Agenda
Village of Glen Ellyn
Plan Commission Meeting
Thursday, June 25, 2026
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

Visitors are most welcome to attend all public meetings and can find copies of the Agenda online at www.glenellyn.org prior to the meeting. Any individual with a disability requiring 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.

A. Call to Order

B. Public Comment

C. Approval of Minutes

1) Review and Approval of the May 28, 2026, Plan Commission Meeting Minutes

D. New Business

1) Public Hearing - 750 Roosevelt Road, Dutch Bros

2) Zoning Code Discussion - Administration and Enforcement, Nonconforming Structures and Lots.

E. Trustee Liaison's Report

F. Chairman's Report

G. Staff Report

H. Other Business

I. Adjourn

Civility Pledge - In the interest of civility, I pledge to promote civility by listening, being respectful of others, acknowledging that we are striving to support and improve our community, and understanding that we each may have different ideas for achieving that objective.

Glen Ellyn Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting 6/25/2026 7:00 PM
Department: Community Development
Department Head:
Category: Minutes
Prepared By:

AGENDA ITEM (ID # 2026-456)

DOC ID: 2026-456

Review and Approval of the May 28, 2026, Plan Commission Meeting Minutes

Statement of the Issue:

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Attachments:
1. Final Draft PC Minutes 5.28

Draft Glen Ellyn Plan Commission Meeting
Thursday, May 28, 2026, at 7:00 PM
Glen Ellyn Civic Center
Galligan Board Room

A. Call to Order and Roll Call

Planning Manager Daniel Harper called the meeting to order at 7:06 p.m.

Motion to appoint Commissioner Cooper as acting Chairperson by Commissioner Arango seconded by Commissioner Morisson. Motion passed by unanimous vote (5) yes (0) no.

Acting Chairperson Cooper explained the Plan Commission's function and operating procedure as an advisory body. He described the public hearing protocol including for public comment and announced that comments would be recorded.

Roll was called.

Plan Commissioners Arango, Cooper, Doughtery, Kreuzer, Morrison and Wyant are present.

Chairperson Loftus and Commissioners Brown and Pesce are absent.

Also in attendance: Daniel Harper, Planning Manager, Village of Glen Ellyn, Steve Thompson, Trustee Liaison, Jennifer Henaghan, Community Development Director, Jordan Frahm, Associate Planner, and Adriana Ohl Zamora, Recording Secretary.

B. Public Comment (non-agenda items)
There was no off-agenda audience comment.

C. Approval of Minutes
1. Review and Approval of the April 23rd, 2026, Plan Commission Meeting Minutes

Commissioner Doughtery moved to approve the minutes, Commissioner Morisson seconded the motion, and the motion passed by voice vote.

D. New Business

1. Presentation and Review of Zoning Diagnostic Report

Mr. Harper discussed the end of step 3 of 9 total steps of the Zoning Code Update Project. The diagnostic report conducted by associates at ZoneCo seeks to see how well the existing code works with policy.

Jocelyn Gibson from ZoneCo, a consulting firm based in Ohio, focuses on land use regulation and codes. She works along with Lakota group, and the Lakota group is leading the engagement with this project. The overview of the process utilizes a three-module approach: Diagnose (assess existing code), Calibrate (propose solutions) and Codify (draft language of code).

Engagement with the public is a part of the process via surveys and focus meeting groups that are open to the public. They are currently at the Diagnose step within the 3-step module. Afterwards, they will move into Calibrate, then Codify. The Diagnostic phase takes place in March-May and Calibrate in June-August. The full code will be complete at the end of 2026, with a draft in September-December.

Regarding the findings of the Diagnostic Report, the methodology includes review of background materials, integration of stakeholder and survey feedback, comparison of existing zoning code against Comprehensive Plan goals, and development of recommendations. The background material that was reviewed included the Comprehensive Plan, Housing Assessment, Active Transportation Plan, Downtown Strategic Plan, Streetscape and Parking Study, and existing Zone Code.

Findings were separated by residential findings and commercial district findings. Residential findings include not being well calibrated to current housing needs or patterns, minimum lot width, and yard coverage. They also show that height rules often

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push toward larger replacement homes, and the code favors detached single-family development on larger lots. Common improvements like additions, garages, porches, and driveways often require relief, showing that baseline standards are misaligned.

Commercial district findings show that zoning is overly dependent on special uses, layered approvals, and PUD triggers. Roosevelt Road, Butterfield Road and other corridor districts lean too auto oriented. Office, industrial, and institutional districts lack clear form and transition standards. There is too much case-by-case negotiation and not enough predictable redevelopment capacity.

Code usability recommendations note that the ordinance is lengthy, text heavy, hard to navigate. They suggest better utilization of tables, graphics, and diagrams to convey concepts. They note that key standards and definitions are scattered across chapters, and standards are often embedded in text instead of tables or graphics, thus making it harder for staff and applicants to use.

The Diagnostic Report provides a roadmap for calibration and identifies key gaps and conflicts. It can be a guide moving forward to refine the use of permissions and standards. They are currently moving into the Calibration module of project.

2. Discussion Portion

Acting Chairperson Cooper asked if in the future, the ZoneCo representative can present in person.

Commissioner Kreuzer asked why the Plan Commission is being asked to look at this and what specific recommendations they are looking for.

Mr. Harper responded that a comprehensive revamping of the code has not been done since 1989, and now that issues have been diagnosed with the first step of the process, staff are taking this to the Plan Commission to ask if this is on the right track. He asked if the Plan Commission agrees or does not agree with the suggestions in the Diagnostic Report and how staff can move forward from there. The questions that require Commissioner input are stated below:

1. "The report finds that the current code relies too heavily on complexity, exceptions, and case-by-case relief. Does the Plan Commission agree with that characterization, or are there area where you feel that flexibility is working as intended and should be preserved?"
    a. The Plan Commission stated that the zoning code can certainly be made simpler. Most of what is seen in the Plan Commission is unnecessary. There is concern about breadth as to what they want and don't want in this town. They should simplify everything that they can, and there needs to be flexibility.
2. "Of the four overarching themes (simplification, restructuring districts around housing form, recalibrating dimensional standards, and modernizing commercial corridors) which does the Plan Commission see as the highest priority? Are there any you'd approach with more caution?"
    a. They responded that the highest priority is streamlining the Commercial Corridor so developers can reinvest in the community. Recalibrating dimensional standards gives them a pause, but restructuring districts is important. The Diagnostic Report is very sympathetic to people in this town that have an older home. From an affordability standpoint, there should be a variety of housing types and attract young people to move to this town. The need for simplification is clear, and residents are asking for that. Part of the reason people move to Glen Ellyn is that there are single-family homes on large lots. The modernization of the Commercial Corridor is important. They stated that housing is an issue that is incredibly important in Glen Ellyn and needs to be looked at seriously. Younger people are having a hard time being able to afford to move into Glen Ellyn. There is a consensus on simplification, and they are concerned about reconstructing districts about housing form and don't understand what it means. There is concern about how many teardowns have been allowed. They don't think that APEX is fitting this town and are concerned about the CBD. The construction of affordable housing is important in the areas where it is appropriate.
3. "The report was informed by community survey results, local interviews, and peer community benchmarking. Are there findings where you feel the community's voice isn't adequately reflected, or where you'd want staff to dig deeper before moving to calibration?"
    a. They stated that community surveys are always difficult to read. There was not much in the case of local interviews, but they are pleased about the concerns that the stakeholders mentioned. There was a pretty good sample group, and the issue is that often, residents are not paying attention to what is going on in Glen Ellyn. They would like to hear more from non-profits in Glen Ellyn and have individual reach-outs to them. The survey responders were not a representation of this community, and most of the population was not informed.

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They need more solicitation to hear back from the community. They state that people feel like they're in the dark when making decisions. Staff should try to promote residential input before the Calibration step since it was not communicated adequately to the public.

Eleanor, a member of the community, stated her concern with the carbon footprint that residents are leaving behind in Glen Ellyn. She asked what the Village is doing to encourage reducing carbon footprint.

4. "The report recommends restructuring residential districts around housing types and form rather than lot size alone. How does the Plan Commission want to balance expanded housing variety with protecting the character of established neighborhoods?"
    a. The Plan Commission does not understand form-based code and requested an explanation.
    b. **Explanation:** Mr. Harper explained that in our zoning code, single-family residential districts are separated only by lot size. Rather than lot size, the Village could move towards a form-based code where lot size does not matter. What is considered in form-based code is the building size and type and how it fits in the lot. In form-based code, what is happening in that building can be a little bit looser in terms of single-family versus duplex or triplex if it meets the residential form in terms of setbacks and heights. It touches on what the building does to the built environment versus the use of the building. For example, the zoning code will be rewritten where if you construct a building, by right or with a Special Use Permit, within a single-family district, you can build a home that looks like a single-family home but is a duplex.
    c. The Plan Commission is concerned that within the community, there may be a consensus that there should be more multi-family housing, but there may be only certain places where these buildings are appropriate. They suggest that the community may be concerned mostly about the residential areas, not commercial.
    d. **Explanation:** Ms. Henaghan explained that form-based code, she has seen it mostly be used primarily for commercial development, and it is a useful tool for plan development. There is a focus on physical form, and it gives communities a greater ability to look at the visual impact on the development and encourages what the community wants to see. For example, it simplifies the ability to decide how development on Roosevelt Road and Downtown should look, the feel and aesthetic. The recommendations in the Diagnostic Report are more focused on commercial development. There are examples of many communities in Illinois and DuPage County to look at when it is discussed further.
    e. The Plan Commission notes that should the form-based code not be delineated in the report, building types may be out of place and should be specifically zoned for particular areas. Form-based code in residential is a hot-button issue, so if they go in any direction with this, they need to do deeper with the community and do something like a focus study. It makes sense for commercial districts but not residential districts.

5. "As the Zoning Board of Appeals takes up single-family residential regulations this summer, are there specific nonconformity or dimensional issues you'd like flagged for their attention?"
    a. Some homes should be grandfathered if they were approved prior to the code changing.

6. "Transitions between commercial and residential areas are identified as a concern. What does the Plan Commission consider an acceptable level of predictability versus flexibility in how those transitions are regulated?"
    a. There are recognized areas in this village where multi-family residential are accepted and certain areas where they are not. They encourage adaptive reuse of buildings. They stated that they have existing retail buildings that might not do well currently, so they could perhaps have different uses, such as daycare or other social services.

7. "Several external groups are providing input on specific topics. Are there groups or perspectives you feel are missing from that list?"
    a. The Plan Commission stated that they haven't heard a lot from those who rehab homes. There could be additional external groups to hear from, such as non-profit groups and underrepresented and under-resourced groups. The financial impact of this plan, such as property taxes, is missing. They also asked if there are any sustainability additions to this plan.
    b. Mr. Harper clarified that staff brought in those who do home rehabs and additions to the stakeholder groups. He also responded to Eleanor's previous question, stating that there are sustainable landscape requirements and incentives for both commercial and residential buildings.

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8. “The Diagnostic Report is meant to link the Comprehensive Plan's vision to enforceable zoning standards. Are there areas where you feel the Comprehensive Plan itself is unclear or hasn't settled a policy question that the Zoning Code will be asked to resolve?”
    a. The Plan Commission stated that they are impressed by what was presented today with respect to land use with respect to the R2 District. It seems that these issues are being resolved through the zoning code. This should increase appearance awareness in the Village.
    b. Mr. Pavlich stated that the Comprehensive Plan does not address architectural stylistic choices and wants to see this included in code.
    c. Mr. Harper responded that staff are currently revising the Architectural Appearance Guidelines. Guidelines are required for new commercial buildings, which go through the Architectural Appearance Commission. They are guidelines that go to the Architectural Appearance Commission, not code.

9. “Looking ahead to the public hearing process in early 2027, what would a successful zoning update look like to you? Are there outcomes you'd consider a failure, even if the code is technically improved?”
    a. The Plan Commission states that the recommendations outline how to get to their vision, but circumstances should be considered that might cause issues. Complaints might come up from residents that should be considered so that they accomplish the overall vision. This will impact the Village for 35 years, would not like to see Village stuck in time for 35 years. They would consider it a success if the Village were intentional about the ways that they can expand, modernize, and compete with local municipalities. They appreciate the alignment of simplifying where possible, but awareness should be elevated, and the Village should get people involved. There is more of an issue of process more than outcome.

The Comprehensive Plan speaks of diversifying housing and multi-family residential use projects which would allow for organic growth. In the downtown area, any new construction requires a PUD. It’s essentially a black box, so they can have a roadmap for developers and facilitate the project. Heights will be spoken about during the Calibration phase, so right now, they are not advocating for any specific height or size in housing types.

Commissioner Kreuzer asked who the stakeholder groups were.

Mr. Harper stated that there were three stakeholder groups, two residential and one commercial. One of the residential groups was residential builders, developers, and architects. The other residential group consisted of professionals and other interested parties who participated, about 20 in total, and some were builders. There were 7 to 8 commercial stakeholders, which included the owners of Pickwick Plaza, office space owners to the west of I-38, some Downtown property owners, and 2-3 commercial brokers. The survey was approximately 377 people, with a 50/50 split in support of multi-family residential. The idea of the code was how to write the code to facilitate updates to older homes and disincentivize teardowns.

Acting Chairperson Cooper asked how staff communicated to ZoneCo the point of view of the Village residents.

Mr. Harper responded that staff communicated the point of view of residents through the survey which was offered.

Commissioner Kreuzer asked if the updated zoning code would decrease historic preservation roadblocks or hurdles and if it is only for landmark status homes.

Mr. Harper responded that it would decrease hurdles that prevent people from maintaining historic homes. This would be for a wide range of older homes that are worth preserving. Hundreds of homes are identified as historic, and hopefully they canbe preserved by allowing flexibility in code.

Commissioner Kreuzer asked what is being done to disincentivize tear downs and if there was any consideration to develop new zones.

Mr. Harper stated that there is only so much that the zoning code can do, and some of the market forces are out of our control. Restrictions can be loosened so that residents have extra wiggle room to allow them to modernize and update the home. They have not gotten to the point of addressing the how-to.

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Commissioner Kreuzer asked to what extent historic homes will be preserved in the CBD, and why staff chose ZoneCo.

Mr. Harper responded that staff did a Request for Proposal, and ZoneCo had the greatest slate of experience and were knowledgeable of the Village's issues. They have a wide breadth of experience and different communities. They also have Lakota Group and Katie Ashbaugh, former planner for the Village of Glen Ellyn, now a private zoning consultant.

Commissioner Arango noted that stakeholders are an important part of what they are hearing and seeing.

Commissioner Doughtery asked if staff have a presentation on their thoughts on the report.

Mr. Harper said that staff are not giving a presentation tonight and would like to have the Plan Commission's thoughts on this report.

Acting Chairperson Cooper asked if there were any edits done from the first report versus what is being shown to the Plan Commission.

Mr. Harper said yes. Staff asked for more graphics, for them to include public input, and overall, staff generally asked questions about where their ideas were derived from.

Commissioner Arango asked how much input from the Village itself was plugged into ZoneCo prior to this being presented so that they understood who Glen Ellyn was.

Mr. Harper stated that staff hosted members of ZoneCo, Lakota Group, and Ms. Ashbaugh, where they went through all of the Village's documents, how the Village Code is used, and how difficult the Village Code is to navigate. They also provided a tour of the Village. Staff and ZoneCo have been holding meetings every other week with ZoneCo, discussing progress, including historical value.

Commissioner Doughtery asked if there were examples of form-based codes and how they function.

Ms. Gibson of ZoneCo showed an example of form-based code used in South Bend, Indiana and Vienna, Virginia. Examples shown of transit-oriented districts would be more simplified than in Glen Ellyn. Form-based code functions similarly to normal zoning code, but it is highly graphic and contains form-based standards. The example shows pedestrian access, parking access, and different frontage types. She is not saying these are the types that will happen in Glen Ellyn but just an idea. Form-based codes are calibrated for the community and what is reflected in the Comprehensive Plan.

Commissioner Morrison asked for a copy of ZoneCo presentation. She also asked for the definition of public realm. She also asked if the Village should be doing zoning map at the same time.

Ms. Gibson stated that public realm are areas that should be pedestrian-oriented. Public realm is when you're walking on the street and what you see and experience are at street level. The zoning map and rewriting the zoning code are generally done at the same time. Changes to the zoning map are strategic.

Commissioner Morrison asked if there was a reason that they are not doing the map at the same time.

Mr. Harper stated that staff does not know if they are doing a rezoning map. Right now, that conversation is not in play because they have not gotten to that point. It is not off the table, but it's just not on the table yet. Now, staff is getting to the point of asking questions about consolidating zoning districts.

Commissioner Wyant asked Ms. Gibson if ZoneCo has prepared a financial analysis to go along with the report. He asked how the changes will impact property taxes.

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Ms. Gibson said that they have not, only for the Comprehensive Plan. Their goal is to make the code more nimble and able to accommodate investment and provide relief for those issues. There is not a companion financial report, and the report is responsive to land use.

Commissioner Wyant asked if there is financial modeling that goes along with the historic homes identified. He said that this may slow a natural evolution of a community.

Mr. Harper stated that if a property is identified as being historic, it has qualified for historic incentive programs. This code would allow residents to live in and expand their homes to accommodate for contemporary needs.

Acting Chairperson Cooper clarified the analyses and facts that were used for this report and noted that there was an onsite tour. He asked if there were other things that were considered in the diagnoses.

Ms. Gibson stated that the Development Standards were an important piece of the report. She noted past reporting on non-conformities, variance analysis, and staff interviews. She also noted Ms. Ashbaugh's experience with the code.

Acting Chairperson Cooper asked her to identify the focus groups and if 400 people from a Village of this size is a standard response.

Ms. Gibson stated that they were identified, and no groups were recommended that the Village said no to. The number of survey responses was consistent, about standard. That is a challenge in every project.

Acting Chairperson Cooper noted the diversity in views of land use, to preserve, limit, and encourage development. He asked that moving forward towards the Calibration stage, where the public will have the opportunity to express their opinion on land use.

Ms. Gibson responded that it is in the form of surveys. In theory, the conversation about land use occurred within the development of the Comprehensive Plan. The conversation now looks at what was said and responds with the language and standards that will accomplish that.

Mr. Harper added that the Comprehensive Plan was where the public discussions on land use took place. What staff are doing now is creating the technical document to meet policy goals.

Acting Chairperson Cooper stated that the public survey paralleled what was said in the Comprehensive Plan and shows the public that it is still up to discussion. His concern is that questions of land use is something that will continue to be a topic of discussion, but then, they are told that the land use discussion has already been held. He thinks it would be appropriate to disclose who was part of the stakeholders.

Commissioner Arango stated that the survey was not clear as to the point of survey, which was for land use. It was unclear as to where the direction was going. After the survey, residents are not being asked any questions. She is concerned about that and is disappointed in document itself.

Mr. Harper stated that the Comprehensive Plan is the document that shows where the Village wants to be and how we will get there. It was a multi-year process of public input and was to last for 25 years. Stakeholder Commercial Group invitees include Susan Jacobson, Jill Fource, Liz Mager, Norris Eber, Steve Horvath, Patrick Brosnan, Matt Nix, Tom Kolschowsk, John Rosch, and Tom Eilers. The first group of residential technical professionals include Ray Whelan, Steven Pateracki, Jamie Simoneit, Marv Ritter, Peter Ladesic, Dan Marshall and Mark Kollias. The second group of residential stakeholders include Chris McKnight, Penn French, Christy Truitt, John Day, Julie Evans, Cecil Barbado, Deb Ritter, and Ann Gould.

3. Public Comment

Norris Eber noted that this is a lot of work for the staff. He likes the Plan Commission's questions and approach to it. He was a stakeholder on the commercial side. One meeting of a stakeholder is not enough, and stakeholders should be coming back in. He asked if they were going to have an open and honest debate on lot coverage ratio. The Village lot coverage ratio requirement used to be 25%, and he is pushing for stakeholders to meet again.

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Mark Senak, introducing themselves as a previous Village Trustee and Village President, stated that what the Village is doing in the next several of months will determine the future of what is coming to this community. His suggestion is to first listen to residents, who are people who live in this village. Trust your judgment. He stated that everyone is equally capable of making the decisions that need to be made and to lean heavily on the Comprehensive Plan. Those previously spent an enormous amount of time developing that plan and reading and understanding what the vision was for that plan. This is very important to him, and he is not going to sit by if it appears to him that the zoning code does not align with the Comprehensive Plan. He will take legal action to ensure that it does.

Craig Pavlich, introducing themselves as a Zoning Board of Appeals Member, stated that one of the challenges of being a fellow board member is that he wants to try to follow rules as much as possible. He is supportive of revising code so that it is linear. Having read this proposal, it does address some of the issues that come before the Zoning Board of Appeals.

Ann Gould, introducing themselves as a previous Village Trustee**,** noted that some of the prior code rewrites were very purposeful; that separated us from other communities. The same house could not be located within certain feet of the other throughout the Village, and that creates diversity in home. The overlay district of C5A for the historical section is again, very purposeful. She feels that what is missing is purpose, what our identity and brand are, and how the Village will grow in a measured way. How the Village implements the Comprehensive Plan is important.

4. Additional Commissioner Discussion

Commissioner Kreuzer notes that the Village should be careful with multi-family residential development and how it affects the integrity of this village.

Commissioner Arango states that the Village should do the best that they know how to inform residents. It does not matter what the zoning code rewrite looks like, if people feel they have had a part in the process. There should be a consensus from the Village. This is the most important thing that can be done.

E. Trustee Liaison's Report

- Staff and Trustees state that that ZoneCo should be in person at meetings
- The Village Board approved the ADA plan on sidewalks in Glen Ellyn. It is a 25-year event horizon to get accomplished
- The Village Board discussed demolition fees and permits
- Denied a sidewalk for Cottage Ave from Forest to Main due to it being near heritage trees to protect tree canopy
- Discussing about increasing budget for the Historic Residential Program, landmark homes, plaque homes, and any home older than 50 years
- Declined a drive lane on Cottage Ave between Pleasant and Main St and are looking at other solutions

Commissioner Wyant asked if the home being developed on Church Hill Blvd is related to the school and if the construction on Glenbard West has been halted due to soil issues.

Trustee Thompson recommended that it would be best to speak to D41 to know about that project and D87 to get that question answered regarding Glenbard West.

F. Chairman's Report

N/A

G. Staff Report

- Dutch Bros application next month. IDOT has reviewed the project, and it would need general standards
- Zoning Code update will also be discussed with a similar format of 6 questions
- Environmental Commission has requested to look at more preapplications

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Motion to close the Plan Commission Meeting by Commissioner Kreuzer seconded by Commissioner Doughtery. Motion passed by unanimous voice vote.

H. Other Business

I. Adjourn 10:25PM

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Glen Ellyn Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting 6/25/2026 7:00 PM
Department: Community Development
Department Head: Jennifer Henaghan
Category: Public Hearing
Prepared By: Daniel Harper

AGENDA ITEM (ID # 2026-454)

DOC ID: 2026-454

Public Hearing - 750 Roosevelt Road, Dutch Bros

Statement of the Issue:
The petitioner is Adam Bell representing Core Acquisitions LLC, who has submitted a petition for approval of a Special Use Permit, Zoning Variations and Sign Variations to construct a Dutch Bros. restaurant with a drive-thru at 750 Roosevelt Road.

Analysis:LOCATION: The subject site is located on the north-west corner of Roosevelt Road and Taylor Avenue, east of Roosevelt Road's intersection with Nicoll Avenue.

PUBLIC HEARING: A notice of public hearing for the requested approvals was published in the June 8, 2026, edition of the Daily Herald. Property owners within 250 feet of the property were notified by mail of the public hearing and placard signs were placed on the site.

REVIEW PROCESS: In order to facilitate the project, the petitioner will need to receive approval of the following:
1. Special Use Permit for a drive-in commercial facility;
2. Zoning Variations;
3. Sign Variations; and
4. Exterior Appearance.

The Special Use Permit, Zoning Variations and Sign Variations are being reviewed by the Plan Commission at the public hearing. The proposed Exterior Appearance was reviewed by the Architectural Appearance Commission at its February 11, 2026, meeting. The AAC voted to recommend approval of the proposed exterior appearance.

ZONING: The subject site is currently zoned C4 Office District. The surrounding zoning and land use are as follows:

Land Use	Zoning
North: Pond	C4 Office District
South: Commercial	C3 Service Commercial District
West: Bank	C4 Office District
East: Office	C4 Office District

COMPREHENSIVE PLAN: The 2023 Comprehensive Plan designates this location as a

"Potential Redevelopment Site" and states "Danby's Station Café is in fair to poor condition and the site could use façade and site improvements" (pg. 35).

SITE CONDITIONS: The subject property contains 33,374 square feet (0.766 acre) in area with 135' of frontage on Roosevelt Road. Danby's Station Café currently occupies the site.

PROJECT SUMMARY: The proposed project consists of the demolition of the existing 3,831 square foot building and the construction of a new one-story, 1,250 square foot Dutch Bros Restaurant building with a drive-through. The project also calls for the redevelopment of the parking lot and burial of public utilities.

Building. The proposed building is designed in a contemporary modern style. The façade consists of brick veneer masonry colored "shale" gray. This is accented with two tower elements that are composed of Nichiha composite cladding in the brand-specific "DB Blue" color located on the north and south sides of the building. The façade also features framed canopies above the drive-through window and doorways. The proposed outdoor patio area and walk-up order window will be partially covered by a similar grey metal canopy and supported by masonry columns to match the facade. The windows are trimmed in anodized aluminum-colored grey.

Parking. The proposed restaurant will be served by 17 parking stalls, including two accessible parking spaces west of the building. In order to accommodate the parking aisle located west of the building, the applicant has requested a variation from Section 10-5-5(C)(1) to allow an impervious surface setback of one foot and six inches (1'-6") from the property line in lieu of the required setback of six feet and nine inches (6'-9"). There will be no interior seating for the restaurant. The site plan shows an outdoor patio that can be utilized by customers. The number of seats proposed for the patio has not been provided. The applicant is also proposing a bike rack on the property located south of the building. The applicant has requested a variation from Section 10-5-5(B)(4) to allow a bike rack to be located in the required front setback.

Access. Currently, access to the site is provided via a two-way drive on Roosevelt Road and a cross-access easement from the US Bank site and Nicoll Avenue. The petitioner plans to utilize the existing access points. The main Roosevelt Road access driveway will be restricted to a right-in/right-out only. The Illinois Department of Transportation (IDOT) has conducted a review of the proposed design for Roosevelt Road and the petitioner will be seeking final approval for the location and design of the access driveway. To utilize the proposed location of the Roosevelt Road access point, the applicant has requested a variation from Section 10-5-11(C)(2) to allow a one-hundred twelve feet and six inches (112'-6") separation between the proposed driveway approach on Roosevelt Road and the intersection of Roosevelt Road and Nicoll Avenue.

Drive-Thru. The Site Plan submitted by the petitioner shows the proposed 1,250 square foot building located in the southern portion of the property with a large two-lane drive-through making use of the north of the site and wrapping around to the service window located on the north side of the building. The new drive-through contains two lanes for ordering, merging into one lane at the service area on the north side of the building. The Zoning Code requires five stacking spaces per drive-through lane for restaurants. The stacking shown on the Site Plan would fit approximately 25 cars, which exceeds the minimum number of 10 stacking spaces required for the two drive-through lanes proposed for ordering. There will be a one-way escape lane north of the merge lane of the drive-through to allow internal circulation and an exit from the drive-through.

The petitioner has submitted a traffic impact study and traffic management plan which have been reviewed by the Glen Ellyn Police Department and HLR, the Village's traffic engineering consultant. Based on the submitted plans, staff has concerns regarding peak traffic impacts due to the current popularity of this type of restaurant model. HLR noted that "the Traffic Impact Study is based on drive-thru volume data from the ITE Trip Generation Manual, 12th Edition, with a comparison to a Dutch Bros. from O'Fallon, MO. The TIS data is meant to reflect normal operating conditions, while the TMP [Traffic Management Plan] is meant for higher-than-normal customer volumes. It should also be noted that there are similar coffee shops to Dutch Bros. around the Chicagoland suburbs that experience queuing issues onto the surrounding roadway network on a regular basis, requiring third-party traffic controllers frequently. The Village of Glen Ellyn would like to make sure that this will not be a problem at this location."

KLOA, the preparer of the TIS, responded stating that "while Dutch Bros operates a different model of coffee shops than those whose trip generation data was utilized by ITE, the trip generation rates are comparable between the two types of coffee shops. The ITE trip generation was compared with customer per hour data provided by Dutch Bros for the O'Fallon, Missouri location. The comparison showed that the ITE peak hour trips were consistent (within seven trips) or higher than the customers per-hour trips at the O'Fallon, Missouri Dutch Bros."

Lighting. All proposed light fixtures will be shielded to prevent glare. Light intensity levels generated by the development will be at or below the maximum permitted amount at the property lines.

Trash Enclosure/Mechanical Units. The trash enclosure serving the building will be located near the center of the lot and will have landscaping around it to screen it from view from Roosevelt Road and neighboring properties. Roof-mounted mechanical units will be screened by a parapet on the building. The applicant is requesting a variation from Section 10-5-5(B)(4)(20) to allow mechanical equipment to be located east of the building, eight feet and six inches (8'-6") from the property line in lieu of the required setback of thirteen feet and six inches (13'-6").

Landscaping. The petitioner has made multiple changes to the proposed landscape plan based upon staff review. The current plan meets the Code requirement for the number of trees provided. The applicant has also made adjustments to their landscape plan to include native species of trees and grasses at the suggestion of the environmental commission.

Signage. The following signs are proposed for the development:
A. Two wall signs, including:
1. An illuminated 32.24 square foot "Dutch Bros" sign on the south elevation of the building;
2. An illuminated 18.4 square foot "windmill" sign on the west elevation of the building; and
3. An illuminated 23.07 square foot "cup" monument sign is located at the south-west corner of the site.
4. Two drive-through menu boards that are 21.70 square feet located in the drive-through lanes and an additional two, 10.70 square foot, menu boards located next to the drive through window and walk-up window.

The following variations are being requested from the Sign Code for the proposed signage:
1. A variation from Section 4-5-6(S) to display four (4) menu boards in lieu of the maximum number of three (3).

2. A variation from Section 4-5-10(A) to allow three (3) signs in lieu of the maximum number of two (2) signs per establishment.

Budget Impact:

Contribution to Strategic Plan

Action Requested: The Plan Commission is being asked to conduct a public hearing on the requests for approval of a Special Use Permit, and variations from the Zoning Code and Sign Code. The Plan Commission should consider the petitioner's requests and make a recommendation to the Village Board for approval, approval with conditions or denial. In reviewing the applications, the Commission should consider the following criteria:

- Section 10-10-14(E) of the Zoning Code for Special Use for a drive-thru
- Section 10-10-12(E) of the Zoning Code for Zoning Variations
- Section 4-5-17(G)3 of the Sign Code for the Sign Variations

Attachments:

1. Aerial Map
2. Zoning Map
3. Submittal Memo
4. Special Use Application
5. Zoning Variation Application
6. Site Plan
7. Sign and Elevations
8. Engineering Plans
9. Photometric Plan
10. Traffic Management Plan
11. Turning Movement Diagrams
12. Traffic Impact Study

GISConsortium | Aerial Map - 750 Roosevelt Road



Legend

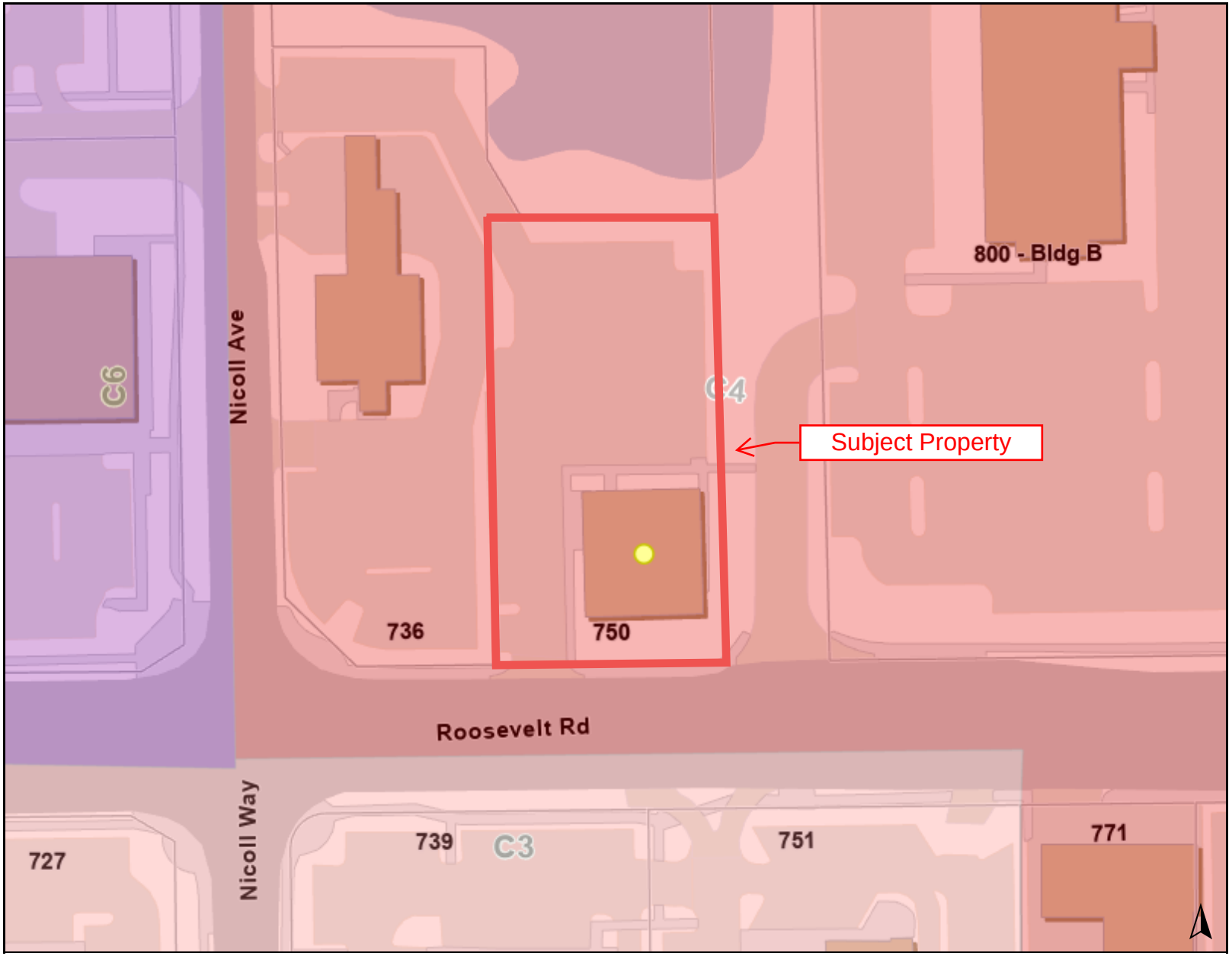
0 150 300 ft

Print Date: 1/14/2026

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

GISConsortium | Zoning Map - 750 Roosevelt Road



Legend

Zoning and Development

Zoning

- C3: Service Commercial District
- C4: Office District
- C6: Commerical/Multi-Use Planned Development District

0 150 300 ft

Print Date: 1/14/2026

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

February 27th, 2026

Attn: Daniel Harper

Re: Variance Request and Special Use Permit – 750 Roosevelt Road, Glen Ellyn, IL

Daniel:

This letter is in reference to the Variance Requests and Special Use Permit for the site located at 750 Roosevelt Road, Glen Ellyn, IL.

Applicant: Core Ventures, LLC

Adam Firsel, its Manager
10 Parkway North Blvd, Suite 120
Deerfield, Illinois 60015

Property: 750 Roosevelt Road, Glen Ellyn, IL

Tax Parcel: 05-14-423-038

Legal Description: THE EAST 35 FEET OF LOT 19, ALL OF LOTS 20, 21, 22 AND 23 IN BLOCK 13 IN ROOSEVELT GARDEN-HOMESITES, BEING A SUBDIVISION IN THE SOUTHWEST ¼ OF SECTION 13 AND IN THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921, AS DOCUMENT 148152, IN DU PAGE COUNTY, ILLINOIS.

Project Description: The proposed project involves the redevelopment of the Danby's Station located at 750 Roosevelt Road in Glen Ellyn, Illinois. The existing building will be demolished and replaced with a new Dutch Bros Coffee building featuring dual drive-thru lanes, designed in accordance with the brand's current national standards and operational model.

The redevelopment will revitalize a highly visible site along Roosevelt Road, enhancing site circulation, access, landscaping, and overall aesthetics while activating an underutilized parcel with a high-quality national tenant. Construction is anticipated to commence following receipt of all required entitlements, with project delivery targeted for 2026 and full site completion shortly thereafter.

Variation Requests: Chapter 10, Section 10-10 – Special Use Relief Requested:

Relief is requested to allow a drive-through facility on the Property. The special use is warranted due to the Property's location within an established commercial

corridor along Roosevelt Road, where drive-through restaurant uses are common and consistent with the Comprehensive Plan. The proposed use represents a reinvestment into an underutilized commercial site and will enhance the overall quality of development in the area. The drive-through facility will be designed and operated in a manner that is compatible with surrounding uses, will not create adverse traffic or operational impacts, and will be adequately served by existing public infrastructure.

Chapter 10, Section 10-5-5(c)(1) – Relief Requested for Impervious Surface Setback (West Property Line):

Relief is requested to allow an impervious surface setback of 2.5 feet along the west property line, where approximately 6.75 feet is required. This variation is warranted due to the Property's fixed lot configuration, limited buildable area, and the need to accommodate safe vehicular circulation and drive-through stacking within the site. The reduced setback is minimal in scope and will not adversely impact adjacent properties, drainage, or site functionality.

Chapter 10, Section 10-5-5(c)(1) – Relief Requested for Impervious Surface Setback (East Property Line):

Relief is requested to allow an impervious surface setback of 3.5 feet along the east property line, where approximately 6.75 feet is required. This variation is warranted due to site constraints created by existing roadway access points, circulation requirements, and the limited flexibility available within the Property boundaries. The requested relief represents the minimum necessary to allow a functional and safe site layout and will not negatively affect surrounding properties or public welfare.

Chapter 10, Section 10-5-11(c)(2) – Relief Requested for Driveway Separation Requirement:

Relief is requested to allow reduced separation between the proposed driveway approach on Roosevelt Road and the intersection of Roosevelt Road and Nicoll Way, where a minimum separation of 200 feet is required. This variation is warranted due to the Property's proximity to an existing signalized intersection and the need to maintain safe and efficient vehicular access to the site. The proposed driveway location has been designed to minimize traffic conflicts, maintain adequate sightlines, and support safe ingress and egress consistent with engineering standards.

Sign Code – Relief Requested for Signage Variations:

Relief is requested to allow an increase in the number of permitted signs per establishment and to allow an off-site directional sign associated with the Nicoll Way entrance. These variations are warranted due to the site's orientation, access configuration, and the need to provide clear directional guidance to customers entering from multiple approaches. The requested signage will remain compatible with surrounding commercial development and will not create visual clutter or adverse impacts.

Accompanying

Exhibits:

Exhibit A – Zoning Variation Application
Exhibit B – Special Use Application
Exhibit C – ALTA & Topographic Survey
Exhibit D – Geotechnical Report
Exhibit E – Architectural Plans
Exhibit F – Material Board
Exhibit G – Preliminary Engineering Plans
Exhibit H – Stormwater Management Narrative
Exhibit I – Traffic Study
Exhibit J – Traffic Management Plan
Exhibit K – Comment Response Letter

Sincerely,

Adam Firsel - Manager
Core Ventures, LLC

VILLAGE OF GLEN ELLYN

Special Use Permit
Application Packet

Community Development Department
535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.537

APPLICATION FOR SPECIAL USE PERMIT

Date Filed: 12/18/2025 Application No: 2025-0060

Name of Applicant: Core Acquisitions

Address of Applicant: 10 Parkway North, Suite 120 Deerfield, IL 60015

Property Interest of Applicant: Contract Purchaser

Name of Owner: Chris Zaras

Address of Owner: 750 Roosevelt Rd Glen Ellyn, IL 60137

Contacts:

Type	Name	Address
Petitioner	Core Acquisitions	10 Parkway North, Suite 120 Deerfield, IL 60015
Web Administrator	Core Acquisitions	10 Parkway North, Suite 120 Deerfield, IL 60015
Parcel Owner	Chris Zaras	750 Roosevelt Rd Glen Ellyn, IL 60137

Property Address: 750 Roosevelt Rd

Project Name: Web Project

Project Description: The proposed project involves the redevelopment of the property at 750 Roosevelt Road. The existing Danby's Station building will be demolished, and a new Dutch Bros Coffee building featuring dual drive-thru lanes will be constructed.

Legal Description of Property:

THE EAST 35 FEET OF LOT 19, ALL OF LOTS 20, 21, 22 AND 23 IN BLOCK 13 IN ROOSEVELT GARDEN-HOMESITES, BEING A SUBDIVISION IN THE SOUTHWEST 1/4 OF SECTION 13 AND IN THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921, AS DOCUMENT 148152, IN DU PAGE COUNTY, ILLINOIS.

Zoning:	C4, Office District
Lot Dimensions:	0.76
Lot Area:	
:	05144230380000

Present Use: Restaurant

Requested Use/Construction: Drive-through coffee user

Estimated Date to Begin New Use/Construction: 7/1/2026

Narrative Statement:
The project reinvests in an existing commercial site, enhancing aesthetics and economic activity while remaining compatible with surrounding uses. Operational impacts such as traffic, lighting, and noise are typical of the corridor and mitigated through compliant site design, and the proposal aligns with the Comprehensive Plan and Special Use standards.

Describe How the Special Use:

1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or this Zoning Code:

   The Special Use advances the Village's objectives by supporting attractive, economically viable redevelopment along Roosevelt Road while reinforcing the corridor's commercial function and maintaining architectural compatibility.

2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area:

   The building's scale, materials, roof articulation, and landscaping reflect the established highway-oriented commercial character of the area, ensuring the development enhances the site without altering the essential character of the surrounding district.

3. Will not be hazardous or disturbing to existing or future neighborhood uses:

   The Special Use will not be disruptive to the existing character or functioning of the area, as it represents a continuation of established commercial activity along Roosevelt Road rather than an introduction of an unfamiliar or intensive use. Through compatible building

scale, high-quality materials, controlled lighting, and well-managed site circulation, the development will integrate seamlessly into the corridor while enhancing the site's appearance and functionality.

4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools, or that the people or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services:

   The site is served by existing roadways, utilities, stormwater infrastructure, police and fire protection all of which are adequate to support the proposed use with some modification.

5. Will not create excessive additional requirements at public cost for public facilities and services, and will not be detrimental to the economic welfare of the Village:

   The Special Use will not create any additional burden on the Village, as all site improvements, infrastructure needs, and operational requirements will be privately funded and maintained by the project, with no reliance on new or expanded public facilities or services.

6. Will not involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors:

   Traffic generation, lighting levels, and operational characteristics are typical of a small-scale coffee use and are mitigated through proper site circulation, lighting controls, equipment screening, code compliance and Dutch Bros' traffic mitigation plan.

7. Will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads:

   Village standards are designed to provide security and on-site circulation to safely accommodate customer and drive-through traffic with plenty of stacking.

8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief:

The project will comply with all stormwater management and grading requirements, ensuring no increase in runoff, flood risk, or public flood protection costs.

9. Will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community:

The site does not contain natural, scenic, or historic features of major community importance, and the redevelopment will enhance the corridor's visual character through improved architecture and landscaping.



VILLAGE OF GLEN ELLYN

Administrative Zoning Variation Application

Community Development Department
535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.5370

VILLAGE OF GLEN ELLYN
535 Duane Street
Glen Ellyn, Illinois 60137
(630) 547-5250

APPLICATION FOR ADMINISTRATIVE ZONING VARIATION

For the property at **750 Roosevelt Road** Glen Ellyn, IL 60137

Note to the Applicant: This application should be filed with, and any questions regarding it, should be directed to the Director of the Village Community Development Department.

You may attach separate sheets of paper as needed to answer any of the following questions.

The undersigned hereby petitions the Village of Glen Ellyn, Illinois, for one or more variations from the Glen Ellyn Zoning Code (Ordinance No. 3617-Z, as amended), as described in this application.

I. APPLICANT INFORMATION:

(Note: The applicant must comply with Section 10-10-10(B) of the Zoning Code).

Name: **Adam Bell**

Address: **10 Parkway North, Deerfield, IL 60015**

Phone No.: **773-397-7625**

Fax No.:

E-mail: **abell@coreacq.com**

Ownership Interest in the Property in Question:

Contract purchaser to acquire the property.

II. INFORMATION REQUIRED BY SECTION 10-10-10(B) OF THE ZONING CODE, IF APPLICABLE:

NOTE: All parties, whether petitioner, agent, attorney, representative and or organization et al. must be fully disclosed by true name and address in compliance with Section 10-10-10(B) of the Zoning Code. Disclosure forms are attached for your convenience.

Name and address of the legal owner of the property (if other than the applicant):

750 Roosevelt Road, Glen Ellyn, IL 60137

Name and address of the person or entity for whom the applicant is acting (if the applicant is acting in a representative capacity):

Core Ventures, LLC
10 Parkway North, Deerfield, IL 60015

Is the property in question subject to a contract or other arrangement for sale with the fee owner? (MARK "Yes" or "No")

YES ◉ NO ○

If YES, the contract purchaser must provide a copy of the contract to the Village and must either be a co-petitioner to this application or submit the attached Affidavit of Authorization with the application packet.

Is the property in question the subject of a land trust agreement? (MARK "Yes" or "No")

YES ◉ NO ○

If YES, (1) either the trustee must be a co-petitioner or submit the attached Affidavit of Authorization from the trustee to represent the holders of the beneficial interests in the trust and (2) the applicant must provide a trust disclosure in compliance with "An Act to Require Disclosure of All Beneficial Interests", Chapter 148, Section 71 et seq., Illinois Revised Statutes, signed by the trustee.

III. PROPERTY INFORMATION:

Common address: **750 Roosevelt Road, Glen Ellyn, IL 60137**

Permanent tax index number: **0514423038**

Legal description:

THE EAST 35 FEET OF LOT 19, ALL OF LOTS 20, 21, 22 AND 23 IN BLOCK 13 IN ROOSEVELT GARDEN-HOMESITES, BEING A SUBDIVISION IN THE SOUTHWEST ¼ OF SECTION 13 AND IN THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921, AS DOCUMENT 148152, IN DU PAGE COUNTY, ILLINOIS.

Zoning classification: **C-4**

Lot size: **136** ft. x **254** ft. Area: **33,105.6** sq. ft.

Present use: **Restaurant**

IV. INFORMATION REGARDING THE VARIATION(S) REQUESTED:

Description of the variation(s) requested (including identification of the Zoning Code provisions from which variation is sought) and proposed use(s):

Chapter 10, Section 10-10 – Special Use Relief Requested:

Relief is requested to allow a drive-through facility on the Property. The special use is warranted due to the Property's location within an established commercial corridor along Roosevelt Road, where drive-through restaurant uses are common and consistent with the Comprehensive Plan. The proposed use represents a reinvestment into an underutilized commercial site and will enhance the overall quality of development in the area. The drive-through facility will be designed and operated in a manner that is compatible with surrounding uses, will not create adverse traffic or operational impacts, and will be adequately served by existing public infrastructure.

Chapter 10, Section 10-5-5(c)(1) – Relief Requested for Impervious Surface Setback (West Property Line):

Relief is requested to allow an impervious surface setback of 2.5 feet along the west property line, where approximately 6.75 feet is required. This variation is warranted due to the Property's fixed lot configuration, limited buildable area, and the need to accommodate safe vehicular circulation and drive-through stacking within the site. The reduced setback is minimal in scope and will not adversely impact adjacent properties, drainage, or site functionality.

Chapter 10, Section 10-5-5(c)(1) – Relief Requested for Impervious Surface Setback (East Property Line):

Relief is requested to allow an impervious surface setback of 3.5 feet along the east property line, where approximately 6.75 feet is required. This variation is warranted due to site constraints created by existing roadway access points, circulation requirements, and the limited flexibility available within the Property boundaries. The requested relief represents the minimum necessary to allow a functional and safe site layout and will not negatively affect surrounding properties or public welfare.

Chapter 10, Section 10-5-11(c)(2) – Relief Requested for Driveway Separation Requirement:

Relief is requested to allow reduced separation between the proposed driveway approach on Roosevelt Road and the intersection of Roosevelt Road and Nicoll Way, where a minimum separation of 200 feet is required. This variation is warranted due to the Property's proximity to an existing signalized intersection and the need to maintain safe and efficient vehicular access to the site. The proposed driveway location has been designed to minimize traffic conflicts, maintain adequate sightlines, and support safe ingress and egress consistent with engineering standards.

Sign Code – Relief Requested for Signage Variations:

Relief is requested to allow an increase in the number of permitted signs per establishment and to allow an off-site directional sign associated with the Nicoll Way entrance. These variations are warranted due to the site's orientation, access configuration, and the need to provide clear directional guidance to customers entering from multiple approaches. The requested signage will remain compatible with surrounding commercial development and will not create visual clutter or adverse impacts.

Estimated date to begin construction: **08/01/2026**

Names and addresses of any experts (e.g., planner, architect, engineer, attorney, etc.):

Engineer: Kimley-Horn, 570 Lake Cook Rd, Suite 200, Deerfield, IL 60015
Architect: Chipman Design Architecture, 1350 E Touhy Ave, 1st Floor East, Des Plaines, IL 60018
Attorney: Firsel Ross Gussis & Alexander, 10 Parkway North, Suite 110, Deerfield, IL 60015

V. EVIDENCE RELATING TO ZONING CODE STANDARDS FOR A VARIATION:

The following items are intended to elicit information to support conclusions by Village staff that the required findings/standards for a variation under the Zoning Code have been established and met. Therefore, please complete these items carefully.

A. Standards Applicable to All Variations Requested:

1. Provide evidence that due to the characteristics of the property in question, there are practical difficulties or particular hardship for the applicant/owner in carrying out the strict letter of the Zoning Code:

The Property's fixed lot configuration, limited buildable area, and proximity to existing roadway access points create site constraints that make strict compliance with setback and separation requirements impractical while still allowing safe vehicular circulation and functional site design.

2. a. Provide evidence that the property in question cannot yield a reasonable return if permitted to be used under the conditions allowed by the Zoning Code (i.e., without one or more variations):

Without the requested variations, the Property's constrained size and configuration would prevent development of a functional drive-through layout, significantly limiting its ability to attract a viable commercial tenant and achieve a reasonable economic return.

OR

b. Provide evidence that the plight of the applicant/owner is due to unique circumstances relating to the property in question:

The challenges facing the Property stem from its unique lot dimensions, proximity to a signalized intersection, and fixed access points along Roosevelt Road, which collectively limit design flexibility and distinguish it from other commercially zoned parcels in the area.

3. Provide evidence that the requested variation(s), if granted, will not alter the essential character of the locality of the property in question:

The requested variations will not alter the essential character of the area because the Property is located within an established commercial corridor along Roosevelt Road where similar drive-through restaurant uses and site configurations already exist.

B. For the purpose of supplementing the above standards, Village staff, in making their decision that there are practical difficulties or particular hardships, shall also take into consideration the extent to which the evidence establishes or fails to establish the following facts favorably to the applicant:

1. Provide evidence that the particular physical surroundings, shape or topographical condition of the property in question would bring particular hardship upon the applicant/owner as distinguished from a mere inconvenience if the strict letter of the Zoning Code were to be carried out:

The Property's narrow lot configuration, limited depth, and location immediately adjacent to a signalized intersection create physical constraints that restrict compliant driveway spacing and setback design, resulting in a genuine hardship rather than a mere inconvenience if the strict letter of the Zoning Code were applied.

2. Provide evidence that the conditions upon which the petition for variation is based would not be applicable generally to other property within the same zoning district:

The conditions supporting the requested variations are unique to this Property due to its specific lot dimensions, existing access locations, and proximity to the Roosevelt Road and Nicoll Way intersection, and therefore are not generally applicable to other properties within the zoning district.

3. Provide evidence that the purpose of the variation is not based exclusively upon a desire to make more money out of the property in question:

The requested variations are intended to accommodate safe vehicular circulation and functional site design within the Property's physical constraints, rather than to increase profitability, and are necessary to allow reasonable development consistent with surrounding commercial uses.

4. Provide evidence that the alleged difficulty or particular hardship has not been created by any person presently having an interest in the property in question or by the applicant.

The alleged hardship arises from the Property's longstanding lot configuration, fixed boundaries, and existing roadway conditions, none of which were created by the current owner or applicant.

5. Provide evidence that the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property in question is located.

Granting the variations will not be detrimental to public welfare or nearby properties because the proposed redevelopment will improve site circulation, aesthetics, and functionality while remaining consistent with surrounding commercial uses and infrastructure.

6. Provide evidence that the proposed variation will not:

   a. Impair an adequate supply of light and air to adjacent property;

   The proposed variation will not impair an adequate supply of light and air to adjacent properties due to the small footprint of the proposed building.

   b. Substantially increase the hazard from fire or other dangers to the property in question or adjacent property;

   The proposed variation will not increase fire or safety hazards because the development will comply with all applicable building, fire, and life-safety codes and will be served by existing public infrastructure and emergency access.

   c. Otherwise impair the public health, safety, comfort, morals or general welfare of the inhabitants of the Village;

   The proposed variation will not impair public health, safety, or general welfare because the site has been designed to provide safe and efficient traffic flow, clear circulation patterns, and an organized layout that supports orderly ingress, egress, and on-site movement.

d. Diminish or impair property values within the neighborhood;

The proposed variation will not diminish or impair property values within the neighborhood, as the project introduces a new, high-quality commercial building with modern design and improved site functionality consistent with the established retail corridor.

e. Unduly increase traffic congestion in the public streets and highway;

The proposed variation will not unduly increase traffic congestion because the site layout and access points are designed to support efficient ingress, egress, and internal circulation while accommodating anticipated vehicle volumes.

f. Create a nuisance; or

The proposed variation will not create a nuisance, as the use will be professionally operated and the site is designed to manage traffic, lighting, and operations in a manner compatible with surrounding commercial properties.

g. Results in an increase in public expenditures.

The proposed variation will not result in an increase in public expenditures, as the development will utilize existing public infrastructure and services without requiring additional municipal improvements.

7. Provide evidence that the variation is the minimum variation that will make possible the reasonable use of the land, building or structure.

The requested variations represent the minimum relief necessary to accommodate a safe and functional site layout while allowing reasonable commercial use of the Property within its existing physical constraints.

8. Please add any comments which may assist Village staff in reviewing this application.

The proposed redevelopment will modernize the site with a high-quality national tenant, improve traffic circulation and site organization, and enhance the overall aesthetic character of this prominent commercial corridor along Roosevelt Road.

VI. CERTIFICATIONS, CONSENT AND SIGNATURE(S)

I (We) certify that all of the statements and documents submitted as part of this application are true and complete to the best of my (our) knowledge and belief.

I (We) consent to the entry in or upon the premises described in the application by any authorized official of the Village of Glen Ellyn.

I (We) certify that I (we) have carefully reviewed the Glen Ellyn Zoning Administrative Variation Application and applicable provisions of the Glen Ellyn Zoning Code.

Date	Print Name	Signature of Applicant
2/27/2026	Adam Bell	
Date	Print Name	Signature of Applicant
Date	Print Name	Signature of Applicant

CLEAR PAGE

AFFIDAVIT OF AUTHORIZATION

I, **Nick Zaras** owner of the property described as:

Danbys Station Cafe
750 Roosevelt rd
Glen Ellyn, Il 60137

verify that **Adam Bell**

is duly authorized to apply and represent my interests before the Glen Ellyn Plan Commission, Zoning Board of Appeals, and/or Village Board of Trustees. Owner acknowledges that any notice given applicant is actual notice to owner.

OWNER SIGNATURE

Nick Zaras

PRINT OWNER NAME

12/16/2025

DATE

Subscribed and sworn to before me this

16 day of December, 2025

Notary Public

OFFICIAL SEAL
CHRISTINA ROSSMAN
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 06/13/2026

Affidavit Affirming No Conflict of Interest

The undersigned, being duly sworn and under oath, states as follows:

1. My name is Adam Bell, and I hold the position of Partner for Core Ventures, LLC ("***Applicant***").

2. I have personal knowledge of all facts stated in this Affidavit, and if called to testify, I could and would testify competently thereto.

3. I am authorized by the Applicant to make the representations and statements in this Affidavit on the Applicant's behalf in support of the application for development approval ("***Application***") the Applicant filed with the Village of Glen Ellyn ("***Village***").

4. To the best of my knowledge, and as of the Application's date, no individual that is employed by the Village or sits on an elected or appointed Village board or commission has a financial interest in the Applicant, the Application, or the project proposed by the Applicant.

5. To the best of my knowledge, and as of the Application's date, no individual that is related to any person that is employed by the Village or sits on an elected or appointed Village board or commission has a financial interest in the Applicant, the Application, or the project proposed by the Applicant.

6. I will immediately notify the Village if the Applicant learns of the material inaccuracy of any statement within this Affidavit.

Further affiant sayeth naught.

Name: _____

Title: Partner

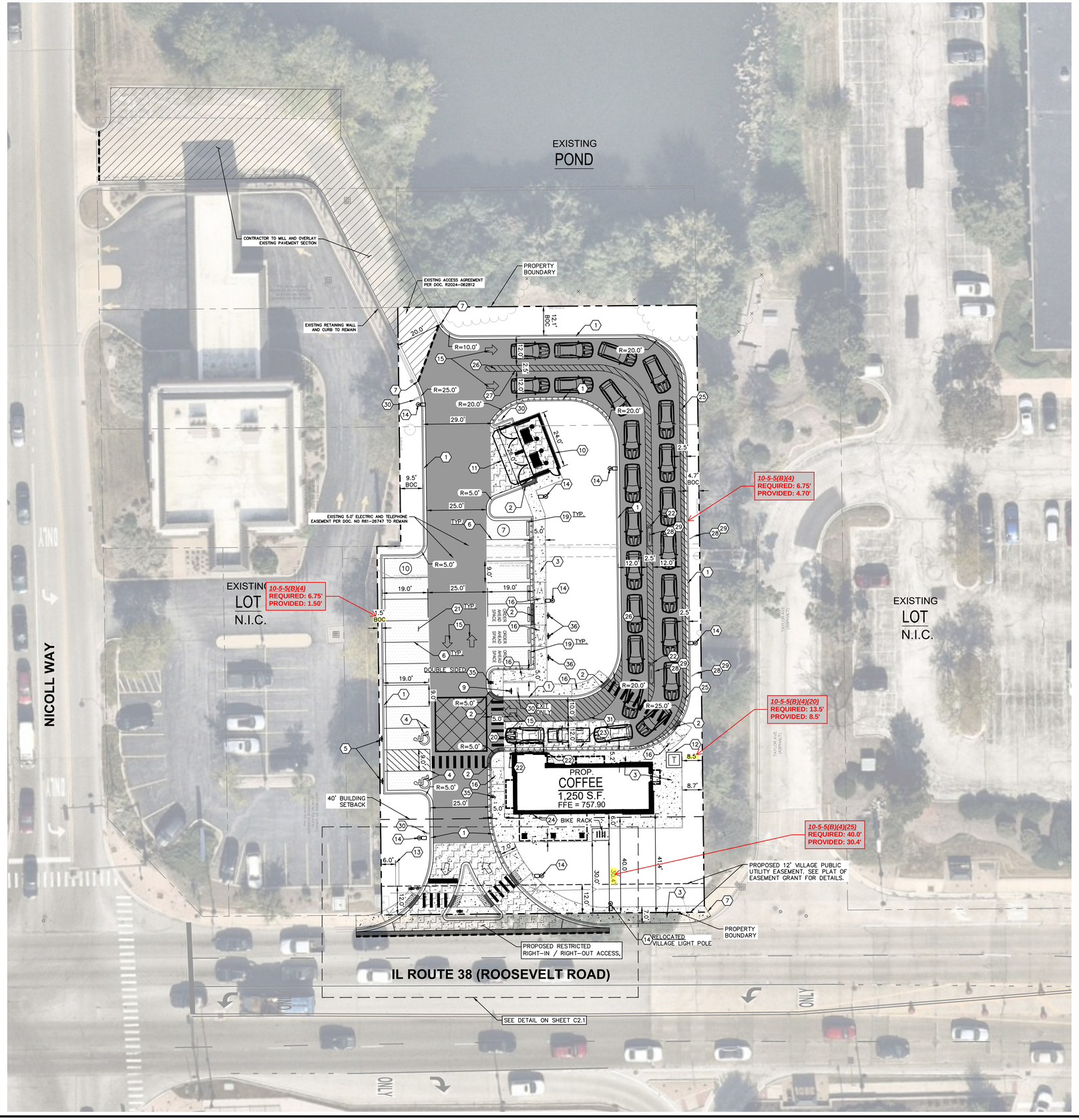
Applicant's Name: Adam Bell

Subscribed and sworn to me this

27th day of February, 2026.

_____
Notary Public

Official Seal
CHRISTIAN JACOB HOLZL
Notary Public, State of Illinois
Commission No. 1009865
My Commission Expires May 8, 2029



PARKING SUMMARY

PARKING SPACES REQUIRED (CITY STANDARD)	=	13	SPACES
*1 SPACES / 100 SF OF GROSS FLOOR AREA			
STANDARD PARKING SPACES PROVIDED	=	15	SPACES
ACCESSIBLE PARKING SPACES REQUIRED	=	1	SPACES
ACCESSIBLE PARKING SPACES PROVIDED	=	2	SPACES
TOTAL PARKING SPACES PROVIDED	=	17	SPACES
STACKING SPACES REQUIRED	=	5	SPACES
STACKING SPACES PROVIDED	=	25	SPACES

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Call Before You Dig
JULIE
1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
9. STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
10. TRASH ENCLOSURE, (SEE ARCHITECTURAL PLANS FOR DETAILS
11. TRASH LOADING ZONE, WITH CONCRETE APRON, COORDINATE APPROACH AND ORIENTATION OF TRASH ENCLOSURE W/LOCAL REFUSE SERVICE PROVIDER
12. TRANSFORMER PAD (FOR REFERENCE ONLY)
13. MONUMENT SIGN, BY OTHERS.
14. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
15. DIRECTIONAL ARROW (SEE DETAILS)
16. ACCESSIBLE RAMP (SEE DETAILS)
17. 3-FT TRANSITION CURB
18. DO NOT ENTER SIGN TYP. (MUTCD R5-1, SEE DETAILS)
19. WHEEL STOP (SEE DETAILS)
20. SIGN FOR AWNING CLEARANCE HEIGHT AT DRIVE-THRU WINDOW
21. PARKING STALL, TYP. (19' X 9') AS REQUIRED BY VILLAGE
22. 6" BOLLARD W/DB BOLLARD COVERS
23. CONCRETE PAD AT DRIVE-THRU WINDOW; DRIVE-THRU CONC. PAD: MI. 60' IN LENGTH, UNLESS NOTED OTHERWISE
24. WALK-UP SERVICE WINDOW
25. "RUNNERS" WALKWAY, MIN. 2'-6" WIDE ON DRIVER'S SIDE OF DRIVE AISLE
26. STRIPED MEDIAN, MIN 2'-6" WIDE
27. PROVIDE 2" CONDUIT W/PULL STRING TO CHRISTY BOX FOR FUTURE DRIVE-THRU SENSORS
28. POLE MOUNTED STATIC BACKLIT LED MENU BOARD, BY OTHERS, PROVIDE POWER AND DATA IN WEATHERPROOF J-BOX
29. PROVIDE 2" CONDUIT W/PULL STRING TO CHRISTY BOX, FOR FUTURE DIGITAL MENU BOARD UPGRADE
30. POLE MOUNTED DIRECTIONAL SIGNAGE, BY OTHERS
31. EXIT LANE W/STRIPING, STRIPES 4" WIDE, 24" O.CC, SAFETY WHITE
32. RIGHT TURN ONLY SIGN (MUTCD R3-5, SEE DETAILS)
33. DO NOT ENTER SIGN (MUTCD R5-1, SEE DETAILS)
34. DOUBLE SIDED NO LEFT TURN SIGN (MUTCD R3-2, SEE DETAILS)
35. DO NOT BLOCK INTERSECTION SIGN (MUTCD R10-7, SEE DETAILS)
36. ORDER AHEAD SPACE SIGNAGE (BY OTHERS)

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- 2" PAVEMENT PATCH — MATCH EXISTING ROADWAY SECTION, SEE IDOT PAVEMENT PATCH DETAIL
- MILL AND OVERLAY ASPHALT PAVEMENT — REMOVE AND REPLACE IN KIND
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- LIMITS OF PAVING

FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 17043C0156J, THE SITE OR A PORTION OF THE SITE IS LOCATED IN ZONE AH, AREAS OF 100-YEAR FLOODING WITH A BASE FLOOD ELEVATION OF 756'.

NO.	REVISIONS	DATE	BY
1	REVISED PER VILLAGE COMMENTS	04/24/26	INS
2	REVISED PER VILLAGE COMMENTS	06/03/26	INS

Kimley»Horn

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-405-8004
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

CORE ACQUISITIONS

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

SITE PLAN

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER C2.0

Drawing name: K:\CHN_LDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C2.0 SITE PLAN.dwg C2.0 Jun 03, 2026 3:28pm by: TreyOpawski
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

DUTCH BROS Coffee

Site ID
IL0608

Site Address
750 Roosevelt Rd.
Glen Ellyn, IL 60137

Date
04-24-2026

Revision
01

As the Owner/Lessor/Mortgage or Security interest holder, I hereby acknowledge and accept the installation of signs as illustrated within the renderings shown within this brand proposal. By signing below I consent to the installation of signs at the premises and property address listed within this brand proposal and acknowledge that I have reviewed all details of this brand proposal in its entirety.

_____
Signature of (Owner/Lessor/Mortgage or Security Interest Holder)

_____
Print Name

_____
Date

REVISION LOG

Revision #	Date of Request	Requested By	Revision Request Comment	Revision Date	Made By
01	5/27/2026	A S	N01 – free-standing sign shall match the primary material of the front building façade. Only 3 “menu boards” are allowed on site. Remove N04, N08, N09-N16	06/03/2026	J M

CODE RESEARCH FORM

Property ID: IL0608

A.) Project Name: **Dutch Bros** Date Completed: **10/17/25**

B.) Street Address: **750 Roosevelt Rd** Typical Sign Package allowed? Yes / No

G.) City/Town of: **Glen Ellyn** State: **IL** Zip: **60137** Budget:

H.) Zoning/Category: **C4 - Office District / Glen Ellyn Village, IL**

WALL SIGNS

Typical Sign Package allowed? Yes / No

1.) Formula for square ft (Max.Sq. Ft- Main ID & Secondary signs):
1 sq ft per linear foot of establishment frontage for each sign
Secondary Wall - 0.25 sq ft per linear ft of establishment frontage for each sign, NTE 20 sq ft each
Total combined area of all signs NTE 120 sq ft for an interior lot and 150 sq ft for a corner lot

The maximum permitted sign area set forth in this chapter may be increased by a specified % for compliance with the design criteria listed below. The % increase shall be based on the original max sign area allowed. If more than 1 criterion is met, then bonuses may be granted cumulatively -
(A) Individual letters: 10% bonus for any wall sign which consists of individual letters mounted directly on the building surface. For the purposes of this chapter, letters mounted on a raceway are not considered individual letter signs
(B) Setback: 1% cumulative bonus for any wall sign for every 10' the building is set back above and beyond the required building setback

2.) Sq Ft for sides/rear: **Apply formula if street fronting**

3.) Transferrable allowances? **No**

4.) # allowed: **2 signs per establishment, NTE 1 Freestanding sign**
Corner properties and through lots may have 3 signs, including 1 Freestanding sign and 2 additional signs, 1 each on the front and corner side building elevations
4 signs for establishments with 15,000 or more sq ft

5.) Calculation Method:
The area of a sign shall be measured by computing the area of the smallest polygon that can encompass all words, letters, figures, emblems, and other elements of the sign
Any material or color used as an integral part of the display or to differentiate the sign from the surface on which it is placed shall be included in calculating the area of the sign
The supporting structure or bracing of a sign shall be omitted in measuring the area of the sign, unless such structure or bracing is made part of the message or face of the sign
Only 1 side of a double faced sign shall be used in calculating the area of the sign provided that both faces are the same dimension, parallel to each other, and supported by the same structure
When different elements of a sign are separated by a distance equal to or greater than half of the max height of the tallest element of the sign, such elements shall be considered separate signs

6.) Max. Overall Height: **No max height** Illumination: **Internal and External allowed**

7.) Special Wall sign codes-this property: **Wall signs shall not extend more than 12" from the wall or structural members to which they are attached or extend beyond the top or ends of the surface of the wall to which they are attached**

8.) Other: **Projecting signs may extend no farther than 4' from the building wall**

FREESTANDING SIGNS

Typical Sign Package allowed? Yes / No

1) Formula for square ft (Max.Sq. Ft- Main ID & Secondary signs): **NTE 50 sq ft**

2.) # allowed: **1 Per Property** Illumination **Internal & External**

3.) Height Max: **NTE 15'** Grade-to-sign Clearance: **A min 7', 6" vertical clearance must be maintained between any sign and walkway**

4.) Set-back: **Freestanding signs located on property adjacent to the Roosevelt Road ROW must maintain a min setback of 10' from the lot line adjacent to Roosevelt Road and 5' from all other lot lines. All other freestanding signs must maintain a min setback of 5' from each property line**

All permanent signs and the attached mounting shall be capable of withstanding a 90-mile per hour three-second gust wind speed and of receiving dead loads based on the actual weight of the structure

No freestanding sign shall be located closer than 30' to any other freestanding sign unless the Community Development Director determines such spacing to be impossible or impractical

Landscaping - A landscape area equal to 2 sq ft for each sq ft of signage is required around the base of all Freestanding signs. The landscaped area shall contain living landscape material consisting of shrubs, perennial ground cover plants or a combination of both. Nonconforming freestanding signs that are required to be modified to be compliant with the Sign Code shall provide the required amount of landscaping

DIRECTIONAL SIGNS

Typical Sign Package allowed? Yes / No

1.) # Allowed: **No more than 2 signs at each entrance or exit and no more than 5 on the interior of the lot**

2.) Max. SqFt: **NTE 4 sq ft** Max. Height: **NTE 4'**

3.) Permit required?: **Permit Not Required** Set-back:

In commercially zoned districts, no more than 25% of each sign shall be used to advertise any business, product or service, and such signs shall contain no advertisement in residential districts

MOBILE PICK UP SIGNS 18" x 12"

Typical Sign Package allowed? Yes / No

1.) # Allowed: **Exempt from code per Planner (submit for review in case)**

2.) Max. SqFt: Max. Height:

3.) Permit required?: **Permit Not Required** Set-back:

MENU SIGNS

Typical Sign Package allowed? Yes / No

1.) # Allowed: **Drive-through businesses shall be permitted to display no more than 3 menu boards**

2.) Max. SqFt: **NTE 60 sq ft** Max. Height: **Not stipulated**

3.) Permit required?: **Yes** Other: **Drive-through canopy informational signage: Drive-through canopy informational signage does Not require a Permit**

To the extent possible, menu boards shall be oriented so that the sign face is not visible from the public ROW or any adjacent residential property

WINDOW SIGNS

Typical Sign Package allowed? Yes / No

1.) # Allowance (or Formula for square ft): **Located on interior or exterior of a window not more than 50% of the total window area or an individual windowpane is covered**

2.) Max. SqFt: **see formula** Max. Height: **Not stipulated**

3.) Permit required?: **Permit Not Required** Other: **N/A**

A-FRAME SIGNS

1.) # Allowed: **Not permitted in this zone**

2.) Permit required?: Other:

Miscellaneous Notes

Prohibited Signs –

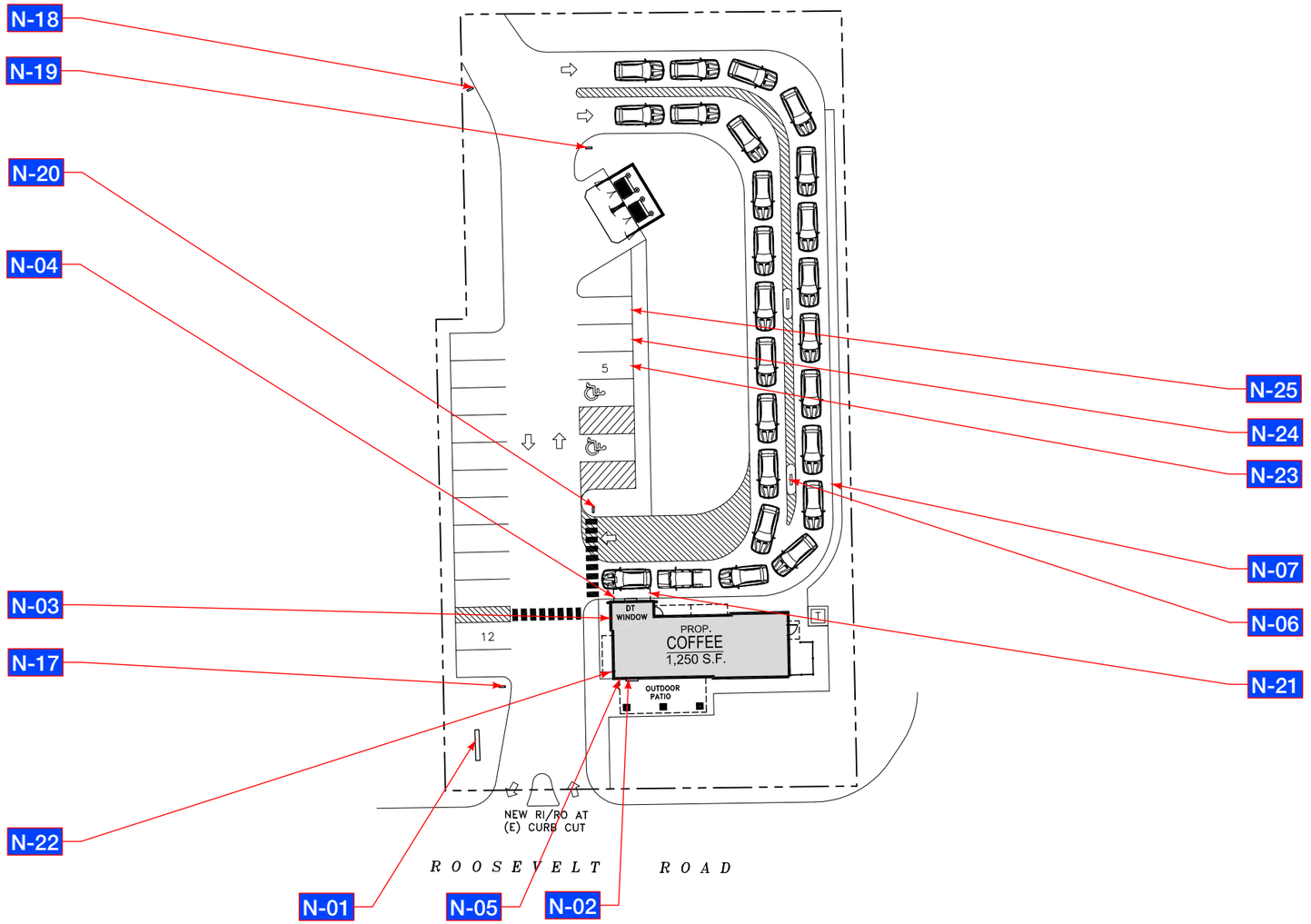
(A) Abandoned sign in accordance with section 4-5-17 of this chapter.
(B) Attention getting devices, except for balloon displays, special event signs, public regulation signs and municipal signs expressly authorized by sections 4-5-6 and 4-5-7 of this chapter.
(C) Bare bulb illumination (except as permitted in subsection E of this section).
(D) Electronic identification signs.
(E) Festoon lighting (except in the C5A and C5B zoning districts in accordance with the following):
1. All such lights shall be white in color, except as otherwise allowed in association with permitted holiday decorations.
2. Such festoon lighting shall not blink, flash or otherwise change in illumination intensity.
3. A minimum clearance of seven feet six inches shall be maintained between ground level and any festoon lighting.
4. Such festoon lighting shall be maintained and operated in good working order.
5. Such festoon lighting shall not be strung across vehicular access drives, between buildings or in any location where it is the opinion of the fire chief that such lights may interfere with emergency operations.
6. Bare bulbs shall be kept a safe distance away from and shall not come in contact with any combustible material.
7. All festoon lighting shall conform with the applicable provisions of the Building Code.
(F) Indexing sign.
(G) Neon tube lighting or light emitting diode (LED) lighting outlining or illuminating the features of a building or structure including, but not limited to, windows.
(H) Neon, LED, and lighted window signs of any type are prohibited in the C5A and C5B zoning districts with the exception of window signs that contain only the word "Open" and no other wording, logos, pictures, graphics, or any other form of advertising, provided they are no larger than three square feet.
(I) Off premises sign or billboard sign, except for municipal signs, and special event signs authorized pursuant to sections 4-5-6 and 4-5-7 of this chapter.

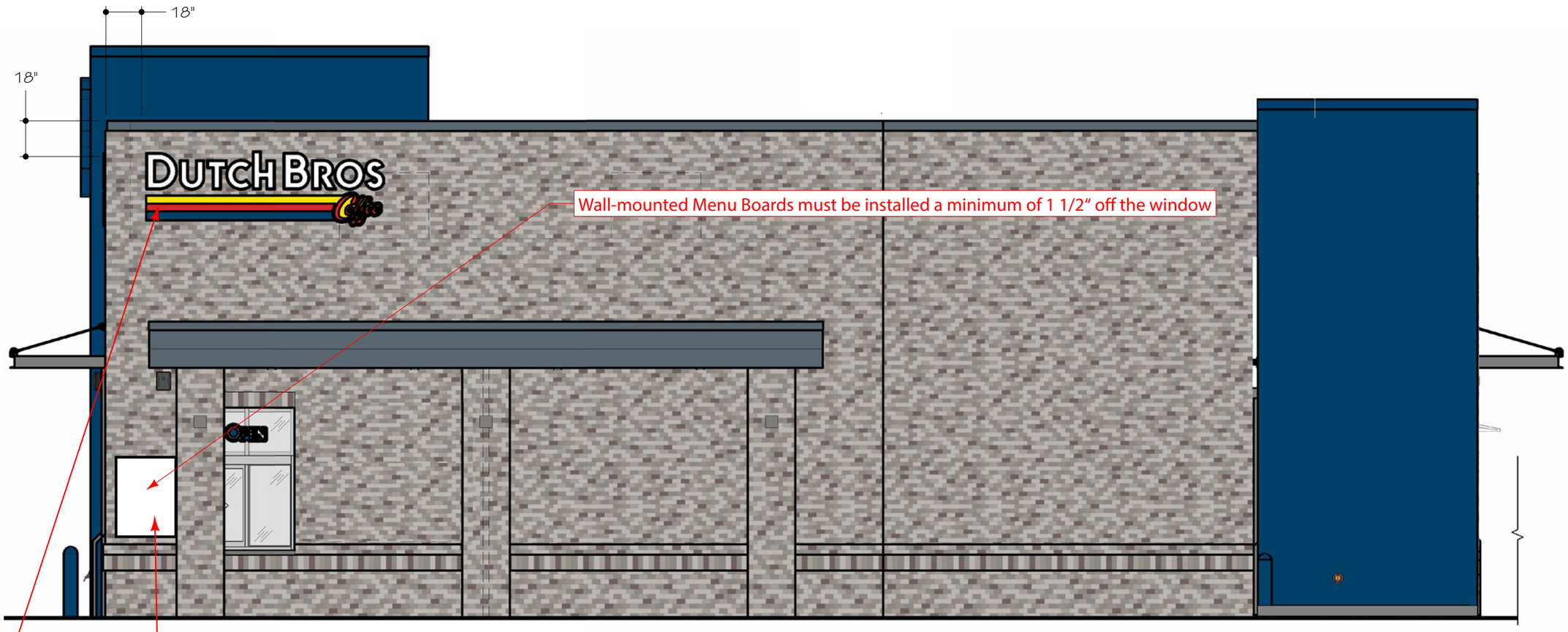
SIGN GUIDE

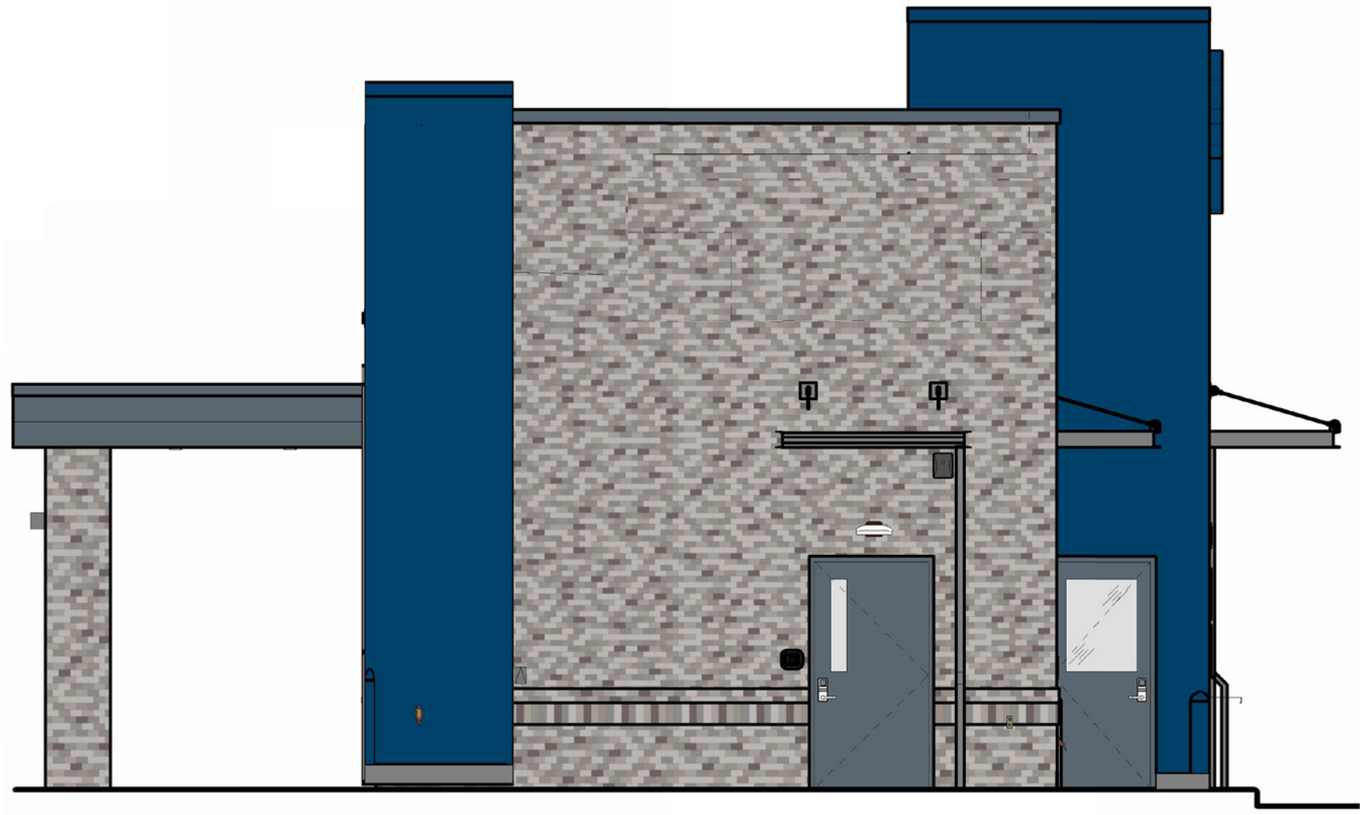
PROPOSED SIGNS

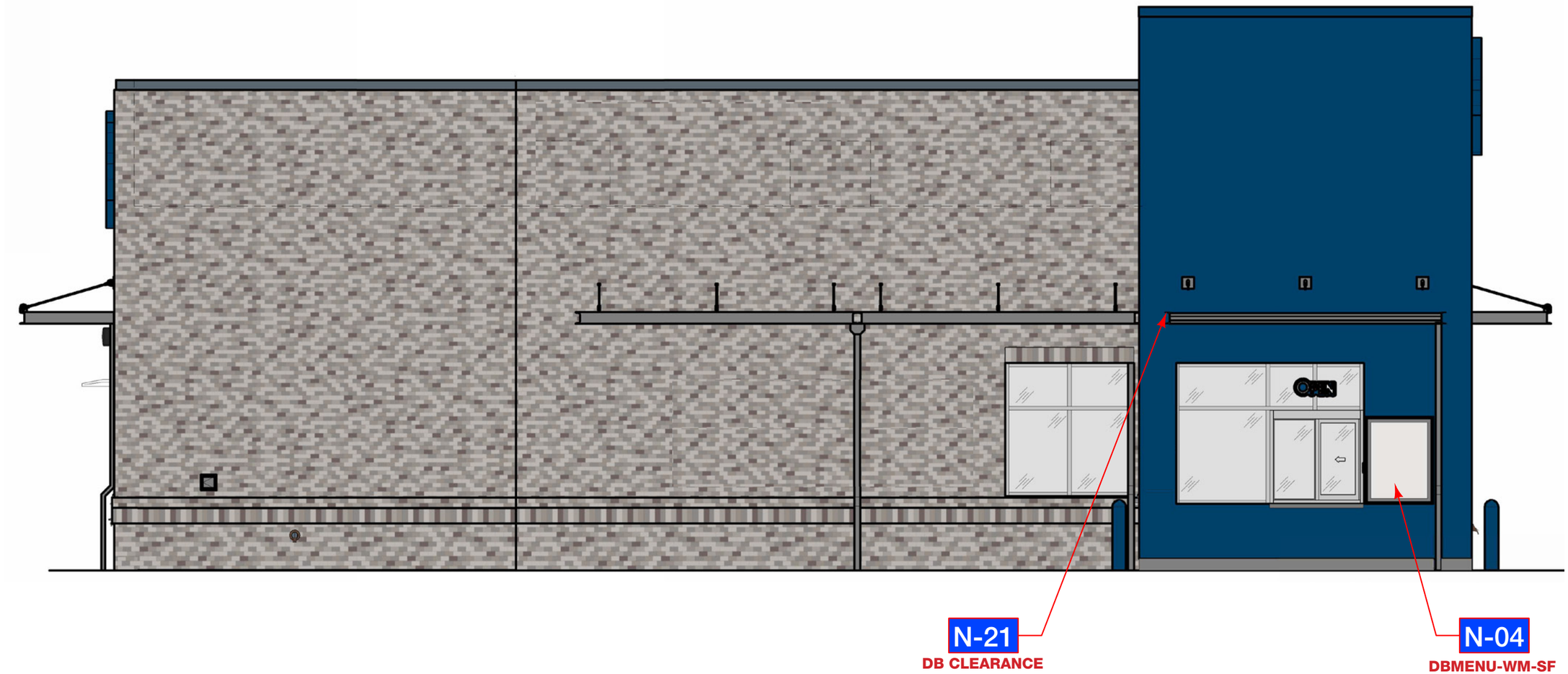
KEY	RECOMMENDED SIGN	SQUARE FOOTAGE
N-01	DBPY6 Cup Monument @ 8` OAH	23.07
N-02	DBCL10	32.24
N-03	DBW13	18.4
N-04	DBMENU-WM	10.70
N-05	DBMENU-WM	10.70
N-06	DBMENU-PM-SF	21.70
N-07	DBMENU-PM-SF	21.70
N-08	REMOVED	N/A
N-09	REMOVED	N/A
N-10	REMOVED	N/A
N-11	REMOVED	N/A
N-12	REMOVED	N/A
N-13	REMOVED	N/A
N-14	REMOVED	N/A
N-15	REMOVED	N/A
N-16	REMOVED	N/A
N-17	DBDIR-DT-DF	3.0
N-18	DBDIR-DT-DF	3.0
N-19	DBDIR-DT-DF	3.0
N-20	DBDIR-EO-DF	3.0
N-21	DB CLEARANCE	.75
N-22	ADDRESS NUMERALS (750)	2.24
N-23	MOBILE PICKUP SIGN	1.5
N-24	MOBILE PICKUP SIGN	1.5
N-25	MOBILE PICKUP SIGN	1.5

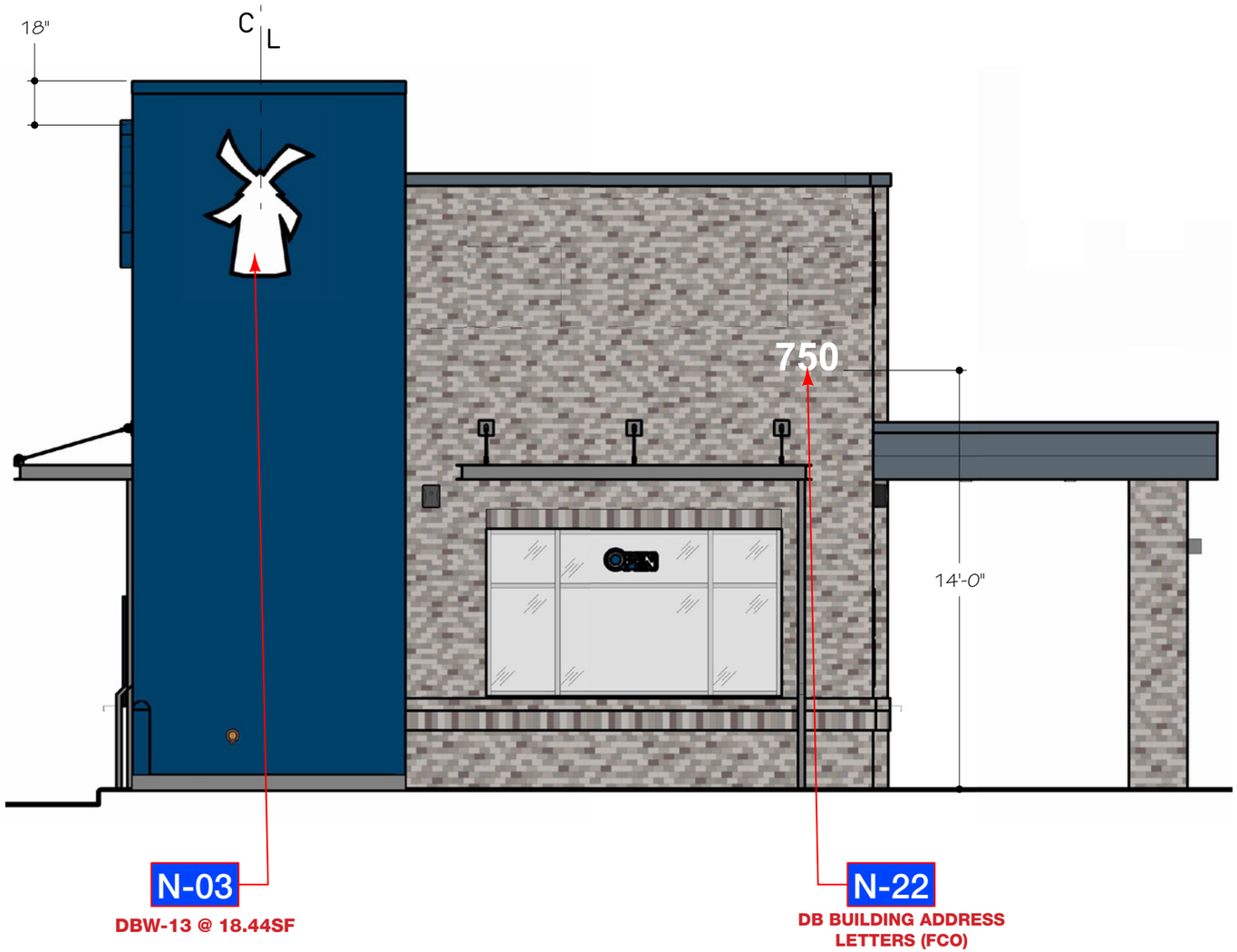
SITE PLAN




18"
18"
DUTCH BROS
Wall-mounted Menu Boards must be installed a minimum of 1 1/2“ off the window
N-02
DBW-10 @ 10.3 SF
N-05
DBMENU-WM-SF




N-21
DB CLEARANCE
N-04
DBMENU-WM-SF


18"
C
L
750
14'-0"
N-03
DBW-13 @ 18.44SF
N-22
DB BUILDING ADDRESS
LETTERS (FCO)

COLOR CODE

- PANTONE 107 C YELLOW
- PANTONE 1795 C RED
- PANTONE 7691 C BLUE
- DB CUSTOM DK BLUE (POLE)
- WHITE
- 230-36 DARK BLUE (LID)
- 230-127 INTENSE BLUE (LID)
- 230-147 DEEP SKY BLUE (LID)

ELECTRICAL INFORMATION

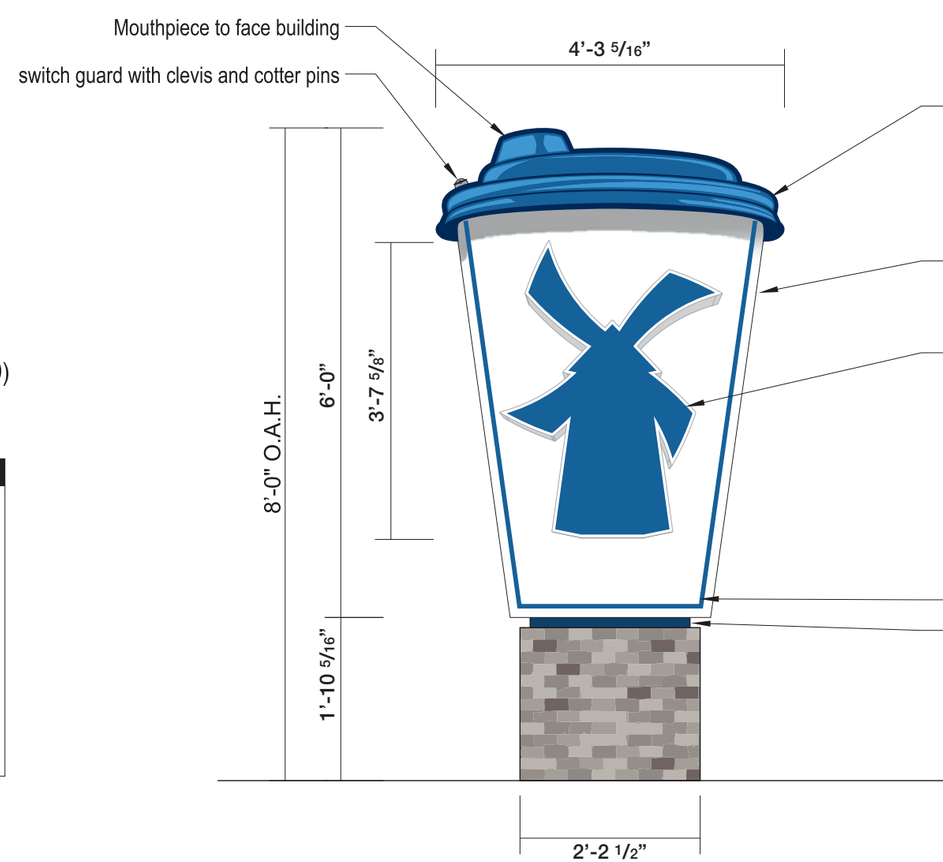
CHANNEL LETTERS (CUP LIDS & WINDMILLS)
LED: (QTY: 116) GE 6500K 12V MODULES (GESES65-4)
POWER SUPPLIES (2) GE POWER SUPPLY 60W 12V
120-277VAC (GEPS12SE-60U-NA)
TOTAL CONNECTION LOAD: 1.4 AMPS @ 120VAC

BLUE BORDER TUBING (FRONT & REAR PERIMETER)
LED: ALLANSON 24V RIGID BORDER TUBING (86" LONG X 4, 38" LONG X 2)
POWER SUPPLY (1) ALLANSON 96W 24V 120-277VAC (CV244-120-277)
TOTAL CONNECTION LOAD: 0.94A @ 120V / 0.41 @ 270V

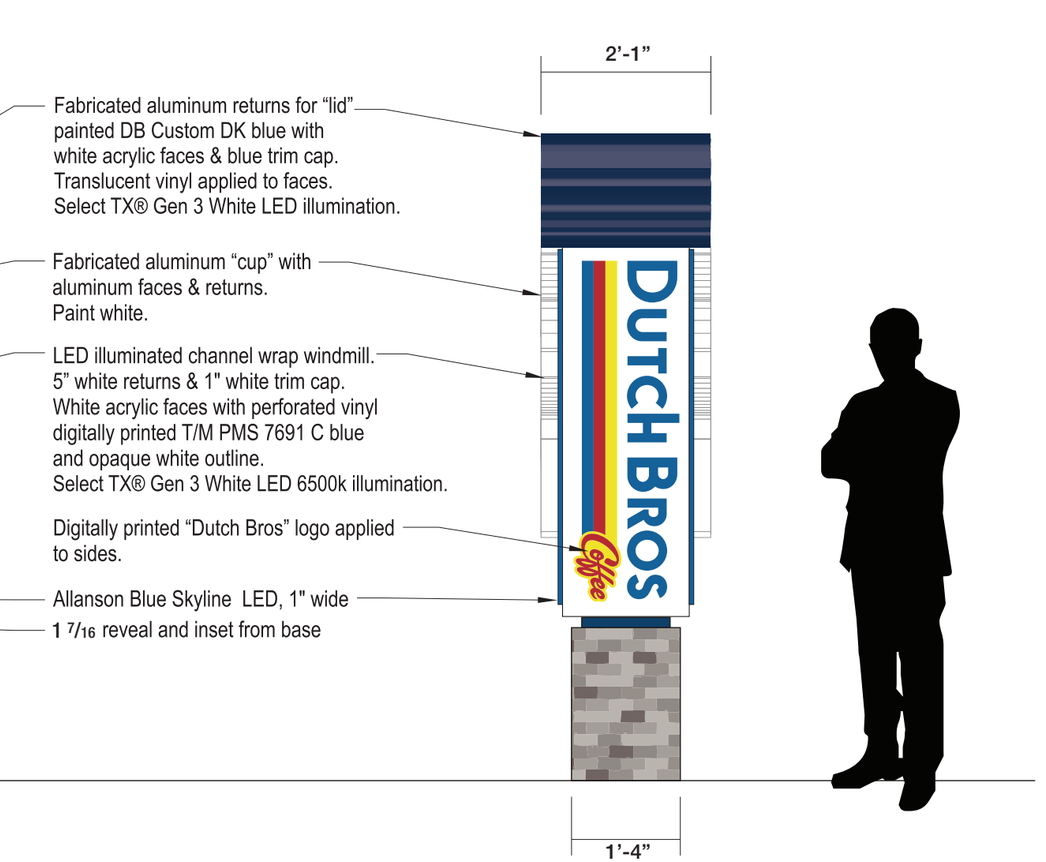
TOTAL CONNECTION LOAD: 3.83 AMPS @ 120VAC

CIRCUITS REQUIRED: (1) 20 AMP
ALL ELECTRICAL COMPONENTS TO BE UL LISTED
GROUNDING PER UL AND NEC SPECIFICATIONS

DBPY6-MONUMENT



SIDE VIEW



NOTE: Note: GC is responsible for providing power, as ground signs are illuminated.

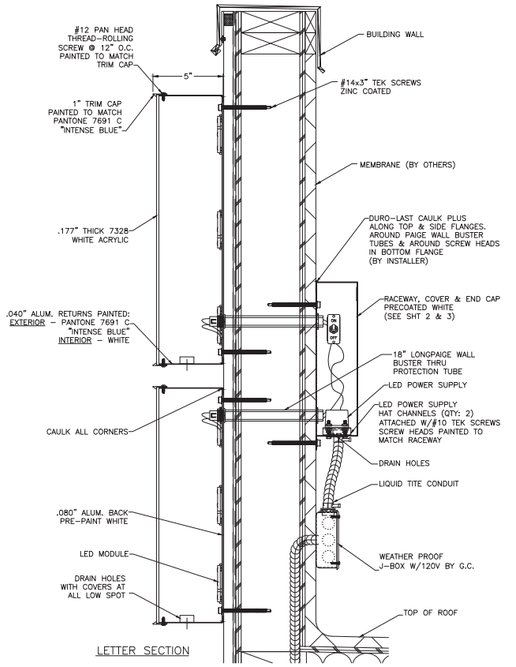


DBCL-10 CHANNEL LETTERSET

32.24 Sq. Ft.



Side View



LETTER SECTION

- Face Lit Flush Mount Channel Letters Returns & Trimcap painted to match Pantone 7691 C "Intense Blue"
- Letter 7328 White Acrylic Faces w/ 230-127 Intense Blue Outline
- Coffee Logo 7328 White Acrylic Faces w/ 230-127 Intense Blue / PSV 230-015 Yellow PSV, 230-33 Red PSV Vinyls
- LED illumination

COLOR CODE

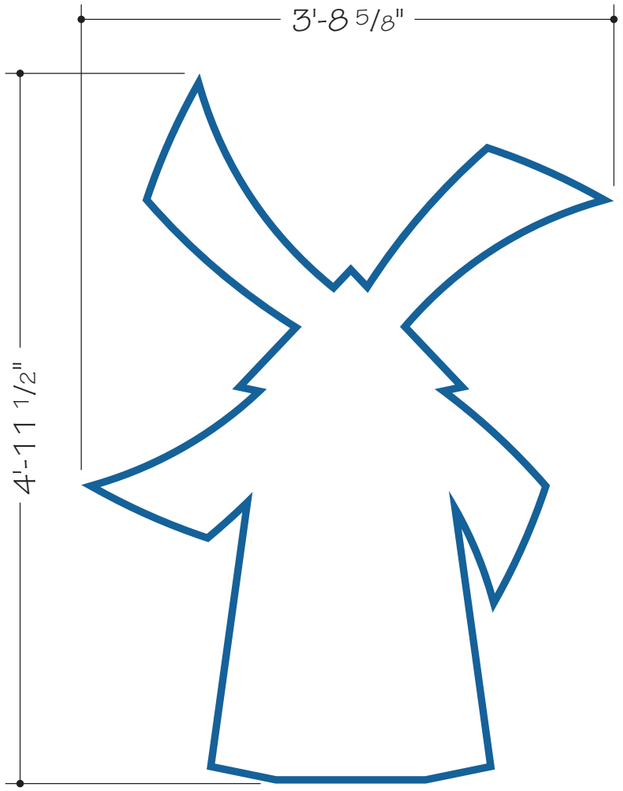
- 230-015 YELLOW PSV
- 230-33 RED PSV
- 230-127 INTENSE BLUE PSV
- WHITE



Typical

NOTE: GC is responsible for providing power for all building signs.
MUST use the provided Duralast branded caulk for sealing raceways and penetrations or warranties are voided.

DUTCH BROS
750 Roosevelt Rd. Glen Ellyn, IL 60137

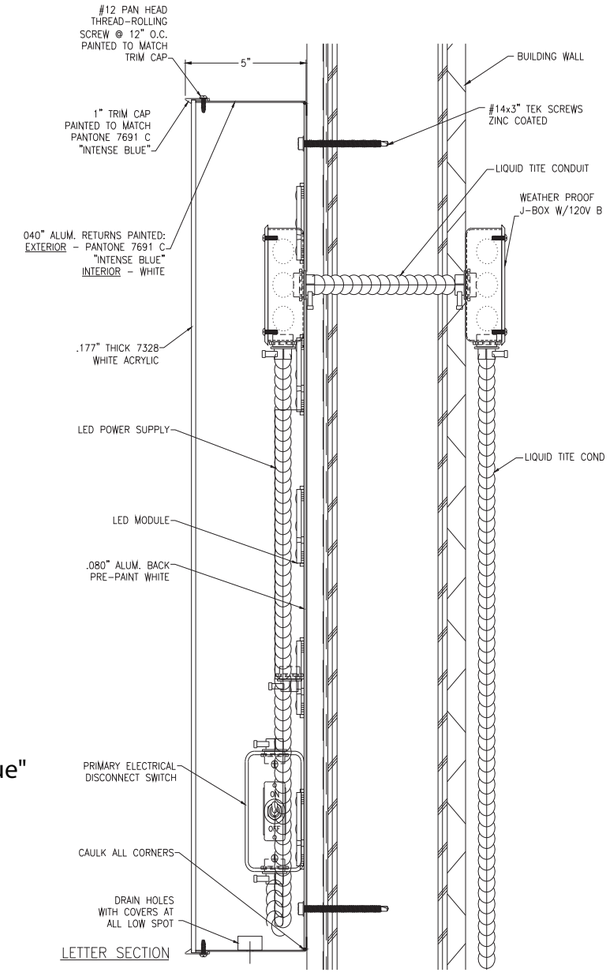


DBW-13 WINDMILL

18.4 Sq. Ft



Side View





Typical

- Face Lit Flush Mount Channel Logo Returns & Trimcap painted to match pantone 7691 C "Intense Blue"
- Letter 7328 White Acrylic Faces w/ 230-127 Intense Blue Outline
- LED illumination

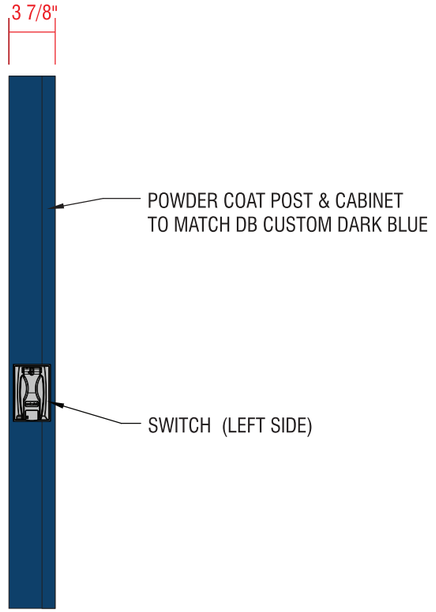
COLOR CODE

230-127 INTENSE BLUE PSV

NOTE: GC is responsible for providing power for all building signs.
MUST use the provided Duralast branded caulk for sealing raceways and penetrations or warranties are voided.

DUTCH BROS
750 Roosevelt Rd. Glen Ellyn, IL 60137





SIDE VIEW



Typical

DBMENU-WM

WALL-MOUNTED BACK-LIT MENU SIGN
- Printed menu panel not included
- LED outdoor light box
- Lockable hinged door
- Aluminum construction

ELECTRICAL INFORMATION
(QTY: 25) PRINCIPAL LED QWIK MOD 4 7100K MODULES (M-QMOXO-71) LED POWER SUPPLY: (1) 60W 12V 1.1A/100-277VAC (P-OH060-12-HE) TOTAL CONNECTION LOAD: 1.1 AMPS @ 115V CIRCUITS REQUIRED: (1) 20 AMP. ALL ELECTRICAL COMPONENTS TO BE UL LISTED GROUNDING PER UL AND NEC SPECIFICATIONS MAXIMUM (38) MODULES ALLOWED ON A 60W POWER

COLOR CODE

DIGITAL PRINT

POWDER COATED
DB CUSTOM DARK BLUE

NOTE: Note: GC is responsible for providing power, as ground signs are illuminated.

DUTCH BROS
750 Roosevelt Rd. Glen Ellyn, IL 60137

SNAP FRAMES WITH FOLDED BACKER EXTENSION PANEL

.090" ALUMINUM PANEL FOLDED WITH (2) WELDED INSIDE CORNERS.

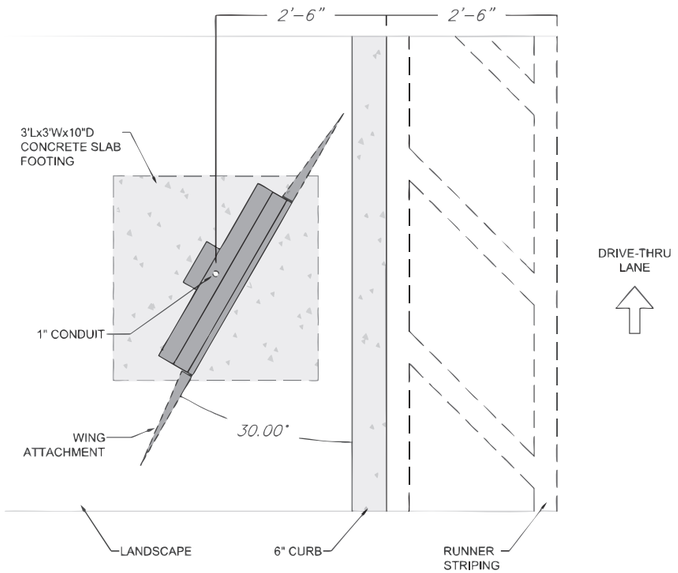
NOTCH FOR OUTLET AVOIDANCE. PAINT DB DARK BLUE.

SNAP FRAME RIVET MOUNTED TO FACE. PAINT RIVET HEAD ON BACK DB DARK BLUE.

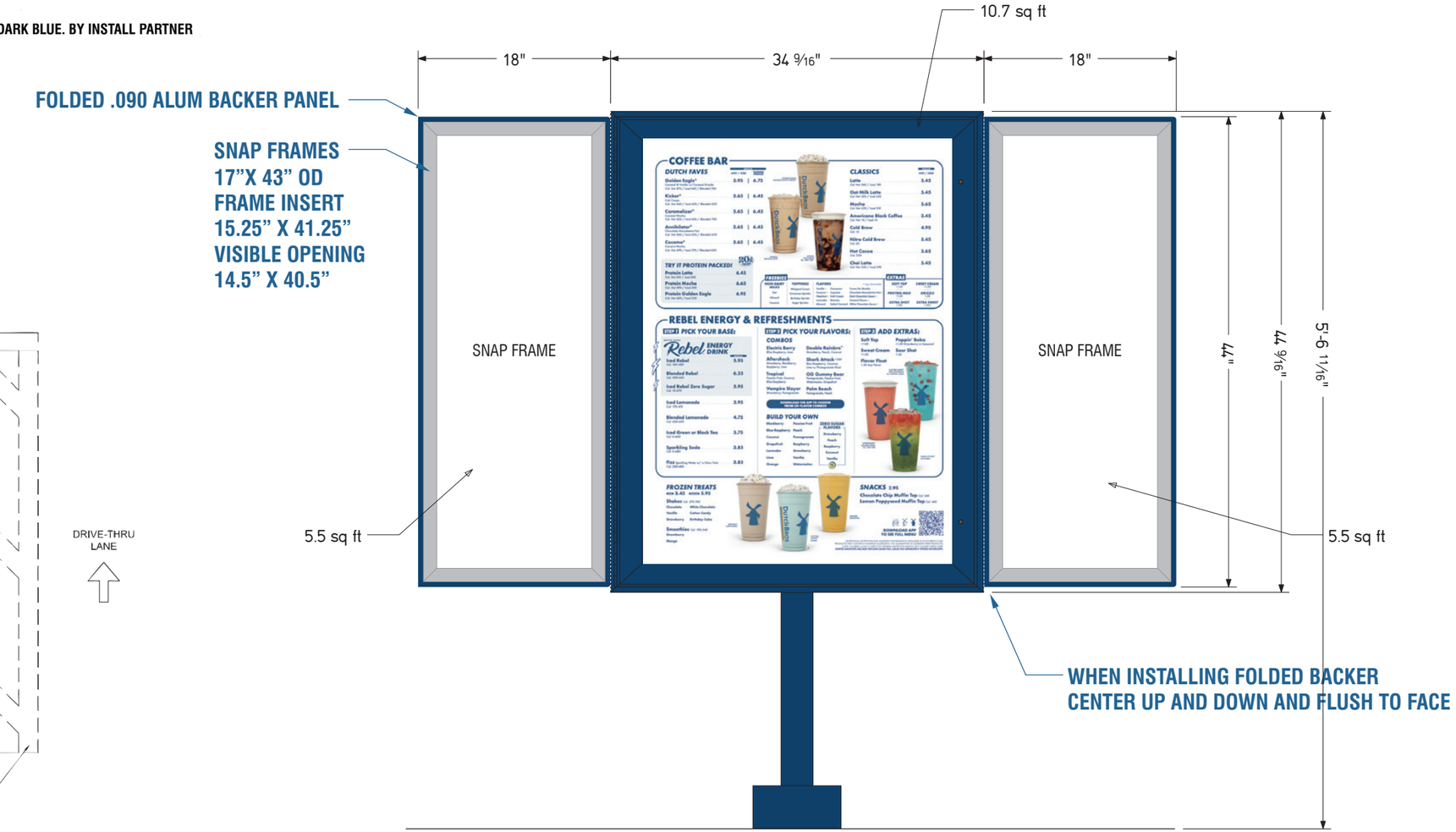
ATTACH TO EXISTING MENU CABINET WITH #14" TEK SCREWS & 1/4-20 BOLTS. PAINT DB DARK BLUE. BY INSTALL PARTNER

ELECTRICAL INFORMATION

(QTY: 25) PRINCIPAL LED QWIK MOD 4 7100K MODULES (M-QMOXO-71)
LED POWER SUPPLY: (1) 60W 12V 1.1A/100-277VAC (P-OH060-12-HE)
TOTAL CONNECTION LOAD: 1.1 AMPS @ 115V
CIRCUITS REQUIRED: (1) 20 AMP.
ALL ELECTRICAL COMPONENTS TO BE UL LISTED
GROUNDING PER UL AND NEC SPECIFICATIONS
MAXIMUM (38) MODULES ALLOWED ON A 60W POWER



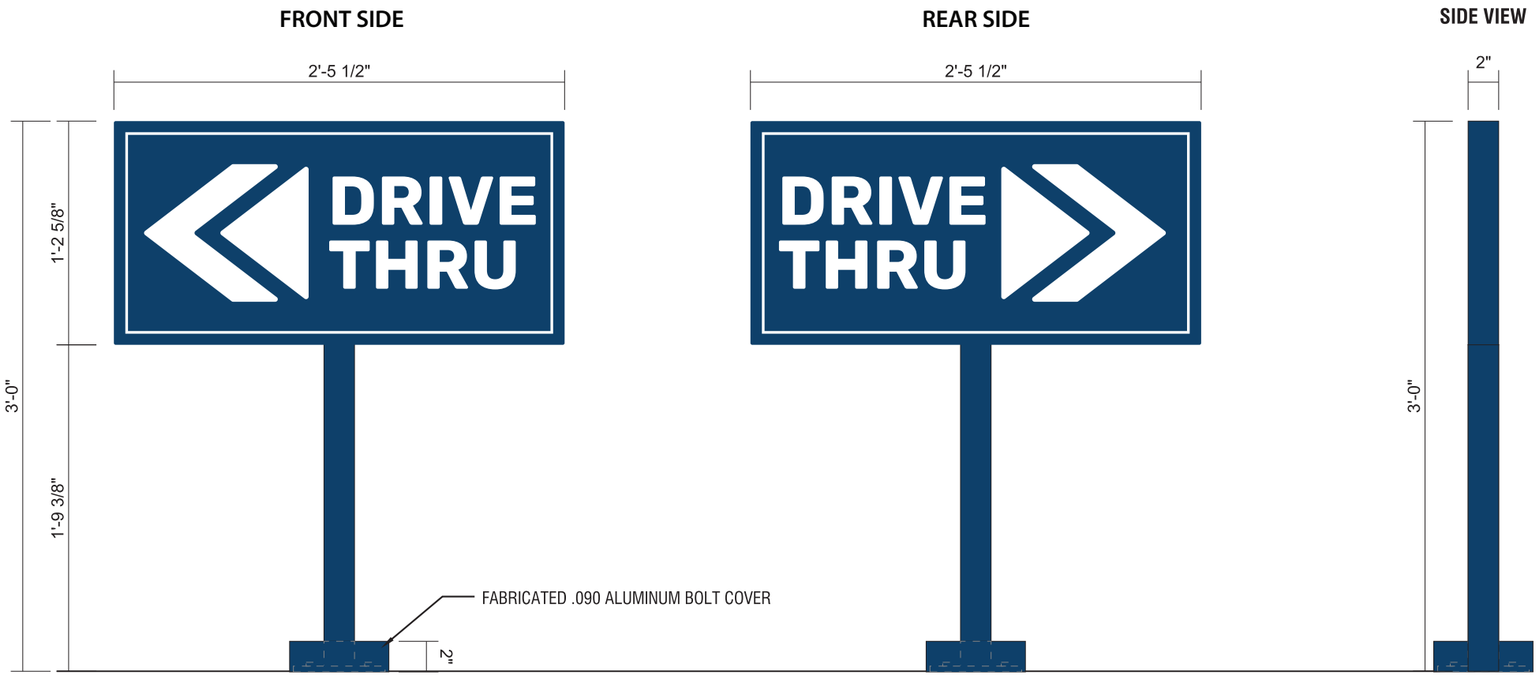
NOTE: This drawing is for the inner lane only.
The outer lane needs to be installed parallel to the driving lane.



GC is responsible for pouring the concrete pads and setting the anchor bolts with template for the menu boards and providing power, as the sign is illuminated. Install vendor is responsible for installation onto preset anchor bolts and connecting to existing power.

DUTCH BROS
750 Roosevelt Rd. Glen Ellyn, IL 60137

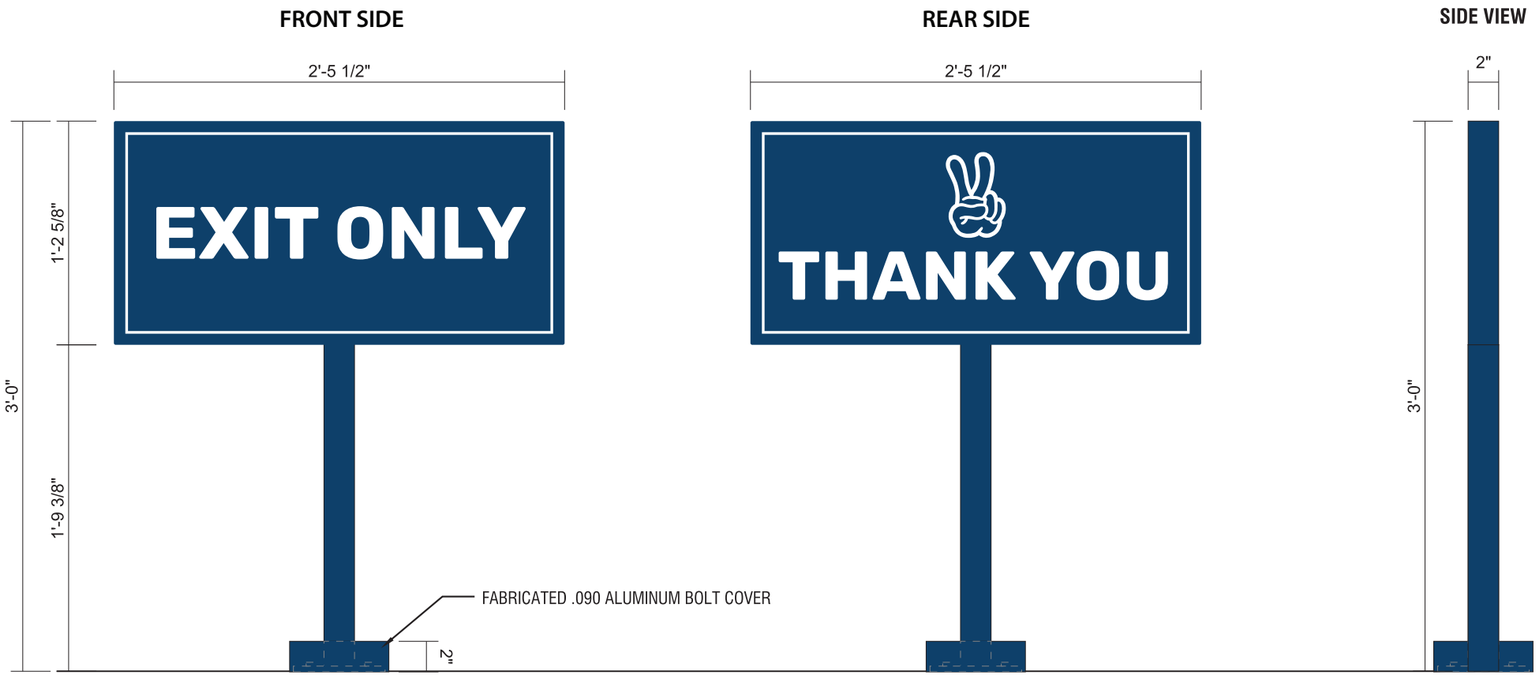
DBDIR-DT-DF



- Diamond grade reflective white vinyl with digitally printed PMS 541 C blue background
- 2″x2″ squrae tube aluminum frame & post with aluminum faces & 3/8″ x 6″ x 6″ plate
- Paint PMS 541 C
- Install plate-mount sign with Hilti Kwik bolts
- Pad footing install by GC

NOTE: Note: GC is responsible for pouring concrete pads for directionals. No power is needed, as signs are not illuminated.
Install Vendor is responsible for installation using Hilti Kwik bolts.

DBDIR-EO-DF



- Diamond grade reflective white vinyl with digitally printed PMS 541 C blue background
- 2″x2″ squrae tube aluminum frame & post with aluminum faces & 3/8″ x 6″ x 6″ plate
- Paint PMS 541 C
- Install plate-mount sign with Hilti Kwik bolts
- Pad footing install by GC

NOTE: Note: GC is responsible for pouring concrete pads for directionals. No power is needed, as signs are not illuminated.
Install Vendor is responsible for installation using Hilti Kwik bolts.

DB CLEARANCE

AWNING-MOUNTED CLEARANCE SIGN

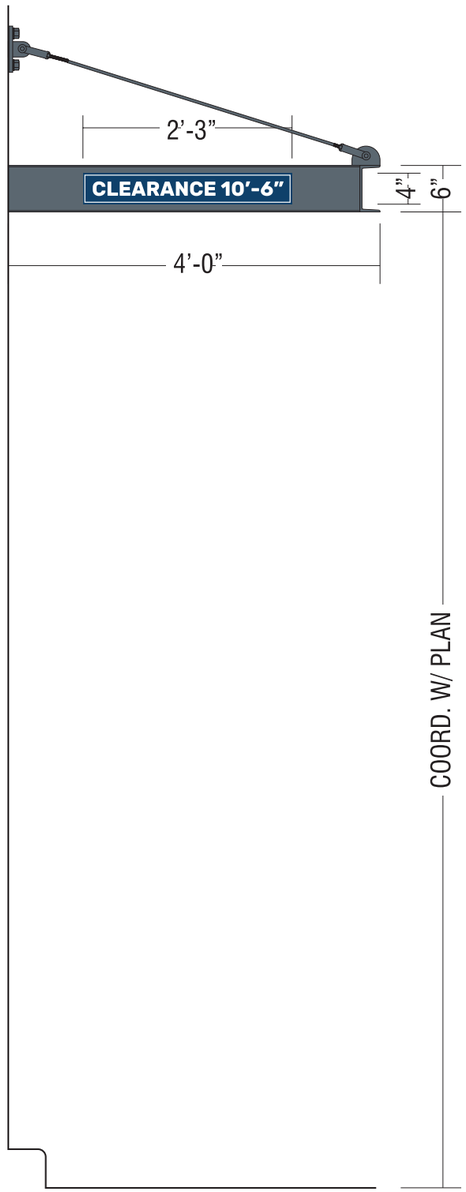
COLOR CODE

- REFLECTIVE WHITE PSV
- DB CUSTOM DARK BLUE

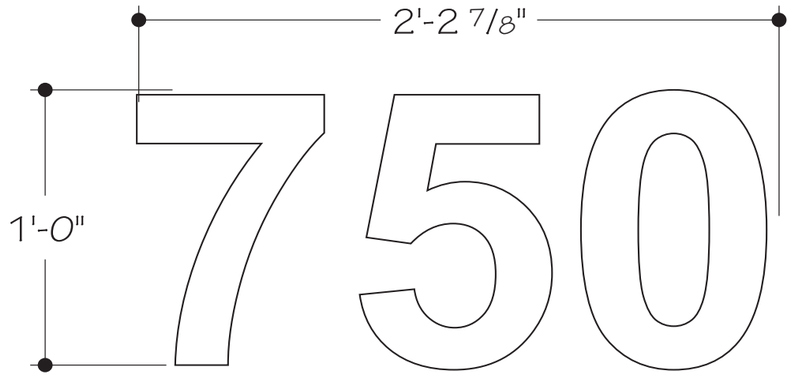


- 3mm ACM sign panel painted DB Custom Dark Blue
- White reflective vinyl copy & border (numbers shipped loose & field applied.
- Mount directly to aluminum awning drive-thru entrance side
- with exterior grade 3M VHB tape.

ELEVATION
SCALE: 1/2”=1′-0″

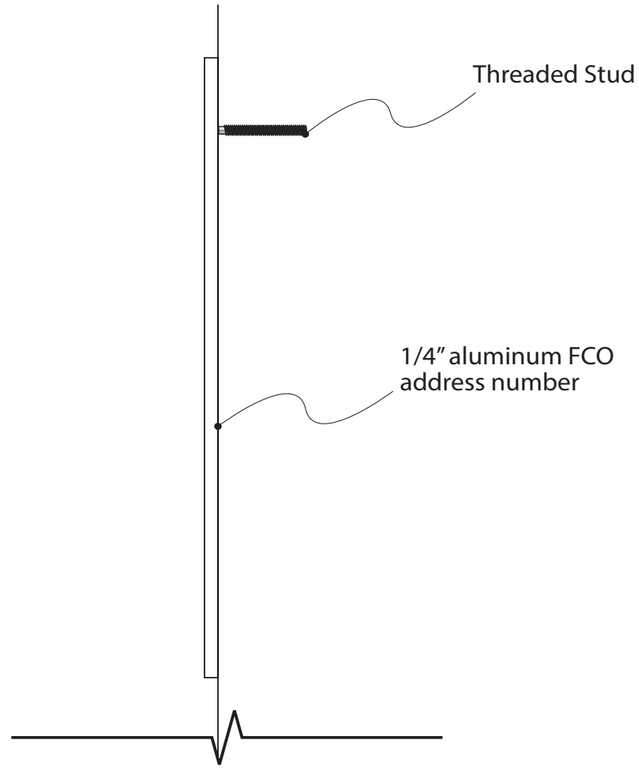


DB BUILDING ADDRESS LETTERS (FCO)

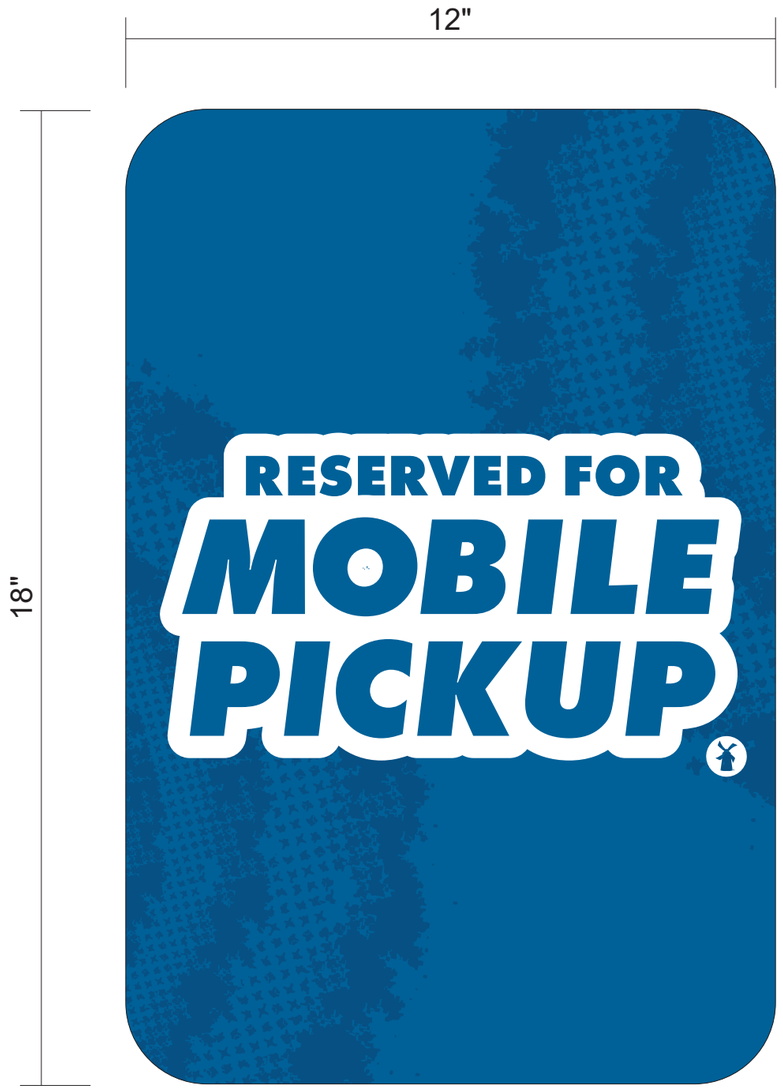


- Painted satin white with reflective white vinyl (1st surface)
- Numerals 1/4" thick aluminum
- Arial Bold font

1234567890



SIDE VIEW



12" X 18" ALUMINUM OR ACM SIGN BLANK WITH 1 1/2" RADIUS CORNERS
DIAMOND GRADE REFLECTIVE WHITE VINYL WITH DIGITALLY PRINTED GRAPHICS & MATTE FINISH OVERLAM

G.C. TO MOUNT TO EXISTING SIGN POST

NOTE: Note: GC is responsible for supplying and installing the posts for the Mobile Pickup Signs.
Install Vendor will only deliver the signs when onsite installing the other signage.

PRELIMINARY ENGINEERING PLANS

CORE ACQUISITIONS - DUTCH BROS

750 ROOSEVELT RD
GLEN ELLYN, IL 60137

Call Before You Dig
JULIE
1-800-892-0123

UTILITY AND GOVERNING AGENCY CONTACTS

PUBLIC WORKS
VILLAGE OF GLEN ELLYN
30 S. LAMBERT ROAD
GLEN ELLYN, IL 60137
TEL: (630) 547-5507
CONTACT: RICH DAUBERT, P.E.
EMAIL: RDAUBERT@GLENELLYN.ORG

SANITARY SEWER SERVICE
VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, IL 60137
TEL: (630) 547-5252
CONTACT: RAY FANO
EMAIL: RFANO@GLENELLYN.ORG

STORM SEWER SERVICE
VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, IL 60137
TEL: (630) 547-5252
CONTACT: RAY FANO
EMAIL: RFANO@GLENELLYN.ORG

PUBLIC WORKS
VILLAGE OF GLEN ELLYN
30 S. LAMBERT ROAD
GLEN ELLYN, IL 60137
TEL: (630) 649-6756
CONTACT: NICK BURGONI
EMAIL: NBURGONI@GLENELLYN.ORG

FIRE DEPARTMENT
GLEN ELLYN VOLUNTEER FIRE COMPANY
524 PENNSYLVANIA AVENUE
GLEN ELLYN, IL 60137
TEL: (630) 547-5248
CONTACT: JOHN PACZESNY

ROADWAY AUTHORITY
ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)
201 WEST CENTER COURT
SCHAUMBURG, IL 60196
TEL: (847) 705-4401

POWER COMPANY
COMED
TEL: (779) 231-2860
CONTACT: ADAM ADDAMS
EMAIL: ADAM.ADDAMS@COMED.COM

NATURAL GAS COMPANY
NICOR
TEL: (630) 518-9531
CONTACT: CHRISTINA BOOKER
EMAIL: CHBOOKER@SOUTHERNCO.COM

TELEPHONE
AT&T
1000 COMMERCE DRIVE, SUITE FLOOR 1
OAK BROOK, IL 60523
TEL: (630) 573-6404
CONTACT: ERIC DOTY
EMAIL: ED8292@ATT.COM

PROJECT TEAM

DEVELOPER
CORE ACQUISITIONS, LLC
10 PARKWAY N, STE 120
DEERFIELD, IL 60015
TEL: (224) 470-2211
CONTACT: ADAM BELL

GEOTECH
CONSTRUCTION AND GEOTECHNICAL MATERIAL TESTING, INC.
60 MARTIN LANE
ELK GROVE, IL 60007
EMAIL: PKPATEL@CGMTINC.COM
CONTACT: PRATIK K. PATEL, P.E.

ARCHITECT
CHIPMAN DESIGN ARCHITECTURE
1350 EASTY TOUHY AVE, FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL: (847) 298-6900
CONTACT: MERYL SHNEUR

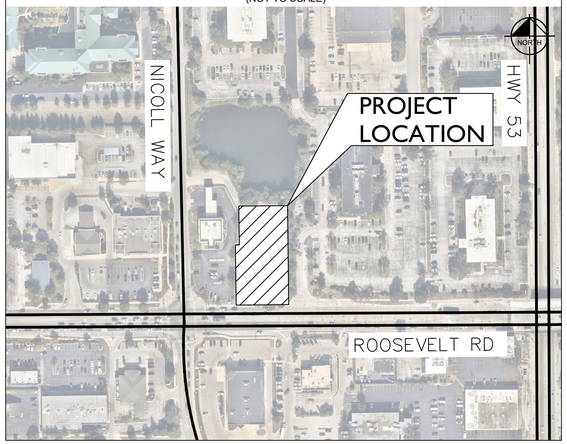
CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
570 LAKE COOK RD, SUITE 200
DEERFIELD, IL 60015
TEL: (630) 447-4255
EMAIL: IAN.SPENCE@KIMLEY-HORN.COM
CONTACT: IAN SPENCE, P.E.

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
570 LAKE COOK RD, SUITE 200
DEERFIELD, IL 60015
TEL: (331) 218-3272
EMAIL: CHRISTINA.MARELLI@KIMLEY-HORN.COM
CONTACT: CHRISTINA MARELLI, P.L.A.

SURVEYOR
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 251-0073
CONTACT: BRAD STROHL, P.L.S.

LOCATION MAP

(NOT TO SCALE)



BENCHMARKS & LEGAL DESCRIPTION

REFER TO V0.0-V0.2 FOR BENCHMARKS AND LEGAL DESCRIPTION LISTED BY LICENSED LAND SURVEYOR

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER SHEET
V0.0	ALTA SURVEY
V0.1	ALTA SURVEY
V0.2	TOPOGRAPHIC SURVEY
C0.1	GENERAL NOTES
C0.2	VILLAGE NOTES
C1.0	EXISTING CONDITIONS & DEMOLITION PLAN
C2.0	SITE PLAN
C2.1	SITE PLAN ACCESS DETAIL
C3.0	GRADING & DRAINAGE PLAN
C4.0	EROSION CONTROL PLAN
C4.1	EROSION CONTROL DETAILS
C5.0	UTILITY PLAN
C6.0	CONSTRUCTION DETAILS
C6.1	CONSTRUCTION DETAILS
C6.2	CONSTRUCTION DETAILS
C6.3	CONSTRUCTION DETAILS
L1.0	LANDSCAPE PLAN
L2.0	LANDSCAPE NOTES & DETAILS

NOTES

1. JOB SITE SAFETY, SUPERVISION, AND MEANS & METHODS OF CONSTRUCTION ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
2. ANY REVISIONS TO THE STAMPED APPROVED FINAL ENGINEERING PLANS MUST BE REVIEWED AND APPROVED BEFORE ANY WORK IS COMPLETED REGARDING THE REVISED ITEMS.
3. ALL REVISED ITEMS MUST BE ACCOUNTED FOR IN RECORD DRAWINGS.
4. NOTIFICATION OF PUBLIC WORKS A MINIMUM OF 48 HOURS PRIOR TO START OR RESUMING OF CONSTRUCTION ACTIVITIES IS REQUIRED.

PERMITS

VILLAGE OF GLEN ELLYN PERMIT:	TBD (TBD)
IL STATE HISTORIC PRESERVATION OFFICE (SHPO):	TBD (TBD)
IL DEPARTMENT OF NATURAL RESOURCES (DNR):	02/24/2026 (2611289)
IL DEPARTMENT OF TRANSPORTATION (IDOT):	03/16/2026 (022-135138)

PROFESSIONAL ENGINEER'S CERTIFICATION

I, IAN SPENCE, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE BUT EXCLUDING DETAILS PREPARED BY OTHERS, WAS PREPARED ON BEHALF OF CORE ACQUISITIONS BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 3RD DAY OF JUNE, A.D., 2026.

Ian Spence
_____
IL LICENSED PROFESSIONAL ENGINEER 062-076630
MY LICENSE EXPIRES ON NOVEMBER 30TH, 2027
DESIGN FIRM REGISTRATION NUMBER: 184002012-0006

LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
IAN N. SPENCE
062-076630

No.	REVISIONS	DATE	BY
1	REVISED PER VILLAGE COMMENTS	06/03/26	INS
2	REVISED PER VILLAGE COMMENTS	04/24/26	INS

Kimley»Horn

© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-405-2004
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

CORE ACQUISITIONS

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

COVER SHEET

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER C0.0

Drawing name: K:\CHI_LIDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C0.0 COVER SHEET.dwg C0.0 Jun 03, 2026 6:15pm by Jake.Antony
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

PIN: 05-14-423-038-0000

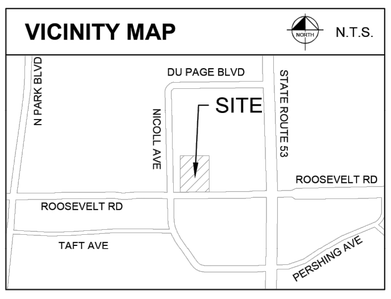
ALTA/NSPS AND TOPOGRAPHIC SURVEY

OF

THE EAST 35 FEET OF LOT 19, ALL OF LOTS 20, 21, 22 AND 23 IN BLOCK 13 IN ROOSEVELT GARDEN HOMESITES, BEING A SUBDIVISION IN THE SOUTHWEST 1/4 OF SECTION 13 AND IN THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148152, IN DUPAGE COUNTY, ILLINOIS.

NORTH

VICINITY MAP N.T.S.



SURVEY NOTES:

THE SURVEYED PROPERTY DOES NOT APPEAR TO BE IN USE AS A DUMP, SUMP OR SANITARY LANDFILL.

NO VISIBLE EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WERE OBSERVED AT THE TIME OF SURVEY.

NO WETLAND MARKINGS WERE OBSERVED AT THE TIME OF SURVEY.

THERE ARE NO KNOWN PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES.

THE SURVEYED LEGAL DESCRIPTION SHOWN HEREON IS THE SAME AS THE RECORD LEGAL DESCRIPTION AS LISTED IN THE BELOW REFERENCED TITLE COMMITMENTS AND THE SURVEYOR STATES THERE THE RECORD DESCRIPTION IS CONTIGUOUS AND THERE ARE NO GAPS OF GORES.

UNDERGROUND UTILITIES SHOWN HEREON ARE FROM RECORD DRAWINGS OBTAINED FROM THE VILLAGE OF GLEN ELLYN AND THE ENGINEER OF RECORD AND THE SURVEYOR CANNOT GUARANTEE THE LOCATIONS OF SAID UTILITIES, EXCEPT THOSE THAT ARE OBSERVED ON THE SURFACE AT THE TIME OF THIS SURVEY.

NO CEMETERIES OR BURIAL GROUNDS WERE OBSERVED AT THE TIME OF SURVEY.

MEASUREMENTS ARE MADE IN FEET AND DECIMAL FEET, MEASUREMENTS SHOWN IN PARENTHESES EX.(100.00') ARE RECORD DIMENSIONS.

THIS SERVICE MEETS THE ILLINOIS MINIMUM REQUIREMENTS FOR A BOUNDARY AND TOPOGRAPHIC SURVEY.

FIELD WORK WAS COMPLETED ON DECEMBER 22, 2025.

IRON PIPES SET AT ALL CORNERS UNLESS OTHERWISE DENOTED.

FLOOD STATEMENT:

ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP NO. 17043C0156J, FOR DUPAGE COUNTY, ILLINOIS AND INCORPORATED AREAS, DATED 08/01/2019, THIS PROPERTY IS LOCATED WITHIN

ZONE X (UNSHADED) DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN".

IF THIS SITE IS NOT WITHIN AN IDENTIFIED SPECIAL FLOOD HAZARD AREA, THIS FLOOD STATEMENT DOES NOT IMPLY THAT THE PROPERTY AND/OR THE STRUCTURES THEREON WILL BE FREE FROM FLOODING OR FLOOD DAMAGE. ON RARE OCCASIONS, GREATER FLOODS CAN AND WILL OCCUR AND FLOOD HEIGHTS MAY BE INCREASED BY MAN-MADE OR NATURAL CAUSES. THIS FLOOD STATEMENT SHALL NOT CREATE LIABILITY ON THE PART OF THE SURVEYOR.

ZONING NOTES:

ZONING "C4 OFFICE DISTRICT" . ALL ZONING INFORMATION WAS ACQUIRED FROM THE VILLAGE OF GLEN ELLYN WEBSITE "HTTPS://WWW.GLENELLYN.ORG/DOCUMENTCENTER/VIEW/485/ADDRESS-AND-ZONING-MAP-PDF" "HTTPS://LIBRARY.MUNICODE.COM/IL/GLEN_ELLYN/CODES/CODE_OF_ORDINANCES?NODEID=15548"

AND NOT PROVIDED BY THE INSURER PURSUANT TO THE ALTA REQUIREMENTS.

ZONING AND BULK REGULATIONS:

VILLAGE OF GLEN ELLYN, ILLINOIS ZONING CODE/ BULK REGULATIONS

10-4-16. - C4 OFFICE DISTRICT.

(C)ACCESSORY BUILDING AND USES:1.STORAGE GARAGE AND PARKING LOT.2.ACCESSORY BUILDINGS MAY BE LOCATED IN A REAR YARD BUT NOT OCCUPY MORE THAN 30 PERCENT OF A REAR YARD. IF WITHIN TEN FEET OF A PRINCIPAL BUILDING, THEN IT MUST OBSERVE THE SAME SIDE YARD REQUIREMENTS FOR A PRINCIPAL BUILDING. IF MORE THAN TEN FEET FROM A PRINCIPAL BUILDING, THEN IT MUST BE AT LEAST 60 FEET FROM THE FRONT STREET LINE AND THREE FEET FROM BOTH THE SIDE AND REAR YARDS.

(D)MINIMUM YARD AND LOT REQUIREMENTS:1.FRONT YARD: 40 FEET IN DEPTH. THE FRONT TEN FEET SHALL BE RESERVED FOR OPEN SPACE AND BE APPROPRIATELY PLANTED AND LANDSCAPED.2.REAR YARD: 20 FEET IN DEPTH.3.SIDE YARD: TEN FEET FOR EACH SIDE YARD. A 20-FOOT SIDE YARD IS REQUIRED WHEN THE PROPERTY ADJOINS OR IS ACROSS THE ALLEY FROM A RESIDENTIAL DISTRICT; SUCH TRANSITIONAL YARD SHALL BE APPROPRIATELY LANDSCAPED.4.LOT AREA: 10,000 SQUARE FEET.5.LOT WIDTH:(A)INTERIOR LOT: 80 FEET;(B)CORNER LOT: 100 FEET.6.LOT DEPTH: 140 FEET.

(E)MAXIMUM HEIGHT:1.FORTY FIVE FEET, EXCEPT THAT BY SPECIAL USE A BUILDING MAY BE ERECTED TO A HEIGHT NOT EXCEEDING 55 FEET IF THE BUILDING IS SET BACK FROM EACH YARD LINE AT LEAST TWO ADDITIONAL FEET FOR EACH ADDITIONAL FOOT OF BUILDING HEIGHT ABOVE 45 FEET. CHURCHES AND TEMPLES MAY, BY SPECIAL USE PERMIT, BE ERECTED TO A HEIGHT NOT EXCEEDING 75 FEET IF SUCH STRUCTURE IS SET BACK FROM EACH YARD LINE AT LEAST TWO ADDITIONAL FEET FOR EACH ADDITIONAL FOOT OF BUILDING HEIGHT ABOVE 45 FEET.2.THE HEIGHT OF A TELEVISION OR RADIO TOWER, ANTENNA SUPPORT STRUCTURE, CHURCH SPIRE, BELFRY, MONUMENT, TANK, WATER AND FIRE TOWER, STAGE TOWER OR SCENERY LOFT, COOLING TOWER, ORNAMENTAL TOWER, AND SPIRE, CHIMNEY, ELEVATOR BULKHEAD, CONVEYOR AND FLAGPOLE SHALL BE SPECIFIED IN THE ORDINANCE GRANTING A SPECIAL USE PERMIT.

BASIS OF BEARINGS

ALL BEARINGS SHOWN ARE BASED ON GRID NORTH OF THE ILLINOIS COORDINATE SYSTEM OF 1983, EAST ZONE (1201), NORTH AMERICAN DATUM OF 1983.

REFERENCE DATUM

NORTH AMERICAN VERTICAL DATUM 1988

BENCHMARK #1 ELEVATION = 759.15"

CHISLED "X" ON NORTHEAST TOP FLANGE BOLT ON FIRE HYDRANT AT SOUTH EAST CORNER OF SITE BEHIND BACK OF WALK.

BENCHMARK #2 ELEVATION = 754.98'

SQUARE CUT AT BACK OF CURB JUST NORTH OF "DANBYS STATION EXIT" SIGN AT THE NORTHWEST CORNER OF SITE.

TITLE NOTES:

(PURSUANT TO COMMITMENT FOR TITLE INSURANCE, ISSUED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. 24GST132004SK , WITH AN ISSUE DATE JUNE 28, 2024).

SCHEDULE B PART II, TITLE EXCEPTION TABLE

EXCEPTION NUMBER	DOCUMENT NUMBER	DESCRIPTION	PLOTTABLE	NOTATION
1-9	N/A	General Exceptions	No	No Comment
C 10	R2003-360196	Subject to Assignment of Rents	No	No Comment
G 11	N/A	Subject to Company requirements prior to the issuance of any title insurance	No	No Comment
I 12	N/A	Subject to Unrecorded Leases	No	No Comment
J 13	N/A	Subject to a statement that there is no property manager employed to manage the Land, or, in the alternative, a final lien waiver from any such property manager	No	No Comment
K 14	N/A	Subject to Land subject to further exceptions	No	No Comment
L 15	N/A	Subject to Municipal Real Estate Transfer Tax Stamps	No	No Comment
N 16	R2009-193865	Land lies withing Special Service area and is Subject to additional taxes	No	Blanket
O 17	R1924-185795	Building line 20 feet as shown on the Plat of Arthur Dunas' Second Addition to Tuxedo Park, aforesaid	No	Does not Affect Survey Parcel, affects lands 6 miles to the East of survey parcel
P 18	N/A	Subject to Possible Easement of any Public Service Corporation as disclosed by service Poles on the rear of the Land	Yes	Visible and observed Utilities are shown Hereon

18

PARKING SUMMARY

THERE ARE 48 PARKING SPACES, 2 OF WHICH ARE HANDICAPPED

AREA SUMMARY

33,351 SQ.FT. (0.766 AC.)

SITE ADRESS:

750 ROOSEVELT RD. GLEN ELLYN, 60137

SURVEY PREPARED FOR:

CORE ACQUISITIONS

10 PARKWAY NORTH, SUITE 120
DEERFIELD, IL 60015

SURVEYORS CERTIFICATION:

TO: CHICAGO TITLE INSURANCE COMPANY
TBD

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1,3,4,8,9,13 AND 16 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 22, 2025.

BRADLEY A. STROHL
PROFESSIONAL LAND SURVEYOR NO. 3686
KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
PH. 331-209-0476
BRAD.STROHL@KIMLEY-HORN.COM

BRADLEY A. STROHL 3686 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WARRENVILLE, ILLINOIS

No.	DATE	REVISION DESCRIPTION

Kimley»Horn
4201 Winfield Road, Ste 600
Warrenville, Illinois 60555
DESIGN FIRM # 184002012-0006
Tel. No. (630) 487-5550
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	
1"= 20'	AJ	BAS	01/27/2026	26895902	V0.0

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DWG NAME: K:\CHN_LDEV\26895902_CORE ACQUISITIONS_DUTCH BROS_GLEN ELLYN_IL\2 DESIGN\CAD\REFERENCES\KH SURVEY\SURVEY DESIGN\OSURVEY-26895902-PAGE 1-2 - SCALE 20' DWG PLOTTED BY INFANTE, JESSEE 2/2/2026 3:43 PM LAST SAVED 2/2/2026 3:41 PM

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ALTA SURVEY

PIN: 05-14-423-038-0000

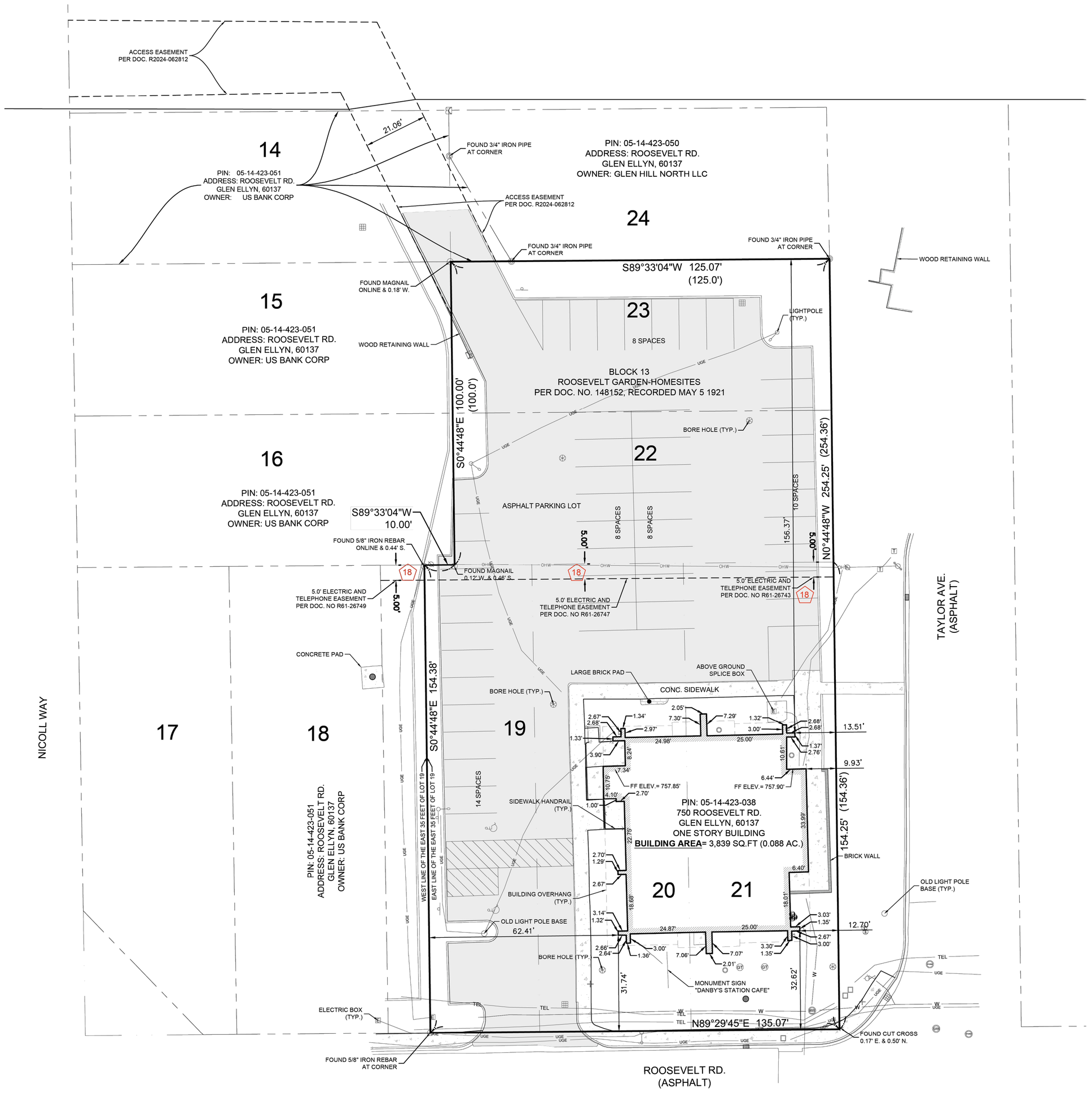
ALTA/NSPS AND TOPOGRAPHIC SURVEY

OF

THE EAST 35 FEET OF LOT 19, ALL OF LOTS 20, 21, 22 AND 23 IN BLOCK 13 IN ROOSEVELT GARDEN HOMESITES, BEING A SUBDIVISION IN THE SOUTHWEST 1/4 OF SECTION 13 AND IN THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148152, IN DUPAGE COUNTY, ILLINOIS.

NORTH

GRAPHIC SCALE IN FEET
20 0 10 20 40
1" = 20' @ 24X36



SYMBOL LEGEND

	HANDICAPPED PARKING		SIGN POST
GT	GREASE TRAP		STREET LIGHT POLE
	STORM INLET		STORM MANHOLE
	WATER VALVE		FIRE HYDRANT
	STORM INLET	WM	WATER MANHOLE
SA	SANITARY MANHOLE		SANITARY CLEANOUT
E	ELECTRIC METER		HANDHOLE
G	GAS METER	T	TELEPHONE BOX
	POWER POLE	E	ELECTRIC BOX
	SEWER INLET		ELEC. POLE WITH TRANSF.
	CULVERT		SPRINKLER
	FOUND MAGNAIL		BORE HOLE
	FOUND CUT CROSS		TREE
	FOUND IRON PIPE		PINE TREE
	FOUND IRON REBAR		SPOUT
	BENCHMARK		

LINE TYPE LEGEND

W — W	WATER LINE
	LOT LINES
TEL	UNDERGROUND TELEPHONE LINE
GAS	UNDERGROUND GAS LINE
OHW — OHW	OVERHEAD UTILITY LINE
	PROPERTY LINE
	EASEMENT LINE
	TREE LINE
	ADJOINER PROPERTY LINE
UGE	UNDERGROUND POWER LINE

HATCH LEGEND

	BUILDING OUTLINE AREA
	CONCRETE AREA
	ASPHALT PAVEMENT AREA
	BRICK PAVEMENT AREA

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No.	DATE	REVISION DESCRIPTION

Kimley»Horn
4201 Winfield Road, Ste 600
Warrenville, Illinois 60555
DESIGN FIRM # 184002012-0006
Tel. No. (630) 487-5550
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	
1"= 20'	AJ	BAS	01/27/2026	26895902	V0.1

ALTA SURVEY

DWG NAME: K:\CHN_LDEV\26895902_CORE ACQUISITIONS_DUTCH BROS_GLEN ELLYN_IL\2 DESIGN\CAD\REFERENCES\KH SURVEYSURVEY DESIGN\OSURVEY-26895902-PAGE 1-2 - SCALE 20' DWG PLOTTED BY INFANTE, JESSEE 2/2/2026 3:44 PM LAST SAVED 2/2/2026 3:41 PM Copyright © 2026 Kimley-Horn and Associates, Inc. All rights reserved

PIN: 05-14-423-038-0000

ALTA/NSPS AND TOPOGRAPHIC SURVEY

OF

THE EAST 35 FEET OF LOT 19, ALL OF LOTS 20, 21, 22 AND 23 IN BLOCK 13 IN ROOSEVELT GARDEN HOMESITES, BEING A SUBDIVISION IN THE SOUTHWEST 1/4 OF SECTION 13 AND IN THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148152, IN DUPAGE COUNTY, ILLINOIS.

NORTH

GRAPHIC SCALE IN FEET
10 0 5 10 20
1"=10' @ 24"X36"

PT# 1336
GRATE INLET
RIM= 753.49'
INV (ENE)= 750.69', 8" DIP
INV (SW)= 750.89', 8" DIP

FOUND 3/4" IRON PIPE AT CORNER

PIN: 05-14-423-050
ADDRESS: ROOSEVELT RD.
GLEN ELLYN, 60137
OWNER: GLEN HILL NORTH LLC

ACCESS EASEMENT PER DOC. R2024-062812

14

PT# 1339
GRATE INLET
RIM= 756.34'
INV (NE)= 751.46', 8" DIP
INV (S)= 751.56', 8" DIP

PIN: 05-14-423-051
ADDRESS: ROOSEVELT RD.
GLEN ELLYN, 60137
OWNER: US BANK CORP

BENCHMARK #2
ELEV.= 754.98'

FOUND MAGNAIL ONLINE & 0.18' W.

FOUND 3/4" IRON PIPE AT CORNER

24

S89°33'04"W 125.07'
(125.0')

15

TREE LINE (TYP.)

SIGN (TYP.)

23

BLOCK 13
ROOSEVELT GARDEN-HOMESITES
PER DOC. NO. 148152, RECORDED MAY 5 1921

8 SPACES

PT# 1001
GRATE INLET
RIM= 753.86'
INV (N)= 751.94", 6" DIP

LIGHTPOLE (TYP.)

WOOD RETAINING WALL

PT# 1337
FL= 756.20', 4" CPP

PIN: 05-14-423-051
ADDRESS: ROOSEVELT RD.
GLEN ELLYN, 60137
OWNER: US BANK CORP

UGE

18" PINE

12" PINE

WOOD RETAINING WALL

S0°44'48"E (100.0') 100.00'

16

22

BORE HOLE (TYP.)

ASPHALT PARKING LOT

10 SPACES

8 SPACES

8 SPACES

N0°44'48"W 254.25' (254.36')

POWER POLE WITH TRANSFORMER (TYP.)

TELEPHONE BOX (TYP.)

S89°33'04"W 10.00'

POWER POLE (TYP.)

FOUND 5/8" IRON REBAR ONLINE & 0.44' S.

FOUND MAGNAIL 0.12' W. & 0.46' S.

5.00'

5.0' ELECTRIC AND TELEPHONE EASEMENT PER DOC. NO R61-26747

5.0' ELECTRIC AND TELEPHONE EASEMENT PER DOC. NO R61-26743

5.0' ELECTRIC AND TELEPHONE EASEMENT PER DOC. NO R61-26749

10" TREE

PT# 1486
CURB INLET
RIM= 755.72'
INV (ENE)= 752.17', 12" RCP

PT# 1144
GRATE INLET
RIM= 755.66'
INV (N)= 753.00', 8" PVC

CONCRETE PAD

18

14" TREE

S0°44'48"E 154.38'

WEST LINE OF THE EAST 35 FEET OF LOT 19
EAST LINE OF THE EAST 35 FEET OF LOT 19

CONC. SIDEWALK

LARGE BRICK PAD

BUILDING OVERHANG (TYP.)

ABOVE GROUND SPLICE BOX

SANITARY CLEANOUT (TYP.)

ROOF DRAIN (TYP.)

19

14 SPACES

SIGN (TYP.)

SIDEWALK HANDRAIL (TYP.)

FF ELEV.= 757.85'

FF ELEV.= 757.90'

PIN: 05-14-423-038
750 ROOSEVELT RD.
GLEN ELLYN, 60137
ONE STORY BUILDING
BUILDING AREA= 3,839 SQ.FT (0.088 AC.)

154.25' (154.36')

BRICK WALL

TAYLOR AVE.
(ASPHALT)

20

21

OLD LIGHT POLE BASE

PT# 1726
GRATE INLET
RIM= 756.45'
INV (W)= 752.85', 18" CMP
INV (E)= 752.95', 18" CMP

PT# 1593
GRATE INLET
RIM= 756.62'
INV (E/W)= 752.37', 18" CMP
INV (S)= 752.37', 12" CMP

PT# 1836
GREASE TRAP
RIM= 757.03'
T/GREASE= 754.23
BOS= 749.78'

PT# 1596
GREASE TRAP
RIM= 757.01'
T/GREASE= 754.21
BOS= 750.07'

PT# 1620
STORM MANHOLE
RIM= 755.90'
INV (N)= 750.25', 18" CMP
INV (E)= 750.47', 12" CMP
INV (ESE)= 751.70', 12" RCP
INV (SE)= 750.46', 18" RCP
INV (SW)= 751.38', 18" RCP

BENCHMARK #1
ELEV.= 759.15'

OLD LIGHT POLE BASE (TYP.)

SPRINKLER (TYP.)

PT# 1574
GRATE INLET
RIM= 755.78'
INV (NE)= 751.93', 18" RCP
INV (W)= 751.93', 18" RCP

MONUMENT SIGN
"DANBY'S STATION CAFE"

ELECTRIC BOX (TYP.)

FOUND 5/8" IRON REBAR AT CORNER

N89°29'45"E 135.07'

FOUND CUT CROSS 0.17' E. & 0.50' N.

PT# 1589
CURB INLET
RIM= 756.44'
INV (N)= 752.44", 12" CMP

HANDHOLE (TYP.)

PT# 1567
VALVE VAULT
RIM= 756.84'
T/PIPE (E/W)= 751.74'

PT# 1621
SANITARY MANHOLE
RIM= 755.50'
INV (W)= 750.40', 8" DIP

ROOSEVELT RD.
(ASPHALT)

REFERENCE DATUM

NORTH AMERICAN VERTICAL DATUM 1988

BENCHMARK #1 ELEVATION = 759.15"

CHISLED "X" ON NORTHEAST TOP FLANGE BOLT ON FIRE HYDRANT AT SOUTH EAST CORNER OF SITE BEHIND BACK OF WALK.

BENCHMARK #2 ELEVATION = 754.98'

SQUARE CUT AT BACK OF CURB JUST NORTH OF "DANBYS STATION EXIT" SIGN AT THE NORTHWEST CORNER OF SITE.

BASIS OF BEARINGS

ALL BEARINGS SHOWN ARE BASED ON GRID NORTH OF THE ILLINOIS COORDINATE SYSTEM OF 1983, EAST ZONE (1201), NORTH AMERICAN DATUM OF 1983.

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No.	DATE	REVISION DESCRIPTION

Kimley»Horn
4201 Winfield Road, Ste 600
Warrenville, Illinois 60555
DESIGN FIRM # 184002012-0006
Tel. No. (630) 487-5550
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	
1"= 10'	AJ	BAS	01/27/2026	26895902	V0.2

DWG NAME: K:\CHN_LDEV\26895902_CORE ACQUISITIONS_DUTCH BROS_GLEN ELLYN_IL\D DESIGN\CAD\REFERENCES\KH SURVEY\SURVEY DESIGN\OSURVEY-26895902- PAGE 3- SCALE 10' DWG PLOTTED BY JOSAN, ANDREI 1/28/2026 2:14 PM LAST SAVED1/28/2026 2:11 PM

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TOPOGRAPHIC SURVEY

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   KIMLEY-HORN AND ASSOCIATES, INC.
   4201 WINFIELD ROAD SUITE 600
   WARRENVILLE, IL 60555
   TEL: (630) 251-0073

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE ENGINEER. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

2. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS DEEMED NECESSARY BY THE CONTRACTOR IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.

3. THE CONTRACTOR SHALL PHOTOGRAPH THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.

4. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

   A. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.

   B. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.

   C. "ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.

   D. REGULATIONS, STANDARDS AND GENERAL REQUIREMENTS SET FORTH BY THE VILLAGE OF GLEN ELLYN, UNLESS OTHERWISE NOTED ON THE PLANS.

   E. THE NATIONAL ELECTRIC CODE.

   F. ALL APPLICABLE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.

5. STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND RECURRING SPECIAL PROVISIONS, CONSTRUCTION PLANS, AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THE CONTRACTOR'S WORK MAY NOT BE SPECIFICALLY NOTED, BUT ARE CONSIDERED A PART OF THE CONTRACTOR'S CONTRACT.

6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL ITEMS REQUIRED FOR CONSTRUCTION OF THE PROJECT, AS SHOWN ON THE PLANS, ARE INCLUDED IN THE CONTRACT. ANY ITEM NOT SPECIFICALLY INCLUDED IN THE CONTRACT, BUT SHOWN ON THE PLANS, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IN THE EVENT OF A DISCREPANCY WITH THE PLANS AND QUANTITIES.

7. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT THEM TO THE SURVEYOR OR ENGINEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS, AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT THE CONTRACTOR'S OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBTS OR QUESTIONS WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

8. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS KIMLEY-HORN AND ASSOCIATES, INC, THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN.

9. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OR PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

10. CONSTRUCTION MATERIALS AND/OR EQUIPMENT MAY NOT BE STORED IN THE RIGHT-OF-WAY, AS DIRECTED BY THE OWNER.

11. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHT-OF-WAYS ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

12. OWNER SHALL OBTAIN EASEMENTS AND APPROVAL OF PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS AND EASEMENTS.

13. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE SURVEYOR AT THE CONTRACTOR'S EXPENSE.

14. NOTIFICATION OF COMMENCING CONSTRUCTION:

   14.A. THE CONTRACTOR SHALL NOTIFY AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY, AS NECESSARY, ALL TESTING AGENCIES, THE VILLAGE OF GLEN ELLYN, AND THE OWNER SUFFICIENTLY IN ADVANCE OF CONSTRUCTION.

   14.B. FAILURE OF THE CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN THE TESTING COMPANIES TO BE UNABLE TO VISIT THE SITE AND PERFORM TESTING WILL CAUSE THE CONTRACTOR TO SUSPEND THE OPERATION TO BE TESTED UNTIL THE TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK SHALL BE BORNE BY THE CONTRACTOR.

15. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL EMERGENCY TRAFFIC, AS DIRECTED BY THE MUNICIPALITY.

16. ANY EXISTING SIGNS, LIGHT STANDARDS, AND UTILITY POLES THAT INTERFERE WITH CONSTRUCTION OPERATIONS AND ARE NOT NOTED ON THE PLANS FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE, AS DIRECTED BY THE ENGINEER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.

17. ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION BY THE LANDSCAPE ARCHITECT AND SHALL BE PROTECTED PER IDOT SECTION 201.05. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES NOTED TO REMAIN SHALL BE PROTECTED FROM DAMAGE TO TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.

18. LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE ARCHITECT, FORESTER, OR ARBORIST AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THE CONTRACTOR'S WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

19. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.

20. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT, AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A PAY ITEM IS LISTED ON THE BID LIST.

21. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC., SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS REQUIRED FOR SUCH DISPOSAL.

22. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS, AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEANUP, AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.

23. NO UNDERGROUND WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE VILLAGE OF GLEN ELLYN. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE VILLAGE OF GLEN ELLYN PRIOR TO INSTALLING PAVEMENT BASE, BINDER, AND SURFACE, AND PRIOR TO POURING ANY CONCRETE AFTER FORMS HAVE BEEN SET, AS NECESSARY.

24. WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND PIPE SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THE CONTRACTOR'S WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE MERGED INTO THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR STORM SEWERS, WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL, AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACTOR'S PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. NO EXTRA PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACTOR'S PROJECT.

25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLANS. THE CONTRACTOR SHALL CALL J.U.L.I.E. (1-800-892-0123) AND THE VILLAGE OF GLEN ELLYN FOR UTILITY LOCATIONS.

26. THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO GENERAL CONTRACTOR AGREEMENT WITH THE OWNER. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

27. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AT ALL PROPOSED UTILITY CONNECTION LOCATIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.

28. ANY FIELD TILES ENCOUNTERED SHALL BE INSPECTED BY THE ENGINEER. THE DRAIN TILE SHALL BE CONNECTED TO THE STORM SEWER SYSTEM AND A RECORD KEPT BY THE CONTRACTOR OF THE LOCATIONS AND TURNED OVER TO THE ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

29. ALL FRAMES AND LIDS FOR STORM AND SANITARY SEWERS, VALVE VAULT COVERS, FIRE HYDRANTS, AND B-BOXES ARE TO BE ADJUSTED TO MEET FINISHED GRADE. THE CONTRACTOR'S ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR, AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT.

30. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ONTO THE ROAD SUBGRADES. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM, IF AVAILABLE. DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING, OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR FLUSHING OR USING THE HYDRANT AT THE CONTRACTOR'S OWN EXPENSE. LEAKS IN THE WATER DISTRIBUTION SYSTEM SHALL BE THE RESPONSIBILITY OF THE WATER MAIN CONTRACTOR AND SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

31. TRENCH BACKFILL WILL BE REQUIRED TO THE FULL DEPTH ABOVE SEWERS AND WATERMAIN WITHIN TWO (2) FEET HORIZONTAL OF PROPOSED OR EXISTING PAVEMENT.

32. IF SOFT, SPONGY, OR OTHER UNSUITABLE SOILS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED AT THE BOTTOM OF THE TRENCH, ALL SUCH MATERIAL SHALL BE REMOVED AND REPLACED WITH WELL-COMPACTED, CRUSHED LIMESTONE BEDDING MATERIAL. IF ROCK IS ENCOUNTERED, IT SHALL BE REMOVED TO AT LEAST SIX (6) INCHES BELOW THE BOTTOM OF THE PIPE TO ALLOW PROPER THICKNESS OF BEDDING. ANY UNDERCUTS OF TWO (2) FEET OR LESS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. DEPTHS GREATER THAN TWO (2) FEET SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PROCEEDING.

33. THE TRENCHES FOR PIPE INSTALLATION SHALL BE KEPT DRY AT ALL TIMES DURING PIPE PLACEMENT. APPROPRIATE FACILITIES TO MAINTAIN THE DRY TRENCH SHALL BE PROVIDED BY THE CONTRACTOR, AND THE COST OF SUCH SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR THE ITEM. PLANS FOR THE SITE DEWATERING, IF EMPLOYED, SHALL BE SUBMITTED TO AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR DEWATERING DURING CONSTRUCTION UNLESS APPROVED IN WRITING BY THE OWNER.

34. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE PROPER INLET PROTECTION EROSION CONTROL AT LOCATIONS INDICATED BY THE ENGINEER. THE PURPOSE OF THE INLET PROTECTION WILL BE TO MINIMIZE THE AMOUNT OF SILTATION THAT NORMALLY WOULD ENTER THE STORM SEWER SYSTEM FROM ADJACENT AND/OR UPSTREAM DRAINAGE AREAS.

35. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.

36. EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH IEPA REGULATIONS AND IDOT STANDARDS FOR SOIL EROSION AND SEDIMENTATION CONTROL AND SHALL BE MAINTAINED BY THE CONTRACTOR AND REMAIN IN PLACE UNTIL A SUITABLE GROWTH OF GRASS, ACCEPTABLE TO THE ENGINEER, HAS DEVELOPED.

37. THE CONTRACTOR SHALL CONFORM TO ALL EROSION CONTROL REQUIREMENTS AS SET FORTH BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY THROUGH THE NPDES PHASE II PERMIT PROGRAM REQUIREMENTS AND GOVERNING MUNICIPALITY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THE EROSION CONTROL DRAWINGS AND SPECIFICATIONS AS WELL AS THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS AND OPERATIONS OF THE SWPPP AT A MINIMUM, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE IEPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING ALL SWPPP DOCUMENTATION CURRENT AND READILY AVAILABLE ON THE PROJECT SITE AT ALL TIMES FOR REVIEW BY THE OWNER, ENGINEER, AND REGULATORY AGENCIES. KIMLEY-HORN AND ASSOCIATES, INC. IS NOT RESPONSIBLE FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR, SUBCONTRACTORS OR SUPPLIERS, WHICH CONTRIBUTE TO DEFICIENCIES IN THE SWPPP OR ANY VIOLATIONS RESULTING FROM INADEQUATE EROSION PROTECTION AND/OR DOCUMENTATION.

38. THE PAVEMENT SHALL BE KEPT FREE OF MUD AND DEBRIS AT ALL TIMES. IT MAY BE NECESSARY TO KEEP A SWEEPER ON-SITE AT ALL TIMES.

39. ALL DISTURBED AREAS OF THE RIGHT-OF-WAY SHALL BE FULLY RESTORED TO PRE-CONSTRUCTION CONDITIONS WITH A MINIMUM OF SIX (6) INCHES OF TOPSOIL, SEEDING, AND MULCH AS PER IDOT STANDARDS.

40. ALL PROPOSED GRADES SHOWN ON PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS NOTED OTHERWISE.

41. ALL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR. IF REQUESTED BY THE MUNICIPALITY OR ENGINEER, COPIES OF ALL TEST RESULTS SHALL BE PROVIDED TO THE ENGINEER
   FOR REVIEW AND APPROVAL.

42. PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

43. WHEN REQUIRED, THE CONTRACTOR SHALL NOTIFY THE OWNER WHEN RECORD DRAWINGS CAN BE PREPARED. RECORD DRAWINGS SHALL INDICATE THE FINAL LOCATION AND LAYOUT OF ALL IMPROVEMENTS, INCLUDING VERIFICATION OF ALL CONCRETE PADS, INVERT, RIM, AND SPOT GRADE ELEVATIONS, AND INCORPORATE ALL FIELD DESIGN CHANGES APPROVED BY THE OWNER.

44. BEFORE ACCEPTANCE, ALL WORK SHALL BE INSPECTED BY THE VILLAGE OF GLEN ELLYN, AS NECESSARY.

EARTHWORK NOTES

1. GENERAL

   1.1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE.

   1.2. ANY QUANTITIES IN THE BID PROPOSAL ARE INTENDED AS A GUIDE FOR THE CONTRACTOR'S USE IN DETERMINING THE SCOPE OF THE COMPLETED PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND BE KNOWLEDGEABLE OF ALL SITE CONDITIONS.

   1.3. THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE AND THAT PAVEMENT THICKNESS, TOPSOIL, ETC., MUST BE ACCOUNTED FOR.

   1.4. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION AND PREVENT STORMWATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS. THE FAILURE TO PROVIDE PROPER DRAINAGE WILL NEGATE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.

   1.5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE SOIL EROSION AND SEDIMENTATION CONTROL MEASURES. THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SILT AND FILTER FENCING, ETC., TO PROTECT ADJACENT PROPERTIES, STREETS, AND ETC., SHALL OCCUR BEFORE GRADING BEGINS.

   1.6. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL ERECT A CONSTRUCTION FENCE AROUND ANY TREE DESIGNATED TO BE PRESERVED. SAID FENCE SHALL BE PLACED IN A CIRCLE CENTERED AROUND THE TREE, THE DIAMETER OF WHICH SHALL BE SUCH THAT THE ENTIRE DRIP ZONE (EXTENT OF FURTHEST EXTENDING BRANCHES) SHALL BE WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCED AREA SHALL NOT BE DISTURBED.

   1.7. EXISTING SUBSURFACE CONDITIONS WERE OBTAINED FROM A GEOTECHNICAL PREPARED BY:

      CONSTRUCTION AND GEOTECHNICAL MATERIAL TESTING, INC.
      60 MARTIN LANE
      ELK GROVE, IL 60007
      EMAIL: PKPATEL@CGMTINC.COM

2. TOPSOIL EXCAVATION INCLUDES:

   2.1. EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR COMPACTED EARTH FILL MATERIAL. EXISTING VEGETATION SHALL BE REMOVED PRIOR TO STRIPPING TOPSOIL OR FILLING AREAS.

   2.2. PLACEMENT OF EXCAVATED MATERIAL IN OWNER-DESIGNATED AREAS FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED AND THOSE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL. PROVIDE NECESSARY EROSION CONTROL MEASURES FOR STOCKPILE.

   2.3. TOPSOIL STOCKPILED FOR RESPREAD SHALL BE FREE OF CLAY AND SHALL NOT CONTAIN ANY OF THE TRANSITIONAL MATERIAL BETWEEN THE TOPSOIL AND CLAY. THE TRANSITIONAL MATERIAL SHALL BE USED IN NON-STRUCTURAL FILL AREAS OR DISPOSED OF OFF-SITE.

   2.4. TOPSOIL RESPREAD SHALL INCLUDE HAULING AND SPREADING SIX (6) INCHES OF TOPSOIL DIRECTLY OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER.

   2.5. MODERATE COMPACTION IS REQUIRED IN NON-STRUCTURAL FILL AREAS.

3. EARTH EXCAVATION INCLUDES:

   3.1. EXCAVATION OF SUBSURFACE MATERIALS WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL. THE EXCAVATION SHALL BE TO WITHIN A TOLERANCE OF 0.1 FEET OF THE PLAN SUBGRADE ELEVATIONS WHILE MAINTAINING PROPER DRAINAGE. THE TOLERANCE WITHIN PAVEMENT AREAS SHALL BE SUCH THAT THE EARTH MATERIALS SHALL "BALANCE" DURING THE FINE GRADING OPERATION.

   3.2. PLACEMENT OF SUITABLE MATERIALS SHALL BE WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS TO WITHIN A TOLERANCE OF 0.1 FEET. THE FILL MATERIALS SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS, AND THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE REQUIRED COMPACTION.

   3.3. STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT REQUIRING STRUCTURAL FILL, WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION. IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THIS MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE OWNER.

   3.4. COMPACTION OF SUITABLE MATERIALS SHALL BE TO AT LEAST 93% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED PAVEMENT AREAS, SIDEWALK, ETC. COMPACTION SHALL BE AT LEAST 90% OF THE MODIFIED PROCTOR WITHIN PROPOSED BUILDING PAD AREAS.

4. UNSUITABLE MATERIAL: UNSUITABLE MATERIALS SHALL BE CONSIDERED MATERIAL THAT IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION, AND IS ENCOUNTERED BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SAID MATERIAL AND TO WHAT EXTENT SHALL BE MADE BY THE ENGINEER WITH THE CONCURRENCE OF THE OWNER.

5. MISCELLANEOUS. THE CONTRACTOR SHALL:

   5.1. SPREAD AND COMPACT UNIFORMLY TO THE DEGREE SPECIFIED ALL EXCESS TRENCH SPOIL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS.

   5.2. SCARIFY, DISC, AERATE, AND COMPACT, TO THE DEGREE SPECIFIED, THE UPPER TWELVE (12) INCHES OF THE SUITABLE SUBGRADE MATERIAL IN ALL AREAS THAT MAY BE SOFT DUE TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.

   5.3. PROVIDE WATER TO ADD TO DRY MATERIAL IN ORDER TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION.

   5.4. BACKFILL THE CURB AND GUTTER AFTER ITS CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL.

6. TESTING AND FINAL ACCEPTANCE

   6.1. THE CONTRACTOR SHALL PROVIDE AS A MINIMUM A FULLY LOADED SIX-WHEEL TANDEM AXLE TRUCK FOR PROOF ROLLING THE PAVEMENT SUBGRADE PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND THE BASE MATERIAL. THIS SHALL BE WITNESSED BY THE ENGINEER AND THE OWNER. (SEE PAVING SPECIFICATION.)

   6.2. ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL OR OTHERWISE CORRECTED AND APPROVED BY THE ENGINEER.

PAVING NOTES

1. GENERAL

   1.1. PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION, AND COMPACTION; PLACEMENT OF SUBBASE OR BASE COURSE MATERIALS; BITUMINOUS BINDER AND/OR SURFACE COURSES; FORMING, FINISHING, AND CURING CONCRETE PAVEMENT, CURBS, AND WALKS; AND FINAL CLEAN-UP AND ALL RELATED WORK.

   1.2. COMPACTION REQUIREMENTS [REFERENCE ASTM D-1557 (MODIFIED PROCTOR)]: SUBGRADE = 93%; SUBBASE = 93%; AGGREGATE BASE COURSE = 95%; BITUMINOUS COURSES = 95% OF MAXIMUM DENSITY, PER ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) HIGHWAY STANDARDS.

   1.3. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING WARNING DEVICES, AND THE SAFE MANAGEMENT OF TRAFFIC WITHIN THE AREA OF CONSTRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION, AND IN ACCORDANCE WITH THE VILLAGE OF GLEN ELLYN CODE.

   1.4. CONTRACTOR SHALL UTILIZE ASPHALT EMULSION SEAL COAT ONLY ON ALL ASPHALT PAVEMENTS. USE OF COAL TAR-BASED SEALANTS IS EXPRESSLY PROHIBITED IN VILLAGE OF GLEN ELLYN.

2. SUBGRADE PREPARATION

   2.1. EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO WITHIN 0.1 FOOT, PLUS OR MINUS, OF PLAN ELEVATION. THE CONTRACTOR SHAL

VILLAGE OF GLEN ELLYN
WATER MAIN, SANITARY SEWER AND STORM SEWER SPECIFICATIONS AND DETAILS

1. Water main shall be PVC plastic pressure pipe, DR-18 per AWWA C-900, or Ductile Iron Pipe, thickness class 52 or greater, cement lined and bituminous coated. Push-on joints shall have neoprene or synthetic rubber gaskets.

2. All DIP water main and fittings shall be encased in 8-mil polyethylene. Encasement shall be U.S. Pipe V-Bio Enhanced Polywrap or an approved equal.

3. Storm sewers shall be constructed of reinforced concrete pipe (RCP) or Polyvinyl Chloride (PVC). Reinforced concrete pipe shall conform to ASTM C-76. The pipe shall be constructed with rubber gasketed (O-ring) joints meeting the requirements of ASTM C-443, Joints for Circular Concrete Sewer and Culvert Pipe, Using Rubber Gaskets.

4. Pipe material for sanitary sewer mains and laterals, including fittings, and PVC storm sewers, shall be PVC SDR-26, except for special depth situations (engineering design required):

   - For standard installations, sewer main pipe and fittings shall meet the requirements of ASTM D-3034.
   - For sewer mains where "Watermain Quality" material is required, the pipe shall meet the requirements of ASTM D-2241 and the fittings shall meet the requirements of ASTM D-3212.
   - For all sanitary and storm sewer service lines, the pipe shall meet the requirements of ASTM D-2241 and the fittings shall meet the requirements of ASTM D-3212.

5. Flexible non-shear couplings for replacement pipe connection to existing pipe shall be as manufactured by Mission Rubber Co. or equal, using two type C-305 stainless steel adjustable clamps to provide a leak-proof seal.

6. Manholes / Vaults shall be pre-cast units:

Usage	Pipe Size	Manhole / Vault Size (inside diameter)
Storm Sewer	21" and Under 24" thru 42" 48" and Larger	48" 60" 72"
Sanitary Sewer	8" thru 18" 21" and Larger	48" 60"
Water Main	All	60"

7. Sanitary Sewer manholes shall have openings for the pipe connections cast into the wall of the structure. Rubber gasketed coupling (boot) shall be per ASTM C-923.

8. Two rows of extrudible pre-formed mastic gasket shall be installed at each manhole / vault / drainage structure joint and under the manhole / drainage casting frame. The inside surface of all manhole / vault / drainage structure joints and interfaces shall be "buttered" with hydraulic cement mortar.

9. Chimney seals (Wrapid Seal Manhole Encapsulation System or approved equal) should be provided with sanitary manholes.

10. Rungs/steps shall be installed in manholes unless specifically prohibited.

11. Water Main Appurtenances:

Item	Size	Description
Valves - Open Left - Match Pipe Size - Mechanical Joint - 150 psig Working Pressure - Meet AWWA Standards	4" to 12"	Mueller A2360-20 or AFC 2500 Series Resilient Wedge, Fused Epoxy Coated with Stainless Steel Bonnet Bolts
	12" and Larger	Butterfly, Mueller Lineseal or Equal
Fittings	All	- Mechanical Joint - Ductile Iron - Compact Body - 250 psig Pressure Rating - Cement Lined - Use Ductile Iron Bolts
Fire Hydrants	Fire Hydrant Lead Pipe to be 6" Diameter	- Mueller Super Centurion 250, A-423 with two 2-1/2" side ports and 4-1/2" pumper nozzle (National Standard Threads) - Attach auxiliary valve to hydrant with Swivel Anchor Pipe & Couplings (Fab Pipe, Inc. @ Telephone # 763-428-2259) - Painted Yellow
Valve Vaults	All	All line valves to be placed in vaults except as specified. Vaults shall be 5'-0" inside diameter
Valve Box	All	Tyler 664-S, 3-piece, screw type with 5-1/4" shaft and no-tilt drop cover marked "WATER". Install with a rubber stabilizer manufactured by Adaptor Inc. or equal
Air Release Assemblies	12" Pipe 16" and Larger	1-inch 2-inch
Tapping Sleeve and Valve	All	- Tapping Sleeve shall be cast iron - Valve shall be resilient wedge - Mueller Mechanical Joint Tapping Sleeve Catalog # H-615 or approved equal

12. Depth of bury for water services to be 5'-6" (minimum) to 6'-6" (maximum).

13. Village specifications for water service lines 2-inches or less:

Item		Specification		
Service Line and Meter Size		For potable usage, per Illinois Plumbing Code (Appendix A - Table N); One Inch (1") minimum diameter pipe size		
Saddle		**REQUIRED** For PVC pipe (and as required or specified for ductile/cast iron pipe): Smith-Blair 372 Series "TaperSeal" stainless steel service saddle, double bolt, CC thread. With permission of the Utilities Division **for DIP only**, Mueller BR2B Series, bronze double strap with AWWA taper thread (CC)		
Pipe Material		Type K Copper		
Fittings – Must meet No-Lead Brass Requirement and have "NL" marking		Mueller	Ford	McDonald
Corporation Stop		Corporation stop shall be Mueller B-25000, with Ford L04-665-NL(90°)/LA04-665-NL(45°) or A.Y. McDonald 74776-ST-66(90°)/74750-ST-66(45°) or approved equal flare x compression mechanical bend that is securely blocked or Mueller B-25008 or approved equal, 1 to 2 inches in size.		
Curb Stop (Quarter Turn Check and Minneapolis Top Thread)	1 inch	B-25155	B44-444M	6100T or –22 6100WT or –22
	1-1/4 inch	H-10287 + two H-15428	B44-555M	6105+(4753T or –22, 6104-55, 6110-55)
	1-1/2 inch	B-25155	B44-666M	6100-33, 6104-33
	2 inch	B-25155	B44-777M	6100-44, 6104-44
Curb Box (Minneapolis Pattern 1-1/2" diameter; cast iron top and pentagon plug)	5.5' bury	H-10302	EM2-55-67	5622, 5623
	6' bury	H-10302	EM2-60-67	5622, 5623
	6.5' bury	H-10302	EM2-65-67	5610, 5611
Unions	Use Appropriate Mueller, Ford or McDonald Couplings			
Fittings that are in vaults should be flare connections.				

14. Sanitary Sewer Service Line Cleanouts – In hard surface areas, an EJIW 1566 cast iron frame and cover (cast with the letter "S") shall be utilized for all sanitary cleanouts. Cleanout frames shall be supported with bricks on well-compacted granular backfill. For cleanouts located in lawn areas, the top of the PVC cleanout shall be positioned flush with the finished ground. The cap shall be a 6" brass countersunk cleanout flush plug, Sioux 877-60, or approved equal. A three foot length of #6 rebar shall be driven in the ground adjacent to the cleanout to aid in future locating.

15. Sanitary sewer service line saddle connections are permitted with the permission of the Public Works Department. Saddles shall be of neoprene construction with two stainless steel straps.

16. Standard Village manhole frame and cover is East Jordan Iron Works (EJIW) Catalog Number 1022-2 with Heavy Duty Solid Cover (minimum assembled weight of 300 lbs.) or approved equal. "VILLAGE OF GLEN ELLYN" and the word "STORM", "SANITARY" or "WATER", as appropriate, shall be cast in the cover in 2-inch raised letters. Sanitary manhole lid shall be a self-sealing solid lid with watertight gasket and concealed pick hole.

17. Regarding allowable curb and parkway castings for inlets and catch basins:

   - For most conditions, barrier-type curb, use EJIW 7000 with Type T1 Back and Type M1 Grate (Neenah R-3275). In depressed curb situations, use EJIW 7000 with Type M3 Flat Grate. For B-6.12 curb applications, widen gutter section to accommodate the larger grate section.
   - For some slope conditions where high capacity grates may be warranted, consult with the Village Engineering Division for selection of a suitable grate.
   - For standard roll curb, use EJIW 7525 (Neenah R-3501-P).
   - As applicable, round grate configuration consisting of EJIW 1022-2 with Type M1 Grate (Neenah R-2502-A). **Round grates in the street will not be permitted**.
   - For lawn areas, use beehive-type, EJIW 6527 (Neenah R-4340-B).
   - For ditches, use EJIW 6489 (Neenah R-4342) Ditch Grate, Stool Type

X:\Publewks\ENGINEER\Specs\Standard Specifications for Public Works.doc

January 12, 2016

ADDITIONAL NOTES

NOTE: ALL VILLAGE OF GLEN ELLYN NOTES AND STANDARDS TO SUPERCEDE CONFLICTING NOTES ON THIS SHEET.

ALL PUBLIC AND PRIVATE STORM SEWER, SANITARY, AND WATER MAIN SHALL BE SPECIFIED, INSTALLED, AND TESTED IN ACCORDANCE WITH THE REQUIREMENTS IDENTIFIED PER THE VILLAGE OF GLEN ELLYN DEVELOPMENT CODE AND STANDARD DETAILS AS APPLICABLE.

NOTE: REFERENCES TO THE WORD "ENGINEER" REFER TO KIMLEY-HORN AND ASSOCIATES, INC.

NO.	REVISIONS	DATE	BY
1	REVISED PER VILLAGE COMMENTS	06/03/26	INS
2	REVISED PER VILLAGE COMMENTS	04/24/26	INS

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-405-2404
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

CORE ACQUISITIONS

VILLAGE NOTES

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER
C0.2

Drawing name: K:\GHN_LIDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C0.1 GENERAL NOTES.dwg C0.2 Jun 03, 2026 6:17pm by: Jake.Antony
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WARNING: CONTRACTOR TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Call Before You Dig
JULIE
1-800-892-0123

DEMOLITION NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED.
2. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
3. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR SHALL NOT DEMOLISH ANYTHING OUTSIDE THE OWNERS LEASE/PROPERTY LINE UNLESS SPECIFICALLY MENTIONED ON THIS SHEET.
4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
5. IF DEMOLITION OR CONSTRUCTION ON SITE WILL INTERFERE WITH THE ADJACENT PROPERTY OWNER'S TRAFFIC FLOW, THE CONTRACTOR SHALL COORDINATE WITH ADJACENT PROPERTY OWNER, TO MINIMIZE THE IMPACT ON TRAFFIC FLOW. TEMPORARY RE-ROUTING OF TRAFFIC IS TO BE ACCOMPLISHED BY USING IDOT APPROVED TRAFFIC BARRICADES, BARRELS, AND/OR CONES. TEMPORARY SIGNAGE AND FLAGMEN MAY BE ALSO NECESSARY.
6. QUANTITIES DEPICTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.
7. REFER TO GEOTECHNICAL REPORT PROVIDED BY CONSTRUCTION AND GEOTECHNICAL MATERIAL TESTING, INC. DATED JANUARY 19, 2026 FOR ALL SUBSURFACE INFORMATION.
8. CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR RELOCATED LIGHT FIXTURES AND RELOCATION OF ELECTRICAL SYSTEM AS SOON AS DEMOLITION BEGINS. CONTRACTOR SHALL BE AWARE THAT INTERRUPTION OF POWER TO ANY LIGHT POLES OR SIGNS SHALL NOT EXCEED 24 HOURS.
9. EROSION CONTROL MUST BE ESTABLISHED PRIOR TO ANY WORK ON SITE INCLUDING DEMOLITION.
10. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN.
11. CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
12. EXISTING UTILITIES, WHICH DO NOT SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
13. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
14. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
15. COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OF STRUCTURES TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED CRUSHED LIMESTONE (CA-6) OR APPROVED EQUAL. USE SATISFACTORY SOIL MATERIALS CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. PRIOR TO PLACEMENT OF FILL MATERIALS, ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIAL TRASH AND DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 9" IN LOOSE DEPTH. COMPACT EACH LAYER AT OPTIMUM MOISTURE CONTENT OF FILL MATERIAL TO 95% OF MODIFIED PROCTOR DENSITY UNLESS SUBSEQUENT EXCAVATION FOR NEW WORK IS REQUIRED.
16. BUILDING SITES AND HARDSCAPE (SIDEWALKS, CURBS, LOADING DOCK, ETC.) TO BE RESTORED WITH A MINIMUM OF 6" TOPSOIL AND SEED OR SOD.
17. THE FULL DEPTH OF THE EXISTING PAVEMENT SECTION IS TO BE REMOVED INCLUDING ANY GRANULAR BASE MATERIALS AND/OR STABILIZED SUBGRADE.

VILLAGE OF GLEN ELLYN NOTES

1. ALL EXISTING SERVICES SHALL BE DISCONNECTED AND ABANDONED AT THE RESPECTIVE PUBLIC MAIN PER VILLAGE OF GLEN ELLYN PUBLIC WORKS STANDARDS AND REQUIREMENTS. CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD AND VILLAGE OF GLEN ELLYN PRIOR TO ANY UTILITY DISCONNECTION OR ABANDONMENT ACTIVITIES.

BENCHMARKS

BENCHMARK 1:
EL: 759.15 (NAVD 88)
CHISLED "X" ON NORTHEAST TOP FLANGE BOLT ON FIRE HYDRANT AT SOUTH CORNER OF SITE BEHIND BACK OF WALK.

BENCHMARK 2:
EL: 754.98 (NAVD 88)
SQUARE CUT AT BACK OF CURB JUST NORTH OF "DANBY'S STATION EXIT" SIGN AT THE NORTHWEST CORNER OF SITE.

DEMOLITION LEGEND

- (A) ITEM TO REMAIN, PROTECT DURING CONSTRUCTION
- (B) CURB REMOVAL
- (C) UTILITY REMOVAL
- (D) ITEM TO BE REMOVED
- (E) FULL-DEPTH ASPHALT PAVEMENT REMOVAL
- (F) CONCRETE REMOVAL
- (G) BUILDING REMOVAL
- (H) ASPHALT MILL & OVERLAY
- (I) SAWCUT LINE
- (J) ABANDON UTILITY IN PLACE
- LIMITS OF PAVEMENT DEMO

NO.	REVISIONS	DATE	BY
1	REVISED PER VILLAGE COMMENTS	04/24/26	INS
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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-520-9074
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
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CHECKED BY: INS

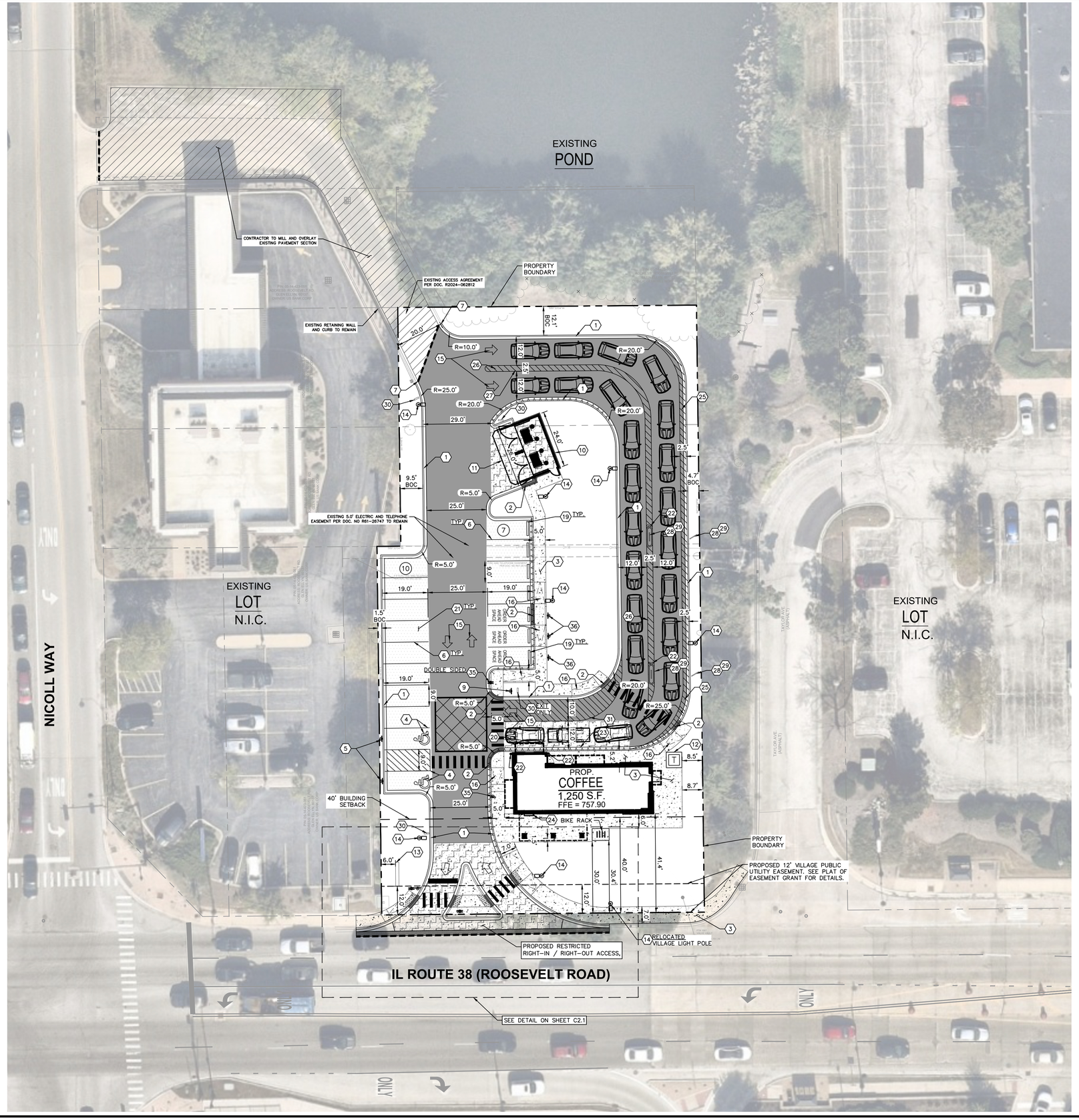
CORE ACQUISITIONS

EXISTING CONDITIONS & DEMOLITION PLAN

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER C1.0

Drawing name: K:\CHN_LDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C1.0 EXISTING CONDITIONS & DEMOLITION PLAN.dwg C1.0 Jun 03, 2026 6:15pm by Jake.Antony
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PARKING SUMMARY

PARKING SPACES REQUIRED (CITY STANDARD)	=	13	SPACES
*1 SPACES / 100 SF OF GROSS FLOOR AREA			
STANDARD PARKING SPACES PROVIDED	=	15	SPACES
ACCESSIBLE PARKING SPACES REQUIRED	=	1	SPACES
ACCESSIBLE PARKING SPACES PROVIDED	=	2	SPACES
TOTAL PARKING SPACES PROVIDED	=	17	SPACES
STACKING SPACES REQUIRED	=	5	SPACES
STACKING SPACES PROVIDED	=	25	SPACES

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
9. STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
10. TRASH ENCLOSURE, (SEE ARCHITECTURAL PLANS FOR DETAILS
11. TRASH LOADING ZONE, WITH CONCRETE APRON, COORDINATE APPROACH AND ORIENTATION OF TRASH ENCLOSURE W/LOCAL REFUSE SERVICE PROVIDER
12. TRANSFORMER PAD (FOR REFERENCE ONLY)
13. MONUMENT SIGN, BY OTHERS.
14. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
15. DIRECTIONAL ARROW (SEE DETAILS)
16. ACCESSIBLE RAMP (SEE DETAILS)
17. 3-FT TRANSITION CURB
18. DO NOT ENTER SIGN TYP. (MUTCD R5-1, SEE DETAILS)
19. WHEEL STOP (SEE DETAILS)
20. SIGN FOR AWNING CLEARANCE HEIGHT AT DRIVE-THRU WINDOW
21. PARKING STALL, TYP. (19' X 9') AS REQUIRED BY VILLAGE
22. 6" BOLLARD W/DB BOLLARD COVERS
23. CONCRETE PAD AT DRIVE-THRU WINDOW; DRIVE-THRU CONC. PAD: MI. 60' IN LENGTH, UNLESS NOTED OTHERWISE
24. WALK-UP SERVICE WINDOW
25. "RUNNERS" WALKWAY, MIN. 2'-6" WIDE ON DRIVER'S SIDE OF DRIVE AISLE
26. STRIPED MEDIAN, MIN 2'-6" WIDE
27. PROVIDE 2" CONDIUIT W/PULL STRING TO CHRISTY BOX FOR FUTURE DRIVE-THRU SENSORS
28. POLE MOUNTED STATIC BACKLIT LED MENU BOARD, BY OTHERS, PROVIDE POWER AND DATA IN WEATHERPROOF J-BOX
29. PROVIDE 2" CONDUIT W/PULL STRING TO CHRISTY BOX, FOR FUTURE DIGITAL MENU BOARD UPGRADE
30. POLE MOUNTED DIRECTIONAL SIGNAGE, BY OTHERS
31. EXIT LANE W/STRIPING, STRIPES 4" WIDE, 24" O.CC, SAFETY WHITE
32. RIGHT TURN ONLY SIGN (MUTCD R3-5, SEE DETAILS)
33. DO NOT ENTER SIGN (MUTCD R5-1, SEE DETAILS)
34. DOUBLE SIDED NO LEFT TURN SIGN (MUTCD R3-2, SEE DETAILS)
35. DO NOT BLOCK INTERSECTION SIGN (MUTCD R10-7, SEE DETAILS)
36. ORDER AHEAD SPACE SIGNAGE (BY OTHERS)

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- 2" PAVEMENT PATCH — MATCH EXISTING ROADWAY SECTION, SEE IDOT PAVEMENT PATCH DETAIL
- MILL AND OVERLAY ASPHALT PAVEMENT — REMOVE AND REPLACE IN KIND
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- LIMITS OF PAVING

FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 17043C0156J, THE SITE OR A PORTION OF THE SITE IS LOCATED IN ZONE AH, AREAS OF 100-YEAR FLOODING WITH A BASE FLOOD ELEVATION OF 756'.

NO.	REVISIONS	DATE	BY
2	REVISED PER VILLAGE COMMENTS	06/03/26	INS
1	REVISED PER VILLAGE COMMENTS	04/24/26	INS

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PHONE: 847-405-8004
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CHECKED BY: INS

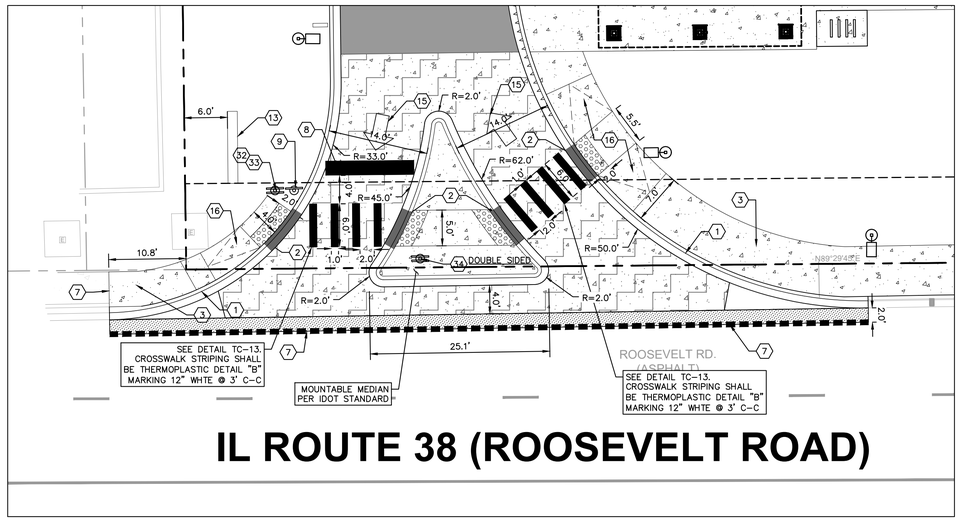
CORE ACQUISITIONS

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

SITE PLAN

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER C2.0

Drawing name: K:\CHN_LDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C2.0 SITE PLAN.dwg C2.0 Jun 03, 2026 6:16pm bjr. Jake.Antony
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IL ROUTE 38 (ROOSEVELT ROAD)

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PHONE: 847-607-1904
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SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

CORE ACQUISITIONS

SITE PLAN
ACCESS DETAIL

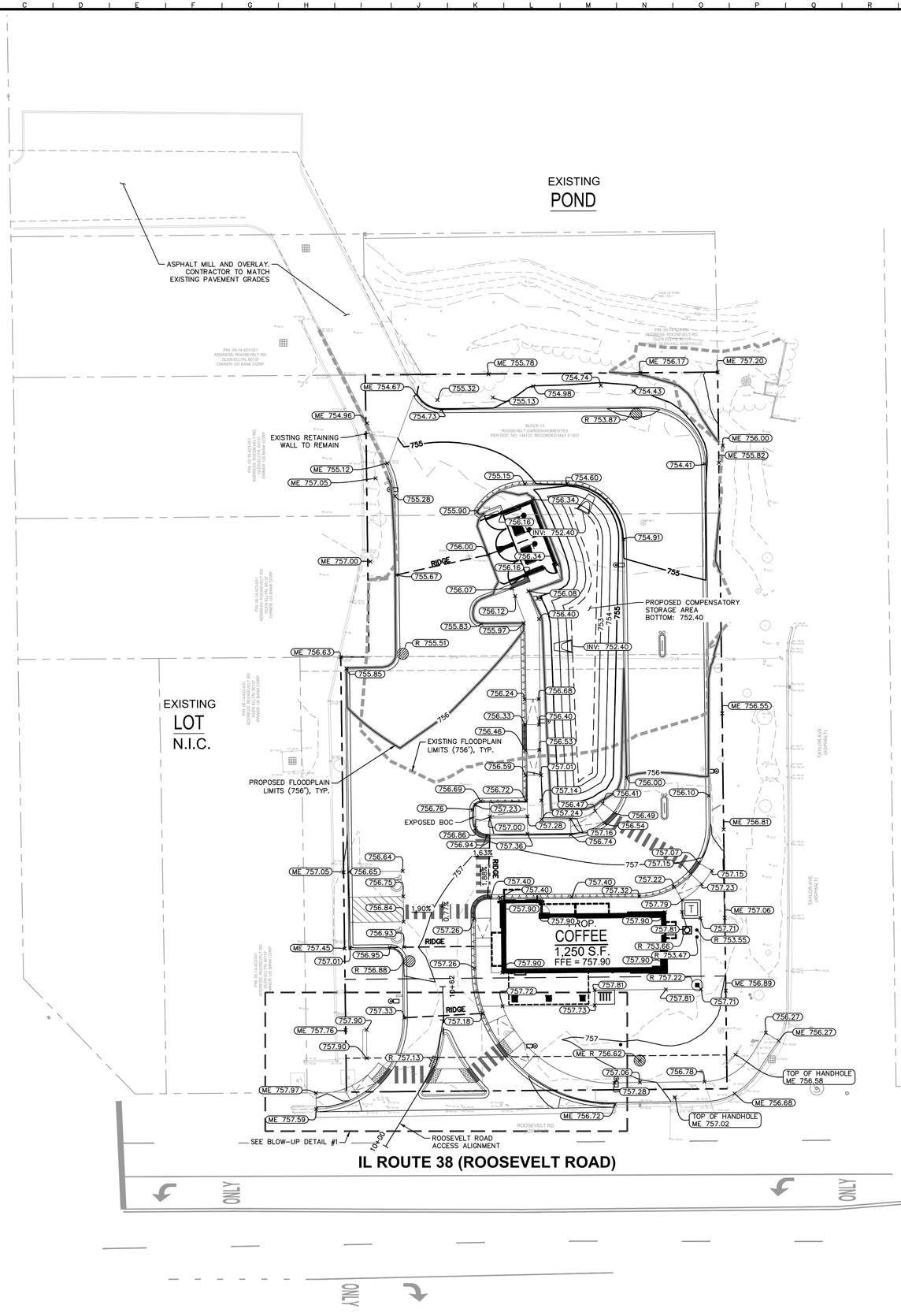
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750 ROOSEVELT RD
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ORIGINAL ISSUE:
02/06/2026

KHA PROJECT NO.
268959002

SHEET NUMBER
C2.1

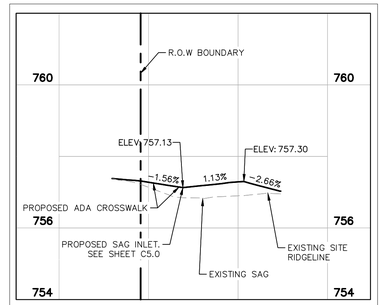
Drawing name: K:\CHN_LIDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C2.0 SITE PLAN.dwg C2.1 Jun 03, 2026 6:17pm by: Jdea,Antony
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GRADING LEGEND

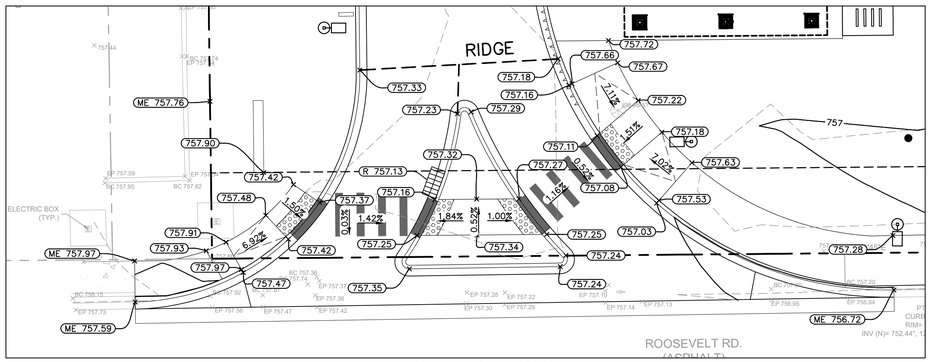
FL	=	FLOW LINE
TC	=	TOP OF CURB
FFE	=	FINISHED FLOOR ELEVATION
ME	=	MATCH ELEVATION
R	=	RIM ELEVATION
TW	=	TOP OF WALL
FG	=	FINISHED GRADE

- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR
- RIDGE — RIDGE LINE
- X.XX% — SLOPE AND FLOW DIRECTION
- 100-YEAR OVERLAND OVERFLOW ROUTE
- PROPOSED SWALE
- LIMITS OF GRADING
- EASEMENT LINE
- BUILDING SETBACK LINE
- GRADING BLOWUP DETAIL



ROOSEVELT ROAD ACCESS PROFILE
HORIZONTAL SCALE: 1" = 20' | VERTICAL SCALE: 1" = 2'

EXISTING
LOT
N.I.C.



BLOWUP DETAIL #1
1" = 10'

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. CONTRACTOR TO MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS, UNLESS OTHERWISE NOTED AS GRADING LIMITS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES WITH FIELD CONDITIONS PRIOR TO GRADING.
9. ALL DISTURBED AREAS SHALL BE RESTORED WITH MINIMUM 6-INCHES OF TOPSOIL AND SEEDED, UNLESS OTHERWISE NOTED.
10. DO NOT INTERRUPT DRAINAGE FROM OFF-SITE DURING CONSTRUCTION OPERATIONS. PROVIDE TEMPORARY DRAINAGE DITCHES WHERE REQUIRED.
11. GRADING INDICATED MAY NEED TO BE ADJUSTED BASED ON FIELD CONDITIONS. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES WITH FIELD CONDITIONS PRIOR TO GRADING
12. ALL EXPOSED SUBGRADES SHALL BE REVEWED BY THE GEOTECHNICAL ENGINEER OR THEIR REPRESENTATIVE PRIOR TO CONSTRUCTION OF PAVEMENTS, SLABS, OR STRUCTURES. UNSUITABLE MATERIALS SHALL BE REMOVED OR STABILIZED AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
13. NO BASE COURSE, PAVEMENT, SLAB, OR STRUCTURE SHALL BE PLACED ON SOFTENED, SATURATED, MUDDY, OR FROZEN SUBGRADE. CONTRACTOR SHALL REMOVE STANDING WATER AND REPAIR DISTURBED SUBGRADE PRIOR TO CONSTRUCTION.
14. CONTRACTOR SHALL PROVIDE DEWATERING AND SURFACE WATER CONTROL AS NECESSARY TO MAINTAIN STABLE SUBGRADE AND EXCAVATION CONDITIONS DURING CONSTRUCTION.
15. TRENCH BOTTOMS, STRUCTURE FOUNDATIONS, AND OTHER EXCAVATIONS ENCOUNTERING UNSUITABLE SOILS SHALL BE UNDERCUT OR STABILIZED AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
16. CONTRACTOR SHALL NOTIFY THE ENGINEER IF FIELD CONDITIONS DIFFER MATERIALLY FROM THE GEOTECHNICAL REPORT.
17. UNDERDRAINS SHALL BE INSTALLED WHERE SHOWN OR WHERE DIRECTED BY THE ENGINEER CONSISTENT WITH THE GEOTECHNICAL RECOMMENDATIONS.
18. UTILITY TRENCH BOTTOMS, STRUCTURE FOUNDATIONS, AND OTHER EXCAVATIONS ENCOUNTERING UNSUITABLE OR WATER-AFFECTED SOILS SHALL BE UNDERCUT OR STABILIZED AS DIRECTED BY THE GEOTECHNICAL ENGINEER PRIOR TO INSTALLATION.
19. GRADING WITHIN COMPENSATORY STORAGE AREAS SHALL BE PERFORMED IN A MANNER THAT MAINTAINS THE REQUIRED FLOOD STORAGE VOLUMES.
20. CONTRACTOR TO EVALUATE PROPOSED FOUNDATION BEARING ELEVATIONS AT TIME OF CONSTRUCTION AND NOTIFY DEVELOPER OF FIELD CONDITIONS.

NORTH

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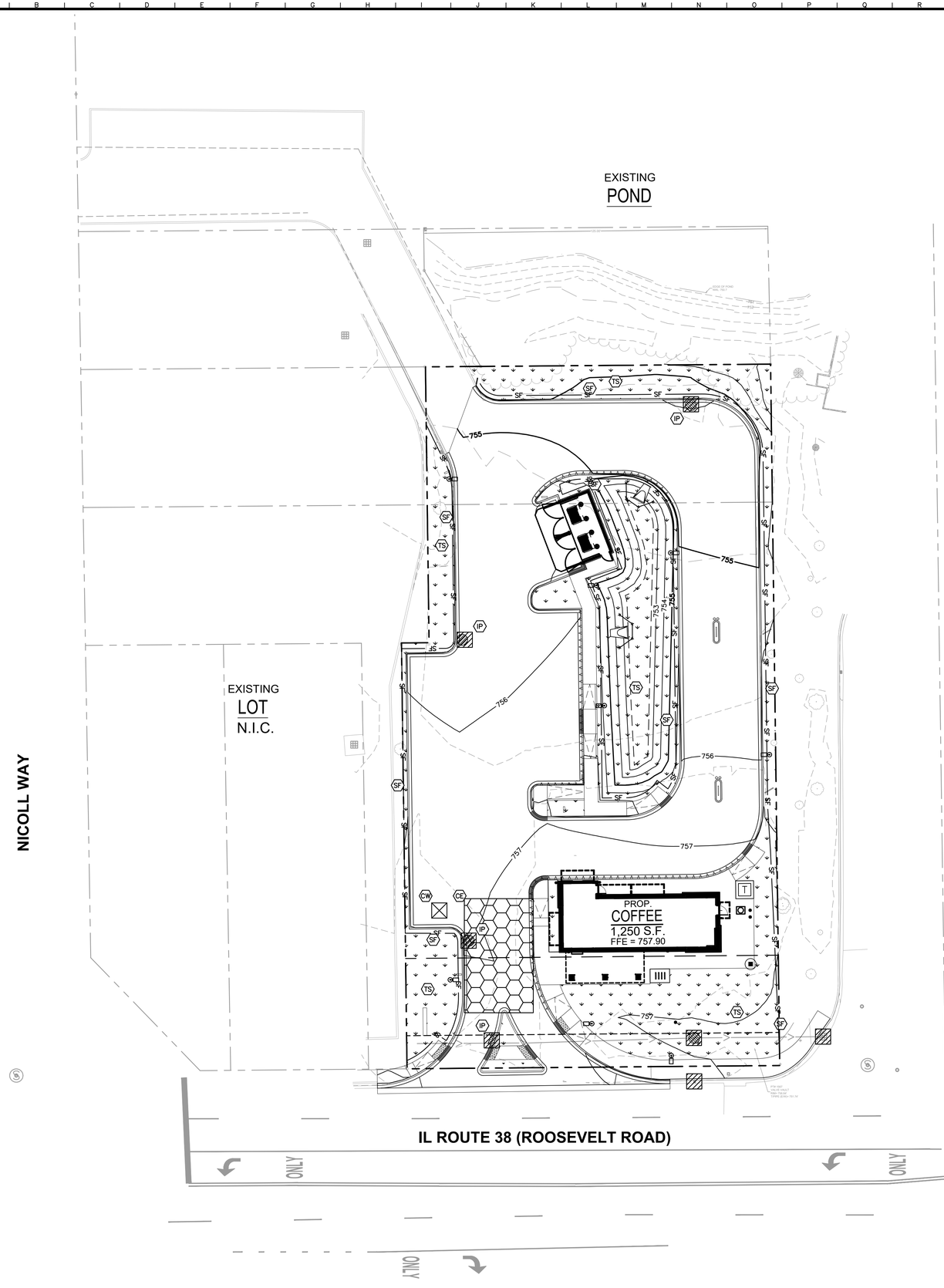
CORE ACQUISITIONS

GRADING & DRAINAGE PLAN

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER
C3.0

Drawing name: K:\CHN_LDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C3.0 GRADING & DRAINAGE PLAN.dwg C3.0 Jun 03, 2026 6:18pm by: JakeAntony
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EROSION CONTROL LEGEND

- TS — TEMPORARY SEEDING (SEE EROSION CONTROL DETAILS)
- EB — TEMPORARY EROSION CONTROL BLANKET (SEE EROSION CONTROL NOTE #7)
- CE — CONSTRUCTION ENTRANCE (SEE EROSION CONTROL DETAILS)
- SF — SILT FENCE (SEE EROSION CONTROL DETAILS)
- IP — INLET PROTECTION (SEE EROSION CONTROL DETAILS)
- CW — CONCRETE WASHOUT (SEE EROSION CONTROL DETAILS) (TO BE DETERMINED BY CONTRACTOR)
- SS — FLARED END SECTION PROTECTION (SEE EROSION CONTROL DETAILS)
- SS — TEMPORARY SOIL STOCKPILE
- LD — LIMITS OF DISTURBANCE
- EXISTING CONTOURS
- PROPOSED CONTOURS
- TREE PROTECTION FENCING

EROSION CONTROL SCHEDULE AND SEQUENCING:

I.	ROUGH GRADING	CONSTRUCTION ENTRANCE/EXIT, SILT FENCE PROTECTION, CONCRETE WASHOUT AREA AND TREE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED. TEMPORARY EROSION CONTROL MEASURES TO BE INSTALLED UPON COMPLETION OF ROUGH GRADING AND AS NECESSARY THROUGHOUT CONSTRUCTION.
II.	UTILITY INSTALLATION	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING UTILITY INSTALLATION. STORM STRUCTURE INLET PROTECTION SHALL BE INSTALLED AS STORM DRAINAGE SYSTEM IS CONSTRUCTED.
III.	PAVING	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
IV.	FINAL GRADING/SOIL STABILIZATION/ LANDSCAPING	ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT AS DIRECTED BY THE LOCAL MUNICIPALITY.

NOTE: THE SEQUENCE OF CONSTRUCTION SHOWN ABOVE IS A GENERAL OVERVIEW AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS INCLUDED IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND ALL OTHER APPLICABLE LAWS.

EROSION CONTROL NOTES

1. CONSTRUCTION ENTRANCE SHALL BE LOCATED SO AS TO PROVIDE THE LEAST AMOUNT OF DISTURBANCE TO THE FLOW OF TRAFFIC IN AND OUT OF THE SITE. ADDITIONALLY, CONSTRUCTION ENTRANCE SHALL BE LOCATED TO COINCIDE WITH THE PHASING OF THE PAVEMENT REPLACEMENT.
2. POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURES INCLUDE STABILIZATION BY PERMANENT PAVING, DRAINAGE SYSTEM STRUCTURE, OR LANDSCAPING.
3. TEMPORARY AND PERMANENT STABILIZATION PRACTICES AND BMP'S SHALL BE INSTALLED AT THE EARLIEST POSSIBLE TIME DURING THE CONSTRUCTION SEQUENCE. AS AN EXAMPLE, PERIMETER SILT FENCE SHALL BE INSTALLED BEFORE COMMENCEMENT OF ANY GRADING ACTIVITIES. OTHER BMP'S SHALL BE INSTALLED AS SOON AS PRACTICABLE AND SHALL BE MAINTAINED UNTIL FINAL SITE STABILIZATION IS ATTAINED. CONTRACTOR SHALL ALSO REFERENCE CIVIL AND LANDSCAPE PLANS SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING, THE BUILDING(S), AND SITE PAVING.
4. BMP'S HAVE BEEN LOCATED AS INDICATED ON THIS PLAN IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES IN ORDER TO MINIMIZE SEDIMENT TRANSFER. FOR EXAMPLE: SILT FENCES LOCATED AT TOE OF SLOPE AND INLET PROTECTION FOR INLETS RECEIVING SEDIMENT FROM SITE RUN-OFF.
5. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN.
6. ANY MAJOR VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES FROM THOSE SHOWN ON THE APPROVED PLANS WILL REQUIRE A REVISION AND MUST BE APPROVED BY THE REVIEWING ENGINEER, ENVIRONMENTAL SPECIALIST, OR ARBORIST AS APPROPRIATE. MAJOR REVISIONS MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT AND THE DRAINAGE UTILITY DEPARTMENT. MINOR CHANGES OR ADDITIONAL CONTROL MEASURES TO BE MADE AS FIELD REVISIONS TO THE EROSION AND SEDIMENTATION CONTROL PLAN MAY BE REQUIRED BY THE ENVIRONMENTAL INSPECTOR DURING THE COURSE OF CONSTRUCTION TO CORRECT CONTROL INADEQUACIES AT NO ADDITIONAL COST TO THE OWNER.
7. CONTRACTOR SHALL PLACE EROSION CONTROL BLANKET (NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL) ON ALL SITE AREAS WITH SLOPES GREATER THAN 4:1, AND IN THE BOTTOM AND SIDE SLOPES OF ALL SWALES.
8. PRIOR TO FINAL ACCEPTANCE, HAUL ROADS AND WATERWAY CROSSINGS CONSTRUCTED FOR TEMPORARY CONTRACTOR ACCESS MUST BE REMOVED, ACCUMULATED SEDIMENT REMOVED FROM THE WATERWAY AND THE AREA RESTORED TO THE ORIGINAL GRADE AND REVEGETATED. ALL LAND CLEARING SHALL BE DISPOSED OF IN APPROVED SPOIL DISPOSAL SITES.
9. PERMANENT, FINAL PLANT COVERING OR STRUCTURES SHALL BE INSTALLED PRIOR TO FINAL ACCEPTANCE.
10. ALL CONTROL DEVICES THAT FUNCTION SIMILARLY TO SILT FENCE OR FIBER ROLLS MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WITH EFFECTIVE CONTROLS WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES ONE-THIRD THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF THE RAINFALL EVENT OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
11. ALL SEDIMENT DELTAS AND DEPOSITS MUST BE REMOVED FROM SURFACE WATERS, DRAINAGE WAYS, CATCH BASINS AND OTHER DRAINAGE SYSTEMS. ALL AREAS WHERE SEDIMENT REMOVAL RESULTED IN EXPOSED SOIL MUST BE RESTABILIZED. THE REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS AFTER THE RAINFALL EVENT UNLESS PRECLUDED BY LEGAL, REGULATORY OR PHYSICAL ACCESS CONSTRAINTS. ALL REASONABLE EFFORTS MUST BE USED TO OBTAIN ACCESS. ONCE ACCESS IS OBTAINED, REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS LATER. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL APPROPRIATE AUTHORITIES AND RECEIVING THE APPLICABLE PERMITS PRIOR TO CONDUCTING ANY WORK.
12. ACCUMULATIONS OF TRACKED AND DEPOSITED SEDIMENT MUST BE REMOVED FROM OFF-SITE PAVED SURFACES WITHIN 24 HOURS OR SOONER IF REQUIRED. SEDIMENT TRACKING MUST BE MINIMIZED BY THE APPROPRIATE MANAGEMENT PRACTICE, LIKE A DEDICATED SITE EXIT WITH AN AGGREGATE SURFACE OR DESIGNATED OFFSITE PARKING AREA. CONTRACTOR IS RESPONSIBLE FOR STREET SWEEPING AND/OR SCRAPING IF YOUR PRACTICES ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED FROM THE SITE.
13. SURFACE WATERS, DRAINAGE DITCHES AND CONVEYANCE SYSTEMS MUST BE INSPECTED FOR SEDIMENT DEPOSITS.
14. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THIS SHEET IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE IEPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS.
15. PUMPING SEDIMENT LADEN WATER INTO ANY STORMWATER FACILITY THAT IS NOT DESIGNATED TO BE A SEDIMENT TRAP, DRAINAGEWAY, OR OFFSITE AREA EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED.
16. SOIL STOCKPILES SHALL NOT BE LOCATED IN A DRAINAGEWAY, FLOOD PLAIN AREA OR A DESIGNATED BUFFER, UNLESS OTHERWISE APPROVED, UNDER SPECIFIC CONDITIONS TO BE ESTABLISHED BY THE DIRECTOR OR ADMINISTRATOR.
17. STOCKPILES TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE PROVIDED WITH SESC MEASURES. MATERIAL IS TO BE HAULED OFF IMMEDIATELY AND LEGALLY IF NO STOCKPILE IS TO REMAIN IN PLACE.
18. ALL TEMPORARY SESC MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED.TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.
19. WATER REMOVED FROM TRAPS, BASINS, AND OTHER WATER HOLDING DEPRESSIONS OR EXCAVATIONS MUST FIRST PASS THROUGH A SEDIMENT CONTROL AND/OR FILTRATION DEVICE. WHEN DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION.
20. SITE STABILIZATION REQUIREMENTS ARE AS FOLLOWS:
    - 20.1. WHERE THE INITIATION OF STABILIZATION MEASURE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES ON A PORTION OF THE SITE IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURE SHALL BE INITIATED AS SOON AS PRACTICABLE.
    - 20.2. WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED, (E.G. THE TOTAL TIME PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 14 DAYS) THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASED.

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-520-9204
WWW.KIMLEY-HORN.COM

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CHECKED BY: INS

CORE ACQUISITIONS

EROSION CONTROL PLAN

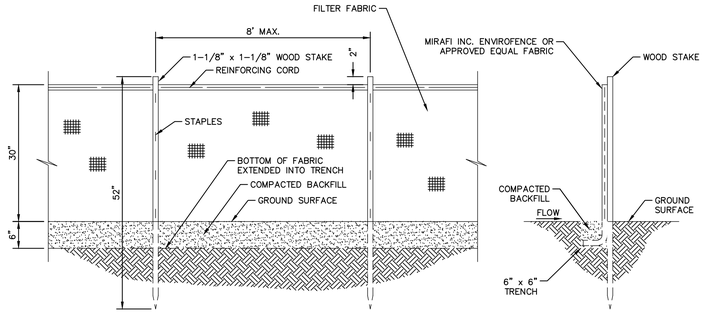
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GLEN ELLYN, IL 60137

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02/06/2026

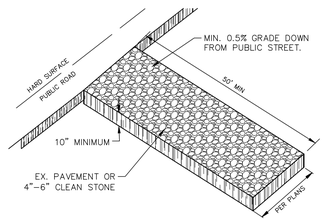
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268959002

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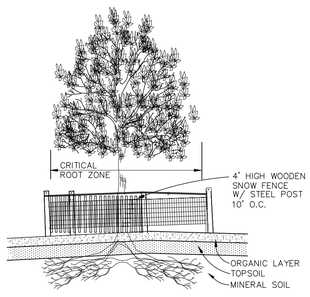
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SEDIMENTATION/SILT FENCE SF
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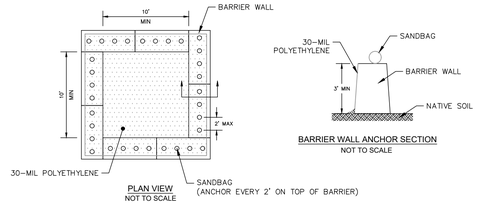


CONSTRUCTION ENTRANCE CE
N.T.S.



PROVIDE FENCE AROUND CRITICAL ROOT ZONE OF TREE. FENCE SHALL BE PLACED IN A CIRCLE WITH A RADIUS OF 1' PER 1" DIAMETER OF THE TREE MEASURED AT 4.5' ABOVE GROUND FOR INDIVIDUAL TREES OR STANDS OF TREES.

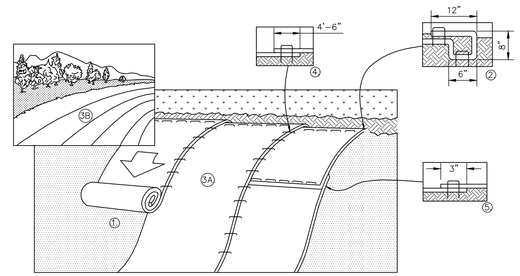
TREE PROTECTION
N.T.S.



NOTES

1. MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEND CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

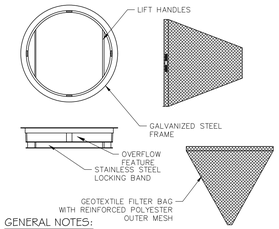
CONCRETE WASHOUT CW
N.T.S.



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH AS SHOWN IN DETAIL 2. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS PER MANUFACTURES RECOMMENDATION.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH MINIMUM 6" OVERLAP. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE BLANKET WIDTH.
6. PLACE STAPLES/STAKES PER MANUFACTURER'S RECOMMENDATION FOR THE APPROPRIATE SLOPE BEING APPLIED.

NOTES:
1. IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.
2. FOLLOW EROSION CONTROL TECHNOLOGY COUNCIL SPECIFICATION FOR PRODUCT SELECTION.
3. PERVIOUS LAND WITH SLOPES RUNNING GREATER THAN OR EQUAL TO 4:1 SHALL CONTAIN SLOPE STABILIZATION BLANKET

EROSION CONTROL BLANKET (SLOPE INSTALLATION)
N.T.S.



GENERAL NOTES:

ALL PRODUCTS MANUFACTURED BY INLET AND PIPE PROTECTION, INC OR APPROVED EQUAL.

NOTE: INLET FILTERS ARE SLIGHTLY SMALLER THAN THE INLET GRATE SIZES. WHEN IDENTIFYING OR SPECIFYING FILTERS/CASTINGS PLEASE REFER TO THE DIAMETER "D" OR WIDTH "W" AND HEIGHT "H" OF FILTER FRAMES OR CASTING GRATES. YOU MAY ALSO REFER TO OUR CASTING CROSS REFERENCE GUIDE FOR IDOT STANDARDS

IDOT TYPE 1 ROUND INLET FILTER DEPICTED

NOTE: ROUND AND SQUARE INLET FILTERS AVAILABLE FOR MOST NEENAH AND EAST JORDAN BEEHIVE, ROLL CURB AND CURB BOX FRAME TYPES

ALL IPP INLET FILTERS TO CONFORM TO IDOT SPECIFICATIONS AS OUTLINED IN ARTICLE 1081.15 OF IDOT'S STANDARD SPECIFICATIONS GUIDE.

INLET PROTECTION IP
N.T.S.

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING			A			*	*					
DORMANT SEEDING	B										B	
TEMPORARY SEEDING			C				D					
SODDING			E									
MULCHING	F											

** **

A KENTUCKY BLUEGRASS 90 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS/ACRE

B KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE + 2 TONS STRAW MULCH/ACRE

C SPRING OATS 100 LBS/ACRE

D WHEAT OR CEREAL RYE 150 LBS/ACRE

E SOD

F STRAW MULCH 2 TONS/ACRE

* WATERING NEEDED DURING JUNE AND JULY

** WATERING NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

SEEDING CHART

Call Before You Dig
JULIE
1-800-892-0123

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-520-9074
WWW.KIMLEY-HORN.COM

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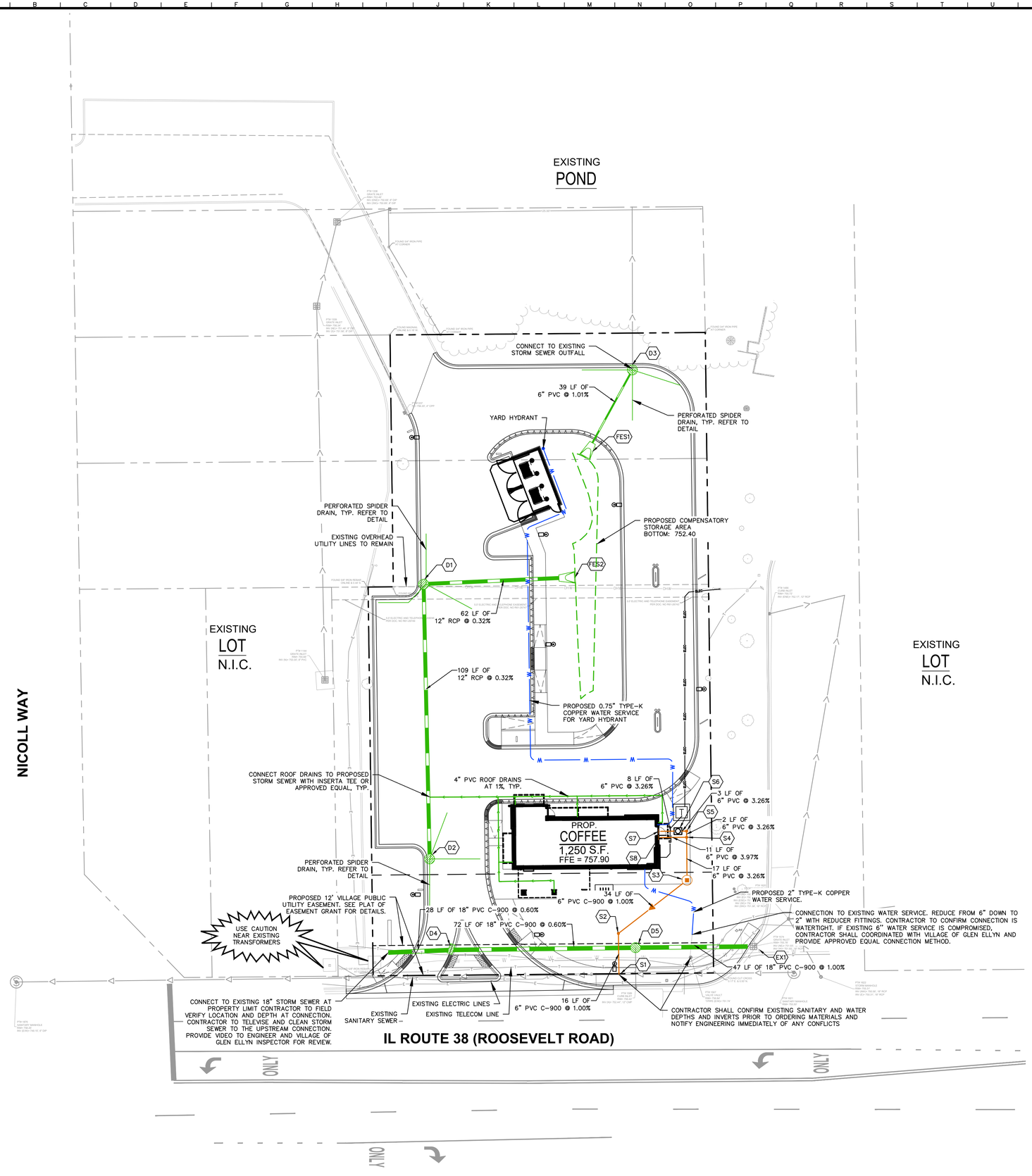
CORE ACQUISITIONS

EROSION CONTROL DETAILS

CORE ACQUISTIONS
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750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE:
02/06/2026
KHA PROJECT NO.
268959002
SHEET NUMBER
C4.1

Drawing name: K:\CHN_LDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C4.0 EROSION CONTROL PLAN.dwg C4.1 Jun 03, 2026 6:16pm by: JakeAntony
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NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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JULIE
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NOTE: ALL UNDERGROUND UTILITIES AND ASSOCIATED CONNECTIONS SHALL BE CONSTRUCTED IN A VAPOR-TIGHT AND WATER-TIGHT MANNER. CONTRACTOR SHALL PROVIDE ALL SEALS, BOOTS, FITTINGS, AND INCIDENTAL MEASURES NECESSARY TO PREVENT VAPOR OR LIQUID INTRUSION INTO STRUCTURES.

SANITARY STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
S2	6" CLEANOUT RIM: 756.94 INV IN: 750.28 (NE, 6") INV OUT: 750.28 (S, 6")
S3	MH RIM: 757.22 INV IN: 752.40 (N, 6") INV OUT: 750.63 (SW, 6")
S4	6" CLEANOUT RIM: 753.47 INV IN: 752.96 (W, 6") INV IN: 752.96 (N, 6") INV OUT: 752.96 (S, 6")
S5	6" CLEANOUT RIM: 753.55 INV IN: 753.04 (W, 6") INV OUT: 753.04 (S, 6")
S6	SCHIER GB-75 GREASE TRAP SEE DETAILS RIM: 753.66 INV IN: 753.15 (W, 6") INV OUT: 753.15 (E, 6")

SANITARY STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
S1	CONNECTION TO EXISTING SANITARY SEWER WYE/TEE AT MAIN INV IN: 750.12 (E, 8") INV IN: 750.12 (N, 6") INV OUT: 750.12 (W, 8")
S7	GREASE BUILDING CONNECTION INV OUT: 753.40 (E, 6")
S8	DOMESTIC BUILDING CONNECTION INV OUT: 753.40 (E, 6")

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D1	MH - OPEN LID IN CURB LOW CLEARENCE LID RIM: 755.51 INV IN: 752.60 (S, 12") INV OUT: 752.60 (E, 12")
D2	MH - OPEN LID IN CURB RIM: 756.88 INV OUT: 752.95 (N, 12")
D3	MH - OPEN LID IN CURB RIM: 753.87 INV IN: 752.00 (SW, 6") INV OUT: 751.94 (N, 6")
D4	2' INLET TO CONNECT TO EXISTING STORM SEWER RIM: 757.13 INV IN: 752.83 (W, 18") INV OUT: 752.83 (E, 18")
D5	MH - OPEN LID RIM: 756.62 INV IN: 752.40 (W, 18") INV OUT: 752.40 (E, 18")
EX1	CONNECT TO EXISTING STORM MANHOLE. INSTALL FLEXIBLE RUBBER BOOT CONFORMING TO ASTM C-923 TO STRUCTURE CONNECTION. RIM: 756.47 INV IN: 751.93 (W, 18")

MISCELLANEOUS STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
FES1	FES INV OUT: 752.40 (NE, 6")
FES2	FES INV IN: 752.40 (W, 12")

UTILITY LEGEND

- EX. WATER LINE
- EX. STORM SEWER LINE
- EX. SANITARY SEWER LINE
- EX. HYDRANT
- EX. WATER VALVE
- EX. SANITARY MANHOLE
- EX. STORM MANHOLE/STRUCTURE
- EX. STORM INLET/CATCH BASIN
- EX. UNDERGROUND ELECTRIC LINE
- EX. LIGHT POLE
- EX. WETLAND MARKER
- EX. WATER VALVE
- EX. SANITARY CLEANOUT
- PROPOSED UNDERGROUND ELECTRIC LINE
- GAS LINE (BY GAS COMPANY)
- PROPOSED PHONE LINE
- PROPOSED STORM SEWER LINE
- PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2504-Q) (GRASS USE NEENAH R-4340-B BEEHIVE)
- PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1772-A)
- PROPOSED COMBINATION CURB INLET (B6.12 C&G USE NEENAH R-3275)
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM/SANITARY CLEANOUT
- PROPOSED WATER LINE
- PROPOSED VALVE VAULT
- PROPOSED VALVE BOX
- PROPOSED FIRE HYDRANT
- PROPOSED LIGHT POLE

UTILITY NOTES

1. ALL WATER LINES SHALL BE AS FOLLOWS:
   1.1. PRIVATE (LARGER THAN 3"): DUCTILE IRON PIPE, CLASS 52 OR POLYVINYL CLORIDE PLASTIC PIPE (ASTM D-3212 AND AWWA C900)
   1.2. PRIVATE (3" OR SMALLER): TYPE "K" SOFT COPPER, ASTM B88
2. ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
3. ALL STORM SEWER PIPE SHALL BE RCP AND ROOF DRAIN PVC SHALL BE SDR 26, UNLESS OTHERWISE NOTED.
4. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
5. ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
6. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
7. CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
8. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE VILLAGE OF GLEN ELLYN SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
9. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
10. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
11. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
12. SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
13. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
14. SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
15. STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS IF REQUIRED BY AUTHORITY HAVING JURISDICTION.
16. GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITIES (I.E. WATERMAIN, SANITARY SEWER, STORM SEWER) WHENEVER THE TRENCH IS WITHIN 5-FEET OF PROPOSED OR EXISTING PAVEMENT, SIDEWALK, CURB & GUTTER, OR DRIVEWAYS.
17. FIRE HYDRANTS SHALL HAVE FLAGS EXTENDING ABOVE HYDRANT. HYDRANTS SHALL BE PAINTED SAFETY YELLOW AND CAPS PAINTED SAFETY BLUE. NO OBSTRUCTIONS (I.E., TREES, BUSHES, FENCES, SIGNS) SHALL BE PLACED WITHIN FOUR-FEET OF THE HYDRANT.
18. UNDERGROUND WATERMAINS SHALL BE TESTED AND FLUSHED IN ACCORDANCE WITH NFPA 24 PRIOR TO CONNECTION TO THE SPRINKLER SYSTEMS. CONTRACTOR TO CONTACT THE VILLAGE OF GLEN ELLYN BUILDING DEPARTMENT TO SCHEDULE A FIRE INSPECTOR TO WITNESS THE FLUSHING AND CONDUCT A FLOW TEST.
19. EXISTING ELECTRIC SERVICES TO BE TERMINATED UP TO RIGHT-OF-WAY. FUTURE SERVICE CONNECTIONS TO BE COORDINATED WITH AT&T, NICOR, AND COMED.

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-520-9200
WWW.KIMLEY-HORN.COM

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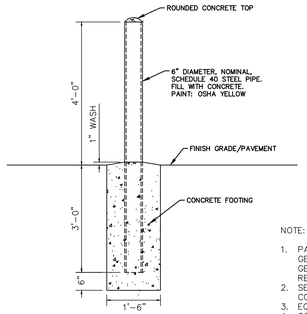
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UTILITY PLAN

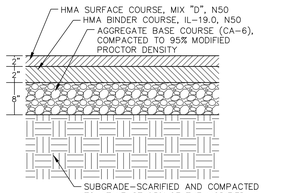
ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER C5.0

Drawing name: K:\CHN_LDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C5.0 UTILITY PLAN.dwg Jun 03, 2026 6:16pm by: Jake.Antony
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6" BOLLARD DETAIL

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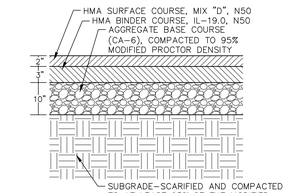


NOTE:

1. PAVEMENT THICKNESS, SUBGRADE PREP, ETC. DETERMINED FROM GEOTECHNICAL REPORT PERFORMED BY CONSTRUCTION & GEOTECHNICAL MATERIAL TESTING, INC. DATED JANUARY 19TH, 2026. REFER TO REPORT FOR ALL INFORMATION RELATED TO PAVING.
2. SEE PAVING NOTES ON THE GENERAL NOTES SHEET FOR PRIME COAT AND TACK-COAT REQUIREMENTS.
3. EQUIVALENT SINGLE-AXLE LOAD TO BE CONFIRMED WITH CLIENT.
4. CONTRACTOR SHALL UTILIZE ASPHALT EMULSION SEAL COAT ONLY ON ALL ASPHALT PAVEMENTS. USE OF COAL TAR-BASED SEALANTS IS EXPRESSLY PROHIBITED.

STANDARD DUTY ASPHALT PAVEMENT SECTION

N.T.S. 10/19/20

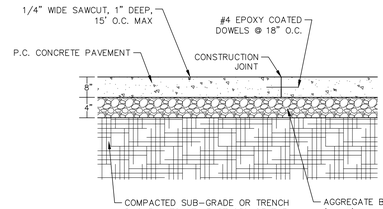


NOTE:

1. PAVEMENT THICKNESS, SUBGRADE PREP, ETC. DETERMINED FROM GEOTECHNICAL REPORT PERFORMED BY CONSTRUCTION & GEOTECHNICAL MATERIAL TESTING, INC. DATED JANUARY 19TH, 2026. REFER TO REPORT FOR ALL INFORMATION RELATED TO PAVING.
2. SEE PAVING NOTES ON THE GENERAL NOTES SHEET FOR PRIME COAT AND TACK-COAT REQUIREMENTS.
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HEAVY DUTY ASPHALT PAVEMENT SECTION

N.T.S.



NOTE:

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2. SEE PAVING NOTES ON THE GENERAL NOTES SHEET FOR PRIME COAT AND TACK-COAT REQUIREMENTS.
3. EQUIVALENT SINGLE-AXLE LOAD TO BE CONFIRMED WITH CLIENT.
4. CONTRACTOR SHALL UTILIZE ASPHALT EMULSION SEAL COAT ONLY ON ALL ASPHALT PAVEMENTS. USE OF COAL TAR-BASED SEALANTS IS EXPRESSLY PROHIBITED.

HEAVY DUTY CONCRETE PAVEMENT SECTION

N.T.S.

SPECIFICATION NOTES

(1) 4" FPT interbutadet with 4" plain end fittings
(2) Unit weight: 120 lbs. For wet weight, add 1,043 lbs. For traffic-rated concrete cover, add 90 lbs per cover. For pedestrian cover(s), add 7 lbs per cover.
(3) Maximum operating temperature: 150° F continuous
(4) Liquid Capacity: 125 gal
Grease Capacity (75 GPM): 861 lbs (118 gal)
Solids Capacity: 31 gal
(5) For gravity drainage applications only
(6) Do not use for pressure applications
(7) Cover placement allows full access to tank for proper maintenance
(8) Vent not required unless per local code.
(9) Inlet/outlet and outlet/outlet diffusers with inspection ports are removable to inspect / clean separator
(10) Integral air relief / Anti-siphon / Sampling access
(11) Cover adapters provide an adjustable height range of 5"
(12) Designed for below-grade, above-grade, indoor or outdoor installations
(13) Safety Start® (450 lbs load capacity) is an access restrictor built into each cover adapter to prevent accidental entry into tanks

CERTIFIED PERFORMANCE

Great Basin® hydromechanical grease interceptors are third party performance certified (cert.) / APMO to ASME A112.14.3 and CSA B481.1 standards. Interceptor products and greatly exceed requirements for grease separation and storage. They are compliant to the Uniform Plumbing Code and the International Plumbing Code.

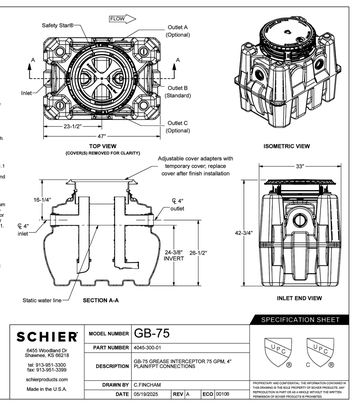
ENGINEER SPECIFICATION GUIDE

Schier Great Basin® grease interceptor model GB-75 shall be lifetime guaranteed and made in USA of seamless, molded polyethylene with minimum 5/8" uniform wall thickness. Interceptor shall be furnished for above or below-grade installations with inspection ports and Safety Start® (450 lbs load capacity) built into each cover adapter, and three outlet options. This unit is certified for hydromechanical performance to ASME A112.14.3 (Type D) and CSA B481.1. Interceptor flow rate shall be 75 GPM. Interceptor grease capacity shall be 861 lbs.

COVERS SOLD SEPARATELY

This unit is provided with temporary cover(s) intended for the duration of jobsite installation. Purchase one of the following finish covers.

- T24-DI (B044-000-01): Traffic-rated (AASHTO H-20) cast iron cover shall provide watertight seal and have a minimum of 16,000 lbs load capacity. For outdoor installation.
- P24-DI (B045-000-01): Pedestrian-rated poly cover shall provide watertight seal and have a minimum of 2,000 lbs load capacity. For indoor installation.



SCHIER | MODEL NUMBER: GB-75 | PART NUMBER: 4045-300-01 | DESCRIPTION: GB-75 GREASE INTERCEPTOR 75 GPM, 4" PLAIN/FPT CONNECTIONS | DRAWN BY: C.FINCHAM | DATE: 05/19/2025 | REV: A | ECO: 00106

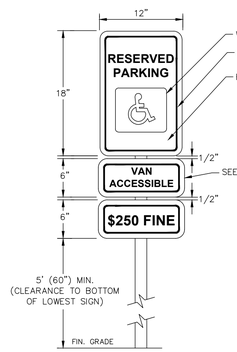
6455 Woodland Dr
Shawnee, KS 66218
tel: 913-951-3300
fax: 913-951-3399
schierproducts.com
Made in the U.S.A.

SPECIFICATION SHEET

PROPRIETARY AND CONFIDENTIAL: THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF SCHIER PRODUCTS. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF SCHIER PRODUCTS IS PROHIBITED.

SCHIER GB-75 SPEC SHEET

N.T.S.



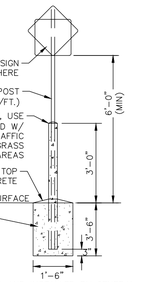
SIGNAGE

NOTES:

1. ALL LETTERS ARE 1" SERIES "C" PER MUTCD.
2. SIGN SHALL HAVE A REFLECTIVE (ENGINEERING GRADE) WHITE BACKGROUND WITH GREEN REFLECTIVE LEGEND AND BORDER.
3. FINE NOTIFICATION SIGN SHALL HAVE A REFLECTIVE (ENGINEERING GRADE) WHITE BACKGROUND WITH GREEN LEGEND AND BORDER.
4. CONTRACTOR SHALL VERIFY FINE AMOUNT.
5. ONE (1) SIGN REQUIRED FOR EACH PARKING SPACE.
6. INSTALLED HEIGHT OF SIGN SHALL BE IN ACCORDANCE WITH SECTION 24-2.3 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCAL ADA CODE.
7. ALL ACCESSIBLE FEATURES TO BE IN STRICT ACCORDANCE WITH ADA STANDARDS AND LOCAL LAWS.
8. AT LEAST ONE (1) FOR EVERY SIX (6) ACCESSIBLE SPACES MUST BE VAN ACCESSIBLE, WITH A MINIMUM OF ONE (1) VAN ACCESSIBLE SPACE PER SITE.

ACCESSIBLE PARKING SIGNAGE

N.T.S.



NOTES:

POLE AND SIGN TO BE PROVIDED AND INSTALLED BY GENERAL CONTRACTOR.

ALL SIGNS SHALL COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", LOCAL CODES AND AS SPECIFIED. MOUNT SIGNS TO POST IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

SIGN BASE FOUNDATION SHALL EXTEND A MINIMUM OF 3.5' OR TO FROST DEPTH, WHICHEVER IS GREATER.

STANDARD SIGN BASE

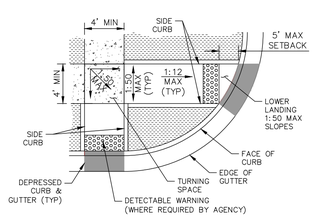
N.T.S.

GENERAL NOTES:

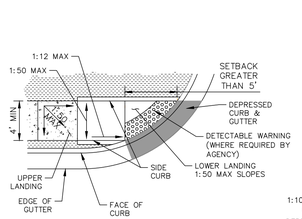
1. THE MAXIMUM SLOPE OF THE SIDE FLARE FOR TYPE B RAMPS SHALL BE 1:10; HOWEVER, IF THE WIDTH OF THE LANDING AREA BETWEEN THE TOP OF THE RAMP AND AN OBSTRUCTION IS LESS THAN (4'-0") THEN THE MAXIMUM SLOPE SHALL BE 1:12.
2. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMNT (V:H).
3. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
4. RAMP DETAILS TO BE COORDINATED PER VILLAGE REQUIREMENTS.
5. DETECTABLE WARNINGS SHALL CONSIST OF TRUNCATED DOMES WHICH CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.
6. CONTRACTOR TO SELECT ADA DETECTABLE WARNING PERMEABLE PAVERS OR CONCRETE WITH ADA DETECTABLE WARNING DOMES FOR RAMPS.

LEGEND

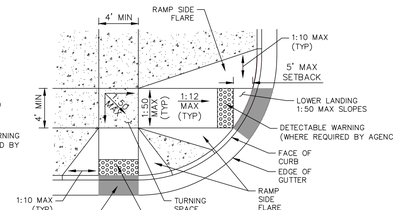
- SIDEWALK
- RAMP
- DETECTABLE WARNINGS
- NON WALKING AREA
- FACE OF BUILDING



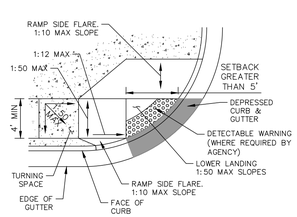
RAMPS IN LANDSCAPED AREA (SETBACK < 5')



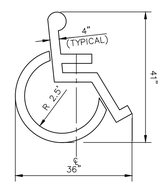
RAMPS IN LANDSCAPED AREA (SETBACK > 5')



RAMPS IN PAVED AREA (SETBACK < 5')

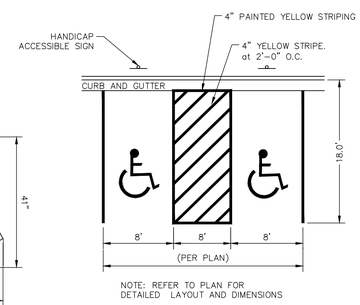


RAMPS IN PAVED AREA (SETBACK > 5')



ACCESSIBLE PARKING SYMBOL

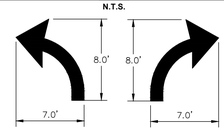
N.T.S.



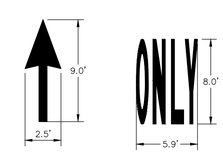
NOTE: REFER TO PLAN FOR DETAILED LAYOUT AND DIMENSIONS

TYPICAL HANDICAP STRIPING

N.T.S.



TURN LANE ARROW TURN LANE ARROW

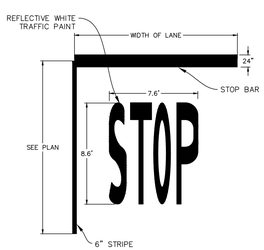


THROUGH LANE ARROW ONLY SYMBOL

NOTE: ALL TRAFFIC FLOW ARROWS TO BE PAINTED PER STATE DOT STANDARDS PER DIMENSIONS ABOVE.

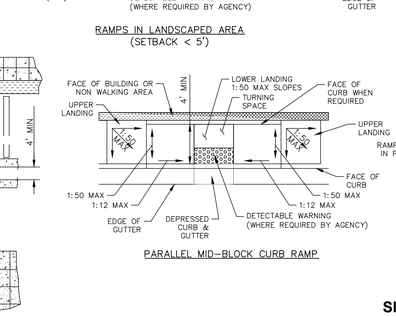
TRAFFIC FLOW ARROW

N.T.S.



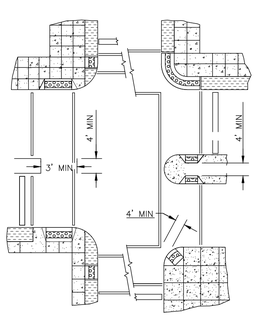
STOP BAR

N.T.S.



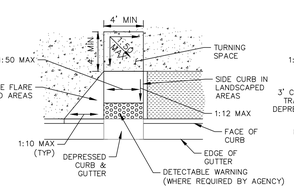
DETAIL OF SIDE CURB

(SIDE CURB MAY BE CONSTRUCTED MONOLITHICALLY WITH RAMP)

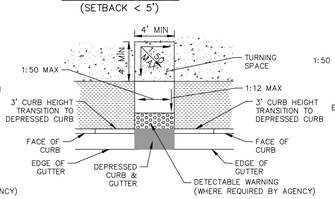


RECOMMENDED LOCATION OF RAMPS

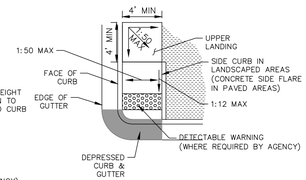
PARALLEL MID-BLOCK CURB RAMP



PERPENDICULAR MID-BLOCK CURB RAMP



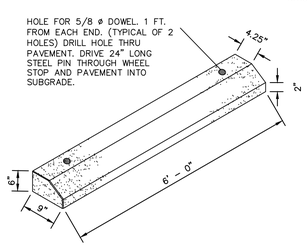
PERPENDICULAR MID-BLOCK CURB RAMP (OPTION 2)



RAMPS ADJACENT TO PAVEMENT

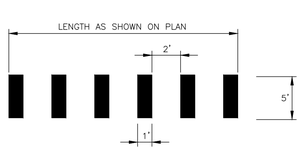
SIDEWALK AND SIDEWALK RAMPS

N.T.S.



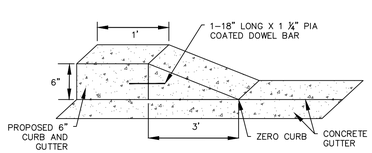
WHEEL STOP DETAIL

N.T.S.



PAINTED CROSS-WALK DETAIL

N.T.S.



ZERO CURB TRANSITION

N.T.S.

NO.	DATE	BY
1	06/03/26	INS
REVISED PER VILLAGE COMMENTS		
2	04/24/26	INS
REVISED PER VILLAGE COMMENTS		

REVISIONS

Kimley»Horn

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-520-9764
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

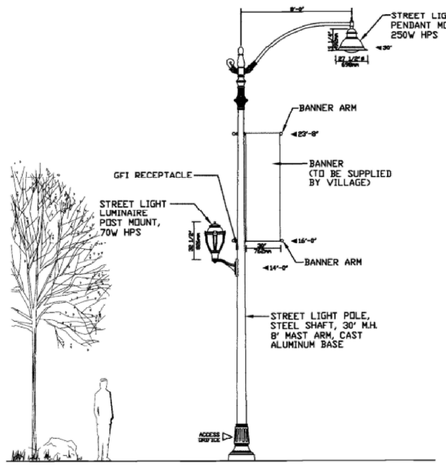
CORE ACQUISITIONS

CONSTRUCTION DETAILS

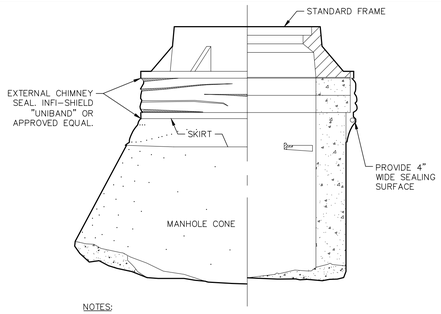
CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER
C6.0

Drawing name: K:\CHN_LDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C6.0 CONSTRUCTION DETAILS.dwg C6.0 Jun 03, 2026 6:16pm by Jake.Antony
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



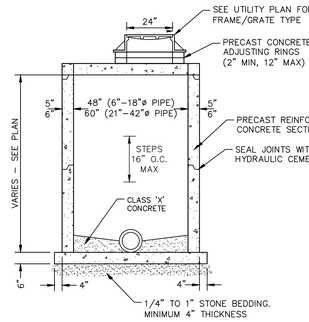
STREET LIGHT DETAIL 30'
NO SCALE



NOTES:

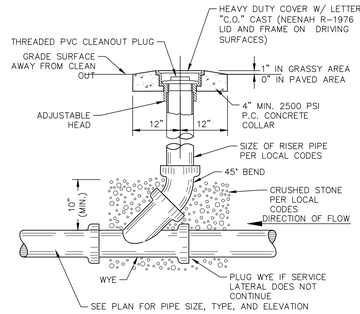
1. CHIMNEY SEALS SHALL BE INSTALLED ON ALL SANITARY SEWERAGE SYSTEM MANHOLES AND GREASE TRAP CATCH BASIN.
2. EXTERNAL CHIMNEY SEAL SHALL BE INFI-SHIELD "UNIBAND" BY SIMA ENVIRONMENTAL OR APPROVED EQUAL.
3. CHIMNEY SEALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

EXTERNAL CHIMNEY SEAL
N.T.S.



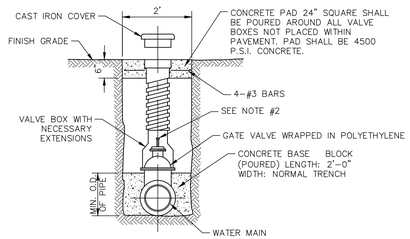
*FLAT TOP MANHOLE TO BE USED WHEN COVER IS LESS THAN 36". IF COVER IS GREATER THAN 36", USE TYPE A MANHOLE.

STORM MANHOLE (FLAT TOP)
N.T.S.



NOTE: SEE APPLICABLE DETAIL FOR BACKFILL AND BEDDING INSTRUCTIONS.

SANITARY/STORM CLEAN-OUT
N.T.S.



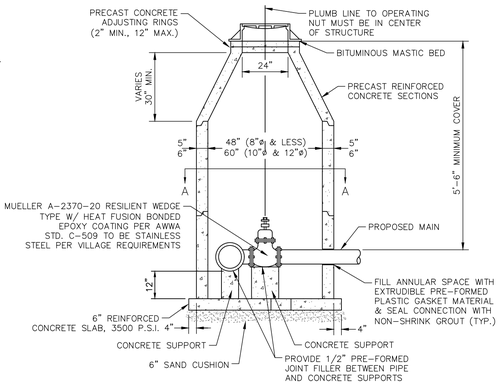
NOTES:
1. 4"-12" R.S. GATE VALVES SHALL BE IN ACCORDANCE WITH AWWA STANDARD C-509.
2. A PERMANENTLY ATTACHED VALVE EXTENSION STEM SHALL BE REQUIRED IF THE OPERATING NUT FOR ANY VALVE IS LOCATED IN EXCESS OF 4' BELOW THE TOP OF THE VALVE BOX. THIS EXTENSION SHALL BE SUFFICIENT LENGTH TO ENSURE THAT THE TOP IS WITHIN 4' OF THE VALVE BOX LID.
3. DUCTILE IRON OR C-900 PVC PIPE SHALL BE USED FOR VALVE STACKS WITH VALVE BOX CASTING.
4. PLACE A BLUE DOT (3") ON NEAREST CURB FACE TO VALVE.
5. FOR GATE VALVES < 16" (FOR GATE VALVES ≥ 16" USE HORIZONTAL GATE VALVE)

TYPICAL VALVE SETTING AND BOX
N.T.S.

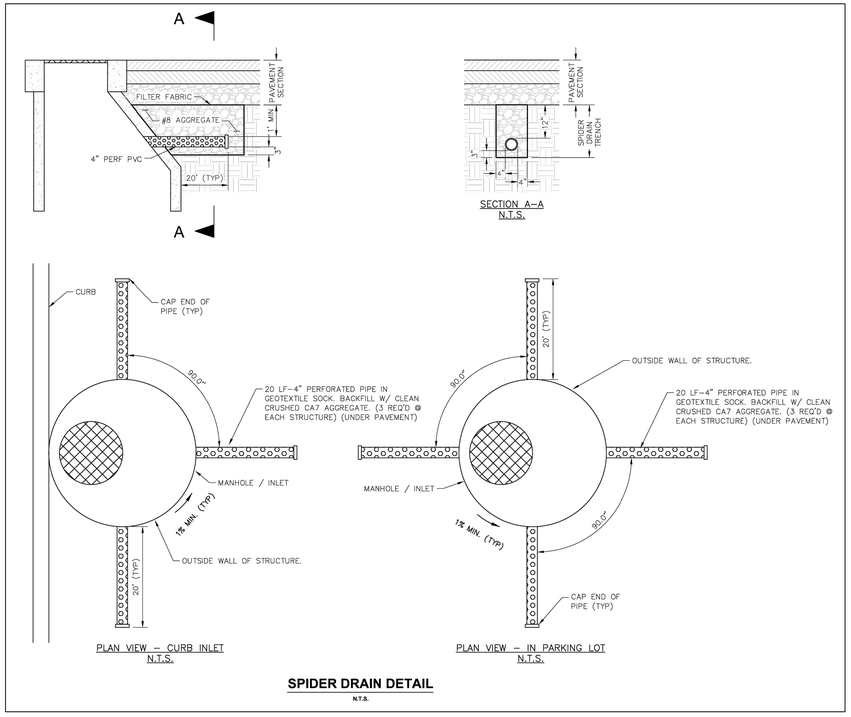
SECTION A-A

NOTES:

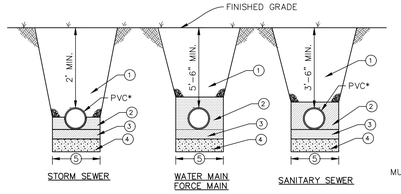
1. UNLESS OTHERWISE NOTED, USE THE FOLLOWING FRAMES & GRATES:
   - IN PAVED AREAS: NEENAH R-1712 W/TYPE B COVER (CLOSED)
   - IN GRASS: NEENAH R-1772-A W/TYPE B COVER (CLOSED)
2. EAST JORDAN EQUIVALENTS ALSO MAY BE USED.
3. ALL COVERS SHALL BE SELF-SEALING WITH CONCEALED PICK HOLES AND HAVE "WATER" CAST INTO THE COVER.



VALVE AND VAULT AT PRESSURE CONNECTION
N.T.S.



SPIDER DRAIN DETAIL
N.T.S.

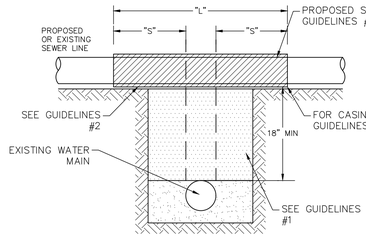


1. MECHANICALLY COMPACTED CA-6 CRUSHED STONE IN 6 INCH LIFTS UNDER OR WITHIN 2 FEET OF ANY PAVEMENT, CURB, GUTTER, OR SIDEWALK. MACHINE COMPACTION OF EXCAVATED MATERIAL IN OTHER LOCATIONS WHERE SUITABLE.
2. WATERMAIN & FORCEMAIN: CA-11 CRUSHED STONE TAMPED INTO PLACE TO SPRING LINE OF DUCTILE IRON PIPE
   STORM SEWER & SANITARY SEWER: CA-11 CRUSHED STONE TAMPED INTO PLACE TO SPRING LINE OF PIPE *ADDITIONAL 12" OF CA-11 CRUSHED STONE ABOVE TOP OF PVC PIPE.
3. 4" BED MECHANICALLY COMPACTED CA-11 CRUSHED STONE
4. UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED WITH GRANULAR MATERIAL AS DIRECTED BY GEOTECHNICAL ENGINEER.
5. TRENCH WIDTH: OUTSIDE DIAMETER + 18 IN.

PIPE BEDDING DETAIL
N.T.S.

PROPOSED SEWER LINE WITH 18" MINIMUM VERTICAL SEPARATION ABOVE EXISTING WATER MAIN.

NOTE: COMPACTION REQUIREMENTS REFER TO ARTICLE 20-4.



NOTE:

1. "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET SEPARATION AS MEASURED PERPENDICULAR TO THE EXISTING SEWER LINE.

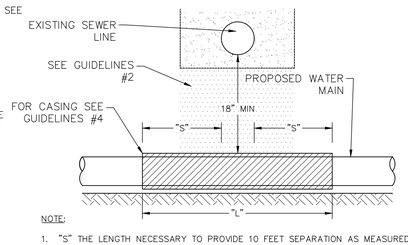
GUIDELINES:

1. IF SELECT GRANULAR BACKFILL EXISTS: REMOVE WITHIN WIDTH OF PROPOSED SEWER TRENCH AND REPLACE WITH SELECT EXCAVATED (CLASS IV) AND COMPACT.
2. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF SEWER AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L" FEET.
3. A) CONSTRUCT "L" FEET OF PROPOSED SEWER OF WATER MAIN MATERIAL AND PRESSURE TEST, OR:
   B) USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED SEWER AND SEAL ENDS OF CASING.

PROPOSED SEWER OVER EXISTING WATER MAIN CROSSING DETAIL
N.T.S.

PROPOSED WATER MAIN WITH 18" MINIMUM VERTICAL SEPARATION BELOW EXISTING SEWER LINE.

NOTE: COMPACTION REQUIREMENTS REFER TO ARTICLE 20-4.



NOTE:

1. "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET SEPARATION AS MEASURED PERPENDICULAR TO THE EXISTING SEWER LINE.

GUIDELINES:

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATER MAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L" FEET.
2. IF SELECT GRANULAR BACKFILL EXISTS: REMOVE WITHIN WIDTH OF EXISTING SEWER TRENCH AND REPLACE WITH SELECT EXCAVATED (CLASS IV) AND COMPACT.
3. PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT.
4. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED WATER MAIN AND SEAL ENDS OF CASING.

EXISTING SEWER OVER PROPOSED WATER MAIN CROSSING DETAIL
N.T.S.

NO.	REVISIONS	DATE	BY
1	REVISED PER VILLAGE COMMENTS	06/03/26	INS
2	REVISED PER VILLAGE COMMENTS	04/24/26	INS

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-520-9200
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

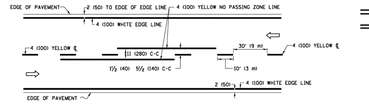
CORE ACQUISITIONS

CONSTRUCTION DETAILS

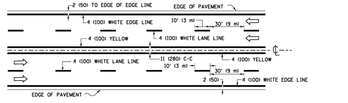
CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER
C6.1

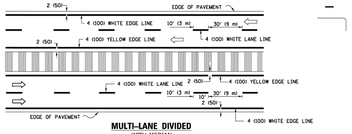
Drawing name: K:\CHN_LIDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C6.0 CONSTRUCTION DETAILS.dwg Jun 03, 2026 6:17pm by Jake.Antony
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2-LANE ROADWAY

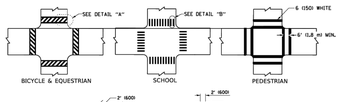


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED
WITH MEDIAN

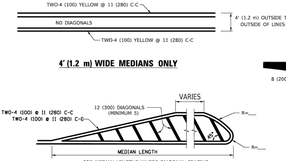
TYPICAL LANE AND EDGE LINE MARKING



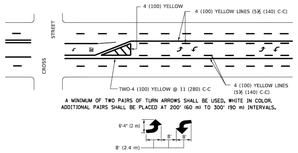
DETAIL "A" DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

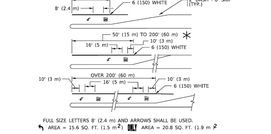


4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

MEDIAN WITH TWO-WAY LEFT TURN LANE



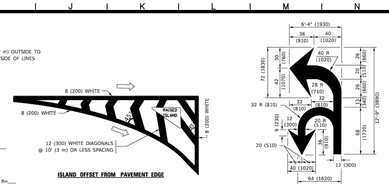
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
▲ AREA = 13.6 SQ. FT. (1.5 m²) ➡ AREA = 20.8 SQ. FT. (1.9 m²)

* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

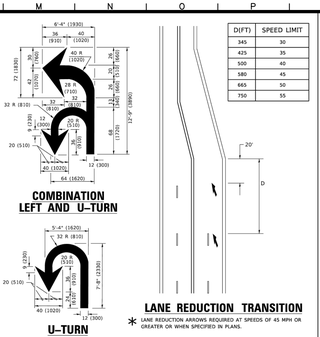
TYPICAL PAINTED MEDIAN MARKING

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN

U-TURN

DIFT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 5½ (140) C-C LIMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL.
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH, 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE. SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL.
CROSSWALK LINES (PEDESTRIAN) & DIAGONALS (BICYCLE & EQUESTRIAN) & LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 10' (3 m) 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT APPROACHING ROAD LANE ASSIGNED OR CONTROLLING, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 10' (3.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES, "RR" (5 ft (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT., (0.33 m² EACH "X"=54.0 SQ. FT., (5.0 m²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.1 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = hosteni	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

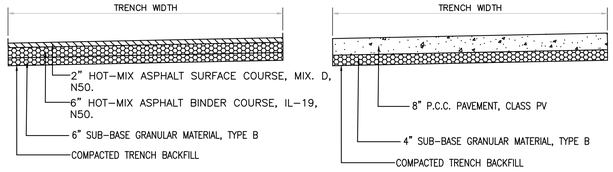
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

MIX REQUIREMENT TABLE

ITEM	AC TYPE	VOIDS
HMA SURFACE - MIX D	PG 64-22	4% @ 50 Gyration
HMA BINDER - IL-19	PG 58-22	4% @ 50 Gyration

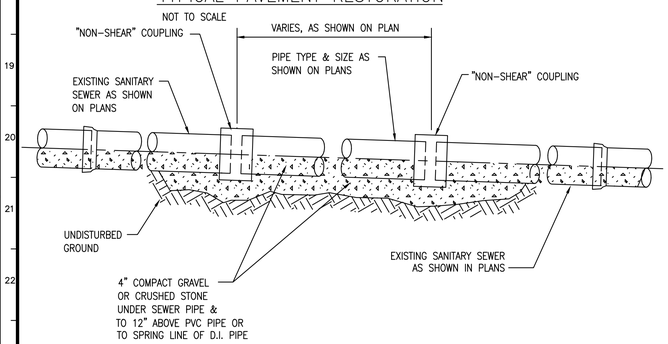


BITUMINOUS PAVEMENT P.C.C. PAVEMENT

NOTE: INSTALL TRENCH BACKFILL UP TO THE EXISTING PAVEMENT SURFACE ELEVATION UNTIL THE INSTALLATION OF THE HMA SURFACE COURSES OR PCC PAVEMENT. REMOVE EXCESS BACKFILL PRIOR TO PAVING OPERATIONS. COST OF TRENCH BACKFILL IS CONSIDERED INCIDENTAL TO THE PIPE PAY ITEM.

TYPICAL PAVEMENT RESTORATION

NOT TO SCALE

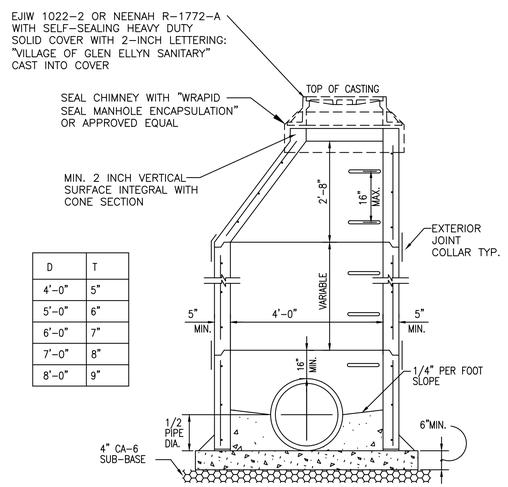


SANITARY SEWER REPLACEMENT DETAIL

NOT TO SCALE

NOTES:

1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH - A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM WALL THICKNESS SHALL BE 5" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. THE BOTTOM MAY BE EITHER PRECAST WITH INVERTS AS INTEGRAL PART OR CAST IN PLACE WITH CLASS "SI" CONCRETE.
4. MANHOLE WALL THICKNESS "T" SHALL BE AS SHOWN IN THE LIST BELOW.
5. ALL STEPS SHALL BE CAST IRON AND CONFORM WITH NEENAH STANDARDS R-1981-1 OR APPROVED EQUAL.
6. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS WITH A MINIMUM CROSS SECTIONAL AREA OF 1.25 SQ. IN.: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK STB, HAMILTON - KENT GASKET CO.- KENT SEAL, OR EQUAL, AS APPROVED BY VILLAGE. ALL JOINTS SHALL BE TUCKPOINTED WITH HYDRAULIC CEMENT.
7. ALL SANITARY SEWER MANHOLES SHALL BE CONSTRUCTED WITH FLEXIBLE MANHOLE COUPLINGS, AS MANUFACTURED BY ALOK PRODUCTS INC. (ALOK MANHOLE CONNECTOR), PRESS-SEAL GASKET CORPORATION (PRESS WEDGE II) OR EQUAL, AS APPROVED BY VILLAGE ENGINEER. ALL MATERIALS SHALL COMPLY WITH, AND INSTALLATION PROCEDURES SHALL FOLLOW THOSE SPECIFIED BY THE MANUFACTURER OR VILLAGE.
8. AN EXTERIOR JOINT COLLAR SHALL BE INSTALLED AT ALL JOINTS BETWEEN SANITARY MANHOLE ELEMENTS. JOINT COLLARS WILL NOT BE REQUIRED FOR ADJUSTING RINGS. THE JOINT COLLAR SHALL BE MACWRAP EXTERIOR JOINT SEALER AS MANUFACTURED BY MAR-MAC MANUFACTURING COMPANY OR AN APPROVED EQUAL. THE COLLAR SHALL CONSIST OF A BAND NINE INCH (9) WIDE. MASTIC COLLARS REQUIRING THE USE OF A PRIMER WILL NOT BE ACCEPTED.
9. COST FOR CHIMNEY SEAL SHALL BE INCIDENTAL TO THE CONTRACT PRICE OF SANITARY MANHOLE.

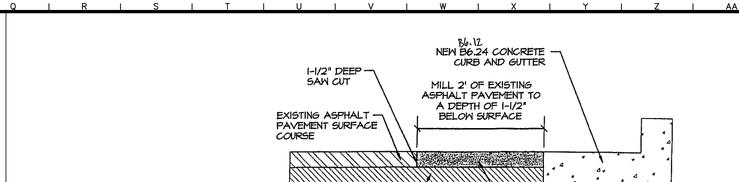


D	T
4'-0"	5"
5'-0"	6"
6'-0"	7"
7'-0"	8"
8'-0"	9"

SANITARY SEWER MANHOLE, TYPE A

NOT TO SCALE

TYPE "C" MANHOLE IS WITHOUT CONE SECTION AND HAVING PRECAST FLAT TOP

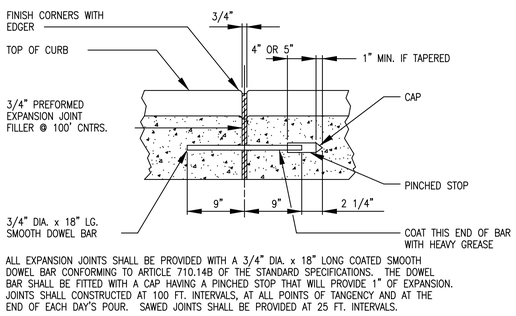


NOTES:

1. EXISTING PAVEMENT SECTION IS SHOWN FOR REFERENCE ONLY.
2. ALL ASPHALT PAVEMENT MILLINGS SHALL BE DISPOSED OF BY THE CONTRACTOR.
3. BITUMINOUS TACK COAT SHALL BE APPLIED AT A RATE OF 0.1 GALLONS PER SQUARE YARD TO BOTH THE EXISTING AND PROPOSED ASPHALT BINDER COURSE PRIOR TO NEW HMA SURFACE COURSE INSTALLATION.

IDOT - PAVEMENT PATCHING DETAIL

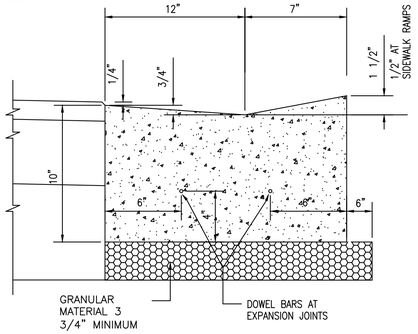
NOT TO SCALE



ALL EXPANSION JOINTS SHALL BE PROVIDED WITH A 3/4" DIA. x 18" LONG COATED SMOOTH DOWEL BAR CONFORMING TO ARTICLE 710.14B OF THE STANDARD SPECIFICATIONS. THE DOWEL BAR SHALL BE FITTED WITH A CAP HAVING A PINCHED STOP THAT WILL PROVIDE 1" OF EXPANSION. JOINTS SHALL CONSTRUCTED AT 100 FT. INTERVALS, AT ALL POINTS OF TANGENCY AND AT THE END OF EACH DAY'S POUR. SAWED JOINTS SHALL BE PROVIDED AT 25 FT. INTERVALS.

P.C.C. CURB & GUTTER EXPANSION JOINT DETAIL

NOT TO SCALE

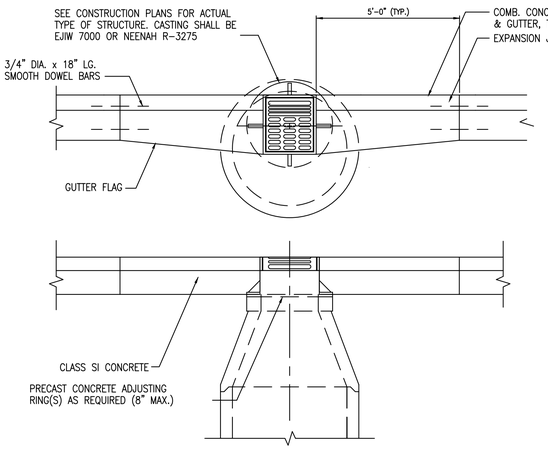


NOTE:

1. INSTALL 2-10' #5 REINFORCING BARS, CENTERED ON ALL TRENCH CROSSINGS.
2. IF REQUIRED, CASTING SHALL BE EJIW 7000 W/ TYPE M3 FLAT GRATE OR APPROVED EQUAL.

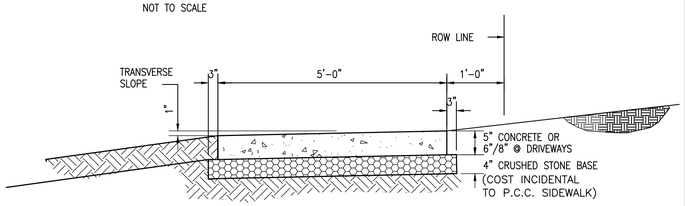
DEPRESSED CURB

NOT TO SCALE



TYPICAL CURB DETAIL AT STORM STRUCTURE

NOT TO SCALE



NOTES:

1. THE CONCRETE SIDEWALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 424 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. THE CONCRETE SHALL CONFORM TO SECTION 1020 AND SHALL BE A CLASS SI AND SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT 14 DAYS.
3. THE SIDEWALK PORTION OF THE RESIDENTIAL DRIVEWAY SHALL BE 6-INCHES THICK OR 8-INCHES FOR COMMERCIAL DRIVEWAY AND SHALL BE REINFORCED WITH FIBER MESH ADDITIVE. SEE P.C.C. SIDEWALK SPECIAL PROVISION FOR SYNTHETIC FIBER SPECIFICATIONS.
4. PLACEMENT WILL NOT BE PERMITTED UNLESS THE TEMPERATURE IS 28°F AND RISING. NO CHLORIDE ADDITIVE WILL BE PERMITTED IN THE CONCRETE.
5. SIDEWALK AT INTERSECTIONS SHALL BE DEPRESSED AND TEXTURED IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT. THE MAXIMUM ALLOWABLE SLOPE IS 1:20.
6. CONTROL JOINTS SHALL BE INSTALLED AT 5 FOOT CENTERS.
7. PREMOULDED FIBER EXPANSION JOINTS SHALL BE INSTALLED AT 100 FOOT CENTERS MAXIMUM OR WHERE THE SIDEWALK ABUTTS CURB OR OTHER SIDEWALK, OR AT THE END OF EACH POUR.
8. THE SIDEWALK SHALL HAVE A BROOM FINISH.

CONCRETE SIDEWALK DETAIL

NOT TO SCALE

NO.	REVISIONS	DATE	BY
2	REVISED PER VILLAGE COMMENTS	06/03/26	INS
1	REVISED PER VILLAGE COMMENTS	04/24/26	INS

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-520-9200
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
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CHECKED BY: INS

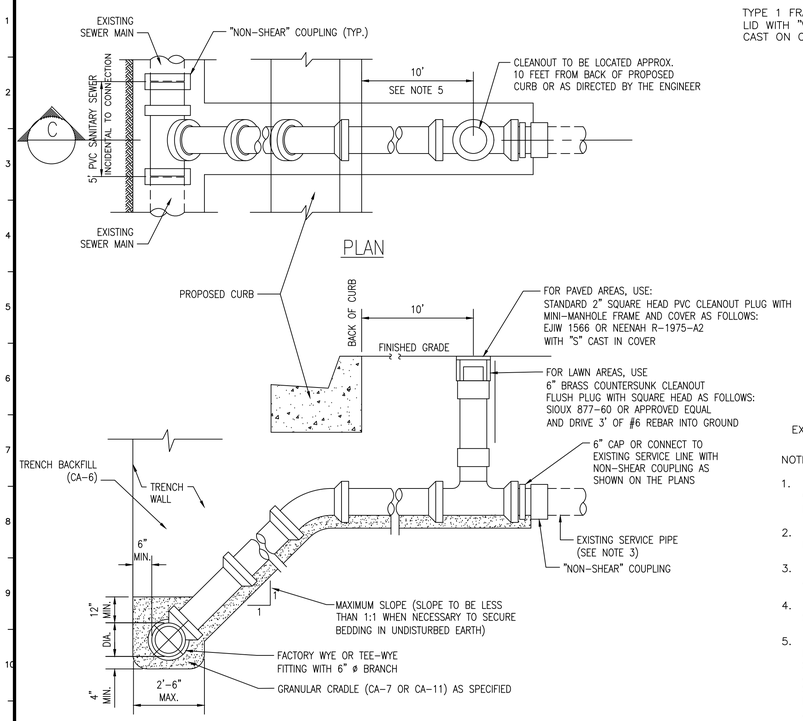
CORE ACQUISITIONS

CONSTRUCTION DETAILS

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

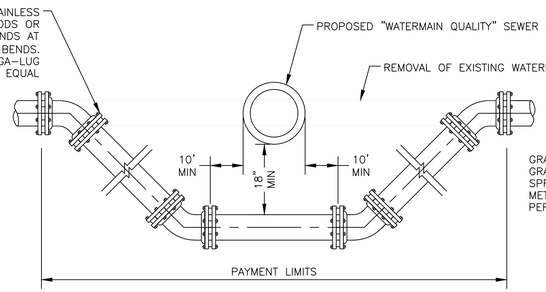
ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER
C6.2

Drawing name: K:\GEN_LOE\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C6.0 CONSTRUCTION DETAILS.dwg Jun 03, 2026 6:16pm by Jake.Antony
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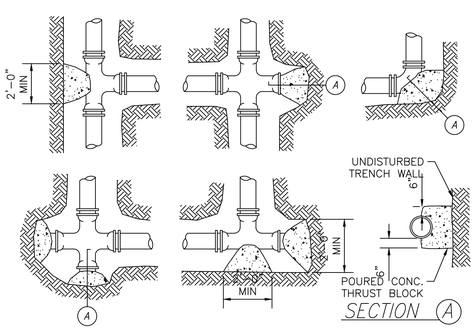


NOTES:
1. THE OPEN ENDS SHALL BE PROTECTED FROM DEBRIS ENTERING THE LATERAL.
2. MAXIMUM SLOPE SHALL BE LESS THAN 1:1 WHEN IT IS NECESSARY TO SECURE BEDDING IN UNDISTURBED EARTH.
3. REPAIR ADDITIONAL LENGTH OF SEWER AS DIRECTED BY ENGINEER. PAID FOR AS "SANITARY SEWER SERVICE PIPE, 6" PVC, SDR26".
4. SANITARY SEWER SERVICE SHALL BE EXTENDED TO 10 FEET BEYOND THE NEW BACK OF CURB.

SECTION C
SANITARY SEWER SERVICE CONNECTION (EXISTING MAIN)
NOT TO SCALE



ADJUST WATERMAIN DETAIL
NOT TO SCALE

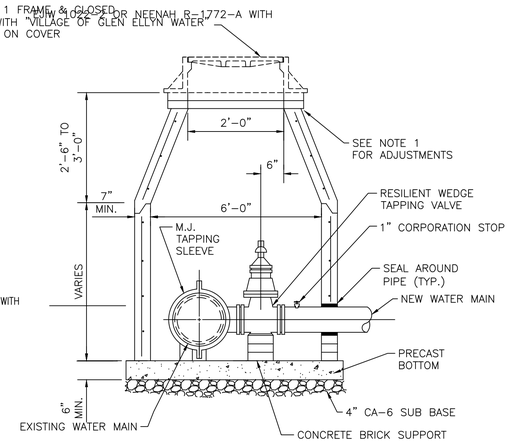


THRUST BLOCK DETAIL
NOT TO SCALE

SIZE (DIA. IN INCH.)	DEAD END OR TEE (SQ. FT.)	1/4 BEND 90° BEND (SQ. FT.)	1/8 BEND 45° BEND (SQ. FT.)	1/16 BEND 22.5° BEND (SQ. FT.)	1/32 BEND 11.25° BEND (SQ. FT.)
6	3.9	5.5	3.0	1.5	1.5
8	6.7	9.4	5.1	2.6	2.6
10	10.9	15.4	8.4	4.3	4.3
12	15.5	21.8	11.9	6.1	6.1
14	21.0	29.6	16.1	8.2	8.2
16	28.5	37.9	20.6	12.5	12.5
18	38.6	54.4	29.7	14.9	14.9
20	47.8	67.4	36.7	18.6	18.6
24	69.0	97.2	52.9	26.8	26.8

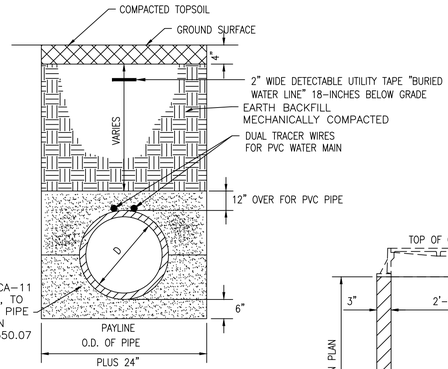
NOTES:
1. THE ABOVE TABLE IS BASED ON 2,000 PSF SOIL BEARING AGAINST THE UNDISTURBED TRENCH WALL AND ARE TO REPRESENT THE MINIMUM VERTICAL AREA OF THE THRUST BLOCK PERPENDICULAR TO THE FITTING INCLUDING THE ANGLE OF THE FITTING.
2. THRUST BLOCKING TO PREVENT MOVEMENT OF LINES UNDER PRESSURE AT BENDS, TEES, CAPS, VALVES, HYDRANTS AND AT POINTS SPECIFIED SHALL BE CLASS "SI" CONCRETE. A MIN. OF 12" THICK, PLACED BETWEEN SOLID GROUND AND FITTING, AND SHALL BE ANCHORED IN SUCH A MANNER THAT PIPE AND FITTING WILL BE ACCESSIBLE FOR REPAIRS. TRUST BLOCK SHALL BE PLACED AT BENDS OF 11 1/4° OR MORE. RETAINER GLANDS MAY BE USED IN PLACE OF THRUST BLOCKS. THE COST OF THRUST BLOCKS OR RETAINER GLANDS SHALL BE INCLUDED IN THE COST OF THE FITTING.
3. PROVIDE POLYETHYLENE ENCASEMENT THROUGHOUT THE ENTIRE LENGTH OF THE WATERMAIN.

TYPE 1 FRAME & CLOSED LID WITH "VILLAGE OF GLEN ELLYN WATER" CAST ON COVER



NOTES:
1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH - A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. PRECAST ADJUSTMENT RINGS WILL BE REQUIRED FOR ALL ADJUSTMENTS WITH MAX. ADJUSTMENT EQUAL TO 1 1/2".
4. ALL VALVES SHALL BE ENCLOSED IN A VAULT UNLESS OTHERWISE SPECIFIED.
5. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH ONE OF THE FOLLOWING: BUTYL RUBBER JOINT SEALANTS AS MANUFACTURED BY CONCRETE PRODUCTS SUPPLY CO. - EZ STIK ST8, HAMILTON-KENT GASKET CO. - KENT SEAL, OR EQUAL, AS APPROVED BY THE VILLAGE ENGINEER, AND ALL JOINTS TO BE TUCKPOINTED W/ANTI-HYDRAULIC CEMENT.

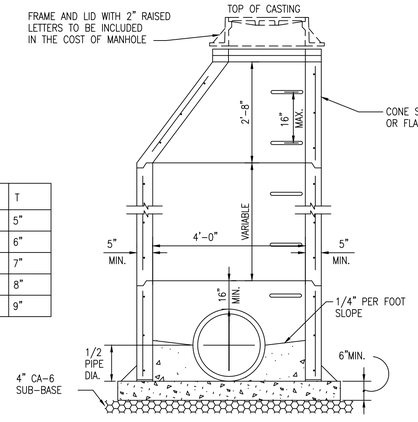
PRESSURE CONNECTION VALVE VAULT
NOT TO SCALE



TRENCH SECTION IN UNPAVED AREAS
NOT TO SCALE

NOTES:
1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH - A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM WALL THICKNESS SHALL BE 5" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. THE BOTTOM MAY BE EITHER PRECAST WITH INVERTS AS INTEGRAL PART OR CAST IN PLACE WITH CLASS "SI" CONCRETE.
4. MANHOLE WALL THICKNESS "T" SHALL BE AS SHOWN IN THE LIST BELOW.
5. ALL STEPS SHALL BE CAST IRON AND CONFORM WITH NEENAH STANDARDS R-1981-1 OR APPROVED EQUAL.
6. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH TWO ROWS OF ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK ST8, HAMILTON-KENT GASKET CO, - KENT SEAL, OR EQUAL, AS APPROVED BY VILLAGE ENGINEERS, AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.
7. SEE CONSTRUCTION PLANS FOR ACTUAL TYPE OF CASTING SPECIFIED.

D	T
4'-0"	5"
5'-0"	6"
6'-0"	7"
7'-0"	8"
8'-0"	9"

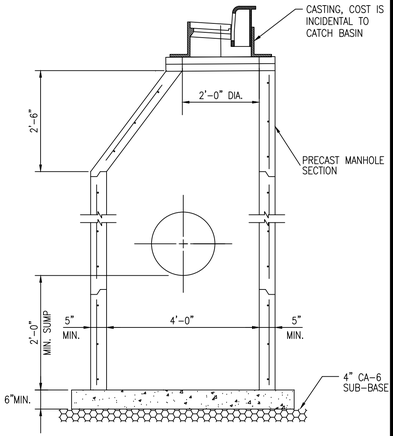


STORM SEWER MANHOLE, TYPE A
NOT TO SCALE

TYPE "C" MANHOLE IS WITHOUT CONE SECTION AND HAVING PRECAST FLAT TOP (IDOT STD. 602601).

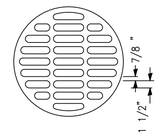
NOTES:
1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH - A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM WALL THICKNESS SHALL BE 5" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH TWO ROWS OF ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - (EZ STIK ST8), HAMILTON-KENT GASKET CO, - (KENT SEAL), OR EQUAL, AS APPROVED BY VILLAGE ENGINEER, AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.
4. ALL DRAINAGE STRUCTURES LOCATED IN REAR OR SIDE YARD AREAS SHALL BE INSTALLED WITH 2-6 INCH OR 3-4 INCH ADJUSTING RINGS. THIS WILL PROVIDE FOR A FUTURE MAXIMUM ADJUSTMENT OF 12 INCHES.
5. MANHOLE WALL THICKNESS "T" SHALL BE AS SHOWN IN THE LIST BELOW.
6. CASTING FOR SOME SLOPE CONDITIONS, USE EJIW V-4010-2 (NEENAH R-3065-2) OR APPROVED EQUAL.
7. SEE CONSTRUCTION PLANS FOR ACTUAL TYPE OF CASTING SPECIFIED.

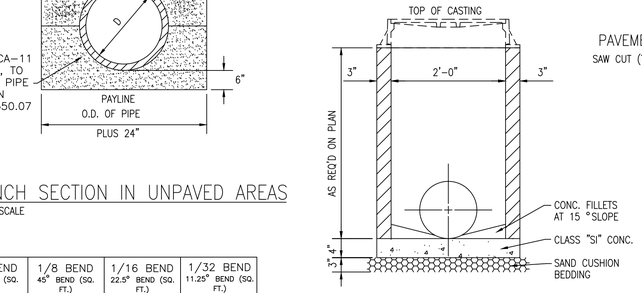
D	T
4'-0"	5"
5'-0"	6"
6'-0"	7"
7'-0"	8"
8'-0"	9"



CATCH BASIN, TYPE A
NOT TO SCALE

TYPE "C" CATCH BASIN IS WITHOUT CONE SECTION AND HAVING PRECAST FLAT TOP (IDOT STD. 602601).

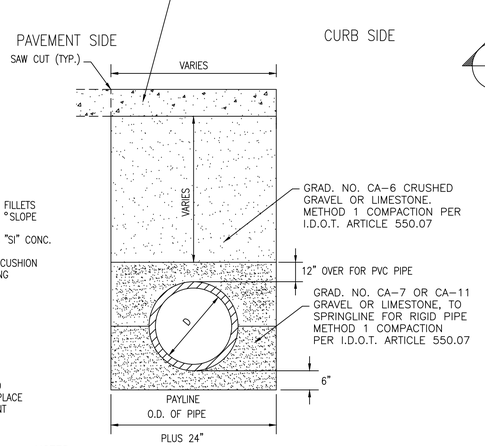




NOTES:
1. MINIMUM WALL THICKNESS SHALL BE 3" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
2. THE BOTTOM MAY BE EITHER PRECAST WITH INVERTS AS INTEGRAL PART OR CAST IN PLACE WITH CLASS "SI" CONCRETE.
3. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH TWO ROWS OF ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK ST8, HAMILTON - KENT GASKET CO. - KENT SEAL, OR EQUAL, AS APPROVED BY THE VILLAGE ENGINEERS, AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.
4. DRAINAGE STRUCTURES LOCATED IN REAR OR SIDE YARD AREAS SHALL BE INSTALLED WITH 2-6 INCH OR 3-4 INCH ADJUSTING RINGS. THIS WILL PROVIDE FOR A FUTURE MAXIMUM ADJUSTMENT OF 12 INCHES.
5. CASTING FOR SOME SLOPE CONDITIONS, USE EJIW V-4010-2 (NEENAH R-3065-2) OR APPROVED EQUAL.
6. SEE CONSTRUCTION PLANS FOR ACTUAL TYPE OF CASTING SPECIFIED.

INLET, TYPE A
NOT TO SCALE

TRENCH BACKFILL SHALL BE INSTALLED UP TO ELEVATION OF EXISTING ADJACENT PAVEMENT UNTIL FINAL PAVEMENT RESTORATION IS COMPLETE. WORK WILL NOT BE PAID FOR AS TEMPORARY AGGREGATE AND SHALL BE CONSIDERED INCIDENTAL TO THE PIPE INSTALLATION.



NOTES:

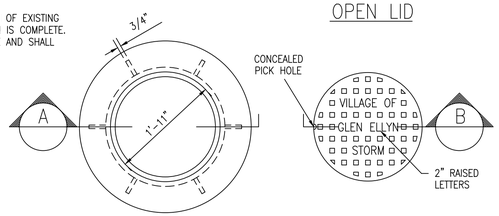
TRENCH BACKFILL IS INCLUDED IN THE COST OF THE PIPE BEING REPLACED.

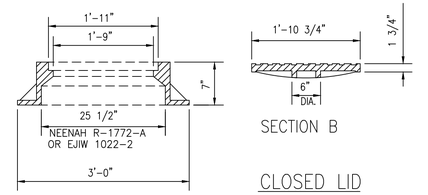
ALL TRENCHES SHALL BE SAWCUT AND THE COST SHALL BE INCLUDED IN THE COST OF THE PIPE.

REMOVE ONLY SUFFICIENT PAVEMENT TO PERFORM PIPE INSTALLATION AND COORDINATE WITH ENGINEER.

TRENCH SECTION IN PAVED AREAS
NOT TO SCALE

OPEN LID





SECTION A
CAST FRAME

SECTION B
CLOSED LID
TYPE-B

NOTES:
1. DUCTILE IRON CASTING SHALL BE GRADE 60-40-18 AND SHALL BE TESTED IN ACCORDANCE WITH FEDERAL SPECIFICATIONS.
2. ALL FRAMES AND LIDS SHALL BE MACHINED.
3. THE MANHOLE LIDS SHALL HAVE RAISED LETTERS AS SHOWN.
4. ALTERNATIVE TO DUCTILE IRON LID, GRAY IRON LID MAY BE USED.
5. FRAME AND LID TO BE EJIW-1022-2 OR NEENAH R-1772-A
6. CLOSED LID SHALL HAVE A CONCEALED PICK HOLE.
7. SANITARY MANHOLE LID SHALL BE " SELF-SEALING".
8. LID SHALL BE IMPRINTED WITH THE DESIGNATION "VILLAGE OF GLEN ELLYN STORM", "VILLAGE OF GLEN ELLYN SANITARY" OR "VILLAGE OF GLEN ELLYN WATER".

TYPE 1 FRAME & LID
NOT TO SCALE

NO.	REVISIONS	DATE	BY
2	REVISED PER VILLAGE COMMENTS	06/03/26	INS
1	REVISED PER VILLAGE COMMENTS	04/24/26	INS

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-405-9004
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

CORE ACQUISITIONS

CONSTRUCTION DETAILS

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
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C6.3

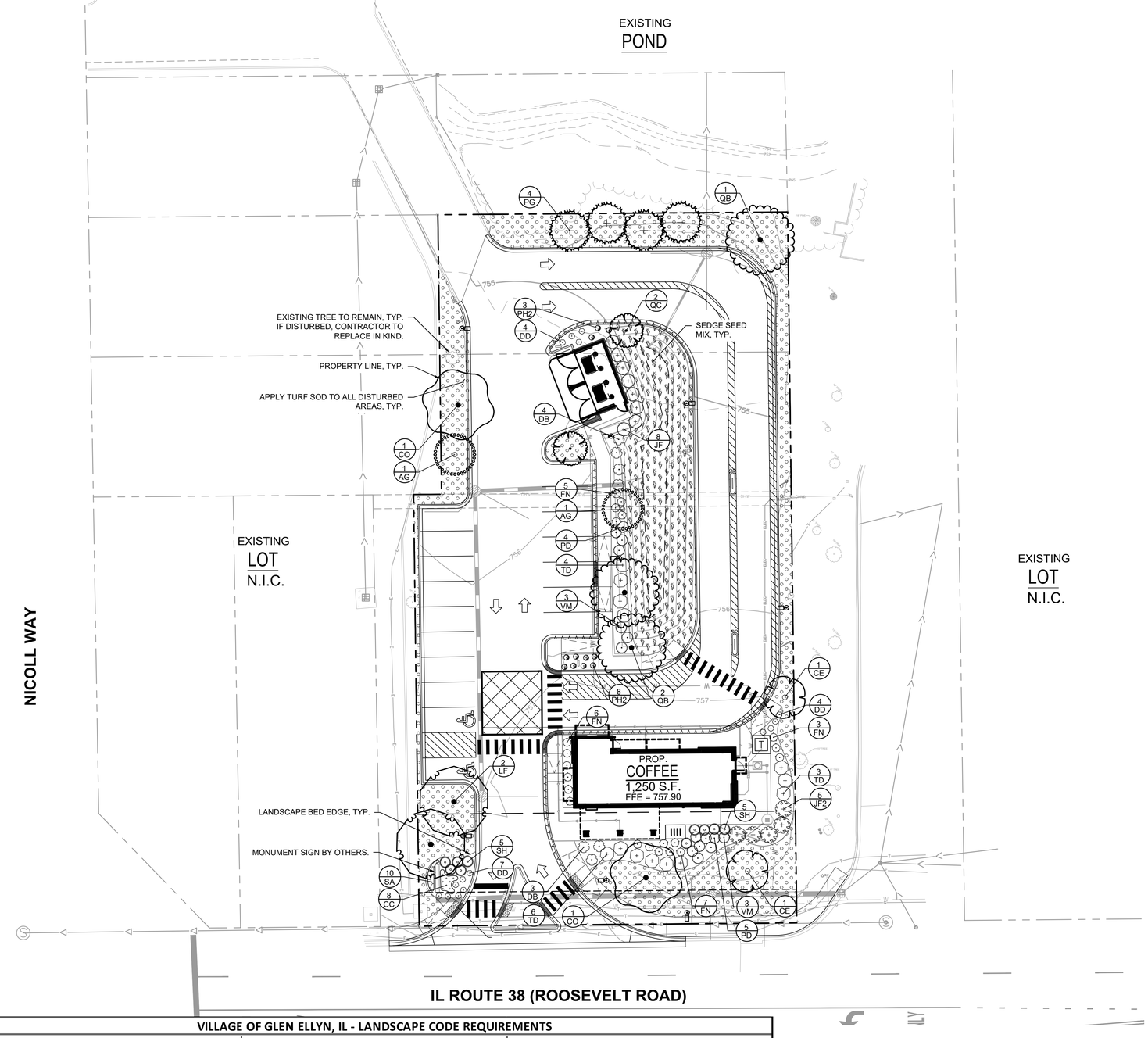
Drawing name: K:\CHN_LDEV\268959002_Core Acquisitions_Dutch Bros_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C6.0 CONSTRUCTION DETAILS.dwg 06.3 Jun 03, 2026 6:15pm by: Jake.Antony
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NOTE: SEED TO ONLY BE INSTALLED WITHIN AREAS THAT ARE NOT INUNDATED AT THE TIME OF PLANTING. PLUGGING WILL ONLY BE UTILIZED IN AREAS WHERE SEEDING IS IMPOSSIBLE DUE TO HIGH WATER LEVELS AND TO SUPPLEMENT AREAS AS NEEDED TO IMPROVE VEGETATIVE COVERAGE.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
TREES						
	CO	2	CARYA OVATA SHAGBARK HICKORY MALE ONLY	B & B	3" CAL. MIN.	
	LF	2	LIRIODENDRON TULIPIFERA 'EMERALD CITY' EMERALD CITY TULIP TREE	B & B	3" CAL. MIN.	
	QB	3	QUERCUS BICOLOR SWAMP WHITE OAK	B & B	3" CAL. MIN.	
	QC	2	CELTIS OCCIDENTALIS 'JFS-KSU1' PRAIRIE SENTINEL COMMON HACKBERRY	B & B	3" CAL. MIN.	
EVERGREEN TREES						
	PG	4	PICEA GLAUCA 'DENSATA' BLACK HILLS SPRUCE	B & B		6` HT. MIN.
ORNAMENTAL TREES						
	AG	2	AMELANCHIER GRANDIFLORA ALLEGHENY SERVICEBERRY	B & B		6` HT. MIN.
	CE	2	CERCIS CANADENSIS EASTERN REDBUD MULTI-TRUNK	B & B		6` HT. MIN.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	SIZE
SHRUBS						
	DD	15	DEUTZIA X 'NCDX2' YUKI CHERRY BLOSSOM® DEUTZIA	-	SEE PLAN	6" HT. MIN.
	DB	7	DIERVILLA SESSILIFOLIA 'BUTTERFLY' BUTTERFLY BUSH-HONEYSUCKLE	-	SEE PLAN	24" HT MIN
	FN	21	FORSYTHIA X INTERMEDIA 'NIMBUS' SHOW OFF® SUGAR BABY® DWARF FORSYTHIA	-	SEE PLAN	24" HT. MIN.
	PD	9	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' LITTLE DEVIL™ DWARF NINEBARK	-	SEE PLAN	18" HT. MIN.
	VM	6	VIBURNUM CARLESII 'SMVCB' SPICE BABY™ KOREANSPICE VIBURNUM	-	SEE PLAN	18" HT. MIN.
EVERGREEN SHRUBS						
	JF	8	JUNIPERUS CHINENSIS 'FAIRVIEW' FAIRVIEW JUNIPER	B & B	SEE PLAN	6` HT. MIN.
	JF2	5	JUNIPERUS CHINENSIS 'SEA GREEN' SEA GREEN JUNIPER	-	SEE PLAN	30" HT. MIN.
	TD	13	TAXUS X MEDIA 'DENSIFORMIS' DENSE ANGLO-JAPANESE YEW	-	SEE PLAN	18" HT. MIN.
ORNAMENTAL GRASSES						
	PH2	11	PANICUM VIRGATUM `HEAVY METAL` HEAVY METAL SWITCH GRASS	1 GAL.	SEE PLAN	
	SH	10	SPOROBOLUS HETEROLEPIS PRAIRIE DROPSEED	1 GAL.	SEE PLAN	
SHRUB AREAS						
	CC	8	COREOPSIS X 'CREME BRULEE' CREME BRULEE TICKSEED	1 GAL.	24" O.C.	
	SA	10	SEDUM X `AUTUMN JOY` AUTUMN JOY SEDUM	1 GAL.	18" O.C.	

SYMBOL	BOTANICAL / COMMON NAME
GROUND COVERS	
	SEDGE SEED MIX
	TURF SOD

VILLAGE OF GLEN ELLYN, IL - LANDSCAPE CODE REQUIREMENTS		
ZONING ORDINANCE	**REQUIRED**	**PROPOSED**
SEC. 10-5-13(L) 1 (a) - TREES		
A MINIMUM OF 24 TREES PER ACRE OF GREEN SPACE ON A SITE SHALL BE PROVIDED	11,069.80 SF OF GREEN SPACE = 0.25 AC 24 * 0.25 = 6 **6 TREES REQUIRED ON SITE**	**9 CANOPY TREES PROVIDED** **4 EVERGREEN TREES PROVIDED** **4 ORNAMENTAL TREES PROVIDED**

No.	DATE	BY
1	06/03/26	INS
	REVISED PER VILLAGE COMMENTS	
2	04/24/26	INS
	REVISED PER VILLAGE COMMENTS	
	REVISIONS	

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570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-260-7804
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

LANDSCAPE PLAN

CORE ACQUISTIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

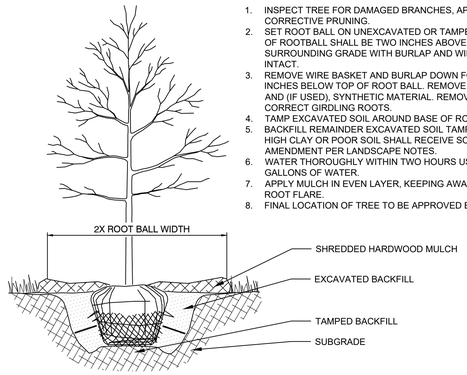
ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER
L1.0

Drawing name: K:\CHN_LPDV\268959002_Core Acquisitions_Dutch Bros Glen Ellyn_IL\3 Design\CAD\PlanSheets\L1.0 LANDSCAPE PLAN.dwg PLAN Jan 03, 2026 6:16pm by John.Antony
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Drawing name: K:\ONL\LDEV\268959002_Core Acquisitions_Dutch Brae_Glen Ellyn_IL\2 Design\CAD\PlanSheets\L1.0 LANDSCAPE PLAN.dwg NOTES DETAILS Jan 03, 2026 6:18pm by John.Antony
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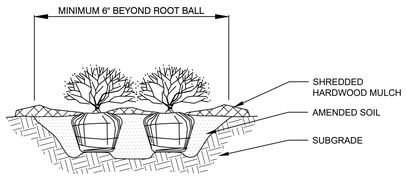
NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.



1 TREE PLANTING

NTS



NOTES:

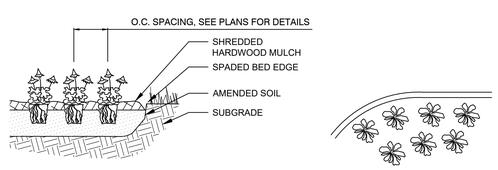
1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

2 SHRUB PLANTING

NTS

NOTES:

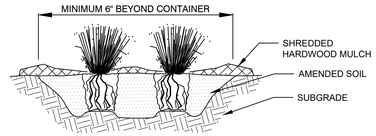
1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING ROOTS. CORRECT GIRDLING ROOTS.
2. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
3. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
4. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIALS/GROUNDCOVER EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.
5. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.



3 PERENNIAL PLANTING

NTS

MINIMUM 6" BEYOND CONTAINER



NOTES:

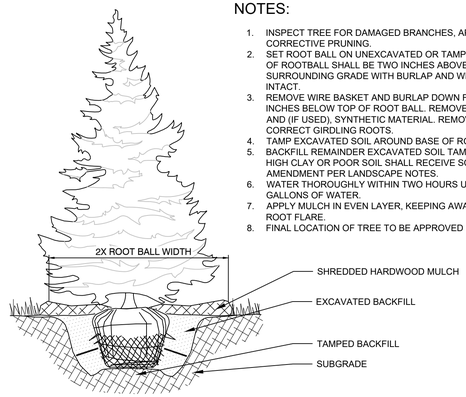
1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF CONTAINER SHALL BE ONE INCH ABOVE SURROUNDING GRADE.
3. SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN GRASSES, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR GRASS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

4 ORNAMENTAL GRASS PLANTING

NTS

NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.



5 EVERGREEN TREE PLANTING

NTS

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
5. ALL PLANTS TO BE SPECIMEN GRADE, WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, AND SCARS. PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES. PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS PART OF THIS CONTRACT.
6. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
7. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNERS WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
8. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
9. PRUNE PLANTS AS NECESSARY- PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
10. TOPSOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
11. PLANTING AREA TOPSOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 70% PULVERIZED SOIL FOR ALL NON TURF SEED MIX AREAS, SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS.
12. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
13. EDGING TO BE A SPADED EDGE UNLESS INDICATED OTHERWISE ON THE PLANS. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
14. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUNDCOVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH.
15. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
16. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
17. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. SOD/SEED SHALL BE LOCAL HARDY TURF GRASS MIX UNLESS, OTHERWISE NOTED.
18. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
19. THE CONTINUED MAINTENANCE OF ALL REQUIRED LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY ON WHICH SAID MATERIALS ARE REQUIRED. ALL PLANT MATERIALS REQUIRED BY THIS SECTION SHALL BE MAINTAINED AS LIVING VEGETATION AND SHALL BE PROMPTLY REPLACED IF THE PLANT MATERIAL HAS DIED PRIOR TO FINAL ACCEPTANCE. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND WEEDS AT ALL TIMES.

6 LANDSCAPE NOTES

NTS

SEDGE SEED MIX

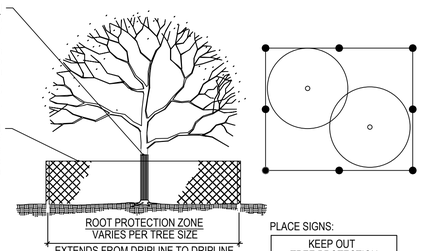
SEED MIX							
% OF MIX BY WEIGHT	# OF SEEDS PER SF	BOTANICAL NAME	COMMON NAME	HEIGHT (FT)	FORBS BLOOM TIME (SEASON)	DROUGHT TOLERANCE	FLOOD TOLERANCE
Grasses / Sedges							
3.53%	6.24	*Carex bicknellii*	Copper-Shouldered Oval Sedge	1–2	N/A	Moderate	Moderate
0.02%	3.56	*Juncus effusus*	Common Rush	3–4	N/A	Low	High
5.71%	9.85	*Carex brevior*	Plains Oval Sedge	1–2	N/A	Moderate	Moderate
15.65%	15.73	*Carex molesta*	Field Oval Sedge	1–2	N/A	Moderate	Moderate
0.85%	6.64	*Glyceria striata*	Fowl Manna Grass	2–3	N/A	Low	High
6.91%	48.81	*Poa palustris*	Fowl Bluegrass	1–2	N/A	Moderate	High
2.37%	5.31	*Carex stipata*	Awl-Fruited Sedge	1–2	N/A	Low	High
4.55%	4.49	*Carex lurida*	Bottlebrush Sedge	1–2	N/A	Low	High
0.03%	3.82	*Juncus Dudleyi*	Dudley's Rush	1–2	N/A	Moderate	High
1.39%	7.07	*Carex vulpinoidea*	Brown Fox Sedge	2–3	N/A	Low	High
32.62%	15.43	*Elymus riparius*	Riverbank Wild Rye	2–4	N/A	Low	High
26.38%	9.99	*Chasmanthium latifolium*	River Oats	1–2	N/A	Moderate	Moderate

Apply specified seed mix at a rate of 17.1 LBS per Acre.

Seeding total of approximately 137 seeds per square foot.
Specified species mix is subject to change based on availability during time of construction, or approved equal.
Number of seeds per square foot are approximate. Seed mix should be procured based on weight of mix total, and percentages of individual species weights.

TRUNK PROTECTION
REQUIRED IF WHEELED CONSTRUCTION EQUIPMENT INVOLVED WITHIN 20' OR LESS. 1" BOARDS NOT LESS THAN 5' LONG OR TO REACH FIRST SCAFFOLD BRANCH. WIRE TO HOLD BOARDS IN PLACE. NO NAILS PERMITTED. INCLUDE WRAPPING OF BURLAP UNDER BOARDS.

BRANCH PROTECTION
PROTECT LOWER BRANCHES OF TREE CANOPY. PROVIDE CONSTRUCTION FENCING OR EQUAL AT DRIPLINE (MIN.)



PLACE SIGNS:
KEEP OUT
TREE PROTECTION AREA
EVERY 50' ATTACHED TO FENCING

1. ALL TREES TO BE PROTECTED AND PRESERVED SHALL BE PER DETAIL. GROUPING OF MORE THAN ONE TREE MAY OCCUR.
2. TREES TO BE PROTECTED AND PRESERVED SHALL BE IDENTIFIED ON THE TRUNK WITH WHITE SURVEY TAPE.
3. TO PREVENT ROOT SMOTHERING, SOIL STOCKPILES, SUPPLIES, EQUIPMENT OR ANY OTHER MATERIAL SHALL NOT BE PLACED OR STORED WITHIN THE DRIP LINE OR WITHIN 15 FEET OF A TREE TRUNK, WHICHEVER IS GREATER.
4. TREE ROOTS SHALL NOT BE CUT UNLESS CUTTING IS UNAVOIDABLE.
6. WHEN ROOT CUTTING IS UNAVOIDABLE, A CLEAN SHARP CUT SHALL BE MADE TO AVOID SHREDDING OR SMASHING. ROOT CUTS SHOULD BE MADE BACK TO A LATERAL ROOT. WHENEVER POSSIBLE, ROOTS SHOULD BE CUT BETWEEN LATE FALL AND BUD OPENING, WHEN ROOT ENERGY SUPPLIES ARE HIGH AND CONDITIONS ARE LEAST FAVORABLE FOR DISEASE CAUSING AGENTS. EXPOSED ROOTS SHALL BE COVERED IMMEDIATELY TO PREVENT DEHYDRATION. ROOTS SHALL BE COVERED WITH SOIL OR BURLAP AND KEPT MOIST.
7. WATERING OF PROTECTED TREES IN WHICH ROOTS WERE CUT SHALL BE PROVIDED BY THE CONTRACTOR.
8. AUGER TUNNELING RATHER THAN TRENCHING SHOULD BE USED FOR UTILITY PLACEMENT WITHIN DRIP LINE.
9. FENCING MATERIAL SHALL ENCIRCLE ANY TREE OR SHRUB WHOSE OUTER DRIP LINE EDGE IS WITHIN 20 FEET OF ANY CONSTRUCTION ACTIVITIES.
10. FENCING MATERIAL SHALL BE BRIGHT, CONTRASTING COLOR, DURABLE, AND A MINIMUM OF FOUR FEET IN HEIGHT.
11. FENCING MATERIAL SHALL BE SET AT THE DRIP LINE OR 15 FEET FROM TREE TRUNK, WHICHEVER IS GREATER, AND MAINTAINED IN AN UPRIGHT POSITION THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES.
12. ANY GRADE CHANGES (SUCH AS THE REMOVAL OF TOPSOIL OR ADDITION OF FILL MATERIAL) WITHIN THE DRIP LINE SHOULD BE AVOIDED FOR EXISTING TREES TO REMAIN. RETAINING WALLS AND TREE WELLS ARE ACCEPTABLE ONLY WHEN CONSTRUCTED PRIOR TO GRADE CHANGE.
13. REFER TO THIS DETAIL FOR TREE PROTECTION FENCE GUIDELINES FOR FENCE LOCATIONS.

7 TREE PROTECTION NOTES

NTS

1. CONTRACTOR TO DESIGN/BUILD AN IRRIGATION SYSTEM (COMPLETE-IN-PLACE) FOR ALL SOD AREAS WITH 100% HEAD TO HEAD COVERAGE.
   1.1. NO PART OF AN IRRIGATION SYSTEM MAY BE INSTALLED IN THE VILLAGE RIGHT-OF-WAY.
2. CONTRACTOR TO FURNISH AND INSTALL ALL LABOR AND MATERIALS REQUIRED FOR THE AUTOMATIC IRRIGATION SYSTEM TO 100% OPERATIONAL WITH NO OVERSPRAY ON ANY IMPERVIOUS AREAS, BUILDINGS/WALLS, AND/OR MONUMENT SIGNS ETC.
3. CONTRACTOR SHALL FURNISH AND INSTALL RAIN SENSOR AT THE BACK OF BUILDING ON THE RAILING, CONTRACTOR TO COORDINATE WITH OWNER/OWNER REP.
4. CONTRACTOR TO SUBMIT PRODUCT DATA AND PROPOSED LAYOUT FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. CONTRACTOR TO VERIFY THE AVAILABLE STATIC PRESSURE ON SITE AND NOTIFY THE OWNR/OWNER'S REPRESENTATIVE IN WRITING PRIOR TO CONSTRUCTION IF INSUFFICIENT PRESSURE IS FOUND ON SITE.
5. CONTRACTOR TO FURNISH AND INSTALL A DEDICATED IRRIGATION METER (IF ALLOWED BY THE WATER PURVEYOR) AND A DEDICATED IRRIGATION BACKFLOW PER ILLINOIS PLUMBING CODE FOR HEALTH, SAFETY, AND WELFARE. REFER TO INTERIOR ARCHITECTURAL PLUMBING PLANS FOR IRRIGATION STUBOUT.
6. CONTRACTOR TO PROVIDE ELECTRICAL 110 VOLT POWER TO THE IRRIGATION AUTOMATIC CONTROLLER. CONTRACTOR TO DETERMINE FINAL LOCATION IN THE FIELD AND COORDINATE WITH ALL RESPECTIVE TRADES FOR ELECTRICAL CIRCUITING.
7. CONTRACTOR TO FURNISH AND INSTALL WINTERIZATION AIR COMPRESSOR COUPLING CONNECTION AND PROVIDE WINTERIZATION PROCEDURES IN WRITING TO THE OWNER.
8. CONTRACTOR TO PROVIDE (2) COPIES OF A LAMINATED AS-BUILT OF THE IRRIGATION SYSTEM WITH DIMENSIONS. CONTRACTOR TO AFFIX THE AS-BUILT TO THE INTERIOR OF THE IRRIGATION CONTROLLER FOR FUTURE MAINTENANCE AND PROVIDE A COPY TO THE OWNER FOR RECORD DRAWINGS.

8 IRRIGATION NOTES

NTS

NOTE: CONTRACTOR TO PROVIDE DESIGN-BUILD IRRIGATION FOR THE ENTIRE SITE.

Call Before You Dig
JULIE
1-800-892-0123

No.	DATE	BY
1	04/24/26	INS
REVISED PER VILLAGE COMMENTS		
2	06/03/26	INS
REVISED PER VILLAGE COMMENTS		

Kimley»Horn

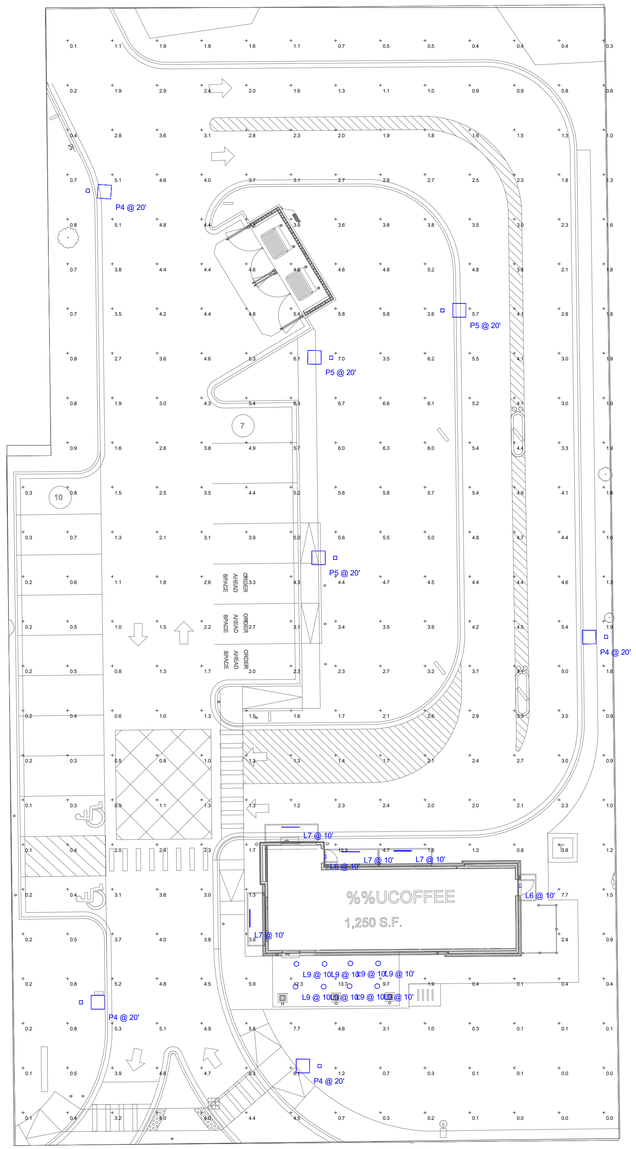
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
570 LAKE COOK ROAD, SUITE 200
DEERFIELD, IL 60015
PHONE: 847-520-7804
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

LANDSCAPE NOTES & DETAILS

CORE ACQUISTIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE:
02/06/2026
KHA PROJECT NO.
268959002
SHEET NUMBER
L2.0



N 1 SITE PHOTOMETRIC PLAN

1/16" = 1'-0"

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	2.7 fc	13.7 fc	0.0 fc	N/A	N/A

Schedule

Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power
○	L9	8	DMF LIGHTING	DRD5S-4R-10930	DRD5S-4R-10930	1	1015	0.93	12
▭	L6	2	RAB LIGHTING INC.	SUM22-S-30E, MV, NON-DIM	CAST FINNED METAL HOUSING, MACHINED METAL HEAT SINK, 1 CIRCUIT BOARD WITH 1 LED, MOLDED PLASTIC REFLECTOR WITH SEMI-SPECULAR FINISH, CLEAR FLAT GLASS LENS IN CAST BROWN PAINTED METAL FRAME.	1	3474	0.93	25
|	L7	4	Self	CROWN-70-30K-110-S-SSP	WET LOCATION LED	1	4200	0.93	60
▫	P5	3	NLS Lighting, LLC	NV-1-T5-48L-1-30K	T5 silicone optics	1	19335	0.93	156
▫	P4	4	NLS Lighting	NV-1-T4-48L-1-30K-UNV--HSS	T4 OPTICS WITH BLACK HSS	1	9674	0.93	156

"The name DUTCH BROS, and all associated logos, distinctive designs, content, information, and other materials featured, displayed, contained herein, and made available by Dutch Bros., including but not limited to, the "look and feel" of the establishments and products, all text, images, colors, configurations, graphics, designs, illustrations, photographs, and pictures (collectively, the "Materials") are owned by and/or licensed by DB Franchising USA, LLC and are protected by copyright, trademark, trade dress, patent, and/or other intellectual property rights and unfair competition laws under the United States and foreign laws."

CHIPMAN DESIGN ARCHITECTURE INC
1350 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL:847.298.6900

I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE, THE SAME COMPLY TO APPLICABLE LAWS, RULES, REGULATIONS, AND ORDINANCES, OF GLEN ELLYN, IL RELATING TO STRUCTURES AND BUILDINGS.

CASE Engineering Inc.
796 Meras Court
St. Louis, MO 63026
T 636.349.1600
F 636.349.1750
CERTIFICATE OF AUTHORITY NO. 184008011-006

XX.XX.XXXX

Project No: IL0608

Dutch Bros Coffee - New Freestanding Store
750 Roosevelt Rd.
Glen Ellyn, IL 60137

For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

ANNIHILATOR-A1

A1 PROTOTYPE - 11/20/2026

ISSUED FOR 100% INTERNAL REVIEW

05/29/26

REV:	DATE:	DESCRIPTION:

SHEET NAME:

ELECTRICAL SITE PHOTOMETRIC PLAN

DRAWN BY: Author CHECKED BY: Checker

SHEET NUMBER:

E0.1

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Traffic Management Plan

IL0608
750 Roosevelt Road
Glen Ellyn, IL 60137

Operator
TBD

Business Coach
TBD

Regional Activation Coach:
TBD

Kyle Dallas
Operations Compliance & Traffic Administrator
Dutch Bros. HQ | Tempe, AZ
C: 602.525.8737
E: Kyle.Dallas @DutchBros.com



Who We Are

Dutch Bros Inc. (NYSE: BROS) is a high-growth operator and franchisor of drive-thru shops that focus on serving high QUALITY, hand-crafted beverages with unparalleled SPEED and superior SERVICE.

Founded in 1992 by brothers Dane and Travis Boersma, Dutch Bros began with a double-head espresso machine and a pushcart in Grants Pass, Oregon. While espresso-based beverages are still at the core of what we do, Dutch Bros now offers a wide variety of unique, customizable cold and hot beverages that delight a broad array of customers.

We believe Dutch Bros is more than just the products we serve—we are dedicated to making a massive difference in the lives of our employees, customers and communities. This combination of hand-crafted and high-quality beverages, our unique drive-thru experience and our community-driven, people-first culture has allowed us to successfully open new shops and continue to share the “Dutch Luv” at 1,043 locations across 19 states as of June 30, 2025.

Traffic Management Plan Overview

1

The Site & Traffic Plan Administrator creates a custom traffic management plan that is tailored to each unique site.

Each plan identifies paths of travel for customers, points of ingress/egress, crew parking, directional sign placement, and suggested staffing placement.

City ordinances, CC&Rs, easements agreements, etc., are reviewed when a traffic management plan is created to ensure compliance.

2

Once the plan is completed, it is then shared with the field leadership team for the subject shop and market area (i.e. Regional Operator, Business Coach, and Regional Activation Coach).

Field leadership provides feedback on the traffic management plan and can request revisions, if needed.

Once the plan is approved, directional a-frame/cone topper signs are ordered to be sent to the shop.

3

Field leadership and crew setup the traffic management plan by placing temporary signs, cones, and readying staff for placement.

All cones and temporary signs are removed at the end of each business day.

If third party traffic control is needed, the field leadership team will identify dates, times, and number of controllers needed approximately one (1) to two (2) weeks prior to the grand opening date.

All traffic management plans are subject to change depending on operational need and external factors as determined by Dutch Bros. HQ and the regional field leadership team.

Traffic Management Positions

Line Buster

Dutch Bros. Crew Member

This position primarily obtains drink orders from customers that are lined up in the queue behind the ordering window. They are equipped with iPad's, card readers, and some with cash bags for cash transactions. Their objective is to quickly and accurately obtain customer orders down the line to expedite time spent at the window. In some cases, a Line Buster may also run drinks out to cars as orders are completed.

Drink Runner

Dutch Bros. Crew Member

More commonly staffed during the grand opening period; this position's responsibility is to run completed drink orders out to cars in the queue. They may also help customers coordinate exiting the line using the escape lane and allowing customers to pull forward and shorten the queue.

DB Traffic Controller

Dutch Bros. Crew Member

Dutch Bros. crew members may also direct on-site traffic to ensure traffic flow remains unhindered at key points within drive aisles. Traffic Controllers are briefed on the traffic plan to ensure properly coordinated execution. They also will setup and take down cones and a-frame signs as needed.

Third Party Traffic Controller

Third Party Contracted

Described on page 5

Third Party Traffic Control

Hired by Third Party Broker

Dutch Bros. works with a national broker that recruits off-duty police officers from city, county, and state jurisdictions.

Off-Site Traffic Management

Third party traffic controllers work primarily off-site to manage overflow traffic. They provide direction to customers and keep public roadways and primary drive aisles clear.

Order Time-frame

Dutch Bros. HQ and the regional field leadership team determine the need for third party traffic control (dates, times, and number of officers). An order is submitted to our broker one to two weeks prior to the grand opening date. Traffic controllers orders are usually submitted in one to two week blocks.

Alternative

If there are not any available off-duty officers to fill the traffic control roles, our broker then reaches out to national security companies (i.e. Securitas, GardaWorld) to obtain security guards to fill the vacant positions.

Consistent Coverage Evaluation

The regional field leadership team evaluates toward the end of each order period if the need for third party traffic control is still existent or if it can be adjusted or eliminated. Queue times, number of customer visits, and additional data are gathered regularly to determine coverage needs.

Special Occasions

From time-to-time, Dutch Bros. has community giveback days (i.e. Dutch Luv, Drink one for Dane) or other marketing campaigns that cause an influx of customers to visit their local shop. Regional leadership teams plan ahead for these days and can request third party traffic control as needed based on historical, shop specific trends.

A-Frame Directional Sign Example

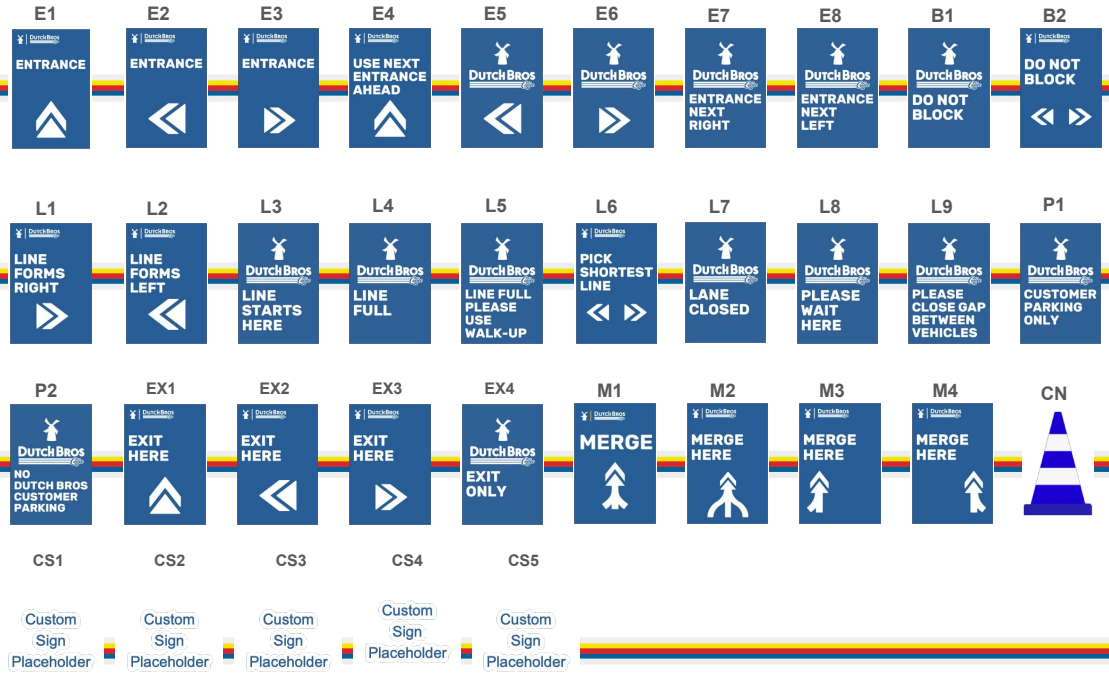
A-Frame Dimensions:
"Sandwich Board"
24 Inches Wide
36 Inches Tall

Signs shown are only examples. Custom a-frames and cone-toppers can be made upon request.



Traffic Management Plan

Sign Key



Examples as Portrayed on Plan

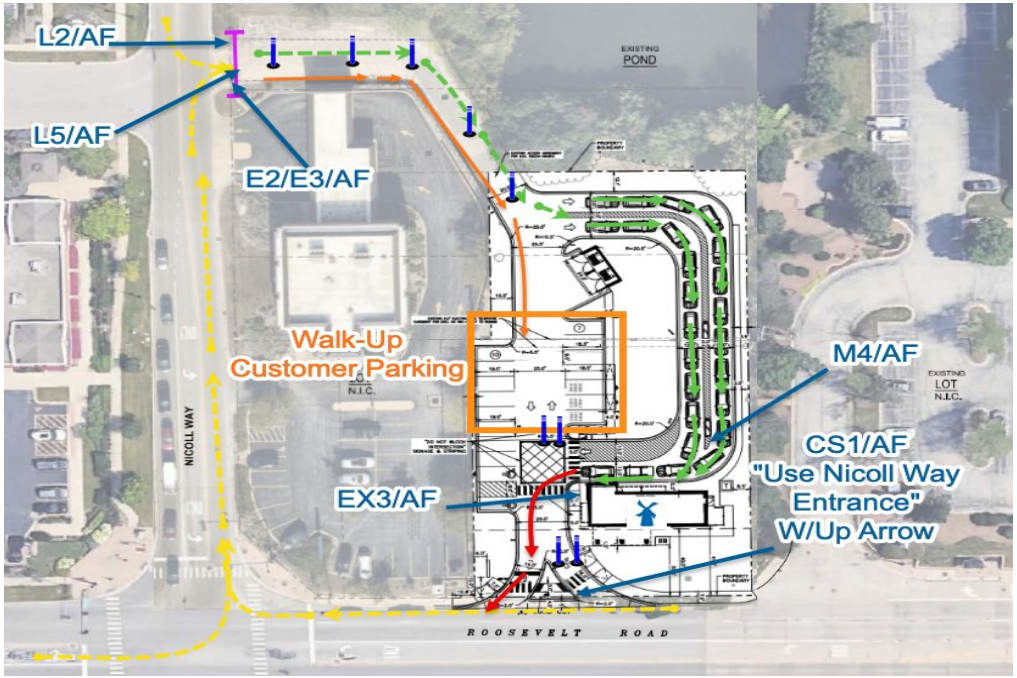
E2/AF

1. ***Letter(s)/Number*** identifies specific sign placed (i.e. ***E2*** would be an entrance sign with a left arrow.
2. ***AF*** stands for ***A-Frame***.
3. ***CT*** stands for ***Cone-Topper***.
4. ***Custom Signs*** will be marked as ***CS*** (i.e. ***CS1/AF***) and will have specific verbiage notated directly on the plan.

Traffic Management Plan

Sign Placement

Please note: This plan is not for perpetuity and will only be in effect for Grand Opening and peak periods thereafter as traffic volumes stablize.



Map Key

- Ingress/Queue *Stopped Cars*
- Egress
- Overflow Queue *Stopped Cars*
- Path of Travel *No Stopped Cars*

Traffic Management Plan

Staffing Placement

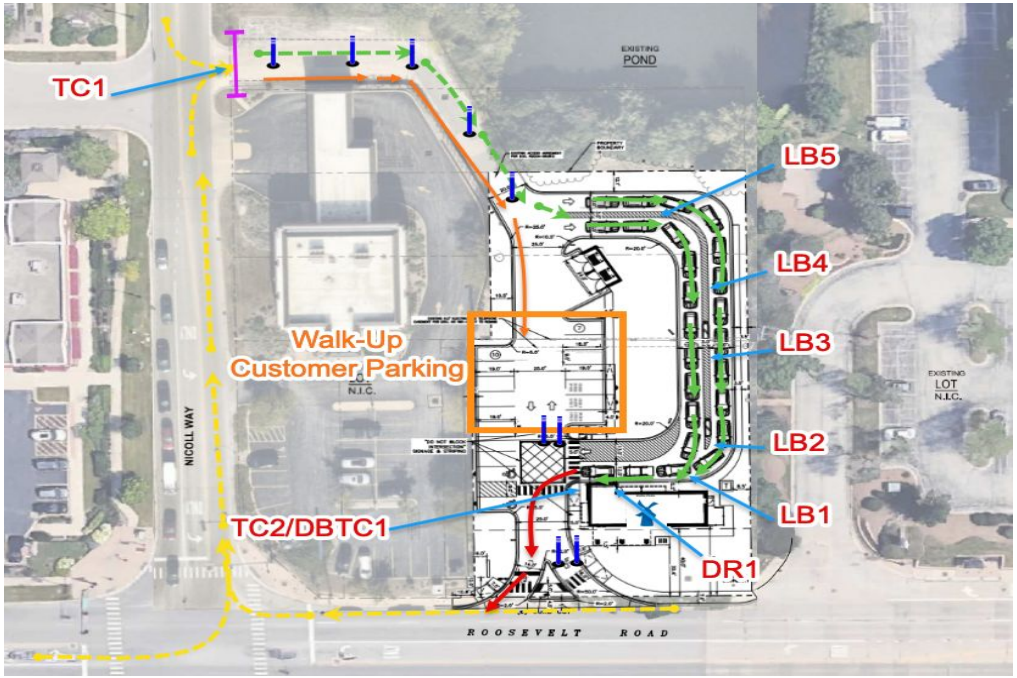
Staffing Key

LB
Line Buster

DR
Drink Runner

DBTC
Dutch Bros. Traffic Controller

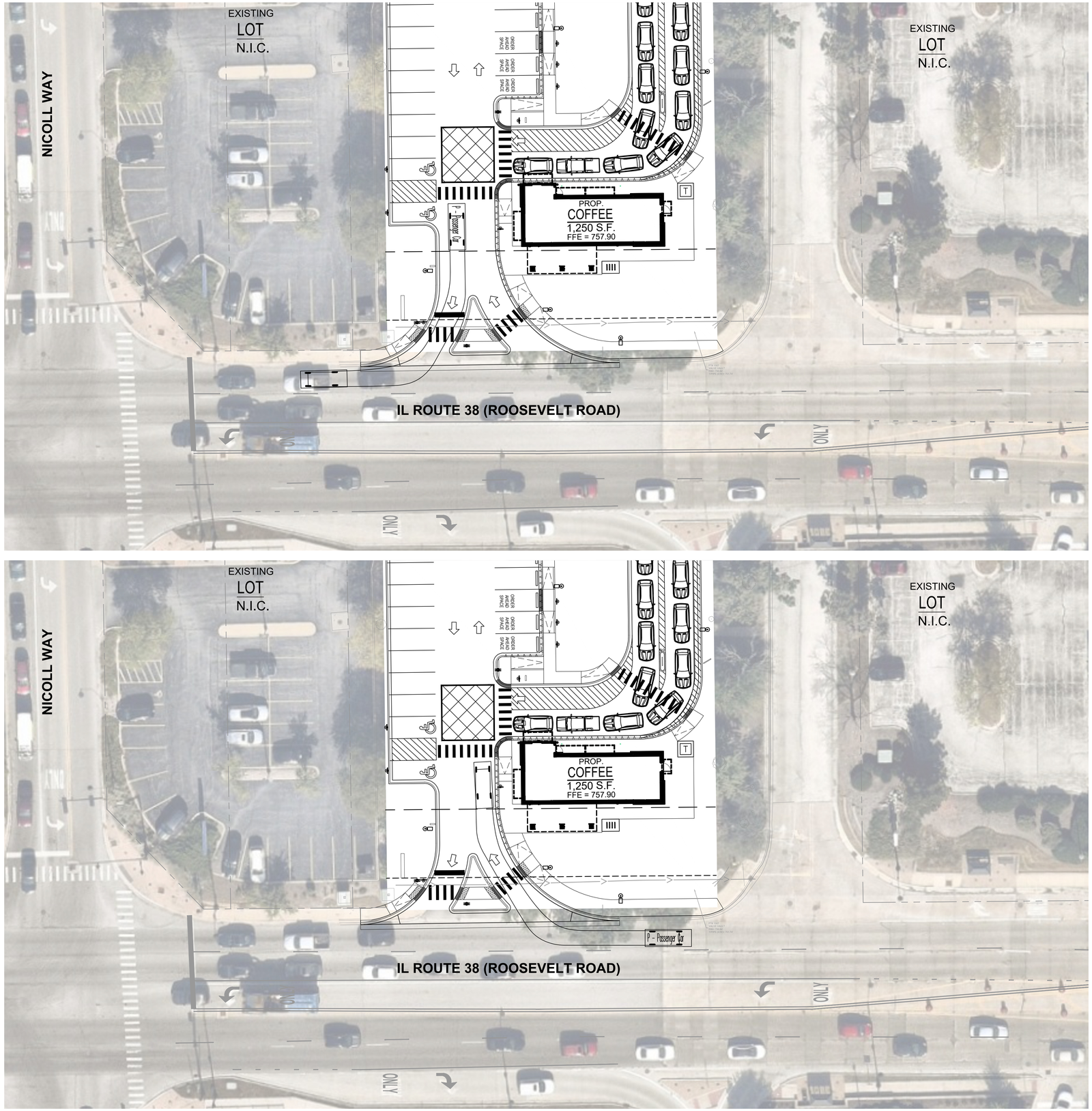
TC
Third Party Traffic Controller
(Off-Duty Officer/Security Guard)



Map Key

- Ingress/Queue *Stopped Cars*
- Egress
- Overflow Queue *Stopped Cars*
- Path of Travel *No Stopped Cars*

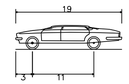
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NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Call Before You Dig
JULIE
1-800-892-0123



P – Passenger Car	
Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

No.	REVISIONS	DATE	BY
2	REVISED PER VILLAGE COMMENTS	06/03/26	INS
1	REVISED PER VILLAGE COMMENTS	04/24/26	INS

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DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

CORE ACQUISITIONS

TRUCK TURN MOVEMENTS PASSENGER CAR

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER
EXH.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Call Before You Dig
JULIE
1-800-892-0123

Glen Ellyn Edina Cobra Tower Ladder	
Overall Length	46.580ft
Overall Width	8.500ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.422ft
Track Width	8.500ft
Lock-to-lock time	6.00s
Max Wheel Angle	39.70°

No.	REVISIONS	DATE	BY
1	REVISED PER VILLAGE COMMENTS	04/24/26	INS

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CORE ACQUISITIONS

TRUCK TURN MOVEMENTS FIRE TRUCK

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

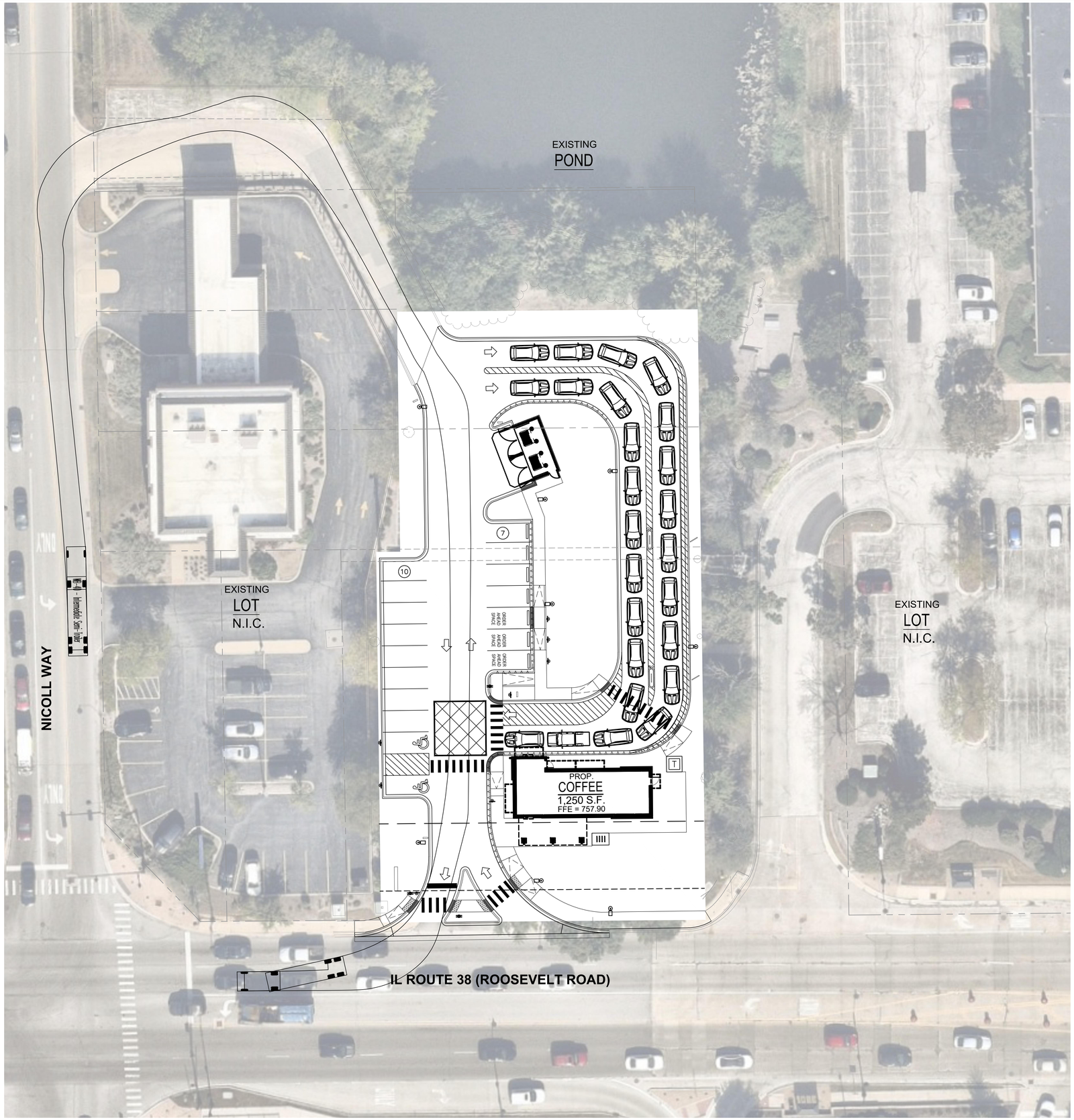
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02/06/2026

KHA PROJECT NO.
268959002

SHEET NUMBER
EXH.

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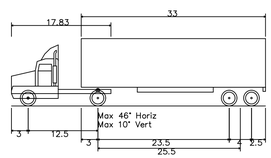
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NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Call Before You Dig
JULIE
1-800-892-0123



WB-40 - Intermediate Semi-Trailer	
Overall Length	45.500ft
Overall Width	8.000ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.40°

NO.	REVISIONS	DATE	BY
1	REVISED PER VILLAGE COMMENTS	04/24/26	INS

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SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

CORE ACQUISITIONS

TRUCK TURN MOVEMENTS WB-40

CORE ACQUISITIONS GLEN ELLYN

750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE:
02/06/2026

KHA PROJECT NO.
268959002

SHEET NUMBER

EXH.

Traffic Impact Study
Proposed Dutch Bros

Glen Ellyn, Illinois



Prepared For:

CORE
ACQUISITIONS

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

June 3, 2026

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed Dutch Bros coffee shop to be located in Glen Ellyn, Illinois. The site, which currently contains Danby's Station restaurant, is located on the north side of Roosevelt Road, just east of its intersection with Nicoll Avenue. As proposed, the plans call for an approximately 1,250 square-foot Dutch Bros coffee shop with dual drive-through lanes and 17 parking spaces. Access to the proposed coffee shop will be provided off Roosevelt Road via a right-in/right-out access drive and off Nicoll Avenue via an existing full-movement access drive.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed coffee shop will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed coffee shop. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

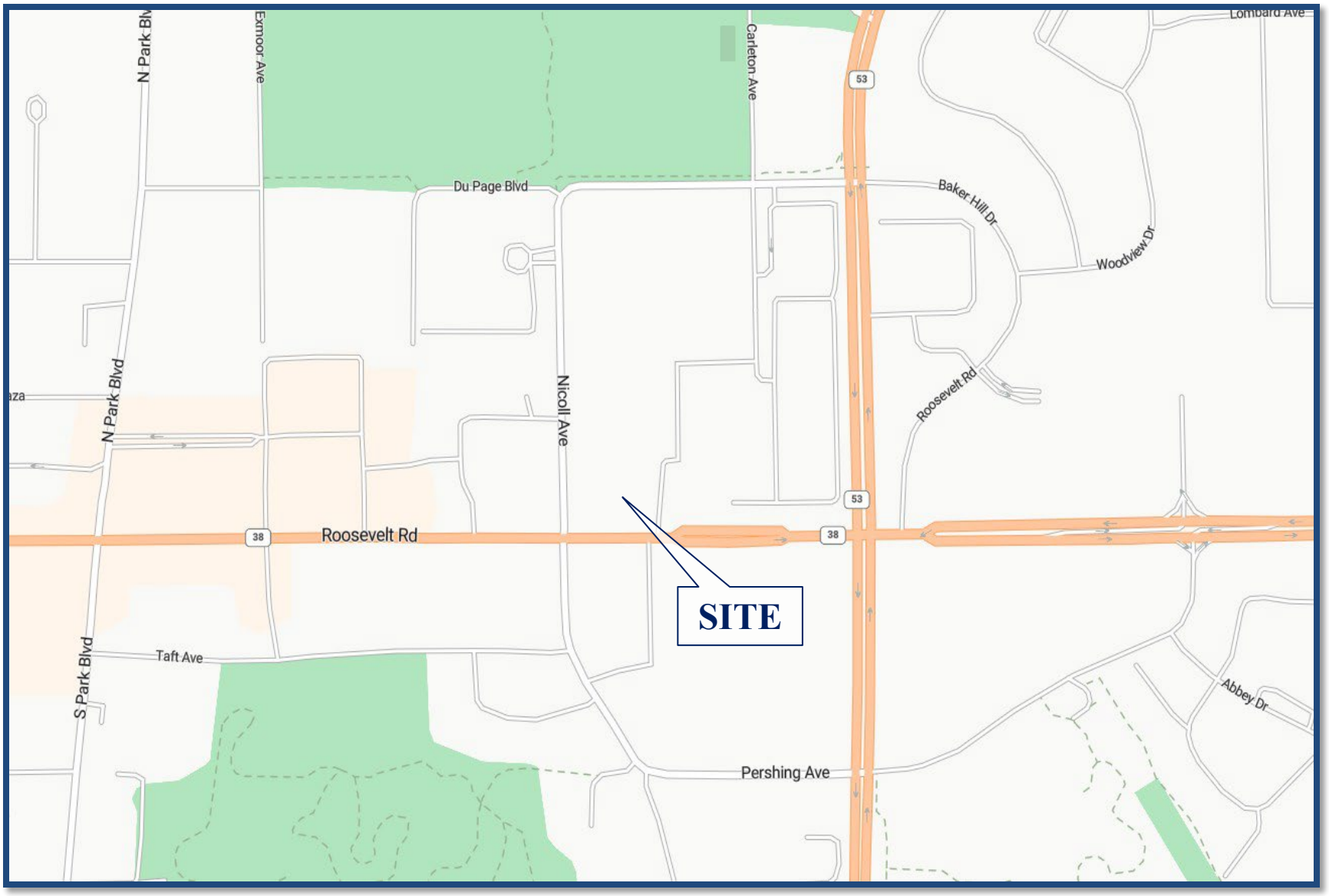
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Drive-through lane usage and site circulation

Traffic capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the proposed development.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

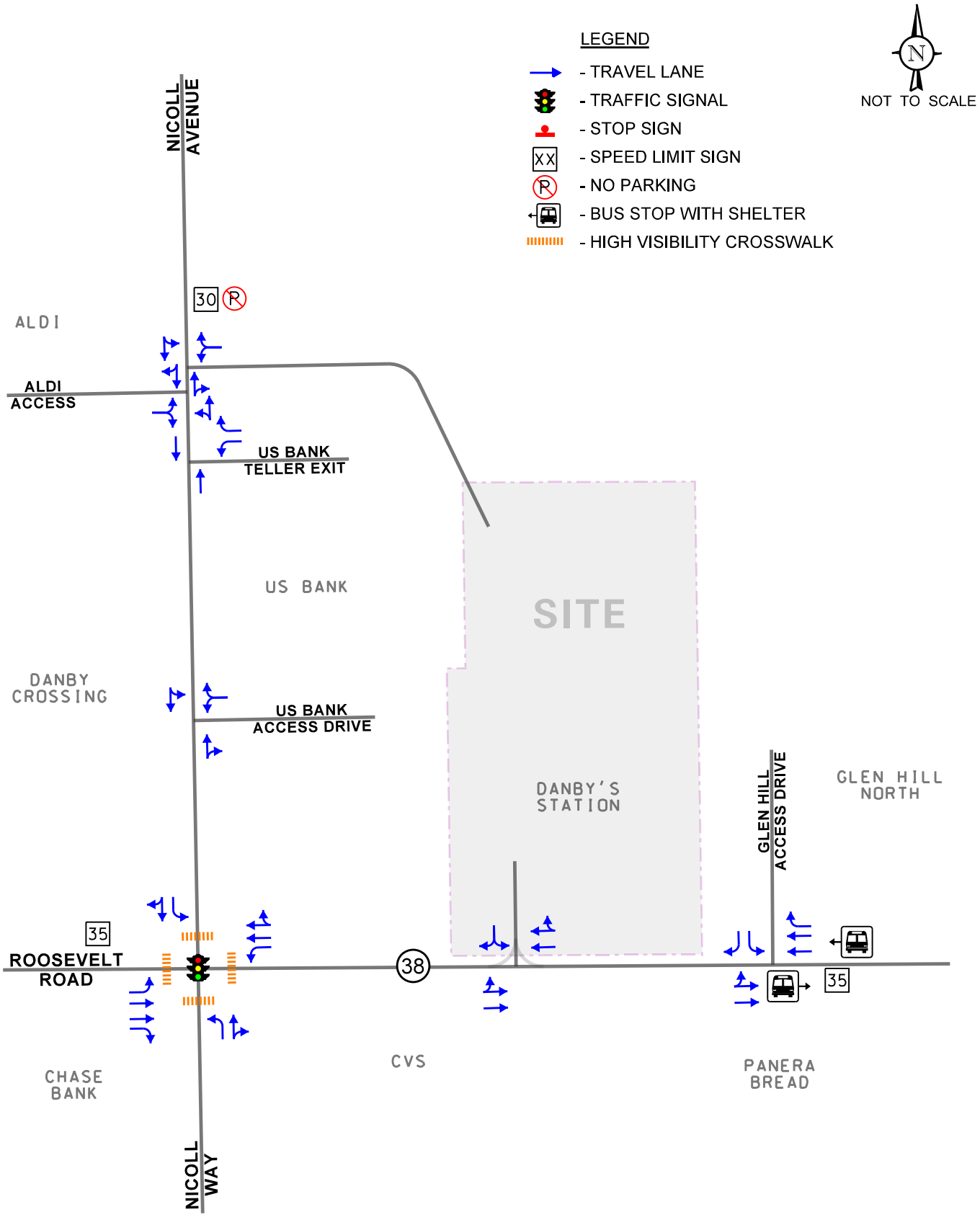
The site, which currently contains Danby's Station restaurant, is located on the north side of Roosevelt Road, just east of its intersection with Nicoll Avenue. Land uses in the vicinity of the site are primarily commercial. The site is bordered by Roosevelt Road to the south, US Bank to the west, and the Glen Hill North office park to the north and east. An interchange with Interstate 355 is located approximately three-quarters of a mile to the east on Roosevelt Road.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the proposed coffee shop are described below and illustrated in **Figure 3**.

Roosevelt Road (IL 38) is an east-west other principal arterial roadway that provides two through lanes in each direction in the vicinity of the site. At its signalized intersection with Nicoll Avenue, Roosevelt Road provides a left-turn lane, two through lanes, and a right-turn lane on the eastbound approach. On the westbound approach, Roosevelt Road provides a left-turn lane, a through lane, and a combined through/right-turn lane. Pedestrian signals and high visibility crosswalks are provided on all the legs of the intersection. Roosevelt Road does not provide exclusive turn lanes at the access drives included in the study area. Roosevelt Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and carries an annual average daily traffic (AADT) volume of 37,700 vehicle (IDOT 2023). Roosevelt Road has a posted speed limit of 35 miles per hour and is classified as a Strategic Regional Arterial (SRA).

Nicoll Avenue is a north-south roadway that provides one lane in each direction in the vicinity of the site and connects with IL 53. Nicoll Avenue is classified as a local roadway north of Roosevelt Road, while to the south it is classified as an other principal arterial roadway and is designated Nicoll Way. At its signalized intersection with Roosevelt Road, Nicoll Avenue provides a left-turn lane and a combined through/right-turn lane on the northbound and southbound approaches. Nicoll Avenue does not provide exclusive turn lanes at access drives north of Roosevelt Road. Nicoll Avenue is under the jurisdiction of the Village of Glen Ellyn, carries an AADT volume of 4,350 vehicles south of Roosevelt Road (IDOT 2024), and has a posted speed limit of 30 miles per hour.



Dutch Bros
Glen Ellyn, Illinois

Existing Roadway Characteristics

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Job No: 25-377 Figure: 3

Existing Traffic Volumes

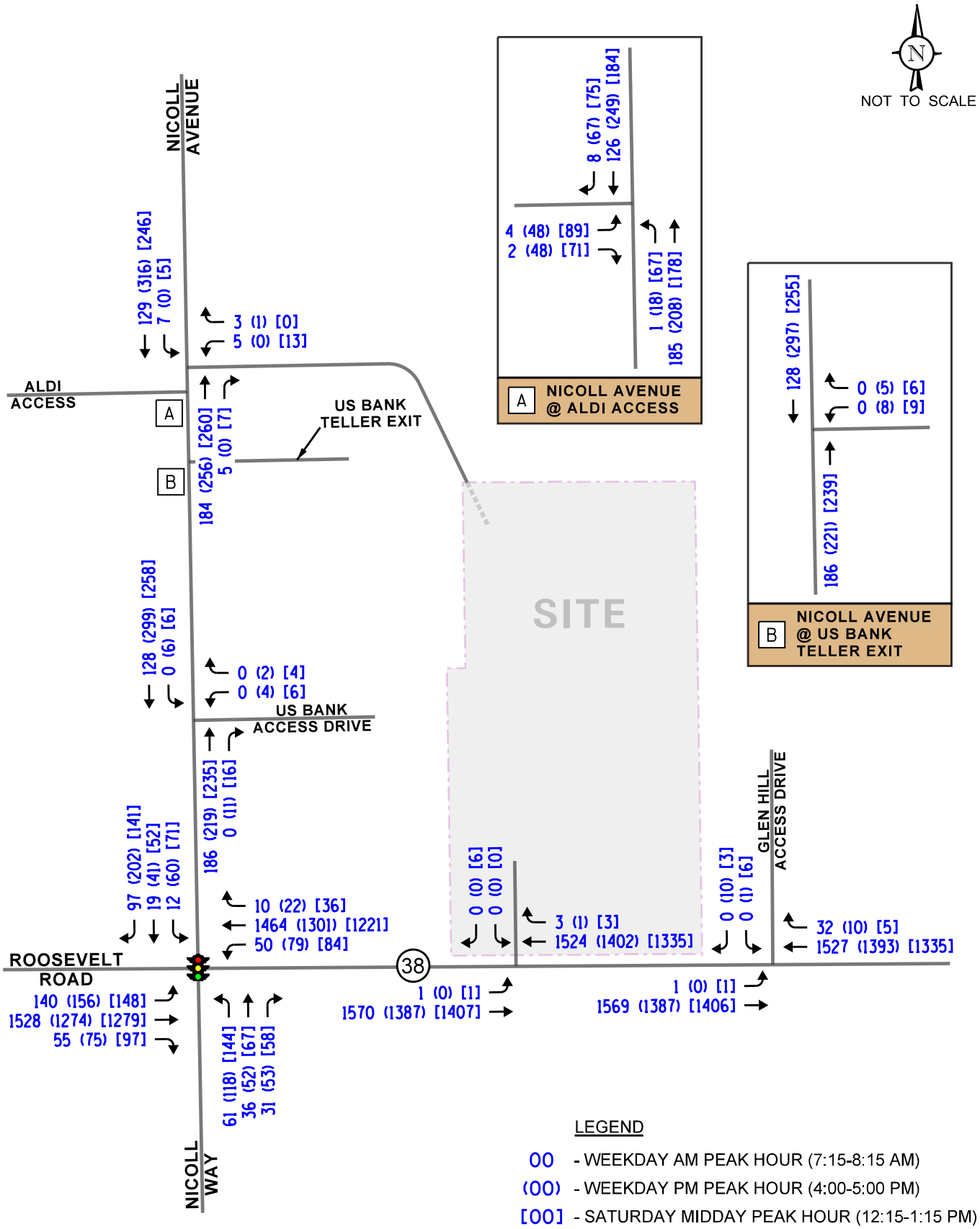
To determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts using Miovision Video Scout Collection Units. The counts were conducted on Thursday, January 8, 2026, during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods and on Saturday, January 10, 2026, during the Saturday midday (12:00 P.M. to 2:00 P.M.) peak period at the following intersections:

- Roosevelt Road with Nicoll Avenue
- Roosevelt Road with Danby's Station Access Drive
- Roosevelt Road with Glen Hill Access Drive
- Nicoll Avenue with US Bank Access Drive
- Nicoll Avenue with US Bank Teller Exit
- Nicoll Avenue with Aldi Access Drive
- Nicoll Avenue with Danby's Station Access Drive

The results of the traffic counts indicate that the peak hours of traffic generally occur between 7:15 A.M. and 8:15 A.M. during the weekday morning peak period, between 4:00 P.M. and 5:00 P.M. during the weekday evening peak period, and between 12:15 P.M. and 1:15 P.M. during the Saturday midday peak period.

These counts were supplemented by counts conducted in 2023 at the intersection of Roosevelt Road with Nicoll Avenue during the Saturday midday peak hour. It should be noted that the through volumes along Roosevelt Road and Nicoll Avenue were balanced to reflect the highest volume.

The existing traffic volumes are illustrated in **Figure 4**. Copies of the traffic count summary sheets are included in the Appendix.



Dutch Bros
Glen Ellyn, Illinois

Existing Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-377 Figure: 4

Crash Data Summary

KLOA, Inc. obtained crash data[1] for the most recent available past five years (2020 to 2024) for the intersections included in the study area. No crashes were reported during the review period at the intersections of Roosevelt Road with Glen Hill Access Drive, Nicoll Avenue with Aldi Access Drive, and Nicoll Avenue with Danby's Station Access Drive. The crash data for the intersections is summarized in **Tables 1** through **4**. A review of the crash data showed that no fatal crashes were reported at the intersections during the review period.

Table 1
ROOSEVELT ROAD WITH NICOLL AVENUE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	1	3	1	2	0	7	7	0	0
2021	0	0	0	3	2	2	0	7	6	1	0
2022	0	0	0	5	1	5	0	11	10	1	0
2023	0	1	0	2	2	7	0	12	8	4	0
2024	0	0	0	2	1	4	0	7	4	3	0
Total	**0**	**1**	**1**	**15**	**7**	**20**	**0**	**44**	**35**	**9**	**0**
Avg	**0.0**	**<1.0**	**<1.0**	**3.0**	**1.4**	**4.0**	**0.0**	**8.8**	**7.0**	**1.8**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

Table 2
ROOSEVELT ROAD WITH DANBY'S STATION ACCESS – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	1	3	1	2	0	7	7	0	0
2021	0	0	0	3	2	2	0	7	6	1	0
2022	0	0	0	5	1	5	0	11	10	1	0
2023	0	1	0	2	2	7	0	12	8	4	0
2024	0	0	0	2	1	4	0	7	4	3	0
Total	**0**	**1**	**1**	**15**	**7**	**20**	**0**	**44**	**35**	**9**	**0**
Avg	**0.0**	**<1.0**	**<1.0**	**3.0**	**1.4**	**4.0**	**0.0**	**8.8**	**7.0**	**1.8**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 3
NICOLL AVENUE WITH US BANK ACCESS – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	1	3	1	2	0	7	7	0	0
2021	0	0	0	3	2	2	0	7	6	1	0
2022	0	0	0	5	1	5	0	11	10	1	0
2023	0	1	0	2	2	7	0	12	8	4	0
2024	0	0	0	2	1	4	0	7	4	3	0
Total	**0**	**1**	**1**	**15**	**7**	**20**	**0**	**44**	**35**	**9**	**0**
Avg	**0.0**	**<1.0**	**<1.0**	**3.0**	**1.4**	**4.0**	**0.0**	**8.8**	**7.0**	**1.8**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 4
NICOLL AVENUE WITH US BANK TELLER EXIT – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	1	0	0	0	1	1	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**
Avg	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**<1.0**	**0.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

3. Traffic Characteristics of the Proposed Coffee Shop

To properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed coffee shop, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be redeveloped to provide an approximately 1,250 square foot Dutch Bros coffee shop with dual drive-through lanes and 17 parking spaces, including two accessible parking spaces. Access to the proposed coffee shop will be provided via the following:

- The existing access drive off Roosevelt Road located approximately 170 feet east of Nicoll Avenue serving the site will be reconstructed to provide a right-in/right-out access drive. This access drive will provide one inbound lane and one outbound lane, with movements restricted to right-turns only via raised-concrete channelization and signage. Outbound movements will be under stop sign control.

- The existing full-movement access drive off Nicoll Avenue located just north of the Aldi access drive will continue to be utilized to serve the site. This access drive will continue to provide one lane in each direction. A stop sign should be posted for outbound movements.

A copy of the proposed site plan is included in the Appendix.

Coffee Shop Operations and Circulation

The coffee shop building will be located in the southeast corner of the site, fronting Roosevelt Road. The 17 parking spaces will be located on the west side of the site, along the main north-south two-way drive aisle that extends north from the right-in/right-out access drive.

Based on the site plan, the proposed drive-through operations will occur north of the building on the east side of the site. Vehicles will enter one of two drive-through lanes at the north side of the site and proceed eastbound and then southbound. Orders will be placed with employees stationed outside the building. The queues then merge and proceed westbound to meet the drive-through window located on the north side of the building. A cross-hatched “escape lane” area just after the merge will allow vehicles to exit the drive-through if they have already received their items.

Coffee Shop Drive-Through Stacking

There will be stacking for approximately 22 vehicles to queue before the merge: 10 vehicles in the inner lane and 12 vehicles in the outer lane. There is space for three vehicles to queue between the merge and the drive-through window. As such, the drive-through system can accommodate a total stacking of approximately 25 vehicles. It should be noted that in the unlikely scenario that additional stacking will be required, additional cars can stack on-site within the parking lot and on the access drive off Nicoll Avenue.

The drive-through exit intersects with the main north-south drive aisle. This internal intersection will have cross-hatched pavement markings and "Do Not Block Intersection" signage will be posted to maintain site circulation. Signage and pavement markings should be included to direct vehicles to the drive-through entrance. A stop sign facing east and a "Do Not Enter" sign facing west should be posted at the exit of the drive-through.

Directional Distribution of Site Traffic

The directions from which employees and patrons will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of vehicles to/from the proposed coffee shop.

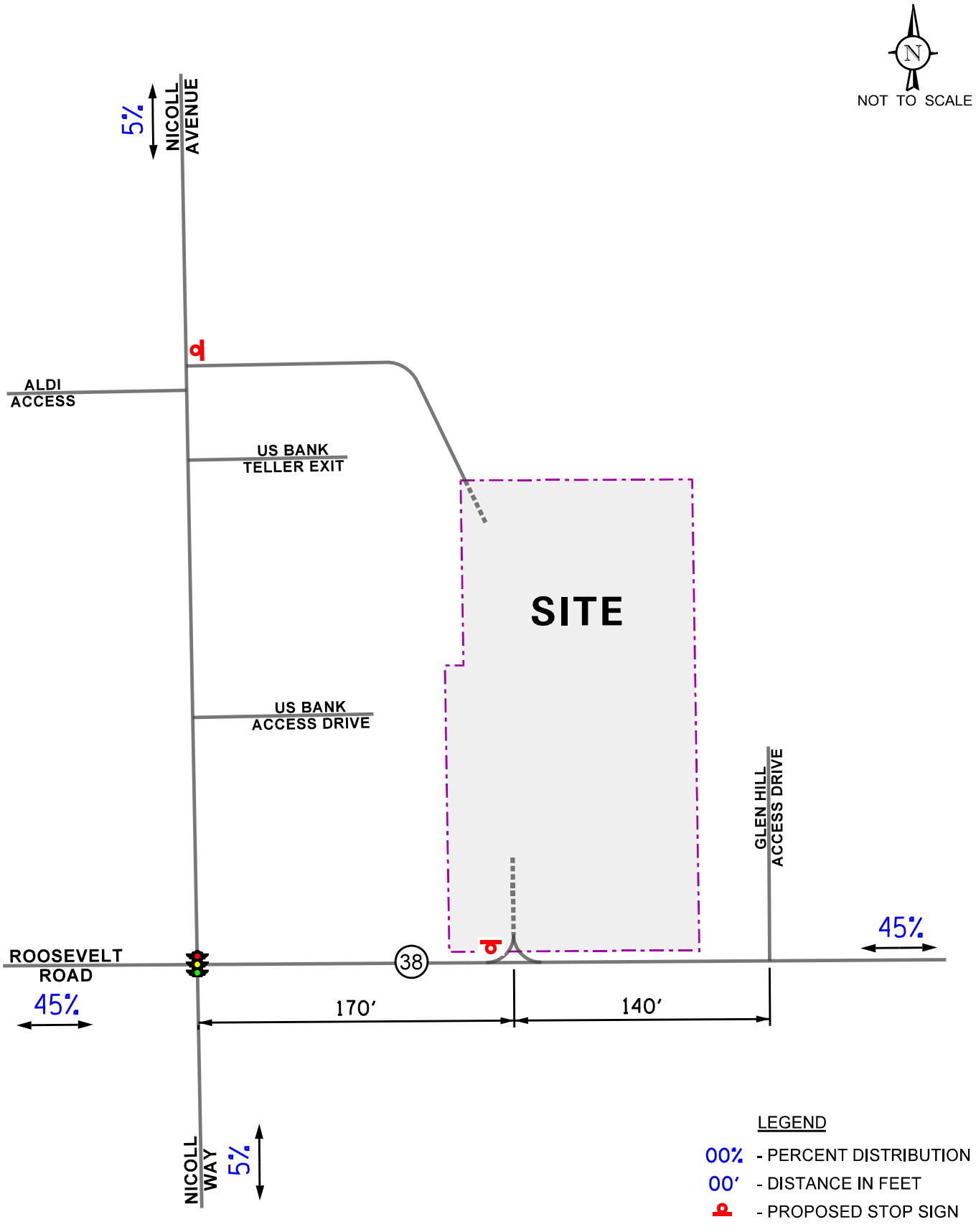
Development-Generated Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed coffee shop was based on vehicle trip generation rates contained in *Trip Generation Manual*, 12th Edition, published by the Institute of Transportation Engineers (ITE). The "Coffee/Donut Shop with Drive-Through Window" (Land-Use Code 937) rates were utilized for the proposed coffee shop.

While Dutch Bros operates a different model of coffee shops than those whose trip generation data was utilized by ITE, the trip generation rates are comparable between the two types of coffee shops. The ITE trip generation was compared with customer per hour data provided by Dutch Bros for the O'Fallon, Missouri location. The comparison showed that the ITE peak hour trips were consistent (within seven trips) or higher than the customers per hour trips at the O'Fallon, Missouri Dutch Bros.

It is important to note that surveys conducted by ITE have shown that a considerable number of trips made to coffee shops are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. Based on information published in the ITE *Trip Generation Manual,* approximately 70 percent of trips generated by coffee/donut shops with drive-throughs are pass-by trips. As such, the trips anticipated to be generated by the proposed Dutch Bros coffee shop were reduced by 70 percent.

Table 5 summarizes the estimated peak hour trips. A copy of the ITE trip generation sheets is included in the Appendix.



Dutch Bros
Glen Ellyn, Illinois

Directional Distribution

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-377 Figure: 5

Table 5
ESTIMATED PEAK HOUR AND DAILY TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Weekday Daily Two-Way		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
937	Coffee/Donut Shop with Drive-Through Window (1,250 S.F.)	54	53	107	24	25	49	45	48	93	376	376	752
70% Pass-By		*-37*	*-37*	*-74*	*-17*	*-17*	*-34*	*-33*	*-33*	*-66*	*-263*	*-263*	*-526*
Total New Trips		**17**	**16**	**33**	**7**	**8**	**15**	**12**	**15**	**27**	**113**	**113**	**226**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed coffee shop.

Coffee Shop Traffic Assignment

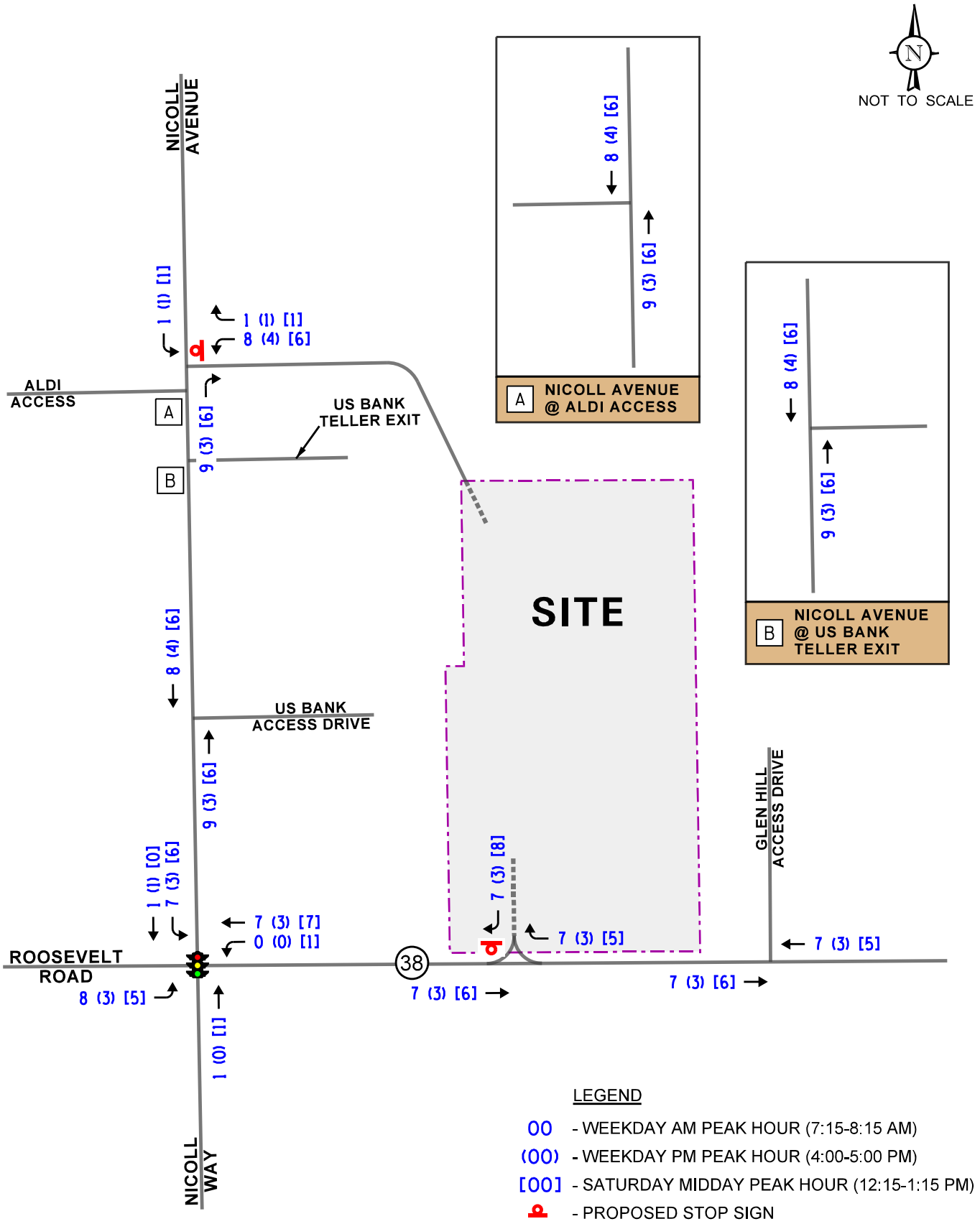
The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed coffee shop were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The new traffic assignment for the coffee shop is illustrated in **Figure 6**. The pass-by traffic assignment for the coffee shop is illustrated in **Figure 7**.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated January 5, 2026, the existing traffic volumes were increased by an annually compounded growth rate of 0.5 percent for six years (one-year buildout plus five years) for a total of approximately three percent to represent Year 2032 no-build conditions. A copy of the CMAP letter is included in the Appendix. **Figure 8** illustrates the Year 2032 no-build traffic volumes.

Year 2032 Total Projected Traffic Volumes

The Year 2032 total projected traffic volumes include the no-build traffic volumes (Figure 8) and the traffic estimated to be generated by the proposed coffee shop (Figures 6 and 7). Any existing traffic currently accessing the site was reassigned to the area roadway system, as illustrated in Figure A, included in the Appendix. The Year 2032 total projected traffic volumes are illustrated in **Figure 9**.

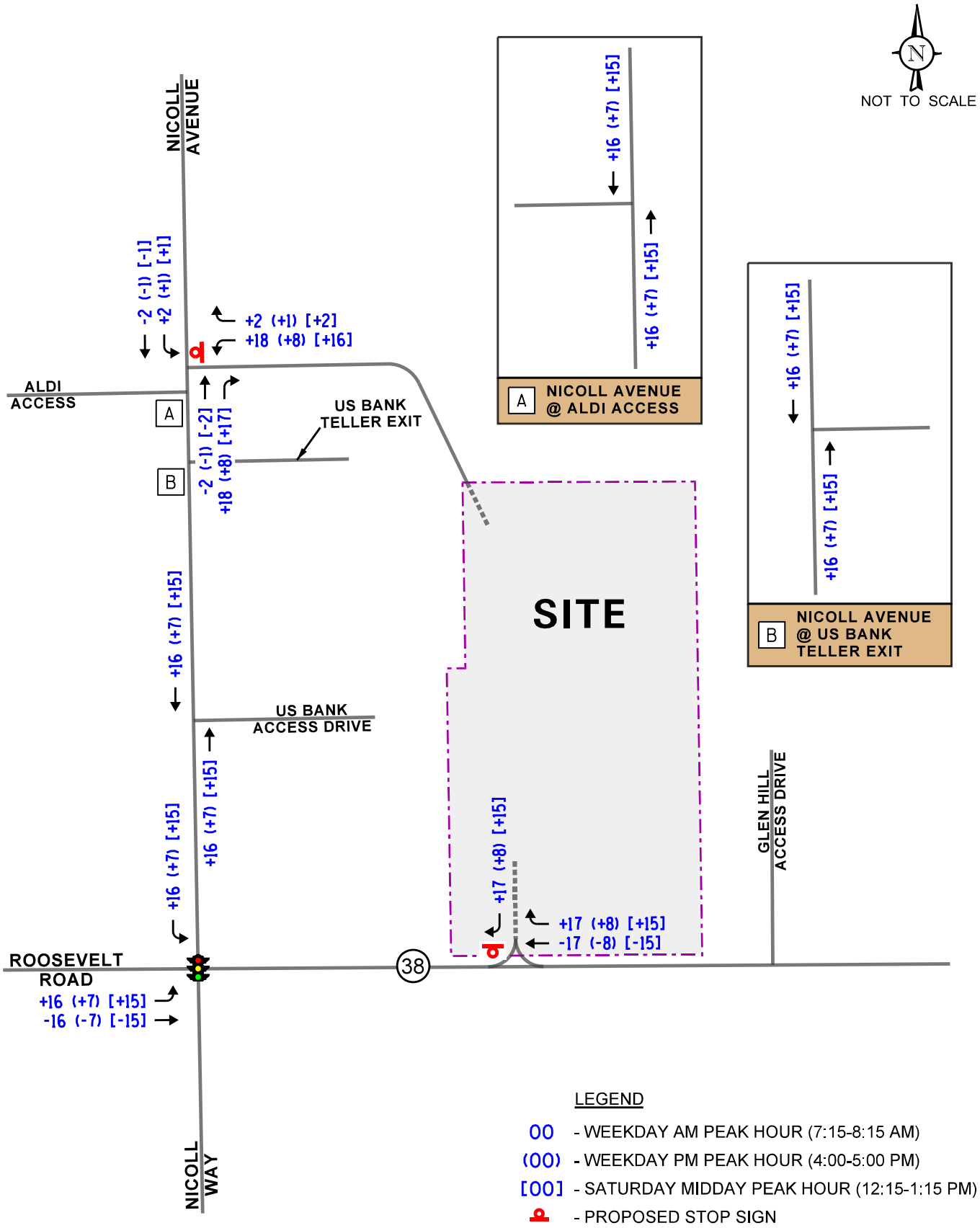


Dutch Bros
Glen Ellyn, Illinois

New Site Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-377 Figure: 6

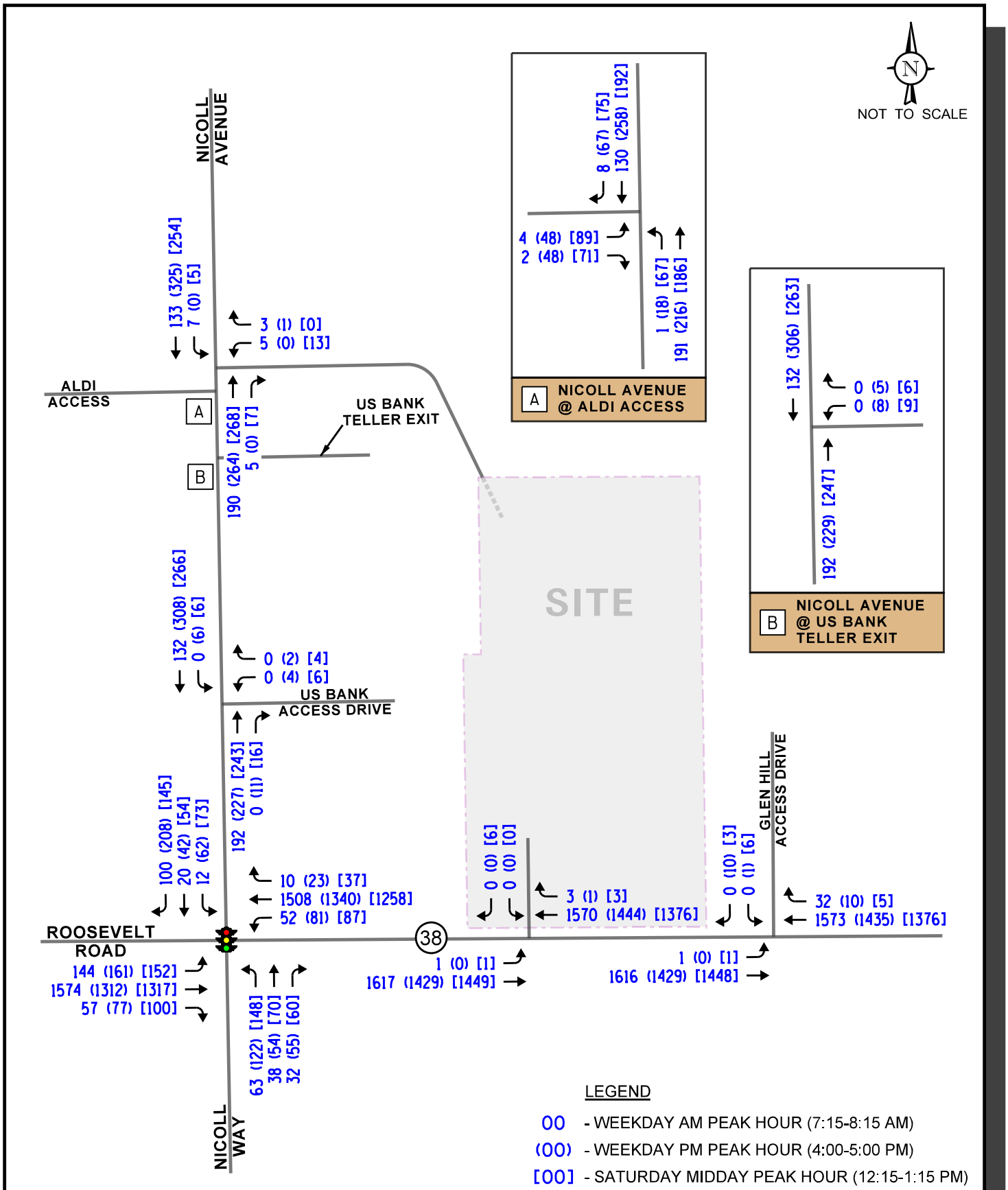


Dutch Bros
Glen Ellyn, Illinois

Pass-By Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-377 Figure: 7

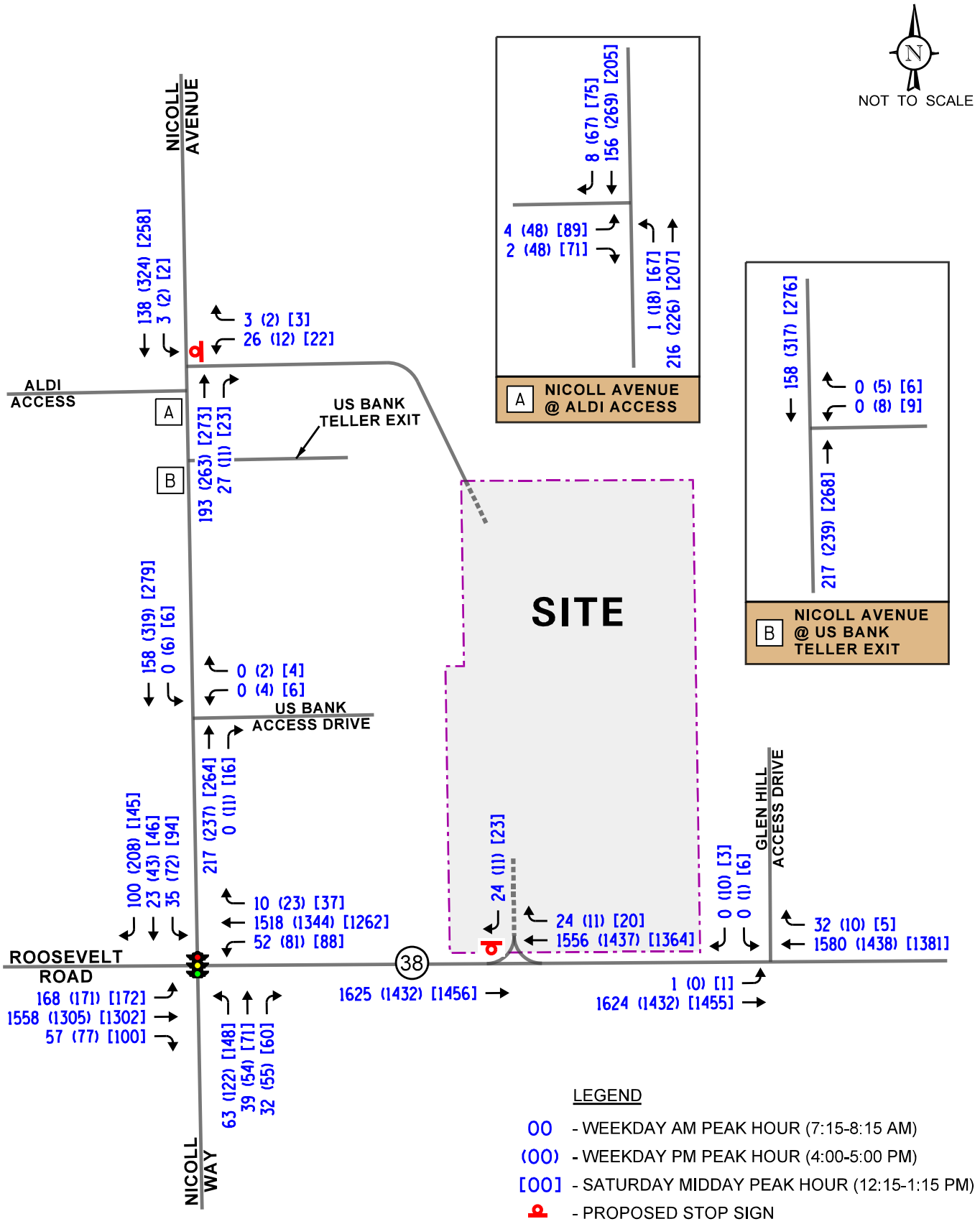


Dutch Bros
Glen Ellyn, Illinois

Year 2031 No-Build Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-377 Figure: 8



Dutch Bros
Glen Ellyn, Illinois

Year 2032 Total Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-377 Figure: 9

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening, and Saturday midday peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing, Year 2032 no-build, and Year 2032 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analyses for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2032 no-build, and Year 2032 total projected conditions are presented in **Tables 6** through **9**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6
SIGNALIZED – ROOSEVELT ROAD WITH NICOLL WAY/NICOLL AVENUE

	Peak Hour	Eastbound			Westbound		Northbound		Southbound		Overall
		L	T	R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	C 26.8	B 17.6	B 10.9	B 10.3	C 22.0	D 49.7	E 57.2	D 44.0	E 78.4	C 23.0
		B – 18.2			C – 21.6		D – 53.6		E – 75.2		
	Weekday Evening	C 30.6	C 22.3	B 14.3	B 11.2	C 23.3	D 54.4	E 57.9	D 42.4	F 104.8	C 31.0
		C – 22.7			C – 22.6		E – 56.1		F – 92.5		
	Saturday Midday	B 16.8	C 20.3	B 13.9	B 12.3	C 23.5	D 48.8	E 55.3	D 37.4	F 80.6	C 27.2
		B – 19.6			C – 22.8				E – 69.0		
Year 2032 No-Build Conditions	Weekday Morning	C 33.8	B 18.7	B 11.2	B 11.6	C 23.6	D 49.7	E 57.0	D 43.8	E 79.1	C 24.5
		B – 19.7			C – 23.2		D – 53.5		E – 75.9		
	Weekday Evening	D 39.2	C 23.2	B 14.4	B 13.3	C 24.4	E 55.2	E 58.1	D 42.3	F 104.0	C 32.2
		C – 24.4			C – 23.8		E – 56.6		F – 91.7		
	Saturday Midday	C 20.3	C 21.2	B 14.1	B 13.5	C 25.2	D 49.6	E 55.2	D 37.4	F 82.2	C 28.5
		C – 20.6			C – 24.4		D – 52.2		E – 70.2		
Year 2032 Projected Conditions	Weekday Morning	D 42.3	B 18.6	B 11.2	B 10.9	C 25.2	D 49.5	E 63.2	D 45.8	E 79.2	C 25.9
		C – 20.6			C – 24.7		E – 56.7		E – 71.8		
	Weekday Evening	D 42.2	C 23.0	B 14.4	B 12.5	C 24.9	E 56.0	E 59.8	D 42.9	F 105.7	C 32.7
		C – 24.7			C – 24.2		E – 57.8		F – 91.6		
	Saturday Midday	C 24.4	C 20.9	B 14.1	B 13.1	C 25.8	D 48.4	E 58.8	D 39.0	F 80.3	C 28.7
		C – 20.8			C – 25.0		D – 53.3		E – 66.6		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 7
UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Roosevelt Road with Danby's Station Access Drive[1]						
• Southbound Approach	A	0.0	A	0.0	B	10.1
• Eastbound Left Turn	B	12.1	A	0.0	B	10.2
Roosevelt Road with Glen Hill Access Drive[1]						
• Southbound Approach	A	0.0	C	18.7	F	81.4
• Eastbound Left Turn	B	12.3	A	0.0	B	10.2
Nicoll Avenue with US Bank Access Drive[1]						
• Westbound Approach	A	0.0	B	11.7	B	11.2
• Southbound Left Turn	A	0.0	A	7.7	A	7.8
Nicoll Avenue with US Bank Teller Exit[1]						
• Westbound Approach	A	0.0	B	11.4	B	10.8
Nicoll Avenue with Aldi Access Drive[1]						
• Eastbound Approach	B	10.1	B	13.0	B	13.8
• Northbound Left Turn	A	7.5	A	8.0	A	7.9
Nicoll Avenue with Danby's Station Access Drive[1]						
• Westbound Approach	A	9.9	A	9.4	B	11.0
• Southbound Left Turn	A	7.6	A	0.0	A	7.8

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control

Table 8
UNSIGNALIZED – YEAR 2031 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Roosevelt Road with Danby's Station Access Drive[1]						
• Southbound Approach	A	0.0	A	0.0	B	10.1
• Eastbound Left Turn	B	12.6	A	0.0	B	10.5
Roosevelt Road with Glen Hill Access Drive[1]						
• Southbound Approach	A	0.0	C	19.7	F	91.2
• Eastbound Left Turn	B	12.8	A	0.0	B	10.5
Nicoll Avenue with US Bank Access Drive[1]						
• Westbound Approach	A	0.0	B	11.9	B	11.3
• Southbound Left Turn	A	0.0	A	7.8	A	7.8
Nicoll Avenue with US Bank Teller Exit[1]						
• Westbound Approach	A	0.0	B	11.5	B	10.9
Nicoll Avenue with Aldi Access Drive[1]						
• Eastbound Approach	B	10.2	B	13.2	B	14.0
• Northbound Left Turn	A	7.5	A	8.1	A	8.0
Nicoll Avenue with Danby's Station Access Drive[1]						
• Westbound Approach	A	10.0	A	9.5	B	11.1
• Southbound Left Turn	A	7.6	A	0.0	A	7.8

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control

Table 9
UNSIGNALIZED – YEAR 2031 TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Roosevelt Road with Site Right-In/Right-Out Access (Danby's Station Access Drive)[1]						
• Southbound Approach	B	10.7	B	10.3	B	10.2
Roosevelt Road with Glen Hill Access Drive[1]						
• Southbound Approach	A	0.0	C	19.8	F	92.7
• Eastbound Left Turn	B	12.9	A	0.0	B	10.5
Nicoll Avenue with US Bank Access Drive[1]						
• Westbound Approach	A	0.0	B	12.1	B	11.6
• Southbound Left Turn	A	0.0	A	7.8	A	7.9
Nicoll Avenue with US Bank Teller Exit[1]						
• Westbound Approach	A	0.0	B	11.7	B	11.2
Nicoll Avenue with Aldi Access Drive[1]						
• Eastbound Approach	B	10.5	B	13.5	B	14.6
• Northbound Left Turn	A	7.6	A	8.1	A	8.0
Nicoll Avenue with Site Access Drive (Danby's Station Access Drive)[1]						
• Westbound Approach	B	10.5	B	13.3	B	12.2
• Southbound Left Turn	A	7.6	A	7.9	A	7.8

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Roosevelt Road with Nicoll Avenue

The results of the capacity analysis indicate that overall, this intersection currently operates at Level of Service (LOS) C during the weekday morning, weekday evening, and Saturday midday peak hours. The following are additional operational notes under existing conditions:

- The eastbound and westbound approaches on Roosevelt Road currently operate at LOS C or better during the peak hours.

- The northbound and southbound approaches on Nicoll Avenue currently operate at LOS D, E, or F during the peak hours. These lower levels of service are a result of a majority of the green time of the cycle being assigned to the Roosevelt Road movements, as that roadway is an SRA.

- The 95th percentile queues for the southbound left-turn are currently 30, 89, and 87 feet, during the weekday morning, weekday evening, and Saturday midday peak hours, respectively, which can be accommodated by the existing southbound left-turn lane providing 180 feet of storage.

- It should be noted that the 95th percentile queues for the southbound approach are currently approximately 185, 440, and 290 feet during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. As such, given that the Danby's Station access drive (future site access drive) is located approximately 275 feet north of Roosevelt road, the southbound queue currently extends past the drive during two out of three peak hours.

Under Year 2032 no-build conditions, the intersection is projected to operate as follows:

- The intersection overall is projected to continue to operate at LOS C during all three peak hours, with increases in delay of approximately two seconds or less over the existing conditions.

- The eastbound and westbound approaches are projected to continue to operate at LOS C or better during the peak hours.

- The northbound and southbound approaches are projected to continue to operate at LOS D, E, or F during the peak hours.

- The 95th percentile queues for the southbound left-turn movement are projected to be approximately 30, 92, and 89 feet, during the weekday morning, weekday evening, and Saturday midday peak hours, respectively, which will continue to be accommodated by the existing southbound left-turn lane providing 180 feet of storage. These queues are minimal increases over the existing conditions.

- The 95th percentile queues for the southbound approach are projected to increase to approximately 190, 460, and 300 feet during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. As such, the southbound queue is projected to continue to extend past the Danby's Station access drive (future site access drive) during two out of three peak hours.

Under Year 2032 total projected conditions, the intersection is projected to operate as follows:

- The intersection overall is projected to continue to operate at LOS C during all three peak hours, with increases in delay of approximately one second or less over the no-build conditions.

- The eastbound and westbound approaches are projected to operate at LOS C during all three peak hours.

- The northbound and southbound approaches are projected to operate at LOS D, LOS E, or LOS F during the peak hours, consistent with the no-build conditions.

    - The 95th percentile queues for the southbound left-turn movement are projected to be the following:

        - Approximately 65 feet during the weekday morning peak hour
        - Approximately 105 during the weekday evening peak hour
        - Approximately 110 during the Saturday midday peak hour

    - This is only an increase in approximately one vehicle in the 95th percentile queue over the no-build conditions. And the queues can be accommodated by the available 180-feet of storage during all three peak hours.

- The 95th percentile queues for the southbound approach are projected to be approximately 195, 460, and 280 feet during the weekday morning, weekday evening, and Saturday midday peak hours, respectively.

    - However, this is only an increase of approximately five feet or less over the 95th percentile queues for the no-build conditions for this approach. As such, the queue is projected to increase by less than one vehicle over the no-build conditions as a direct result of the proposed coffee shop.

- The southbound approach queues are projected to continue to extend past the site access drive during the weekday evening and Saturday midday peak hours, but with only a one vehicle increase compared with the existing conditions during the peak hours as a direct result of the proposed coffee shop.

- It should be noted that the intersection was analyzed without allowing right-turns on red, per IDOT standards.

  - When right-turns on red are allowed within the analysis (similar to existing operating conditions), the approach levels of service generally improve one level of service.

  - The southbound approach improves to level of service D during all peak hours from LOS E or LOS F when right-turns on red are allowed within the analysis.

- It should be noted that while field observations showed that the traffic on Roosevelt Road extends past the site access drive, the queues were observed to clear the intersection during the signal green time.

- A review of the traffic simulation showed that the southbound queues under projected conditions will continue to extend to the site access drive, but the queues were again observed to clear the intersection during the signal green time. However, given the available queue storage on-site given the configuration of the Nicoll Avenue access drive for approximately 11 vehicles, sufficient on-site storage is available to accommodate queues until southbound queues clear the access drive.

- The proposed coffee shop is projected to only increase the traffic traversing this intersection by approximately one percent during the three peak hours.

As such, this intersection will not be significantly impacted by the development of the proposed coffee shop and no traffic signal or roadway modifications are required as a direct result of the proposed Dutch Bros.

Roosevelt Road with Danby's Station Access Drive/Site Right-In/Right-Out Access Drive

The results of the capacity analysis indicate that the southbound approach from the Danby's Station access drive currently operates at LOS A during the weekday morning and evening peak hours and at LOS B during the Saturday midday peak hours. The eastbound left-turn movement from Roosevelt Road into the restaurant site currently operates at LOS B or better during the peak hours. Under Year 2032 no-build conditions, the critical approaches and movements are projected to continue to operate at the current levels of service during the peak hours.

Under Year 2032 total projected conditions, this access drive will be reconfigured to be restricted to right-turns only via raised-concrete channelization. Outbound movements from the site will be under stop sign control. The intersection is projected to operate as follows:

- The southbound approach from the site is projected to operate at LOS B during all three peak hours.

- The 95th percentile queues for the southbound approach are projected to be one to two vehicles during the peak hours, which will be able to be accommodated on site without impacting drive-through or site circulation.

- Restricting this access drive to right-turns only will reduce the number of traffic conflicts, thereby improving traffic flow on Roosevelt Road.

As such, this access drive is projected to provide flexible and efficient access to the site, and no additional roadway or traffic control modifications are required.

Roosevelt Road with Glen Hill Access Drive

The results of the capacity analysis indicate that the southbound approach from the Glen Hill access drive currently operates at LOS A, LOS C, and LOS F during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. The eastbound left-turn from Roosevelt Road currently operates at LOS B or better during the peak hours. Under Year 2032 no-build and total projected conditions, the intersection is projected to operate as follows:

- The critical approaches and movements are projected to continue to operate at the current levels of service during the peak hours.

- No traffic estimated to be generated by the proposed coffee shop has been assigned to the turning movements at this intersection, thereby not contributing to the delays on the southbound approach.

As such, the traffic estimated to be generated by the proposed coffee shop will have a limited impact on the operation of this intersection and no traffic control modifications or roadway improvements are required in conjunction with the development of the Dutch Bros.

Nicoll Avenue with U.S. Bank Access Drive

The results of the capacity analysis indicate that the westbound approach from this access drive currently operates at LOS B or better during the weekday morning, weekday evening, and Saturday midday peak hours. The southbound left-turn movement into the US Bank site currently operates at LOS A during the three peak hours. Under Year 2032 no-build and total projected conditions, the intersection is projected to operate as follows:

- The critical approaches and movements are projected to continue to operate at the current levels of service during the peak hours.

- The 95th percentile queues for the approaches and movements are projected to be one to two vehicles during the peak hours.

- The Volume-to-Capacity ratios (v/c) for the movements are projected to remain well below 1.0 during the peak hours.

As such, the traffic estimated to be generated by the proposed coffee shop will have a limited impact on the operation of this intersection and no traffic control modifications or roadway improvements are required.

Nicoll Avenue with U.S. Bank Teller Exit

The results of the capacity analysis indicate that the westbound approach from this access drive currently operates at LOS B or better during the weekday morning, weekday evening, and Saturday midday peak hours. Under Year 2032 no-build and total projected conditions, the intersection is projected to operate as follows:

- The westbound approach from the teller exit is projected to continue to operate at the current levels of service during the peak hours.

- The 95th percentile queues for the westbound approach are projected to be one to two vehicles during the peak hours.

- The Volume-to-Capacity ratios (v/c) for the westbound approach are projected to remain well below 1.0 during the peak hours.

As such, the traffic estimated to be generated by the proposed coffee shop will have a limited impact on the operation of this intersection and no traffic control modifications or roadway improvements are required.

Nicoll Avenue with Aldi Access Drive

The results of the capacity analysis indicate that the eastbound approach from this access drive currently operates at LOS B during the weekday morning, weekday evening, and Saturday midday peak hours. The northbound left-turn movement into the Aldi access drive currently operates at LOS A during all three peak hours. Under Year 2032 no-build and total projected conditions, the intersection is projected to operate as follows:

- The critical movements and approaches are projected to continue to operate at the current levels of service during the peak hours.

- The 95th percentile queues for the eastbound approach are projected to be one to two vehicles during the peak hours.

- The Volume-to-Capacity ratios (v/c) for the movements are projected to remain well below 1.0 during the peak hours.

As such, the traffic estimated to be generated by the proposed coffee shop will have a limited impact on the operation of this intersection and no traffic control modifications or roadway improvements are required.

Nicoll Avenue with Danby's Station Access Drive/Site Access Drive

The results of the capacity analysis indicate that the westbound approach from this access drive currently operates at LOS B or better during the weekday morning, weekday evening, and Saturday midday peak hours. The southbound left-turn movement into the Danby's Station access drive currently operates at LOS A during all three peak hours. Under Year 2032 no-build conditions, the critical approaches and movements are projected to continue to operate at the current levels of service.

Under Year 2032 total projected conditions, approximately half of the traffic generated by the Dutch Bros coffee shop will utilize this access drive. The access drive will continue to provide one lane in each direction. A stop sign should be posted for outbound movements from the site. The intersection is projected to operate as follows:

- The westbound approach from the site is projected to operate at LOS B during all three peak hours.
- The southbound left-turn movement into the site is projected to operate at LOS A during the peak hours.
- The 95th percentile queues for the westbound approach are projected to be one to two vehicles during the peak hours, which can be accommodated on site without impacting drive-through circulation.
- The 95th percentile queues for the southbound left-turn movement are projected to be one to two vehicles during the peak hours, which will not conflict with the northbound left-turn movements from Nicoll Avenue into the Aldi access drive.
- The Volume-to-Capacity ratios (v/c) for the movements are projected to be well below 1.0 during the peak hours.

As such, this access drive will provide flexible and efficient access to the coffee shop, providing sufficient accommodations to the traffic volumes estimated to be generated by the Dutch Bros and no additional roadway or traffic control modifications are required aside from posting a stop sign for the outbound movements.

Drive-Through Stacking Evaluation

As proposed, the drive-through system will provide stacking for a total of approximately 25 vehicles.

Dutch Bros will have a traffic management in place to speed, quality, and service. Numerous positions are posted outside to ensure efficiency with the drive-through system:

- The Line Buster (LB) takes orders from vehicles within the queue and directs vehicles to maintain two-feet gaps between one another.

- The Drink Runner (DR) delivers completed drinks to customers in line who have ordered but not reached the window. They also direct these customers to the escape lane to leave the queue and have the remaining queue progress.

- The Dutch Bros Traffic Controller (DBTC) directs traffic in and out of the site location. They prevent vehicles from blocking critical access drives and intersections on-site that would impair the circulation of the site.

As orders are taken prior to a vehicle arriving at the window, the timing standard that a vehicle is at the window ranges from 40 to 45 seconds. This corresponds to a vehicle-servicing rate of approximately 80 to 90 vehicles per hour that visit the window. Additionally, the Dutch Bros model allows for an additional number of vehicles to be serviced and to receive their orders and exit using the escape lane without visiting the window, thus reducing the queue in the drive through lane.

With the proposed stacking of 25 vehicles, it is then estimated that the entire drive-through system can be accommodated in approximately 15 minutes. As such, the proposed stacking of 25 vehicles for the drive-through facility will be sufficient to meet the projected demand and will not impact the internal flow of traffic.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The existing restaurant site will be redeveloped to be a Dutch Bros coffee shop with a dual drive-through system.

- The traffic estimated to be generated by the proposed coffee shop will be reduced due to the volume of pass-by traffic.

- The results of the capacity analysis indicated that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed coffee shop and no significant roadway or traffic control improvements are required.

- The proposed access system that will serve the coffee shop will ensure that flexible and efficient access is provided and will be adequate in accommodating the traffic that will be generated by the proposed Dutch Bros.

    - A stop sign should be posted for outbound movements at the intersection of Nicoll Avenue with the site access drive.

- Modifying the existing full-movement access drive off Roosevelt Road to restrict right turns in and out only will reduce the number of traffic conflicts, thus improving the traffic flow along Roosevelt Road.

- The proposed drive-through stacking of 25 vehicles will be adequate in accommodating the peak drive-through demand.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Roosevelt+Rd+with+Nicoll+Way
TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Data

Start Time	Roosevelt Rd Eastbound						Roosevelt Rd Westbound						Nicoll Way Northbound						Nicoll Way Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	27	300	11	0	338	0	13	229	3	0	245	0	16	4	4	0	24	0	1	2	17	0	20	627
7:15 AM	0	33	396	9	0	438	0	7	327	1	0	335	0	12	9	4	0	25	0	2	3	23	1	28	826
7:30 AM	0	37	391	12	0	440	0	12	380	4	0	396	0	12	8	10	0	30	0	4	3	29	0	36	902
7:45 AM	0	39	374	17	0	430	0	19	336	5	0	360	0	18	7	10	0	35	0	4	3	23	0	30	855
Hourly Total	0	136	1461	49	0	1646	0	51	1272	13	0	1336	0	58	28	28	0	114	0	11	11	92	1	114	3210
8:00 AM	0	31	334	17	0	382	0	12	322	0	0	334	0	19	7	7	0	33	0	2	6	22	0	30	779
8:15 AM	0	22	342	26	0	390	0	17	334	3	0	354	0	15	12	4	0	31	0	5	7	38	0	50	825
8:30 AM	0	49	326	24	0	399	0	16	300	3	0	319	0	19	15	10	0	44	0	5	5	37	0	47	809
8:45 AM	0	35	299	21	0	355	0	20	310	8	0	338	0	22	12	11	0	45	0	11	4	46	0	61	799
Hourly Total	0	137	1301	88	0	1526	0	65	1266	14	0	1345	0	75	46	32	0	153	0	23	22	143	0	188	3212
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	47	303	19	0	369	0	22	358	7	0	387	0	30	18	15	0	63	0	22	11	50	0	83	902
4:15 PM	0	28	282	19	0	329	0	21	292	9	0	322	0	23	18	10	1	51	0	18	6	54	0	78	780
4:30 PM	0	36	327	13	0	376	0	17	302	4	1	323	0	36	10	16	0	62	0	11	8	57	0	76	837
4:45 PM	0	45	335	24	0	404	0	19	320	2	0	341	0	29	6	12	0	47	0	9	12	41	0	62	854
Hourly Total	0	156	1247	75	0	1478	0	79	1272	22	1	1373	0	118	52	53	1	223	0	60	37	202	0	299	3373
5:00 PM	0	40	295	21	0	356	0	26	326	2	0	354	0	30	14	12	0	56	0	25	5	41	0	71	837
5:15 PM	0	37	292	22	0	351	0	25	324	10	0	359	0	36	7	15	0	58	0	10	7	45	0	62	830
5:30 PM	0	27	290	26	0	343	0	19	361	9	0	389	0	24	16	13	0	53	0	9	11	43	0	63	848
5:45 PM	0	21	212	26	0	259	0	14	355	5	0	374	0	20	20	4	0	44	0	11	6	38	0	55	732
Hourly Total	0	125	1089	95	0	1309	0	84	1366	26	0	1476	0	110	57	44	0	211	0	55	29	167	0	251	3247
Grand Total	0	554	5098	307	0	5959	0	279	5176	75	1	5530	0	361	183	157	1	701	0	149	99	604	1	852	13042
Approach %	0.0	9.3	85.6	5.2	-	-	0.0	5.0	93.6	1.4	-	-	0.0	51.5	26.1	22.4	-	-	0.0	17.5	11.6	70.9	-	-	-
Total %	0.0	4.2	39.1	2.4	-	45.7	0.0	2.1	39.7	0.6	-	42.4	0.0	2.8	1.4	1.2	-	5.4	0.0	1.1	0.8	4.6	-	6.5	-
Lights	0	549	4993	304	-	5846	0	275	5060	73	-	5408	0	358	181	151	-	690	0	145	97	593	-	835	12779
% Lights	-	99.1	97.9	99.0	-	98.1	-	98.6	97.8	97.3	-	97.8	-	99.2	98.9	96.2	-	98.4	-	97.3	98.0	98.2	-	98.0	98.0
Buses	0	0	22	1	-	23	0	1	22	0	-	23	0	3	1	1	-	5	0	1	1	0	-	2	53
% Buses	-	0.0	0.4	0.3	-	0.4	-	0.4	0.4	0.0	-	0.4	-	0.8	0.5	0.6	-	0.7	-	0.7	1.0	0.0	-	0.2	0.4
Single-Unit Trucks	0	4	40	1	-	45	0	2	53	2	-	57	0	0	1	2	-	3	0	3	1	8	-	12	117
% Single-Unit Trucks	-	0.7	0.8	0.3	-	0.8	-	0.7	1.0	2.7	-	1.0	-	0.0	0.5	1.3	-	0.4	-	2.0	1.0	1.3	-	1.4	0.9
Articulated Trucks	0	1	43	1	-	45	0	1	41	0	-	42	0	0	0	3	-	3	0	0	0	3	-	3	93
% Articulated Trucks	-	0.2	0.8	0.3	-	0.8	-	0.4	0.8	0.0	-	0.8	-	0.0	0.0	1.9	-	0.4	-	0.0	0.0	0.5	-	0.4	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Roosevelt+Rd+with+Nicoll+Way
TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Roosevelt Rd Eastbound						Roosevelt Rd Westbound						Nicoll Way Northbound						Nicoll Way Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	33	396	9	0	438	0	7	327	1	0	335	0	12	9	4	0	25	0	2	3	23	1	28	826
7:30 AM	0	37	391	12	0	440	0	12	380	4	0	396	0	12	8	10	0	30	0	4	3	29	0	36	902
7:45 AM	0	39	374	17	0	430	0	19	336	5	0	360	0	18	7	10	0	35	0	4	3	23	0	30	855
8:00 AM	0	31	334	17	0	382	0	12	322	0	0	334	0	19	7	7	0	33	0	2	6	22	0	30	779
Total	0	140	1495	55	0	1690	0	50	1365	10	0	1425	0	61	31	31	0	123	0	12	15	97	1	124	3362
Approach %	0.0	8.3	88.5	3.3	-	-	0.0	3.5	95.8	0.7	-	-	0.0	49.6	25.2	25.2	-	-	0.0	9.7	12.1	78.2	-	-	-
Total %	0.0	4.2	44.5	1.6	-	50.3	0.0	1.5	40.6	0.3	-	42.4	0.0	1.8	0.9	0.9	-	3.7	0.0	0.4	0.4	2.9	-	3.7	-
PHF	0.000	0.897	0.944	0.809	-	0.960	0.000	0.658	0.898	0.500	-	0.900	0.000	0.803	0.861	0.775	-	0.879	0.000	0.750	0.625	0.836	-	0.861	0.932
Lights	0	139	1466	53	-	1658	0	48	1318	10	-	1376	0	61	30	30	-	121	0	11	15	94	-	120	3275
% Lights	-	99.3	98.1	96.4	-	98.1	-	96.0	96.6	100.0	-	96.6	-	100.0	96.8	96.8	-	98.4	-	91.7	100.0	96.9	-	96.8	97.4
Buses	0	0	9	0	-	9	0	1	7	0	-	8	0	0	1	0	-	1	0	1	0	0	-	1	19
% Buses	-	0.0	0.6	0.0	-	0.5	-	2.0	0.5	0.0	-	0.6	-	0.0	3.2	0.0	-	0.8	-	8.3	0.0	0.0	-	0.8	0.6
Single-Unit Trucks	0	0	15	1	-	16	0	1	25	0	-	26	0	0	0	1	-	1	0	0	0	2	-	2	45
% Single-Unit Trucks	-	0.0	1.0	1.8	-	0.9	-	2.0	1.8	0.0	-	1.8	-	0.0	0.0	3.2	-	0.8	-	0.0	0.0	2.1	-	1.6	1.3
Articulated Trucks	0	1	5	1	-	7	0	0	15	0	-	15	0	0	0	0	-	0	0	0	0	1	-	1	23
% Articulated Trucks	-	0.7	0.3	1.8	-	0.4	-	0.0	1.1	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.0	-	0.8	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Roosevelt+Rd+with+Nicoll+Way
TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Roosevelt Rd Eastbound						Roosevelt Rd Westbound						Nicoll Way Northbound						Nicoll Way Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	47	303	19	0	369	0	22	358	7	0	387	0	30	18	15	0	63	0	22	11	50	0	83	902
4:15 PM	0	28	282	19	0	329	0	21	292	9	0	322	0	23	18	10	1	51	0	18	6	54	0	78	780
4:30 PM	0	36	327	13	0	376	0	17	302	4	1	323	0	36	10	16	0	62	0	11	8	57	0	76	837
4:45 PM	0	45	335	24	0	404	0	19	320	2	0	341	0	29	6	12	0	47	0	9	12	41	0	62	854
Total	0	156	1247	75	0	1478	0	79	1272	22	1	1373	0	118	52	53	1	223	0	60	37	202	0	299	3373
Approach %	0.0	10.6	84.4	5.1	-	-	0.0	5.8	92.6	1.6	-	-	0.0	52.9	23.3	23.8	-	-	0.0	20.1	12.4	67.6	-	-	-
Total %	0.0	4.6	37.0	2.2	-	43.8	0.0	2.3	37.7	0.7	-	40.7	0.0	3.5	1.5	1.6	-	6.6	0.0	1.8	1.1	6.0	-	8.9	-
PHF	0.000	0.830	0.931	0.781	-	0.915	0.000	0.898	0.888	0.611	-	0.887	0.000	0.819	0.722	0.828	-	0.885	0.000	0.682	0.771	0.886	-	0.901	0.935
Lights	0	155	1224	75	-	1454	0	79	1260	22	-	1361	0	118	52	52	-	222	0	59	37	200	-	296	3333
% Lights	-	99.4	98.2	100.0	-	98.4	-	100.0	99.1	100.0	-	99.1	-	100.0	100.0	98.1	-	99.6	-	98.3	100.0	99.0	-	99.0	98.8
Buses	0	0	6	0	-	6	0	0	6	0	-	6	0	0	0	1	-	1	0	0	0	0	-	0	13
% Buses	-	0.0	0.5	0.0	-	0.4	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	1.9	-	0.4	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	1	5	0	-	6	0	0	2	0	-	2	0	0	0	0	-	0	0	1	0	2	-	3	11
% Single-Unit Trucks	-	0.6	0.4	0.0	-	0.4	-	0.0	0.2	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	1.7	0.0	1.0	-	1.0	0.3
Articulated Trucks	0	0	12	0	-	12	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	16
% Articulated Trucks	-	0.0	1.0	0.0	-	0.8	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Roosevelt Rd with Nicoll Way
Site Code:
Start Date: 01/28/2023

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Roosevelt Rd Eastbound						Roosevelt Rd Westbound						Nicoll Way Northbound						Nicoll Way Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
11:30 AM	0	36	293	22	0	351	0	17	248	8	0	273	0	33	16	14	0	63	0	22	16	31	0	69	756
11:45 AM	0	37	306	19	0	362	0	21	270	13	0	304	0	37	8	9	0	54	0	13	12	30	0	55	775
12:00 PM	0	36	254	32	0	322	0	25	268	8	1	301	0	34	12	18	0	64	0	18	13	39	0	70	757
12:15 PM	0	39	285	24	2	348	0	21	275	7	0	303	0	40	15	17	1	72	0	18	11	41	0	70	793
Total	0	148	1138	97	2	1383	0	84	1061	36	1	1181	0	144	51	58	1	253	0	71	52	141	0	264	3081
Approach %	0.0	10.7	82.3	7.0	-	-	0.0	7.1	89.8	3.0	-	-	0.0	56.9	20.2	22.9	-	-	0.0	26.9	19.7	53.4	-	-	-
Total %	0.0	4.8	36.9	3.1	-	44.9	0.0	2.7	34.4	1.2	-	38.3	0.0	4.7	1.7	1.9	-	8.2	0.0	2.3	1.7	4.6	-	8.6	-
PHF	0.000	0.949	0.930	0.758	-	0.955	0.000	0.840	0.965	0.692	-	0.971	0.000	0.900	0.797	0.806	-	0.878	0.000	0.807	0.813	0.860	-	0.943	0.971
Lights	0	145	1123	96	-	1364	0	81	1044	35	-	1160	0	141	51	54	-	246	0	70	51	138	-	259	3029
% Lights	-	98.0	98.7	99.0	-	98.6	-	96.4	98.4	97.2	-	98.2	-	97.9	100.0	93.1	-	97.2	-	98.6	98.1	97.9	-	98.1	98.3
Buses	0	0	7	0	-	7	0	0	2	0	-	2	0	1	0	0	-	1	0	1	0	0	-	1	11
% Buses	-	0.0	0.6	0.0	-	0.5	-	0.0	0.2	0.0	-	0.2	-	0.7	0.0	0.0	-	0.4	-	1.4	0.0	0.0	-	0.4	0.4
Single-Unit Trucks	0	2	8	0	-	10	0	3	12	1	-	16	0	2	0	4	-	6	0	0	1	2	-	3	35
% Single-Unit Trucks	-	1.4	0.7	0.0	-	0.7	-	3.6	1.1	2.8	-	1.4	-	1.4	0.0	6.9	-	2.4	-	0.0	1.9	1.4	-	1.1	1.1
Articulated Trucks	0	1	0	1	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	1	-	1	6
% Articulated Trucks	-	0.7	0.0	1.0	-	0.1	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.4	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Roosevelt and Eastern Access Dr
TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Data

Start Time	Roosevelt Rd Eastbound					Roosevelt Rd Westbound					Access Dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	308	0	309	0	257	2	0	259	0	0	0	0	0	568
7:15 AM	0	0	407	0	407	0	350	2	0	352	0	0	0	0	0	759
7:30 AM	0	0	407	0	407	0	432	0	0	432	0	0	0	0	0	839
7:45 AM	0	1	396	0	397	0	383	0	0	383	0	0	0	0	0	780
Hourly Total	0	2	1518	0	1520	0	1422	4	0	1426	0	0	0	0	0	2946
8:00 AM	0	0	360	0	360	0	335	1	0	336	0	0	0	0	0	696
8:15 AM	0	0	351	0	351	0	337	1	0	338	0	0	0	0	0	689
8:30 AM	0	0	333	0	333	0	303	1	0	304	0	0	0	0	0	637
8:45 AM	0	0	326	0	326	0	325	0	0	325	0	0	0	0	0	651
Hourly Total	0	0	1370	0	1370	0	1300	3	0	1303	0	0	0	0	0	2673
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	342	0	342	0	393	1	0	394	0	0	0	0	0	736
4:15 PM	0	0	306	1	306	0	325	0	0	325	0	0	0	1	0	631
4:30 PM	0	0	381	0	381	0	338	0	0	338	0	0	0	0	0	719
4:45 PM	0	0	350	0	350	0	346	0	0	346	0	0	0	0	0	696
Hourly Total	0	0	1379	1	1379	0	1402	1	0	1403	0	0	0	1	0	2782
5:00 PM	0	0	341	0	341	0	328	0	0	328	0	0	0	0	0	669
5:15 PM	0	0	331	0	331	1	345	0	0	346	0	0	0	0	0	677
5:30 PM	0	0	323	0	323	1	372	0	0	373	0	0	0	0	0	696
5:45 PM	0	0	245	0	245	1	369	1	0	371	0	0	0	0	0	616
Hourly Total	0	0	1240	0	1240	3	1414	1	0	1418	0	0	0	0	0	2658
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	1	324	0	325	0	291	1	0	292	0	0	0	0	0	617
12:15 PM	0	0	362	0	362	0	316	1	0	317	0	0	2	0	2	681
12:30 PM	0	0	343	0	343	0	347	0	0	347	0	0	2	0	2	692
12:45 PM	0	1	357	0	358	0	344	2	0	346	0	0	1	0	1	705
Hourly Total	0	2	1386	0	1388	0	1298	4	0	1302	0	0	5	0	5	2695
1:00 PM	0	0	345	0	345	0	328	0	0	328	0	0	1	2	1	674
1:15 PM	0	0	332	0	332	0	343	1	0	344	0	0	0	0	0	676
1:30 PM	0	0	350	0	350	0	357	0	0	357	0	0	2	1	2	709
1:45 PM	0	0	349	0	349	0	296	0	0	296	0	1	1	1	2	647
Hourly Total	0	0	1376	0	1376	0	1324	1	0	1325	0	1	4	4	5	2706
Grand Total	0	4	8269	1	8273	3	8160	14	0	8177	0	1	9	5	10	16460
Approach %	0.0	0.0	100.0	-	-	0.0	99.8	0.2	-	-	0.0	10.0	90.0	-	-	-
Total %	0.0	0.0	50.2	-	50.3	0.0	49.6	0.1	-	49.7	0.0	0.0	0.1	-	0.1	-
Lights	0	4	8120	-	8124	3	8013	13	-	8029	0	1	9	-	10	16163

% Lights	-	100.0	98.2	-	98.2	100.0	98.2	92.9	-	98.2	-	100.0	100.0	-	100.0	98.2
Buses	0	0	25	-	25	0	24	0	-	24	0	0	0	-	0	49
% Buses	-	0.0	0.3	-	0.3	0.0	0.3	0.0	-	0.3	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	63	-	63	0	76	1	-	77	0	0	0	-	0	140
% Single-Unit Trucks	-	0.0	0.8	-	0.8	0.0	0.9	7.1	-	0.9	-	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	61	-	61	0	47	0	-	47	0	0	0	-	0	108
% Articulated Trucks	-	0.0	0.7	-	0.7	0.0	0.6	0.0	-	0.6	-	0.0	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Roosevelt and Eastern Access Dr
TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Roosevelt Rd Eastbound					Roosevelt Rd Westbound					Access Dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	407	0	407	0	350	2	0	352	0	0	0	0	0	759
7:30 AM	0	0	407	0	407	0	432	0	0	432	0	0	0	0	0	839
7:45 AM	0	1	396	0	397	0	383	0	0	383	0	0	0	0	0	780
8:00 AM	0	0	360	0	360	0	335	1	0	336	0	0	0	0	0	696
Total	0	1	1570	0	1571	0	1500	3	0	1503	0	0	0	0	0	3074
Approach %	0.0	0.1	99.9	-	-	0.0	99.8	0.2	-	-	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	51.1	-	51.1	0.0	48.8	0.1	-	48.9	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.250	0.964	-	0.965	0.000	0.868	0.375	-	0.870	0.000	0.000	0.000	-	0.000	0.916
Lights	0	1	1538	-	1539	0	1452	2	-	1454	0	0	0	-	0	2993
% Lights	-	100.0	98.0	-	98.0	-	96.8	66.7	-	96.7	-	-	-	-	-	97.4
Buses	0	0	10	-	10	0	9	0	-	9	0	0	0	-	0	19
% Buses	-	0.0	0.6	-	0.6	-	0.6	0.0	-	0.6	-	-	-	-	-	0.6
Single-Unit Trucks	0	0	12	-	12	0	25	1	-	26	0	0	0	-	0	38
% Single-Unit Trucks	-	0.0	0.8	-	0.8	-	1.7	33.3	-	1.7	-	-	-	-	-	1.2
Articulated Trucks	0	0	10	-	10	0	14	0	-	14	0	0	0	-	0	24
% Articulated Trucks	-	0.0	0.6	-	0.6	-	0.9	0.0	-	0.9	-	-	-	-	-	0.8
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Roosevelt and Eastern Access Dr
TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Roosevelt Rd Eastbound					Roosevelt Rd Westbound					Access Dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:00 PM	0	0	342	0	342	0	393	1	0	394	0	0	0	0	0	736
4:15 PM	0	0	306	1	306	0	325	0	0	325	0	0	0	1	0	631
4:30 PM	0	0	381	0	381	0	338	0	0	338	0	0	0	0	0	719
4:45 PM	0	0	350	0	350	0	346	0	0	346	0	0	0	0	0	696
Total	0	0	1379	1	1379	0	1402	1	0	1403	0	0	0	1	0	2782
Approach %	0.0	0.0	100.0	-	-	0.0	99.9	0.1	-	-	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	49.6	-	49.6	0.0	50.4	0.0	-	50.4	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.905	-	0.905	0.000	0.892	0.250	-	0.890	0.000	0.000	0.000	-	0.000	0.945
Lights	0	0	1353	-	1353	0	1389	1	-	1390	0	0	0	-	0	2743
% Lights	-	-	98.1	-	98.1	-	99.1	100.0	-	99.1	-	-	-	-	-	98.6
Buses	0	0	7	-	7	0	6	0	-	6	0	0	0	-	0	13
% Buses	-	-	0.5	-	0.5	-	0.4	0.0	-	0.4	-	-	-	-	-	0.5
Single-Unit Trucks	0	0	10	-	10	0	3	0	-	3	0	0	0	-	0	13
% Single-Unit Trucks	-	-	0.7	-	0.7	-	0.2	0.0	-	0.2	-	-	-	-	-	0.5
Articulated Trucks	0	0	9	-	9	0	4	0	-	4	0	0	0	-	0	13
% Articulated Trucks	-	-	0.7	-	0.7	-	0.3	0.0	-	0.3	-	-	-	-	-	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Roosevelt and Eastern Access Dr
TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Roosevelt Rd Eastbound					Roosevelt Rd Westbound					Access Dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:15 PM	0	0	362	0	362	0	316	1	0	317	0	0	2	0	2	681
12:30 PM	0	0	343	0	343	0	347	0	0	347	0	0	2	0	2	692
12:45 PM	0	1	357	0	358	0	344	2	0	346	0	0	1	0	1	705
1:00 PM	0	0	345	0	345	0	328	0	0	328	0	0	1	2	1	674
Total	0	1	1407	0	1408	0	1335	3	0	1338	0	0	6	2	6	2752
Approach %	0.0	0.1	99.9	-	-	0.0	99.8	0.2	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	51.1	-	51.2	0.0	48.5	0.1	-	48.6	0.0	0.0	0.2	-	0.2	-
PHF	0.000	0.250	0.972	-	0.972	0.000	0.962	0.375	-	0.964	0.000	0.000	0.750	-	0.750	0.976
Lights	0	1	1389	-	1390	0	1326	3	-	1329	0	0	6	-	6	2725
% Lights	-	100.0	98.7	-	98.7	-	99.3	100.0	-	99.3	-	-	100.0	-	100.0	99.0
Buses	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	-	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	10	-	10	0	6	0	-	6	0	0	0	-	0	16
% Single-Unit Trucks	-	0.0	0.7	-	0.7	-	0.4	0.0	-	0.4	-	-	0.0	-	0.0	0.6
Articulated Trucks	0	0	7	-	7	0	3	0	-	3	0	0	0	-	0	10
% Articulated Trucks	-	0.0	0.5	-	0.5	-	0.2	0.0	-	0.2	-	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Roosevelt+Rd+with+Glen+Hill+North+Access+Dr TMC
Site Code:
Start Date: 01/08/2026
Page No: 1

Turning Movement Data

Start Time	Roosevelt rd Eastbound					Roosevelt rd Westbound					Glen hill dr Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	0	325	0	325	0	276	8	0	284	0	0	0	0	0	609
7:15 AM	0	0	402	0	402	0	383	10	0	393	0	0	0	0	0	795
7:30 AM	0	0	389	0	389	0	439	10	0	449	0	0	0	0	0	838
7:45 AM	0	0	411	0	411	0	370	7	0	377	0	0	0	0	0	788
Hourly Total	0	0	1527	0	1527	0	1468	35	0	1503	0	0	0	0	0	3030
8:00 AM	0	1	354	0	355	0	335	5	0	340	0	0	0	0	0	695
8:15 AM	0	1	347	0	348	0	375	9	0	384	0	0	1	0	1	733
8:30 AM	1	0	326	0	327	0	310	12	0	322	0	0	0	0	0	649
8:45 AM	0	1	332	0	333	0	334	12	0	346	0	2	1	0	3	682
Hourly Total	1	3	1359	0	1363	0	1354	38	0	1392	0	2	2	0	4	2759
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	351	0	351	0	379	3	0	382	0	0	3	0	3	736
4:15 PM	0	0	315	0	315	0	317	5	0	322	0	1	3	1	4	641
4:30 PM	0	0	376	0	376	0	345	2	0	347	0	0	2	0	2	725
4:45 PM	0	0	345	0	345	0	333	0	0	333	0	0	2	0	2	680
Hourly Total	0	0	1387	0	1387	0	1374	10	0	1384	0	1	10	1	11	2782
5:00 PM	0	0	329	0	329	0	385	2	0	387	0	1	1	0	2	718
5:15 PM	0	2	341	0	343	0	355	2	0	357	0	2	3	0	5	705
5:30 PM	0	0	309	0	309	0	349	1	0	350	0	2	4	0	6	665
5:45 PM	0	0	241	0	241	0	337	2	0	339	0	0	5	0	5	585
Hourly Total	0	2	1220	0	1222	0	1426	7	0	1433	0	5	13	0	18	2673
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	1	320	0	321	0	267	3	0	270	0	2	0	0	2	593
12:15 PM	0	0	357	0	357	0	316	2	0	318	0	3	1	0	4	679
12:30 PM	0	0	349	0	349	0	313	1	0	314	0	1	1	0	2	665
12:45 PM	0	0	350	0	350	0	334	1	0	335	0	2	1	0	3	688
Hourly Total	0	1	1376	0	1377	0	1230	7	0	1237	0	8	3	0	11	2625
1:00 PM	0	1	337	0	338	0	312	1	0	313	0	0	0	1	0	651
1:15 PM	1	0	321	0	322	0	368	1	0	369	0	1	1	0	2	693
1:30 PM	0	0	349	0	349	0	343	0	1	343	0	1	0	1	1	693
1:45 PM	0	2	351	0	353	0	294	1	0	295	0	1	3	0	4	652
Hourly Total	1	3	1358	0	1362	0	1317	3	1	1320	0	3	4	2	7	2689
Grand Total	2	9	8227	0	8238	0	8169	100	1	8269	0	19	32	3	51	16558
Approach %	0.0	0.1	99.9	-	-	0.0	98.8	1.2	-	-	0.0	37.3	62.7	-	-	-
Total %	0.0	0.1	49.7	-	49.8	0.0	49.3	0.6	-	49.9	0.0	0.1	0.2	-	0.3	-
Lights	2	9	8076	-	8087	0	8011	99	-	8110	0	18	32	-	50	16247

% Lights	100.0	100.0	98.2	-	98.2	-	98.1	99.0	-	98.1	-	94.7	100.0	-	98.0	98.1
Buses	0	0	26	-	26	0	26	1	-	27	0	0	0	-	0	53
% Buses	0.0	0.0	0.3	-	0.3	-	0.3	1.0	-	0.3	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	64	-	64	0	86	0	-	86	0	1	0	-	1	151
% Single-Unit Trucks	0.0	0.0	0.8	-	0.8	-	1.1	0.0	-	1.0	-	5.3	0.0	-	2.0	0.9
Articulated Trucks	0	0	61	-	61	0	46	0	-	46	0	0	0	-	0	107
% Articulated Trucks	0.0	0.0	0.7	-	0.7	-	0.6	0.0	-	0.6	-	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Roosevelt+Rd+with+Glen+Hill+North+Access+Dr TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Roosevelt rd Eastbound					Roosevelt rd Westbound					Glen hill dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	402	0	402	0	383	10	0	393	0	0	0	0	0	795
7:30 AM	0	0	389	0	389	0	439	10	0	449	0	0	0	0	0	838
7:45 AM	0	0	411	0	411	0	370	7	0	377	0	0	0	0	0	788
8:00 AM	0	1	354	0	355	0	335	5	0	340	0	0	0	0	0	695
Total	0	1	1556	0	1557	0	1527	32	0	1559	0	0	0	0	0	3116
Approach %	0.0	0.1	99.9	-	-	0.0	97.9	2.1	-	-	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	49.9	-	50.0	0.0	49.0	1.0	-	50.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.250	0.946	-	0.947	0.000	0.870	0.800	-	0.868	0.000	0.000	0.000	-	0.000	0.930
Lights	0	1	1526	-	1527	0	1459	31	-	1490	0	0	0	-	0	3017
% Lights	-	100.0	98.1	-	98.1	-	95.5	96.9	-	95.6	-	-	-	-	-	96.8
Buses	0	0	9	-	9	0	9	1	-	10	0	0	0	-	0	19
% Buses	-	0.0	0.6	-	0.6	-	0.6	3.1	-	0.6	-	-	-	-	-	0.6
Single-Unit Trucks	0	0	14	-	14	0	46	0	-	46	0	0	0	-	0	60
% Single-Unit Trucks	-	0.0	0.9	-	0.9	-	3.0	0.0	-	3.0	-	-	-	-	-	1.9
Articulated Trucks	0	0	7	-	7	0	13	0	-	13	0	0	0	-	0	20
% Articulated Trucks	-	0.0	0.4	-	0.4	-	0.9	0.0	-	0.8	-	-	-	-	-	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Roosevelt rd Eastbound					Roosevelt rd Westbound					Glen hill dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:00 PM	0	0	351	0	351	0	379	3	0	382	0	0	3	0	3	736
4:15 PM	0	0	315	0	315	0	317	5	0	322	0	1	3	1	4	641
4:30 PM	0	0	376	0	376	0	345	2	0	347	0	0	2	0	2	725
4:45 PM	0	0	345	0	345	0	333	0	0	333	0	0	2	0	2	680
Total	0	0	1387	0	1387	0	1374	10	0	1384	0	1	10	1	11	2782
Approach %	0.0	0.0	100.0	-	-	0.0	99.3	0.7	-	-	0.0	9.1	90.9	-	-	-
Total %	0.0	0.0	49.9	-	49.9	0.0	49.4	0.4	-	49.7	0.0	0.0	0.4	-	0.4	-
PHF	0.000	0.000	0.922	-	0.922	0.000	0.906	0.500	-	0.906	0.000	0.250	0.833	-	0.688	0.945
Lights	0	0	1359	-	1359	0	1363	10	-	1373	0	1	10	-	11	2743
% Lights	-	-	98.0	-	98.0	-	99.2	100.0	-	99.2	-	100.0	100.0	-	100.0	98.6
Buses	0	0	8	-	8	0	6	0	-	6	0	0	0	-	0	14
% Buses	-	-	0.6	-	0.6	-	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	8	-	8	0	1	0	-	1	0	0	0	-	0	9
% Single-Unit Trucks	-	-	0.6	-	0.6	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	12	-	12	0	4	0	-	4	0	0	0	-	0	16
% Articulated Trucks	-	-	0.9	-	0.9	-	0.3	0.0	-	0.3	-	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Roosevelt rd Eastbound					Roosevelt rd Westbound					Glen hill dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
12:15 PM	0	0	357	0	357	0	316	2	0	318	0	3	1	0	4	679
12:30 PM	0	0	349	0	349	0	313	1	0	314	0	1	1	0	2	665
12:45 PM	0	0	350	0	350	0	334	1	0	335	0	2	1	0	3	688
1:00 PM	0	1	337	0	338	0	312	1	0	313	0	0	0	1	0	651
Total	0	1	1393	0	1394	0	1275	5	0	1280	0	6	3	1	9	2683
Approach %	0.0	0.1	99.9	-	-	0.0	99.6	0.4	-	-	0.0	66.7	33.3	-	-	-
Total %	0.0	0.0	51.9	-	52.0	0.0	47.5	0.2	-	47.7	0.0	0.2	0.1	-	0.3	-
PHF	0.000	0.250	0.975	-	0.976	0.000	0.954	0.625	-	0.955	0.000	0.500	0.750	-	0.563	0.975
Lights	0	1	1373	-	1374	0	1266	5	-	1271	0	5	3	-	8	2653
% Lights	-	100.0	98.6	-	98.6	-	99.3	100.0	-	99.3	-	83.3	100.0	-	88.9	98.9
Buses	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	-	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	11	-	11	0	6	0	-	6	0	1	0	-	1	18
% Single-Unit Trucks	-	0.0	0.8	-	0.8	-	0.5	0.0	-	0.5	-	16.7	0.0	-	11.1	0.7
Articulated Trucks	0	0	8	-	8	0	3	0	-	3	0	0	0	-	0	11
% Articulated Trucks	-	0.0	0.6	-	0.6	-	0.2	0.0	-	0.2	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Nicoll Ave and Access Dr TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Data

Start Time	Access Dr Westbound					Nicoll Ave Northbound					Nicoll Ave Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	34	0	0	34	0	0	20	0	20	54
7:15 AM	0	0	0	0	0	0	46	0	0	46	0	0	28	1	28	74
7:30 AM	0	0	0	0	0	0	54	0	0	54	0	0	35	0	35	89
7:45 AM	0	0	0	0	0	0	50	0	0	50	0	0	32	1	32	82
Hourly Total	0	0	0	0	0	0	184	0	0	184	0	0	115	2	115	299
8:00 AM	0	0	0	0	0	0	36	0	0	36	0	0	30	0	30	66
8:15 AM	0	0	0	0	0	0	37	2	0	39	0	3	51	0	54	93
8:30 AM	0	0	0	0	0	0	62	2	0	64	0	2	50	0	52	116
8:45 AM	0	0	0	0	0	0	52	5	0	57	0	3	55	0	58	115
Hourly Total	0	0	0	0	0	0	187	9	0	196	0	8	186	0	194	390
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	0	0	1	0	68	1	0	69	0	1	84	0	85	155
4:15 PM	0	1	1	0	2	0	50	5	0	55	0	3	78	0	81	138
4:30 PM	0	1	1	0	2	0	45	3	0	48	0	2	74	0	76	126
4:45 PM	0	1	0	0	1	0	50	2	0	52	0	0	63	0	63	116
Hourly Total	0	4	2	0	6	0	213	11	0	224	0	6	299	0	305	535
5:00 PM	0	2	2	0	4	0	51	1	0	52	0	0	65	0	65	121
5:15 PM	0	0	0	0	0	0	55	0	0	55	0	0	62	2	62	117
5:30 PM	0	1	0	0	1	0	50	2	0	52	0	0	63	0	63	116
5:45 PM	0	0	0	0	0	0	48	1	0	49	0	0	58	0	58	107
Hourly Total	0	3	2	0	5	0	204	4	0	208	0	0	248	2	248	461
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	0	2	2	0	4	0	57	6	0	63	0	0	41	0	41	108
12:15 PM	0	3	0	0	3	0	55	5	0	60	0	0	64	0	64	127
12:30 PM	0	1	1	0	2	0	67	7	0	74	0	3	67	0	70	146
12:45 PM	0	1	3	0	4	0	46	4	0	50	0	2	63	0	65	119
Hourly Total	0	7	6	0	13	0	225	22	0	247	0	5	235	0	240	500
1:00 PM	0	1	0	0	1	0	67	0	0	67	0	1	64	0	65	133
1:15 PM	0	1	0	0	1	0	63	1	0	64	0	0	57	0	57	122
1:30 PM	0	2	0	0	2	0	59	0	0	59	0	0	66	0	66	127
1:45 PM	0	1	0	0	1	0	47	1	0	48	0	2	54	0	56	105
Hourly Total	0	5	0	0	5	0	236	2	0	238	0	3	241	0	244	487
Grand Total	0	19	10	0	29	0	1249	48	0	1297	0	22	1324	4	1346	2672
Approach %	0.0	65.5	34.5	-	-	0.0	96.3	3.7	-	-	0.0	1.6	98.4	-	-	-
Total %	0.0	0.7	0.4	-	1.1	0.0	46.7	1.8	-	48.5	0.0	0.8	49.6	-	50.4	-
Lights	0	19	10	-	29	0	1237	48	-	1285	0	22	1304	-	1326	2640

% Lights	-	100.0	100.0	-	100.0	-	99.0	100.0	-	99.1	-	100.0	98.5	-	98.5	98.8
Buses	0	0	0	-	0	0	1	0	-	1	0	0	2	-	2	3
% Buses	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	-	0.0	0.2	-	0.1	0.1
Single-Unit Trucks	0	0	0	-	0	0	9	0	-	9	0	0	14	-	14	23
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.7	-	0.0	1.1	-	1.0	0.9
Articulated Trucks	0	0	0	-	0	0	2	0	-	2	0	0	4	-	4	6
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.2	0.0	-	0.2	-	0.0	0.3	-	0.3	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Nicoll Ave and Access Dr TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Access Dr Westbound					Nicoll Ave Northbound					Nicoll Ave Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:15 AM	0	0	0	0	0	0	46	0	0	46	0	0	28	1	28	74
7:30 AM	0	0	0	0	0	0	54	0	0	54	0	0	35	0	35	89
7:45 AM	0	0	0	0	0	0	50	0	0	50	0	0	32	1	32	82
8:00 AM	0	0	0	0	0	0	36	0	0	36	0	0	30	0	30	66
Total	0	0	0	0	0	0	186	0	0	186	0	0	125	2	125	311
Approach %	0.0	0.0	0.0	-	-	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	59.8	0.0	-	59.8	0.0	0.0	40.2	-	40.2	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.861	0.000	-	0.861	0.000	0.000	0.893	-	0.893	0.874
Lights	0	0	0	-	0	0	184	0	-	184	0	0	120	-	120	304
% Lights	-	-	-	-	-	-	98.9	-	-	98.9	-	-	96.0	-	96.0	97.7
Buses	0	0	0	-	0	0	1	0	-	1	0	0	1	-	1	2
% Buses	-	-	-	-	-	-	0.5	-	-	0.5	-	-	0.8	-	0.8	0.6
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	2	-	2	2
% Single-Unit Trucks	-	-	-	-	-	-	0.0	-	-	0.0	-	-	1.6	-	1.6	0.6
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	2	-	2	3
% Articulated Trucks	-	-	-	-	-	-	0.5	-	-	0.5	-	-	1.6	-	1.6	1.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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(847)518-9990 kpachowicz@kloainc.com

Count Name: Nicoll Ave and Access Dr TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Access Dr Westbound					Nicoll Ave Northbound					Nicoll Ave Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:00 PM	0	1	0	0	1	0	68	1	0	69	0	1	84	0	85	155
4:15 PM	0	1	1	0	2	0	50	5	0	55	0	3	78	0	81	138
4:30 PM	0	1	1	0	2	0	45	3	0	48	0	2	74	0	76	126
4:45 PM	0	1	0	0	1	0	50	2	0	52	0	0	63	0	63	116
Total	0	4	2	0	6	0	213	11	0	224	0	6	299	0	305	535
Approach %	0.0	66.7	33.3	-	-	0.0	95.1	4.9	-	-	0.0	2.0	98.0	-	-	-
Total %	0.0	0.7	0.4	-	1.1	0.0	39.8	2.1	-	41.9	0.0	1.1	55.9	-	57.0	-
PHF	0.000	1.000	0.500	-	0.750	0.000	0.783	0.550	-	0.812	0.000	0.500	0.890	-	0.897	0.863
Lights	0	4	2	-	6	0	211	11	-	222	0	6	296	-	302	530
% Lights	-	100.0	100.0	-	100.0	-	99.1	100.0	-	99.1	-	100.0	99.0	-	99.0	99.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	2	0	-	2	0	0	3	-	3	5
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.9	0.0	-	0.9	-	0.0	1.0	-	1.0	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Nicoll Ave and Access Dr TMC
Site Code:
Start Date: 01/08/2026

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Access Dr Westbound					Nicoll Ave Northbound					Nicoll Ave Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
12:15 PM	0	3	0	0	3	0	55	5	0	60	0	0	64	0	64	127
12:30 PM	0	1	1	0	2	0	67	7	0	74	0	3	67	0	70	146
12:45 PM	0	1	3	0	4	0	46	4	0	50	0	2	63	0	65	119
1:00 PM	0	1	0	0	1	0	67	0	0	67	0	1	64	0	65	133
Total	0	6	4	0	10	0	235	16	0	251	0	6	258	0	264	525
Approach %	0.0	60.0	40.0	-	-	0.0	93.6	6.4	-	-	0.0	2.3	97.7	-	-	-
Total %	0.0	1.1	0.8	-	1.9	0.0	44.8	3.0	-	47.8	0.0	1.1	49.1	-	50.3	-
PHF	0.000	0.500	0.333	-	0.625	0.000	0.877	0.571	-	0.848	0.000	0.500	0.963	-	0.943	0.899
Lights	0	6	4	-	10	0	235	16	-	251	0	6	257	-	263	524
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	99.6	-	99.6	99.8
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	0.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Study Name	Nicoll+Way+with+Bank+Access+Dr TMC
Start Date	Thursday, January 08, 2026 7:00 AM
End Date	Thursday, January 08, 2026 6:00 PM
Site Code	

Report Summary

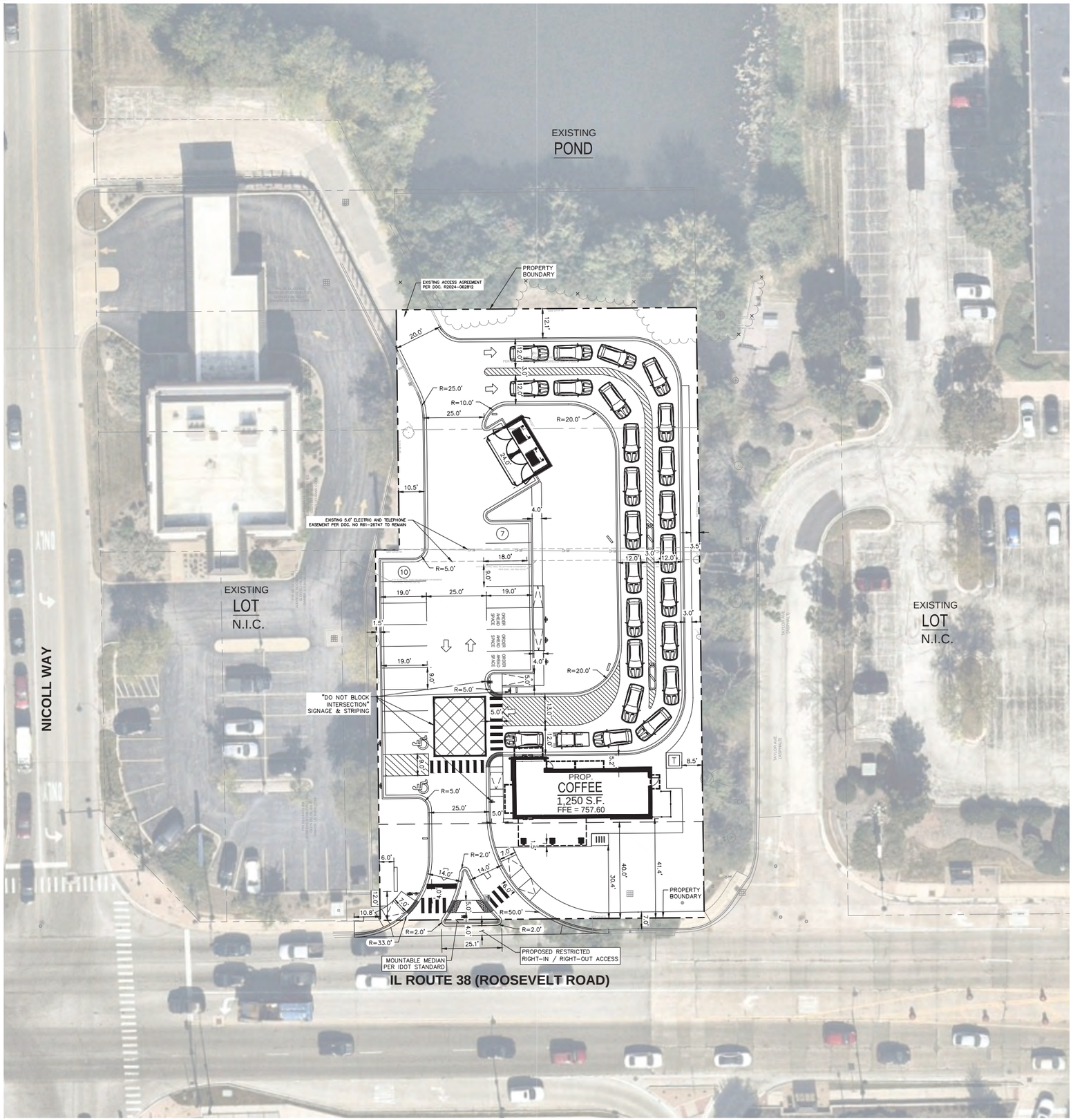
		Eastbound							Westbound							Northbound							Southbound							Northwestbound							Crosswalk		
Time Period	**Class.**	**U**	**L**	**T**	**BR**	**R**	**I**	**O**	**U**	**HL**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**HR**	**I**	**O**	**U**	**L**	**BL**	**T**	**R**	**I**	**O**	**U**	**HL**	**BL**	**BR**	**HR**	**I**	**O**	**Total**		**destria**	**Total**
Peak 1	Lights	0	3	0	0	2	5	8	0	0	5	0	3	8	11	0	1	179	4	0	184	123	0	7	0	116	7	130	185	0	0	0	0	0	0	0	327	EB	1	1
Specified Period	%	0%	100%	0%	0%	100%	83%	89%	0%	0%	100%	0%	100%	100%	92%	0%	100%	99%	100%	0%	99%	96%	0%	100%	0%	96%	88%	96%	99%	0%	0%	0%	0%	0%	0%	0%	97%		100%	
7:15 AM - 8:15 AM	Buses	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	2	1	0	0	0	0	0	0	0	3	WB	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%	0%	0%	0%	1%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
7:15 AM - 8:15 AM	ngle-Unit Truc	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	3	NB	0	0
	%	0%	0%	100%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	2	1	0	0	0	0	0	0	0	3	SB	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	2%	0%	0%	0%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NWB	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**0**	**3**	**1**	**0**	**2**	**6**	**9**	**0**	**0**	**5**	**0**	**3**	**8**	**12**	**0**	**1**	**181**	**4**	**0**	**186**	**128**	**0**	**7**	**0**	**121**	**8**	**136**	**187**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**336**		**1**	**1**
	PHF	0	0.38	0.25	0	0.5	0.5	0.75	0	0	0.25	0	0.25	0.25	0.5	0	0.25	0.89	0.5	0	0.89	0.91	0	0.44	0	0.86	1	0.87	0.88	0	0	0	0	0	0	0	0.91			
	Approach %						2%	3%						2%	4%						55%	38%						40%	56%						0%	0%				
Peak 2	Lights	0	48	0	0	47	95	85	0	0	0	0	1	1	0	0	17	189	0	0	206	295	0	0	0	240	67	307	242	0	8	1	4	0	13	0	622	EB	0	0
Specified Period	%	0%	100%	0%	0%	98%	99%	100%	0%	0%	0%	0%	100%	100%	0%	0%	100%	98%	0%	0%	99%	99%	0%	0%	0%	99%	100%	99%	99%	0%	100%	100%	100%	0%	100%	0%	99%		0%	
4:00 PM - 5:00 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WB	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
4:00 PM - 5:00 PM	ngle-Unit Truc	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	2	0	2	3	0	0	0	0	0	0	0	6	NB	0	0
	%	0%	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%	0%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SB	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NWB	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**0**	**48**	**0**	**0**	**48**	**96**	**85**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**17**	**192**	**0**	**0**	**209**	**298**	**0**	**0**	**0**	**242**	**67**	**309**	**245**	**0**	**8**	**1**	**4**	**0**	**13**	**0**	**628**		**0**	**0**
	PHF	0	0.8	0	0	0.5	0.69	0.85	0	0	0	0	0.25	0.25	0	0	0.71	0.8	0	0	0.79	0.88	0	0	0	0.95	0.88	0.93	0.84	0	0.5	0.25	1	0	0.54	0	0.86			
	Approach %						15%	14%						0%	0%						33%	47%						49%	39%						2%	0%				

Study Name	Nicoll+Way+with+Bank+Access+Dr TMC
Start Date	Saturday, January 10, 2026 12:00 PM
End Date	Saturday, January 10, 2026 2:00 PM
Site Code	

Report Summary

		Eastbound							Westbound							Northbound							Southbound							Northwestbound								Crosswalk	
Time Period	**Class.**	**U**	**L**	**T**	**BR**	**R**	**I**	**O**	**U**	**HL**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**HR**	**I**	**O**	**U**	**L**	**BL**	**T**	**R**	**I**	**O**	**U**	**HL**	**BL**	**BR**	**HR**	**I**	**O**	**Total**		**destria**	**Total**
Peak 1	Lights	0	80	1	0	71	152	142	0	0	11	2	10	23	12	0	66	166	5	0	237	261	0	5	0	170	73	248	260	0	9	1	4	1	15	0	675	EB	0	0
Specified Period	%	0%	91%	100%	0%	100%	95%	100%	0%	0%	100%	100%	100%	100%	100%	0%	100%	100%	100%	0%	100%	100%	0%	100%	0%	99%	100%	100%	97%	0%	100%	100%	100%	100%	100%	0%	99%		0%	
12:15 PM - 1:15 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WB	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
12:15 PM - 1:15 PM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	NB	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SB	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	NWB	0	0
	%	0%	9%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
	Total	**0**	**88**	**1**	**0**	**71**	**160**	**142**	**0**	**0**	**11**	**2**	**10**	**23**	**12**	**0**	**66**	**166**	**5**	**0**	**237**	**262**	**0**	**5**	**0**	**171**	**73**	**249**	**268**	**0**	**9**	**1**	**4**	**1**	**15**	**0**	**684**		**1**	**1**
	PHF	0	0.76	0.25	0	0.74	0.74	0.93	0	0	0.69	0.25	0.83	0.72	0.6	0	0.87	0.86	0.62	0	0.87	0.95	0	0.62	0	0.89	0.87	0.92	0.88	0	0.75	0.25	0.5	0.25	0.75	0	0.94			
	Approach %						23%	21%						3%	2%						35%	38%						36%	39%						2%	0%				

Site Plan



PARKING SUMMARY

PARKING SPACES REQUIRED (CITY STANDARD) *1 SPACES / 100 SF OF GROSS FLOOR AREA	=	13	SPACES
STANDARD PARKING SPACES PROVIDED	=	15	SPACES
ACCESSIBLE PARKING SPACES REQUIRED	=	1	SPACES
ACCESSIBLE PARKING SPACES PROVIDED	=	2	SPACES
TOTAL PARKING SPACES PROVIDED	=	17	SPACES
STACKING SPACES REQUIRED	=	5	SPACES
STACKING SPACES PROVIDED	=	25	SPACES

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Call Before You Dig
JULIE
1-800-892-0123

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

KEY NOTES

1. B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
2. DEPRESSED CURB AND GUTTER
3. CONCRETE SIDEWALK, TYP. (SEE DETAILS)
4. ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
5. ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8, SEE DETAILS)
6. 4" WIDE PAINTED SOLID LINE, TYP.
7. CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
8. 24" WIDE STOP BAR, TYP. (SEE DETAILS)
9. STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
10. TRASH ENCLOSURE, 24'X12' MIN. OR AS REQUIRED BY LOCAL JURISDICTION, W/LOCKING GATES.
11. TRASH LOADING ZONE, WITH CONCRETE APRON, COORDINATE APPROACH AND ORIENTATION OF TRASH ENCLOSURE W/LOCAL REFUSE SERVICE PROVIDER
12. TRANSFORMER PAD (FOR REFERENCE ONLY)
13. MONUMENT SIGN, BY OTHERS, FACING STATE STREET
14. LIGHT POLES SHOWN FOR COORDINATION ONLY (SEE SITE LIGHTING PLANS)
15. DIRECTIONAL ARROW (SEE DETAILS)
16. ACCESSIBLE RAMP (SEE DETAILS)
17. 3-FT TRANSITION CURB
18. DO NOT ENTER SIGN TYP. (MUTCD R5-1, SEE DETAILS)
19. B12.12 CURB AND GUTTER
20. "NO PARKING - FIRE LANE" SIGN (12' X 18", RED LETTERING ON WHITE BACKGROUND)
21. PARKING STALL, TYP. (18' X 9') OR AS REQUIRED BY LOCAL JURISDICTION
22. 6" BOLLARD W/DB BOLLARD COVERS
23. CONCRETE PAD AT DRIVE-THRU WINDOW; DRIVE-THRU CONC. PAD: MI. 60' IN LENGTH, UNLESS NOTED OTHERWISE
24. WALK-UP SERVICE WINDOW
25. "RUNNERS" WALKWAY, MIN. 2'-6" WIDE ON DRIVER'S SIDE OF DRIVE AISLE
26. STRIPED MEDIAN, MIN 2'-6" WIDE
27. PROVIDE 2" CONDIUIT W/PULL STRING TO CHRISTY BOX FOR FUTURE DRIVE-THRU SENSORS
28. POLE MOUNTED STATIC BACKLIT LED MENU BOARD, BY OTHERS, PROVIDE POWER AND DATA IN WEATHERPROOF J-BOX
29. PROVIDE 2" CONDUIT W/PULL STRING TO CHRISTY BOX, FOR FUTURE DIGITAL MENU BOARD UPGRADE
30. POLE MOUNTED DIRECTIONAL SIGNAGE, BY OTHERS
31. EXIT LANE W/STRIPING, STRIPES 4" WIDE, 24" O.CC, SAFETY WHITE

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- 2' PAVEMENT PATCH — MATCH EXISTING ROADWAY SECTION, SEE IDOT PAVEMENT PATCH DETAIL
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER
- LIMITS OF PAVING

FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 17043C0156J, THE SITE OR A PORTION OF THE SITE IS LOCATED IN ZONE AH, AREAS OF 100-YEAR FLOODING WITH A BASE FLOOD ELEVATION OF 756'.

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
2121 EISENHOWER DRIVE, SUITE 200
SUITE 600, CLOOR ROAD
PHONE: 847-295-7804
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: TVC
DRAWN BY: TVC
CHECKED BY: INS

CORE ACQUISITIONS

SITE PLAN

CORE ACQUISITIONS
GLEN ELLYN
750 ROOSEVELT RD
GLEN ELLYN, IL 60137

ORIGINAL ISSUE: 02/06/2026
KHA PROJECT NO. 268959002
SHEET NUMBER
C2.0

Drawing name: K:\CHN_LDEV\268959002_Core Acquisitions_Dutch Boro_Glen Ellyn_IL\2 Design\CAD\PlanSheets\C2.0 SITE PLAN.dwg, C2.0, Apr 15, 2026 4:46pm by Ian Spence
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

ITE Trip Generation Sheets

Coffee/Donut Shop with Drive-Through Window (937)

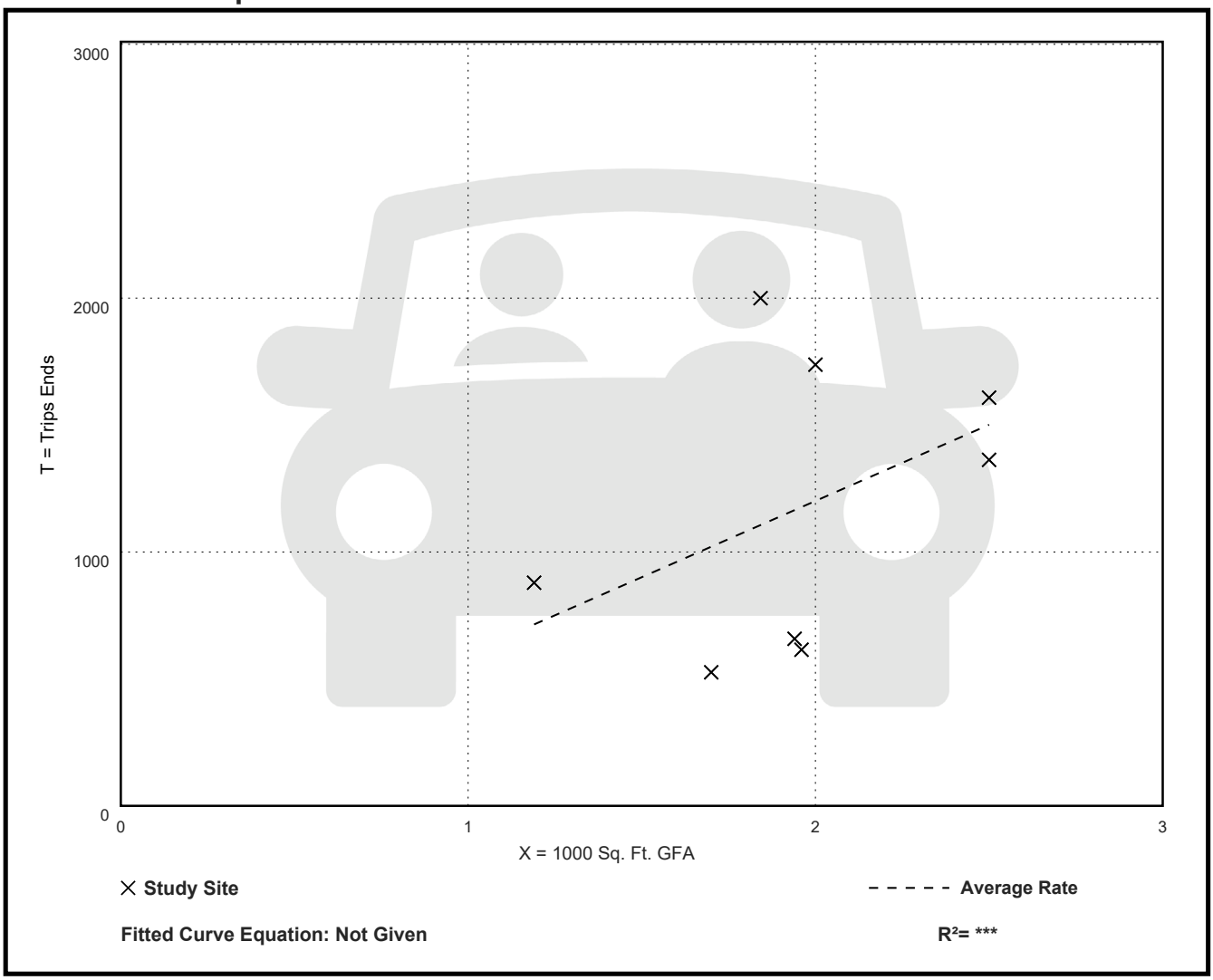
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
600.50	309.41 - 1085.78	277.14

Data Plot and Equation



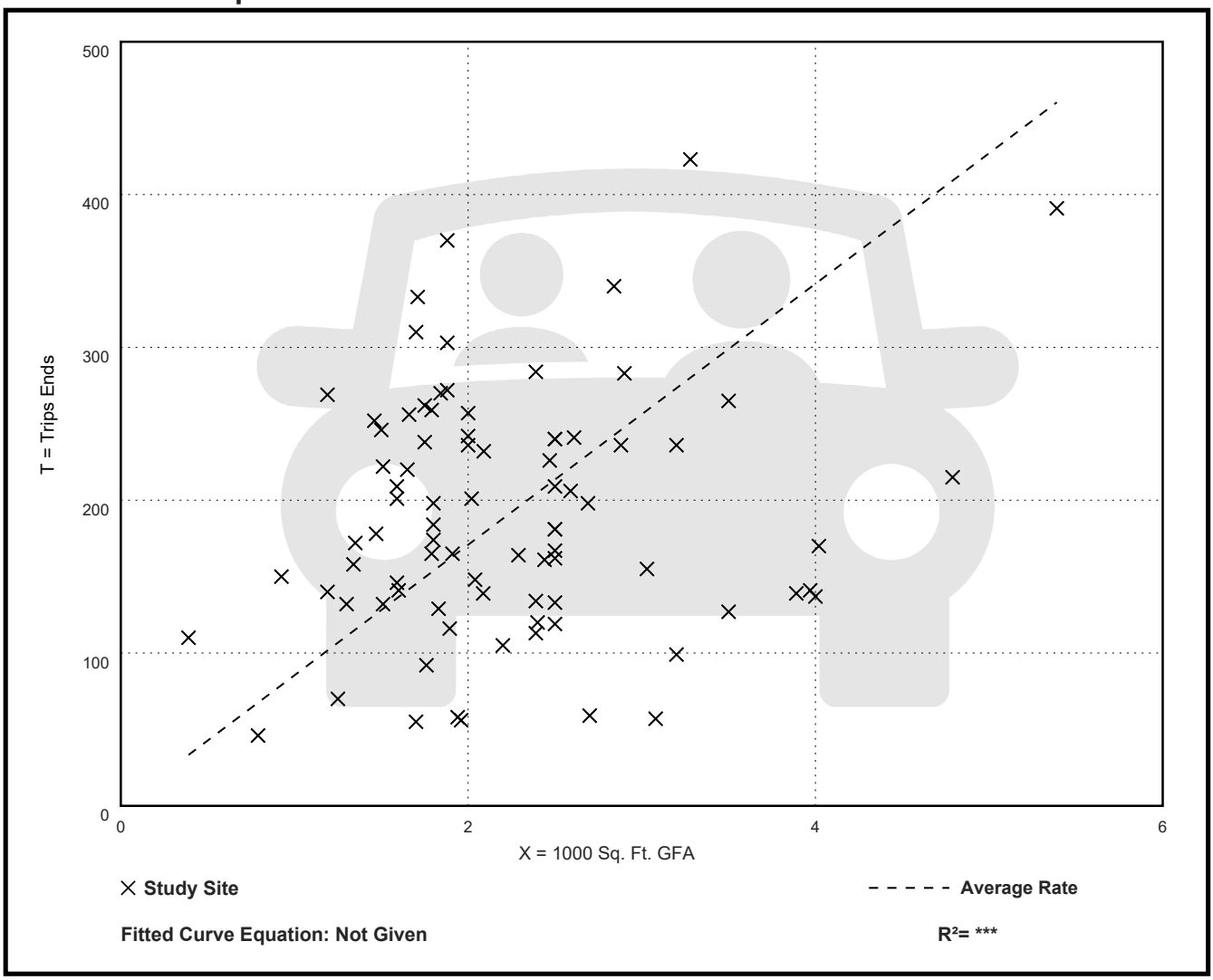
Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	84
Avg. 1000 Sq. Ft. GFA:	2
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
85.41	18.51 - 282.05	44.24

Data Plot and Equation



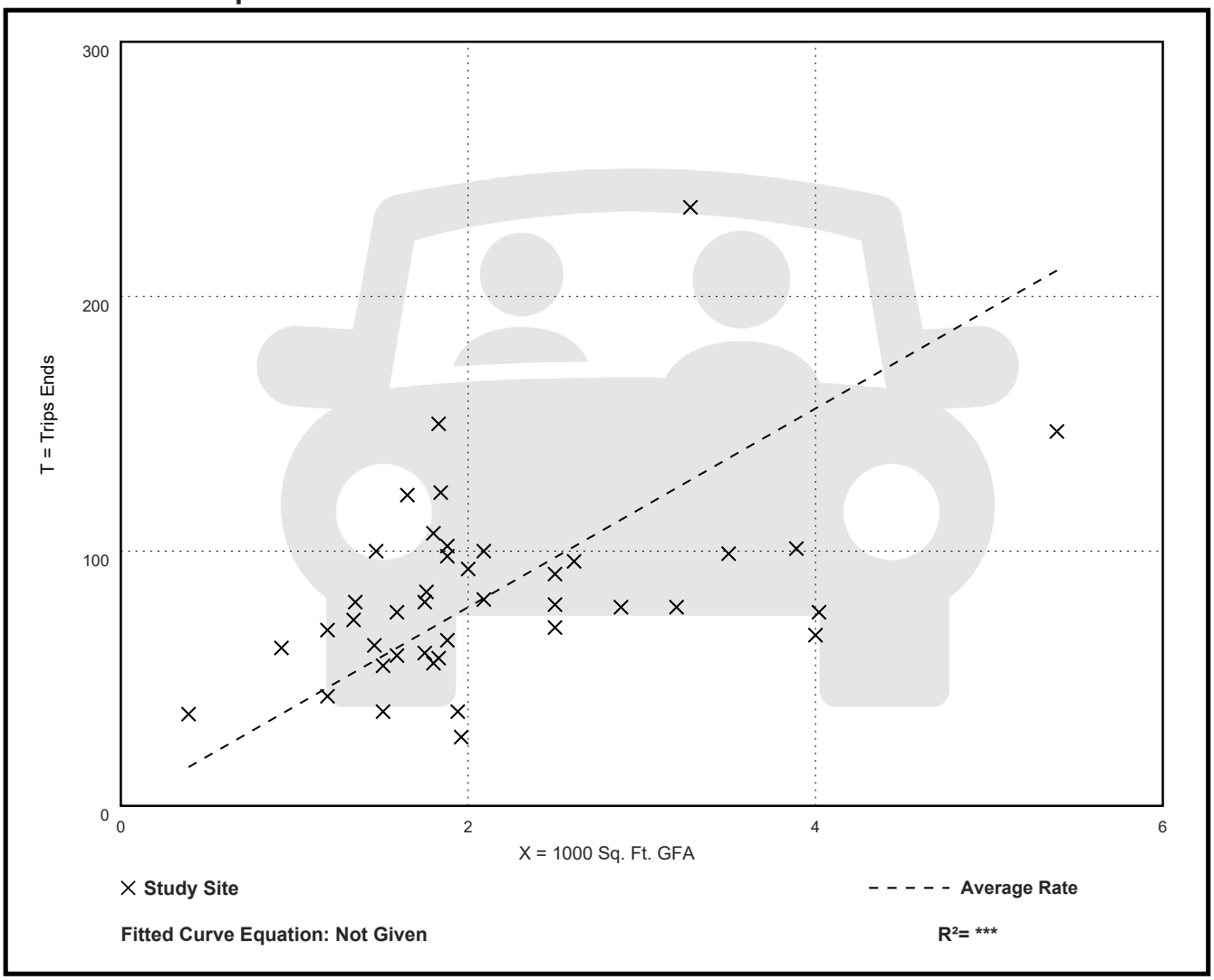
Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	41
Avg. 1000 Sq. Ft. GFA:	2
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
39.00	13.78 - 92.31	17.60

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

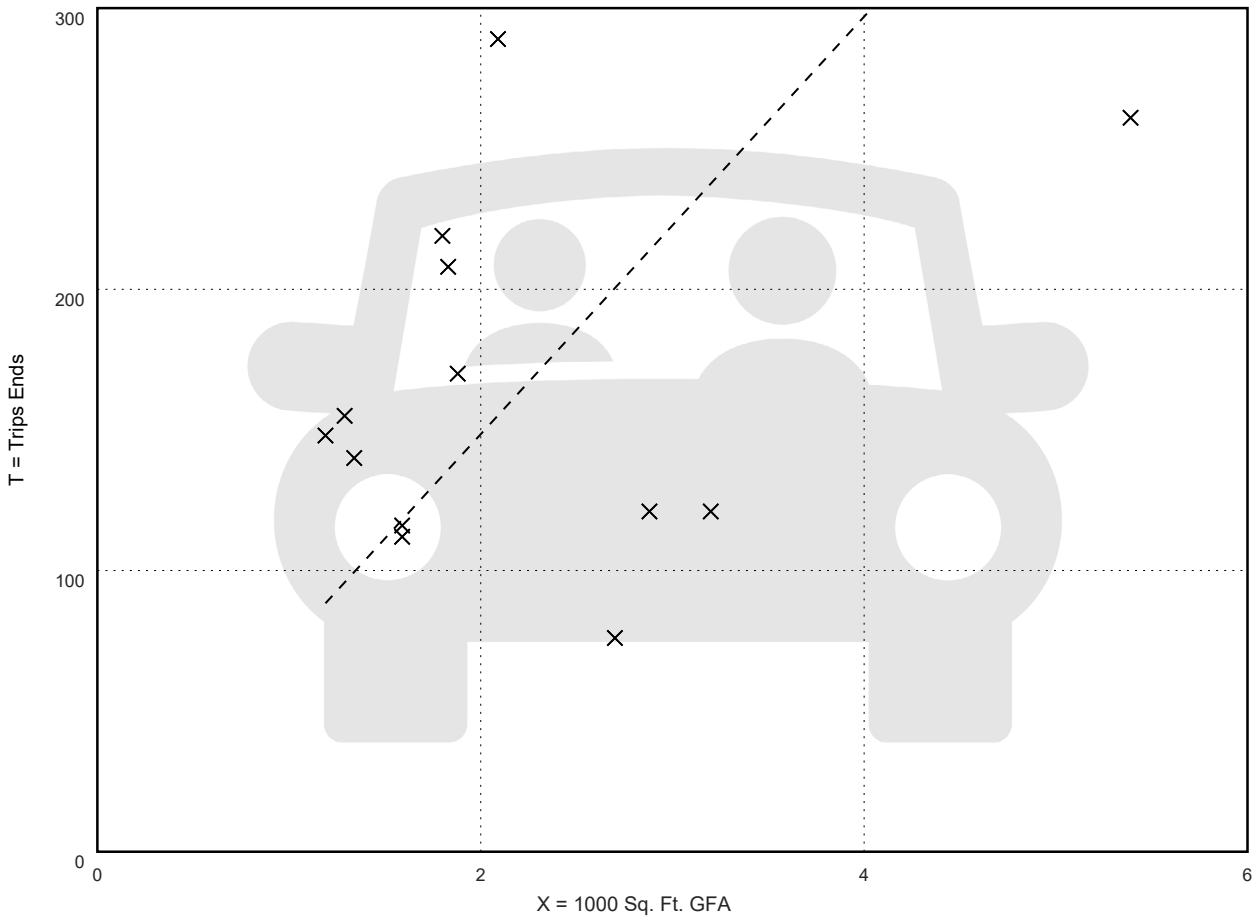
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
74.24	28.15 - 138.28	38.56

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

January 5, 2026

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Roosevelt Rd (IL 38) at Nicoll Way
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated December 29, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Roosevelt Rd, at Nicoll Way	37,700	42,600
Nicoll Way, at Roosevelt Rd	4,350	4,930

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
\2025_trafficForecasts\GlenEllyn\du-64-25\du-64-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

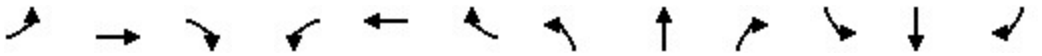
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	> 10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	> 35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	> 55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

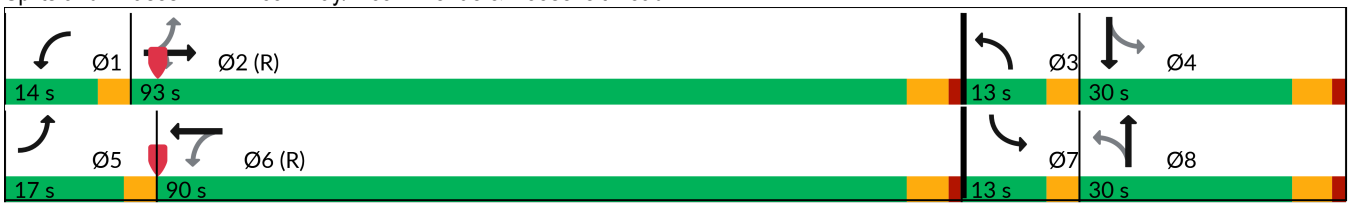


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	1528	55	50	1464	10	61	36	31	12	19	97
Future Volume (vph)	140	1528	55	50	1464	10	61	36	31	12	19	97
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		180	270		0	0		0	180		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	135			135			25			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.999			0.931			0.874	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3725	1553	1736	3502	0	1805	1717	0	1671	1620	0
Flt Permitted	0.083			0.092			0.462			0.710		
Satd. Flow (perm)	156	3725	1553	168	3502	0	878	1717	0	1249	1620	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		737			172			413			164	
Travel Time (s)		14.4			3.4			9.4			3.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	4%	4%	3%	0%	0%	3%	3%	8%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	1643	59	54	1585	0	66	72	0	13	124	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	17.0	93.0	93.0	14.0	90.0		13.0	30.0		13.0	30.0	
Total Split (%)	11.3%	62.0%	62.0%	9.3%	60.0%		8.7%	20.0%		8.7%	20.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	112.4	101.7	101.7	105.1	95.8		29.8	23.5		25.5	17.6	
Actuated g/C Ratio	0.75	0.68	0.68	0.70	0.64		0.20	0.16		0.17	0.12	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.64	0.65	0.06	0.29	0.71		0.29	0.27		0.06	0.65	
Control Delay (s/veh)	26.8	17.6	10.9	10.3	21.8		49.7	57.2		44.0	78.4	
Queue Delay	0.0	0.0	0.0	0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	26.8	17.6	10.9	10.3	22.0		49.7	57.2		44.0	78.4	
LOS	C	B	B	B	C		D	E		D	E	
Approach Delay (s/veh)		18.2			21.6			53.6			75.2	
Approach LOS		B			C			D			E	
Queue Length 50th (ft)	40	512	21	17	453		53	61		11	118	
Queue Length 95th (ft)	123	687	46	38	846		92	115		30	183	
Internal Link Dist (ft)		657			92			333			84	
Turn Bay Length (ft)	205		180	270						180		
Base Capacity (vph)	266	2524	1052	231	2235		233	300		257	259	
Starvation Cap Reductn	0	0	0	0	133		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.65	0.06	0.23	0.75		0.28	0.24		0.05	0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 127.5 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 23.0		Intersection LOS: C	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Nicoll Way/Nicoll Avenue & Roosevelt Road



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1570	1524	3	0	0
Future Vol, veh/h	1	1570	1524	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	33	0	0
Mvmt Flow	1	1707	1657	3	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1660	0	-	0	2514	830
Stage 1	-	-	-	-	1658	-
Stage 2	-	-	-	-	855	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	509	-	-	-	*24	*661
Stage 1	-	-	-	-	*251	-
Stage 2	-	-	-	-	*725	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	509	-	-	-	*24	*661
Mov Cap-2 Maneuver	-	-	-	-	*24	-
Stage 1	-	-	-	-	*250	-
Stage 2	-	-	-	-	*725	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	12.1	0	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1569	1527	32	0	0
Future Vol, veh/h	1	1569	1527	32	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	4	3	0	0
Mvmt Flow	1	1687	1642	34	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1676	0	-	0	2488	821
Stage 1	-	-	-	-	1642	-
Stage 2	-	-	-	-	846	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	497	-	-	-	*25	*661
Stage 1	-	-	-	-	*259	-
Stage 2	-	-	-	-	*600	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	497	-	-	-	*25	*661
Mov Cap-2 Maneuver	-	-	-	-	*25	-
Stage 1	-	-	-	-	*258	-
Stage 2	-	-	-	-	*600	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	2	-	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	-
HCM Ctrl Dly (s/v)	12.3	0	-	-	0	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	186	0	0	128
Future Vol, veh/h	0	0	186	0	0	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	0	0	4
Mvmt Flow	0	0	214	0	0	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	361	214	0	0	214	0
Stage 1	214	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	671	879	-	-	1382	-
Stage 1	852	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	671	879	-	-	1382	-
Mov Cap-2 Maneuver	671	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1382	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	186	0	0	128
Future Vol, veh/h	0	0	186	0	0	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	4
Mvmt Flow	0	0	204	0	0	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	345	204	0	-	-	-
Stage 1	204	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	696	906	-	0	0	-
Stage 1	869	-	-	0	0	-
Stage 2	891	-	-	0	0	-
Platoon blocked, %	0	0	-			-
Mov Cap-1 Maneuver	696	906	-	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	1	185	126	8
Future Vol, veh/h	4	2	1	185	126	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	0	0	1	4	13
Mvmt Flow	4	2	1	203	138	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	348	143	147	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.65	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	645	910	1447	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %	0			-	-	-
Mov Cap-1 Maneuver	645	910	1447	-	-	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.09	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	10	-	714	-	-
HCM Lane V/C Ratio	0.001	-	0.009	-	-
HCM Ctrl Dly (s/v)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	3	184	5	7	129
Future Vol, veh/h	5	3	184	5	7	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	20	0	5
Mvmt Flow	5	3	202	5	8	142

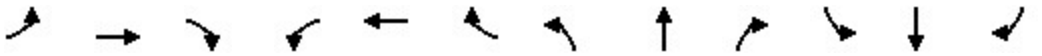
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	362	205	0	0	208	0
Stage 1	205	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	679	905	-	-	1395	-
Stage 1	868	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	675	905	-	-	1395	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.88	0	0.39
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	746	93	-
HCM Lane V/C Ratio	-	-	0.012	0.006	-
HCM Ctrl Dly (s/v)	-	-	9.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

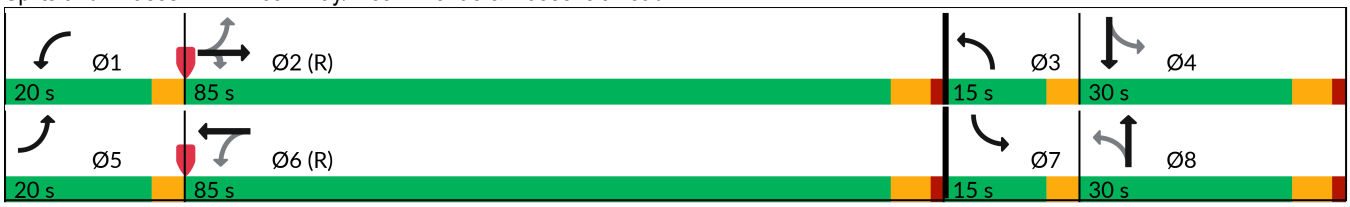


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1274	75	79	1301	22	118	52	53	60	41	202
Future Volume (vph)	156	1274	75	79	1301	22	118	52	53	60	41	202
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		180	270		0	0		0	180		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	135			135			25			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.924			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3725	1615	1805	3568	0	1805	1738	0	1770	1649	0
Flt Permitted	0.092			0.124			0.222			0.685		
Satd. Flow (perm)	173	3725	1615	236	3568	0	422	1738	0	1276	1649	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		737			172			413			164	
Travel Time (s)		14.4			3.4			9.4			3.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	1%	0%	0%	0%	2%	2%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	1355	80	84	1407	0	126	111	0	64	259	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	20.0	85.0	85.0	20.0	85.0		15.0	30.0		15.0	30.0	
Total Split (%)	13.3%	56.7%	56.7%	13.3%	56.7%		10.0%	20.0%		10.0%	20.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	100.5	87.4	87.4	93.9	83.5		40.2	28.5		36.6	24.8	
Actuated g/C Ratio	0.67	0.58	0.58	0.63	0.56		0.27	0.19		0.24	0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.69	0.62	0.09	0.37	0.71		0.59	0.34		0.19	0.95	
Control Delay (s/veh)	30.6	22.3	14.3	11.2	23.3		54.4	57.9		42.4	104.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	30.6	22.3	14.3	11.2	23.3		54.4	57.9		42.4	104.8	
LOS	C	C	B	B	C		D	E		D	F	
Approach Delay (s/veh)		22.7			22.6			56.1			92.5	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	54	445	33	27	433		96	97		48	256	
Queue Length 95th (ft)	132	534	60	43	477		155	163		89	#442	
Internal Link Dist (ft)		657			92			333			84	
Turn Bay Length (ft)	205		180	270						180		
Base Capacity (vph)	294	2169	940	330	1986		218	330		368	272	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.56	0.62	0.09	0.25	0.71		0.58	0.34		0.17	0.95	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 120 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 31.0		Intersection LOS: C	
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Nicoll Way/Nicoll Avenue & Roosevelt Road



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1387	1402	1	0	0
Future Vol, veh/h	0	1387	1402	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	0	1476	1491	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1493	0	-	0	2230	746
Stage 1	-	-	-	-	1492	-
Stage 2	-	-	-	-	738	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	616	-	-	-	*37	*689
Stage 1	-	-	-	-	*321	-
Stage 2	-	-	-	-	*762	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	616	-	-	-	*37	*689
Mov Cap-2 Maneuver	-	-	-	-	*37	-
Stage 1	-	-	-	-	*321	-
Stage 2	-	-	-	-	*762	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	616	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1387	1393	10	1	10
Future Vol, veh/h	0	1387	1393	10	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	0	1476	1482	11	1	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1493	0	-	0	2220	741
Stage 1	-	-	-	-	1482	-
Stage 2	-	-	-	-	738	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	616	-	-	-	*38	*689
Stage 1	-	-	-	-	*327	-
Stage 2	-	-	-	-	*653	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	616	-	-	-	*38	*689
Mov Cap-2 Maneuver	-	-	-	-	*38	-
Stage 1	-	-	-	-	*327	-
Stage 2	-	-	-	-	*653	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	616	-	-	-	38	689
HCM Lane V/C Ratio	-	-	-	-	0.028	0.015
HCM Ctrl Dly (s/v)	0	-	-	-	102.7	10.3
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	2	219	11	6	299
Future Vol, veh/h	4	2	219	11	6	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	5	2	255	13	7	348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	623	261	0	0	267	0
Stage 1	261	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	463	831	-	-	1318	-
Stage 1	812	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	460	831	-	-	1318	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.75	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	541	1318	-
HCM Lane V/C Ratio	-	-	0.013	0.005	-
HCM Ctrl Dly (s/v)	-	-	11.7	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	5	221	0	0	297
Future Vol, veh/h	8	5	221	0	0	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	9	6	257	0	0	345

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	602	257	0	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	480	851	-	0	0	-
Stage 1	824	-	-	0	0	-
Stage 2	721	-	-	0	0	-
Platoon blocked, %	0	0	-			-
Mov Cap-1 Maneuver	480	851	-	-	-	-
Mov Cap-2 Maneuver	480	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.41	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	577	-
HCM Lane V/C Ratio	-	0.026	-
HCM Ctrl Dly (s/v)	-	11.4	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	48	18	208	249	67
Future Vol, veh/h	48	48	18	208	249	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	2	1	0
Mvmt Flow	56	56	21	242	290	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	612	328	367	0	-	0
Stage 1	328	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	473	713	1202	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %	0			-	-	-
Mov Cap-1 Maneuver	464	713	1202	-	-	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.99	0.64	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	143	-	562	-	-
HCM Lane V/C Ratio	0.017	-	0.199	-	-
HCM Ctrl Dly (s/v)	8	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	256	0	0	316
Future Vol, veh/h	0	1	256	0	0	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	1	298	0	0	367

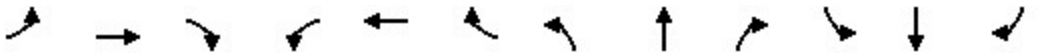
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	665	298	0	0	298	0
Stage 1	298	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	441	821	-	-	1291	-
Stage 1	795	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	441	821	-	-	1291	-
Mov Cap-2 Maneuver	441	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.39	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	821	1291	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Ctrl Dly (s/v)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Existing Saturday Midday Peak Hour

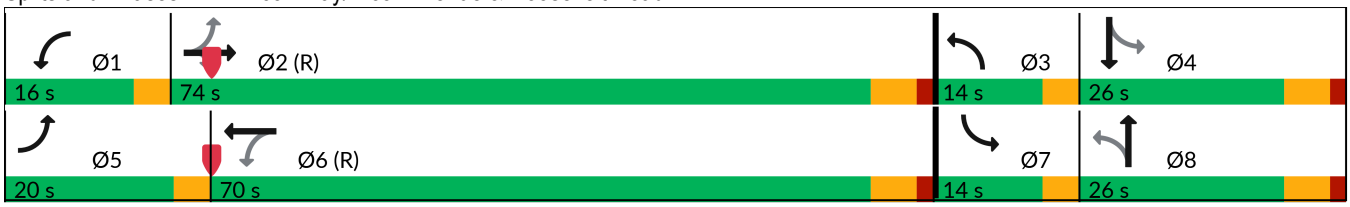


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	1279	97	84	1221	36	144	67	58	71	52	141
Future Volume (vph)	148	1279	97	84	1221	36	144	67	58	71	52	141
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		180	270		0	0		0	180		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	135			135			25			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.996			0.930			0.891	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3762	1599	1736	3524	0	1770	1711	0	1787	1660	0
Flt Permitted	0.120			0.130			0.346			0.665		
Satd. Flow (perm)	224	3762	1599	238	3524	0	645	1711	0	1251	1660	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		737			172			413			164	
Travel Time (s)		14.4			3.4			9.4			3.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	4%	2%	3%	2%	0%	7%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	1319	100	87	1296	0	148	129	0	73	199	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	20.0	74.0	74.0	16.0	70.0		14.0	26.0		14.0	26.0	
Total Split (%)	15.4%	56.9%	56.9%	12.3%	53.8%		10.8%	20.0%		10.8%	20.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	86.9	74.5	74.5	82.2	71.9		32.6	21.7		30.4	18.9	
Actuated g/C Ratio	0.67	0.57	0.57	0.63	0.55		0.25	0.17		0.23	0.15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.56	0.61	0.11	0.36	0.66		0.60	0.45		0.22	0.83	
Control Delay (s/veh)	16.8	20.3	13.9	12.3	23.5		48.8	55.3		37.4	80.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	16.8	20.3	13.9	12.3	23.5		48.8	55.3		37.4	80.6	
LOS	B	C	B	B	C		D	E		D	F	
Approach Delay (s/veh)		19.6			22.8			51.8			69.0	
Approach LOS		B			C			D			E	
Queue Length 50th (ft)	44	383	38	25	404		100	100		47	166	
Queue Length 95th (ft)	77	472	70	44	534		162	167		87	#287	
Internal Link Dist (ft)		657			92			333			84	
Turn Bay Length (ft)	205		180	270						180		
Base Capacity (vph)	348	2156	916	302	1950		252	286		350	255	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.61	0.11	0.29	0.66		0.59	0.45		0.21	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 50.7 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 27.2		Intersection LOS: C	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Nicoll Way/Nicoll Avenue & Roosevelt Road



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1407	1335	3	0	6
Future Vol, veh/h	1	1407	1335	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	1436	1362	3	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1365	0	-	0	2084	683
Stage 1	-	-	-	-	1364	-
Stage 2	-	-	-	-	720	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	698	-	-	-	*47	*718
Stage 1	-	-	-	-	*376	-
Stage 2	-	-	-	-	*764	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	698	-	-	-	*47	*718
Mov Cap-2 Maneuver	-	-	-	-	*47	-
Stage 1	-	-	-	-	*375	-
Stage 2	-	-	-	-	*764	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	10.06
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	718
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Ctrl Dly (s/v)	10.2	0	-	-	10.1
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1406	1335	5	6	3
Future Vol, veh/h	1	1406	1335	5	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	1	0	17	0
Mvmt Flow	1	1435	1362	5	6	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1367	0	-	0	2082	681
Stage 1	-	-	-	-	1362	-
Stage 2	-	-	-	-	719	-
Critical Hdwy	4.1	-	-	-	7.14	6.9
Critical Hdwy Stg 1	-	-	-	-	6.14	-
Critical Hdwy Stg 2	-	-	-	-	6.14	-
Follow-up Hdwy	2.2	-	-	-	3.67	3.3
Pot Cap-1 Maneuver	696	-	-	-	*38	*718
Stage 1	-	-	-	-	*347	-
Stage 2	-	-	-	-	*626	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	696	-	-	-	*38	*718
Mov Cap-2 Maneuver	-	-	-	-	*38	-
Stage 1	-	-	-	-	*346	-
Stage 2	-	-	-	-	*626	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	81.44
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	3	-	-	-	38	718
HCM Lane V/C Ratio	0.001	-	-	-	0.161	0.004
HCM Ctrl Dly (s/v)	10.2	0	-	-	117.1	10
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	4	235	16	6	258
Future Vol, veh/h	6	4	235	16	6	258
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	261	18	7	287

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	570	270	0	0	279	0
Stage 1	270	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	500	821	-	-	1304	-
Stage 1	804	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	497	821	-	-	1304	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.21	0	0.18
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	591	1304	-
HCM Lane V/C Ratio	-	-	0.019	0.005	-
HCM Ctrl Dly (s/v)	-	-	11.2	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	6	239	0	0	255
Future Vol, veh/h	9	6	239	0	0	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	6	254	0	0	271

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	526	254	0	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	543	867	-	0	0	-
Stage 1	833	-	-	0	0	-
Stage 2	779	-	-	0	0	-
Platoon blocked, %	0	0	-			-
Mov Cap-1 Maneuver	543	867	-	-	-	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.78	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	639	-
HCM Lane V/C Ratio	-	0.025	-
HCM Ctrl Dly (s/v)	-	10.8	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	89	71	67	178	184	75
Future Vol, veh/h	89	71	67	178	184	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	95	76	71	189	196	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	568	236	276	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	500	808	1299	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %	0			-	-	-
Mov Cap-1 Maneuver	469	808	1299	-	-	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.83	2.17	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	492	-	577	-	-
HCM Lane V/C Ratio	0.055	-	0.295	-	-
HCM Ctrl Dly (s/v)	7.9	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	10	260	7	5	246
Future Vol, veh/h	13	10	260	7	5	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	11	277	7	5	262

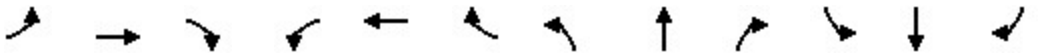
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	553	280	0	0	284	0
Stage 1	280	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	522	835	-	-	1306	-
Stage 1	808	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	519	835	-	-	1306	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	774	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.03	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	621	36	-
HCM Lane V/C Ratio	-	-	0.039	0.004	-
HCM Ctrl Dly (s/v)	-	-	11	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Morning Peak Hour

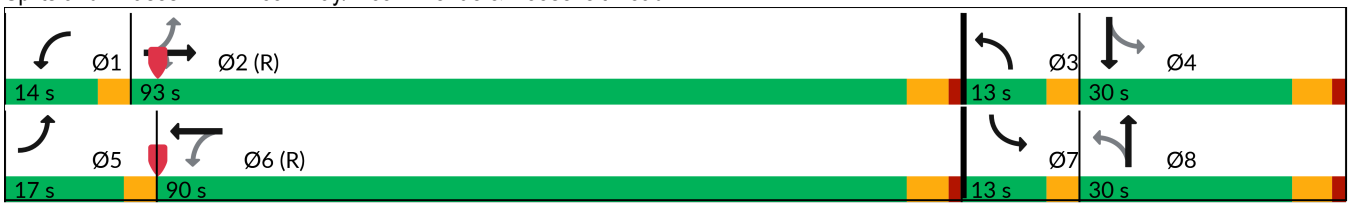


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1574	57	52	1508	10	63	38	32	12	20	100
Future Volume (vph)	144	1574	57	52	1508	10	63	38	32	12	20	100
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		180	270		0	0		0	180		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	135			135			25			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.999			0.932			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3725	1553	1736	3502	0	1805	1719	0	1671	1622	0
Flt Permitted	0.072			0.082			0.449			0.708		
Satd. Flow (perm)	135	3725	1553	150	3502	0	853	1719	0	1246	1622	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		737			172			413			164	
Travel Time (s)		14.4			3.4			9.4			3.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	4%	4%	3%	0%	0%	3%	3%	8%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	1692	61	56	1633	0	68	75	0	13	130	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	17.0	93.0	93.0	14.0	90.0		13.0	30.0		13.0	30.0	
Total Split (%)	11.3%	62.0%	62.0%	9.3%	60.0%		8.7%	20.0%		8.7%	20.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	112.2	100.9	100.9	103.9	94.3		30.2	23.9		26.0	18.1	
Actuated g/C Ratio	0.75	0.67	0.67	0.69	0.63		0.20	0.16		0.17	0.12	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.67	0.68	0.06	0.31	0.74		0.30	0.27		0.06	0.67	
Control Delay (s/veh)	33.8	18.7	11.2	11.6	23.3		49.7	57.0		43.8	79.1	
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	33.8	18.7	11.2	11.6	23.6		49.7	57.0		43.8	79.1	
LOS	C	B	B	B	C		D	E		D	E	
Approach Delay (s/veh)		19.7			23.2			53.5			75.9	
Approach LOS		B			C			D			E	
Queue Length 50th (ft)	56	547	22	18	467		54	63		11	124	
Queue Length 95th (ft)	144	738	48	39	892		94	119		30	190	
Internal Link Dist (ft)		657			92			333			84	
Turn Bay Length (ft)	205		180	270						180		
Base Capacity (vph)	255	2506	1045	218	2201		232	304		260	259	
Starvation Cap Reductn	0	0	0	0	133		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.61	0.68	0.06	0.26	0.79		0.29	0.25		0.05	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 127.5 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 24.5		Intersection LOS: C	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Nicoll Way/Nicoll Avenue & Roosevelt Road



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1617	1570	3	0	0
Future Vol, veh/h	1	1617	1570	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	33	0	0
Mvmt Flow	1	1758	1707	3	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1710	0	-	0	2589	855
Stage 1	-	-	-	-	1708	-
Stage 2	-	-	-	-	881	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	474	-	-	-	*21	*661
Stage 1	-	-	-	-	*228	-
Stage 2	-	-	-	-	*715	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	474	-	-	-	*21	*661
Mov Cap-2 Maneuver	-	-	-	-	*21	-
Stage 1	-	-	-	-	*227	-
Stage 2	-	-	-	-	*715	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	12.6	0.1	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1616	1573	32	0	0
Future Vol, veh/h	1	1616	1573	32	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	4	3	0	0
Mvmt Flow	1	1738	1691	34	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1726	0	-	0	2562	846
Stage 1	-	-	-	-	1691	-
Stage 2	-	-	-	-	871	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	464	-	-	-	*22	*661
Stage 1	-	-	-	-	*235	-
Stage 2	-	-	-	-	*587	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	464	-	-	-	*22	*661
Mov Cap-2 Maneuver	-	-	-	-	*22	-
Stage 1	-	-	-	-	*234	-
Stage 2	-	-	-	-	*587	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.07	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	2	-	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	-
HCM Ctrl Dly (s/v)	12.8	0.1	-	-	0	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	192	0	0	132
Future Vol, veh/h	0	0	192	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	0	0	4
Mvmt Flow	0	0	221	0	0	152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	372	221	0	0	221	0
Stage 1	221	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	660	871	-	-	1373	-
Stage 1	845	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	660	871	-	-	1373	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1373	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	192	0	0	132
Future Vol, veh/h	0	0	192	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	4
Mvmt Flow	0	0	211	0	0	145

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	356	211	0	-	-	-
Stage 1	211	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	685	898	-	0	0	-
Stage 1	862	-	-	0	0	-
Stage 2	887	-	-	0	0	-
Platoon blocked, %	0	0	-			-
Mov Cap-1 Maneuver	685	898	-	-	-	-
Mov Cap-2 Maneuver	685	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	1	191	130	8
Future Vol, veh/h	4	2	1	191	130	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	0	0	1	4	13
Mvmt Flow	4	2	1	210	143	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	359	147	152	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.65	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	635	905	1442	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %	0			-	-	-
Mov Cap-1 Maneuver	634	905	1442	-	-	-
Mov Cap-2 Maneuver	634	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.16	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	704	-	-
HCM Lane V/C Ratio	0.001	-	0.009	-	-
HCM Ctrl Dly (s/v)	7.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	3	190	5	7	133
Future Vol, veh/h	5	3	190	5	7	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	20	0	5
Mvmt Flow	5	3	209	5	8	146

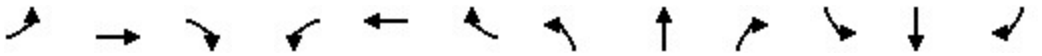
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	373	212	0	0	214	0
Stage 1	212	-	-	-	-	-
Stage 2	162	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	668	897	-	-	1386	-
Stage 1	862	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	664	897	-	-	1386	-
Mov Cap-2 Maneuver	664	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.95	0	0.38
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	736	90	-
HCM Lane V/C Ratio	-	-	0.012	0.006	-
HCM Ctrl Dly (s/v)	-	-	10	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Evening Peak Hour



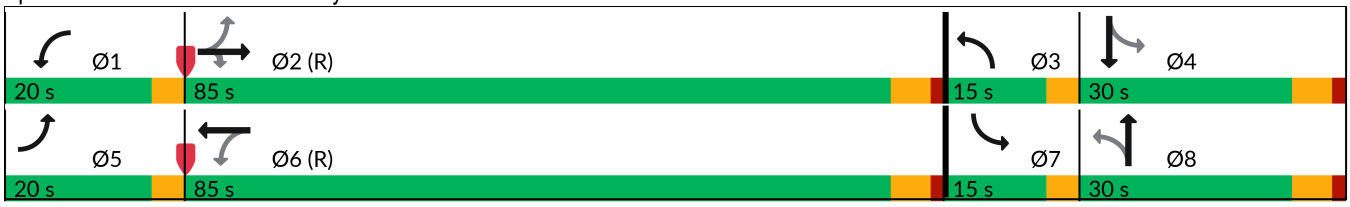
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1312	77	81	1340	23	122	54	55	62	42	208
Future Volume (vph)	161	1312	77	81	1340	23	122	54	55	62	42	208
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		180	270		0	0		0	180		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	135			135			25			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.924			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3725	1615	1805	3568	0	1805	1738	0	1770	1649	0
Flt Permitted	0.080			0.113			0.218			0.682		
Satd. Flow (perm)	150	3725	1615	215	3568	0	414	1738	0	1270	1649	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		737			172			413			164	
Travel Time (s)		14.4			3.4			9.4			3.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	1%	0%	0%	0%	2%	2%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	1396	82	86	1450	0	130	116	0	66	266	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	20.0	85.0	85.0	20.0	85.0		15.0	30.0		15.0	30.0	
Total Split (%)	13.3%	56.7%	56.7%	13.3%	56.7%		10.0%	20.0%		10.0%	20.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	100.0	86.6	86.6	92.7	82.2		40.7	29.0		37.3	25.5	
Actuated g/C Ratio	0.67	0.58	0.58	0.62	0.55		0.27	0.19		0.25	0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.73	0.65	0.09	0.40	0.74		0.61	0.35		0.19	0.95	
Control Delay (s/veh)	39.2	23.2	14.4	13.3	24.4		55.2	58.1		42.3	104.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	39.2	23.2	14.4	13.3	24.4		55.2	58.1		42.3	104.0	
LOS	D	C	B	B	C		E	E		D	F	
Approach Delay (s/veh)		24.4			23.8			56.6			91.7	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	71	468	34	28	447		100	102		50	~267	
Queue Length 95th (ft)	154	560	62	46	490		160	171		92	#457	
Internal Link Dist (ft)		657			92			333			84	
Turn Bay Length (ft)	205		180	270						180		
Base Capacity (vph)	280	2151	932	317	1955		219	336		372	279	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.61	0.65	0.09	0.27	0.74		0.59	0.35		0.18	0.95	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 120 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 32.2		Intersection LOS: C	
Intersection Capacity Utilization 85.2%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Nicoll Way/Nicoll Avenue & Roosevelt Road



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1429	1444	1	0	0
Future Vol, veh/h	0	1429	1444	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	0	1520	1536	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1537	0	-	0	2297	769
Stage 1	-	-	-	-	1537	-
Stage 2	-	-	-	-	760	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	580	-	-	-	*34	*689
Stage 1	-	-	-	-	*295	-
Stage 2	-	-	-	-	*753	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	580	-	-	-	*34	*689
Mov Cap-2 Maneuver	-	-	-	-	*34	-
Stage 1	-	-	-	-	*295	-
Stage 2	-	-	-	-	*753	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	580	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1429	1435	10	1	10
Future Vol, veh/h	0	1429	1435	10	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	0	1520	1527	11	1	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1537	0	-	0	2287	763
Stage 1	-	-	-	-	1527	-
Stage 2	-	-	-	-	760	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	580	-	-	-	*34	*689
Stage 1	-	-	-	-	*301	-
Stage 2	-	-	-	-	*640	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	580	-	-	-	*34	*689
Mov Cap-2 Maneuver	-	-	-	-	*34	-
Stage 1	-	-	-	-	*301	-
Stage 2	-	-	-	-	*640	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	19.72
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	580	-	-	-	34	689
HCM Lane V/C Ratio	-	-	-	-	0.031	0.015
HCM Ctrl Dly (s/v)	0	-	-	-	113.9	10.3
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	2	227	11	6	308
Future Vol, veh/h	4	2	227	11	6	308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	5	2	264	13	7	358

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	642	270	0	0	277	0
Stage 1	270	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	450	820	-	-	1307	-
Stage 1	803	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	447	820	-	-	1307	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.92	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	527	1307	-
HCM Lane V/C Ratio	-	-	0.013	0.005	-
HCM Ctrl Dly (s/v)	-	-	11.9	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	5	229	0	0	306
Future Vol, veh/h	8	5	229	0	0	306
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	9	6	266	0	0	356

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	622	266	0	-	-	-
Stage 1	266	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	469	849	-	0	0	-
Stage 1	820	-	-	0	0	-
Stage 2	714	-	-	0	0	-
Platoon blocked, %	0	0	-			-
Mov Cap-1 Maneuver	469	849	-	-	-	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.53	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	566	-
HCM Lane V/C Ratio	-	0.027	-
HCM Ctrl Dly (s/v)	-	11.5	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	48	18	216	258	67
Future Vol, veh/h	48	48	18	216	258	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	2	1	0
Mvmt Flow	56	56	21	251	300	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	632	339	378	0	-	0
Stage 1	339	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	460	703	1192	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %	0			-	-	-
Mov Cap-1 Maneuver	450	703	1192	-	-	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	790	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.22	0.62	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	138	-	549	-	-
HCM Lane V/C Ratio	0.018	-	0.203	-	-
HCM Ctrl Dly (s/v)	8.1	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	264	0	0	325
Future Vol, veh/h	0	1	264	0	0	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	1	307	0	0	378

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	685	307	0	0	307	0
Stage 1	307	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	428	810	-	-	1280	-
Stage 1	787	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	428	810	-	-	1280	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.45	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	810	1280	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Ctrl Dly (s/v)	-	-	9.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Capacity Analysis Summary Sheets

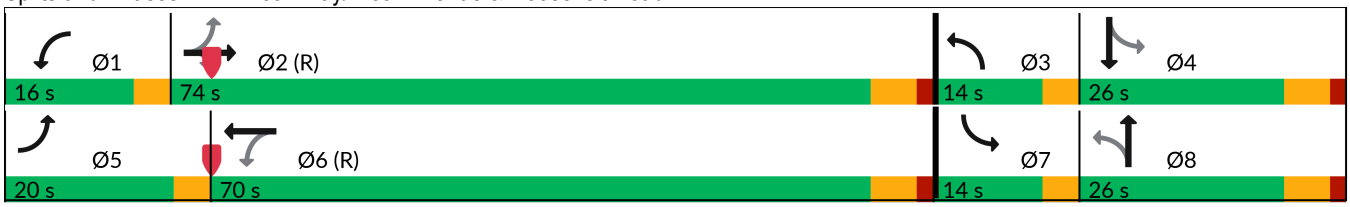
Year 2032 No-Build Saturday Midday Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	1317	100	87	1258	37	148	70	60	73	54	145
Future Volume (vph)	152	1317	100	87	1258	37	148	70	60	73	54	145
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		180	270		0	0		0	180		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	135			135			25			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.996			0.931			0.891	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3762	1599	1736	3524	0	1770	1713	0	1787	1660	0
Flt Permitted	0.105			0.119			0.327			0.669		
Satd. Flow (perm)	196	3762	1599	217	3524	0	609	1713	0	1259	1660	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		737			172			413			164	
Travel Time (s)		14.4			3.4			9.4			3.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	4%	2%	3%	2%	0%	7%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	1358	103	90	1335	0	153	134	0	75	205	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	20.0	74.0	74.0	16.0	70.0		14.0	26.0		14.0	26.0	
Total Split (%)	15.4%	56.9%	56.9%	12.3%	53.8%		10.8%	20.0%		10.8%	20.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	86.5	73.8	73.8	80.9	70.6		33.3	22.4		30.6	19.1	
Actuated g/C Ratio	0.67	0.57	0.57	0.62	0.54		0.26	0.17		0.24	0.15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.60	0.64	0.11	0.40	0.70		0.62	0.46		0.23	0.84	
Control Delay (s/veh)	20.3	21.2	14.1	13.5	25.2		49.6	55.2		37.4	82.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	20.3	21.2	14.1	13.5	25.2		49.6	55.2		37.4	82.2	
LOS	C	C	B	B	C		D	E		D	F	
Approach Delay (s/veh)		20.6			24.4			52.2			70.2	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	46	402	40	26	427		103	104		48	172	
Queue Length 95th (ft)	98	494	72	46	572		167	174		89	#299	
Internal Link Dist (ft)		657			92			333			84	
Turn Bay Length (ft)	205		180	270						180		
Base Capacity (vph)	332	2134	907	288	1913		249	294		353	255	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.64	0.11	0.31	0.70		0.61	0.46		0.21	0.80	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 50.7 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 28.5		Intersection LOS: C	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Nicoll Way/Nicoll Avenue & Roosevelt Road



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1449	1376	3	0	6
Future Vol, veh/h	1	1449	1376	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	1479	1404	3	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1407	0	-	0	2147	704
Stage 1	-	-	-	-	1406	-
Stage 2	-	-	-	-	741	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	661	-	-	-	*42	*718
Stage 1	-	-	-	-	*349	-
Stage 2	-	-	-	-	*754	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	661	-	-	-	*42	*718
Mov Cap-2 Maneuver	-	-	-	-	*42	-
Stage 1	-	-	-	-	*348	-
Stage 2	-	-	-	-	*754	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	10.06
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	718
HCM Lane V/C Ratio	0.002	-	-	-	0.009
HCM Ctrl Dly (s/v)	10.5	0	-	-	10.1
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1448	1376	5	6	3
Future Vol, veh/h	1	1448	1376	5	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	1	0	17	0
Mvmt Flow	1	1478	1404	5	6	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1409	0	-	0	2145	702
Stage 1	-	-	-	-	1404	-
Stage 2	-	-	-	-	741	-
Critical Hdwy	4.1	-	-	-	7.14	6.9
Critical Hdwy Stg 1	-	-	-	-	6.14	-
Critical Hdwy Stg 2	-	-	-	-	6.14	-
Follow-up Hdwy	2.2	-	-	-	3.67	3.3
Pot Cap-1 Maneuver	660	-	-	-	*34	*718
Stage 1	-	-	-	-	*320	-
Stage 2	-	-	-	-	*612	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	660	-	-	-	*34	*718
Mov Cap-2 Maneuver	-	-	-	-	*34	-
Stage 1	-	-	-	-	*319	-
Stage 2	-	-	-	-	*612	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	91.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	2	-	-	-	34	718
HCM Lane V/C Ratio	0.002	-	-	-	0.179	0.004
HCM Ctrl Dly (s/v)	10.5	0	-	-	131.8	10
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	4	243	16	6	266
Future Vol, veh/h	6	4	243	16	6	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	270	18	7	296

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	588	279	0	0	288	0
Stage 1	279	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	489	819	-	-	1296	-
Stage 1	800	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	487	819	-	-	1296	-
Mov Cap-2 Maneuver	487	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.32	0	0.17
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	581	1296	-
HCM Lane V/C Ratio	-	-	0.019	0.005	-
HCM Ctrl Dly (s/v)	-	-	11.3	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	6	247	0	0	263
Future Vol, veh/h	9	6	247	0	0	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	6	263	0	0	280

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	543	263	0	-	-	-
Stage 1	263	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	530	856	-	0	0	-
Stage 1	825	-	-	0	0	-
Stage 2	772	-	-	0	0	-
Platoon blocked, %	0	0	-			-
Mov Cap-1 Maneuver	530	856	-	-	-	-
Mov Cap-2 Maneuver	530	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.91	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	625	-
HCM Lane V/C Ratio	-	0.026	-
HCM Ctrl Dly (s/v)	-	10.9	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	89	71	67	186	192	75
Future Vol, veh/h	89	71	67	186	192	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	95	76	71	198	204	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	585	244	284	0	-	0
Stage 1	244	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	491	800	1290	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %	0			-	-	-
Mov Cap-1 Maneuver	460	800	1290	-	-	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.05	2.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	477	-	567	-	-
HCM Lane V/C Ratio	0.055	-	0.3	-	-
HCM Ctrl Dly (s/v)	8	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	10	268	7	5	254
Future Vol, veh/h	13	10	268	7	5	254
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	11	285	7	5	270

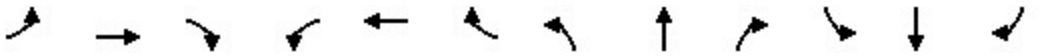
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	570	289	0	0	293	0
Stage 1	289	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	512	836	-	-	1299	-
Stage 1	806	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	510	836	-	-	1299	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.11	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	614	35	-
HCM Lane V/C Ratio	-	-	0.04	0.004	-
HCM Ctrl Dly (s/v)	-	-	11.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Capacity Analysis Summary Sheets

Year 2032 Total Projected Weekday Morning Peak Hour



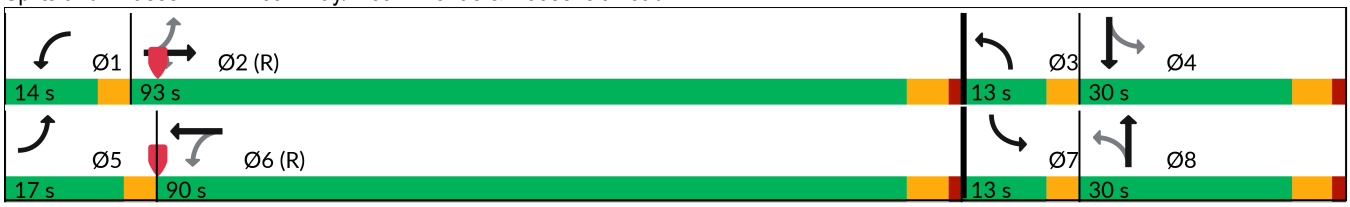
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	1558	57	52	1518	10	63	39	32	35	23	100
Future Volume (vph)	168	1558	57	52	1518	10	63	39	32	35	23	100
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		180	270		0	0		0	180		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	135			135			25			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.999			0.933			0.878	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3725	1553	1736	3502	0	1805	1721	0	1671	1629	0
Flt Permitted	0.069			0.090			0.490			0.708		
Satd. Flow (perm)	130	3725	1553	164	3502	0	931	1721	0	1246	1629	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		737			172			413			164	
Travel Time (s)		14.4			3.4			9.4			3.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	4%	4%	3%	0%	0%	3%	3%	8%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1675	61	56	1643	0	68	76	0	38	133	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	17.0	93.0	93.0	14.0	90.0		13.0	30.0		13.0	30.0	
Total Split (%)	11.3%	62.0%	62.0%	9.3%	60.0%		8.7%	20.0%		8.7%	20.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	112.0	100.8	100.8	101.9	92.4		28.8	18.9		27.5	18.2	
Actuated g/C Ratio	0.75	0.67	0.67	0.68	0.62		0.19	0.13		0.18	0.12	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.73	0.67	0.06	0.30	0.76		0.30	0.35		0.15	0.68	
Control Delay (s/veh)	42.3	18.6	11.2	10.9	25.0		49.5	63.2		45.8	79.2	
Queue Delay	0.0	0.0	0.0	0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	42.3	18.6	11.2	10.9	25.2		49.5	63.2		45.8	79.2	
LOS	D	B	B	B	C		D	E		D	E	
Approach Delay (s/veh)		20.6			24.7			56.7			71.8	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	86	539	22	18	739		54	70		32	126	
Queue Length 95th (ft)	#206	723	48	39	898		94	121		64	193	
Internal Link Dist (ft)		657			92			333			84	
Turn Bay Length (ft)	205		180	270						180		
Base Capacity (vph)	259	2503	1043	225	2156		235	275		262	260	
Starvation Cap Reductn	0	0	0	0	102		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.70	0.67	0.06	0.25	0.80		0.29	0.28		0.15	0.51	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 127.5 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay (s/veh): 25.9 Intersection LOS: C
Intersection Capacity Utilization 79.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Nicoll Way/Nicoll Avenue & Roosevelt Road



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1625	1556	24	0	24
Future Vol, veh/h	0	1625	1556	24	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	1711	1638	25	0	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	819
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	*661
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			0
Mov Cap-1 Maneuver	-	-	-	-	-	*661
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.66
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	661
HCM Lane V/C Ratio	-	-	0.038
HCM Ctrl Dly (s/v)	-	-	10.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1624	1580	32	0	0
Future Vol, veh/h	1	1624	1580	32	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	4	3	0	0
Mvmt Flow	1	1746	1699	34	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1733	0	-	0	2574	849
Stage 1	-	-	-	-	1699	-
Stage 2	-	-	-	-	875	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	459	-	-	-	*22	*661
Stage 1	-	-	-	-	*232	-
Stage 2	-	-	-	-	*587	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	459	-	-	-	*22	*661
Mov Cap-2 Maneuver	-	-	-	-	*22	-
Stage 1	-	-	-	-	*231	-
Stage 2	-	-	-	-	*587	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.07	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	2	-	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	-
HCM Ctrl Dly (s/v)	12.9	0.1	-	-	0	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	217	0	0	158
Future Vol, veh/h	0	0	217	0	0	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	0	0	4
Mvmt Flow	0	0	249	0	0	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	431	249	0	0	249	0
Stage 1	249	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	611	844	-	-	1340	-
Stage 1	822	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	611	844	-	-	1340	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1340	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	217	0	0	158
Future Vol, veh/h	0	0	217	0	0	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	4
Mvmt Flow	0	0	238	0	0	174

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	412	238	0	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	637	874	-	0	0	-
Stage 1	841	-	-	0	0	-
Stage 2	862	-	-	0	0	-
Platoon blocked, %	0	0	-			-
Mov Cap-1 Maneuver	637	874	-	-	-	-
Mov Cap-2 Maneuver	637	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	1	216	156	8
Future Vol, veh/h	4	2	1	216	156	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	0	0	1	4	13
Mvmt Flow	4	2	1	237	171	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	415	176	180	0	-	0
Stage 1	176	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.65	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	589	873	1407	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %	0			-	-	-
Mov Cap-1 Maneuver	589	873	1407	-	-	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.51	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	660	-	-
HCM Lane V/C Ratio	0.001	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	3	193	27	3	138
Future Vol, veh/h	26	3	193	27	3	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	91
Heavy Vehicles, %	0	0	1	0	0	5
Mvmt Flow	27	3	203	28	3	152

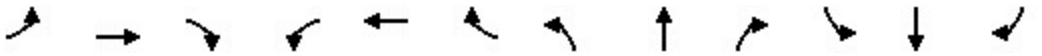
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	375	217	0	0	232	0
Stage 1	217	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	666	890	-	-	1364	-
Stage 1	856	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	665	890	-	-	1364	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.52	0	0.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	682	37	-
HCM Lane V/C Ratio	-	-	0.045	0.002	-
HCM Ctrl Dly (s/v)	-	-	10.5	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Capacity Analysis Summary Sheets

Year 2032 Total Projected Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	1305	77	81	1344	23	122	54	55	72	43	208
Future Volume (vph)	171	1305	77	81	1344	23	122	54	55	72	43	208
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		180	270		0	0		0	180		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	135			135			25			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.924			0.876	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3725	1615	1805	3568	0	1805	1738	0	1770	1651	0
Flt Permitted	0.079			0.118			0.215			0.647		
Satd. Flow (perm)	149	3725	1615	224	3568	0	408	1738	0	1205	1651	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		737			172			413			164	
Travel Time (s)		14.4			3.4			9.4			3.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	1%	0%	0%	0%	2%	2%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	1388	82	86	1454	0	130	116	0	77	267	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	20.0	85.0	85.0	20.0	85.0		15.0	30.0		15.0	30.0	
Total Split (%)	13.3%	56.7%	56.7%	13.3%	56.7%		10.0%	20.0%		10.0%	20.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	100.4	86.8	86.8	92.1	81.7		39.9	26.5		37.6	25.3	
Actuated g/C Ratio	0.67	0.58	0.58	0.61	0.54		0.27	0.18		0.25	0.17	

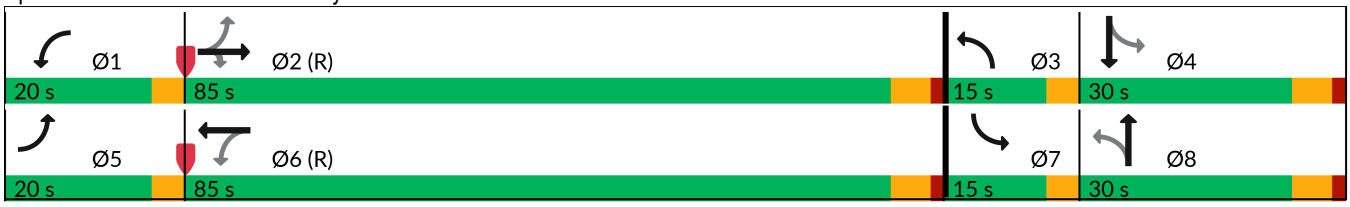
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.75	0.64	0.09	0.39	0.75		0.62	0.38		0.23	0.96	
Control Delay (s/veh)	42.2	23.0	14.4	12.5	24.9		56.0	59.8		42.9	105.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	42.2	23.0	14.4	12.5	24.9		56.0	59.8		42.9	105.7	
LOS	D	C	B	B	C		E	E		D	F	
Approach Delay (s/veh)		24.7			24.2			57.8			91.6	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	83	463	34	28	450		100	103		58	~269	
Queue Length 95th (ft)	170	554	62	43	492		160	171		104	#460	
Internal Link Dist (ft)		657			92			333			84	
Turn Bay Length (ft)	205		180	270						180		
Base Capacity (vph)	280	2155	934	322	1943		216	306		358	278	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.65	0.64	0.09	0.27	0.75		0.60	0.38		0.22	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 120 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay (s/veh): 32.7 Intersection LOS: C
Intersection Capacity Utilization 85.9% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Nicoll Way/Nicoll Avenue & Roosevelt Road



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1432	1437	11	0	11
Future Vol, veh/h	0	1432	1437	11	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	0	1523	1529	12	0	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	764
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	*689
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			0
Mov Cap-1 Maneuver	-	-	-	-	-	*689
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.31
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	689
HCM Lane V/C Ratio	-	-	0.017
HCM Ctrl Dly (s/v)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1432	1438	10	1	10
Future Vol, veh/h	0	1432	1438	10	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	0	1523	1530	11	1	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1540	0	-	0	2291	765
Stage 1	-	-	-	-	1530	-
Stage 2	-	-	-	-	762	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	577	-	-	-	*34	*689
Stage 1	-	-	-	-	*299	-
Stage 2	-	-	-	-	*640	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	577	-	-	-	*34	*689
Mov Cap-2 Maneuver	-	-	-	-	*34	-
Stage 1	-	-	-	-	*299	-
Stage 2	-	-	-	-	*640	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	19.79
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	577	-	-	-	34	689
HCM Lane V/C Ratio	-	-	-	-	0.031	0.015
HCM Ctrl Dly (s/v)	0	-	-	-	114.7	10.3
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	2	237	11	6	319
Future Vol, veh/h	4	2	237	11	6	319
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	5	2	276	13	7	371

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	667	282	0	0	288	0
Stage 1	282	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	435	813	-	-	1295	-
Stage 1	796	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	433	813	-	-	1295	-
Mov Cap-2 Maneuver	433	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.12	0	0.14
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	513	1295	-
HCM Lane V/C Ratio	-	-	0.014	0.005	-
HCM Ctrl Dly (s/v)	-	-	12.1	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	5	239	0	0	317
Future Vol, veh/h	8	5	239	0	0	317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	9	6	278	0	0	369

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	647	278	0	-	-	-
Stage 1	278	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	452	835	-	0	0	-
Stage 1	809	-	-	0	0	-
Stage 2	704	-	-	0	0	-
Platoon blocked, %	0	0	-			-
Mov Cap-1 Maneuver	452	835	-	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.75	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	549	-
HCM Lane V/C Ratio	-	0.028	-
HCM Ctrl Dly (s/v)	-	11.7	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	48	18	226	269	67
Future Vol, veh/h	48	48	18	226	269	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	2	1	0
Mvmt Flow	56	56	21	263	313	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	656	352	391	0	-	0
Stage 1	352	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	443	692	1179	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Platoon blocked, %	0			-	-	-
Mov Cap-1 Maneuver	434	692	1179	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.53	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	133	-	533	-	-
HCM Lane V/C Ratio	0.018	-	0.209	-	-
HCM Ctrl Dly (s/v)	8.1	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	2	263	11	2	324
Future Vol, veh/h	12	2	263	11	2	324
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	14	2	306	13	2	377

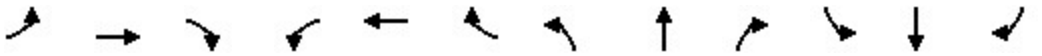
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	694	312	0	0	319	0
Stage 1	312	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	422	803	-	-	1265	-
Stage 1	782	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	421	803	-	-	1265	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.27	0	0.05
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	452	11	-
HCM Lane V/C Ratio	-	-	0.036	0.002	-
HCM Ctrl Dly (s/v)	-	-	13.3	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Capacity Analysis Summary Sheets

Year 2032 Total Projected Saturday Midday Peak Hour

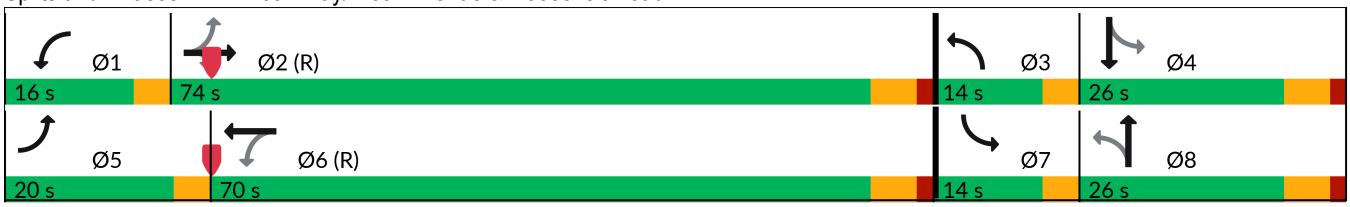


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	1302	100	88	1262	37	148	71	60	94	46	145
Future Volume (vph)	172	1302	100	88	1262	37	148	71	60	94	46	145
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	205		180	270		0	0		0	180		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	135			135			25			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.996			0.931			0.886	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3762	1599	1736	3524	0	1770	1714	0	1787	1650	0
Flt Permitted	0.104			0.127			0.367			0.591		
Satd. Flow (perm)	194	3762	1599	232	3524	0	684	1714	0	1112	1650	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		737			172			413			164	
Travel Time (s)		14.4			3.4			9.4			3.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	4%	2%	3%	2%	0%	7%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1342	103	91	1339	0	153	135	0	97	196	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	20.0	74.0	74.0	16.0	70.0		14.0	26.0		14.0	26.0	
Total Split (%)	15.4%	56.9%	56.9%	12.3%	53.8%		10.8%	20.0%		10.8%	20.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	87.1	74.0	74.0	80.4	70.1		32.4	19.6		30.9	18.8	
Actuated g/C Ratio	0.67	0.57	0.57	0.62	0.54		0.25	0.15		0.24	0.14	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.65	0.63	0.11	0.39	0.71		0.60	0.53		0.31	0.82	
Control Delay (s/veh)	24.4	20.9	14.1	13.1	25.8		48.4	58.8		39.0	80.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	24.4	20.9	14.1	13.1	25.8		48.4	58.8		39.0	80.3	
LOS	C	C	B	B	C		D	E		D	F	
Approach Delay (s/veh)		20.8			25.0			53.3			66.6	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	52	395	40	26	442		103	106		63	163	
Queue Length 95th (ft)	122	485	72	46	575		167	175		111	#281	
Internal Link Dist (ft)		657			92			333			84	
Turn Bay Length (ft)	205		180	270						180		
Base Capacity (vph)	331	2140	909	295	1899		259	264		326	253	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.53	0.63	0.11	0.31	0.71		0.59	0.51		0.30	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 50.7 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 28.7		Intersection LOS: C	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Nicoll Way/Nicoll Avenue & Roosevelt Road



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1456	1364	20	0	23
Future Vol, veh/h	0	1456	1364	20	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1486	1392	20	0	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	696
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	*718
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			0
Mov Cap-1 Maneuver	-	-	-	-	-	*718
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.19
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	718
HCM Lane V/C Ratio	-	-	0.033
HCM Ctrl Dly (s/v)	-	-	10.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1455	1381	5	6	3
Future Vol, veh/h	1	1455	1381	5	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	1	0	17	0
Mvmt Flow	1	1485	1409	5	6	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1414	0	-	0	2154	705
Stage 1	-	-	-	-	1409	-
Stage 2	-	-	-	-	744	-
Critical Hdwy	4.1	-	-	-	7.14	6.9
Critical Hdwy Stg 1	-	-	-	-	6.14	-
Critical Hdwy Stg 2	-	-	-	-	6.14	-
Follow-up Hdwy	2.2	-	-	-	3.67	3.3
Pot Cap-1 Maneuver	655	-	-	-	*34	*718
Stage 1	-	-	-	-	*317	-
Stage 2	-	-	-	-	*612	-
Platoon blocked, %	0	-	-	-		0
Mov Cap-1 Maneuver	655	-	-	-	*34	*718
Mov Cap-2 Maneuver	-	-	-	-	*34	-
Stage 1	-	-	-	-	*316	-
Stage 2	-	-	-	-	*612	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	92.65
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	2	-	-	-	34	718
HCM Lane V/C Ratio	0.002	-	-	-	0.181	0.004
HCM Ctrl Dly (s/v)	10.5	0	-	-	134	10
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	4	264	16	6	279
Future Vol, veh/h	6	4	264	16	6	279
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	293	18	7	310

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	626	302	0	0	311	0
Stage 1	302	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	463	792	-	-	1268	-
Stage 1	779	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	460	792	-	-	1268	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.64	0	0.17
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	553	1268	-
HCM Lane V/C Ratio	-	-	0.02	0.005	-
HCM Ctrl Dly (s/v)	-	-	11.6	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	6	268	0	0	276
Future Vol, veh/h	9	6	268	0	0	276
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	6	285	0	0	294

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	579	285	0	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	505	840	-	0	0	-
Stage 1	810	-	-	0	0	-
Stage 2	761	-	-	0	0	-
Platoon blocked, %	0	0	-			-
Mov Cap-1 Maneuver	505	840	-	-	-	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.15	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	601	-
HCM Lane V/C Ratio	-	0.027	-
HCM Ctrl Dly (s/v)	-	11.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	89	71	67	207	205	75
Future Vol, veh/h	89	71	67	207	205	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	95	76	71	220	218	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	621	258	298	0	-	0
Stage 1	258	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	465	786	1275	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %	0			-	-	-
Mov Cap-1 Maneuver	436	786	1275	-	-	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.63	1.95	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	440	-	543	-	-
HCM Lane V/C Ratio	0.056	-	0.313	-	-
HCM Ctrl Dly (s/v)	8	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	3	273	23	2	258
Future Vol, veh/h	22	3	273	23	2	258
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	3	290	24	2	274

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	581	303	0	0	315	0
Stage 1	303	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	503	819	-	-	1271	-
Stage 1	793	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	502	819	-	-	1271	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.2	0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	526	14	-
HCM Lane V/C Ratio	-	-	0.051	0.002	-
HCM Ctrl Dly (s/v)	-	-	12.2	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Glen Ellyn Plan Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting 6/25/2026 7:00 PM
Department: Community Development
Department Head: Jennifer Henaghan
Category: Other
Prepared By: Daniel Harper

AGENDA ITEM (ID # 2026-455)

DOC ID: 2026-455

Zoning Code Discussion - Administration and Enforcement, Nonconforming Structures and Lots.

Statement of the Issue:
As part of the ongoing zoning code rewrite project, ZoneCo has prepared recommendations for possible improvements to the Nonconformities and Administration and Enforcement sections of the Village's zoning code. The Zoning Diagnostic Report included a list of recommendations to improve these sections. The primary objective of these recommendations is to assess the current zoning code regulations and provide suggested improvements to support the implementation of the Comprehensive Plan's vision for the Village's future.

Analysis:
Administration and Procedures
ZoneCo's analysis of Chapter 10 of the Village's Zoning Code is located in Section 6 on page 63 of the Diagnostics Report. In their findings, ZoneCo identifies strengths and gaps in the current structure of the chapter, stating that "Chapter 10 generally covers the appropriate topics and assigns authority to village bodies, but it could be more predictable, transparent, and efficient with restructuring, clearer standards, and better alignment with how staff and applicants use the code in practice."

The report includes recommendations that are designed to provide greater clarity and predictability to the users of the code. A list of the recommendations can be found in Section 6 as well as the recommendations Matrix in Section 7 of the report.

Nonconforming Structures and Lots
During the public outreach and small group interviews, regulation of nonconforming lots and structures were a major topic of discussion. These regulations primarily impact existing single-family residential properties. Using GIS, staff conducted an analysis of the parcels within each of the Village's residential districts to understand how well the current lot size requirements fit the properties within each district. Maps visualizing compliance within each single-family residential zoning district (RE, R0, R1, R2, R2B) are attached.

The following table illustrates the rates of compliance of single-family zoned properties to the minimum area and width requirements.

	RE		R0		R1		R2		R2B		RE-R2B	
Parcels within Each District	#	%	#	%	#	%	#	%	#	%	#	%
Compliant	35	69%	71	97%	167	54%	3172	47%	129	>99%	3574	**49%**
Nonconforming Area	9	18%	0	0%	17	6%	223	3%	0	0%	249	3%
Nonconforming Width	0	0%	2	3%	84	27%	1294	19%	1	<1%	1381	19%
Nonconforming Width and Area	7	14%	0	0%	39	13%	2115	31%	0	0%	2161	29%
Totals	**51**		**73**		**307**		**6,804**		**130**		**7,365**	

Less than half of the single-family zoned lots within the Village meet the minimum lot area and/or width requirements. This mismatch between the Zoning Code and existing properties is particularly acute in the R2 District, which represents 92% of the Village's single-family residential parcels. This condition contributes to the demand for residential zoning variations as many typical additions to single-family homes cannot be approved due to non-compliant conditions.

ZoneCo performed an analysis of the 82 residential lots with approved variations from 2019 through 2025 and found that 76 of those properties were in the R2 District. They found that 41 of the 82 lots that received variations were nonconforming, and 40 of those nonconforming lots were in R2. Twenty (20) lots were nonconforming in both width and area. ZoneCo states that this pattern does not necessarily mean that all R2 dimensional standards are inappropriate, but it does show that R2 contains many older or constrained lots where current dimensional standards and related nonconformity rules regularly conflict with routine residential improvements. Examining minimum lot width and area standards could be a productive path to encourage improvements of existing single-family homes.

The report recommends that the code rewrite create a clearer by-right path for modest reinvestment on smaller or nonconforming lots where the improvement is compatible with neighborhood character and introduces a suggested "nonconformity framework," meaning an individual section in the residential portion of the code would create a clearer by-right path for maintenance, rehabilitation, reconstruction, and modest expansion of existing homes on smaller or nonconforming lots, subject to compatibility standards. A detailed analysis of nonconformities and existing residential development can be reviewed in Section 3.11 and the recommendations Matrix in Section 7 of the Diagnostics report.

Budget Impact:

Contribution to Strategic Plan

Action Requested: Review Sections 3, Sections 6 and the Recommendations Matrix of the Zoning Diagnostic Report and provide feedback to Village staff regarding its findings and conclusions. Staff is seeking the Plan Commission's direction on the following questions:

Administration and Procedures

1. The report finds that Chapter 10 is organized as a long list of procedures (certificates, appeals, variations, amendments, special uses, PUDs, fees, penalties) without a roadmap or visual process summary; stakeholders have explicitly asked for clearer, more concrete directives and removal of ambiguity. Staff is considering including visual graphics (i.e. flow charts, timelines) to better illustrate these processes. Do you think this is an appropriate solution to the stated issues?

2. The report recommends that the new code include a policy statement that repeated, similar variation approvals should trigger code amendments rather than continued case-by-case relief. Do you agree with this recommendation? If so, what thresholds of repeated zoning relief should be considered to trigger potential zoning code amendments?

3. The current code has a "two-tier" criteria system for evaluating variation requests found in Sections 10-10-12(E) which require that the ZBA and Village Board find evidence of:

1. That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located; and that the variation, if granted, will not alter the essential character of the locality; or

2.That the plight of the owner is due to unique circumstances; and that the variation, if granted, will not alter the essential character of the locality;

And Section 10-10-12(F) which provide the following supplemental standards when evaluating applications:

1. That the particular physical surroundings, shape or topographical condition of the specific property involved would bring particular hardship upon the owner as distinguished from a mere inconvenience, if the strict letter of the regulation were to be carried out;
2. That the conditions upon which the petition for variation is based would not be applicable generally to other property within the same zoning district;
3. That the purpose of the variation is not based exclusively upon a desire to make more money out of the property;
4. That the alleged difficulty or particular hardship has not been created by any person presently having an interest in the property or by the applicant;
5. That the granting of the variation will not be detrimental to the public welfare or injurious to

other property or improvements in the neighborhood in which the property is located;
6. That the proposed variation will not:
(a) Impair an adequate supply of light and air to adjacent property;
(b) Substantially increase the hazard from fire or other dangers to said property or adjacent property;
(c) Otherwise impair the public health, safety, comfort, morals or general welfare of the inhabitants of the Village;
(d) Diminish or impair property values within the neighborhood;
(e) Unduly increase traffic congestion in the public streets and highways;
(f) Create a nuisance; or
(g) Result in an increase in public expenditures;
7. That the variation is the minimum variation that will make possible the reasonable use of the land, building or structure;
8. In the case of a planned unit development, that granting of the variation will not significantly compromise the character and concept of the planned unit development;

The report recommends collapsing the two-tier variation standards into a single, clearly enumerated set of plain-language criteria applicable across districts. Do you agree with this assessment? If so, how would you prioritize the variation standards being considered?

4. The report recommends that the new code introduce an administrative adjustment or minor variation tool for small, quantifiable deviations that the Community Development Director can approve under clear criteria. Currently, administrative variation approvals are possible under Section 10-10-12(A) of the Zoning Code for existing single-family homes that request a variation for (a) an increase in the allowable lot coverage ratio of no more than 10% for homes that are more than one story or (b) a yard setback decrease of less than 20 percent of the minimum setback requirement. However, staff is required to evaluate these requests using the same standards as the Zoning Board of Appeals when determining if the standards for variations have been met. What criteria would be considered clear and quantifiable when determining eligibility for administrative variations?

Nonconforming Structures and Lots

5. The report recommends that the Village review corner-lot width premiums to determine whether they are necessary in each district or whether they create avoidable nonconformities. Currently, corner lots are required to have a large corner side yard setback along street frontages. An example is the R2 Zoning district, which requires a minimum 30-foot corner side yard setback which is the same dimension of the required minimum front yard setback. This requirement impacts improvements to existing non-conforming properties that were platted in the late 19th and early 20th century, preventing improvements to existing homes. Do you think this is appropriate in existing residentially zoned areas?

6. The report recommends that the Village consider whether side-yard formulas should be simplified or whether a separate standard should apply to legally existing narrow lots. An example is in the R2 zoning district, Section 10-4-8(D) of the code requires a minimum interior side yard setback of six and one-half feet or ten percent of the lot width, whichever is greater. Because many of the residential properties in the R2 zoning district are narrower than the minimum required 66-foot width, these lots are required to provide a side setback greater than ten percent of their lot widths, unlike conforming lots. A possible equitable solution to this would be to require a minimum side yard setback of 10% of the lot width for all lots in the zoning district. This would create side yard

setback standards for each individual residential property depending on their existing widths. Do you think that this would be appropriate?

Attachments:

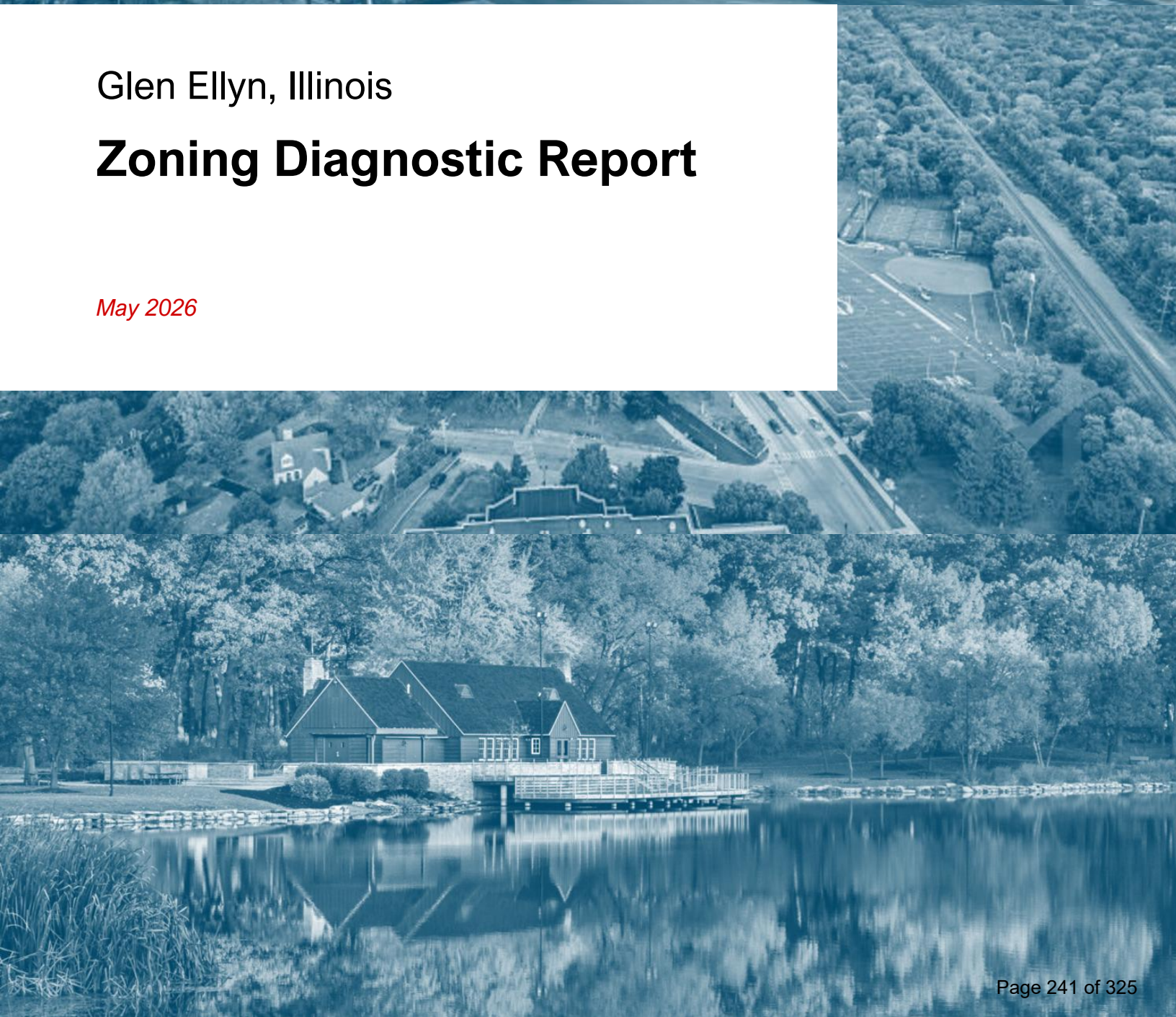
1. Zoning Diagnostic Report May 2026
2. LotDimension_Analysis_2026_R0
3. LotDimension_Analysis_2026_R1
4. LotDimension_Analysis_2026_R2
5. LotDimension_Analysis_2026_R2B
6. LotDimension_Analysis_2026_RE



Glen Ellyn, Illinois

Zoning Diagnostic Report

May 2026



Glen Ellyn Diagnostic Report

Executive Summary

Introduction to a Zoning Diagnostic Report

The development of this Diagnostic Report represents the first step in the Glen Ellyn Zoning Code Update project. This report evaluates the Village's existing zoning code and its effectiveness in achieving the goals and objectives established in the Comprehensive Plan. Glen Ellyn has a strong tradition of community-based planning and proactive policy development. In addition to the Comprehensive Plan, the consultant team has reviewed several other relevant plans, studies, and initiatives with implications for zoning—such as those addressing housing, downtown development, and sustainability. The primary objective of this Diagnostic Report is to assess, in detail, how well the current zoning regulations support the implementation of the Comprehensive Plan's vision for the Village's future.

It is important for the community to understand how this Diagnostic Report differs from the Comprehensive Plan.

A Comprehensive Plan is the product of a broad, community-driven process that establishes a long-range vision for growth, development, and preservation. The goals derived from this process often vary in scale—from broad aspirations such as "Maintain and enhance the character of established neighborhoods" to more specific objectives like "Encourage mixed-use redevelopment in the downtown."

While the Comprehensive Plan provides the overarching roadmap for the Village's future, the zoning code is a regulatory document that gives that vision legal force. The zoning code translates policy direction into enforceable standards for land use, building form, and development character. This Diagnostic Report serves as a vital link between the high-level vision of the Comprehensive Plan and the day-to-day application of zoning regulations.

This report was prepared by a team of planning and zoning professionals through an independent review of Glen Ellyn's adopted plans, policies, and regulations. The team drew upon the Glen Ellyn Comprehensive Plan, national best practices in zoning reform, and extensive professional experience working with peer communities to evaluate the existing zoning code and identify areas for revision, clarification, and modernization.

Methodology

This diagnostic assessment was conducted through a multi-step methodology designed to evaluate the effectiveness, clarity, and implementability of the Village's zoning regulations in relation to adopted plans and policy direction.

The consultant team started by reviewing key Village planning documents, including the Comprehensive Plan, Housing Assessment, Active Transportation Plan, Downtown Strategic

Plan, and the Streetscape and Parking Study. This review established the community's adopted vision, goals, and implementation priorities related to land use, housing, transportation, and economic development.

The team conducted a detailed evaluation of the residential standards and zoning districts (RE, R0, R1, R2, R2B, R3, R4, and R5). This included analyzing the purpose and intent of each district, permitted and special uses, dimensional and bulk standards, accessory structure provisions, massing and building form, definitions, and measurement/interpretation rules. The residential analysis specifically considered how well the current regulations support the goals of the Housing Assessment, Comprehensive Plan, related strategic documents, including policies related to housing diversity, accessory dwelling units, and neighborhood character.

The team evaluated the commercial and mixed-use zoning districts (C1, C2, C3, C4, C5, C5A, C5B, C6, I1, and CC). This assessment focused on district purpose, use permissions and mixing of uses, form-based standards, and overall alignment with Comprehensive Plan goals to grow and diversify key commercial districts, enhance physical form and site design, and ensure appropriate transitions to adjacent residential areas. Special attention was given to subareas and key opportunity sites, including Downtown Glen Ellyn, the Roosevelt Road Corridor, Stacy's Corners, C4 office areas, and areas identified for potential annexation.

The organization, clarity, and usability of the zoning ordinance were assessed. This included a review of overall document structure, the consistency and use of terms, cross-references, and the clarity of standards and graphics from the perspective of both administrators and end users.

The team evaluated the administration and procedures of the zoning ordinance, including the roles and responsibilities of decision-making bodies, application types and thresholds, review procedures and sequencing, approval criteria and decision standards, timelines and extensions, the allocation of administrative versus discretionary authority, enforcement provisions, planned unit development (PUD) procedures, and the framework for nonconformities and appeals.

The zoning code was also compared against results from stakeholder interviews and a community survey. The results of this engagement are described in greater detail in Section 2 of the Zoning Diagnostic Report.

Together, these steps provide a comprehensive basis for identifying targeted revisions, structural improvements, and policy updates to better implement the Village's adopted plans and goals related to housing, land use, and economic development while improving the user experience.

Key Findings and Themes

The diagnostic confirms that Glen Ellyn's zoning code broadly supports long-standing community values but is not well aligned with the Comprehensive Plan's more contemporary expectations for housing variety, commercial reinvestment, and a clearer, more user-friendly regulatory framework. Across residential and commercial districts, the code remains heavily oriented toward conventional single-use zoning, detailed use lists, and lot-size-driven districts, rather than a structure organized around housing types, mixed-use form, and consistent transitions between more intense areas and single-family neighborhoods. The result is a system

that can preserve character in many locations, but that often makes it unnecessarily difficult to deliver the modest, context-sensitive infill and mixed-use projects envisioned in recent plans.

On the residential side, the analysis finds that the district framework and dimensional standards are not well calibrated to Glen Ellyn's current housing needs or existing lot patterns. The code continues to favor detached single-family development on relatively large lots, even as the Comprehensive Plan and Housing Assessment call for more townhomes, duplexes, small multifamily buildings, and accessory dwelling units in appropriate locations. Minimum lot area and width, side-yard formulas, lot coverage limits, and height standards in core districts such as R2–R4 tend to push redevelopment toward larger replacement homes while making it harder to maintain and modestly expand smaller, more attainable homes or introduce missing-middle housing near centers and corridors. Nonconformity rules and the pattern of recent residential variations further demonstrate that many common improvements—additions, garages, porches, and driveways—routinely require relief, indicating that baseline standards are out of step with the built fabric and typical homeowner projects.

In the commercial and mixed-use districts, the code only partially implements the subarea visions for Downtown, Roosevelt Road, Stacy's Corners, the C4 office areas, and other key corridors. Downtown's C5/C5A/C5B framework correctly emphasizes a compact, pedestrian-oriented environment with upper-story housing and parking credits, but it relies on highly specific use lists, layered special uses, and frequent PUD triggers that make it hard to adapt to evolving business models and to deliver context-compliant infill without discretionary negotiations. Along Roosevelt Road, Butterfield Road, and in C2–C3 corridor areas, district purposes and standards still tilt toward auto-oriented patterns, with limited mixed-use permissions and only general expectations for building placement, access management, and screening at residential edges. Office, industrial, and institutional districts (including C4, I1, and CC) also lack fully articulated form and transition standards, making reinvestment, adaptive reuse, and campus evolution more dependent on case-by-case approvals than on clear, predictable rules.

The report also identifies organization, terminology, and procedural structure as significant contributors to user frustration and inconsistent administration. The zoning ordinance is lengthy and text-heavy, with key standards and definitions scattered across chapters, overlapping terminology for similar approvals and use types, and measurement rules that are not always intuitive, even for experienced users. Use permissions are spread through narrative sections rather than consolidated in clear tables; numeric standards are often embedded in paragraphs rather than supported by graphics; and definitions sometimes contain substantive regulations that should appear in operative provisions. On the procedural side, multiple application types, unclear thresholds between administrative and discretionary review, and PUD requirements that are applied to a wide range of projects can make the path to approval slow, uncertain, and highly dependent on interpretation.

Taken together, these findings point to a code that is doing too much of its work through complexity, exceptions, and case-specific relief, and not enough through clear, well-structured standards that reflect adopted policy direction. The recommended zoning update therefore focuses on four overarching themes: reorganizing and simplifying the ordinance so it is easier to

navigate and apply; restructuring residential and mixed-use districts around housing types and form rather than only lot size; recalibrating dimensional and nonconformity standards to better fit Glen Ellyn's existing neighborhoods and desired infill patterns; and modernizing commercial, corridor, and campus districts to support reinvestment and mixed-use while providing more predictable, context-sensitive transitions to adjacent residential areas.

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1. Review of Village Planning Documents

1.1 Comprehensive Plan

1.1.1 Overview of the Plan

The Glen Ellyn Comprehensive Plan (adopted 2023) – hereby referred to as the "Plan" or the "Comprehensive Plan" - is the Village's primary long-range policy document guiding land use, development, transportation, community facilities, and investment over the next 10–20 years. It establishes a shared community vision, goals, and objectives, and coordinates the actions of elected officials, boards and commissions, staff, and other stakeholders. Developed through a multi-year, highly participatory process with surveys, workshops, and subarea planning, the plan focuses on reinvestment, redevelopment, and placemaking in a largely built-out community. It is organized into chapters on vision and goals, land use and development, subarea plans (Downtown, Roosevelt Road, Stacy's Corners), transportation, community facilities, parks and open space, and implementation. The plan is intended as a living document that guides regulatory updates, capital improvements, and intergovernmental coordination.

1.1.2 Land Use & Development Recommendations in the Plan

The Land Use & Development chapter defines desired future land use and development character for all areas within the Village limits and its extraterritorial jurisdiction. It aims to preserve Glen Ellyn's existing neighborhood character while identifying strategic opportunities to maximize development potential through redevelopment, reinvestment, and higher-intensity mixed-use areas. The plan emphasizes building on the strong single-family base while expanding the range of housing types, including attached and multi-family housing in appropriate locations. It also links land use with corridor image, subarea visions, transportation, and parks to support walkability, transit access, and a high-quality public realm. The Future Land Use Plan assigns every parcel to a land use category that is intended to guide zoning, development review, and future zoning code updates.

Key land use categories and related recommendations from the Comprehensive Plan:

- Single-Family Detached: Maintain this predominant housing type (about 51 percent of the land area is single family lots, and 64 percent of housing units are single-family detached) and continue to preserve neighborhood character and stability.
- Single-Family Attached: Expand townhomes and similar attached forms, especially around Downtown, near Roosevelt Road, along Swift Road, and near the College of DuPage, to increase housing diversity and support higher density where appropriate.
- Multi-Family: Support apartments and condominiums near Downtown, near COD, along Roosevelt Road, and at the edges of single-family neighborhoods as transitions between commercial and residential uses and to meet downsizing and diverse housing needs.
- Neighborhood Commercial: Reinforce Downtown and Stacy's Corners as neighborhood-serving commercial nodes, with Downtown remaining the core district emphasizing attractive streetscapes and a pedestrian-oriented environment and Stacy's Corners better serving adjacent neighborhoods.

- Corridor Commercial: Concentrate and intensify larger-scale and auto-oriented commercial uses along Roosevelt Road and Butterfield Road, including reinvestment in centers such as Market Plaza, Pickwick Plaza, and Baker Hill.

Key subareas and related recommendations from the Comprehensive Plan:

- Downtown Glen Ellyn: Continue to enhance Downtown as a compact, mixed-use, pedestrian-oriented district with an active blend of shopping, dining, entertainment, public uses, and a growing supply of upper-story and nearby housing to support a vibrant, transit-served core.
- Roosevelt Road Corridor: Pursue reinvestment and redevelopment of underutilized and aging commercial properties along Roosevelt Road, focusing on improved site design, enhanced corridor image, and opportunities for higher-quality, context-sensitive commercial and multi-family development.
- Butterfield Road Corridor: Intensify and modernize corridor commercial uses along Butterfield Road, supporting larger-scale retail, service, and mixed commercial development that serves residents, visitors, and passing motorists while improving access, circulation, and appearance.
- Stacy's Corners: Evolve Stacy's Corners as a mixed-use neighborhood gateway with a historic character, strengthening neighborhood-serving commercial uses and compatible residential development while respecting and enhancing local historic resources.
- Areas near College of DuPage and transition edges: Encourage multi-family and attached residential development adjacent to the College of DuPage and at the edges of single-family neighborhoods to provide a wider range of housing options and serve as appropriate transitions between commercial and lower-density residential areas.

1.2 Housing Assessment

1.2.1 Overview

The 2023 Glen Ellyn Housing Assessment is a data-driven study intended to help the Village understand current and emerging housing challenges and to inform policy, zoning, and investment decisions. It combines demographic, socioeconomic, and market data with community input from engagement events and a survey to identify unmet housing needs and gaps in the local housing supply. Glen Ellyn is characterized as a predominantly residential "bedroom community," with stable population and household counts, an aging and increasingly affluent population, and a housing stock dominated by single-family detached homes built largely between the 1950s and 1980s. The assessment documents rising home prices, constrained for-sale supply, especially smaller and more affordable homes, and an older multifamily rental stock concentrated in three main locations. Overall, it concludes that Glen Ellyn needs additional housing across a broader range of price points and housing types to better serve current and future residents.

1.2.2 Housing Assessment Findings and Recommendations with Implications for the Zoning Update

(a) Predominantly Single-Family Housing and Constrained For-Sale Supply

Glen Ellyn's housing composition is heavily weighted toward single-family detached homes, which make up about 64 percent of units, with relatively limited attached and multifamily options. The detached for-sale market is highly constrained: prices have risen significantly since 2015, days on market have dropped to roughly two weeks, and smaller, more affordable homes are often demolished and replaced with larger, more expensive houses.

The zoning code should respond by creating more pathways for a broader mix of housing types while still respecting established neighborhood character. The issue is not simply that the Village needs more units, but that the code should better accommodate smaller homes (including existing homes), attached homes, low-rise multi-family structures, and modest infill in locations where those forms can provide additional housing choices without overwhelming existing blocks.

Zoning recommendations:

- Amend district purpose statements and use permissions in the residential and mixed-use districts, including R1-R4, R5, C5, and C6, to recognize a broader range of housing types such as duplexes, single-family attached homes, and low-scale multifamily near centers and corridors.
- Add or expand by-right permissions for duplexes and small multi-unit structures, such as 4- to 6-unit buildings, in appropriate R3 and R4 locations.
- Clarify and strengthen permissions for upper-story residential and mixed-use residential in C5 and C6 at moderate densities.
- Revise minimum lot area, lot width, lot coverage, and FAR standards in R2-R4 to create alternative small-lot, or modest infill options.
- Calibrate height and yard standards in R3 and R4 to allow 2- to 3-story missing-middle housing types while maintaining neighborhood-appropriate scale.
- Update residential PUD standards to encourage mixes of small-lot single-family, townhomes, and small multifamily on larger infill or redevelopment sites.
- Consider density or flexibility incentives for projects that provide a diversity of unit types, smaller units, or attainable price points.

(b) Limited Options for Downsizing and Aging in Place

The Village has gained nearly 1,000 households headed by someone age 55 or older since 2010, and residents and stakeholders report a shortage of condos, townhomes, and other smaller, low-maintenance homes that would suit empty nesters and seniors who wish to remain in the community.

The zoning code should make it easier to provide smaller, lower-maintenance housing near services, transit, Downtown, and other walkable areas. Downsizing and aging-in-place options are most feasible when the code allows attached housing, small multifamily buildings, elevator-served buildings, and accessible units in locations where residents can remain connected to daily needs and community life.

Zoning recommendations:

- Broaden by-right or special-use permissions for townhomes, stacked flats, and small elevator-served multifamily in R3 and R4, particularly near Downtown and along transit corridors.
- Establish clear form standards for attached and small multifamily housing, including height, massing, façade rhythm, open space, and transitions to adjacent lower-density homes.
- Consider adding senior housing or age-restricted housing as a distinct use category so parking, circulation, accessibility, and design standards can be tailored to the use.
- Consider use-based standards that encourage step-free entries, visitable ground-floor units, and accessible common areas in multifamily and townhome projects.
- Allow modest height, density, or parking flexibility for projects that meet defined accessibility benchmarks, such as a specified share of units meeting enhanced accessibility standards.
- Reduce or right-size parking requirements for age-restricted, senior, and small-unit housing within walking distance of Downtown, transit, and services.
- Allow shared parking and transportation-demand strategies for senior and downsizing-oriented housing where actual vehicle ownership is likely to be lower.

(c) Housing for People with Disabilities and Other Special Needs

About 8.5 percent of residents, representing more than 2,350 people, live with a disability. Many need housing that is both affordable and physically accessible, and the assessment notes that these options are limited locally and regionally.

The zoning code should clearly accommodate accessible housing, supportive housing, community residences, and group living arrangements in a manner consistent with fair housing principles. The goal should be to treat small community-based residences similarly to comparable household living arrangements while creating clear, objective standards for larger supportive or specialized residential facilities.

Zoning recommendations:

- Update Chapter 2 definitions to clearly define group home, supportive housing, community residence, and related terms.
- Distinguish small community-based homes from larger residential care or supportive facilities based on scale and operational characteristics.

- Identify larger supportive housing or specialized residential facilities as special uses in appropriate residential and mixed-use districts.
- Replace ad hoc conditions with clear, objective standards for larger supportive facilities, including scale, access, parking, life-safety, and compatibility criteria.
- Add supplementary regulations addressing reasonable occupancy, spacing, and design standards without imposing unnecessary separation requirements.
- Align parking requirements for supportive housing with likely vehicle ownership and staffing patterns rather than applying conventional household parking ratios.
- Ensure zoning procedures allow reasonable accommodations where needed to comply with fair housing obligations.

(d) Workforce Housing and Local Employees

More than 10,000 people work in Glen Ellyn but live elsewhere, and average wages in major employment sectors are generally under 60,000 dollars, limiting employees' ability to live in the Village.

The zoning code should support more moderately priced multifamily and mixed-use housing in locations where additional density can be accommodated, particularly near transit, Downtown, Roosevelt Road, and other commercial or employment areas. Workforce housing will be difficult to produce if zoning limits multifamily development to too few sites or requires parking, height, setback, or approval standards that make moderate-density projects infeasible.

Zoning recommendations:

- Amend commercial district standards, especially C2-C6, to explicitly allow upper-story residential and mixed-use multifamily in appropriate commercial and corridor locations.
- Allow mixed-use residential along key corridors, including Roosevelt Road, where redevelopment can add housing while strengthening the commercial environment.
- In C5 and C6, refine permissions for standalone multifamily and mixed-use residential.
- Provide height and FAR allowances sufficient to produce meaningful numbers of units, such as 4- to 6-story buildings where context-appropriate.
- Modify parking requirements to reduce ratios for multifamily and mixed-use projects near transit, Downtown, and commercial corridors.
- Allow shared parking between commercial and residential uses in mixed-use buildings and planned developments.
- Streamline approvals for context-sensitive housing projects that meet adopted form, parking, affordability, and transition standards.

Shared Parking Efficiency

CityGate Centre in Naperville succeeds as a shared parking model - it assembled a use mix with complementary peak demand periods across a single unified campus.

(e) Entry-Level For-Sale Housing Shortage

There is a limited supply of lower-value for-sale homes. Entry-level buyers often stretch beyond affordability thresholds, and smaller, naturally affordable homes are being lost through teardown and replacement. The average square footage of detached homes sold increased by about 9 percent between 2015 and 2021.

The zoning code should address both sides of the entry-level ownership issue: preserving existing smaller homes where appropriate and allowing new smaller ownership options to be built. Bulk standards that unintentionally encourage oversized replacement homes or make modest additions difficult can accelerate the loss of naturally attainable homes. At the same time, the code should create intentional pathways for smaller-scale residential structures.

Zoning recommendations:

- Revisit bulk standards in R2 and R3, including minimum lot area, lot width, setbacks, maximum lot coverage, and FAR, to better align with the community need for accessible housing formats.
- Create calibrated FAR or lot coverage controls that discourage oversized replacement homes while allowing reasonable modernization of existing smaller homes.
- Allow modest reductions in minimum lot area or lot width through alternative small-lot standards where block patterns support smaller homes.
- Amend compliance and nonconformity provisions so small, older homes on nonconforming lots can be modestly expanded or reconfigured without triggering requirements that make teardown more likely.
- Coordinate zoning with subdivision and platting standards so context-sensitive lot splits can create smaller entry-level lots where appropriate.

(f) Housing for Lower-Income Renters and Affordability Pressures

Approximately 38 percent of renters are cost burdened (defined as spending 30% of its gross income on housing-related costs), with more than 80 percent of those cost-burdened renters earning under 35,000 dollars annually. Median gross rents in Glen Ellyn are somewhat lower than the county median, largely due to an older rental stock, and the supply of deed-restricted affordable housing is limited.

The zoning code should increase realistic opportunities for multifamily, mixed-income, and affordable housing in targeted areas. Because land is limited and development costs are high, affordability goals will be difficult to achieve if the code restricts multifamily housing to too few districts, requires excessive parking, or imposes dimensional standards that reduce feasible unit counts. The code should pair broader housing permissions with clear form and transition standards so additional density is predictable and context-sensitive.

Zoning recommendations:

- Expand by-right multifamily permissions and increase allowable density in R4 and R5 where additional units can be accommodated.
- Use residential PUD standards to support mixed-income housing and a range of unit sizes on larger infill or redevelopment sites.
- In C5 and C6, ensure multifamily housing is clearly permitted and that height, FAR, yard, and parking standards allow achievable unit counts.
- Reduce minimum parking requirements for affordable, mixed-income, small-unit, and transit-proximate multifamily projects.
- Permit smaller unit sizes and flexible open space standards where projects meet adopted building form, common-area, and livability criteria.
- Consider incentive-based affordable housing provisions, such as density bonuses, parking reductions, height flexibility, or fee waivers where feasible.
- Maintain clear design criteria so affordable and mixed-income housing can be reviewed predictably rather than through discretionary negotiation.

(g) Dependence on Limited, Strategic Development Sites

The assessment notes that because available land is limited, most new housing will need to come from multifamily development and small-lot or attached infill rather than large-scale greenfield single-family projects.

The zoning code should align housing capacity with the Village's limited opportunity sites. Downtown, Roosevelt Road, areas near I-355, areas near College of DuPage, and other corridor or center locations should have zoning that actually allows the housing types and intensities contemplated by the Housing Assessment and Comprehensive Plan. If the code continues to rely heavily on discretionary PUDs without clear density, form, and approval expectations, strategic sites may underperform or remain underutilized.

Zoning recommendations:

- Align zoning districts and overlays with the Comprehensive Plan's subarea and corridor strategies for Downtown, Roosevelt Road, areas near I-355, College of DuPage, and other opportunity sites.
- Reassess maximum heights, FARs, densities, and dimensional standards in C5, C6, R4, R5, and nearby transition areas to ensure the code enables the housing capacity expected for strategic sites.
- Revise PUD standards to clarify when residential and mixed-use PUDs are appropriate for assembling, intensifying, or redeveloping key opportunity sites.
- Establish clearer expectations for minimum density, mix of uses, housing affordability, public benefits, site design, and transition standards in residential and mixed-use PUDs.

- Streamline approval for projects that meet or exceed desired housing-unit yield, affordability, and design criteria.
- Allow small-lot, attached, and multifamily infill by clear standards in appropriate locations rather than reserving most new housing capacity for large discretionary projects.
- Coordinate height, parking, access, stormwater, open space, and public-realm standards so strategic sites can be redeveloped efficiently and predictably.

1.3 Active Transportation Plan

1.3.1 Overview

The Move Glen Ellyn Active Transportation Plan ("Move GE") is a village-wide strategy to expand safe, functional walking and bicycling options and to integrate them into everyday travel patterns for residents, workers, students, and visitors. It proposes to grow the current 5.5-mile bike network by about 9.75 miles using a mix of on-street routes, traditional bike lanes, sidepaths, and connections through parks and regional trails such as the Illinois Prairie Path and Great Western Trail. The plan emphasizes north–south connectivity across the village's rail and arterial barriers, better access to the Metra station and schools, and safer crossings of major roads like Roosevelt Road and IL-53. Community input from surveys and an open house strongly shaped the recommendations, highlighting demand for low-stress routes, improved crossings, and more visible, convenient bike parking.

1.3.2 Zoning-Related Recommendations

The plan recommends using zoning and development regulations to institutionalize active transportation infrastructure, especially bike parking, in new private projects. It notes that Glen Ellyn's current zoning code largely lacks direct bicycle parking requirements (outside of a PUD bonus provision), and calls for adopting explicit minimum bicycle parking standards and incentives for commercial, multifamily, and mixed-use developments. As an example model, the report points to the City of Madison, Wisconsin zoning rewrite, where bicycle parking ratios and design standards were embedded in the ordinance, and suggests adapting a similar approach for Glen Ellyn.

The plan also encourages treating bicycle and pedestrian facilities as standard site plan elements, rather than optional amenities, in zoning and subdivision review. This includes requiring multi-use paths consistent with the village and DuPage County bike plans (as already referenced in local code), and using planned unit development tools to secure internal bike circulation, indoor storage, and connections to regional trails. For downtown and transit-adjacent areas, the report supports using zoning (and related tools like TIF) to prioritize higher-quality bicycle facilities—such as covered, long-term parking near the Metra station and along the Illinois Prairie Path—and to encourage more compact, mixed-use development patterns that make short bike and walk trips more viable.

1.4 Downtown Strategic Plan

1.4.1 Overview

The Downtown Strategic Plan is a 20-year framework to make Downtown Glen Ellyn more economically viable, reduce vacancies, and strengthen its role as the community's civic and commercial heart. It responds to rising retail vacancies and regional competition by combining community input, expert market analysis, and physical planning into an integrated program for land use, circulation, parking, urban design, and implementation. The plan's physical vision centers on a greenway "glen" through the downtown valley, a stronger Main Street corridor with two- and three-story mixed-use buildings, a landmark Metra station, and improved multimodal access and parking north and south of the tracks. A key strategy is to increase the number of residents, office workers, and visitors downtown—via new housing, office and service space, cultural programming, and civic uses—so that daily activity supports a healthier retail and restaurant mix.

1.4.2 Zoning-Related Recommendations

The plan calls for updating the zoning code so it actively supports the desired mixed-use, higher-intensity downtown pattern rather than constraining it. It recommends revising district boundaries and use permissions to increase the supply of mixed-use buildings with ground-floor retail/restaurant and upper-story residential or office, maintain a "no net loss" of core retail space, and encourage more office and service uses at the downtown periphery and above first-floor retail. The plan specifically urges allowing entertainment and cultural uses by right in the downtown (rather than as special uses) and exploring a form-based code to more directly regulate building form, street frontage, and historic compatibility while simplifying approvals.

People Over Parking Act (SB 2112)

The Illinois People Over Parking Act, prohibits local governments from imposing or enforcing minimum automobile parking requirements for qualifying development projects near transit. It applies to projects within one-half mile of a public transportation hub or one-eighth mile of a public transportation corridor, with some exceptions.

Historic preservation is to be reinforced through the Historic Downtown District and zoning/overlay tools that protect contributing buildings, support context-sensitive infill, and enable use of tax credits and local incentives for rehabilitation. Parking and access policies are to be realigned with downtown objectives by adopting lower, context-sensitive parking ratios (e.g., 0–3 spaces per 1,000 square feet of retail, 1 space per 1,000 square feet of office, and 1 space per dwelling unit for new construction), accommodating structured parking with active ground-floor frontages, and recognizing bicycle facilities and covered bike parking as standard site elements near the train station and Illinois Prairie Path.

The plan also recommends zoning support for increased residential density downtown—including at least 450 new dwelling units in mixed-use and residential buildings—and consideration of accessory dwelling units on single-family lots in and near the study area to add "gentle" density. Circulation and streetscape recommendations (such as converting key

one-way streets to two-way, creating “plaza streets,” and implementing unified streetscape and wayfinding along the full two-mile Main Street corridor) are intended to be embedded in zoning, subdivision, and design standards so they become routine requirements for public and private projects. Finally, the plan calls for amending sign regulations and appearance review guidelines to align with the desired downtown character and for simplifying and partially “administrativizing” approvals, reducing the perception of government hurdles to business openings and reinvestment.

1.5 Streetscape and Parking Study

1.5.1 Overview

The Downtown Streetscape Plan and Parking Study provides a coordinated framework for upgrading streets, sidewalks, public spaces, and parking management in Downtown Glen Ellyn to reinforce its historic character while improving comfort, safety, and access for all users. It inventories existing conditions, defines three streetscape character zones (Urban Core, Urban Transitional, Urban Residential), and proposes a phased, block-by-block toolkit of elements including street trees, lighting, crosswalks, parklets, enhanced alleys, and Prairie Path improvements. On the parking side, the study concludes that overall supply is generally adequate but poorly distributed and signed, and it focuses on better management, wayfinding, and selective structured parking opportunities rather than simply adding more surface spaces. Implementation is explicitly intended to be incremental, coordinated with capital projects (e.g., 2015–2016 resurfacing), and sensitive to maintenance, accessibility, and long-term costs.

1.5.2 Zoning-Related Recommendations

While primarily a design and operations document, the plan implies several zoning and development-code directions that matter for a zoning assessment. First, it establishes clear design expectations for different street types—materials, tree placement, lighting, screening, and pedestrian amenities—that can be translated into zoning-based streetscape standards, corridor overlays, or form-based regulations for the downtown districts. This includes preferred treatments for intersections, mid-block crossings, sidewalk widths, outdoor dining platforms in the parking lane, and parking-lot buffers and rain gardens that zoning and subdivision regulations can require as part of site plan approval.

Second, the study recommends strengthening requirements for parking-lot design and screening, sustainable landscaping, and stormwater practices, which can be incorporated into parking and landscaping sections of the zoning ordinance. Examples include mandatory landscape buffers and low walls along the public realm, tree spacing standards, use of decorative or modular walls where grades require retaining, and support for rain gardens, permeable bases, and “sustainable parking lot prototype” features in public and private lots. The plan also points toward recognizing and encouraging on-street and shared parking (e.g., with churches and private lots) within parking standards and suggests that any future structured parking be integrated with active ground-floor uses—something that can be reinforced through district use and frontage requirements.

Third, the plan emphasizes consistent downtown wayfinding, gateway treatments, and a coherent family of furnishings and lighting, which can be backed by zoning-linked design

guidelines or an overlay requiring conformance for new development and substantial façade or site changes. It also supports continued accommodation of bike racks and future bike facilities in the right-of-way and near the Metra and Prairie Path, reinforcing the case for explicit bicycle parking and access provisions in downtown zoning. Finally, the parking management principles in the study—tiered time limits, employee parking locations, flexible use of lots, and potential future meter technology—provide a basis for revisiting minimum parking ratios and allowing greater reliance on shared, managed public parking in lieu of traditional on-site minimums for downtown uses.

2. Community Input

Much of the analysis in this report draws on the land use goals from the Comprehensive Plan and the extensive engagement that informed that project. In addition to the goals from the Plan, the project team undertook stakeholder interviews (March 2026) and a community survey (March-April 2026). The results from those efforts are summarized below.

2.1 Stakeholder Group Interviews

Three focus groups met over two days as part of the Glen Ellyn zoning code update. On March 18 from 3–4 pm, a Residential Professionals Focus Group convened builders, architects, and long-time practitioners who regularly work with the code. That evening from 6–7 pm, a Residential Focus Group brought together residents, commission members, and a housing advocate to discuss lived experience with the code and housing needs. On March 19 from 3–4 pm, a Commercial & Business Focus Group of downtown business and property owners, a broker, a developer, and a commission chair focused on commercial corridors and the downtown.

2.1.1 Residential Professionals Group

The Residential Professionals group emphasized that widespread nonconformities are the central residential challenge, with many existing homes requiring three to five variances just to complete typical remodels or additions. They pointed to frequent Class 1 and 2 alterations and supported allowing existing nonconforming setbacks to be extended with additions, citing peer communities that differentiate one- and two-story additions and permit extension of nonconforming side yards without variances. Participants highlighted that current lot coverage ratios (often in the 20–25 percent range) and restrictive rear yard setbacks significantly constrain reinvestment, and they suggested raising coverage caps or providing tailored allowances for ranch homes and additions.

Height and accessory regulations were also a focal point for this group. They explained that current ridge and eave height rules, measured from average grade, make certain historic styles difficult to build and create inconsistency across varied topography, recommending instead a mean and maximum height standard measured from a fixed point like the curb, similar to Burr Ridge, Downers Grove, and La Grange. Detached garage standards—especially percentage-based setbacks tied to lot width and a 660-square-foot size cap—were seen as illogical and misaligned with contemporary needs, with participants preferring larger garages (around 720 square feet) and tiered size allowances based on lot width. They also criticized limits on pergola

height, shed and pool house size, and the treatment of decks over seven feet, and asked for code incentives to encourage permeable surfaces.

Finally, the professionals noted that while the administrative variance process generally works, applicants must plan for extended time and cost, and they stressed a strong desire to simplify the zoning code so average residents can understand and use it. They warned that cumbersome regulations, combined with nonconformities, are contributing to teardowns and the loss of naturally occurring affordable housing as owners choose to move rather than seek approvals for renovations. The group also identified inconsistencies such as updated generator setbacks but outdated, more restrictive air conditioning setback standards, suggesting that these mechanical regulations be aligned with peer communities and current technology.

2.1.2 Residential Focus Group

The Residential Focus Group underscored how the zoning code disproportionately impacts historic homes and small lots, many of which are already nonconforming. Routine investments in these properties often trigger variances for setbacks, lot coverage, and garages, adding cost and delay for homeowners. Participants stressed the importance of clearly disclosing a property's nonconforming status at the time of sale so buyers might understand renovation limits and approval requirements, and they praised detached garage bonuses that encourage rear garages and support a more cohesive neighborhood character.

Historic preservation and housing diversity were central themes for this group. Members of the Historic Preservation Commission expressed a strong interest in reducing barriers for designated historic properties by minimizing or eliminating variance requirements for additions and renovations, particularly around lot coverage and setbacks, to make preservation more economically viable. On housing types, participants described obstacles facing community-integrated group homes (typically six to eight residents) that require special use permits and advocated for enabling accessory dwelling units, duplexes, and triplexes, along with mixed-income residential projects that combine market-rate and affordable units, citing Wheaton and Hyde Park as peer examples.

The group also raised concerns about design, environment, and process. They observed that current height and design-related rules can limit context-sensitive or innovative design and noted that residential parking standards downtown constrain the feasibility of higher-density housing. Environmental recommendations included introducing incentives for permeable surfaces, updating lighting and dark-sky standards, reevaluating asphalt sealants and colors to address heat island effects and runoff, maintaining robust landscaping requirements, and emphasizing preservation of native species such as oak trees. On administration, the group felt that cases driven only by existing nonconformities should qualify for administrative variances, that hardship criteria need clearer definitions and examples, and that guidance on underground encroachments and carports (including enclosure standards) is currently lacking. Some participants also suggested creating an Architectural Review Board for residential projects to help protect the Village's identity.

2.1.3 Commercial & Business Focus Group

The Commercial & Business Focus Group focused on aligning commercial zoning with changing market conditions and strengthening downtown vitality. Participants emphasized the need for more flexibility to allow mixed-use and residential development in selected commercial districts, pointing to a large office property on Roosevelt Road that struggled to sell in a weakened office market and highlighting how lengthy rezoning processes can be a barrier. Downtown stakeholders expressed strong interest in preserving a retail-focused core in the C5A Downtown Business District by prioritizing high-activity uses—retail, boutiques, and restaurants—and discouraging low-traffic service uses that diminish foot traffic.

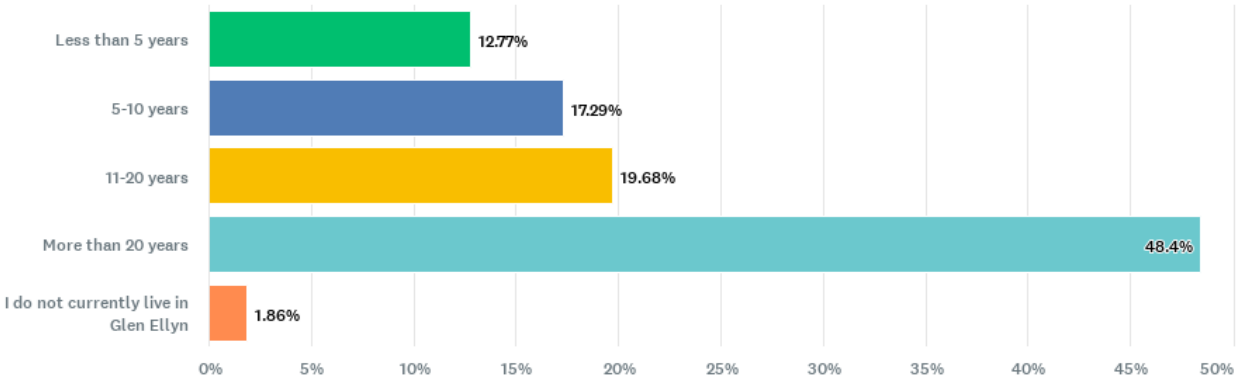
They recommended a more flexible, performance-based use framework rather than long, prescriptive use lists, suggesting, for example, a requirement that a minimum share of floor area be dedicated to active or retail uses. The group noted that property owners and landlords need clearer guidance on permitted uses and procedures and expressed a desire for the Plan Commission to have final decision-making authority in more cases to avoid delays and uncertainty from additional Village Board approvals. They also felt that PUD guidelines are too rigid and not well suited to adaptive reuse or incremental redevelopment, citing parcel consolidation requirements as barriers for sites that are not undergoing full teardown.

Process predictability and public realm activation were recurring themes. Participants suggested engaging the Village Board earlier in major projects—such as through an initial workshop—to align expectations and reduce risk, time, and cost for applicants. They pointed to peer communities like Naperville, Elmhurst, and Wheaton, where patio seating and rooftop patios are often allowed with minimal or no additional permitting, as models for supporting vibrant commercial areas, and encouraged Glen Ellyn to revisit its rules accordingly. Finally, they called for updated retail signage, lighting, and landscaping standards that balance aesthetics and safety with business visibility, and for a stronger role for the Architectural Appearance Commission in reviewing development along key corridors such as downtown and Roosevelt Road.

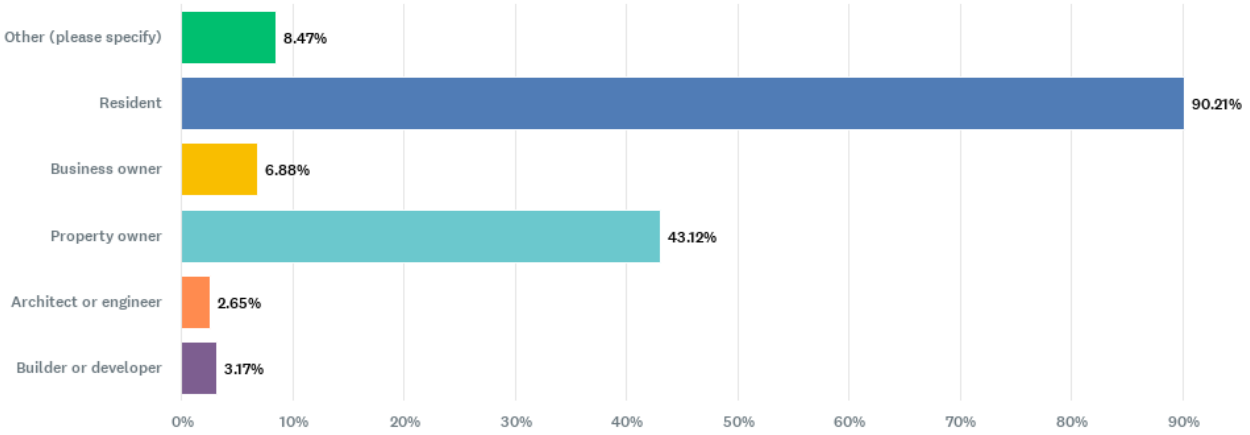
2.2 Community Survey

2.2.1 Overview of Respondents

The electronic survey received 377 responses, of which the vast majority reported that they currently live in Glen Ellyn, with only a small share indicating they do not currently live in the village (2%). Nearly half of respondents have lived in Glen Ellyn for more than 20 years (48%), about one-fifth for 11–20 years (20%), and another fifth for 5–10 years (17%), while roughly one in eight are more recent residents with less than 5 years in the community (13%). Only seven respondents reported that they do not currently live in Glen Ellyn (2%), underscoring that the sample is dominated by people with a long-standing local perspective. In terms of how they interact with zoning, about nine in ten respondents selected “Resident” as a role (90%), with the remaining 10% not selecting a specific interaction role in that field; other roles such as business owner, property owner, architect/engineer, builder/developer, and board/commission member were less represented among survey respondents relative to Village residents.

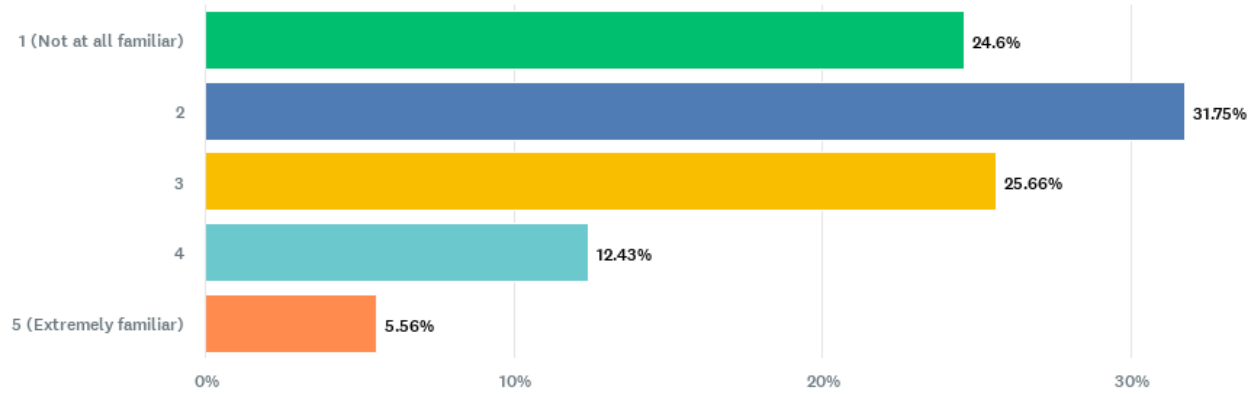


How long have you lived in Glen Ellyn?



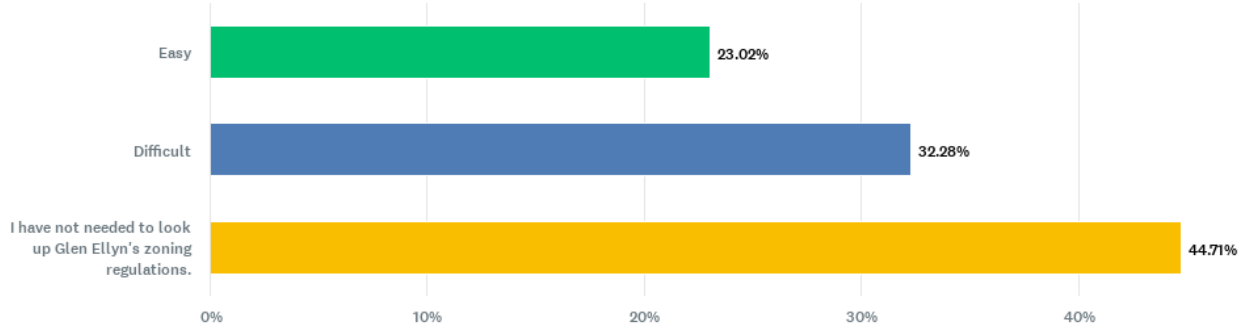
In what role have you personally interacted with the Glen Ellyn Zoning Code?

Respondents generally report low to moderate familiarity with Glen Ellyn's zoning code, with only a small share describing themselves as extremely familiar. About one-third rated their familiarity as "2" on the scale (32%), another quarter as "3" (25%), and roughly one quarter explicitly selected "1 (Not at all familiar)" (25%), indicating that more than 80% fall in the lower-to-middle range of familiarity. A smaller group rated their familiarity as "4" (13%), and only about one in twenty chose "5 (Extremely familiar)" (6%), typically those with direct professional or board experience.



How familiar are you with the current Zoning Code?

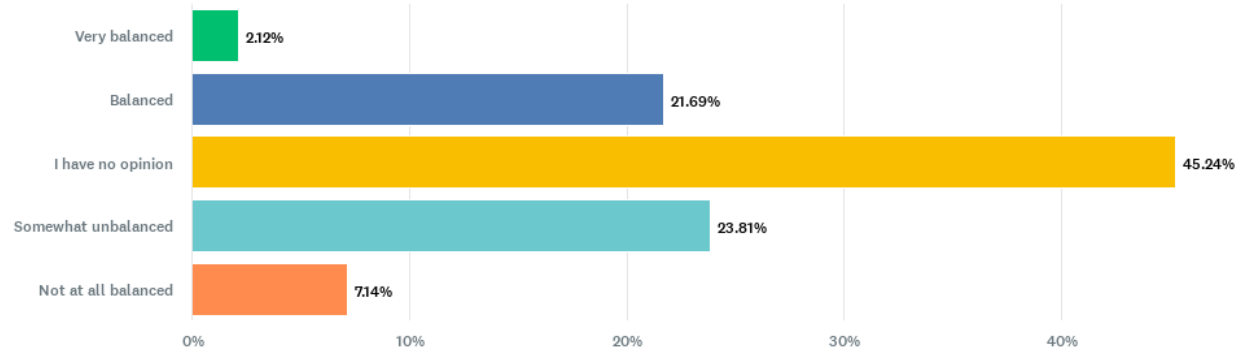
When asked about how easy the zoning regulations were to understand, the largest number of residents (45%) had not needed to look up the zoning regulations. Of the 55% that had looked up the zoning regulations, a larger number (32%) found the zoning regulations “difficult” to understand, while a remaining 23% found them “easy” to understand.



If you have ever needed to look up Glen Ellyn's zoning regulations, how easy was it for you to find and understand them?

2.2.2 Perceived Balance of Land Uses

Nearly half of respondents say they have no opinion on how well the zoning code balances residential, commercial, and other land uses (45%), reflecting limited familiarity or comfort assessing this question. Among those with an opinion, more people see the code as “Somewhat unbalanced” (24%) than “Balanced” (22%), with smaller groups at the extremes (“Not at all balanced” 7%, “Very balanced” 2%), indicating a modest tilt toward seeing room for improvement rather than clear satisfaction.



How well does the current Zoning Code balance residential, commercial, and other land uses?

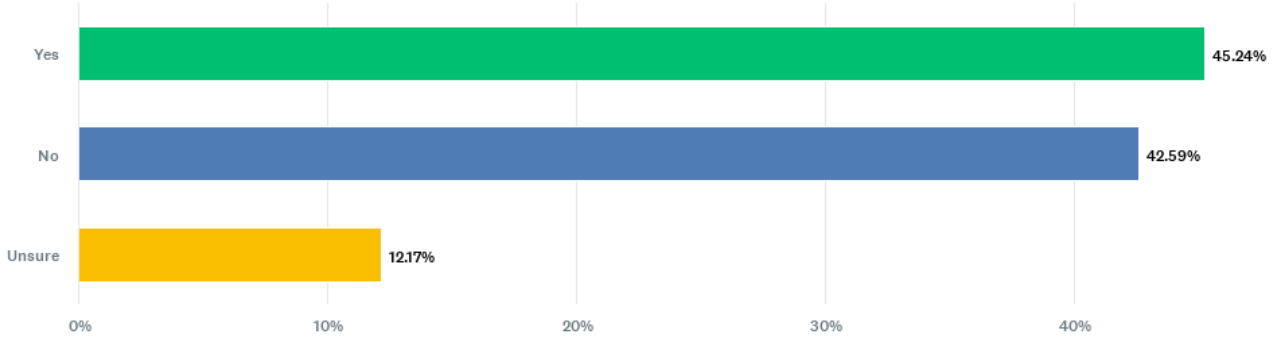
An additional open-ended question was asked as a follow-up, asking “If you responded that the Zoning Code is somewhat unbalanced or not at all balanced, please describe where the balance of land uses could be improved.”Responses split in competing directions. Many want more commercial activity, particularly restaurants and retail downtown and along Roosevelt Road, to broaden the tax base. A significant group opposes large apartment buildings and increased density, while an opposing group wants more diverse and affordable housing (ADUs, duplexes, townhomes, missing middle). Common themes include oversized homes on small lots, insufficient tree protection, burdensome permitting for homeowners, inconsistent variance

practices favoring developers, and concerns that South Glen Ellyn bears a disproportionate share of affordable and multi-family housing.

Respondents were asked an open-ended question regarding what land uses, if any, they would like to see more of in Glen Ellyn. The most frequently mentioned desires were more green space/parks, ADUs, restaurants and small retail, and affordable housing options. Respondents wanted to see fewer large apartment/condo buildings, McMansions on small lots, low-income housing (a vocal minority), gas stations, car washes, and chain uses. A notable contingent wants no change at all. Backyard henkeeping appears repeatedly as a specific request.

2.2.3 Housing Type Permissions

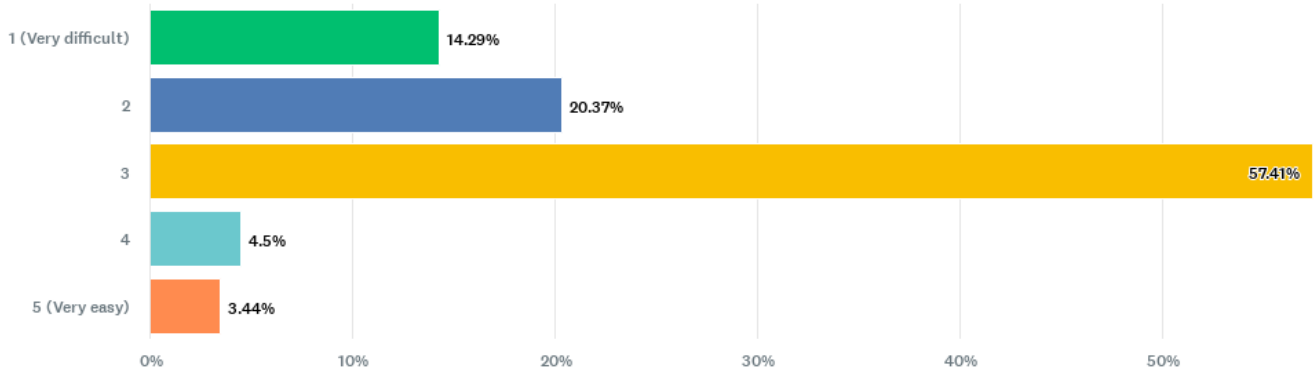
Opinions on allowing more diverse types of housing are almost evenly split, with a slight edge toward support. Just over two-fifths say the zoning code should allow more diverse housing such as ADUs, townhomes, and duplexes (Yes 45%), a similar share say it should not (No 43%), and a smaller group are unsure (12%), underscoring a community divided on expanding housing options.



Should the Zoning Code allow for more diverse housing types?

2.2.4 Business Friendliness

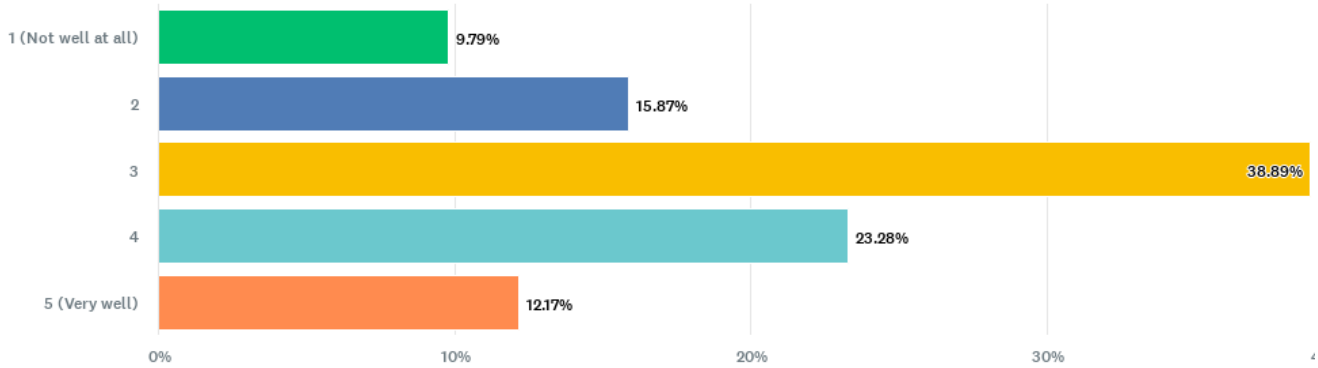
Most respondents rate the business climate created by the zoning code as middling to difficult rather than easy. A majority choose the middle option (3) when asked whether the code makes it easy or difficult for local businesses to operate and grow (57%), while another fifth lean toward difficulty (2 at 20%), and 14% see it as “Very difficult,” compared with only 4% at 4 and 3% at “Very easy.”



Does the Zoning Code make it easy or difficult for local businesses to operate and grow?

2.2.5 Environmental and Green Space Protection

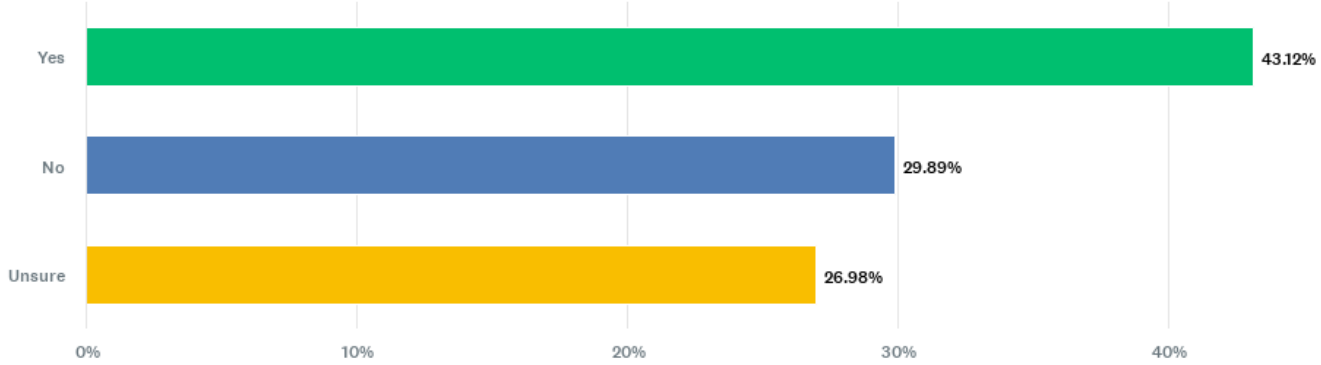
Residents generally see the code as providing moderate environmental protection, with many wanting stronger measures. About 39% rate environmental protection in the middle (3), 23% say the code does "pretty well" (4), and 12% say it protects the environment "very well" (5), while 15% rate it at 2 and 10% at "1 (Not well at all)," indicating that roughly one quarter think environmental protections are weak.



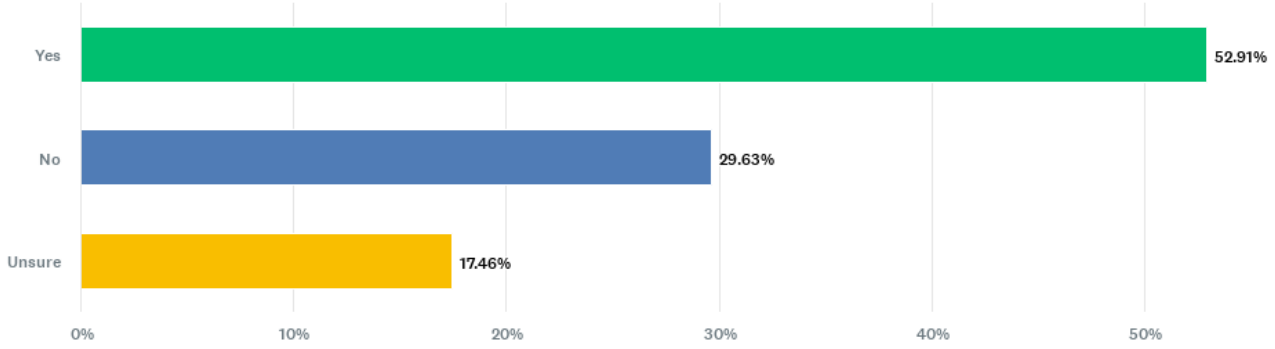
How well does the Zoning Code protect the environment, green space, trees, and natural areas?

2.2.6 Neighborhood Character, Height, and Density

A plurality of respondents feel the zoning code adequately protects neighborhood character, but a sizable minority disagree or are unsure. About 43% say the code does protect their neighborhood's character, while 30% say it does not and 27% are unsure, suggesting mixed confidence in how consistently character is preserved. On height and density regulations specifically, just over half believe current rules are appropriate for their neighborhood (Yes 53%), nearly a third say they are not (No 29%), and 18% are unsure, indicating that concerns about building scale are present but not universal.



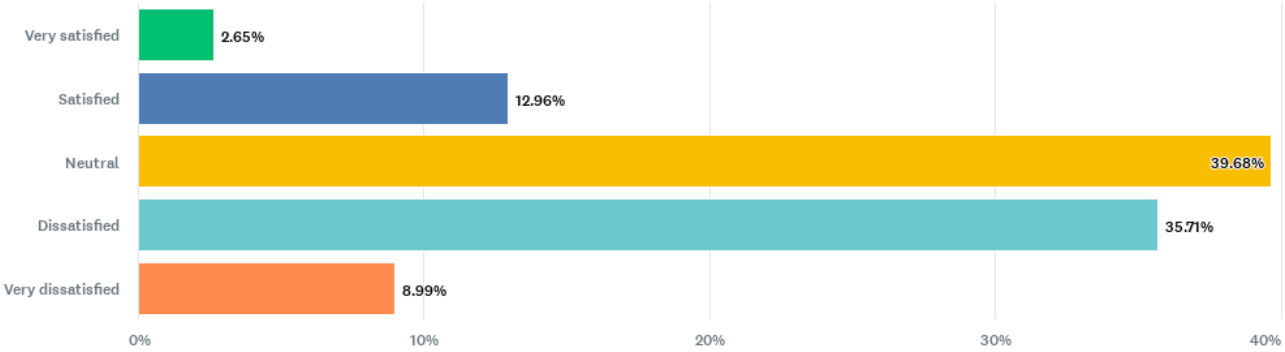
Does the Zoning Code adequately protect the character and appearance of your neighborhood?



Are the current building height and density regulations appropriate for your neighborhood?

2.2.7 Overall Satisfaction with Zoning Code and Decisions

Overall, residents are more neutral or dissatisfied than satisfied with how zoning decisions are made. About two in five respondents choose “Neutral” (40%), while roughly one third say they are “Dissatisfied” (36%) and 9% are “Very dissatisfied,” compared with only 13% “Satisfied” and 3% “Very satisfied,” highlighting a broad desire for improved process, communication, or outcomes.



How satisfied are you overall with how zoning decisions are made in Glen Ellyn?

When asked about what they liked most about the current zoning code, the most common positive response is that the code preserves Glen Ellyn's residential character, small-town feel, tree-lined streets, and neighborhood identity. Respondents also appreciate separation of residential and commercial uses, setback and lot coverage rules (when enforced), protection of green space, and the variance/hearing process as a check on development. A large share of respondents answered "unsure," "N/A," or "nothing," reflecting limited familiarity with the code.

Respondents were asked a final open-ended question asking if there is anything else they would like to share about zoning in Glen Ellyn. The dominant themes are frustration with inconsistent and inequitable enforcement — particularly the perception that developers receive variances easily while homeowners face excessive red tape — and Glen Ellyn's reputation as difficult to work with, driving away contractors and businesses. Many call for greater transparency and meaningful resident input in decisions. Tree loss during teardowns and new construction is a

recurring concern. A vocal group wants the downtown character protected from further large-scale development (citing specific buildings as a cautionary example). A smaller but consistent group urges more density and flexibility to keep the village economically competitive with Wheaton, Elmhurst, and Naperville.

3. Assessment of Residential Zoning Standards

3.1 Overview: Review of Residential Zoning Standards

This diagnostic evaluates the residential zoning district structure and related residential regulations that govern how residential properties may be used, maintained, improved, and redeveloped over time. The report focuses on clarity, policy fit, administrative usability, and the extent to which current standards support or constrain practical residential reinvestment and housing choice.

The review covers the RE, R0, R1, R2, R2B, R3, R4, and R5 residential districts, together with related provisions in the definitions, supplementary regulations, compliance, and nonconformities. It also draws on the residential variation record from 2019 through 2025, zoning district area data, adopted planning materials, and information regarding conforming and nonconforming residential lots.

The findings are organized by topic rather than by code section. That structure is intended to make the report easier to use during policy discussion and future ordinance drafting. Each topic includes the same three sections: an overview of current standards or language, analysis of how those standards function, and recommendations for zoning reform.

3.2 Reform Framework

The residential regulations generally reflect a traditional Euclidean district structure, with larger-lot lower-density districts at one end and more flexible or higher-density districts at the other. The main reform need is not simply to change individual numbers; it is to make the residential code easier to read, easier to administer, and better aligned with the Village's stated needs for housing preservation, reinvestment, housing variety, and sustainable site design.

- Consolidate broadly applicable residential standards so they are stated once and cross-referenced only when necessary.
- Recalibrate the standards that most often generate relief requests, especially in the R2 district.
- Create clearer pathways for maintenance, modest expansion, and reinvestment on smaller or nonconforming residential lots or buildings.
- Reduce reliance on historic eligibility tests, repeated exceptions, and technical cross-references that are difficult for homeowners and design professionals to identify at the start of a project.
- Use simpler tables, graphics, and measurement rules so the Code explains what is allowed before it explains exceptions.
- Make sure to communicate to the community that broader housing variety is targeted to plan-identified areas and not intended to up-zone all single-family blocks.

3.3 Residential District Structure and Housing Choice

Reform takeaway: Most residential land is governed by districts that allow detached single-family dwellings by right and provide few by-right options for missing-middle or multifamily housing.

3.3.1 Overview of Existing Standards/Language

The residential districts cover approximately 3,019 acres, or 67.3 percent of Village land. The R2 district is by far the largest residential district, covering approximately 51.6 percent of Village land.

The lower-density districts generally permit detached single-family dwellings by right. The R3 and R4 districts provide the primary conventional zoning path for two-family, attached single-family, and multiple-family housing. The R5 district operates through planned development rather than fixed residential bulk standards.

District	Share of Village Land	Primary Role
RE	1.7%	Estate-scale detached residential development
R0	1.1%	Large-lot detached residential development
R1	4.6%	Lower-density detached residential development
R2	51.6%	Predominant detached residential district
R2B	1.8%	Detached residential district with larger lot requirements than R2
R3	2.0%	Primary district for two-family and small attached residential forms
R4	4.4%	Primary conventional district for multifamily development
R5	0.07%	Planned development district for senior housing/mixed residential forms

The table above provides an understanding of the scale of land within the zoning districts and what is permitted in each one, while the table below presents it differently, building an understanding of which housing types are permitted in which zoning districts.

Housing Type	Current Zoning Path
Detached single-family	Permitted by right in RE, R0, R1, R2, R2B, and R3; special use in R4; planned development path in R5.
Two-family	Permitted by right in R3; special use in R4; planned development path in R5.
Attached single-family	Up to 4 units by right in R3; up to 6 units by special use in R3; up to 6 units by right in R4; planned development path in R5.
Multiple-family	Permitted by right in R4; not listed as a conventional permitted use in R5 despite related parking references.
Group homes and congregate elderly housing	Allowed through varying permitted or special use pathways depending on district and resident count.

3.3.2 Analysis

Because the R2 district covers just over half of the Village, its standards have an outsized practical effect on residential reinvestment. Any issue embedded in R2, including lot coverage, side-yard standards, height cross-references, and nonconforming-lot rules, affects more properties than a similar issue in any other residential district.

The district structure preserves established neighborhood form, but it also concentrates housing choice in a small number of districts. Detached single-family development is widely available by right, while two-family, attached, multifamily, senior, and group living options depend on R3, R4, R5 (collectively, only 7% of the Village), special use review, or planned development. This structure limits the ability of the base zoning map to support a broader range of household needs.

3.3.3 Recommendations for Zoning Reform

- Treat R2 as the primary implementation district for residential reform because changes to R2 standards will have the broadest practical effect.
- Evaluate whether additional modest housing types should be permitted by right or through a streamlined process in selected locations now limited to detached single-family development.
- Clarify the intended role of each residential district so the district lineup reads as a coherent housing policy, not only as a sequence of lot-size categories.
- Consider whether R0, R1, R2, and R2B should remain separate districts if their main policy distinction is minimum lot size rather than distinct neighborhood or housing objectives.
- Use R3 and R4 as the basis for a clearer missing-middle and multifamily framework, including standards that are organized by dwelling type.

3.4 Code Organization and Administrative Usability

Reform takeaway: The substance of many standards can be preserved while making the Code shorter, easier to navigate, and less dependent on repeated district-by-district text.

3.4.1 Overview of Existing Standards/Language

The residential district sections repeat common language related to applicability, lot coverage, height, accessory structures, porches, detached garages, projections, and measurement rules. Related standards are also split among district regulations, definitions, supplementary regulations, and nonconformity provisions.

Several recurring provisions are not inherently district-specific. Instead, they operate as general residential standards that apply across multiple districts but are repeated or cross-referenced in separate district sections.

3.4.2 Analysis

The current organization makes routine zoning review more difficult than necessary. A homeowner, architect, contractor, or staff reviewer may need to move between definitions, district text, supplementary tables, notes, exceptions, and nonconformity provisions before determining whether a common improvement is allowed.

Repetition also increases maintenance risk. If the same rule appears in several places, future amendments must be made consistently in each location. If one provision is missed, the Code can develop internal conflicts or unintended distinctions.

Current Pattern	Practical Effect	Reform Direction
Repeated district text	Adds length without adding policy distinction.	State common rules once in a general residential standards section.
Cross-referenced height standards	Requires users to leave their district section to find a core bulk standard.	Either restate the rule in each district or create a single general height section.
Supplementary tables for common improvements	Important rules for porches, decks, patios, driveways, and accessory structures are hard to find.	Organize common residential improvements in one user-facing subsection.
Historic eligibility tests (narrow residential development exceptions that rely on existing neighborhood character, plat history, and surrounding development patterns)	Requires ownership and lot history information that may not be readily available.	Use objective current-lot standards where feasible.

3.4.3 Recommendations for Zoning Reform

- Create a general residential standards article or division for provisions that apply across multiple residential districts.
- Limit district sections to standards that materially differ by district, such as permitted uses, lot dimensions, yard requirements, height, and lot coverage.
- Move generally applicable measurement, interpretation, projection, accessory structure, driveway, parking, and nonconforming-lot rules into a generally applicable development standard section.
- Use cross-references sparingly and only after the operative standard is easy to locate from the district page.
- Replace long narrative exceptions with concise tables where the table can state the regulated item, allowed location, dimensional limit, and applicable notes.

3.5 Common Residential Improvements and Accessory Structures

Reform takeaway: The Code regulates routine improvements, such as porches, decks, dormers, detached garages, and accessory structures, through too many scattered rules and qualifying conditions.

3.5.1 Overview of Existing Standards/Language

Common residential improvements are addressed in several locations. The Code includes district-specific lot coverage exclusions for detached garages and front porches, supplementary

rules for accessory buildings and structures, yard projection tables, and separate height or measurement standards for certain features.

Accessory building standards include a limit of three accessory buildings on a zoning lot and no more than one of each type unless authorized by special use permit. The Code does not clearly explain what counts as a separate accessory building type.

3.5.2 Analysis

The current approach is overly technical for improvements that homeowners commonly seek. For example, a front porch may be subject to a definition, a yard projection rule, a lot coverage exclusion, openness requirements, and minimum depth requirements. A detached garage may require review of accessory structure standards, lot coverage exceptions, garage-door orientation rules, and height measurement standards.

The standards also use indirect incentives, such as excluding certain porch or garage areas from lot coverage, to encourage design outcomes. Those incentives may support good urban design, but they also add calculations and may conflict with stormwater-management goals if they encourage additional covered or paved area without a coordinated site-design framework.

Improvement Type	Current Issue	Simpler Code Treatment
Front porches	Defined separately and linked to coverage exclusions, openness rules, and yard projection standards.	State allowed encroachment, minimum depth, optional coverage treatment, and enclosure limit in one table row.
Detached garages	Coverage exclusion, orientation rules, accessory standards, and garage height rules are spread across sections.	Use a direct detached garage standard with size, placement, height, and coverage treatment stated together.
Dormers and roof features	Height exceptions are embedded in district notes and cross-references.	Create a residential height exception table organized by feature type.
Small accessory structures	Rules depend on definitions, accessory structure provisions, and coverage thresholds.	State number, size, setback, and coverage treatment in one accessory structure subsection.

3.5.3 Recommendations for Zoning Reform

- Create one residential improvements table that identifies common improvements, where they may be located, applicable setbacks, height or size limits, lot coverage treatment, and any design conditions.
- Clarify the accessory building type limitation or replace it with a simpler maximum number and/or maximum cumulative area standard.
- Move detached garage and front porch lot coverage exceptions into a single lot coverage or residential improvements section.
- Replace complex bonus-based rules with direct dimensional standards where feasible, such as a maximum square footage, maximum height, or minimum setback.

- Retain incentives for front porches and rear-lot garages only if the standards are easy to administer and coordinated with stormwater, impervious surface, and site design requirements.

3.6 Driveways, Parking Placement, and Impervious Surface

Reform takeaway: The standards for paving, parking, and impervious surface should be consolidated and updated to support clearer review and more sustainable site design.

3.6.1 Overview of Existing Standards/Language

Driveways, paved parking areas, impervious surface coverage, and impervious surface setbacks are regulated through multiple provisions, including yard coverage limits, parking placement standards, driveway width and material rules, and setback formulas based on lot width.

The Code limits impervious surface within required yards. In R0, R1, R2, and R3, up to 50 percent of each required front, corner side, and rear yard may be impervious surface. In R4, up to 35 percent of the front yard may be impervious surface. In the RE district, up to 25 percent of each required front, corner side, and rear yard may be impervious surface.

Driveways are required to be surfaced with asphalt, concrete, brick, paver stone, or a similar hard surface material. Enlarged or expanded driveways and properties with principal structure or garage expansions must be brought into compliance with this standard.

3.6.2 Analysis

The standards are trying to manage overpaving, parking location, driveway design, and stormwater impacts, but they do so through a fragmented structure. A user must determine yard area coverage, required parking location, driveway width, surface material, and impervious-surface setbacks from separate provisions.

The variation record shows that impervious surface setback relief is a recurring issue. From 2019 through 2025, eight approved variations involved impervious surface setbacks, including driveways, walkways, and patios. Half of those lots had nonconforming lot widths, and nearly 40 percent had lot widths under 50 feet. This suggests that the standards are especially difficult to apply on smaller or constrained lots.

The hard-surface driveway requirement may discourage lower-impact driveway designs, such as ribbon driveways or split-track systems, even where those designs could reduce impervious coverage and better align with stormwater and green-space objectives.

Variation Type	Approved Requests	Typical Improvement	Reform Signal
Impervious surface setbacks	8	Driveways, walkways, patios	A recurring relief category tied to constrained lots and nonconforming widths.
Driveways	5	Driveway location or setback relief	Driveway standards should be clearer and more flexible where site constraints exist.

Walkways	3	Walkway placement/ setback relief	Pedestrian access improvements should be regulated with proportionate standards.
Patios	2	Patio placement/ setback relief	Rear-yard and side-yard paved areas should be handled in the same site-design framework.

3.6.3 Recommendations for Zoning Reform

- Consolidate driveway, parking placement, paved area, and impervious surface standards into one residential site design subsection.
- Clarify how front-yard paving limits, required parking spaces, driveway width, and impervious surface setbacks interact.
- Review whether the current mix of yard-area percentages and lot-width setback formulas can be replaced with a simpler and more predictable standard.
- Revise the driveway material standard to allow sustainable low-impact driveway designs, including ribbon driveways, split-track systems, permeable pavers, or other approved designs.
- Consider eliminating the separate impervious surface setback table and using a more consistent accessory-use setback standard for paved surfaces, with a specific exception for driveways where appropriate.
- Use the variation data for lots under 50 feet wide to test any revised paving or setback standard before adoption.

3.7 Definitions, Terminology, and Measurement Rules

Reform takeaway: The Code should distinguish definitions from operative standards and move commonly used measurement rules into one central location.

3.7.1 Overview of Existing Standards/Language

The Code uses overlapping terminology for accessory buildings, accessory structures, buildings, projections, lot measurements, grade, average existing grade, eave height, fence height, detached garage height, and impervious surface setbacks.

Several measurement rules are embedded in district standards, definitions, notes, figures, or supplementary regulations. Examples include front yard measurement, lot width and frontage measurement, grade and average existing grade, garage orientation on curved lots, eave height, detached garage height, fence height, and impervious surface setback measurement.

3.7.2 Analysis

The current structure makes definitions perform too much work. Definitions should explain terms, while operative standards should tell users what is permitted, prohibited, measured, or required. When substantive standards are embedded in definitions or dispersed notes, users may miss key requirements.

Measurement rules are essential to consistent administration, but they are currently too dispersed. Staff and applicants must first identify the applicable standard and then determine

where the Code explains how the standard is measured. This increases the risk of inconsistent interpretation and repeated plan revisions.

3.7.3 Recommendations for Zoning Reform

- Create a consolidated “Measurements and Rules of Interpretation” section for residential zoning review.
- Move generally applicable measurement rules out of district notes and supplementary tables where feasible.
- Use definitions only to define terms; place substantive permissions, prohibitions, and dimensional standards in operative code sections.
- Clarify and consolidate accessory building, accessory structure, and accessory use terminology.
- Add diagrams for the measurements most likely to cause interpretation issues, including front yard measurement, corner lots, lot width, average grade, height, and impervious surface setback.

3.8 Lot Size Standards

Reform takeaway: Lot size standards generally follow a logical density progression, but the R2 variation record shows that smaller and nonconforming lots need a clearer reinvestment path.

3.8.1 Overview of Existing Standards/Language

The residential districts generally progress from larger-lot lower-density standards in RE, R0, and R1 to smaller-lot and more compact standards in R2, R3, and R4. R2B is an exception because it has larger minimum lot width and area requirements than R2, R3, and R4.

For detached single-family dwellings, required minimum lot area ranges from 50,000 square feet in RE to 8,712 square feet in R2, R3, and R4. Minimum lot width ranges from 150 feet in RE to 66 feet for interior lots in R2, R3, and R4. Corner lots typically require additional width.

District	Interior Lot Width	Corner Lot Width	Lot Depth	Lot Area
RE	150 ft.	150 ft.	160 ft.	50,000 sq. ft.
R0	100 ft.	100 ft.	150 ft.	18,000 sq. ft.
R1	90 ft.	108 ft.	130 ft.	14,500 sq. ft.
R2	66 ft.	80 ft.	110 ft.	8,712 sq. ft.
R2B	75 ft.	90 ft.	110 ft.	10,000 sq. ft.
R3	66 ft.	80 ft.	110 ft.	8,712 sq. ft.
R4	66 ft.	80 ft.	100 ft.	8,712 sq. ft.

3.8.2 Analysis

Minimum lot size standards provide a basic intensity control and help maintain established development patterns. However, they also determine whether existing smaller lots can be used, improved, or reinvested in without relief.

The variation record strongly points to the R2 district. Of 82 residential lots with approved variations from 2019 through 2025, 76 were in R2. Forty-one of the 82 lots were nonconforming, and 40 of those nonconforming lots were in R2. Twenty lots were nonconforming as to both width and area.

This pattern does not necessarily mean that all R2 dimensional standards are inappropriate. It does show that R2 contains many older or constrained lots where current dimensional standards and related nonconformity rules regularly interact with routine residential improvements.

Variation Finding	Count / Share	Meaning for Reform
Residential lots with approved variations in R2	76 of 82; 92.7%	R2 should be the main test district for residential bulk reform.
Lots with approved variations that were nonconforming	41 of 82; 50.0%	Relief is strongly connected to existing lot constraints.
Nonconforming variation lots located in R2	40 of 41	The interaction between R2 standards and nonconforming-lot rules should be simplified.
Lots nonconforming as to both width and area	20 of 82; 24.4%	Code amendments should account for lots that cannot realistically meet both current dimensions.

3.8.3 Recommendations for Zoning Reform

- Use the variation record as a calibration tool when revising R2 lot standards and related bulk requirements.
- Evaluate whether minimum lot area and width standards should be adjusted for existing lots, infill lots, or lots that were lawfully created under prior standards.
- Review corner-lot width premiums to determine whether they are necessary in each district or whether they create avoidable nonconformities.
- Reevaluate the R2B district's larger lot requirements and clarify whether the district serves a distinct planning purpose.
- Create a clearer by-right path for modest reinvestment on smaller or nonconforming lots where the improvement is compatible with neighborhood character.

3.9 Yard Standards

Reform takeaway: Yard standards are central to neighborhood form, but the current side-yard and front-yard rules create recurring pressure points on constrained lots.

3.9.1 Overview of Existing Standards/Language

Required yards generally decrease as districts move from estate-scale to more compact residential development. Front yard requirements range from 60 feet in RE to 30 feet in R2, R2B, R3, and R4. Rear yard requirements range from 60 feet in RE and R0 to 30 feet in R2B, R3, and R4.

Interior side yards combine fixed minimums and percentage-based standards in most districts. RE requires a 30-foot interior side yard. R0, R1, R2, R2B, R3, and R4 use a base side-yard requirement or a percentage of lot width.

District	Front Yard	Interior Side Yard	Rear Yard
RE	60 ft.	30 ft.	60 ft.
R0	50 ft.	15 ft. or 15% of lot width	60 ft.
R1	40 ft.	9 ft. or 10% of lot width	50 ft.
R2	30 ft.	6.5 ft. or 10% of lot width	40 ft.
R2B	40 ft.	7.5 ft. or 10% of lot width	30 ft.
R3	40 ft.	6.6 ft. or 10% of lot width	30 ft.
R4	30 ft.	6.6 ft. or 10% of lot width	30 ft.

3.9.2 Analysis

Yard standards help maintain spacing, light, air, and neighborhood rhythm. However, they can become difficult to apply on narrow or nonconforming lots, particularly when side-yard formulas are combined with lot coverage, height, porch, garage, or nonconformity rules.

The R2 variation record shows recurring pressure around interior side yards and front yards. Interior side yard relief appeared in 18 R2 variation lots, and front yard relief appeared in seven. Several interior side yard requests involved additions, enclosed rooms, porches, decks, dormers, or similar reinvestment projects, suggesting that the issue is tied to ordinary home improvement rather than only unusual development proposals.

R2 Yard Variation Type	Approved Lots	Common Context
Interior side yard	17	Additions, enclosed rooms, porches, decks, dormers, and other common improvements.
Front yard	7	Projects affected by base front yard requirements or adjacent-structure alignment.
Rear yard	7	Additions, rooftop decks, site improvements, and garage-related improvements.

3.9.3 Recommendations for Zoning Reform

- Review R2 interior side yard standards against actual lot widths, nonconforming-lot patterns, and typical home improvement projects.
- Consider whether side-yard formulas should be simplified or whether a separate standard should apply to legally existing narrow lots.
- Clarify front-yard averaging or adjacent-structure alignment rules so they are easier to apply and less likely to trigger relief for compatible additions.
- Review corner side yard requirements and nonconforming-lot adjustments to determine whether current standards create avoidable relief requests.
- Coordinate yard revisions with lot coverage and height standards so one-dimensional fix does not simply shift the same problem to another relief category.

3.10 Lot Coverage and Height

Reform takeaway: Lot coverage and height controls should be retained, but their current organization and bonus structure should be simplified.

3.10.1 Overview of Existing Standards/Language

For R0, R1, R2, R2B, and R3, the Code repeats lot coverage standards for single-family dwellings and accessory buildings. The standards distinguish between one-story dwellings and dwellings of more than one story, with recurring 35 percent and 20 percent thresholds.

The Code also includes repeated lot coverage exclusions or bonuses for detached garages and front porches. Height standards are cross-referenced in several districts, with the R2 height section functioning as the operative single-family height rule for multiple other districts.

3.10.2 Analysis

Lot coverage and height standards are appropriate tools for managing building bulk and neighborhood scale. The issue is not the existence of these controls, but their complexity. Repeating the same thresholds in multiple districts, splitting exceptions into separate provisions, and relying on bonuses creates avoidable review steps.

The R2 variation record shows lot coverage as the most frequent R2 relief category. Twenty-three R2 lots were approved for lot coverage relief. Interior side yard relief followed with 18 lots. Height relief appeared less often but remains difficult to navigate because the applicable height standards are cross-referenced and include detailed bonus provisions.

Bonus-based approaches can support design objectives, such as encouraging front porches or detached garages. However, when the bonus is the main way to achieve a policy goal, users must calculate exceptions rather than apply a direct standard. That is especially burdensome on constrained lots.

R2 Relief Category	Approved Lots	Reform Signal
Lot coverage	23	Most frequent R2 relief category; recalibrate or simplify coverage standards and exceptions.
Interior side yard	17	Side-yard requirements should be tested against common additions and narrow lots.
Front yard	7	Clarify base front-yard and alignment rules.
Rear yard	7	Coordinate rear-yard requirements with accessory structures, additions, and site improvements.
Height	5	Height rules should be easier to locate and apply, even if numerical limits remain.

3.10.3 Recommendations for Zoning Reform

- Move shared lot coverage standards and exceptions into one general residential lot coverage section.
- Review whether the distinction between one-story and more-than-one-story dwellings remains necessary or whether a simpler coverage structure would be easier to administer.

- Reevaluate R2 lot coverage thresholds using the recent variation record, especially for lots that are nonconforming as to width, area, or both.
- Replace detached garage and front porch bonus rules with direct standards where feasible.
- If height standards apply across multiple districts, either state them directly in each district or relocate them to a general residential height section.
- Reformat height exceptions for dormers, porches, turrets, and similar architectural features into a concise table organized by feature.

3.11 Nonconformities and Existing Residential Development

Reform takeaway: Rules for smaller lots, existing homes, and nonconformities should be easier to find and less dependent on historic facts that are difficult to verify.

3.11.1 Overview of Existing Standards/Language

Section 10-4-1 and Chapter 10-8 both regulate how existing residential lots and structures may continue, be improved, be rebuilt, or be expanded. Several provisions apply specifically to R2 or to single-family development even though they are located in sections that otherwise apply generally across the Village.

The provisions use recurring thresholds, including 50 feet of lot width and 6,534 square feet of lot area, to determine whether certain single-family lots and dwellings may be used, improved, altered, reconstructed, or enlarged.

3.11.2 Analysis

The nonconformity framework is one of the most important areas for reform because it affects older homes and smaller lots that are central to housing preservation and neighborhood reinvestment. The current structure is difficult to use because relevant rules are split among general compliance provisions, nonconformity rules, definitions, and R2 district standards.

The standards rely on technical classifications and fact-specific eligibility tests, including ownership history, prior lot status, prior variations, and existing nonconforming coverage or setbacks. Those facts may not be known to property owners, designers, or staff at the beginning of a project.

The result is a less predictable process for maintaining or modestly expanding older homes. The rules may preserve some opportunity for continued use, but the path is narrow, conditional, and difficult to understand.

Current Issue	Practical Effect	Reform Objective
R2 and single-family-specific provisions are located in general sections.	Users may not know to look outside the district section.	Place these rules where R2 and existing-home users can find them.
50-foot / 6,534-square-foot thresholds recur in multiple sections.	Creates a repeated but not clearly explained policy threshold.	Organize thresholds as one coherent rule and test whether the numbers remain appropriate.

Eligibility may depend on ownership history or prior lot status.	Difficult to verify early in the design process.	Use current objective standards where feasible.
Nonconforming coverage or setbacks further limit improvements.	Compatible reinvestment may still require relief.	Permit modest improvements when impacts are controlled.

3.11.3 Recommendations for Zoning Reform

- Reorganize smaller-lot, nonconforming-lot, and existing single-family dwelling provisions into one clearly labeled section.
- Clarify how Class I, II, and III alteration and addition categories apply without requiring users to rely on definitions alone – assess the use and utility of the alteration categories.
- Reevaluate the 50-foot width and 6,534-square-foot area thresholds to determine whether they continue to support housing preservation, reinvestment, and attainable housing goals.
- Reduce or eliminate reliance on historical ownership, prior lot configuration, and prior variation history where a current objective standard can be used instead.
- Create a clearer by-right path for maintenance, rehabilitation, reconstruction, and modest expansion of existing homes on smaller or nonconforming lots, subject to compatibility standards.

3.12 District-Specific Findings and Reform Direction

Reform takeaway: Most district-specific reforms should clarify purpose, simplify presentation, and focus substantive recalibration where the standards generate recurring friction.

3.12.1 Overview of Existing Standards/Language

The residential districts contain a mix of common standards and unique provisions. Some district-specific text reflects legacy conditions, such as annexation agreements or former zoning classifications. Other district differences reflect intended changes in density, housing type, or development review process.

The most significant district-specific issue is R2 because it covers the largest share of Village land and accounts for the overwhelming majority of approved residential variations. R5 is also notable because it operates almost entirely through planned development rather than conventional district standards.

3.12.2 Analysis

RE, R0, and R1 generally function as larger-lot detached residential districts. Their reform needs are primarily organizational unless the Village chooses to revisit the policy role of large-lot zoning. R2B appears to function similarly to a detached single-family district with larger lot requirements than R2, R3, and R4, so its distinct purpose should be clarified.

R3 and R4 carry most of the zoning code's conventional housing-choice function. R3 permits two-family dwellings and smaller attached residential forms; R4 is the primary conventional multifamily district. Because these districts cover relatively limited land area, their ability to meet

broader housing needs depends on whether the Village is comfortable expanding similar standards, adding transition districts, or allowing more housing types in additional locations.

R5 is very limited in geographic application and does not contain fixed lot, yard, height, or coverage standards. That structure provides flexibility but little predictability. The district should either be repurposed with clearer standards or removed/replaced in a way that preserves existing approvals.

District	Primary Finding	Recommended Direction
RE	Limited estate district with legacy yard, lot, and height provisions.	Group legacy provisions and clarify their applicability; simplify height presentation.
R0	Large-lot detached district with few unique provisions.	Review lot and yard standards with adjacent districts; otherwise rely on common reform topics.
R1	Lower-density detached district with limited unique issues.	Evaluate whether standards remain calibrated to existing lots and desired reinvestment.
R2	Largest district and primary source of approved residential variations.	Make R2 the main recalibration district for coverage, yards, height, and nonconformities.
R2B	Detached district with larger lot requirements than R2/R3/R4.	Clarify purpose; consider recalibration or consolidation.
R3	Primary district for two-family and smaller attached residential forms.	Retain housing-choice role and present standards by dwelling type.
R4	Primary conventional multifamily district.	Maintain higher-density role; clarify standards and review detached/two-family special use treatment.
R5	Planned development district with minimal fixed standards and very limited application.	Retain with clearer purpose and standards, or remove/replace while preserving existing approvals.

3.12.3 Recommendations for Zoning Reform

- Clarify the policy purpose of each residential district in a short intent statement.
- For RE, consolidate date-based legacy provisions and annexation-related exceptions so they are easier to locate and administer.
- For R0 and R1, focus on common residential standards and review whether their lot and yard requirements remain appropriate relative to adjacent districts.
- For R2, prioritize recalibration of lot coverage, interior side yards, front-yard rules, nonconforming-lot provisions, and height organization.
- For R2B, determine whether the district should remain distinct, be recalibrated, or be consolidated with another detached residential district.
- For R3 and R4, present dimensional standards by housing type and confirm that use permissions align with the Village's desired missing-middle and multifamily strategy.
- For R5, decide whether to retain the district as a planned development tool, add predictable base standards, or remove the district while preserving existing planned development approvals.

3.13 Implementation Priorities

Reform takeaway: The most effective reform sequence is to simplify the residential code structure first, then recalibrate the standards most connected to recurring variation requests.

3.13.1 Overview of Existing Standards/Language

The zoning reform recommendations can be implemented in phases. Some reforms are primarily organizational and can be advanced without making major policy changes. Others require policy direction because they may affect housing choice, dimensional flexibility, or development review thresholds.

3.13.2 Analysis

A phased approach will help separate readability improvements from substantive policy decisions. The first phase should focus on code architecture: common residential standards, measurement rules, terminology, tables, and district formatting. The second phase should focus on recalibration of the standards that generate recurring relief, especially in R2. The third phase should address broader housing choice, district consolidation, and potential map or use changes.

3.13.3 Recommendations for Zoning Reform

- Phase 1: Reorganize residential code architecture, including common standards, measurement rules, accessory structures, projections, driveways, parking, and impervious surface.
- Phase 2: Recalibrate high-friction R2 standards, including lot coverage, interior side yards, front yards, height organization, and nonconforming-lot rules.
- Phase 3: Evaluate district purpose and housing choice, including the role of R2B, R3, R4, and R5 and potential missing-middle housing reforms.
- Phase 4: Prepare user-facing tables and diagrams for homeowners, staff, and design professionals.
- Phase 5: Test draft standards against recent variation examples before adoption to confirm whether the amendments would reduce unnecessary relief requests while preserving neighborhood compatibility.

Priority	Action	Expected Benefit
1	Create a general residential standards section.	Shorter district sections and easier administration.
2	Centralize measurements and definitions.	Fewer interpretation disputes and clearer plan review.
3	Rework R2 lot coverage and side-yard standards.	Reduced need for routine relief on constrained residential lots.
4	Simplify nonconformity and smaller-lot rules.	Clearer reinvestment path for older homes and existing lots.
5	Clarify housing-choice districts and R5.	More predictable implementation of long-range housing policy.

3.14 Recommended Code Reorganization

The following outline shows one way to reorganize the residential zoning regulations so common rules are easier to find and district sections remain concise. This is not intended as ordinance language; it is a drafting framework for the next phase of zoning reform.

Proposed Section	Purpose
Residential Districts and Intent Statements	State the purpose, permitted uses, and district-specific dimensional standards for each residential district.
Common Residential Standards	Collect generally applicable standards for accessory structures, projections, porches, decks, garages, and similar improvements.
Residential Site Design	Consolidate driveway, parking placement, paved area, impervious surface, and low-impact design standards.
Measurements and Rules of Interpretation	Centralize lot, yard, height, grade, frontage, and impervious surface measurement rules.
Existing Lots, Existing Homes, and Nonconformities	Provide one coherent framework for maintenance, expansion, reconstruction, and reinvestment on smaller and nonconforming lots.
Residential Use and Housing Type Tables	Present housing types and review procedures clearly by district, including missing-middle and multifamily options.
District-Specific Exceptions	Retain only those exceptions that are unique, necessary, and easy to administer.

This structure would allow the Village to preserve the policy choices that remain important while removing much of the repetition and cross-referencing that currently exist.

4. Review of Commercial Zoning Districts

4.1 Analysis of Commercial Zoning Districts

The Village's commercial zoning districts carry much of the responsibility for implementing the 2023 Comprehensive Plan's direction on reinvestment, placemaking, housing choice, multimodal access, tax-base diversification, and compatibility with established neighborhoods. The existing district structure contains several useful building blocks, especially the distinction between neighborhood-scale commercial areas, auto-oriented commercial corridors, the downtown core, and institutional/light industrial settings. However, the code also reflects an older regulatory model that relies on long lists of highly specific uses, high parking ratios, planned development requirements for many routine changes, and limited form-based direction.

The following analysis reviews each commercial or commercial-adjacent district in terms of its current regulatory role, its alignment with Comprehensive Plan goals, and recommended zoning reforms. The recommendations are intended to make the code clearer, more predictable, and more closely calibrated to the different physical contexts of Glen Ellyn's commercial areas.

4.2 C1 Community College

4.2.1 Intent and Overview

The C1 District is currently reserved and has no active regulatory framework or mapped application. It functions as an unused placeholder in the zoning code. Because the district has no established purpose, use permissions, dimensional standards, or design expectations, it does not currently help implement the Comprehensive Plan's goals for neighborhood commercial areas, corridor reinvestment, mixed-use development, or transition areas.

4.2.2 Analysis

Maintaining a reserved district in the middle of the commercial district sequence adds unnecessary complexity for code users. It also creates a missed opportunity. The Comprehensive Plan identifies Downtown and Stacy's Corners as neighborhood commercial centers and calls for commercial areas that provide everyday goods and services, attractive streetscapes, pedestrian-oriented environments, and appropriate buffering near residential neighborhoods. A reserved C1 district does not advance those goals.

The Village could either eliminate the district or repurpose it to fill a gap in the current district structure. If repurposed, C1 could become a small-scale neighborhood commercial district intended for Stacy's Corners and similar local-serving nodes where commercial activity should be compatible with surrounding residential character. This would allow the code to distinguish between traditional neighborhood commercial areas, corridor commercial areas, downtown mixed-use areas, and more service-oriented commercial environments.

4.2.3 Recommendations for Zoning Reform

The C1 District should either be removed from the code or converted into a purposeful district that implements an identified planning objective.

- Eliminate C1 if the Village does not need an additional commercial district category.
- If retained, repurpose C1 as a "Neighborhood Commercial" or "Legacy Neighborhood Commercial" district for Stacy's Corners and similar small-scale commercial nodes.
- Calibrate the district around small-format retail, restaurant, service, office, civic, and limited mixed-use buildings that can fit comfortably near residential neighborhoods.
- Include frontage, entrance, transparency, pedestrian connection, landscape, lighting, and residential-edge transition standards rather than relying only on use permissions.
- Avoid importing auto-oriented uses or large-format corridor uses into a future C1 district unless those uses are carefully limited or treated as conditional/special uses.

4.3 C2 Community Commercial District

4.3.1 Intent and Overview

The C2 Community Commercial District is intended to provide basic services and convenience shopping for adjacent neighborhoods and the community as a whole. It permits a broad mix of

retail, personal service, restaurant, office, and similar neighborhood-serving uses. The district has relatively modest dimensional standards, including no required front yard, a 10-foot rear yard, no side yard except where adjacent to or across an alley from residential zoning, a 35-foot base height limit, and a general parking ratio of one space per 250 square feet for many uses.

4.3.2 Analysis

C2 is generally aligned with the Comprehensive Plan's concept of neighborhood commercial development, but the current standards do not fully express the form or compatibility expectations that the Plan emphasizes. The use list is broad and includes many older, highly specific use descriptions. Several auto-oriented uses are allowed as special uses, including car washes, automobile repair, automotive sales and service, drive-in commercial facilities, and service stations. These may be appropriate in some locations, but they are not necessarily compatible with all neighborhood commercial settings.

The district also lacks a strong set of pedestrian, frontage, and site-design standards. The Comprehensive Plan calls for neighborhood commercial areas that provide day-to-day goods and services while functioning as activity centers, gathering places, and walkable destinations. It also emphasizes buffering, attractive screening, landscaping, and pedestrian infrastructure where commercial areas are embedded in residential contexts. C2's dimensional standards address basic setbacks and residential-edge yards but do not create a full framework for building orientation, storefront design, internal pedestrian connections, parking placement, or lighting.

Parking requirements are another point of tension. A one-space-per-250-square-feet baseline may be higher than needed for smaller mixed-use or neighborhood-serving commercial uses, particularly where shared parking or walkable access is available. Overly rigid parking requirements can make reinvestment harder on constrained sites and can reinforce auto-oriented site layouts.

4.3.3 Recommendations for Zoning Reform

C2 should be refined into a clear neighborhood- or community-commercial district that supports local services, walkability, and compatibility with adjacent residential areas.

- Reframe C2 with a concise purpose statement tied to Stacy's Corners and similar nodes.
- Consolidate the long use list into broader modern use categories such as retail sales, personal services, eating and drinking establishments, office, medical office, indoor recreation, and civic/institutional.
- Treat auto-oriented uses, drive-throughs, outdoor storage, and intensive service uses as conditional/special uses subject to location, access, screening, and site-design standards.
- Add frontage standards that require buildings to address the street, provide visible entrances, maintain pedestrian connections, and avoid parking-dominated frontages where walkable character is desired.

- Right-size parking minimums and allow shared parking, cross-access, bicycle parking, and EV charging to satisfy modern access needs without overbuilding surface parking.
- Strengthen residential-edge standards for landscape buffers, lighting, service-area screening, refuse enclosure placement, noise control, and loading location.

4.4 C3 Service Commercial District

4.4.1 Intent and Overview

The C3 Service Commercial District is designed to allow a wide range of retail and service uses, including motorist-oriented and auto-intensive activities that may be incompatible with uses encouraged in other business districts. It accommodates many of the use types typically associated with the Roosevelt Road corridor, including auto sales and service, building material sales, restaurants, offices, clinics, hotels, theaters, animal hospitals, and other retail and service uses. The district requires a 40-foot front yard, a 30-foot rear yard, 10-foot side yards, increased yards near residential districts, a 45-foot base height limit, and a general parking ratio of one space per 250 square feet for many uses.

4.4.2 Analysis

C3 is the Village's main tool for auto-oriented commercial areas, but its standards reinforce the very strip-commercial conditions the Comprehensive Plan seeks to improve over time. The Plan recognizes Roosevelt Road as a major economic engine and regional corridor, but it also calls for reinvestment in aging properties, more efficient use of land, better multimodal access, improved corridor image, consolidated access drives, shared parking, stronger landscaping, and selective multi-family or mixed-use development near commercial amenities.

The existing C3 standards still assume deep setbacks, front-loaded parking, and separated single-use development. The 40-foot front yard and parking expectations can make it difficult to bring buildings closer to the street, add liner buildings, create pedestrian-scaled frontages, or redevelop shallow corridor parcels. The district also includes a wide range of auto, storage, contractor, light manufacturing, and other intensive uses, some by right and some by special use. While those uses may be necessary in select locations, a single C3 district may not be refined enough to distinguish between high-visibility redevelopment areas, stable service-commercial areas, and locations where transition to residential or mixed-use development is appropriate.

The Comprehensive Plan's corridor recommendations suggest that C3 should evolve from a permissive service-commercial district into a more context-sensitive corridor framework. Different segments of Roosevelt Road may need different standards for access management, building placement, parking location, landscaping, cross-access, and residential transitions.

4.4.3 Recommendations for Zoning Reform

C3 should be recalibrated to support corridor reinvestment while still accommodating necessary auto-oriented and service uses in appropriate locations.

- Consider splitting C3 into context-specific districts or overlays, such as "Corridor Commercial," "Corridor Mixed-Use," and "Auto/Service Commercial."

- Reduce or make flexible the required front setback where redevelopment can provide improved streetscape, pedestrian access, landscape buffering, and building orientation.
- Require or incentivize parking to the side or rear of buildings where feasible, with strong perimeter and interior parking lot landscaping where front parking remains necessary.
- Add access-management standards requiring cross-access, shared driveways, consolidated curb cuts, rear access drives where feasible, and recorded easements for multi-parcel redevelopment.
- Establish corridor design standards for façade articulation, primary entrances, pedestrian routes through parking lots, screening of loading/service areas, and landscaped street edges.
- Limit the most intensive uses, including outdoor storage, vehicle storage, contractor yards, light manufacturing, and payday/check-cashing/currency exchange uses, to locations where they will not undermine reinvestment, corridor image, or adjacent residential compatibility. Explore inclusion of low-impact production, cottage industry production, or maker/flex space.
- Allow mixed-use or multi-family development in targeted locations where the Comprehensive Plan identifies transition areas or redevelopment opportunities, while preserving active commercial frontage along Roosevelt Road where appropriate.
- Add low-impact development and green infrastructure requirements for major redevelopment, including bioswales, rain gardens, permeable pavement, landscaped medians, and stormwater-integrated parking lot islands.

4.5 C4 Office District

4.5.1 Intent and Overview

The C4 Office District is intended primarily to accommodate office buildings, civic and governmental structures, clinics, research laboratories, private schools, studios, broadcasting studios, and limited sales, personal service, or eating establishments within office buildings. The district permits office and related uses by right, while allowing certain residential care, daycare, restaurant, automotive, warehouse, and public uses by special use. The district requires a 40-foot front yard, a 20-foot rear yard, 10-foot side yards, increased yards near residential districts, a 45-foot base height limit, and parking ratios similar to the other commercial districts.

4.5.2 Analysis

C4 reflects a conventional single-use office district model. That model is less consistent with current market conditions and the Comprehensive Plan’s direction to consolidate and comprehensively redevelop out-of-date office properties, particularly within Downtown and the Roosevelt Road corridor. The Plan recognizes office uses as part of the Village’s commercial base, but it does not suggest that office-only zoning should be the primary implementation tool. Instead, it encourages reinvestment, mixed-use development, adaptive reuse, and compatibility with nearby neighborhoods.

The limited permitted-use mix may reduce the ability of older office properties to adapt. Where office demand is weak or existing buildings are functionally obsolete, a district that primarily permits office uses may prolong vacancy or underinvestment. The allowance for sales, services, and eating establishments only within office buildings and only up to a portion of the ground floor may also be too restrictive for properties that could support a more flexible mixed-use or neighborhood-serving pattern.

The district's dimensional standards also resemble C3's suburban commercial model, with a 40-foot front setback and parking-oriented site design. This may be appropriate for some campus-like office properties, but it is less effective for infill, adaptive reuse, or corridor redevelopment where the Village wants better streetscape character, more efficient land use, and improved pedestrian connectivity.

4.5.3 Recommendations for Zoning Reform

C4 should be reconsidered as part of a broader strategy for obsolete office properties and mixed-use redevelopment.

- Evaluate whether the Village still needs a standalone office district or whether existing C4 areas should be folded into corridor, mixed-use, institutional, or neighborhood commercial districts.
- If C4 is retained, expand permitted uses to include complementary retail, service, restaurant, medical, flex, co-working, civic, residential, and mixed-use options where context supports them. Explore inclusion of low-impact production, cottage industry production, or maker/flex space.
- Allow adaptive reuse and conversion of office buildings to residential, mixed-use, civic, educational, or medical uses through clear standards rather than relying primarily on discretionary relief.
- Replace suburban office setback standards with context-sensitive building placement standards that can accommodate both campus-style sites and more urban infill conditions.
- Add transition standards for C4 sites near residential neighborhoods, including height stepbacks, landscape buffering, lighting controls, and loading/service placement.
- Revisit parking ratios for office and medical office uses, and allow shared parking, demand-based parking studies, transit proximity reductions, and bicycle/EV infrastructure.
- Use redevelopment incentives or flexible approval procedures to encourage reinvestment in aging office properties that otherwise may remain vacant or underutilized.

4.6 C5 Central Business District

4.6.1 Intent and Overview

The C5 Central Business District is the zoning framework for Glen Ellyn's historic downtown. It is divided into two subdistricts: C5A Central Retail Core and C5B Central Service. The C5A subdistrict is intended to maintain and protect the primary retail core of Downtown, generally within the compact area bounded by Pennsylvania, Forest, Hillside, and Glenwood. The C5B subdistrict is intended to accommodate service uses, consolidated parking, residential uses in some circumstances, and the gradual expansion of the retail core.

The district is explicitly pedestrian-oriented and recognizes Downtown's historic role as the Village's central retail, service, entertainment, civic, residential, and transit-oriented focal point. At the same time, many new buildings, unimproved land development, and larger additions in the C5 district must proceed as planned unit developments.

4.6.2 Analysis

C5 is conceptually well aligned with the Comprehensive Plan. The Plan calls for Downtown to remain the Village's historic, pedestrian-oriented retail, commercial, service, and entertainment focal point. It also supports mixed-use development with ground-floor commercial and upper-story residential or office uses, adaptive reuse, additional housing near transit, public parking management, public/private partnerships, improved streetscapes, and preservation of the "retail wall" at street level.

The district's primary challenge is not its purpose, but the way the code implements that purpose. The current C5 structure relies heavily on lengthy use lists, use-specific restrictions, and PUD triggers. These tools can protect downtown character, but they can also make routine reinvestment slow, uncertain, and difficult to explain. In a built-out downtown with small parcels, older buildings, changing retail markets, and constrained parking, the code should provide clear standards that distinguish between active street-fronting uses, upper-floor/back-of-building uses, service uses, residential uses, and auto-oriented or low-activity uses.

Downtown also faces a practical tension between wanting active storefronts and needing flexibility as retail patterns change. Uses such as offices, health/personal services, clinics, and studios can contribute to occupancy and customer traffic but may weaken storefront vitality if they occupy key display-window frontages without active public-facing design. The code should address this through frontage standards, transparency requirements, storefront activation rules, and location-based use permissions rather than relying only on special use review.

4.6.3 Recommendations for Zoning Reform

C5 should be retained as the Downtown zoning framework, but rewritten to be more predictable, form-oriented, and supportive of adaptive reuse.

- Maintain the distinction between a retail-core area and a surrounding service/mixed-use downtown area, but simplify the district structure and clarify how C5A and C5B relate to one another.

- Replace highly specific use lists with broader modern use categories organized by ground-floor active uses, upper-floor uses, service/support uses, residential uses, civic uses, and restricted auto-oriented uses.
- Establish storefront activation standards for key pedestrian streets, including minimum transparency, public entrance spacing, display windows, limits on blank walls, and restrictions on non-active ground-floor frontage.
- Allow service and office uses in appropriate locations while requiring an active storefront treatment where they occupy visible ground-floor spaces. Explore inclusion of low-impact production, cottage industry production, or maker/flex space.
- Reevaluate PUD triggers so that routine adaptive reuse, small additions, interior conversions, and context-compliant infill can proceed through an administrative or site plan process.
- Continue to support upper-story residential and office uses, adaptive reuse, and context-sensitive additions that preserve the historic scale and rhythm of Downtown.
- Modernize downtown parking regulations for new construction to reflect transit access, shared public parking, employee parking management, and realistic residential parking demand.

4.7 C5A Central Retail Core Subdistrict

4.7.1 Intent and Overview

The C5A Central Retail Core Subdistrict is intended to protect the most pedestrian-oriented retail portion of Downtown. It permits a wide range of traditional retail, restaurant, entertainment, and service uses, allows dwelling units above the ground floor where commercial uses are located on the ground floor, and limits certain office and service uses to upper floors, lower floors, or ground-floor areas set back at least 40 feet from street-facing façades without storefront windows. The district generally requires no front or corner side yard, caps any provided front or corner side setback at five feet, limits height to 45 feet or four stories, and does not require accessory off-street parking within the core retail area.

4.7.2 Analysis

C5A is the district most directly aligned with the Comprehensive Plan's downtown vision. Its zero-setback framework, upper-story residential allowance, and parking exemption all support a compact pedestrian environment. These elements should be preserved and strengthened. The district recognizes that Downtown's value comes from the continuity of storefronts, pedestrian activity, and historic scale rather than from suburban parking and setback standards.

However, the use regulations are detailed and somewhat difficult to administer. They distinguish between many individual retail and service types, some of which are outdated or overly specific. The code's treatment of non-retail uses reflects a valid concern: the most visible storefronts should remain active and appealing. But the current mechanism can be rigid and may not always match contemporary downtown business models. A modern code should regulate the

storefront outcome more directly: active windows, publicly accessible customer areas, pedestrian entries, hours of activity, and interior layouts that avoid dead frontage.

The PUD requirement for unimproved land and larger additions may also be too blunt for the retail core. It can be valuable for major redevelopment, but context-compliant infill should have a clearer path if it meets dimensional, frontage, preservation, parking, and design standards.

4.7.3 Recommendations for Zoning Reform

C5A should remain the Village's strongest pedestrian retail district, with more direct form and storefront standards.

- Preserve the zero-to-five-foot front setback framework and the exemption from accessory off-street parking in the core retail area.
- Convert the detailed use list into a modern table that distinguishes active ground-floor uses from limited-activity uses, upper-floor uses, and conditional/special uses.
- Require visible, active storefront design for ground-floor spaces on key streets, including transparency, display area, public entries, and limits on window coverings or opaque interior treatments.
- Allow certain office, educational, wellness, studio, and service uses at the ground floor only when they maintain an active customer-facing storefront and do not create long inactive frontages.
- Continue to allow upper-story residential and office uses, while ensuring that ground-floor commercial frontage is preserved.
- Create an administrative path for small additions, façade changes, tenant changes, and adaptive reuse projects that meet clear downtown standards.
- Retain special review for auto-oriented uses, drive-throughs, large-format uses, outdoor storage, and other uses that could disrupt pedestrian character.

4.8 C5B Central Service Subdistrict

4.8.1 Intent and Overview

The C5B Central Service Subdistrict surrounds and supports the retail core. It permits a broad range of uses within existing buildings, including retail, restaurants, services, offices, entertainment, and similar downtown uses. It also allows residential uses, including single-family attached, single-family detached, two-family, and multi-family dwellings, as special uses. The district uses different dimensional standards for commercial, mixed-use, multi-family, single-family attached, and single-family detached development. Existing uses receive parking credit, and new parking obligations are generally triggered by changes to different parking-demand categories, major reconstruction, or additions.

4.8.2 Analysis

C5B plays an important transition and support role for Downtown. It provides space for services, parking, residential uses, and mixed-use development outside the tight retail core. This aligns with the Comprehensive Plan's direction to accommodate Downtown housing, manage parking, support public/private parking partnerships, preserve street-level commercial activity, and use single-family attached and multi-family housing as transitions between Downtown and surrounding neighborhoods.

The district is also complicated. Its use permissions differ for existing buildings, new construction, residential uses, and special uses. Many permitted uses in existing buildings require planned unit development for new construction or significant additions. Residential forms are allowed, but often through special use or PUD pathways. These layers can make it hard for property owners to understand what is expected and can slow redevelopment of aging or underutilized downtown-edge sites.

The C5B parking-credit approach is a useful recognition of existing downtown conditions, but the underlying parking ratios remain high for some uses and may not reflect actual demand in a transit-oriented setting. The Comprehensive Plan specifically recommends reevaluating residential parking requirements in the C5 districts and considering more contemporary ratios for multi-family housing near the Metra station.

4.8.3 Recommendations for Zoning Reform

C5B should be simplified into a flexible downtown mixed-use and transition district that supports reinvestment while protecting neighborhood edges.

- Retain C5B as the district for downtown service, mixed-use, parking, and transition areas, but simplify the use structure so that new development and existing-building reuse are easier to understand.
- Permit multi-family, upper-story residential, and mixed-use development by right when projects meet clear form, frontage, parking, and residential-transition standards.
- Use special use review for single-purpose residential projects only where the Village wants to ensure that important commercial frontages are not lost.
- Modernize the parking-credit system and reduce residential parking requirements near transit based on local demand, shared parking, and public parking availability.
- Add clear edge standards where C5B abuts lower-density neighborhoods, including height stepbacks, landscaped buffers, lighting controls, service-area screening, and access management.
- Allow adaptive reuse and context-sensitive additions without requiring a PUD when the project meets district standards.
- Encourage public/private parking partnerships, shared parking agreements, and structured parking where such facilities support downtown vitality and reduce pressure for surface parking.
- Explore adding low-impact production, cottage industry production, or maker/flex space.

4.9 C6 Commercial/Multiuse Planned Development District

4.9.1 Intent and Overview

The C6 Commercial/Multiuse Planned Development District is intended to ensure planned and orderly development of mixed-use areas identified in the Comprehensive Plan. All development in the district must occur by planned development and be consistent with the Comprehensive Plan. The district allows a broad range of retail, service, office, auto-oriented, institutional, residential, and outdoor activity uses subject to review and approval of a development plan. Bulk standards, including height and floor area ratio, are determined through the development plan, with standards expected to be consistent with adjacent districts and the Comprehensive Plan.

4.9.2 Analysis

C6 appears to have been designed as a flexible planned development tool rather than a conventional zoning district. That flexibility can be useful for large or complex sites, but it also creates uncertainty because basic entitlements, dimensional standards, and design expectations are deferred to the PUD process. In practice, that can make development harder rather than more predictable, particularly for partially built-out sites, shopping centers, or redevelopment areas where property owners need early clarity before investing in detailed plans.

The Comprehensive Plan calls for mixed-use development, redevelopment of obsolete commercial properties, larger-scale corridor reinvestment, and creative site and building design solutions. Those goals should not require every project to start from a blank-slate planned development process. A district that has no clear by-right development path may discourage exactly the reinvestment the Village wants to attract.

C6 also overlaps conceptually with the potential future role of a corridor mixed-use district. If the Village creates modern form-based or hybrid districts for Roosevelt Road, Downtown-edge areas, and other mixed-use nodes, C6 may become unnecessary. Alternatively, it could be retained only as a large-site planned development overlay for exceptional projects that need negotiated standards.

4.9.3 Recommendations for Zoning Reform

C6 should either be eliminated or substantially rewritten so it provides predictable standards rather than relying entirely on the PUD process.

- Consider eliminating C6 if its mapped areas can be more effectively regulated through updated corridor, mixed-use, downtown, or neighborhood commercial districts.
- If retained, convert C6 into a “Mixed-Use Planned Development Overlay” rather than a base district.
- Establish baseline permitted uses, conditional/special uses, height ranges, frontage types, parking locations, open space expectations, access standards, and residential-transition standards.
- Reserve full PUD review for large, multi-phase, multi-building, or uniquely constrained sites, rather than requiring it for all development.

- Create an optional concept-plan review step that allows developers and decision-makers to discuss feasibility, community priorities, access, parking, and design expectations before significant resources are spent.
- Clarify how amendments to approved planned developments will be handled, including a streamlined process for minor changes, tenant changes, façade updates, parking adjustments, and site-plan refinements.
- Ensure any retained C6 framework includes clear public-benefit expectations, such as improved streetscape, shared parking, cross-access, affordable or attainable housing, open space, stormwater improvements, or structured parking.

4.10 I1 Light Industrial District

4.10.1 Intent and Overview

The I1 Light Industrial District is intended to provide an environment for industrial activities that do not create appreciable nuisance or hazards and that can be located harmoniously with office uses and in relatively close proximity to residential areas. Permitted uses include light manufacturing, contractor offices, building material sales, automobile repair and service, commercial laundry, research laboratories, indoor self-storage, sheet metal shops, medical cannabis dispensaries, and accessory retail associated with another permitted use. Special uses include outdoor storage, contractor yards, cartage and delivery uses, recycling collection centers, warehouses, vehicle storage yards, and similar more intensive uses. The district requires a 30-foot front or corner side yard, 20-foot side and rear yards, a 20,000-square-foot minimum lot area, a 45-foot height limit, and screening where required.

4.10.2 Analysis

The Comprehensive Plan identifies light industrial uses as a small but important part of the Village's land use pattern. It notes that there are relatively few light industrial uses in Glen Ellyn and that the category should be maintained to support the Village's industrial base while enhancing sites through proper screening from adjacent residential uses.

I1 is generally consistent with this policy direction, but the permitted use list is broad and includes several uses with different impact profiles. Some listed uses are low-impact, employment-generating, or compatible with office/flex development. Others, such as automobile repair, commercial laundry, sheet metal shops, contractor yards, vehicle storage, outdoor storage, and warehousing, may generate noise, truck traffic, outdoor activity, or visual impacts. The current district relies on special use review and general screening requirements, but it would benefit from more precise performance standards.

The Comprehensive Plan also encourages compatible light industry and high-tech uses in select commercial areas. This suggests that the I1 district should be modernized to accommodate small-scale production, maker spaces, research and development, food and beverage production, and flex industrial uses while better controlling outdoor storage, loading, truck access, and residential-edge impacts.

4.10.3 Recommendations for Zoning Reform

I1 should be retained but modernized as a low-impact light industrial, maker, and flex employment district.

- Update the purpose statement to emphasize low-impact production, maker/flex space, research and development, contractor services, and employment-generating uses compatible with nearby neighborhoods.
- Consolidate industrial uses into modern categories and distinguish between indoor low-impact uses, outdoor storage/service uses, vehicle-related uses, and heavy-impact uses that should remain prohibited or conditional.
- Establish performance standards for noise, vibration, odor, dust, outdoor activity, hours of operation, truck circulation, loading, and refuse/service areas.
- Strengthen buffering and screening requirements for I1 sites near residential, park, or public/semi-public uses.
- Require loading areas, outdoor storage, and vehicle storage to be located and screened to minimize visibility from streets and adjacent residential properties.
- Consider allowing limited accessory retail, tasting rooms, showrooms, or customer-facing components for maker, food/beverage, and production uses where parking and access can be managed.
- Reevaluate parking requirements for industrial/flex uses based on employees, visitors, vehicle fleet needs, and shared parking rather than applying a one-size-fits-all commercial ratio.

4.11 CC Community College District

4.11.1 Intent and Overview

The CC Community College District applies to College of DuPage and is intended to recognize the unique role of a public community college as an educational, cultural, economic, and civic asset. The district allows community college uses with a Village Board-reviewed master plan, indoor and outdoor special events with adequate traffic control and on-site parking, open space, public parks, playgrounds, gardens, and parking lots consistent with the master plan or code requirements. Special uses include parking garages not shown on an approved master plan, private daycare or private schools not associated with the college's educational program, and public utility or public service uses. Development is tied to an approved master plan, with substantial setbacks, parking determined by the master plan, and screening of loading areas from public roads and residential uses.

4.11.2 Analysis

The CC district is not a conventional commercial district, but it has a significant relationship to the Village's commercial, transportation, housing, and economic development goals. The Comprehensive Plan identifies College of DuPage as a major community amenity and economic

development asset. It encourages continued coordination between the Village and COD, stronger town-and-gown relationships, transit connections between COD, Downtown, and the Metra station, student and faculty housing opportunities near campus, campus-edge placemaking, and mutually beneficial amendments to the planned development or master planning framework that guides the campus.

The current CC district provides broad flexibility for the college and appropriately relies on a master plan. However, the code could more clearly articulate the Village's expectations for campus-edge transitions, pedestrian and bicycle connectivity, transit integration, event management, signage/wayfinding, lighting, parking demand management, and coordination with nearby commercial areas. The Comprehensive Plan's emphasis on COD as an economic and cultural partner suggests that the CC district should not only regulate impacts, but also facilitate mutually beneficial campus-community integration.

4.11.3 Recommendations for Zoning Reform

The CC district should remain a flexible institutional district, with clearer standards and procedures for campus evolution and Village coordination.

- Retain the master plan approach, but clarify the required contents of future master plan updates, including land use, building envelopes, circulation, parking, stormwater, open space, lighting, signage, and campus-edge transitions.
- Establish standards for pedestrian and bicycle connections along Lambert Road, Park Boulevard, Fawell Boulevard, and other campus edges.
- Coordinate district standards with transit goals, including shuttle or Pace connections between COD, Downtown, Roosevelt Road, and the Metra station.
- Clarify when amendments to the COD master plan are major or minor, and create a predictable process for routine campus changes.
- Strengthen edge standards for lighting, loading, service areas, event operations, and landscape buffering near residential areas.
- Support COD-related economic development by allowing appropriate incubator, innovation, training, arts, cultural, and public event uses when impacts are managed.
- Coordinate with nearby zoning districts to support student and faculty housing, mixed-use development, and commercial services near COD without overburdening the campus district itself.

4.12 Use Permissions and Mixing Uses

The commercial districts rely on long enumerated use lists that reflect older retail and service classifications. Many use names are highly specific, such as individual retail store types, while newer business models are either absent or awkwardly categorized. This structure can make the code harder to use, harder to update, and more dependent on interpretation. It also makes it difficult for staff, applicants, boards, and the public to understand why similar uses are treated differently.

The Comprehensive Plan supports a more flexible and adaptive commercial environment. It calls for expanding the variety of commercial, retail, and office establishments; encouraging compatible new commercial development; promoting redevelopment of obsolete properties; supporting mixed-use development Downtown and in appropriate transition areas; and introducing compatible light industry and high-tech uses in select locations. The code should therefore move away from an “everything everywhere” approach in some districts and an overly narrow use-by-use approach in others.

Recommended use-permission reforms include:

- Replace long lists of individual retail and service uses with broader use categories and use-specific standards.
- Organize commercial use tables by district context: neighborhood commercial, corridor commercial, downtown retail core, downtown mixed-use/service, office/flex, light industrial, institutional, and mixed-use overlay.
- Distinguish between use, form, and operational impacts. For example, medical office, boutique fitness studio, or professional office may be acceptable downtown if it maintains an active storefront, but may be inappropriate if it creates inactive window frontage in the retail core.
- Allow mixed-use development by clear standards in appropriate districts rather than relying primarily on PUDs or special uses.
- Identify uses that require additional controls because of access, noise, outdoor storage, vehicle queuing, truck movement, hours, or residential-edge impacts.
- Treat drive-throughs, vehicle sales/service, outdoor storage, contractor yards, heavy service uses, and similar auto- or impact-oriented uses as conditional/special uses with objective approval criteria.
- Clarify the relationship between principal uses, accessory uses, temporary uses, outdoor dining, outdoor display, events, food trucks, and accessory retail.
- Include adaptive reuse provisions that allow older office, commercial, and institutional buildings to convert to compatible new uses without unnecessary discretionary approvals.

4.13 Form-Based Standards

The current commercial districts regulate use and basic dimensional standards more comprehensively than they regulate physical form. In many locations, this is not enough to implement the Comprehensive Plan. The Plan’s commercial goals repeatedly emphasize physical outcomes: pedestrian-oriented Downtown streets, attractive storefronts, improved corridor image, landscaped parking lots, better screening, reduced curb cuts, cross-access, multimodal connections, residential transitions, low-impact development, and compatibility with historic character.

The code should incorporate form-based or hybrid standards that vary by context. These standards do not need to replace conventional zoning entirely, but they should define the physical elements that matter most in each commercial setting.

Recommended form-based reforms include:

- Create frontage standards for key street types, including downtown storefront frontages, neighborhood commercial frontages, corridor commercial frontages, and service/industrial frontages.
- Establish building orientation standards that require principal entrances to face streets, public sidewalks, parking courts, or internal pedestrian routes.
- Require pedestrian routes from public sidewalks to building entrances, transit stops, parking areas, and adjacent sites.
- Add parking placement standards that prefer side or rear parking in walkable areas and require strong screening where front parking remains.
- Require perimeter and interior parking lot landscaping, parking-lot islands, foundation landscaping, and landscaped medians or pedestrian refuges in larger lots. Focus Group interviews relayed a desire for aesthetic standards related to retail - retail signage, lighting, and landscaping requirements should be reviewed to better balance aesthetics, safety, and business visibility.
- Require cross-access and shared access for corridor redevelopment unless infeasible due to site conditions.
- Include residential transition standards addressing height, stepbacks, setbacks, landscape buffers, lighting, service areas, refuse, loading, and mechanical equipment.
- Add downtown storefront standards for transparency, entrance spacing, display windows, façade rhythm, durable materials, and limits on inactive or blank frontage in a manner than achieves desired results without bogging down investments and improvements within the business district.
- Add corridor design standards for façade articulation, pedestrian-scale features, gateway treatments, signage coordination, and streetscape compatibility.
- Add low-impact development standards for major redevelopment, especially along Roosevelt Road and in other highly impervious commercial areas.

4.14 Alignment with Long Range Plans

4.14.1 Comprehensive Plan

The 2023 Comprehensive Plan provides a clear policy basis for commercial zoning reform. It supports preservation of Glen Ellyn's established residential and historic character while also encouraging strategic redevelopment, reinvestment, mixed-use development, and tax-base diversification. The commercial zoning districts should be updated so that the code becomes the primary implementation tool for that policy direction.

(a) Grow and Diversify Key Commercial Districts

The Plan identifies Downtown, Roosevelt Road, Stacy's Corners, and areas near College of DuPage as key activity areas. Each needs a different zoning response. Downtown needs a compact, pedestrian-oriented, mixed-use framework that protects active ground-floor commercial frontage while allowing upper-story housing and adaptive reuse. Roosevelt Road needs a corridor redevelopment framework that supports reinvestment, lot consolidation, cross-access, shared parking, improved landscaping, and more efficient land use. Stacy's Corners needs a neighborhood commercial framework that supports local-serving businesses, historic character, and residential compatibility. Areas near COD need a coordinated institutional, housing, transportation, and commercial strategy.

The existing district structure partially reflects these distinctions, but not clearly enough. C2, C3, C4, C5, C6, I1, and CC should be modernized so that each district has a distinct purpose, use mix, form expectation, and approval pathway.

(b) Enhance Physical Form and Site Design

The Plan emphasizes the image and appearance of commercial areas, including buildings, parking lots, signage, public rights-of-way, streetscape, pedestrian infrastructure, and site landscaping. The code should therefore move beyond basic setbacks and parking ratios. It should require or incentivize the physical improvements that the Plan identifies: landscaped parking lots, screened service areas, consolidated access, safe pedestrian routes, active storefronts, compatible building form, dark-sky compliant lighting, bicycle parking, and low-impact stormwater design.

For Downtown, this means protecting the retail wall, maintaining zero-lot-line building placement, supporting upper-story housing, and providing flexibility for adaptive reuse. For Roosevelt Road, it means reducing the dominance of front-loaded parking, strengthening the street edge, adding cross-access, improving pedestrian circulation through parking lots, and requiring more robust landscape and stormwater design. For neighborhood commercial areas, it means ensuring that small-scale commercial activity contributes to rather than conflicts with surrounding residential character.

(c) Ensure Transition Areas to Residential

The Plan repeatedly identifies transition areas as important around Downtown, Roosevelt Road, and Stacy's Corners. The existing code addresses some residential-edge conditions through setbacks and screening, but these tools are not comprehensive enough. A modern code should use a broader transition toolkit: height stepbacks, building massing limits, landscaped buffers, lighting controls, loading and refuse placement, mechanical screening, fencing, tree preservation, pedestrian connections, and compatible residential or mixed-use building types.

Single-family attached and multi-family housing can also serve as transitions between intense commercial areas and lower-density residential neighborhoods. The zoning code should allow those housing types in appropriate locations through clear standards rather than treating them as exceptions to the commercial framework.

(d) Other Plans

The commercial zoning update should also be coordinated with other Village planning initiatives, including the Downtown Strategic Plan, Downtown Streetscape Plan and Parking Study, Wayfinding Signage Plan, Move Glen Ellyn Active Transportation Plan, Housing Assessment, environmental and sustainability initiatives, and COD facilities planning. These plans reinforce several common themes: clearer standards, more predictable review, better parking management, stronger pedestrian and bicycle connectivity, preservation of community character, improved commercial image, and reinvestment in aging or underutilized properties.

Together, these plans support a zoning framework that is easier to administer, more responsive to market conditions, and more effective at producing the physical outcomes the Village wants. The code update should therefore prioritize clarity, flexibility where appropriate, objective form standards, streamlined approval pathways for compliant projects, and stronger standards for uses or site designs that create identifiable impacts.

5. Assessment of Organization, Clarity, and Style

5.1 Document Organization

There is ample opportunity to reorganize code sections and information to provide more clarity to information and make it more accessible.

- **Table of Contents.** Utilize a comprehensive hyperlinked table of contents so that code users can quickly skip to the information/section that is relevant to them.
- **Hyperlinks.** In addition to including hyperlinks in the table of contents, references throughout the code should be hyperlinked for ease of accessing relevant information.
- **Comprehensive Use Table.** Comprehensive use table laying out use permissions for all districts, and consolidate use standards for specific uses in its own section (referenced in the comprehensive use table)
- **Development Standard Tables.** Put numeric development standards in tables accompanied by illustratory graphics to assist with comprehension.
- **Supplementary Regulations.** Parse out supplementary regulations from use standards – uses should have a dedicated chapter including use permissions and use standards. Supplementary regulations should consist of development standards that supplement the district standards across all zones.
- **Headers and Footers.** Add running headers/footers with chapter and current section (e.g., “Title 10 – Zoning | 10-4-17 C5B Central Service Subdistrict”) plus page numbers on every page; this helps when working from printed packets.
- **“How to use this code”.** Create an introductory section that provides novice code users with a visual overview of how to find information within the document.
- **Glossary.** Streamline the document by putting the definitions at the end of the document as a glossary.

5.2 Consistency

Within a full comprehensive zoning code update, like this project, there is ample opportunity to utilize consistent language across the zoning code document. Although the list below of inconsistent terms is not exhaustive, it provides an overview of the way terms can be used inconsistently across a document. The zoning code update will employ a style guide that will lay out the standardization of terms, acronyms, and stylistic preferences across the document.

Term	Terms Used	Inconsistency	Recommendation
Zoning administrator	"Building and Zoning Administrator"; "Building Official"; "Village's Building Official"; "Director, Department of Community Development"; "Community Development Director"	Same or closely related administrative functions assigned to differently named officials in various sections (interpretation, plan review, approvals, enforcement).	Define one role (e.g., "Community Development Director") as the zoning administrator and state that references to Building and Zoning Administrator/Building Official mean that role. Normalize throughout.
Community development director	"Director, Department of Community Development"; "Community Development Director"	Two forms used interchangeably without a definition tying them together.	Pick one style (e.g., "Community Development Director") and use it consistently. In definitions, clarify that it is the head of the Community Development Department.
Municipal code reference	"Village Code"; "Village code"; "this code"; "this Code"; "This Zoning Code"	Capitalization and label vary when referring to the municipal code vs. the zoning title.	Define "Village Code" for the full municipal code and "this title" or "Zoning Code" for Title 10. Use "Village Code" and "this title" consistently.
Planned unit development as a use	"planned development"; "planned unit development"; "large scale planned residential development, in accordance with the provisions of the planned unit development regulations"; "commercial planned development in accordance with the provisions of the planned unit development regulations"	Districts (R5, C5, C6, C2, C3) describe required or allowed projects as "planned development" or "commercial planned development" while the dedicated chapter and definitions consistently use "planned unit development."	Planned unit development (PUD) – with sub-labels "residential PUD" and "commercial PUD" only where needed, but always built on the same defined PUD term.

Term	Terms Used	Inconsistency	Recommendation
School / education	"public school, elementary and high, or private school having a curriculum equivalent…"; "nursery, prekindergarten, stand-alone kindergarten, play, special and other private school"; "private school"; "school, commercial or trade"; "college or university"	Similar primary/secondary school uses are described in different strings by district, sometimes bundling nurseries and special schools, while separate commercial/ trade/college uses are also labeled differently.	Public or private school (elementary/secondary); nursery/early childhood school; commercial or trade school; college or university – each defined once and referenced consistently.
Discretionary use approvals	"special use"; "special use permit"; "special use for planned unit development"; "special use permit for a planned unit development"	The object (the use) and the instrument (the permit/ordinance) are sometimes blurred, and PUDs get their own variant phrase.	Use "special use" for the use and "special use permit" for the approving ordinance. For PUDs, standardize on "special use permit for a planned unit development" or "PUD special use permit" and use it uniformly.
Planned development concept	"planned unit development"; "planned development"; "preliminary planned unit development"; "final development plan"; "planned unit development documents"	Multiple names for the same conceptual tool and its submittals, not always used in parallel or defined distinctly.	Use "planned unit development (PUD)" consistently. Standardize submittals as "preliminary PUD plan" and "final PUD plan," and define "PUD documents" once if needed.
Legislative body	"Village Board"; "Village Board of Trustees"; "corporate authorities of the Village"	Different labels used for the same body in intent, procedures, and adoption clauses.	Pick "Village Board of Trustees" as the defined term and state that it is the corporate authorities. Elsewhere, just use "Village Board of Trustees."
Reference to zoning regulations	"this title"; "this Zoning Code"; "zoning ordinances of the Village"	Three terms used where one defined label could suffice.	Define "this title" as the "Glen Ellyn Zoning Code" and then primarily use "this title" in operative provisions. Reserve "zoning ordinances" for historical references if needed.

Term	Terms Used	Inconsistency	Recommendation
Religious assembly	“church”; “church or temple”; “churches and temples”; “club or lodge, private, fraternal or religious”	The definition of CHURCH already includes multiple faith traditions and typical incidental activities, but use tables vary between “church,” “church or temple,” and separate “religious club or lodge.”	Place of worship (church, temple, synagogue, mosque, etc.) – defined once; treat clubs/lodges separately only when they are genuinely distinct from houses of worship.
Principal use vs. principal building	“principal use”; “main or principal use”; “principal building”; “structure or building, principal”; “principal use of the lot”	Overlapping definitions and usage for principal use and principal structure, with slightly different phrasing in different sections.	Define “principal building” once and “principal use” once, and remove the duplicate “structure or building, principal” definition or collapse it into the principal building definition. Use “principal use of the zoning lot” consistently.
Lot concepts	“lot”; “zoning lot”; “lot of record”; “parcel”; “property”	The text sometimes uses generic “lot,” “parcel,” or “property” where “zoning lot” is the more precise defined term, especially in standards and conditions.	Use “zoning lot” whenever applying dimensional, intensity, or use regulations. Use “lot of record” only where platted status is legally relevant, and avoid “parcel/property” in operative standards.
Yards and setbacks	“yard”; “front yard setback”; “required front yard”; “setback”; “setback line”	Definitions distinguish yard vs. setback line, but narrative provisions sometimes treat “yard” and “setback” as interchangeable.	Clarify in definitions that “setback” means the required yard depth between a lot line and the setback line. Then use “front yard” and “minimum front yard depth” (or similar) consistently rather than alternating with “setback.”

Term	Terms Used	Inconsistency	Recommendation
"Person"	General definition of PERSON in interpretation section; separate PERSON definition within the cannabis definitions block	Two similar but not identical definitions of the same term in the same title, without a rule establishing priority.	Keep a single global definition of "person" in Chapter 2 and, in the cannabis article, reference that definition rather than redefining. If extra detail is needed (owners, employees, agents), define a separate term like "responsible party."
Parties to applications	"owner"; "applicant"; "petitioner"; "developer"; "owner and applicant"; "owner of the property or his authorized representative"	Different terms describe essentially the same procedural actor, with no hierarchy or cross-definition, and are mixed within the same sections.	Define "applicant" broadly (including owner, contract purchaser, lessee, or authorized agent) and then consistently use "applicant" in procedures. Use "owner" only where fee title status is uniquely relevant (e.g., consent to conditions).
Medical and health facilities	"clinic, medical or dental"; "medical clinic"; "medical or dental clinic"; "hospital"; "hospital, nursing home and educational, philanthropic or religious institution"	The same basic clinic use is restated with slightly different labels in definitions and use lists; hospital and nursing home are sometimes grouped with other institutional uses.	Medical or dental clinic; hospital; nursing home – referenced verbatim throughout all use lists and parking standards.
Restaurant and drive-through / carry-out	"restaurant and eating place except drive-in and carryout establishments…"; "restaurant and eating place, including outdoor seating…"; "eating or restaurant establishment" (parking table); "drive-in commercial facility"; "drive-through facility" (stacking standards)	Core restaurant use is described with two or three different phrases depending on district and context; drive-in and drive-through are mixed with carry-out terminology in some places and treated generically in others.	Restaurant (sit-down); restaurant, drive-through; restaurant, carry-out – with those labels tied to shared supplemental standards for stacking, access, and outdoor seating.

Term	Terms Used	Inconsistency	Recommendation
Internal cross-references	“this chapter”; “this section”; “this title”	Some provisions refer to “this chapter” when they clearly intend standards that appear elsewhere in Title 10, while others correctly use “this title.”	Review and standardize cross-references so that references to substantive zoning standards use “this title,” and “this chapter/section” is reserved for truly local procedural rules
Indoor entertainment / recreation	“indoor amusement” (defined); “indoor recreational facility”; “indoor theater”; “game room, billiard hall, video arcade” (examples in definition)	The defined use “indoor amusement” is sometimes complemented or effectively duplicated by “indoor recreational facility” and “indoor theater” in district use tables, which can all apply to similar entertainment businesses.	Indoor amusement facility (covering arcades, billiards, game rooms, etc.); indoor recreational facility (if broader, defined distinctly); indoor theater – with clear distinctions in definitions and consistent naming in all districts.

5.3 Graphics

Incorporating additional illustratory graphics into the zoning code would significantly improve both readability and usability for applicants, staff, and decision-makers. While Chapter 11 already provides helpful figures for concepts like lot types, required yards, building height, FAR, screening, and dormers, these graphics sit at the back of a very text-dense document and are not integrated within the document text, which can limit how actively users rely on them during everyday code navigation. Integrating more diagrams and section-specific visuals, graphic depictions of yard and setback rules alongside the district bulk tables in Chapter 4, or process flowcharts for special uses and planned unit developments in Chapter 10—would help translate long narrative provisions and multi-part tests into quickly understandable formats. This is especially valuable where the code combines multiple dimensional criteria and cross-references passages, because co-locating visuals with the operative text reduces misinterpretation and shortens the learning curve for infrequent users.

6. Administration and Procedures

Chapter 10 generally covers the appropriate topics and assigns authority to village bodies, but it could be more predictable, transparent, and efficient with restructuring, clearer standards, and better alignment with how staff and applicants use the code in practice.

6.1 Overall Structure and Roles

Chapter 10 does a solid job of identifying the key actors (Department of Community Development, Plan Commission, Zoning Board of Appeals, Village Board) and assigning high-level responsibilities.

6.1.1 General Observations

- Authority is explicitly vested in the Department of Community Development, Plan Commission, ZBA, and Village Board, with a clear statement that the Village Board retains final authority over variations, special uses, amendments, and PUD special uses.
- The Department of Community Development's duties are reasonably comprehensive: zoning and occupancy certificates, driveway approach permits, inspections, records of nonconformities, special uses, variations and amendments, and forwarding applications.
- Staff roles are defined using multiple titles (Director of Community Development, Director of the Department of Community Development, Building and Zoning Administrator), which complicates process diagrams and delegations.
- Chapter 10 is organized as a long list of procedures (certificates, appeals, variations, amendments, special uses, PUDs, fees, penalties) without a roadmap or visual process summary; stakeholders have explicitly asked for clearer, more concrete directives and removal of ambiguity.

6.2 Procedures: Clarity and Predictability

6.2.1 Zoning/Occupancy Certificates and Driveway Approach Permits

The code delegates zoning certificates, occupancy certificates, and driveway approach permits to staff, with duties listed in 10-10-2.

(a) Strengths

- Clear assignment of routine approvals (certificates and driveway approaches) to staff supports administrative efficiency.

(b) Gaps

- Procedural steps, submittal requirements, and review timelines are not spelled out in Chapter 10; they are implied rather than explicit.
- There is no explicit linkage between bulk/use determinations and nonconformity provisions in Chapter 8, even though staff and stakeholders report nonconformities as a major pain point and a frequent trigger for variation requests.

(c) Recommendations

- Create short, checklist-style sections for each administrative approval (zoning certificate, occupancy certificate, driveway approach permit) with: who may apply, what must be submitted, the review path, and review/decision timelines.

6.2.2 Appeals

The ZBA hears and decides appeals from any final order, requirement, decision or determination by an administrative official enforcing this title.

(a) Strengths

- Having a single appellate body for administrative decisions is consistent with best practice and aligns with state enabling acts.

(b) Gaps

- Chapter 10 does not clearly lay out the appeal timeline (e.g., number of days from decision to filing), what constitutes a "final decision," or what is required in a notice of appeal.
- It is not explicit whether the standard of review is de novo or deferential, nor whether new evidence is allowed, which can lead to ad hoc practice.

(c) Recommendations

- Add a dedicated "Appeals" section with: filing deadline (e.g., 30 days from written decision), contents of appeal, stay of enforcement rules, standard of review, and whether new evidence is permitted.
- Require the administrative official to issue decisions in writing (even if brief) so applicants know when the appeal clock starts and what is being appealed.

6.2.3 Variations: Standards and Process

Stakeholder comments point directly at the variation system as confusing and burdensome: a two-tier standard, multiple separate standards, and a steady stream of bulk variance approvals that suggest the standards are misaligned with real development patterns.

(a) Overview of Current Procedures

- Assigns jurisdiction: ZBA for single- and two-family variations; Plan Commission for non-residential and complex matters (e.g., PUD-related variations); Village Board has final decision authority.
- Includes procedural provisions for hearings, findings, and recommendations, and general standards for granting variations.

(b) Issues Relative to Best Practice

- Standards appear in multiple places and are described as a "two tiered system" in practice: public officials report having "two standards we have to meet, and then other 8–9 standards unsure how to consider." This makes outcomes less predictable and invites selective emphasis.
- The code does not distinguish clearly between minor/administrative variations (e.g., inches or a foot of relief) and major legislative relief; yet stakeholders describe many

small, repeated variations (e.g., minor increases in lot coverage, modest rear yard encroachments) that almost always get approved after a four-month process.

- The standards focus heavily on hardship and uniqueness without explicit language about repeated patterns of relief that should be addressed by revising the base standards.

(c) Recommendations

- Collapse the "two-tier" variation standards into a single, clearly enumerated set (e.g., 4–5 criteria) that must be met for all variations, written in plain language and applicable across districts.
- Introduce an "administrative adjustment" or "minor variation" tool for small, quantifiable deviations (for example, up to 10% from a bulk standard) that the Community Development Director can approve with clear criteria, while larger requests go to ZBA/Plan Commission.

6.2.4 Special Uses and PUD Special Uses

Chapter 10 clusters special uses and PUDs under the same administrative umbrella, with Plan Commission hearings and Village Board final action.

(a) Strengths

- The requirement for written findings and standards for special uses and PUD special uses is sound and consistent with best practice.
- Termination provisions (10-10-16) establish time limits for building permit filing, construction commencement, and occupancy, and outline a process to modify, extend, or terminate approvals.

(b) Problems Relative to Your Goals and Stakeholder Feedback

- Staff and stakeholders report that the PUD process doesn't get better results but makes it harder to develop without benefits and that it is written for blank sites, not infill or partial redevelopments. It is also described as inflexible for amendments and changes to original plans.
- The special use system is being used to manage uses that are really aesthetic or design issues, which leads to perception that the Village "doesn't like special uses" more than a clear policy on where certain use types belong.
- The code distinguishes "special uses for planned unit developments" but uses inconsistent terms (planned development vs planned unit development), and applies the same heavy process for both minor and major PUD changes.

(c) Recommendations

- PUD usage should be reserved for complex or master-planned situations, not to make ordinary, compliant projects feasible.

- Create a formal tiered amendment system for PUDs and special uses (e.g., “minor amendments” that staff or Plan Commission can approve when they stay within certain quantitative thresholds, and “major amendments” that require full hearings), addressing the concern that the current process lacks flexibility for amendments.
- Tighten the special use standards so they focus on land-use compatibility, traffic, infrastructure, and consistency with the Comprehensive Plan, and move purely aesthetic conditions for downtown frontage into district- or design-specific standards rather than case-by-case conditions.

6.2.5 Termination, Extensions, Fees, and Enforcement

(a) Termination and Extensions

- Special uses, variations, map amendments, and PUD special uses become null and void if a building permit is not applied for within 24 months, with a provision allowing the Community Development Director to grant one 12-month extension and subsequent extensions by the Village Board.
- If construction does not commence or occupancy does not occur within specified timeframes, the recommending body (Plan Commission or ZBA) may initiate a public hearing to consider extension, modification, termination, or rezoning.

(b) Best-Practice Assessment

- The presence of explicit timeframes and an extension tool is positive and creates a baseline of predictability.
- However, tying initiation of revocation/modification hearings solely to the recommending body rather than allowing the Village Board or staff to trigger a review could limit responsiveness to changing conditions or non-performance.

(c) Fees and Deposits

- 10-10-17 delegates the fee schedule to the Village Board and establishes a robust deposit mechanism for PUDs, commercial special uses, commercial variations, subdivisions, and development projects over five acres, including monthly invoicing and the right to halt reviews if deposits are not replenished.
- Meeting notes show the Village already tracks process timing more effectively thanks to new permitting software and wants clearer, more consistent process language.

6.2.6 Enforcement and Penalties

- 10-10-18 sets a petty offense fine structure (up to 500 per week per violation), clarifies that each week or part thereof is a separate offense, and authorizes equitable actions to restrain or abate violations.
- Community interviews emphasize a desire for clearer, more consistent code enforcement and process transparency.

(a) Best-Practice Opportunities

- Revocation of permits is an enforcement tool already listed in the Zoning Code. Consider adding intermediate enforcement tools, such as administrative citations or stop-work orders with clear criteria, to give staff more flexible, graduated responses short of full prosecution.
- Add a cross-reference to Chapter 8 nonconformities and a short policy statement clarifying that enforcement will be proportionate and that lawful nonconformities will not be targeted, to reduce fear around investing in nonconforming properties (a recurring theme in stakeholder comments).

6.2.7 General Recommendations for Chapter

- Consolidate staff titles into one or two defined administrative roles (e.g., Community Development Director as Zoning Administrator, with Building Official by reference) and use those consistently throughout Chapter 10.
- Add a short “Administration overview” section with a process map (e.g., table or graphic) summarizing, for each procedure (variation, special use, PUD, map amendment, appeal), who is the intake body, who makes the recommendation, who makes the final decision, and typical timelines.
- Cross-reference a “How to apply” section or external application guide, to align with the Village’s new electronic permitting platform and the goal of tracking hold-ups.

7. Recommendations Matrix

The following matrix combines all recommendations from the report, organized by applicable chapter.

Zoning Code Chapter	Consolidated Recommendation
Title 10, Code-wide / Overall Organization	Add a comprehensive hyperlinked table of contents so users can navigate directly to relevant chapters, sections, tables, and standards.
Title 10, Code-wide / Overall Organization	Add internal hyperlinks throughout the code for cross-references, definitions, district standards, procedures, and supplemental regulations.
Title 10, Code-wide / Overall Organization	Create a “How to Use This Code” introductory section with a visual overview of how applicants, residents, staff, and decision-makers should navigate the code.
Title 10, Code-wide / Overall Organization	Use consistent running headers and footers identifying the title, chapter, current section, and page number.
Title 10, Code-wide / Overall Organization	Reorganize the code, creating a use dedicated chapter, so use permissions and use-specific standards are easier to locate – also include use standards that are currently located in the supplementary regulations chapter.
Title 10, Code-wide / Overall Organization	Put numeric development standards into tables and pair them with diagrams or illustrations where interpretation may be difficult.
Title 10, Code-wide / Overall Organization	Reduce long narrative exceptions and technical cross-references by using concise tables, graphics, and plain-language measurement rules.
Title 10, Code-wide / Overall Organization	Develop and apply a zoning code style guide to standardize terminology, capitalization, defined terms, approval names, cross-references, and drafting conventions throughout the code.
Chapter 1: General Provisions	Strengthen the introductory provisions so the code clearly implements the Comprehensive Plan, housing goals, commercial reinvestment goals, sustainability objectives, and neighborhood character policies.
Chapter 1: General Provisions	Clarify interpretation rules so general provisions, definitions, district standards, supplemental regulations, procedures, and illustrations work together without conflicting cross-references.
Chapter 2: Definitions	Add or clarify definitions for senior housing, age-restricted housing, accessible/visitable housing, and related residential use categories if those uses have additional use-specific standards.

Zoning Code Chapter	Consolidated Recommendation
Chapter 2: Definitions	Define one primary zoning administrator role, such as “Community Development Director” or “Zoning Administrator,” and normalize references to Building and Zoning Administrator, Building Official, and similar titles.
Chapter 2: Definitions	Define “Village Code,” “this title,” and “Zoning Code” consistently and use those terms uniformly throughout Title 10.
Chapter 2: Definitions	Standardize planned unit development terminology, using “planned unit development” or “PUD” consistently and defining related submittals such as preliminary PUD plan, final PUD plan, and PUD documents.
Chapter 2: Definitions	Standardize discretionary approval terminology by distinguishing “special use” from “special use permit” and using a consistent term for PUD special use approvals.
Chapter 2: Definitions	Standardize education-related use categories, such as public/private school, early childhood school, commercial or trade school, and college or university.
Chapter 2: Definitions	Replace inconsistent religious assembly terminology with a single defined use, such as “place of worship,” and distinguish religious clubs or lodges only where they are materially different.
Chapter 2: Definitions	Clarify principal building, principal structure, principal use, and related terms, and remove duplicative or overlapping definitions.
Chapter 2: Definitions	Clarify lot-related terminology by distinguishing zoning lot, lot of record, parcel, and property, and use “zoning lot”.
Chapter 2: Definitions	Clarify the relationship between yards and setbacks, including front yard, side yard, rear yard, corner side yard, setback line, and minimum yard depth.
Chapter 2: Definitions	Retain one global definition of “person” and avoid duplicative definitions in specialized sections such as cannabis regulations.
Chapter 2: Definitions	Define “applicant” broadly and use it consistently in procedures; reserve “owner” for situations where ownership status is legally relevant.
Chapter 2: Definitions	Review medical and health facility terms, including medical or dental clinic, hospital – there is seemingly overlap between medical offices, clinics, etc.
Chapter 2: Definitions	Standardize restaurant-related terms, including sit-down restaurant, carry-out restaurant, drive-through restaurant, and drive-in or drive-through facility.
Chapter 2: Definitions	Clarify indoor entertainment and recreation use categories (such as indoor amusement facility, indoor recreational facility, and indoor theater).

Zoning Code Chapter	Consolidated Recommendation
Chapter 2: Definitions	Use definitions only to define terms; move substantive permissions, prohibitions, dimensional limits, and approval standards into the operative code sections.
Chapter 2 / Chapter 5	Clarify and consolidate accessory building, accessory structure, and accessory use terminology, and align the definitions with operative accessory-use standards.
Chapter 3: Establishment and Purpose of Districts and District Boundaries	Clarify the intended policy role of each zoning district so the district lineup reads as a coherent housing, commercial, and mixed-use framework rather than only a sequence of lot-size or intensity categories.
Chapter 3 / Chapter 4	Consider whether R0, R1, R2, and R2B should remain separate districts if their main policy distinction is minimum lot size rather than distinct neighborhood or housing objectives.
Chapter 3 / Chapter 4	Treat R2 as the primary implementation district for residential reform because revisions to R2 standards will have the broadest practical effect.
Chapter 3 / Chapter 4	Use R3 and R4 as the basis for a clearer missing-middle and multifamily framework.
Chapter 3 / Chapter 4	Evaluate whether additional modest housing types should be permitted by right or through streamlined review in locations now limited to detached single-family development.
Chapter 4: District Regulations	Amend residential and mixed-use district purpose statements and use permissions to better reflect Comprehensive Plan goals.
Chapter 4: District Regulations	Add or expand by-right permissions for duplexes and small multi-unit buildings, including 4- to 6-unit buildings, in appropriate R3 and R4 locations.
Chapter 4: District Regulations	Broaden by-right or special-use permissions for townhomes, stacked flats, and small elevator-served multifamily in R3 and R4, particularly near Downtown and transit corridors.
Chapter 4: District Regulations	Expand by-right multifamily permissions and increase allowable density in R4 and R5 where additional units can be accommodated.
Chapter 4: District Regulations	Clarify and strengthen permissions for upper-story residential and mixed-use residential in C5 and C6 at moderate densities.

Zoning Code Chapter	Consolidated Recommendation
Chapter 4: District Regulations	Amend commercial district standards, especially C2-C6, to explicitly allow upper-story residential and mixed-use multifamily in appropriate commercial and corridor locations.
Chapter 4: District Regulations	Allow mixed-use residential along key corridors, including Roosevelt Road, where redevelopment can add housing while strengthening the commercial environment.
Chapter 4: District Regulations	Provide height and FAR allowances sufficient to produce meaningful mixed-use and multifamily development, including 4- to 6-story buildings where context-appropriate.
Chapter 4: District Regulations	Revise minimum lot area, lot width, lot coverage, and FAR standards in R2-R4 to allow alternative small-lot, cottage, and modest infill options.
Chapter 4: District Regulations	Calibrate height and yard standards in R3 and R4 to allow 2- to 3-story missing-middle housing while maintaining neighborhood-compatible scale.
Chapter 4: District Regulations	Create calibrated FAR or lot coverage controls that discourage oversized replacement homes while allowing reasonable modernization of existing smaller homes.
Chapter 4: District Regulations	Allow modest reductions in minimum lot area or lot width through alternative small-lot standards where existing block patterns support smaller homes.
Chapter 4: District Regulations	Evaluate whether minimum lot area and lot width standards should be adjusted for existing lots, infill lots, or lots lawfully created under prior standards.
Chapter 4: District Regulations	Use the variation record as a calibration tool when revising R2 lot standards, side-yard formulas, lot coverage limits, and related bulk requirements.
Chapter 4: District Regulations	Consider simplifying side-yard formulas or creating separate standards for legally existing narrow lots.
Chapter 4: District Regulations	Clarify front-yard averaging and adjacent-structure alignment rules so compatible additions are less likely to require relief.
Chapter 4: District Regulations	Permit small group homes and community residences by right wherever single-family dwellings are allowed in R1-R4 and R5, subject to the same bulk and parking standards as comparable dwellings.
Chapter 4: District Regulations	Add clear form standards for attached and small multifamily housing, including height, massing, façade rhythm, open space, and transitions to lower-density homes.
Chapter 4: District Regulations	Permit smaller unit sizes and flexible open space standards where projects meet adopted form, common-area, and livability criteria.

Zoning Code Chapter	Consolidated Recommendation
Chapter 4: District Regulations	Consider density, height, parking, fee, or flexibility incentives for projects that provide diverse unit types, smaller units, attainable price points, or affordable/mixed-income housing.
Chapter 4: District Regulations	Allow small-lot, attached, and multifamily infill by clear standards in appropriate locations rather than reserving most new housing capacity for large discretionary projects.
Chapter 4: District Regulations	Calibrate the C2 district around small-format retail, restaurant, service, office, civic, and limited mixed-use buildings that fit comfortably near residential neighborhoods.
Chapter 4: District Regulations	For C2 and neighborhood commercial areas, treat auto-oriented uses, drive-throughs, outdoor storage, and intensive service uses as conditional or special uses with objective location, access, screening, and design standards.
Chapter 4: District Regulations	Add frontage standards in neighborhood commercial areas requiring buildings to address the street, provide visible entrances, maintain pedestrian connections, and avoid parking-dominated frontages.
Chapter 4: District Regulations	Strengthen residential-edge standards for commercial districts, including landscape buffers, lighting controls, service-area screening, refuse placement, noise control, loading location, and access management.
Chapter 4: District Regulations	Consider splitting C3 into context-specific districts or overlays, such as Corridor Commercial, Corridor Mixed-Use, and Auto/Service Commercial.
Chapter 4: District Regulations	In C3 corridor areas, reduce or make flexible required front setbacks where redevelopment improves streetscape design, pedestrian access, landscape buffering, and building orientation.
Chapter 4: District Regulations	Require or incentivize side or rear parking in C3 and other corridor areas, with strong perimeter and interior parking lot landscaping where front parking remains necessary.
Chapter 4: District Regulations	Add access-management standards for corridor redevelopment, including cross-access, shared driveways, consolidated curb cuts, rear access drives where feasible, and recorded easements.
Chapter 4: District Regulations	Establish corridor design standards for façade articulation, primary entrances, pedestrian routes through parking lots, screening of loading/service areas, and landscaped street edges.
Chapter 4: District Regulations	Limit intensive uses such as outdoor storage, vehicle storage, contractor yards, light manufacturing, and payday/check-cashing/currency exchange uses to locations where they will not undermine reinvestment, corridor image, or residential compatibility.

Zoning Code Chapter	Consolidated Recommendation
Chapter 4: District Regulations	Allow mixed-use or multifamily development in targeted commercial locations identified as transition areas or redevelopment opportunities, while preserving active commercial frontage where appropriate.
Chapter 4: District Regulations	Evaluate whether the Village still needs a standalone C4 office district or whether existing C4 areas should be folded into corridor, mixed-use, institutional, or neighborhood commercial districts.
Chapter 4: District Regulations	Allow adaptive reuse and conversion of office buildings to residential, mixed-use, civic, educational, or medical uses through clear standards rather than relying primarily on discretionary relief.
Chapter 4: District Regulations	Replace suburban office setback standards with context-sensitive building placement standards that accommodate both campus-style sites and more urban infill conditions.
Chapter 4: District Regulations	Add transition standards for C4 sites near residential neighborhoods, including height stepbacks, buffering, lighting controls, and loading/service placement.
Chapter 4: District Regulations	Use redevelopment incentives or flexible approval procedures to encourage reinvestment in aging office properties.
Chapter 4: District Regulations	In C5, replace highly specific use lists with broader modern categories organized by ground-floor active uses, upper-floor uses, service/support uses, residential uses, civic uses, and restricted auto-oriented uses.
Chapter 4: District Regulations	Establish downtown storefront activation standards for key pedestrian streets, including transparency, public entrance spacing, display windows, limits on blank walls, and restrictions on inactive ground-floor frontage.
Chapter 4: District Regulations	Allow service and office uses in appropriate downtown locations while requiring active storefront treatment where they occupy visible ground-floor spaces.
Chapter 4: District Regulations	Preserve the zero-to-five-foot front setback framework and accessory off-street parking exemption in the core retail area.
Chapter 4: District Regulations	Allow certain office, educational, wellness, studio, and service uses at the ground floor only when they maintain active customer-facing storefronts and do not create long inactive frontages.
Chapter 4 / Chapter 10	Create an administrative path for small additions, façade changes, tenant changes, and adaptive reuse projects that meet clear downtown standards.
Chapter 4: District Regulations	Retain special review for auto-oriented uses, drive-throughs, large-format uses, outdoor storage, and other uses that could disrupt downtown pedestrian character.

Zoning Code Chapter	Consolidated Recommendation
Chapter 4: District Regulations	Retain C5B as the district for downtown service, mixed-use, parking, and transition areas, but simplify the use structure so new development and reuse are easier to understand.
Chapter 4: District Regulations	Permit multifamily, upper-story residential, and mixed-use development by right in C5B when projects meet clear form, frontage, parking, and residential-transition standards.
Chapter 4: District Regulations	Use special use review for single-purpose residential projects in C5B only where the Village wants to ensure that important commercial frontages are not lost.
Chapter 4: District Regulations	Add clear C5B edge standards where the district abuts lower-density neighborhoods, including height stepbacks, landscaped buffers, lighting controls, service-area screening, and access management.
Chapter 4: District Regulations	Allow adaptive reuse and context-sensitive additions in C5B without requiring a PUD when the project meets district standards.
Chapter 4: District Regulations	Consider eliminating C6 if mapped areas can be more effectively regulated through updated corridor, mixed-use, downtown, or neighborhood commercial districts.
Chapter 4: District Regulations	If C6 is retained, establish baseline permitted uses, special uses, height ranges, frontage types, parking locations, open space expectations, access standards, and residential-transition standards.
Chapter 4 / Chapter 10	For C6 or planned-development areas, create an optional concept-plan review step so feasibility, community priorities, access, parking, and design expectations can be discussed before major investment.
Chapter 4 / Chapter 10	Clarify how amendments to approved planned developments will be handled, including streamlined review for minor changes, tenant changes, façade updates, parking adjustments, and site-plan refinements.
Chapter 4: District Regulations	Update the I1 purpose statement to emphasize low-impact production, maker/flex space, research and development, contractor services, and employment-generating uses compatible with nearby neighborhoods.
Chapter 4 / Chapter 5	Establish performance standards for I1 and similar uses addressing noise, vibration, odor, dust, outdoor activity, hours of operation, truck circulation, loading, and refuse/service areas.
Chapter 4 / Chapter 5	Strengthen buffering and screening requirements for I1 sites near residential, park, or public/semi-public uses.

Zoning Code Chapter	Consolidated Recommendation
Chapter 4 / Chapter 5	Require loading areas, outdoor storage, and vehicle storage to be located and screened to minimize visibility from streets and adjacent residential properties.
Chapter 4: District Regulations	Consider allowing limited accessory retail, tasting rooms, showrooms, or customer-facing components for maker, food/beverage, and production uses where parking and access can be managed.
Chapter 4: District Regulations	Retain the CC district master plan approach, but clarify required contents for future master plan updates, including land use, building envelopes, circulation, parking, stormwater, open space, lighting, signage, and campus-edge transitions.
Chapter 4 / Chapter 5	Establish pedestrian and bicycle connection standards along Lambert Road, Park Boulevard, Fawell Boulevard, and other College of DuPage campus edges.
Chapter 4 / Chapter 10	Clarify when amendments to the College of DuPage master plan are major or minor and create a predictable process for routine campus changes.
Chapter 4 / Chapter 5	Strengthen campus edge standards for lighting, loading, service areas, event operations, and landscape buffering near residential areas.
Chapter 5: Supplementary Regulations	Create a general residential standards article or division for provisions that apply across multiple residential districts.
Chapter 5: Supplementary Regulations	Create one residential improvements table identifying common improvements, where they may be located, applicable setbacks, height or size limits, lot coverage treatment, and design conditions.
Chapter 5: Supplementary Regulations	Clarify the accessory building type limitation or replace it with a simpler maximum number and/or maximum cumulative area standard.
Chapter 5: Supplementary Regulations	Replace complex accessory-structure bonus rules with direct dimensional standards where feasible, such as maximum square footage, maximum height, or minimum setback.
Chapter 5: Supplementary Regulations	Retain incentives for front porches and rear-lot garages only if they are easy to administer and coordinated with stormwater, impervious surface, and site design requirements.
Chapter 5: Supplementary Regulations	Replace detached garage and front porch bonus rules with direct standards where feasible.

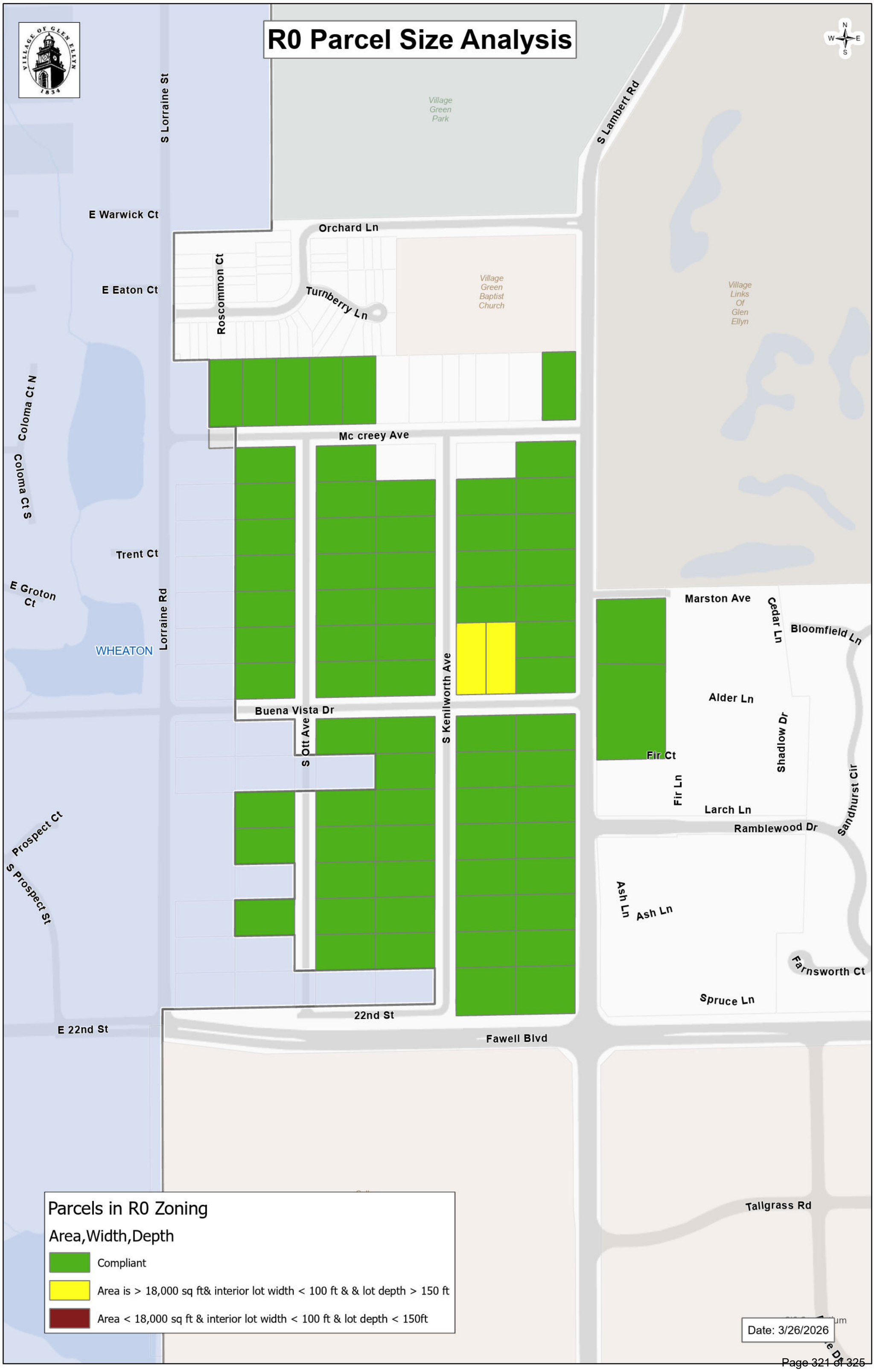
Zoning Code Chapter	Consolidated Recommendation
Chapter 5: Supplementary Regulations	Clarify how front-yard paving limits, required parking spaces, driveway width, and impervious surface setbacks interact.
Chapter 5: Supplementary Regulations	Revise driveway material standards to allow sustainable low-impact designs, including ribbon driveways, split-track systems, permeable pavers, and other approved designs.
Chapter 5: Supplementary Regulations	Consider eliminating the separate impervious surface setback table and using a more consistent accessory-use setback standard for paved surfaces, with a driveway exception where appropriate.
Chapter 5: Supplementary Regulations	Use variation data for lots under 50 feet wide to test revised paving, driveway, and impervious surface setback standards before adoption.
Chapter 5: Supplementary Regulations	Add supplementary regulations encouraging step-free entries, visitable ground-floor units, and accessible common areas in multifamily and townhome projects.
Chapter 5: Supplementary Regulations	Add supplementary standards for larger supportive facilities addressing scale, access, parking, life-safety, compatibility, occupancy, spacing, and design without unnecessary separation requirements.
Chapter 5: Supplementary Regulations	Replace long lists of individual retail and service uses with broader use categories and use-specific standards.
Chapter 5: Supplementary Regulations	Clarify the relationship between principal uses, accessory uses, temporary uses, outdoor dining, outdoor display, events, food trucks, and accessory retail.
Chapter 5: Supplementary Regulations	Create frontage standards for key street types, including downtown storefront, neighborhood commercial, corridor commercial, and service/industrial frontages.
Chapter 5: Supplementary Regulations	Establish building orientation standards requiring principal entrances to face streets, public sidewalks, parking courts, or internal pedestrian routes.
Chapter 5: Supplementary Regulations	Require pedestrian routes from public sidewalks to building entrances, transit stops, parking areas, and adjacent sites.
Chapter 5: Supplementary Regulations	Add parking placement standards that prefer side or rear parking in walkable areas and require strong screening where front parking remains.

Zoning Code Chapter	Consolidated Recommendation
Chapter 5: Supplementary Regulations	Require perimeter and interior parking lot landscaping, parking-lot islands, foundation landscaping, landscaped medians, and pedestrian refuges in larger parking lots.
Chapter 5: Supplementary Regulations	Require cross-access and shared access for corridor redevelopment unless infeasible due to site conditions.
Chapter 5: Supplementary Regulations	Add downtown storefront standards for transparency, entrance spacing, display windows, façade rhythm, durable materials, and limits on inactive or blank frontage.
Chapter 5: Supplementary Regulations	Add corridor design standards for façade articulation, pedestrian-scale features, gateway treatments, signage coordination, and streetscape compatibility.
Chapter 5: Supplementary Regulations	Add low-impact development and green infrastructure standards for major redevelopment, especially along Roosevelt Road and in highly impervious commercial areas.
Chapter 5: Supplementary Regulations	Modernize parking regulations for downtown, senior housing, affordable housing, small-unit housing, mixed-use buildings, and transit-proximate development to reflect shared parking, public parking availability, reduced vehicle ownership, and transportation-demand strategies.
Chapter 5: Supplementary Regulations	Allow shared parking between commercial and residential uses in mixed-use buildings and planned developments.
Chapter 5: Supplementary Regulations	Encourage public/private parking partnerships, shared parking agreements, and structured parking where they support downtown vitality and reduce pressure for surface parking.
Chapter 7: Planned Unit Developments	Update residential PUD standards to encourage mixes of small-lot single-family, townhomes, and small multifamily on larger infill or redevelopment sites.
Chapter 7: Planned Unit Developments	Add cottage court or small-home cluster options to the residential PUD standards with tailored bulk standards and shared open space.
Chapter 7: Planned Unit Developments	Use residential PUD standards to support mixed-income housing and a range of unit sizes on larger infill or redevelopment sites.
Chapter 7: Planned Unit Developments	Revise PUD standards to clarify when residential and mixed-use PUDs are appropriate for assembling, intensifying, or redeveloping key opportunity sites.

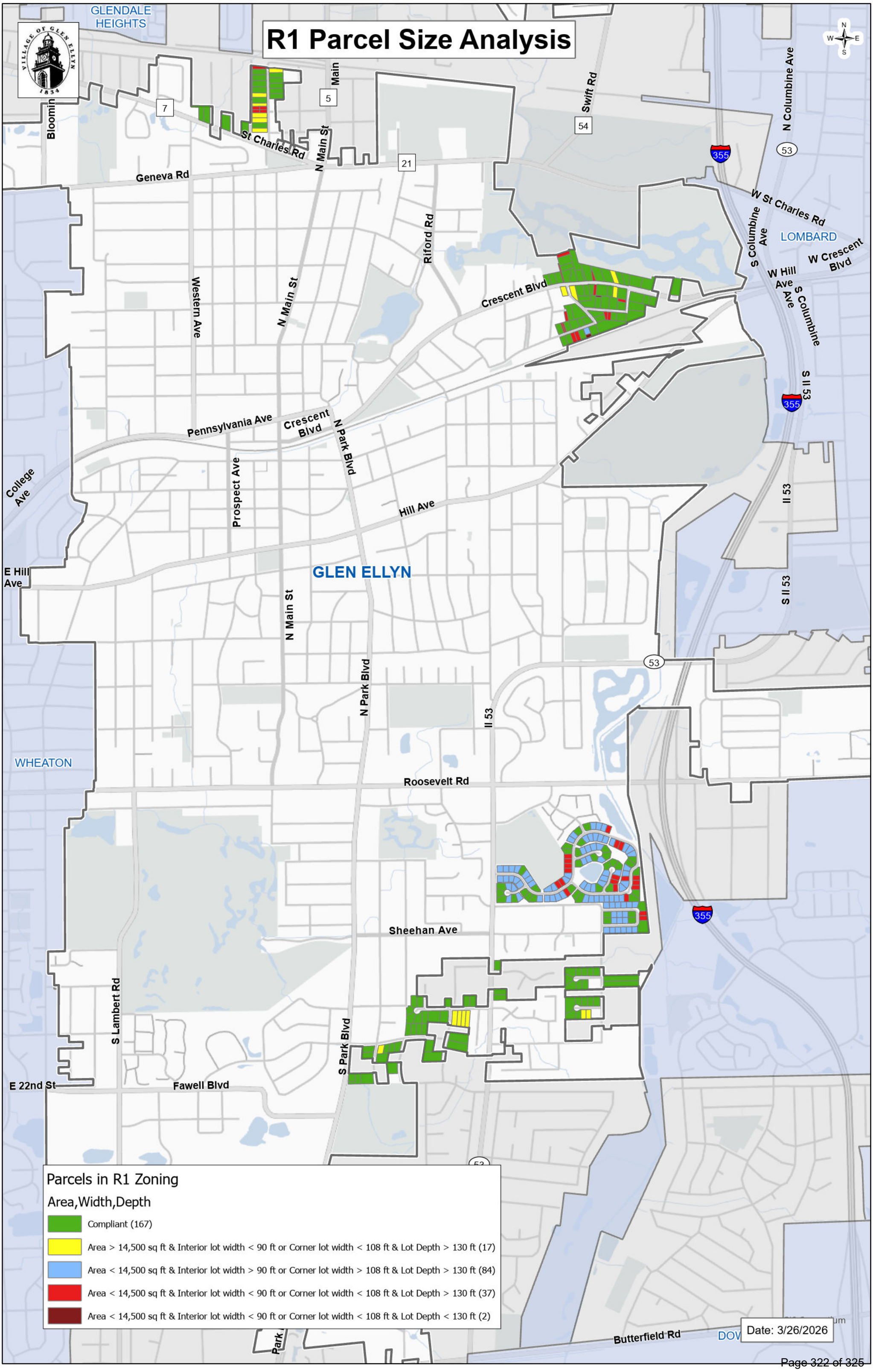
Zoning Code Chapter	Consolidated Recommendation
Chapter 7: Planned Unit Developments	Establish clearer PUD expectations for minimum density, mix of uses, housing affordability, public benefits, site design, open space, connectivity, and transition standards.
Chapter 7 / Chapter 10	Clarify when a PUD special use is required and consider eliminating minimum acreage so PUDs can be used surgically where they add real value.
Chapter 7 / Chapter 10	Create a formal tiered amendment system for PUDs and special uses, distinguishing minor amendments from major amendments requiring full hearings.
Chapter 7 / Chapter 10	Reduce reliance on PUDs and special uses for development that can be regulated through clear district, form, frontage, parking, and transition standards.
Chapter 8: Nonconformities	Amend compliance and nonconformity provisions so small, older homes on nonconforming lots can be modestly expanded or reconfigured without triggering requirements that make teardown more likely.
Chapter 8: Nonconformities	Create clearer pathways for maintenance, modest expansion, rehabilitation, reconstruction, and reinvestment on smaller or nonconforming residential lots.
Chapter 8: Nonconformities	Reduce reliance on historic eligibility tests, prior lot configuration, prior ownership, prior variation history, repeated exceptions, and technical cross-references where current objective standards can be used.
Chapter 8: Nonconformities	Clarify how Class I, II, and III alteration and addition categories apply without requiring users to rely on definitions alone.
Chapter 8 / Chapter 10	Add a cross-reference between enforcement and nonconformities, with a policy statement clarifying that enforcement will be proportionate and lawful nonconformities will not be targeted.
Chapter 10: Administration and Enforcement	Create short, checklist-style sections for zoning certificates, occupancy certificates, and driveway approach permits, including who may apply, required submittals, review path, and decision timelines.
Chapter 10: Administration and Enforcement	Require staff to document key interpretations, such as story, height, lot coverage, and measurement issues, as written policies or an administrative interpretations appendix.
Chapter 10: Administration and Enforcement	Add a dedicated appeals section with filing deadline, appeal contents, stay of enforcement rules, standard of review, and whether new evidence is permitted.
Chapter 10: Administration and Enforcement	Require administrative officials to issue decisions in writing so applicants know when the appeal clock starts and what decision is being appealed.

Zoning Code Chapter	Consolidated Recommendation
Chapter 10: Administration and Enforcement	Collapse the two-tier variation standards into a single, clearly enumerated set of plain-language criteria applicable across districts.
Chapter 10: Administration and Enforcement	Introduce an administrative adjustment or minor variation tool for small, quantifiable deviations that the Community Development Director can approve under clear criteria.
Chapter 10: Administration and Enforcement	Add a policy statement that repeated, similar variation approvals should trigger code amendments rather than continued case-by-case relief.
Chapter 10: Administration and Enforcement	Tighten special use standards so they focus on land-use compatibility, traffic, infrastructure, and consistency with the Comprehensive Plan.
Chapter 10: Administration and Enforcement	Move purely aesthetic or frontage-related special use conditions into district, frontage, or design standards rather than addressing them case by case.
Chapter 10: Administration and Enforcement	Clarify termination, extension, modification, and revocation procedures for special uses, variations, map amendments, and PUD approvals, including who may initiate review.
Chapter 10: Administration and Enforcement	Consider adding intermediate enforcement tools, such as administrative citations or stop-work orders, with clear criteria for graduated enforcement.
Chapter 10: Administration and Enforcement	Consolidate staff titles into one or two defined administrative roles and use those titles consistently throughout Chapter 10.
Chapter 10: Administration and Enforcement	Add an administration overview section with a process map summarizing, for each procedure, the intake body, recommending body, final decision-maker, and typical timeline.
Chapter 10: Administration and Enforcement	Add process flowcharts for variations, special uses, PUDs, map amendments, appeals, zoning certificates, and other administrative approvals.
Chapter 10: Administration and Enforcement	Cross-reference a “How to Apply” section or external application guide to align the zoning code with the Village’s electronic permitting platform and process-tracking goals.
Chapter 11: Illustrations	Integrate illustrations into the operative code sections instead of leaving them only in a standalone chapter at the back of the code.

R0 Parcel Size Analysis



R1 Parcel Size Analysis

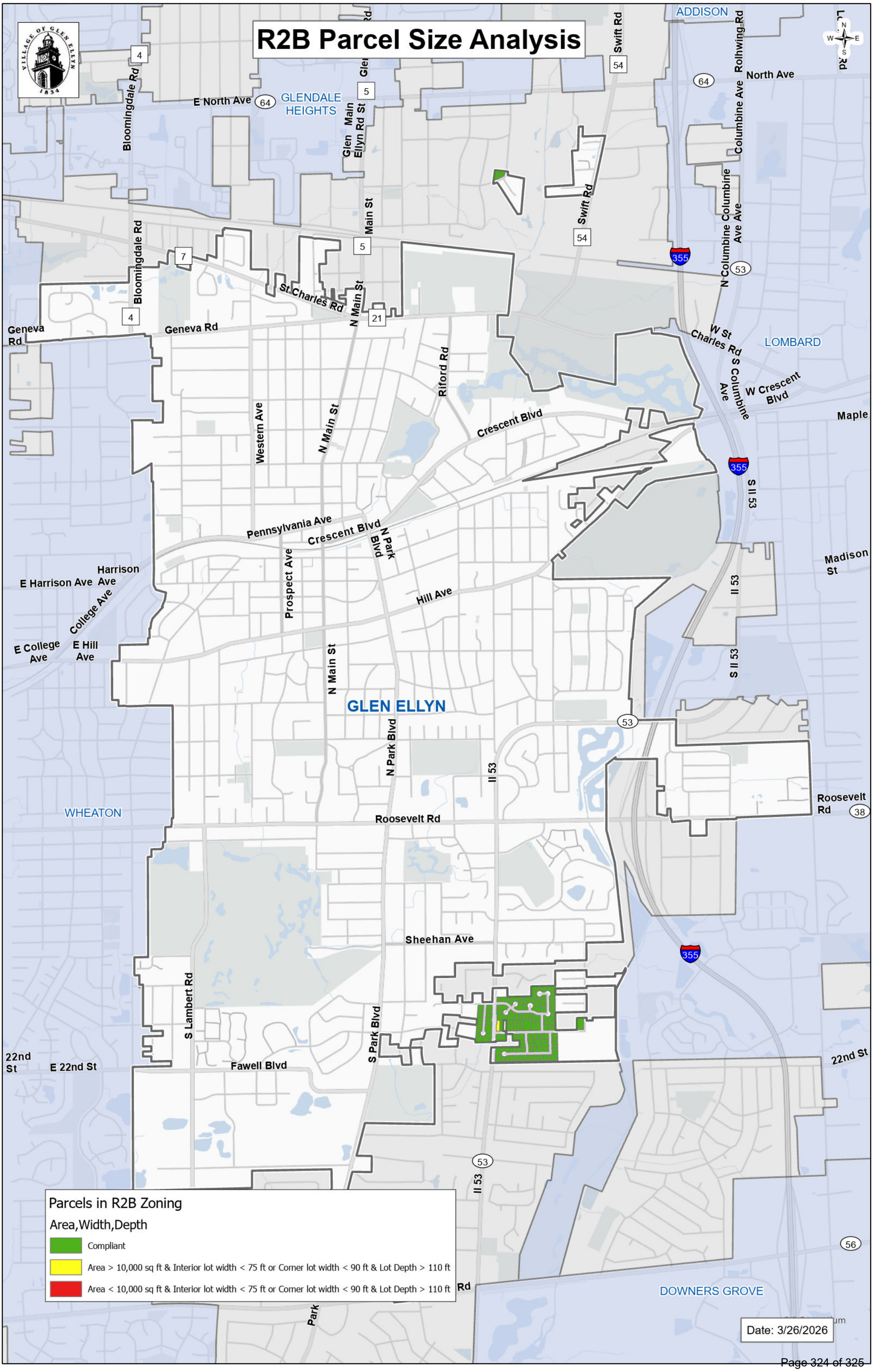


R2 Parcel Size Analysis

Parcels in R2 Zoning
- Compliant (3172)
- Area > 8,712 sq ft& interior lot width < 66ft (1294)
- Area < 8,712 sq ft & interior lot width > 66ft (223)
- Area < 8,712 sq ft & interior lot width < 66ft (2115)

Date: 3/24/2026

R2B Parcel Size Analysis



RE Parcel Size Analysis

