



Agenda
Village of Glen Ellyn
Special Village Board Workshop
Monday, August 26, 2024
6:00 PM
Glen Ellyn Civic Center, Room 301

Meeting Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda at the meeting or online at www.glenellyn.org prior to the meeting. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, 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. Main Street Garage**

- 1) Discussion of the Acceptance of the Public Improvements for the Main Street Garage

- F. Presentation**
- G. Reminders**
- H. Adjourn**



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

Meeting 8/26/2024 6:00 PM
Department: Administration
Department Head:
Category: Discussion Item
Prepared By: Mark Franz

**AGENDA ITEM (ID
2024-565)**

DOC ID: 2024-565

Discussion of the Acceptance of the Public Improvements for the Main Street Garage

Statement of the Issue:

Discussion on the Acceptance of the Public Improvements for the Main Street Garage

Analysis:

Background

On January 28, 2019, the Village Board adopted Ordinance No. 6671 approving a Redevelopment Agreement (RDA) with GSP Development LLC (GSP) to develop a Village owned-property commonly known as 418 – 424 N. Main Street and an adjacent property owned by GSP, 400 N. Main Street (the “Giesche Property”) for a mixed-use development. The project was substantially completed in late 2022 and a temporary certificate of occupancy was issued by the Village. The RDA provides that once the Village is ready to accept the public improvements for the development through a bill of sale, the Village would issue a certificate of occupancy and schedule a closing on the property to repurchase the Main Street surface lot for \$10 per the RDA. A new entity, Apex 400 LLC (Developer) is the successor entity to the development.

The RDA includes a Declaration of Covenants, Conditions, Restrictions, and Easements (CCR) that was agreed to and signed by the Developer on August 29, 2022. The CCR identifies what items are the responsibility of the Developer and the Village and will guide future matters concerning the development. This memorandum provides a brief update on the garage and next steps towards the repurchase of the first floor of the Main Street garage.

Subject

In early 2023, the Village became aware of small pieces of concrete falling in the Main Street Garage.

At that time, the Village leased the property from GSP for public parking and this issue was brought to GSP’s immediate attention. In addition, the Village hired Walker Consultants (Walker), who designed and provided oversight for the Civic Center Parking Garage, to investigate and advise the Village going forward. Walker inspected the areas of concern and provided the attached report dated April 14, 2023. The report was completed by Ryan Carris, Senior Consultant for Walker Consultants. The Village notified GSP that it would be responsible for all costs associated with Walker’s oversight activities, and the Village has been reimbursed for all of Walker’s costs to date.

Over the next few months, Walker was engaged by the Village to consult on the Developer’s parking

facility's structural and waterproofing systems. Walker performed a visual survey to document issues required to be addressed by the Developer. Walker then assisted the Village by reviewing and commenting on the Developer's proposed corrective actions and repairs. Finally, Walker observed the Developer's repairs to document their completion.

According to Mr. Carris, "Walker's survey identified falling concrete from three first level beams. This was attributed to dowel pins installed during the original construction being drilled too close to the edge and spalling the edge. The concrete distress was determined NOT to be a structural capacity concern, but was limited to a safety concern due to the falling concrete and a potential long-term durability issue. The edges of all beams throughout the facility were surveyed and all locations with deteriorated concrete were repaired."

Out of an abundance of caution, the Developer installed plywood over the edges of all the Garage's beams to prevent any concrete from falling. The Developer has agreed to remove the plywood in five (5) years and address any additional concrete deterioration in the future. The five (5) year period will provide ample freeze/thaw cycles to evaluate if there are any additional areas of concern.

Attached is a Letter Agreement dated January 22, 2024 with the Developer requiring the Developer to be responsible for the garage beams and any concrete deterioration.

Additionally, Walker's survey identified a few locations with minor concrete distress common in new precast construction. The concrete distress was determined NOT to be a structural capacity concern, but potentially a long-term durability issue and possible safety concern. Finally, Walker identified widespread water leakage through the floor slab. Over the first few months of 2024, the Developer addressed these issues. As of June 2024, the Developer has completed the required repairs as set forth in the attached letter from Walker dated June 13, 2024.

Parking structures are exposed to extreme environmental conditions that are not typically present in buildings, including large temperature changes, rain, snow, deicing salts, and vehicles due to their open-air environment. Because of this, even the best designed and constructed parking structure will require periodic maintenance repairs. Additionally, waterproofing systems have a finite life and will require future replacement. The Village hired an engineering consulting firm to create a maintenance schedule for the Civic Center Parking Garage and will obtain similar services for the Main Street Garage to identify maintenance issues with the Developer's portion of the garage. The CCR will help guide this process. In addition, the January 22, 2024 Letter Agreement specifies that the Village will maintain a cash deposit in the amount of 10% of the original full irrevocable cash deposit amount for a period of one (1) year after acceptance, or for one (1) year past correction of defect or deficiency of the public improvements per the RDA.

Recommendation

Based on Walker's assessment, all identified items have been resolved by the Developer. The Letter Agreement executed by the Developer provides that it will be responsible for future issues as required by the CCR. The Developer has reimbursed the Village in full for the Village's contracted services and the Developer is also current with its escrow requirement. Therefore, staff recommends moving forward with accepting the public improvements constructed by the Developer and closing on the Main Street surface lot.

Budget Impact:

The Village will be responsible for all future maintenance costs for the surface floor of the Garage similar to what the Village was responsible for before the development.

Contribution to Strategic Plan

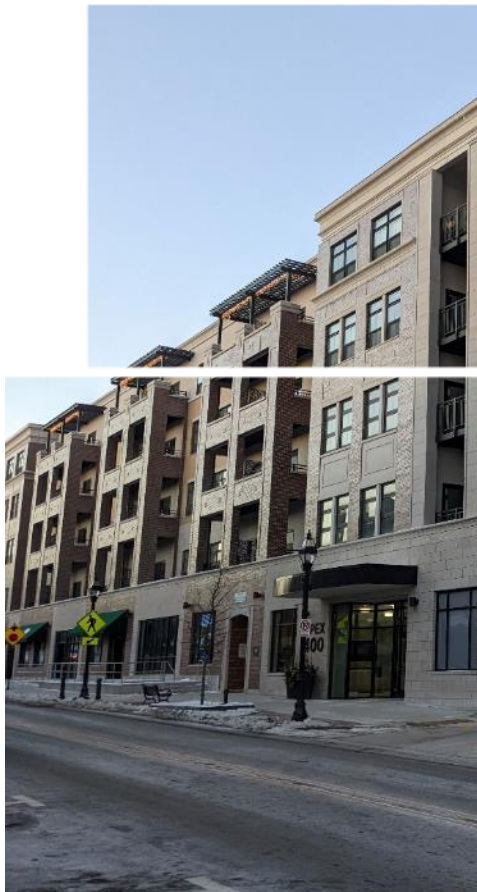
Strategic Issue: Development. **Initiative:** Implement an Economic Development strategy focused on overall commercial vitality, EAV growth and sales tax growth. **Action:** Evaluate financial impact and compliance with the downtown plan and TIF goals for all major CBD commercial developments. Alignment with the 2009 Downtown Plan; added 240 residential units; new parking garage (200 new spaces) and improved Main Street parking lot; two key components of the Downtown Plan.

Action Requested:

Discussion Only

Attachments:

1. Walker Report - April 14, 2023
2. January 22, 2024 Letter Agreement
3. Walker Final Report - June 13, 2024



Prepared for The Village of Glen Ellyn

400 Apex Parking Facility Visual Review

April 14, 2023

Walker Project No. 31-008978.10



WALKER
CONSULTANTS

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Executive Summary

At the request of the Village of Glen Ellyn, Walker Consultants performed a Visual Review of the 400 Apex Parking Facility in Glen Ellyn, Illinois. The objectives of this Condition Assessment were to perform a visual review of the parking facility's readily observable structural and waterproofing systems to identify current distress and/or deterioration.

400 Apex was constructed in 2021 as a mixed-use building and includes parking facilities on the 1st and 2nd levels, commercial store front space along the east elevation and residential on the 2nd to 5th floors (Photos 1 – 2). The parking facilities consist of a main parking area under the residential building and a 'finger' that extends out of the main structure westward towards Glenwood Avenue. At the 3rd level, above the parking facility, is a plaza which carries a pool and lounging area.

Our review identified eight overhead inverted tee beam locations with concrete spalls beneath the hollow planks bearing. We noted that observed as-built conditions at some of the spalled locations do not appear to be consistent with the information given in the provided "Issued for Construction" precast drawings. Additionally, we identified: longitudinal cracks in a few hollow core planks, widespread water leakage with some corrosion staining, widespread floor cracking, failed and/or missing floor sealants, and other miscellaneous deterioration.

Because the cause and extent of the overhead concrete spalling at the beams is currently unknown, and because some of the observed connections do not appear to be consistent with the information given in the provided "Issued for Construction" precast drawings, we recommend that additional investigation by a licensed professional be performed to determine the cause and extent of spalling and related distress at the beams. Additionally, we recommend that protective covering for the face of all inverted tee beams without welded connections be designed and installed to contain future concrete deterioration from falling to the ground. This protective covering shall be installed immediately and maintained until additional investigation and/or repairs are completed. After further investigation of the distress and construction inconsistencies are completed, we recommend that construction repair documents be prepared by a licensed professional to address all deterioration, as-built construction inconsistencies, and all potential long-term durability issues within the parking structure.



Ryan A. Carris, Senior Restoration Engineer Date

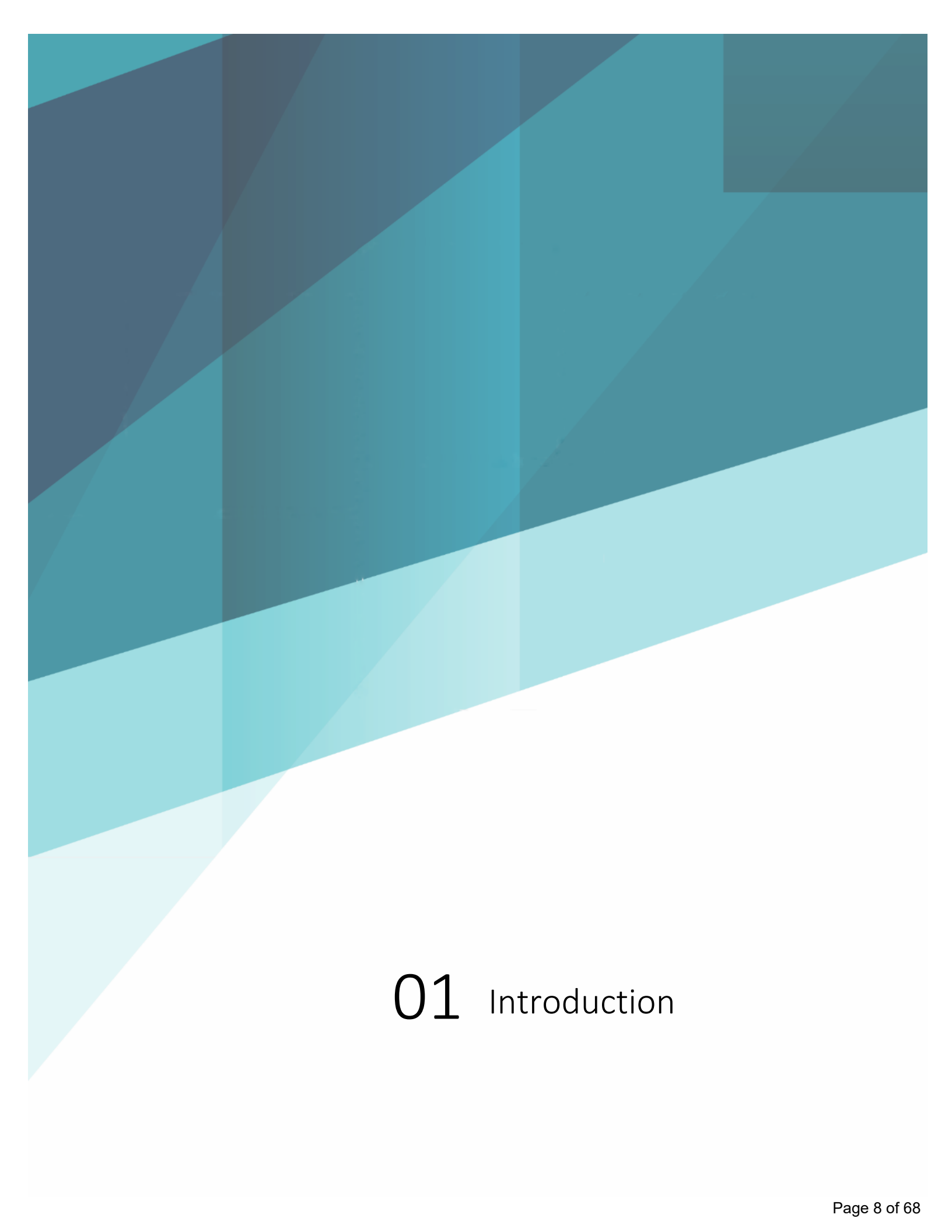
April 14, 2023



Daniel E. Moser, SE, PE, FPTI
Vice President/Director of Restoration

April 14, 2023

Date



01 Introduction

Introduction

At the request of the Village of Glen Ellyn, Walker Consultants performed a Visual Review of the 400 Apex Parking Facility in Glen Ellyn, Illinois. Mr. Ryan A. Carris and Benjamin Gray of Walker Consultants performed the evaluation and field survey. The work was performed in accordance with our January 24, 2023 proposal.

Objective

The objectives of this Condition Assessment were to perform a visual review of the parking facility's readily observable structural and waterproofing systems to identify current distress and/or deterioration.

Facility Description and Project Background

The 400 Apex Parking Facility is located in Glen Ellyn, Illinois on the block indicated in the satellite image below.



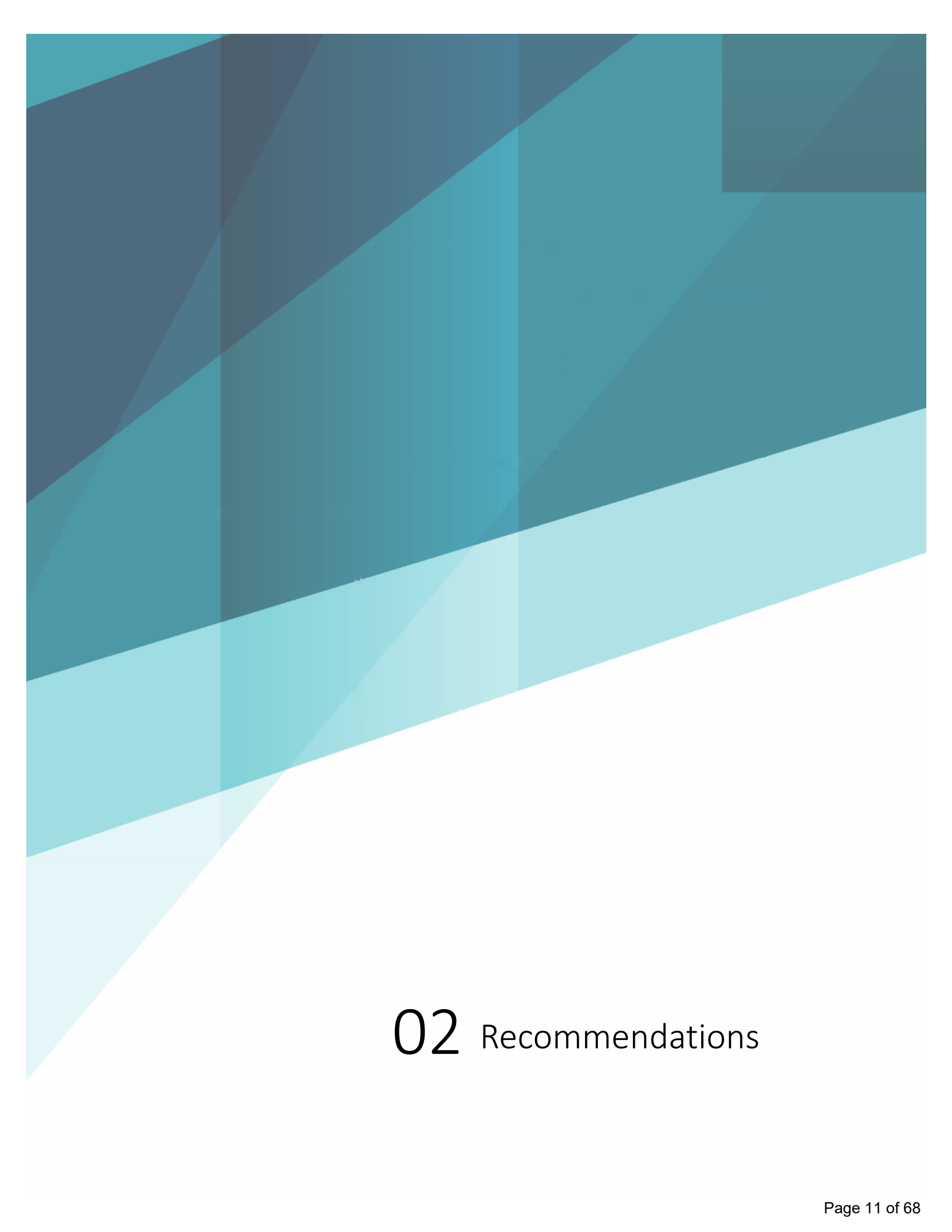
The structure was constructed in 2021 as a mixed-use building and includes parking facilities on the 1st and 2nd levels, commercial store front space along the east elevation and residential on the 2nd to 5th floors (Photos 1 – 2). The parking facilities consist of a main parking area under the residential building and a ‘finger’ that extends out of the main structure westward towards Glenwood Avenue. At the 3rd level, above the parking facility, is a plaza which carries a pool and lounging area.

The structural system for the main parking area consists of precast hollow core planks with a cast-in-place bonded topping spanning between precast interior inverted tee beams. The interior beams are being supported by concrete columns and shear walls. The structural system for the finger is precast concrete double-tee beams with a cast-in-place bonded topping supported by precast L-beams that transfer the load to concrete columns.

Documents Reviewed

The following documents were provided to Walker to generally familiarize ourselves with the structure layout and construction type.

Precast Drawings	SP001 to SP901	Mid-States Concrete Industries	01/08/2021 Issued For Construction
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02 Recommendations

Recommendations

Based upon our visual observations, Walker recommends the following actions:

1. Because the cause and extent of the overhead concrete spalling at the beams is currently unknown, and because some of the observed as-built connections do not appear to be consistent with the information given in the provided “Issued for Construction” precast drawings, we recommend that additional investigation by a licensed professional be performed to determine the cause and extent of spalling and related distress at the beams. We recommend the investigation, at a minimum, should include the following:
 - Close-up visual observation of the spalled cavity from aerial access equipment to confirm presence and configuration of the dowels, epoxy adhesive, and to confirm the presence of bearing pads and their configuration at hollow core bearings.
 - Nondestructive and destructive testing to determine whether there is a connection between the hollow core plank and the beam at all hollow core bearing locations throughout the structure that do not have a welded connection.
 - Volume change analysis of the parking structure to determine the anticipated amount of movement at the hollow core bearings due to the creep, shrinkage, and the unheated nature of parking structure.
 - Review and engineering analysis of all hollow core connections present to determine whether they can accommodate the calculated volume change movement. Engineering calculation of required edge distance and embedment for any dowels and/or headed studs.
 - Engineering calculations to determine whether the installed bearing pads provide a low enough coefficient of friction to allow for sliding required by the completed volume change analysis.
2. Because concrete spalling along the beams has occurred at different times and the cause and extent of the issues is not currently known, we recommend that protective covering for the face of all inverted tee beams without welded connections be designed and installed to contain future concrete deterioration from falling to the ground. This protective covering shall be installed immediately and maintained until additional investigation and/or repairs are completed.
3. After further investigation of the distress and construction inconsistencies are complete, we recommend that construction repair documents be prepared by a licensed professional to address all deterioration, as-built construction inconsistencies, and all potential long-term durability issues within the parking structure. This includes but is not limited to the concrete spalling at the hollow core bearings, hollow core cracking, and complete waterproofing of floor surfaces. Because lack of waterproofing on the levels above the 1st level parking area can have a long-term impact on the 1st level parking area, we recommend all levels be repaired. Repair documents should include proper repair methods and material specifications and be in general conformance with American Concrete Institute (ACI), International Concrete Repair institute (ICRI) and accepted industry standards.



04 Summary

Summary

Our investigation program consisted of a walk-through of the facility while it was in operation. During our walk-through, we visually observed from the floor surfaces the readily accessible exposed structural elements, such as the floors, ceilings, beams, columns, and façade to document noticeable distress such as cracks, leaks, spalls, scaling, joint deterioration, premature failed waterproofing, and other similar adverse conditions.

Below is a summary of our significant observations. Observations of the locations where the Village has noted concrete spalling with falling concrete debris are provided first. This is followed by observations of additional deterioration observed within the parking structure. Because deterioration on the upper levels can have a long-term negative impact on the 1st level durability and operations, we have included observations of readily visible deterioration on all levels. Photo numbers refer to photographs found in Appendix A. Location maps for typical deterioration are included in Appendix B.

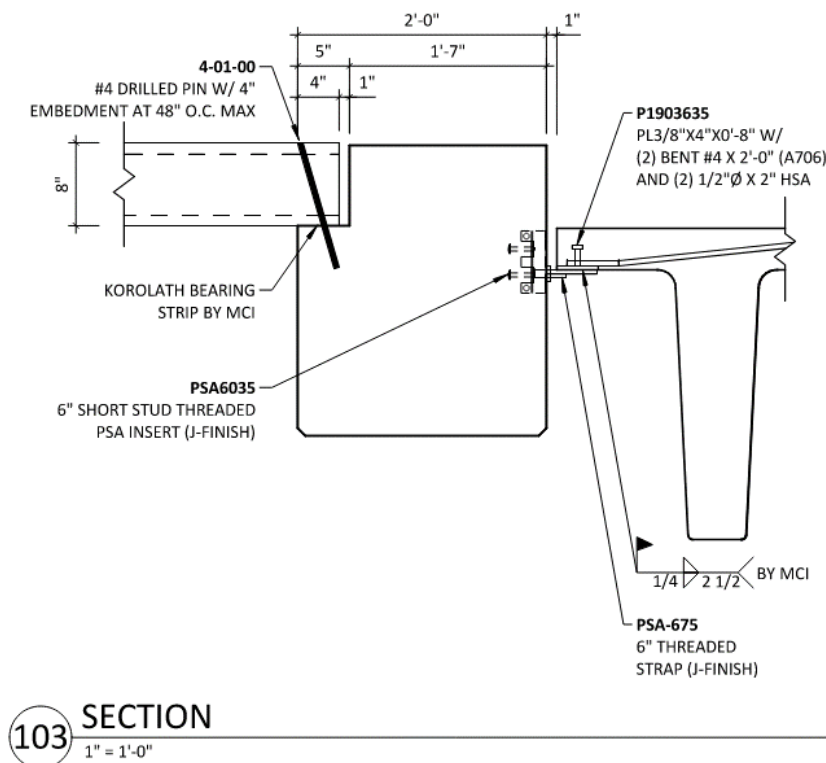
Observations

Concrete Spalling at the Inverted Tee Beams

1. Concrete distress spalls were observed at eight (8) locations in the face of the 2nd level inverted tee beams beneath the 2nd level hollow core plank bearings (Photos 3 to 15). They were:
 - a. Spall 1 along Grid Line 4, between Grids F and G. Concrete was reported to have fallen to the ground at this location in January 2023. The spall was semicircular in shape. A steel dowel with adhesive appeared to be present at the center of the spall and the spall radiating outward from the dowel. Some corrosion appeared to be present on the steel dowel.
 - b. Spall 2 along Grid Line 4, between Grids G and H. After concrete had fallen at Spall 1, cracking was observed in the face of the beam at this location. The beam was hammer sounded and deteriorated concrete removed to expose the spalled cavity. The spall was semicircular in shape. A steel dowel with adhesive appeared to be present at the center of the spall and the spall radiating outward from the dowel.
 - c. Spall 3 along Grid Line 5, between Grids E and F. After concrete had fallen at Spall 1, cracking was observed in the face of the beam at this location. The beam was hammer sounded and deteriorated concrete removed to expose the spalled cavity. The spall appeared shallow and was rectangular in shape extending parallel to the length of the bearing. The presence of a bearing pad was not obvious from the ground.
 - d. Spall 4 along Grid Line 7.8, between Grids D and E. Concrete was reported to have fallen to the ground at this location in January 2023. The spall appeared shallow and was semicircular in shape. The presence of a bearing pad was not obvious from the ground.
 - e. Spalls 5, 6, and 7 along Grid Line 7.8, between Grids C and D. Concrete was reported to have fallen to the ground at this location in January 2023. The spalls were semicircular in shape. A steel dowel with adhesive appeared to be present at the center of each of the spalls with the spall radiating outward from the dowel. Some corrosion appeared to be present on the steel dowel. Adhesive surrounding the dowel was not obvious.

- f. Spall 8, along Grid Line 7.8, at Grid C. Concrete was reported to have fallen to the ground at this location in January 2023. The spall was semicircular in shape. A steel dowel with adhesive appeared to be present at the center of the spall and the spall radiating outward from the dowel.
2. Although an engineering review of the original construction drawings was not included in our scope of work, Walker performed a cursory review of the drawings to familiarize ourselves with the construction details only at the noted spall locations. Based on our cursory review of the provided drawings, we noted:
 - a. Spall locations 5, 6, 7, and 8 were specified to have Connection Type 103. This detail specified a “#4 DRILLED PIN W/ 4” EMBEDMENT AT 48” O.C. MAX” as seen below. The specified pins appear consistent with the steel dowels we observed at the center of each of these spalls. The connection detail also specifies a “Korolath Bearing Strip,” but we were unable to observe a bearing pad along the joint or within the spalled cavity from the ground. The opposite end was specified to have Connection Type 80 or 95 which is similar to Connection Type 87 below.

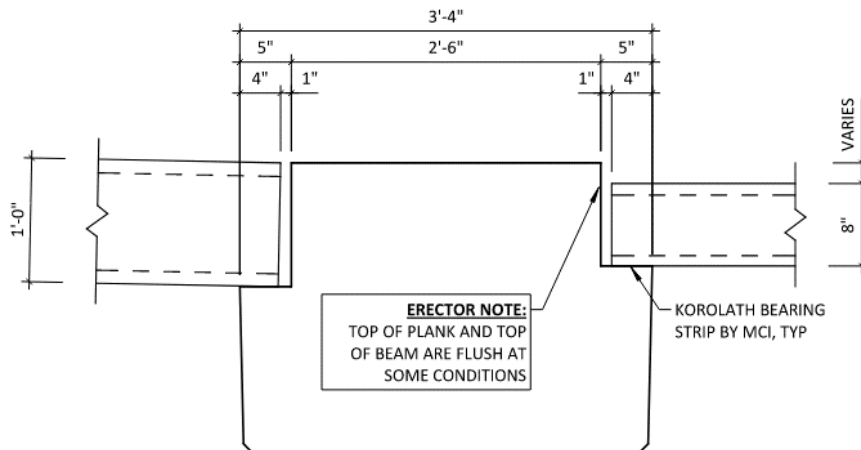
Connection Type 103 from Mid-States Precast Drawing SP304



- b. Spall locations 1, 2, and 3 were specified to have Connection Type 87. We noted that this connection detail, shown below, does not include a steel dowel that was observed in the field. The steel dowels observed appear similar to the pins shown in Connection Type 103 above. The

connection detail also specifies a “Korolath Bearing Strip,” but we were unable to observe a bearing pad along the joint or within the spalled cavity from the ground. We noted the opposite end of the plank was specified to have Connection Type 110, which includes a welded fixed bearing.

Connection Type 87 from Mid-States Precast Drawing SP303



87 SECTION

1" = 1'-0"

3. A series of small concrete repair patches were observed at two inverted tee beams along Grid 4 directly beneath the hollow core bearing (Photo 15). The patches were estimated to be 5"x5" and 1 foot on center. The reason for the patches is unknown, but locations are similar to inverted tee beams experiencing concrete spalling and therefore should be reviewed.

First Level Floors

1. Sealant was present in some of the slab-on-ground floor control joints in the south end but was typically not present in areas of the main section and finger slab-on-ground, as would often be required in a parking structure. (Photos 16 - 20).
2. Small concrete distress spalls were observed along a couple of slab-on-ground control joints in the finger area (Photos 19 and 20).
3. The slab-on-ground exhibited frequent random, narrow unsealed cracks (Photos 20 and 21).
4. At some finger column locations, the slab-on-ground included diamond shaped isolation control joints around the columns, while at locations along the south edge of the finger the control joints were not

present. Due to the lack of isolation control joints, narrow cracking frequently radiated from the column corners (Photo 23).

5. A small area of cracked and delaminated concrete was observed on the floor in front of the door at the west stair tower (Photo 24).
6. Two HVAC units for the interior finished space drained directly onto the parking facility pavement without floor drains. Water ponding and ice formation was typically observed at these locations (Photo 26).

First Level Overhead

1. Water leakage stains and efflorescence was widespread on the sides of overhead beams, typically the full span length of the beam from column to column (Photos 26 to 29).
2. In addition to the water leakage stains, corrosion stains were present at a few beam locations (Photo 28) and at the south perimeter wall (Photo 29).
3. Active water leakage and efflorescence was observed on the underside of the beam separating the main structure from the finger (Photo 30).
4. Water leakage stains and efflorescence was present at the midspan of nearly every tee-to-tee joint within the finger at sealant failures on the floor above (Photo 31 and 32).
5. Water leakage and efflorescence was seen on the underside of a hollow core plank. The leaching appeared to come from the hollow core void (Photos 33 and 34).
6. Cracks were observed on the underside of several hollow core planks, typically near the supported ends. The cracks were generally longitudinal to the plank, and some of the cracks have developed efflorescence due to water leakage through the floor slab (Photos 35 to 40).
7. A concrete distress spall was present at the end of one of the inverted tee beams along Grid 4 (Photo 41).
8. A small concrete delamination/spall was present in a wall haunch supporting the hollow core planks along Grid 1 (Photo 42).
9. A large concrete delamination with corrosion staining was observed in the L-beam supporting the double-tees in the finger near the west entrance (Photo 43).
10. It was generally noted that there was a minimal gap observed between the inverted tee beam and hollow core plank. A bearing pad was typically not observable from the ground and may indicate that bearing pads were omitted (Photo 44).
11. Beneath the 2nd level entrance ramp, steel angles are used to provide bearing support for the hollow core planks. At one location the plank appears to have less bearing area than is commonly required for a hollow core plank bearing on a steel angle and should be reviewed. (Photos 45 and 46).
12. At an isolated location near the south entrance, peeling insulation and paint was noted overhead, possibly an indication of moisture intrusion through the floor surface (Photo 47).

Second Level Floors

1. A few concrete cracks and delaminations were present in the floors at isolated locations (Photos 48 & 49).
2. We noted that the 2nd level topping slab did not have control joints at each hollow core slab joint, as is frequently used in parking structures, but incorporated a nominal 15'x15' control joint pattern.
3. Floor cracks in the concrete topping were common throughout the 2nd level floor and may allow water penetration (Photos 50 to 56). The cracks varied in size from hairline to over ¼" at one location. The

floor cracks were often observed parallel to the hollow core plank joints where control joints were omitted and at some locations perpendicular to the hollow core. Cracks were also noted to radiate from some wall corners and through pipe penetrations.

4. Prematurely failed control joint sealant was frequent throughout the 2nd level (Photos 58 to 61).
5. Cove sealants were present at the wall-to-floor interface at some locations, typically near the south end, but were missing at many locations resulting in an open joint that can allow for water penetration through the floor slab (Photo 62). Additionally, unsealed joints were typically present at the shear walls (Photo 63) and columns (Photo 64).
6. The perimeter around pipe penetrations through the floor were typically unsealed and can allow water penetration through the floor slab (Photos 65 and 66).
7. The finger floor was not visually surveyed due to snow and ice covering the surface at the time of the visit.

Second Level Overhead

1. Water staining and efflorescence was common on the sides of overhead beams due to water leakage through the floor, typically the full span length of the beam from column to column. In some cases, there was corrosion staining (Photos 67 to 69).
2. A ceiling tile was observed to be deflected and cracked. Removal of the tile revealed active water leakage through the underside of a hollow core plank from the plank void (Photo 70). The leakage had resulted in ice buildup on the ceiling tile above. The ceiling tile was removed by property management.
3. Small concrete delamination/spalls were present in a few column locations from both the interior and exterior (Photos 71 to 73).
4. A PVC pipe near a shear wall was draining directly to the floor that may result in water ponding and ice formation (Photo 74).

Limitations

This report contains the professional opinions of Walker Consultants based on the conditions observed as of the date of our site visit and documents made available to us by The Village of Glen Ellyn. This report is believed to be accurate within the limitations of the stated methods for obtaining information.

Condition appraisal and the recommendations therein are to be used by Client with additional fiscal and technical judgment.

It should be noted that our scope was limited to observations. As a result, this report does not provide specific repair details or methods, construction contract documents, material specifications, or details to develop the construction cost from a contractor.

Based on the agreed scope of services, the assessment was based on visual observations of the existing conditions. Some of these observations cannot be verified without expanding the scope of services or performing more invasive procedures on the structure. More detailed and invasive testing may be provided by Walker Consultants as an additional service upon written request from Client.

This report does not provide any kind of guarantee or warranty on our findings. Our visual observations are based on and limited to the agreed scope of work. We do not intend to suggest or imply that our observation has discovered or disclosed latent conditions or has considered all possible improvement or repair concepts.

A review of the facility for Building Code compliance and compliance with the Americans with Disabilities Act (ADA) requirements was not part of the scope of this project. However, it should be noted that whenever significant repair, rehabilitation or restoration is undertaken in an existing structure, ADA design requirements may become applicable if there are currently unmet ADA requirements.

Similarly, we have not reviewed or evaluated the presence of, or the subsequent mitigation of, hazardous materials including, but not limited to, asbestos and PCB.

This report was created for the use of Client and may not be assigned without written consent from Walker Consultants. Use of this report by others is at their own risk. Failure to make repairs or observations in this report in a timely manner using appropriate measures for safety of workers and persons using the facility could increase the risks to users of the facility. Client assumes all liability for personal injury and property damage caused by current conditions in the facility or by construction, means, methods and safety measures implemented during facility repairs. Client shall indemnify or hold Walker Consultants harmless from liability and expense including reasonable attorney's fees, incurred by Walker Consultants as a result of Client's failure to implement repairs or to conduct repairs in a safe and prudent manner.



Appendices

Appendix A: Photos

Photo 1. Overall view of the south entrance for public and resident parking.



Photo 2. Overall view of the finger extending west of the facility.



Photo 3. Overall view of two concrete spalls in the inverted tee beam at Gridline 4.



Photo 4. Close-up of the previous photo Spall 1. Note what appears to be a steel dowel with adhesive exposed at the center of the spall. Also note bearing pad is not present at edge.



Photo 5. Close-up of Spall 2 indicated in Photo 3. Note what appears to be a steel dowel and adhesive exposed at the center of the spall.



Photo 6. Concrete spall in inverted tee beam at Gridline 5.



Photo 7. Close-up of previous photo of beam spall at Gridline 5. Note, presence of a bearing pad is not obvious from ground.



Photo 8. Overall view of concrete spalls at the inverted tee beam at Grid 7.8, separating the main structure from the finger.

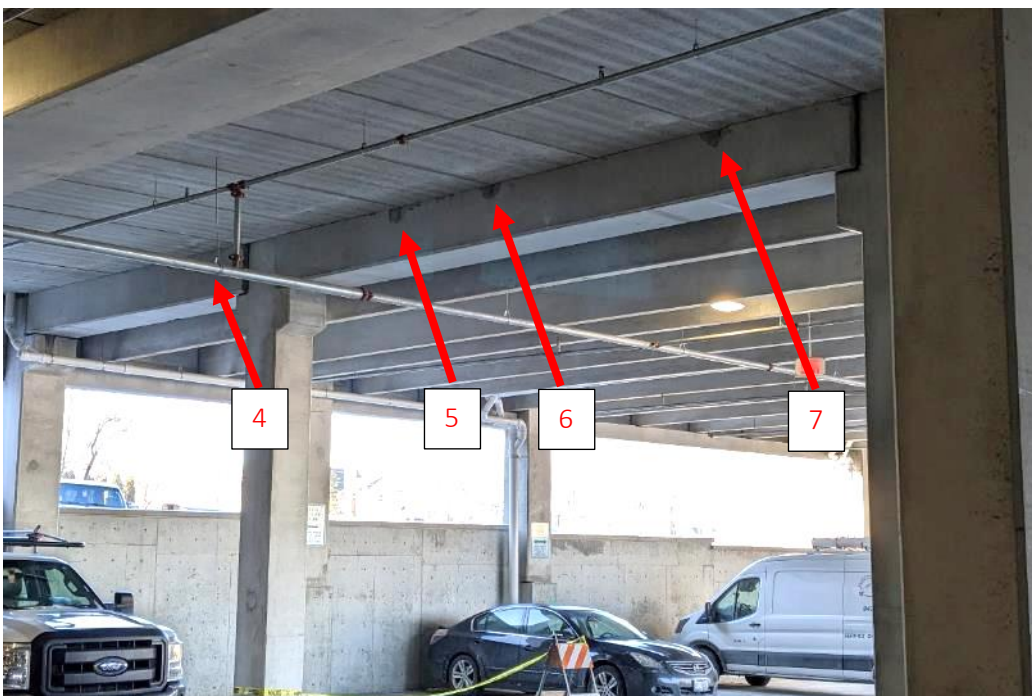


Photo 9. Spall 4 along Grid 7.8 from Photo 8. Note, presence of a bearing pad is not obvious from ground.

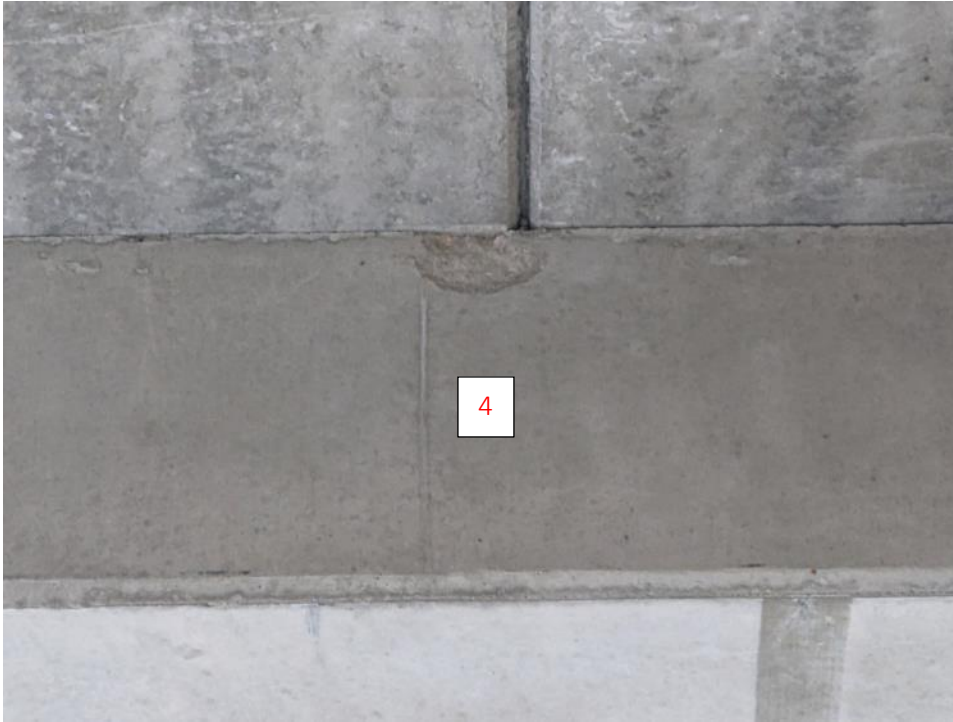


Photo 10. Spall 5 along Grid 7.8 from Photo 8. Note, presence of dowel at center of spall. Also note an adjacent small spall. Presence of a bearing pad is not obvious from ground.



Photo 11. Spall 6 along Grid 7.8 from Photo 8. Note, presence of dowel at center of spall.



Photo 12. Spall 7 along Grid 7.8 from Photo 8. Note, presence of dowel at center of spall.

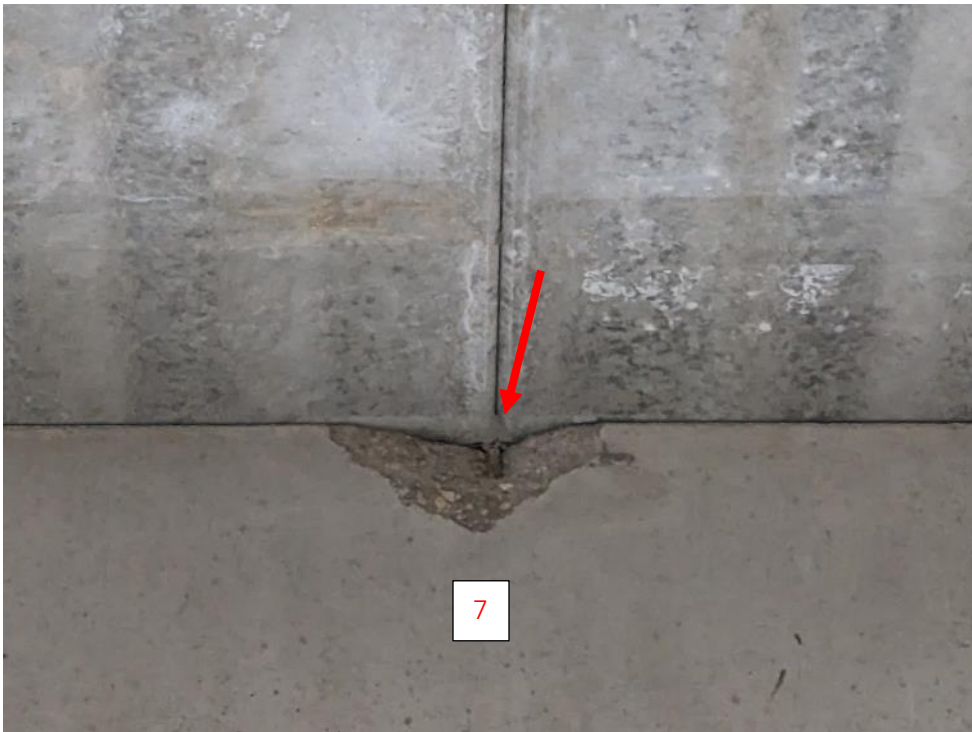


Photo 13. Spall 8 along Grid 7.8.



Photo 14. Close-up of Spall 8 along Grid 7.8 from Photo 8. Note, presence of dowel at center of spall.



Photo 15. Approximately 22 patches were seen on two inverted tee beams along Grid Line 4.



Photo 16. Sealant present in some of the slab-on-ground control joints, typically near the south end.



Photo 17. Typical slab-on-ground with missing control joint sealant.



Photo 18. Typical slab-on-ground with missing control joint sealant.



Photo 19. Missing slab-on-ground control joint sealant with small spalls along the joint in the finger.



Photo 20. Missing slab-on-ground control joint sealant with small spalls along the joint in the finger.



Photo 21. Typical narrow crack in the slab-on-ground.



Photo 22. Close-up of previous photo.



Photo 23. Typical diagonal slab-on-ground cracks off Finger columns.



Photo 24. Concrete delaminated outside of west stair tower door at ground level.



Photo 25. Ponding water underneath HVAC units was noted in two locations. Note no floor drain present.



Photo 26. Water leaching stains typical along the length of a beam observed from the 1st level.



Photo 27. Water leaching stains typical along the length of a beam observed from the 1st level.



Photo 28. Water leaching and corrosion stains along the length of a beam observed from the 1st level.



Photo 29. Corrosion and water staining at a wall near the 1st level south entrance.



Photo 30. Heavy water leakage at the beam to the finger observed from the 1st level.



Photo 31. Typical water leakage and efflorescence at midspan shear connector in the finger.



Photo 32. Typical water leakage and efflorescence at midspan shear connector in the finger.



Photo 33. Water leakage and efflorescence from underneath a hollow core void.



Photo 34. Water leakage and efflorescence from underneath a hollow core void.



Photo 35. Overall view of a cracked hollow core plank.



Photo 36. Close-up of the hollow core crack from the previous photo.



Photo 37. Overall view of a hollow core plank that has cracked.

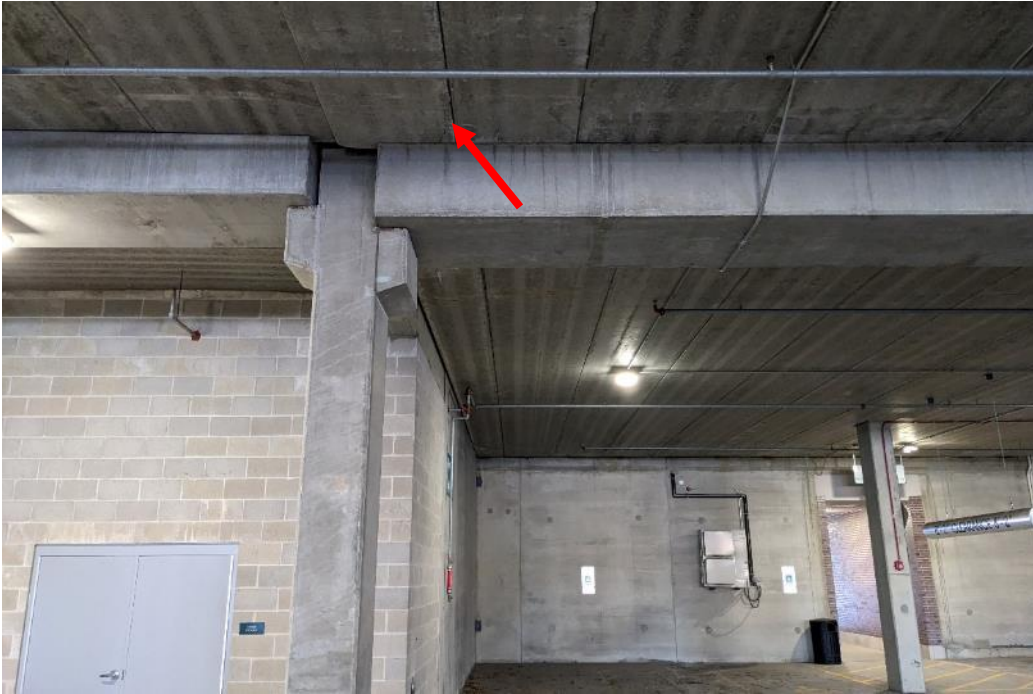


Photo 38. Close-up of the crack indicated in the previous photo.



Photo 39. A hollow core plank with a crack near the supported end.



Photo 40. Another crack on a hollow core plank with efflorescence.



Photo 41. Concrete spall at the end of the inverted tee beam along Grid 4.



Photo 42. A small delamination of a beam haunch between hollow core planks along Grid Line 1.



Photo 43. A delaminated concrete L-beam with corrosion staining near the west entrance in the finger.



Photo 44. Typical minimal gap separating the hollow core planks from the beams.



Photo 45. A steel angle supporting the 2nd level ramp hollow core plank.



Photo 46. Minimal hollow core bearing at one location supporting the 2nd level ramp.



Photo 47. Peeling paint and insulation near the south entrance observed from the 1st level.



Photo 48. Isolated concrete delamination in the 2nd level topping slab.



Photo 49. Isolated concrete delamination in the 2nd level topping.



Photo 50. Overall view of a wide crack that extends from wall to column to shear wall.

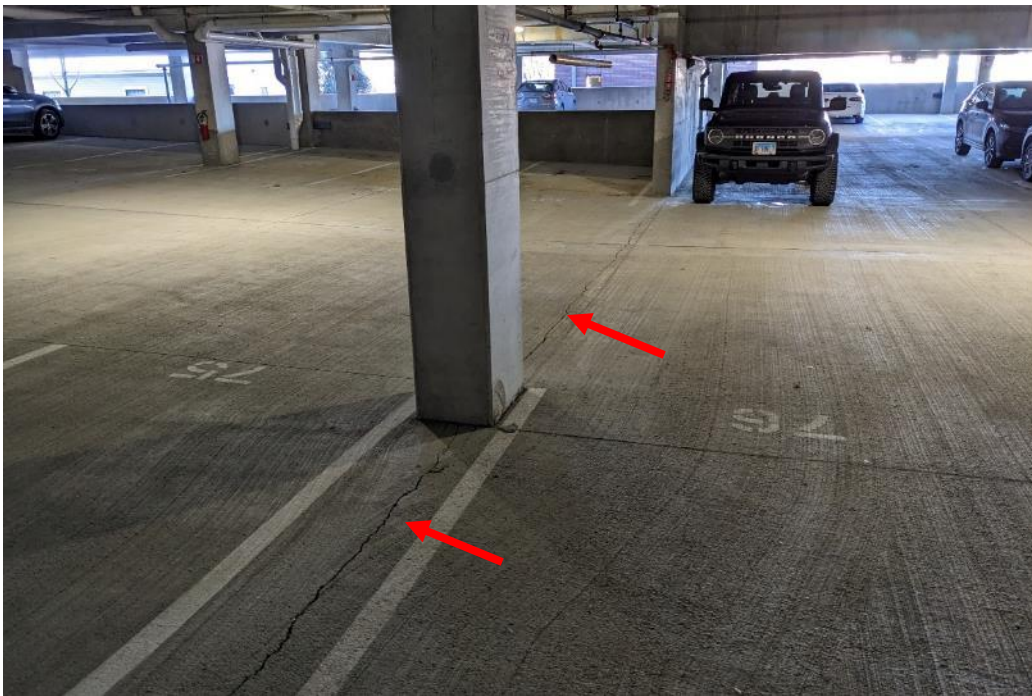


Photo 51. A wide crack on the floor between the wall and column.



Photo 52. Small concrete spalls that have stemmed from the wide crack of the previous photo.



Photo 53. Typical crack parallel to the hollow core plank joints in the 2nd level floor topping slab.



Photo 54. Typical crack in 2nd level floor topping slab perpendicular to the hollow core planks.



Photo 55. Floor cracks through drain penetrations in the 2nd level floor.



Photo 56. A wide crack that has stemmed off the corner of the column to the construction joint. Also note that the column perimeter is not sealed.

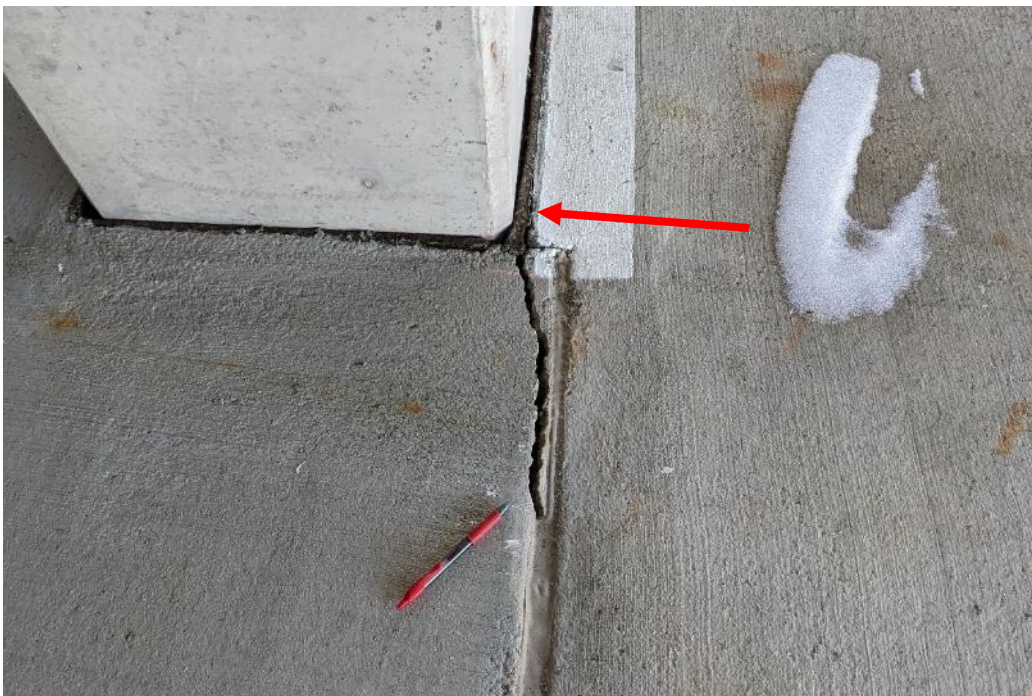


Photo 57. Overall view of failed construction joint sealant.

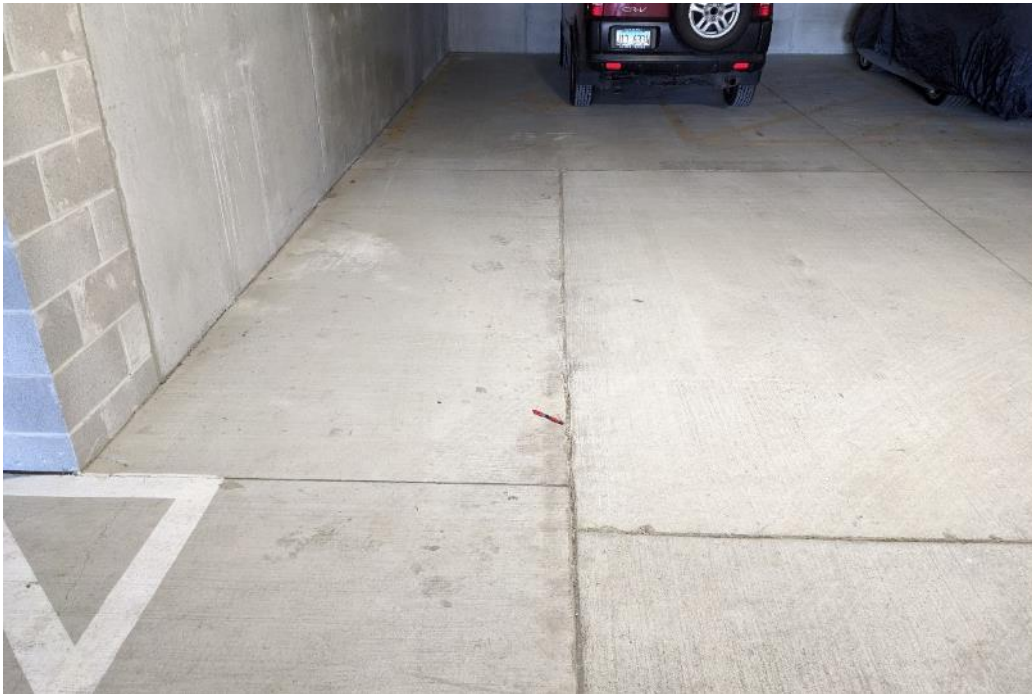


Photo 58. Close-up of failed construction joint sealant from the previous photo.



Photo 59. Failed construction joint sealant above the beam that separates the finger from the main structure.



Photo 60. Additional failed construction joint sealant.



Photo 61. Additional failed construction joint sealant.



Photo 62. Cove sealant at the wall bases was typically missing at areas except at limited areas at the south end.



Photo 63. Shear walls typically missing cove sealant along the base. Also note failed control joint sealant.



Photo 64. Cove sealant was typically missing at the column bases.



Photo 65. Plumbing pipe penetrations were typically not sealed.



Photo 66. Pipe penetrations were typically not sealed. Also note floor crack extending from pipe penetration.



Photo 67. Corrosion and water staining was common on beams observed from the 2nd floor.



Photo 68. Corrosion staining along the length of a beam observed from the 2nd floor.



Photo 69. Heavy staining on a deep beam spanning between shear walls observed from the 2nd floor.



Photo 70. Active leaking observed on underside of 3rd level hollow core void into the parking area.



Photo 71. An isolated concrete column spall at 2nd level.



Photo 72. An isolated concrete column delamination on the interior surface.



Photo 73. An isolated concrete column spall at 2nd level.



Photo 74. Plaza level drainpipe draining directly onto 2nd level floor.



Appendix B: Drawings

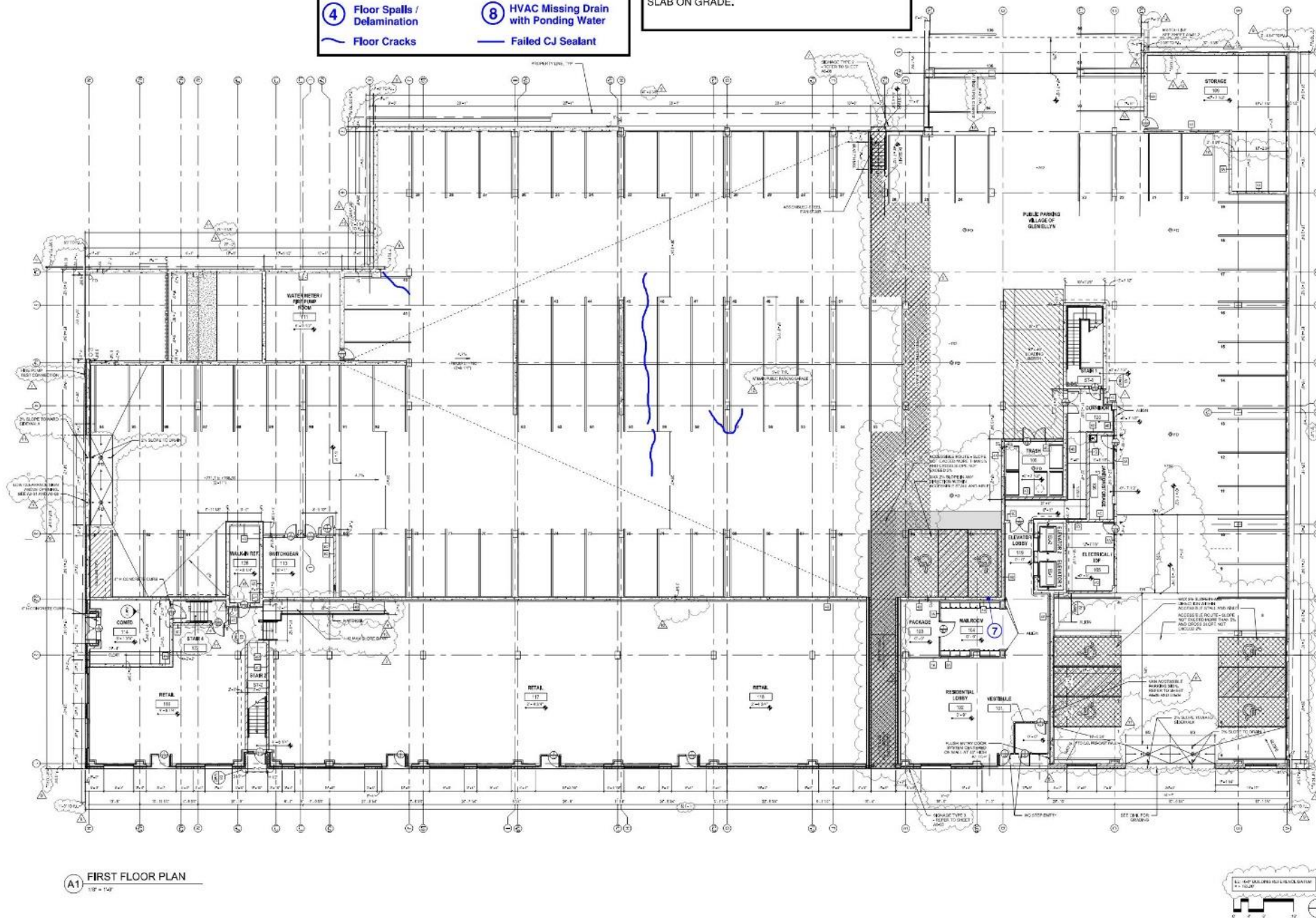
LEGEND			
①	Overhead Water Leakage/Efflorescence	⑤	Previous Patches
②	Overhead Water / Corrosion Staining	⑥	Unsealed Pipe Penetrations
③	Overhead Spalls / Delamination	⑦	Peeling Insulation
④	Floor Spalls / Delamination	⑧	HVAC Missing Drain with Ponding Water
—	Floor Cracks	—	Failed CJ Sealant

NOTES

1. COVE SEALANTS TYPICALLY FAILED AT COLUMNS, SHEAR WALLS, AND WALL BASES BESIDES UNDERNEATH RESIDENTIAL.

2. BEARING PADS NOT VISIBLE WHERE INTERIOR BEAMS SUPPORT HOLLOW CORE PLANKS.

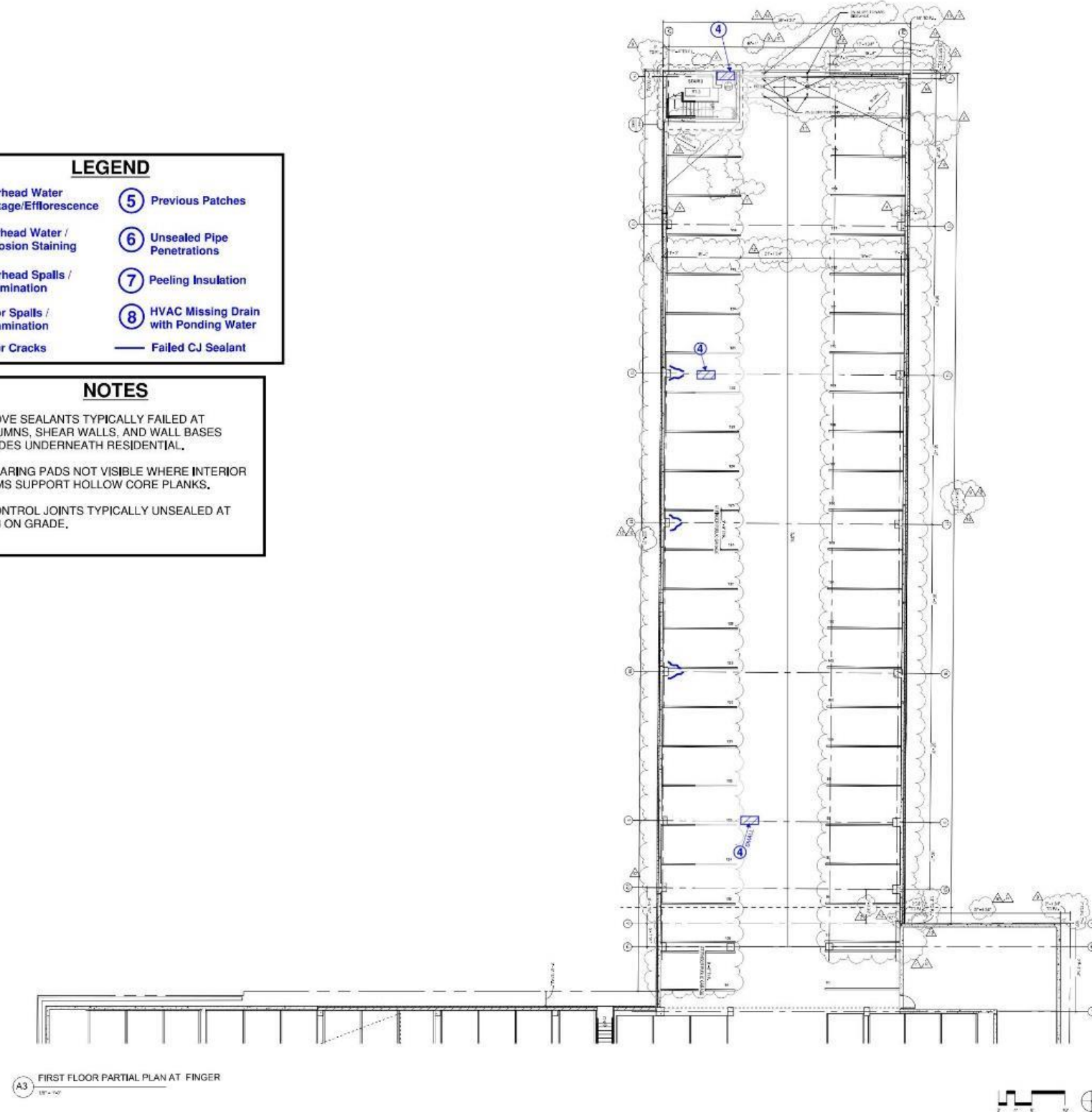
3. CONTROL JOINTS TYPICALLY UNSEALED AT SLAB ON GRADE.

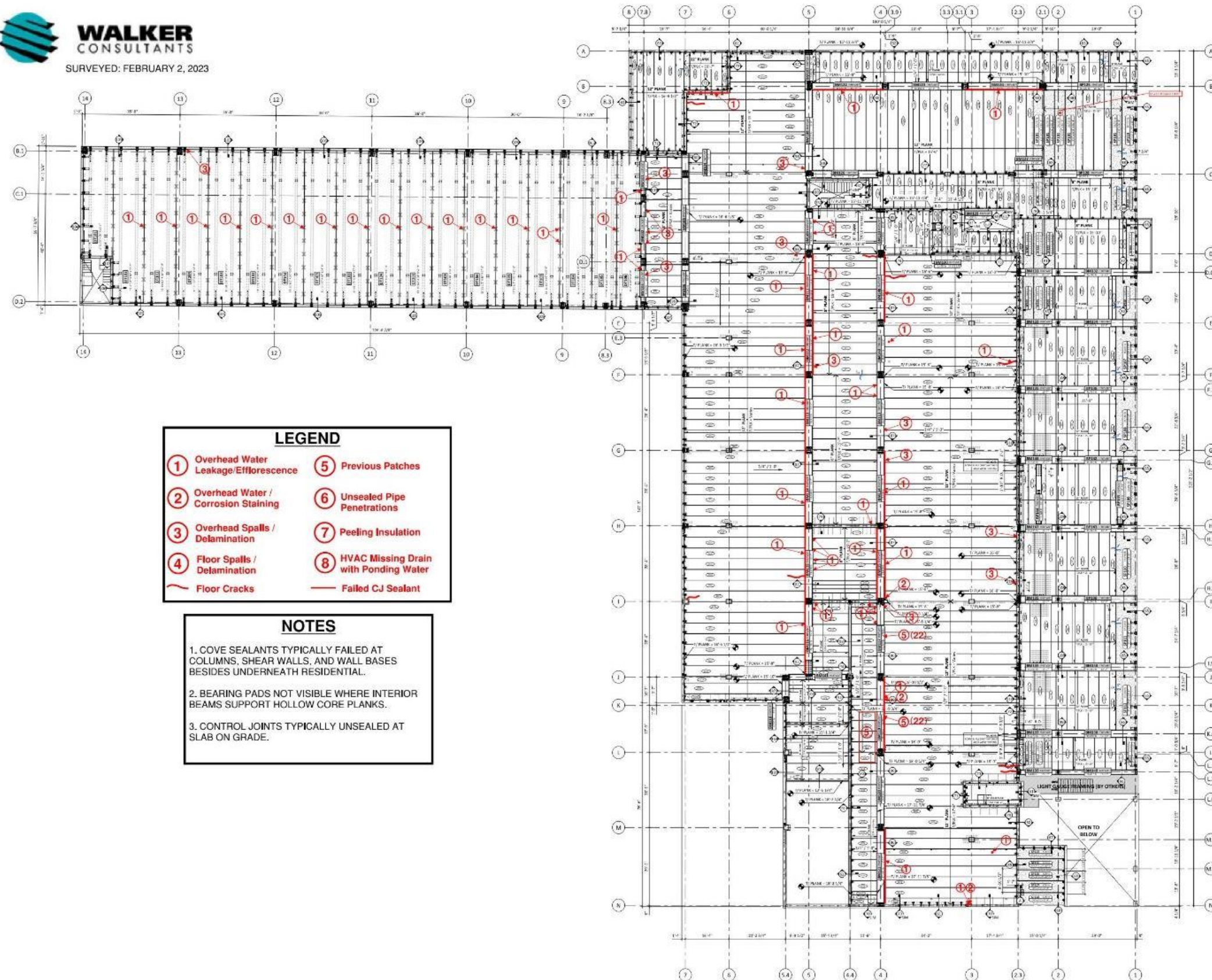


LEGEND	
① Overhead Water Leakage/Efflorescence	⑤ Previous Patches
② Overhead Water / Corrosion Staining	⑥ Unsealed Pipe Penetrations
③ Overhead Spalls / Delamination	⑦ Peeling Insulation
④ Floor Spalls / Delamination	⑧ HVAC Missing Drain with Ponding Water
— Floor Cracks	— Failed CJ Sealant

NOTES

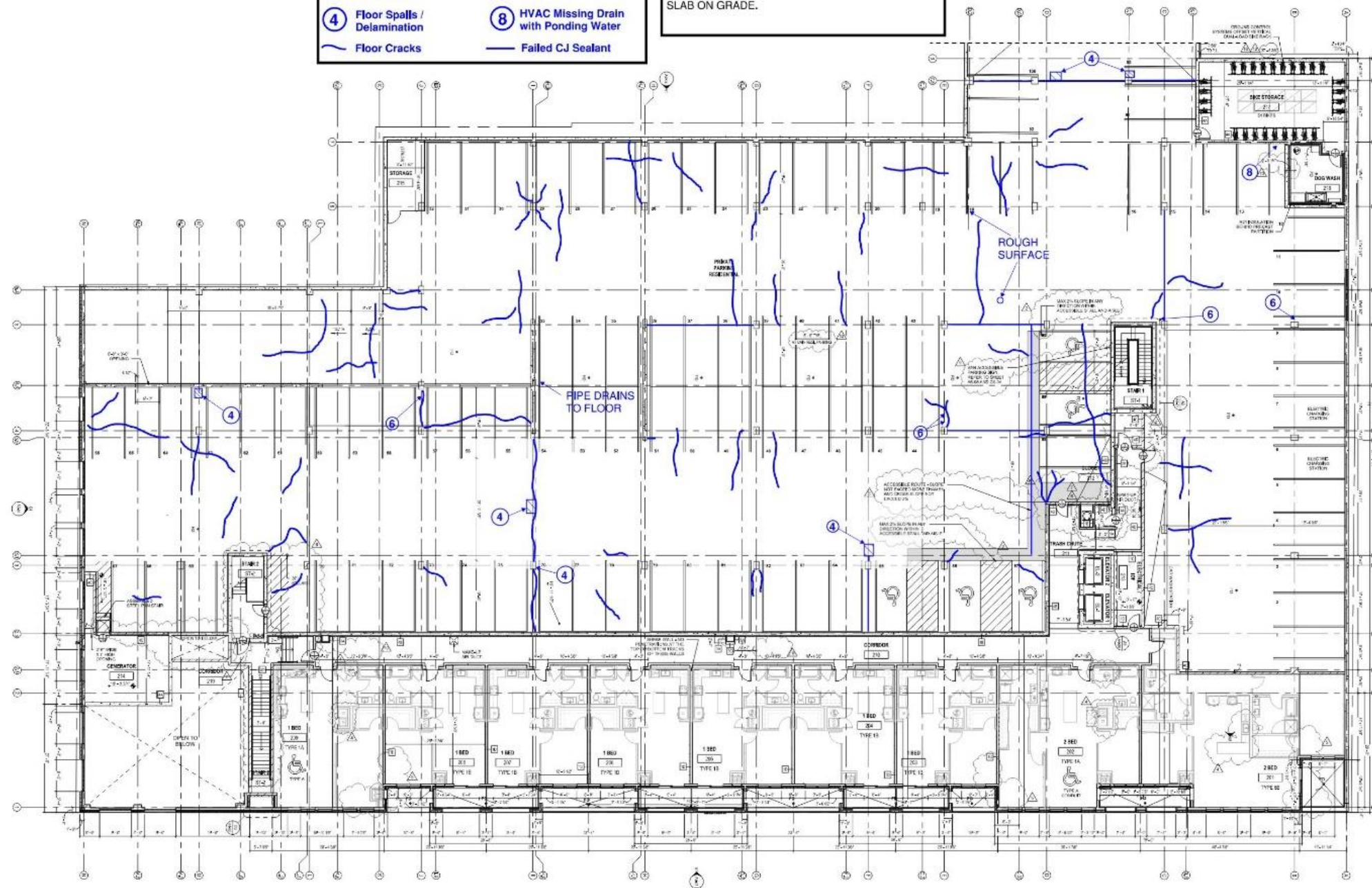
1. COVE SEALANTS TYPICALLY FAILED AT COLUMNS, SHEAR WALLS, AND WALL BASES BESIDES UNDERNEATH RESIDENTIAL.
2. BEARING PADS NOT VISIBLE WHERE INTERIOR BEAMS SUPPORT HOLLOW CORE PLANKS.
3. CONTROL JOINTS TYPICALLY UNSEALED AT SLAB ON GRADE.





LEGEND			
①	Overhead Water Leakage/Efflorescence	⑤	Previous Patches
②	Overhead Water / Corrosion Staining	⑥	Unsealed Pipe Penetrations
③	Overhead Spalls / Delamination	⑦	Peeling Insulation
④	Floor Spalls / Delamination	⑧	HVAC Missing Drain with Ponding Water
—	Floor Cracks	—	Failed CJ Sealant

NOTES	
1. COVE SEALANTS TYPICALLY FAILED AT COLUMNS, SHEAR WALLS, AND WALL BASES BESIDES UNDERNEATH RESIDENTIAL.	
2. BEARING PADS NOT VISIBLE WHERE INTERIOR BEAMS SUPPORT HOLLOW CORE PLANKS.	
3. CONTROL JOINTS TYPICALLY UNSEALED AT SLAB ON GRADE.	

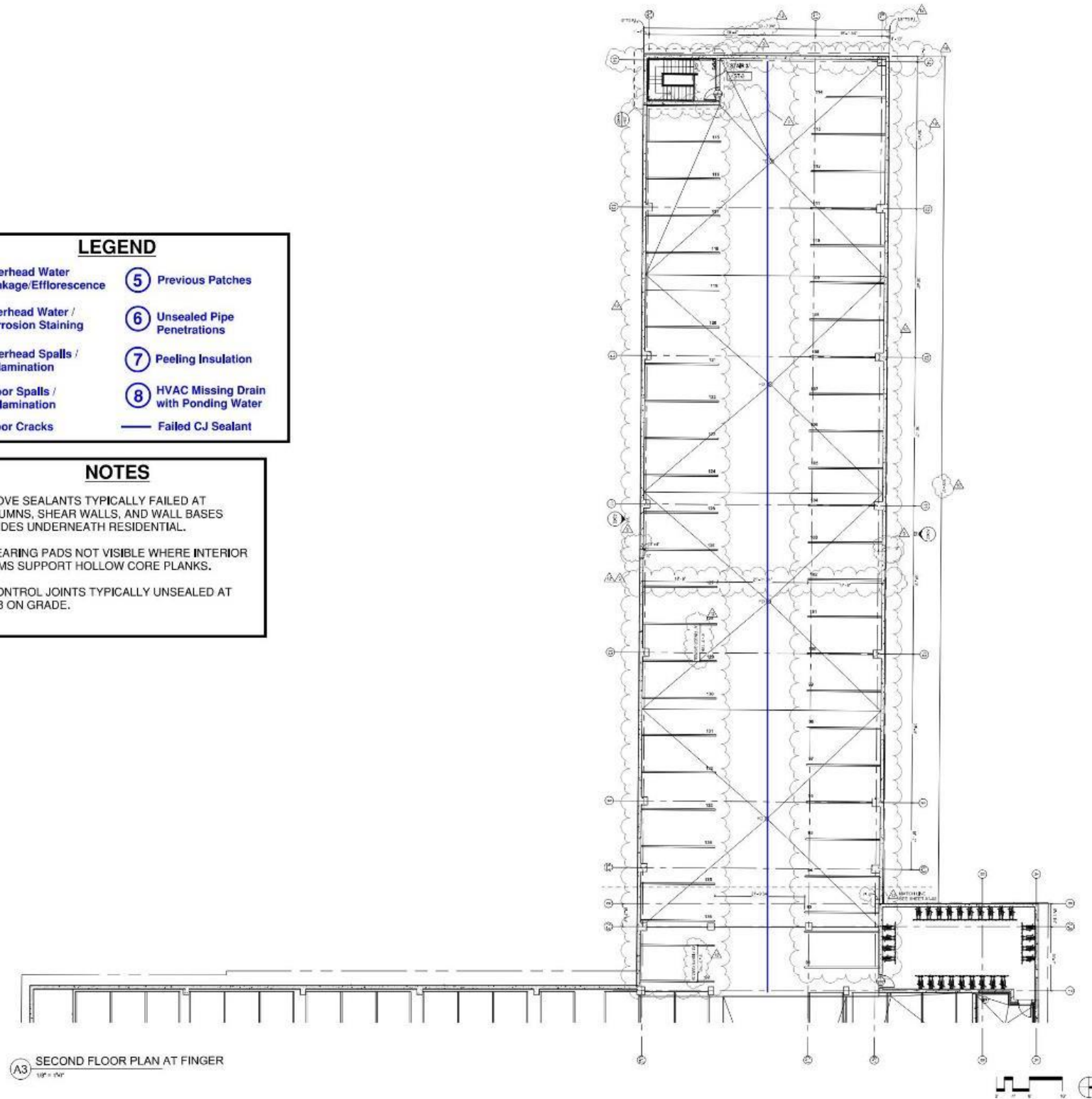


(A1) SECOND FLOOR PLAN
5/8" = 1'-0"

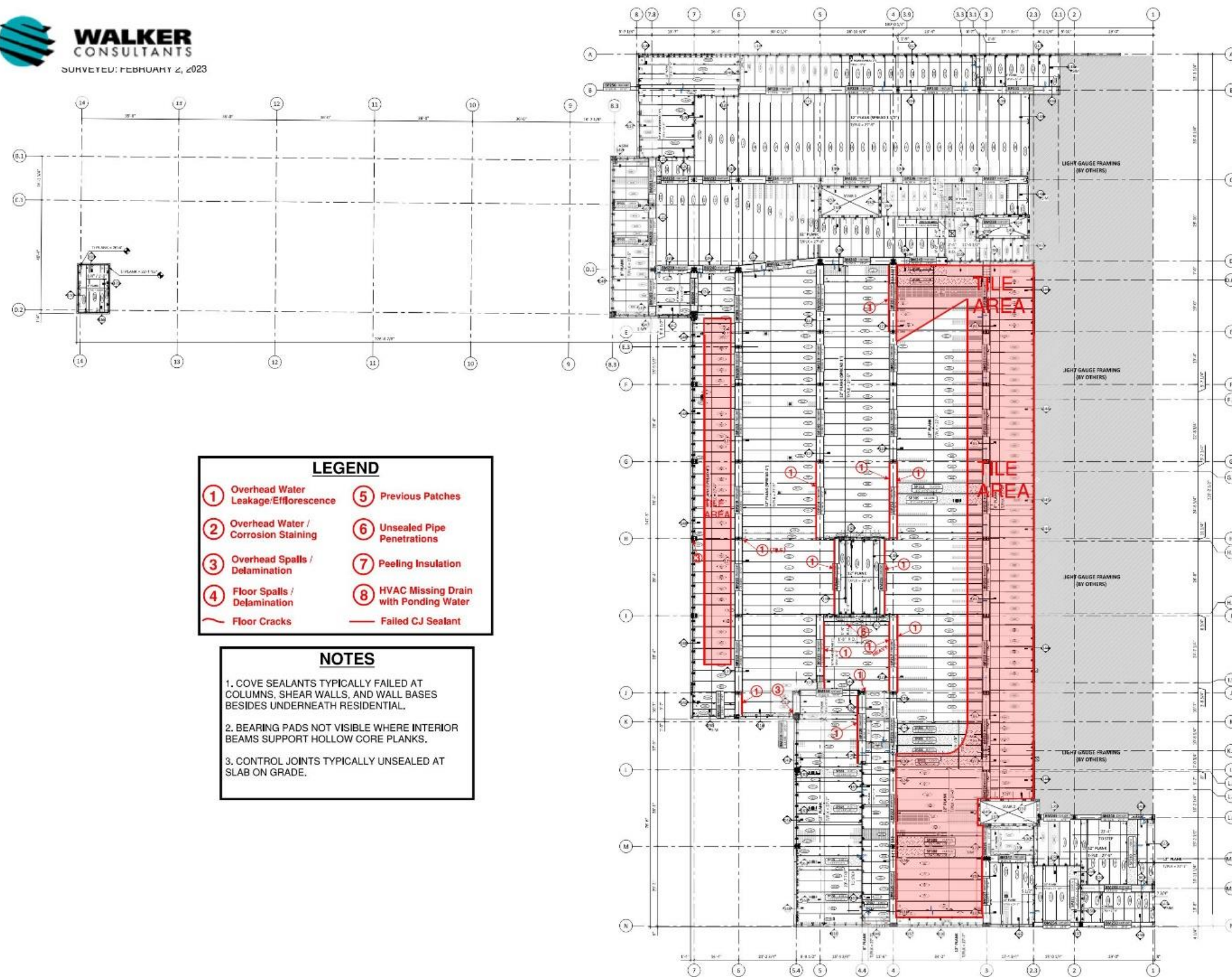
LEGEND	
① Overhead Water Leakage/Efflorescence	⑤ Previous Patches
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— Floor Cracks	— Failed CJ Sealant

NOTES

1. COVE SEALANTS TYPICALLY FAILED AT COLUMNS, SHEAR WALLS, AND WALL BASES BESIDES UNDERNEATH RESIDENTIAL.
2. BEARING PADS NOT VISIBLE WHERE INTERIOR BEAMS SUPPORT HOLLOW CORE PLANKS.
3. CONTROL JOINTS TYPICALLY UNSEALED AT SLAB ON GRADE.



A3 SECOND FLOOR PLAN AT FINGER
1/8" = 1'-0"





January 22, 2024

Village President
Mark Senak

Trustees
Kelli Christiansen
Gary Fasules
Anne Gould
Kelley Kalinich
Donna Jean Simon
Steve Thompson

Village Manager
Mark T. Franz

Village Attorney
Gregory S. Mathews

Civic Center
535 Duane Street
Glen Ellyn, IL 60137

Administration
630-469-5000

Finance
630-547-5235

Community Development
630-547-5250

Police
65 South Park Boulevard
Glen Ellyn, IL 60137
630-469-1187

Public Works
30 South Lambert Road
Glen Ellyn, IL 60137
630-469-6756

The Village Links
485 Winchell Way
Glen Ellyn, IL 60137
630-469-8180

www.glenellyn.org
www.villagelinksgolf.com

Larry Debb
Apex 400 LLC
1111 E. Touhy Ave., Suite 230

RE: APEX Development-400, N. Main Street
Letter of Agreement for closing out the project

Dear Mr. Debb:

As the APEX 400 LLC/GSP Development project gets closer to completion, this letter Agreement summarizes several matters which must be concluded and a time frame by which those matters must be met before issuance of a final certificate of occupancy and close on the transfer back to the Village of the public garage property.

On or before February 1, 2024, GSP Development must pay off the following balances:

- Construction and Litigation escrow accounts in the full amount of \$53,258.81
- Provide an additional \$5,000 into the escrow to defer additional costs related to this development.
- Provide reimburse to the Village in the amount of \$4,292.60 for landscaping to be completed in the public rights-of-way.

Total Cost = \$62,551.41

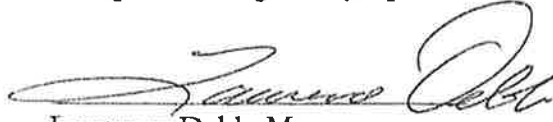
Further, the Developer agrees to and must complete the painting of the temporary plywood retaining panels fastened to the beams which previously demonstrated spalling on or cracking and address a minor waterproofing issue that was identified by Walker Consultant Field report dated January 16, 2024 on or before April 1, 2024.

In addition, within five years from today's date, the owner will remove the panels and the beams will be inspected for evidence of additional or continued damage. In the event damage is found, Apex 400 LLC, GSP Development, and/or its successors, affiliates, and owners will be responsible for the costs of reasonable repairs.

Currently, the Village holds approximately \$550,000 of the Irrevocable Cash Deposit required under the Redevelopment Agreement, as amended, and we will reduce the Cash Deposit by \$300,000 now to reflect improvements which have been accepted while retaining the right to claim \$250,000.00 until the public improvements are finally accepted by the Village Board. At that time, the Village will hold 10% of the full Irrevocable Cash Deposit for one year, or in the

alternative, for one year past the proper correction of any defect or deficiency discovered in the Public Improvements, as Guaranty Security, pursuant to Section 10 B. of the Redevelopment Agreement, as amended.

Accepted and Agreed by Apex 400 LLC


Lawrence Debb, Manager

Accepted and Agreed by Village of Glen Ellyn


Mark Franz, Village Manager

If you have any questions I can be reached on my direct line at (630) 547-5294.

Sincerely,


Gregory S. Mathews
Village Attorney

cc: Mark Franz, Village Manager

Emily Rodman, Assistant Village Manager/Community Development Director

1025

APEX 400 LLC
1111 E TOUHY AVE SUITE 230
DES PLAINES, IL 60018-5830

NAPERVILLE BANK & TRUST
A BRANCH OF WHEATON BANK &
TRUST COMPANY, N.A.
A WINTRUST COMMUNITY BANK
70-2538/719

2/14/2024

\$ **5,000.00

DOLLAR!

PAY TO THE
ORDER OF

Village of Glen Ellyn

Five Thousand and 00/100*****

Village of Glen Ellyn


AUTHORIZED SIGNATURE

MEMO

⑈001025⑈ ⑆071925389⑆ 2915912111⑈

10

2/14/2024

5,000.00

APEX 400 LLC

Village of Glen Ellyn

5,000

Date in Field: June 13, 2024
Contractor:
Location: Glen Ellyn
Weather: Clear 95*
Progress: 100% Complete
Report By: Ryan A. Carris

Present at Site

Name	Company	Email Address
Ryan A. Carris	Walker Consultants	rcarris@walkerconsultants.com

Work In Progress Observed

At the Village's request, Walker Consultants performed a site visit at the above date and time to observe the status of completed work.

1. Plywood along the faces of the inverted tee beams had been painted. The plywood did not exhibit any budes or indications of deteriorated concrete concealed behind the plywood.
2. Golf construction had recently completed an additional 220 lf of 2nd level floor crack sealant between Grid 5 and 6 to address leaking cracks. The sealant was frequently covered with tissue paper that will wear off with time.
3. Property Management reported that no known issues within the parking structure.
4. All items identified within Walker's April 14, 2023 View Review have been addressed.
5. It should be noted that due to exposure to the elements, parking structures require periodic routine maintenance to address common concrete deterioration, water leakage, and to renew existing waterproofing. Some repairs may be required every 3 to 5 years.

--- End ---