPage County
Subarea Plans				
Encourage Redevelopment of Catalyst Sites and Potential Redevelopment Sites	34.	Pursue the redevelopment of the catalyst sties and potential redevelopments sites as outlined in the Subarea Plans section.	1	Property Owners, Private Developers
	35.	Be mindful of preserving the community gathering space aspect of the existing Fire Station 61 when considering future site improvements or facility relocation.	2	Glen Ellyn Volunteer Fire Company
Transportation				
Improve Roadway Capacity and Conditions	36.	Implement intersection capacity improvements to address spot locations of congestion where necessary.	2	IDOT, ISTHA, DuPage County
	37.	Consolidate curb cuts along Roosevelt Road and encourage cross access as opportunities arise, particularly between Nicoll Way and Lambert Road.	2	Property Owners, Private Developers, IDOT
	38.	Coordinate with IDOT to replace the decorative concrete median between Baker Hill Drive and the east branch of the DuPage River with a landscaped median.	2	IDOT
	39.	Work with IDOT to increase the road capacity along IL Route 53 between Abbey Drive and Butterfield Road to provide a continuous three-lane cross-section.	2	IDOT
Reevaluate Parking Requirements	40.	Reevaluate parking ratios for commercial areas in the zoning code.	1	
Enhance Metra Commuter Station	41.	Replace the Metra station with a historically sensitive new building, paired with an ADA-accessible pedestrian tunnel beneath the rail line in the vicinity of Forest Avenue.	1	Union Pacific Railway, Metra
Improve Pace Suburban Bus Services	42.	Coordinate with Pace to install shelters at Pace bus stops.	2	Pace, IDOT
	43.	Monitor the progress of the PULSE network and work with Pace on advance planning for the Roosevelt Road route.	1	Pace
	44.	Collaborate with College of DuPage (COD), and potentially Pace, to evaluate the feasibility of a shuttle bus between the campus and Downtown Metra station.	2	COD, Pace
Expand Off-Street Trails and Side Paths	45.	Support future Glen Ellyn Park District (GEPD) trail projects, new biking routes, and walking baths.	1	GEPD
	46.	Work cooperatively with DuPage County on the planning and engineering of the segments of the East Branch DuPage River Greenway Trail that extend through the Village and the development of trail connectors to the Village's bicycle network.	On-going	DuPage County
	47.	Work with IDOT to develop side paths along Roosevelt Road and IL Route 53.	2	IDOT
	48.	Partner with neighboring municipalities on bicycle facility projects that connect existing trails and paths.	2	Wheaton, Lombard, Glendale Heights
	49.	Maximize bicycle safety at the major roadway crossings of the Great Western Trail and Illinois Prairie Path.	2	DuPage County, IDOT, Public Works Department
Build on On-Street Bicycle Facilities	50.	Undertake an update to The Move Glen Ellyn Active Transportation Plan to actively pursue grants to implement bike and multiuse path projects.	1	Public Works Department, DuPage County, The Glen Ellyn Park District, League of Illinois Bicyclists, The West Suburban Bike Advocacy Council
	51.	Coordinate with surrounding agencies and municipalities to evaluate the launch of a bike share or bike repair program.	2	Wheaton, Lombard, Glendale Heights, Milton Township

Strategy	Recommended Action		Priority	Potential Partners
Increase Bike Parking	52.	Continue to add bicycle parking infrastructure, including bike racks, to encourage bicycle travel for short-distance trips.	On-going	Public Works Department
	53.	Consider revising the zoning code to require secure bicycle parking within new multi-family and mixed-use developments.	2	Community Development Department
Enhance the Pedestrian System	54.	Improve crossing safety at identified problematic signalized intersections along arterial roadways through the Village's annual Capital Improvement Program or coordination with IDOT or DuPage County.	2	IDOT, DuPage County
	55.	Work with Glen Ellyn School District 41, Community Consolidated School District 89, and the private primary schools in the Village (St. James The Apostle and St. Petronille) to establish Safe Walking Routes to School plans.	2	Glen Ellyn School District 41, Community Consolidated School District 89, St. James the Apostle Catholic School, St. Petronille School
Community Facilities				
Ensure Public Safety through Enhanced Emergency Services	56.	Conduct regular community outreach to identify safety concerns of residents that the Police Department may need to address.	1	Police Department, Glen Ellyn Volunteer Fire Company
	57.	Work with the Fire Company to undertake a facility needs assessment that evaluates the condition of Station 61, Station 62, and anticipated improvements.	1	Glen Ellyn Volunteer Fire Company
Improve the Water and Sewer System	58.	Examine the need for a third one-million-gallon reservoir on the northern end of Glen Ellyn for emergency backup purposes.	2	Public Works Department, DuPage Water Commission (DWC)
	59.	Expand water and sewer system to underserved annexation areas.	2	Public Works Department, DWC
	60.	Evaluate private water/sewer lines to improve overall systems north of Roosevelt Road and east of I-355 in the Braeside area.	2	Public Works Department
	61.	Conduct a study of basins to prioritize I/I (Infiltration/Inflow) revolution and reduction, including the identification of sources of clearwater that enter the sanitary sewer system.	1	Public Works Department, DWC
Address the Public Works Department's Facility Needs	62.	Evaluate the condition of the Reno Service Center and consider expansion/renovation options to better accommodate public works operations, off-street parking, storage space, and other necessities.	1	Public Works Department, Lambert Lake Nature Preserve, Village Green Park
Improve Stormwater Drainage	63.	Continue to expand Village stormwater infrastructure to areas desired for annexation.	On-going	Public Works Department
	64.	Identify sites that are susceptible to flooding and identify improvements for further flood mitigation.	2	Public Works Department
	65.	Identify additional sites for stormwater storage, which could be used simultaneously as a public park, recreational facility, or open space.	2	Public Works Department, GEPD
	66.	Work with property owners and developers to reduce impervious coverage and increase green space as a way to reduce stormwater runoff.	2	Public Works Department, Property Owners, Private Developers
Mitigate Urban Flooding	67.	Coordinate with DuPage County, property owners, and adjacent communities to develop an appropriate flood resilience strategy to address urban flood hazards.	2	DuPage County, Property Owners, Wheaton, Lombard, Glendale Heights, Milton Township
	68.	Consider purchasing strategically located properties to use as stormwater detention areas.	2	Public Works Department, Property Owners
	69.	Utilize the 2015 Illinois Urban Flooding Awareness Act Report to identify resources and technology that could help mitigate the impact of urban flooding.	2	Illinois Department of Natural Resources (IDNR)
	70.	Increase promotion of Village resiliency programs that help residents fund sanitary sewer service line improvements.	2	Public Works Department, Property Owners, Private Developers
Expand Infrastructure to Future Service Areas	71.	Continue to expand the Village's utility lines outside the northern and southern municipal limits in preparation for potential annexations.	On-going	Public Works Department, Property Owners, Private Developers
Strengthen Connections with the College of DuPage	72.	Use the Business Development Center and Innovation Dupage as resources to support new businesses in Glen Ellyn and throughout the county.	1	COD, Business Development Center, Innovation DuPage
	73.	Support COD in enhancing its facilities and amending the Planned Unit Development (PUD) to guide development of the COD campus.	1	COD
Sustainability Plan	74.	Complete a sustainability plan and implement high priority projects annually.	1	Public Works, Community Development, Administration
	75.	Continue to pursue Zero energy policy at GWA if efficiently achieved.	1	GWA and PW
	76.	Continue to promote green initiatives at the Village Links and Reserve 22.	1	Village Links and Reserve 22
McKee House	77.	Continue to work with the Forest Preserve to lease the McKee House and find a future tenant to invest and preserve this facility.	1	Administration and PW
Parks, Recreation & Open Space				
Address Park Needs	78.	Enhance Village Links and Reserve 22 by completing long range plans and investing regularly as appropriately.	On-going	GEPD, Public Works Department
	79.	Partner with the Park District on building an event and park space at US bank and enter into lease agreements with the Park District for Panfish Park and Manor Woods.	On-going	GEPD, Public Works Department
Preserve and Enhance Resources	80.	Enhance sustainable building practices, reduce pollutants, reduce vehicle emissions, reduce landfill waste, and educate residents to make sustainable choices.	On-going	All Departments