NOTE: MEETING IS BEING TAPED AND ALSO TELEVISED ON WIDEOPENWEST CHANNEL 6, AT&T CHANNEL 99, AND COMCAST CABLE SERVICES CHANNEL 10. ALL MATTERS ON THE AGENDA MAY BE DISCUSSED, AMENDED, AND ACTED UPON.

7

Agenda
Village of Glen Ellyn
Special Village Board Meeting
Monday, April 15, 2013
8:00 p.m. – Galligan Board Room

1. Call to Order

2. Roll Call

3. Pledge of Allegiance

4. Village Recognition: *(Deputy Clerk Solomon)*

   A. The Village accepts the resignation of Timothy Elliott from the Plan Commission and thanks him for his service.

5. Audience Participation

   A. Proclamation acknowledging Arbor Day.

   B. Proclamation in recognition of Amyotrophic Lateral Sclerosis Awareness in the Month of May.

   C. Open:

   Members of the public are welcome to speak to any item *not* specifically listed on tonight's agenda for up to three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment at the time the item is discussed. In either case, please complete the Audience Participation form and turn it in to the Village Clerk.

6. Consent Agenda *(Village Manager Franz)*

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

   A. Motion to approve the recommendation of Village President Pfefferman that Gary Fasules be appointed to the Plan Commission for a term ending May 2015.

   B. Motion to approve a license agreement to allow tables and chairs in the public right-of-way for Vitorio's Ristorante at 504 Crescent Boulevard. *(Planning and Development Director Hulseberg)*

   C. Motion to approve a license agreement to allow tables and chairs in the public right-of-way for Starbucks at 536 Crescent Boulevard. *(Planning and Development Director Hulseberg)*

   D. Ordinance No. 6123, An Ordinance Approving an Intergovernmental Agreement between the Villages of Glen Ellyn and Lombard in regard to the Glenbard Wastewater Authority. *(Village Manager Franz)*

7. Ordinance No. 6124, An Ordinance Approving a Preliminary Plat Subdivision, Subdivision Variations and Zoning Variations for the Amber Ridge Subdivision Proposed on Property Commonly Known as 760 Sheehan Avenue. *(Trustee Henninger)*

   Planning and Development Director Staci Hulseberg will present information regarding the request of K. Hovnanian Homes for approval of a Preliminary Plat of Subdivision, Subdivision Variations and Zoning Variations to accommodate the construction of a new 23 single-family home lot subdivision on property commonly known as 760 Sheehan Avenue. The property is located at the northwest corner of Route 53 and Sheehan Avenue in the R2 Residential zoning district.

A.	Staff Presentation	10 minutes
B.	Developer Presentation	20 minutes
C.	Resident Attorney Presentation	20 minutes
D.	Resident Comments	3 minutes per person
E.	Village Board Questions/Discussion	60 minutes

8. Reminders:
   - The next Village Board Meeting is scheduled for Monday, April 22, 2013, with the Workshop beginning at 7:00 p.m. and the Regular Board Meeting beginning at 8:00 p.m. in the Galligan Board Room of the Glen Ellyn Civic Center.

9. Other Business?

10. Adjournment

11. Press Conference

A-5A

VILLAGE OF GLEN ELLYN

Proclamation

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

WHEREAS, the Village of Glen Ellyn has been recognized as a Tree City USA for *28* consecutive years and desires to continue its tree planting traditions; and

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

NOW, THEREFORE, I, MARK PFEFFERMAN, President of the Village of Glen Ellyn, Illinois, do hereby proclaim Friday, April 26, 2013, as Arbor Day in the Village of Glen Ellyn and urge all citizens to plant trees to gladden the hearts and promote the well-being of present and future generations.

_____

Village President

attest:

_____

Acting Village Clerk

_____

Date

A-5B

VILLAGE OF GLEN ELLYN

Proclamation

WHEREAS, Amyotrophic lateral sclerosis or ALS is better known as Lou Gehrig's disease; and

WHEREAS, ALS is a fatal neurodegenerative disease characterized by degeneration of cell bodies of the lower motor neurons in the gray matter of the anterior horns of the spinal cord; and

WHEREAS, the initial symptom of ALS is weakness of the skeletal muscles, especially those of the extremities; and

WHEREAS, as ALS progresses the patient experiences difficulty in swallowing, talking, and breathing; and

WHEREAS, ALS eventually causes muscles to atrophy and the patient becomes a functional quadriplegic; and

WHEREAS, ALS does not affect a patient's mental capacity, so that the patient remains alert and aware of his or her loss of motor functions and the inevitable outcome of continued deterioration and death; and

WHEREAS, on average, patients diagnosed with ALS only survive two to five years from the time of diagnosis; and

WHEREAS, ALS has no known cause, means of prevention, or cure; and

WHEREAS, research indicates that military veterans are approximately twice as likely to develop ALS as those who have not served in the military; and

WHEREAS, the Department of Veteran Affairs implemented regulations to establish a presumption of service connection for ALS thereby presuming that the development of ALS was incurred or aggravated by a veteran's service in the military; and

WHEREAS, a national ALS patient registry, administered by the Centers for Disease Control, is currently identifying cases of ALS in the United States and may become the single largest ALS research project ever created; and

WHEREAS, Amyotrophic Lateral Sclerosis Awareness Month increases the public's awareness of ALS patients' circumstances and acknowledges the terrible impact this disease has not only on the patient but on his or her family and the community and recognizes the research being done to eradicate this horrible disease.

NOW, THEREFORE, I, MARK PFEFFERMAN, President of the Village of Glen Ellyn, Illinois, do hereby proclaim the month of May 2013 as Amyotrophic Lateral Sclerosis Awareness Month in the Village of Glen Ellyn.

_____

Village President

attest:

_____

Acting Village Clerk

_____

Date

A-6B/C

MEMORANDUM

TO: Mark Franz, Village Manager

FROM: Staci Hulseberg, Director of Planning & Development

DATE: April 3, 2013

FOR: April 15, 2013 Village Board Meeting

RE: License Agreements for Vitorio's Ristorante and Starbucks

Background

Since 1995, the Village Board has authorized one or more License Agreements for tables and chairs, hot dog and gelato sales, wind enclosures and related items to be located on the public sidewalk in the central business district. This year, the Planning and Development Department mailed draft license agreements to ten (10) restaurants and one (1) mobile cart owner who had previously expressed interest in locating structures on the public sidewalk in the downtown.

Issues

Vitorio's Ristorante and Starbucks have submitted signed license agreements and supporting documentation including a site plan, $50 license agreement fee and certificate of liability insurance.

Last year, the Village Board approved an amendment to the Village Code to allow restaurants with liquor licenses the ability to serve alcohol at tables and chairs on the public sidewalk subject to certain conditions and approvals. At this time, no restaurants have applied to allow the service of liquor at tables on the public sidewalk.

Recommendation

Draft license agreements are attached to allow tables and chairs in the public right-of-way for Vitorio's Ristorante at 504 Crescent Boulevard and Starbucks at 536 Crescent Boulevard. The license agreements are similar to past years.

Action Requested

It is requested that the Village Board make a motion to approve license agreements for Vitorio's and Starbucks.

Attachments: Vitorio's License Agreement
Starbucks' License Agreement

cc: Phil Norton, Police Chief
Patti Underhill, Administrative Services Coordinator
Carol White, Executive Director, Alliance of Downtown Glen Ellyn
Joanne Spata, Vitorio's Ristorante
Scarlet Petrisko, Starbucks

S:\Village Board\Agenda Items\License Agreements\4-9-13 VB Memo Vitorios and Starbucks.docx

License Agreement

This Agreement, made and entered into as of this 25 day of March, 2013, effective the _____ day of _____, 20_____, by and between the Village of Glen Ellyn ("Licensor") and Vitorias ("Licensee") pertaining to the property located at 504 Crescent Blvd Glen Ellyn, Illinois 60137.

1. **Purpose**: Licensor hereby grants to Licensee, and Licensee hereby accepts, a license to (a) install, maintain and operate for the term hereof, tables and chairs in compliance with the site plan approved by the Village and attached hereto as Exhibit "A", including the agreed upon number and location of tables and chairs on the sidewalk and the right-of-way in front of the above listed address, the licensed area, (b) maintain a trash receptacle in accordance with the standards contained below, and (c) install and maintain landscape planters in accordance with the standards contained below and with the following terms, covenants and conditions.

2. **Terms**: This Agreement shall expire December 31, 20____ or the date the insurance required hereunder expires, whichever comes first. This Agreement may be renewed only through the action of the Village Board of the Village of Glen Ellyn. Licensee may terminate this Agreement immediately by providing written notice to Licensor. Licensor may terminate this Agreement at any time during the term of this Agreement by notifying Licensee of this intention at least 7 days prior to the termination date.

3. **Rent and License Fee**: For the purposes of this license, no rent will be paid by Licensee to Licensor. A fee of $50.00 has been paid by Licensee to Licensor for the issuance of this License Agreement.

4. **Permits and Licenses**: Licensee, at its sole effort and expense, shall conform to the Village Code and DuPage County Health Department regulations.

5. **Installation of Street Furniture**:

a. Tables and Chairs: Licensee is permitted to locate on the sidewalk portion of the right-of-way the number of tables and chairs specified in the site plan for this location. The table tops shall not exceed the diameter and size indicated on the site plan. Tables and chairs shall be located so that a five-foot wide passage is maintained along the sidewalk at all times. Use of the public right-of-way shall be conducted in a manner that does not interfere with pedestrian use of the sidewalk. All items placed on the sidewalk shall not obstruct ingress to and egress from the licensed business or any other business. Licensee shall allow restaurant patrons to dine on tables and chairs in the licensed area described above, but at no time shall cooking or food preparation be permitted on the public right-of-way. At a minimum, the public right-of-way shall be cleaned once daily. Umbrellas, approved for use as part of this license agreement, shall be removed from the public sidewalk at the end of each business day.

b. Trash Receptacle: Licensee shall maintain the trash receptacle(s) located in proximity to the tables and chairs in a neat and orderly manner, and the Licensor shall ensure that a garbage hauling firm removes the trash from the receptacle on a regular schedule. However, **it shall be the responsibility of Licensee to empty the receptacle(s) more frequently, if necessary.** Licensor is the owner of the trash receptacle(s).

c. Landscape Planters: Licensee shall install and maintain a minimum of two (2) landscape planters, planted with flowering annuals and/or perennials, located in conformance with the site plan. The planters shall contain a minimum total of 432 square inches (3 square feet) of planted landscaping. The planters shall be a minimum of 10 inches in height, shall not exceed 30 inches in height and shall be constructed of metal, terra cotta, masonry, wood or similar materials; plastic planters shall be

prohibited. The planters shall be placed up against building in a location that does not obstruct the public right-of-way and sidewalk. At all times, a minimum 5-foot wide pathway on the sidewalk shall remain free and clear of obstructions. All items placed on the sidewalk shall not obstruct ingress to and egress from the licensed business or any other business. Licensee shall replace dead landscape plants as needed to maintain the planters in a clean and neat manner and shall water plants on an as-needed basis during the entire period of time that table and chairs are located on the public sidewalk. Failure to maintain live plants as required by this agreement may result in licensor terminating this agreement with 7 days written notice to licensee, and the tables and chairs shall be immediately removed from the public sidewalk.

6. **Maintenance**: Licensee shall agree to maintain the licensed area and the nearby sidewalk in a clean, healthy and attractive condition. If Licensee ceases to so maintain the licensed area and the nearby sidewalk, Licensor may require Licensee to pay for additional cleanup costs. Further, Licensor may, upon notice as set forth below, terminate this agreement and require the permanent removal of the tables and chairs from the licensed area in advance of the expiration date of this Agreement. No furniture or other structures shall be affixed or attached to the public sidewalk. The licensee shall be responsible to the Village for any damage occurring to the public sidewalk or public improvements where such damage arises from or occurs as a consequence of the presence and/or operation of structures, equipment or furniture permitted by this license agreement. The Village may repair or replace such improvement in its discretion and shall charge the cost of such repair or replacement to the permit holder.

7. **Removal**: Upon the expiration or the termination of this License, Licensee shall remove the tables and chairs from the licensed area.

8. **Termination**: If Licensee fails in any respect to perform any agreements, covenants or obligations in this License, then and in such event, Licensor, after providing at least 7 days written notice to Licensee, may terminate this License Agreement or may cure such failure or default on behalf of and at the expense of Licensee.

9. **Notice**: Notice hereunder shall be in writing and effected either by personal delivery or by depositing the same in an official U.S. mail receptacle as certified mail, return receipt requested, postage paid, addressed to:

If to Licensor:
Village Manager
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

If to Licensee:
To the above-listed applicant and business address

or to such other address as either party may from time to time designate. Any notice given under this Agreement shall be in writing and deemed received when personally delivered or, if mailed, three days after placing same in an official U.S. mail receptacle.

10. **Assignment**: Licensee may not assign or transfer this License without prior written consent of Licensor. Any attempted assignment or transfer in violation of this paragraph shall be void and confer no rights upon any third person. This license agreement shall not confer any property rights in the underlying Village right-of-way.

11. **Defend and Hold Harmless**: Licensee shall be required to hold harmless Licensor, its officers, employees and independent contractors from any claim or demand or damage to property or injury, including death to persons, which arise out of in any way the exercise by Licensee of its rights under this License. Licensee shall be required to pay for the cost of defense and hold harmless Licensor, its officers, employees and independent contractors against any judgment and to pay any settlement arising out of such claim or demand, including but not limited to, the full costs of the defense of Licensor,

its employees, officers and independent contractors through the employment of experts approved by the parties defended, provided, however, that such approval shall not be unreasonably withheld.

12. **Liability Insurance**: Licensee shall purchase and maintain comprehensive general liability insurance of $2 million each occurrence, providing occurrence coverage for Licensee from claims for damages because of bodily injury, death of any person, or property damage resulting from the use of the public right-of-way. Licensor shall be named, by endorsement, as an additional insured on the policy. The policy of insurance and certificates thereof shall contain provision or endorsement that the coverage reported will not be canceled, materially changed, or renewal refused, until at least 30 days prior written notice shall be given by certified mail to the insured and Licensor. Licensee shall deliver a duplicate of the policy or certificate of insurance acceptable to Licensor prior to the execution of this Agreement by the Village Board.

13. **Miscellaneous**:

a. This Agreement constitutes the entire understanding of the parties and supersedes any prior written or oral negotiations or understandings.

b. It is the intention of the parties hereto that this License shall be construed and enforced in accordance with the laws of the State of Illinois.

c. If any provision of this License is held invalid or unenforceable, the remainder of this License shall not be affected thereby, and each other provision of this License shall be valid and enforceable to the fullest extent permitted by law.

d. Licensee shall pay any expenses incurred by Licensor in defending the validity of its right to enter into a License Agreement for the use of sidewalk premises by a private party.

DATED as of the date first set forth above.

LICENSOR:

Village President

Village of Glen Ellyn

535 Duane Street

Glen Ellyn, Illinois 60137

By: _____

Name: _____

Title: _____

LICENSEE:

Joanne Spata

504 Crescent Blvd

Glen Ellyn, Ill 60137

By: _____

Name: Joanne Spata

Title: President/owner

License Agreement

This Agreement, made and entered into as of this _____ day of _____, 20____, effective the _____ day of _____, 20_____, by and between the Village of Glen Ellyn ("Licensor") and Starbucks Coffee Company ("Licensee") pertaining to the property located at 534 Crescent Blvd Glen Ellyn, Illinois 60137.

1. **Purpose**: Licensor hereby grants to Licensee, and Licensee hereby accepts, a license to (a) install, maintain and operate for the term hereof, tables and chairs in compliance with the site plan approved by the Village and attached hereto as Exhibit "A", including the agreed upon number and location of tables and chairs on the sidewalk and the right-of-way in front of the above listed address, the licensed area, (b) maintain a trash receptacle in accordance with the standards contained below, and (c) install and maintain landscape planters in accordance with the standards contained below and with the following terms, covenants and conditions.

2. **Terms**: This Agreement shall expire December 31, 20____ or the date the insurance required hereunder expires, whichever comes first. This Agreement may be renewed only through the action of the Village Board of the Village of Glen Ellyn. Licensee may terminate this Agreement immediately by providing written notice to Licensor. Licensor may terminate this Agreement at any time during the term of this Agreement by notifying Licensee of this intention at least 7 days prior to the termination date.

3. **Rent and License Fee**: For the purposes of this license, no rent will be paid by Licensee to Licensor. A fee of $50.00 has been paid by Licensee to Licensor for the issuance of this License Agreement.

4. **Permits and Licenses**: Licensee, at its sole effort and expense, shall conform to the Village Code and DuPage County Health Department regulations.

5. **Installation of Street Furniture**:

a. Tables and Chairs: Licensee is permitted to locate on the sidewalk portion of the right-of-way the number of tables and chairs specified in the site plan for this location. The table tops shall not exceed the diameter and size indicated on the site plan. Tables and chairs shall be located so that a five-foot wide passage is maintained along the sidewalk at all times. Use of the public right-of-way shall be conducted in a manner that does not interfere with pedestrian use of the sidewalk. All items placed on the sidewalk shall not obstruct ingress to and egress from the licensed business or any other business. Licensee shall allow restaurant patrons to dine on tables and chairs in the licensed area described above, but at no time shall cooking or food preparation be permitted on the public right-of-way. At a minimum, the public right-of-way shall be cleaned once daily. Umbrellas, approved for use as part of this license agreement, shall be removed from the public sidewalk at the end of each business day.

b. Trash Receptacle: Licensee shall maintain the trash receptacle(s) located in proximity to the tables and chairs in a neat and orderly manner, and the Licensor shall ensure that a garbage hauling firm removes the trash from the receptacle on a regular schedule. However, **it shall be the responsibility of Licensee to empty the receptacle(s) more frequently, if necessary.** Licensor is the owner of the trash receptacle(s).

c. Landscape Planters: Licensee shall install and maintain a minimum of two (2) landscape planters, planted with flowering annuals and/or perennials, located in conformance with the site plan. The planters shall contain a minimum total of 432 square inches (3 square feet) of planted landscaping. The planters shall be a minimum of 10 inches in height, shall not exceed 30 inches in height and shall be constructed of metal, terra cotta, masonry, wood or similar materials; plastic planters shall be

prohibited. The planters shall be placed up against building in a location that does not obstruct the public right-of-way and sidewalk. At all times, a minimum 5-foot wide pathway on the sidewalk shall remain free and clear of obstructions. All items placed on the sidewalk shall not obstruct ingress to and egress from the licensed business or any other business. Licensee shall replace dead landscape plants as needed to maintain the planters in a clean and neat manner and shall water plants on an as-needed basis during the entire period of time that table and chairs are located on the public sidewalk. Failure to maintain live plants as required by this agreement may result in licensor terminating this agreement with 7 days written notice to licensee, and the tables and chairs shall be immediately removed from the public sidewalk.

6. **Maintenance**: Licensee shall agree to maintain the licensed area and the nearby sidewalk in a clean, healthy and attractive condition. If Licensee ceases to so maintain the licensed area and the nearby sidewalk, Licensor may require Licensee to pay for additional cleanup costs. Further, Licensor may, upon notice as set forth below, terminate this agreement and require the permanent removal of the tables and chairs from the licensed area in advance of the expiration date of this Agreement. No furniture or other structures shall be affixed or attached to the public sidewalk. The licensee shall be responsible to the Village for any damage occurring to the public sidewalk or public improvements where such damage arises from or occurs as a consequence of the presence and/or operation of structures, equipment or furniture permitted by this license agreement. The Village may repair or replace such improvement in its discretion and shall charge the cost of such repair or replacement to the permit holder.

7. **Removal**: Upon the expiration or the termination of this License, Licensee shall remove the tables and chairs from the licensed area.

8. **Termination**: If Licensee fails in any respect to perform any agreements, covenants or obligations in this License, then and in such event, Licensor, after providing at least 7 days written notice to Licensee, may terminate this License Agreement or may cure such failure or default on behalf of and at the expense of Licensee.

9. **Notice**: Notice hereunder shall be in writing and effected either by personal delivery or by depositing the same in an official U.S. mail receptacle as certified mail, return receipt requested, postage paid, addressed to:

If to Licensor:
Village Manager
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, IL 60137

If to Licensee:
To the above-listed applicant and business address

or to such other address as either party may from time to time designate. Any notice given under this Agreement shall be in writing and deemed received when personally delivered or, if mailed, three days after placing same in an official U.S. mail receptacle.

10. **Assignment**: Licensee may not assign or transfer this License without prior written consent of Licensor. Any attempted assignment or transfer in violation of this paragraph shall be void and confer no rights upon any third person. This license agreement shall not confer any property rights in the underlying Village right-of-way.

11. **Defend and Hold Harmless**: Licensee shall be required to hold harmless Licensor, its officers, employees and independent contractors from any claim or demand or damage to property or injury, including death to persons, which arise out of in any way the exercise by Licensee of its rights under this License. Licensee shall be required to pay for the cost of defense and hold harmless Licensor, its officers, employees and independent contractors against any judgment and to pay any settlement arising out of such claim or demand, including but not limited to, the full costs of the defense of Licensor,

its employees, officers and independent contractors through the employment of experts approved by the parties defended, provided, however, that such approval shall not be unreasonably withheld.

12. **Liability Insurance**: Licensee shall purchase and maintain comprehensive general liability insurance of $2 million each occurrence, providing occurrence coverage for Licensee from claims for damages because of bodily injury, death of any person, or property damage resulting from the use of the public right-of-way. Licensor shall be named, by endorsement, as an additional insured on the policy. The policy of insurance and certificates thereof shall contain provision or endorsement that the coverage reported will not be canceled, materially changed, or renewal refused, until at least 30 days prior written notice shall be given by certified mail to the insured and Licensor. Licensee shall deliver a duplicate of the policy or certificate of insurance acceptable to Licensor prior to the execution of this Agreement by the Village Board.

13. **Miscellaneous**:

a. This Agreement constitutes the entire understanding of the parties and supersedes any prior written or oral negotiations or understandings.

b. It is the intention of the parties hereto that this License shall be construed and enforced in accordance with the laws of the State of Illinois.

c. If any provision of this License is held invalid or unenforceable, the remainder of this License shall not be affected thereby, and each other provision of this License shall be valid and enforceable to the fullest extent permitted by law.

d. Licensee shall pay any expenses incurred by Licensor in defending the validity of its right to enter into a License Agreement for the use of sidewalk premises by a private party.

DATED as of the date first set forth above.

LICENSOR:

Village President

Village of Glen Ellyn

535 Duane Street

Glen Ellyn, Illinois 60137

By: _____

Name: _____

Title: _____

LICENSEE:

Starbucks Coffee Company

Attention: Property Management Dept

P.O. Box 34067, Mail Stop S-RE 3

Seattle, WA 98124

By: _____

Name: Scarlet Petrisko

Title: manager

Global Real Estate

A-6D

ORDINANCE NO. _____

AN ORDINANCE APPROVING AN AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT WITH THE VILLAGE OF LOMBARD WHICH ESTABLISHES THE GLENBARD WASTEWATER AUTHORITY

WHEREAS, in the exercise of its home rule powers, the Village of Glen Ellyn has entered into a Intergovernmental Agreement with the Village of Lombard and;

WHEREAS, the Villages of Glen Ellyn and Lombard have previously entered into an agreement entitled "Glenbard Wastewater Authority Agreement" and have amendment such agreement from time to time and;

WHEREAS, the Executive Oversight Committee (EOC) and the Board of Directors of the Glenbard Wastewater Authority has recommended to the corporate authorities of both the Villages of Lombard and Glen Ellyn that the agreement establishing the Authority be amended to redefine the following:

1. Section I, Subsection F - More clearly define "Wastewater Treatment Facilities" by listing each component.

2. Section I, Subsection G - Operating Agency - Provides for a switch in Operating Agency should the flow reach sixty percent (60%) for four (4) consecutive years as long as Member paying the sixty percent (60%) submits a change request, within writing thirty (30) days of the determination of the annual flows for the four (4) consecutive years. The switch in Operating Agency will occur at the end of the Authority's current operating/Budget year.

3. Section I, (former) Subsection H - Deleted "Debt Service Average Cost" and calculation from Agreement.

4. Section I, Subsection J – Operating Expenses – provided definitions for O&M

Expenses and Capital Expenses versus previously it was only O&M. More clearly defines the Wastewater Facilities as the total cost center versus only the Glenbard Wastewater Plant and the North Regional Interceptor.

5. Section II, Subsection A – Changed the quorum for conducting business to require the presence of four (4) members from each Village Board instead of six (6).

6. Section II, Subsection C, part "ix" – added this section to agreement which allows for the approval of debt or loan obligations relating to the Authority, providing that the Executive Oversight Committee must give no less than thirty (30) days' notice to the corporate authorities of GLEN ELLYN and LOMBARD after taking any such action. If the corporate authorities of either member pass an ordinance removing the power from the Executive Oversight Committee to take the action so taken, then the Executive Oversight Committee shall thereafter lose the power to take such action.

7. Section IV – added new Subsection "B" – The Member of the Executive Oversight Committee shall have the right to submit information and comments to the Village Manger of the Operating Agency, relative to the performance of the Executive Director, no less than thirty (30) days prior to the Executive Director's performance review. The Operating Agency shall provide the Executive Oversight Committee with no less than sixty (60) days prior written notice of the scheduled date of the Executive Director's performance review. Information submitted to the Operating Agency shall be included in the Executive Director's personnel file in accordance with the personnel policies of the Operating Agency.

8. Section IV – added Subsection F – The Operating Agency shall provide employee

benefits and health insurance to the Authority personnel, subject to the benefit levels established within the personnel rules and policies ad adopted by the Operating Agency. Such benefits and insurance shall be the cost of the Authority.

9. Section V – Added this section requiring the Authority to retain independent legal counsel to assist the Authority on all legal matters.

10. Section VI – Added this section indicating that the Operation Agency shall work to incorporate the Authority onto their liability, workers compensation and property insurance policy.

11. Section VII, Subsection C – the billing formula was changed to reflect the use of previous five (5) year average percent of total as well as removing the separate funding mechanisms for the Stormwater Plant, North Regional Interceptor and the South Regional Interceptor.

12. Section VII, Subsection D – created a formula for calculating the Capital Equipment Replacement Fund.

13. Section VII, Subsection E – changed the date of the Audit completion date from ninety (90) days to six (6) months from the close of the fiscal year of the Operating Agency.

14. Section X – added in an "Use of Authority Property" requiring the request to utilize any land, office space, storage space, garage space or other property shall be subject to the prior approval of the Executive Oversight Committee and provided direction for the deposit of all revenues from derived from third use to be deposited into the Authority's Capital Equipment Replacement Fund.

15. Section XI – added section and a fee schedule allowing for the increase of the

Overhead Fee based on the consumer price index for the Chicago Metropolitan Area as well as a three (3) review of the components of the indirect costs of the Overhead Fees.

16. Section XIV – Conflict Resolution – Added this new section to the IGA.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois as follows:

SECTION 1: That the Village President of Glen Ellyn and Acting Village Clerk in exercise of its home rule powers are hereby authorized and directed to execute the Intergovernmental Agreement attached hereto as Exhibit "B" to effectuate those amendments.

SECTION 2: This ordinance shall be published in pamphlet form within thirty (30) days of its passage and approval and shall be in full force an effect ten (10) days after such publication in the manner provided by law.

PASSED by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this _____ day of _____, 2013.

AYES:

NAYS:

ABSENT:

_____
Acting Village Clerk of the Village
of Glen Ellyn, Illinois

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

this _____ day of _____, 2013

_____
President of the Village of
Glen Ellyn, Illinois

ATTEST:

_____
Acting Village Clerk of the Village
of Glen Ellyn, Illinois

Published in pamphlet form on the _____ day of _____,

2013.

MEMORANDUM

TO: Mark Franz, Village Manager

FROM: Staci Hulseberg, Planning and Development Director
Michele Stegall, Village Planner MJS

DATE: April 10, 2013

RE: Amber Ridge Subdivision

Background. K. Hovnanian Homes, contract purchaser of property commonly known as 760 Sheehan Avenue is requesting approval of a Preliminary Plat of Subdivision, Subdivision Variations and Zoning Variations to accommodate the construction of 23 new single-family homes on the property. The subject property is located at the northwest corner of Route 53 and Sheehan Avenue in the R2 Residential zoning district and is made up of 8.86 acres. An existing wetland is located at the southeast corner of the site. The properties to the north, east and west are developed with single-family homes. Glen Crest Middle School is located south of the site. In order to accommodate the project, the petitioner is specifically requesting approval of the following:

1. A Preliminary Plat of Subdivision in accordance with Section 303 of the Glen Ellyn Subdivision Regulations Code.

2. The following variations from the Glen Ellyn Subdivision Regulations Code:

   a. A variation from Section 403(5) to allow a street right-of-way width of 50-feet in lieu of the minimum right-of-way width of 66 feet required.

   b. A variation from Section 401(7) to allow Lots 3 to 12 to front on two non-intersecting streets.

   c. A variation from Section 408(2) to allow the absence of parkway trees along that portion of Sheehan Avenue adjacent to the wetland and south of Lot 13.

   d. A variation from Section 408(2) to grant a waiver from the requirement to establish a parkway tree escrow and to allow the required parkway trees to be installed by the developer rather than the Village.

3. The following variations from the Glen Ellyn Zoning Code:

   a. A variation from Section 10-4-8(E)1 to allow a lot coverage ratio (LCR) of 25% in lieu of the maximum LCR of 20% permitted.

b. A variation from Section 10-4-8(E)3(a) to forgo any garage bonus in relation to the LCR that allows the first 500 square feet to be excluded from the LCR calculation.

c. A variation from Section 10-4-8(D)2 to allow a rear yard setback of 34 feet on Lots 4, 5, 13, 14 and 16 in lieu of the minimum rear yard setback of 40 feet required.

d. A variation from Section 10-4-8(D)5 to allow the southern yards of Lots 4-12 to be treated as rear yards in lieu of second front yards.

e. A variation from Section 10-4-8(D)4 to allow a corner side yard setback of 20 feet on Lot 12 in lieu of the minimum corner side yard setback of 30 feet required.

If the requests are approved, the petitioner will need to apply for approval of a Final Plat of Subdivision. Review of a Final Plat typically includes completion of final engineering plans and the incorporation of any Ordinance conditions that need to be addressed prior to final approval. A public hearing is not held on a Final Plat.

Before the developer submitted the requests, a preliminary traffic study was conducted and meetings were held with the neighbors. Pre-application meetings were also held with the Plan Commission on May 10, 2012 and August 9, 2012. At these meetings, the Commission discussed the proposed subdivision layout, road design and anticipated variation requests. The Commission reviewed the results of the preliminary traffic study at the August 9, 2012 pre-application meeting and heard from the neighbors at this meeting. The number of meetings and studies that occurred prior to a formal application being submitted went above and beyond standard practice.

Issues. Two of the main topics of discussion related to the project have been the proposed road design and the LCR variation request. Information about both of these items is below.

The road design was discussed at length at the Commission's second pre-application meeting on August 9, 2012. The 6 Commissioners present at this meeting expressed unanimous support for the "S" shape road design and the formal application was submitted consistent with this recommendation. Concerns about the proposed road design have been raised by some of the neighboring property owners. Some have expressed concern that the extension of Montclair Avenue to Sheehan Avenue would generate a significant amount of additional traffic on Montclair Avenue and Glenbard Road, particularly cut through traffic. A traffic study conducted by James J. Benes and Associates found that only 4% of the area traffic currently cuts through the neighborhood on Montclair Avenue and Glenbard Road during peak times, or a total of 4 to 6 vehicles per hour. Regardless of the time of day, nearly all through trips between Route 53 and Park Boulevard stayed exclusively on Sheehan Avenue, even during periods of congestion and reduced speed limit in front of Glen Crest Middle School. James J. Benes and Associates believes this is because Sheehan Avenue is the quickest, most direct and most convenient route through the neighborhood between Route 53 and Park Boulevard. The study projects no significant increase in cut through traffic with the project. This is partially attributed to the proposed road design that includes narrow streets and two 90 degree bends. Both features tend to calm traffic and would discourage motorists from using Amber Ridge Drive as a cut through

route especially when more direct cut through routes currently exist, including Milton Avenue and Ellyn Avenue. Nonetheless, it is anticipated that Sheehan Avenue will remain the quickest, most convenient route for any through traffic.

The proposed development itself is anticipated to generate 25 additional vehicle trips during the morning peak hour and 28 additional vehicle trips during the evening peak hour. These trips would be distributed among the surrounding roads with 5 additional vehicle trips anticipated on S. Montclair Avenue during the morning peak hour and 6 additional vehicle trips anticipated on S. Montclair Avenue during the evening peak hour. This equates to approximately one additional car every 10 minutes. Some local trips from Montclair Avenue, Glenbard Road and Brentwood Court may alter their current travel patterns to use Amber Ridge Drive, but even with the added local trips, the total average daily traffic volume expected on Montclair with the development is less than 400 vehicles per day which the American Association of State Highway and Transportation Officials considers to be a very low volume street.

The LCR variation request was the main focus of the Plan Commission's deliberation at the April 4, 2013 meeting, with four Commissioners indicating that the requested 25% LCR was a deal breaker. Those Commissioners opposed to the variation expressed concern that no LCR variations for new homes have been granted since the Zoning Code was amended in 2002 and that granting the variation could establish a precedent. Arguments were also made that the petitioner could eliminate lots and increase the size of the remaining lots to build the size home they desire while still complying with the permitted LCR.

Some of the Commissioners in favor of the requested variation noted that all of the proposed lots conform to the lot area, width and depth permitted in the R2 district and that the permitted LCR was reduced in 2002 to address teardowns not new subdivisions. Other Commissioners restated staff's research showing that the lot coverage would generally be the same with a 20% LCR, detached garage bonus and front porch bonus as it would be with the proposed 25% LCR and front porch bonus only. Commissioners in favor of the LCR variation further argued that the installation of detached garages that could result from a denial of the LCR variation would contribute to a character not in keeping with the neighborhood as a row of detached garages along the northern and southern property lines of the subdivision would create an undesirable aesthetic along Sheehan Avenue and for neighboring property owners to the north. Therefore, they believed the product encouraged by the garage bonus was not the desired product on this property. Some Commissioners further indicated that they believed attached garages were the prevalent character of the area. One Commissioner noted that the construction of a home with a 20% LCR and an attached garage would result in the construction of homes smaller than the homes in the surrounding area which could negatively impact the value of the surrounding properties. The homes that the petitioner has indicated they plan to be build range in size from 2,517 square feet to 3,167 square feet.

Recommendation. The Plan Commission considered the requests at a public hearing on February 28, 2013, March 14, 2013 and April 4, 2013. A total of 11 residents addressed the Commission at the hearing and expressed opposition to the requests. An attorney and land planner hired by some of the residents also addressed the Commission. By a vote of 6-4, the Plan Commission recommended approval of the project with the following conditions.

1. That the project is constructed in substantial conformance with the plans submitted and the testimony presented at the public hearing of the Plan Commission.

2. That LCR garage bonuses shall not be applied to any of the individual single-family home lots in the subdivision.

3. That the required impact fees for each home be submitted prior to the issuance of a building permit for that home.

4. That the species of parkway trees be selected from a list approved by the Village with no more than 20% of the same species being planted in the rights-of-way adjacent to the subdivision and such trees must have a minimum caliper of 2.5 inches.

5. That the homeowner's association shall be responsible for the maintenance of the landscaping in the Sheehan Avenue right-of-way.

6. That at the time of final approval, a pedestrian easement agreement with the Village for the pathway on Outlot 24 shall be entered into.

7. That the petitioner work with the Village to further evaluate the tree preservation plan with the goal of preserving additional trees on the property. As part of this review, the impact of relocating the private storm sewer line proposed in the rear of Lots 15-23 should be evaluated.

8. That the following items be addressed prior to review of the Final Plat of Subdivision by the Plan Commission.

   a. That the Homeowners Association Covenants submitted with the final subdivision application include the following provisions:

      - Provide the Village with the ability to enter the property to maintain the common areas on the site in the event the association fails to do so and to charge the cost of any related work back to the association.

      - Reflect the maintenance responsibilities of the association for the stormwater facilities and special management areas on the property as well as the landscape buffer proposed in the Sheehan Avenue right-of-way.

      - Establish an anti-monotony clause in conformance with the anti-monotony restrictions in the application packet.

      - Require the style of fencing to be used along the rear property lines to be limited to a single style that conforms to the requirements in the Zoning Code. (This item was discussed at the prior pre-application meetings).

   b. That all necessary utility, drainage, conservation and other easements not currently

shown on the plans be fully incorporated into the plans including easements over the stormwater and wetland areas.

c. That the plans be revised to incorporate the pavement markings, school crossing signs and beacons identified in the February 4, 2013 letter from Thomas Adomshick.

d. That the plans be revised to incorporate 4 additional parkway trees on the north side of Sheehan Avenue between Amber Ridge Drive and the wetland.

e. Unless objected to by IDOT, that the plans be revised to show the existing sidewalk in the Route 53 right-of-way as being repaired or replaced to the satisfaction of the Public Works Department and the installation of parkway trees in this right-of-way.

f. That the plans be revised to incorporate a pedestrian path thru the wetland/detention area on the east side of the property.

g. That the petitioner work with the Public Works Department on the design of the Sheehan Avenue parkway including the location of the landscaping, sidewalk, street lights and utilities.

h. That the plans be revised to include additional street lighting in the northern Sheehan Avenue right-of-way and along Route 53 as deemed appropriate by the Public Works Department.

i. That the plans be amended to provide access to the stormwater facility satisfactory to the Public Works Department through one of the outlots rather than through Lot 13.

9. That the lot coverage ratio variance is granted for 11 of the 23 lots; with a 22% lot coverage ratio allowed on 8 of the lots and a 25% lot coverage ratio allowed on 3 of the lots. The lots for which the variance would be granted are 2, 6, 8, 9, 11, 14, 17, 19, 20, 21 and 22.

10. That the storm sewer system be acceptable to both the Village Stormwater Engineer and the Public Works Department.

11. That curbing be added where the parking spaces will be removed on Sheehan Avenue.

The petitioner has indicated that they are opposed to recommended condition 8(f) above related to the installation of a pathway in the wetland/stormwater detention area on the east side of the site due to concerns about liability, safety and maintenance. Correspondence from the petitioner's civil and stormwater engineers related to this issue can be found in the petitioner's application packet. The petitioner also objected to this condition at the February 28, 2013 Plan Commission meeting. Staff would have no objection if this condition were removed.

The petitioner has also expressed concern about recommended condition 11 requiring curb to be installed around the 7 parking spaces to be removed on Sheehan Avenue. This condition was a direct result of the Plan Commission's deliberation and was identified by a number of Commissioners as an important element. Staff is also supportive of this condition.

Action Requested. The Village Board may approve, approve with conditions or deny the petitioner's requests for approval of the requested Preliminary Plat of Subdivision, Subdivision Variations and Zoning Variations. In accordance with the Plan Commission's recommendation a draft Ordinance has been prepared approving the requests.

Attachments:

- Draft Ordinance
- Correspondence Received Since April 4, 2013 Plan Commission meeting
- Minutes from February 28, 2013 Plan Commission Meeting
- Minutes from March 14, 2013 Plan Commission Meeting
- Draft Minutes from April 4, 2013 Plan Commission Meeting
- Transcripts from February 28, 2013 Plan Commission Meeting
- Transcripts from March 14, 2013 Plan Commission Meeting
- Transcripts from April 4, 2013 Plan Commission Meeting
- Staff Memo dated March 28, 2013 with attachments
- Staff Report for February 28, 2013 Plan Commission meeting with attachments (including petitioner's application packet)
- Petitioner's Power Point Presented at February 28, 2013 meeting
- Material Presented by Traffic Consultant at February 28, 2013 meeting

Cc: Julie Tappendorf, Village Attorney (with only Ordinance attached)
Staci Hulseberg, Planning and Development Director
Phil Norton, Police Chief (with only Ordinance attached)
Ray Ulreich, Village Stormwater Engineer (with only Ordinance attached)
Tom Adomshick, Village Traffic Consultant (with only Ordinance attached)
Jon Isherwood, K. Hovnanian Homes (with Ordinance and recent correspondence attached)
Sean Buckley, Neighborhood Representative (with Ordinance and recent correspondence attached)
Norris Eber, Neighborhood Representative (with Ordinance and recent correspondence attached)

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Sheehan\Sheehan 760, K Hovanian\VB Memo 040512.doc

April 10, 2013

RECEIVED
APR 10 2013
PLANNING DEPARTMENT
VILLAGE OF GLEN ELLYN

Village of Glen Ellyn
365 Duane Street
Glen Ellyn, IL 60137

Attn: Members of the Glen Ellyn Board of Trustees

Staci Hulseberg
Director of Planning and Development
Michele Stegall
Village Planner

Subject: Amber Ridge Plan Commission Recommendation to Approve

Over the past two months Amber Ridge has been presented and discussed at a public hearing in front of the Plan Commission ("P.C.") concluding on April 4, 2013 when the P.C. recommended approval of Amber Ridge with three conditions. I would like to take this time to briefly address those conditions.

During the P.C. deliberation on Amber Ridge the majority of comments and opinions related to the Lot Coverage Ratio ("LCR) variance request at 25%. Ultimately the P.C. recommended a conditioned LCR variance permitting 11 specified lots to have an LCR variance, permitting 8 of those 11 to have 22% LCR and three lots to have up to 25% LCR while allowing no lots to pursue a detached garage bonus. This recommendation is more restrictive than what is currently permissible under Glen Ellyn R2 code. It was based off an exhibit presented by K. Hovnanian, included as page 13 as part of our March 14th, 2013 slides. The exhibit represents anticipated unit mix and the resulting LCRs for each lot. It is important to note that the exhibit represents LCRs of our base home with no additional structural options. For this reason and others outlined below we maintain our request for a variance to allow 25% coverage on all of the lots.

The current P.C. recommendation is very restrictive in that it would require us to generally build only certain homes on certain lots. Though possible, it may restrict consumers from picking the home plan and style that they ultimately desire. Further the recommendation presents challenges when considering structural additions such as sunrooms. We offer and prefer to build these additions as part of the original home. A 25% LCR permits the appropriate amount of flexibility to add these types of structural options during the building process. granting a 25% LCR on all lots from Day 1 ensures that homeowners who desire to add additions in the future are not required to seek a variance to add such an addition.

1804 N. Naper Blvd., Suite 200, Naperville, IL 60563
TEL: (630) 210-8888 FAX: (630) 946-6629 KHOV.COM

The support for this variance has been expressed in great detail in the Subdivision Application as well as during the public hearing process. I encourage you all to review these supporting documents, but to briefly summarize. To accommodate the desired double loaded road site plan, in lieu of a 15 lot plan as presented on page 4 of the March 14th, 2013 slides, this variance is both appropriate and necessary. The variance is not out of character with the Rolling Hedge Subdivision it will connect to, which has 45% of its lots exhibiting a LCR in excess of 20%. Further it does not generally grant Effective Coverage in excess of what is currently permitted under the Glen Ellyn R2 code. The recommendation from P.C is substantially more restrictive on LCR than what is currently permissible. As detailed in Exhibit A, the average currently permissible Effective Coverage is 27.54%, the average requested Effective Coverage is 27.45% and average recommended Effective Coverage is 23.79%.

Glen Ellyn R2 code encourages the use of detached garages by awarded a detached garage bonus of up to 500 feet. This site plan presents a number of unique characteristics and circumstances, making attached garage home types the preferred style. Further attached garage homes meet the goals and objectives of the comprehensive plan by both maintaining and enhancing the existing scale, quality and character of the surrounding community while offering range of housing types and costs that reflect the needs of the Village Population. Granting a 25% LCR, while at the same time restricting the ability to pursue any garage bonus, would merely indicate a preference and desire for attached garage homes in this community. See the below table that further illustrates the currently permissible coverage and that which K. Hovnanian is requesting on its median lot size. The requested maximum effective coverage is in fact more restrictive that currently permissible on 17 of the 23 lots. A full Exhibit A is attached.

Median Amber Ridge Lot (Lot 1)	
Currently Permitted	
Lot Size	9484
20% LCR	1896.8
Detached Garage Bonus	500
Front Porch Bonus	240
Total SF Lot Coverage	2637
Effective LCR	27.80%

Median Amber Ridge Lot (Lot 1)	
Requested	
Lot Size	9484
25% LCR	2371
No Garage Bonus	None - Restricted
Front Porch Bonus	240
Total SF Lot Coverage	2611
Effective LCR	27.53%

In retrospect a more appropriate variance request would have been the ability to seek a garage bonus up to 500 SF for attached garages on this property, ensuring the effective coverage would be no different than what is currently permitted while expressing the desire for attached garage home types on this site due to the number of unique characteristics and circumstances.

A second condition the Plan Commission including in its recommendation was the use of curb to eliminate parking spots on the south side of Sheehan Avenue. K. Hovnanian voluntarily agreed to this work at the request of the Village and discussed this with the Public Works department at a January 7, 2013 meeting. The discussion focused eliminating the spots by a simple restriping of existing pavement. K. Hovnanian is open to completely this work as previously discussed, believes this to be the best solution and would prefer not to complete the work if new curb will be required. As with many of the other public improvement details of Amber Ridge we believe that the best solution is to work with the Public Works department to find the best solution.

I thank you for your consideration in this matter and look forward to presenting Amber Ridge on April 15, 2013.

Sincerely,
K. HOVNANIAN HOMES

Jon Isherwood
Land Acquisition Manager

Cc: Andy Konovodoff, Division President – K. Hovnanian Homes
Brian Murphy, VP of Operations – K. Hovnanian Homes

Enclosures
Exhibit A – LCR Analysis

1804 N. Naper Blvd., Suite 200, Naperville, IL 60563
TEL: (630) 210-8888 FAX: (630) 946-6629 KHOV.COM

Exhibit A - Amber Ridge Lot Coverage Ratio Analysis

								Currently Permitted		Requested		Recommended	
Lot #	Lot SF	20% coverage	25% coverage	Plan Commission Recommendation	Coverage	Garage bonus	Front porch bonus	Total LCR *	Effective Coverage	With 25% LCR and no Garage Bonus **	Effective Coverage	P.C. Recommended***	Effective Coverage
1	9484	1897	2371	20%	1897	500	240	2637	27.80%	2611	27.53%	2137	22.53%
2	9039	1808	2260	22%	1989	500	240	2548	28.19%	2500	27.66%	2229	24.66%
3	15643	3129	3911	20%	3129	500	240	3869	24.73%	4151	26.53%	3369	21.53%
4	11011	2202	2753	20%	2202	500	240	2942	26.72%	2993	27.18%	2442	22.18%
5	8826	1765	2207	20%	1765	500	240	2505	28.38%	2447	27.72%	2005	22.72%
6	8811	1762	2203	22%	1938	500	240	2502	28.40%	2443	27.72%	2178	24.72%
7	8809	1762	2202	20%	1762	500	240	2502	28.40%	2442	27.72%	2002	22.72%
8	8806	1761	2202	22%	1937	500	240	2501	28.40%	2442	27.73%	2177	24.73%
9	8804	1761	2201	22%	1937	500	240	2501	28.41%	2441	27.73%	2177	24.73%
10	8801	1760	2200	20%	1760	500	240	2500	28.41%	2440	27.73%	2000	22.73%
11	8801	1760	2200	22%	1936	500	240	2500	28.41%	2440	27.73%	2176	24.73%
12	9622	1924	2406	20%	1924	500	240	2664	27.69%	2646	27.49%	2164	22.49%
13	11070	2214	2768	20%	2214	500	240	2954	26.68%	3008	27.17%	2454	22.17%
14	11555	2311	2889	22%	2542	500	240	3051	26.40%	3129	27.08%	2782	24.08%
15	15409	3082	3852	20%	3082	500	240	3822	24.80%	4092	26.56%	3322	21.56%
16	10426	2085	2607	20%	2085	500	240	2825	27.10%	2847	27.30%	2325	22.30%
17	9611	1922	2403	25%	2403	500	240	2662	27.70%	2643	27.50%	2643	27.50%
18	9455	1891	2364	20%	1891	500	240	2631	27.83%	2604	27.54%	2131	22.54%
19	9605	1921	2401	25%	2401	500	240	2661	27.70%	2641	27.50%	2641	27.50%
20	8851	1770	2213	22%	1947	500	240	2510	28.36%	2453	27.71%	2187	24.71%
21	9610	1922	2403	25%	2403	500	240	2662	27.70%	2643	27.50%	2643	27.50%
22	8807	1761	2202	22%	1938	500	240	2501	28.40%	2442	27.73%	2178	24.73%
23	10863	2173	2716	20%	2173	500	240	2913	26.81%	2956	27.21%	2413	22.21%
Total 23	Total 231,719							63364	27.54%	63450	27.45%	54775	23.79%

* Effective maximum coverage calculated by adding 20% coverage, a 500 SF detached garage bonus and a 240 SF front porch bonus

** Effective maximum coverage calculated by adding 25% coverage and a 240 SF front porch bonus

*** Effective maximum coverage calculated using lot specefic annticpated coverages and a 240 SF front porch bonus

Michele Stegall

CORRESPONDENCE RECEIVED SINCE APRIL 4, 2013 PLAN COMMISSION MEETING

From: Staci Hulseberg
Sent: Monday, April 08, 2013 9:33 AM
To: Michele Stegall
Subject: FW: Important Follow-up to August email. Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support
Attachments: Residents of Rolling Hedge and Brentwood Court.docx

FYI

Staci

From: Mark Pfefferman [mailto:mark.pfefferman@gmail.com]
Sent: Sunday, April 07, 2013 9:40 PM
To: Mark Franz; Staci Hulseberg
Subject: Fwd: Important Follow-up to August email. Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support

FYI so everyone has everything.

Thanks,
Mark

---------- Forwarded message ----------
From: **Phil Cloutier** <pcloutier@bretford.com>
Date: Sun, Apr 7, 2013 at 9:24 PM
Subject: Important Follow-up to August email. Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support
To: mpfeffermanvb@glenellyninfo.org, rfriedberg@glenellyninfo.org, pcoopervb@glenellyninfo.org, phartwegvb@glenellyninfo.org, chenningervb@glenellyninfo.org, pladesicvb@glenellyninfo.org, dmcginley@glenellyninfo.org
Cc: Vicki Cloutier <leo1982ny@gmail.com>

Good evening trustees of Glen Ellyn.

As a follow-up to my email from August (below), my wife, Vicki and I wanted to share with you our more urgent concerns regarding the proposed new development off of Sheehan (with a cut through to Montclair Ave.) in the Rolling Hedge neighborhood.

After following the discussions in detail, we were shocked on Thurs. night when the Town Planning Committee decided to allow the proposed development (*without compromise and with all of the variances intact*) to be passed along to the town trustees for a vote on April 15. As new residents here in Glen Ellyn, we derived from this decision that the Town Planning Committee is much more sensitive to profits of a builder (and expanding the tax basin) at the cost of; undermining existing building codes, diminishing existing taxpayer's home values, and ultimately compromising the safety of families in the Rolling Hedge neighborhood.

I went on record during the review and stated that Vicki and I are; open to a new development, builders have the right to build new homes, people have the right to buy new homes - but not at the expense of the character of

the neighborhood, costs of existing home values, or residents' safety. I believe I speak for my neighbors that we are almost all open to compromise. It is sad to see the Planning Committee is not.

We are imploring you to review this proposal in detail and support the families of Rolling Hedge by simply asking the questions:

- **Why were all the variances granted to the builder?**
- **Specifically, why was the builder granted hardship variances for the Lot Coverage Ratio (LCR)?** It was stated multiple times that the builder did not prove necessary hardship to qualify for the variances. It was cited by the builder and Planning Committee during the meetings that profits are a key concern for the builder. How should that have *any* bearing on this? First of all, our home values should not become subsidy for a private enterprise - period. Secondly, the housing market has shifted considerably in favor of sellers and builders since the proposal was first made. Good homes, in good neighborhoods in great towns with great schools will always sell - no matter what the economic conditions.
- **What precedent does this set for the character of the neighborhood - and for Glen Ellyn as a whole going forward?**
- **Why weren't alternative street configurations and suggestions from experts (allowing for a win/win/win) considered - or compromised?**
- **Why weren't alternative home densities from the builder, residents or experts realistically considered - or compromised?** The first option from the builder was 15 homes all coming off of Sheehan. The existing option has 23 homes cutting through from Sheehan to Montclair.

We urgently ask you to look into this with a moral responsibility to the town, residents and yourself - and either work with the residents, builder and planning board to come to a compromise - or simply reject on the grounds that this proposal was passed by overlooking existing codes in the interest of profits for a private enterprise...all at the costs of the committed residents of the Rolling Hedge neighborhood.

Thank you for your due diligence in this matter!

Phil and Vicki Cloutier (and family)

Phil Cloutier
VP - Sales, Marketing & Customer Care
Bretford
pcloutier@bretford.com
Toll free: 800.521.9614 ext 1648
Mobile: 224.361.5505
http://bretford.com/
We're Reimagining the Library - Introducing Library 2.0: Media Environments™
Learn More | Download the Brochure | Download the Spec Guide

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---------- Forwarded message ----------
From: **Phil Cloutier** <pcloutier@bretford.com>
Date: Sat, Aug 4, 2012 at 11:21 AM
Subject: Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support
To: phartwegvb@glenellyninfo.org, chenningervb@glenellyninfo.org
Cc: Vicki Cloutier <leo1982ny@gmail.com>

Hi Phil and Carl,

We understand you are town Trustees here in Glen Ellyn and we are kindly asking for your guidance and support for both us and our neighbors.

First of all, I wanted to take a moment to voice our positive impression of the town since moving in from Massachusetts in June of this year. My wife, Vicki, and our three daughters (ages 10, 8 and 4) live on Montclair Ave. in Brentwood Court.

We selected our house because of the quiet neighborhood, relative safety of the streets (two cul-de-sacs for the kids to ride bikes in), and quality of the homes....not to mention the reputation of the town and schools. We truly love the neighborhood but are concerned that a new development scheduled to be built off of the existing Montclair cul-de-sac will greatly impact the value of our home - and most importantly, the safety of our three girls.

When we entered into agreement on our house in Feb., the new development wasn't on the radar to the best of our knowledge. Had we known that beginning in April, some of the town staff and the proposed builder agreed in principle to extend our road through to Sheehan, we likely would not have chosen to live in our new home.

Being relatively new to the neighborhood and just getting up-to-speed on the developments at-hand, we kindly ask you to review the attached memo from the residents of our neighborhood who are collectively concerned; not only with the new development itself - and the impact to our home values and safety of our neighborhood, but with the concern that our voice as taxpayers and homeowners in this town is not being given the proper merit.

Please review and we look forward to hearing from you and for your support in this matter.

Kind regards,

Phil and Vicki Cloutier
130 S. Montclair Ave
Glen Ellyn, IL
(630) 793-5178 H
--
Phil Cloutier
VP of Sales and Marketing
Error! Filename not specified.
pcloutier@bretford.com
Toll free: 800.521.9614 ext.1648
Direct line: 847.801.1648
Mobile: (224) 361-5505
http://www.bretford.com
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Village Trustees,

The Rolling Hedge and Brentwood residents are writing to elicit your support. 4 Months ago the residents were informed that the 760 Sheehan was sold to a developer. From that point on we've been trying to work with Village Staff to retain their support and listen to our needs with no results. We hope to gain support from our elected officials that we deserve as residents and tax payers of Glen Ellyn.

Issues:

- The Village Staff has recommended pushing S. Montclair through to Sheehan and come out just East of Glen Crest School. S. Montclair has been a cul-de-sac for the last 35+yrs.
- Village Staff has continually ignored our request to look at other alternatives even after Michele Stegal told the Planning Commission that it was not necessary to push S. Montclair through.
- Several families over the last 5-10 years have moved to S. Montclair with children to take advantage of the cul-de-sac.
- Residents are extremely concerned over the safety and security of the 25+ children that use S. Montclair.
- The increased traffic flow caused by Traffic from Route 53/Sheehan and additional School traffic will dramatically increase the safety risk our children and unnecessarily change the essential character our neighborhood.
- We've seen continuous examples of message management on the side of the Village Staff to gain support over the "S" (Appendix) in both live conversations and through a FOIA request we had to make.
- We feel there isn't an advocate for the citizens and it has been left up to us to propose other designs ("C" or "Cul de Sac" included in Appendix)

Support Requested From Trustees:

We ask support from our elected Trustees to side with the residents on a street design that does not have S. Montclair extend through to Sheehan and keep the essential character of our neighborhood intact and keep our neighborhood children's safety in mind. We also ask you to reach out to the Planning Committee who you have put in place to keep the needs of the residents in mind during future proceedings and be an advocate for the residents.

History:

April:
Received word 760 Sheehan was in the process of being purchased by KH Homes. Reached out to Mark Pfefferman to ask him what he knew. He reached out to Michele Stegal to find out what has been submitted or discussed by herself and builder. She informed the neighbors through Mark that the plans included Montclair being extended through to Sheehan and that is has always been in the master plan. As we found out later, there was never a master plan (per Bob Minix) to have Montclair extend through.

May 10th:
The neighbors attended a Pre Application Meeting to determine the plans of the builder for 760 Sheehan. Builder explained that the Village Staff (Michele and Bob Minix) wanted Montclair extended. This was backed up with emails acquired from our FOIA request. He showed the Planning Committee his rendition with a lazy "S" design, which has Montclair extend through to the Sheehan East of Glen Crest.

The neighbors were able to stand up and professionally present our opinion that we did not want Montclair extended due to safety concerns of the additional traffic of using Montclair as a cut through. We currently have 25+ children that live in the neighborhood that their safety will be affected by this extension. The neighbors also brought up concerns around the zoning variances, tree line, wetlands and property values and wanted the committee to realize we are in favor of the development, but wanted to maintain the safety and character of the surrounding Rolling Hedge and Brentwood communities. With the help of the builder a "C" design (included below) was also proposed. This design has an entrance and exit off of Sheehan. This limits the flow traffic and enables the new and existing neighborhoods to maintain the safety standards that we want to maintain.

During the meeting one of the committee members asked Michele if it was necessary to have Montclair extend through and her reply was "no". This can be corroborated in the meeting notes. The planning committee wanted the Village Staff to work with fire chief and police chief to obtain their opinions of the extension.

May-June:
Rolling Hedge and Brentwood residents reached out to Fire Chief, Police Chief to get their opinion. Police Chief Norton approved of the "C" design and did not approve of the "S" design. Fire Chief did not have issues with either plan.

The neighbors continually reached out to Michele to set a time to meet with Public Works, Fire and Police with no results. We were continually ignored and the meetings were held with Village departments without any involvement from the neighbors.

We were finally able to receive communication from Michele and Mark Franz the end of June with the help of Mark Pfefferman and the neighbors filling a FOIA. We were informed that a traffic study would be contracted before school begins.

The FOIA has shown that there are examples of message management between Village Staff and Village departments. The info also showed the concerns of the tax payers were not being taken into consideration and the Village was now going to go through with a traffic study to look at the different neighborhood designs that are currently being proposed.

July:
The neighbors were invited to a meeting with Staci Hulesberg, Michele Stegal, Bob Minix, KH Homes and the Traffic consultant on July 5. We were told Phase 1 of the traffic study was to be completed before school began. This is an important point since the majority of the cut through traffic will be a result of pick up and drop off of school children.

Rolling Hedge and Brentwood residents also were told that the Village Staff has already informed the builder to move forward with the "S". This is counter to their message to us that a decision would be made following a traffic study. Not to mention, when the representatives of Rolling Hedge and Brentwood communities asked whether or not the traffic study would be able to address traffic issues in our community, the answer was simply "no". Why order a traffic study that would not address our concerns, and particularly if a Staff decision has already been made? The residents feel the Staff is only trying to placate us and continually push their bias for a master design that does not exist (according to Bob Minix and Julius Hansen).

The study was estimated to be completed in 2-3 weeks.

Current Situation:

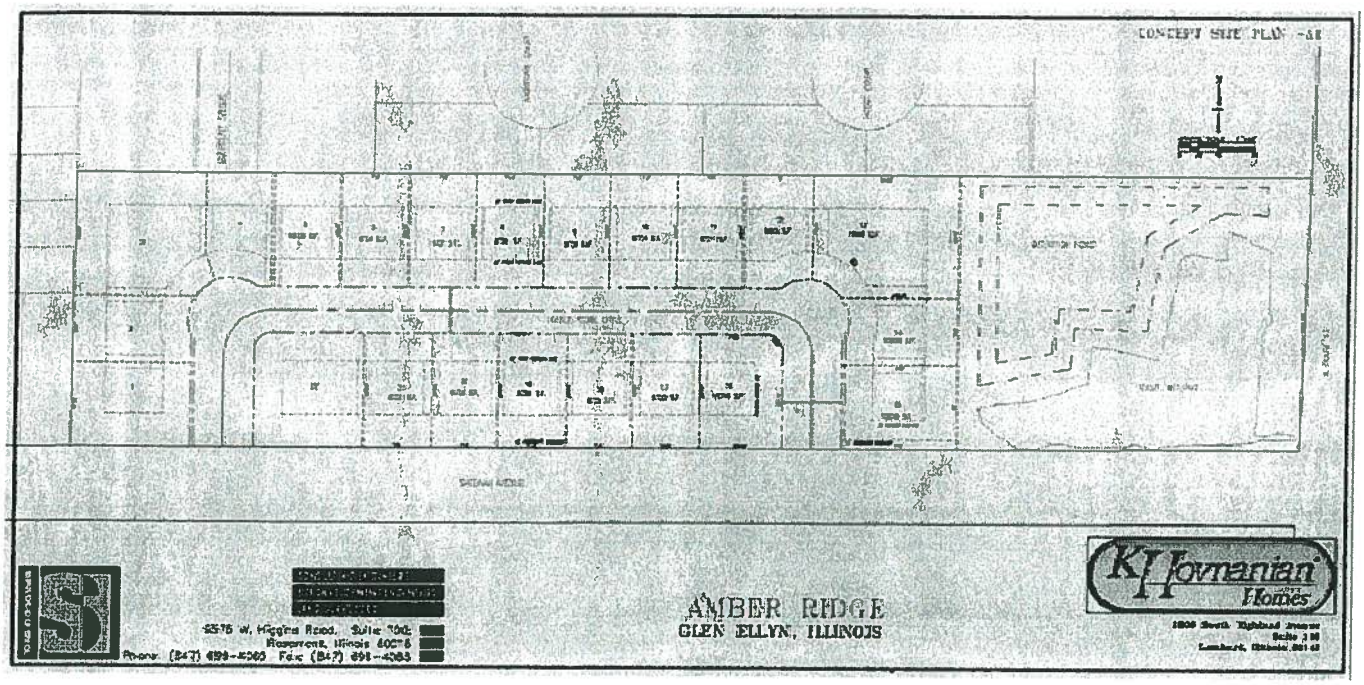
As mentioned, the extension of Montclair does not "need" to happen per Village Staff. The neighbors do not want it to happen, and an 80 community member signed petition supports this. The Police, Fire and Public Works do not have issues with keeping Montclair a cul de sac, they may have preferences, but they do not think it is necessary. It's been a cul de sac for 35 years. We do not want to increase the risk to our children or unnecessarily change the character of our neighborhoods. The neighbors will make sure if our concerns are not heard by Village Staff we will begin to share our concerns with others.

Our next steps include sharing information with the news publications and supplying the facts of the lack of support we've received from Village Staff members.

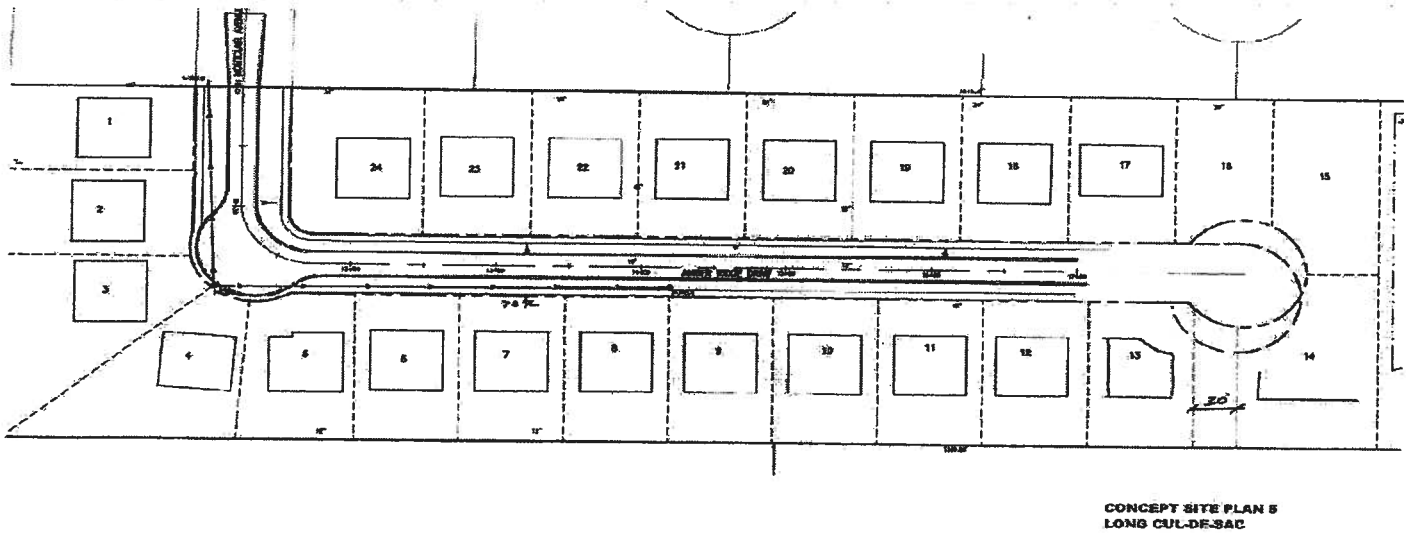
Sincerely,
Residents of Rolling Hedge and Brentwood Court

Appendix 1: Drawings

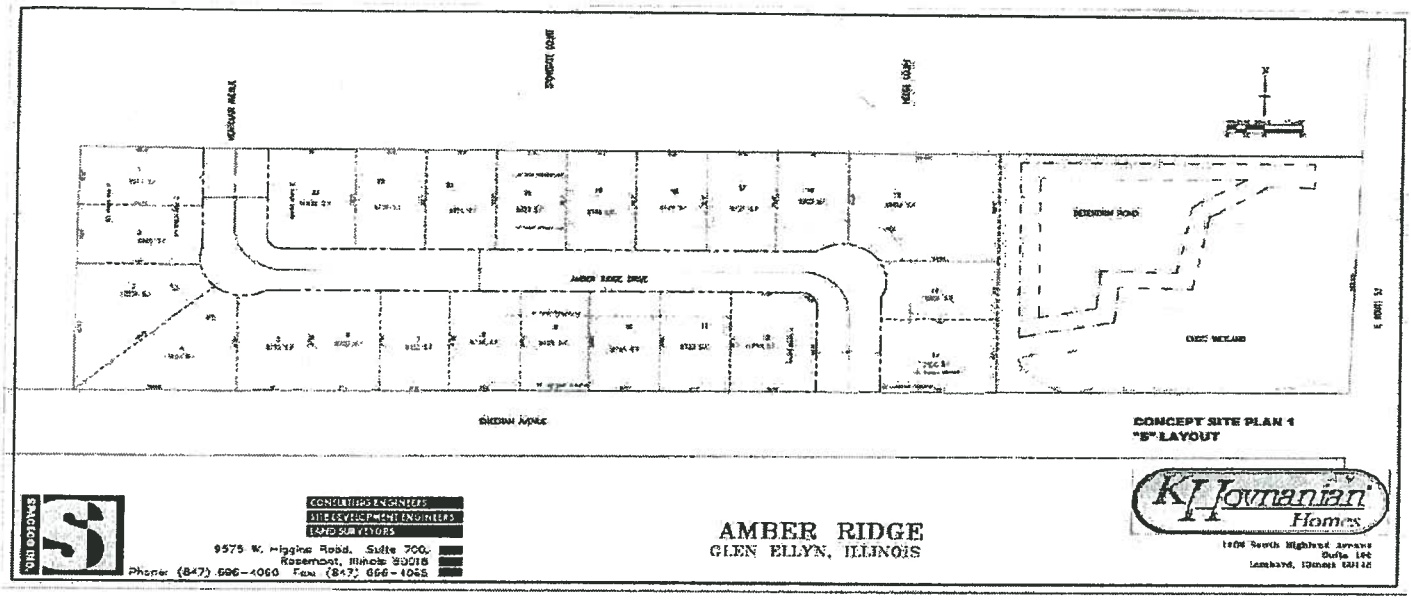
"C" Design (Neighbor Design)



Long Cul-De-Sac (Neighbor Design)



"S" Design (Village Staff)


AMBER RIDGE DRIVE
CONCEPT SITE PLAN 1
"S" LAYOUT
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
AMBER RIDGE
GLEN ELLYN, ILLINOIS
KHovnanian Homes

Michele Stegall

CORRESPONDENCE RECEIVED SINCE APRIL 4, 2013 PLAN COMMISSION MEETING

From: Staci Hulseberg
Sent: Monday, April 08, 2013 4:37 PM
To: Michele Stegall
Subject: FW: K Hovnanian - Sheehan Road Development / Across from Glen Crest

Staci

From: Mark Franz
Sent: Monday, April 08, 2013 4:25 PM
To: Staci Hulseberg
Subject: FW: K Hovnanian - Sheehan Road Development / Across from Glen Crest

FYI

Thanks.

-Mark

Mark Franz
Village of Glen Ellyn
Village Manager

(630) 547-5200 Work
mfranz@glenellyn.org

535 Duane Street
Glen Ellyn, IL 60137

Named "One of America's Best Small Towns in 2011." Money Magazine

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From: Peter E. Cooper [mailto:pcooper@lksu.com]
Sent: Monday, April 08, 2013 2:04 PM
To: 'Scott Coldiron'
Cc: Mark Franz; Mark Pfefferman
Subject: RE: K Hovnanian - Sheehan Road Development / Across from Glen Crest

Scott:

Thank you for your e-mail. I was not sure if you had copied any other Board members on your e-mail, so I have copied Village President Pfefferman and Village Manager Franz on my response.

At the outset, let me thank you for your comments. They raise important issues that must be considered as part of any variance application. I know that you are aware of and familiar with the process by which the Village considers and votes on requests for variances and zoning amendments. First, the Plan Commission conducts a hearing at which it receives evidence and comments from the Petitioner and the Community. It then considers and discusses that information and opinions in an open forum, and then makes a recommendation to the Village Board of Trustees. The Village Board will review the record it has received from the Plan Commission and taken statements from the public at a workshop, which I believe is scheduled for April 15th.

I urge you to share these comments to the Village Board on April 15th. It is important for us to fully understand the concerns and sentiments of the community and to better appreciate specific concerns of the petitioner's application. At

the same time, I am reluctant to engage in any discussion of this pending litigation outside of the Village process. It is important that every member of the community – both the homeowners who live nearby and the homebuilders who seek to construct new homes – believes that this is a transparent, fair and impartial process. I have declined invitations from both local homeowners and the developer to discuss this "off line." I know neither side wishes to engage in improper communications, but the fact of the private conversations might raise questions concerning the impartiality and transparency of any decision that the Village Board ultimately makes.

I hope that you and Theresa will be able to attend the workshop on April 15th and share your insights then.

Peter

From: Scott Coldiron [mailto:iron2850@gmail.com]
Sent: Monday, April 08, 2013 1:34 PM
To: pcoopervb@glenellyninfo.org
Subject: K Hovnanian - Sheehan Road Development / Across from Glen Crest

Peter,

As you are aware this property is in the latter stages of planning by the developer, K Hovnanian, and the Village of Glen Ellyn. This property will be part of the Village Board discussion on April 15. I would like to make you aware of some of the issues / questions the existing neighborhood has brought to the attention of the Building Commission who just approved the development, with variances, by a vote of 6-4. This vote was 5-5 until very late in the meeting. After a short break, the vote became 6-4 in favor.

- A key issue is the Lot Coverage Ratio (LCR). This issue exists because of the density of the project - 23 lots. The Commission had discussions approving an LCR of 25% on some lots rather than the current 20% LCR. No hardship has been proven by the builder, economic or otherwise. The builder wants 23 lots and has not provided any plans where they have compromised on this number. With a reduction in the overall number of lots, the current LCR could be maintained.

- Are there some issues with the property? Certainly there are, as one would expect in any undeveloped property in Glen Ellyn. However, they are the typical hardships of development (water retention, site slope, lot depth and width) and not a significantly unusual hardship that would warrant altering the LCR.

- The builder compares his requested LCR to those of houses in the Rolling Hedge subdivision. The is an apples to oranges comparison as the Rolling Hedge homes were developed 30 years ago. This was well before being incorporated into Glen Ellyn and there was no 20% LCR 30 years ago in Glen Ellyn.

- Given that the LCR was developed by the Village, and is still in effect; the variances proposed in this project appear to violate the LCR code in Glen Ellyn. If it violates the LCR code, how can the project be approved as is?

- What precedent does allowing the variations to LCR for this development set within the Village of Glen Ellyn going forward?

- Variances - The number of variances being requested for the project is staggering (60+). That seems like an inordinate number of variances per lot. Again this volume of variances is predicated on the density of the project as each lot has multiple variances requested.

- Home Owner Association (HoA) - The builder is proposing that storm water piping on the North side of the property and the retention ponds on the East side of the site will be private and controlled and paid for by an HoA. Village staff recommended against the private storm water pipe. Having a HoA responsible for either the

piping or the retention ponds is not a sound practice and invites long term problems for homeowners and the Village.

- Traffic on Montclair is estimated to increase four-fold, especially during the hours of school opening and closing. This traffic increase will certainly impact the current neighborhood negatively.

The are two common denominators in this project; one is that the the density of the project is too great for the property; the second is the lack of compromise exhibited by the builder. Both contribute to an overall poor development design and plan.

The builder has not provided alternative plans for the site that show an interest in developing the property to fit the current neighborhood, especially the neighbors that border the property. The builder has proposed a series of wants (variations upon variations so they can build larger homes on smaller sites is the common thread) and has stuck with that list for the duration of the meetings on the property. Village staff has not publicly encouraged the builder to provide alternatives or compromise.

Is the neighborhood against development of the property? I believe the answer is that we are not against development of the property. However, we do want the builder to be held to the laws that exist for residential development in Glen Ellyn and that the builder be willing to compromise on lot density and how those lots/subdivision fit into the current neighborhood.

My hope is that you will vote "No" on the current plans and have the builder go back to the drawing board to create a plan that eliminates these issues and enables the creation of a new plan / development that fits more seamlessly into the current neighborhood.

Sincerely,

Scott Coldiron
630-858-6778

Michele Stegall

CORRESPONDENCE RECEIVED SINCE APRIL 4, 2013 PLAN COMMISSION MEETING

From: Staci Hulseberg
Sent: Wednesday, April 10, 2013 7:27 AM
To: Michele Stegall
Subject: Fwd: Proposed Amber Ridge Subdivision

-------- Original message --------
From: Mark Pfefferman <mark.pfefferman@gmail.com>
Date: 04/09/2013 9:08 PM (GMT-06:00)
To: Mark Franz <mfranz@glenellyn.org>,Staci Hulseberg <shulseberg@glenellyn.org>
Subject: Fwd: Proposed Amber Ridge Subdivision

For the record...

---------- Forwarded message ----------
From: **Katie Schaefer** <kmschaef@comcast.net>
Date: Tue, Apr 9, 2013 at 8:24 PM
Subject: Proposed Amber Ridge Subdivision
To: Mark Pfefferman <mpfeffermanvb@glenellyninfo.org>, Robert Friedberg <rfriedberg@glenellyninfo.org>, Peter Cooper <pcoopervb@glenellyninfo.org>, Phil Hartweg <phartwegvb@glenellyninfo.org>, Carl Henninger <chenningervb@glenellyninfo.org>, Pete Ladesic <pladesicvb@glenellyninfo.org>, Diane McGinley <dmcginley@glenellyninfo.org>

Dear Glen Ellyn Trustee:

I am a 29-year resident of the Rolling Hedge Subdivision -- composed of single-family homes along Glenbard Road, Hedge Court, Stonegate Court and Montclair Avenue. Rolling Hedge would be adjacent to (i.e. to the north of) the proposed Amber Ridge Subdivision. I understand that the Planning Commission recommended approval of the subdivision by a narrow margin and that the proposal will be in front of the Board of Trustees in mid April.

Over the years, I have been involved in several land use issues of particular interest to homeowners of Rolling Hedge and/or Brentwood Place, a subdivision which is situated just north of Rolling Hedge. One pertained to a plan to open a pre-school in an existing residence which was adjacent to both Rolling Hedge and Brentwood Place. There were numerous objections to the plan from surrounding homeowners, who cited congestion, traffic safety and a change to the property that was incongruous with its surroundings. At the time, Patrick Melady was a member of the Planning Commission. Mr. Melady is a long-time resident of Glen Ellyn and has had significant involvement in Village affairs. At either the Planning Commission's final meeting on this pre-school proposal or at the Board of Trustees' meeting to consider it, Mr. Melady made some comments that I believe had a major impact on the final decision.

Mr. Melady reminded the audience that Glen Ellyn is principally a residential community. As a result, he indicated that the Village historically had a philosophy of giving substantial weight to input from existing homeowners with a clear interest in a particular land use plan. Obviously, the input from such homeowners require some logical, but not necessarily data-driven, basis.

In the case at hand, to my knowledge, there has been no existing homeowner who has expressed support for the Amber Ridge Subdivision as currently proposed.
However, many existing homeowners have stated their objections to the current proposal. One particularly strong objection to the Amber Ridge proposal is the granting of numerous variances without any compelling reason, other than possibly improving the developer's profit potential. Glen Ellyn zoning regulations were in part designed to maintain a certain character in the Village, and in the interest of preserving that character, they should not be modified with variances when plan alternatives exist. Hopefully, the Board of Trustees will adhere to what I believe are long-standing principles of the Village and place major emphasis on these objections.

Bill Schaefer
756 Glenbard Road
Glen Ellyn

PLAN COMMISSION
MINUTES
FEBRUARY 28, 2013

The meeting was called to order by Chairman Julie Fullerton at 7:35 p.m. Plan Commissioners Craig Bromann, Todd Buckton, Tim Elliott, Jeff Girling, Tracy Heming-Littwin, Jeffrey Mansfield and Lyn Whiston were present. Plan Commissioners Mary Loch, Jay Strayer and Ray Whalen were excused. Also present were Trustee Liaison Carl Henninger (substituting for Trustee Liaison Robert Friedberg), Planning and Development Director Staci Hulseberg, Village Planner Michele Stegall, Police Chief Phil Norton, Village Attorney Julie Tappendorf, Village Stormwater Engineer Ray Uhlrich, Traffic Engineer Tom Adomshick with James J. Benes & Associates, Recording Secretary Barbara Utterback and Court Reporter Marlane Marshall.

Chairman Fullerton read safety guidelines for the Plan Commission meeting provided by Police Chief Norton.

Plan Commissioner Elliott moved, seconded by Plan Commissioner Heming-Littwin, to approve the minutes of the February 14, 2013 Plan Commission meeting. The motion carried unanimously by voice vote.

Public Comment

No one from the audience spoke on non-agenda items at this meeting.

PUBLIC HEARING – AMBER RIDGE SUBDIVISION, 760 SHEEHAN AVENUE. PUBLIC HEARING WITH DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING REQUESTS FOR APPROVAL OF A PRELIMINARY PLAT OF SUBDIVISION, SUBDIVISION VARIATIONS AND ZONING VARIATIONS TO ACCOMMODATE THE CONSTRUCTION OF A NEW 23-LOT SINGLE-FAMILY HOME SUBDIVISION ON 8.86 ACRES AT 760 SHEEHAN AVENUE. THE SUBJECT PROPERTY IS LOCATED ACROSS FROM GLEN CREST MIDDLE SCHOOL AT THE NORTHWEST CORNER OF ROUTE 53 AND SHEEHAN AVENUE. THE SITE IS ZONED R2 RESIDENTIAL DISTRICT. *(K. Hovnanian Homes, petitioner)*

In the interest of full disclosure, Plan Commissioner Jeff Mansfield stated that he lives 1-1/2 blocks from the subject site and that his wife is an employee of Glen Crest Middle School.

Plan Commissioner Buckton moved, seconded by Plan Commissioner Girling, to open the subject public hearing.

Chairman Fullerton explained the procedure regarding public hearings.

Staff Introduction

Planning and Development Director Staci Hulseberg, Village Planner Michele Stegall, Police Chief Phil Norton, Village Stormwater Engineer Ray Uhlrich and Traffic Engineer Tom Adomshick with James J. Benes and Associates were present to speak on behalf of the subject petition.

Ms. Stegall stated that K. Hovnanian Homes has submitted applications for approval of a preliminary plat of subdivision, subdivision variations and zoning variations to accommodate the construction of 23 single-family homes on property located at 760 Sheehan Avenue that is currently owned by Peace Lutheran Church. The petitioner is the contract purchaser of the subject property. Ms. Stegall displayed an aerial of the subject property that is located at the northwest corner of Sheehan Avenue and Route 53 and indicated an existing wetland located in the southeast corner of the site. Ms. Stegall stated that the subject property is zoned R2 Residential District as is the surrounding area. She stated that the properties to the north, east and west are developed with single-family homes and Glen Crest Middle School is located directly across the street south of the site.

Ms. Stegall stated that the petitioner appeared before the Plan Commission for pre-application meetings on May 10, 2012 and August 9, 2012. She stated that one of the main issues discussed at the August 9, 2012 Plan Commission pre-application meeting was the proposed road design for the development. She added that five potential road designs were evaluated in a report for the project.

Ms. Stegall displayed the preliminary plat of the subject site submitted by the petitioner which shows an extension of Montclair Avenue through the site in an S-shaped road design. She stated that this S design was unanimously preferred by the six Plan Commissioners present at the August 9, 2012 pre-application meeting and this design was also recommended by the Village management team. Ms. Stegall stated that there is not a master street plan for the area but that the plans for the Rolling Hedge subdivision to the north indicate that Montclair Avenue was constructed with a temporary turnaround and that it was intended to be extended south in the future. . Ms. Stegall displayed two cul-de-sacs on the overhead that are part of the Rolling Hedge subdivision that show a cul-de-sac diameter of 120 feet each and the cul-de-sacs are pulled back from the property and the sidewalks go around the cul-de-sac bulb as is typical. She added that the Montclair Avenue 66-foot right-of-way extends south and touches the property with the turnaround constructed at the end. She added that the sidewalks in that right-of-way also terminate at the property to the south rather than wrapping around the cul-de-sac bulbs was is done in other cul-de-sacs. Ms. Stegall stated that with the proposed design, a substandard cul-de-sac would be eliminated as the radius is not ideal for fire trucks, delivery vehicles or snow plows.

Ms. Stegall stated that the Village would provide to the best of its ability public safety and emergency access services to the subject site regardless of the road design.

Ms. Stegall stated that the petitioner is requesting approval of four (4) subdivision variations and she described those variation requests. She stated that the first variation is to allow a right-of-way width throughout the subdivision of 50 feet in lieu of the required 66 feet. She stated that within that right-of-way is the road and parkway where utilities, parkway trees and sidewalk are located. She stated that the pavement would be 21 feet as required per code, therefore, the request is a reduction in parkway width. With this design, the petitioner would be able to fit in the required sidewalk, street trees and utilities within the parkway. Ms. Stegall stated that the petitioner is also requesting a variation to allow Lots 3 to 12 to front on two non-intersecting streets. She stated these lots (through lots) are located along the southern edge of the property and have frontage on the proposed Amber Ridge Drive and Sheehan Avenue. Ms. Stegall stated that the petitioner has proposed a no-access easement all along the southern property line along with landscape buffering to minimize safety and/or aesthetic concerns with the through lots. Another variation being requested is for the parkway trees in the adjacent Sheehan Avenue right-of-way east of Amber Ridge Drive. The wetland is in that area, and Ms. Stegall stated that staff is not opposed to the requested variation in this area as it minimizes disturbance of the wetland. She added that there is room generally south of Lot 13 to install an additional four (4) trees. Ms. Stegall stated that the fourth subdivision variation request was initiated by staff and would allow the developer to plant the parkway trees throughout the subdivision. She stated that, as the code is written, petitioners submit an escrow to the Village to pay for the cost of the parkway tree plantings and then the Village has selected and planted those trees. She stated that a subdivision code amendment is currently in process to change the process so that developers would be responsible for parkway tree plantings instead of the Village.

Ms. Stegall stated that five (5) variations to the Zoning Code are being requested by the petitioner. She stated that the first variation is to allow a lot coverage ratio of 25 percent on all of the lots in the subdivision in lieu of the maximum of 20 percent allowed per code, and she reviewed lot coverage ratio calculations. She added that the petitioner has offered to forego the 500-square foot detached garage bonus recognized in the code. Ms. Stegall stated that the petitioner is also requesting rear yard setback variations for five (5) lots (Lots 4, 5, 13, 14 and 16) to allow a 34-foot setback in lieu of the 40-foot setback required for a rear yard. Ms. Stegall stated that a variation is being requested to allow the southern portion of the yards in Lots 3 to 12 to be treated as rear yards in lieu of second front yards. She stated that wherever a through lot exists, the code states that both yards are considered front yards. She indicated the area on the plan that would be treated as rear yards and not that this request increases the required setback from 30 feet to 40 feet along these yards but would also allow the future homeowners to install accessory structures in that area that are not permitted in front yards. Ms. Stegall stated that the last zoning variation being requested is for a reduction from 30 feet to 20 feet in the corner side yard setback on Lot 12.

Ms. Stegall stated that if the preliminary plat for the subject project is approved by the Village Board, a final plat review process will still need to be approved. She added that a public hearing is not held on a final plat.

Ms. Stegall stated that if the Plan Commission recommends approval of the subject project, a number of conditions as identified in the Staff Report should be considered and she addressed some of those issues. She stated that a tree removal and preservation plan was included in the petitioner's packet. She added that the existing property has many trees and the petitioner intends to essentially clear cut the property. Ms. Stegall stated that a lot of grading needs to be done on the subject property, particularly to accommodate the public improvements and the new road and, therefore, staff does not believe that many trees, if any, will be able to be preserved in the area of the road and front yards of future homes. She added that there may be opportunities, however, for additional tree preservation around the perimeter of the site. She also stated that the Subdivision Code states that trees should be preserved to the extent possible; therefore, staff has suggested that the tree preservation plan is reviewed further with the goal of preserving more trees on the site. She also stated that a proposed private storm sewer along the northern property line may affect the petitioner's ability to save trees in that area. Ms. Stegall stated that the petitioner has presented three model homes to be constructed on the subject site as well as an anti-monotony clause. She stated that staff recommends referencing the anti-monotony standards in any approved ordinance and in the homeowner's association covenants. Ms. Stegall added that some items in the traffic study related to pedestrian safety and improvements on Sheehan Avenue such as school signs, beacons and a crosswalk have been recommended by the traffic consultant and staff was supportive of these items. Ms. Stegall added that there has been discussion about the possibility of constructing a path on the east side of the property where the stormwater detention and wetland will be located. Staff does not believe it is feasible to construct a looped path in this environmentally sensitive area but does believe a path could be constructed connecting Route 53 to Sheehan Avenue along the ridge between the detention and the wetland area and indicated that this is something that the Commission may wish to inquire about further.

Petitioner's Presentation

John Isherwood, Land Acquisition Manager, K. Hovnanian Homes, 1806 S. Highland Avenue, Lombard, Illinois, Brian Murphy, Vice President of Operations, K. Hovnanian Homes, 1806 S. Highland Avenue, Lombard, Illinois and Bill Zalewski, Professional Engineer, Spaceco, 9575 W. Higgins Road, Rosemont, Illinois were present to speak on behalf of the proposed petition.

Mr. Isherwood displayed a map of the Amber Ridge subdivision located at the northwest corner of Sheehan Avenue and Route 53. He stated that the site is approximately 9 acres in size and 23 single-family homes are planned for this property. Mr. Isherwood displayed the proposed site plan for the 23 homes and stated that this plan was chosen in order to avoid the nearby middle school entrance and exit. He stated that all of the lots meet the standard Glen Ellyn R2 code at 66 feet wide or more and the minimum lot depth of 110 feet. He added that the minimum proposed lot size is 8,801 square feet (8,712 square feet required) and the average lot size is in excess of 10,000 square feet.

Mr. Isherwood reviewed some of the major plan changes since the project was before the Plan Commission last August. He stated that a pedestrian path has been placed between Lots 6 and 7 at the recommendation of Village staff and the Plan Commission. He added that the location of the path is directly adjacent to the main entrance of Glen Crest Middle School and was chosen at the recommendation of the traffic study. He stated that an adjoining crosswalk is also planned for that area. Mr. Isherwood stated that significant landscape buffers have been added to both the north property line and the west property line that have been revised at the Village's recommendation. He added that some areas have been screened more densely so that those residents' views are maintained to the best of the petitioner's ability. Mr. Isherwood stated that they have significantly modified how the Sheehan Avenue right-of-way will be treated. He stated that a closed stormwater management system, a more typical parkway with parkway trees and a 5-foot sidewalk 7 feet off the back of the curb are planned. Mr. Isherwood displayed two areas of Sheehan Avenue and stated that a high visibility crosswalk has been added that directly adjoins the pedestrian path. He added that this will provide a safe path for all Rolling Hedge and Brentwood Court residences and schoolchildren. He stated that two flashing beacons will be added to the plan to alert drivers of the school crossing. Mr. Isherwood added that these changes are a large improvement over the existing conditions which is an uncontrolled crossing at Sheehan Avenue with an informal path across the property. Mr. Isherwood stated that one of the recommendations of the traffic study was to remove parking spaces adjacent to the connection of Amber Ridge with Sheehan Avenue; therefore, those spaces will be eliminated. He added that there was also a recommendation to add spaces east on Sheehan Avenue as it approaches Route 53.

Mr. Isherwood stated that a 25 percent lot coverage has been requested for the project and a request has been made to forego the 500-square foot detached garage bonus. He then reviewed a history of the Village code that reduced the LCR to the current 20 percent with a number of bonuses, including the detached garage bonus. Mr. Isherwood stated that a large number of homes surrounding the subject site are 2-car front entry garage type homes and they felt it is appropriate to plan for similar homes in the area. He added that granting the 25 percent LCR concurrent with waiving the 500-square foot detached garage ensures that these properties have the same effective lot coverage. He then showed a visual of a detached garage plan but stated they do not feel it is desirable due to the long garage run on both the north and south.

Mr. Isherwood stated that a request is being made for 34-foot rear yard setbacks in lieu of 40-foot rear yard setbacks for five lots located around the eyebrows where the buildable depth of the lot is constrained. He stated that only Lot 16 backs up to a residence and a significant buffer will be provided at that location. A 20-foot corner side yard setback is also being requested on Lot 12 in order to accommodate the 10-foot outlot for the pedestrian path between Lots 6 and 7. Mr. Isherwood stated that a safe public sidewalk will be installed along the southern right-of-way of the property. He displayed a current detail of a cross section of a berm between the wetland and proposed detention basin which is designed as an overland flood route. He stated that he believes installing a path in this area would be considered an attractive nuisance as well as a liability and that they are opposed to this idea. Mr. Isherwood stated that topography on the site is difficult and

that the driving force of the tree removal is not the installation of the stormwater pipe along the north property line but the grading necessary to create a rear yard swale to convey the stormwater to the catch basins.

Bill Zalewski, Civil Engineer with Spaceco, stated that his function is to bring sanitary water, storm management and detention to the subject facility. He stated that water will be extended from Sheehan up to the existing northwest corner with sanitary. He stated a large concern is that there is 30 feet of drop across the subject site with the lowest area being the wetland. He added that the detention basin will be located just to the north of the wetland which is designed to capture all the water from the site and additional water from Sheehan Avenue. He stated that the new water system will pick up the north half of Sheehan Avenue and route it to the detention basin. He added that a storm sewer line will run across the north property line and the structures will pick up the rear yard storm runoff of each property. He added that if they tried to avoid the trees, a swale would need to be created to convey the water back to the catch basins. He stated that because the rear yards are 40 feet in depth, the function of the back yard would be reduced and the swale would be pushed into the back yard which would create less usable space for the homeowner. He added that water would then be coming from both the north and from the home.

Mr. Zalewski stated that the detention basin will be designed to overflow into the wetland and as much water as possible will be kept in the basin. He stated that the wetland will be mitigated offsite in order to fill it to get the sidewalk to extend from Amber Ridge to the intersection of 53 and Sheehan Avenue. Mr. Zalewski stated that it is difficult to plant trees where utilities exist and they will work with the Public Works Department to coordinate that effort. He added that they will also work with staff regarding the placement of utilities along Sheehan Avenue and throughout the subdivision.

Brian Murphy, Vice President of Operations, K. Hovnanian Homes, stated that they would like to bring three home designs with three different facades to the community that have been successful in other areas. The home designs are from 2,500 to 3,200 square feet and various option details. Mr. Murphy added that the designs can reach 3,800 square feet with different options chosen by the customer. He also stated that they have an anti-monotony code which does not allow the same home with the same elevation and façade or the same materials to be built on either side of a home or directly across the street. He stated that they are currently selling homes in north Glen Ellyn with an average price of $531,000.

Mr. Isherwood stated that they concur with all of staff's recommendations and will continue to work with Village staff to ensure that their design requirements are met. He added that the one item they cannot accommodate is the path through the detention and wetland area for reasons previously mentioned.

Responses to Questions from the Plan Commission

Commissioner Buckton asked if arrangements have been made with District 89 to remove the parking spaces on Sheehan and add four (4) spaces in terms of parking across the street from Amber Ridge. Mr. Isherwood replied they had not and that Mr. Adomshick's report states that there is more than adequate parking spaces per code for Glen Crest Middle School. Ms. Stegall added that Sheehan Avenue is a Village right-of-way so technically the spaces are Village spaces although they are used mostly by the School District. She added that the School District is aware of plans and has raised no objection to the proposed improvements. She responded to Plan Commissioner Buckton that the petitioner will pay for beacons, crosswalks, etc.

Mr. Isherwood responded to Commissioner Elliott that they are seeking a variation to forego the garage bonus because if a homeowner is granted a 25 percent lot coverage ratio variation and bonuses were also offered, a home could be created that was extremely large and not within the same character and style of the community. He added that this variation will ensure that extremely large homes will not be built on the site. Commissioner Elliott asked why the petitioner is seeking a variance from the subdivision regulations to allow a street right-of-way width of 50 feet rather than the current minimum right-of-way of 66 feet. Mr. Isherwood responded that the reason they are seeking the 50-foot variance is due to the limited depth of the site. He added that the site north to south is only 294 feet so the Village staff has agreed with the petitioner's request for a 50-foot right-of-way which provides more depth for the subject homes. Mr. Isherwood responded to Commissioner Elliott that a 66-foot right-of-way would eliminate buildable lots. Commissioner Elliott asked the petitioner for a non-economic reason why they are seeking a variance to allow a 25 percent lot coverage ratio. Mr. Isherwood responded that they would like to build a variety of home sizes that meet market demands. He added that if they built attached garage homes without a variance, the size of the homes that could be built would not match the demands of the market. Commissioner Elliott asked Mr. Isherwood if he was forced to build detached garage homes, would that be consistent with the character of the houses in the neighborhood and surrounding area, and Mr. Isherwood replied no. Mr. Isherwood added that detached garages at the rear of the lots would exist within 10 to 15 feet of existing residences and would create a wall of detached garages along Sheehan Avenue which he did not feel would be a desirable aesthetic. He stated that very few homes in the immediate area have detached garages, and Commissioner Mansfield disagreed with that statement and added that the subdivision to the west has a mixture of attached and detached garages. Mr. Isherwood stated he was basically referring to the Rolling Hedge and Brentwood communities. He added that per staff's request, the subdivided lots will front Amber Ridge Drive and not Sheehan Avenue as approximately 15 curb cuts would be required for driveways on Sheehan Avenue and would not be desirable as they would be across from the school. He added that the cost to install a road at this location is substantial.

Commissioner Elliott asked what is unique about the subject property that would allow the variances to be granted. Mr. Isherwood stated it is limited, in their opinion, to the undesired detached garage product. He added that building detached garages would not

require a variance but they do not feel building detached garages is the responsible thing to do because of the south and north property lines. He added that the site is also located directly adjacent to a middle school with a busy road. Commissioner Mansfield felt that eliminating one lot in the subdivision would be a simple solution to avoid the LCR variation. Mr. Isherwood stated that is an option but added that if the LCR was not granted, they would develop detached garage homes for this site. On behalf of Commissioner Whalen who was not present, Chairman Fullerton asked the petitioner why the 25 percent LCR is being requested when only a few lots need a larger LCR. Mr Isherwood responded that the 25 percent LCR provides the petitioner the flexibility to place their home types on a number of the lots and would allow two of their three home types on all of the lots and the third home type would be able to be built on 11 of the 23 lots. He also stated that the only home that would be able to be built on every lot was the smallest home. He stated that the 25 percent LCR would allow them to work within their anti-monotony code and have the ability to build a variety of home types. If necessary, the petitioner indicated that they might be agreeable to a lesser lot coverage ratio on specific number of lots but would not want to tie a lesser lot coverage ratio to specific lots in order to maintain flexibility. Chairman Fullerton stated that the petitioner's documents state that the LCR variance is required because detached garage homes are not desired or appropriate. She felt that it sounds like if someone is building a house with a detached garage, the LCR is 25% and if someone is building a house with an attached garage, the LCR is 25 percent which is not what the code states. Mr. Isherwood responded that the equivalent lot coverage ratio is the same when bonuses are applied to the 20 percent and that the 25 percent LCR is required so that a better variety of home types can be built. He also stated that another option would be that a 20 percent LCR would work if a 500-square foot bonus for the garage areas was provided.

In response to Commissioner Girling, Mr. Isherwood described the Rolling Hedge subdivision to the north. He stated that the lot size of the subject project is commensurate to that which is adjacent to it and the lot coverages are basically the same as the existing lot coverages to the north.

Mr. Isherwood responded to Commissioner Mansfield that the subject homes will be built with basements and that they have data from specific borings on the site that indicate the soils are suitable for basements. Mr Zalewski also agreed with Mr. Isherwood regarding the borings and added that the water will be underground and migrating away from all of the homes. Commissioner Mansfield asked if drainage from the sump pumps will need to cross sidewalks, and Mr. Zalewski responded that the sump pumps will be directly tied to the storm sewer system. Mr. Isherwood also responded to Commissioner Mansfield that the 240 square feet for a front porch is not included in the 25 percent LCR and that they would like to maintain their eligibility for other bonuses on a lot. He added that they would be willing to limit the bonus at 500 square feet plus 20%.

Mr. Isherwood responded to Commissioner Mansfield that K. Hovnanian would handle the striping of the pavement to eliminate the parking spaces on Sheehan. He added that he was unaware that curb modifications would be requested. Commissioner Mansfield stated that striping only was not an acceptable solution to him because there are many

cars parked in that area during softball games. Mr. Isherwood responded that discussions with Public Works about this issue has so far been preliminary. Commissioner Mansfield stated that a comment was made in the traffic report that under ideal conditions the street would align with the school's maintenance driveway and Mr. Isherwood responded to Commissioner Mansfield that that would result in the loss of four (4) lots.

Ms. Stegall responded to Commissioner Buckton that Village Engineer Bob Minix's memo indicates that he feels the petitioner's plans are ready for a hearing, however, a number of engineering details still need to be resolved before the project might return to the Plan Commission for final review. Village Stormwater Engineer Ray Uhlrich responded to Commissioner Mansfield that the applicant has performed more detailed soil studies and will be installing storm sewers and connecting sump pumps. He added that he sees no drainage problems at the subject site and does not see any issues allowing basements.

Village Traffic Consultant Presentation

Village Traffic Consultant Tom Adomshick with James Benes and Associates stated that early in this process, the Village has received communications from the public expressing various traffic-related concerns. Some of those concerns are as follows: The proposed development will increase traffic and congestion in the neighborhood due to trips generated by the development as well as drawing additional cut-through traffic due to the new street connection. Pedestrians will be endangered because of the additional traffic. Congestion at Glen Crest School is bad and will get worse due to the development. The Amber Ridge Drive connection will interfere with traffic entering and exiting Sheehan from Route 53. Mr. Adomshick stated that as part of the traffic study, data collection was done that included peak hour traffic counts at the intersections, morning and evening peak traffic counts at the intersections of Route 53 and Glenbard and with Sheehan Avenue, the intersection of Glenbard with Montclair and the two primary driveways used by Glen Crest School. He stated that the counts were performed weekday, midday, midweek day from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. He stated that in addition to those counts and in response to concerns regarding cut-through traffic, a license plate survey was performed during the same peak hour time periods at Sheehan and Route 53, Sheehan and Park Boulevard, Glenbard and Route 53 and at Harding Avenue and Park Boulevard. Mr. Adomshick stated that 96 percent of the vehicles traveled exclusively on Sheehan Avenue. He stated that 2-1/2 percent of the vehicles (6 or less vehicles during the peak hour) followed a cut-through using Glenbard Road, going up Montclair to Harding and out. He stated that the other route that showed a couple (1-1/2 percent) of cut-through trips was entering/exiting Sheehan and traveling on Ellyn Avenue or Milton Avenue to Harding or back. He added that the counts were done in the morning peak hour and in the evening peak hour and, in both cases, the cut-through traffic patterns were the same. He added that the connection of the roadway is not likely to increase cut-through traffic on the streets to the north and is not likely to draw additional cut-through traffic. Mr. Adomshick stated that the proposed design includes some features that help to discourage cut-through traffic such as the narrower streets and the roadway alignment with two 90-degree bends that force vehicles to reduce their

speed. He stated that the reduced speed will encourage drivers to stay on Sheehan Avenue.

Mr. Adomshick stated that the peak hour counts were done at various intersections to determine how the development traffic would impact the operations in the area. He stated that the 23 homes in the proposed subdivision would generate 25 new trips total, in and out, during the morning peak hour and 28 new trips during the evening peak hour. Based on the existing traffic patterns in the area, the estimated number of trips that will travel on Montclair will be 4-6 additional trips in the morning peak hour, same on Glenbard and 8-9 trips on Sheehan generated by the developments to the east and west. Mr. Adomshick added that the average is one trip every 10 minutes and 8-9 trips - one every 6 minutes on Sheehan. Mr. Adomshick stated that traffic was assigned to the surrounding streets based on the existing traffic patterns in the area and also took into account existing traffic. He stated that some residents may find this route more convenient to go through Amber Ridge Drive and access the signal at Route 53 and some residents may find it more convenient to use Park Boulevard. He displayed a diagram that showed the total change in traffic volumes on the surrounding streets taking into account the addition of the trips generated by the development plus redistribution of the existing traffic on the street. He added that with the addition of the connection, the traffic on Montclair would be decreased to the north. He added that eight new trips would occur at the morning peak hour and ten new trips at the evening peak hour. He added that there would be minimal change at Glenbard and that the highest traffic volumes would be along Sheehan Avenue which is a collector street and is designed as a higher traffic carrying street. He stated that intersection capacity analyses were performed for the morning and evening peak hour conditions under existing conditions and with the proposed traffic added by the development. He stated that future conditions in all but one case would be at the same service level as currently. He added that traffic volumes are low and are not high enough to drop the intersections to a different level of service. He added that the intersection of Glenbard Road and Route 53 for the eastbound approach operates at the level of service E which is a delay that is tenths of a second below a level of service F. He added that this level of service drops, however, really doesn't reflect a significant change in the operations. Mr. Adomshick added that another metric is queuing at an intersection to see how much traffic is backing up. He stated that the impact in this case is minimal. Mr. Adomshick stated that IDOT's overall level of service D is the minimum acceptable for local roads.

Regarding the question about a connection versus a long cul-de-sac, Mr. Adomshick stated that the connection has many benefits such as providing multiple opportunities for vehicles to reach their destination, it disburses traffic, and it lowers the amount of traffic on these streets relative to allowing the cul-de-sac where all of the traffic from the 23 homes would go north on Montclair. He added that the traffic operations in that area will be better with the proposed connection than with the long cul-de-sac option. He added that 65% of the traffic will go to Sheehan Avenue which is a street that is designed to accommodate heavier traffic. He added that the connection will enable the residents to easily exit to Sheehan and is consistent with the goals of the subdivision code and residential neighborhood design practices.

Mr. Adomshick stated that the school site currently has significantly more parking available on site than is required by code. He stated that 86 spaces are required and there are 182 spaces on site. Regarding parking space removal opposite Amber Ridge Drive, Mr. Adomshick stated that the intent is that those spaces be removed with curb put in place. He added that the reason for the removal of the spaces is so that vehicles do not back in and out directly into an intersection which will create a safer situation. Mr. Adomshick also stated that pedestrian safety has been identified as a concern. He added that based on the development and the existing traffic in the area of Montclair and Glenbard, the average daily traffic on Montclair south of Glenbard projected with the connection is 340 vehicles per day. He added that with the long cul-de-sac option, that figure would increase to 370 vehicles per day. He stated that on Montclair north of Glenbard, the project traffic volume would be approximately 300 per day. He also stated that with the long cul-de-sac option, there is no opportunity to go south on Montclair to access Sheehan. He stated that the traffic north would be approximately 560 vehicles per day versus 300 and on Glenbard Road with the connection, the count would be 400 vehicles per day and almost 500 vehicles per day with the cul-de-sac option. He added that daily traffic volumes can vary considerably within a neighborhood. He stated that a low volume street is considered to be one with a daily volume of 400 or less vehicles and the subject streets are in that range. Regarding the impact of Amber Ridge on traffic entering and exiting off of Route 53, Mr. Adomshick stated that the Amber Ridge intersection is approximately 570 feet from Route 53 which is a good separation and is approximately 480 feet east of the staff/visitor driveway.

Persons in Favor of or in Opposition to the Petition

Phil Luetkehans, an attorney, 105 East Irving Park Road, Itasca, Illinois and Joseph Abel, 200 Forest Avenue, Glen Ellyn, Illinois were present to speak on behalf of certain property owners who object to the subject petition. Mr. Abel provided a history of his background and qualifications in the planning field.

Mr. Abel provided the definition of cul-de-sac which he stated is a road with only one point of exit. He also stated that most people would not be comfortable with additional traffic in their neighborhood which is a quality of life issue. He stated that this is an opportunity to install an emergency access drive between the existing Montclair Avenue and the proposed roadway with a "T" turnaround at the end and that this design would reduce the amount of traffic coming out onto Sheehan Avenue. He added that additional traffic from the north would not be introduced with this design. He added that studies have shown that people don't drive as slowly as they do in their own neighborhood which is why the neighbors don't want a connection at this location.

Mr. Abel added that nothing is achieved by not having the loop and that an emergency connection can be used, if necessary. He also stated that a 25 percent lot coverage ratio is not necessary. He also stated that the petitioners cannot meet the minimum lot size if they don't get the street variation. He stated that if they get the 50 foot street variation, they should not get the double bonus of the 25 percent lot coverage ratio. Mr. Abel stated that standards should be upheld unless there are very good reasons to grant a variation(s)

and there should be hardship to receive variations for the site. He added that he has no problem with the rear yard variations for Lots 13 and 14 and also stated that some of the variations would disappear if one lot was removed from the plan. He added that some of the homes could be made smaller to avoid monotony and meet the lot coverage.

Mr. Abel expressed concern regarding the landscape plan and stated that full landscape plans should be done for screening from adjoining properties. He also expressed concern regarding landscaping on the Sheehan right-of-way. Mr. Abel stated that compatibility in land uses are only created two ways—through distance and landscaping.

Mr. Leutkehans then asked Mr. Abel several questions regarding the project. He asked if Mr. Abel's idea regarding emergency access on Montclair is a switch in the direction of the cul-de-sac. He stated that one could enter off Sheehan and then the emergency access would be from the western brow up to Montclair. Mr. Abel responded that Mr. Luetkehans was correct and stated that the cul-de-sac option discussed earlier was too long. He stated there has been no reason for the last 30 years to put a street through at this location. He felt that his proposed road design would improve the quality of life for the people to the north. Mr. Luetkehans asked if Mr. Abel had discussed this issue with Traffic Engineer Brent Coulter, and Mr. Abel responded that Mr. Coulter had agreed with Mr. Abel's opinions. Mr. Luetkehans asked what the main purpose is of limiting the cul-de-sac lengths, and Mr. Abel responded that was to get service vehicles in. Mr. Luetkehans asked if Mr. Abel has seen this type of emergency access used elsewhere, and Mr. Abel replied that he had on Route 53 where the new mosque is constructed. Mr. Luetkehans asked if there is anything about the rectangular shape or size of the site that creates a zoning hardship. Mr. Abel responded that the hardship is primarily the lot depth. He was supportive of a reduction in the road right-of-way to allow for a greater depth and separation between the homes on the north side of Amber Ridge and the homes to the north. He added that he does not see a hardship to allow a large home in proximity to other homes. Mr. Luetkehans asked Mr. Abel if there was anything he was aware of that in any way meets the LaSalle Factors. Mr. Abel stated there was not and added that the petitioners are not willing to adjust the sizes of homes or lots to meet the lot coverage. Mr. Luetkehans stated that the hardships regarding the project include three (3) different home types and the economics of the situation. Mr. Abel responded that there is no data regarding economics.

Motion to Continue Public Hearing

Commissioner Elliott moved, seconded by Commissioner Whiston, to continue the public hearing to March 14, 2013 at 7:30 p.m. The motion carried unanimously by voice vote.

There being no further business before the Plan Commission, the meeting was adjourned at 10:25 p.m.

Prepared by:
Barbara Utterback, Recording Secretary

Reviewed by:
Michele Stegall, Village Planner

PLAN COMMISSION
MINUTES
MARCH 14, 2013

The meeting was called to order by Vice Chairman Jay Strayer at 7:33 p.m. Plan Commissioners Craig Bromann, Todd Buckton, Tim Elliott, Jeff Girling, Tracy Heming-Littwin, Mary Loch, Jeffrey Mansfield, Ray Whalen and Lyn Whiston were present. Chairman Julie Fullerton was excused. Also present were Trustee Liaison Robert Friedberg, Planning and Development Director Staci Hulseberg, Village Planner Michele Stegall, Village Attorney Julie Tappendorf, Village Stormwater Engineer Ray Uhlrich, Traffic Engineer Tom Adomshick with James J. Benes & Associates, Recording Secretary Barbara Utterback and Court Reporter Marlane Marshall.

The minutes of the February 28, 2013 Plan Commission meeting were approved unanimously by voice vote.

OFFICIAL 2013 ZONING MAP. DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING THE OFFICIAL 2013 VILLAGE OF GLEN ELLYN ZONING MAP.

Staff Report

Village Planner Michele Stegall stated that State Statute requires that the Village publish an updated Zoning Map by April 1 of each year. She then described three changes that were made to the Zoning Map over the past year as follows: Ordinance 6059 approved the annexation and a zoning map amendment for the property at 22W481 Ahlstrand Road (new address 557 Ahlstrand Road) zoned RE Residential Estate District; Ordinance 6042 approved a zoning map amendment for the properties at 553 Geneva Road, 557 Geneva Road and the easterly .65 acres of 825 N. Main Street rezoned from R2 Residential District to the C2 Community Commercial District; and Ordinance 6084 approved a zoning map amendment for the property at 515 Roosevelt Road rezoned from C4 Office District to the C3 Service Commercial District.

Motion

Plan Commissioner Girling moved, seconded by Plan Commissioner Whiston, to recommend that the Village Board approve the Official 2013 Zoning Map. The motion carried unanimously with ten (10) "yes" votes and zero (0) "no" votes as follows: Plan Commissioners Bromann, Buckton, Elliott, Girling, Heming-Littwin, Loch, Mansfield, Whalen, Whiston and Vice Chairman Strayer voted yes.

PUBLIC HEARING – AMBER RIDGE SUBDIVISION, 760 SHEEHAN AVENUE. PUBLIC HEARING WITH DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING REQUESTS FOR APPROVAL OF A PRELIMINARY PLAT OF SUBDIVISION, SUBDIVISION VARIATIONS AND ZONING VARIATIONS TO ACCOMMODATE THE CONSTRUCTION OF A NEW

23-LOT SINGLE-FAMILY HOME SUBDIVISION ON 8.86 ACRES AT 760 SHEEHAN AVENUE. THE SUBJECT PROPERTY IS LOCATED ACROSS FROM GLEN CREST MIDDLE SCHOOL AT THE NORTHWEST CORNER OF ROUTE 53 AND SHEEHAN AVENUE. THE SITE IS ZONED R2 RESIDENTIAL DISTRICT. *(K. Hovnanian Homes, petitioner)*

Vice Chairman Strayer and Plan Commissioners Loch and Whalen, who were absent from the February 28, 2013 Plan Commission meeting, stated that they have read the transcript from that meeting.

Staff Present

Planning and Development Director Staci Hulseberg, Village Planner Michele Stegall, Village Stormwater Engineer Ray Uhlrich and Traffic Engineer Tom Adomshick with James J. Benes and Associates were present.

Persons in Favor of or in Opposition to the Petition

Joseph Abel, 200 Forest Avenue, Glen Ellyn, Illinois responded to Vice Chairman Strayer that he had worked closely with Traffic Engineer Brent Coulter who was hired by residents but was unable to attend the previous meeting regarding this project. Mr. Abel presented a very brief synopsis of his testimony at the February 28, 2013 Plan Commission meeting. He also had provided some comments previously made by Mr. Coulter, and Vice Chairman Strayer questioned how much weight should be given to Mr. Coulter's comments as he was not present to testify. Attorney Phil Luetkehans, 105 East Irving Park Road, Itasca, Illinois responded that under the rules of evidence, experts are allowed to rely on statements made to them by other experts.

Keith Kinch, 166 S. Montclair Avenue, Glen Ellyn, Illinois stated that he lives two houses down from the end of the cul-de-sac of Montclair. Mr. Kinch stated that he and his wife oppose the proposed development because of the sub-optimal design connecting South Montclair to Amber Ridge that will significantly increase traffic through their community as well as through the new planned community which will degrade the quality of life, the safety of their children and the value of their homes. He added that a lot of the study work was not done on the weekends when traffic is highest and when the safety of the children is most at risk because they are playing in the cul-de-sac. Mr. Kinch also opposed the proposed project based on the multiple variances proposed that have been attributed to poor planning and will introduce a combination of homes and lot sizes that are not in character with their existing neighborhood. He also expressed concern regarding a bad track record of water-related issues, poor neighborhood relations with a project in unincorporated Glen Ellyn by the builder and the fact that 100% of the trees in the subject area will be removed.

Doris Van Byssum, 174 S. Montclair Avenue, Glen Ellyn, Illinois was not able to be present but had asked an audience member to request that her time be given to resident Norris Eber.

Norris Eber, 173 Stonegate Court, Glen Ellyn, Illinois stated that his property is zero feet from the proposed development and he has been asked to speak on behalf of the ten families that line the subject property. He displayed a photograph of the homes that have existed in the area for 30 years and indicated the area of the proposed development. He stated that the residents on the property line are against the planned development based on the density of the homes. Mr. Eber referred to a memorandum from Village Engineer Bob Minix dated February 7 and stated that the revised plan depicts a private storm sewer along the north side of the subdivision. He added that this plan is acceptable to the Public Works Department due to the lack of access to the rear yard pipes but will place an unusual burden on the future homeowners association and all the homes at that location. Mr. Eber stated that he will have three new neighbors from the proposed subdivision touching his lot and the new homes will have sump pumps that would be tied to the new private sewer line. Mr. Eber also expressed concern regarding neighbor relations deteriorating if problems occur with the storm sewer system. Mr. Eber also stated that the proposed subdivision design is poor and that 23 homes is too dense. He requested that the Plan Commission reject all subdivision and zoning variances. Mr. Eber responded to Plan Commissioner Elliott that many of the same problematic issues would exist if the plan was reduced to 20 or 21 homes. Plan Commissioner Elliott felt that even if the number of homes was reduced and the street plan was acceptable, Mr. Eber would still have problems with having neighbors to the south. Mr. Eber responded to Plan Commissioner Elliott that he would be willing to give the Village an access agreement across his property to maintain a Village-maintained sewer line. Mr. Eber also responded to Plan Commissioner Elliott that although this meeting is for preliminary plan approval, the number of homes has not changed even though the petitioner has been requested to eliminate one or more homes. Mr. Eber responded to Plan Commissioner Elliott that if a plan was presented with 21 homes and the street plan as suggested by Mr. Abel, it would go a long way toward resolving his concerns. Plan Commissioner Whalen asked Mr. Eber if he would be in favor of detached garages with a bonus or several garages against the existing lots, and Mr. Eber responded that he is not in favor of detached garages or 23 homes.

Jack Washam, 174 Stonegate Court, Glen Ellyn, Illinois explained that his home is halfway down the slope from the top of South Montclair Avenue and stated that his basement has flooded twice in 16 years during a rainfall. Mr. Washam asked for more information about the underground storm sewer, and Vice Chairman Strayer responded that the petitioner will answer that question after public comment.

David Bagley, 1524 Foothill Court, Wheaton, Illinois stated he is a member of Peace Lutheran's leadership council and was present to represent the church as property seller. Mr. Bagley stated he is a principal with Morris Anderson & Associates and is a Trustee for Desert Capital REIT, a Nevada real estate investment trust. Mr. Bagley stated that the church had purchased the subject land in 2007 and expects to realize a loss of approximately 70% of the purchase price. He stated that two firms have appraised the subject property and determined that 24 homes could be accommodated on the site. He stated that he and the leadership council at the church concluded that having a reputable

builder such as K. Hovnanian develop the site would be most beneficial for the Village, neighborhood and church. He added that the church must solve its financial problem with the subject property by selling it. Mr. Bagley responded to Plan Commissioner Bromann that the subject property will be sold either to K. Hovnanian or another buyer.

Kelly de Leon, 708 Glenbard Road, Glen Ellyn, Illinois stated that neither she nor her husband approve of the current project design. Ms. de Leon feels that the traffic studies that have been done regarding the subject site are not accurate. She also stated that she has a grave concern regarding the push-through at Montclair as the neighborhood children play there, however, she does not disagree with selling the subject property to a reputable builder.

Carey Fredrick, 154 South Montclair Avenue, Glen Ellyn, Illinois requested that the petitioners consider not pushing through Montclair Avenue as the integrity of that neighborhood should be maintained when the Amber Ridge subdivision is built. Ms. Fredrick responded to Plan Commissioner Whiston that she would also like one or two of the proposed homes to be eliminated from the plan so that no variances are required.

Sean Buckley, 169 South Montclair, Glen Ellyn, Illinois stated that his neighbors and he want to be sure that safety is taken into account regarding the proposed project and that it makes sense for everyone involved. Mr. Buckley responded to Vice Chairman Strayer that his main problem with the project is Montclair going through to Sheehan in an S design which will increase traffic and probably increase risk to residents of that street. He added that traffic will be increased by 360 cars per day on a street that has only been used as a dead-end for the last 30 years.

Russell Schulz, 761 Glenbard Road, Glen Ellyn, Illinois stated that the traffic study showed the case of the proposed plan versus a plan where all traffic would eventually go out onto Glenbard Road or take the path north from there. He also stated that the C pattern which he and others felt would be a better pattern than what is being proposed has not been addressed. Mr. Schulz also wondered if new homes with detached garages would sell and felt that perhaps the developer was trying to make the alternative of homes with attached garages look better than homes with detached garages. He also expressed concern that the developer has requested so many variances and narrow streets for the proposed project. He added that he has seen townhouse projects crowded onto small lots with narrow streets and has wondered how those projects were approved.

Martin Gfesser, 773 Glenbard Road, Glen Ellyn, Illinois stated he has lived in Glen Ellyn since 1999. He stated that although studies claim that cars drive from Park Boulevard to Sheehan Avenue to Route 53, cars instead use Glenbard Road as a thoroughway to cut through to their destination. Mr. Gfesser stated that two parked cars and his mailbox have been hit in front of his house. He stated that cars will cut through on the proposed thoroughfare and the S shape will not slow the cars down. He added that he believes the traffic study has some flaws. Mr. Gfesser stated that he does not have a problem with the proposed subdivision, however, it should be built to code. He added that when residents

want to improve their homes, they must meet the requirements of the code and that the subject subdivision should be required to do so as well.

Paul Cloutier, 130 S. Montclair Avenue, Glen Ellyn, Illinois stated he and his wife recently moved to Glen Ellyn from Boston and love their neighborhood. He stated he does not have a problem with the development because people need houses. He also stated that they moved into their neighborhood because it is not a thoroughfare. He stated that the integrity of the neighborhood needs to be maintained and the neighbors are standing firm together and have a lot of backing behind them. Mr. Cloutier stated he and his wife are very open to working with everyone regarding the subject project but ask that the existing homes are not devalued and that the neighborhood is not ruined.

Molly Buckley, 169 S. Montclair Avenue, Glen Ellyn, Illinois stated that Glen Crest Middle School is the largest population south of Roosevelt Road and that there is a great deal of traffic related to the school. She stated that with the proposed configuration, safety will be a concern as children will exit the school and bolt across Sheehen Avenue to Amber Ridge where they will be picked up by their parents. She stated that she wished the school superintendent would comment more about this issue. Vice Chairman Strayer asked how safety is controlled at the nearby path for children going to Glen Crest Middle School, and Ms. Buckley responded that the School District should be asked that question. Vice Chairman Strayer asked if the school has crossing guards and Ms. Buckley replied that she did not know because her children do not attend Glen Crest Middle School. Plan Commissioner Heming-Littwin stated that she drove by the school today and that children walk across the street. Plan Commissioner Heming-Littwin asked Ms. Buckley if she was aware that the developer proposes to make improvements at their own cost to be sure that there is a safe crossing for students attending the school. Ms. Buckley responded to Plan Commissioner Heming-Littwin that this situation will be worse because children will be dropped off at the subject site from cars driving in from other neighborhoods. She also stated that the path currently used by students is not safe. Plan Commissioner Elliott asked what design for the subject property would not be the same situation and would not have the same problems, and Ms. Buckley responded that the C design would have less homes, police would already be at that location for surveillance purposes and signage could be installed that would indicate parking is not allowed during school hours. She added that if the space is opened up, there would be greater space, more cars and more students looking for the drop-off and pick-up when it is raining or snowing or they have missed the bus. Plan Commissioner Heming-Littwin asked if this problem could be fixed by not allowing parking on the lazy S from 7:00 a.m. to 9:30 a.m. and 2:00 p.m. to 4:00 p.m. Ms. Buckley responded that was possible, however, more space would then be provided. Plan Commissioner Bromann stated that the path for the Glen Crest students who are north of the proposed development is straight down Montclair to the junior high and the proposed crosswalk is approximately three lots east of that area. He asked what would happen with student traffic in the event that the proposed project is approved, and Ms. Buckley stated that this path did not seem like a path the children would use. She added, in her opinion, children will take the path of least resistance and also stated that there is a safety concern either way. Plan

Commissioner Mansfield stated that his understanding is that the proposed crosswalk was done specifically to align the front entrance of Glen Crest Junior High.

Petitioner's Presentation

Jon Isherwood, Land Acquisition Manager, K. Hovnanian Homes, 1806 S. Highland Avenue, Lombard, Illinois and Brian Murphy, Vice President of Operations, K. Hovnanian Homes, 1806 S. Highland Avenue, Lombard, Illinois were present to speak on behalf of the proposed petition.

Mr. Isherwood stated that he understands the residents' concerns regarding Montclair Avenue and addressed some of those concerns. He stated that water on the subject property generally flows southeast and that the rear storm sewer designed as is will handle all the stormwater that is attributable to this site. He added that the residents would maintain the sewer with insurance which is done in a number of K. Hovnanian's communities. Mr. Isherwood stated that they also have concerns regarding student safety at Glen Crest Middle School which is why they accommodated the pedestrian path and have planned for the crossing and flashing beacons to create a safe environment. Mr. Isherwood stated that they believe the proposed site design is best per reasons provided in their application packet.

Mr. Isherwood then addressed Joseph Abel's concerns as expressed at the previous Plan Commission meeting. Mr. Isherwood stated that the original Amber Ridge planning concept was a straightforward site design that presents a number of unique circumstances such as the site is very long and narrow and the property is across the street from a middle school that has parking stalls in the right-of-way along the south side of Sheehan Avenue. Mr. Isherwood also stated that there is existing wetland and existing access on Sheehan Avenue and that the property is zoned R2 and is annexed to the Village.

Mr. Isherwood displayed and described the subdivision's first concept plan which had 66-foot wide lots fronting on Sheehan that were approximately 294 feet deep and were approximately 19,000 square feet in size. He stated that these lots would not require any variances. Mr. Isherwood stated that the Village's Comprehensive Plan was reviewed and that the plan states that all new developments should be in the character, quality and scale of existing neighborhoods. He added that the plan also states that new residential developments should be encouraged that promote a range of housing types. He stated that after meeting with the Village Planning Department last year, the Village expressed recommendations for the subject site. One recommendation was a connection to the existing dead-end Montclair Avenue right-of-way that would have a direct north-south connection to accommodate residents' concerns, however, the developer did not choose this option. Mr. Isherwood also stated there is a desire not to load Sheehan Avenue with 15 new driveways that would create new uncontrolled traffic movements directly across the street from Glen Crest Middle School. He also stated that there was a desire to have a pedestrian path for the Rolling Hedge and Brentwood Court residents and school children so they could safely access Glen Crest Middle School. He also stated that a discussion was held regarding attached garage vs. detached garage homes and it was felt that

detached garages along Sheehan Avenue would create an undesirable aesthetic for the community.

Mr. Isherwood stated that an open house was held for the residents who stated they did not want a direct north-south connection and that request was incorporated into the developer's plans.

Mr. Isherwood stated that in order to accommodate many of the Village's preferences regarding this site, the petitioner has added a number of features. He stated that 920 feet of 50-foot wide public right-of-way, including the drive, parkway trees, sidewalks and public utilities, will be added. He stated that additional site work will also be added and that if the alternate original concept plan is done, much of the site would not be disturbed. He added that some illumination and parking spaces along the south side of Sheehan Avenue have also been added to the site plan that are not required per the Glen Ellyn code.

Regarding the requested variations, Mr. Isherwood stated that the 50-foot right-of-way is the direct result of the limited depth of the site which is 294 feet deep. He added that a 66-foot right-of-way would create lots that would be extremely shallow and it would be difficult to build a variety of homes. He also stated that through-lots 4-12 require variations that are needed to accommodate a double-loaded road and minimize impacts on Sheehan Avenue. He added that a corner side yard variance is requested to accommodate a 10-foot outlot that would accommodate the pedestrian path between Lots 6 and 7 which is also not required by code. Mr. Isherwood displayed plans that showed the lot sizes of the Rolling Hedge community to the north of the subject site as well as the proposed Amber Ridge subdivision. He stated that Rolling Hedge has 44 units with an average square footage of 10,720 square feet, a minimum lot size of 8,860 square feet, and a maximum lot size of 17,389 square feet. Mr. Isherwood stated that Amber Ridge has 23 units, a minimum lot size of 8,801 square feet, and a maximum lot size of 15,643 square feet for an average lot size of just over 10,000 square feet. He displayed an aerial photo and map of a proposal of a typical home mix for K. Hovnanian Homes lot coverages and the actual Rolling Hedge lot coverages which were not subject to 20 percent as they were developed in the 1970's. He added that 20 of 44 of the Rolling Hedge lots exceed the 20 percent lot coverage ratio and none of the Rolling Hedge lots exceed a 25 percent lot coverage ratio. Mr. Isherwood stated that none of the Amber Ridge lots would exceed a 25 percent lot coverage ratio, and 11 of 23 homes would have lot coverage ratios in excess of 20 percent. He added that 47 percent of the homes in Amber Ridge as compared to 45 percent of the homes in Rolling Hedge exceed the 20 percent lot coverage ratio. Mr. Isherwood displayed a lot restriction list and stated that if a variance was not granted for the proposed homes, only one home type could be built on the lots. He added that there are still restrictions with the 25 percent lot coverage in that only 7 of the lots would permit the largest home (3,167 square foot home) to be built and the remaining lots would accommodate both the 2,500-square foot homes and 2,800-square foot homes. Mr. Isherwood added that the variances are being requested because a double-loaded road must be accommodated, impacts on Sheehan must be minimized

and home types that would be of a similar scale and character as the existing community must be created.

Responses to Questions from the Plan Commission

Plan Commissioner Elliott asked why the petitioner has not eliminated one lot from the plan, and Mr. Isherwood responded that currently all 23 lots meet Glen Ellyn standards. He added that if the Village chooses not to support the lot coverage ratio variance, the petitioner would pursue either reviewing a detached garage product on the site or locating 15 lots on Sheehan Avenue. Mr. Isherwood added that the additional required infrastructure for the lots must be carefully weighed and balanced to go from 15 to 23 lots. Vice Chairman Strayer asked if the 15 lots would front on Sheehan Avenue, and Mr. Isherwood replied yes. Vice Chairman Strayer also asked if the 15 lots were built, would cars back into Sheehan Avenue in front of the junior high school, and Mr. Isherwood replied yes. Vice Chairman Strayer asked for clarification regarding statements made by the petitioner that if the requested variations were not obtained, they would lose 300 square feet on average per home, a top-line revenue of $1,345,500 and a loss per home of $58,000. Mr. Isherwood clarified that these figures are a loss of maximum potential revenue based on statistics at the time of the application.

Plan Commissioner Heming-Littwin asked Village Traffic Consultant Tom Adomshick what his projection was for daily traffic volumes and what the total trip per day increase would be on Montclair or through the Rolling Hedge subdivision. Mr. Adomshick responded that on Montclair south of Glenbard, he estimates that the traffic would increase from approximately 95 to 340 trips per day. He also added that on Montclair north of Glenbard, some of the residents in the area will take advantage of the opening of the connection to travel down Montclair and through Amber Ridge to access the signals along Sheehan Avenue. He stated that he anticipates that north of Glenbard, the number of vehicles would drop by 120 vehicles per day—from 420 to 300. He also stated that the number of vehicles would increase by approximately 40 on Glenbard east of Montclair which Mr. Adomshick stated is due to additional traffic plus some redistribution of existing traffic to access signals that are more convenient to exit onto Route 53. Mr. Adomshick responded to Plan Commissioner Heming-Littwin that the amount of total cars per day for the new subdivision would be 250.

Cross Examination

Attorney Phil Luetkehans, 105 East Irving Park Road, Itasca, Illinois asked questions of the petitioner regarding the subject project.

Mr. Isherwood responded to Mr. Luetkehans that K. Hovnanian Enterprises or an affiliated entity will be purchasing the subject property and that it is a single purpose entity. At Mr. Luetkehans' request, Mr. Isherwood displayed the concept plan with Village staff's suggestions. Mr. Luetkehans asked if all of the items on that page can be done if a crash gate is installed at the north end of the new road. Mr. Isherwood replied that the desire is to have a site plan that includes a connection to the existing Montclair

Avenue and that the intent is to extend the road in a public fashion for public use, not to install a crash gate, and limit the use to emergency vehicles only. Mr. Isherwood agreed with Mr. Luetkehans that the three desires from the concept meeting are met if a crash gate is installed between Montclair and the proposed S road. Mr. Luetkehans stated that one of the reasons the petitioner is asking for a variation is because the base plans will not fit on the site, and Mr. Isherwood responded that the desired home type would be in excess of 20 percent because with an attached garage, the petitioner could not pursue a detached garage bonus that would be allowed in other areas of Glen Ellyn. Mr. Luetkehans asked if some variations of the three proposed plans could be avoided if different sizes and shapes of plans were used, and Mr. Isherwood stated that was possible. He added that they take into consideration the character of the homes to allow for a larger home with an attached garage and K. Hovnanian believes that the proposed homes fit in with the character and scale of the neighborhood. He also added that square footage can be maximized through a production style box-over-box home with a very flat front and stated that K. Hovnanian does not believe this type of home would fit in with the character of the neighborhood. Mr. Isherwood responded to Mr. Luetkehans that they are trying to avoid monotony regarding the subject homes and that more than three plans would avoid monotony. Mr. Isherwood also agreed with Mr. Luetkehans that the Village zoning ordinance states that monotony should be avoided and Mr. Isherwood stated that an anti-monotony standard was included in their application. Mr. Isherwood added that the subject three home types have three different front facades/elevations with multiple material difference options; therefore, no monotony issues will exist at Amber Ridge. Mr. Isherwood responded to Mr. Luetkehans that they have not committed to only three plans and that 2,500 to 3,200-square foot homes would be appropriate in Glen Ellyn. He also stated that it would be possible to fit other plan types on these lots besides the ones that are proposed.

Mr. Isherwood confirmed for Mr. Luetkehans that the Village does not allow a garage bonus for attached garages by right and, therefore, a variation would be required for the type of garage at the subject subdivision. Mr. Isherwood agreed with Mr. Luetkehans that he believes this is the first time the Village would grant an exception, if approved, for all of the homes in a residential development to have an additional 5% lot coverage ratio. Mr. Isherwood responded to Mr. Luetkehans that he did not feel that it would have been appropriate for the Village to have a wholesale type exception in the Zoning Code for every house in a residential development. Mr. Isherwood stated that the subject site has characteristics that are not exhibited by most Glen Ellyn properties that make the variance appropriate. He stated that those characteristics include minimizing the impact on Sheehan Avenue as it is a unique circumstance to have through-lots creating a unique circumstance in which it would not be appropriate or would be an undesirable aesthetic to have detached garages running along the south property line adjacent to an existing middle school. He responded to Mr. Luetkehans that attached garages have been chosen because they felt it was appropriate and maintained the scale and character of the community and they understood that attached garages are Village preferences in order to avoid a line of detached garages. Mr. Isherwood responded to Mr. Luetkehans that he has not presented any studies to the Plan Commission that detached garages will not sell or would be inappropriate in the subject neighborhood. Mr. Isherwood added that it is his

personal opinion that detached garages would be an unpleasing aesthetic and would create conflicting character with the neighborhoods to the north and reluctantly agreed with Mr. Luetkehans that detached garages would create variety in the neighborhood. Mr. Luetkehans and Mr. Isherwood reviewed the variations being requested. Mr. Isherwood agreed with Mr. Luetkehans that the petitioner is requesting a variation from a 30-foot to a 20-foot setback for the corner side yard on Lot 12. Mr. Isherwood also responded that the side yard is reduced approximately 18 feet to the center line of the right-of-way in order to accommodate a request by the Village and residents to accommodate a pedestrian path not required by code that is 10 feet wide for the community to the north to have a direct access point to Glen Crest Middle School. He added that if the path was not provided, they would not have the corner side yard variance request. Mr. Isherwood agreed with Mr. Luetkehans that if the right-of-way variation was not requested, they would not be able to build the requested subdivision. At Mr. Luetkehans' request, Mr. Isherwood displayed the 15-lot concept plan and stated that the typical depth is 294 feet. Mr. Isherwood also responded to Mr. Luetkehans that if a 66-foot right-of-way was put in front of the homes, the standard 30-foot front yard setback as well as the standard 40-foot rear yard setback in this plan would be met. Mr. Isherwood also responded to Mr. Luetkehans that the reason this plan will not be utilized is because 15 uncontrolled driveways onto the existing Sheehan Avenue, a collector road, is not a desired outcome which is the main reason this plan will not be used. Mr. Isherwood responded to Mr. Luetkehans that if a small "c" access road was built in front of this subdivision, 15 lots could be built with no variations, however, this is not an option that would be pursued. Mr. Isherwood agreed with Mr. Luetkehans that the majority of the homes K. Hovnanian intends to build in the subject subdivision would not be able to be built and the lots would not be in compliance without the 66 to 50 foot right-of-way variation. Mr. Isherwood responded to Mr. Luetkehans that some lots in the subject subdivision would not meet the minimum lot size requirement with a 66-foot right-of-way and that 8 feet of parkway space between the edge of the curb and the sidewalk would also be eliminated. He added that the typical parkway in the community to the north is 3-1/2 feet smaller than a typical Glen Ellyn parkway.

Mr. Isherwood responded to Mr. Luetkehans that the subject plan cannot be built without any variations because Lots 4-12 require variations in order to be through-lots. He also responded that 23 standard Glen Ellyn lots could be built on this site plan with the through-lot variations and that no variations for lot size are being requested. Mr. Luetkehans asked if 23 lots could fit on the site to be developed besides the variations on Sheehan Avenue and excluding the variation on the right-of-way, and Mr. Isherwood estimated 22 or 23 lots could be developed. Mr. Isherwood responded to Mr. Luetkehans that the average lot size of the Rolling Hedge subdivision is 10,720 square feet and the average lot size of the Amber Ridge subdivision is 10,075 square feet. Mr. Isherwood agreed with Mr. Luetkehans that if two 15,000- square foot lots were removed from the Amber Ridge subdivision, three lots would be more than 11,000 square feet. Mr. Isherwood responded to Mr. Luetkehans that the lot sizes at Amber Ridge range from 8,801 square feet to 15,409 square feet. Mr. Isherwood responded to Mr. Luetkehans that 5 lots in Rolling Hedge are under 9,000 square feet, and Mr. Luetkehans stated that 9 lots of 23 lots in Amber Ridge are under 9,000 square feet. Mr. Isherwood responded to Mr.

Luetkehans that three cul-de-sacs less than 500 square feet could not be built on the subject property because a minimum right-of-way of 110 feet is required for a turnabout; therefore, one of the three cul-de-sacs would impact the wetland. Mr. Isherwood responded to Mr. Luetkehans that a crash gate to Montclair Avenue is not their preference. Mr. Isherwood responded to Mr. Luetkehans that he would need to further research the question regarding whether lots would be eliminated if all of the variations were approved and a crash gate was installed.

Traffic Engineer Tom Adomshick verified for Mr. Luetkehans that the Village Code does not require additional spaces for the athletic field and seven parking spaces would need to be removed in front of that field. Mr. Adomshick responded to Mr. Luetkehans that there is no information regarding an analysis of parking usage for those spaces on weekends along the street and at the school, however, based on his personal experience, with one game being played, there is adequate parking at that location. He also noted that there is parking available on the school site itself in excess of code requirements. Mr. Luetkehans added that more games with more traffic occur at that site. Mr. Adomshick responded to Mr. Luetkehans that from a traffic engineering standpoint only, the reason for limiting the length of a cul-de-sac is due to emergency access and plowing. Mr. Adomshick responded to Mr. Luetkehans that the S curve is designed to allow a vehicle to navigate the curve and continue north or south and is not necessarily designed to accommodate emergency vehicles turning around. Mr. Luetkehans stated that if a crash gate is installed south of the existing Montclair, the safety concern of the emergency vehicles could be alleviated. Mr. Adomshick responded that crash gates and emergency points have disadvantages as they are generally not maintained and snow piles can create problems regarding access. Mr. Adomshick responded to Mr. Luetkehans that a crash gate situation located near the mosque on Route 53 has an emergency access and a parking lot that allows vehicles to turn around and exit directly through the entrance to Route 53. Mr. Adomshick responded to Mr. Luetkehans that a memo from his office regarding an eyebrow concept listed pros and cons of that concept and did not offer recommendations. Mr. Luetkehans stated that one of the options is a long cul-de-sac off of Montclair and that the option of the cul-de-sac going in the opposite direction was not reviewed. Mr. Adomshick did not agree with Mr. Luetkehans that there would be additional cut-through traffic with the S plan. Mr. Adomshick responded to Mr. Luetkehans that the current traffic patterns would be maintained north of Montclair if a long cul-de-sac off of Sheehan was used and would allow emergency access at two points if the Village approved a crash gate. Mr. Adomshick also responded to Mr. Luetkehans that if the reverse cul-de-sac was done with the emergency access, the neighbors to the north would have the same amount of traffic and the same configuration the neighborhood has had for many years.

Mr. Luetkehans stated that there are a few different types of traffic in the area of the school on Sheehan with additional types of movements going onto Sheehan, including cars from the 23 homes and cars who are using Montclair as a through street. Mr. Luetkehans stated that the traffic report states that the increase in traffic on Montclair south of Glenbard will be 3 to 4 times more with the proposed subdivision, and Mr. Adomshick responded that the increase would be 2-1/2 times more. Mr. Adomshick

responded to Mr. Luetkehans that any plan with a connection to Sheehan Avenue will increase traffic on Sheehan as a result of traffic from the new homes as well as some redistribution of existing traffic. He also stated that Sheehan is a collector street and Montclair is a local street. Mr. Adomshick responded to Mr. Luetkehans that he did a traffic analysis from 4:00 to 6:00 p.m. when school had already been let out and that the reason for the evening analysis was because the departures and traffic volumes at the end of the school day are more dispersed than they are during the morning peak hour because of after-school activities and, therefore, the morning peak hour is the critical peak hour for the school. Mr. Adomshick agreed with Mr. Luetkehans that there are more cars and buses waiting at the school in the afternoon. Mr. Adomshick responded to Mr. Luetkehans that the Zoning Code talks about maximizing connectivity and that the benefit of connectivity is that it disperses traffic and minimizes the impacts generated by the additional traffic of the development. Mr. Adomshick responded to Mr. Luetkehans that he is not aware of any problems in the neighborhood due to non-connectivity. Mr. Adomshick also responded to Mr. Luetkehans that he has seen a petition signed by 75 neighbors who are concerned regarding the S curve in the neighborhood. Mr. Luetkehans also asked if it was fair to say that the neighbors have gone through a fair amount of trouble by hiring himself and Mr. Abel for something Mr. Adomshick sees as a non-issue. Mr. Adomshick stated that was correct. Mr. Luetkehans stated that at the end of the school day, the easiest movement out of Amber Ridge Drive when going south would often be to take a right because there would be a great deal of traffic to the left. Mr. Adomshick responded that people going to Route 53 will turn left in that direction. Mr. Adomshick agreed that turning right to Amber Ridge Drive will take the cars back through the crosswalk.

Mr. Luetkehans responded to Vice Chairman Strayer that he will submit as an exhibit a memo from Daniel Schoenberg, P.E., to Michele Stegall dated July 30, 2012 regarding Amber Ridge Concepts, Glen Ellyn and he distributed that memo which had previously been included in the Plan Commission packet.

Mr. Adomshick indicated for Mr. Isherwood that the intersection of Glenbard Road and Route 53 was rated the least safe of those he surveyed because it is a stop controlled intersection on a very heavily traveled major route. Mr. Isherwood asked if the new proposed connection of Amber Ridge Drive provides a safer route for someone traveling south down Montclair who is trying to get to Route 53 traveling south and/or north. Mr. Adomshick responded that the connection allows one to move from Glenbard Road to Route 53 either left or right. He added that they can use the connection as an alternate location where the traffic signal will provide a protected period when Sheehan Avenue gets the green signal so they can move without interference from cars on Route 53. Mr. Adomshick stated this is an additional option that can provide a safer access to Route 53. Mr. Adomshick responded to Mr. Isherwood that he recommends the existing plan with the connectivity because it disperses traffic, reduces the impact, in general, to all of the surrounding streets, and the daily traffic volume on South Montclair at 340 vehicles is still at a level that is under the American Association of State Highway and Transportation Officials which classifies it as a very low volume street. He added that the Montclair volume is lower than many streets in Glen Ellyn.

Mr. Luetkehans added that Glenbard has some issues coming out onto Route 53 that will push more cars down to Sheehan than it otherwise would, and Mr. Adomshick responded that some of the traffic that currently uses Glenbard will instead use the connection to go to Sheehan and use the signals. Mr. Luetkehans stated that more cars will be now be on Sheehan in front of the school and Mr. Adomshick stated that is not necessarily the case in comparison to the cul-de-sac as the increase in volume is perhaps 10 to 15 vehicles during peak hour on Sheehan Avenue.

Persons in Favor of or in Opposition to the Petition (continued)

Frank Mancusco, 173 Hedge Court, Glen Ellyn, Illinois asked Mr. Isherwood if he is aware of any K. Hovnanian customers who are not happy customers. Mr. Isherwood responded that any public company of their size has unhappy customers although he was not personally aware of any specific unhappy customers. Mr. Isherwood responded to Mr. Mancusco that he is unaware of the current rating of their builder, J. D. Power and Associates, however, Brian Murphy responded that a third party survey company surveys all of their customers three times after they close on their homes.

Carey Fredrick spoke again and asked why the petitioner did not design houses based on the lot size, and Mr. Isherwood responded that the most responsible design is the one presented at this meeting. He also responded to Ms. Fredrick that the Village never endorsed the petitioner's variations, however, they voiced design preferences that resulted in the petitioner requesting variances. Vice Chairman Strayer stated that the Village had requested that trees be planted by the developer instead of the Village.

Greg Smith, 167 Stonegate Court, Glen Ellyn, Illinois asked if the Plan Commission had asked for a plan with less than 23 homes, and Mr. Isherwood replied that one or two Plan Commissioners may have recommended less than 23 homes. Mr. Isherwood also responded to Mr. Smith that they have not reduced the lot count because they must weigh the number of lots that the plan will yield versus what their base scenario is with 15 lots. Mr. Smith asked Mr. Isherwood if he felt it is the job of the Plan Commissioners to grant variances so that the project is more financially viable. Mr. Isherwood responded that the project would be financially viable with 15 lots and that the variances are required to accommodate the S type site plan that accomplishes a number of goals expressed as preferences.

Karen Ferguson, 124 South Montclair, Glen Ellyn, Illinois stated that the Plan Commission has been shown plans for 15 homes and 23 homes and asked Mr. Isherwood if they have shown the Plan Commission any plans with the number of homes between 15 and 23. Mr. Isherwood stated that they have considered communities of different lot counts and have determined that 23 is the number of homes they need or desire in order to move forward on this project in its current configuration. Mr. Isherwood also responded that if no variations were granted with the S type plan, he did not know if the subject site plan would be financially viable. Mr. Isherwood responded to Ms. Ferguson that two of their plans are in excess of 2,800 square feet. Ms. Ferguson asked Mr. Isherwood what density of homes would be needed for profitability that might allow a

crosswalk. Mr. Isherwood responded that they have an in-depth market analysis team that reviews sales data for every community that they build in and for the subject community, an analysis of single-family homes that sold in the Glen Ellyn in 2012 was done. He added there was a wide disbursement of prices as a lot of characteristics are involved in pricing a home and they took a look at where the demand for new homes might lie. He also stated that information gathered demonstrates that there is strong demand for single-family homes larger than their proposed homes.

Mr. Isherwood responded to Plan Commissioner Elliott that building less than 23 homes at the subject site is not financially preferred and that he could do an analysis based on more recent data to provide more information.

Motion to Continue Public Hearing

Plan Commissioner Elliott moved, seconded by Plan Commissioner Mansfield, to continue this hearing to April 4, 2013 at 7:30 p.m.. The motion carried by voice vote.

There being no further business before the Plan Commission, the meeting was adjourned at 10:49 p.m.

Prepared by:
Barbara Utterback, Recording Secretary

Reviewed by:
Michele Stegall, Village Planner

DRAFT

PLAN COMMISSION
MINUTES
SPECIAL MEETING
APRIL 4, 2013

The special meeting was called to order by Chairman Julie Fullerton at 7:35 p.m. Plan Commissioners Craig Bromann, Todd Buckton, Tim Elliott, Jeff Girling, Tracy Heming-Littwin, Mary Loch, Jeffrey Mansfield, Jay Strayer and Ray Whalen were present. Plan Commissioner Lyn Whiston was excused. Also present were Trustee Liaison Robert Friedberg, Planning and Development Director Staci Hulseberg, Village Planner Michele Stegall, Police Chief Phil Norton, Village Attorney Julie Tappendorf, Village Stormwater Engineer Ray Uhlrich, Traffic Engineer Tom Adomshick with James J. Benes & Associates, substitute Recording Secretary Debbie Solomon and Court Reporter Angie Phipps.

Plan Commissioner Elliott moved, seconded by Plan Commissioner Bromann, to approve the minutes of the March 14, 2013 Plan Commission meeting. The motion carried unanimously by voice vote. Commissioner Girling stated he left the March 14, 2013 meeting early, but has read the minutes and is up to speed on what was discussed. Chairman Fullerton stated she missed the March 14, 2013 meeting, but has also read the minutes and knows what was discussed.

Public Comment

No one from the audience spoke on any non-agenda items at this meeting.

CONTINUED PUBLIC HEARING – AMBER RIDGE SUBDIVISION, 760 SHEEHAN AVENUE. PUBLIC HEARING WITH DISCUSSION, CONSIDERATION AND RECOMMENDATION REGARDING REQUESTS FOR APPROVAL OF A PRELIMINARY PLAT OF SUBDIVISION, SUBDIVISION VARIATIONS AND ZONING VARIATIONS TO ACCOMMODATE THE CONSTRUCTION OF A NEW 23-LOT SINGLE-FAMILY HOME SUBDIVISION ON 8.86 ACRES AT 760 SHEEHAN AVENUE. THE SUBJECT PROPERTY IS LOCATED ACROSS FROM GLEN CREST MIDDLE SCHOOL AT THE NORTHWEST CORNER OF ROUTE 53 AND SHEEHAN AVENUE. THE SITE IS ZONED R2 RESIDENTIAL DISTRICT.
(K. Hovnanian Homes, petitioner)

Commissioner Heming-Littwin made a motion to re-open the Public Hearing on 760 Sheehan Avenue at 7:36 p.m. The motion was seconded by Commissioner Buckton and carried unanimously by a voice vote.

Responses to Questions from the Plan Commission

Commissioner Mansfield asked for comment from the Staff about the Staff Memo which covered Lot Coverage Ratios (LCR), street width and storm sewers. Village Planner Stegall stated this memo was done in response to questions from the Plan Commission members. Ms. Stegall stated a 20% LCR is permitted with a variety of bonuses, with the 2 main bonuses being the detached garage and the front porch. Ms. Stegall showed charts of LCR Comparisons with

different lots in the Village if everything was maxed out and then a chart for the Amber Ridge Subdivision. Ms. Ste gall stated for the proposed Amber Ridge lots, the average lot area is 10,075 square feet so if there was a 20% LCR per code and the detached garage and front porch bonuses on a lot, there could be an equivalent 27.3% LCR, or if they did the requested 25% LCR without the garage bonus, there could potentially be a 27.4% LCR. Ms. Stegall stated they also looked at a more typical Amber Ridge lot with an average width of 75 feet and an average depth of 123 feet, and with a 20% LCR and the 2 bonuses, this would be a 28% LCR, and with 25% LCR and no garage bonus, this would potentially be 27.6%. Commissioner Mansfield asked about previous requested variances to which Ms. Stegall stated there were 58 requests, 8 of which were put aside as they were for straight-up additions, so they worked with 50 that were not straight-up additions. Ms. Stegall stated the Village changed the regulations a few years ago so that a straight-up addition could be done without a variance, as long as the top floor and bottom floor averaged to 25%. Commissioner Mansfield verified the Village has never approved an LCR variation for a new home to which Ms. Stegall stated the Village has not. Ms. Stegall stated there was an incentive built into the regulations that you could have more LCR if you built a product that was determined to be desirable, such as a detached garage, which takes bulk away from the main house. Commissioner Strayer stated he was a part of the board that changed the LCR to 20%, and the driving force was the teardown problem that was happening in the Village at that time. Commissioner Loch stated she was also on the board during this and the idea of a bonus if a homeowner moved the bulk of the garage to the back would leave the front of the home more open.

Commissioner Whalen asked if any of the homes for which LCR variations were granted were only 5 or 10 years old to which Ms. Stegall stated she does not have the built dates, only the acted-on dates.

Commissioner Girling asked if the Village has an opinion on the preferred placement of the storm sewer to which Ms. Stegall stated if the storm sewer was in the front yard or the street, it could be accessed much easier by Public Works. Ms. Stegall stated the Public Works Department would prefer to see the storm sewer in the right-of-way or front yard.

Commissioner Heming-Littwin asked the petitioner to address why K. Hovnanian would prefer the storm sewer in the rear yards. Mr. Isherwood stated there would be rear-yard catch basins every 2 lots so the rear-yard swale has a place to drain, and these catch basins would discharge into a storm pipe and then drain into the retention pond on the east side of the subdivision. Mr. Isherwood stated the reason they would are opposed to the storm sewers in the front yards is the sanitary runs on one side of the street in the front and water runs on the other side of the street. Mr. Isherwood stated introducing another pipe into the front and side yards would require more stone. Mr. Isherwood stated they could accommodate the storm sewer under the pavement, but this can be costly in the long-term as the street would need to be dug up for repair. Mr. Isherwood stated the homeowners' association would be responsible for the rear-yard catch basins. Mr. Isherwood stated the Village will add a Special Service Area for the maintenance of the retention pond if the homeowners' association does not take care of it well, and the rear-yard catch basins could be added to this Special Service Area.

Mr. Isherwood showed a picture of the grading map of the subdivision. Village Stormwater Engineer Ulrich stated catch basins are proposed in the street to pick up the water flowing in the street; however, the rear yard storm sewers would be larger. Mr. Ulrich stated there would a combination of storm sewers in the front and the rear with the main truck line in the rear. Mr. Isherwood showed the additional catch basins on the map and said the water is piped to the rear of the lot and then east to the retention pond.

Commissioner Whalen asked about the possible failure of piping to which Mr. Isherwood stated with the technology of current piping, the likelihood of failure is low, either if under the street or in the rear yards.

Commissioner Whalen asked if K. Hovnanian could reduce the current number of 25% LCR requests to which Mr. Isherwood stated their preference would be to have the flexibility to have 25% LCR on all properties, but limit the number of lots that would be permissible on so they can pick and choose appropriate home types and sizes as they are demanded by the Village's population. Commissioner Whalen asked what the minimum number of 25% LCR lots would be to which Mr. Isherwood stated 11 of 23 lots should give them the flexibility they need to offer an appropriate variety of home types. Commissioner Whalen asked if the Plan Commission would consider these 11 of 23 lots, would the developer be willing to plant 75 additional trees in the development, with a minimum of 2 per lot. Mr. Isherwood stated there are landscape buffers on the north, west and south property lines, but did not know the number of trees included in these buffers. Mr. Isherwood stated each home gets a standard landscape package of at least 1 shade tree and multiple shrubs.

Closing Statements

Mr. Isherwood thanked the Plan Commission for their time, commitment and patience during this development application. Mr. Isherwood stated this development will promote a wonderful streetscape. Mr. Isherwood stated adding detached garages would create bulk along Sheehan Avenue, and these garages would not back up to a rear yard. Mr. Isherwood stated with this development, they have done their best to ensure a responsible development while balancing the interests of each of the parties involved. Mr. Isherwood stated over the course of the past 2 public hearings, they have reviewed the process in which Amber Ridge has evolved to the site plan before the Plan Commission this evening. Mr. Isherwood stated they have presented the merits of this plan, the variances necessary to permit that plan, the evidence to support those site variances and alternative site plans. Mr. Isherwood stated in addition to the testimony offered at the public hearings, the petitioner has presented to the Village specific findings of fact to support their development plans and associated variances which they request be incorporated in the formal record of these proceedings. Mr. Isherwood stated the plan presented this evening minimizes the impact on Sheehan Avenue while adhering to the neighborhood concerns of connecting Sheehan Avenue and Montclair Avenue. Mr. Isherwood stated the plan offers numerous benefits to the public welfare and safety by increasing neighborhood connectivity, providing a safe, well-marked and direct pedestrian access route to Glen Crest Middle School that currently does not exist and creating dense landscape buffers to soften the transition from the school and residential uses along Sheehan Avenue. Mr. Isherwood stated they believe the plan responds to a number of goals outlined in the Glen Ellyn Comprehensive Plan. Mr. Isherwood

stated in order to accommodate this plan, K. Hovnanian has requested 4 subdivision and 5 zoning code variances, which he reviewed. Mr. Isherwood stated they have requested 2 variations related to LCR and the attached-garage home type would be the desired home type at Amber Ridge because this will largely enhance the scale, quality and character of the existing neighborhood. Mr. Isherwood asked in considering the LCR of 25%, the Plan Commission should concurrently restrict the ability to pursue an attached-garage bonus. Mr. Isherwood stated they have been asked if they could lose 1 or 2 lots in an effort to assist LCR calculations; however, losing 1 or 2 lots would not alleviate the need for a LCR variance in order to accommodate an appropriate mix of home sizes and types. Mr. Isherwood stated in order to accommodate a similar lot coverage using a 20% ratio, the average lot size would need to increase from the current 10,075 square feet to 12,593 square feet. Mr. Isherwood stated if they revised this plan to only19 lots, the average lot size would be 12,196 square feet.

At this point, Attorney Luetkehans objected to Mr. Isherwood introducing new evidence in the closing argument that was not presented before. Village Attorney Tappendorf and Chairman Fullerton agreed.

Mr. Isherwood asked the Plan Commission consider the type of home the commission thinks is appropriate at Amber Ridge, and if the commission thinks an attached-garage home type is appropriate then the 25% LCR variation and the concurrent detached-garage bonus restriction are appropriate. Mr. Isherwood stated attached-garage homes enhance the scale, quality and character of the surrounding community. Mr. Isherwood stated the effective coverage of these lots would be no greater than what is currently permissible if a developer would utilize the attached-garage bonus.

Attorney Luetkehans thanked the Plan Commission for their time and attention to this matter. Mr. Luetkehans stated the commission heard a lot of things in Mr. Isherwood's statement that there has been no support for, and there is no evidence about the economy of this project. Mr. Luetkehans stated no evidence has been presented to show a reasonable return is not possible without all the variations and, if all the variations are approved, there would over 60 variations for 23 lots. Mr. Luetkehans stated there are no unique circumstances showing the plight of the owner as the lots are rectangular. Mr. Luetkehans stated the developer said in passing that the school creates another hardship, but the design exacerbates the school issue by placing more traffic on Sheehan Road as there are now 23 lots in this design which creates 23 new traffic users in this area. Mr. Luetkehans stated the attached-garage precedent would set a standard for every other home in the Village, and the Village would hear about this from any developer that wants to build in the Village. Mr. Luetkehans stated all previous 50 LCR variations granted by the Village were for existing homes, and not new construction which could be a bad and dangerous development precedent for the Village. Mr. Luetkehans stated the lessening of the right-of-way from 66 feet to 50 feet lessens the green space even more in the neighborhood and would take away 8 feet on each lot, another 600 to 800 square feet. Mr. Luetkehans stated the rear variations put more variations on top of variations. Mr. Luetkehans stated K. Hovnanian has been asked a number of times to come back with a number less than 23 lots as there is no need for all these variations. Mr. Luetkehans stated there has been no good evidence for all these variations aside from K. Hovnanian wanting to maximize their profits. Mr. Luetkehans stated K. Hovnanian has created their own hardship due to the strict adherence to only 3 building sizes and shapes. Mr.

Luetkehans stated the Village code requests some non-conformity and variation among building sizes and styles, and this plan does not do that.

At this point, Mr. Isherwood objected and said Mr. Luetkehans is putting false testimony on the record.

Mr. Luetkehans stated the light and air standard has been met. Mr. Luetkehans stated there were stormwater concerns the neighbors to the north have due to the proposed stormwater system. Mr. Luetkehans stated dealing with private entities for stormwater can be a mess as the Village will still get phone calls from unhappy residents, but not be able to do anything about this. Mr. Luetkehans stated the stormwater has to go in the rear yards because the right-of-way variation in the front would make the right-of-way too small. Mr. Luetkehans stated the general welfare of the neighborhood is one of the most pivotal points in this whole hearing as it will be impaired for the quiet residential neighborhood to the north. Mr. Luetkehans stated the concerns the school may have could be handled in different manners. Mr. Luetkehans referred to a neighborhood picture on the screen and stated that 9 lots in Amber Ridge will back up to 4 ½ lots in the neighborhood to the north which is not in keeping with the character of the neighborhood. Mr. Luetkehans stated the developer has not shown any evidence that the project would not diminish or impair property values in the neighborhood. Mr. Luetkehans stated that while the traffic numbers may not be above the safety limit, Traffic Engineer Adomshick said this will increase the current traffic 3 to 4 times on Montclair Avenue. Mr. Luetkehans stated no one knows what the effect will be for the parking on Sheehan Avenue. Mr. Luetkehans stated this development could create a nuisance and the land will be over-stuffed. Mr. Luetkehans stated the developer has failed to meet all 13 standards in the zoning code.

Plan Commissioner Elliott moved, seconded by Plan Commissioner Heming-Littwin, to close the public hearing. The motion carried unanimously by voice vote.

Deliberation by the Plan Commission

Chairman Fullerton stated one of the biggest discussions will be LCR so she asked the Plan Commission for their feedback on this first.

Commissioner Mansfield stated he was on the commission when the LCR was changed and feels the concept has been totally turned around. Commissioner Mansfield stated he likes the attached-garage style, but you do not need to build 25% to do an attached garage. Commissioner Mansfield stated he does not see justification for a 25% LCR, especially when there has never been a 25% LCR granted for a new home. Commissioner Mansfield stated he is not in favor of the 25% LCR variation. Commissioner Whalen stated at the time the LCR was changed, the recommendation of the Plan Commission was 25%, but the Village Board decided on the 20% LCR.

Commissioner Loch stated the development would be good but she is not comfortable with a blanket 25% variation. Commissioner Loch stated she would be fine with a 25% LCR on 1 or 2 lots.

Commissioner Elliott stated he thinks the petitioner met the standard on everything else, but he is uncomfortable with a 25% LCR on every lot and would even be uncomfortable with a 25% LCR on 11 lots. Commissioner Elliott stated the development is proposed on a narrow property and does not know where you could put rear garages in this subdivision that would be attractive in a space that small. Commissioner Elliott stated he does see the need to grant some flexibility as there was evidence to support granting some of the variances. Commissioner Elliott recommended an LCR of 23% on up to 8 lots and an LCR of 25% on 3 lots, and the lots that could have a variance should be lots 2, 6, 8, 9, 11, 14, 17, 19, 20, 21 and 22. Commissioner Elliott stated these lots were identified previously by the petitioner.

Commissioner Heming-Littwin stated she closely agrees with Commissioner Elliott. Commissioner Heming-Littwin stated she believes there could be a lot of safety issues with new lots being subdivided on Sheehan Avenue. Commissioner Heming-Littwin stated she is leaning toward 8 lots with an LCR of 23% or less and an additional 3 lots up to 25%. Commissioner Heming-Littwin stated all lots should not have the bonus of a rear-yard garage as it would be more in character with the subdivision to the north. Commissioner Heming-Littwin stated she thinks there are unique circumstances with on this land, and it is hard to compare this proposed subdivision with the subdivision to the north.

Commissioner Strayer stated he has no problem with the petitioner's request for a 25% LCR on all the lots as he does not think the LCR increase affects the scale and building of the homes. Commissioner Strayer stated he thinks the petitioner did a good job explaining why they need the flexibility. Commissioner Strayer stated he does not have a problem with any of the variances.

Commissioner Girling stated the Village inadvertently penalizes developers who build attached garages due to the LCR restriction. Commissioner Girling stated attached garages work better in some areas of the Village than others. Commissioner Girling stated he is concerned about protecting the value of the homes already there so building smaller homes with attached garages could lower the property values of the existing homes. Chairman Fullerton stated what if there were less lots so you could build larger homes on larger lots to which Commissioner Girling agreed. Commissioner Girling stated you cannot prevent a developer from getting a reasonable return and noted that the size of all the lots conforms to code, and this would be negatively impacting the developer due to the home types built. Commissioner Girling stated he would be fine with a 25% LCR on all lots but could support Commissioner Elliott's proposal. He further suggested that the LCR variation be restricted to 11 lots of the developer's choice rather than specifying which lots it would apply to. Commissioner Elliot indicated that his concern was that the developer would build a home with a 25% LCR on one of the larger lots, for example Lot 3 which is why he suggested applying to the variation to specific lots. Commissioner Girling conceded the point.

Commissioner Bromann stated he is not too happy with the LCR lot exception as there are so many, and he is concerned as a 25% LCR has never been approved for new construction.

Commissioner Whalen stated he is in support of the 25% LCR across the board as building rear yard garages would not protect the existing neighbors to the north. Commissioner Whalen stated

detached garages would be detrimental and not in keeping with the character of the neighborhood. Commissioner stated if a 25% LCR is allowed on only certain lots then is the Plan Commission okay with the bonuses which could then push the LCR to 28 or 29%. Commissioner Whalen he knows of several homes that are less than 5 years old that have been approved for the LCR variations. Commissioner Whalen stated there would also be a lot less impervious surface with attached garages which would help the stormwater situation. He also noted that the Commission discussed and expressed no objection to the requested 50-foot right-of-way width at two prior pre-application meetings.

Commissioner Buckton stated there is no reason to give the 25% LCR variation as the only reason to grant the variation is because the developer wants to make money. Commissioner Buckton stated that if the 20% LCR is not working, the Plan Commission needs to send this back to the Village Board. Commissioner Buckton stated this is only opening the door for any developer.
Chairman Fullerton stated she would like to see something happen on this land, but she does not support the blanket variation of 25% LCR as she does not see any evidence for it. Chairman Fullerton stated the straw vote is 5 for no LCR variation, 3 for a limited LCR and 2 for no limited LCR.

Commissioner Elliott asked if there can be individual motions on the variances to which Attorney Tappendorf said there can be. Commissioner Strayer stated if there is a separate vote on each variance, the Plan Commission is in essence telling the developer to go back and replan the whole development which could set the developer back 18 months. Commissioner Strayer stated this is a piece of property that needs to be developed and he is not sure there will be not be any better proposal than this.

Commissioner Elliott stated there are small lots and large lots in this proposal, and he used the developer's own document to come up with his limited lot proposal. Commissioner Elliott stated he is willing to take the developer at their word, but wants to limit the size. Commissioner Elliott stated he expects the developer to waive the detached garage bonus on all 23 lots, and this is a good middle path.

Commissioner Mansfield stated he is not crazy about the street-width variation as it will make a narrow streetscape but sees it as the only alternative. Commissioner Mansfield stated he is concerned with the issue of the storm sewers in the rear yards as they would be on private property and maintained by the homeowners' association which may not be the right thing. Commissioner Mansfield stated he would rather see the storm sewer go in the right-of-way. Commissioner Mansfield stated there should be a condition that the 5 parking spaces that will be removed on Sheehan Avenue should be removed using curb and not just striping.

Commissioner Loch stated she is comfortable with most aspects of this project and would like to see a better solution than having the storm sewers in the rear yards. Commissioner Loch stated she could compromise with the 8 lots up to a 22% LCR as that is what the petitioner's material depicts.

Commissioner Elliott stated the 3 major issues with the project are LCR, the layout of the subdivision and the storm sewer placement. Commissioner Elliott stated there are no variations being sought for the route of the street or the storm sewer so the variation standards do not need to be applied to study these. Commissioner Elliott stated every design had advantages and disadvantages and would like to see a better solution to the rear-yard storm sewer, even though the rear-yard storm sewer does satisfy the criteria. Commissioner Elliott stated he agrees with Attorney Luetkehans that this developer has not shown that they cannot get a reasonable rate of return without the 25% LCR on all lots but noted that the standard is either that they cannot get a reasonable rate of return or that there are unique circumstances and he believes evidence has been submitted that there are unique circumstances.

Commissioner Heming-Littwin stated she agrees with Commissioners Loch and Elliott about the rear-yard storm sewer and would like to see a better solution. Commissioner Heming-Littwin thanked the petitioner for giving up some land for a pedestrian path for the children's safety and allowing them to go through the property.

Commissioner Strayer stated again he is fine with all the petitioner's requests. Commissioner Strayer stated he thinks Montclair Avenue was constructed with the intention that the street would be extended at a future date. Commissioner Strayer stated the right-of-way reduction is needed as the depth of the lot is a hardship. Commissioner Strayer stated the safety of pedestrians will be enhanced, and he agrees with the adding of curb after the removal of the parking spaces on Sheehan Avenue.

Commissioner Girling stated he is fine with everything in the petitioner's application except the storm sewer as it should be in the street so the Village can handle this. Commissioner Girling stated the petitioner has met the standards for the variances, even though he is not usually happy with so many variances. Commissioner Girling stated he agrees with adding the condition for the curb on Sheehan Avenue.

Commissioner Bromann stated he is not comfortable with the storm sewer in the rear-yard or the corner setback variation and is not happy with the right-of-way exception.

Commissioner Whalen stated he supports the variations and would like to recommend adding a condition that the storm sewer should be satisfactory to the Village Engineer and the Public Works Department as he does not want the Plan Commission to micro-manage this, and it should be left up to the experts.

Commissioner Buckton stated the 25% LCR on all lots is a deal-breaker for him. Commissioner Buckton stated the plan is not near perfect and is riddled with variances.

Chairman Fullerton asked Commissioner Mansfield and Commissioner Bromann if the 25% LCR is a deal-breaker for them to which they both responded yes.

Chairman Fullerton stated the 25% LCR is a deal-breaker for her too; however, she does like the condition of the storm sewer that Commissioner Whalen mentioned. The rest of the Plan Commission agreed with this.

Commissioner Heming-Littwin stated she currently resides on a street that is just over 21 feet from curb to curb and there is parking on the street. Commissioner Heming-Littwin stated that at some point, the street in the subdivision might only have parking on one side of the street. Commissioner Loch stated her understanding is that the 21 feet is deliberate to calm the traffic as there is parking on both sides of the street.

Commissioner Whalen referenced the 2/21 memo and asked if the other conditions had been addressed to which Village Planner Stegall stated those were recommended conditions of preliminary approval.

Chairman Fullerton asked for the commissioners' position that the Village created variances due to the design of the street connectivity. Commissioner Whalen stated the street design is what came about from the developer's discussion with the Planning Department staff. Commissioner Buckton stated he does not think this is relevant as the project still needs to meet the variance standards and go through Plan Commission and the Village Board. Commissioner Elliott stated this proposal is a different proposal than the original and his view on the variations is not influenced by whose fault it is that the variances are being requested.

Chairman Fullerton suggested a 5-minute break. The meeting was started again at 9:49 p.m.

Motion

Plan Commissioner Elliott moved, seconded by Plan Commissioner Heming-Littwin, to recommend approval of various requests for the Amber Ridge Subdivision as set forth in the draft motion approving the project distributed to the Plan Commission and repeated below for convenience with the additions of Conditions 9-11 as set forth below.

Having considered the applications of K. Hovnanian Homes for approval of a Preliminary Plat of Subdivision, Subdivision Variations and Zoning Variations for a proposed 23-lot subdivision knows as the Amber Ridge Subdivision, the Plan Commission hereby adopts the findings of fact in the petitioner's application and presented by the petitioner at the public hearing as well as the findings included in the deliberations of the Plan Commission and recommends approval of the following:

1. A Preliminary Plat of Subdivision in accordance with Section 303 of the Glen Ellyn Subdivision Regulations Code.

2. The following variations from the Glen Ellyn Subdivision Regulations Code:

    a. A variation from Section 403(5) to allow a street right-of-way width of 50-feet in lieu of the minimum right-of-way of 66 feet required.

    b. A variation from Section 401(7) to allow Lots 3 and 12 to front on two non-intersecting streets.

c. A variation from Section 408(2) to allow the absence of parkway trees along that portion of Sheehan Avenue adjacent to the wetland and south of Lot 13.

d. A variation from Section 408(2) to grant a waiver from the requirement to establish a parkway tree escrow and to allow the required parkway trees to be installed by the developer rather than the Village.

3. The following variations from the Glen Ellyn Zoning Code:

a. A variation from Section 10-4-8(E)1 to allow a lot coverage ratio of 25% in lieu of the maximum lot coverage ratio of 20% permitted.

b. A variation from Section 10-4-8(E)3(a) to forgo any garage bonus in relation to the lot coverage ratio calculation in lieu of the detached garage bonus that allows that first 500 square feet of area to be excluded from the lot coverage ration calculation.

c. A variation from Section 10-4-8(D)2 to allow a rear yard setback of 34 feet on Lots 4, 5, 13, 14 and 16 in lieu of minimum rear yard setback of 40 feet required.

d. A variation from Section 10-4-8(D)5 to allow the southern yards of Lots 3-12 to be treated as rear years in lieu of second front yards.

e. A variation from Section 10-4-8(D)4 to allow a corner side yard setback of 20 feet on Lot 12 in lieu of the minimum corner side yard setback of 30 feet required.

Subject to the following conditions:

1. The project is constructed in substantial conformance with the plans as submitted and the testimony presented at the public hearing of the Plan Commission.

2. That garage bonuses shall not be applied to the individual single-family home lots.

3. That the required impact fees for the project be submitted prior to the issuance of any building permits.

4. That the species of parkway trees be selected from a list approved by the Village with no more than 20% of the same species being planted in the right-of-way adjacent to the subdivision and such trees having a minimum caliper of 2.5 inches.
5. That the homeowner's association shall be responsible for the maintenance of the landscaping in the Sheehan Avenue right-of-way.

6. That at the time of final approval, a pedestrian easement agreement with the Village for the pathway on Outlot 24 shall be entered into.

7. That the petitioner work with the Village to further evaluate the tree preservation plan with the goal of preserving additional trees on the property. As part of this review the impact of relocating the private storm sewer line proposed in the rear of Lots 15-23 should be evaluated.

8. That the following items be addressed prior to review of the Final Plat of Subdivision:
   a. That the Homeowners Association Covenants submitted with the final subdivision application include the following provisions:
      - Provide the Village with the ability to enter the property to maintain the common areas on the site in event the association fails to do so and to charge the cost of any related work back to the association.

      - Reflect the maintenance responsibilities of the association for the stormwater facilities and special management areas on the property as well as the landscape buffer proposed in the Sheehan Avenue right-of-way

      - Establish an anti-monotony clause in conformance with the anti-monotony restrictions in the application packet.

      - Require the style of fencing to be used along the rear property lines to be limited to a single style that conforms to the requirements in the Zoning Code. (This item was discussed at the prior pre-application meetings).

   b. That all necessary utility, drainage, conservation and other easements not currently shown on the plans be fully incorporated into the plans including easements over the stormwater and wetland areas.

   c. That the plans be revised to incorporate the pavement markings, school crossing signs and beacons identified in the February 4, 2013 letter from Thomas Adomshick.

   d. That the plans be revised to incorporate 4 additional parkway trees on the north side of Sheehan Avenue between Amber Ridge Drive and the wetland.

   e. Unless objected to by IDOT, that the plans be revised to show the existing sidewalk in the Route 53 right-of-way as being repaired or replaced to the satisfaction of the Public Works Department and the installation of parkway trees in this right-of-way.

   f. That the plans be revised to incorporate a pedestrian path through the wetland/detention area of the east side of the property.

   g. That the petitioner work with the Public Works Department on the design of the Sheehan Avenue parkway including the location of the landscaping, sidewalk, street lights and utilities.

h. That the plans be revised to include additional street lighting in the northern Sheehan Avenue right-of-way and along Route 53 as deemed appropriate by the Public Works Department.

i. That the plans be amended to provide access to the stormwater facility satisfactory to the Public Works Department through one of the outlots rather than through Lot 13.

9. That the lot coverage ratio variance would be for 11 of the 23 lots with a 22% lot coverage ratio allowed on 8 of the lots and a 25% lot coverage ratio allowed on 3 of the lots. The Lots for which the variance would be granted are 2, 6, 8, 9, 11, 14, 17, 19, 20, 21 and 22.

10. That the storm sewer system be acceptable to both the Village Engineer and the Public Works Department.

11. That curbing be added where the parking spaces will be removed on Sheehan Avenue.

The motion carried with six (6) "yes" votes and four (4) "no" votes as follows: Plan Commissioners Elliott, Girling, Heming-Littwin, Loch and Whalen voted "yes". Chairman Fullerton and Commissioners Bromann, Buckton and Mansfield voted "no".

Village Planner Stegall stated the project is scheduled to go before the Village Board on April 15, 2013.

Trustee Report

None.

Chairman's Report

Chairman Fullerton stated this is Commissioner Elliott's last meeting with the Plan Commission before he takes his place on the Village Board. Chairman Fullerton thanked Commissioner Elliott for his service and wished him the best of luck. Commissioner Elliott stated it was a pleasure serving with this commission.

Staff Report

Village Planner Stegall stated there will not be a meeting on April 11, 2013.

Adjournment

There being no further business before the Plan Commission, Commissioner Heming-Littwin moved, seconded by Commissioner Loch, to adjourn the meeting at 9:55 p.m. The motion carried unanimously by voice vote.

Submitted by: Debbie Solomon, substitute Recording Secretary

VILLAGE OF GLEN ELLYN

PUBLIC HEARING FOR AMBER RIDGE SUBDIVISION

FEBRAURY 28, 2013

Page 1 to Page 117

COUNTY COURT REPORTERS, INC.
600 S. COUNTY FARM ROAD
SUITE 200-B
WHEATON, IL 60187
Phone: 630.653.1622
FAX: 630.653.4119

KESTEN vs. SARGENT

PUBLIC HEARING FOR AMBER RIDGE SUBDIVISION

FEBRAURY 28, 2013

Page 1 to Page 117

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(1) BEFORE THE VILLAGE OF GLEN ELLYN
PLAN COMMISSION
(2)
(3) IN RE THE MATTER OF:)
)
(4) Public Hearing for Amber Ridge)
Subdivision - 760 Sheehan Avenue)
(5)
(6)
February 28, 2013
(7) 7:30 o'clock P.M.
(8)
(9)
(10) PROCEEDINGS HAD and testimony taken
(11)
(12) before the VILLAGE OF GLEN ELLYN PLAN COMMISSION,
(13)
(14) taken at the Glen Ellyn Civic Center, Galligan
(15)
(16) Board Room, 535 Duane Street, Glen Ellyn,
(17)
(18) Illinois, before Marlane K. Marshall, C.S.R.,
(19)
(20) License #084-001134, a Notary Public qualified
(21)
(22) and commissioned for the State of Illinois.

(1) **BOARD MEMBERS PRESENT:**
(2) MS. JULIE FULLERTON, Chairman
(3) MR. LYN WHISTON, Member
(4) MR. JEFF MANSFIELD, Member
(5) MS. TRACY HEMING-LITTWIN, Member
(6) MR. JEFF GIRLING, Member
(7) MR. CRAIG BROMANN, Member
(8) MR. TODD BUCKTON, Member
(9)
(10) **ALSO PRESENT:**
(11) MS. JULIE TAPPENDORF, Village Attorney
(12) MS. STACI HULSEBERG, Director of
Planning and Development
(13)
MS. MICHELE STEGALL, Village Planner
(14)
MS. BARBARA UTTERBACK, Recording Secretary
(15)
MR. RAY ULREICH, Stormwater Engineer
(16)
MR. THOMAS ADOMSHICK, James J. Benes &
(17) Associates
(18) CHIEF PHIL NORTON, Chief of Police
(19) MR. CARL HENNINGER, Village Trustee
(20)
(21)
(22)

(1) PRESENT FOR THE PETITIONER:
(2) MR. BRIAN MURPHY, Vice-President of
Operations, K. Hovnanian Homes
(3)
MR. JON ISHERWOOD, Land Acquisition
(4) Manager, K. Hovnanian Homes
(5) MR. WILLIAM J. ZALEWSKI, P.E.,
Vice-President, Spaceco, Inc.
(6)
(7)
PRESENT FOR THE OBJECTORS:
(8)
SCHIROTT, LUETKEHANS & GARNER, P.C., by
(9) MR. PHILLIP A. LUETKEHANS
105 East Irving Park Road
(10) Itasca, Illinois 60143
(11) MR. JOSEPH H. ABEL, Planning, Zoning
and Economic Development Consultant
(12)
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(1) **CHAIRMAN FULLERTON:** We will move on to the
(2) public hearing for the Amber Ridge Subdivision at
(3) 760 Sheehan Avenue. Do I have a motion to open the
(4) public hearing?
(5) **MR. BUCKTON:** So moved.
(6) **MR. MANSFIELD:** Before you open I just want --
(7) in the interests of full disclosure I just want to
(8) point out that I live a block and a half from the
(9) subdivision and my wife is an employee of Glen Crest
(10) Junior High School.
(11) **CHAIRMAN FULLERTON:** I think I heard Commissioner
(12) Buckton motion to open. Do I have a second?
(13) **MR. GIRLING:** Second.
(14) **CHAIRMAN FULLERTON:** Just so everyone understands
(15) how we run public hearings, first we have a staff
(16) presentation. Staff comes up, is sworn in and they
(17) speak into the microphone. Anyone who does speak you
(18) need to speak into the microphone. It's for amplifi-
(19) cation and recording purposes. We have a court
(20) reporter and we get transcripts so we can go over
(21) things before we start our deliberations.
(22) Let me back up for a second. Just so

(1) everyone knows, there is no way we're going to finish
(2) tonight. But if we do have to continue to another
(3) hearing before we leave tonight we will tell you for
(4) sure what date that is if you are interested in
(5) coming back. We usually do end between 10:00 and
(6) 10:30, so we will find a good stopping point at that
(7) point. We have gone until 11:30, midnight in the
(8) past. It's not really a good idea. We don't make
(9) good decisions at that time.
(10) Okay. So staff will present, then petitioner
(11) will have an opportunity to present. They'll come
(12) up, be sworn in. We can ask questions at that time.
(13) At that time we will have our traffic consultant come
(14) up and give us their presentation. At that time if
(15) there is an individual or individuals who are repre-
(16) senting the neighborhood and they would like to speak
(17) at that time, they will come up, be sworn. If you
(18) are more comfortable over at that microphone or that
(19) microphone it doesn't matter. At that time it'll be
(20) open for general public comment. If you are not a
(21) member of the group that has spoken beforehand or
(22) you have something else to add, you have questions

(1) for the petitioner, any concerns, any clarifications
(2) you need, at that time you would come up, be sworn in
(3) and speak. At that time we would ask you to keep your
(4) comments to about five minutes. We are not going to
(5) cut you off at exactly five minutes, but please try
(6) to keep it to about five minutes. And then at that
(7) time we may have some time for rebuttal, we'll close
(8) the hearing, have deliberations and a vote. I know
(9) it sounds like a lot which is probably why we're not
(10) going to get through this evening, but we'll get as
(11) far as we can.
(12) Okay. So would staff like to come up, be
(13) sworn in and give us a presentation?
(14) **MS. STEGALL:** Probably best if we all get sworn
(15) in together.
(16) **MS. UTTERBACH:** Would you please state your name
(17) and address for the record?
(18) **MS. STEGALL:** Michele Stegall, village planner,
(19) 535 Duane Street.
(20) **MS. HULSEBERG:** Staci Hulseberg, Director of
(21) Planning and Development, 535 Duane Street.
(22) **MR. ADOMSHICK:** Tom Adomshick, James J. Benes &

(1) Associates, 950 Warrenville Road, Lisle.
(2) **CHIEF NORTON:** Phil Norton, 535 Duane Street.
(3) **MR. ULREICH:** Ray Ulreich, stormwater engineer,
(4) 535 Duane Street.
(5) **MS. UTTERBACH:** Raise your right hands.
(6) **(Whereupon the witnesses were duly**
(7) **sworn.)**
(8)
(9) MICHELE STEGALL,
(10) having been first duly sworn, testified as follows:
(11) K. Hovnanian Homes has submitted application
(12) for approval of a preliminary plat of subdivision,
(13) subdivision variations and zoning variations, and
(14) those requests are being made to accommodate the
(15) construction of 23 single-family homes on property
(16) located at 760 Sheehan Avenue. The property is
(17) currently owned by the Peace Lutheran Church and the
(18) petitioner is the contract purchaser of the property.
(19) The site is outlined in yellow on the over-
(20) head. It's located at the northwest corner of Sheehan
(21) Avenue and Route 53. And there is an existing wetland
(22) located at the southeast corner of the site roughly

(1) in this location here.
(2) The property is zoned R-2 Residential
(3) District as is the surrounding area, and the properties
(4) to the north, east and west are developed with single-
(5) family homes. Glen Crest Middle School is located
(6) directly across the street south of the site.
(7) The petitioner appeared before the plan
(8) commission for preapplication meeting on May 10th of
(9) 2012 and August 9th of 2012, and copies of the minutes
(10) from those meetings are included in your application
(11) packet. Also included in the commission's application
(12) packet was a copy of the complete packet that you got
(13) for the August 9th meeting.
(14) One of the main issues discussed at the
(15) August 9th preapplication meeting was the proposed
(16) road design for the development. And included with
(17) that packet was a report by the village's traffic
(18) consultant who is here this evening. And that report
(19) evaluated five potential road designs for the project.
(20) This is the preliminary plat that was submitted by
(21) the petitioner. As you can see the proposed plan
(22) does show an extension of Montclair Avenue through

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(1) the site in what we have been referring to as an
(2) S-shaped road design or an S configuration. That is
(3) the design that was unanimously preferred by the six
(4) commissioners that were present at the August 9th
(5) preapplication meeting. It is also the design that
(6) was recommended by the village management team. And
(7) there is correspondence from various village depart-
(8) ments in your packet particularly from the volunteer
(9) fire company and the public works department regarding
(10) that issue.
(11) We don't necessarily have a master street
(12) plan for the area. However, that is not unusual.
(13) Street plans for local streets isn't something that
(14) it appears we've needed historically. However, the
(15) plans for the Rolling Hedge Subdivision to the north
(16) do indicate that Montclair Avenue was constructed with
(17) a temporary turnaround in that area. And the minutes
(18) and transcripts from that meeting which you have do
(19) reflect that as well.
(20) If you look on the overhead you could begin
(21) to see the outline of two other cul-de-sacs that were
(22) part or are part of the Rolling Hedge Subdivision,

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(1) and those show a cul-de-sac diameter of 120 feet each.
(2) And you can see that those cul-de-sacs are pulled back
(3) from the property. There's some distance between the
(4) north property line of the site and the cul-de-sacs.
(5) And if you look at the aerial photos or drive out to
(6) the property you will also notice that the sidewalks
(7) go around this cul-de-sac as is the typical. In
(8) contrast the Montclair Avenue right-of-way extends
(9) south and to the property and touches the property.
(10) That's a 66-foot right-of-way with the turnaround
(11) constructed at the end. And the sidewalks in that
(12) right-of-way also terminate at the property in a
(13) north/south orientation rather than wrapping around
(14) the bulb as the other cul-de-sacs do. With the
(15) proposed design we will be eliminating what we have
(16) referred to as a substandard cul-de-sac and providing --
(17) That radius is not ideal for fire trucks, delivery
(18) vehicles, snowplows.
(19) There have been other development proposals
(20) for this property, more conceptual. But we have seen
(21) plans that included a straight north/south connection
(22) from Montclair to Sheehan. The Peace Lutheran Church

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(1) who owns the property also looked at potentially
(2) developing on this site. We never saw any formal
(3) plans for that. So whether or not with that project
(4) Montclair would have stayed a deadend or not it is
(5) unknown how that may have been addressed.
(6) One of the designs that was reviewed at the
(7) preapplication meeting for the subdivision was a long
(8) cul-de-sac design. And that would have shown Montclair
(9) coming south through the property terminating generally
(10) in the area of the eastern eyebrow of the cul-de-sac
(11) generally in that area, in that location. And one of
(12) the discussions that revolved around the cul-de-sac
(13) option related to public safety and emergency access.
(14) We do have other cul-de-sacs in the village. They
(15) are the lowest priority when it comes to snowplowing.
(16) Two of those in particular you actually have to if
(17) you are a motorist drive outside of the village limits
(18) to the unincorporated area to reach those. And that
(19) would be Marston Avenue cul-de-sac in the Buena Vista
(20) Subdivision which is not too far to the south of here
(21) and the Deer Glen Subdivision which is north of
(22) Ackerman. We like to believe that we provide quality

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(1) fire and police services throughout the village and
(2) to those subdivisions as well, and with whatever
(3) road design we went with on this we would provide
(4) those services to the best of our ability.
(5) I am not going to go into the road design
(6) issues too much more. Those have been discussed
(7) previously. And our traffic consultant is here this
(8) evening. He did complete a study of the proposed
(9) development and will be presenting that to you later.
(10) What I do want to do is change gears a
(11) little bit and touch on some of the specific sub-
(12) division variations that are being requested and the
(13) zoning variations that are being requested with the
(14) project. And there are four subdivision variations
(15) that the petitioner is requesting approval of.
(16) The first is to allow a right-of-way width
(17) throughout the subdivision of 50 feet in lieu of the
(18) minimum 66 feet that's required. And within that
(19) right-of-way is the road as well as the parkway where
(20) utilities, parkway trees, sidewalks are located. The
(21) pavement would be 21 feet as is required by code. So
(22) really the request is a reduction in the parkway

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(1) width. We are able -- With this design the petitioner
(2) is able to fit in the required sidewalk and street
(3) trees as well as the utilities in that parkway.
(4) The next request is to allow Lots 3 to 12
(5) to front on two nonintersecting streets. And those
(6) would be the lots along the southern edge of the
(7) property that have frontage on both the new proposed
(8) Amber Ridge Drive and Sheehan Avenue. And you will
(9) probably hear us refer to those as through lots. The
(10) petitioner has proposed a no access easement all along
(11) the southern property line, and if you look at the
(12) landscape plan there is some landscape buffering
(13) proposed along there as well to help minimize any
(14) safety or aesthetic concerns with the through lots.
(15) Another variation that's being requested is
(16) for the parkway trees in the adjacent Sheehan Avenue
(17) right-of-way. And I will try and zoom in on this a
(18) little bit better. The required parkway trees are
(19) shown on the plans between the west property line and
(20) Amber Ridge Drive with one parkway tree shown after
(21) that. So the variation request is really for the
(22) area east of Amber Ridge Drive. In that area is the

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(1) wetland. We concurred that we should probably stay
(2) away from parkway tree planting in the area of the
(3) wetland to minimize the disturbance of that area but
(4) do believe that there is room generally south of Lot
(5) 13 to install an additional four trees.
(6) The last subdivision variation is really a
(7) request that was initiated by staff, and that is one
(8) that would allow the developer to plant parkway trees
(9) throughout the subdivision. As the code is written
(10) petitioners submit an escrow to the village to pay
(11) for the cost of the parkway tree plantings and then
(12) the village has historically selected and planted
(13) those trees. We have had some personnel changes and
(14) procedural changes in the village and are actually
(15) in the process of a subdivision code amendment as
(16) the commission is aware to change that process for
(17) everyone so that developers in the future would be
(18) responsible for tree plantings instead of the village.
(19) Moving on to the five zoning variations --
(20) I will zoom back out on this a little bit -- there
(21) are five variations to the subdivision code being
(22) requested. The first is to allow a lot coverage

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(1) ratio of 25% on all of the lots in the subdivision
(2) in lieu of the maximum of 20% that's allowed by code.
(3) And I know that the commission is generally familiar
(4) with how we calculate lot coverage ratio, but just
(5) for the public's benefit lot coverage ratio really
(6) includes buildings or roofed-over structures on the
(7) property. So you are looking at the house, any
(8) garage, shed, gazebo. It doesn't include paved areas
(9) like driveways or patios; it's really just the
(10) buildings on the property. With that it was shown
(11) as a second variation in the petitioner's packet.
(12) They have offered to forgo the 500-square-foot
(13) detached garage bonus that is recognized in the code.
(14) There's also a rear yard setback variation
(15) being requested. Outlined in pink on the overhead
(16) are the five lots that that variation would apply
(17) to. It's Lots 4, 5 --
(18) **CHAIRMAN FULLERTON:** Sir, I'm sorry, could we
(19) ask that you take a seat, please? Thank you very
(20) much.
(21) **MS. STEGALL:** Rear yard setback variations are
(22) on Lots 4, 5, 13, 14 and 16. And the request there

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(1) is to allow a 34-foot setback in lieu of the 40-foot
(2) setback that's required for a rear yard.
(3) Moving on, a variation to allow Lots 3 to
(4) 12 -- for the southern portion of those yards to be
(5) treated as rear yards instead of second front yards.
(6) With the code whenever you have a through lot the
(7) code reads that both yards are considered front yards.
(8) And so with this request a couple of things happen.
(9) This area along here would then be treated as rear
(10) yards on those lots. That increases the required
(11) setback from 30 feet to 40 feet along those yards,
(12) but it would also allow the future homeowners to
(13) install accessory structures in that area that aren't
(14) necessarily permitted in front yards, so playgrounds,
(15) sheds, patios, that sort of thing.
(16) And then the last zoning variation that's
(17) being requested is for the corner side yard setback
(18) on Lot 12 -- that's the lot highlighted in blue on
(19) the overhead -- looking for a reduction in that setback
(20) from 20 feet to 30 feet. Most of these items are
(21) items that the commission previously discussed at
(22) prior preapplication meetings, this one variation

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(1) request being an exception, a new variation since
(2) you last saw the plans.
(3) As I indicated the petitioner is seeking
(4) preliminary plat approval at this time. So if the
(5) preliminary plat is approved by the village board,
(6) there's still a final plat review process that needs --
(7) that the petitioner would need to go through, and
(8) they need to make formal application for final sub-
(9) division approval. That process is very similar to
(10) the preliminary review process in that it would
(11) require a meeting before the plan commission and the
(12) village board. So the commission would see the
(13) project again. However, a public hearing is not
(14) held at the time of final plat review. So in terms
(15) of process this is one of the major differences.
(16) If the plan commission recommends approval
(17) of the project there are a number of conditions that
(18) we identified in the staff report the commission might
(19) want to consider recommending be placed on the
(20) approval. Some of those conditions would run with
(21) the property; others are plan changes that you may
(22) want to request before you would review any final

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(1) plat. And quite a few of the items or potential
(2) conditions that are identified in the staff report
(3) are standard conditions that we have historically
(4) placed on similar projects such as the payment of
(5) impact fees or some of the provisions we like to see
(6) in the homeowners association covenant.
(7) I am not going to go over all of those with
(8) you. Obviously if the commission has questions about
(9) any of that you have a team of staff and consultants
(10) here and we'll do our best to address your questions
(11) about those items. I am only going to hit on a few
(12) of those right now.
(13) The first one that I want to talk about has
(14) to do with tree preservation. There was what we
(15) call technically a tree survey and analysis -- they
(16) have labeled it a Tree Removal and Preservation Plan
(17) -- included in the petitioner's application packet.
(18) This is an existing property with a lot of trees,
(19) and with a few exceptions the plans essentially show
(20) the clear-cutting of the lot right now. We had our
(21) landscape consultant look at the tree plan as well as
(22) the landscape plan. I believe a copy of his review

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(1) was in your packet. And we concur that there is a
(2) lot of grading that needs to be done on this property
(3) particularly to accommodate the public improvements
(4) and the new road. We believe that it's very unlikely
(5) that they will be able to preserve, you know, very
(6) many trees, if any, in the area of the road and in
(7) front yards of future single-family homes. However,
(8) we are not yet convinced that there aren't opportuni-
(9) ties for additional tree preservation around the
(10) perimeter of the site. And the subdivision code does
(11) say that trees on the property should be preserved to
(12) the extent possible. So we have suggested as a
(13) possible condition of any approval that the tree
(14) preservation plan be looked at more closely with the
(15) goal of trying to preserve some additional trees on
(16) the site.
(17) And one of the things that has been noted
(18) in particular is a private storm sewer that's proposed
(19) along the northern property line. We believe that
(20) the installation of the storm sewer in that area may
(21) be affecting -- may be affecting the petitioner's
(22) ability to save some trees in that area. That is

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(1) one item that we think could be reviewed a little
(2) bit closer.
(3) This developer has presented three kinds of
(4) models that I am sure they will go over with you
(5) later, three home models to be constructed on the
(6) site, different facade options for each. With that
(7) they have provided an anti-monotony clause to make
(8) sure those are abided by going into the future. We
(9) would suggest referencing those anti-monotony standards
(10) in any ordinance approved and make sure they're in
(11) the homeowners association covenant.
(12) Our traffic consultant Tom Adomshick will
(13) be going over the traffic study with you later after
(14) the petitioner has had an opportunity to present the
(15) application to you more fully. But there are some
(16) items in the traffic study related to pedestrian
(17) safety on Sheehan Avenue and improvements on Sheehan
(18) Avenue that have been recommended such as crosswalks
(19) and beacons, and I would like to see those reflected
(20) on the plans if, in fact, preliminary approval is
(21) granted.
(22) And then the last item that I will touch

(1) on in terms of potential conditions has to do with
(2) the possible installation of a path on the east side
(3) of the property. The east side of the property is
(4) where the stormwater detention will be located and
(5) where the wetland will be located. We have had a
(6) number of discussions about this item looking for the
(7) possibility of constructing a pathway in that area
(8) initially, possibly a looped path. We don't believe
(9) it's possible to do a looped path, but I do believe
(10) that it would be possible to do a pathway that would
(11) connect Route 53 to Sheehan and kind of go along the
(12) ridge between the detention and the wetland area.
(13) So something to potentially look at with that as well.
(14) There are a number of staff here tonight.
(15) Obviously we're all available to answer any questions
(16) that you might have. At this time I think we'd prefer
(17) to take any questions related to process or code.
(18) If you have project-specific questions we would
(19) typically do that after the applicant's been able to
(20) really present the project to you themselves.
(21) So that pretty much concludes the presenta-
(22) tion. And if the commission does have questions,

(1) we'll take those.
(2) **CHAIRMAN FULLERTON:** Anyone? I guess not.
(3) **MR. ISHERWOOD:** Jon Isherwood, K. Hovnanian Homes,
(4) 1806 South Highland Avenue, Lombard, Illinois.
(5) **MR. MURPHY:** Brian Murphy, K. Hovnanian Homes,
(6) 1806 South Highland Avenue, Lombard, Illinois.
(7) **MR. ZALEWSKI:** Bill Zalewski, Spaceco, 9575
(8) Higgins Road, Rosemont.
(9) **(Whereupon the witnesses were duly**
(10) **sworn.)**
(11)
(12) JON ISHERWOOD,
(13) having been first duly sworn, testified as follows:
(14) Good evening. First I would just like to
(15) introduce myself to everyone. My name is Jon Isherwood.
(16) I work for K. Hovnanian Homes. I am the land
(17) acquisition manager. Tonight I have with me our
(18) vice-president of operations, Brian Murphy, and our
(19) professional engineer, Bill Zalewski. I also want
(20) to thank everyone for coming out tonight to review
(21) our consideration of the Amber Ridge application.
(22) As Michele had indicated, this is now the

(1) third time I am in front of this commission. The last
(2) two times were preapplication meetings. She's accurate
(3) that we spent a lot of time on site design, site
(4) configuration and ended up at the site plan that you
(5) guys see here. We also spent a significant amount of
(6) time talking about the lot coverage ratio variance.
(7) So I am going to do my best to just kind of hit some
(8) of the highlights of the project as well as some of
(9) the new changes to Amber Ridge.
(10) Just a little bit of an overview. This is
(11) a map of Amber Ridge. It's located at the northwest
(12) corner of Sheehan and 53. It's approximately nine
(13) acres, and we are planning 23 single-family homes.
(14) Here is the proposed site plan for those 23
(15) homes. You obviously can see the connection to
(16) Montclair Avenue to the north. And I would also like
(17) to point out the one reason we ended up with this site
(18) plan was to avoid the middle school entrance and exit
(19) that you see circled. All of the lots meet standard
(20) R-2 Glen Ellyn code, they're all at least 66 feet wide,
(21) at least 121 foot deep, minimum lot size is 8,801 in
(22) excess of the 8,712 required, and our average lot size

(1) here is just over 10,000 square feet.
(2) So I want to run through some of the major
(3) plan changes since you guys last saw this project
(4) back in August. The first I would like to highlight
(5) is that at the recommendation of village staff and the
(6) commission we have added a pedestrian path between
(7) Lots 6 and 7. The path location was chosen because
(8) it was at the recommendation of the traffic study.
(9) It is directly adjacent to Glen Crest Middle School's
(10) main entrance. You can see right here. And we have
(11) also planned for an adjoining crosswalk in that area
(12) as well which I will review in a little more detail
(13) a slide or two in.
(14) We have also -- If you will recall we
(15) started with no landscape buffers on this site. From
(16) there we added some significant landscape buffers to
(17) both the north property line as well as the west
(18) property line, and we've further revised it since at
(19) village recommendation. It was the landscape archi-
(20) tect's review that thought it appropriate to plan for
(21) dense screening immediately adjacent to all existing
(22) residents. So what you will see as the area high-

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(1) lighted in orange, basically those are the areas
(2) that we have made the screen more dense, have the
(3) screening both high and low so that the views for
(4) those residents are maintained to the best of our
(5) ability.
(6) We have also significantly modified the way
(7) the Sheehan Avenue right-of-way will be treated. Back
(8) in August the right-of-way was planned with a six-foot
(9) carriage walk, an open ditch swale conveyance for
(10) stormwater and no parkway trees. Since then working
(11) with village staff and public works we have gone to
(12) a closed stormwater management system, a more typical
(13) parkway with parkway trees as well as a five-foot
(14) sidewalk that instead of being right on the back of the
(15) curb is now seven foot off the back of the curb. We
(16) think this is a safer condition and also alleviates
(17) some of the, you know, snow pile issues you have with
(18) carriage walks occasionally.
(19) Here I have got two areas of Sheehan Avenue
(20) of particular focus. You can see here the high
(21) visibility crosswalk that has been added directly
(22) adjoining the pedestrian path we've added. This will

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(1) provide a safe path for all Glen Crest -- or excuse
(2) me, all Rolling Hedge and Brentwood Court residences
(3) and school children to get to both Sheehan Avenue as
(4) well as Glen Crest Middle School. You can see high-
(5) lighted in yellow here and here two flashing beacons
(6) that have been added to the plans as well to alert
(7) drivers of the school crossing. So we believe this
(8) is definitely a significant improvement over where we
(9) were previously, and it's most definitely a very
(10) large improvement over the existing conditions today
(11) which is an uncontrolled crossing of Sheehan Avenue
(12) utilized by an informal path across the property.
(13) And on the bottom of this slide you will
(14) see an area highlighted in red. One of the recom-
(15) mendations of the draft study was to remove parking
(16) spaces adjacent to the connection of Amber Ridge and
(17) Sheehan Avenue, so we have planned to eliminate those
(18) spots. And also there is a recommendation to add
(19) spots at the east portion of Sheehan Avenue as it
(20) approaches 53. And you can see those highlighted
(21) here.
(22) So I do want to talk and just kind of review

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(1) for any commissioners that were not present at previous
(2) meetings our request for a lot coverage ratio of 25%
(3) and the concurrent request to forgo any detached
(4) garage bonus on this site. To do that I really think
(5) it's important to look back at the history of the
(6) existing code. Back in '01 Glen Ellyn commissioned
(7) a comprehensive plan, and that plan highlighted a
(8) teardown problem within the Village of Glen Ellyn.
(9) There were homes being built without regard to the
(10) scale or character of the surrounding homes and
(11) neighborhoods. So the stated objective of that plan
(12) was to ensure new homes are compatible with, comple-
(13) ment, and enhance existing neighborhood scale and
(14) character. To accomplish this the village undertook
(15) completely reviewing the code. I am sure some of
(16) your commissioners, I believe, were even involved in
(17) that review. And you ended up with what we have today
(18) which is the 20% lot coverage ratio and a number of
(19) bonuses including the detached garage bonus.
(20) When looking at this property specifically
(21) and kind of the stated goals and objectives of the
(22) comprehensive plan, we kind of looked at the homes

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(1) and communities surrounding the proposed Amber Ridge, Rolling
(2) Hedge, Brentwood Court and other areas to the east,
(3) west and south. And what we determined was that the
(4) large number of homes surrounding this area including
(5) 100% of the ones in Rolling Hedge are two-car front
(6) entry garage-type homes. So in order to fit in with
(7) the neighborhood, you know, we felt it appropriate to
(8) plan for homes that would be of a similar ilk, two-car
(9) front entry, you know, 2500 to 3200 square foot, by
(10) no means large homes by today's standards. But because
(11) of the code the way it's written you are not able to
(12) pursue a detached garage bonus even though we have
(13) determined that a detached garage home is not appro-
(14) priate for this site. So the granting of the 25%
(15) LCR concurrently with foregoing the 500-square-foot
(16) detached garage bonus ensures that effectively you
(17) have the same lot coverage.
(18) I just want to show a visual of what an
(19) detached garage site plan might look like. We don't
(20) believe it's desirable due to the long garage run on
(21) both the north and south.
(22) And here's just a quick comparison of two

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(1) lots, two identical lots. The one on the left is an
(2) effective coverage of 25.6 when you count the garage,
(3) and the one on the right is a K. Hovnanian proposed
(4) garage two-car front entry. Coverage is 21.5% and
(5) it is not allowed under current Glen Ellyn code.
(6) Moving on to a few of our setback variance
(7) requests, there is a request for 34-foot rear yard
(8) setbacks in lieu of 40 foot. We have limited it to
(9) five lots largely located around the eyebrows where
(10) the buildable depth of the lot is constrained. Only
(11) one of the lots, Lot 16, backs up to an existing
(12) residence. And on that lot we have provided signifi-
(13) cant landscape buffer on the north property line for
(14) that adjacent homeowner.
(15) Additionally as Michele had indicated we
(16) have a new request for a 20-foot side yard setback
(17) on Lot 12. This is largely a result of accommodating
(18) the 10-foot outlot for the pedestrian path between
(19) Lots 6 and 7. We needed to find 10 feet. And Lot 12
(20) is already 90 feet wide, so we were able to shorten
(21) it by ten feet and still meet the village requirement
(22) for a side yard at 80 feet wide.

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(1) Michele has talked about some of the areas
(2) of focus for the community was two separate pathways.
(3) One was the one we have already talked about between
(4) Lots 6 and 7. It provides access for the residents to
(5) the north to Glen Crest Middle School. The second is
(6) a figure eight-style path was requested. We looked
(7) at that option. We determined along with the village
(8) that type of path was not possible due to Army Corps
(9) of Engineers restrictions and regulations as well as
(10) DuPage County Stormwater Ordinance guidelines. We
(11) have also explored other options through the wetland
(12) and detention basin as well as different path types.
(13) Working with village stormwater engineer
(14) Ray Ulreich, you know, he kind of came up with and
(15) determined that to completely avoid the impact to the
(16) wetland the only viable placement of the path would
(17) be along the top of the detention basin berm high-
(18) lighted in red. I would like to point out that
(19) currently there is an existing sidewalk that will be
(20) repaired and replaced here as well as a future side-
(21) walk along Sheehan here providing a safe public path
(22) from the northeast corner of the site to the inter-

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(1) section of Sheehan and Amber Ridge Drive. After
(2) careful consideration of that path we determined that
(3) it was not feasible because it presented some safety
(4) concerns.
(5) Here's an example of some details. This
(6) is the current detail of a cross-section of the berm.
(7) You see here we have a two-foot plateau atop it.
(8) Currently the way this berm is designed is that the
(9) entire length of the berm is designed as an overland
(10) flood route. What that means is that in any kind of
(11) 1% rain event the water will overtop the berm edge,
(12) flow over that plateau and into the wetlands. The
(13) suggestion was to widen that plateau to seven feet
(14) and install a four- to five-foot hardscape path on
(15) top of that berm. After looking at that scenario we
(16) imagined some potential liabilities. One can imagine
(17) two kids riding their bikes in the opposite direction
(18) on a seven-foot berm. One misses the other, swerves
(19) and ends up either in the detention basin or at the
(20) bottom of the wetland. Further, we talked to our
(21) attorney who indicated this would most definitely be
(22) characterized as an attractive nuisance because it

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(1) would present a hazardous condition that would likely
(2) attract children who were unable to appreciate the
(3) risk. He went further saying that it may even be
(4) considered a negligent design in which anyone who was
(5) injured in an over top event or something of the
(6) same, you know, there could be a liability. For those
(7) reasons we chose -- we didn't think that a path atop
(8) a berm was a good option for this community, and so
(9) we have not planned for that in our application.
(10) I have already went over the Sheehan Road
(11) right-of-way so I will skip past this.
(12) Michele talked about tree preservation.
(13) Again I will just highlight a few of the site con-
(14) straints. We do have a very heavy west-to-east drop,
(15) so topography on the site is not easy. We have
(16) planned for significant landscape buffers as you have
(17) seen on our plans to mitigate for the removal of the
(18) many trees you saw in the tree removal plan.
(19) Regarding the discussion regarding the rear
(20) stormwater pipeline, we have taken a look at that and
(21) we believe that the driving force of the tree removal
(22) is not the installation of the actual stormwater pipe

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(1) but it's the grading necessary to create a rear yard
(2) swale to convey the stormwater to the catch basins.
(3) And this is where I will hand it off to my professional
(4) engineer, Bill Zalewski, to talk a little bit more
(5) about site design and some other things I have touched
(6) on today.
(7)
(8) WILLIAM ZALEWSKI,
(9) having been first duly sworn, testified as follows:
(10) My name is Bill Zalewski. I am with Spaceco.
(11) I am the civil engineer and manager of the surveying
(12) for this development. My function in this is to bring
(13) sanitary, water, storm management and detention to
(14) this facility.
(15) Water is fairly straightforward. We're
(16) extending it from Sheehan up to the existing northwest
(17) corner. Also with the sanitary. One of the big
(18) concerns we have is there is 30 feet of drop across
(19) this site, the lowest area being the wetland that's
(20) going to be enhanced by Christopher Burke Engineering.
(21) We're working with them closely. And our detention
(22) basin is going to be located just to the north of

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(1) the wetland. It's designed that it would capture all
(2) the water coming from the site. Also picking up
(3) additional water on Sheehan Avenue, we're going to
(4) have a new storm sewer system that picks up the north
(5) half of Sheehan and routes to the detention basin.
(6) As discussed we have a storm sewer system -- storm
(7) sewer line that will be running across the north
(8) property line. And as explained, these structures
(9) are designed to pick up the rear yard storm runoff
(10) of each of the properties. If we were to try and
(11) avoid the trees in moving it out we would still have
(12) to create a swale to convey the water back to these
(13) catch basins. The rear yards being only 40 feet in
(14) total depth depending on how much of the trees you
(15) want to save would reduce the function of the backyard
(16) and would actually push that swale into the backyard.
(17) It would be less usable space for the homeowner as
(18) far as a patio or just play equipment, sheds and such.
(19) Each of the basins would have water -- the
(20) ground with swale to it so we could collect the water.
(21) If we were to push it toward the home -- The grade
(22) right now is all forced toward the home as it exists

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(1) right now toward the south. Our idea is we have to
(2) take the water away from the house. So one of the
(3) things that we have got to do is take from the house,
(4) grade toward the back. So it's going to create a
(5) little bit of a problem if that swale has to move
(6) into the backyard because we still have water coming
(7) both from the north and from the home itself.
(8) Moving over to the detention basin, it's
(9) going to be designed in accordance with DuPage County.
(10) It's designed to overflow into the wetland. And
(11) along the base of the berm of the detention basin are
(12) settling basins that capture the water and spread it
(13) out over a larger area so that that water can filtrate
(14) back into the wetland so that that wetland basically
(15) is not starved and we can keep as much water in that
(16) basin as possible. It's wet out there now. It's got
(17) a culvert at the southeast corner and it's a little
(18) bit higher than the grade -- the existing grade, and
(19) there's basically a lot of water that holds out there.
(20) And the idea came with the path to run it
(21) along the base of the berm. But that would be
(22) inundated most of the time. And then the idea came

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(1) up to put it on top of the berm. The wetland, which
(2) is located at the southeast corner of the site, has a
(3) buffer that has to be respected. The detention basin
(4) itself is somewhat of an impact to the wetland buffer,
(5) and by making it even wider we impact the buffer and
(6) the wetland area even more. Installing a path on
(7) top of it -- Typically if you are going to go through
(8) a wetland area you'd want to have a chip path or wood
(9) chips. Because it's going to be on top of the berm
(10) and there is a chance of water coming over it in that
(11) 1% occurrence, there is a good chance that that
(12) material will be washed off. Putting in a hard
(13) surface is now considered a negative impact to the
(14) wetland buffer because you're supposed to avoid
(15) impervious areas in the buffer area.
(16) Also impacting the wetland itself is the
(17) extension of the sidewalk along Sheehan. That actually
(18) does impact the wetland itself. And we're going to
(19) be filling the wetland. We are going to be mitigating
(20) with DuPage County and under the Army Corps of
(21) Engineers and permitting to get that wetland mitigated
(22) off site somewhere in order to be able to have that

(1) sidewalk extend from Amber Ridge to the intersection
(2) of 53 and Sheehan.
(3) The other item we have is along Sheehan
(4) Avenue we're working with staff to try and see where
(5) we can place the trees. One of the issues is
(6) installing a tree over an existing or proposed
(7) utility. And with the existing water main and
(8) proposed sanitary it becomes very difficult to plant
(9) trees when we have existing utilities. And that's
(10) why you see the trees right along the parkway and
(11) then they jump back on the other side of the sidewalk.
(12) And that's because we have got existing water. And
(13) we get to the other side of Amber Ridge and we have
(14) got sanitary and water. And we're going to have to
(15) work with public works and coordinate exactly where
(16) those trees are going to be planted to reduce the
(17) impacts on the utilities.
(18) We'll also work with staff as far as the
(19) placement of lighting along Sheehan and throughout
(20) the subdivision. And that's all that I have.
(21)
(22)

(1) BRIAN MURPHY,
(2) having been first duly sworn, testified as follows:
(3) My name is Brian Murphy with K. Hovnanian
(4) Homes. I just want to talk with you a few minutes
(5) about the architecture that we're proposing to bring
(6) to the community.
(7) We have three home designs that we want to
(8) bring to the community. These are successful designs
(9) that have worked for us in the past, currently in a
(10) community on the north side of Glen Ellyn in
(11) unincorporated DuPage County and also an active
(12) community in Palatine and future community in Lisle.
(13) We have three designs here from 2500 to
(14) 3200 square feet. We have three different elevations,
(15) facades to each of those homes that create a different
(16) streetscape with different front porches, porticos,
(17) roof designs, different details of bays and eaves
(18) that create a nice streetscape for the community.
(19) This is one of our home designs in unincorporated
(20) DuPage County, this is another, our model home there,
(21) and this is an existing residence as well.
(22) So the three home designs have three

(1) different facades, nine total elevations that customers
(2) can choose along with different options where they
(3) can increase both the square footage and the exterior
(4) design of their home. The homes range from 2500 to
(5) 3200 square feet, and these designs can also go up
(6) to close to 3800 square feet with different options
(7) that customers can choose.
(8) As Michele alluded to we have imposed an
(9) anti-monotony code which doesn't allow the same home
(10) with the same elevation facade to be built on either
(11) side of a home or directly across the street. So
(12) this limits the same home being built over and over
(13) and over again right next to each other. This has
(14) been very successful for us. We're currently selling
(15) and closing homes in north Glen Ellyn, unincorporated
(16) DuPage County from the mid 400s to high 500s with an
(17) average sales price of $531,000. So, Jon, you want
(18) to conclude?
(19) **MR. ISHERWOOD:** So in closing one of the things
(20) I want to hit on before I finish up here is the number
(21) of conditions that were outlined to you as recommen-
(22) dations in Michele's memo. In reading through all

(1) the recommendations we concur with all of those
(2) recommendations. We will continue to work with village
(3) staff and the different departments to ensure that
(4) their design requirements are met specifically along
(5) Sheehan Avenue. The one design or the one request
(6) that we cannot accommodate is that request for the
(7) planned path through the detention wetland area for
(8) reasons previously mentioned.
(9) So with that I would like to thank you all
(10) for your time, for the opportunity to present to you
(11) this evening, and we will welcome all comments and
(12) questions at this time.
(13) **MR. BUCKTON:** In terms of the parking across the
(14) street from Amber Ridge, have you made arrangements
(15) with District 89 to remove those parking spots and
(16) add the other four?
(17) **MR. ISHERWOOD:** We have not. We have worked
(18) with the public works department. I believe that Tom
(19) will be able to discuss that in a little more detail.
(20) As you know his report states that there is more than
(21) adequate number of parking per code for the Glen Crest
(22) Middle School. And he also indicates that there is

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(1) more than the required number of lots even after
(2) removal for a private recreation facility if the
(3) adjacent fields were to be characterized in that
(4) manner. Characterized in their current manner as a
(5) public use there is actually no requirement for park-
(6) ing. So the net loss would be three spots. And I
(7) think he will get into a little bit more of that in
(8) his presentation.
(9) **MS. STEGALL:** Sheehan Avenue is a village right-
(10) of-way. So technically they are village spaces
(11) though they're used mostly by the school district. A
(12) representative of the school district was at one of
(13) our development committee meetings where we discussed
(14) the road improvements along Sheehan Avenue. So they
(15) are aware of the change in parking space location and
(16) some of the other improvements proposed along Sheehan
(17) for pedestrian safety purposes, and they have not
(18) expressed any objection.
(19) **MR. BUCKTON:** So cost for beacons and crosswalks,
(20) that's all done by the village?
(21) **MS. STEGALL:** That is the petitioner.
(22) **MR. MANSFIELD:** Michele, I have a follow-up on

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(1) that. Those parking places that are being elimi-
(2) nated, is the intent to actually take the markings
(3) off the pavement or are you actually going to install
(4) curb to prohibit people from pulling into those
(5) spaces?
(6) **MS. STEGALL:** I will let our traffic consultant
(7) get into the details of that a little bit more.
(8) **MR. MANSFIELD:** Okay.
(9) **MR. ELLIOTT:** I have got several questions. I
(10) would like some further explanation. The second
(11) variance that you are seeking from the zoning code
(12) is to forgo the garage bonus. Explain to me why it
(13) is that you are seeking that. I am not sure I fully
(14) understand in light of the house plans that you
(15) showed us why it is you are seeking that.
(16) **MR. ISHERWOOD:** The reason we are seeking it is
(17) because we understand if the commission would grant
(18) us a 25% lot coverage ratio variance and then we
(19) decide to go ahead or some future owner of the lots
(20) if somebody bought them would decide to go ahead and
(21) build a detached garage home, that allowing somebody
(22) to utilize a 25% lot coverage ratio in addition to

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(1) the bonuses would create a home that would be extremely
(2) large and not within the same character and style of
(3) the community. So that's what we are saying is by
(4) doing so we're ensuring the commission that we are
(5) not going to be building extremely large homes on
(6) these sites. That is really more restricted or a
(7) result of the desired style of home here rather than
(8) the size of the home we'd like to build.
(9) **CHAIRMAN FULLERTON:** Can I piggyback on that?
(10) So you are not asking necessarily for this variation
(11) for yourself but for future owners of the land?
(12) **MR. ISHERWOOD:** No, we're asking for it for
(13) ourselves.
(14) **CHAIRMAN FULLERTON:** But you don't need it for
(15) yourself if none of the homes have detached garages.
(16) So you wouldn't need a detached garage bonus.
(17) **MR. ISHERWOOD:** Correct, we would not.
(18) **CHAIRMAN FULLERTON:** So you are really not asking
(19) for it for yourself. I am not sure if I am --
(20) **MR. ISHERWOOD:** It's to be recorded against the
(21) title of all these lots.
(22) **CHAIRMAN FULLERTON:** Right. I know.

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(1) **MR. ISHERWOOD:** So that if for whatever reason
(2) we did not build on them. We do not plan to build
(3) detached garages. We don't think it's appropriate.
(4) But for any reason any future potential owner would
(5) not have the ability to utilize both the bonus and
(6) LCR variance at 25%. Because we do think that would
(7) be negligent, and we don't believe that a house of
(8) that size is appropriate here.
(9) **MR. ELLIOTT:** With respect to the variations
(10) from the subdivision regulations you're also seeking
(11) a variance to allow a street right-of-way width of
(12) 50 feet rather than the current minimum right-of-way
(13) of 66 feet. I don't think -- Maybe I missed it but
(14) I don't think I heard you say anything about that or
(15) the variance to allow Lots 3 through 12 to front on
(16) two nonintersecting streets in the presentation. Now,
(17) can you tell us why you think this is necessary in
(18) this particular project and why it is you're seeking
(19) it?
(20) **MR. ISHERWOOD:** Sure. The reason we are seeking
(21) the 50-foot variance -- and that has been discussed
(22) with village staff as well as the public works depart-

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(1) ment and they are all accepting of this right-of-way
(2) width -- is due to the limited width or depth of this
(3) site. The site north to south is only 294 feet.
(4) That's not very large when you factor in also a
(5) 66-foot right-of-way. So the village has been
(6) accommodating in agreeing with us that we can do a
(7) 50-foot right-of-way. The pavement section of 21 foot
(8) back of curb to back of curb is by Glen Ellyn code.
(9) What it does is provide for us a little more depth
(10) for these homes so we're able to get a buildable
(11) depth that is appropriate for the homes we plan to
(12) build.
(13) **MR. ELLIOTT:** If you went with a 66-foot right-of-
(14) way would that give you -- would that eliminate
(15) buildable lots?
(16) **MR. ISHERWOOD:** Yes, it would. Apparently you
(17) would have a typical buildable depth of around 52
(18) foot. If you took something off of each of that it
(19) would bring it down to 42 feet, and that would only
(20) allow us to build one home amongst the entire
(21) community.
(22) **MR. ELLIOTT:** With respect to the zoning variances

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(1) one of the criteria we're supposed to at least
(2) consider -- I don't think it's decisive but we're
(3) supposed to consider it -- is whether -- I will just
(4) read it -- "Whether the purpose of the variation is
(5) not based exclusively upon a desire to make more
(6) money on the property."
(7) **MR. ISHERWOOD:** Sure.
(8) **MR. ELLIOTT:** When I look at the request for
(9) the 25% ratio in lieu of the maximum coverage ratio
(10) of 20%, it looks to me like you're trying to cram
(11) more homes on the property. Can you give me a
(12) noneconomic reason why you are seeking that variance?
(13) **MR. ISHERWOOD:** Sure. We would like to build a
(14) variety of homes of sizes that meet market demands.
(15) If we would build attached garage homes and not be
(16) granted any type of variance, therefore also not
(17) pursuing any kind of garage bonus, the size homes we
(18) could build here we don't believe would match the
(19) demands of the market. We have got 19 homes on the
(20) north side of unincorporated DuPage County and the
(21) feedback there has been very positive. And the
(22) majority of homes that we have sold there are of the

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(1) 2800 square foot and 3200 square foot variety. So
(2) it allows us to create a variety of plan choices and
(3) options for the consumer here.
(4) **MR. ELLIOTT:** If, in fact, you were to not get
(5) that and you were to be forced to -- I assume the
(6) alternative then would be to build detached garage
(7) homes?
(8) **MR. ISHERWOOD:** That would be one of the
(9) alternatives we could pursue, yes.
(10) **MR. ELLIOTT:** So would that be consistent with
(11) the character of the houses in the neighborhood?
(12) **MR. ISHERWOOD:** I do not believe so. In my
(13) presentation -- I will go back to it here -- I think
(14) here you get a good illustration. With a detached
(15) garage home at the rear of the lot you would have
(16) detached garages within 10 or 15 feet of the existing
(17) residences. Additionally you would kind of have this
(18) wall of detached garages along Sheehan Avenue which
(19) I would think would not be a desirable aesthetic. So
(20) that's why, you know, you can look and see everything
(21) around it, and very few homes in the immediate area
(22) have a detached garage.

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(1) **MR. MANSFIELD:** I would like to point something
(2) out here.
(3) **MR. ISHERWOOD:** Sure.
(4) **MR. MANSFIELD:** You are correct the subdivision
(5) to the north does not have detached garages. The
(6) subdivision to the west does have detached garages,
(7) a mixture of attached/detached garages. So I think
(8) that's an inaccurate statement that you are making.
(9) **MR. ISHERWOOD:** I largely relate that statement
(10) to the Rolling Hedge community and Brentwood Court
(11) community previously referenced. I recognize to
(12) both the east, west and south there is definitely a
(13) mixture of detached garage and attached garage homes.
(14) Specifically the areas that we think are incompatible
(15) is this line of garages adjacent to this resident,
(16) which is atypical because you have side yards backing
(17) up to rear yards where over here you have rear yards
(18) that will back up to other rear yards, and this
(19) condition here which is lots that front Amber Ridge
(20) Drive and not Sheehan Avenue. And that was done
(21) working with staff. It was determined that a bunch
(22) of homes that would front Sheehan Avenue with

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(1) potentially, you know, 14 or 15 curb cuts for driveways
(2) along Sheehan Avenue here would not be a desirable
(3) site plan because they didn't want all those cuts
(4) exactly across from the school. And so that's kind
(5) of how we got to this S-shaped plan or this double-
(6) loaded road. We are incurring substantial costs to
(7) put this road in whereas if we just did homes along
(8) Sheehan Avenue the cost would be substantially less.
(9) So, you know, that's the thing that we were weighing
(10) when we were looking at this site and the reason we
(11) chose the homes we ended up with in our application
(12) package.
(13) **MR. ELLIOTT:** One of the things that we have to
(14) think about as a plan commission is, you know, the
(15) code exists for a reason, and variances are the
(16) exception not the norm. So when somebody comes
(17) before us and requests this many variances particularly
(18) with the LCR, one of the things we have to weigh is
(19) okay, well, what is unique or special about this
(20) property. Because if we give it to you, why not the
(21) next people that come or the people across the street
(22) or the people down the road. I get it that there is

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(1) a steep grade to this property. I think we're all
(2) familiar with that. And that creates some issues.
(3) That doesn't create an LCR issue for you though.
(4) So tell me what's unique about this property
(5) that would allow us to grant you these variances here
(6) that wouldn't be generally applicable to the other
(7) properties that we have seen.
(8) **MR. ISHERWOOD:** It's really limited to the
(9) undesired at least in our estimation detached garage
(10) home product. It's really what it's limited to. If
(11) we built detached garages we would not require a
(12) variance. We'd go ahead and build them and, you know,
(13) we'd happily go on our way. We didn't think that was
(14) the responsible thing to do here because of the two
(15) both to the south and the north property line.
(16) So the unique condition here is that first
(17) of all there is not very many nine-acre undeveloped
(18) sites in Glen Ellyn left. This is one of the last few
(19) remaining sites. And even more specifically there
(20) is not very many sites that are located directly
(21) adjacent to a middle school use that is also used
(22) for baseball fields, etc., a busy road that you would

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(1) like to avoid additional curb cuts and driveways onto.
(2) So it is that drive to avoid all those entrances on
(3) and off of Sheehan to a single access point that really
(4) is kind of driving the bus all the way through.
(5) Because clearly if you did lots that loaded on Sheehan,
(6) you'd happily do a detached garage because it wouldn't
(7) butt up against anything.
(8) **MR. MANSFIELD:** I have a question. Part of the
(9) LCR is based on the size of the lot.
(10) **MR. ISHERWOOD:** Correct.
(11) **MR. MANSFIELD:** Isn't the simple solution to
(12) eliminate a lot and spread that property, spread that
(13) across the other lots? Then you don't need the
(14) variation for the LCR.
(15) **MR. ISHERWOOD:** That would be an option. But if
(16) you chose not to grant the LCR we would choose to
(17) move forward developing detached garage homes for
(18) this site.
(19) **CHAIRMAN FULLERTON:** Ladies and gentlemen, you'll
(20) have plenty of time to speak later. I know it's hard
(21) not to speak when you want to, but please.
(22) I actually wanted to go off of that as well.

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(1) Commissioner Whalen is not here this evening, but he
(2) asked me to ask a question along the same lines.
(3) During the pre-ap according to Commissioner
(4) Whalen you provided info showing that only a few lots
(5) needed a larger LCR. So why are you asking for 25%
(6) LCR on all the lots now? That's his question.
(7) **MR. ISHERWOOD:** The 25% across all the lots
(8) provides us the flexibility to place our home types
(9) on a number of the lots. The restriction list
(10) essentially if you will with a 25% LCR would allow
(11) two or three home types to be built on all of the
(12) lots, and the third home type would only be able to
(13) be built on, I believe, 11 of the 23 lots. The only
(14) home that would be able to be built on every single
(15) lot would be that of our smallest home which is
(16) approximately 2500 square feet.
(17) You know, when we discussed with Commissioner
(18) Whalen the potential of limiting the number of 25%
(19) lot coverages or something similar to that because
(20) there will be a lot of, you know, situations where --
(21) I will show you here. Like on the right it's 21.5%
(22) coverage. That's a typical lot in this community,

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(1) 8800 square feet. And that is, you know, our best
(2) selling plan at 2800 square feet. So I think, you
(3) know, with a blanket 25% we'd be open to restricting
(4) it to a certain number, but we prefer not to restrict
(5) it to specific lots so that we have the freedom to
(6) kind of work within our anti-monotony code as well
(7) as our lot choice to build a variety of home types.
(8) **CHAIRMAN FULLERTON:** Okay. Because on page 9
(9) of your Power Point it says LCR variance is required
(10) because detached garage homes are not desired or
(11) appropriate. Taking that out to its logical conclusion
(12) it almost -- and I could be wrong -- it almost sounds
(13) like you are saying if someone is building a house
(14) with a detached garage fine for 25% LCR, but if some-
(15) one is building one with an attached garage then we
(16) need 25%. That's not what our code says.
(17) **MR. ISHERWOOD:** Excuse me. I misunderstood what
(18) you are saying.
(19) **CHAIRMAN FULLERTON:** You are asking for the LCR
(20) variance and you are saying it's required because you
(21) are not having detached garage homes.
(22) **MR. ISHERWOOD:** It's required so that we can

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(1) build a better variety of home types.
(2) **CHAIRMAN FULLERTON:** More homes on smaller lots.
(3) **MR. ISHERWOOD:** That's a way to look at it too.
(4) But our lots meet all of the underlying R-2 zoning.
(5) They're at least 8712 square feet. You know, it's
(6) our belief this really comes down to what kind of home
(7) types you desire. And if a detached garage home type
(8) is not the desired home limiting the attached garage
(9) home type which is not eligible for an detached garage
(10) bonus is unfairly restricting the size or the coverage
(11) on that lot specifically, you know, as this illustrates.
(12) That's 25% coverage on the left, 21% coverage on the
(13) right. The left is allowed and I will use the word
(14) effective coverage, home plus garage is allowed, the
(15) one on the right is not.
(16) So we view this as effectively permitting
(17) the same amount of lot coverage that the existing
(18) code does permit. It's just for a different home
(19) type. That's where we went to the detached garage
(20) foregoing any bonus like that such that the village
(21) is ensured that you will never have an effective lot
(22) coverage in excess of what is currently allowed with

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(1) the bonus and with the 20% ratio.
(2) You know, another option would be that we
(3) could abide by a 20% LCR if you provided that same
(4) 500-square-foot bonus for our garage areas. You know,
(5) I guess I would ask the commission if -- You know,
(6) if they don't think that this is the preferred home
(7) type, then obviously my argument goes out the window
(8) and we should go build detached garages.
(9) **CHAIRMAN FULLERTON:** I don't think that's
(10) necessarily what we're saying. We're just trying
(11) to --
(12) **MR. ISHERWOOD:** Sure.
(13) **CHAIRMAN FULLERTON:** Because we have to follow
(14) our zoning code we have to find particular hardships.
(15) **MR. ISHERWOOD:** I understand.
(16) **CHAIRMAN FULLERTON:** And you need circumstances.
(17) So we're just trying to figure out the reasoning
(18) behind you asking for that variation.
(19) **MR. GIRLING:** In I believe it was your August 9th
(20) pre-ap meeting you showed an aerial that I didn't see
(21) in my piles and piles of work that showed that the
(22) general lot sizes of the existing homes to what would

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(1) be the north of your site. You don't happen to have
(2) that slide, do you?
(3) **MR. ISHERWOOD:** It is not in my presentation.
(4) I could dig and potentially get you guys a copy. I
(5) don't have it handy. I apologize.
(6) **MR. GIRLING:** Could you maybe speak to if you
(7) recall what the -- what you were trying to show if
(8) you recall that slide? What were you trying to show
(9) there about the existing neighborhood and how it
(10) impacted the character of yours?
(11) **MR. ISHERWOOD:** The existing community to the
(12) north was originally developed in the county. The
(13) lot sizes varied from roughly around 8800 square foot
(14) to, I believe, up to 12,000 square foot with an
(15) average right around that 10,000 mark. So one of the
(16) points of the slide was to show that the proposed lots
(17) on average and just minimum/maximum are really no
(18) different than what is existing to the north.
(19) The second point of that slide -- and I
(20) apologize I don't have it with me tonight -- was to
(21) show the coverage of -- the lot coverage of homes on
(22) those lots. And there are numerous examples of lot

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(1) coverage in excess of 20% in that community because
(2) when it was developed there was not the existing code
(3) in place. I believe it was subject to a 45% -- I
(4) know the village's previous code was a 45% FAR
(5) requirement. And so the point of that was to say a
(6) lot size is commensurate with what is adjacent to us
(7) and what we are connecting to, and our lot coverages
(8) will generally be in the same realm of what the
(9) existing lot coverages are to the north.
(10) **MR. MANSFIELD:** I have a question on I guess
(11) it's the soil report from the Soil and Water Conser-
(12) vation District. Are you going to be building those
(13) homes with basements?
(14) **MR. ISHERWOOD:** Yes.
(15) **MR. MANSFIELD:** What are you going to do?
(16) Because the soil -- the report says that 100% of the
(17) area is very limiting for building with basements.
(18) So what are you going to do to mitigate that?
(19) **MR. ISHERWOOD:** That's from, I believe, the
(20) DuPage County report. It's a general report that's
(21) done without specific borings. We have data from
(22) specific borings on this site that was previously

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(1) done via, I believe, the existing owner, and those
(2) borings indicate that the soils are suitable for
(3) basements.
(4) **MR. WHISTON:** Just thinking hypothetically,
(5) suppose we kept the 20% coverage for most of the lots
(6) but perhaps if we allowed the 25% for a few of them.
(7) How small a number could you live with that way so
(8) you could get in some big houses but not --
(9) **MR. ISHERWOOD:** Not all?
(10) **MR. WHISTON:** Yes.
(11) **MR. ISHERWOOD:** You know, we'd have to do a lot
(12) matrix analysis. Like I said, our largest home with
(13) a 25% variance which is -- You know, our largest
(14) home is 3100 square feet, 3200 square feet, so by
(15) no means a monster home. With the 25% it fits on 11
(16) of the lots as it is. I think we'd expect a pretty
(17) even take -- pretty even distribution of our home
(18) types between our 2500-, our 2800- and our 3200-square-
(19) foot plan. So just doing the math that's about seven
(20) each. You know, where the problem comes in is that
(21) our second home, our 2800-square-foot plan, does not
(22) fit in a standard 8800-square-foot lot which is the

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(1) slide on the right. Its actual coverage is 21.5%.
(2) So assuming we had all typical lots or thereabouts I
(3) think about seven or eight of them would probably be
(4) in the 24% and change coverage, another seven or eight
(5) would be in the 22% coverage range, and the last seven
(6) or eight would likely be under 20% because that would
(7) be our smallest home type -- home plan.
(8) **MR. MANSFIELD:** So on our LCR we also offer
(9) bonuses for front porches.
(10) **MR. ISHERWOOD:** Correct.
(11) **MR. MANSFIELD:** So are you taking into consider-
(12) ation -- I saw many of the photographs that have
(13) front porches. Are you including the 240 foot?
(14) **MR. ISHERWOOD:** Yes.
(15) **MR. MANSFIELD:** So actually you're going to
(16) take 25% -- you want 25% plus the 240 for the bonus
(17) for the porch then additional beyond that to go up
(18) to 25? How does that factor in?
(19) **MR. ISHERWOOD:** We'd like to maintain our
(20) eligibility for other lot coverage bonuses. The
(21) additional 5% on a typical lot of 9,000 square foot
(22) works out to additional coverage of about 450 feet.

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(1) That's why I said, you know, if it makes more sense
(2) to grant us the ability to seek up to 500 square feet
(3) in a garage bonus, we'd absolutely be able to work
(4) with that as well. But that 5% that we're talking
(5) about as a difference, that's counted to mimic the
(6) 500 foot allowed for a garage. And that just works
(7) out to in general, you know, 450 feet. And we'd
(8) happily limit, you know, the additional square footage
(9) of lot coverage we're entitled to at that 500 square
(10) foot. Because clearly when you get over 10,000 the
(11) 5% is in excess of the detached garage bonus. So
(12) we'd be able to limit it at the 500 foot plus the
(13) 20%.
(14) **CHAIRMAN FULLERTON:** Any other questions for
(15) the petitioner from the plan commission?
(16) **MR. MANSFIELD:** Your comment on the variances or
(17) the issue of the basement --
(18) **CHAIRMAN FULLERTON:** Sir, you have to speak into
(19) the microphone. Thank you.
(20) **MR. MANSFIELD:** The boring samples, are you going
(21) to be the able to build basements?
(22) **MR. ZALEWSKI:** As Jon stated, we have got borings

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that show that the ground is suitable for basements. And with the 30 foot of fall after you put the utilities in the ground water is going to migrate in those trenches and head to the detention basins. So even if you had a marginal site, which this isn't, the water would be migrating away from all of the homes anyway with that fall and all the utilities with the stone that's going to go in the trenches. So it's kind of like a big underdrain, and it just sucks all the water out of the site and moves it toward the detention basin.

MR. MANSFIELD: Would any of it be having to cross public sidewalks?

MR. ZALEWSKI: It would all be subsurface. If you have got your basement down 8 feet any water that's migrating is going to follow the utilities back to the street which those utilities are even lower, and then it moves on toward the --

MR. MANSFIELD: I guess my concern would be more on the lines of a sump. Having put a sump in the basement because of drainage problems that has to discharge in the yard. Is that going to -- To get

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to a drainage -- to a working drain will it need to go across any sidewalks where in the winter that's going to freeze over?

MR. ZALEWSKI: No. Sump pumps are going to be directly tied to the storm sewer system.

MR. MANSFIELD: Okay.

CHAIRMAN FULLERTON: Other questions? Okay. Thank you very much.

MR. ISHERWOOD: Thank you.

CHAIRMAN FULLERTON: Before we go into the next presentation let's take a five-minute break.

(Following an interruption the public hearing was continued as follows:)

CHAIRMAN FULLERTON: We're going to reconvene. Next up we're going to have the traffic consultant. He will give a presentation. Then plan commissioners will ask questions. At that time -- And there's an individual who is representing the neighborhood that would like to get up. And we may get through all that presentation, we may not. If not again we will continue it two weeks from now and then we will start off with them and after that will be public comment.

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Okay. Can we have Tom sworn in?

THOMAS ADOMSHICK,

having been first duly sworn, testified as follows:

I've already been sworn in. Tom Adomshick, James Benes & Associates, the village traffic consultant. I would like to start off with my presentation just touching on a couple of items.

Early on in the process the village had communications and received e-mails, etc. from the public expressing various traffic-related concerns. And I want to just kind of list the more frequently raised concerns, and then as I go through the traffic study report you will see that we address those and how we deal with those issues as we go through that.

Basically some of the more frequent concerns were that the proposed development will increase traffic and congestion in the neighborhood due to trips generated by the development as well as drawing additional cut-through traffic due to the new street connection. Another one was that with the additional traffic pedestrians will be in danger. Congestion

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at the Glen Crest School is bad and will get worse due to the development. Amber Ridge Drive connection will interfere with traffic entering and exiting Sheehan from Route 53. Those were the primary ones. There were also questions about why this roadway alignment versus some other options. And Michele has touched on those and I will get into a little bit more detail on that as well with talking about the traffic study.

As part of the traffic study the first thing we did was data collection which included performing peak hour traffic counts at the intersections -- morning and evening peak hour traffic counts at the intersections of Route 53 with Glenbard and with Sheehan Avenue, the intersection of Glenbard with Montclair and the two primary driveways used by Glen Crest School, the visitor and staff entrance, which is right next to the main doors to the school as well as the bus entrance further to the west. The counts were performed on weekday midday -- mid-week day, Tuesday, Wednesday or Thursday, during the hours of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.

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(1) In addition to those counts in response to
(2) the concerns about cut-through traffic we performed
(3) a license plate survey during the same peak hour time
(4) periods with people stationed at four locations of
(5) entry and exit to the neighborhood. Those locations
(6) were at the intersection of Sheehan with Route 53 and
(7) Sheehan with Park Boulevard and the intersections of
(8) Glenbard with Route 53 and Harding Avenue with Park
(9) Boulevard. And those counts consisted of regarding
(10) the first three alphanumeric characters on each
(11) license plate of vehicles entering and exiting at
(12) those locations and recording the time that they
(13) passed the intersection.
(14) The data that was collected for the cut-
(15) through traffic was then matched. We looked for
(16) matches of license plates entering at one location,
(17) exiting at another, and then also compared the times
(18) to see if those vehicles passed straight through the
(19) neighborhood without stopping or if the vehicles had
(20) an intermediate stop within the neighborhood. The
(21) matches were then counted up to see how many vehicles
(22) actually cut through the neighborhood between 53 and

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(1) Park Boulevard and what routes were taken. Of the
(2) vehicles that were confirmed to be cut-through trips
(3) 96% traveled exclusively on Sheehan Avenue going from
(4) 53 to Park Boulevard without winding through the rest
(5) of the neighborhood. One other route that was
(6) identified by residents as a concern for cut-through
(7) was using Glenbard Road, then going up Montclair over
(8) to Harding and out and the return trip. Only 2 1/2%
(9) of the cut-through trips followed that route which
(10) was six or less vehicles during the peak hour. The
(11) other route that showed a couple of cut-through trips
(12) was entering or exiting Sheehan and then traveling
(13) via Ellyn Avenue or Milton Avenue to Harding or back.
(14) And those again were about 1 1/2%. And the maximum
(15) during a peak hour was three vehicles.
(16) So what this shows is that the people that
(17) are cutting through the neighborhood are selecting
(18) the fastest, most direct route to get from one arterial
(19) to the other; they are not winding through the
(20) neighborhood. It is not as quick, it's not as
(21) convenient. You are trying to get from point A to
(22) point B as quickly as possible.

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(1) The interesting thing too was our counts
(2) were done morning peak hour and in the evening peak
(3) hour. The morning peak hour encompassed the time
(4) when the school traffic is at its greatest with
(5) vehicles entering and dropping off students at the
(6) school. The afternoon or evening peak hour was after
(7) school let out. In both cases the cut-through traffic
(8) patterns were the same. So regardless of the
(9) congestion at the school people still selected that
(10) as the preferred route. And it's the shortest,
(11) quickest, plus you also have traffic signals at
(12) either end that facilitate exiting and entering from
(13) Park or Route 53.
(14) As a result based on that information it's
(15) our opinion that the connection of the roadway is
(16) not likely to one, increase cut-through traffic on
(17) the streets to the north, and two, is not likely to
(18) draw additional cut-through traffic. This roadway
(19) connection is not an obvious cut-through; it's a
(20) winding route.
(21) And then in addition to that the proposed
(22) design includes some traffic-calming features that help

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(1) to discourage cut-through traffic, one of those being
(2) the narrower streets. The 21-foot width is less than
(3) your typical roadway width of 24 foot, two 12-foot
(4) lanes. As you constrict the roadway drivers will tend
(5) to drive slower. And then the other is the roadway
(6) alignment with the two 90-degree bends forces vehicles
(7) to reduce their speed as they're traveling through the
(8) bends. Reducing speed increases time. People are
(9) going to see that difference and will likely stick
(10) on Sheehan Avenue following the patterns that they
(11) currently use.
(12) The peak hour counts that were done for
(13) the turning movements at the various intersections
(14) as discussed earlier were collected for the purpose
(15) of determining how the development traffic impacts
(16) the operations in the area. We took the proposed
(17) development, 23 homes, and estimated site trips that
(18) would be generated to and from the site during the
(19) peak hours using the Institute of Transportation
(20) Engineers Trip Generation Manual which is a national
(21) publication that's accepted nationwide as the primary
(22) source for estimating traffic generated by various

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(1) land use types. This includes hundreds of different
(2) land uses and is a database that has incorporated
(3) traffic counts collected at thousands of sites
(4) throughout the nation.
(5) Applying the trip generation rates for 23
(6) homes, the proposed development would generate 25
(7) new trips total in and out during the morning peak
(8) hour and 28 during the evening peak hour. Those trips
(9) will be distributed -- Those trips will be generated
(10) in this area and be distributed to the various
(11) surrounding streets with some going south and then
(12) east, to and from the east on Sheehan, to and from
(13) the west on Sheehan, some will go to the north and
(14) use Glenbard and some will continue north on Montclair
(15) and use Harding. Based on the existing traffic
(16) patterns in the area, the estimated number of trips
(17) that will travel on Montclair, Montclair was about
(18) four to six additional trips during the morning peak
(19) hour, likewise on Glenbard and then on Sheehan eight
(20) to nine trips generated by the development both to
(21) the east and to the west. Those are trips during the
(22) peak hour. So when you equate that to how frequently

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(1) they're going, on average six trips is one every ten
(2) minutes, eight to nine is about one every six minutes
(3) on Sheehan.
(4) We assigned -- As I said we assigned the
(5) traffic to the surrounding street based on the exist-
(6) ing traffic patterns in the area and then also took
(7) into account what's happening with existing traffic;
(8) how are the travel patterns going to be affected by
(9) creating this connection. Some of the people living
(10) on Montclair, Glenbard and possibly up to Brentwood
(11) may find it more convenient to use -- to go through
(12) Amber Ridge Drive and access the signal at Route 53.
(13) Additionally in this area they may find it more
(14) convenient to travel this route to get to Park
(15) Boulevard rather than going up north, over and back.
(16) As a result taking that into account we took the
(17) existing traffic volumes and redistributed them to
(18) the street network based on what appeared to be the
(19) most convenient route for the traffic generated in
(20) this area.
(21) This diagram here shows the total change in
(22) trips or traffic volumes on the surrounding streets

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(1) taking into account the addition of the trips generated
(2) by the development plus redistribution of the existing
(3) traffic that's already on the street. With the
(4) addition of this connection here we looked at a worst
(5) case assuming that a percentage of the people going
(6) this way are pretty much all going to come this way,
(7) the ones that are going south on Park. As a result
(8) that creates the highest traffic volumes on Montclair.
(9) And this is again making a worst case assumption.
(10) Now, it is to the benefit on Montclair to the north.
(11) And so based on those assumptions traffic would
(12) actually be decreased somewhat on Montclair to the
(13) north. There would be the additional trips to the
(14) south of approximately eight new trips in this section
(15) of Montclair during the morning peak hour and about
(16) ten in the evening peak hour.
(17) On Glenbard there is going to be minimal
(18) change, three to four trips total over the course of
(19) the hour. The highest changes in traffic volumes
(20) are going to be along Sheehan Avenue which is a
(21) collector street and is designed as a higher traffic
(22) carrying street as compared to the other neighborhood

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(1) streets.
(2) Using that trip distribution and total
(3) traffic we performed intersection capacity analyses
(4) using the Highway Capacity Manual procedures which
(5) is the standard accepted practice in Illinois with
(6) the Illinois Department of Transportation to determine
(7) how the operations at these intersections that were
(8) counted are affected by the development and the
(9) proposed street alignment. Just strictly to show
(10) you what intersections we're looking at here, the
(11) analyses were performed for the morning and evening
(12) peak hour conditions both with and without -- under
(13) existing conditions and then with the proposed traffic
(14) that's been added by the development. As to future
(15) conditions, in all but one case these intersections
(16) will operate at the same level of service grade as
(17) they currently do. Traffic volumes are low, and
(18) they're not high enough to increase or drop the
(19) intersections to a different level of service.
(20) The one difference is the intersection of
(21) Glenbard Road and Route 53. And that intersection
(22) for the eastbound approach under current conditions

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(1) operates at a level of service F -- E rather. A
(2) level of service E covers a range of delay. And the
(3) computed delay for that intersection under existing
(4) conditions is tenths of a second below a level of
(5) service F. With the addition of one car to that
(6) intersection it will push it into a level of service
(7) F. So in this case yes, the level of service drops,
(8) but it really doesn't reflect a significant change
(9) in the operations.
(10) Another metric to look at is queuing at an
(11) intersection to see how much traffic is backing up.
(12) The difference of adding these few cars here at this
(13) intersection has minimal -- less than one vehicle
(14) length of queuing added to the intersection during
(15) the peak hours, which is basically considered minimal
(16) impact to the intersection. Overall intersection
(17) level of service under IDOT design guidelines level
(18) of service D for local roads is the minimum acceptable.
(19) All of these intersections operate at D or better.
(20) The stop controlled intersections at Montclair and
(21) Glenbard as well as the school intersections operate
(22) at better than level of service D. The signalized

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(1) intersection at Sheehan and 53, the east/west
(2) approaches operate at a level of service D. The
(3) Route 53 approaches operate at a higher level of
(4) service and that's because of the signal timing.
(5) Route 53 carries much more traffic than Sheehan.
(6) IDOT has jurisdiction. They assign the majority of the
(7) green time to Route 53. The higher traffic volumes
(8) are serviced. They end up with a better level of
(9) service. So they're level of service B because they
(10) get the green time, Sheehan Avenue level of service
(11) D because it has to wait for the traffic on 53;
(12) however, it's still at an acceptable level.
(13) In response to the question about why the
(14) connection versus a long cul-de-sac, from a traffic
(15) engineering standpoint the connection has many
(16) benefits. It provides multiple opportunities for
(17) vehicles to reach their destination. It disburses
(18) traffic. It lowers the amount of traffic on these
(19) streets relative to a long cul-de-sac where all of
(20) the traffic from the 23 homes would go up to this
(21) intersection and through this intersection. As a
(22) result with this connection the traffic operations

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(1) along here are going to be better than if the long
(2) cul-de-sac option was in place.
(3) Even with the connection the majority of
(4) the traffic or 65% of the traffic is going to Sheehan
(5) Avenue. And that's a street that's designed to carry
(6) the heavier traffic and it can accommodate that. The
(7) connection also has some additional benefits. The
(8) residents up here now have the opportunity to access
(9) the signal at Sheehan to more easily exit to Sheehan,
(10) particularly the left turn movement, if they want to
(11) work their way around. So it's consistent with the
(12) goals of the subdivision code and consistent with
(13) good neighborhood -- residential neighborhood design
(14) practice. It maximizes the flexibility, disburses
(15) traffic, it lowers the impacts.
(16) Lastly I just want to touch on the parking.
(17) As was discussed earlier the school site currently
(18) has more than -- significantly more parking available
(19) on site than is required by code. Currently 86 spaces
(20) are required and there's 182 spaces on site. That
(21) includes the visitor lot, the parking spaces marked
(22) in the west lot and the parking spaces marked in the

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(1) east lot which is used primarily for maintenance.
(2) The requirements for the parking if the
(3) ballfields were assumed to be a separate recreational
(4) facility would require 55 spaces. With the reduction
(5) of seven spaces opposite Amber Ridge Drive plus the
(6) additional four more there would still be 60 spaces
(7) on street, plus people using the ballfields also use
(8) the maintenance parking lot as well as typically the
(9) ballfields are being used in off-school hours and
(10) spaces are available there. There's another 21 spaces.
(11) And maybe not all of them are available all the time,
(12) but it is well beyond the minimum code requirement if
(13) that was assumed to be a separate facility.
(14) Lastly I would like to comment on the park-
(15) ing space removal opposite Amber Ridge Drive. The
(16) intent is that those spaces be removed and curb be
(17) placed in there. The reason for the removal of the
(18) spaces is so that you don't have vehicles backing in
(19) and out right directly into an intersection. That
(20) way it's safer for operations for the intersection
(21) as well as for the people backing in and out because
(22) otherwise they'd be having to watch traffic from three

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(1) different directions.
(2) Pedestrian safety was identified as a
(3) concern, and the proposed development has several
(4) items of which I touched on some them already: The
(5) traffic calming features designed into the roadway
(6) connection, the 90-degree bends which slow the
(7) traffic, the narrower streets that slow the traffic.
(8) Additionally to put things into perspective based on
(9) the development and the existing traffic in the area
(10) on Montclair and Glenbard, the average daily traffic
(11) on Montclair south of Glenbard projected with the
(12) connection is about 340 vehicles per day. And that's
(13) based on the assumption that the majority of traffic
(14) going west or at least 50% of the traffic going west
(15) on Glenbard goes south on South Montclair to access
(16) the signal to Park. So that's 340 vehicles per day.
(17) With the long cul-de-sac option that would be up to
(18) 370 vehicles per day.
(19) On Montclair north of Glenbard the projected
(20) traffic volumes would be about 300 per day. With a
(21) long cul-de-sac option there is no opportunity for
(22) anybody to go south on Montclair to access Sheehan.

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(1) The daily traffic north would jump to about 560
(2) vehicles per day versus 300. And then on Glenbard
(3) Road with the connection it's projected about 400
(4) vehicles per day, and it would be almost 500 vehicles
(5) per day with the cul-de-sac option.
(6) Traffic volumes can vary -- daily traffic
(7) volumes can vary considerably within a neighborhood.
(8) They can be anywhere from less than a hundred up to
(9) -- in some very busy neighborhoods up to 5,000. There
(10) is no real -- Because of variability nobody has
(11) established what is a low volume street, what is a
(12) medium volume, what is a high volume because it's
(13) very variable. Many factors affect the volumes,
(14) density, uses. If you have schools in there it will
(15) increase the volumes and the street layout. However,
(16) there is one publication that does put a number to a
(17) low volume street. And that's the American Associa-
(18) tion of State Highway and Transportation Officials.
(19) They have a publication with design guidelines for
(20) very low volume streets, and they call a very low
(21) volume street a street with daily traffic of 400
(22) vehicles or less. So these streets in this area

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(1) even with the development are right in that range
(2) where they're considered very low volume streets, and
(3) this traffic is not anything that is unusual and
(4) probably on the lower end for a lot of residential
(5) streets in the community. So it's not really posing
(6) a risk to pedestrians greater than is normal within
(7) the village. And I think I touched on all of the
(8) concerns --
(9) Oh, one other item was the impact of Amber
(10) Ridge on traffic entering and exiting off of Route
(11) 53. The Amber Ridge intersection is approximately
(12) 570 feet away from Route 53, which is basically just
(13) about a city block. Six hundred feet is a good
(14) separation. And then also as far as concerns about
(15) it possibly impacting the operations at the school
(16) driveway, it's about 480 feet east of the staff/
(17) visitor driveway. So again the driveway's situated
(18) at a location where its distance is maximized from
(19) the two closest busier intersections if you will,
(20) and it shouldn't have any significant impacts on the
(21) operations of them. That's it.
(22) **CHAIRMAN FULLERTON:** Plan commission questions

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(1) for Tom, anyone?
(2) **MR. MANSFIELD:** I have some for the applicant
(3) based on the traffic study. I don't know if that is
(4) appropriate now.
(5) **CHAIRMAN FULLERTON:** Sure.
(6) **MR. MANSFIELD:** So the first question I have is
(7) the curb modifications to Sheehan to remove the park-
(8) ing places is something that you're going to be doing,
(9) or is that -- actually maybe that goes to Michele --
(10) or is that something that the village is going to be
(11) doing as part of the development?
(12) **MR. ISHERWOOD:** It's actually something we
(13) haven't yet worked out. We have had preliminary
(14) discussions with public works on how they'd want that
(15) handled. Their initial comment was that we would --
(16) that K. Hovnanian would handle that work in the right-
(17) of-way. The curb request is something that I have
(18) not heard up until this evening. When I discussed
(19) it with public works we had discussed just, you know,
(20) striping of the pavement to eliminate those spots.
(21) **MR. MANSFIELD:** Well, I will say as somebody who
(22) uses Sheehan often during games and things like that

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(1) that's not an acceptable solution because all of that
(2) area down the street, even where it's not marked now
(3) but it's paved, is always full of parking when there's
(4) softball games going on.
(5) **MR. ISHERWOOD:** Sure. It's very preliminary.
(6) We've only had preliminary discussions with public
(7) works. We're happy to work with them to find a
(8) solution that is in the best interest of the village
(9) and the safety of the adjacent residents and drivers
(10) nearby.
(11) **MR. MANSFIELD:** And I guess the other question
(12) is in the traffic report the comment was made under
(13) ideal conditions the new street would align with the
(14) maintenance driveway. Have you taken a look at that?
(15) Is that a possibility to modify? Did you think about
(16) that at all? Could you come out with that street right
(17) at that maintenance driveway?
(18) **MR. ISHERWOOD:** Sure, it is something we
(19) considered during the design process. Unfortunately
(20) basically it would result in us losing probably four
(21) lots. The distance between -- It's been a while
(22) since we looked at it. It may be difficult to see.

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(1) But the distance between here, this here, you know,
(2) would shrink everything here. So it would probably
(3) be two lots that we'd lose because we wouldn't really
(4) be able to add any kind of additional cul-de-sac
(5) or anything in this area. The entire property line
(6) would really just be shifted further west by that
(7) distance.
(8) **CHAIRMAN FULLERTON:** Other questions? Okay.
(9) Thank you.
(10) Okay. At this time a representative for
(11) the village -- sorry -- for the neighborhood has a
(12) presentation.
(13) **MR. BUCKTON:** I'm sorry, I have one question.
(14) **CHAIRMAN FULLERTON:** Oh, sure.
(15) **MR. BUCKTON:** I don't know if anybody is here,
(16) and maybe, Michele, you can answer this. The storm-
(17) water engineer that's here, is that Mr. Ulreich? Can
(18) you speak for Bob Minix in terms of his memo of
(19) February 7th? He talked about a number of things that
(20) still need to be dealt with in terms of the Amber
(21) Ridge Subdivision. I think he closes his summary with
(22) there's still a long way to go with this project. Is

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(1) that still the case on February 28th?
(2) **MS. STEGALL:** The plans have not changed since
(3) Mr. Minix wrote this review. In the review he
(4) indicated that the felt the plans were ready for a
(5) hearing, but essentially there are a number of
(6) engineering details that he would like to see resolved
(7) before this will come back for any type of final
(8) review, and those are outlined in his memo. There
(9) haven't been any changes to the plans since the memo
(10) was written.
(11) **MR. BUCKTON:** Thank you.
(12) **MR. MANSFIELD:** And I hate to keep repeating
(13) this question, but he is the person I would like to
(14) ask the question about the basements. From an
(15) engineering standpoint will the soil -- have you
(16) taken a look at it? Will it support basements?
(17)
(18) RAY ULREICH,
(19) having been first duly sworn, testified as follows:
(20) Sure. Yes. As the applicant indicated,
(21) they have done more detailed soil studies. The soil
(22) conservation service, their studies are based on

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(1) superficial soils, and most of their recommendations
(2) are based on not doing any real improvements like
(3) putting in storm sewers or stuff. So they're kind
(4) of a warning and saying hey, if you just try to go
(5) out there and not do any improvements you could have
(6) some problems. We're far more advanced than that.
(7) We put in systems in order to control them. And
(8) they're putting in their storm sewers and they're
(9) also, as he indicated, connecting -- they're going
(10) to be connecting their sump pumps in there. So we
(11) don't see any drainage problems.
(12) **MR. MANSFIELD:** Thank you.
(13) **CHAIRMAN FULLERTON:** Okay.
(14) **MR. LUETKEHANS:** Thank you. My name is Phil
(15) Luetkehans on behalf of certain property owners in
(16) the area.
(17) **MS. UTTERBACH:** Would you please state your
(18) name and address for the record?
(19) **MR. LUETKEHANS:** Phil Luetkehans, 105 East Irving
(20) Park Road, Itasca.
(21) **MR. ABEL:** Joseph H. Abel, A-b-e-l, 200 Forest
(22) Avenue, Glen Ellyn, Illinois.

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(1) **MS. UTTERBACH:** Raise your right hands.
(2) (Whereupon the witnesses were duly
(3) sworn.)
(4)
(5) PHILLIP LUETKEHANS,
(6) having been first duly sworn, testified as follows:
(7) As I said I represent certain property
(8) owners in the area who are objecting to this plan.
(9) **AUDIENCE MEMBER:** Can't hear you.
(10) **MR. LUETKEHANS:** I am not going to say much
(11) more. But Mr. Abel who has been hired as a land
(12) planner has also consulted with our traffic engineer
(13) and has a presentation of his position based on his
(14) expertise in planning. I will let him start off with
(15) his quick summary of his background. And then I will
(16) probably have follow-up questions for Mr. Abel on
(17) things he may or may not finish, but most of the
(18) testimony will be from Mr. Abel. I don't really plan
(19) on testifying per se. If you don't mind I will have
(20) a seat and let Mr. Abel go.
(21) **CHAIRMAN FULLERTON:** Okay. Thank you.
(22)

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(1) JOSEPH H. ABEL,
(2) having been first duly sworn, testified as follows:
(3) Good evening. My name is Joseph Abel,
(4) A-b-e-l. I am a planning and zoning and economic
(5) development consultant. Been practicing in those
(6) three areas for approximately fifty years. I have
(7) all the degrees in city and regional planning and
(8) architecture. I am a member of the American Institute
(9) of Certified Planners, and I have been designing
(10) subdivisions and comprehensive plans for communities
(11) during that timeframe. I was director of planning
(12) for DuPage County for seventeen years, head of the
(13) Economic Development Commission for the City of
(14) Chicago for five years and I've had my own firm for
(15) the last 12 years.
(16) I was asked to take a look at the subdivision
(17) that's the topic of discussion this evening and review
(18) it based on again my past experiences and in terms
(19) of looking at the standards that are to be applied
(20) for asking for variations under the Village of Glen
(21) Ellyn code. For a rather simple piece of property I
(22) was somewhat taken back by the great number of

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(1) variations being requested for the property. And I
(2) am going to be going through a couple of variations
(3) here because there's an interplay here between the
(4) traffic, design and the variations that are being
(5) requested.
(6) Probably the most important variation being
(7) requested is the variation from 66 feet to 50 for the
(8) right-of-way. The 66 standard has been in Glen Ellyn
(9) for quite some time. Other subdivisions that I have
(10) worked on especially up in the northern portion of
(11) your Glen Ellyn planning area have been able to
(12) maintain the street right-of-ways.
(13) The 25 foot or the 25 foot increase in the
(14) lot ratio sort of plays in with this 50-foot request
(15) because it's a double-loaded request that they're
(16) asking for. It's almost a variation on a variation.
(17) When I looked at the lots that are being proposed,
(18) many of them would actually fall below the minimum
(19) standard of 8,712 feet if they weren't granted the
(20) variation in the street right-of-way. That's a
(21) 16-foot reduction, eight on each side of a double-
(22) loaded street. When you take that area out of the

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(1) lots you will see that nine of the lots fall below
(2) your minimum standard. Those are Lots 22, 20 and also
(3) Lots 5 through 11. They all fall down below 8400
(4) square feet. So they have been enhanced by the fact
(5) that if it wasn't for that reduction those lots would
(6) be much bigger and they would be able to meet code.
(7) But the reduction actually gives them a benefit of
(8) being able to build on a smaller lot.
(9) The 25% coverage ratio again is something --
(10) And I have lived in Glen Ellyn since 1970 and I was
(11) aware of a lot of the discussions that went into that
(12) ratio. I have a lot in Glen Ellyn that some day will
(13) be built on but not in my lifetime, so I was very
(14) involved in that discussion. That's a decision that
(15) the village board made regarding what is an appropriate
(16) number, and it's 20%.
(17) Now, this idea -- And I have to give the
(18) petitioner credit for bringing up the idea of if you
(19) are going to put in a garage you would get a credit.
(20) But the ordinance is designed because there was the
(21) ability -- especially the ordinance was drafted for
(22) teardowns and things of that nature trying to encourage

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(1) detached garages in the older areas and to keep the
(2) size of the homes smaller. Here we're dealing with
(3) an entirely new subdivision starting from scratch.
(4) And it would seem to me that when you are designing
(5) a subdivision you have to know your product. The
(6) developer knows what product he wants on this property,
(7) and it seems to me that to meet the code and build
(8) the product the lot has to be larger. Twenty percent
(9) of a larger lot is going to give you the same thing
(10) as a small lot with a 25% variation. That is not
(11) the hardship.
(12) I have dealt recently with many, many
(13) variations in zoning cases, and I can tell you that
(14) most communities are very, very careful with granting
(15) variations. And there has to be a hardship and it
(16) has to be based on more than just the idea of making
(17) more money. That's just the way it is. Of the 23
(18) lots that are shown here, as I said about nine of
(19) them become minimum, below your standard if they
(20) weren't granted the reduction in the street width.
(21) The other thing I looked at in terms of
(22) the variations was the fact especially on Lot 12,

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(1) which is the gateway into the subdivision, to reduce
(2) the street down to 50. Now you have given up eight
(3) foot of setback and yard, and now you are asking that
(4) the front yard setback be reduced from 30 to 20.
(5) That's actually a 28% reduction from what the code
(6) requires, not just 10 feet, because you have to build
(7) in the fact that they're putting this on the back of
(8) already the most drastic of reductions which is the
(9) 66 to the 50 reduction.
(10) The other thing that I looked at, and again
(11) looking at it from the standpoint of designing numerous
(12) subdivisions, I had to ask myself why in all these
(13) traffic studies and all the discussion the studies
(14) were based on what I would consider the worst case
(15) scenario of design. Extending Montclair to the south
(16) and then ending it into a subdivision is probably
(17) from a cul-de-sac design standpoint or even a sub-
(18) division design standpoint the worst possibility for
(19) this property. It fronts on Sheehan. It has to have
(20) access to Sheehan. And to even study the possibility
(21) of having a cul-de-sac coming off Montclair to me
(22) seemed like almost a waste of time.

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(1) The logical thing to look at is in this
(2) piece of property why not go first and study what
(3) are the real ramifications of just having the U-shaped
(4) driveway. I know there's a difficulty with the
(5) school, but we heard from the traffic consultant that
(6) there is a tremendous amount of traffic on Sheehan
(7) and it is a collector roadway; it is not a local
(8) street. It's designed to have higher traffic. It
(9) will have crosswalks, it will have bollards, it will
(10) have 20 mile speed zones based on the fact that it's
(11) a school. All of that is there. And then I thought
(12) I heard there is not going to be that much traffic
(13) generated from a subdivision of 23 homes. Now, that's
(14) assuming that 23 homes should go on the property, if
(15) you actually designed it and didn't grant the varia-
(16) tions. I can see the variations such as the lot depth
(17) on Lots 13 and 14. They're backing up to open space,
(18) and it's common sense that those should be granted.
(19) But then I look at the idea that they have to put the
(20) larger homes in the subdivision and they need that
(21) variation to go from 20% to 25%. That's where I think
(22) they're really pushing the envelope. If they made

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(1) the lots large enough to accommodate the product that
(2) they want -- And they keep talking about the fact
(3) that -- if you look through their correspondence
(4) where they actually have to go through and prove to
(5) you that they have a hardship you will see the word
(6) constantly comes up about the product. The product
(7) seems to be driving everything here. They have three
(8) large homes they want to put on this property, and
(9) it would seem to me when I design a subdivision for
(10) a developer I say let's look at the product; show me
(11) and I will design the lots to make sure your product
(12) fits on it. You can't just willy-nilly go into a
(13) community and say well, we have a product that's too
(14) big for the the lots so give us variations. That's
(15) sort of a backward way to design a subdivision. They
(16) know their product. They know what the rules are.
(17) It would seem to me by following the code they'd still
(18) wind up with a subdivision in the range of 20 units,
(19) 20 residences.
(20) Now, it would seem to me that the traffic
(21) study based on a 20-lot subdivision with the fact
(22) that there's going to be an access to Sheehan no

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(1) matter what, even with the proposed design connecting
(2) up to the north you're still bringing traffic out
(3) into the school area. And that's what you would
(4) expect on a collector street where there is a school.
(5) Whether it's at Hadley or any other school in the
(6) Glen Ellyn area that's what you live with and you
(7) learn to drive appropriately. So that's the first
(8) concern I had is why this burning desire to connect
(9) the street to the north.
(10) Then I started thinking about other things
(11) from a planning standpoint in terms of neighborhood
(12) design. There are such things as I am sure connec-
(13) tivity. Everybody worries about that, how do we
(14) connect one neighborhood with another. It would seem
(15) to me that there is an opportunity here with this
(16) subdivision to have a win-win for everybody. I still
(17) think the best design is to bring the U out and not
(18) have to worry about the connection. But in terms of
(19) from a safety standpoint and things of that nature
(20) why not take the development, run the road -- There
(21) is an eyebrow right at Lots 3 and 4 which allow
(22) basically for most of your turning movements whether

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(1) it's vehicles, FedEx or whatever, even for snowplowing
(2) to come in, make that turn and still only have a short
(3) leg going north up to Montclair. That is part of what
(4) you might call a cul-de-sac, but it can be designed
(5) so it's not a cul-de-sac. Your definition of a
(6) cul-de-sac is a road with only one point of exit.
(7) By taking the proposed road and making it just an
(8) emergency drive you would end the traffic there and
(9) then you would make the connection for fire vehicles
(10) and things of that nature. And we did design many of
(11) these where you had grasscrete or whatever, they have
(12) a crash gate, they have landscaping. The only reason
(13) for the emergency vehicle to get through there is if
(14) somewhere along the line there's a major accident
(15) and traffic could not get from the north coming down
(16) to the end of the present cul-de-sac in the area. A
(17) fire vehicle or safety vehicle could still come in,
(18) go through the emergency entrance and that's it. The
(19) chances of that happening -- I would say of most of
(20) them I have designed none of them have had to replace
(21) their landscaping or the crash gate or whatever is
(22) used to make that temporary connection between the two.

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(1) What you achieve here is -- You can say
(2) what you want. It doesn't make any difference how
(3) many additional traffic movements come down Montclair
(4) and then go out to Sheehan, it is an increase. It's
(5) easy for a professional to say well, it's only 400
(6) vehicles or only an additional 340. But to the people
(7) who are living there in terms of quality of life that
(8) is a big difference. And one of the things that the
(9) zoning ordinances do is to maintain the quality of
(10) life for the residents of this community. It's under
(11) public health, safety and welfare. Public welfare has
(12) to do with feeling comfortable with the environment
(13) you live in. And you will hear later that most of
(14) the people in that area are not going to be comfort-
(15) able with that additional traffic. It is a quality
(16) of life issue. So you have an opportunity to protect
(17) that quality of life by just putting in the emergency
(18) exit or connection between the two streets, the
(19) existing Montclair and the proposed roadway.
(20) As I said, the need for emergency aid
(21) vehicles to get through will be taken care of by the
(22) fact that it has a permanent structure under the

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(1) grass and all vehicles can get over it like I say
(2) with a crash gate or just eliminating some minor
(3) landscaping. We have used both of them. By doing
(4) that you really reduce the amount of traffic coming
(5) out onto Sheehan, which is a very heavily trafficked
(6) street. I have been there for games and there's a
(7) tremendous amount of traffic. So this particular
(8) plan still has traffic coming out, but it adds all
(9) of this traffic to the north that has that potential
(10) of coming out. By putting in just the emergency
(11) connection you eliminate that. You're only taking
(12) the traffic from approximately 20 homes. I am
(13) assuming some of those variations will not be granted
(14) and the subdivision will be reduced from 23 to maybe
(15) 20 homes. So again that will be easily enough handled,
(16) just the traffic from the 20. And now you are not
(17) introducing this additional traffic from the north.
(18) And as I said I see this as a -- We can
(19) talk about traffic minimization techniques. Some
(20) people use bumps, some use reduced road right-of-way,
(21) but in this particular instance these are long shots
(22) along here and then you come back out onto Sheehan.

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(1) Nothing has been achieved. Studies that I have seen
(2) from other traffic consultants, generally people
(3) coming through -- and now I am talking about the
(4) residents of the proposed subdivision -- traffic
(5) coming through an area that doesn't have an origin and
(6) destination from outside, just generally people don't
(7) drive quite as slowly as they would when they're going
(8) through their own neighborhood. Studies have shown
(9) that. So that's another reason I would think the
(10) future residents of this area would prefer not to have
(11) this connection which for all practical purposes
(12) achieves almost nothing.
(13) From a design standpoint I have had this
(14) issue even in Wheaton. I can get that connectivity
(15) between neighborhoods the proper way, and that's by
(16) pedestrian movements. Very easy to design. Make
(17) sure the kids can come through to get to the school.
(18) So you get the neighborhood in terms of working
(19) together and kids primarily. That's all achieved.
(20) Because the most important part of that connection
(21) is pedestrian movement. There is no need for vehicular
(22) movement between these two residential communities,

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(1) one to the north and the proposed one.
(2) So I guess in a nutshell I probably have
(3) opened two areas that I think are critical for the
(4) plan commission to look at. And it's unfortunate
(5) that it wasn't suggested earlier it be studied. But
(6) I think the traffic study really has to look at what
(7) is the disadvantage of just making this a U-shaped
(8) driveway with the two connections realizing people
(9) are smart enough that when there are buses backed up
(10) here, 20 people that are in the subdivision, where
(11) are they going to go. Are they going to come out this
(12) leg during the peak hour this way? No, they will go
(13) down and come out on the driveway that's already
(14) shown on the plan. So absolutely nothing is achieved
(15) by not having the loop.
(16) The second thing which again does take care
(17) of that rare case when there might be some way of
(18) emergency vehicles cannot get down to the end of
(19) Montclair, at that point you use the emergency connec-
(20) tion. And so I see that as the way to keep the
(21) neighbors happy, to keep the emergency vehicle
(22) situation taken care of in terms of fire protection

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(1) and police protection, snowplowing and things of that
(2) nature taken care of, and keep a plan that works and
(3) gives you a livable subdivision. And again I don't
(4) want to beat the variations to death, but I do feel
(5) that the 25% area increase really is not necessary.
(6) That can be achieved by the way of the zoning ordi-
(7) nance, and that is just have a larger lot. Twenty
(8) percent times a larger lot is going to give you the
(9) size of the house that they want. That's the way I
(10) would design a subdivision, and I assume that's the
(11) way the subdivision should be designed here.
(12) I went through -- Oh, and this argument
(13) about the detached garages. If you drive around Glen
(14) Ellyn, the main area where you are going to see
(15) detached garages is obviously on the older 50-foot
(16) lots where there's been a teardown and they want to
(17) build a reasonable-sized home and have a detached
(18) garage. And that's the reason that when the ordinance
(19) was designed it was built in. I would really question
(20) whether the product that they have in mind for this
(21) property -- It was a great argument in terms of
(22) looking at these side-by-side exhibits of a big house

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(1) and a garage and a smaller house with a detached
(2) garage. It doesn't -- It's not practical. I really
(3) don't see it mainly because these lots are shallow.
(4) And that's probably the rationale -- the only
(5) rationale for the 50-foot street. But if you are
(6) going to give the 50-foot street which gives them
(7) eight feet of depth times the frontage of every lot,
(8) when you compute that that's the bonus that they get
(9) that allows them to then meet the minimum lot size.
(10) They can't meet the minimum lot size if you don't
(11) give them the street variation. I think that's the
(12) most critical thing to remember. And so if you want
(13) to give them the 50-foot street then go for the
(14) larger lot and don't give them the double bonus of
(15) the 25% for the lot coverage ratio.
(16) I have tried to be as fast as I can here
(17) and cover all the points. I do believe that there
(18) are standards in an ordinance and the standards are
(19) important. They have gone through usually in most
(20) communities a detailed process, and those standards
(21) should be upheld unless there are very good reasons
(22) for granting the variations. There should be a

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(1) hardship, and it should be not just wanting to squeeze
(2) more lots on a particular size piece of property.
(3) As I mentioned there is no problem with Lots
(4) 13 and 14, the rear yard variation. They back up to
(5) open space. Why not? Most people don't know where
(6) the lot line is and you're not going to see it. When
(7) you start reducing front yards from 30 to 20 plus a
(8) reduction in the street parkway, now you start raising
(9) some real red flags. And say why; what's the hard-
(10) ship? Lot 12 becomes bigger all the way down the
(11) line, and before you know it after taking out one
(12) lot the variations disappear.
(13) In terms of landscaping again because of
(14) the minimal depth you have to remember if it wasn't
(15) for the eight feet they would be asking for a rear
(16) yard variation on every lot backing up to the existing
(17) homeowners because all of the homes except one are
(18) at 40 and on Lot 16 they're asking for a variation.
(19) Again I see no reason for that variation. All they
(20) have to do is make the footprint of the house four
(21) foot shorter. Now, they talk about we want a variety
(22) of homes; we don't want the monotony. Well, what

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(1) better way to not have monotony than let's have a
(2) few homes that are a little smaller. Again Lot 12,
(3) just put a smaller home on there. It doesn't have
(4) to have a front yard reduction, it just needs a
(5) smaller home. Same thing with the 34. They're
(6) already back to the very minimum. Require that the
(7) homes that are being built here are being built right
(8) up to the 40-foot setback. In most deeper lots you
(9) have a rear yard of maybe 60 feet of which of that
(10) sixty 40 is the rear yard. That's not happening here
(11) because they got the eight-foot bonus on the 50-foot
(12) street. So if they really didn't get that and build
(13) a 60-foot street, their rear yard would come down by
(14) another eight feet. You can see no matter how you
(15) look at this it's really being pushed. And I think
(16) based on that fact that you're only dealing with the
(17) minimum yard on every lot except one which is even
(18) only shorter.
(19) I am concerned about the landscape plan I
(20) see. On Lot 1 -- I don't know if it's an error on the
(21) part of the landscape architect -- there is no land-
(22) scaping there at all. And so when you are dealing

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(1) with these yard reductions the least they could do
(2) is a full – what I call a full landscape plan. The
(3) ordinance I designed for DuPage County has a full
(4) landscape plan that has a point system based on the
(5) plant material. But in effect a full landscape really
(6) does give you a total way of screening these larger
(7) homes from the adjoining properties.
(8) Someone asked about the exhibit. I think
(9) if you look at the plan you will see that the one,
(10) two, three, four, five homes or six homes that actually
(11) are directly to the north, they are much smaller than
(12) what is being proposed and the lots are much bigger.
(13) So there's not a real good relationship here in terms
(14) of being totally compatible. And I think that
(15) compatibility -- Compatibility in land uses are
(16) created in two ways, distance and landscaping. Those
(17) are the only two ways you can get compatibility of
(18) uses and eliminate what could be a negative impact
(19) from another use, distance and landscaping. Here
(20) you have got the 40-foot minimum distance, so you
(21) have nothing in terms of additional setback, and on
(22) top of it the landscape plan I would say is extremely

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(1) skimpy.
(2) My other concern is along Sheehan, and I
(3) haven't heard any testimony on it. There is extensive
(4) landscaping but it's in the Sheehan right-of-way. And
(5) when I look at the plan I see that the sidewalk
(6) because of that has to come closer to Sheehan which
(7) again is very heavily trafficked. Sure it's a little
(8) reduction, but again if you are bringing any kids in
(9) there walking on the sidewalk they're much closer to
(10) the street. And I don't know if that landscaping is
(11) there because again the rear yards are back down to
(12) the minimum even off of Sheehan and there isn't room
(13) to do an adequate landscaping plan. As we know if
(14) you are going to put in evergreens and get a good
(15) landscaping plan you're going to need a minimum of a
(16) 10- to 15-foot landscaping strip to make sure that
(17) as the evergreens get larger they don't obstruct the
(18) sidewalk. I can tell you there are many areas in Glen
(19) Ellyn today where you can't walk on the sidewalk
(20) because an evergreen wasn't planted properly and is
(21) now covering half the sidewalk. That will happen
(22) here if you don't adequately watch this. So again

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(1) it seemed to me the landscaping strip should be
(2) planted on the subject property not within the Sheehan
(3) right-of-way. But there must be some reason for
(4) that. It surely didn't come out in testimony.
(5) As I said, I do think the idea of putting
(6) detached garages on this property is somewhat of a
(7) ruse. I just don't think it could happen. Again if
(8) you look at all the new homes that are in the Village
(9) of Glen Ellyn the only ones that have the detached
(10) garage are an isolated teardown lot. Where there
(11) are detached garages it's usually in a neighborhood.
(12) And even in those instances many of them are going
(13) the (inaudible) of a detached garage. I think I
(14) have covered everything.
(15) **MR. LUETKEHANS:** Yes. I have a few follow-up
(16) questions. Is it okay if I just use this mic?
(17) **CHAIRMAN FULLERTON:** Sure.
(18) **MR. LUETKEHANS:** Should I move it?
(19) **CHAIRMAN FULLERTON:** Whatever you want to do.
(20) **MR. LUETKEHANS:** All right. So in essence your
(21) idea about emergency exits on Montclair is actually
(22) switching the direction of the cul-de-sac. Correct?

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(1) So you would enter off Sheehan and then the emergency
(2) access would be from the end -- the western route
(3) for lack of a better word up to Montclair. Correct?
(4) **MR. ABEL:** Correct. The other one was -- I
(5) mean I never could understand why anyone would
(6) consider it because the cul-de-sac would start --
(7) actually start at the first street to the north.
(8) You would have to measure it all the way down across
(9) the street and back out to the end of the property.
(10) That's quite a long cul-de-sac. And I think really
(11) I couldn't see where it served any reason whatsoever.
(12) If you were going to study anything it would be the
(13) cul-de-sac -- not a cul-de-sac but the emergency
(14) entrance to Montclair. And again that would be done
(15) with just a T intersection so that one or two --
(16) There's only two lots that would be served by it. A
(17) delivery vehicle could come in, turn into the T, back
(18) out and go back out again. So it works perfectly.
(19) And again it just makes the quality of life of
(20) everybody to the north back to where it's been for
(21) the last thirty years. There's been no reason in
(22) the last thirty years for putting the street through.

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(1) **MR. LUETKEHANS:** Did you have an opportunity to
(2) discuss this matter with a traffic engineer?
(3) **MR. ABEL:** Yes.
(4) **MR. LUETKEHANS:** And who was that?
(5) **MR. ABEL:** Brent Coulter.
(6) **MR. LUETKEHANS:** Have you worked with him in
(7) the past?
(8) **MR. ABEL:** I have done a number of cases. He
(9) was also in charge of my traffic division when I was
(10) in charge of the County Development Department for
(11) seventeen years.
(12) **MR. LUETKEHANS:** Is discussing this kind of
(13) matter with a traffic engineer the type of thing you
(14) normally do when analyzing a project?
(15) **MR. ABEL:** Yes.
(16) **MR. LUETKEHANS:** And do you normally rely on
(17) that type of information from an expert when you
(18) analyze a project?
(19) **MR. ABEL:** Yes.
(20) **MR. LUETKEHANS:** What was Mr. Coulter's position
(21) or opinion as related to either the C design with
(22) the two entrances off Sheehan or the cul-de-sac with

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(1) emergency access to Montclair? Did he discuss
(2) whether that would work in his opinion from a traffic
(3) standpoint?
(4) **MR. ABEL:** Yes. He agreed with me totally. I
(5) looked at it from a quality of life issue. Being a
(6) planner and working with how to design neighborhoods
(7) to me that's very critical to make sure the people
(8) to the north still continue to feel that they have
(9) been protected and also to make sure the people in
(10) this subdivision have an adequate way of getting in
(11) and out of the subdivision and in case of an emergency
(12) there is that opportunity for emergency vehicles to
(13) continue to the north through the design. And we
(14) discussed the kinds of designs. Brent mentioned the
(15) crash gate, the landscaping, the fact that the base
(16) material is there and it's just sod put on the top.
(17) So there is no problem with making that connection.
(18) I just recently did an emergency driveway
(19) for a senior citizen development where the fire chief
(20) wanted an additional 10 feet of material along the
(21) road just so you wouldn't slip off into the grass.
(22) So we just put 10 feet more of material under the

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(1) grass and he was perfectly happy. A huge hook and
(2) ladder can get through. That's all that really counts.
(3) **MR. LUETKEHANS:** In your opinion what is the
(4) main purpose of eliminating cul-de-sac links based
(5) on your experience?
(6) **MR. ABEL:** The main reason is in terms of getting
(7) service vehicles into the subdivision. You know,
(8) again it's not a complete science. I have seen
(9) ordinances of 400 feet, I have seen ordinances of
(10) 1200 feet. I normally use between five and 800 with
(11) the communities that I have worked with. I think
(12) more important than the length is really the number
(13) of dwelling units on the cul-de-sac. In ordinances
(14) I have written I have either used a length or a total
(15) number. And again that's just to make sure that you
(16) don't isolate anyone from an emergency vehicle.
(17) Obviously it's going to depend where the vehicle
(18) might pause or I think sometimes there could be a
(19) water main break or something and part of the
(20) roadway disappears. So there's a lot of reasons for
(21) it. And putting that minimum on there is again to
(22) make sure that the minimum amount of people are

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(1) inconvenienced.
(2) **MR. LUETKEHANS:** It's also to make sure that
(3) emergency vehicles can get there. Correct?
(4) **MR. ABEL:** Correct.
(5) **MR. LUETKEHANS:** And providing a second emergency
(6) exit solves that problem. Correct?
(7) **MR. ABEL:** Oh, I thought you were asking just
(8) about a plain old cul-de-sac why there's a limit.
(9) **MR. LUETKEHANS:** I was, but I am going to the
(10) next step.
(11) **MR. ABEL:** In this case we have answered that
(12) question because they're going to be able to get
(13) into the subdivision off of Sheehan or come down
(14) Montclair in that rare case where a vehicle or a
(15) break in the roadway doesn't allow an emergency
(16) vehicle to get through. And in my lifetime I still
(17) haven't seen one of those, but I am sure they're out
(18) there somewhere.
(19) **MR. LUETKEHANS:** Have you seen this type of
(20) access -- emergency access used elsewhere?
(21) **MR. ABEL:** Yes.
(22) **MR. LUETKEHANS:** Where?

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(1) **MR. ABEL:** I could go through a litany of
(2) communities that allow this.
(3) **MR. LUETKEHANS:** Have you ever seen it in the
(4) Glen Ellyn community, in a Glen Ellyn subdivision?
(5) **MR. ABEL:** In the Glen Ellyn area the only area
(6) that I have recently run into is down on 53 where the
(7) new mosque was constructed. And from their parking
(8) area they have a secondary access, they have an
(9) emergency connection. As I recall though theirs is
(10) only a chain or something. I have always used a
(11) landscape treatment with either, like I say, a crash
(12) gate that goes down as soon as the car tires hit it
(13) or some minimal landscaping. And like I say, it's a
(14) rare time the association has to put in some new
(15) landscaping after the emergency vehicle has run over
(16) it. So it's a very common thing.
(17) **MR. LUETKEHANS:** Let me ask this question. The
(18) geography of the site, it's rectangular. Correct?
(19) **MR. ABEL:** Correct.
(20) **MR. LUETKEHANS:** Is there anything about the
(21) shape or size of this site that creates some kind of
(22) hardship from a zoning standpoint?

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(1) **MR. ABEL:** The hardship is primarily the depth.
(2) And I can see a reduction in the road right-of-way
(3) to allow for a greater depth and a greater separation
(4) between the homes on the north side of Amber Ridge
(5) and the homes to the north. But I don't agree that
(6) after that variation is granted that then it should
(7) be compounded by allowing a larger home in closer
(8) proximity to those other homes than is allowed by the
(9) ordinance because I see no hardship for that.
(10) **MR. LUETKEHANS:** We have in essence variations
(11) on top of variations?
(12) **MR. ABEL:** A variation on a variation. That's
(13) the problem with that.
(14) **MR. LUETKEHANS:** At the corner lot you have got
(15) one variation for the right-of-way and then you have
(16) another one for the setback. And I can't see from
(17) here. I think that's Lot 12. Is that correct?
(18) **MR. ABEL:** Yes.
(19) **MR. LUETKEHANS:** Thank you. Is there anything
(20) in any of these variations you have seen, I mean the
(21) lot coverage ratio, the setbacks, etc., that in any
(22) way meets the LaSalle factors as you understand them?

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(1) **MR. ABEL:** No. Again I have seen -- I heard no
(2) argument and read of no argument in their material
(3) that they have submitted that leads me to believe
(4) that there's any reason other than they have these
(5) three prototype homes that they are not willing to
(6) adjust and they're also not willing to adjust the
(7) lot sizes to accommodate those homes. So there's
(8) two ways to do it, a smaller home on the lots that
(9) they have -- lots they propose or a larger home on
(10) larger lots. And it's that simple.
(11) You asked a question. The lot is tight.
(12) And to get 23 lots which is not the responsibility
(13) of the Village of Glen Ellyn to give them -- You
(14) know, Glen Ellyn doesn't have to promise them 23
(15) lots. That's just the way it is. I have done a lot
(16) of work for a lot of developers and, you know, they'd
(17) like 50 but I can only design 40. I mean that's the
(18) name of the game.
(19) **MR. LUETKEHANS:** Two reasons I saw for the,
(20) quote, hardship. One was what you said earlier, the
(21) three different building project types I guess they
(22) call them or whatever.

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(1) **MR. ABEL:** Right.
(2) **MR. LUETKEHANS:** And the other one is the
(3) economics of the situation. Correct?
(4) **MR. ABEL:** I didn't see any real testimony on
(5) the economic part.
(6) **MR. LUETKEHANS:** I didn't see real data, but in
(7) the application it mentions in a number of places the
(8) only way we make this work financially is if we have
(9) all these lots. Correct?
(10) **MR. ABEL:** I assume that's what they have said.
(11) **MR. LUETKEHANS:** But there's no data behind it.
(12) **MR. ABEL:** There's no data. I have been con-
(13) fronted for the last fifty years with that argument.
(14) Even when I was, you know, working as the secretary
(15) of the zoning board or as the head of the zoning
(16) board of appeals section that was not a legitimate
(17) request to just get more lots on the property. It
(18) just doesn't happen that way.
(19) **MR. LUETKEHANS:** I have nothing further of
(20) Mr. Abel. Thank you.
(21) **CHAIRMAN FULLERTON:** At this point we're going
(22) to continue the hearing. Are you both available to

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(1) be here in two weeks?
(2) **MR. LUETKEHANS:** Yes.
(3) **CHAIRMAN FULLERTON:** Because obviously the
(4) commissioners will have questions.
(5) **MR. LUETKEHANS:** For the record I am done with
(6) my direct testimony. So it'll just be your questions
(7) for Mr. Abel.
(8) **CHAIRMAN FULLERTON:** And any questions from
(9) petitioner and public comments.
(10) **MS. TAPPENDORF:** We will do the plan commission
(11) questions of Mr. Abel, then public comment. So
(12) individuals will have five minutes to speak. If you
(13) haven't signed up or new people who come the next
(14) time, the order that you signed up tonight will be
(15) the order we'll start with at the next meeting, and
(16) then anyone that comes in after that will go after
(17) that. And that will be five minutes each. Then if
(18) anyone wants to talk again I would encourage you
(19) guys to talk if there is somebody you want to make
(20) sure is present and the same here as well so every-
(21) body is present that everybody wants to ask questions
(22) of.

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(1) **CHAIRMAN FULLERTON:** Okay. Can I have a motion
(2) to continue the public hearing to March 14th?
(3) **MR. ELLIOTT:** So moved.
(4) **MR. WHISTON:** Second.
(5) **CHAIRMAN FULLERTON:** All in favor?
(6) **(A voice vote was taken.)**
(7) **(Whereupon the further hearing of the**
(8) **above-entitled cause was continued to**
(9) **Thursday, the 14th day of March A.D.,**
(10) **2013, at the hour of 7:30 o'clock P.M.)**
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(1) STATE OF ILLINOIS)
) SS.
(2) COUNTY OF C O O K)
(3)
(4) I, MARLANE K. MARSHALL, C.S.R., a
(5) Notary Public duly qualified and commissioned for
(6) the State of Illinois, County of Cook, do hereby
(7) certify that I reported in shorthand the proceedings
(8) had and testimony taken at the hearing of the above-
(9) entitled cause, and that the foregoing transcript is
(10) a true, correct, and complete report of the entire
(11) testimony so taken at the time and place hereinabove
(12) set forth.
(13)
(14)
(15) MARLANE K. MARSHALL
Notary Public
(16) CSR License #084-001134
(17)
(18) My commission expires:
March 13, 2016.
(19)
(20)
(21)
(22)

1 STATE OF ILLINOIS)
) SS.
2 COUNTY OF C O O K)
3
4 I, MARLANE K. MARSHALL, C.S.R., a
5 Notary Public duly qualified and commissioned for
6 the State of Illinois, County of Cook, do hereby
7 certify that I reported in shorthand the proceedings
8 had and testimony taken at the hearing of the above-
9 entitled cause, and that the foregoing transcript is
10 a true, correct, and complete report of the entire
11 testimony so taken at the time and place hereinabove
12 set forth.
13
14 Marlane K. Marshall
15 MARLANE K. MARSHALL
Notary Public
16 CSR License #084-001134
17
18 My commission expires:
March 13, 2016.
19
20 OFFICIAL SEAL
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VILLAGE OF GLEN ELLYN PLAN COMMISSION

PUBLIC HEARING FOR AMBER RIDGE

MARCH 14, 2013

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COUNTY COURT REPORTERS, INC.
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(1) BEFORE THE VILLAGE OF GLEN ELLYN
PLAN COMMISSION
(2)
(3) IN RE THE MATTER OF:)
)
(4) Public Hearing for Amber Ridge)
Subdivision - 760 Sheehan Avenue)
(5)
(6) CONTINUED PUBLIC HEARING
March 14, 2013
(7) 7:30 o'clock P.M.
(8)
(9)
(10) PROCEEDINGS HAD and testimony taken
(11)
(12) before the VILLAGE OF GLEN ELLYN PLAN COMMISSION,
(13)
(14) taken at the Glen Ellyn Civic Center, Galligan
(15)
(16) Board Room, 535 Duane Street, Glen Ellyn,
(17)
(18) Illinois, before Marlane K. Marshall, C.S.R.,
(19)
(20) License #084-001134, a Notary Public qualified
(21)
(22) and commissioned for the State of Illinois.

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(1) **BOARD MEMBERS PRESENT:**
(2) MR. JAY STRAYER, Vice-Chairman
(3) MR. LYN WHISTON, Member
(4) MR. JEFF MANSFIELD, Member
(5) MS. TRACY HEMING-LITTWIN, Member
(6) MR. JEFF GIRLING, Member
(7) MR. CRAIG BROMANN, Member
(8) MR. TODD BUCKTON, Member
(9) MR. TIM ELLIOTT, Member
(10) MS. MARY LOCH, Member
(11) MR. RAY WHALEN, Member
(12)
(13) **ALSO PRESENT:**
(14) MS. JULIE TAPPENDORF, Village Attorney
(15) MS. STACI HULSEBERG, Director of
Planning and Development
(16)
MS. MICHELE STEGALL, Village Planner
(17)
MS. BARBARA UTTERBACK, Recording Secretary
(18)
MR. RAY ULREICH, Stormwater Engineer
(19)
MR. THOMAS ADOMSHICK, James J. Benes &
(20) Associates
(21) MR. ROBERT FRIEDBERG, Village Trustee
(22)

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(1) PRESENT FOR THE PETITIONER:
(2) MR. BRIAN MURPHY, Vice-President of
Operations, K. Hovnanian Homes
(3)
MR. JON ISHERWOOD, Land Acquisition
(4) Manager, K. Hovnanian Homes
(5)
(6)
PRESENT FOR THE OBJECTORS:
(7)
SCHIROTT, LUETKEHANS & GARNER, P.C., by
(8) MR. PHILLIP A. LUETKEHANS
105 East Irving Park Road
(9) Itasca, Illinois 60143
(10) MR. JOSEPH H. ABEL, Planning, Zoning
and Economic Development Consultant
(11)
(12)
(13)
(14)
(15)
(16)
(17)
(18)
(19)
(20)
(21)
(22)

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(1) **VICE-CHAIRMAN STRAYER:** Now we're going to move
(2) on to the next item on the agenda which is the
(3) continued public hearing concerning the Amber Ridge
(4) Subdivision which there was a hearing on this at the
(5) last meeting on February the 28th. And I need first
(6) a motion to reopen the public hearing.
(7) **MS. LOCH:** So moved.
(8) **MS. HEMING-LITTWIN:** Second.
(9) **VICE-CHAIRMAN STRAYER:** All in favor?
(10) (A voice vote was taken.)
(11) **VICE-CHAIRMAN STRAYER:** Opposed? Okay. The
(12) public hearing is open.
(13) I just want to make a couple of comments
(14) with respect to consideration at this point.
(15) There were three of the commissioners that
(16) were absent at the last meeting, myself, Mary Loch and
(17) Ray Whalen. And I need to address myself. I have
(18) read the minutes and I have read the transcript of
(19) that meeting. Mary?
(20) **MS. LOCH:** I have done so also.
(21) **VICE-CHAIRMAN STRAYER:** Ray?
(22) **MR. WHALEN:** So have I.

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(1) **VICE-CHAIRMAN STRAYER:** Okay. All right. So
(2) we've dispensed with that.
(3) At the last meeting we had had a presentation
(4) by the staff, we had had a presentation by the
(5) petitioner, we had a presentation by the village
(6) traffic consultant, we had a presentation by an
(7) attorney, Phil -- and I know I won't get this name
(8) right; I think it's Lukantis (phonetic) --
(9) **MR. LUETKEHANS:** Don't worry about it.
(10) **VICE-CHAIRMAN STRAYER:** -- and also by a
(11) gentleman named Joseph Abel. Phil and Joe repre-
(12) sented a group of citizens who are interested parties
(13) which means that they live within 250 feet of the
(14) property that's under consideration. And that
(15) constitutes an interested party for purposes of these
(16) hearings.
(17) So at the end of the presentation by the
(18) representatives of the neighbors there we were at the
(19) point where it was time to ask if the commissioners
(20) had any questions of Phil or Mr. Abel. So that's
(21) where we are. And I might remind everybody that every-
(22) body that was sworn in at the previous public hearing

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(1) continues to be under oath at this time. So I guess
(2) we're open to questions of any of the things that
(3) were presented. Does anybody have any questions?
(4) Okay. I did have one in reading the
(5) transcript. There was a reference -- And this is
(6) directed to Mr. Abel. And you will have to go up to
(7) the microphone to respond for both recording purposes
(8) and for amplification. Mr. Abel has previously been
(9) sworn in. You mentioned in your testimony or in your
(10) presentation a person named Brent Coulter. And he
(11) is an engineer, I guess, a traffic engineer.
(12)
(13) J O S E P H H. A B E L,
(14) having been previously duly sworn, testified further
(15) as follows:
(16) Traffic consultant.
(17) **VICE-CHAIRMAN STRAYER:** And what is your
(18) relationship to him?
(19) **MR. ABEL:** He was hired by the residents also but
(20) could not make the meeting. And I made sure that I
(21) worked very closely with him so that the planning and
(22) zoning concerns I had blended with his concerns as a

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(1) traffic consultant.
(2) My main issue in this as you read through
(3) the report -- the transcript is that it doesn't make
(4) any sense to have to bring all the traffic from the
(5) north through the Amber Ridge Subdivision and then
(6) still bring it out onto Sheehan, which is traveled --
(7) is not only a collector street but it's heavily used
(8) by the school. Since the design of the subdivision --
(9) And if we have the -- Can we put the graphic up?
(10) These are opinions I just want to make sure that I
(11) discussed. Can we put it on the overhead?
(12) **VICE-CHAIRMAN STRAYER:** Is Mr. Coulter here
(13) this evening?
(14) **MR. ABEL:** No.
(15) **VICE-CHAIRMAN STRAYER:** So you were presenting
(16) testimony about a conversation you had with him?
(17) **MR. ABEL:** No. What I said is that I -- typically
(18) when I do a presentation on a design of a subdivision
(19) I usually coordinate with a traffic consultant. The
(20) traffic consultant didn't have to be here for the
(21) testimony that we were presenting. The testimony was
(22) such because you had your own traffic consultant who

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(1) indicated that there wasn't going to be a tremendous
(2) amount of traffic coming out onto Sheehan that would,
(3) you know, be in conflict with the school. So when I
(4) met with Mr. Coulter who is a transportation traffic
(5) consultant plus my ability as a designer of
(6) subdivisions for almost fifty years --
(7) **VICE-CHAIRMAN STRAYER:** You're going to have to
(8) speak into the microphone.
(9) **MR. ABEL:** -- designing subdivisions and approving
(10) subdivisions for the last fifty years, I just wanted
(11) to make sure that he was in concurrence with my
(12) thought on it, my thought being that there is no
(13) reason -- since for thirty years this cul-de-sac has
(14) been functioning, why not take and put in a T inter-
(15) section, a crash gate which has already been done in
(16) Glen Ellyn.
(17) I was also the planning and zoning consultant
(18) for Baker Hill, both the commercial and residential
(19) component, and there are two such cuts in the Baker
(20) Hill Subdivision. One connects with Lombard Avenue
(21) going into the residential area, the other one goes
(22) out to Route 53. So all I wanted to do is have

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(1) concurrence from Brent that my idea of just making
(2) this a T intersection, letting it stay just the way
(3) it is right now with a cul-de-sac.
(4) And then in terms of snow removal, things
(5) of that nature, you notice that there is an eyebrow
(6) at the east end. Most of your traffic movements can
(7) take place in that eyebrow. For a few vehicles that
(8) have to go north they would just use the T to service
(9) those two homes.
(10) The other part of my testimony was that
(11) those two homes wouldn't be there, only one would be
(12) because there was no -- by the time you eliminate
(13) maybe a lot or two because of the excessive variations
(14) that have been requested you might only have one lot
(15) up there anyway. And so there wouldn't even be a
(16) need for two lots to be served by the extension of
(17) the cul-de-sac. So in effect the eyebrow becomes
(18) the -- But again I am not telling you that you have
(19) to deny the variations. If you decide to grant them
(20) there would only be two driveways served by that T
(21) extension of the cul-de-sac. Everything else could
(22) be handled by the eyebrow.

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(1) Mr. Coulter said, Joe, this is not a traffic
(2) issue because there is no issue; that's perfect. He
(3) said what you have is a quality of life issue. You're
(4) the planner; you deal with quality of life, and
(5) that's what's necessary.
(6) **VICE-CHAIRMAN STRAYER:** Mr. Abel, Mr. Coulter,
(7) did he prepare a report?
(8) **MR. ABEL:** No.
(9) **VICE-CHAIRMAN STRAYER:** That's the point of this.
(10) You mention somebody, an expert that gave you some
(11) advice, and he has not testified. And so I just
(12) wanted to clear that up for the commission as to
(13) whether -- you know, how much weight we should put
(14) on your comments concerning Mr. Coulter. It just
(15) seemed out of place since he wasn't here.
(16)
(17) PHILLIP LUETKEHANS,
(18) having been previously duly sworn, testified further
(19) as follows:
(20) If I may, Chairman, under the rules of
(21) evidence -- And I know the rules of evidence do not
(22) always apply to these hearings, but under even the

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(1) rules of evidence experts are allowed to rely on
(2) experts, statements made to them by experts if they're
(3) the type they normally rely upon in their opinions.
(4) Mr. Abel provided that foundation. And so the testi-
(5) mony is such that is able to be relied upon by this
(6) commission and it is proper testimony.
(7) Now, whether you want to give it weight
(8) because Mr. Coulter is not here, that may be a
(9) different issue. But the testimony itself is
(10) appropriate and is proper.
(11) **VICE-CHAIRMAN STRAYER:** Well, my only question
(12) was how much weight we should give to it. And I think
(13) you said that precisely. So I think we understand
(14) that.
(15) **MR. ABEL:** I hope you give weight to the fact
(16) that I have designed subdivisions for fifty years,
(17) and this is an appropriate way to handle the traffic
(18) as part of the subdivision design. I just happened
(19) to ask Brent in addition did he agree with me and
(20) that was it.
(21) **VICE-CHAIRMAN STRAYER:** Okay. Do any other
(22) commissioners have questions? All right. Anybody

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(1) else?
(2) All right. Seeing none we're going to move
(3) on now to the public comments portion of the public
(4) hearing. We have a rule that we generally enforce
(5) which we have started to limit public comment for an
(6) individual person to five minutes. And those would
(7) be interested parties who would be the neighbors in
(8) the area there that are affected. If you are not an
(9) interested party we do have a procedure for that person
(10) to register if they would like to participate in
(11) making comments or to cross-examine any witnesses.
(12) We ask that you ask questions or make comments in a
(13) respectful and professional manner, and please avoid
(14) repetitive comments if you can. Typically each
(15) participant speaks one time only at our hearings.
(16) And at this point then we're ready to take
(17) comments from the public. Is there anyone that would
(18) like to address the commission? You have a list?
(19) Okay.
(20) **MS. UTTERBACK:** Sam or Sean Buckley.
(21) **AUDIENCE MEMBER:** Sean is not here yet. He'll
(22) be arriving.

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(1) **MS. TAPPENDORF:** Just a reminder. If you are
(2) here and you haven't signed in but you would like to
(3) speak, feel free to sign in and we'll go in the order
(4) of who signed in from the last meeting. If anybody
(5) here wants to sign in today, obviously you have the
(6) opportunity to do that. Anyone can participate in
(7) the public comment. So you don't have to be a
(8) neighbor for that. The issue with the interested
(9) parties really deals with cross-examination. So
(10) anyone here that wants to speak should sign in and
(11) has the opportunity.
(12) **MS. UTTERBACK:** Keith Kinch. Would you please
(13) state your name and address for the public record?
(14) **MR. KEITH KINCH:** Keith Kinch, 166 South Montclair
(15) Avenue, two houses down from the end of the cul-de-sac
(16) of Montclair.
(17) **MS. UTTERBACK:** Please raise your right hand.
(18) **(Whereupon the witness was duly sworn.)**
(19)
(20) K E I T H K I N C H,
(21) having been first duly sworn, testified as follows:
(22) I will keep my comments brief. I do

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(1) appreciate the ability to speak on behalf of my wife
(2) and I who is here.
(3) We oppose the current proposed development
(4) for a few key reasons, first being the suboptimal
(5) design connecting South Montclair to Amber Ridge that
(6) will significantly increase traffic through our
(7) community as well as through the new planned community
(8) thereby degrading the quality of life, safety of our
(9) children, value of our homes and particularly for
(10) the fact that a lot of the study work that was done
(11) was not done on the weekends when the traffic is
(12) highest and when the safety of our children is the
(13) most at risk because they're all enjoying the
(14) cul-de-sac today.
(15) We also oppose based on the multiple
(16) variances proposed that Mr. Abel has attributed to
(17) poor planning that will also introduce a combination
(18) of homes and lot sizes that are not in character with
(19) our existing neighborhood particularly for the fact
(20) that they're asking for variations for minimum
(21) frontages of 66 feet when the average frontage of
(22) our community is 30% or so higher. It's in the 84

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(1) to 85 feet range.
(2) There's also lots of concerns around a bad
(3) track record of water-related issues and poor neighbor-
(4) hood relations with a project in unincorporated Glen
(5) Ellyn by the builder.
(6) We are also very concerned about the
(7) significant removal of trees in the area. Basically
(8) almost 100% of the trees in that area will be removed.
(9) So those are our few concerns. Thank you.
(10) **VICE-CHAIRMAN STRAYER:** Okay. Thank you.
(11) **MS. UTTERBACK:** Doris Van Byssum.
(12) **AUDIENCE MEMBER:** She is not here. She's at a
(13) conference in New Orleans. But she would like to
(14) give her minutes to Mr. Eber here.
(15) **MS. UTTERBACK:** Okay. Did she bring anything?
(16) **VICE-CHAIRMAN STRAYER:** That's fine. So you
(17) want to -- she wants to pass her time to another
(18) person?
(19) **AUDIENCE MEMBER:** Yes.
(20) **VICE-CHAIRMAN STRAYER:** If that person would
(21) like to go up and introduce themselves. You're
(22) still limited to five minutes.

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(1) **MR. NORRIS EBER:** Not five times ten families?
(2) **MS. UTTERBACK:** Would you please state your
(3) name and address for the public record?
(4) **MR. EBER:** Norris Eber, E-b-e-r, 173 Stonegate
(5) Court.
(6) **MS. UTTERBACK:** Okay.
(7) **(Whereupon the witness was duly sworn.)**
(8)
(9) N O R R I S E B E R,
(10) having been first duly sworn, testified as follows:
(11) If I could put my overhead on. I guess I
(12) represent the residents because I am fifteen -- I am
(13) actually zero feet from the proposed development.
(14) And I have been asked to speak on behalf of the ten
(15) families that line the property. And I will just
(16) point that out. Here are the homes that exist and
(17) have existed for thirty years, and this is the new
(18) development. (indicating) So these are the ten homes
(19) touching the proposed development and what happens.
(20) I wasn't here last week, but I also raised
(21) my hand and I read the 155 pages twice of thankfully
(22) double-spaced testimony which was quite enlightening

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(1) to read it versus just listening to it.
(2) I would like to now demonstrate Glen Crest
(3) and talk about it. Hopefully my graphic comes
(4) through. Just for your information this is existing
(5) home one, two, three and four, and one through eight
(6) are the proposed new homes. And we on the property
(7) line are against the planned development that is
(8) before you based upon the density of homes. And just
(9) to -- and I will focus on stormwater and other issues.
(10) But I go to Mr. Bob Minix's memo of February 7th
(11) which I found very intriguing which led to a lot of
(12) the testimony in your 155 pages.
(13) The revised plan depicts stormwater along
(14) the north side of the subdivision to be properly
(15) maintained. It should be noted this is acceptable
(16) to the public works department due to the lack of
(17) access to the rear yard pipes which means the village
(18) is not needed to enter if there is a breakdown of the
(19) sewers, of course, but places an unusual burden on
(20) the future homeowners association that has no voice
(21) in the discussion currently and also places a unique
(22) burden on all the homes that are along touching here.

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(1) (indicating)
(2) You will notice my home is number three. I
(3) gain three new neighbors touching my lot. And I found
(4) it very interesting was the conversation in the
(5) testimony about drainage. Sump pumps came up, base-
(6) ments came up. There was actually no supporting data
(7) that was presented, engineering on the ability of
(8) basements they will all have sump pumps that would
(9) be tied in to the new private sewer line back there.
(10) Runoff and the private sewer system. It's
(11) our understanding that if the sewer system breaks and
(12) my basement floods or Jack Washam's across the street
(13) which has flooded basements, we are to go bang on our
(14) neighbors' doors, all 23 of them, and demand they come
(15) fix the failed private sewer line. This does not
(16) lead to good neighborhoods. This places neighbor
(17) against neighbor. So that's not what we want to be.
(18) We have 40 years' history of great block parties,
(19) assimilation of new neighbors, new neighborhoods.
(20) This will put us at odds.
(21) This design is poor. It's too many homes
(22) at 23. So thus we ask you to reject the preliminary

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(1) plat of subdivision. It's too dense. We ask you to
(2) reject all subdivision variances and all zoning
(3) variances. Twenty-three homes is too many. And when
(4) you back it up against our homes -- and I am just
(5) pointing here -- it's eight against four. In my case
(6) I'll have three. I would like to get along with my
(7) neighbors. This is not setting me up to get along
(8) with my new neighbors.
(9) So thank you for your time. If you have
(10) any questions. But we are the people -- it is not
(11) 250 feet, it's zero feet away from where this is
(12) happening. Any questions?
(13) **MR. ELLIOTT:** I have got a question. Let's
(14) assume they came back -- Your argument is the density.
(15) All right? Let's say they came back with a plan that
(16) had 21 homes, which I think might satisfy a lot of
(17) Mr. Abel's concerns, or 20 homes? Wouldn't you still
(18) have the same issues that you're talking about right
(19) now?
(20) **MR. EBER:** I would have a lot of issues on the
(21) private -- Yes, I will have a lot of these issues.
(22) Because one, who do I go to when the sewer breaks

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(1) down and our yards flood? I don't want to be at war
(2) with my neighbors. This sets us up to be at war.
(3) Two, the design we read in the 155 pages,
(4) there is not adequate engineering yet done on the
(5) drainage. There's density of the homes which you
(6) talk about. We are going to have a lot more coverage
(7) on the lots. We'll have less drainage and it all
(8) floats down to meet right here. (indicating)
(9) **MR. ELLIOTT:** But my point is this, and I think
(10) you have answered my question. This is the third time
(11) we have now heard you speak on this issue. What I am
(12) struggling with is you concluded your comments by
(13) saying it's a question of density. But even if all
(14) the density issues were resolved and even if we were
(15) to accept the street plan that Mr. Abel has proposed,
(16) wouldn't you still be back here talking about this
(17) issue of having neighbors to the south of you? It's
(18) not really a question of density as far as you're
(19) concerned, is it?
(20) **MR. EBER:** It's a question of how do we live
(21) together. I object to the private storm sewers. Who
(22) do we go to to maintain it? That's pretty dramatic

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(1) maintenance of what I construe as a public facility,
(2) storm sewers. How is that going to be handled? Then
(3) we are told there is a mystical homeowners association
(4) with mystical articles with unknown monetary resources.
(5) This is on the wetlands. And the density. Could we
(6) reduce the risk, reduce the number of homes? And
(7) there's an awful lot of work to be done on engineering,
(8) sump pumps and maintenance.
(9) **MR. ELLIOTT:** So would you -- I am trying to
(10) address the concerns and see if your position would
(11) change. Okay? So if, for example, it wasn't a
(12) private sewer line and if, for example, it was a
(13) village-maintained line, would you be willing to give
(14) the Village of Glen Ellyn an easement across your
(15) property to maintain that line? If that would be
(16) the case would you support a development to the south
(17) of you here?
(18) **MR. EBER:** A reasonably sized development with
(19) public support I would support, yes. And I will give
(20) the easement to the village. I trust the village
(21) and the fine public works department a heck of a lot
(22) more than I do 23 individuals that I have to bang on

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(1) their door at 2:00 a.m. and say call the plumber and
(2) rip up your backyard. So yes, I would give an ease-
(3) ment to do this.
(4) But I am concerned again that I don't think
(5) -- and it was in the testimony -- that the engineering
(6) has been fully completed on the drainage, the
(7) questions on basements again, questions on sump pumps
(8) alone. And they talked about tying the sump pumps
(9) to the sewers here, but there's been no drawings.
(10) And just to finish Mr. Minix's memo -- you
(11) saw it -- he closed, "There is still a long way to
(12) go with this project." He said it could all be worked
(13) out, but I don't think it's been worked out yet.
(14) **MR. ELLIOTT:** Isn't that why we're here on a
(15) preliminary plan approval though, sir?
(16) **MR. EBER:** It is. But you stated I have been
(17) here four times -- three times now, and we have always
(18) seen 23 homes. Nothing has changed with the petitioner
(19) on the number of homes which everybody has suggested
(20) that maybe it would be an easier hearing and approval
(21) process if there was less density. That hasn't
(22) changed.

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(1) **MR. ELLIOTT:** Okay. But again if they came back
(2) with a plan that had 21 homes and the street plan that
(3) Mr. Abel is suggesting, that would resolve your
(4) concerns, wouldn't it?
(5) **MR. EBER:** It would go a long way to resolving
(6) my concerns, yes.
(7) **VICE-CHAIRMAN STRAYER:** Any other questions?
(8) **MR. WHALEN:** I have one question. One of the
(9) other things we're going to wrestle with is the lot
(10) coverage ratio. As an adjacent owner if they did
(11) detached garages with a bonus would you personally
(12) be in favor of an increased lot coverage ratio, or
(13) would you rather see seven, eight garages against
(14) the existing lots?
(15) **MR. EBER:** You mean the fake alley? That's what
(16) I call it, the fake alley along the back there because
(17) it's an alley configuration when you move the garages
(18) back. In the city you turn the doors around. I am
(19) not in favor of detached garages or 23 homes. I think
(20) it's a threat to get you to give them the lot coverage
(21) by the developer, give me A or give me B. Pick your
(22) devil, 23 homes or detached garages. Again this is

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(1) the fourth time we have been here and not one home has
(2) been removed from this plan.
(3) **VICE-CHAIRMAN STRAYER:** Okay? Anyone else? All
(4) right. Thank you.
(5) **MR. EBER:** Thank you.
(6) **VICE-CHAIRMAN STRAYER:** Next person.
(7) **MS. UTTERBACK:** Julie Marser. Marsen? Julie
(8) Marsen? Pat Schiewitz? Pat Schiewitz?
(9) **AUDIENCE MEMBER:** He's not here.
(10) **VICE-CHAIRMAN STRAYER:** Okay.
(11) **MS. UTTERBACK:** Jack Warden or Warsham?
(12) **MR. JACK WASHAM:** Washam?
(13) **MS. UTTERBACK:** Washam?
(14) **MR. WASHAM:** I will be brief.
(15) **MS. UTTERBACK:** Would you please state your
(16) name and address, please.
(17) **MR. WASHAM:** Yes. Jack Washam, address is 174
(18) Stonegate Court.
(19) **MS. UTTERBACK:** Please raise your right hand.
(20) **(Whereupon the witness was duly sworn.)**
(21)
(22)

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(1) JACK WASHAM,
(2) having been first duly sworn, testified as follows:
(3) I will be brief. I live across from
(4) Mr. Eber. I am halfway down the slope if you can
(5) picture it, that pitch from the top where Montclair --
(6) South Montclair is. Unfortunately I have had my
(7) basement flooded twice in the 16 years I have lived
(8) here due to when we had a lot of rain.
(9) My concern is really I would like to know
(10) more about this magical sewer system that will be
(11) underground. I mean is it something from Disney World?
(12) What exactly is it? Before we go forward I would
(13) like to get more specifics. That's my comment.
(14) **VICE-CHAIRMAN STRAYER:** The petitioner will have
(15) a chance to answer your question after public comment.
(16) **MR. WASHAM:** Okay. Thank you.
(17) **MS. UTTERBACK:** Jim Ferguson.
(18) **AUDIENCE MEMBER:** He's not here.
(19) **MS. UTTERBACK:** Okay. Karen Ferguson?
(20) **MS. KAREN FERGUSON:** I would defer to the next
(21) person.
(22) **MS. UTTERBACK:** Okay. David Bagley. Would you

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(1) please state your name and address for the public
(2) record?
(3) **MR. DAVID BAGLEY:** Dave Bagley, B-a-g-l-e-y,
(4) 1524 Foothill Court, Wheaton, Illinois.
(5) **(Whereupon the witness was duly sworn.)**
(6)
(7) DAVE BAGLEY,
(8) having been first duly sworn, testified as follows:
(9) Good evening. My name is Dave Bagley. I
(10) am here to represent the property seller, Peace
(11) Lutheran Church.
(12) By way of background we're from Morris
(13) Anderson & Associates where I am a principal with
(14) the business. I am also a trustee for Desert Capital
(15) REIT which is a Nevada real estate investment trust.
(16) They're working with --
(17) **VICE-CHAIRMAN STRAYER:** Could you speak up a
(18) little bit? I wear hearing aids and I need to hear
(19) you.
(20) **MR. BAGLEY:** Dave Bagley. I am a member of
(21) Pease Lutheran's leadership council. I have
(22) experience with real estate. I am a trustee with

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(1) Desert Capital REIT which is a Nevada real estate
(2) investment trust.
(3) I am here to speak on behalf of Hovnanian
(4) and the zoning variances. But first I would like to
(5) thank the planning commission and planning department
(6) because I know there's been, as everyone has stated,
(7) several hearings. You express a lot of diligence
(8) and patience in dealing with our property problems
(9) here.
(10) And second of all I would like to note that
(11) Peace's congregation did a census. Glen Ellyn is the
(12) largest population that we have within our
(13) congregation.
(14) Almost three years ago Neil Springer, who
(15) is the retired CEO of Navistar, Mr. Schiewitz, who
(16) is the retired head of National Home Building for JP
(17) Morgan, and myself sat down with the leadership council
(18) and tried to solve our problem with this land. At
(19) this point in time we had purchased the land in 2007.
(20) Going through this process the church expects to
(21) realize a loss of about 70% of our purchase price.
(22) During this period of time we have had two

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(1) certified appraisal firms look at the property. The
(2) subject property could accommodate 24 homes on the
(3) site about. As we looked at this alternative
(4) Mr. Springer, Mr. Schiewitz and myself and the
(5) leadership council concluded that having a top
(6) reputable builder develop the property on our behalf --
(7) on their behalf would be the most logical, most
(8) efficient beneficial thing that we could do for the
(9) City of Glen Ellyn, the neighborhood and ourselves.
(10) Mr. Schiewitz has personally worked with
(11) all of the national home builders over his 25-year
(12) career and has mentioned in no uncertain terms that
(13) Hovnanian is one of the best, most reputable, honest
(14) builders that we could have selected. I know the
(15) village realizes how important such a relationship
(16) is, and I hope the neighborhood does also.
(17) Mr. Isherwood has represented Hovnanian very well in
(18) this process. Been up front with both the village
(19) and the neighborhood as he's gone through this
(20) process.
(21) Peace as a congregation needs to solve our
(22) financial problem, the subject land. If this is not

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(1) sold as part of this process to Hovnanian we will be
(2) forced to pursue other alternatives. But what we
(3) cannot do and will not do at this point in time is
(4) build a church on that property. It will be sold as
(5) we cannot afford to hold it any further.
(6) Hovnanian is a reputable, honorable, stable
(7) builder who is tremendous to work with. Their honesty
(8) and character has been beyond reproach in this process,
(9) and we appreciate that we have selected such a
(10) reputable partner in this development project.
(11) I would like to close by thanking the
(12) planning commission and village once again for all
(13) their time and effort and Hovnanian and the neighbor-
(14) hood. We understand your concerns, but I think
(15) there's alternatives.
(16) **VICE-CHAIRMAN STRAYER:** Commissioners have any
(17) questions?
(18) **MR. BROMANN:** I have got a question. You
(19) mentioned that you are the trustee for Nevada REIT?
(20) **MR. BAGLEY:** Yes, sir.
(21) **MR. BROMANN:** Maybe I missed it in the reading
(22) of your presentation, but how is that like relevant?

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(1) **MR. BAGLEY:** I thought it might be that we deal
(2) with -- At this point within the REIT we have 20
(3) properties in the western United States centering
(4) around Las Vegas but also into Missouri. We're
(5) dealing with several builders at this point in time.
(6) We're not dealing with Hovnanian, but those are a
(7) result of contracts that were involved prior to my
(8) being trustee.
(9) **VICE-CHAIRMAN STRAYER:** But I thought the point
(10) was you're with the congregation, with the church.
(11) **MR. BAGLEY:** I am on the leadership council
(12) with Peace in Lombard.
(13) **VICE-CHAIRMAN STRAYER:** And the church has
(14) contracts to sell the land. You originally were going
(15) to build a church there but changed your mind.
(16) **MR. BAGLEY:** Yes.
(17) **VICE-CHAIRMAN STRAYER:** This really isn't relevant
(18) to our zoning and subdivision discussion. I mean it
(19) is good background, but what you are saying is if you
(20) can't sell this the church has to solve the tie-up.
(21) **MR. BAGLEY:** If Hovnanian is not the buyer there
(22) will be another buyer of this property.

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(1) **VICE-CHAIRMAN STRAYER:** Okay. Other questions?
(2) Okay. Thank you.
(3) **MR. BAGLEY:** Thank you.
(4) **MS. UTTERBACK:** Keith Kinch?
(5) **MR. KINCH:** I gave my comments previously.
(6) **MS. UTTERBACK:** Sorry. Kelly DeLeon? Would
(7) you please state your name and address for the
(8) public record?
(9) **MS. DeLEON:** Kelly DeLeon, 708 Glenbard Road,
(10) Glen Ellyn.
(11) **MS. UTTERBACK:** Please raise your right hand.
(12) **(Whereupon the witness was duly sworn.)**
(13)
(14) KELLY DeLEON,
(15) having been first duly sworn, testified as follows:
(16) First of all I just want to say thanks for
(17) letting me speak. And I know many of my neighbors
(18) and some people that are probably a lot more qualified
(19) than me have gotten up and spoken and spoken on a lot
(20) of the technical issues. I am going to try to keep
(21) my remarks brief, but I hope they will illuminate
(22) maybe a little bit of a different issue in perhaps a

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(1) different light.
(2) The first thing I just want to say is my
(3) husband who can't be here tonight because he's
(4) caring for our son, neither he nor I approve of the
(5) current design. We don't wish to be bad neighbors
(6) and we don't wish to turn people away from our door-
(7) step. I don't at all mean to say we don't ever want
(8) anyone to come near us. I think that there are some
(9) alternatives that can be sought and I think that, you
(10) know, we have tried to present some of those.
(11) I think it's pretty important to say that
(12) we have a lot of neighbors that have contributed not
(13) only of their time and their energy but of their
(14) finances to try to secure representation to speak up.
(15) And I think that's a pretty rare thing these days that
(16) people band together in that way. That's not what I
(17) came here to say either.
(18) I never even heard of Glen Ellyn in 2009.
(19) Never heard of it. That might not be a good thing
(20) to say, but that's how I am going to start it out.
(21) My husband and I lived in Chicago but we have had
(22) jobs in the suburbs. And we're thinking about starting

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(1) a family, so we decided it was time to move. I can
(2) tell you Glen Ellyn is not the halfway point between
(3) our works, not the easiest commute. We thought of
(4) places like Naperville and Wheaton. That's what we
(5) heard of. But when we talked to a realtor of our
(6) dreams of starting a family she told us we should
(7) think about Glen Ellyn. And the more we learned about
(8) it the more we realized it was the type of place we
(9) want to call home. It was the type of place that has
(10) a cardboard regatta and an old-time 4th of July
(11) parade with fire trucks and people from neighboring
(12) communities. And when we found our neighborhood
(13) there on Glenbard Road we saw that home and knew it
(14) should be other home.
(15) It wasn't because of the house having good
(16) bones or the size of the garage or the way the carpet
(17) or the lawn looked; it was because of the neighbor-
(18) hood. When we looked around we saw kids riding their
(19) bikes and girls from across the street pushing dolls
(20) in baby carriages. I have a 20-month-old living at
(21) home right now. That's why my husband is not here.
(22) He's hopefully got him to bed by now but who knows.

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(1) He's 20 months old. He's just learning to say please
(2) and thank you, and he loves the Mickey Mouse Club.
(3) And all those times where I have watched these older
(4) kids riding their bikes --
(5) **VICE-CHAIRMAN STRAYER:** I apologize for inter-
(6) rupting you. We really need you to direct your
(7) comments to what's under consideration here, and that
(8) is the variances under our subdivision code and the
(9) variances under our zoning code.
(10) **MS. DeLEON:** I am getting to that. I apologize.
(11) **VICE-CHAIRMAN STRAYER:** I have lived in Glen
(12) Ellyn for 45 years. I love it too.
(13) **MS. DeLEON:** Here's what I guess I am saying. I
(14) know there's been a lot of talk of traffic studies,
(15) and I know that we feel those weren't quite done
(16) accurately. And I have a grave concern about the
(17) push-through at Montclair. And I would request that
(18) you guys thoughtfully consider all the alternatives
(19) that have been put forth before you.
(20) This may not seem like it's appropriate to
(21) the zoning ordinances, but I can tell you that that
(22) street that you're talking about pushing through so

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(1) that more houses can fit in and snowplows can turn
(2) around, that's where kids line up for the Halloween
(3) parade and that's where I want my little guy to learn
(4) to ride his bike. And that might not be the most
(5) technical way of talking about it, and I know my
(6) neighbors have presented it in a different way. I
(7) will wrap up my comments.
(8) I guess I would say I know you guys have a
(9) lot to sort through. I know there's a lot of zoning.
(10) And, you know, we understand wanting to sell the
(11) property and to sell it to a reputable builder. I
(12) don't think we're disagreeing with any of that. I
(13) think I am saying I moved to Glen Ellyn because I
(14) thought it was a place that family values and sort
(15) of this old-time slower life could exist. And I
(16) have seen that in my neighborhood. And I am just
(17) asking you sit down and consider all these things.
(18) I know there are a lot of things that are technical
(19) and tactical and zoning and percentages, but when
(20) you think about that street and you think about
(21) pushing it through, I hope you will think about me
(22) four years from now trying to teach my son to ride

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(1) his bike.
(2) **VICE-CHAIRMAN STRAYER:** Thank you.
(3) **MS. UTTERBACK:** Carrie Fredrick. Would you
(4) please state your name and address for the public
(5) record?
(6) **MS. CARRIE FREDRICK:** Yes. My name is Carrie
(7) Fredrick. I live at 154 South Montclair Avenue.
(8) **MS. UTTERBACK:** Okay. Please raise your right
(9) hand.
(10) **(Whereupon the witness was duly sworn.)**
(11)
(12) CARRIE FREDRICK,
(13) having been first duly sworn, testified as follows:
(14) Good evening. Can you hear me? Great.
(15) Thank you, Kelly. I think she pretty much summarized
(16) how we feel about our neighborhood. I live on
(17) Montclair so the push-through of Montclair is why I
(18) am up here. And I am really hoping with all of the
(19) evidence that we have demonstrated that you will
(20) consider not pushing through Montclair.
(21) I do think that roads through a community
(22) is important, and I certainly support it because I

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(1) think that our neighbors, all of the different areas
(2) that we have, have come together. But I do think that
(3) opening Montclair, there are other ways to do it and
(4) still keep the integrity of our neighborhood while
(5) also having the new neighborhood of Amber Ridge.
(6) So I hope when you are going through all
(7) the technical things that you have to do that you
(8) will definitely consider the Montclair cul-de-sac.
(9) Thank you.
(10) **MR. WHISTON:** May I ask a question? If it ended
(11) up with Montclair remaining as it is otherwise are
(12) you fully comfortable with the project?
(13) **MS. FREDRICK:** I am comfortable in the fact that
(14) Montclair would stay a cul-de-sac, but I would also
(15) like you to consider the variances. I think you have
(16) created codes and rules in Glen Ellyn for a reason,
(17) to keep again the integrity of neighborhoods. So I
(18) would say by keeping Montclair a cul-de-sac even if
(19) you were to open it up and lower one or two of the
(20) residences then you would eliminate the need for
(21) variances and keep Montclair in our side of the
(22) neighborhood, the integrity of that. Thank you.

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(1) **MS. UTTERBACK:** Sean Buckley? Would you please
(2) state your name and address for the public record?
(3) **MR. SEAN BUCKLEY:** Sean Buckley, 169 South
(4) Montclair.
(5) **MS. UTTERBACK:** Okay. Please raise your right
(6) hand.
(7) **(Whereupon the witness was duly sworn.)**
(8)
(9) S E A N B U C K L E Y,
(10) having been first duly sworn, testified as follows:
(11) Talk about coming in and getting called up
(12) right to the carpet. I am sure a lot of people have
(13) spoken already, and so I won't take up a lot of time.
(14) I do want to say that all these people,
(15) they have issues with what's going on with the strategy
(16) for the neighborhood. And I think it's important to
(17) know that they have all come together, and we hired
(18) an attorney and a land planner and they all contributed
(19) to it. So obviously there's a need of the people to
(20) work together and make sure that whatever this develop-
(21) ment is that we have here makes sense and makes sense
(22) for all of us including the developer and the village.

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(1) And, you know, I just want to make sure that we're
(2) doing everything we can to come up with the right
(3) plan and make sure that the safety is taken into
(4) account, the children, and basically making sure
(5) that -- We're not opposed to the development but we
(6) just want to make sure it makes sense for everybody.
(7) **VICE-CHAIRMAN STRAYER:** What are the things
(8) that you object to in their plan?
(9) **MR. BUCKLEY:** Montclair going through. I think
(10) there's a way we can all work together to make sure
(11) that doesn't happen. That's my main problem that I
(12) have right now.
(13) **VICE-CHAIRMAN STRAYER:** By Montclair going
(14) through what do you mean?
(15) **MR. BUCKLEY:** Well, right now the plan in place
(16) is to have Montclair go through to Sheehan. And
(17) we'd like to --
(18) **VICE-CHAIRMAN STRAYER:** How does it do that?
(19) **MR. BUCKLEY:** How does Montclair go through to
(20) Sheehan? Basically --
(21) **MR. ISHERWOOD:** There's a site plan. (indicating)
(22) **VICE-CHAIRMAN STRAYER:** In your own words does

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(1) it go straight through?
(2) **MR. BUCKLEY:** Obviously I have been doing this
(3) long enough, since last May, to realize it's going
(4) to be going through in an S design. And everybody
(5) here is opposed to that. I think there's evidence
(6) that it's going to increase traffic and there's
(7) evidence that it probably will increase the risk to
(8) people who live on that street. From the last
(9) meeting we were here it's going to increase car
(10) traffic by 360 or so cars per day on a street right
(11) now that's only been used as a deadend for the last
(12) thirty years.
(13) So, you know, in my opinion I think there's
(14) -- and hopefully the opinion of a lot of other
(15) people there's ways of going about doing that that
(16) makes sense for the village, the residents and the
(17) builder.
(18) **VICE-CHAIRMAN STRAYER:** Any other questions?
(19) Okay. Thank you.
(20) **MR. BUCKLEY:** Thanks.
(21) **VICE-CHAIRMAN STRAYER:** Any more? All right.
(22) Even though somebody didn't sign up is there anybody

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else who would like to address the commission that hasn't already spoken? All right. You're one of the neighbors over there?

MR. RUSSELL SCHULZ: Yes.

VICE-CHAIRMAN STRAYER: Fine. Go ahead.

MS. UTTERBACK: Would you state your name and address?

MR. SCHULZ: My name is Russell Schulz. I live at 761 Glenbard Road in Glen Ellyn.

MS. UTTERBACK: Okay. Could you please spell your last name?

MR. SCHULZ: S-c-h-u-l-z.

MS. UTTERBACK: Okay. Please raise your right hand.

(Whereupon the witness was duly sworn.)

RUSSELL SCHULZ,

having been first duly sworn, testified as follows:

Do I understand this is an opportunity for me to ask questions of anybody that's been involved in this?

VICE-CHAIRMAN STRAYER: It is certainly an

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opportunity to raise any questions that you would like, and then we'll give the petitioner an opportunity to answer it. In the public comment section we basically let the public make their comments. And they can be in the form of a question, but the petitioner then will have a chance to address any questions that were raised.

MS. TAPPENDORF: And there is a -- And just as an addition that's correct, that's how we do the public comment. So it's an opportunity for you to provide your opinion, ask some questions that can be later raised. But if you do have specific questions that you want to ask of an applicant or one of the experts then that's during the cross-examination period, and you will need to sign up for that.

MR. SCHULZ: Okay.

MS. TAPPENDORF: So if you have direct questions to ask for them we will be doing cross.

MR. SCHULZ: I will state them as my observations at this point then.

VICE-CHAIRMAN STRAYER: But you do have a right to ask them later in the cross-examination portion.

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MS. TAPPENDORF: What we'll be doing -- and we mentioned this last time -- is that the expert that had testified before will be basically put on the stand, and people will be given an opportunity to ask questions if they have signed up for cross-examination.

MR. SCHULZ: Okay. Very good. One observation I had now was regarding the traffic study where as I saw it --

MS. TAPPENDORF: Has he been sworn in?

MS. UTTERBACK: Yes.

MR. SCHULZ: -- it showed the case of the proposed plan versus a plan where all the traffic would go out onto Glenbard Road eventually or take the path north from there. And there was no addressing at all of the type of C pattern which has been brought up here repeatedly. And so my observation about that is that seems to me what we oftentimes call a straw man where there's something is put forth so that one party can say well, what we are proposing is better than this other obvious bad solution. And so, you know, I sure would have liked to have seen the study

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based on another what most of us consider a better solution rather than against that obvious bad solution of trying to route all the traffic from this new subdivision out onto Glenbard Road.

And another observation was okay, there's been put forth this plan about lots with garages on them, detached garages. And, you know, I really wonder, you know, how successful could they be in selling a house with a detached garage like that. That strikes me as another example of a straw man type of thing again designed to make the other alternative look good. And I think -- I mean are they really going to do that? I think my own observation is I wish them luck although I haven't been out trying to buy a house for quite a long time. Maybe there is some possibility of that actually working.

And then, of course, the idea that a developer could put variance on top of variance, narrow streets and then ask for still further variances on top of that. I was just really surprised to see that kind of thing, you know, sort of passing without

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much comment. You know, I have been in the other neighborhoods, other cities where you drive and you see things look pretty nice here all laid out. All of a sudden you drive into an area where they have got usually it's townhouses crowded onto -- big townhouses crowded onto small lots and narrow streets and you wonder how they end up with this. And I hope we're not going to in the future say that that's the outcome of our zoning and our whole procedure here in Glen Ellyn. So those are my observations here so far.

VICE-CHAIRMAN STRAYER: Commissioners have any questions? Okay. Thank you. Is there anybody else?

MS. UTTERBACK: Would you please state your name and address for the public record?

MR. MARTIN GFESSER: Martin Gfesser.

MS. UTTERBACK: And your address?

MR. GFESSER: 773 Glenbard Road.

MS. UTTERBACK: Okay. Please raise your right hand.

(Whereupon the witness was duly sworn.)

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MARTIN GFESSER,

having been first duly sworn, testified as follows:

I've got Novocaine on this side so I am talking a little strange.

I have lived in Glen Ellyn since 1999 on Glenbard Road. And that particular street is used as a thoroughway for many cars to cut through. There was studies saying that cars are going to go from Park Avenue to Sheehan, then over to 53. But they don't. They come down our street. I have had two cars hit in my -- parked in front of my house. I have had my mailbox run over. They come down the street really fast. And my point is by putting that thoroughway there I believe the traffic is going to be going through there. They're going to use that as cutting through. And they don't slow down. Even though you have the S shape there they're going to come in there just the way they do on Glenbard Road. So the traffic study, you know, I think has some flaws in it as far as traffic.

The second thing is as far as the subdivision I don't have a problem with it. Just build it to code

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and to the ordinances of the village. It's plain and simple to me. When us as residents want to make improvements to our home on the outside, we want to put fences up or decks, we have to do it to code and to the ordinances. And this subdivision shouldn't be any exception. That's all.

VICE-CHAIRMAN STRAYER: Anyone else?

MS. UTTERBACK: Paul --

MR. PAUL CLOUTIER: One more. Paul Cloutier also known as Phil Cloutier.

MS. UTTERBACK: Would you state your name and address, please?

MR. CLOUTIER: Paul Phillip Cloutier, 130 South Montclair Avenue.

MS. UTTERBACK: Please raise your right hand.

(Whereupon the witness was duly sworn.)

PAUL CLOUTIER,

having been first duly sworn, testified as follows:

Hi, folks. We live on Montclair. My wife and I just moved here from Boston. We love the neighborhood. We are okay with the development.

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People need houses. Keep the neighborhood consistent. Keep our roads safe. We picked the neighborhood because it wasn't a thoroughfare. It's a beautiful neighborhood. Keep the integrity. We're standing firm together as Sean said. We have a lot of backing behind us. So we are very open to working with everybody, my wife and I are, but keep things consistent. Don't devalue the homes that are in place, and don't ruin a great neighborhood. Thank you.

VICE-CHAIRMAN STRAYER: Anyone else?

MS. MOLLY BUCKLEY: I do.

MS. UTTERBACK: Would you please state your name and address?

MS. BUCKLEY: I am Molly Buckley at 169 South Montclair.

MS. UTTERBACK: Okay. Please raise your right hand.

(Whereupon the witness was duly sworn.)

MOLLY BUCKLEY,

having been first duly sworn, testified as follows:

I just wanted to bring up one thing that I

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(1) am not hearing too much anybody addressing. Glen
(2) Crest Middle School is the largest population south
(3) of Roosevelt Road, District 89. That feeds right there
(4) on Sheehan. There are a ton of children, buses, moms
(5) and dads picking up their kids, dropping them off.
(6) I used to live at 157 South Milton Avenue
(7) which runs north/south just like Montclair but to
(8) the west. And when we lived there for nine years
(9) there were moms and dads everywhere trying to pick up
(10) their kids, drop them off. With the configuration
(11) like this, you know, there's going to be kids coming
(12) out of school, running across Sheehan to go to Amber
(13) Ridge to wait for their parents. That's what's going
(14) to happen. It's the safety of not only our neighbor-
(15) hood, Milton Avenue, but all those Glen Crest students.
(16) And they're middle schoolers. They're going to bolt.
(17) Whether you have a traffic guard, whether you have
(18) the principal, police, they'll do it. So remember
(19) that school and how large it is. And I wish the
(20) superintendent would actually comment about this a
(21) little bit more and be a little bit more realistic.
(22) That's all I want to say.

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(1) **VICE-CHAIRMAN STRAYER:** I have a follow-up
(2) question for you. Currently there is a path that
(3) crosses this property. And I assume that path is
(4) used for children to go to Glen Crest Junior High?
(5) **MS. BUCKLEY:** From what I understand. My kids
(6) don't go there yet; it's just some of the neighborhood
(7) kids. It's not a system where you have got children
(8) that live north of the community, west of the community
(9) where you have got a big road and street the parents
(10) will be able to use and drop off their kids so they
(11) can go across the street.
(12) **VICE-CHAIRMAN STRAYER:** But right now children
(13) cross that path and then they cross Sheehan.
(14) **MS. BUCKLEY:** Right.
(15) **VICE-CHAIRMAN STRAYER:** How is the safety
(16) controlled there?
(17) **MS. BUCKLEY:** Well, that's a question you should
(18) be asking the school district. They should be
(19) controlling it.
(20) **VICE-CHAIRMAN STRAYER:** Do we have crossing
(21) guards? What do they have?
(22) **MS. BUCKLEY:** My kids go to St. James. I don't

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(1) know. What do they have? That's a question for the
(2) superintendent. The school should really be address
(3) the safety issues. Because you are looking at the
(4) neighborhoods that are kind of behind Caribou, you
(5) know. It's where Harding goes and kind of goes by
(6) Village Lane. Those kids are walkers. You have got
(7) parents in bad weather are going to zip down Harding
(8) and Montclair through Amber Ridge and have their kids
(9) bolt across because it's impossible to pick up and
(10) drop off kids from what my friends say that their
(11) kids already attend that school and it's already a
(12) nightmare. There's already accidents on Sheehan. I
(13) just witnessed one about six weeks ago that involved
(14) three cars. And with this kind of configuration you're
(15) going to get now moms and dads coming using that area.
(16) So it's just realistic.
(17) **MS. HEMING-LITTWIN:** Are you aware that this --
(18) that the developer has chosen to at their own cost
(19) do improvements to make sure that there is a safe
(20) crossing for students there that's marked well, that's
(21) got flashing lights unlike what it has now which is
(22) strictly a -- and I have driven through this -- strictly

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(1) kids jumping out of an area onto a relatively busy
(2) road? So you talk about -- you bring up safety which
(3) I completely understand. And I don't live too far
(4) from the other junior high, so I am very well aware
(5) of what junior high kids do.
(6) **MS. BUCKLEY:** Right, right.
(7) **MS. HEMING-LITTWIN:** But they have within this
(8) development put in a true path, a safe path for
(9) students to use. So do you consider that not -- I
(10) guess my question to you is do you feel that's safer,
(11) no better or worse?
(12) **MS. BUCKLEY:** Well, I think it's worse because
(13) you are going to be bringing in cars from other
(14) neighborhoods, students from other neighborhoods that
(15) are going to use that vessel to be dropped off and
(16) picked up. And when you are talking about the people
(17) that are using that path now what did you guys say,
(18) 20 kids? Less than that? And that's not a good --
(19) that's not a good alternative either. Actually the
(20) district should have been all over this a long time
(21) ago. They're the ones who are mowing the lawn that
(22) Peace Lutheran owns from what I understand and have

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(1) been maintaining it for a path. That's what we were
(2) told before. Now, what I am talking about --
(3) **MS. HEMING-LITTWIN:** Okay, okay.
(4) **MS. BUCKLEY:** -- is different residents coming in.
(5) **MS. HEMING-LITTWIN:** Can we stop for a second?
(6) My understanding is the reason why the school district
(7) has been mowing that is because Peace Lutheran has
(8) given them approval because the parents that are in
(9) the subdivision you live in have asked for them to
(10) have a thoroughfare so that the students don't have
(11) to go north to go west to go south to walk to school.
(12) **MS. BUCKLEY:** I can't even comment on something
(13) like that. Regardless there has to be somebody that's
(14) got a right sense of mind on what the right thing
(15) is to do. You can be asked to do something and you
(16) don't necessarily have to do it. This should have
(17) been addressed a long time ago. Glen Crest Middle
(18) School has a huge population of children, and a lot
(19) more cars and kids are going to be going through
(20) this neighborhood with this open vessel that dumps
(21) out right at the school property, moms, dads, cars,
(22) buses, everybody. People can't pick up their kids

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(1) at Glen Crest right now. Now they will just use Amber
(2) Ridge and us and still use Milton Avenue that they
(3) used to use, our street when we used to live there.
(4) So either way however you cut it, slice it, dice it
(5) it is still unsafe. And the school district should
(6) really be speaking to that point.
(7) **MR. ELLIOTT:** Can I ask a question? I am trying
(8) to understand what your point is. Sheehan is congested
(9) now. And so if another space is made available people
(10) will use that space.
(11) **MS. BUCKLEY:** Absolutely.
(12) **MR. ELLIOTT:** They will say hey, my 6th grade
(13) daughter, meet me over on this lazy S road instead of
(14) Sheehan.
(15) **MS. BUCKLEY:** Right. Because currently they have
(16) been -- at least the nine years we lived on Milton
(17) they have been using Milton and Sheehan which is my
(18) old neighborhood. And there used to be a cop car
(19) parked out there writing people tickets because they
(20) would blow off stop signs to try and go and get their
(21) kids and do kind of a running leap into the car, crazy
(22) stuff like that. I have lived there and now I am

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(1) just a block east, and I am thinking the same thing
(2) is going to happen and it's going to even be more
(3) dangerous.
(4) **MR. ELLIOTT:** I understand your concern. Frankly
(5) I think you're probably right. But what I have been
(6) struggling with is what design for this property --
(7) whether it's cul-de-sacs or a C or anything else what
(8) design for this property would not also have that
(9) problem. If you are opening up any roadway in that
(10) space north of Glen Crest wouldn't you have the same
(11) situation?
(12) **MS. BUCKLEY:** I don't think you would because
(13) if -- For instance let's say we went back to that C
(14) design. You're talking about potentially less homes,
(15) you're talking about policemen that are already there
(16) surveillencing the area and that could easily pick out
(17) the six cars that are obviously parked -- there could
(18) be signage saying no parking during school hours --
(19) write them tickets so on and so forth. But if you
(20) open it up you have got an influx of greater space,
(21) more cars potentially, more students looking for the
(22) drop-off and pick-up when it's raining and snowing

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(1) out or if they miss the bus.
(2) **MS. HEMING-LITTWIN:** Couldn't you fix that with
(3) the same thing by saying that on that lazy S no parking
(4) during various -- from, you know, 7:00 a.m. to 9:30
(5) and no parking from 2:00 o'clock until 4:00 o'clock?
(6) **MS. BUCKLEY:** Well, you could, but you are
(7) providing much more space once again like they do on
(8) Milton Avenue. I was on 157 South Milton which --
(9) **MS. HEMING-LITTWIN:** But I think if you go to
(10) any school in Glen Ellyn because the schools are in
(11) the neighborhood -- And I will tell you I have lived
(12) in this town my entire life, and I happen to live by
(13) three schools that I have to regularly go by. One
(14) is a junior high and then there's two elementary
(15) schools.
(16) **MS. BUCKLEY:** Okay.
(17) **MS. HEMING-LITTWIN:** Every school has this problem
(18) with parents parking a block or two away or anything.
(19) **MS. BUCKLEY:** Right.
(20) **MS. HEMING-LITTWIN:** So even with signs up people
(21) still park in no parking zones and will do -- And I
(22) saw two people do a drive-by like you said, kids

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(1) running down the street where they go through a stop
(2) sign, they stop real quick, the kid jumps in, almost
(3) caused an accident. So I understand your safety
(4) concerns. I drive in the town so I see it happen.
(5) But again whether you put -- Getting back
(6) to Tim's point Tim's point is what's the alternative.
(7) Because if there is going to be a path which you as
(8) a community have asked for that the developer puts
(9) in, whatever they put in there's still going to be a
(10) path for kids to go a different way.
(11) **MS. BUCKLEY:** Right.
(12) **MS. HEMING-LITTWIN:** So there's always going to
(13) be that possibility of kids saying well, now there's
(14) a more appropriate path to go through so we're just
(15) going to take that, and maybe it moves the issue
(16) further up into your community.
(17) **MS. BUCKLEY:** Well, that as well as -- Well,
(18) like your point you just said with all schools parents
(19) and kids are going to find a way regardless. It's
(20) just the path of least resistance. If you have got
(21) a C you are capping off an actual community, and
(22) parents have to actually go on Sheehan which is a

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(1) nightmare that backs up to get into that C to hang
(2) out and wait for their child to run across the street.
(3) But if you open it up to a vessel north the people
(4) can avoid getting on Sheehan to hang out on the C,
(5) and then they're going to go flying down Milton or
(6) Sheehan --
(7) **MS. HEMING-LITTWIN:** Okay. That's fine.
(8) **MS. BUCKLEY:** -- or other places.
(9) **VICE-CHAIRMAN STRAYER:** We need to take about a
(10) five-minute break here. Probably should have done
(11) it a little earlier. We'll reconvene in about five
(12) minutes.
(13) **(Following an interruption the public**
(14) **hearing was continued as follows:)**
(15) **VICE-CHAIRMAN STRAYER:** We're going to reconvene
(16) the public hearing. We had a member of the public
(17) that was addressing us at the end of the public
(18) hearing or at the end of the public comment section,
(19) and one of the commissioners indicated to me that he
(20) would like to ask one more question. So if the young
(21) lady can come back? Okay.
(22) **MR. BROMANN:** My question is the traffic of the

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(1) Glen Crest students that are north of the proposed
(2) development, I understand that their pathway is pretty
(3) much just straight down Montclair to the junior high
(4) and the proposed crosswalk is approximately three lots
(5) to the east of that.
(6) **MS. BUCKLEY:** Okay.
(7) **MR. BROMANN:** So I would like your opinion as
(8) to what would happen with that student traffic in
(9) the event that that happens? Are they going to go
(10) three blocks east and then go three blocks west to
(11) the junior high, or are they just going to continue
(12) with what they have been doing?
(13) **MS. BUCKLEY:** Okay. So you are saying that if
(14) this is approved right here, correct, with the roadway
(15) in my opinion would kids be going to the east once
(16) they hit that intersection to go into a crosswalk
(17) and then have to go left to get into the building?
(18) **MR. BROMANN:** Correct.
(19) **MS. BUCKLEY:** You know, I don't think it sounds
(20) like it's something that children might do. And you
(21) know what? My kids aren't there yet, but being a kid
(22) back in the day and when I lived on Milton and all the

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(1) different ways they go I don't know. You know, I
(2) don't know if somebody else wants to comment that
(3) has a kid going in front of them.
(4) **AUDIENCE MEMBER:** Kids are going through.
(5) **VICE-CHAIRMAN STRAYER:** Hold on. If somebody
(6) else wants to comment they will have to come to the
(7) podium.
(8) **MS. BUCKLEY:** I would say in general maybe it's
(9) the path of least resistance is what kids are taking
(10) in my opinion. But I believe there are big safety
(11) concerns either way.
(12) **MR. MANSFIELD:** In my understanding though that
(13) crosswalk that is being proposed and that through lot
(14) or that little through lot actually was done specifi-
(15) cally to align with the front entrance of Glen Crest.
(16) There is not a, you know, you have got to come out
(17) of the front door of Glen Crest, go walk a couple of
(18) blocks down and then go across and come back. It's
(19) a straight shot across at the request of the school
(20) district.
(21) **MS. BUCKLEY:** I thought that the other meeting
(22) showed that this was staying away from the main

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(1) entrance of the school and the buses and the --
(2) **MS. HEMING-LITTWIN:** But this is the current
(3) plan that we're addressing.
(4) **MS. BUCKLEY:** This one. Right? (indicating)
(5) **MS. HEMING-LITTWIN:** This is the current plan
(6) we're addressing which is away from the parking lot.
(7) **MS. BUCKLEY:** Can someone point out where the
(8) school would be and the buildings with this? Maybe
(9) John's got that.
(10) **VICE-CHAIRMAN STRAYER:** It lines up with the
(11) front door of Glen Crest Junior High, the path does.
(12) **MS. BUCKLEY:** The path does. Because the
(13) gentleman here said --
(14) **MR. ISHERWOOD:** Here's just kind of an aerial.
(15) Here's the path and that's the Glen Crest entry right
(16) here. (indicating) I will try to find a better map
(17) for you.
(18) **MS. HEMING-LITTWIN:** Page 3.
(19) **MS. BUCKLEY:** Any other questions?
(20) **VICE-CHAIRMAN STRAYER:** Any other questions?
(21) Okay. Thank you.
(22) At this point we're going to ask the

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(1) petitioner if they would like to address the commission
(2) and respond to any of the questions from public
(3) comment.
(4) **MR. ISHERWOOD:** We would.
(5) **VICE-CHAIRMAN STRAYER:** And you were previously
(6) sworn in at the last hearing?
(7) **MR. ISHERWOOD:** I was.
(8)
(9) J O N I S H E R W O O D,
(10) having been previously duly sworn, testified further
(11) as follows:
(12) Jon Isherwood, K. Hovnanian Homes.
(13) The first thing I would like to say is that I
(14) understand and appreciate all the residents that are
(15) out tonight. I understand your concerns about
(16) Montclair coming through. But as a developer there
(17) are a number of opinions that we need to take into
(18) consideration. And what we feel we have done with
(19) this plan is to weigh the consideration of all the
(20) groups that we received consideration from and present
(21) the best plan moving forward.
(22) To address some of the comments specifically

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(1) made by some of the residents, I think the first one
(2) I will respond to and give a little more flavor on
(3) is the rear storm sewer that generally runs along this
(4) north property line. First in general I think it's
(5) important to note the property falls from west to east
(6) generally and from north to south generally. So in
(7) other words all the water kind of flows kind of
(8) southeast it would be. The rear storm sewer is
(9) designed as is our final engineering would be designed
(10) to handle all the stormwater that is attributable to
(11) this site within the storm pipes.
(12) The private concern? There is an HOA. They
(13) would maintain and have regular inspections on that
(14) sewer. It's not irregular. We have it in a number
(15) of our other communities. And it's common course to
(16) have insurance, you know, kind of balloon insurance
(17) if there were some kind of event in which it were
(18) needed. These are concrete pipes generally. They're
(19) not failing too often.
(20) The residents all raised a number of
(21) concerns regarding traffic and traffic patterns, etc.
(22) I will let the traffic engineer address those questions

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(1) regarding concerns about cut-through traffic, regarding
(2) concerns about increase in traffic counts on Montclair
(3) Avenue.
(4) They had concerns about student safety in
(5) Glen Crest Middle School. We as a developer and as
(6) selling to 23 future residents also have that same
(7) concern for future children and school children. And
(8) that is why we accommodated the pedestrian path and
(9) have planned for the crossing and the flashing beacons
(10) to create a safe environment.
(11) I think that there's been a lot of comments
(12) on the site design. We have spoken a lot about it
(13) here in front of this commission at preapplication
(14) meetings. I will just say this is a site design we
(15) have that we believe is best for the number of reasons
(16) stated in our application, and we'll move on from
(17) there.
(18) Moving on to address a number of Mr. Abel's
(19) concerns voiced at the last plan commission, I think
(20) it's needed to kind of take a step back and look at
(21) the original planning concept for Amber Ridge. There
(22) is what appears to be, you know, a pretty straight-

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(1) forward site design, just a rectangle. It actually
(2) presents a number of unique circumstances that we had
(3) to take into account. One was it's very long and
(4) narrow. Two was it's across the street from a middle
(5) school that also has parking stalls in the right-of-way
(6) along the south side of Sheehan Avenue. There's
(7) existing wetland, there's existing access on Sheehan.
(8) Those aren't necessarily unique. And I would just
(9) like to point out that it does have -- it is annexed
(10) to the village and it is underlying code of R-2.
(11) So with that in mind our first simple concept
(12) plan was kind of something that goes along like this.
(13) (indicating) It included 15 66-foot-wide lots that
(14) were all approximately 294 feet deep. Roughly speak-
(15) ing they'd be 19,000-square-foot lots. These lots
(16) would not require any variances under Glen Ellyn R-2
(17) code. There would be no lot coverage ratio variance.
(18) I believe they would permit for up to 3800 square
(19) feet of coverage. You know, and that was just first
(20) blush to kind of get an idea of where do we see this
(21) property going, where is the value in this property.
(22) We then took a look through Glen Ellyn's

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(1) comprehensive plan to get a flavor for what the
(2) community had laid out and its goals and objectives
(3) for future residential development within the village.
(4) You know, there's kind of an overarching theme through
(5) this comprehensive plan that just kind of indicates
(6) that Glen Ellyn is a built-up town and all new
(7) developments should be in the character, quality and
(8) scale of existing neighborhoods. So with that in
(9) mind -- Another thing that was interesting was to
(10) encourage new residential development that promoted
(11) a range of housing types.
(12) From there what we did is what we would
(13) typically do, set up a meeting with the Village of
(14) Glen Ellyn Planning Department. You know, this was
(15) probably sometime last, I don't know, maybe February,
(16) April-ish of 2012. And it was just a general conver-
(17) sation, nothing black and white. But what we came
(18) out of this meeting with the village planning
(19) department were some general conclusions about the
(20) village planning desires for the site. They weren't
(21) requirements by any means.
(22) The first was to have a connection to the

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(1) existing deadend Montclair Avenue right-of-way. I
(2) believe there is a preference to have a direct north/
(3) south connection which, you know, obviously
(4) accommodating some of the residents' concerns we ended
(5) up not going with.
(6) There is a desire not to load Sheehan
(7) Avenue like I had showed in my previous slide with 15
(8) new driveways that would create new uncontrolled
(9) traffic movements directly across the street from
(10) Glen Crest Middle School. There was a desire to
(11) have a pedestrian path for the Rolling Hedge and
(12) Brentwood Court residents and school children so
(13) they could safely access Glen Crest Middle School.
(14) And based on a double-loaded road site
(15) plan which was needed to limit the impacts on Sheehan
(16) Avenue across from Glen Crest Middle School we
(17) discussed product type. And some of the product type
(18) we discussed was attached versus detached garage homes.
(19) And there was a stated preference that or perhaps a
(20) thought that detached garages along Sheehan Avenue
(21) here would create an undesirable aesthetic for the
(22) community. So those are all things that we considered.

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(1) From there we reached out to the residents.
(2) We held an open house. I think about 20 or 30 of them
(3) showed up. We welcomed their feedback. We heard
(4) their feedback. They did not want a north/south
(5) connection and we incorporated that into our plans.
(6) So in order to accommodate many of the preferences
(7) or desires if you will of what we believed to be of
(8) the village's, there's a number of features that we
(9) had to add or create on this site.
(10) The first is outlined in blue here. We
(11) are adding 920 foot of 50-foot-wide public right-of-
(12) way. Included in there is obviously your drive, your
(13) parkway trees and your sidewalks as well as the
(14) public utilities. We added additional obviously
(15) outlined in red site work if you will. If we were
(16) to do the alternate original concept plan much of
(17) that would not have to be disturbed. It would be
(18) left as is.
(19) Through this process, you know, we had
(20) there's been a number of additional comments from the
(21) commission, from staff, from different village depart-
(22) ments regarding this site plan. And these are all

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(1) things that we have added to the site plan that are
(2) not required by Glen Ellyn code. I think everyone
(3) knows them well, a pedestrian path, landscape buffers,
(4) flashing beacons and a safe crosswalk as well as some
(5) elimination and addition of parking spaces along the
(6) south side of Sheehan Avenue.
(7) So in an effort to create the most respon-
(8) sible site plan there are some variances that go along
(9) with it, and we have had numerous discussions about
(10) them tonight. The 50-foot right-of-way is a direct
(11) result of the limited depth of this site. It's only
(12) 294 feet deep, and if you included a 66-foot right-of-
(13) way you would have lots that would be extremely shallow
(14) in nature and it would be difficult to build a great
(15) variety of homes.
(16) The through lots on Lots 4 through 12, I
(17) believe there's three different either subdivision
(18) or zoning code variances that go along with that.
(19) Again it's needed to accommodate a double-loaded road
(20) and minimizing impacts on Sheehan.
(21) There is a corner side yard variance request
(22) that Mr. Abel addressed. It's largely a result of

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(1) accommodating a 10-foot outlot to accommodate the
(2) pedestrian path between Lots 6 and 7.
(3) Lastly I will finish up with a few exhibits
(4) that were asked at the last planning commission I had
(5) regarding the lot coverage ratio. This slide here
(6) if you can read it outlines the lot sizes of the
(7) Rolling Hedge community to the north as well as the
(8) proposed Amber Ridge Subdivision. There are 44 units
(9) in Rolling Hedge with an average square footage of
(10) 10,720 square feet. Minimum lot size is 8860 and
(11) maximum of 17,389 square feet. Amber Ridge has 23
(12) units, a minimum lot size of 8801 square feet and a
(13) maximum lot size of 15,643 for an average lot size
(14) of just over 10,000 square feet.
(15) This is an aerial and map of the proposal
(16) of a typical lot take or a home mix for us. For all
(17) lot coverages and the actual lot coverages we have
(18) calculated based off aerial programs for the Rolling
(19) Hedge community. The Rolling Hedge community was
(20) developed, I believe, in the late '70s, early '80s,
(21) and it was developed in the county. As such during
(22) that period of time homes were not subjected to a

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(1) 20% lot coverage ratio. As you can see all the boxes
(2) in yellow in the Rolling Hedge Subdivision are in
(3) excess of 20%. None exceed 25%. There are 20 of 44
(4) that we have calculated that exceed the 20%. For
(5) Amber Ridge we have no lot coverages obviously that
(6) exceed the 25%. And currently as planned with our
(7) anticipated mix we would have 11 of 23 homes needing
(8) a lot coverage ratio in excess of 20% or approximately
(9) 47% in Amber Ridge as compared to 45% in Rolling
(10) Hedge.
(11) The final exhibit I will show is a lot
(12) restriction list. If a variance would not be granted
(13) and we would stick with the same exact product that
(14) we have proposed, that is the ones represent there
(15) is only one home type that could be built on those
(16) lots. You see there's a row of seven in a row and
(17) ten total lots. With the 25% lot coverage we still
(18) have restrictions. In fact, only seven of the lots
(19) would permit our largest home which is only 3167
(20) square feet, and the rest of the lots would accommodate
(21) both of our 2500- and 2800-square-foot homes.
(22) So as you can see, you know, Amber Ridge was

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(1) not just conceived overnight. We have had a number
(2) of opinions directed to us and we have done our best
(3) to try and accommodate, find the middle ground for
(4) all those requests. Along with that does come some
(5) variances. So I know Mr. Abel will ask why all these
(6) variances. And largely they all have to do with
(7) accommodating a double-loaded road, minimizing impacts
(8) on Sheehan, you know, and creating a home type that
(9) would be a similar scale and character as the existing
(10) community.
(11) **VICE-CHAIRMAN STRAYER:** Do commissioners have
(12) questions for the petitioner?
(13) **MR. ELLIOTT:** And as one of the people tonight
(14) made a comment to the effect, this is the third time
(15) you have been back. There were a couple pre-aps.
(16) There's always been 23 homes, hasn't there? This is
(17) the third --
(18) **MR. ISHERWOOD:** It has always been 23 homes
(19) since we were in front of you.
(20) **MR. ELLIOTT:** At the two pre-aps there was
(21) considerable discussion at both of them about the
(22) LCR. And so I guess my question is why at some

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(1) point along the way didn't you just drop a lot?
(2) **MR. ISHERWOOD:** The reason we didn't just drop
(3) a lot is because currently all 23 lots meet Glen
(4) Ellyn standards. If the commission and the board
(5) ultimately chooses not to support a lot coverage
(6) ratio variance there would be two avenues which we
(7) would pursue which we believe would be better options
(8) to pursue. The first would be that of looking at a
(9) detached garage product and whether that could work
(10) on the site, and the second would be a straight zoning
(11) deal where we would just lot out along Sheehan Avenue
(12) 15 lots. We have to carefully weigh, you know, and
(13) balance all the additional infrastructure required
(14) for these lots, you know, to go from the 15 to the
(15) 23.
(16) **MR. ELLIOTT:** Is that the first one you showed
(17) us?
(18) **MR. ISHERWOOD:** Yes.
(19) **MR. ELLIOTT:** All the houses right on Sheehan?
(20) **MR. ISHERWOOD:** They would be about 19,000-square-
(21) foot lots.
(22) **VICE-CHAIRMAN STRAYER:** And if you built the 15

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(1) all of those would front on Sheehan?
(2) **MR. ISHERWOOD:** That's correct.
(3) **VICE-CHAIRMAN STRAYER:** And you would have the
(4) cars backing into Sheehan which is a very busy street
(5) in front of the junior high.
(6) **MR. ISHERWOOD:** That's correct.
(7) **VICE-CHAIRMAN STRAYER:** Okay. Other
(8) commissioners?
(9) In one of your -- Where you were going
(10) through the criteria of our -- let's see, the zoning
(11) code you did comment on the lot coverage ratio. It
(12) doesn't have a page number. I am trying to figure
(13) out how to get you there. It's your updated January
(14) 24, 2013 information regarding the variations
(15) requested where you go through the various variances
(16) that you are looking for to the zoning code. You
(17) also do this under the subdivision code. It's about
(18) one, two, three, four, five pages in, item (i)(b).
(19) **MR. ISHERWOOD:** Can you repeat that?
(20) **VICE-CHAIRMAN STRAYER:** I can just let you use
(21) mine.
(22) **MR. ISHERWOOD:** I have got a copy of the submittal

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(1) here.
(2) **VICE-CHAIRMAN STRAYER:** I just want you to
(3) comment. You go through an economic discussion of
(4) if you were not to obtain these variances you would
(5) lose 300,000 (sic) square feet on average per home.
(6) And then that says that you would end up losing top
(7) line revenue of $1,345,500.
(8) **MR. ISHERWOOD:** Can you repeat the --
(9) **VICE-CHAIRMAN STRAYER:** It's like the fifth page
(10) of your -- It's your write-up where you are justifying
(11) meeting all the requirements of our -- under the
(12) variances.
(13) **MR. ISHERWOOD:** The fifth page?
(14) **VICE-CHAIRMAN STRAYER:** Five pages in. And
(15) it's item --
(16) **MR. ISHERWOOD:** The zoning code. I apologize.
(17) **VICE-CHAIRMAN STRAYER:** The zoning rather than
(18) the subdivision code.
(19) **MR. ISHERWOOD:** I am on the fifth page.
(20) **VICE-CHAIRMAN STRAYER:** Okay. See (i)(b)?
(21) **MR. ISHERWOOD:** Correct.
(22) **VICE-CHAIRMAN STRAYER:** Can you just comment on

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(1) the last part of that where you say the average price
(2) of those homes, and you are quoting them at $195 per
(3) square foot, a loss of -- then you talk about a loss
(4) of 300 square foot per home on average?
(5) **MR. ISHERWOOD:** Sure.
(6) **VICE-CHAIRMAN STRAYER:** And then you come up with
(7) saying that if we don't get our variances we'll have
(8) a loss per home of $58,000.
(9) **MR. ISHERWOOD:** Okay. And that to clarify is
(10) lost maximum potential revenue. And the statistics
(11) that were used were based on resale statistics at the
(12) time of this application.
(13) **VICE-CHAIRMAN STRAYER:** I think it was October
(14) you said those statistics came from.
(15) **MR. ISHERWOOD:** That's fair. So we did a survey
(16) of single-family resales within the Glen Ellyn market.
(17) In general single-family homes in Glen Ellyn transact
(18) about $195 as of this date. Actually in 2012 I reran
(19) the numbers and it increased to $200 per square foot
(20) on average for just all the Glen Ellyn single-family
(21) homes that transacted in 2012. So the 300 square foot
(22) on average was just an estimate based on a revised unit

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(1) mix that would not include our largest plan and would
(2) restrict using our second largest plan, which is 2800
(3) square foot, to the lots that would allow it. So we
(4) did a calculation of on average our home size would
(5) be 300 square foot less. And based on the market
(6) valuation of a single square foot that would result
(7) in approximately, you know, $58,000 of top line revenue
(8) that we wouldn't be able to realize.
(9) **VICE-CHAIRMAN STRAYER:** Per home?
(10) **MR. ISHERWOOD:** Per home as a top line. It is
(11) not necessarily an expectation but in general.
(12) **VICE-CHAIRMAN STRAYER:** Any other questions from
(13) the commission? Okay. Before we go to the cross-
(14) examination portion, Tracy, you said you wanted to
(15) have some questions of the traffic engineer -- traffic
(16) consultant?
(17) **MS. HEMING-LITTWIN:** I just wanted some
(18) clarification.
(19) **VICE-CHAIRMAN STRAYER:** Okay.
(20) **MS. HEMING-LITTWIN:** Okay. And again I am not
(21) a traffic engineer or anything. I am looking at what
(22) you're projecting as your daily traffic volumes. And

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(1) what total amount of trips per day are we thinking
(2) will increase into either the Sheehan S through
(3) Montclair or the additional traffic through the
(4) Rolling Hedge Subdivision? One of the people who
(5) spoke tonight said that they were under the impression
(6) it was like 340 or 380 additional cars per day. Is
(7) that --
(8) **AUDIENCE MEMBER:** Not additional; total.
(9) **MS. HEMING-LITTWIN:** Excuse me. Thank you. So
(10) how many in total additional cars or trips do you
(11) think based on your study was that an increase of?
(12)
(13) TOM ADOMSHICK,
(14) having been previously duly sworn, testified further
(15) as follows:
(16) On Montclair south of Glenbard we estimate
(17) that the traffic would increase from about 95 to
(18) about 340. So that's roughly 230 or 250 rather. On
(19) Montclair north of Glenbard due to the opening of the
(20) connection some of the residents that live in the area
(21) would take advantage of that connection to travel down
(22) Montclair and through Amber Ridge to access the signals

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(1) along Sheehan. And we anticipate north of Glenbard
(2) that it would drop by about 120 vehicles per day
(3) from 420 to about 300. And then Glenbard east of
(4) Montclair we expect that it would increase by about
(5) 40 vehicles. And again this is all due to additional
(6) traffic plus some redistribution of the existing
(7) traffic to access the signals which can be more
(8) convenient to get out onto Route 53 particularly
(9) during the peak hour periods. And those are total
(10) vehicles per day.
(11) **MS. HEMING-LITTWIN:** Per day. So approximately
(12) because there's a decrease and then there's an increase
(13) there's somewhere around 150 to 200 cars.
(14) **MR. ADOMSHICK:** It's about 250 cars per day total
(15) for the new subdivision.
(16) **MS. HEMING-LITTWIN:** Okay.
(17) **VICE-CHAIRMAN STRAYER:** Does anybody else have
(18) any questions for the traffic consultant?
(19) **MS. HEMING-LITTWIN:** Thank you very much.
(20) **VICE-CHAIRMAN STRAYER:** Okay. Thank you. We
(21) are going to move to cross-examination. I understand
(22) that the representatives of the homeowners would like

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(1) to cross-examine some witnesses. Who would you like
(2) to call?
(3) **MR. LUETKEHANS:** We would call Mr. Isherwood.
(4) Is there a second mic?
(5) **MS. STEGALL:** It was not set up tonight. We
(6) are not sure why. We could give you this one and
(7) try to move ours over.
(8)
(9) JON ISHERWOOD,
(10) called as a witness by the Objectors herein, having
(11) been previously duly sworn, was examined and
(12) testified as follows:
(13) EXAMINATION
(14) BY: Mr. Luetkehans
(15) **Q** Thanks. I would ask Mr. Isherwood who is
(16) buying the development?
(17) **A** **Hovnanian Enterprises or an affiliated**
(18) **entity will be purchasing the property.**
(19) **Q** Okay. So what you do most of the time is
(20) you buy it through Hovnanian or a single entity
(21) L.L.C.; you don't buy it through the parent company.
(22) **A** **Correct. It's a single-purpose entity.**

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(1) Q Okay. So it's not like the assets of
(2) Hovnanian are behind the development. You put the
(3) money in, you buy your insurance or whatever you may
(4) buy, but the assets of the single entity L.L.C. are
(5) really what's at stake here. Correct? If there is
(6) a problem that's where they have to go to. They
(7) don't need to go to Hovnanian.
(8) A **Will you let me answer? Hovnanian takes**
(9) **its reputation very seriously. We stand by the homes**
(10) **we build, the communities we build in, and it's in**
(11) **our best interest to have happy customers and happy**
(12) **villages. We plan to continue doing business in the**
(13) **Chicagoland area for the foreseeable future. So**
(14) **yes, Hovnanian as a whole is behind this development.**
(15) Q But legally they are not responsible for it.
(16) A **Legally they are not responsible for it.**
(17) **VICE-CHAIRMAN STRAYER:** Hold it just a moment.
(18) Because we're recording the proceedings when you ask
(19) a question you have to finish it and then you have
(20) to give him a chance to answer the question so that
(21) the recorder gets it all down.
(22)

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(1) **BY MR. LUETKEHANS:**
(2) Q Okay. Sure. You saw the development.
(3) Could you put one of your site plans up there? Which-
(4) ever one you want. You know what? Let me skip this.
(5) I apologize.
(6) Do you have the concept plan which I think
(7) had a number of page 5? You put it up there a couple
(8) minutes ago.
(9) A **Can you describe the concept plan?**
(10) Q I'm sorry. On the top it said concept
(11) meeting.
(12) A **This one? (indicating)**
(13) Q No, no. It said concept meeting with the
(14) staff. It had a number five in the bottom right-hand
(15) corner.
(16) A **This one? (indicating)**
(17) Q I think that's it.
(18) A **Sure.**
(19) Q All of those things on there, those can
(20) all be done if you put a crash gate at the north end
(21) of your new road. Correct?
(22) A **I believe the desire to have a site plan**

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(1) **that includes a connection to existing Montclair**
(2) **Avenue, I believe the intent there was to extend the**
(3) **road in a public fashion for public use, not to**
(4) **install a crash gate and limit it to emergency vehicles**
(5) **only.**
(6) Q Okay. But police could get through if you
(7) had a crash gate. Correct?
(8) A **That's correct.**
(9) Q Fire traffic -- fire safety could get
(10) through if you had a crash gate. Correct?
(11) A **That's correct.**
(12) Q And connectivity to this area, there are
(13) two streets directly to the west that have direct
(14) connectivity to Sheehan from the street to the north.
(15) Correct?
(16) A **I believe that's true.**
(17) Q Okay. The other three desires from that
(18) concept meeting are all met if you put a crash gate
(19) between Montclair and your proposed S road. Correct?
(20) A **I believe that could be correct, yes.**
(21) Q Okay. A lot of the reasons you give for
(22) the variances is the fact your base plan will not fit

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(1) on the sites. Correct?
(2) A **It's a matter of lot coverage and that the**
(3) **desired home type would be in excess of 20%. Because**
(4) **with an attached garage we would not be able to pursue**
(5) **a detached garage bonus that we would otherwise pursue**
(6) **if we were building in any other part of Glen Ellyn.**
(7) Q Let's listen to the question again. In
(8) your application the reason you give throughout, I
(9) mean a number of times, at least ten, twelve times
(10) for the fact you need the variations is that your base
(11) plan will not fit on the site. Is that correct?
(12) A **All of our base plans will not fit on these**
(13) **sites.**
(14) Q And you only have three different options
(15) of plans. Correct?
(16) A **At the current moment.**
(17) Q If you went with different sizes or shapes
(18) of plans you could avoid at least some of the varia-
(19) tions, couldn't you?
(20) A **It's possible. One thing that we do consider**
(21) **is kind of the character of our homes. In order to**
(22) **basically allow for a larger home with an attached**

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(1) **garage if you kept with that theme what tends to**
(2) **happen in order to maximize the square footage within**
(3) **a given envelope is you get a very production-style**
(4) **boxy box-over-box home, a very flat front if you will**
(5) **because that will maximize your square footage for**
(6) **your given foundation plan for a basement. I don't**
(7) **believe that's appropriate here. I don't believe those**
(8) **homes would fit in with the character of the neighbor-**
(9) **hood, and we believe the homes that have been proposed**
(10) **do fit in with the character and style of the**
(11) **neighborhood.**
(12) **Q** Let me ask a question. One of the things
(13) you are trying to do you say in your application is
(14) to avoid monotony. Correct?
(15) **A That is correct.**
(16) **Q** Okay. And if I had more than three plans
(17) that would also go towards avoiding monotony, wouldn't
(18) it?
(19) **A Yes, it would.**
(20) **Q** Isn't it true that the Glen Ellyn Zoning
(21) Ordinance says one of the things they're trying to do
(22) is avoid monotony? Is that correct?

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(1) **A Yes. And we included in our application**
(2) **an anti-monotony standard that we include in all our**
(3) **subdivisions and make sure there is no monotony. The**
(4) **three home types you continue to reference, we have**
(5) **not limited our offering to three home types at this**
(6) **time. It is something that continues to evolve. And**
(7) **it's important to note that each of these three homes**
(8) **have three different front facades or elevations if**
(9) **you will all with multiple material difference options.**
(10) **So you could get one that has brick, you could get**
(11) **one that has stone. So as you can see those multiply**
(12) **such that you will not have any kind of monotony**
(13) **issues at Amber Ridge even with the three proposed**
(14) **plans and the three types of facades per plan.**
(15) **Q** Okay. You said you are going to have more
(16) than three plans, but every time you put up a drawing
(17) it just shows the three different sizes. Correct?
(18) **A I said we had left – we have not committed**
(19) **ourselves to doing only three plans.**
(20) **Q** So you may have plans between the size of
(21) your largest plan and your middle plan. Correct?
(22) **A It's possible.**

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(1) **Q** Okay. That may fit on other one of these
(2) lots that you are saying can't fit your largest plan,
(3) would that be fair to say, between two and three?
(4) **A Right now our second largest home is just**
(5) **2800 square foot. It does not fit currently on a**
(6) **number of home sites in the base scenario. If you**
(7) **look at this exhibit here there are ten lots that**
(8) **are restricted to only our smallest home type. We**
(9) **believe that offerings in the 2500- to 3200-square-foot**
(10) **range are appropriate for Glen Ellyn.**
(11) **Q** Can you tell me how many of those ones
(12) listed as number one a 2650-square-foot house would
(13) not fit on?
(14) **A It would all depend on the specific house**
(15) **plan.**
(16) **Q** So with the different sizes you may be able
(17) to fit more on the ones. Correct? If I had a
(18) 2650-square-foot plan it may fit on many of those ones?
(19) **A There is possible to fit other plan types**
(20) **on these lots outside of the ones that have just been**
(21) **finished. In any case those house types would have**
(22) **to be – generally would be, you know, the garage**

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(1) **smaller than what would be otherwise permitted if a**
(2) **detached garage home were built. For instance, with**
(3) **an 8800-square-foot home –**
(4) **Q** Let's stay on the question. I am not
(5) trying to interrupt you. You have got a lot of time
(6) to talk. I don't have a lot. I want to keep going
(7) in the direction that I would like you to stay with.
(8) We'll get to detached garages because we're going to
(9) go there right now. The village code just so we are
(10) on the same page does not require this garage bonus
(11) for attached garages by right, does it?
(12) **A It does not.**
(13) **Q** That's why you are seeking the variance?
(14) **A That's correct.**
(15) **Q** When the code was redone on this issue of
(16) attached garages nowhere in the zoning code at the
(17) time was a procedure set forth for granting this type
(18) of exception, was it?
(19) **A I am not sure I understand your question.**
(20) **Q** They didn't say hey, it's going to be a
(21) special use if you want 25% and attached garages, did
(22) they?

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(1) A I would believe just like we have requested
(2) a variance it would be a variance to the zoning code
(3) to be reviewed by the commission and the village board.
(4) Q Correct. But there is no specific procedure
(5) for when you want an attached garage you get 25% under
(6) the following circumstances. Correct?
(7) A That's correct.
(8) Q Okay. And there is no specific or special
(9) variance granted in the code for that additional 5%.
(10) Correct?
(11) A There is nothing that lays it out. I have
(12) laid out a set of unique circumstances specific to
(13) this site that we believe make a 25% variance appro-
(14) priate for this site only.
(15) Q This particularly rectangular site and those
(16) unique circumstances that go with that. Is that what
(17) you are talking about?
(18) A That is correct. I have outlined them
(19) already this evening.
(20) Q We'll get to that. You have not pointed
(21) out at least since I have been here anywhere at the
(22) plan commission where the village has granted this

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(1) wholesale kind of exception for attached garages, have
(2) you?
(3) A I am not aware of any type of variance, but
(4) I have not done any research to that.
(5) Q Okay. So to our knowledge, yours and mine
(6) at least, this would be the first time the village
(7) would have granted this wholesale exception to every
(8) house in a residential development. Correct?
(9) A To the best of my knowledge.
(10) Q And mine.
(11) A Okay.
(12) Q If the village wanted this to be a wholesale
(13) type exception when they redid their zoning ordinance
(14) they could have granted that and made that a wholesale
(15) type exception. Correct?
(16) A They could, but I don't think it would have
(17) been appropriate. There's characteristics of this
(18) site that aren't exhibited by most Glen Ellyn proper-
(19) ties that make the variance appropriate. So if they
(20) would have included it as part of their code I think
(21) there could be irresponsible use.
(22) Q Let's go through those changes in the site

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(1) or the differences in the site. What are those?
(2) Let's go one at a time if you would.
(3) A Okay. The first, and really it largely
(4) comes down to minimizing impact on Sheehan Avenue.
(5) Q Okay. There are ways to minimize impacts
(6) on Sheehan Avenue. Correct?
(7) A I will finish my thought by saying that it
(8) was largely done minimizing impact on Sheehan Avenue.
(9) That it is a unique circumstance to have 4 through
(10) 12 through lots creating a unique circumstance in
(11) which it wouldn't be appropriate or it would at least
(12) be an undesirable aesthetic to have detached garages
(13) running along the south property line adjacent to an
(14) existing middle school.
(15) Q Okay. But is there anything -- Is there
(16) anything in that -- I don't see anything in and of
(17) itself that requires that detached garages shouldn't
(18) be used or that you should have some minimum lot
(19) coverage exception because you decided to go with
(20) attached garages in a particular neighborhood. Am I
(21) missing something?
(22) A We included or we chose to use attached

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(1) garages for a number of reasons. One, we thought it
(2) was appropriate and it maintained the scale and
(3) character of the community. Two, we understood it
(4) to be a village planning preference to avoid that
(5) line of garages that we talked about.
(6) Q Okay. In your Power Point presentation the
(7) first night you said detached garages are not desired
(8) or appropriate. Do you recall that?
(9) A I do.
(10) Q Kind of consistent with what you just said.
(11) And this is a determination you made. Correct?
(12) A Correct.
(13) Q Okay. And you haven't presented any studies
(14) to the plan commission to the effect that detached
(15) garages will not sell in this neighborhood, have you?
(16) A I have not.
(17) Q You haven't provided any studies or
(18) research that show that detached garages would be
(19) inappropriate in this neighborhood, did you?
(20) A It is my personal opinion just based on
(21) being in the business that it would be an unpleasing
(22) aesthetic.

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(1) Q But it would create variety compared to the
(2) neighbors to the north, wouldn't it?
(3) A **It would create in my opinion conflicting**
(4) **character with that of the neighborhoods to the north.**
(5) Q But it would create variety. Correct?
(6) A **If your definition of variety is different**
(7) **types of homes, I guess you could say that.**
(8) Q Okay. You have a lot of variations on top
(9) of variations. Would you agree with me?
(10) A **There are a number of variation requests**
(11) **as part of this subdivision approval.**
(12) Q We have variations on the right-of-way.
(13) Right? We have a variation from a 66 to 53 right-of-
(14) way. Correct?
(15) A **That's correct.**
(16) Q And on top of that you are also asking for
(17) variations for those exact same lots above and beyond
(18) that I guess it's 8 feet frontage you have already
(19) taken from it. Correct? You have taken 8 feet out
(20) of the front yards in essence is what you have done
(21) when you go from a 66- to 50-foot right-of-way?
(22) A **Sure.**

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(1) Q And then you add additional variations for
(2) lot size on top of that.
(3) A **There are no variations concerning lot size.**
(4) **Every single lot in this community meets the minimum**
(5) **R-2 Glen Ellyn code of minimum 66 foot wide, minimum**
(6) **110 feet deep and minimum of 8712.**
(7) Q Just they don't fit -- they don't meet the
(8) 20% requirement. Correct? They don't meet the 20%
(9) lot coverage requirement, do they?
(10) A **Not all of our homes would be buildable**
(11) **without some of these variance requests.**
(12) Q And many wouldn't be built without setback
(13) variations both front and side yard and backyard?
(14) A **There are no front setback requests. It**
(15) **is limited to a single side yard request and some**
(16) **rear yard requests as well.**
(17) Q And I think about five rear yard requests?
(18) A **There are five rear yard requests. One,**
(19) **Lot 16, backs up to an existing residence. If it**
(20) **would be a condition of the commission we could limit**
(21) **this to a typical setback although we'd prefer not**
(22) **to because it is one of the seven lots that would**

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(1) **accommodate one of our larger plans.**
(2) Q And let's talk about this side yard variation
(3) which is Lot 12.
(4) A **Yes.**
(5) Q Is it possible for you to point to Lot 12
(6) so everybody knows? Because you have got the thing
(7) in front of you.
(8) A **Sure. I don't have a pen.**
(9) Q Just put your finger on it.
(10) A **This is Lot 12 right here. (indicating)**
(11) Q Thanks. So in that lot you're requesting
(12) a variation from a 30-foot to 20-foot setback for the
(13) corner side yard. Correct?
(14) A **That is correct.**
(15) Q Okay. So after you take away the right-of-
(16) way reduction which we said is approximately another
(17) 8 feet -- Correct?
(18) A **Correct.**
(19) Q Okay. -- you have in essence reduced that
(20) side yard approximately 30%, haven't you?
(21) A **Not doing the math we have reduced it by**
(22) **approximately what you would say 18 feet to what would**

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(1) **be the center line of the right-of-way. We have done**
(2) **that because we have accommodated a village request**
(3) **and a request of the residents to accommodate a**
(4) **pedestrian path that is 10 foot wide for the community**
(5) **to the north to have a direct access point to Glen**
(6) **Crest Middle School. If we do not provide this path,**
(7) **which is not required by code, we would not have this**
(8) **corner side yard variance request.**
(9) Q And if you didn't request the right-of-way
(10) variation you wouldn't be able to do it at all.
(11) Correct?
(12) A **That's correct. If we did not have a**
(13) **50-foot right-of-way variance completing a double-**
(14) **loaded road site plan on this extremely narrow and**
(15) **long site would become difficult such that the 15-lot**
(16) **scenario lotted out to Sheehan Avenue would potentially**
(17) **become more possible.**
(18) Q Could you show that 15-lot concept plan?
(19) A **Yes.**
(20) Q Thanks. Those are some pretty deep backyards.
(21) Correct? Would you agree with me?
(22) A **294 feet is the typical depth.**

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(1) Q So if I put a 66-foot right-of-way in front
(2) of those homes I would still be able to comply with
(3) the rear setback, wouldn't I?
(4) A **Currently they abut the 80-foot-wide Sheehan**
(5) **Road right-of-way. So that property line is already**
(6) **set. We are not creating any new right-of-way here**
(7) **nor are we encroaching in the right-of-way on this**
(8) **plan. We would be able to meet the standard 30-foot**
(9) **front yard setback as well as the standard 40-foot**
(10) **rear yard setback in this plan.**
(11) Q Okay. But the reason you don't like this
(12) plan is because -- that you are not going with this
(13) plan it has 15 driveways onto Sheehan?
(14) A **No, that's not correct. The reason we are**
(15) **not going with this plan is that we conferred with**
(16) **the village staff, we conferred with the school**
(17) **district, with the fire department, with the police**
(18) **department. They all weighed in maybe not specifically**
(19) **on this plan. But we recognize that 15 uncontrolled**
(20) **driveways onto an already existing Sheehan Avenue,**
(21) **which is a collector road, is not necessarily the**
(22) **most desired outcome.**

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(1) Q Okay. So where was my question wrong? I'm
(2) sorry. I thought that's what I asked but maybe I
(3) didn't. The reality of it is that the problem whether
(4) it's yours or the problem the village had or
(5) whomever with this plan is the 15 driveways onto
(6) Sheehan Avenue. Correct?
(7) A **I think that is the chief concern with this**
(8) **plan.**
(9) Q If I were to build an access road in front
(10) of this, a C access in front of it, you could build
(11) 15 lots and have no variations. Correct?
(12) A **Yes, but that would introduce additional**
(13) **conditions which we would not desire. We have**
(14) **existing access and rights along Sheehan Avenue. To**
(15) **maximize the lot size for a future consumer it would**
(16) **make no sense to make any kind of access road and lot**
(17) **out 15 lots.**
(18) Q Wait a second. If I put a C in front of --
(19) a small C in front of all those houses, put them
(20) back, I could build that subdivision, 15 houses, on
(21) that small C with no variations. Correct?
(22) A **Sure.**

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(1) Q That's my question.
(2) A **Sure.**
(3) Q Yeah.
(4) A **That is not an option we'd pursue.**
(5) Q That's not quite the zoning standard, is it?
(6) A **This would meet all underlying R-2 Glen**
(7) **Ellyn requirements for zoning, every single one.**
(8) Q Okay. Isn't it true that none of your homes
(9) under your plan that you have presented here in front
(10) of the plan commission would comply with any of the
(11) front yard setbacks unless the right-of-way variance
(12) was granted?
(13) A **So you're indicating that a 66-foot right-of-**
(14) **way variation -- A standard right-of-way would be**
(15) **66 foot, therefore reducing lot depths by eight foot**
(16) **on average per lot. That's correct?**
(17) Q Yes.
(18) A **Average lot depth is 122 feet typical.**
(19) **Reducing it by 8 feet would reduce it to 114 feet,**
(20) **and there's 70 foot of required setback. So I believe**
(21) **that would result in a buildable depth of 42 or 44**
(22) **foot.**

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(1) Q Would your plans fit on those?
(2) A **There would be a single plan that could fit**
(3) **within that restrictive buildable depth.**
(4) Q Okay. So the homes you intend to build,
(5) the majority of them would not be doable and these
(6) lots would not be in compliance without this 66 --
(7) the 66- to 50-foot right-of-way variation. Is that
(8) fair to say?
(9) A **That's fair to say.**
(10) Q Would they meet the lot size requirement?
(11) A **These lots?**
(12) Q If it was a 66-foot right-of-way -- 50-foot
(13) right-of-way instead of 66.
(14) A **You're talking about this plan or the plan --**
(15) Q No, the one you have in front of the board,
(16) not that one.
(17) A **I haven't done a calculation of what that**
(18) **would look like. I imagine given our smallest is 8801**
(19) **and the required code minimum is 7812 there would be**
(20) **a potential that some lots would not meet the minimum**
(21) **requirement if the 66-foot right-of-way were required.**
(22) Q It's eight times 60 or whatever?

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(1) A **Eight times 70. 560. So sure.**
(2) Q There would be a fair amount that wouldn't
(3) meet it?
(4) A **Sure.**
(5) Q And these variations as far as right-of-way,
(6) etc. -- Let's take the right-of-way, for example.
(7) It is not just hey, we're only giving the city 50
(8) foot of right-of-way versus 66; you're also taking
(9) away that eight foot of green space on each side.
(10) Correct?
(11) A **The lot or the street spec is 21 foot wide.**
(12) **So yeah, from there there would be eight foot of**
(13) **parkway that would not be there between the edge of**
(14) **the curb and the sidewalk. From the community to the**
(15) **north it would be a 5 1/2-foot difference because**
(16) **their street width was built in the county and is a**
(17) **28-foot back of curb to back of curb. So their**
(18) **typical parkway would be 3 1/2 foot smaller than**
(19) **what a typical Glen Ellyn parkway would look like.**
(20) Q If you built this plan, the one you are
(21) presenting, without any variations, have you tried
(22) to do that and figure out how many homes you could

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(1) actually put on that site?
(2) A **We would not be able to build this plan**
(3) **without any variations because Lots 4 through 12**
(4) **require variations in order to be through lots.**
(5) Q Point that out to me. I'm sorry.
(6) A **The Village of Glen Ellyn code requires**
(7) **that any lots that abut two nonintersecting streets**
(8) **require a variance. There are actually three different**
(9) **variances that go along with that. One is to treat**
(10) **the yards that abut Sheehan Avenue as rear yards.**
(11) **What we are doing to accommodate that is plan for a**
(12) **landscape buffer and also record a no access easement**
(13) **along the entire stretch of the south property line.**
(14) Q And without that in in particular how many
(15) could you fit on there?
(16) A **Well, there's 23 standard Glen Ellyn R-2**
(17) **lots on this. So we could fit 23 standard Glen Ellyn**
(18) **lots on this site plan.**
(19) Q With variations.
(20) A **With the through lot variations.**
(21) Q Besides the variations on Sheehan could you
(22) fit -- and if you didn't get the variation on the

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(1) right-of-way could you fit 23 lots that you could
(2) develop?
(3) A **I would have to do a site plan analysis. I**
(4) **would imagine if anything it would be 22 or 23.**
(5) Q Okay.
(6) A **Based on a typical lot size currently of**
(7) **about 10,000 square foot and minimum lot size**
(8) **required by Glen Ellyn of 7800, we have already**
(9) **established that the lots are benefitting on average**
(10) **about 560 square foot.**
(11) Q You said something that you had the -- One
(12) of the drawings you had up there had the average lot
(13) size area. There was two of them. I don't know which
(14) one.
(15) A **Sure. These are the typical or the lot**
(16) **sizes.**
(17) Q That's fine. That one. And what did you
(18) say the average lot size was of Amber Ridge versus
(19) Rolling Hedge?
(20) A **If you will give me a second I believe the**
(21) **average was something -- the average for Rolling**
(22) **Hedge was 10,720.**

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(1) Q Okay.
(2) A **And the average for Amber Ridge is 10,075**
(3) **square feet.**
(4) Q If I took out the two corner lots any idea
(5) what the average would be on Amber Ridge?
(6) A **I am not aware but I would imagine that if**
(7) **you did similar to the Rolling Hedge where you**
(8) **actually have a larger lot at 17,389 you would see a**
(9) **similar reduction.**
(10) Q You have one 17,389 out of how many lots?
(11) Forty?
(12) A **Forty-four.**
(13) Q Versus two over 15,000 out of 23. I don't
(14) see --
(15) A **You can pick lots out and recalculate**
(16) **average square footage as you may.**
(17) Q That's my option right now, so you have got
(18) to put up with it. Sorry. But if I did that, if I
(19) take out those two 15,000-square-foot lots, I only
(20) see three lots over the size of 11,000 square feet.
(21) Correct?
(22) MS. HEMING-LITTWIN: I see at least four.

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(1) **MR. ISHERWOOD:** There's five larger than 11,000
(2) square foot and two larger than fifteen thousand or --
(3) Sorry.
(4) **BY MR. LUETKEHANS:**
(5) **Q** If I take out the fifteen I have three
(6) that are more than eleven?
(7) **A** **That's correct.**
(8) **Q** Okay. And one of them is 11 square feet
(9) more. Correct?
(10) **A** **Yes, if you are referring to Lot 4.**
(11) **Q** So the real lot size I am seeing in Amber
(12) Ridge outside of the two outliers goes from 8,000
(13) square feet to 11,500 square feet. Correct?
(14) **A** **The lot sizes at Amber Ridge start at 8801.**
(15) **Q** Sorry. You're right.
(16) **A** **And they go up to 15,409. The third largest**
(17) **lot at Amber Ridge I believe is 11,555.**
(18) **Q** Yes. And how many lots in Rolling Hedge
(19) are under 9,000 square feet? Four? Five? Five out
(20) of 44 or five out of 45, whatever the number was?
(21) **A** **I can count five looking at this exhibit**
(22) **currently.**

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(1) **Q** I think so. Okay. Compared to just off
(2) the top of my head nine out of 23 in Amber Ridge.
(3) Correct?
(4) **A** **Again if I count – I trust your calcula-**
(5) **tion.**
(6) **Q** Okay. Thanks. So over 33%; about 40%.
(7) One of the things we have heard a lot about or heard
(8) about was the cul-de-sac link of the code that says
(9) 500 feet, no cul-de-sac more than 500 feet. Do you
(10) recall that or hearing -- I think staff said that
(11) the first night.
(12) **A** **I don't recall the exact requirement. Is**
(13) **it 500 or 800?**
(14) **MS. STEGALL:** Five hundred.
(15) **MR. ISHERWOOD:** Five hundred.
(16) **BY MR. LUETKEHANS:**
(17) **Q** You could build three cul-de-sacs on this
(18) property less than 500 square feet and still get 15,
(19) 18 homes on it. Correct?
(20) **A** **No, we could not. In order to accommodate**
(21) **a cul-de-sac bulb I believe you need a minimum**
(22) **right-of-way of 110 foot if I am not mistaken or 120**

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(1) **foot. I am not sure on the turnabout. If you use a**
(2) **typical lot depth of 120 for a lot, that times two**
(3) **plus we'll call it even a hundred is approximately**
(4) **340 feet. Three cul-de-sacs would put us impacting**
(5) **the wetland with the third cul-de-sac.**
(6) **Q** But if you got the same variances you're
(7) requesting here and you built three cul-de-sacs you
(8) could have those 15 to 18 homes. Correct?
(9) **A** **We are not requesting any variances**
(10) **regarding a cul-de-sac.**
(11) **Q** You are requesting right-of-way variances.
(12) **A** **Correct. But you need a minimum right-of-way**
(13) **for a cul-de-sac to appropriately turn around fire/life**
(14) **safety vehicles. I would rely on my engineer to make**
(15) **sure those adhere to code.**
(16) **Q** But he is not here for us.
(17) **A** **You indicated last week you did not have**
(18) **any questions for him on cross-examination.**
(19) **Q** Right. Is there any reason from a Hovnanian
(20) standpoint, forget the village standpoint, that a
(21) crash gate to Montclair will not work?
(22) **A** **It is not a preference.**

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(1) **Q** Is there any reason it won't work? That
(2) is my question.
(3) **A** **I said it is not our preference.**
(4) **Q** So I will take that as a no, there is no
(5) reason it can't work.
(6) **A** **Take it as it is not our preference to**
(7) **install a crash gate there. I don't know without**
(8) **fully doing a site analysis of what installing a crash**
(9) **gate and amending the eyebrow if you call it to meet**
(10) **village code to appropriately, you know, make sure**
(11) **that the plows can turn around, etc. I would have**
(12) **to do a further analysis.**
(13) **Q** It is not these peoples' preference that
(14) it go through either. Correct?
(15) **A** **It is not the residents' preference that**
(16) **it go through. They have made that very clear.**
(17) **Q** But to your knowledge as we sit here today
(18) there is no reason that with a crash gate and the
(19) same variations you're currently getting that you
(20) couldn't build 23 lots. Correct?
(21) **A** **Again I would have to indicate the crash**
(22) **gate on whether it would affect the lots around that**

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(1) **eyebrow. We have chosen to put this through because**
(2) **the police department, the fire department, the**
(3) **planning department and the public works department**
(4) **as well as the traffic engineer has recommended this**
(5) **site plan.**
(6) **Q** Mr. Isherwood, I know you want to get that
(7) out and you have gotten that out. But I really want
(8) you to listen to my question and answer that.
(9) **VICE-CHAIRMAN STRAYER:** Excuse me just for a
(10) moment. Just for a moment. I understand the line
(11) of questioning here concerning the crash gate, but
(12) the crash gate is not in front of the commission. We
(13) are considering the plan that they have provided to
(14) us and would like for you to direct your questions
(15) towards that. Now, obviously you can do what you
(16) would like in that regard, but we are not considering
(17) a crash gate.
(18) **MR. LUETKEHANS:** I think it's your obligation
(19) as a commission and the village board to see what
(20) other opportunities there are as far as hardships
(21) before you grant a variation. And here you're granting
(22) a bunch of variations.

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(1) **VICE-CHAIRMAN STRAYER:** We haven't ruled at all.
(2) We haven't granted any variations. We are still
(3) deliberating.
(4) **MR. LUETKEHANS:** But the point is this issue of
(5) their showing a hardship is one that is relevant to
(6) this board.
(7) **VICE-CHAIRMAN STRAYER:** It is.
(8) **MR. LUETKEHANS:** That's what I am trying to get
(9) to.
(10) **VICE-CHAIRMAN STRAYER:** There are two tests,
(11) whether it's a hardship and whether it's practical.
(12) **MR. ELLIOTT:** Just as a point of order, looking
(13) through the request I don't see an actual variation
(14) that's requested with respect to the road design. Am
(15) I correct that there is no variation with respect to
(16) the road design? Because if that's true then there
(17) is no hardship requirement. It simply has to meet
(18) the minimum requirements of the subdivision code.
(19) **MS. TAPPENDORF:** That's right. The issue of
(20) the design of the road as an S curve is part of your
(21) subdivision but it is not part of the public hearing
(22) for the variation.

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(1) **MR. LUETKEHANS:** But it does go to the right-of-
(2) way exception.
(3) **VICE-CHAIRMAN STRAYER:** Continue.
(4) **BY MR. LUETKEHANS:**
(5) **Q** So my question, Mr. Isherwood -- I am pretty
(6) much done with you if we can finish off this one
(7) question -- is is there any reason that you would lose
(8) lots to your knowledge if you would receive the rest
(9) of the variations and put in a crash gate? As you
(10) sit here today do you know you would lose any lots
(11) whatsoever?
(12) **A** **I can't answer that question intelligently**
(13) **without doing a better analysis, without referring**
(14) **to and discussing that type of option with the village,**
(15) **the public works department and, you know, what kind**
(16) **of additional desires they may have to accommodate**
(17) **that crash gate.**
(18) **Q** So at this time you have no reason to believe
(19) I am wrong. Correct?
(20) **A** **I also have no reason to believe you're**
(21) **right.**
(22) **MR. LUETKEHANS:** Fair enough. I have no further

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(1) questions of Mr. Isherwood.
(2) **MR. ISHERWOOD:** Thank you.
(3) **VICE-CHAIRMAN STRAYER:** We are going to -- Our
(4) normal procedure is to meet until 10:30. I understand
(5) that you would like to call one other witness to
(6) cross-examine.
(7) **MR. LUETKEHANS:** Yes, we would like to cross-
(8) examine Mr. Adomshick.
(9) **VICE-CHAIRMAN STRAYER:** Yes. That will be fine.
(10) But around 10:30 we should be ready to quit unless
(11) there is just a little bit more to go.
(12) **MR. LUETKEHANS:** That would be my goal as well.
(13) **VICE-CHAIRMAN STRAYER:** Okay. Thank you.
(14)
(15) TOM ADOMSHICK,
(16) called as a witness by the Objectors herein, having
(17) been previously duly sworn, was examined and testified
(18) as follows:
(19) EXAMINATION
(20) BY: Mr. Luetkehans
(21) **Q** Can I call you Tom?
(22) **A** **Yes.**

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(1) Q I have messed up your name for the last ten
(2) years. I will probably screw it up too many times
(3) today.
(4) I think you said the code does not require
(5) additional spaces for the athletic field. Is that
(6) correct?
(7) A **That is correct.**
(8) Q And you would agree with me that the code
(9) does not always match actual need however though,
(10) wouldn't you?
(11) A **I couldn't say.**
(12) Q I mean the code is a guideline, but often-
(13) times when you do parking requirements it may or may
(14) not meet what the actual need is in a particular space.
(15) Would that be fair to say?
(16) A **Perhaps, yes.**
(17) Q I am not saying it's automatically here.
(18) I am just saying in general.
(19) A **It's possible.**
(20) Q Okay. And I think your recommendation is
(21) that seven parking spaces in front of the athletic
(22) field would need to be removed. Correct?

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(1) A **Yes.**
(2) Q Okay. What I didn't see in your report is
(3) any analysis of parking usage for those spots on the
(4) weekends. That is not in your report, is it?
(5) A **No, it's not. There is plenty of parking**
(6) **on site, not just along the street but at the school**
(7) **itself.**
(8) Q You don't know because you didn't do a
(9) parking analysis what the usage of those parking
(10) spaces is on a weekend, do you?
(11) A **We did not do a study of parking on the**
(12) **weekend.**
(13) Q And so we also don't know what the usage
(14) of those fields is on weekends, do we?
(15) A **No.**
(16) Q We don't know how heavily those fields are
(17) used or whether the spaces are full or not full or
(18) anything else?
(19) A **The only thing I could say is by experience.**
(20) **I have been there for a soccer game before, and my**
(21) **observations at that time was that it was adequate**
(22) **parking.**

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(1) Q Okay. You were there for -- What was going
(2) on that day, Tom?
(3) A **Soccer game.**
(4) Q One soccer game?
(5) A **As I recall one.**
(6) Q And those fields have four baseball fields?
(7) A **There's four fields. Whether or not they**
(8) **can be used concurrently I don't recall.**
(9) Q I don't think the four baseball fields can
(10) be used at the same time as a soccer field would be
(11) my recollection. But four fields are set up so that
(12) you could use all four baseball fields at the same
(13) time. Correct?
(14) A **Yes, I suppose so. I don't know for sure**
(15) **though.**
(16) Q Okay. But let's assume they are for the
(17) purpose of my question since I think they are and
(18) you think you are not sure. I have got -- in a soccer
(19) game I have two teams. Each team has approximately 18
(20) players not at the same time; each team has approxi-
(21) mately 18 players on the roster. So you have got 36
(22) players times parents, etc. Correct?

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(1) A **Yes.**
(2) Q If I have a baseball game I have got, let's
(3) say, 14, 15 kids on each team. Correct?
(4) A **Yes.**
(5) Q Times four. Actually times eight. I have
(6) 120 players plus parents, etc. on those four fields?
(7) A **Fourteen players per team?**
(8) Q Let's go to 15.
(9) A **Fifteen?**
(10) Q Fifteen times eight. Right?
(11) A **Right.**
(12) Q So 120?
(13) A **Uh-huh.**
(14) Q So that usage if they've got four baseball
(15) fields going at the same time is approximately -- is
(16) three to four times what you saw on that day you were
(17) out there for your daughter.
(18) A **Yes.**
(19) Q And that's when you were out there. Right?
(20) It's years ago when your daughter was playing on the
(21) field?
(22) A **Yes.**

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(1) Q Are you aware that at the August 7th of 2012
(2) meeting Chief Campbell said the fire department would
(3) serve a new neighborhood down Route 53 or Park?
(4) A **I am not familiar with that.**
(5) Q Are you aware that at that same August
(6) 7th, 2012 meeting Chief Campbell said that existing
(7) Montclair is safe for emergency vehicles?
(8) A **I am not aware of that.**
(9) Q Are you also not aware at the August 7th,
(10) 2012 meeting Chief Campbell said if Montclair was
(11) extended it would not be used to service the new
(12) neighborhood?
(13) A **I am not aware of that.**
(14) Q Okay. Are you aware that originally Phil
(15) Norton told Sean Buckley he had no concern about
(16) Montclair staying a deadend street?
(17) A **No.**
(18) Q From a traffic engineering standpoint only
(19) what's the reason for limiting the lengths of
(20) cul-de-sacs?
(21) A **Emergency access. Also for public works**
(22) **use as far as plowing, etc. As you plow the snow you**

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(1) **have the piles that accumulate at the ends of the**
(2) **cul-de-sacs.**
(3) Q You have seen certain codes that allow
(4) cul-de-sacs much longer than 500 feet. Correct?
(5) A **I have seen some at -- They vary by**
(6) **community.**
(7) Q Some are up to 1200, 1500? At least I have
(8) seen them. I think you have too.
(9) A **Twelve or 15 I don't believe I have seen.**
(10) Q But a thousand and up?
(11) A **Possibly.**
(12) Q Yes. The emergency access can be made
(13) available by using a cul-de-sac or a T intersection
(14) with emergency access capabilities. Correct? That
(15) can be handled that way?
(16) A **T intersection? You're referring to a T**
(17) **turnaround?**
(18) Q Like an eyebrow kind of with the plan that
(19) you have in front of you.
(20) A **What Mr. Abel -- My understanding was**
(21) **basically ending the street in a T that stays within**
(22) **the right-of-way. And for that condition that does**

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(1) **not provide enough room for a larger truck, a larger**
(2) **fire truck to turn around within the T.**
(3) Q Okay. You know what? Maybe we have a mis-
(4) understanding. Because what Mr. Abel was talking about
(5) or what I am talking about is a T at the -- after
(6) the cul-de-sac or after the eyebrow turn. So in
(7) essence what you have is the eyebrow turn, which I
(8) assume is big enough for emergency vehicles now
(9) because otherwise you would be saying it's not
(10) appropriate. Correct? Can someone put that up there
(11) so we can be looking at the same thing? Any of the
(12) site plans. So let's talk about the west turn -- S
(13) turn, the west curve. Okay?
(14) A **Okay.**
(15) Q I assume that curve meets the current
(16) standards for emergency vehicles. Correct?
(17) A **That curve is designed to allow a vehicle**
(18) **to navigate the curve and continue north or continue**
(19) **south. It's not necessarily designed to accommodate**
(20) **emergency vehicles turning around.**
(21) Q I am not suggesting it is.
(22) A **I don't know the basis for that.**

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(1) Q I am not suggesting it is. What I am
(2) suggesting is if you put a crash gate at the -- near
(3) -- south of the development -- south of the existing
(4) Montclair that you could then alleviate the safety
(5) concern of emergency vehicles.
(6) A **Crash gates and emergency access points**
(7) **like that have their disadvantages. Particularly**
(8) **they're not generally maintained, and during the**
(9) **winter when snow is plowed especially at deadends**
(10) **the snow piles pile up at the end of the cul-de-sac**
(11) **or the end of the deadend and create issues for access.**
(12) Q Okay. This is not something -- This is,
(13) however, an idea that has been used in Glen Ellyn
(14) previously. Correct?
(15) A **It's been used in other locations, but I**
(16) **don't know that they're exactly the same situation**
(17) **as this.**
(18) Q Do you know if they're any different?
(19) A **The one location that was identified at the**
(20) **last night of the hearing was the mosque on 53 which**
(21) **does have emergency access. But it also has a parking**
(22) **lot of sufficient size that a vehicle can turn around**

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(1) **on site and exit back out directly through the**
(2) **entrance -- the main entrance to 53. So only in the**
(3) **case where there is an emergency and the access off**
(4) **of 53 is closed would an emergency vehicle be required**
(5) **to use that secondary emergency access.**
(6) **Q** Okay. But if Chief Campbell said the fire
(7) department would not use Montclair -- and I think
(8) the Chief -- that would not be the original access
(9) that anyone would use, correct, the north access on
(10) Montclair?
(11) **A That would not be the primary access.**
(12) **Q** Correct. Are you familiar with the use of
(13) crash gates in the Baker Hill Subdivision?
(14) **A I have not looked at the Baker Hill**
(15) **Subdivision.**
(16) **Q** Okay. You heard Mr. Abel testify today
(17) that crash gates are used at Baker Hill?
(18) **A I heard him mention that, but I have not had**
(19) **an opportunity to look.**
(20) **Q** That's in the Village of Glen Ellyn.
(21) Correct?
(22) **A Yes, I believe so.**

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(1) **Q** Okay. In fact, this concept of a, quote,
(2) cul-de-sac or eyebrow with emergency access is some-
(3) thing your office actually has used before or has
(4) discussed before. Is that correct?
(5) **A We have discussed before. I wouldn't say**
(6) **we have used. We don't do site designs.**
(7) **Q** Okay. In fact, your office raised the
(8) possibility of an emergency-only access in your
(9) office's July 30th, 2012 memo from Daniel Schoenberg to
(10) Michele Stegall. Correct?
(11) **A We discussed that in the memo as that was**
(12) **something that was raised during prior discussions**
(13) **as something that could be considered.**
(14) **Q** And that memo does not say that it's some-
(15) thing that should not occur. Correct? Does it? It
(16) says there are pros and cons with it as it does with
(17) all these other possibilities.
(18) **A The memo from July 30th was listing pros**
(19) **and cons; it was not making recommendations to do**
(20) **one thing or the other.**
(21) **Q** Correct. But it didn't say, however, that
(22) this was something that should not be done. Is that

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(1) correct?
(2) **A That is correct. It did not say it shouldn't**
(3) **be done or should be done.**
(4) **Q** Understood. Are you familiar -- Were you
(5) the village engineer when Baker Hill was approved?
(6) **A No, we were not the village traffic consul-**
(7) **tant at that time.**
(8) **Q** Okay. The option that July 30th, 2012 report
(9) looked at -- There were five possible options.
(10) Correct?
(11) **A Yes.**
(12) **Q** Trust me. One thing I can do is count.
(13) **A Yes, just refreshing my memory.**
(14) **Q** I promise I won't tell you it's six when
(15) there's only five. One of those options was a long
(16) cul-de-sac off of Montclair ending before it got to
(17) Sheehan. Correct?
(18) **A Correct.**
(19) **Q** Okay. It did not look at the option of
(20) the cul-de-sac going the opposite direction. Is
(21) that fair to say?
(22) **A No, it did not.**

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(1) **Q** That would for sure limit -- Either
(2) cul-de-sac would for sure limit the additional amount
(3) of cars going out on Sheehan Avenue. Correct?
(4) **A That's not correct.**
(5) **Q** Well, let me ask this question. Do only
(6) cars -- What are the possible uses going out to
(7) Sheehan Avenue right now?
(8) **A From?**
(9) **Q** From this subdivision.
(10) **A From this subdivision?**
(11) **Q** The way it's designed right here.
(12) **A The vehicles from the subdivision plus some**
(13) **redistribution of traffic from the homes to the north.**
(14) **Q** Okay. The cul-de-sac concept that Mr. Abel
(15) talked about or whatever you want to call it, the
(16) emergency access concept, would limit the amount of
(17) users to Sheehan from this subdivision only to the
(18) 23 homes. Correct?
(19) **A Only the 23 homes would have access to**
(20) **Sheehan.**
(21) **Q** It wouldn't be -- You wouldn't have the
(22) cut-through traffic that you said is going to occur

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(1) of some sort. And I know there's different levels of
(2) what that may be, but there would not be any traffic
(3) from Montclair going through Amber Ridge to Sheehan
(4) if there were this cul-de-sac concept?
(5) **A Well, cut-through traffic can be used many**
(6) **different ways. But cut-through traffic is traffic**
(7) **going -- If you have vehicles within a neighborhood**
(8) **that are using other or residents in a neighborhood**
(9) **using other streets in the neighborhood they have**
(10) **the right to be on those streets and vice versa. That**
(11) **is not cut-through traffic.**
(12) **Q** Let's talk about --
(13) **A It may be additional traffic but not cut-**
(14) **through traffic.**
(15) **Q** Let's talk about additional traffic then.
(16) Maybe I used the wrong term. The additional traffic.
(17) There will be additional traffic under this S plan
(18) than there would be under a cul-de-sac no matter which
(19) way it was facing on Sheehan Avenue. Is that correct?
(20) **A That's correct.**
(21) **Q** Is it Sheehan Avenue or Sheehan Road?
(22) **A Avenue.**

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(1) **Q** Thank you. And it would also keep the
(2) traffic in the neighborhood to the north off Montclair
(3) exactly as it currently is. Correct?
(4) **A It would maintain the current traffic**
(5) **patterns north of Montclair.**
(6) **Q** Okay. And it would allow emergency access
(7) on two points?
(8) **A With the cul-de-sac?**
(9) **Q** Yes. With the gates. With the emergency
(10) access gates.
(11) **A If the village approved the gates, yes.**
(12) **Q** Obviously this is all whether the village
(13) approves any of this. There may not be a subdivision
(14) if they don't approve the variances.
(15) **A Absolutely.**
(16) **Q** And if I was to do -- If you were to do the
(17) cul-de-sac with the emergency access gates -- And
(18) when I say cul-de-sac that's what I am going to call
(19) it. It's probably not a cul-de-sac. The eyebrow
(20) let's call it. If I was to do that it would also
(21) allow the neighborhoods to the north to continue with
(22) the same quality of life that they currently have as

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(1) far as traffic. Correct?
(2) **A I am not an expert on quality of life.**
(3) **Q** Same amount of traffic then.
(4) **A The traffic would be the same.**
(5) **Q** Okay. And this is the same configuration
(6) this neighborhood has had for approximately the last
(7) thirty years?
(8) **A If that's how long the subdivision has**
(9) **been in existence, yes.**
(10) **Q** Let's discuss traffic for a couple minutes
(11) on Sheehan in the area of the school. There's a few
(12) different types of traffic. Correct?
(13) **A Yes.**
(14) **Q** We'll go through it. You will admit there's
(15) more than one kind of traffic. Through traffic is
(16) one.
(17) **A Yes.**
(18) **Q** Cars pulling out of the school is another.
(19) Correct?
(20) **A Yes.**
(21) **Q** Cars backing up out of parking stalls is
(22) occurring as well. Correct?

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(1) **A Yes.**
(2) **Q** Parking spaces along the front. I guess
(3) that's the south side of the road.
(4) **A Yes.**
(5) **Q** Now, with these three or four current move-
(6) ments on Sheehan we're going to add under this plan
(7) a fourth or an additional movement to go onto Sheehan.
(8) Correct?
(9) **A It's an additional access point, yes.**
(10) **Q** So there will be additional types of
(11) movements going on?
(12) **A Right.**
(13) **Q** And those would be as we talked about
(14) earlier the cars from the 23 homes.
(15) **A Yes.**
(16) **Q** The cars that decide to use Montclair as a
(17) through street. Correct?
(18) **A Are we talking about with the crash gate**
(19) **or without?**
(20) **Q** No, this plan right here. (indicating)
(21) **A There will be some, yes.**
(22) **Q** Okay. And I believe the report says that

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(1) the increase in traffic on Montclair south of Glenbard
(2) will be three to four times the current. Isn't that
(3) correct? You went from 85 to 340 or whatever. It's
(4) three to four, somewhere in there.
(5) A **Two and a half.**
(6) Q Okay. What were the numbers again? Maybe
(7) I really messed it up.
(8) MS. HEMING-LITTWIN: Ninety-five to 340.
(9) BY MR. LUETKEHANS:
(10) Q So almost --
(11) A **Three.**
(12) Q -- three to four times. Okay. So we would
(13) agree that this S configuration that we now see will
(14) cause additional traffic on Sheehan in front of the
(15) school from both the current plan -- from the current
(16) state of affairs, what is currently going on. Correct?
(17) It's a different kind of movement.
(18) A **Any plan with a connection to Sheehan will**
(19) **increase traffic on Sheehan.**
(20) Q Okay. And it is not just from the 23 homes.
(21) Correct?
(22) A **It's not just from the 23 homes. But with**

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(1) **the connection some of the vehicles in the neighborhood**
(2) **will go north instead of down to Sheehan. So there's**
(3) **a balance there. There is an offset that some of the**
(4) **traffic generated by the new homes will offset by**
(5) **choosing different directions.**
(6) Q Some are going to the north, some are going
(7) to the south. But either way you're going to have
(8) additional traffic, additional movements on Sheehan
(9) under this plan?
(10) A **Yes.**
(11) Q If the subdivision was built with an
(12) entrance on Sheehan and only an emergency access on
(13) Montclair, then the only increase in traffic would
(14) be the 23 residences?
(15) A **Yes.**
(16) Q And isn't it true that Sheehan is built to
(17) have more movements than Montclair is? Correct?
(18) A **It's a collector street.**
(19) Q And Montclair is not a collector street.
(20) A **It's a local street.**
(21) Q Congestion occurs at the school driveways
(22) at the end of the school day. Correct?

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(1) A **Yes, it does.**
(2) Q And you did your traffic analysis at 4:00
(3) to 6:00 p.m.?
(4) A **That is correct.**
(5) Q Okay. And school had already been approxi-
(6) mately let out for about an hour at that point?
(7) A **School had been out, but there's a reason**
(8) **why the evening peak hour was selected versus the**
(9) **end of school peak hour. Typically at schools the**
(10) **departures and traffic volumes at the end of school**
(11) **are more dispersed than they are during the morning**
(12) **peak hour because of after school activities and the**
(13) **sort. And as a result the morning peak hour is a**
(14) **critical peak hour for the school. And that was**
(15) **encompassed in the morning peak hour count.**
(16) Q Let's talk about that for a minute. As we
(17) said your report does not specifically contain traffic
(18) counts for the afternoon and school period.
(19) A **Correct.**
(20) Q I know you looked at it and sat there for
(21) a couple days or someone did, but there weren't actual
(22) traffic counts.

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(1) A **Correct.**
(2) Q At the end of the school day you say it's
(3) more dispersed. But compared to the early morning
(4) there's a lot more cars waiting, a lot more cars
(5) sitting at the end of the school day. Correct? Moms
(6) are lining up waiting for Billy Bob or whoever, Joe,
(7) to come on out or Jane to come out. Right? They're
(8) waiting.
(9) A **By the nature in the afternoon cars will**
(10) **arrive shortly before school lets out and wait to pick**
(11) **up.**
(12) Q So there's more queuing at that time?
(13) A **In the morning they drop off and go.**
(14) Q There's more queuing in the afternoon.
(15) Would you agree with me?
(16) A **Yes.**
(17) Q Okay.
(18) A **More cars waiting.**
(19) Q Yes. Okay. Maybe I used the wrong term.
(20) A **Well, yeah.**
(21) Q They're sitting in a line waiting. Maybe
(22) not queuing up but waiting in front of the school.

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(1) It's the same thing with the buses at that time.
(2) Correct? Buses are coming in?
(3) **A The buses are all in the parking lot and**
(4) **they all load at the same time and depart at the**
(5) **same time.**
(6) **Q** They all leave at the same time. Exactly.
(7) Unlike in the morning where as you said there's some
(8) moms coming, kids dropping off, kids getting out,
(9) going, they're not waiting. The buses are coming in
(10) a little more staggered would you say?
(11) **A Probably. But they're still trying to hit**
(12) **the same start time.**
(13) **Q** Yes. Are you aware of any current -- One
(14) of the things we have heard is the village wants
(15) connectivity in this area. Is that a fair statement?
(16) **A The zoning code has a paragraph that talks**
(17) **about maximizing connectivity. And the benefits of**
(18) **connectivity is it disperses the traffic and minimizes**
(19) **the impacts generated by the additional traffic of**
(20) **the development.**
(21) **Q** But you are not aware, are you, of any
(22) concerns or current problems that have been seen in

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(1) this neighborhood due to any non-connectivity, are
(2) you?
(3) **A I am not aware of any.**
(4) **Q** Okay.
(5) **A We haven't studied that.**
(6) **Q** You haven't. Okay. That's fair. But in
(7) this case you have two streets directly to the west
(8) that go north/south and connect those two main roads.
(9) Correct?
(10) **A There's two streets to the west north/south**
(11) **that do connect, yes.**
(12) **Q** It's just directly almost -- I mean I guess
(13) they're separated by front and back of houses. So
(14) 200 feet each road or whatever. Not that I can do
(15) that part. Okay. And while you do not have a concern
(16) for the effect of this S curve design on the
(17) neighborhood to the north, it's pretty obvious those
(18) neighborhood residents to the north seem pretty highly
(19) concerned, don't they?
(20) **A Yes, they do.**
(21) **Q** And, in fact, they prepared a petition with
(22) approximately 75 signatures. Have you seen that?

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(1) **A I have seen the petition.**
(2) **Q** Okay. And so they have gone to a -- They
(3) have hired me and they have hired Mr. Abel. They
(4) have gone to a fair amount of trouble for something
(5) that you see as a non-issue. Is that fair to say?
(6) **A That's correct.**
(7) **MR. LUETKEHANS:** If I could just have one moment.
(8) **BY MR. LUETKEHANS:**
(9) **Q** At the end of the day or even at the
(10) beginning -- end of the school day -- I'm sorry --
(11) beginning of the school day, end of the school day,
(12) the easiest movement through -- at the end of --
(13) What's that road called?
(14) **A Sheehan?**
(15) **Q** No, the one through Amber Ridge.
(16) **A Amber Ridge Drive.**
(17) **Q** But the easiest movement out of Amber Ridge
(18) Drive when coming south a lot of times will be to
(19) take a right, because to take a left you will have
(20) to cross traffic and we're talking about a busy time
(21) period. Is that a fair statement?
(22) **A It will be easier. But if people are going**

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(1) **to 53 they're going to go to 53. It is not going to**
(2) **matter whether it's easier or harder to make that left.**
(3) **Q** But if people are trying to turn around --
(4) Let's say a mother to the north -- some subdivision
(5) to the north has decided to drive her child or father
(6) drive his child through Amber Ridge Subdivision,
(7) come out Amber Ridge Drive and all they want to do
(8) is get back north. They are not going to work on
(9) 53. It's mom who is a homemaker whatever it may be
(10) or dad who's staying home not working. The easiest
(11) movement for him to get back north will be to turn
(12) right because there's a lot of traffic already going
(13) on Sheehan Road on the -- going west to east, correct,
(14) during the beginning and end of school?
(15) **A During the beginning and end of school?**
(16) **Yes.**
(17) **Q** Okay. So and that movement to the right
(18) or that movement west out of Amber Ridge Drive will
(19) now take those homes -- those cars back through the
(20) crosswalk. Correct?
(21) **A Yes, it will.**
(22) **MR. LUETKEHANS:** Nothing further.

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(1) **VICE-CHAIRMAN STRAYER:** Okay.
(2) **MR. ISHERWOOD:** Do I have an opportunity to
(3) cross-examine? Just a few questions.
(4) **VICE-CHAIRMAN STRAYER:** Michele, during Tom's --
(5) Were you finished? I'm sorry.
(6) **MR. LUETKEHANS:** I am. Absolutely. I am just
(7) trying to give back a microphone that I don't need
(8) any more.
(9) **VICE-CHAIRMAN STRAYER:** During Tom's testimony
(10) there was a memo mentioned. There was a memo to you.
(11) I don't know if the commission has that.
(12) **MR. LUETKEHANS:** You know what? Actually I have
(13) copies for everybody. And I will just mark it as an
(14) exhibit. I will mark it Objector's Exhibit 1 if
(15) that's okay, and you can just have it and it'll be
(16) in the record. I meant to do that and kind of forgot.
(17) **(Whereupon, a document was marked as**
(18) **Objector's Exhibit Number 1 for**
(19) **identification.)**
(20) **MS. STEGALL:** And for convenience sake we would
(21) appreciate that. It was in the commission's packet.
(22) It was one of the items that was prepared and presented

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(1) at the August 9th, 2012 preapplication meeting. And
(2) so it's in the bound stack from that preapplication
(3) meeting that was in your packet.
(4) **VICE-CHAIRMAN STRAYER:** Thank you. I think
(5) that's it.
(6) **MR. ISHERWOOD:** Could I have two or three
(7) questions of Tom?
(8) **MS. TAPPENDORF:** While he's up there, sure. I
(9) was going to ask if the commission had any as well,
(10) but if you want to go ahead.
(11) **MR. ISHERWOOD:** I will put this up here. If
(12) you can zoom this out a little bit? I just have a
(13) few quick questions of Mr. Adomshick.
(14)
(15) E X A M I N A T I O N
(16) BY: Mr. Isherwood
(17) **Q** Tom, can you indicate which intersection of
(18) all the intersections you surveyed was rated the
(19) lowest or least safe?
(20) **A The intersection with the lowest level of**
(21) **service was the intersection of Glenbard Road and**
(22) **Route 53. And that's because it's a stop-controlled**

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(1) **intersection on a very heavily traveled major route.**
(2) **Q** So for that intersection does the new
(3) proposed connection of Amber Ridge Drive provide a
(4) safer route for somebody traveling south down Montclair
(5) that is looking to get to 53 traveling south and/or
(6) north?
(7) **A The connection allows anyone wanting to**
(8) **move from Glenbard Road to 53 either turning left or**
(9) **right, they can use the connection as an alternate**
(10) **location where the traffic signal will provide a**
(11) **protected period when Sheehan Avenue gets a green**
(12) **signal so they can move without interference from cars**
(13) **on Route 53.**
(14) **Q** So in general it would be an improvement
(15) of an existing safety condition or at least an
(16) additional option?
(17) **A It's an additional option and can provide**
(18) **a safer access.**
(19) **Q** Okay. And just the last question. In your
(20) own words can you just tell me and the commission
(21) why you recommended the existing plan over some of
(22) the other plans that you looked at?

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(1) **A We recommended the plan with the connectivity**
(2) **because, as I said, it disperses traffic, it reduces**
(3) **the impact in general to all the surrounding streets,**
(4) **and also the daily traffic volume on South Montclair**
(5) **at 340 vehicles is still at a level that is under --**
(6) **The American Association of State Highway and Transpor-**
(7) **tation Officials otherwise known as AASHTO classifies**
(8) **that as a very low volume street. And these volumes**
(9) **are low and lower than probably many streets within**
(10) **the Village of Glen Ellyn.**
(11) **VICE-CHAIRMAN STRAYER:** Okay.
(12) **MR. LUETKEHANS:** Can I have one follow-up on that?
(13) **VICE-CHAIRMAN STRAYER:** Sure.
(14) **MR. LUETKEHANS:** I will try to speak loud, Tom.
(15)
(16) E X A M I N A T I O N (continued)
(17) BY: Mr. Luetkehans
(18) **Q** The fact that Glenbard has some issues coming
(19) out on 53, that will end up pushing more cars down
(20) to Sheehan than it would otherwise. Correct? That's
(21) what you are saying?
(22) **A It will -- Some of the traffic that**

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(1) **currently uses Glenbard will use the connection to go**
(2) **to Sheehan and use the signals. The signals at**
(3) **Sheehan and 53 will continue to operate at the current**
(4) **level of service even with the additional traffic.**
(5) **Q** Okay. But we're now throwing more cars on
(6) Sheehan in front of the school. Correct?
(7) **A In comparison to just strictly the cul-de-**
(8) **sac that's not necessarily the case. The increase**
(9) **in volumes, I believe, are on the order of maybe 10,**
(10) **15 vehicles during peak hour on Sheehan Avenue in**
(11) **that area.**
(12) **Q** But that's peak hour.
(13) **A That's correct.**
(14) **Q** That is not school hour; that is not after
(15) school. Correct?
(16) **A Yes.**
(17) **Q** You didn't study after school?
(18) **A Not after school.**
(19) **MR. LUETKEHANS:** Okay.
(20) **VICE-CHAIRMAN STRAYER:** Okay. Shall we
(21) finish -- I presume -- Do you want to cross-examine
(22) anybody else?

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(1) **MR. ISHERWOOD:** That is it.
(2) **VICE-CHAIRMAN STRAYER:** How about the residents?
(3) **MR. LUETKEHANS:** No.
(4) **VICE-CHAIRMAN STRAYER:** So the only item of
(5) cross-examination that's left would be any members
(6) of the public that are interested parties. And they
(7) do have to register to do that.
(8) **MS. TAPPENDORF:** Did we receive anything at all
(9) for cross?
(10) **MS. UTTERBACK:** I have not.
(11) **MS. HULSEBERG:** We didn't have a form at that
(12) time.
(13) **MS. TAPPENDORF:** We said at the beginning that
(14) they would need to sign up.
(15) **MS. HULSEBERG:** We had one person come and ask
(16) where they would sign up, but we didn't have forms
(17) for people to fill out.
(18) **VICE-CHAIRMAN STRAYER:** Is that person here?
(19) **AUDIENCE MEMBER:** I was told that it was not
(20) necessary to sign up with guidance from staff.
(21) **MS. TAPPENDORF:** Do you have somebody specific
(22) that you want to cross-examine? We'd like to finish

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(1) up with the experts if we can.
(2) **AUDIENCE MEMBER:** I will pass at this time.
(3) **VICE-CHAIRMAN STRAYER:** Anybody else?
(4) **AUDIENCE MEMBER:** I have one. I have just a
(5) few questions.
(6) **AUDIENCE MEMBER:** I have one question.
(7) **VICE-CHAIRMAN STRAYER:** Who would you like to
(8) cross-examine?
(9) **MR. FRANK MANCUSO:** Mr. Isherwood.
(10) **VICE-CHAIRMAN STRAYER:** Go ahead.
(11) **MS. UTTERBACK:** Please state your name and
(12) address for the public record.
(13) **MR. MANCUSO:** Frank Mancuso, 173 Hedge Court.
(14)
(15) JON ISHERWOOD,
(16) called as a witness by an audience member herein,
(17) having been previously duly sworn, was examined and
(18) testified further as follows:
(19) EXAMINATION
(20) BY: Mr. Mancuso
(21) **Q** The only cross-examination I have has to
(22) do with one statement that Mr. Isherwood made. The

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(1) statement made if I recall was earlier this evening
(2) when he said it is the goal or the mission of K.
(3) Hovnanian Homes to serve happy customers. Right?
(4) Am I paraphrasing correctly?
(5) **A Yes, that's correct.**
(6) **Q** Or the general point?
(7) **A General point.**
(8) **Q** Like any other business. The access problems.
(9) So while I was listening to him --
(10) **MS. TAPPENDORF:** I just want to say if you are
(11) going to testify you have to be sworn in. If you
(12) are going to ask a question you do not.
(13) **BY MR. MANCUSO:**
(14) **Q** So my question is this. My question
(15) specifically is are you aware of any Hovnanian
(16) customers who are not happy customers?
(17) **A Any public company of our size -- we're**
(18) **the sixth largest home builder in the entire United**
(19) **States -- I am sure has unhappy customers. I am not**
(20) **personally aware of any specific unhappy customer.**
(21) **Q** Okay. So you are not aware of a family in
(22) the Churchill Club community that now have

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(1) respiratory and breathing problems due to --
(2) **VICE-CHAIRMAN STRAYER:** That is not relevant to
(3) our hearing on this plan.
(4) **BY MR. MANCUSO:**
(5) **Q** Just on the plan. Okay. How do you rate
(6) your builders?
(7) **A I believe JD Power & Associates comes out**
(8) **with standard ratings every year. I am not aware of**
(9) **what our current rating is but my associate Brian**
(10) **Murphy might.**
(11) **MR. MURPHY:** Can I answer the question?
(12) **MR. ISHERWOOD:** He's been sworn in.
(13) **VICE-CHAIRMAN STRAYER:** You have been sworn in.
(14) Okay.
(15) BRIAN MURPHY,
(16) having been previously duly sworn, testified further
(17) as follows:
(18) Jon is correct that we have JD Power &
(19) Associates. We also have a third party survey company
(20) that surveys all of our customers three times after
(21) they close.
(22) **MR. MANCUSO:** Are you aware of how many lawsuits

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(1) your builders presently have?
(2) **VICE-CHAIRMAN STRAYER:** Again --
(3) **MR. MURPHY:** In the Chicago division zero.
(4) **MR. MANCUSO:** That's fine. Thank you. Thank you.
(5) **VICE-CHAIRMAN STRAYER:** Okay. All right. Any
(6) other member of the public that wants to cross-examine?
(7) Is there more after this? Well, this lady. Okay. Go
(8) ahead.
(9) **MS. FREDRICK:** Carrie Fredrick. I have been
(10) sworn in.
(11)
(12) JON ISHERWOOD,
(13) called as a witness by an adience member herein,
(14) having been previously duly sworn, was examined and
(15) testified further as follows:
(16) EXAMINATION
(17) BY: Ms. Fredrick
(18) **Q** My question is you mentioned that when you
(19) looked at this site that it was a difficult site
(20) based on its size. But knowing that going in why
(21) didn't you design the houses around the lot? Why
(22) are you going outside of that?

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(1) **A Our initial concept was the site plan that**
(2) **included -- I don't think I have it up here, the**
(3) **one that lotted out onto Sheehan Avenue. We wouldn't**
(4) **have had any product or lot or any type of issues.**
(5) **It's customary to meet with the villages, understand**
(6) **their desires and concerns regarding a project,**
(7) **further survey an area. After we further surveyed**
(8) **that area we thought the most responsible design was**
(9) **the one that we presented tonight.**
(10) **Q** Okay. So am I understanding correctly
(11) that you sat down with the village and the village
(12) came back and said it was okay to put together a plan
(13) that goes against our Glen Ellyn codes?
(14) **A I don't believe they ever black and white**
(15) **endorsed any of the variances. That's why we're in**
(16) **front of this commission this evening. They did**
(17) **voice desires or preferences that resulted in our**
(18) **requesting variances like I have outlined this evening.**
(19) **MS. FREDRICK:** Okay. Thanks.
(20) **VICE-CHAIRMAN STRAYER:** I might just comment.
(21) There is one variance where the village suggested
(22) that the developer plant the trees rather than the

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(1) village do the planting. So the village asked you
(2) to ask for that variance.
(3) **MR. ISHERWOOD:** Yes, that is correct. And it
(4) is what we do in the normal course of business.
(5) **VICE-CHAIRMAN STRAYER:** Okay. One more.
(6) **MR. GREG SMITH:** Last one. Quick. Greg Smith,
(7) 167 Stonegate Court.
(8)
(9) EXAMINATION
(10) BY: Mr. Smith
(11) **Q** I have been here for both of the previous
(12) meetings. And at both of the previous meetings didn't
(13) the commissioners comment to come back with a plan
(14) that was less than 23 homes?
(15) **A I believe that a commissioner or two may**
(16) **have made a comment something to that.**
(17) **Q** Why have you not come back with a plan with
(18) less than 23 homes?
(19) **A When weighing the proposed site plan and**
(20) **all the necessary public and private improvements**
(21) **that go along with that, we have to carefully weigh**
(22) **the number of lots that that plan will yield versus**

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(1) **what our base scenario was which was the 15 lots.**
(2) **So it's kind of a balancing act if you will. That**
(3) **is why we haven't reduced the lot count thus far.**
(4) **Q** At one point I read something that said if
(5) we do less than 23 homes at this size it would make
(6) the project not financially viable. Did you say that?
(7) **A I don't recall what you are referencing,**
(8) **so I can't comment intelligently on that.**
(9) **Q** I believe I read something to that effect.
(10) But basically I think the residents have commented
(11) on it, the commissioners have commented. Why do you
(12) feel or do you feel it's the job of the commissioners
(13) to grant you variances so the project is more
(14) financially viable?
(15) **A It actually does not have anything to do**
(16) **with financial viability. The project would be**
(17) **financially viable if we did 15 lots. The variances**
(18) **are required to accommodate the S-type site plan that**
(19) **accomplishes a number of goals and desires that were**
(20) **expressed as preferences including connectivity,**
(21) **including a safe public pedestrian route for the school**
(22) **children among others.**

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(1) **MS. FREDRICK:** That's it. Thanks.
(2) **MR. ISHERWOOD:** Thank you.
(3) **VICE-CHAIRMAN STRAYER:** All right. Anyone else
(4) from the public?
(5) **MS. KAREN FERGUSON:** One question.
(6) **VICE-CHAIRMAN STRAYER:** Okay.
(7) **MS. FERGUSON:** I am Karen Ferguson, 124 South
(8) Montclair.
(9)
(10) EXAMINATION
(11) BY: Ms. Ferguson
(12) **Q** I have heard you speak of a plan and shown
(13) us a plan with 23 homes and a plan with 15 homes.
(14) There are a lot of numbers between 15 and 23. You
(15) could perhaps look at a plan that had 21 homes.
(16) **MS. TAPPENDORF:** Have you been sworn in? Because
(17) you're testifying. If you want to testify we have to
(18) swear you in. If it's a question --
(19) **MS. FERGUSON:** I wanted to ask him a question.
(20) **VICE-CHAIRMAN STRAYER:** Ask your question.
(21) **MS. FERGUSON:** I am framing my question.
(22) **VICE-CHAIRMAN STRAYER:** Ask your question.

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(1) **BY MS. FERGUSON:**
(2) **Q** There are a lot of other plans that you
(3) might have looked at between 15 and 23. Did you
(4) look at any other plans and have you shown the
(5) commission any other plans between 15 and 23?
(6) **A I can't recall exactly what was shown at**
(7) **the previous two preapplication meetings on May 10th**
(8) **and on August 9th I believe were the dates. What I**
(9) **can comment is what's been shown to them the last**
(10) **two meeting has been that of a 15-unit community or**
(11) **a 23-unit community. We have considered communities**
(12) **of different lot counts and we have determined that,**
(13) **you know, the 23 is what we need or what we desire**
(14) **to move forward with on this project in its current**
(15) **configuration.**
(16) **Q** Have you determined that -- Is one of the
(17) reasons why you determined that because of your
(18) financial and the profitability? Is that one of the
(19) factors?
(20) **A I believe I just previously answered that**
(21) **question.**
(22) **Q** Did you say yes?

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(1) **A I said that the connection point and the**
(2) **variances aren't related to financial feasibility in**
(3) **that the project would be financially feasible with**
(4) **other site plans. It is largely being driven by the**
(5) **desire to have a double-loaded road to minimize impacts**
(6) **on Sheehan Avenue, to create a safe pedestrian path**
(7) **for residents and school children to Glen Crest Middle**
(8) **School. Those are the driving factors. If we were**
(9) **not granted any variances with the S-type plan, that**
(10) **site plan would become -- would come into question**
(11) **whether it was financially viable or not. At that**
(12) **moment or at that time we may choose to pursue addi-**
(13) **tional alternatives which discussed could include**
(14) **detached garage homes on the current site plan, it**
(15) **could include the other plan that I have shown this**
(16) **evening.**
(17) **Q** Are you aware that most of your homes are
(18) above 2800 square feet on the plan that you showed
(19) over there?
(20) **A Yes, I am aware. Two of our three plans**
(21) **are in excess of 2800 square feet.**
(22) **Q** Are you aware that one of the most recent

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(1) sales of homes on Montclair, which happens to be my
(2) nextdoor neighbor, that that home is approximately
(3) the same square footage as 2800 square feet -- I can't
(4) tell you exactly but their home is almost identical
(5) to mine -- and that that home sold for $600,000 plus?
(6) **A I am not aware of that home in particular.**
(7) **I am sure I have looked at it in the past.**
(8) **Q** Okay. Do you think it might be a good idea
(9) if you relooked at some of the more recent home sales
(10) when you are looking into the profitability and what
(11) you think you need in order to have a crosswalk, the
(12) density of homes that you need for profitability that
(13) might still allow a crosswalk?
(14) **A Would you like me to respond to density or**
(15) **size of home?**
(16) **Q** No, I asked you if you think it's a wise
(17) thing to do to look at the most recent sales and
(18) prices of homes when you consider profitability and
(19) density.
(20) **A We have a very in-depth market analysis team**
(21) **that looks at the sales data for every community that**
(22) **we build in. For this particular community we did**

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(1) **an analysis of homes -- single-family homes that**
(2) **sold in the -- Sorry, I need to zoom out here. That**
(3) **included an analysis of all single-family home sales**
(4) **in Glen Ellyn in the past or in 2012. Of those you**
(5) **can see there's a wide dispersement of price ranges.**
(6) **There's a lot of characteristics that go into pricing**
(7) **a home.**
(8) **What we also did is we took a look at kind**
(9) **of where the demand might lie. Of these 310 homes**
(10) **58 of them had been built in the last twenty years**
(11) **or since 1993. What we then do is we kind of look at**
(12) **that as what the market has been demanding over the**
(13) **last twenty years and try to mimic that in both our**
(14) **pricing as well as our square footage offering.**
(15) **Here you can see that on the left is a square**
(16) **footage breakdown for the entire resale market for**
(17) **single-family homes in Glen Ellyn. You will notice**
(18) **the vast majority or the majority in the yellow are**
(19) **under 2500 square foot. It's important to note that**
(20) **on average those homes are 64 years old. When we**
(21) **took a look at the homes that were built in the last**
(22) **twenty years you can see the graph on the right**

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(1) **indicates that there were only three homes that sold**
(2) **in 2012 that were built in the last twenty years**
(3) **that are under 2500 square feet. Further it demon-**
(4) **strates that there's actually strong demand for**
(5) **single-family homes over 3200 square feet which is**
(6) **in excess of our planned square footage range of**
(7) **between 2500 and 3200 square feet.**
(8) **To finalize my answer we absolutely look at**
(9) **the market, continue to relook at the market and feel**
(10) **that we have a great pulse on the market demands and**
(11) **what the prices need to be for that consumer.**
(12) **MS. FERGUSON:** That's all right. That's all.
(13) **VICE-CHAIRMAN STRAYER:** At this point we are
(14) going to --
(15) **MR. ELLIOTT:** Mr. Chairman, I have one. May I?
(16) **VICE-CHAIRMAN STRAYER:** Sure.
(17) **MR. ELLIOTT:** Mr. Isherwood, with all due respect
(18) there is one question that you were asked that I am
(19) not sure you squarely answered, and I would like to
(20) hear it. The S site plan that you have currently
(21) presented us with all the improvements that you have
(22) got and 23 homes, would that same plan be financially

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(1) viable if you just reduced that by one lot and did
(2) the exact same lot but with 22 homes?
(3) **MR ISHERWOOD:** It may be financially viable,
(4) but it may not be financially preferred.
(5) **MR. ELLIOTT:** Have you done an analysis of your
(6) returns and your profitability with 22 lots?
(7) **MR. ISHERWOOD:** Not recently.
(8) **MR. ELLIOTT:** Okay. Not recently means you did
(9) do it at one point in time?
(10) **MR. ISHERWOOD:** At one point in time we looked
(11) at it.
(12) **MR. ELLIOTT:** And when was that?
(13) **MR. ISHERWOOD:** Twelve, 16 months ago when we
(14) were first looking at the site and doing a density
(15) study.
(16) **MR. ELLIOTT:** And what was the profitability on
(17) that?
(18) **MR. ISHERWOOD:** In general we looked at 23 as
(19) the minimum number of homes to meet our return
(20) threshold at that point in time, 14 to 16 months ago.
(21) **MR. ELLIOTT:** Okay. I am not sure that really
(22) answers my question. Did you turn a profit on 22

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(1) homes?
(2) **MR. ISHERWOOD:** We turned a profit on 23 homes,
(3) we turned a profit on 22 homes. But to turn one dollar
(4) of profit would not be a project that we would pursue.
(5) **MR. ELLIOTT:** Is it more preferable rather than
(6) doing 22 -- And I am gathering that it's more
(7) preferable from your perspective to do 15 coming off
(8) Sheehan.
(9) **MR. ISHERWOOD:** Again I would like to do a more
(10) recent analysis based on more recent data sets to give
(11) you a more appropriate answer.
(12) **MR. ELLIOTT:** Okay.
(13) **VICE-CHAIRMAN STRAYER:** Okay. At this point if
(14) we want to continue any cross-examination by the
(15) public it'll have to be at the next hearing. And at
(16) that time or before that time anybody who wants to do
(17) that will have to fill out a form with our recording
(18) secretary to cross-examine.
(19) At this point I am going to ask for a motion
(20) to continue the public hearing.
(21) **MR. ELLIOTT:** Are we finished with the public
(22) hearing?

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(1) **VICE-CHAIRMAN STRAYER:** No.
(2) **MS. TAPPENDORF:** The plan was once cross is done
(3) that the next is the closing statements. Maybe we
(4) should talk about that. The closing statements of
(5) each -- We were going to give each side some time
(6) to sum everything up and then it would go -- we
(7) would then close the hearing and it would go to the
(8) plan commission.
(9) **MR. ELLIOTT:** Have we closed the evidentiary
(10) portion of the hearing?
(11) **MS. TAPPENDORF:** The rules provide for closing
(12) the hearing after the closing statements. So we can
(13) suspend the rules or amend them if you want.
(14) **VICE-CHAIRMAN STRAYER:** So if anyone still wants
(15) to cross-examine any of the experts they can do so
(16) at the next meeting. They need to sign up unlike
(17) tonight where we just let you come in and conduct
(18) your cross-examination.
(19) **AUDIENCE MEMBER:** Point of order. There is
(20) conflicting direction on signing up between counsel
(21) and staff. When I asked them specifically I was
(22) told not to sign up. If so set up a sign-up list

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(1) next time.
(2) **MS. TAPPENDORF:** We'll have one. If people are
(3) wanting to cross examination though we need to know
(4) who you're going to cross examine -- I assume it's
(5) the people who will be here -- so we know they're
(6) here. We didn't expect -- It is not typical for
(7) members of the public to cross particularly when they
(8) have retained people and an attorney to do that for
(9) them. But if you do we do need to know who you're
(10) going to cross, which is why we ask you to fill out
(11) the form so that we can make sure the people you're
(12) going to cross, the experts, are here.
(13) **AUDIENCE MEMBER:** With spring break what is the
(14) date of the next hearing?
(15) **VICE-CHAIRMAN STRAYER:** We'll talk about that.
(16) We need a motion to continue the public hearing.
(17) **MR. ELLIOTT:** We can't make a motion to continue
(18) it until we have the date.
(19) **VICE-CHAIRMAN STRAYER:** The next meeting is the
(20) 28th of March.
(21) **MR. ELLIOTT:** I move to continue the hearing.
(22) **MR. LUETKEHANS:** I will be out of state when

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(1) spring break, I think, for most of us is. And I would
(2) ask you to continue it to a date that is not spring
(3) break for the schools in your area.
(4) **MS. STEGALL:** What would the commission's avail-
(5) ability on the 21st be which would be next Thursday?
(6) **MS. HEMING-LITTWIN:** Can we please ask
(7) availability of the commission on the 28th since
(8) that is a prescheduled meeting for us already? I
(9) would appreciate that. The assumption is being made
(10) everybody is going to be out of town.
(11) **VICE-CHAIRMAN STRAYER:** If counsel can't be
(12) here though we are not going to hold the meeting.
(13) **MS. STEGALL:** I believe our attorney also has a
(14) conflict as well as Chairman Fullerton.
(15) **VICE-CHAIRMAN STRAYER:** So we're looking at a
(16) special meeting on the 21st?
(17) **MS. STEGALL:** Let's poll the 28th first. That
(18) was suggested.
(19) **MS. HEMING-LITTWIN:** Our counsel has a conflict.
(20) **MS. STEGALL:** The 21st then.
(21) **VICE-CHAIRMAN STRAYER:** We can't do it. We
(22) don't have the neighbors' counsel. So the 21st or

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(1) other date for a special meeting?
(2) **MR. LUETKEHANS:** We are leaving early. And I
(3) would like to go to that first Thursday in April. I
(4) know it's an extra week. I apologize, but we did not
(5) expect it would still be going at this point. If we
(6) could do the first week of April I would really
(7) appreciate it.
(8) **VICE-CHAIRMAN STRAYER:** Our normal meeting is
(9) the second Thursday of April. Is that right, Michele?
(10) **MS. TAPPENDORF:** The 11th.
(11) **MS. STEGALL:** That's correct.
(12) **VICE-CHAIRMAN STRAYER:** Okay. How about April
(13) the 11th?
(14) **MR. WHISTON:** I am tentatively out of town that
(15) day.
(16) **VICE-CHAIRMAN STRAYER:** Okay. So we need a
(17) motion to continue the public hearing to April 11th.
(18) **MS. LOCH:** So moved.
(19) **MR. ISHERWOOD:** April 11th is almost a month
(20) away, and we do have contract time periods to take
(21) into account. We don't have this thing under contract
(22) forever. We have been moving through this process as

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(1) expeditiously as we can, and I would appreciate if
(2) there was any way to accommodate a meeting on the
(3) 21st or the first Tuesday in April. The sooner the
(4) better for the commissioners.
(5) **MS. STEGALL:** I'm just looking forward at the
(6) village board's schedule and some conflicts in May.
(7) We would like to poll the commission on the 4th if
(8) that's something you are open to.
(9) **VICE-CHAIRMAN STRAYER:** Can you come the 21st?
(10) **MR. LUETKEHANS:** I cannot come on the 21st.
(11) April 4th I can do.
(12) **VICE-CHAIRMAN STRAYER:** What date are you
(13) available?
(14) **MR. LUETKEHANS:** I can do the 4th. I am gone
(15) the 21st. I leave that afternoon and I get back the
(16) day after Easter. So the 2nd or whatever that is.
(17) **VICE-CHAIRMAN STRAYER:** What day?
(18) **MS. HULSEBERG:** April 4th.
(19) **VICE-CHAIRMAN STRAYER:** April 4th? Okay.
(20) April 4th?
(21) **MR. WHISTON:** I am probably out of town that
(22) day.

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(1) **VICE-CHAIRMAN STRAYER:** One is not here. April
(2) 4th, is that good for you?
(3) **MR. ISHERWOOD:** We can make any day.
(4) **VICE-CHAIRMAN STRAYER:** So can we have a motion?
(5) **MS. HEMING-LITTWIN:** April 4th I am definitely
(6) out of town.
(7) **VICE-CHAIRMAN STRAYER:** Okay. Do we have a
(8) motion to continue to April 4th?
(9) **MR. ELLIOTT:** Yes.
(10) **VICE-CHAIRMAN STRAYER:** Is there a second?
(11) **MR. MANSFIELD:** Second.
(12) **VICE-CHAIRMAN STRAYER:** All in favor say aye.
(13) (A voice vote was taken.)
(14) **VICE-CHAIRMAN STRAYER:** Opposed? That continues
(15) the public hearing.
(16) (Whereupon the further hearing of the
(17) above-entitled cause was continued to
(18) Thursday, the 4th day of April A.D.,
(19) 2013, at the hour of 7:30 o'clock
(20) p.m.)
(21)
(22)

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(1) STATE OF ILLINOIS)
) SS.
(2) COUNTY OF C O O K)
(3)
(4) I, MARLANE K. MARSHALL, C.S.R., a
(5) Notary Public duly qualified and commissioned for
(6) the State of Illinois, County of Cook, do hereby
(7) certify that I reported in shorthand the proceedings
(8) had and testimony taken at the hearing of the
(9) above-entitled cause, and that the foregoing
(10) transcript is a true, correct, and complete report
(11) of the entire testimony so taken at the time and
(12) place hereinabove set forth.
(13)
(14)
(15) MARLANE K. MARSHALL
Notary Public
(16) CSR License #084-001134
(17)
(18) My commission expires:
March 13, 2016.
(19)
(20)
(21)
(22)

1 STATE OF ILLINOIS)
) SS.
2 COUNTY OF C O O K)
3
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9 above-entitled cause, and that the foregoing
10 transcript is a true, correct, and complete report
11 of the entire testimony so taken at the time and
12 place hereinabove set forth.
13
14 Marlane K. Marshall
15 MARLANE K. MARSHALL
Notary Public
16 CSR License #084-001134
17
18 My commission expires:
March 13, 2016.
19
20 OFFICIAL SEAL
MARLANE K MARSHALL
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:03/13/16
21
22

Concordance Report
Unique Words: 2,220
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Case Insensitive
Noise Word List(s): NOISE.NOI
Cover Pages = 0
Includes ALL Text Occurrences
Dates ON
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BEFORE THE VILLAGE OF GLEN ELLYN
PLAN COMMISSION

IN RE THE MATTER OF:)
Public Hearing for Amber)
Ridge Subdivisiion -)
760 Sheehan Avenue)

CONTINUED PUBLIC HEARING
April 4, 2013
7:30 P.M.

PROCEEDINGS had before the VILLAGE OF GLEN ELLYN PLAN COMMISSION, taken at the Glen Ellyn Civic Center, Galligan Board Room, 535 Duane Street, Glen Ellyn, Illinois.

BOARD MEMBERS PRESENT:
MS. JULIE FULLERTON, Chairman;
MR. JAY STRAYER, Vice President;
MR. JEFF MANSFIELD, Member;
MS. TRACY HEMING-LITTWIN, Member;
MR. JEFF GIRLING, Member;
MR. CRAIG BROMANN, Member;
MR. TODD BUCKTON, Member;
MR. TIM ELLIOTT, Member;
MS. MARY LOCH, Member; and
MR. RAY WHALEN, Member.
ALSO PRESENT:
MS. JULIE TAPPENDORF, Village Attorney;
MS. MICHELE STEGALL, Village Planner;
MS. DEBORAH SOLOMON, Recording Secretary;
MR. PHIL NORTON, Chief of Police;
MR. RAY ULREICH, Stormwater Engineer;
MR. ROBERT FRIEDBERG, Village Trustee
PRESENT FOR THE PETITIONER:
MR. JON ISHERWOOD
PRESENT FOR THE OBJECTORS:
MR. PHILLIP A. LUETKEHANS

CHAIRMAN FULLERTON: This is the Glen Ellyn Plan Commission Special Meeting for Thursday April 4th, 2013. Debbie, can we have a roll call, please.
MS. SOLOMON: Commissioner Bromann.
COMMISSIONER BROMANN: Here.
MS. SOLOMON: Commissioner Buckton.
COMMISSIONER BUCKTON: Here.
MS. SOLOMON: Commissioner Elliot.
COMMISSIONER ELLIOTT: Here.
MS. SOLOMON: Commissioner Girling.
COMMISSIONER GIRLING: Here.
MS. SOLOMON: Commissioner Heming-Littwin.
COMMISSIONER HEMING-LITTWIN: Here.
MS. SOLOMON: Commissioner Loch.
COMMISSIONER LOCH: Here.
MS. SOLOMON: Commissioner Mansfield.
COMMISSIONER MANSFIELD: Here.
MS. SOLOMON: Commissioner Strayer.
COMMISSIONER STRAYER: Here.
MS. SOLOMON: Commissioner Whalen.
COMMISSIONER WHALEN: Here.
MS. SOLOMON: Chairman Fullerton.

CHAIRMAN FULLERTON: Here.
MS. SOLOMON: Thank you.
CHAIRMAN FULLERTON: Thank you. I would like to introduce the members of the staff that are sitting over there that are not members of the Plan Commission just for the benefit of the audience.

We have Debbie Solomon, who is our recording secretary; Michele Stegall, our Village Planner. In the back row, we have Phil Norton, our Chief of Police; Tom Adomshick, who is our traffic consultant; Ray Ulreich, who is our Stormwater Engineer; and Robert Friedberg, who is our Village Trustee. To my left is Julie Tappendorf, who is our Village Attorney.

First on the agenda we need to have an approval of the March 14, 2013 Plan Commission minutes.
COMMISSIONER HEMING-LITTWIN: So moved.
CHAIRMAN FULLERTON: Are there any corrections or clarifications before we approve? I wanted to see if there's any comments or clarifications before we have a motion. Is there a second?
COMMISSIONER LOCH: Second.

CHAIRMAN FULLERTON: All in favor?

(Chorus of ayes.)

COMMISSIONER GIRLING: I left the meeting early last time, but I did review the minutes.

CHAIRMAN FULLERTON: I was going to say that, as well. Since I missed the meeting last time, I read the entire transcript. So I'm up-to-speed with what happened at the last meeting.

Before we get to public hearing, is there any public comment on items not on the agenda; meaning, if you would like to speak about anything that is not dealing with Amber Ridge, now would be your time.

(No response.)

CHAIRMAN FULLERTON: Thank you. Then I would like a motion to open the continued public hearing for the Amber Ridge Subdivision at 760 Sheehan Avenue.

COMMISSIONER ELLIOTT: So moved.

COMMISSIONER GIRLING: Second.

CHAIRMAN FULLERTON: All in favor?

(Chorus of ayes.)

CHAIRMAN FULLERTON: At this time, since it's a

continued public hearing, we're not starting from the beginning, I'm going to turn it over to Attorney Tappendorf to let everyone know exactly where we stand right now and how this evening is going to continue.

MS. TAPPENDORF: As we discussed at the last hearing, we're moving towards closing statements, so that's going to be the next step of the hearing. We will allow both attorneys time to present basically a summary of their position and their evidence.

Before we do that, I think that we'll run it through the Plan Commission to see if they have any final questions they would like to ask of anyone while the hearing is still open. After the closing statements, the hearing will be closed, and then the Plan Commission will deliberate. So if you want to see if anyone has any questions, we'll do that before we turn it over for closing statements.

CHAIRMAN FULLERTON: If anyone has any questions for staff, Petitioner, anyone who spoke?

COMMISSIONER MANSFIELD: In the memo today, in the packet, Michele put together some information on lot coverage ratios and street width and storm sewer; and I

just wondered if you would comment on it.

MS. STEGALL: Sure. If I go into too much detail, please let me know. We did put together some additional lot coverage ratio, or LCR, information and street width information really just to respond to some questions we've gotten from commissioners. So I'll put them up briefly so everyone can see the material.

One of the things that we were asked about is just in general, we have a 20 percent lot coverage ratio, and then we have a variety of bonuses, the two main bonuses being the detached garage bonus and the front porch bonus, so what is really the equivalent maximum LCR you would be looking at in different lots in the village with those bonuses.

So the first thing we did was put together, kind of based on some standard village lots with the bonuses, what the equivalent LCR you might be looking at if you maxed out on everything.

On your typical in-town lot, which would be your 50-foot-wide lot, we were showing the potential to get to 29.9 percent. Then we also looked at our other single family residential districts, going all

the way from R-0 to R-O. We didn't do the R-E district because that has a 15 percent LCR, which is different. But the equivalent LCRs range from 28.5 percent, which is a smaller lot district, to 24.1 percent in a larger lot zoning district. We also put together some information based on the proposed Amber Ridge lots.

The Petitioner's materials indicate that the average lot area in the development would be 10,075 square feet. So if you did a 20 percent LCR, per code, with the garage bonus and the front porch bonus, you could end up with an equivalent of a 27.3 percent LCR. If you did the 25 percent LCR which is requested without the bonus, you're looking at potentially 27.4 percent. Once again, equivalent.

Then we also looked at what we thought might be a little bit more of a typical Amber Ridge lot, with an average width of 75 feet and an average depth of 123 feet. We did the same thing with the 20 percent and all the bonuses. It was at 20 percent; and with the 25 percent and no detached garage bonus, at 27.6 percent.

So if you have any specific questions on

that, I could go over it a little bit more. This really deals with the coverage portion of that regulation. I think there are two parts to; it, one being coverage, one being character.

COMMISSIONER MANSFIELD: What I was interested in was where the LCR, where there have been variances requested and how many were given. You mention in here, of the 50 requests, 48 were approved and 2 were denied, but you're talking for straight-up additions. Can you explain that a little bit.

MS. STEGALL: There are 58 requests. We set eight of them aside and just went off of the 50 that weren't straight-up additions.

The reason we did that was because a few years back we changed the regulations for straight-up additions. We had a number of people coming in -- it looks like eight -- who had a home that already had a non-conforming lot coverage ratio. They built when the requirement was 25 percent.

Let's just say, for example, they had a 25 percent LCR and they wanted to build up on the second story. The LCR actually wasn't increasing. The

lot coverage wasn't increasing; but they were adding on to an already non-conforming structure, which required a variance.

So a lot of times it was a variance to keep it at 25 percent really and just allow it to be added onto.

Those were getting approved without question. We thought it was a good thing to encourage, re-investment in existing homes, and so we changed the regulations. Now you could actually do a straight-up addition without a variance if the bottom floor and the top floor averaged to 25 percent. So it was different.

COMMISSIONER MANSFIELD: The other comment, there's no LCR variations for new homes, so we've never allowed an LCR, and there's never been an LCR variation for a new subdivision?

MS. STEGALL: There has not.

COMMISSIONER LOCH: The character piece of the LCR you started to talk about. Would you quickly address that.

MS. STEGALL: The regulations, it really has two parts to it. One is looking at a thin amount of

property that you could cover with roofed over structures, typically thinking of the garage and the house.

As part of that, there was kind of an incentive built into the regulations where you could have more LCR if you proposed a product that was desirable, and that was the detached garage, which took some of the bulk away from some of the main house. But it also, I think at the time there was a concern about tear-downs and the character of some of those homes next to older existing homes, particularly in town.

So there were two parts to it. You were incentivizing a certain type of character with a front porch and a garage bonus as well as dealing with how much of a lot should be covered.

COMMISSIONER STRAYER: Michele, on your lot coverage ratio comparisons, the first set of comparisons, that first one, which is a 50 by 150 foot lot, that would today be a non-conforming lot?

MS. STEGALL: That today would be a non-conforming lot. We have a very large number of them in town, though, because a long time ago the lot width was 50

feet.

COMMISSIONER STRAYER: With the various bonuses on a non-conforming lot like that, you would end up with a coverage ratio of 29, almost 30 percent with the bonuses?

MS. STEGALL: Yes.

COMMISSIONER STRAYER: And that would be an in-town, very small lot?

MS. STEGALL: Yes.

COMMISSIONER STRAYER: As I understand it -- well, that's all I have.

COMMISSIONER MANSFIELD: I would point out that we talked about those lots as in-town, and I'm a block and a half away from the subdivision, and I'm on a 50 by 150 lot. So I guess, just to think that, "Oh, that was meant for downtown Glen Ellyn," I think that's somewhat of a misnomer.

COMMISSIONER STRAYER: Well, I didn't mean to give that impression. I was a part of the Board that changed the lot coverage ratio to the 20 percent. The driving force there, it was, as you said, Michele, the tear-down problem we had in the village on the smaller

lots and then the very large homes being constructed that were out of character with the other homes.

COMMISSIONER LOCH: I was on the Board at the time, too. What I remembered of what you addressed is moving the bulk of the garage, which is not necessarily architecturally desirable, you know, that big piece of the house in front, and to move it into the back, and then you get a bonus for leaving the front of the house with front porches and interesting architectural features rather than a garage door.

COMMISSIONER MANSFIELD: I was actually on the Plan Commission when we passed that. The discussion that I remember on those bonuses was, it wasn't just specific to tear-down issues in downtown or in the older sections of Glen Ellyn.

It was done because we wanted to move away from a streetscape where you had these massive garage doors, you know, going up and down the street. I remember discussions about trying to incentivize the builders to not build that type -- to provide some variation, and one way to do that was to give them bonuses on the lot coverage ratios.

CHAIRMAN FULLERTON: I'm sure we'll have a lot more discussion on this. How about we hold this until deliberation time. I'm sure we're going to discuss this a lot more.

COMMISSIONER WHALEN: Michele, just one question. You identified that there were no variations for new homes that have been acted on. Do you know if any of the 48 were homes that were less than five years old or ten years old?

MS. STEGALL: Give me just a minute. That would be going back to 2007. Well, I have the dates they were acted on. I don't have the dates that the homes were constructed.

COMMISSIONER WHALEN: Okay. Is it fair to say from the knowledge in the department that some of them could have been?

MS. STEGALL: I'm not certain.

COMMISSIONER WHALEN: Okay.

COMMISSIONER HEMING-LITTWIN: Michele, you had stated that, regarding the storm sewer, another alternative would be to place the sewer in the front yard easement, but you had stated that the Petitioner

has previously expressed concerns about that alternative. Could you explain what that means.

MS. STEGALL: I think I would probably let the Petitioner address that.

COMMISSIONER HEMING-LITTWIN: If you could address that, please.

COMMISSIONER GIRLING: Before we bring him up, along the same lines, I'll ask my question for Michele or anyone on staff. There's room in the right-of-way to accommodate the sewer, and I understand the Petitioner may not want that, but why from the Village's perspective? Does the Village have an opinion why would they prefer the private versus having the storm sewer in the right-of-way?

MS. STEGALL: If it were in the right-of-way or within the front yards, it could be accessed much easier by Public Works. They don't have to worry about going through someone's private property to reach the sewer, which was the concern with our public sewers. There was concerns about access.

If it's in the front yard or in the street, they could easily maintain it, as they do our

other utilities.

COMMISSIONER GIRLING: So is it fair to say that the Village has a preference then? Does the Village have a preference of having it in the right-of-way?

MS. STEGALL: The Public Works Department would prefer to see it in the right-of-way or front yard.

COMMISSIONER GIRLING: Thank you.

COMMISSIONER HEMING-LITTWIN: Could you address why you would prefer to have the private sewer versus putting it into front yard easement.

MR. ISHERWOOD: Sure. So currently at the moment, in the rear yard storm, there's catch basins, and I may not be drawing them at the right points. There's catch basins basically every two lots so that the rear yard swale has a place to drain.

Now, running and connecting all of these basins or all of these catch basins is the storm pipe that comes here and then discharges into the detention pond.

Currently in the front yards, the reason we would be opposed to it is that on one side of the street we have sanitary being run, and on the other

side we have sewer being run.

In addition to that on each of those lots you're going to have a water and sanitary connection running through the front yards to the homes right there and there. So it's a lot of stone. Introducing another pipe in that front yard would create more stone, which for handling stormwater and just settlement issues could be problematic in our estimation.

We could accommodate the storm sewer underneath the pavement section. But in that scenario, generally speaking, long-term maintenance of accommodating a storm sewer under the pavement can be costly because any kind of repair that would be needed would then require the pavement to be ripped up.

Additionally, even if we bring the storm sewer under the pavement or into the front yard, we're still going to need these catch basins in the rear yards here to handle the stormwater. In order to get those for the storm pipe in the right-of-way, you would be having storm pipe come in between houses here to connect to this storm pipe, which then obviously would

dump into the detention basin.

So, again, just in general, we try to avoid storm pipe running in between our houses. It introduces additional stone, and just structurally we prefer to avoid it.

If it's absolutely a requirement by the Village, it's something we can work with the Public Works Department on to try to accommodate it. In our estimation, we feel that it's most responsible for the long-term maintenance of it to keep it where it's at.

We would happily have the access via an easement, but the Public Works Department had determined that, if it was in the rear yards, they would prefer it to be private.

To maybe address some concerns about the maintenance of that, we have the homeowners' association have a contract with a management company, who would be responsible for the management of that homeowners' association.

Additionally, the Village would be putting in place a special service area for the potential maintenance of the detention pond. In other

words, in the homeowners' association wouldn't be doing a good job maintaining this, there's a taxing mechanism in place for the Village to tax these residents and get the money to maintain this pond. That same mechanism could be applied to this private storm sewer along the rear property line.

Finally, at the current moment -- and I don't have the -- the professional engineer is not here, but it is an oversized pipe currently. I believe it's either 36 or 48 inches. So the fact that it's oversized reduces the likelihood of there being a clog in the pipe, so the likely need for long-term maintenance is very low.

So that's kind of why we decided to keep it in the rear yard and not bring it into the right-of-way.

COMMISSIONER HEMING-LITTWIN: So the storm sewer or the stormwater for the houses on the south side of Amber Ridge Drive?

MR. ISHERWOOD: There's a storm pipe that runs here and then crosses into the detention basin here, and basically everything from the center point of the

street to there is graded from north to south. So all this water is going to be drained to catch in these rear yard -- rear basins -- or catch basins, which are going to be every other lot.

Additionally, this pipe will also handle the catch basins on the street that will have sewers along Sheehan Avenue here that will catch the water from the street and then pipe it into our storm sewer, which will then deposit into the detention basins.

COMMISSIONER HEMING-LITTWIN: Okay. Thank you.

MR. ISHERWOOD: You're welcome.

COMMISSIONER MANSFIELD: I'm sorry. I'm not seeing this. So you're saying that the water from Amber Ridge Drive is going to flow across the properties on the south and drain into the storm sewers that are on the back of the property along Sheehan?

MR. ISHERWOOD: Let me get the grading plan real quick. I believe that, when the professional engineer did his testimony, he did address some of those items.

We haven't done our final grading plans yet, so we just have top of foundation levels, which obviously are very hard to read; but you can see on

this a little bit better, the storm pipe here and the storm pipe here. Then the fault point is somewhere in the middle of the property to reach those basins. And I apologize if, you know, I can't give a better professional answer on that.

COMMISSIONER MANSFIELD: I guess I would ask Ray maybe to make a comment on that. It strikes me that, what's going to happen is, the water in the street is going to flow to the curb, and then it's all going to rush down Amber Way Drive and then get down to that bulb, and I'm not sure at that point it may flow across, but I'm sure we're going to have curbs that are going to block that flow.

MR. ULREICH: I don't think you mentioned it. There's also storm sewer they have proposed in the street also to pick up the water flowing that's in the street. I think, as they mentioned, the storm sewer that they have running in the rear yard is bunch of -- that storm sewer is largely because it's picking up offsite flow and trying to maintain -- not having any impact on that adjoining property. So there's a combination of storm sewers in the back and in the

front -- I mean, in the street and in the back. But the main truck line is in the back.

COMMISSIONER MANSFIELD: The flow from north of the subdivision, is that going to go down the storm sewer in the street, or is that going to be routed down this back --

MR. ULREICH: There's a storm sewer that's running across -- I'm not sure what the street is called, but where Montclair intersects this subdivision, there's storm sewers put at that corner in order to pick up the flow coming off this subdivision and any flow coming from Montclair; and that storm sewer would then run along that backyard, and all that water then runs through that.

COMMISSIONER HEMING-LITTWIN: Just to clarify, you're saying some of the water from the subdivision to the north will also go into this private storm sewer line?

MR. ULREICH: Yes, yes.

MR. ISHERWOOD: Correct.

MR. ULREICH: The storm sewers in the street actually then connect up to the storm sewer in the

backyard. That's how they --

MR. ISHERWOOD: This is a maybe a little bit big for this, but it's easier to see. So here's Lots 19, 20, and 21. We've limited the storm sewer running between lots, the two lots here, to connect to these basins, the catch basins here and here. There's catches in the street here and here, here and here; and then there's additional catches in the street, here, here -- sorry.

I'm moving east on the property. We have additional catch basins here and here that then get piped over to the basin here. So that's how the street run is handled.

COMMISSIONER MANSFIELD: So it's actually being piped to the back of the lot?

MR. ISHERWOOD: Correct.

COMMISSIONER MANSFIELD: And then down?

MR. ISHERWOOD: Yes.

COMMISSIONER MANSFIELD: To the north?

MR. ISHERWOOD: Yes. Those two are the ones that will convey the piping there; and then further on the western portion of the property, you have catch basins

here and here as well as catch basins in the rear yards, which is storm pipe, which is here and here, to convey it all the way down to the detention pond on the eastern portion of the site.

So we've made sure that this, and as we worked through final, complies with all the DuPage County ordinance and has positive drainage, and we have adequate capacity. So basically all stormwater events offsite would be improving when we improve this property, as will the water quality from Sheehan Avenue.

That will be caught, brought into our storm sewer system, then filtered into our detention basin, and then out through and into -- basically, the outflow of the basin is here into the wetland, which provides further filtration to clean the water.

UNIDENTIFIED PUBLIC SPEAKER: Comment, please.

CHAIRMAN FULLERTON: We're closed for public comment.

UNIDENTIFIED PUBLIC SPEAKER: But you allowed the Petitioner to talk about the sewer system.

CHAIRMAN FULLERTON: Right. Those are to

1 questions.
2 MS. TAPPENDORF: These are questions from the
3 Commissioners. They're not testifying. This is
4 questions.
5 UNIDENTIFIED PUBLIC SPEAKER: Well, just our homes
6 will be flooded with this.
7 COMMISSIONER WHALEN: You made a comment, and one
8 of the concerns, the repair of the pipe in or
9 underneath the street versus in the back yards of
10 the -- you know, in the private property sector. Using
11 the current types of pipes and technologies, chance of
12 a failure is almost --
13 MR. ISHERWOOD: It's very low. It's very low. In
14 either place, the likelihood of failure is very low.
15 If it was put under the street -- it could be put under
16 the street. It would just create more of the
17 north/south runs to catch that rear storm.
18 COMMISSIONER WHALEN: If that was something that
19 was requested, is the maintenance of those -- I know
20 currently on infill lots, they're really considered
21 private storm sewer structures and are maintained
22 privately by the individual lot owners. Is that

1 something that you would be able to incorporate that
2 the homeowners would take?
3 MR. ISHERWOOD: So the north run here, that is
4 private, and the homeowners would be required to
5 maintain it. If it was in the public right-of-away, it
6 would be something we would deed to the public, and
7 those maintenance responsibilities would fall on the
8 Public Works department. I'm not sure if what you're
9 referring to, on the in-town lots, I'm not sure if --
10 are they creating additional capacity?
11 COMMISSIONER WHALEN: No. From the structure in
12 the rear yards to the connection -- once it reaches the
13 right-of-way, it is Village property.
14 MR. ISHERWOOD: Sure.
15 COMMISSIONER WHALEN: But that distance from the
16 rear yard to the side yards to the point the connection
17 is made in the right-of-way.
18 MR. ISHERWOOD: Yes. That will be homeowner
19 association responsibilities.
20 COMMISSIONER WHALEN: Okay.
21 MR. ISHERWOOD: Further questions on that?
22 CHAIRMAN FULLERTON: Since you don't have any

1 questions on that, if you have other questions.
2 COMMISSIONER WHALEN: I think one of the long
3 discussion topics of the Commission would be the LCR.
4 So my question to you is, you're requesting 25 percent
5 on all lots. Is there a way that you know of currently
6 that you can reduce that so that it's not on all the
7 sites?
8 MR. ISHERWOOD: Give me one second. Let me grab
9 the exhibit.
10 This site plan represents what we would
11 anticipate to be a typical lot -- a typical home type.
12 It's also reflected on the board below me with actual
13 foundation plans and what those resulting lot coverages
14 would be.
15 Here you can see -- I think it's about
16 40 percent of our lots have a lot coverage in excess of
17 20 percent, and in the Rolling Hedge you can see the --
18 a similar percentage type.
19 So I guess the question -- or the
20 question was could we not have 25 percent on all of
21 them. I guess our preference would be to have the
22 flexibility of having 25 percent on any of them but

1 limit the number of lots that would be permissible to
2 have a 25 percent LCR so that we may have the
3 flexibility to choose and pick appropriate home types
4 and sizes as they're demanded by the village
5 population.
6 COMMISSIONER WHALEN: Let me ask it differently.
7 If I was not in favor as myself personally as a
8 Commissioner to grant that blanket, how many is the
9 minimum number that you think you need?
10 MR. ISHERWOOD: I would say, if there's no
11 discrimination on which lots they are, 11 of 23 should
12 provide us the flexibility we would need to offer an
13 appropriate variety of home types as we believe would
14 be demanded by the marketplace, which in general range
15 from 2,500 to 3,200 square feet.
16 COMMISSIONER WHALEN: Adding to that, one of the
17 things that was brought up that helps diminish the bulk
18 or the perception of the bulk or mass is landscaping.
19 I think you probably know Glen Ellyn is a tree
20 community, and we really value trees.
21 My question is, if the Commission was to
22 consider 11 of the 23 lots, would you be willing to

plant 75 additional trees within your development, a minimum of two per lot?

MR. ISHERWOOD: Currently, we've already included as part of our plan a landscape offer on the north property line, a landscape offer along the west property line, and a landscape offer along the south property line. If you're asking for 75 above and beyond that, I guess it's something we could consider, consider where they might be appropriately placed. I think we already have some pretty dense landscape screens. I think you would want to find other places to put them.

COMMISSIONER WHALEN: But that's kind of the perimeter. Are you automatically in your landscaping plans going to plant a number, one or two or three, per five individual lots, other than the screening?

MR. ISHERWOOD: Sure. We include a standard landscape package with all our homes. I don't have it with me today, but in general that includes at least one shade tree, multiple shrubs, you know, in the front of the house to help with that tree scape that you're talking about.

COMMISSIONER WHALEN: Okay.

MR. ISHERWOOD: I would be happy to provide something like that as we move towards final engineering.

CHAIRMAN FULLERTON: At this time we'll move to closing statements.

MR. ISHERWOOD: So I would just like to start and kind of give a few thoughts on some of the things I heard the Commission talking about this evening, specifically some of the ideas or the reasons behind the current code in reducing bulk.

Normally, I'm all for promoting a wonderful streetscape, reducing bulk, moving that bulk to the rear of the lots. I think 99 times out of 100 it's appropriate.

However, here, if you did do a detached garage, you would actually be creating bulk along Sheehan Avenue here, where typically, you know, where those detached garage homes, they usually back up to another rear yard. So you're not seeing that bulk in the public eye. So, you know, just something to think about as to the desire of home type for Amber Ridge.

So moving on, I just would like to conclude with, again, thanking the Commission for all their time and attention in reading and patience in reviewing this development application.

In planning Amber Ridge, we've done our best to ensure the responsible development while balancing the interests of each of the parties involved.

Over the course of the past two public hearings, we have reviewed the process in which Amber Ridge has evolved into the site plan before you this evening, the merits of that plan, the variances necessary to permit that plan, and the evidence to support those site variances as well as alternative site plans.

We've heard from the Village Planning Department, Police Chief, testimony from paid professional consultants, as well as testimony from the public, including many interested neighbors.

In addition to the testimony offered at our public hearings, the Petitioner has submitted to the Village specific findings of fact to support our

development plans and associated variances, which we hereby request are incorporated into the formal record of these proceedings.

Leading up to our most recent public hearings, we've spent the past 12-plus months meeting with Village staff, meeting with residents, working with our professional consultants in carefully considering and addressing opinions and concerns from the Police Department, the Fire Department, Public Works Department, the Planning Department, and the Village of Glen Ellyn School District.

The plan before you this evening minimizes impact on Sheehan Avenue while adhering to the neighborhood concerns about a direct north/south connection of Montclair Avenue to Sheehan Avenue and is a plan that we believe best fits the opinions and preferences expressed.

Additionally, this plan offers numerous benefits to the public welfare and safety by increasing neighborhood connectivity, providing a safe, well marked, and direct pedestrian access route to Glen Crest Middle School that currently does not exist and

providing dense landscape offers to soften the transition from the school and residential uses along Sheehan Avenue.

Additionally, we believe the plan responds to a number of the goals outlined in the Glen Ellyn Comprehensive Plan.

It maintains the predominant single family nature of the village, it offers homes that both maintain and enhance the existing scale, quality, and character of the surrounding community; and it offers a range of housing types and costs that reflect the Village population needs.

In order to accommodate this plan, K. Hovnanian has requested four subdivision and five zoning code variances. All of the requested variances are the indirect or direct result of accommodating the desired double-loaded site plan.

To briefly review, there are two subdivision code variations from Sections 408(1) and (2), both related to parkway trees. The first was a variation requested by the Village that permits K. Hovnanian to plant parkway trees in lieu of the

Village. The second is a variance that allows the absence of parkway trees adjacent to the wetland, which ensures minimizing impact to that existing wetland.

There's one subdivision code and one zoning code variance required to accommodate the through-lots, Lots 4 through 12 along Sheehan Avenue. Included in those requests is the ability to treat the front yards, or the yards fronting Sheehan Avenue, as rear yards.

As part of this request, the Village has set a condition that a non-access easement be recorded along Sheehan Avenue to prevent future access points. K. Hovnanian has gladly complied.

We have requested a subdivision variance to permit a 50-foot right-of-way in lieu of a 66-foot right-of-way along the internal roadway. This request is required due to the shallow nature of the property. It has been reviewed and approved by the Village Public Works Department, and further, there's existing precedent for such right-of-way within the village.

If this variance were not granted, the site plan presented would not be possible because the

buildable decks of the lots would provide significant challenges.

We've also requested two setback variations. The setback variations are largely integral to the development, with the one exception being Lot 16, and we have accounted for that rear yard variance request by including a very dense landscape offer along the north property line.

Finally, we have requested two variations related to lot coverage. We have reviewed the unique characteristics of the site in great detail, a set of characteristics that in my judgment makes an attached garage home type the desirable home type at Amber Ridge because they will largely enhance the scale, quality, and character of the existing neighborhood.

So I ask in considering the lot coverage ratio of 25 percent that you concurrently consider restricting the ability to pursue a detached garage bonus. This way, the Commission is ensuring that the permissible effective lot coverage is materially the same as what is currently allowed under R-2 zoning if

all bonuses are pursued. This is illustrated in the materials that were presented to you by Ms. Stegall in a March 28, 2013 memorandum.

One can see that the permissible lot coverage for our average lot size is essentially identical to that which is currently permitted, assuming all the bonuses were used to their fullest extent.

The question has been asked on numerous occasions whether we could lose one or two lots in an effort to assist LCR calculations. The reality is that losing one or two lots would not alleviate the need for a lot coverage ratio variance in order to accommodate an appropriate mix of home sizes and types.

In order to accommodate a similar lot coverage using a 20 percent ratio, our average lot size would need to increase from its current 10,075 square feet to 12,593 square feet. If we revise this plan to only 19 lots, losing four lots, our average lot size would come in under that 12,593, at 12,196.

MR. LUETKEHANS: I'm going to object. We're talking about new evidence in closing argument. The

evidence is closed. If he wanted to put this evidence in, we asked for it during the opportunity to cross-examine, and it was never brought to light. To do it now in closing argument is inappropriate, and I would ask that it be stricken.

MS. TAPPENDORF: I think that's fair.

UNIDENTIFIED PUBLIC SPEAKER: And misleading.

CHAIRMAN FULLERTON: I'm going to ask the audience to please refrain from commenting. This is closing statements. Feel free to disagree, but public comments is closed. Thank you.

MR. ISHERWOOD: I was merely responding to the question that was asked of me previously by one of the commissioners, and I thought a response was appropriate to that question from the last Commission meeting.

So moving on, in reviewing the two variations related to lot coverage ratio, I would ask the Commission to consider the type of home they believe appropriate to Amber Ridge.

If you believe an attached garage home type is appropriate, then I believe granting these variations, both the LCR of 25 percent concurrently

with the restriction of pursuing a garage bonus, is appropriate.

Attached garage homes enhance the scale, quality, and character of the surrounding community. The coverage of these lots would be similar to those of the Rolling Hedge community.

Finally, the effective coverage of these lots would be no greater than what is currently permissible if a developer would utilize the detached garage bonus.

Again, I thank the Commission for their time and consideration in this application.

CHAIRMAN FULLERTON: Thank you.

MR. LUETKEHANS: First of all, thank you for your time and attention. I know this has not been the easiest. It's a lot easier than -- but it's not the quickest and easiest by any stretch.

I guess to I want to start off by saying you heard a lot of things in Mr. Isherwood's statements. I objected to the one that was the most blatant, but the reality of it is that many of the statements he made you have not heard any support for

tonight in the last set of hearings.

There is no evidence that the appropriate lots or garages are attached garages here. There's been no evidence about the economy of this project, and I think those are important things.

I'm going to walk through the standards because I guess that's what us lawyers do, but I'm going to walk through the standards and spend a few minutes with those and pretty much talk about why I don't believe and I think the evidence shows that the Petitioner has not met its burden in these variations.

One of our standards is that the property cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations and that the variation, if granted, will not alter the essential character of the locality. No evidence has been submitted showing a reasonable return is not possible without all these variations.

The 15 driveway plan that they submitted that they brought up at the last hearing shows it can be done. That's admitted by the developer. Without variations.

There are other ways to get this done without, in reality, over 60 variations. We'll talk about what those are, but there aren't nine variations. There are over 60 variations. There are double variations for each one of these 20 lots. So right off the bat, you have 46 variations just on the two.

So to say there's four subdivision variations and five zoning variations or whatever, that's not a correct statement.

You have to understand, when you're doing this, you're going to be granting, if you approve this, over 60 variations for 23 lots. That's a huge number, huge.

The other part of the first standard is, the plight of the owner's duty in unique circumstances. There are not any circumstances here.

This is a rectangular lot. Yes, there is a small area of wetlands, but I think, if you look at any property that's undeveloped in this county right now, most of them have wetlands at this point. That's kind of what we're left with in the development of this county. Glen Ellyn, I would assume, is no different.

The non-wetland developments have already been done, unless you're doing -- honestly, the developer, I think we all believe, received some sort of discount because of percentage of wetlands. Those were not counted in their square feet purchase price rate.

The developer may argue that the school creates another hardship. He kind of mentioned it in passing. But this design exacerbates the school issue by placing more traffic on Sheehan Road. Not only do we have the 15 original users that they intended to do the first time. We now have eight more properties. So we have 23 users, and we have the cut-through traffic that would not have been going down Amber Ridge or Sheehan that is new traffic. So the fact that the school is here has not exacerbated the -- they've actually exacerbated that problem.

The second standard is the particular physical surrounding shape or topographical condition of the property is a hardship and not a mere convenience. It's the same things I just discussed. The same reasons. I won't go through them again and bore you with them.

The third standard is that the conditions upon which the variation are based are not generally applicable to other property within the zoning district.

This is one where the developer clearly fails. The attached garage bump they want sets a precedent for every other home in Glen Ellyn. Once you start going down this slippery slope, you're going to keep hearing this from every developer that comes to town. Every developer.

While I see the staff report -- and I think it was mentioned quickly -- the report talks about other lot coverage ratios being granted in town, ratio variations being granted. All of those were for existing homes. Every one of the 50 was for an existing home. Not one of those was a new house. Not one of those was a new development. Asking for 23 variations on lot coverage ratio.

This is just bad and dangerous development precedent for this town. The Village went through an exhaustive process and research to come up with the fact that 20 percent was the right number.

They didn't say 20 percent was only the right number if you had a detached garage. It was 20 percent. That's the standard; and we haven't heard anything that requires that that standard be changed for this particular property.

What we've heard is that the standard is wrong. Well, there's a way to deal with that. It's not through a variation. It's through a map amendment. This should not go by the wayside because one developer wants to maximize its profits.

Further, the lessening of the right-of-way from 66 to 50 feet, what this does is, again, lessen the green space even more in the neighborhood. So the effect of 20 or 25 percent LCR has actually been raised higher than that because you've taken 16 feet off every lot, making the lots actually much smaller in comparison. Actually, I shouldn't say -- it's not 16 feet on every lot. It's 8 feet on every lot. I apologize. Sometimes my math isn't very good.

That's approximately another -- depending on the lot size, another 600, 800 square feet

on each particular parcel you've taken out and then giving them the lot coverage ratio on top of the bump.

Then you add the rear variations being requested, which I think there are five or six of them. This is just variations on top of variations.

In essence, we have at least 50 to 60 different variations. Actually, we have 60 because you have the rear yard on Sheehan Avenue. You have over 60 variations being requested for 23 lots. As I said, before that's ludicrous. Absolutely ludicrous.

The fourth standard, the purpose of the variation is not based exclusively on a desire to make more money. Again, the developer fails here.

They have been asked a number of times, "Hey, think about coming back with less than 23 lots." That was something that I read that many of the Commissioners had requested at the pre-hearing, I want to say, back in August, July. I may be wrong on the date, but of 2012.

There is no need for all these variations on top of variations. There just isn't, and you haven't heard a real good reason why there is. The

1 only reason is to maximize the profits. That's the
2 reason.
3 They have created their own hardship
4 here, and the hardship is putting ten pounds in a five
5 pound bag. That's the hardship.
6 The fifth standard is, hardship is not
7 created by anyone having an interest in the property.
8 In this case much of the hardship, besides what we've
9 already talked about in the profits, has been created
10 by Hovnanian's strict adherence to the only three
11 building sizes and shapes.
12 Throughout their application and
13 presentation, especially the application, you see that
14 what they say is the lot -- the reason for many of the
15 variations they need is because of the fact they're
16 trying to fit these three particular building products
17 on these lots.
18 One of the things that the Village Code
19 also requests is some non-conformity, looking for some
20 variation among building sizes, building styles. This
21 clearly does not do that. This is an attempt to stick
22 just three building types on these properties. If they

1 went with --
2 MR. ISHERWOOD: I object. There's multiple
3 building types. There's three plans and multiple --
4 CHAIRMAN FULLERTON: You can't --
5 MS. TAPPENDORF: You can't interject unless it's
6 an objection.
7 MR. ISHERWOOD: I said objection. He's putting
8 false testimony on the record.
9 MS. TAPPENDORF: It's up to the Plan Commission to
10 make that --
11 MR. ISHERWOOD: **Sorry.**
12 MR. LUETKEHANS: If they were not stuck with these
13 three building sizes, which really I think was
14 Mr. Isherwood's statement, we would not need all these
15 variations.
16 Number six, the variation will not
17 impair an adequate supply of light and air to adjacent
18 property. I think we will admit that that standard has
19 been met.
20 Number seven, will not substantially
21 increase hazard from fire or other dangers to adjacent
22 property. We heard testimony about the stormwater

1 concerns the neighbors to the north have because of the
2 private stormwater drainage system being proposed.
3 I think your staff would tell you that
4 dealing with private entities for stormwater is a mess.
5 The Village is still going to get the phone calls.
6 They're just not going to be able to do anything about
7 it. That's a bad situation.
8 The Village is still going to take the
9 heat, but in the end they have no option to fix it. So
10 you have unhappy residents, and there's no reason for
11 that.
12 The real reason that we need the
13 stormwater in the back is because of the 66-foot
14 right-of-way variation to 50. If you had the
15 additional 8 feet, now you have a place to put the
16 stormwater. It's because the right-of-way is so small
17 that they have to put all these -- that he's talking
18 about putting the stormwater underneath the road.
19 There's a reason we don't put stormwater
20 underneath road when we don't have to, and there's a
21 reason the right-of-way is normally 66 feet. So you
22 could put in utilities.

1 Standard number eight, will not impair
2 the public health, safety, comfort, morals, or general
3 welfare of the inhabitants of the village.
4 The general welfare of the neighborhood
5 is one of the most pivotal points in this whole
6 hearing. You have a very quiet residential
7 neighborhood to the north that will significantly be
8 changed forever by this development in a number of
9 ways.
10 You've heard a lot of the residents and
11 the testimony talk about this S-curve and options to
12 that S-curve, and there are options to that S-curve
13 that will not create the problems to the neighborhoods
14 to the north, and we've talked about those.
15 In essence, this S-curve is not
16 necessary or even desirable. There's no evidence it
17 will be used for emergency services. Emergency
18 vehicles will still go down Park and Route 53 to get to
19 this area. Even if it were an issue, it can be
20 resolved with the emergency access that has been
21 approved for elsewhere in the village, such as in Baker
22 Hill.

The issues that Public Works may or may not have with this type of access can and has been handled elsewhere in the village. There's been no evidence that more connectivity is needed in this area. None whatsoever.

There are several north/south access points directly to the west; and in fact, Benes and Associates has already proposed the idea of emergency access to one portion of development and did not say the idea could not work. That's in the memo I handed out. I think it was probably Exhibit No. 2. I only had two of them. You'd think I could remember which is which, but it was the Benes report.

So we have this through-street being pushed for what? All of the concerns the school may have can be handled in other manners while not completely changing the quality of life for the people that live directly north to the subject property.

Let's talk about those people to the north. We've heard a lot that you see this lot coverage ratio; and I will tell you, if you look at the averages of stuff in Rolling Hedge versus down at the

bottom, they're not even close.

Interestingly, here's the easiest way to see it. See these nine lots -- excuse me. I should probably use a different one.

See this nine lots right here? Right there, on the north edge of this development? Then look directly to the north. How many lots are backing up to that? Four-and-a-half, maybe five, but, you know, somewhere in that range. That is not in keeping with the character of the neighborhood. It just isn't.

Number nine, will not diminish or impair property values within the neighborhood. We just talked about the difference in the neighborhoods. It is the developer's burden of proof to show this. The developer hasn't shown it. There's been no evidence from the developer this will not diminish or impair property values within the neighborhood. Not one piece of testimony.

Just like there has not been one piece of testimony as to the financial hardship that's necessary for these variations. Not one. We haven't heard one word about it.

Number 10, will not unduly increase traffic congestion. We discussed this ad nauseam and the effect it will have on Montclair throughout this hearing, but I'll say just a couple quick things.

While the traffic numbers may not be above the safety limits, it will increase the traffic on Montclair three to four times the current traffic according to the Village Zoning Traffic Engineer, Tom Adomshick.

Further, none of us know what the effect in the area will be as to parking on Sheehan Road. There can be little doubt that, when the ball fields are in total use, that there's not enough parking in the immediate area of the streets.

Mr. Adomshick and I walked through the simple math calculations for that. You have more players than you have parking spaces, let alone when you add parents who are sometimes coming in two cars or you have two sets of games back to back.

That's the great fallacy of recreational parking, and it's something that -- I couldn't tell you what Glen Ellyn's is, but I've seen it in so many other

places. They say here's the capacity, here's the number of spaces we need. What they forget is that there's a 25-minute overlap, half-hour overlap, every day between games where there's twice as many people. You're going to have that problem here on Sheehan. You're just going to exacerbate the problem.

Number 11, will not create a nuisance, I'm still, after all these years practicing law, not exactly sure what a nuisance is. It's so amorphous, but I think when you take everything together there's a question as to that.

Number 12, will not result in increase in public expenditure. This is one the developer does win. That's a standard they actually do meet, one of the two or three of the 13.

13, the variation is the minimum variation that will make possible the reasonable use of the land. Again, the developer clearly fails on the standard.

We saw plans that had no variations. They put it into evidence at the last hearing. We know some of the variations could be dropped if they weren't

trying to overstuff this land. Hence, they fail to meet the standard, as well.

When you look at the 13 standards in your zoning ordinance, this development fails. The variation should not be granted, especially given the precedent you're setting on lot coverage ratio for this entire town. Thank you for your time.

CHAIRMAN FULLERTON: Do we have a motion to close the public hearing?

COMMISSIONER MANSFIELD: So moved.

COMMISSIONER HEMING-LITTWIN: Second.

CHAIRMAN FULLERTON: All in favor?

(Chorus of ayes.)

CHAIRMAN FULLERTON: As Jeff said earlier, I think one of the biggest discussions is going to be LCR, so why don't we start with that.

COMMISSIONER MANSFIELD: As I stated earlier, I was on the Commission when we did the LCR changes, and I really feel like this has gotten totally turned around. It wasn't like a developer could come in and if they didn't -- you know, they were entitled to the 25 percent, and if they decided to not build the

attached garages, they still got the 25 percent. I mean, the intent of the variation, as I stated earlier, of that was to try to get away from a streetscape where you have these big garage doors. You know, try to provide some variety. You know, get some stuff to move to the back.

It just strikes me that they're saying -- you know, attached garage style is desirable. I agree with that, but you don't have to build 25 percent to do an attached garage. You can do an attached garage on a smaller piece of property -- not a smaller piece of property, but on a smaller home. I just don't see the -- I just don't see the justification for it, especially the fact it came out there's never been on a new subdivision, a new structure, this variation granted.

I just did not hear anything in the testimony that said this was a unique circumstance that required that variation. So I guess I'm not in support of the LCR variation at all.

CHAIRMAN FULLERTON: Okay.

COMMISSIONER WHALEN: Can I just jump in? I, too,

was on the Commission at the time. For the record, the recommendation of Plan Commission was for 25 percent. It was the Board that took action that reduced it to 20.

COMMISSIONER LOCH: I was on the Board at the time.

COMMISSIONER WHALEN: As in this situation, the Board will be the final decision. We're just making a recommendation. The recommendation came, and then there was a minority report which the Board also accepted and reviewed and ended up with 20 percent.

COMMISSIONER LOCH: I don't mind a small variation here or there. I do feel like there's just too much going on on this piece of property. I think there's a lot of good things about this development. I don't want to kill the whole thing; but when you talk about LCR, I think there's too much here, too many houses and too little green space. So I'm uncomfortable with the variation.

I would be more than willing to talk about a few less lots, a variation on one or two lots, but definitely not a blanket variation.

CHAIRMAN FULLERTON: Tim, what do you think about the LCR?

COMMISSIONER ELLIOTT: I want to put some context on it. The LCR in my opinion is the only close call for me on this one. I struggle with it a little bit. I do think the Petitioner has met the standards on everything else.

I think it's important to know that we're dealing with three different standards here. There's Section 309 for the subdivision, there's 310 for variations for the subdivisions, and then there's 10-10-12 for the zoning code. So there are three different standards. The LCR is a variance that's arguably under the most rigid of these three standards, which is 10-10-12.

I am uncomfortable with 25 percent on every lot. I'm uncomfortable with 25 percent on 11 lots. I recognize the need for some flexibility on this because, while I agree with Mr. Luetkehans' analysis on a lot of the portions of this, I part ways with him on the uniqueness of the property.

There was testimony that it's narrower

than normal. The surrounding properties, there's a lot of discussion in the standards about the nature and character of the neighborhood. The nature and character of the neighborhood here is not garages in the rear, as it is in other parts of the town.

So to drive the developer to a lot coverage ratio that would force some garages in the rear would force the developer to deviate from the essential character of the neighborhood. So there's a tension there in my opinion. I don't know where you could put rear garages in this subdivision that would be attractive or appealing or fit within the character of the neighborhood at all.

The other alternative we saw was for 10 or 11 or 15 lots -- I can't remember the number -- all facing on Sheehan. I also struggle to see how that would be consistent with the character of the neighborhood, as well. I think we would have different traffic issues with that.

So I understand that the standard is 20 percent. That's the standard throughout the Village. I do see some reasons here to grant the

variance. I think where I would land is to say the developer has identified 11 lots in which they would need a variance. I don't see any reason to give more than 11.

The developer, by their own numbers, has also given us 8 of those 11 where they've got percentages in 21, 20 percent. I would feel comfortable saying I will give them 11 variances, 8 up to 23 percent and the other 3 up to 25 percent; but they've got to be limited to Lot Numbers 2, 6, 8, 9, 11, 14, 17, 19 and 23, 22, which are the ones identified by the Petitioner.

I don't want the Petitioner to have, for example, a variance on Lot 3 to get a 25 percent LCR on an enormous corner lot.

That is where I think I would land on the LCR. To be honest, that's a very close call for me, but I could feel comfortable giving them that.

CHAIRMAN FULLERTON: Okay. Tracy, where do you stand on the LCR?

COMMISSIONER HEMING-LITTWIN: I would say I'm very close to what Commissioner Elliot said. I, too,

believe that the 15 lots on Sheehan Road are just not -- doesn't make sense. There's a lot of, in my view, safety issues there with multiple driveways and the amount of kids right in that area. We have talked about that Sheehan is a pretty heavily traveled east/west thoroughfare through that whole area.

I, very similarly to what Commissioner Elliot did, was look at the amount of lots they were looking for, the lot coverage ratio to be over the 20 percent and specifically looking at the amounts that -- they identified three that were at 25 percent, and the rest were at 21 to 22 percent.

So I would lean towards what Commissioner Elliot said and say 8 lots at 23 percent or less, lot coverage ratio of -- that are over the 20 percent, and then the additional 3 up to the 25 percent.

With that, though, I would expect them to still agree to the fact that, on all the lots, giving up the bonus for any rear yard garage because of the fact that it does seem to be within more of the character of the subdivision to the north.

I will say that, when you look to the lot coverage ratio of the subdivision to the north, again looking based on the evidence that was submitted by the developer, currently 56 percent of the lots are at the lot coverage ratio of 20 percent or below, and 44 percent are over the lot coverage ratio of 20 percent.

With the adjustments, if we look similarly to the lot coverage ratios being proposed by the developer, it's 53 to 47 percent. So 53 percent would be at the 20 percent or less, and then 47 percent. So they're relatively close from a distribution standpoint.

I will say that, yes, I do think there are unique circumstances on this land for a couple of reasons. I also think it's hard to compare the subdivision to the north and the subdivision to the south specifically just because of the way the road is, that the only way you're going to get consistency of lots laying in the same direction is going to be putting in a bunch of streets going north and south, going in and doing short cul-de-sacs there, which

bring, again, its own unique situation. Other than that, some of the other -- do we just want to stay on lot coverage or in general?

CHAIRMAN FULLERTON: I want to get an idea what people are thinking about lot coverage.

COMMISSIONER HEMING-LITTWIN: I'll stop then.

CHAIRMAN FULLERTON: Okay. Jay?

COMMISSIONER STRAYER: I'm not sure this is true, but I'm getting the impression the only issue is lot coverage?

CHAIRMAN FULLERTON: No. I wanted to start with that because I figured that is going to be a little bit more of a discussion.

COMMISSIONER STRAYER: I have no problem with the Petitioner's request for 25 percent lot coverage ratio. I just do not think it affects the scale -- or the increase does not affect the scale and character of the surrounding homes, and it permits construction of various sizes of homes. I think the Petitioner has done a good job in explaining why they need that flexibility.

I don't mind saying at this point I

really don't have any objections to any of the proposal, the variances proposed by the Petitioner.

CHAIRMAN FULLERTON: So no limitations on the LCR? You would be fine with --

COMMISSIONER STRAYER: I'm fine with it. I just don't think it's going to be significant, and I don't think it affects the -- especially with eliminating the past garage bonus, I just don't think it is a problem.

COMMISSIONER WHALEN: To go back to Tim. Can you give me the numbers of the lots you identified earlier.

COMMISSIONER ELLIOTT: If you need a cheat sheet, it's this. It's 2, 6, 8, 9, 11, 14, 17, 19, 20, 21, and 22.

COMMISSIONER WHALEN: Thank you.

CHAIRMAN FULLERTON: So that's the 11. 8 would be up to 23. 3 would be at 25. You wouldn't necessarily identify the 8 versus the 3, just the 11?

COMMISSIONER ELLIOTT: Right. I would say I would give them on 11 lots. I would give them flexibility of eight up to 20 percent and the remaining three up to 25.

CHAIRMAN FULLERTON: Jeff, where do you stand on LCR?

COMMISSIONER GIRLING: I've said in the past. I'll say it again. I think that the Village inadvertently penalizes developers who build attached garages through the LCR restriction, or really rather virtually by giving the bonuses when you build detached. It works in some areas of the village. I think in other areas, this in particular, it's an inadvertent penalty.

I think, to Jeff's point, I think you made a very good point about saying the developer doesn't have to build that size of a house. I think that's a great point. But another point that really concerns me is protecting the values of the homes that are already there.

If you start building smaller homes with attached garages -- and I'll take Mr. Ebert's home, who backs up. He's got a gorgeous home, and it's worth a lot of money. If you put 23 $300,000 homes or $350,000 homes next to his -- I don't know what the value of your home is. Let's say it's 600,000, 700,000. You've

now negatively impacted the value of his home. If it's wrong --

UNIDENTIFIED PUBLIC SPEAKER: That's all right. I just said sold. Swimming pool with it.

COMMISSIONER GIRLING: Looks nice. Okay. I think we need to protect -- part of what the Plan Commission does, it has to protect the values of the homes around there. I think by the statement of saying you could build a smaller home, you potentially could damage the surrounding area by not maintaining the character of the locality.

I'm all for the LCR variation. I will say in this compromise, I'm fine with Tim's proposal in terms of restrictions on how many.

CHAIRMAN FULLERTON: You said in order to protect the other homes around it, you don't necessarily want a developer coming in and building smaller homes. What if a developer came in and still built good sized homes, just less of them on bigger pieces of property?

COMMISSIONER GIRLING: I'm sorry. Could you say that again. I want to make sure I understand.

CHAIRMAN FULLERTON: I want to make I say it

correctly, as well. And I understand your point that you want to protect the neighborhood, absolutely. But it's not necessarily that has to have these lots with smaller homes. Couldn't you have a larger lot with still a larger home?

COMMISSIONER GIRLING: Yes, you could.

CHAIRMAN FULLERTON: Because that would be another option. It's not that it has to be one or the other.

COMMISSIONER GIRLING: I agree. You could do that. At the same time, going back to penalizing the developer, I know we're not supposed to take into consideration their -- maximizing value, I think, is a term we heard in the past that people react badly to, you know. Reasonable return, I think, is what we say. We're allowed to consider that.

But I don't think we can penalize one developer's plan and their right to a reasonable return by saying you don't get your -- you have a lower LCR or you have to build smaller lots to conform to the 20 percent LCR -- or smaller homes on larger lots. I got myself confused.

We're still negatively impacting that

developer because of the home type they're choosing to build, which fits the character of the locality. Do you follow what I'm saying?

CHAIRMAN FULLERTON: I follow what you're saying. I don't know if I agree with you, but I follow what you're saying.

COMMISSIONER GIRLING: That's fine.

CHAIRMAN FULLERTON: So you said you would be okay with the LCR limited to what Tim suggested earlier?

COMMISSIONER GIRLING: Yes.

CHAIRMAN FULLERTON: Not the LCR -- not 25 percent on all?

COMMISSIONER GIRLING: Correct. And I would be okay either way.

CHAIRMAN FULLERTON: Okay. Craig.

COMMISSIONER BROMANN: I'm not too happy with the lot coverage ratio exception for a number of reasons.

One is, it's so many. Nearly half are out of the 20 percent range, and half of those corner lots you would expect to conform. So it's just too much. I'm a little bit concerned too that we've never approved new construction like this. All the others

were with existing homes that wouldn't conform to begin with.

CHAIRMAN FULLERTON: Okay. So you're no on the LCR?

COMMISSIONER BROMANN: Yes.

CHAIRMAN FULLERTON: Ray?

COMMISSIONER WHALEN: I would follow Commissioner Strayer's opinion overall. I would be supportive of the 25 percent across the board.

Some of the reasons why is that I'm a little concerned, kind of like a little bit of Tim's idea, my concern really, what I'm after is to protect existing neighbors from garages shoved up against their homes. I think it would be detrimental and in my opinion would change the character of the neighborhood over there.

I don't think the detached garages, if this development were to move forward, would really be appropriate. I think it would change the character.

So I would be supportive of the 25 percent across the board. Because, if we allow them on certain lots, my question is to those that supported

that direction, then are you okay with the bonuses, which will really as evidence of improving -- put them up to 28, 29 percent lot coverage ratio?

So I think now in my opinion we're holding them back from larger LCRs. Because they count the bonuses, it's going to definitely exceed 25 percent.

COMMISSIONER ELLIOTT: They've foregone the bonus.

COMMISSIONER HEMING-LITTWIN: Not on all lots, not on all.

COMMISSIONER WHALEN: Correct. I think that's something Tim --

COMMISSIONER HEMING-LITTWIN: One of the conditions I had said --

COMMISSIONER ELLIOTT: My idea would be on all lots, like Tracy just said, on all lots.

COMMISSIONER HEMING-LITTWIN: I had stated that, if we give them on a certain number of lots, the 25 percent, I would expect them to forego the bonus on all of them.

CHAIRMAN FULLERTON: Are you in agreement with that?

COMMISSIONER WHALEN: No.

COMMISSIONER HEMING-LITTWIN: You're saying it's 25 percent or --

COMMISSIONER WHALEN: Correct.

COMMISSIONER HEMING-LITTWIN: With no bonus for the ones that aren't at 20 -- or at 20 get the bonus, could still go for the bonus?

COMMISSIONER WHALEN: That's permitted in our code. They have the ability to build at 28, 29 percent, is what I'm saying right now. By going to 25, in my belief, it's going to fit the character of the neighborhood. I don't want to see detached garages along Sheehan. I think it would change the character. So it's the lesser of all evils.

I will state that, even though there aren't any new homes, I know there were several that are less than five years old that have been approved LCR variations. So new construction has not gotten it, but homes that have been built within three to five years, several have come in to increase the LCR from 20 to about 23 percent. Of the ones approved by the Board, all but two.

At 25 percent, to me, it's very clean-cut, and we know what we're approving, and we know what they're going to build. I wouldn't take the partial if I were the developer. I would go back and put the garages on and put 25 percent with the LCR.

I think the other thing to look at is the pervious surface, the stormwater ordinance, which is another issue that I look at. It's going to actually improve that part of it. I mean, there's a lot less pervious surface if they do these detached garages, so in theory we'll have more green scape, which in the past on multi-family developments we've always encouraged developing that. In this case we're kind of doing that by not having the alley in the back type of look.

As far as -- and Julie mentioned, as far as there would be less lots, we may agree to disagree here. But they're meeting the lot width. They're meeting the area. They're meeting everything else in our zoning code.

This was unusual for me the number of years I've served on this Commission. The Petitioner

came in with something in discussions with the staff, and by recommendations of the staff and the Police Department and the Public Works Department is what has created this development of what we have here today. They came in twice to us with pre-ops asking for the right-of-way or the right-of-way variation, and I think unanimously we approved that.

So I wrestle with the fact, is it really the collective working on this that has created the number of variations that are being requested? Because they could have come in -- and I think their initial thing was for a straight along Sheehan and for public safety and for many issues it was asked if they would consider other stuff.

I also have to say, though, this will be a much better and a much easier product to sell because it's a community, or a neighborhood. So 25 years from now, you know, if I'm still alive, I'll come by and look at this. I think it will fit that section of the town. It will be filled in, matured. That's one of the reasons I was really pushing for a few more trees. I think that will have an immediate, significant impact

to this if it was to move forward.

So I would support the 25 percent across the board.

CHAIRMAN FULLERTON: Okay. Todd?

COMMISSIONER BUCKTON: There's only one reason for this variation, and that's to make money, which all developers do. That's no reason to give a variation.

I think for us to even be talking about this, what we ought to be doing is telling the Board we need to change what was brought up when Jeff was on the Plan Commission and Mary and Jay were on the Board.

If it's not working, we need to change it. But for us to say, yeah, we're going to grant a blanket variation for 23 lots or even for 11 lots, strictly on the basis of profitability to me is insane. All we're doing is opening up the door for any developer, including this developer, to come back with the Bush development on the north side of town because that was a big problem up there and why they pulled the plug on it.

I can't see where the discussion is. Send it back to the Board and say change it, give it --

make it 25 percent because all we're doing is opening up the door. I appreciate what the developer is doing. There's absolutely no way I can vote for this.

CHAIRMAN FULLERTON: Okay. Well, Jeff, I think you said exactly what I wanted to say. It's not like the two choices are detached garage or 25 percent LCR, and it seems like that's the argument I'm getting.

When you're building in a community, you come and deal with the Village's code. You plan around it. Then if there are variations because of particular hardships or unique circumstances or practical difficulties, all buzz words we have to use in the code, then that's when the variations come to us.

We don't just grant variations willy-nilly. I'm sorry. That's not a very professional way of saying it. But I'm not getting any argument besides what Todd just mentioned about wanting to make more money.

We want you to make more money. I'm not anti-development. I'd love to see something happen here. I can't give a blanket 25 percent for all of them. I can't give it for 11. So on that, I'm a no on

the LCR, as well.

So now comes the hard part, I've got five people who are saying no LCR variation, I've got three who are saying a limited LCR variation, and two no limited LCR. Right? Now what do we do?

MS. TAPPENDORF: Take a vote. Some people may change their minds. Some people might have another option.

COMMISSIONER ELLIOTT: We're discussing --

CHAIRMAN FULLERTON: Right. I know, but from this point I want to figure out --

MS. TAPPENDORF: If it goes the way people -- we don't know because some people may have changed their mind. If it goes five to five, then it fails, so it's a negative recommendation, because you have to have a majority to recommend approval.

CHAIRMAN FULLERTON: Is it three different motions?

MS. TAPPENDORF: It depends on what the motion is on the table.

COMMISSIONER ELLIOTT: Can we take formal votes on individual variances of this, or does it --

MS. TAPPENDORF: You can do it either way.

COMMISSIONER ELLIOTT: The proposal seems to be taking a vote on one particular --

CHAIRMAN FULLERTON: No. I was just seeing where we stand right now with the LCR.

COMMISSIONER ELLIOTT: My point being, it wouldn't be a formal vote. It would be more of a straw poll. So I guess my question would be, the proposal in the middle appears to be limiting the 11-lot variation, and I guess my question is -- I'll ask the question whether the people on either of side of that would be willing to embrace that proposal, if we get a majority on that proposal, for the 11-lot variation.

COMMISSIONER STRAYER: I would be against it.

CHAIRMAN FULLERTON: I wouldn't do it.

COMMISSIONER BROMANN: I would be against it.

COMMISSIONER BUCKTON: Against.

COMMISSIONER STRAYER: If we take a vote on each variance, what you're in essence doing is telling the developer to go back in and re-plan the whole thing.

CHAIRMAN FULLERTON: Right.

COMMISSIONER STRAYER: And that's going to put the

developer another year-and-a-half down the road coming back here again, and we'll be discussing the same issues with a different plan.

This is a piece of property that needs to be developed. I don't know why the neighbors think this is a great thing the way it is. I've been by there. Boy, if it was bigger, maybe we could build a junior high there. That's facetious, obviously.

I just think this should be developed, and I'm not sure you're going to get any better proposal than the one you have. If you just want it to stay vacant like it is, it will stay like that. The church will -- I don't know who they'll sell it to. It's not our decision.

COMMISSIONER GIRLING: We can't operate on what could be and what --

COMMISSIONER STRAYER: Otherwise, you're just going to have that big vacant piece of property across the school, and I think it's a waste.

COMMISSIONER ELLIOTT: Could I respond to a couple points to that.

CHAIRMAN FULLERTON: Yes.

COMMISSIONER ELLIOTT: I generally agree with you on the need to develop this piece of property, but I also don't think that issue is before us. It's not before us.

But as far as 11 variances, my concern is, there are small lots and there are large lots on this proposal. The developer has come to us and made representations, and this is their document that I used to come up with the lots that they could -- that these would be percentages we could live with. So I used the developer's document to come up with my proposal.

What they're saying, I think, is that these are numbers that they feel they could develop this parcel with. My point is, I'm willing to take them at their word, but I want to limit them to what's on this.

Like Commissioner Whalen and like others, I don't particularly want to place garages in the back. I don't particularly want to see that development along Sheehan with 50-feet lots that are going to create traffic on Sheehan Avenue and that are not going to match the neighborhood and that are going

to have just as many, if not more, back yards backing up on the cul-de-sacs to the north.

So my own view is, the developer is saying, "These are numbers we could live with." I want to take them at their word and not give them anymore. I don't want to wake up one day and find out we have a mansion that's a 25 percent LCR on one of these big coin lots. That's my concern with giving them carte blanche on all of the properties.

To address Commissioner Whalen's point, I would expect the developer to waive the garage bonus on all 23 of the lots. They're telling us these are numbers they can live with. They offered to waive the garage bonus, and I'm fine with that, and I want to hold them to what they've given us in this document.

That's the reason behind this, because I think that strikes the balance behind the desire to develop this property and the desire to limit them to the minimum possible number of LCR variations. That's why I happen to think this is a good middle half. I recognize there are people on both sides of it.

Again, I would query whether there are

any of those who have not currently voiced in favor of this middle ground, whether they would consider doing so, and not be back here in two or three or four years with a different proposal from this developer or somebody else.

CHAIRMAN FULLERTON: Craig, change your mind at all or no? All right. Go ahead.

COMMISSIONER STRAYER: Tim, I understand what you're saying. I guess we really need to know whether, other than the lot coverage ratio issue, how the Commission feels about the rest of the variances. If that's the only issue, then maybe we could draft an exception along Tim's lines.

COMMISSIONER BROMANN: Isn't that going to be affected by -- then they go to a smaller?

CHAIRMAN FULLERTON: If we said yes to the right-of-way?

COMMISSIONER BROMANN: If we said no.

COMMISSIONER HEMING-LITWIN: We haven't even discussed the right-of-way yet.

COMMISSIONER WHALEN: Well, we have at two --

COMMISSIONER HEMING-LITWIN: No, I know we have.

COMMISSIONER WHALEN: Gave the developer direction, I think, unanimously.

COMMISSIONER HEMING-LITTWIN: I don't disagree with you.

COMMISSIONER ELLIOTT: Let's just do the whole thing.

CHAIRMAN FULLERTON: Yes. I just wanted to get through the LCR, see where we stand on that, and then let's kind of go through the rest of it like we usually do and hit it that way.

COMMISSIONER MANSFIELD: So as far as the rest of it, the street width variation, given the nature of this lot, as much as I think it's going to make the streetscape really narrow, I think it's the only alternative outside of doing the 15 lots or the 15 driveways out onto Sheehan, which I agree is not as desirable of a solution.

At least I think that any other solution that would prohibit that or would request that is also going to require some kind of a street variation, whether that be in cul-de-sac, if there were multiple cul-de-sacs, or even the "C." The "C" layout that was

discussed. That would require a smaller street size or a narrower street size. I think really even putting the gate on the north end, it doesn't negate this variation.

So I really see that this is probably something that is unique, and I don't have an issue with it.

The one thing that I do have an issue with and I'm more concerned about is the storm sewer in the back of the lots.

Going through that tonight and understanding that really all of the water in this property is going to drain into that storm sewer with the exception of -- I shouldn't say all, but at least 50 percent of it is going to drain north into that collector, that sewer. That sewer is going to be on private property and maintained by the homeowners' association.

The Village does plans where they come in and they -- we have capital improvement plans, where we address older sewers and things like that. Is this homeowners' association going to do that? And I just

don't think this is the right thing to do.

I would rather see the storm sewer go in the street right-of-way as opposed to the lots behind it. That's the only issue that I have.

The other thing that I would like to see as a condition on an approval would be that the five -- I think it was the five parking places on Sheehan that were going to be removed, if, in fact, we're -- the drive where it comes out on Sheehan, the requirement that that actually be removed using curb as opposed to just removing the stripes.

Going down there all the time, and yeah, that was a very interesting point. Twice. You've got a 25-minute window where you have both, you know, double occupancy, for lack of better terms. People are going to park there because I've seen them park all the way down to 53, even in some grassy areas when that's happening. So it needs to be removed. That's it.

CHAIRMAN FULLERTON: Mary.

COMMISSIONER LOCH: I'm comfortable with most aspects of this project, and I thank the developer, again, for their working on all these details.

If there was a solution to that north storm sewer, I would love to see a solution, just so you don't impact homeowners years from now with a whopping bill. Especially since the staff said they would prefer it in the street. I would like to see a solution for that.

Again, my only issue was with the LCR. I didn't get into the details on my piece of paper here. I said I would compromise with eight that Tim mentioned that were up to 21 percent and three up to 25 percent, outlined in their graph that's up on the board right now.

CHAIRMAN FULLERTON: Because Tim's limitation was eight up to 23 percent.

COMMISSIONER LOCH: Tim said 23. I said 21. I did round it down instead of rounding up. So I'd vote 21.5. I'm just going by the numbers there. Yeah, 22 or something.

CHAIRMAN FULLERTON: So if it came up as the motion of 8 to 23, would you be a yes or no?

COMMISSIONER LOCH: I would be fine, follow what he recommended there. There's no 22 point anything up

there, right? 20, 21 or 25.

CHAIRMAN FULLERTON: So I have this straight, you would be willing to compromise on the LCR?

COMMISSIONER LOCH: Yes.

CHAIRMAN FULLERTON: But you still have an issue with the storm sewer?

COMMISSIONER LOCH: Yes. That's one of the things I'd like -- that puts the responsibility on Glen Ellyn, not the homeowners.

Again, these homeowners may not be the ones affected. It could be whoever they sell the property years from now.

CHAIRMAN FULLERTON: Any other conditions?

COMMISSIONER LOCH: No. Those are the two big issues I have.

CHAIRMAN FULLERTON: Tim?

COMMISSIONER ELLIOTT: As I said before, I'm generally fine with everything else, but I do want to make a comment about just the standards because there are three different standards.

The big issues seem to be -- I guess there are three issues that we heard that sort of

dominated the proceedings here.

The first was the LCR, which we've talked about. I think everybody knows where the different Commissioners are on that.

The second was what I'll call the layout of the subdivision, the path of the roadway, and the third was the storm sewer.

As I look through this, there aren't really any variations being sought on the -- sort of the route of the street or on the storm sewer. So we don't have to apply the variation standards to examine those issues. What we have to do is see whether they meet the criteria in Section 309, which is the criteria for subdivision approval. It's a lower standard than you have to seek for variations.

Many of the people in the audience here tonight have been here one or both of the pre-ops that we had. I think everybody understands here we've looked at and the Village of Glen Ellyn has looked at and the neighborhood has looked at a number of different roadways here.

The truth of the matter is, nothing is

perfect. Every design comes with advantages and disadvantages. So there is no perfect solution to this, but perfection is not required.

All that is required is that the proposed subdivision not be detrimental to public health, safety, and welfare and that the subdivision not cause an arterial collector street to be unable to function at a level of service deemed acceptable by the Village.

Those criteria are met, and I'm satisfied that, of all of the several solutions that we looked at, this roadway in my opinion is the best possible solution from an overall perspective. I understand if I'm living on a current cul-de-sac at Montclair, I'm not going to be happy with this. I understand that, and I'm not trying to discount the views of the people that live there. But we have to look at the overall neighborhood, and I'm comfortable this is the best solution for the traffic, and it does meet the standards under 309. I don't think a variance is being sought with respect to that.

The same thing is true with the sewer

system, the storm sewer system. I share Commissioner Loch's views. It's not a perfect solution, and I would like to see if a better solution couldn't be dreamed up, but I do think the current solution satisfies the criteria before us. It's more than enough to satisfy those criteria.

So I have to say that I would approve this despite some misgivings about that backyard sewer. The rest of the variances that have been proposed, some under the subdivision code, some under the zoning code, I think all satisfy the criteria.

I will say, with respect to only the LCR, I agree with Mr. Luetkehans that there are two different alternative standards to get a variation from the zoning code. One is that the property not be able to yield a reasonable rate of return. The other is the plight of the owner's duty in unique circumstances. I'm paraphrasing there.

I agree with Mr. Luetkehans that this developer has not shown he cannot yield a reasonable rate of return. I invited evidence on reasonable rate of return. I don't think we heard it. So I agree with

Mr. Luetkehans on that one.

I'm basing my view that a variation is permitted under the second prong of that, that there's unique circumstances, and there are a variety of other considerations that we shall consider, but none of them are dispositive. Those are considerations that we've all talked about, but I do think the ultimate standard, which is unique circumstances, the property is satisfied with respect to the LCR.

On all of the other variations that are sought, I think they satisfied the criteria of the sections, and I don't think further discussion from any of us would be useful, so I'll pass it onto Commissioner Heming-Littwin.

COMMISSIONER HEMING-LITTWIN: I'm going to keep mine pretty short and to the point. You've heard my opinion on the LCR. I would say, again, subdivision code, I would have to agree with Commissioner Elliot here, that I feel that in general, yes, I agree with him and Commissioner Loch about the storm sewer. That's something, though, that is not a variation being required or being asked for by us at the moment. So

therefore, I would expect that to be addressed as this moves forward to see if something can be done for that.

I also would like to thank the Petitioner that, as they came forward, they did take into consideration and were willing to give up some land to have a right-of-way for safety for the children to go through the property, which by code is not required, but they were more than willing to do so and also work with some improvements to have a safer way to cross Sheehan into the school and bring students into that area.

The other variations other than the LCR which we're going to, I'm sure, talk about more, I'm okay with the rest of the variations.

COMMISSIONER STRAYER: I think I've already expressed my view that I am in favor of the Petitioner's application. I just want to make a couple comments.

There was some discussion about Montclair and whether or not that could be blocked off. I think it was evident during the hearing that plans for the Rolling Hedge subdivision indicate that

Montclair was constructed with the intention of it being extended at some future date.

On the right-of-way, the 25 feet meets the code, and we would be granting the variance for the right-of-way to be reduced to 50 feet, and that obviously needs a variance. With respect to that, the depth of the lots is a hardship that justifies that variance.

With respect to Lots 3 to 12, they front onto non-intersecting streets. Otherwise, the backs of the homes would face Montclair.

We haven't really talked too much about the traffic here. This was a big part of the hearing. But as I reviewed and understood, the traffic study, I think the safety of pedestrians will be enhanced with the crosswalk and the beacon light on Sheehan. The Amber Ridge Drive connection, I don't think, will have any significant impact on Sheehan Road and 53 traffic.

I agree with removal of parking spaces across from Amber Ridge to improve safety, but I do agree with Jeff's comment concerning curbing.

That's all I have.

CHAIRMAN FULLERTON: Jeff?

COMMISSIONER GIRLING: With the exception of the storm sewer, I'm okay with everything.

I think the unique nature of this site and the dimensions the typography is justification for giving the variances. I never could find projects that have this many variances, 9, 60, whatever you want to call it. But I think the fact that the developer is working with the Village and really giving the Village not necessarily more say than they would typically have in a development, but they're working with the Village to say you have this design rather than fronting on Sheehan, which makes sense.

So I think that, by doing that, they have created the reason for some of these variances. So while I don't like the number of variances, I'm okay with it.

I agree that the storm sewer should be in the street. I don't like that that's going to cost the Village more money, but I think in the grand scheme of things, that's a much better plan for everyone involved.

With regard to the condition for the curbs, I would be all in favor of that.

CHAIRMAN FULLERTON: Craig.

COMMISSIONER BROMANN: I'm not comfortable with the storm sewer variation, and I have a problem with the right-of-way exception of 50 feet.

We've got in our most recent packet Plum Tree Road as an example, and if you've got a car parked on Plum Tree and one going north and one going south, it just doesn't work. Plum Tree basically is a dead-end street. This one is a cut-through. It gets aggravated during Saturdays when there's sports activities and not enough parking, and then the whole thing from Sheehan all the way through is going to be all kinds of people parking. So that, I have a problem with.

I'm not real comfortable with the rear yard setbacks or the corner lot setbacks. Part of it is that I don't necessarily consider this to be that unique of a circumstance with the lot, but I would probably go along with it anyway.

CHAIRMAN FULLERTON: Ray.

COMMISSIONER WHALEN: Overall, I will be in support of the variations requested.

Again, I go back to my initial thoughts. Is it the developer in trying to work with staff that's really creating these variations? In my belief, that is the case here.

I just want to add, as far as the storm sewer, and it really isn't a variation here, but what I would recommend is that we have a condition placed in here that the storm sewer is satisfactory both to the Village Engineer and the Public Works Department.

I really don't want to micromanage this, and I would rather put it in the hands of the people locally that understand it. We have a lot of storm sewers that are on private property that are maintained by associations.

I know for a fact the Public Works Department, before it's approved for final approval, will have an annual maintenance plan which they all have, so they're proactive. The manager is very on top of this stuff. He doesn't want a number of calls or emergencies. So that part will be taken care of, I

think, in the process as it goes to final hearing. So if it's located in the back yards or the front yards, I would leave that up to those experts, and I could go either way. I think you can make a case either way, cost and maintenance. You can look at it the other way if it's on the private sector.

The Village does have or I think has had very good luck with, if there is an issue, having drafted documents, they have the authority to go on and fix it immediately and then back-charge the association and property owners. That I'm aware of in all of the other ones we put through, subdivisions and townhomes homes, it hasn't yet that I'm aware of been an issue.

As far as the rest of them, I think one of the other items, they met a lot of the goals of the comprehensive plan with this proposal also along with the other facts I think that were brought up, conditions they met. So I would be in support of it and look forward to further discussion on the LCR.

CHAIRMAN FULLERTON: Todd.

COMMISSIONER BUCKTON: For me, the lot coverage ratio is a deal breaker. Commissioner Elliott said

there's no such thing as a perfect plan. I completely agree with him, and I think this is not anywhere near a perfect plan. This is riddled with variances. It's too much for a piece of property. Again, if the lot coverage ratio can't make it, as far as I'm concerned, nothing can. So I will be voting no.

CHAIRMAN FULLERTON: Let me ask Jeff and Craig, and we'll probably come back to -- is the LCR a deal breaker for you?

COMMISSIONER MANSFIELD: Yes, it is.

COMMISSIONER BROMANN: Yes.

CHAIRMAN FULLERTON: That's how I have it here. I just want to make sure. I'm on the same page, that the LCR is a deal breaker for me. It needs to meet that before I can deal with anything else.

Although, I will say I do like the condition that Ray brought up regarding the storm sewer. We agree to Public Works and developer, people who know it better than the Plan Commissioners.

COMMISSIONER HEMING-LITWIN: I do, too.

CHAIRMAN FULLERTON: I think that's a very wise position.

COMMISSIONER MANSFIELD: I'm fine with that.

Commissioner Bromann's comment about the street width, to me, I drove all the streets. To me, the tell was actually Hawthorne because it was repaved at 21 feet. One thing I did notice is, on both sides of Hawthorne is marked for parking. We're talking about a different type of street, but I'm wondering if we're -- about parking restrictions on one side of the street there, because you're right. You get one car in there, and I'm surprised the fire department wasn't complaining about that.

COMMISSIONER HEMING-LITWIN: I actually live on a street that I think it's just over 21 feet curb to curb side. We do have parking on our street. It's a residential street. It goes pretty far through because it's Oak. It goes from Riford all the way to Kenilworth.

You hope that the people in the neighborhood aren't parking on one side, the other side, one side, the other side. Most of the time people don't on those streets. There happens to be a lot of streets that have that width. Hawthorne is

telltale sign. It does lead to the junior high. So basically from the high school and the junior high, it feeds basically between those two.

From that standpoint, I think that's the street that's really telltale, that we do have a street with 21 foot width.

Maybe it becomes that, as this moves along, at some point if parking is an issue, it's no parking on one side of the street or those types of things can be put in. Where I live, it's a small street, and we have the ability to park on both sides.

COMMISSIONER LOCH: To my understanding, the 21 foot width is deliberate to calm the traffic because you have the parking on both sides, and it forces people to slow down and go in and out. Am I correct? And to allow parking on both sides. So I think it will be an asset.

COMMISSIONER HEMING-LITTWIN: I agree.

COMMISSIONER MANSFIELD: We're at 27 feet on ours. If we get people parking on both sides, we have gotten knocks at the door to have people go out and move their cars. I imagine the same on behalf of this here.

COMMISSIONER WHALEN: I have a general question for staff. In your memo of February 21st, there were some other items. Does that have to be addressed for conditions that happened prior to final approval, or is that a given for the developer to achieve -- to include, you know, the following provisions, that you list them, is that --

MS. STEGALL: Those were recommended conditions of preliminary approval.

COMMISSIONER WHALEN: These are of preliminary approval?

MS. STEGALL: Yes.

CHAIRMAN FULLERTON: One last question here of the Commissioners. Does anyone have a position one way or the other that the Village created the variations because of the design of the street connectivity? I know somebody mentioned that earlier. Does anyone have a position one way or the other the Village created these variations because of the design of the street connectivity? If you don't have a position one way or the other --

COMMISSIONER WHALEN: That's what I brought up.

The developer came through, initially, if I understand this correctly, came to the Village with this parcel, wanted to do a number of homes straight across off Sheehan. During the discussions, what we have in front of us today as the application has ended up with feedback from Public Works, Planning Department, and staff. So that's what I question.

In my term on the Plan Commission, I've never seen a project take this turn, where a developer came in and staff and others in the Village had other recommendations. So they didn't ask for the double access from off the road. They didn't ask for all of this. Obviously, they're going to sell, have more lots. May not have approved to Commissioner Elliott's opinion, but they are allowed the reasonable rate of return on this project. So that's where I come from. It's unusual when I go down these really how many of them were driven by collective cooperation with this proposal.

COMMISSIONER BUCKTON: The reason I don't think it's relevant, and I'm not putting words in the mouths of staff, but they can say anything in terms of a

project, but it still has to -- it still has to meet the variations, still has to go through Plan Commission, still has to go through the Board.

So I don't think that whether or not one of the Commissioners thinks that this was steered in any direction by staff has any relevance to this discussion, although I think you're absolutely right. I think that's exactly what happened here.

I don't think it gives us any authority to make a decision one way or the other. We have to look at hardships, variations, and whether or not we think the development is pertinent.

COMMISSIONER ELLIOTT: I don't know who created the hardship. I do know this was a very different proposal originally. There's more homes. There's also more public improvements on this. We've got the road going through, so it's a more expensive one than the original project, too.

Having said that, if the question is, is my view on the variations influenced at all by whose fault it is that these variances are being requested, then the answer is no. That's not playing into my --

that's not part of my assessment of this issue. Regardless of who's driving the final plan, the standard is the same.

That's a long way, I think, of answering it. I think the question was, is that relevant to my decision. I think it's not.

COMMISSIONER GIRLING: I agree.

COMMISSIONER HEMING-LITTWIN: I just was mentioning, we never brought up anything that wasn't -- didn't come up. So I would agree with Tim in that regard.

CHAIRMAN FULLERTON: Five-minute break.

(Recess taken.)

CHAIRMAN FULLERTON: We will reconvene the Planning Commission meeting. Commissioner Elliot is going to make a motion.

COMMISSIONER ELLIOTT: We have a written draft motion that was going to be entered into the record so we have a clear record. In sum, the motion is to approve the preliminary plat of subdivision and to approve all of the nine requested variations with the following exception, which is that, on this draft

motion, instead of allowing a lot coverage ratio of 25 percent on all of the lots, the variance would be to permit a lot coverage ratio of 22 percent on 8 of the lots and 25 percent on the 3 remaining lots. The lots on which the variance would be granted are Lots 2, 6, 8, 9, 11, 14, 17, 19, 20, 21, 22.

In addition to the conditions set forth on this draft motion, we would impose an additional condition which is that the storm sewer system be acceptable to both the Village Engineer and the Glen Ellyn Public Works Department. That's the motion.

COMMISSIONER HEMING-LITTWIN: Second.

CHAIRMAN FULLERTON: Can we discuss now?

SPEAKER2:

MS. TAPPENDORF: Sure.

COMMISSIONER GIRLING: I don't have a problem putting on the restrictions, the 22 percent. I don't necessarily like the idea of putting it on a specific lot. I think that's kind of micromanaging. I prefer they have the right to do it on what would be -- 8 lots at 22 percent and 3 at 25 percent? Is that what --

COMMISSIONER ELLIOTT: Yes.

COMMISSIONER GIRLING: The reason why, when we get to the final plat, there may be changes that make one lot -- you know, now Lot 2 is a different size. Do you follow what I'm saying, or no?

COMMISSIONER LOCH: We could also make changes and adjustments at that time in accordance with any changes that come --

COMMISSIONER GIRLING: If we could make them down the road, why don't we just say on 8 lots, 22 percent --

COMMISSIONER ELLIOTT: My response to that is, I don't want to see a 25 percent LCR on one of the big corner lots. I don't want to have this developer to sell a big corner lot to somebody to build, you know --

COMMISSIONER GIRLING: I see.

COMMISSIONER ELLIOTT: The developers told us there are 11 lots on which they need some relief, and on those 11 lots I personally am going to say they get 22 percent on 8 of them, they get 25 percent on the other 3, pick which ones they want to do it on of those 11, but those are the ones we'll give.

COMMISSIONER GIRLING: That's a good point. I'll

go along with that.

CHAIRMAN FULLERTON: So we had a second?

COMMISSIONER LOCH: Yes.

THE COURT: Debbie, can we have a role call please.

MS. SOLOMON: Commissioner Elliot.

COMMISSIONER ELLIOTT: Aye.

MS. SOLOMON: Commissioner Heming-Littwin.

COMMISSIONER HEMING-LITTWIN: Yes.

MS. SOLOMON: Commissioner Bromann.

COMMISSIONER BROMANN: No.

MS. SOLOMON: Commissioner Buckton.

COMMISSIONER BUCKTON: No.

MS. SOLOMON: Commissioner Girling.

COMMISSIONER GIRLING: Yes.

MS. SOLOMON: Commissioner Loch.

COMMISSIONER LOCH: Yes.

MS. SOLOMON: Commissioner Mansfield.

COMMISSIONER MANSFIELD: No.

MS. SOLOMON: Commissioner Strayer.

COMMISSIONER STRAYER: Yes.

MS. SOLOMON: Commissioner Whalen.

COMMISSIONER WHALEN: Yes.
MS. SOLOMON: Chairman Fullerton.
CHAIRMAN FULLERTON: No.
MS. BRIGHT: The vote has passed by a vote of six to four.
CHAIRMAN FULLERTON: Michele, so Petitioner knows, when does this go in front of the Village Board?
MS. STEGALL: It's scheduled for April 15th.
CHAIRMAN FULLERTON: Thank you very much for all your attention and your patience. It's been a long haul. We do still have a little more business to cover. Is there a trustee's report?
MR. FRIEDBERG: No.
CHAIRMAN FULLERTON: Is there a staff report?
MS. STEGALL: No.
CHAIRMAN FULLERTON: The only chairman's report that I have, fellow Commissioners, I do believe this is Commissioner Elliot's last meeting. We have enjoyed having you on the Plan Commission very much, and we wish you the best of luck at the Village Board.
Any other business? Do we have meeting next week.

MS. STEGALL: You will get a cancellation notice tomorrow. We were waiting to see what happened tonight.
CHAIRMAN FULLERTON: Motion to adjourn?
COMMISSIONER HEMING-LITTWIN: So moved.
COMMISSIONER LOCH: Second.
CHAIRMAN FULLERTON: All in favor?
(Chorus of ayes.)
(Whereupon, the proceedings were adjourned.)

STATE OF ILLINOIS)
)SS.
COUNTY OF KENDALL)

I, Angela Phipps, Certified Shorthand Reporter for the State of Illinois, do hereby certify that heretofore on the 4th day of April, 2013, I reported in shorthand the proceedings had in the above matter.

I further certify that the proceedings were reduced to writing by means of machine shorthand and afterwards transcribed into typewriting by me; and that the foregoing is a true and correct record of said proceedings.

I further certify that I am neither counsel for nor related to counsel for any of the parties to this suit, nor am I in any way related to any of the parties to these proceedings.

IN TESTIMONY WHEREOF, I have hereunto set my hand this 8th day of April, 2013.

ANGELA PHIPPS, CSR
CSR No. 084-003506

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12-plus [1] 313/5
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MEMORANDUM

TO: Glen Ellyn Plan Commission

FROM: Michele Stegall, Village Planner MTS

DATE: March 28, 2013

RE: Amber Ridge Subdivision

Background. On February 28th and March 14th, the Plan Commission held a public hearing on the Amber Ridge subdivision. This hearing was continued until Thursday, April 4th. At the last meeting, the Commission concluded the public comment portion of the meeting and cross examination by an attorney representing some of the neighbors. Some individual members of the public also participated in cross examination. The April 4th meeting will begin with cross examination by any remaining parties and follow with Commission questions, closing statements and deliberation.

Attached for your information is the following material from the March 14th meeting.

1. A copy of the petitioner's power point presentation.
2. A copy of the transcripts from the March 14th meeting. (Any Commissioners who were not present are reminded that you must read the transcripts in order to vote.)
3. A copy of the minutes from the March 14th meeting. (Included separately in the Commission's agenda packet.)

Since the February 28th meeting, staff has received questions from individual Commissioners about previous lot coverage ratio (LCR) variations granted by the Village and the effective LCR currently permitted taking into account the detached garage and front porch bonuses. A request for information about other areas in the Village with 50-foot rights-of-way was also received. Below is information about these items.

Lot Coverage Ratio. In March of 2002, the permitted lot coverage ratio for a 2-story home was reduced from 25% to 20% and the .45 floor area ratio (FAR) was eliminated. The detached garage bonus was also increased from 440 to 500 square feet and a new front porch bonus was created. Since this time, the Village Board has acted on 58 LCR variation requests. This number does not include any applications that may have been withdrawn. Eight of these requests were for straight up additions on homes with already nonconforming LCRs. The LCR standards for straight up additions were later changed to better accommodate these types of projects. Of the 50 remaining requests, 48 were approved and 2 were denied. The LCR variations that were granted range from 20.3% to 26.8% with an average of 22.6%. All of the requested variations were for existing homes and were generally acted on in the amount applied for. No LCR variations for new homes have been acted on by the Village Board.

Attached are charts identifying the equivalent permitted LCR on a typical 50-foot wide "in-town" lot and typical lots in the Village's R2, R2B, R1 and R0 Residential zoning districts. All of the scenarios

assume that a home is constructed to the maximum permitted LCR and that the detached garage and front porch bonuses are fully utilized. The same is attached for average size and typical lots in the proposed Amber Ridge subdivision using a 20% LCR and a 25% LCR with no detached garage bonus.

Street Width. In response to the request for information about other streets in the Village with 50-foot rights-of-way, attached please find aerial and quarter section maps of some of these areas along with information about the associated street widths. Among other things, the character of these areas is also impacted by the lot width. The quarter section maps include this information. The street width indicated on the aerial photos is an estimate of the width measured back of curb to back of curb and is subject to error based on the type of curb. In all cases the identified street width is greater than the width proposed with the Amber Ridge subdivision which meets the current standard of 21 feet. If Commissioners are interested in seeing another street with a 21 foot width an example would be Hawthorne Boulevard which was recently reconstructed from the east to west side of the Village. Hawthorne Boulevard has a right-of-way width of 60 feet west of Western Avenue and 66 feet east of Western Avenue. All of the roads identified on the attached maps are located in the same R2 Residential zoning district as the proposed Amber Ridge development and therefore have the same front yard setback requirement.

Storm Sewer. There was some discussion at the last meeting about a private storm sewer proposed in the rear yards of lots 15-23. This storm sewer was originally proposed to be located in a public easement but was changed to a private sewer in response to Public Work's concerns about access. There is room in the right-of-way to accommodate the sewer if needed. Another alternative would be to place the sewer in a front yard easement. The petitioner has previously expressed concerns about these alternatives.

Attachments: Lot Coverage Ratio Comparison for Typical Village Lots
Lot Coverage Ratio Comparisons for Amber Ridge Lots
Plumtree Road Aerial and Quarter Section Map
Sheffield Lane Aerial and Quarter Section Map
Crest Road Aerial and Quarter Section Map
Glen Terrace Aerial and Quarter Section Map
Petitioner's March 14, 2013 Power Point Presentation
Transcripts from March 14, 2013 hearing

cc: Julie Tappendorf, Village Attorney
Staci Hulseberg, Planning and Development Director
Phil Norton, Police Chief
Ray Ulreich, Village Stormwater Engineer
Tom Adomshick, Village Traffic Consultant
Jon Isherwood, K. Hovnanian Homes
Sean Buckley, Neighborhood Representative
Norris Eber, Neighborhood Representative

Lot Coverage Ratio Comparisons
Including Maximum Bonuses

Typical "In-Town" Lot - 7,500 square feet (50 x 150)

20% LCR	1,500 s.f.
Detached Garage Bonus	500 s.f.
Front Porch Bonus	240 s.f.
Total S.F. Lot Coverage	2,240 s.f.
Total LCR with Bonuses	29.9%

Typical R2 Lot – 8,712 square feet (66 x 132)

20% LCR	1,742 s.f.
Detached Garage Bonus	500 s.f.
Front Porch Bonus	240 s.f.
Total S.F. Lot Coverage	2,482 s.f.
Total LCR with Bonuses	28.5%

Typical R2B Lot – 10,000 square feet (75 x 133.33)

20% LCR	2,000 s.f.
Detached Garage Bonus	500 s.f.
Front Porch Bonus	240 s.f.
Total S.F. Lot Coverage	2,740 s.f.
Total LCR with Bonuses	27.4%

Typical R1 Lot - 14,500 square feet (80 x 181.25)

20% LCR	2,900 s.f.
Detached Garage Bonus	500 s.f.
Front Porch Bonus	240 s.f.
Total S.F. Lot Coverage	3,640 s.f.
Total LCR with Bonuses	25.1%

Typical R0 Lot - 18,000 square feet (100 x 180)

20% LCR	3,600 s.f.
Detached Garage Bonus	500 s.f.
Front Porch Bonus	240 s.f.
Total S.F. Lot Coverage	4,340 s.f.
Total LCR with Bonuses	24.1%

Amber Ridge
LCR Comparisons 20% vs. 25%

For Average Size 10,075 Square Foot Lot

10,075 square foot lot

20% LCR	2,015 s.f.
Detached Garage Bonus	500 s.f.
Front Porch Bonus	240 s.f.
Total S.F. Lot Coverage	2,755 s.f.
Total LCR with Bonuses	27.3%

10,075 square foot lot

25% LCR	2,518 s.f.
Detached Garage Bonus	None
Front Porch Bonus	240 s.f.
Total S.F. Lot Coverage	2,758 s.f.
Total LCR with Bonuses	27.4%

Typical Lot (Based on Average Lot Width and Depth)

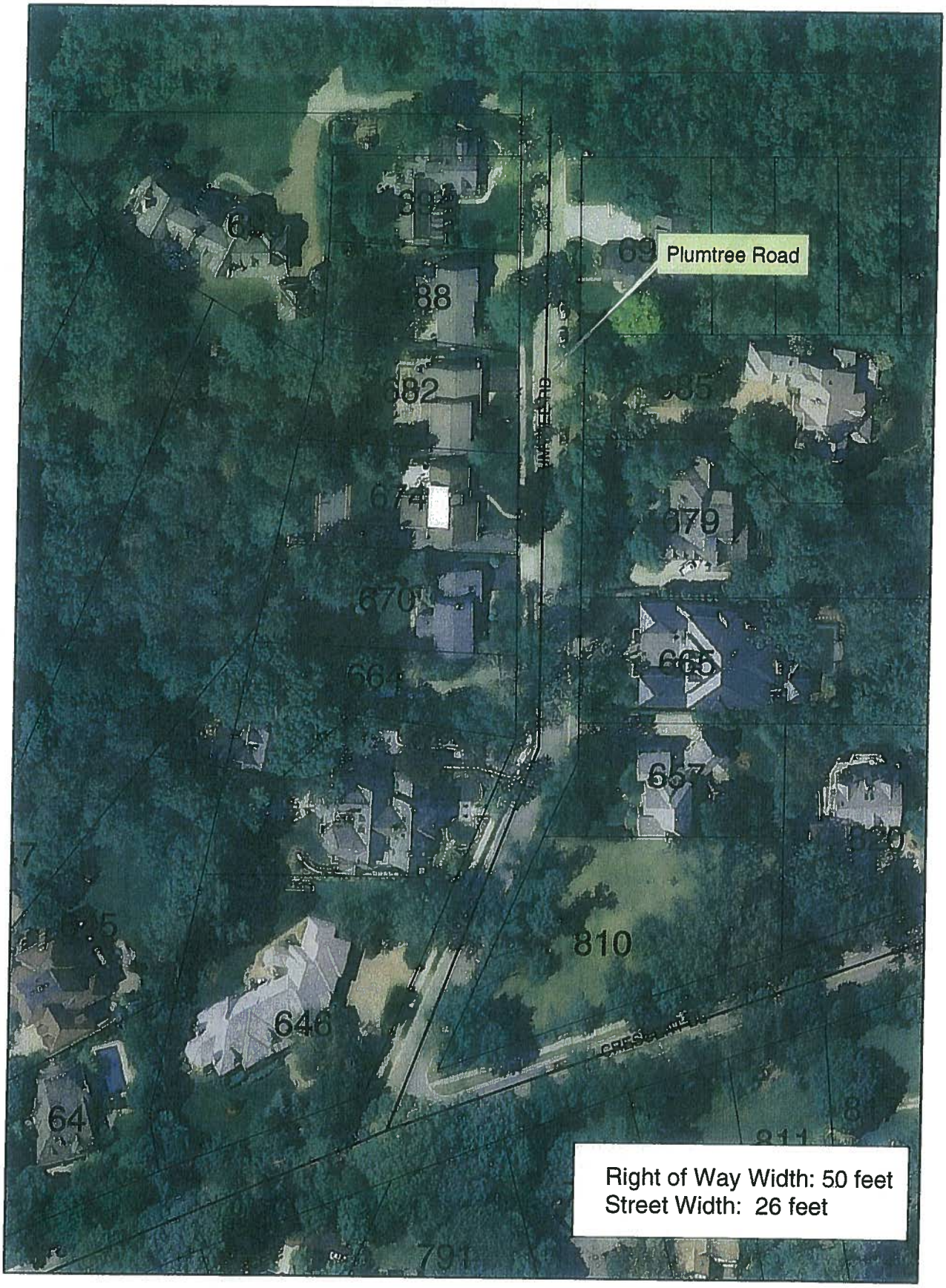
75 x 123 = 9,225 square foot lot

20% LCR	1,845 s.f.
Detached Garage Bonus	500 s.f.
Front Porch Bonus	240 s.f.
Total S.F. Lot Coverage	2,585 s.f.
Total LCR with Bonuses	28.0%

75 x 123 = 9,225 square foot lot

25% LCR	2,306 s.f.
Detached Garage Bonus	None
Front Porch Bonus	240 s.f.
Total S.F. Lot Coverage	2,546 s.f.
Total LCR with Bonuses	27.6%

Plumtree Road



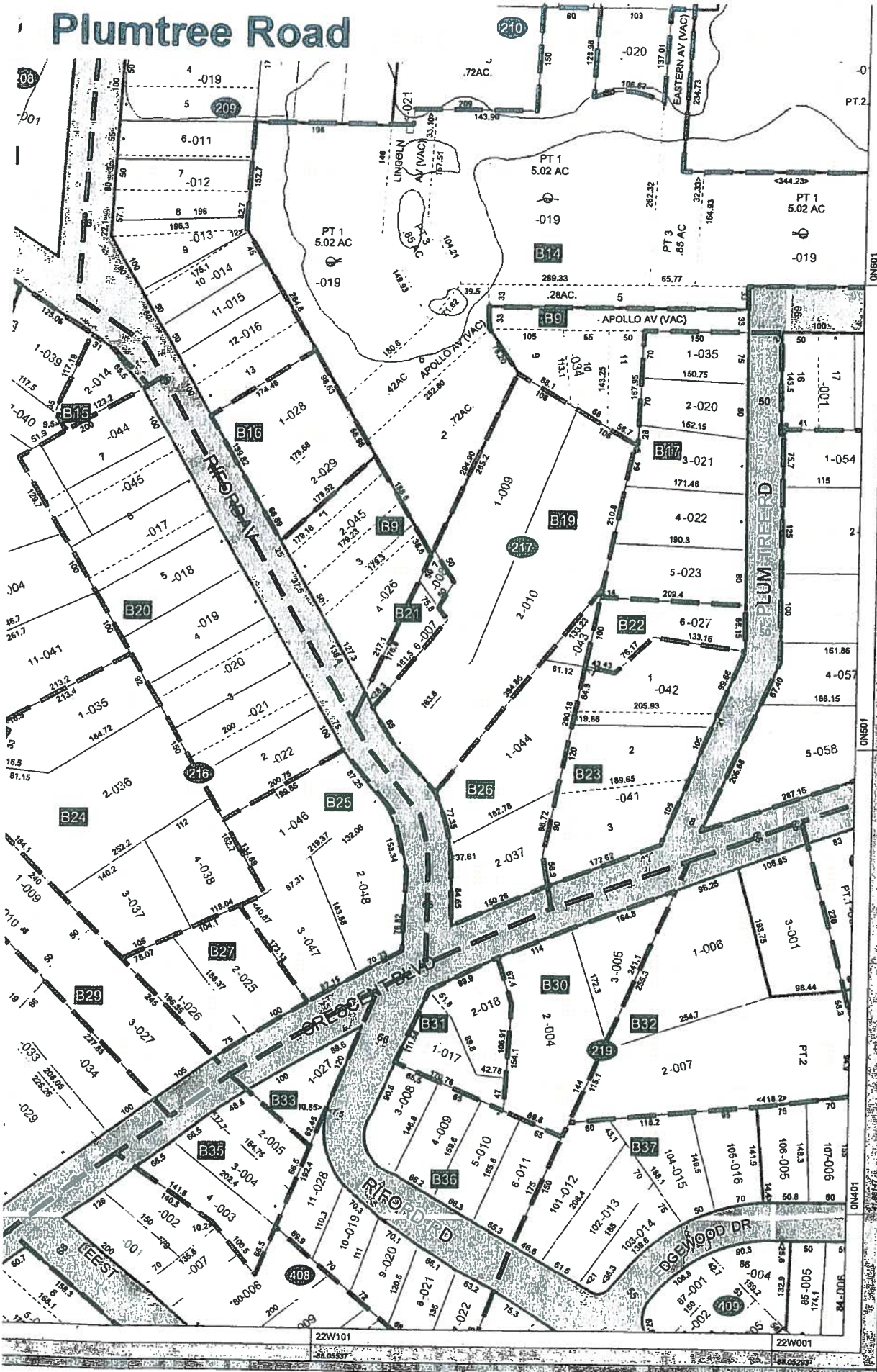
Prepared By: Planning and Development
Date Printed: March 26, 2013

0 100 200 400 Feet

N

Plumtree Road

B32 ROSSITER'S DIV. OF LOT 103 OF WRIGHTWOOD 792650
B33 ROGERS, SCOTT, PLAT 621190
B35 SWANSON'S CRESCENT BLVD ADD. 202446
B36 BARNES, H. B.. SUB. 242131
B37 WRIGHTWOOD 237389



421 N. County Farm Rd.
Wheaton, IL 60187
630.407.5500

This map created for assessment purposes only. Refer to recorded plats and deeds for legal descriptions and property dimensions.
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100 200
Scale in feet

North

5-2D-E
5-11B-W 5-11B-E 5-12A-W
5-11D-E

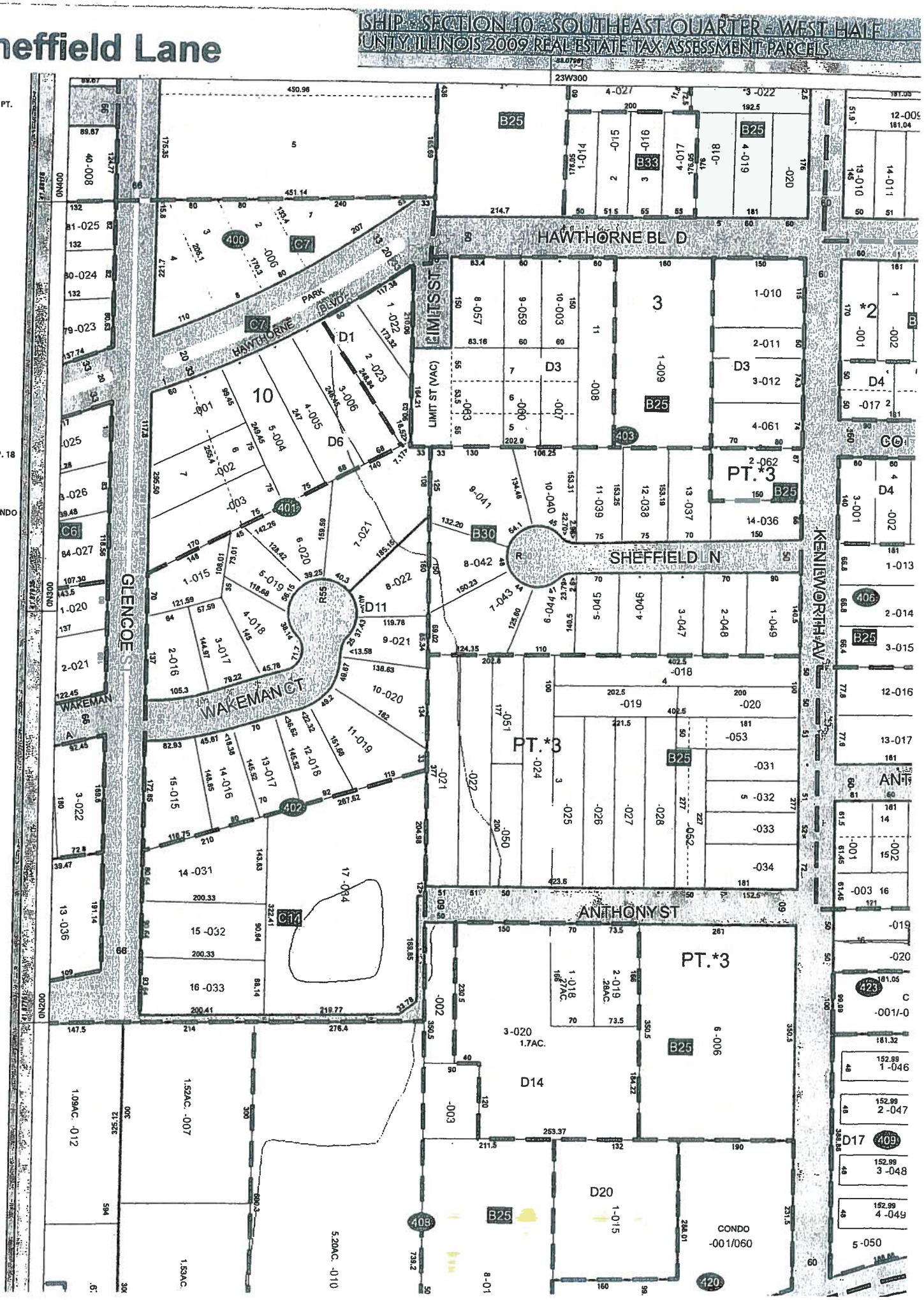
Sheffield Lane

Prepared By: Planning and Development
Date: March 26, 2013
2009 Aerial

N

0 175 350 700 Feet

Sheffield Lane

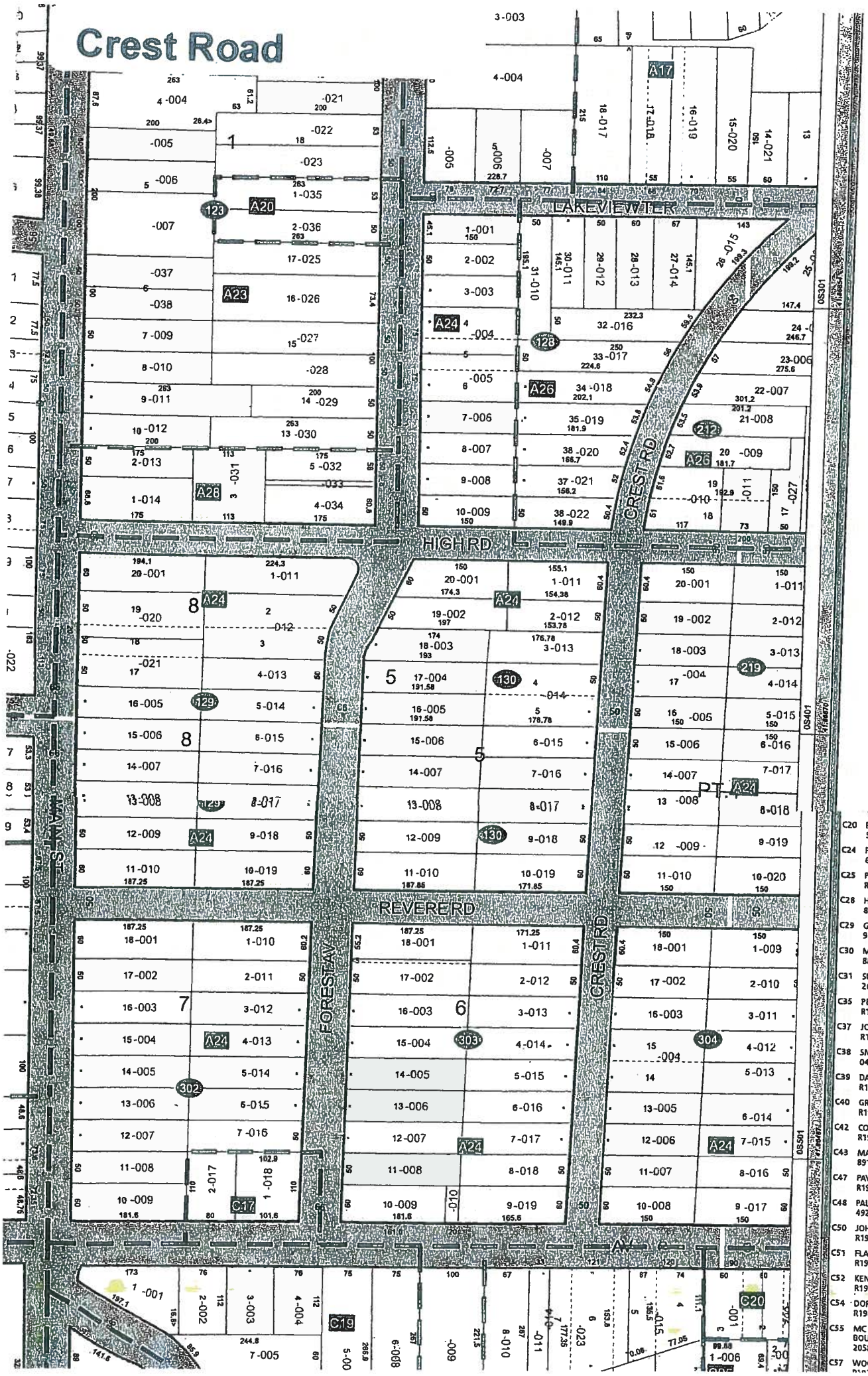


Crest Road

Prepared By: Planning and Development
Date: March 27, 2013
2009 Aerial Photo

0 175 350 700 Feet

N



C20 FAIRVIEW HEIGHTS. SUB. 519177

C24 FAIRVIEW HEIGHTS, RESUB. 602887

C25 PHILLABAUM A.P. R1994-22218

C28 HUB REALTY CO. SUB. 869490

C29 GEYER'S, R. C., SUB. 966155

C30 MOMMSEN'S A.P. 884789

C31 SUMMERDALE SUB. 262257

C35 PEHTA'S RESUB. R1971-023759

C37 JOYCE'S SUB. R1965-036061

C38 SMITH'S RESUB. 045883

C39 DAMM'S, ELMER H., SUB. R1969-008069

C40 GREENTREE R1968-049061

C42 COX A.P. R1968-048316

C43 MAIDEN LANE RESUB. 891926

C47 PAVEGLIO'S SUB. R1968-038022

C48 PALMER-LISCOM RESUB. 492304

C50 JOHNSON'S, LUCY M., SUB. R1967-037355

C51 FLANAGAN'S DIV R1976-043251

C52 KENT'S SUB. R1964-022694

C54 DORSET COURT SUB. R1966-000967

C55 MCINTOSH, A. T. & CO'S. PARK BOULEVARD SUB. 205846

C57 WOODGLEN CONDOS.

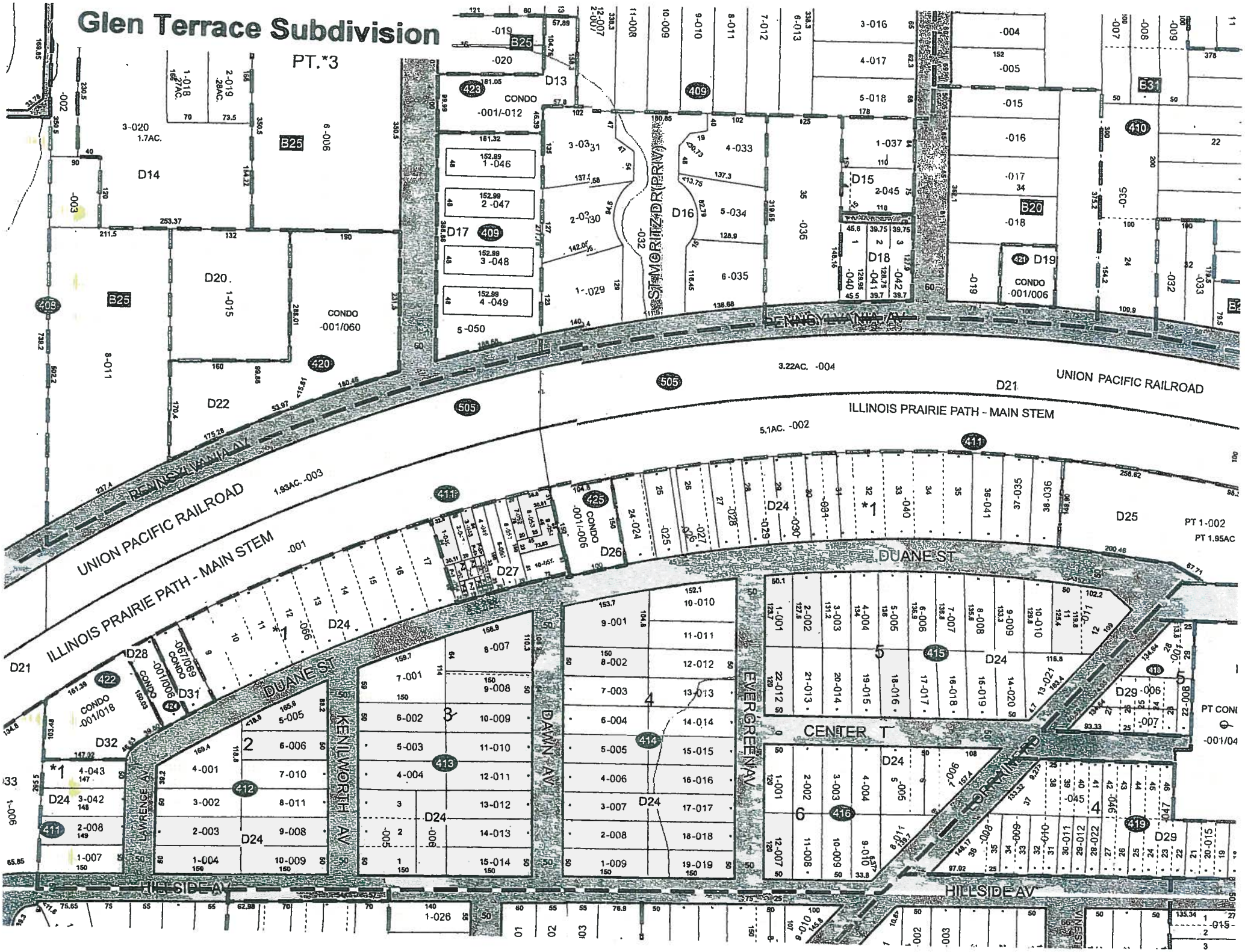
Glen Terrace Subdivision

Prepared By: Planning and Development
Date Printed: March 26, 2013
2009 Aerial

0 175 350 700 Feet

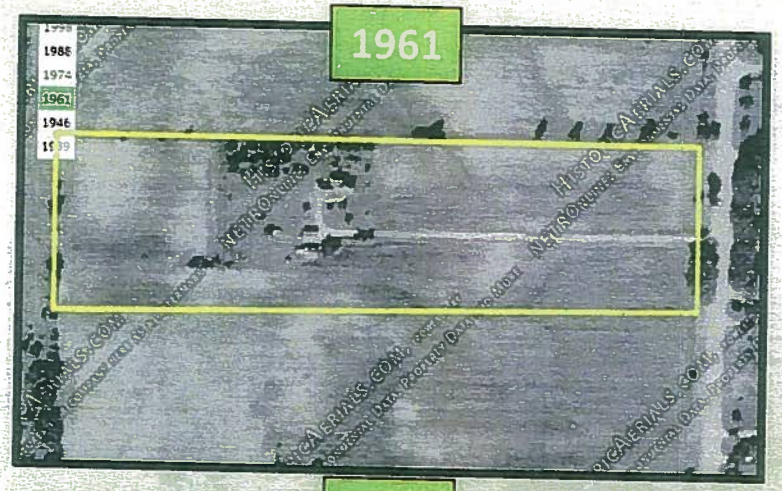
N

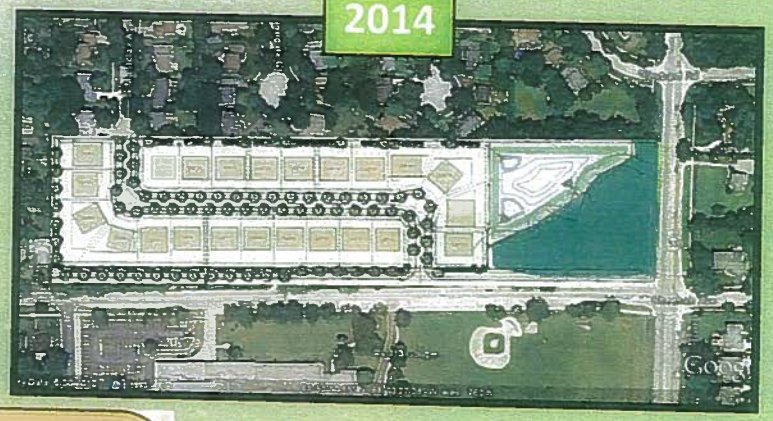
Glen Terrace Subdivision



Amber Ridge Subdivision

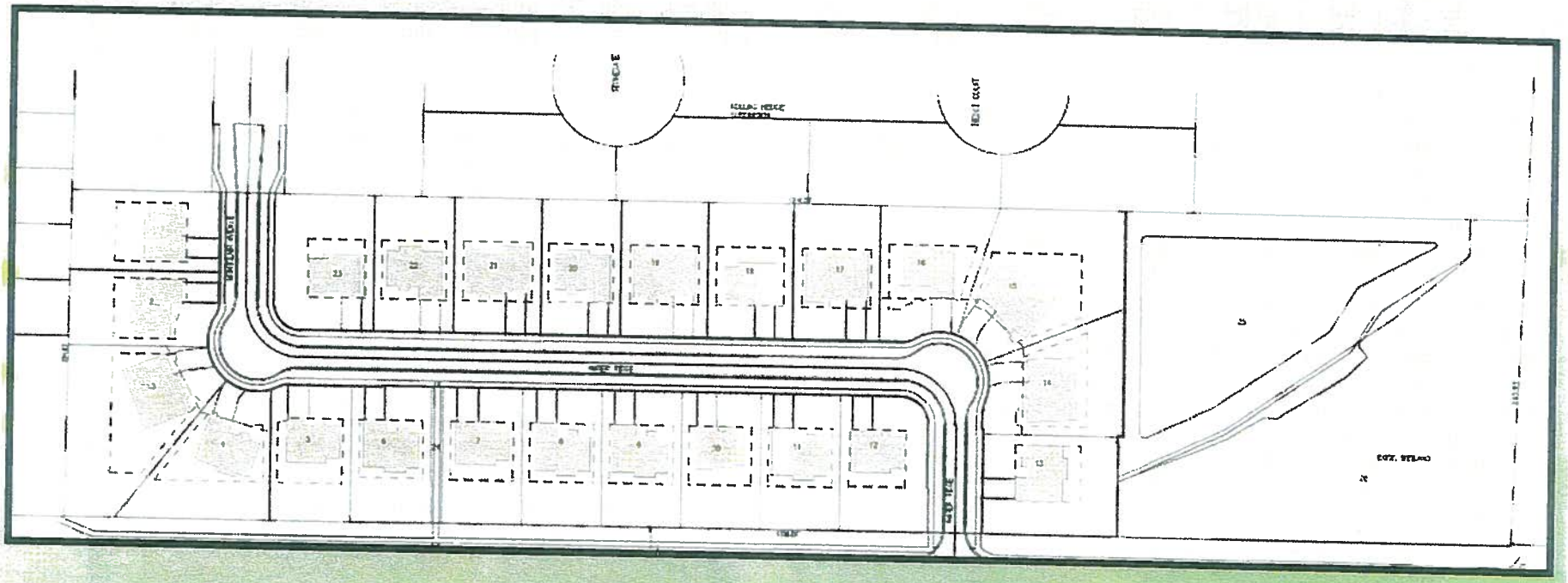
Glen Ellyn Plan Commission - March 14, 2013





K Hovnanian Homes

Site Plan with actual Foundations



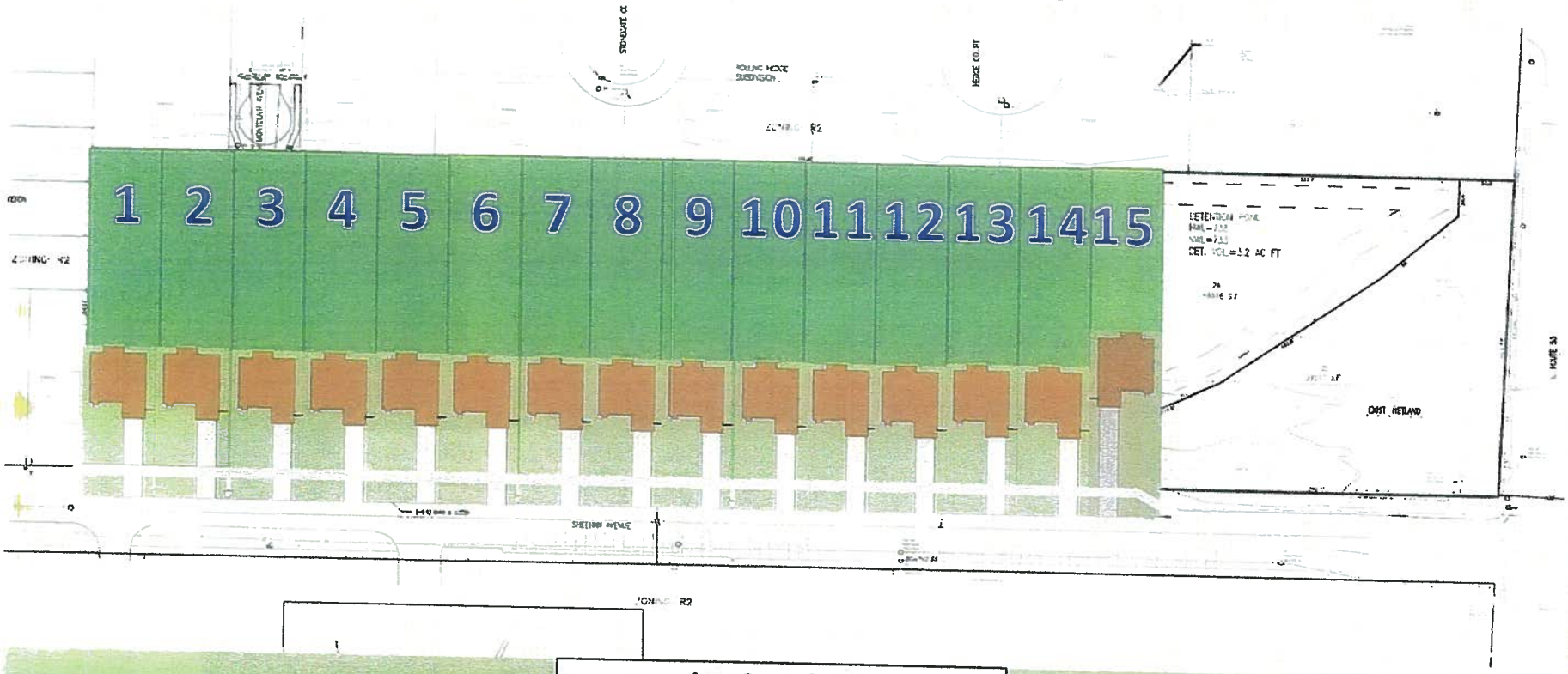
- 7 Bowmans – 2,517 SF
- 10 Stewarts – 2,827 SF
- 6 Mortons - 3,167 SF

Amber Ridge Concept Design

- Site is 1309 feet long (East to West) and 294 feet deep (north to south)
- **Unique Location across the street from a Public Middle School**
  - Unique that Sheehan Avenue features perpendicular striped parking spots
- **Unique dead end of Village Right of Way into north property border**
- Existing Wetland at East End of Property
- Existing access and utilities on Sheehan Avenue
- **Underlying zoning R2:** 8,712 SF min lot size, 66 min width, 110 depth

Amber Ridge – Initial Concept Design

Preliminary Concept Site Design



Lot Standards	
# of Lots	15
Min Width	66'
Min Depth	294'
Typical Lot Size	19,404 Square Feet
Allowable Lot Coverage	3,880 Square Feet

K Hovnanian Homes

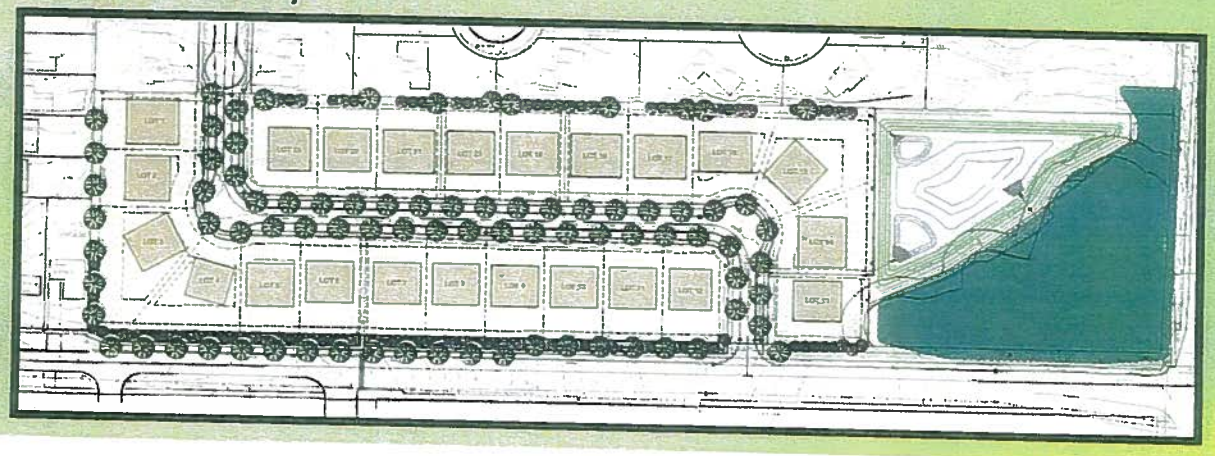
Goals of Glen Ellyn's Comprehensive Plan

- *Maintain the scale, quality and character of existing single-family neighborhoods.* [1]
- *Encourage new residential development that provides a range of housing types and costs reflecting the needs of the Village's population.* [1]
- *Ensure that home improvements, additions and* ***new housing construction*** *are compatible with, complement and enhance existing neighborhood scale and character.* [1]
- *In general, all new homes should enhance the image and character of the neighborhoods in which they are located.* [2]

1. ***Vision for Glen Ellyn: Housing and Residential Areas Objectives****; Page 8, Glen Ellyn Comprehensive Plan*
2. ***Potential Development Sites: Single Family Sites****; Page 21, Glen Ellyn Comprehensive Plan*

Amber Ridge - Concept Meeting with Village of Glen Ellyn

- Desire to have site plan that includes a connection to existing Montclair Avenue
  - Preference to have direct north/south connection to Sheehan Avenue
- Desire to not "load" Sheehan Avenue with Driveways, preference for a double loaded road.
- Desire to have a direct pedestrian connection to the Rolling Hedge Subdivision
- Preferred housing style would be plans that featured attached garages (on a double loaded road).



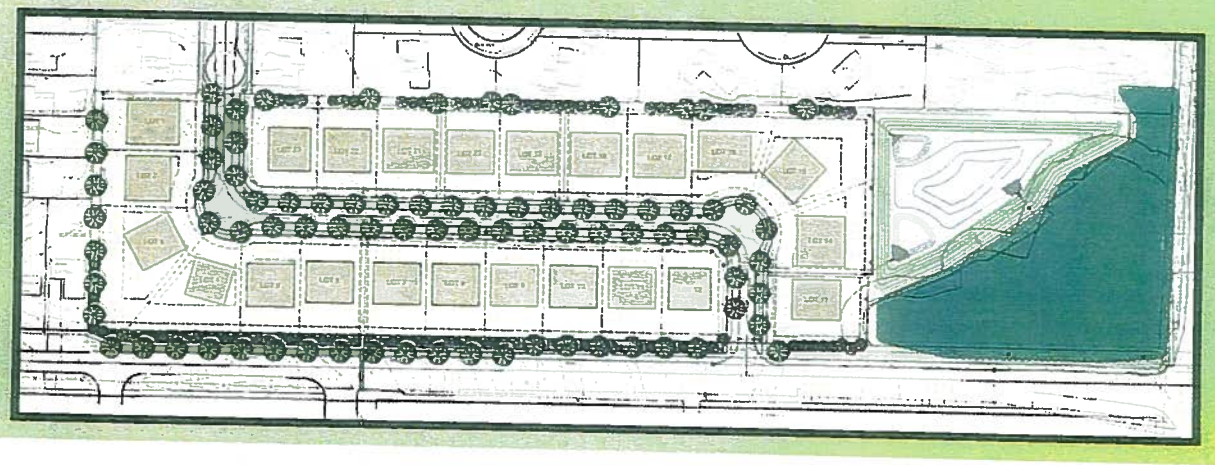
KJ Jovanian Homes

Amber Ridge - Concept Meeting with Adjacent Residents

- Expressed strong desire not to have a direct north/extension of Montclair Ave to Sheehan Ave
- Three double loaded road site plans were shown to residents.

  Preference of the three was the "S" shaped plan.

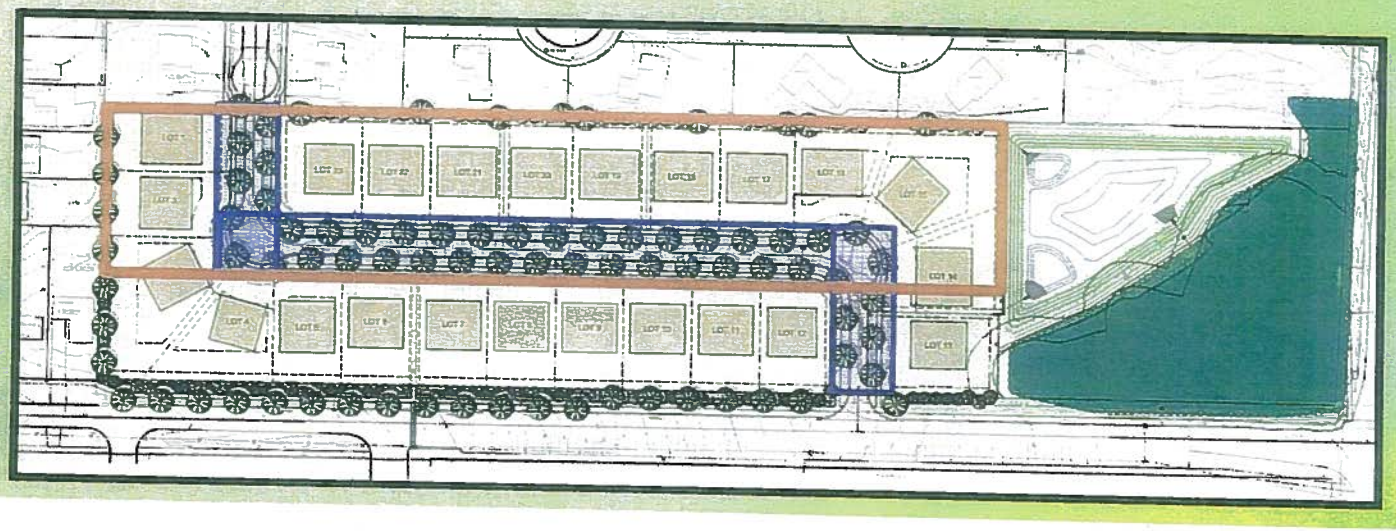
  * Only plan with no direct north/south connection to Sheehan.
- Residents desired landscape buffers
- Did not object to the proposed product for Amber Ridge.



KHovnanian Homes

Features to accommodate desired site plan

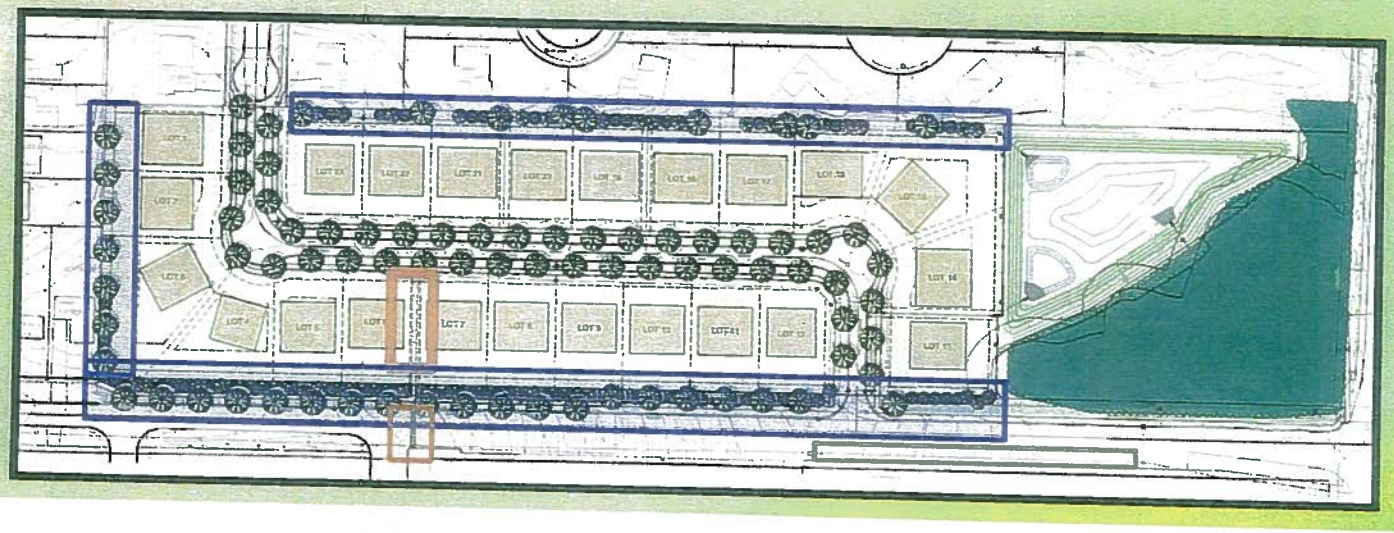
- 920 Linear feet of new 50' wide public right of way (to be dedicated) including 21' wide street.
- 46 additional parkway trees
- Additional wetland buffer mitigation for larger detention facility
- 2,000 linear feet of new and additional sidewalk
- Installation on new public utilities along Amber Ridge Drive
- Significant additional earth work, especially on the north side of the property. (In red)



KHovnanian Homes

Additional Features to accommodate Village & Resident Requests

- ❑ Pedestrian path on private property between lots 6 and 7.
- ❑ 2,000 lineal feet of 10' wide landscape buffer.
- ❑ Installation of High Visibility Crosswalk
- ❑ Installation of flashing beacons
- ❑ Removal of 7 parking spaces
- ❑ Addition of 4 parking spaces



K Hovnanian Homes

Subdivision & Zoning Code Variances

- 50' Right of Way in lieu of 66' ROW
  - Village staff has indicated support for the variance
  - Street width will meet village requirements
  - Property is only 294 deep. The Variance allows for typical lot depth of 122', accommodating front & rear setbacks.
- Variances required to permit "through" lots 4-12.
  - Needed to accommodate double loaded road plan.
- Variation to allow corner side yard of 20' on lot 12.
  - Needed to accommodate 10' wide private out lot with 5' public walk requested by Village Staff and local residents between lots 6 & 7.
- Variation to allow 34' rear yard on 5 lots.
  - Lots on "eyebrows" or backing up to open space. Allows buildable depth to accommodate multiple plan types. Only lot 16 backs to existing home

KHovnanian Homes

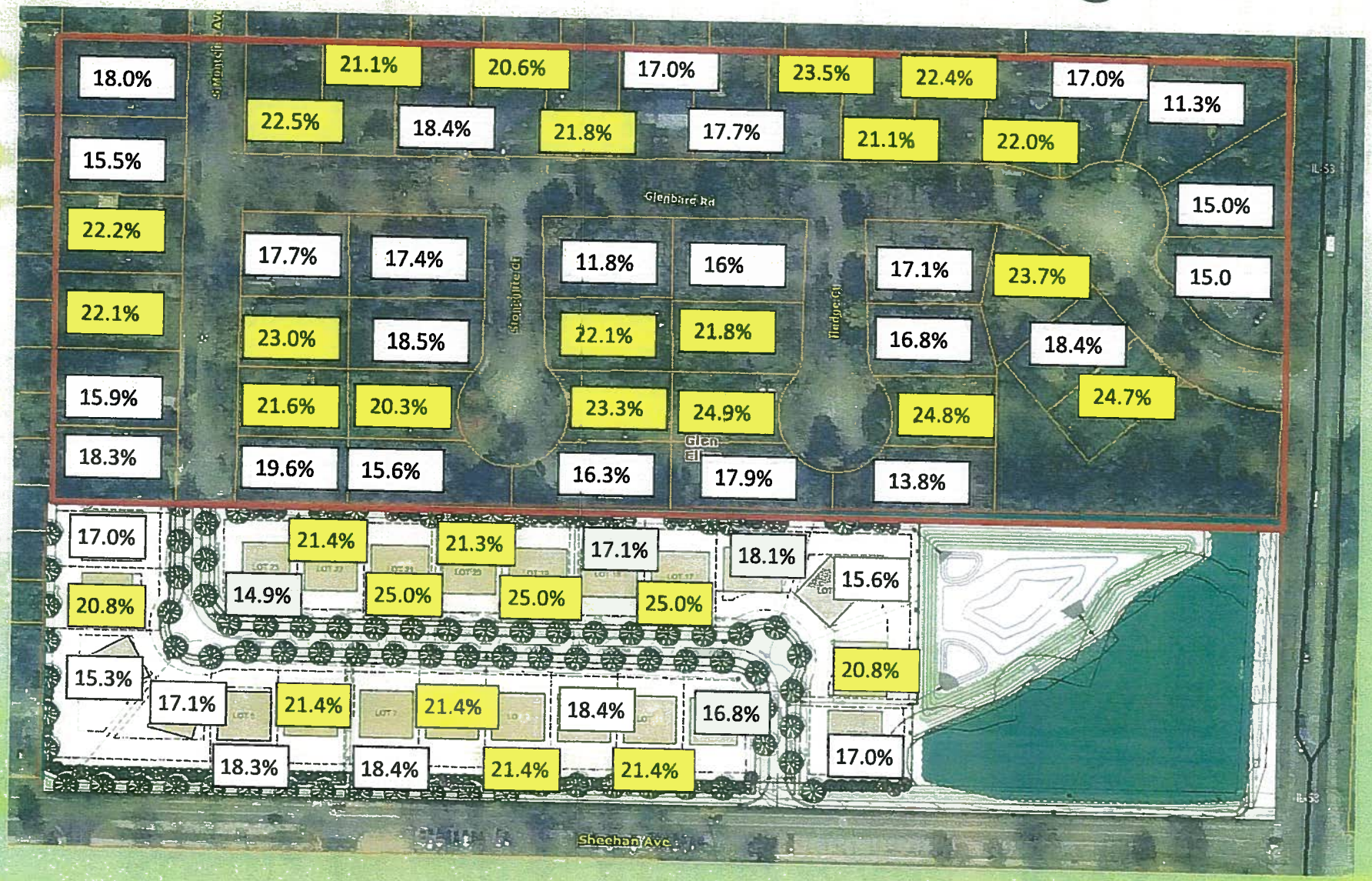
Variation Request – Lot Coverage Ratio (LCR)

- Proposed homes at Amber Ridge designed to maintain the scale and enhance the character of its surrounding community
  - Rolling Hedge exhibits similar lot sizes and lot coverage ratios.
- Glen Ellyn R2 code provides for a 500 SF LCR bonus for detached garages
- A LCR variance is appropriate because detached garage homes are not desired. Thus effective permissible coverage will be same.
- To accommodate a variety homes with attached garages to meet market demands K. Hovnanian is seeking a 25% LCR variance
- K. Hovnanian will voluntarily forgo rights to any garage bonuses if an LCR variance of 25% is granted.

K. Hovnanian Homes

Rolling Hedge & Amber Ridge – Lot Sizes

Rolling Hedge – Lot Coverage %

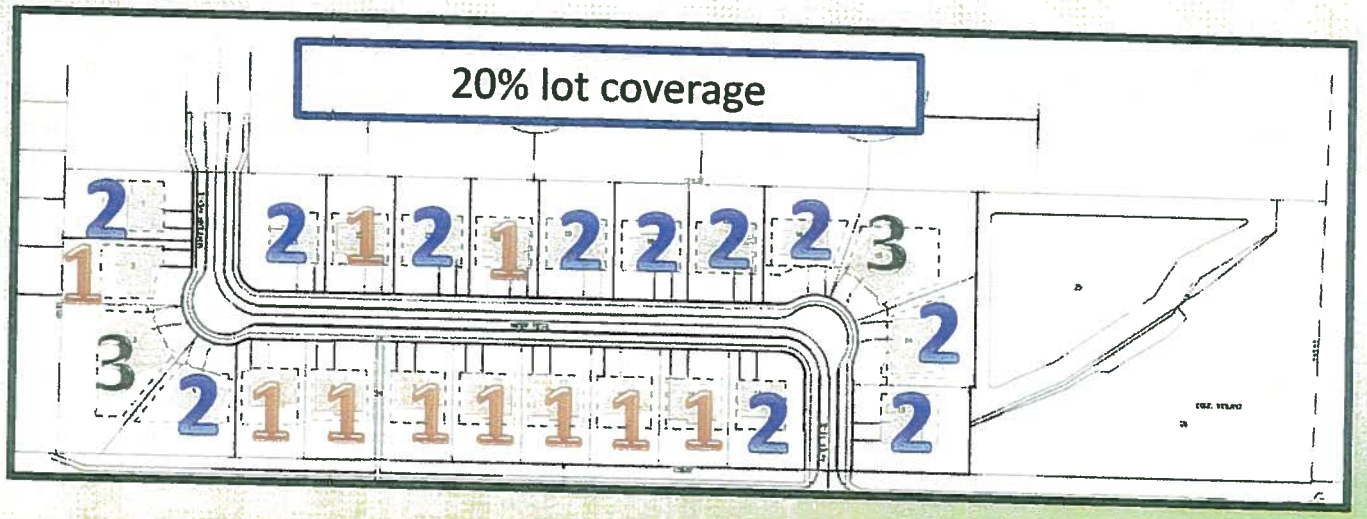


Rolling Hedge & Amber Ridge – Lot Sizes

Rolling Hedge		Amber Ridge
15.3	**Acres**	8.86
44	**Number of Units**	23
2.88 Units Per Acre	**Density**	2.60 Units Per Acre
8860 Square Feet	**Minimum Lot Size**	8801 Square Feet
17389 Square Feet	**Maximum Lot Size**	15643 Square Feet
10720 Square Feet	**Average Lot Size**	10075 Square Feet
45%	**Lots over 20% LCR**	47%

Lot Restriction Exhibit

- 2 Lots Permit All plans
- 11 lots permit 2 plans
- 10 lots permit only 1 plan

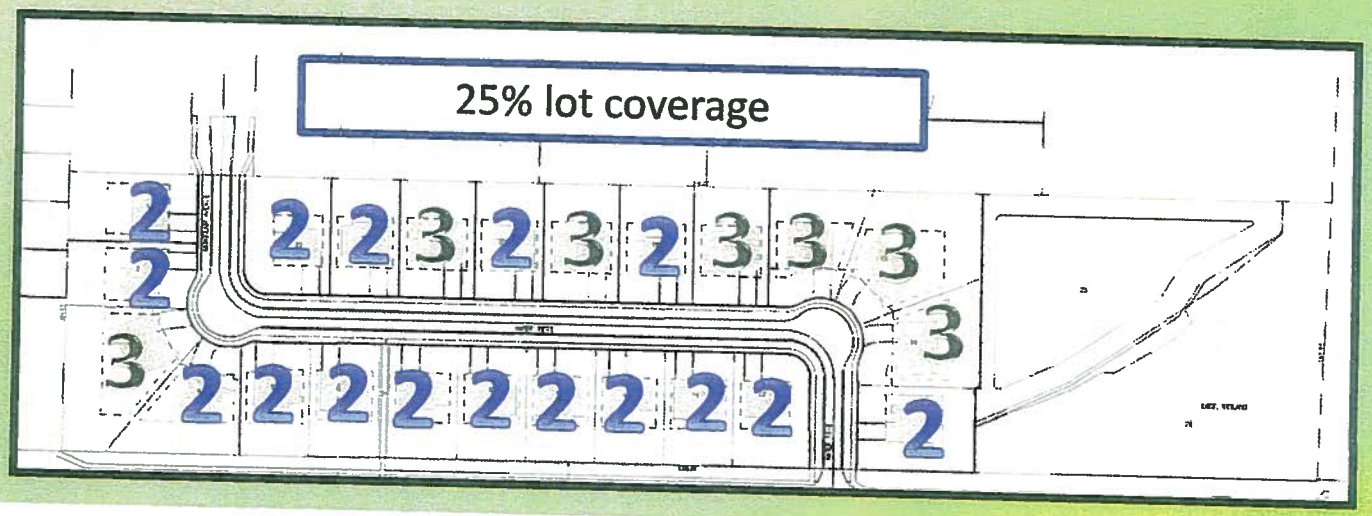


1 = Only smallest home

2 = Two smaller homes

3 = Any of the 3 homes

- 7 Lots permit All Plans
- 16 lots permit 2 plans

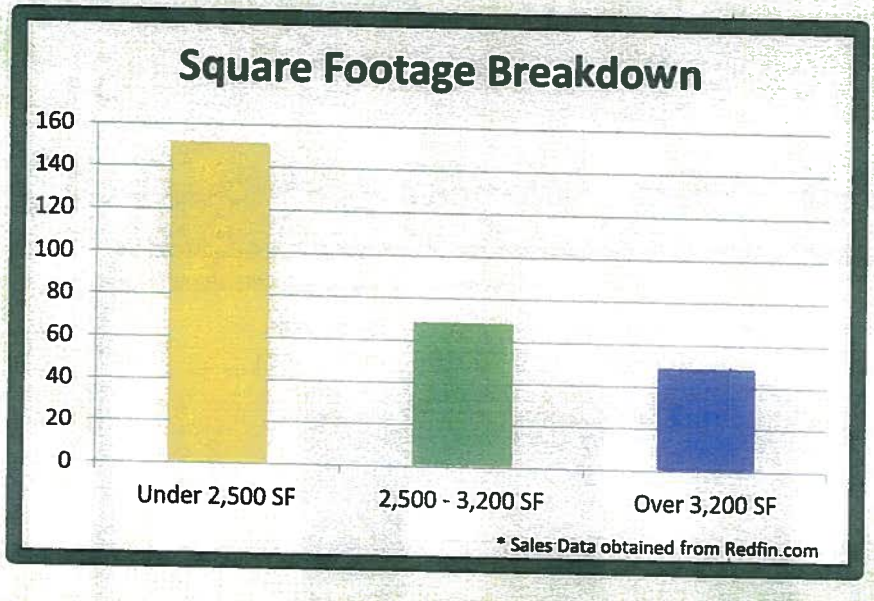


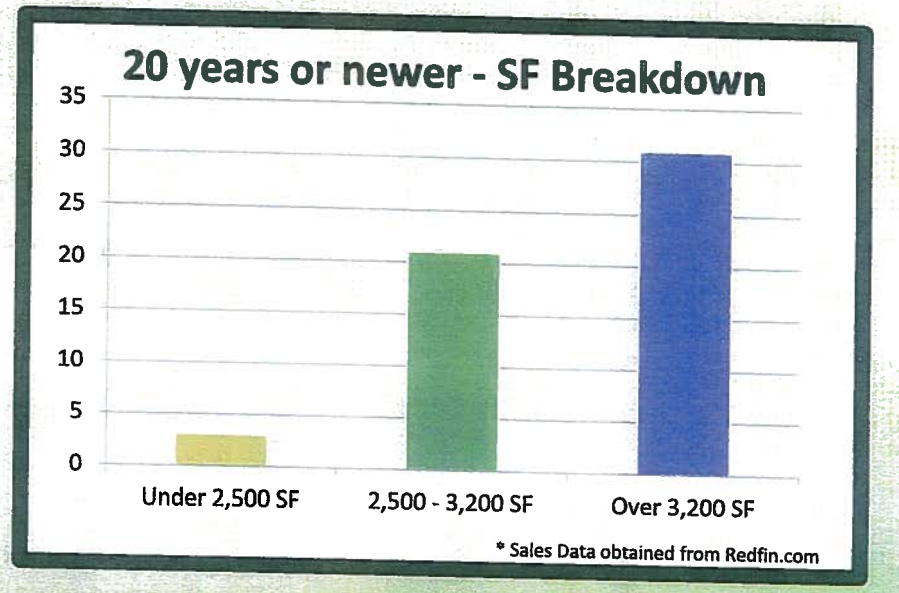
Thank you for your time

Market Demand Analysis

- ❑ 310 Single Family Home Sales in Glen Ellyn in 2012.
- ❑ Strong Demand across all pricing groups
- ❑ 58 homes sold that were built since 1993
  - Average Price: $768,451; Average SF: 3,601

Market Demand Analysis





- ❑ Most homes sold under 2,500 SF
  - But average age of home (under 2,500 SF) is 64 years
- ❑ Average age of home sold over 2,500 SF is 38 years
- ❑ 58 Sales of homes that were built in the last 20 years
  - Only 3 homes were below 2,500 SF.
  - Most homes built were over 3,200 SF

STAFF REPORT

TO: Glen Ellyn Plan Commission

FROM: Michele Stegall, Village Planner MJS

DATE: February 21, 2013

FOR: February 28, 2013 Plan Commission Meeting

SUBJECT: Amber Ridge Subdivision

PETITIONER: The petitioner is K. Hovnanian Homes, contract purchaser of property commonly known as 760 Sheehan Avenue.

REQUEST: The petitioner is requesting approval of a Preliminary Plat of Subdivision, Subdivision Variations and Zoning Variations to accommodate the construction of 23 new single-family home lots on the property. In order to accommodate the project, the petitioner is specifically requesting approval of the following:

1. A Preliminary Plat of Subdivision in accordance with Section 303 of the Glen Ellyn Subdivision Regulations Code.

2. The following variations from the Glen Ellyn Subdivision Regulations Code:

   a. A variation from Section 403(5) to allow a street right-of-way width of 50-feet in lieu of the minimum right-of-way width of 66 feet required.

   b. A variation from Section 401(7) to allow Lots 3 to 12 to front on two non-intersecting streets.

   c. A variation from Section 408(2) to allow the absence of parkway trees along that portion of Sheehan Avenue adjacent to the wetland and south of Lot 13.

   d. A variation from Section 408(2) to grant a waiver from the requirement to establish a parkway tree escrow and to allow the required parkway trees to be installed by the developer rather than the Village.

3. The following variations from the Glen Ellyn Zoning Code:

   a. A variation from Section 10-4-8(E)1 to allow a lot coverage ratio of 25% in lieu of the maximum lot coverage ratio of 20% permitted.

b. A variation from Section 10-4-8(E)3(a) to forgo any garage bonus in relation to the lot coverage ratio calculation in lieu of the detached garage bonus that allows the first 500 square feet of area to be excluded from the lot coverage ratio calculation.

c. A variation from Section 10-4-8(D)2 to allow a rear yard setback of 34 feet on Lots 4, 5, 13, 14 and 16 in lieu of the minimum rear yard setback of 40 feet required.

d. A variation from Section 10-4-8(D)5 to allow the southern yards of Lots 3-12 to be treated as rear yards in lieu of second front yards.

e. A variation from Section 10-4-8(D)4 to allow a corner side yard setback of 20 feet on Lot 12 in lieu of the minimum corner side yard setback of 30 feet required.

LOCATION/ ZONING:

The subject property is located at the northwest corner of Route 53 and Sheehan Avenue in the R2 Residential zoning district. The surrounding zoning and land uses are as follows:

Land Use	Zoning
North: Single-family	R2 Residential District
South: Glen Crest Middle School	R2 Residential District
East: Single-family	R2 Residential District
West: Single-family	R2 Residential District.

EXISTING CONDITIONS:

The subject property is roughly 1310 feet long and 293 feet deep and is made up of 8.86 acres. There is a wetland at the southeast corner of the site.

PUBLIC NOTICE:

Notice of the public hearing was published in the February 12, 2013 edition of the Daily Herald. Property owners within 250 feet of the subject property were notified by mail of the public hearing and a placard was placed on the site.

HISTORY:

The petitioner previously appeared before the Plan Commission for pre-application meetings on May 10, 2012 and August 9, 2012. Copies of the minutes from these meetings are attached as well as the complete packet from the August 9, 2012 meeting.

PROJECT SUMMARY:

The petitioner is proposing to subdivide the property into 23 single-family home lots and extend Montclair Avenue through the site in an "s" configuration. Stormwater detention for the project would be provided on the

east end of the property. More information about the proposed development is provided below.

1. Lots. The proposed single-family home lots range in area from 8,801 square feet to 15,643 square feet and have lot widths between 66 and 90 feet. All of the lots would comply with the minimum permitted lot area of 8,712 square feet and the minimum required interior lot width of 66 feet and corner lot width of 80 feet.

2. Rear Yard Setback. The petitioner is requesting approval of a variation to allow a rear yard setback of 34 feet on Lots 4, 5, 13, 14 and 16 in lieu of the minimum rear yard setback of 40 feet required. A potential rear yard setback variation for all the lots was discussed at the May 10, 2012 pre-application meeting and a potential variation for a smaller number of lots was discussed at the August 9, 2012 pre-application meeting. The six Commissioner's present at the August 9, 2012 meeting were split on this issue.

3. Corner Side Yard Setback. The petitioner is requesting approval of a variation to allow a corner side yard setback of 20 feet on Lot 12 in lieu of the minimum corner side yard setback of 30 feet required. This variation was not discussed at either pre-application meeting and appeared on the plans after the addition of a staff requested 10-foot outlot between Lots 6 and 7 that was added to accommodate a sidewalk between these lots.

4. Lot Coverage Ratio. The petitioner is requesting approval of a variation to allow a 25% lot coverage ratio on each of the proposed single-family home lots in lieu of the maximum lot coverage ratio of 20% permitted. This issue was discussed at the May 10, 2012 and August 9, 2012 pre-application meetings. Those Commissioners present at these meetings were split on this issue. As part of this request, the petitioner is offering to waive any rights to the 500 square foot detached garage bonus.

5. Through Lots. The petitioner is requesting approval of a subdivision variation to allow Lots 3-12 to front on two non-intersecting streets. A no access easement is proposed along the southern end of these lots and the petitioner has requested that the area south of the future homes be treated as rear yards rather than as second front yards. For both safety and aesthetic reasons, a landscape screen is planned in the adjacent Sheehan Avenue right-of-way. Staff has no objection to these requests given the provision of the proposed no access easement and landscape buffer. No concerns regarding these requests were raised by the Commission at either pre-application meeting.

6. Amber Ridge Drive. The existing Montclair Avenue cul-de-sac north of the site was constructed as a temporary substandard cul-de-sac when the

Rolling Hedge subdivision to the north was constructed and was planned to be extended south in the future. As part of the project, the petitioner is proposing to extend Montclair Avenue south through the site in an "s" configuration as shown on the attached plans. The proposed extension of Montclair was one of the main items discussed at the August 9, 2012 pre-application meeting. A copy of the complete packet from this meeting which includes, among other things, historic information about the plans to extend Montclair, the reasons for staff's support of the proposed road design and a petition in opposition to the extension of Montclair Avenue is attached. The six Commissioners present at the August 9, 2012 pre-application meeting expressed unanimous preference for the proposed "s" shaped road design over the other road designed discussed.

The proposed street would comply with the minimum required pavement width of 21 feet. Parkway trees and sidewalks would also be located in the parkway as required. The petitioner is requesting approval of a variation to allow a right-of-way width of 50 feet throughout the subdivision in lieu of the minimum right-of-way width of 66 feet required. All of the required public improvements can be accommodated in the proposed right-of-way. Staff has no objection to this request and the Commission provided a generally favorable response to this item at the prior pre-application meetings.

7. Pathways. An informal path currently runs through the site between Montclair Avenue and Sheehan Avenue and is commonly used by children walking to Glen Crest Middle School. As part of the project, a 5-foot wide sidewalk is proposed between Lots 6 and 7 which would maintain a pedestrian connection to the school. The location for the path was selected based on the recommendation of the Village's traffic consultant as it lines up with the school entrance. The path would be located in a 10-foot wide outlot over which a pedestrian easement would be granted to the Village. A draft easement agreement for the sidewalk has been developed and reviewed by the Village Attorney wherein the Village would be responsible for the maintenance of the sidewalk in the same manner as other sidewalks in the Village. School District 89 was involved in discussions about the location of the path and other improvements on Sheehan Avenue and has not expressed any concerns about these issues.

   Staff has had discussions with the petitioner about the potential installation of a walking path on the east end of the site in the area of the detention basin and wetland. With the grading in this area and regulations regarding wetland impacts, staff does not believe it is feasible to create a looped pathway in this area. However, we believe that the grade between the wetland and detention basin could be leveled out to accommodate the construction of a diagonal pathway connecting Route 53 and Sheehan Avenue.

8. Sheehan Avenue Improvements. A new sidewalk and parkway trees are proposed along the north side of Sheehan Avenue adjacent to the site. New curb and gutter would also be installed along the north side of Sheehan Avenue. Parkway trees are shown in the Sheehan Avenue right-of-way west of proposed Amber Ridge Drive and the petitioner is requesting approval of a variation to allow the absence of parkway trees in that portion of the right-of-way east of Amber Ridge Drive. Staff believes there is room east of Amber Ridge Drive to install approximately 4 additional parkway trees generally south of Lot 13 but has no objection to the requested parkway tree variation in the area of the wetland.

   A relatively wide parkway of 25 feet is located along Sheehan Avenue which should be sufficient to accommodate the proposed landscape buffer, sidewalk, utilities and parkway trees west of Amber Ridge Drive. However, Public Works would like to further evaluate the placement of these features after the final grading plans have been developed.

   With the formalization of a pedestrian sidewalk between Lots 6 and 7, a new crosswalk is proposed on Sheehan that would align with the sidewalk and the main entrance to Glen Crest Middle School. The November 28, 2012 traffic study performed by James J. Benes and Associates also recommends the installation of school crossing signs and beacons on Sheehan Avenue. The developer has verbally agreed to the installation of these features. However, they are not yet reflected on plans.

   Seven parking spaces are proposed to be eliminated on Sheehan Avenue across from the terminus of Amber Ridge Drive. Four additional spaces would then be added further east on Sheehan Avenue to compensate for some of the lost on-street parking. These improvements would be made by the developer.

   As indicated in the attached memorandum from Public Works Professional Engineer Bob Minix, the Public Works Department would prefer to see additional street lighting incorporated into the plans along Sheehan Avenue.

9. Route 53. The adjacent Route 53 right-of-way is under the jurisdiction of the State. Staff has requested that the petitioner contact IDOT about the possibility of either repairing or replacing the sidewalk in the adjacent right-of-way as part of the project and installing parkways trees in this area. To date we have seen no correspondence with IDOT regarding these items. The Public Works Department has also requested additional street lighting along Route 53 to light the existing sidewalk.

10. Home Models. The petitioner plans to construct 3 home models on the property that would range in size from 2,517 square feet to 3,167 square

feet. All of the homes would have attached garages. Different façade options are available for each model as illustrated in the petitioner's application packet.

Also, included in the petitioner's application packet is a copy of the "anti-monotony" standards the petitioner plans to apply to the subdivision. These standards would prevent any two homes with the same design or building materials to be located next to or directly across the street from each other.

11. Parkway Trees. At the request of staff, a variation has been advertised to allow the developer to plant the required parkway trees rather than paying a fee to the Village that would be used to select, purchase and install the parkway trees. This request is due to recent process and personnel changes in the Village. A proposed subdivision code amendment related to this item is in progress.

12. Tree Preservation. Section 408(1) of the Subdivision Regulations Code states that *"Existing trees shall be preserved whenever possible"*. The petitioner is proposing to remove almost all the trees on the property. The tree preservation plan was reviewed by the Village's Landscape Consultant Brent Lewis. A copy of his January 31, 2013 review letter is attached. As part of this review Mr. Lewis suggests relocating a private storm sewer proposed along the rear yards of Lots 15 to 23 in an effort to preserve additional trees along the northern property line. The location of this storm sewer is also addressed in the attached review from Public Works Professional Engineer Bob Minix. Mr. Minix does not object to the location of a storm sewer in this area as it would be privately owned and maintained but does note the unusual maintenance responsibility it would place on the future homeowners.

    A significant amount of grading will be needed to accommodate the construction of the road. However, at this time, staff is not convinced that additional trees cannot be saved, particularly around the perimeter of the site and the petitioner has indicated that they will further evaluate the tree preservation plan at the time of final review. The Plan Commission may wish to request that the petitioner further refine the proposed tree preservation plan before making a recommendation on the preliminary plat in order to provide a better idea of the feasibility of preserving additional trees on the property.

13. Landscape Plan. In addition to the landscaping proposed along Sheehan Avenue a variety of trees and shrubs are also proposed along the northern and western property lines. The installation of landscaping along the northern property line was discussed at the May 10, 2012 and August 9, 2012 pre-application meetings and encouraged by the Commission.

Additional comments related to the landscape plan can be found in the attached January 31, 2012 review from Mr. Lewis.

14. Stormwater. A new stormwater detention basin is proposed on the east end of the property north of the wetland. The stormwater plans have been reviewed by Village Stormwater Engineer, Ray Ulreich. Mr. Ulreich will be present at the February 28, 2013 Plan Commission meeting.

    Access to the stormwater detention facility is needed for maintenance purposes and is currently proposed through Lot 13. Public Works has recommended that the plans be revised to provide access from one of the outlots rather than through a future privately owned single-family home property.

15. Wetland. A wetland is located at the southeast corner of the site. A pre-existing wetland violation for illegal fill is located in this area. As part the project a remediation plan would be implemented to address this violation.

PLAN COMMISSION ACTION:

The Plan Commission should consider the petitioner's requests for approval of a Preliminary Plat of Subdivision, Subdivision Variations and Zoning Variations and make a recommendation to the Village Board for approval, approval with conditions, or denial.

If the Plan Commission recommends approval of the requests, the Commission may wish to recommend that the following conditions be placed on the approval:

1. That garage bonuses shall not be applied to the individual single-family home lots.

2. That the required impact fees for the project be submitted prior to the issuance of any building permits.

3. That the species of parkway trees be selected from a list approved by the Village with no more than 20% of the same species being planted in the rights-of-way adjacent to the subdivision and such trees having a minimum caliper of 2.5 inches.

4. That the homeowner's association shall be responsible for the maintenance of the landscaping in the Sheehan Avenue right-of-way.

5. That at the time of final approval, a pedestrian easement agreement with the Village for the pathway on Outlot 24 shall be entered into.

6. That the petitioner work with the Village to further evaluate the tree

preservation plan with the goal of preserving additional trees on the property. As part of this review, the impact of relocating the private storm sewer line proposed in the rear of Lots 15-23 should be evaluated. (If the degree of tree preservation feasible with the project would affect the Commission's recommendation, the Commission may wish to request a more refined tree preservation plan prior to making a recommendation on the preliminary plat.)

7. That the following items be addressed prior to review of the Final Plat of Subdivision.

   a. That the Homeowners Association Covenants submitted with the final subdivision application include the following provisions:

      - Provide the Village with the ability to enter the property to maintain the common areas on the site in the event the association fails to do so and to charge the cost of any related work back to the association.

      - Reflect the maintenance responsibilities of the association for the stormwater facilities and special management areas on the property as well as the landscape buffer proposed in the Sheehan Avenue right-of-way.

      - Establish an anti-monotony clause in conformance with the anti-monotony restrictions in the application packet.

      - Require the style of fencing to be used along the rear property lines to be limited to a single style that conforms to the requirements in the Zoning Code. (This item was discussed at the prior pre-application meetings).

   b. That all necessary utility, drainage, conservation and other easements not currently shown on the plans be fully incorporated into the plans including easements over the stormwater and wetland areas.

   c. That the plans be revised to incorporate the pavement markings, school crossing signs and beacons identified in the February 4, 2013 letter from Thomas Adomshick.

   d. That the plans be revised to incorporate 4 additional parkway trees on the north side of Sheehan Avenue between Amber Ridge Drive and the wetland.

   e. Unless objected to by IDOT, that the plans be revised to show the existing sidewalk in the Route 53 right-of-way as being repaired or replaced to the satisfaction of the Public Works Department and the

installation of parkway trees in this right-of-way.

f. That the plans be revised to incorporate a pedestrian path thru the wetland/detention area on the east side of the property.

g. That the petitioner work with the Public Works Department on the design of the Sheehan Avenue parkway including the location of the landscaping, sidewalk, street lights and utilities.

h. That the plans be revised to include additional street lighting in the northern Sheehan Avenue right-of-way and along Route 53 as deemed appropriate by the Public Works Department.

i. That the plans be amended to provide access to the stormwater facility satisfactory to the Public Works Department through one of the outlots rather than through Lot 13.

Village Attorney Tappendorf, Police Chief Norton, Planning and Development Director Hulseberg, Stormwater Engineer Ulreich, Traffic Consultant Tom Adomshick and myself will all be present at the February 28, 2013 meeting.

ATTACHMENTS:

- Aerial Photo
- Public hearing notice
- Mailing Labels for public hearing notice
- Pages 24-26 of the Subdivision Regulations Code
- Pages 165 and 166 of the Zoning Code
- Memorandum from Bob Minix dated February 7, 2013
- Memorandum from Brent Lewis dated January 31, 2013
- Memorandum from Ray Ulreich dated February 4, 2013
- Memorandum from Pat Hickey dated February 5, 2013
- Memorandum from Tom Adomshick dated February 4, 2013
- Traffic Study prepared by James J. Benes and Associates dated November 28, 2012
- Material Previously Shared with Village Board including:
  - October 23, 2012 Email from Director Hulseberg
  - November 28, 2012 Email from Director Hulseberg
  - Memorandum dated July 12, 2012
  - Memorandum dated December 18, 2012 (only with attachments not located elsewhere in this packet)
- Resident Correspondence
- Minutes from August 9, 2012 pre-application meeting
- Staff Report from August 9, 2012 Pre-application meeting with attachments (including May 10, 2012 pre-application minutes)
- Petitioner's application packet

cc: Julie Tappendorf, Village Attorney
Staci Hulseberg, Planning and Development Director
Phil Norton, Police Chief
Ray Ulreich, Village Stormwater Engineer
Tom Adomshick, Village Traffic Consultant
Jon Isherwood, K. Hovnanian Homes

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760 Sheehan Avenue

Prepared By: Michele Stegall
Date: May 1, 2012
Aerial Photo Circa 2009

0 175 350 700 Feet

N

NOTICE OF PUBLIC HEARING

K. Hovnanian Homes, contract purchaser of 8.86 acres of land commonly known as 760 Sheehan Avenue is requesting approval of a Preliminary Plat of Subdivision, Subdivision Variations and Zoning Variations. The requests are being made to accommodate a new 23-lot single-family home subdivision and related site improvements on the property. The subject property is located in the Village of Glen Ellyn across from Glen Crest Middle School at the northwest corner of Route 53 and Sheehan Avenue. The site is zoned R2 Residential zoning district.

Before the Glen Ellyn Village Board can consider the requests, the Plan Commission must conduct a public hearing. The Glen Ellyn Plan Commission will conduct a public hearing to consider the petitioner's requests on **Thursday, February 28, 2013 at 7:30 p.m.** in a meeting room on the third floor of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois. At the public hearing, the Plan Commission will specifically consider the petitioner's requests for approval of the following:

1. A Preliminary Plat of Subdivision in accordance with Section 303 of the Glen Ellyn Subdivision Regulations Code.

2. The following variations from the Glen Ellyn Subdivision Regulations Code:

   a. A variation from Section 403(5) to allow a street right-of-way width of 50-feet in lieu of the minimum right-of-way width of 66 feet required.

   b. A variation from Section 401(7) to allow Lots 3 to 12 to front on two non-intersecting streets.

   c. A variation from Section 408(2) to allow the absence of parkway trees along that portion of Sheehan Avenue adjacent to the wetland and south of Lot 13.

   d. A variation from Section 408(2) to grant a waiver from the requirement to establish a parkway tree escrow and to allow the required parkway trees to be installed by the developer rather than the Village.

3. The following variations from the Glen Ellyn Zoning Code:

   a. A variation from Section 10-4-8(E)1 to allow a lot coverage ratio of 25% in lieu of the maximum lot coverage ratio of 20% permitted.

   b. A variation form Section 10-4-8(E)3(a) to forgo any garage bonus in relation to the lot coverage ratio calculation in lieu of the detached garage bonus that allows the first 500 square feet of area to be excluded from the lot coverage ratio calculation.

   c. A variation from Section 10-4-8(D)2 to allow a rear yard setback of 34 feet on Lots 4, 5, 13, 14 and 16 in lieu of the minimum rear yard setback of 40 feet required.

   d. A variation from Section 10-4-8(D)5 to allow the southern yards of Lots 3-12 to be treated as rear yards in lieu of second front yards.

e. A variation from Section 10-4-8(D)4 to allow a corner side yard setback of 20 feet on Lot 12 in lieu of the minimum corner side yard setback of 30 feet required.

4. Any other relief necessary to construct the project as depicted on the plans presented and available for public review or necessary to accommodate changes requested by the Plan Commission or Village Board.

The subject property is legally described as follows:

LOT F (EXCEPT THE SOUTH 40 FEET THEREOF) IN MILTON TOWNSHIP SUPERVISORS ASSESSMENT PLAT #5, BEING A PART OF THE SOUTHEAST ¼ OF THE NORTHEAST ¼ AND PART OF THE EAST ½ OF THE SOUTHEAST ¼ OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 6, 1944 AS DOCUMENT 464576 , IN DUPAGE COUNTY, ILLINOIS.

P.I.N.s: 05-23-223-015 and 05-23-223-016

All persons in the Village of Glen Ellyn who are interested are invited to attend the public hearing to listen and be heard. Plans related to the proposed subdivision are available for public review in the Planning and Development Department of the Civic Center, 535 Duane Street, Glen Ellyn, Illinois. Questions related to the subdivision should be directed to Michele Stegall, Village Planner, 630-547-5249.

Individuals with disabilities who plan to attend the hearing and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village 24 hours in advance of the meeting.

Michele Stegall,
Village Planner

(Published in the Daily Herald on Tuesday, February 12, 2013)

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OR CURRENT OWNER
173 STONEGATE CT
GLEN ELLYN IL 60137

BOLONOG, ANNA G
OR CURRENT OWNER
171 RT 53
GLEN ELLYN IL 60137

GERWEN, RONALD & GERALDINE
OR CURRENT OWNER
745 GLENBARD RD
GLEN ELLYN IL 60137

PERE, VALENTIN R
OR CURRENT OWNER
784 GLENBARD RD
GLEN ELLYN IL 60137

HOLMES, WILLIAM & CAROL
OR CURRENT OWNER
167 HEDGE CT
GLEN ELLYN IL 60137

EACE EVANGELICAL LOMBARD
OR CURRENT OWNER
1W500 BUTTERFIELD RD
OMBARD IL 60148

MITH, GREGORY & YOLANDA
R CURRENT OWNER
57 STONEGATE CT
LEN ELLYN IL 60137

HAMPAGNE, JOSEPH & K
R CURRENT OWNER
5 S MILTON
EN ELLYN IL 60137

PLEBERRY, JUDSON D &S L
CURRENT OWNER
2 S MILTON AVE
EN ELLYN IL 60137

IM, CHRISTOPHER & C
CURRENT OWNER
GLENBARD RD
EN ELLYN IL 60137

SCHMIDT, ERIC A & TINA M
OR CURRENT OWNER
155 S MONTCLAIR AVE
GLEN ELLYN IL 60137

SMITH, BARRY R
OR CURRENT OWNER
162 HEDGE CT
GLEN ELLYN IL 60137

GILMARTIN, JAMES J
OR CURRENT OWNER
169 S MONTCLAIR
GLEN ELLYN IL 60137

FITCH, DANIEL C& HEIDI W
OR CURRENT OWNER
699 SHEEHAN AVE
GLEN ELLYN IL 60137

PETERSON, DIRK & MARY
OR CURRENT OWNER
873 SHEEHAN AVE
GLEN ELLYN IL 60137

NORTH STAR TRUST CO
OR CURRENT OWNER
500 W MADISON
CHICAGO IL 60661

SCHULZ, RUSSELL & KAREN
OR CURRENT OWNER
761 GLENBARD
GLEN ELLYN IL 60137

BARKMAN, MARTIN R
OR CURRENT OWNER
163 HEDGE CT
GLEN ELLYN IL 60137

FREDERICK, ROBERT & CAREY
OR CURRENT OWNER
154 S MONTCLAIR AVE
GLEN ELLYN IL 60137

MARSCH, MICHAEL & JULIE
OR CURRENT OWNER
166 HEDGE CT
GLEN ELLYN IL 60137

LEWIS, VERNON
OR CURRENT OWNER
207 S MILTON AVE
GLEN ELLYN IL 60137

PUTHENMADON, VISH
OR CURRENT OWNER
151 S MILTON AVE
GLEN ELLYN IL 60137

WIDICUS, MICHAEL & AMY
OR CURRENT OWNER
174 MAC INTOSH CT
GLEN ELLYN IL 60137

BEILFUSS, ROBERT O
OR CURRENT OWNER
173 S MILTON AVE
GLEN ELLYN IL 60137

HAAS, RICHARD A
OR CURRENT OWNER
161 S MILTON AVE
GLEN ELLYN IL 60137

KUDRNA, CHRISTOPHER & M B
OR CURRENT OWNER
807 SNOWHILL CT
GLEN ELLYN IL 60137

WITORT, JOHN G
OR CURRENT OWNER
165 S MILTON
GLEN ELLYN IL 60137

OPRINS, G & C CHRISTENSEN
OR CURRENT OWNER
700 MARSTON AVE
GLEN ELLYN IL 60137

~~PEACE EVANGELICAL LOMBARD~~
~~OR CURRENT OWNER~~
~~21W500 BUTTERFIELD RD~~
~~LOMBARD IL 60148~~

SERRITELLA, JOE
OR CURRENT OWNER
157 S MILTON AVE
GLEN ELLYN IL 60137

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OR CURRENT OWNER
855 GLENBARD RD
GLEN ELLYN IL 60137

TIMPERLEY, JOY
OR CURRENT OWNER
0N777 WAVERLY CT
WHEATON IL 60187

KOBLER, NICHOLAS &BERNICE
OR CURRENT OWNER
156 S MILTON AVE
GLEN ELLYN IL 60137

OSTERKORN, EUGENE &ANDREA
OR CURRENT OWNER
872 SHEEHAN AVE
GLEN ELLYN IL 60137

BIEKE, THOMAS J
OR CURRENT OWNER
374 SHEEHAN AVE
GLEN ELLYN IL 60137

GURNANI, KAILASH & LAJU
OR CURRENT OWNER
76 SHEEHAN AVE
GLEN ELLYN IL 60137

HISTAL, DAVID & JANE
R CURRENT OWNER
73 S MONTCLAIR
LEN ELLYN IL 60137

EONARD, RICHARD
R CURRENT OWNER
5 S RT 53
EN ELLYN IL 60137

ARYKNOLL ESTATES OWNERS
CURRENT OWNER
EN ELLYN IL 60138

~~VILLAGE OF GLEN ELLYN~~
~~OR CURRENT OWNER~~
~~535 DUANE ST~~
~~GLEN ELLYN IL 60137~~

KELLING, RICHARD M & MARY
OR CURRENT OWNER
163 S MONTCLAIR AVE
GLEN ELLYN IL 60137

CUMPLEY, GREGORY & AMY
OR CURRENT OWNER
163 STONEGATE CT
GLEN ELLYN IL 60137

KINCH, KEITH H & K SHAH
OR CURRENT OWNER
166 S MONTCLAIR AVE
GLEN ELLYN IL 60137

CRANE, EARL B
OR CURRENT OWNER
216 S MILTON AVE
GLEN ELLYN IL 60137

STROH, TIMOTHY J & JANE E
OR CURRENT OWNER
160 S MILTON AVE
GLEN ELLYN IL 60137

PAULY, ELEANOR E
OR CURRENT OWNER
160 S MONTCLAIR AVE
GLEN ELLYN IL 60137

NEWMAN, L H & M L MINOR
OR CURRENT OWNER
182 S MILTON
GLEN ELLYN IL 60137

O CONNOR, LEONARD D
OR CURRENT OWNER
217 S MILTON AVE
GLEN ELLYN IL 60137

NAVARRO, ROBERT
OR CURRENT OWNER
162 STONEGATE CT
GLEN ELLYN IL 60137

SCHOOL DISTRICT NO 89
OR CURRENT OWNER
789 SHEEHAN AVE
GLEN ELLYN IL 60137

WIEGMAN, ARTHUR L & JOAN
OR CURRENT OWNER
698 SHEEHAN
GLEN ELLYN IL 60137

BAIRD
OR CURRENT OWNER
697 SHEEHAN AVE
GLEN ELLYN IL 60137

VAN BYSSUM, DORIS M
OR CURRENT OWNER
174 S MONTCLAIR AVE
GLEN ELLLYN IL 60137

BUCKBERG, PATRICIA A
OR CURRENT OWNER
148 S MONTCLAIR AVE
GLEN ELLYN IL 60137

SIMS, THOMAS J
OR CURRENT OWNER
170 MACINTOSH CT
GLEN ELLYN IL 60137

RASHID, M & M SLOGOFF
OR CURRENT OWNER
172 MC INTOSH CT
GLEN ELLYN IL 60137

CHHABRA, SARNAGAT & D
OR CURRENT OWNER
176 MACINTOSH CT
GLEN ELLYN IL 60137

PULEO, CHAS & ANTOINETTE
OR CURRENT OWNER
164 S MILTON AVE
GLEN ELLYN IL 60137

MORGAN, JACK A & LINDA J
OR CURRENT OWNER
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GLEN ELLYN IL 60137

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FINAN, JOHN L & SUSAN A
OR CURRENT OWNER
675 SHEEHAN AVE
GLEN ELLYN IL 60137

CHRZAN, JOSEPH F
OR CURRENT OWNER
174 S MILTON AVE
GLEN ELLYN IL 60137

VEACH, MATTHEW & RONDA
OR CURRENT OWNER
857 GLENBARD RD
GLEN ELLYN IL 60137

ORDZOWIALY, KIMBERLY
OR CURRENT OWNER
178 S MILTON AVE
GLEN ELLYN IL 60137

ZANONI, MATTHEW & C
OR CURRENT OWNER
221 S MILTON AVE
GLEN ELLYN IL 60137

ALBERTSON, ROBERT & JANIS
OR CURRENT OWNER
717 GLENBARD ROAD
GLEN ELLYN IL 60137

WASHAM III, JOHN W
OR CURRENT OWNER
174 STONEGATE CT
GLEN ELLYN IL 60137

ERGANG, NICHOLAS & ALEXIS
OR CURRENT OWNER
225 S MILTON AVE
GLEN ELLYN IL 60137

KARSTENS, HARRY W & JOYCE
OR CURRENT OWNER
683 SHEEHAN
GLEN ELLYN IL 60137

PANCOE, FRANK & ELLEN
OR CURRENT OWNER
166 STONEGATE CT
GLEN ELLYN IL 60137

MARTIN, BLAKE
OR CURRENT OWNER
679 SHEEHAN AVE
GLEN ELLYN IL 60137

DANLEY JR, LE VERNE & S
OR CURRENT OWNER
806 SNOWHILL CT
GLEN ELLYN IL 60137

ABU SIRRIEH, MUHIB
OR CURRENT OWNER
674 SHEEHAN AVE
GLEN ELLYN IL 60137

PRIEBE, MARCUS & SHEILA
OR CURRENT OWNER
678 SHEEHAN AVE
GLEN ELLYN IL 60137

MILES, KENNETH & LINDA
OR CURRENT OWNER
194 S MILTON AVE
GLEN ELLYN IL 60137

MANCUSO, FRANK & CARRIE
OR CURRENT OWNER
173 HEDGE CT
GLEN ELLYN IL 60137

JOHNSON, JUNE M
OR CURRENT OWNER
177 S MILTON AVE
GLEN ELLYN IL 60137

ROLLINS, SCOTT & KAREN
OR CURRENT OWNER
169 GLENBARD RD
GLEN ELLYN IL 60137

KAMMES JR, RONALD R
OR CURRENT OWNER
181 S MILTON ST
GLEN ELLYN IL 60137

PURDY, KATHRYN L
OR CURRENT OWNER
185 S MILTON AVE
GLEN ELLYN IL 60137

FESSER, BARBARA A
OR CURRENT OWNER
73 GLENBARD RD
LEN ELLYN IL 60137

MORRIS, MARK E
OR CURRENT OWNER
779 GLENBARD RD
GLEN ELLYN IL 60137

RINSEMA, CLYDE & BETH
OR CURRENT OWNER
191 S MILTON AVE
GLEN ELLYN IL 60137

rrent Resident
5 Glenbard Rd.
n Ellyn, IL 60137

Current Resident
169 S. Milton Ave.
Glen Ellyn, IL 60137

Community Consolidated
School District 89
22W600 Butterfield Rd.
Glen Ellyn, IL 60137

rent Resident
Hedge Court
n Ellyn, IL 60137

Glen Crest Middle School
725 Sheehan Ave.
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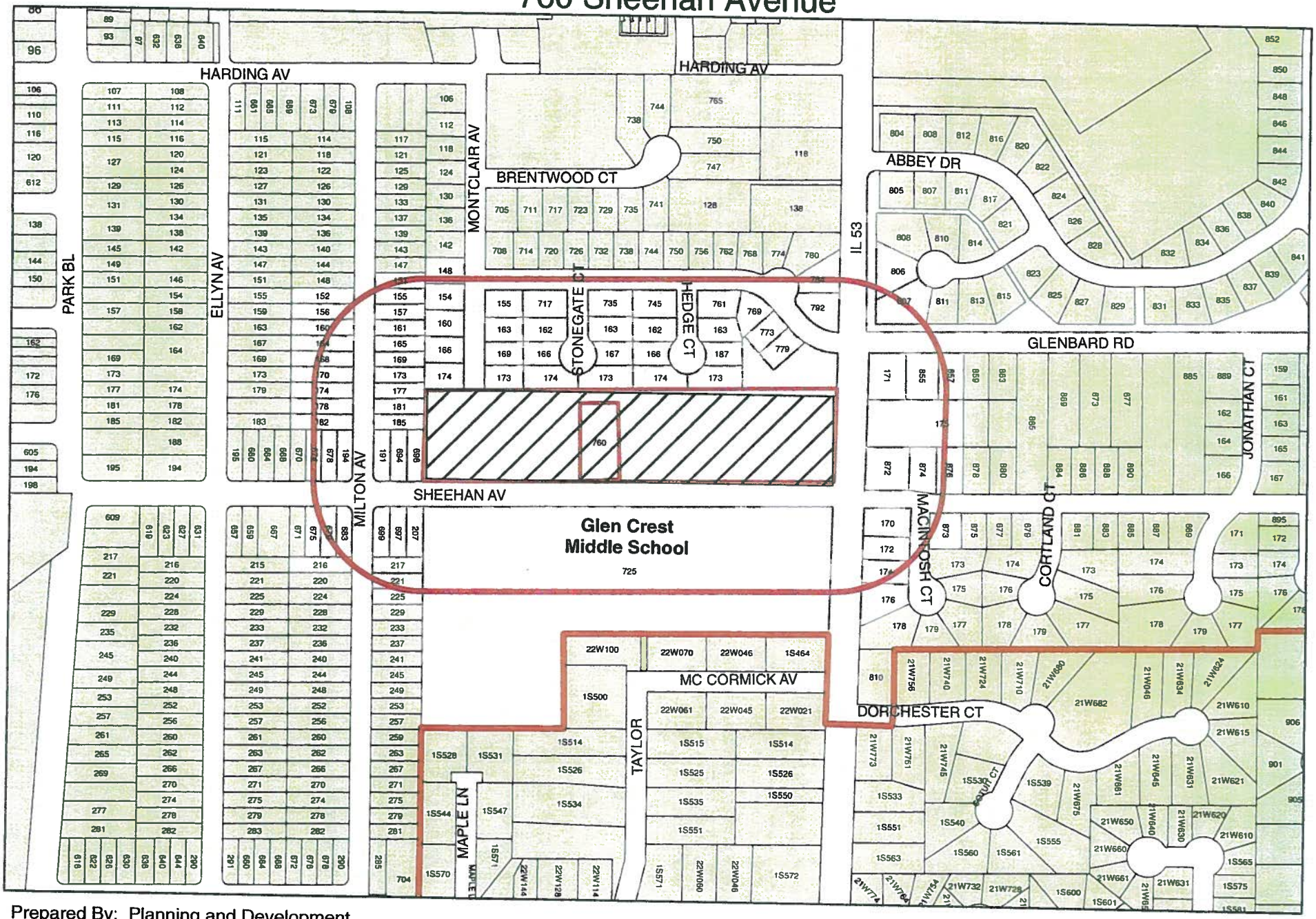

Prepared By: Planning and Development
Date: February 11, 2013

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1. The applicant shall be required to submit to the Director of Planning and Development a map in the form required by the Village, which shall demonstrate that the request fully complies with all Zoning Ordinance requirements, with the following exceptions:

   a. Any pre-existing nonconformities;

   b. For land transfers, only the lot transferring the land shall be required to comply with the provisions of the Zoning Ordinance following the transfer of land; and

   c. For lot consolidations, the consolidated lot shall not be required to comply with the provisions of the Zoning Ordinance;

   all provided that any new building, structure or impervious surface area that may be proposed on any lots subject to the requirements of this Section 308 complies with all Zoning Ordinance requirements or a zoning variation for such has been granted. [1]

2. If the Director of Planning and Development finds that the requirement of conformity to the Village's Zoning Ordinance has been satisfied as set forth above and that the request in no way violates the policy and purpose of this Subdivision Ordinance as set forth in Sections 101 and 102 herein, a certificate of compliance shall, upon request and payment of the required fee, be issued to the applicant and, if applicable, to the owner of the lot or parcel.

3. If the standards set forth above have not been satisfied, then the Director of Planning and Development shall deny the request of the applicant and shall require the application to be reviewed by the Plan Commission and Village Board in accordance with the procedures for review of a Minor Subdivision set forth in Section 306.

4. Once a land transfer, lot consolidation or two-lot subdivision is approved, the applicant shall record a Plat with the County showing the land transfer, lot consolidation or two-lot subdivision as approved by the certificate of compliance granted by the Village and shall submit a copy of such recorded Plat to the Planning and Development Department within 30 days of recordation.

5. No public hearing or action by the Plan Commission shall be required in the case of an application for an adjacent land transfer, lot consolidation or two-lot subdivision, which complies with the provision of this Section.

6. The above provisions shall not apply to land transfers and two-lot subdivisions if the subject lot(s) were part of a major, minor or two-lot subdivision or a land transfer approved within five years of the current subdivision proposal. In such a case, the proposed subdivision shall be considered and reviewed as a Minor Subdivision.

SECTION 309: CRITERIA FOR SUBDIVISION APPROVAL.

A subdivision shall not be approved unless:

1. The proposed subdivision conforms to the provisions set forth in this Subdivision Ordinance, including the rules and regulations referenced in Section 400.

2. Definite provision has been made for a water supply system that is sufficient in terms of quantity, dependability, and quality to provide an appropriate supply of water for the type of subdivision proposed.

3. A public sewage system is proposed and adequate provision has been made for such system or, if other methods of sewage disposal are proposed that such systems will comply with federal, state and local laws and regulations.

4. All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards or requiring special precaution have been identified by the Subdivider and that the proposed uses of these areas are compatible with such conditions.

5. The proposed subdivision will not be detrimental to the public health, safety and welfare.

6. No development shall be approved if such development, at full occupancy, will result in or increase traffic on an arterial or collector street to such an extent that the street does not function at a level of service deemed acceptable by the Village. The applicant may propose and construct approved traffic mitigation measures to provide adequate roadway capacity for the proposed development.

SECTION 310: VARIANCES.

1. Where extraordinary hardships or practical difficulties may result from strict compliance with these regulations and/or the purposes of these regulations may be served to a greater extent by an alternate proposal, the Village may approve variances to this Subdivision Ordinance so that substantial justice may be done and public interest secured, provided that the variance shall not have the effect of nullifying the intent and purpose of this Subdivision Ordinance.

2. All requests for variances to this Subdivision Ordinance shall be forwarded to the Plan Commission for review and recommendation to the Village Board. The Village Board shall then approve, deny or conditionally approve the requested variance.

3. The Plan Commission shall not recommend approval of a variance nor shall the Village Board grant approval of a variance unless it determines that:

   a. The granting of the variance will not be detrimental to the public safety, health, or welfare or injurious to other property or improvements;

   b. The conditions upon which the request is based are unique to the property for which the relief is sought, create substantial difficulty in developing the property and are not generally applicable to other property; and

c. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.

4. For the purpose of supplementing the above standards, the Plan Commission and Village Board shall also take into consideration the extent to which the evidence establishes or fails to establish the following facts favorable to the applicant:

a. That the variation, if granted, will not alter the essential character of the locality;

b. That the purpose of the variation is not based exclusively upon a desire to make more money out of the property;

c. That the proposed variation will not:

i. Diminish or impair property values within the neighborhood;

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

iii. Result in an increase in public expenditures; and

d. That the Variation is the minimum variation that will make possible the reasonable use of the land.

e. Whether or not the alleged difficulty or particular hardship has been created by any person presently having an interest in the property or by the applicant.

5. The Plan Commission shall forward a written recommendation on the request for a variance to the Village Board that shall set forth the reasons on which the Plan Commission's recommendation is based.

6. In approving variances, the Plan Commission may recommend and the Village Board may require such conditions as will in its judgment, secure substantially the purposes described in Section 102 of this Subdivision Ordinance.

7. A petition for any variance shall be submitted in writing by the Subdivider at the time when the Plat is filed for the consideration by the Plan Commission. The petition shall state fully the grounds for the application and all of the facts relied upon by the petitioner.

8. Whenever a variance is requested under this Ordinance, the Plan Commission shall hold a public hearing thereon. Notice of the time and place of such hearing shall be published according to the procedures set forth in Section 303(2) of this Ordinance.

10-10-12: VARIATIONS:

(A) A petition or application for Variation shall be filed with the Director, Department of Planning and Development, and shall contain at least the following information:

1. The name, address and phone number of the applicant, pursuant to Section 10-10-10;

2. The legal description, common address and permanent index number of the property to be benefited by the Variation;

3. Identification of the provisions of this Zoning Code from which the Variation is sought;

4. A description of the proposed use and/or Variation, including a dimensioned site plan or plat. The dimensioned site plan or plat need not be prepared by an architect or engineer;[2]

5. A brief summary of the factual evidence upon which the applicant will rely to show that the standards for Variation will be met;

(B) Upon application to the Department of Planning and Development, the Zoning Board of Appeals, after giving notice as provided herein and by the Illinois Revised Statutes, shall conduct a public hearing. The Zoning Board of Appeals shall also conduct public hearings and make recommendations to the Village Board regarding requested Variations from bulk regulations applicable to single-family lots in Planned Unit Developments, in accordance with the procedures established for other Variations in this Zoning Code, provided the conditions set forth in Section 10-10-15 (F) have been met. Any property owners association related to the Planned Unit Development shall be notified of any proposed Variations from bulk regulations in the same manner as that required for surrounding property owners in Section 10-10-11 (B) of this Code; [2]

(C) The Zoning Board of Appeals shall not recommend, and the Village Board shall not vary, the provisions of this Zoning Code, except in cases where there are practical difficulties or particular hardship in the way of carrying out the strict letter of any regulation of this Zoning Code relating to the use, construction or alteration of buildings or structures or the use of land, and unless it shall have made findings based upon the evidence presented to it in the following cases:

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;

(D) For the purpose of supplementing the above standards, the Zoning Board of Appeals, in making its recommendation 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. 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;

MEMORANDUM

TO: Michele Stegall, Village Planner (via email)

FROM: Bob Minix, Professional Engineer

DATE: February 7, 2013

SUBJECT: Proposed Amber Ridge Subdivision at 760 Sheehan
Public Works Comments – Third Review

I have reviewed the latest submittal for the subject project consisting of civil engineering site plans prepared by Spaceco, Inc. with a revision date of January 18, 2013 and the response letter from K Hovanian Homes dated January 24, 2013. As with the previous reviews, the plan submittals continue to be largely conceptual in nature, so this review again focused on general configuration items and issues. Please note the following comments:

1. Storm Sewer / Access to the Detention Pond – The revised plans depict the storm sewer along the north side of the subdivision to be privately maintained. It should be noted that this is acceptable to the Public Works Department due to lack of access to the rear-yard pipes, but places an unusual burden on the future homeowner's association that has no voice in the discussion currently.

   The plans do note that an accessway to the pond will be provided from Sheehan; however, the access will be through Lot 13 (private property), which is not desirable. The access should be on Lot 26 with suitable wetland buffer provisions made as needed.

2. Sheehan Parkway – The combination of parkway, sidewalk, landscape buffer and utility placement in the north Sheehan right-of-way is problematic: the 7' parkway is stingy with respect to the trees; the parkway tree alignment is contrived; the sidewalk alignment has been changed from the previous submittal; and the storm sewer is close to the sidewalk. The placement of the various elements may be predicated on cross-slope considerations; to help resolve this matter, cross-sections showing the existing and future parkway grading must be provided for staff review and consideration as soon as possible during the detailed plan review stage.

3. Utilities – Will the sanitary sewer construction on Sheehan east of Amber Ridge need special permitting for the proposed open cut construction?

4. Street Lights – Only one street light was added to the plan in response to the request for additional street lighting on Sheehan. No street lights were shown as requested for the sidewalk along Route 53. This is far from the expected response and this issue requires resolution as the project moves forward.

In summary, there still remain some conceptual issues that will need to be addressed moving forward. I believe these are issues that should not necessarily prevent the project from moving to the hearing stage. As the project progresses through the process, these issues, as well as the entirety of the detailed design, will require continued interaction with the development team and thorough reviews by staff. There is still a long way to go with this project.

cc: (via email)
Julius Hansen, Public Works Director
Jen Brown, Street Superintendent
Bob Greenberg, Utilities Superintendent
Kathryn Horn, Public Works Secretary
Ray Ulreich, Stormwater Engineer
Dan Schoenberg, James J. Benes
Brent Lewis, Planning Resource Associates

ING
RCES INC.
Liberty Drive
Illinois 60187
w.planres.com
.668.3788
.668.4125

Memorandum

PP12027-32

To: Michele Stegall, Village Planner
Village of Glen Ellyn

From: Brent Lewis, ASLA, RLA, CA
Landscape Architect

Date: January 31, 2013

Subject: 760 Sheehan – Amber Ridge
Landscape Review #3

At your request, we have reviewed the landscape plan submitted for the proposed development located at 760 Sheehan Road. Our comments are based on the following:

- Plan Set, Sheets L1.0, L1.1, L2.0, dated 1.25.13, prepared by Hitchcock Design Group and Spaceco Inc.
- Response Memorandum, dated 1.24.13, prepared by K. Hovanian Homes

General Review Comments

1. As existing, this site has a large quantity of trees and shrubs. Both the Village and the surrounding residents continue to promote and encourage saving as much of the existing vegetation as possible. As the construction of the new homes will realistically require the removal of the majority of the trees, the Village continues to look for aspects of design that could facilitate additional tree preservation. On that notion, there is a storm sewer that runs along the north of the property and drains to the detention basin on the east side. The construction of this storm sewer will contribute to additional loss of trees and vegetation that might otherwise be preserved. If the storm sewer was run in the front of the yards, the ROW, or under the street, the rear inlets could be connected to the storm sewer along the lot lines, thus preserving trees along the rear property line. We encourage the petitioner to investigate this option as a viable plan for saving additional vegetation.

Review Comments per the Subdivision Ordinance

1. Per Section 303, item 1.d.2.x, and our previous request, a new Tree Preservation Plan has been provided, dated 1.25.13. Areas required to be surveyed have been shown and are approved. As for the tree removals, it is noted that the site is essentially being clear cut. With that, we refer back to the previous comment above about trying to save some of the trees.

2. Per Section 408, parkway trees have been provided along the proposed Amber Ridge Drive. Trees should be planted at a 40 foot spacing and should avoid utilities. Though driveways are not shown on the plan, the trees have been spaced appropriately. Tree species have been planted in groups of 5, which is acceptable.

IERS
IGISTS
CAPE
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3. Trees are also shown along Sheehan Avenue at a 40' spacing and in groupings no more than 5 each of a species. However, on the east side of the Amber Ridge Drive intersection, only one parkway tree is shown. At least 4 additional parkway trees should be provided in this area to fill the gap before the existing tree mass in the wetland. Due to the existing trees and nature of the wetland, we recommend waiving the parkway tree requirement for that last segment of the ROW along the existing wetland. As there are sanitary and water utilities going through this area, the trees should be center between the two utilities, maintaining at least 5' from the water line.

4. A lightpole is indicated on the plans to be placed to the east of the crosswalk going to the school property. This lightpole is shown at approximately 5' from the nearest parkway tree to the east. All parkway trees need to maintain at least 10' from lightpoles to reduce conflicts. The trees on the east side of the cross walk should be re-spaced to accommodate this requirement.

5. Additionally it was noted that the parkway trees shown on the landscape plan and the parkway trees shown on the plat plan do not agree in either quantity or spacing. Please revise to make sure all drawings are consistent.

6. Final approval of the parkway tree species and spacing is contingent on Public Works approval. The petitioner should coordinate efforts with Public Works for their review and input. In preliminary discussions with PW, it was noted that a temporary ban on planting maple trees has been implemented as the Village's percentage of parkway tree maples is too high. This species should be substituted with another from the Village approved plant list.

7. In the response memorandum, the petitioner also indicated that they are in contact with IDOT to determine parkway tree planting requirements. Until a formal letter from IDOT is submitted stating that they do not want the parkway trees, then parkway trees are still considered to be required along Route 53 frontage.

Review Comments per the Plan Commission meeting

1. Per commitments made with the Village and during the previous Plan Commission meeting, screening should be provided along the north, south, and west property lines to screen the roadway and adjacent residences.

    - All screening landscape should utilize plant materials of different sizing to reduce a homogenous look. Deciduous trees should be a minimum of 2.5" caliper, but some additional specimens of 3" and 4" should be included. Evergreen trees should be a minimum of 6' height, but we would recommend including 8' and 10' heights. Ornamental trees should be a minimum of 6' height or 2" caliper, but we also recommend trees in the 8' to 10' range (or 2.5" to 3.5"). We recommend

revising the current plant list to reflect a variety of plant sizing. This comment is applicable to all three screening areas.

- The south property line appears to have been adequately screened with deciduous trees, evergreen trees, and shrubs and appears acceptable.

- Since the previous submittal, additional shrubs and trees have been added to the North property line. These additional plant materials will help reduce views at an eye level. At this level of plant material, the north property line appears acceptable as shown.

- The West property line has the least amount of requested landscape screening. However as most of the residences are rear facing, a less dense screen is appropriate. From the last plan, additional screening has been included to screen Lot 3. At this level of plant material, the north property line appears acceptable as shown.

End of comments

MEMORANDUM

TO: Michele Stegall

FROM: Ray Ulreich, Stormwater Engineer

DATE: February 4, 2013

RE: Amber Ridge Subdivision – Stormwater Review

I have reviewed the updated documents as identified in the review response dated January 24, 2013 by K. Hovnanian T&C Homes. Of specific importance to the storm water review were the following documents:

- Preliminary Storm Water Management Report, by Spaceco, Inc. dated October 1, 2012.
- Preliminary Plans (6 pages) dated August 6, 2012 and revised through January 18, 2013 prepared by SPACECO Inc.
- Wetland Submittal, dated January 2013 by Christopher B. Burke Engineering Ltd.
- Final Landscaping Plans, dated January 25, 2013 by Hitchcock Design Group.

The re-submittal fully satisfies my previous review comments.

<u>Placement of Walking Path through wetland/detention complex</u>

Regarding the placement of a walking path through the wetland/detention complex, it should be noted that the permitting for this work will be subject to review by the Army Corps of Engineers (ACOE) since the wetland on this site has been classified as a regulatory wetland.

Under both the County Ordinance and the ACOE policies, a high priority is placed on wetland and buffer avoidance to minimize impacts. The proposed plan for the wetland/detention complex follows this criterion with the exception of the construction of the sidewalk along Sheehan Avenue which will have an impact on the wetland. The developer has classified this as an unavoidable impact based on the demand by the Village for its installation. Please note that the ACOE will need to concur that the sidewalk construction is an unavoidable impact to allow for its construction. The placement of any additional walkways through the wetland would also need to demonstrate unavoidable impacts which would be difficult to justify. Therefore to

completely avoid impacts to the wetland the only viable placement of the path would be along the top of the berm. The current pond design does not support this location, since the top of the berm is only 2' wide. To accommodate a 4-5' wide path, the top of the berm would need to be widened to a minimum of 7 feet.

To allow for increasing the width along the top of the berm and not impacting the provided detention storage the top of bank could be widened by either making the pond side slopes steeper or moving the bank closer to the wetland. Considering that the side slopes are to be vegetated with native vegetation and thus will not be mowed on a regular basis, the increase of the side slope to a 3:1 versus the proposed 4:1 would be acceptable. This would allow for the construction of a 5' path within a 7' flat area along the top of the berm without having to move the berm closer to the wetland.

The developer has raised the concern regarding the washout of the path material and safety conditions during pond overflow events. To avoid path washout, the path could be constructed of hardscape materials (concrete, asphalt, pavers, etc.). Additionally, because of the extended length of the overflow, the depth of the water overflowing the path/top of bank during pond overflow conditions would be less than one inch with a velocity less than one foot per second, thus minimal hazard would be present.

Finally, although the placement of the path along the top of the berm would be within portions of the wetland buffer, the ordinance does allow buffer impacts provided the buffer functions are replaced. Based on the revised hydrology to the wetland due to the placement of the detention pond and the proposed native vegetation in the detention pond, the replacement of the buffer functions can be easily substantiated.

In summary, to accomplish the construction of a five foot (5') walking path through the wetland/detention complex, the pond side slopes will need to be increased to 3:1 and the path will need be constructed of non erodible material.

'LANNING
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Memorandum

9657-95

To: Michele Stegall, Village of Glen Ellyn

From: Pat Hickey, Planning Resources Inc.

Date: February 5, 2013

Subject: Proposed Amber Ridge Subdivision at 760 Sheehan
Special Management Areas (SMA) Review #3

This memo provides comments in response to the following information:

- Letter to Village of Glen Ellyn regarding response to November 30, 2012 review comments, dated January 24, 2013, by K. Hovnanian Homes, 5 pp.
- Letter to K. Hovnanian Homes regarding a walking path, dated January 21, 2013, by Spaceco Inc., 1 pg.
- Memorandum to Village of Glen Ellyn regarding proposed path within wetland/buffer area, dated January 23, 2013, by Christopher B. Burke Engineering, Ltd. (CBBEL), 2 pp.
- DuPage County Countywide Stormwater and Flood Plain Ordinance (Ordinance) Article XI. Wetland Submittal, dated January 2013, prepared by CBBEL, 4 pp.
- DuPage County Countywide Stormwater and Flood Plain Ordinance Article XII. Buffers, dated January 2013, prepared by CBBEL, 3 pp. plus attachments.
- Final Landscape Plans, dated January 25, 2013, by Hitchcock Design Group, 4 sheets including cover.
- Plan Set, dated January 18, 2013, prepared by Spaceco Inc., sheets 1 through 6.

Comments

Items to be addressed prior to final review:

1. The Wetland Submittal addresses Section 15-87.B.1 of the Ordinance by stating this Section is not applicable to the project because "there are no adjacent offsite wetlands". Please note that Section 15-87.B.1 of the Ordinance is applicable to both on-and off-site wetlands. However, information regarding surface hydrology is provided in the Wetland Submittal under Sections 15-87.C-E. No response is required to this item.
2. The Wetland Submittal indicates at Section 15-87.C that the metered flow out of the site detention pond, and lack of restriction of flow at the Rt. 53 culvert, will provide a stable water regime. Please provide calculations indicating that basin outflow will not exceed the capacity of the Rt. 53 culvert.
3. The applicant has requested that a sub-watershed analysis be waived. PRI agrees with applicant that a hydrologic evaluation will not provide useful information **if** it is demonstrated that the culvert under Rt. 53 will function to maintain similar wetland hydrology under developed site conditions.
4. The Buffer Submittal indicates that a cost estimate for the proposed restoration and enhancement will be provided under separate cover. Please provide the cost estimate.
5. On the Plan Set, please provide details on the utility installation through the wetland in accordance with Section 15-88.D of the ordinance.

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6. Item 19.c. of the K. Hovanian Homes letter dated January 24 indicates that a proposed sidewalk along Sheehan will not encroach into the wetland. The Wetland Submittal indicates wetland impact for the sidewalk embankment. Sheet 5 of 6 of the Plan Set indicates a different type of hatching in the wetland along the sidewalk; however, the hatching is not labeled. Please clarify.
7. The wetland is regulated by the U.S. Army Corps of Engineers (ACOE). The ACOE must permit the additional proposed wetland impact and may require mitigation in addition to the fee-in-lieu credits.
8. Please provide details for soil erosion and sediment control measures to be used in the wetland and wetland buffer areas.
9. Regarding the Preliminary Wetland Mitigation Plan:
   - Based on the Final Landscape Plans, 28 native trees (7 American elm, 14 silver maple, 6 cottonwood, 1 box elder) measuring 10 inches or greater in diameter are proposed to be removed from the wetland buffer. The Preliminary Wetland Mitigation Plan is based on a previously approved restoration plan that only proposes planting five 2.5 inch trees and 25 shrubs. The previously approved restoration plan did not account for additional tree removal from the buffer for the stormwater management facility. An additional 28 trees should be added to the mitigation plan.
   - The Buffer Submittal indicates mitigation for lost trees within the buffer will be completed through the installation of groupings of trees and shrubs within the buffer and around the detention pond. Please identify locations of the proposed tree and shrub plantings.
   - Performance standards need to address 100% tree and shrub survival.
   - The wetland/ wetland buffer area should be assessed and reported on separately from the basin plantings.
   - The third year Floristic Quality Index and Coefficient of Conservatism of the basin must be 20 and 3.5, respectively.
   - Reduce the coverage requirement for the emergent zone in the basin to 50%.

End of comments

cc: Ray Ulreich, Village of Glen Ellyn

JAMES J. BENES AND ASSOCIATES, INC.
950 Warrenville Road ▪ Suite 101 ▪ Lisle, Illinois ▪ 60532
Tel. (630) 719-7570 ▪ Fax (630) 719-7589

MEMORANDUM

Date: February 4, 2013

To: Michele Stegall, Village Planner
Village of Glen Ellyn

From: Thomas Adomshick, PE, PTOE
President

Re: Amber Ridge Subdivision
Job No. 1402

We reviewed the traffic engineering aspects of the Amber Ridge Subdivision Application package submitted by K Hovnanian on January 24, 2013. The Preliminary Plans do not specify what traffic control signs are to be provided, and provides no detail on proposed pavement markings. Pavement marking and signage plans should be provided with the final engineering submittal. As noted in the Amber Ridge Subdivision Traffic Study dated November 28, 2012 (Revised), the following was recommended:

1. Stop sign control with a pavement marking stop line on the new Amber Ridge Drive approach to Sheehan Avenue.
2. School crossing signs with flashing beacons and advanced warning signs on both Sheehan Avenue approaches to the new crosswalk on the east side of the staff/parent driveway to Glen Crest School.
3. High visibility crosswalk pavement markings at the new crosswalk on Sheehan Avenue.

These items should be specified on the final engineering plans for the subdivision.

- -END- -

TRAFFIC STUDY FOR

AMBER RIDGE SUBDIVISION

GLEN ELLYN, ILLINOIS

November 27, 2012
Revised November 28, 2012

Prepared for:

THE VILLAGE OF GLEN ELLYN

Prepared by:

JAMES J. BENES AND ASSOCIATES, INC.
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APPENDIX

A. INTRODUCTION

K Hovnanian Homes is proposing to construct a residential development on currently undeveloped land in Glen Ellyn, Illinois. Located on the north side of Sheehan Avenue between Milton Avenue and Route 53, and south of the Rolling Hedge subdivision, this development is planned to have a total of 23 lot single family homes. (See Figure 1, Location Map and Figure 2, Site Plan in the Appendix.) The development is located directly north of Glen Crest Middle School.

As proposed, the homes will be constructed along a southerly roadway extension from the existing dead end at the south end of Montclair Avenue. The new roadway will extend about 180 feet south from the current end of Montclair, turn east 630 feet and then again south 160 feet to intersect with Sheehan Avenue, approximately 50 feet east of the existing Glen Crest Middle School maintenance driveway.

This report contains existing traffic volume and operation information, expected trip generation from the site and an analysis of future traffic conditions after construction of the proposed development.

B. EXISTING CONDITIONS

A field reconnaissance was conducted of the site vicinity to collect information on the existing road network, including traffic control devices, lane configurations, and existing traffic volumes. Existing land uses surrounding the site were also noted.

Surrounding Land Uses

The development area is surrounded by residential land uses on all sides except for Glen Crest Middle School on the south side of Sheehan Avenue.

Surrounding Roadways

Illinois Route 53

Route 53 is a two lane north-south arterial roadway extending from south of Will County to Lake County, and is under the jurisdiction of the Illinois Department of Transportation (IDOT). The posted speed limit is 40 mph in the site vicinity.

Route 53 is under traffic signal control at its intersection with Sheehan Avenue. Separate exclusive left turn lanes are provided on the Route 53 approaches to Sheehan Avenue. There is a school crossing across the south leg of Route 53 at Sheehan. A crossing guard is provided at the crossing at the start and end of school.

At its intersection with Glenbard Road, Route 53 has the right-of-way with no traffic control signage. Left turns from southbound Route 53 to Glenbard Road are prohibited. Northbound left turns are permitted, however a separate left turn is not provided on Route 53. Left turns are made from the northbound through lane.

Park Boulevard

Park Boulevard is a four lane north-south collector road extending from Route 53 to Elm Street, north of the Glen Ellyn downtown, and is under the jurisdiction of Glen Ellyn north of Buena Vista Boulevard. The northbound posted speed limit is 35 mph to Sheehan Avenue and 30 mph north of Sheehan. The southbound posted speed limit is 30 mph to Coolidge Avenue and 35 mph south of Coolidge. The school zone for Park View Elementary School begins at and extends south from Sheehan Avenue.

Park Boulevard is under traffic signal control at its intersection with Sheehan Avenue. Two through lanes and separate left turn lanes are provided on each Park Boulevard approach to Sheehan Avenue. There are school crossings across Park at Sheehan.

At its intersection with Harding Avenue, Park Boulevard has the right-of-way with no traffic control signage. Left turns from Park Boulevard to Harding Avenue are made from the inside through lane.

Sheehan Avenue

Sheehan Avenue is a two lane east-west roadway extending from Park Boulevard to Sunnybrook Road east of Route 53, and is under the jurisdiction of Glen Ellyn. It is designated as a collector street and has a posted speed limit of 30 mph. There is a posted school zone from 300 feet west of Route 53 to Milton Avenue.

At its signalized intersection with Route 53, a separate left turn lane is provided on the eastbound approach. A single lane is shared by through, left- and right-turn traffic movements on all other approaches to the traffic signals at Route 53 and Park Boulevard.

There is all-way stop sign control at the intersection of Sheehan Avenue and Milton Avenue.

Glenbard Road

Glenbard Road is generally a two lane east-west roadway extending from Montclair Avenue to Route 53, and is under the jurisdiction of Glen Ellyn. It is a local street and has a posted speed limit of 30 mph.

There is no posted traffic control signage at its tee intersection with Montclair Road. Under the Illinois Vehicle Code, westbound vehicles on Glenbard Avenue must yield the right of way to approaching vehicles on Montclair Avenue. Glenbard Road is under stop sign control on its east- and west-bound approaches to Route 53. Only left and right turns are permitted to and from the east leg of Glenbard Road at Route 53.

Montclair Avenue

Montclair Avenue is a two lane north-south roadway extending from a dead end on the south end, north to Harding Avenue, and is under the jurisdiction of Glen Ellyn. It is a local street with a regulatory speed limit of 30 mph.

Existing Traffic Volumes

Manual weekday morning and evening peak hour traffic counts were conducted at the following intersections on September 18, 19 and 20, 2012:

- Sheehan Avenue at Route 53
- Glenbard Road at Route 53
- Glenbard Road at Montclair Avenue
- Glen Crest West (bus/staff) Driveway at Sheehan Avenue
- Glen Crest East (visitor/staff) Driveway at Sheehan Avenue

The counts were conducted on a Tuesday, Wednesday and Thursday. Turning movements were recorded in 15 minute increments from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The counts included recording vehicle type and pedestrian volumes.

The morning count period was selected to encompass both the typical morning rush hour and the start of the school day at Glen Crest School. Due to after school activities, the traffic volumes at the end of school peak traffic time are typically more dispersed than the start of school peak traffic time. The evening count period was selected to encompass the typical evening rush hour which is the period during which traffic volumes on area streets are typically highest.

Existing traffic volumes are shown on Figure 3 in the Appendix.

Cut-Through Traffic Volumes

Prior to beginning the traffic study, area residents expressed concerns of considerable cut-through traffic passing through the neighborhood. As a result, manual license plate surveys were performed to identify the volumes and travel patterns of existing cut-through traffic.

The first three alpha-numeric characters on the license plate, the direction of travel and time passing were recorded for each vehicle entering and exiting the neighborhood during the 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM peak periods. These are periods when cut-through traffic generally is highest as vehicles use alternate routes to avoid congestion on surrounding arterial and collector streets. The counts were performed at the following entry/exit points to the neighborhood surrounding the proposed residential development.

- Sheehan Avenue at Park Boulevard
- Sheehan Avenue at Route 53
- Harding Avenue at Park Boulevard
- Glenbard Road at Route 53

License plate numbers, direction of travel and time of passing were compared to determine if any vehicles cut through the neighborhood when traveling between Park Boulevard and Route 53. Any vehicle entering at one entry point and exiting at another point on the opposite side of the neighborhood within three minutes was considered a cut-through movement. Figure 4 in the Appendix is a diagram of the peak cut-through hour traffic volumes and location of origin and destination. The recorded peak hours for cut-through traffic were 7 to 8 AM and 5 PM to 6 PM.

EXISTING CUT-THROUGH TRAFFIC VOLUME SUMMARY					
Cut-Thru Route	Used Only Sheehan	Used Glenbard & Harding	Used Sheehan & Harding via Milton or Ellyn	Used Glenbard & Sheehan via Milton or Ellyn	TOTAL
AM Peak					
Volume	172	4	3	0	179
Percent	96.1%	2.2%	1.7%	0%	100%
PM Peak					
Volume	190	6	2	0	198
Percent	96.0%	3.0%	1.0%	0%	100%

The vast majority of existing traffic cutting through the neighborhood travels directly between Park Boulevard and Route 53 using only Sheehan Avenue. There was virtually no difference in cut-through route preference during the morning peak hour which encompassed the start of school at Glen Crest Middle School when the 20 mph school speed limit is in effect, and the evening peak hour which occurs after the end of the school day. This indicates that the sole use of Sheehan Avenue is the most convenient route for cut-through trips regardless of the time of day and the level of activity at the Glen Crest School site.

C. SITE TRAFFIC GENERATION

The peak hour traffic volumes for the proposed single family residences were estimated using trip generation rates contained in Trip Generation, 9th Edition, published by the Institute of Transportation Engineers (ITE). Estimated site trips are shown below.

AMBER RIDGE TRIP GENERATION							
ITE Code	Description	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Tot.	Enter	Exit	Tot.
210	Single Family Detached Housing 23 Dwelling Units	6	19	25	18	10	28

D. SITE TRAFFIC DISTRIBUTION AND ASSIGNMENT

Several factors influence the directions to and from which development traffic will travel on adjacent streets. These include the locations of trip destinations for development residents, the configuration of the road network in the area of the development, and the ease of travel on area streets.

The estimated trips entering and exiting the site were distributed to the surrounding road network based upon a review of the existing road network and travel patterns, and layout of the proposed development. The assignment of site traffic to the surrounding streets shown on Figure 5 (Peak Hour Site Generated Traffic) in the Appendix is based on the estimated directional distribution in the following table.

Directional Distribution of Amber Ridge Development Traffic	
Direction of Travel to/from	
North on Park Boulevard	23%
South on Park Boulevard	30%
North on Route 53	30%
South on Route 53	17%
TOTAL	100%

E. TRAFFIC OPERATIONS ANALYSES

Cut-Through Traffic Analysis

The proposed "S" shaped connection of Montclair Avenue to Sheehan Avenue introduces a potential alternate route for traffic to travel through the new subdivision to access either Sheehan or the area north of Glenbard Road. However, the collected data shows that the vast majority of cut-through traffic movements travel along Sheehan Avenue, the quickest and most direct path between Park Boulevard and Route 53. Motorists minimize the time and distance traveled through the neighborhood. They avoid the longer and winding routes, avoid traveling north and south within the neighborhood, and take advantage of the traffic signals at each end of Sheehan which facilitates exits to Park Boulevard and Route 53.

Based on the cut-through traffic count data, it is very unlikely that more than a minimal number of drivers will elect to use Amber Ridge Drive as a cut-through route. The proposed Amber Ridge Drive geometry incorporates two common traffic calming features: narrow street and curved alignment. Vehicles generally travel more slowly on narrower streets. The comfortable travel speed through the curves will be approximately 16 miles per hour (mph) due to their proposed geometry.

In addition to the two bends in the new street, vehicles traveling to/from the Park/Harding and Sheehan/Route 53 intersections via Amber Ridge Drive also encounter two other turns. At the Sheehan/Amber Ridge intersection, vehicles will have to slow to 15 mph as they turn right from Sheehan to Amber Ridge, and will be under stop sign control turning from Amber Ridge to Sheehan. Vehicles will slow to about 18 mph or less as they navigate the bend where Montclair and Harding meet.

Use of Amber Ridge as a through route across the neighborhood is not obvious due to the winding alignment, and is no more attractive than routes using Glenbard Road, Milton Avenue or Ellyn Avenue. It is very unlikely that construction of the proposed Amber Ridge roadway will draw new cut-through trips to the neighborhood.

Analyses and observed traffic operations indicate that vehicles turning left out of the Glen Crest School driveways do not experience excessive delays that would make use of Amber Ridge a more attractive route to return to Park Boulevard. Opting to turn east on Sheehan and then north through Amber Ridge to go to Park Boulevard via Montclair and Harding rather than turning left onto Sheehan to go directly to the signal at Park, more than triples the travel distance through the neighborhood.

For these reasons, it is likely that very few drivers will chose this route to cut through the neighborhood.

Intersection Capacity Analyses

Traffic operations at the development area intersections were analyzed under two traffic scenarios; Existing Traffic and Total Future Traffic conditions.

Total Future Traffic conditions represent the existing plus Amber Ridge generated traffic. Due to the proposed extension of Montclair Avenue to Sheehan Avenue, some re-distribution of existing traffic is expected to occur as some Rolling Hedge and Brentwood Court residents may use the new street to access more conveniently the Sheehan Avenue traffic signals at Park Boulevard and Route 53. See Figures 6 and 7 in the Appendix for Re-distribution of Existing Traffic and Total Future Traffic.

Traffic operations were evaluated using procedures contained in the Highway Capacity Manual published by the Transportation Research Board. Analyses were performed using the HCS+T7F software for analysis of signalized intersections, and HCS 2010 software for unsignalized intersections.

The measure of operation of intersections is the average length of time an approaching vehicle is delayed before it can proceed through an intersection, measured in seconds per vehicle. The Level of Service (LOS) at an intersection as defined in the Highway Capacity Manual is shown in the following table.

Intersection LOS is represented by the letter grades A (best) through F (worst). Design guidelines contained in the IDOT Bureau of Local Roads and Streets Manual specify a minimum design LOS "D". A summary of the intersection capacity analysis results is provided in the table on the following page.

Level of Service Criteria		
	Signalized Intersections	Unsignalized Intersections
Level of Service	Average Control Delay (seconds/vehicle)	Average Control Delay (seconds/vehicle)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

For all-way stop controlled intersections and signalized intersections, an overall intersection LOS is computed. For two-way stop controlled intersections, delay and LOS are computed only for traffic movements that are under stop control and for those movements that must yield to opposing traffic.

The HCS software does not compute Level of Service for intersections with no traffic control signage. The tee intersection of Glenbard Road with Montclair Avenue has no control signs. Since the Glenbard approach is required to yield to traffic approaching on either leg of Montclair, the operations of this intersection were approximated by modeling it as if the Glenbard approach was under stop sign control.

The following is a summary table of the intersection analysis results.

Intersection Capacity Analysis Summary of Levels of Service				
	Existing Conditions		Total Future Traffic Conditions	
	AM Peak	PM Peak	AM Peak	PM Peak
Sheehan / Route 53				
Signalized: Overall-	Overall C	Overall C	Overall C	Overall C
Eastbound Approach-	EBA – C	EBA – D	EBA – C	EBA – D
Glenbard / Route 53				
2-Way Stop	EBA – E	EBA – F	EBA – F	EBA – F
Glenbard / Montclair				
Modeled as Glenbard stop	WBA – A	WBA – A	WBA – A	WBA – A
Sheehan / West Glen Crest				
2-Way Stop	NBA – B	NBA – n/a	NBA – B	NBA – n/a
Sheehan / East Glen Crest				
2-Way Stop	NBA – B	NBA – B	NBA – B	NBA – B
Sheehan / Amber Ridge				
Amber Ridge Stop	n/a	n/a	SBA – B	SBA – B

For two-way stop controlled approaches, NBA - A indicates LOS "A" on the northbound approach, EBA – D indicates LOS "D" on the eastbound approach, etc.

For the signalized intersection, overall intersection LOS and the eastbound approach LOS are provided.

In general, the addition of traffic from the proposed development to neighborhood streets plus redistribution of existing trips will have minimal impact on neighborhood traffic operations. All internal intersections analyzed including the proposed Amber Ridge connection to Sheehan Avenue currently operate and will continue to operate at very good levels of service with minimal delay to motorists if the development is constructed.

Due to concerns expressed about traffic in the vicinity of Glen Crest School at the start and end of school, we observed traffic operations and flows during these periods on multiple occasions. Traffic was observed consistently to be busy for about 15 minutes during the drop off and pick up periods. However traffic flow was generally smooth and while queues of vehicles exiting the visitor/staff school parking lot (east Glen Crest drive) sometimes were as long as four or five vehicles, the observed delays for vehicles waiting to exit to Sheehan Avenue were within the commonly accepted range. Usually vehicles were able to slowly roll forward toward the exit with only a few brief stops before exiting.

The perimeter intersections with Route 53 at Sheehan Avenue and Glenbard Road operate at lower levels of service.

The signalized Sheehan/Route 53 intersection is projected to operate at the same levels of service after the development as it does today. Overall, the intersection will continue to operate at a good LOS C during both the morning and evening peak hours. The delays on the eastbound Sheehan Avenue approach are higher and the level of service is lower when compared to the overall intersection LOS because traffic signal timing is designed to favor the more heavily traveled Route 53. The LOS on the eastbound approach however, will remain at its current acceptable Level D.

The stop sign controlled eastbound Glenbard Road approach currently operates at LOS F during the evening peak hour. The approach currently operates at LOS E during the morning peak hour, but it is only a fraction of a second of delay away from LOS F. An increase in delay of only 0.3 seconds is sufficient to push the LOS to grade F during the morning peak hour. With the proposed development, the eastbound approach is expected to operate at LOS F during both peak periods even though the net increase in traffic on Glenbard Road is projected to be small. The average control delay for this approach is projected to increase by 9 seconds during the morning peak hour, and by 12 seconds during the evening peak hour.

In the Chicago metropolitan area, it is very common for stop sign controlled approaches to arterial routes such at Route 53 to operate at LOS F during the peak hours. This is because the steady heavy stream of traffic carried by the arterials leave few gaps large enough for side street traffic to enter or cross the arterial. For this reason LOS F is normal and accepted on stop sign controlled minor street approaches to arterial routes.

Another, better gauge of intersection performance in such a situation is the length of the line of vehicles waiting to enter an intersection. The 95th percentile queue is the length of the line that will not be exceeded during 95% of the peak hour. By that metric, the existing and projected eastbound 95th percentile queue length on Glenbard Road at Route 53 is, and will continue to be 1 vehicle or less during both peak hours. This is an acceptable queue length.

The Amber Ridge Drive approach to Sheehan Avenue is proposed to be placed under stop sign control, with no traffic control signs on Sheehan. The stop controlled southbound Amber Ridge approach is projected to operate at a very good LOS B.

The Amber Ridge Drive connection to Sheehan Avenue is located approximately 55 feet east of the maintenance driveway on the east side of the school. Under ideal conditions, the new street would align with the driveway. However, traffic volumes entering and exiting the maintenance driveway and Amber Ridge Drive are low and both the street and driveway intersections are not expected to have operational problems.

Comparison of Impacts to Glenbard Road & Montclair Avenue – Proposed Through Connection vs. Long Cul-De-Sac

Prior discussions of the proposed development included an alternative site roadway plan to the planned extension of Montclair Avenue to Sheehan Avenue. The alternate plan contemplated extending Montclair into the new development to serve all of the homes, but rather than

connecting to Sheehan, it would terminate in a cul-de-sac. The total cul-de-sac length of about 1,100 feet would be well in excess of the maximum length permitted under Village Code.

Nevertheless, a comparison of the relative difference in traffic operation impacts between the planned Amber Ridge Drive configuration and the long cul-de-sac was performed. With the cul-de-sac all new development traffic would pass through the existing dead end section of Montclair and use Glenbard Road and Harding Avenue to travel to and from the surrounding major streets. The cul-de-sac alternate would have one more residence than the current proposed plan, but to simplicity analyses, it was assumed that it would have a total of 23 single family residences like the proposed plan.

The planned connection to Sheehan provides more flexibility of access, allowing new development generated traffic access via Sheehan Avenue, thereby avoiding Montclair and reducing the traffic impacts along Montclair and Glenbard. Current Rolling Hedge and Brentwood neighborhood residents also gain flexibility of access and may use Amber Ridge Drive to access the traffic signals at Sheehan Avenue.

Based on existing traffic volumes and patterns, expected redistribution of some existing trips and the projected distribution of new development generated traffic, the projected average daily traffic (ADT) on Montclair Avenue would be 370 trips per day if the cul-de-sac were implemented. However, under the current proposal, the projected ADT for the same section of Montclair would be 340 trips per day, including redistribution of existing trips onto Montclair. The lower ADT under the proposed roadway is a result of the traffic dispersion benefits of a connected street network. The following tables summarize the existing and projected daily traffic volumes on the Glenbard Road and on Montclair Avenue north and south of Glenbard for the current, the proposed Amber Ridge Drive and the alternate long cul-de-sac conditions.

EXISTING AND PROJECTED DAILY TRAFFIC VOLUMES*
(vehicles per day)

Scenario	Montclair south of Glenbard	Montclair north of Glenbard	Glenbard east of Montclair
Existing Conditions	95	420	365
Proposed connection to Sheehan	340	300	405
Long Cul-de-sac Alternate	370	565	495

** The American Association of State Highway and Transportation Officials (AASHTO) defines a Very Low Volume Street as having an average daily traffic volume of less than 400 vehicles per day.*

The proposed development roadway configuration disperses both development traffic and existing traffic on Montclair Avenue and on Glenbard Road by providing alternate routes for ingress and egress, improving convenience of access and lessening the impact on these streets in comparison to the long cul-de-sac alternate which concentrates traffic. The proposed road configuration is consistent with the Village Subdivision Regulations Code which requires streets be coordinated so as to compose a convenient roadway system.

Morning and evening peak hour traffic volumes were likewise computed for the same cases. The following table summarizes the differences in peak hour traffic volumes.

EXISTING AND PROJECTED TWO-WAY PEAK HOUR TRAFFIC VOLUMES (vehicles per hour)						
Scenario	Montclair south of Glenbard		Montclair north of Glenbard		Glenbard east of Montclair	
	AM	PM	AM	PM	AM	PM
Existing Conditions	6	12	31	47	29	39
Proposed connection to Sheehan	24	39	22	34	32	43
Long Cul-de-sac Alternate	31	40	44	61	41	53

Peak hour intersection capacity analyses were performed for the Montclair/Glenbard and Glenbard/Route 53 intersections under both scenarios. There is minimal difference in operations at the Montclair/Glenbard intersection under either scenario; all movements would operate at Level of Service grade A.

At the Glenbard/Route 53 intersection, traffic volumes entering and exiting Glenbard Road will be higher with the long cul-de-sac design. There is minimal difference in operations for all approaches except for the eastbound approach on Glenbard Road. The following table illustrates the difference in operations between the existing, and projected operations for the planned development access and the cul-de-sac scenarios. The connectivity provided by the proposed plan results in lower traffic volumes and better traffic operations than would occur under the cul-de-sac development scenario.

EASTBOUND GLENBARD/ROUTE 53 INTERSECTION OPERATIONS				
Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Existing	49.8	E	62.9	F
Current Plan	58.3	F	75.3	F
Cul-De-Sac	65.7	F	85.8	F

F. OFF SITE PARKING

It is recommended that seven parking spaces be removed on the south side of Sheehan Avenue opposite Amber Ridge Drive. This will eliminate the possibility of vehicles backing out of parking spaces directly into the intersection.

The school and recreational facilities have parking supplies well in excess of code requirements. Specifically, an elementary school within the R2 Zoning District is required to have one space per employee plus 8 additional visitor spaces per 10-4-8H7 of the Zoning Code. This works out to 86 required spaces for Glen Crest School. There are a total of 103 spaces

provided within the visitor/staff parking lot at the northwest corner of the school building, and in the maintenance parking lot on the east side of the building. An additional 58 spaces are marked in the west side parking lot. Based on our observations, this lot is typically unoccupied during normal school hours, and is only used for bus loading and unloading at the start and end of school, and some school activities during the day.

The baseball fields and soccer field on the school site do not require any parking spaces per code. Had the soccer field and two baseball fields been private recreational facilities within the R2 District, a total of 55 spaces would have been required. Today there are 63 on-street spaces serving these fields. After removal of 7 spaces, 56 would remain and would still comply with the code if treated as private recreational facilities. Therefore, the loss of a few spaces is not a compliance issue.

It should also be noted that the 21 marked parking spaces in the school's maintenance parking lot are close to the south ball fields. These spaces may be available for use during athletic activities outside of normal school hours, and can increase the useable parking supply to 77 spaces, not including the visitor/staff and bus parking lots.

There is a paved area at the east end of the existing perpendicular on-street parking that currently is not marked for parking. A portion of this paved area could be striped to provide 4 to 5 new spaces to compensate for the loss of parking spaces opposite Amber Ridge Drive

G. SIDEWALKS

As a part of the proposed development, new sidewalk will be constructed on both sides of the extension of Montclair Avenue through the site, plus on the north side of Sheehan Avenue from Route 53 to the existing sidewalk terminus approximately 175 feet east of Milton Avenue.

A public sidewalk is recommended to be constructed between Lots 6 and 7 to direct Glen Crest School children and other pedestrians from the new development to a defined, convenient crosswalk to the front entrance to the school. The crosswalk should be installed on the east side of the Glen Crest visitor/staff (east) driveway to provide a direct route to the front entrance doors to the school. The crosswalk should be marked with high visibility school crossing markings. School crosswalk signs and school advance crossing warning signs should be installed on each Sheehan Avenue approach at the new crosswalk.

Due to the additional crossings generated by the new development and the traffic volumes on Sheehan Avenue, it is recommended that Glen Crest School's existing school zone signage be enhanced by addition of flashing beacons. Beacons can be programmed to flash automatically at the start and end of the school day.

H. SUMMARY OF FINDINGS AND RECOMMENDATIONS

The traffic survey reveals 96% of motorists traversing the area bounded by Sheehan Avenue – Park Boulevard – Glenbard Road – Route 53 during AM and PM peak periods do so exclusively via Sheehan Avenue. Sheehan is the shortest and fastest route between Park and Route 53.

The curving continuation of Montclair to Sheehan as part of the Amber Ridge development does not provide a shorter or faster east-west route than Sheehan and is not expected to encourage neighborhood cut-through traffic.

The intersections of Glenbard/Montclair and the bus/staff and visitor/staff drives with Sheehan currently perform at acceptable levels of service and will continue to do so after the proposed Amber Ridge development is in place.

The proposed Sheehan/Amber Ridge intersection will perform at an acceptable level of service. Stop control for the southbound approach is recommended.

Motorists on the eastbound approach to Glenbard/Route 53 experience long delays today. This will continue with an Amber Ridge development. Impacts on this intersection will be minimal as alternate routes to Route 53 are available.

In comparison to a long cul-de-sac extension of Montclair Avenue, the proposed roadway connection to Sheehan Avenue results in less additional traffic and less operational impacts to the existing streets north of the proposed development.

Public sidewalks are proposed on either side of the new pavement and are recommended between Lots 6 and 7 for a more direct route to Glen Crest School. A crosswalk traversing Sheehan east of the visitor parking lot is recommended with high visibility school crosswalk pavement markings, school crossing signs and school advance crossing warning signs. Installation of flashing yellow beacons at the Glen Crest school zone signs on Sheehan Avenue is recommended.

APPENDIX

* NEIGHBORHOOD ENTRY/EXIT POINTS

AMBER RIDGE
GLEN ELLYN, ILLINOIS

FIGURE 1
LOCATION MAP

JAMES J. BENES & ASSOCIATES, INC.
950 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-7570 · Fax (630) 719-7589

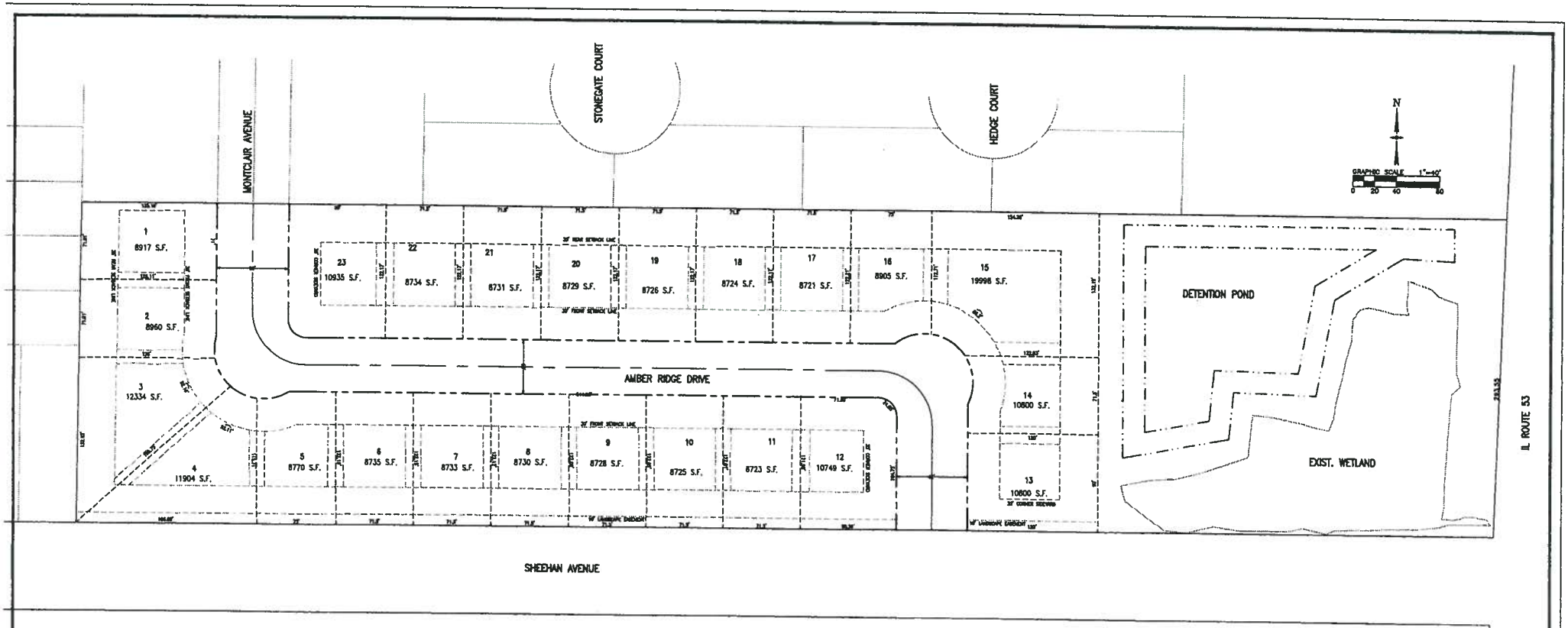
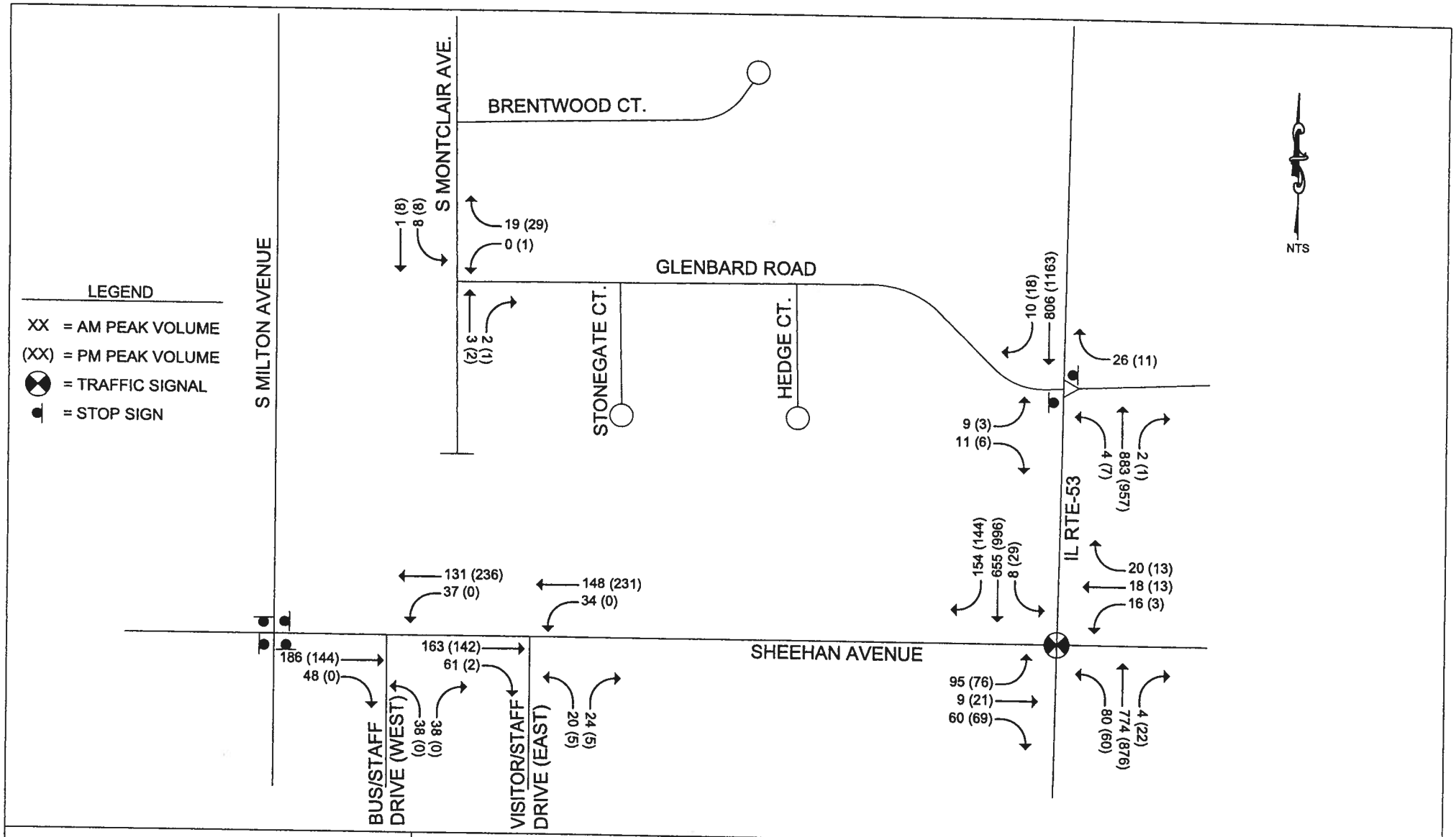


FIGURE 2
PROPOSED SITE PLAN
AMBER RIDGE
GLEN ELLYN, ILLINOIS

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

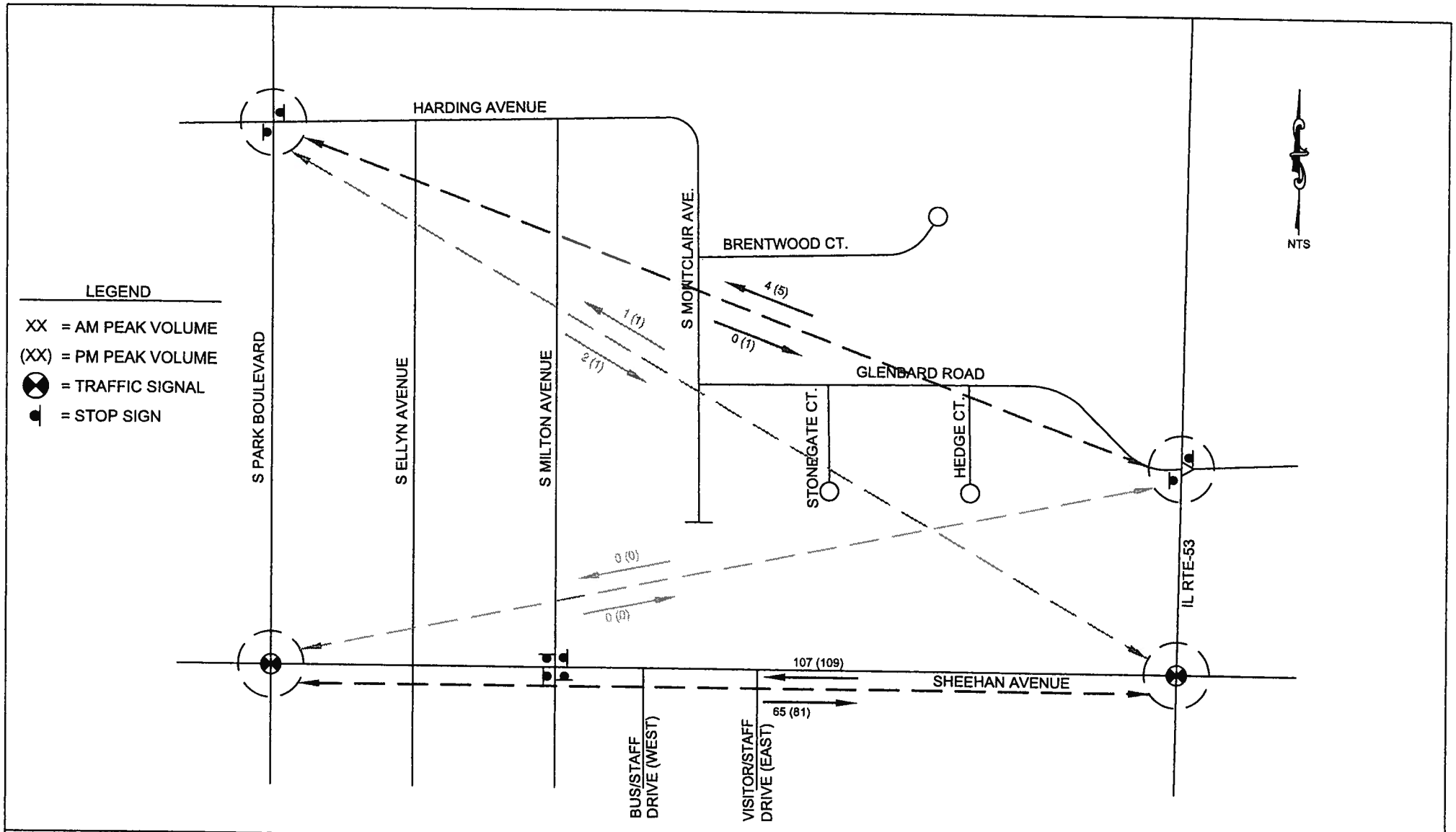
KJ Jovnanian Homes
1806 South Highland Avenue
Suite 100
Lombard, Illinois 60148



AMBER RIDGE
GLEN ELLYN, ILLINOIS

FIGURE 3
EXISTING PEAK HOUR TRAFFIC VOLUMES

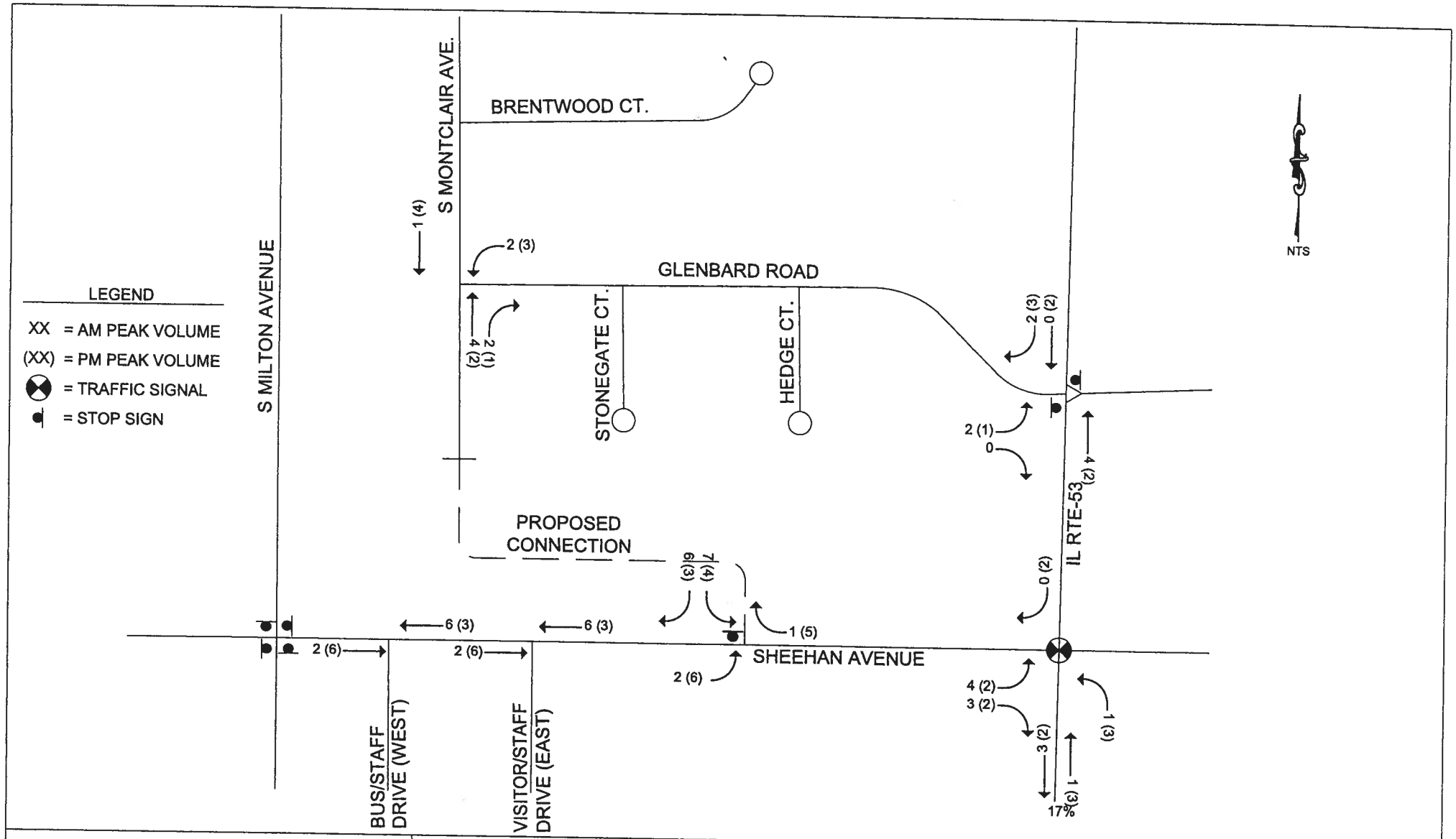
JAMES J. BENES & ASSOCIATES, INC.
950 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-7570 · Fax (630) 719-7589



AMBER RIDGE
GLEN ELLYN, ILLINOIS

FIGURE 4
EXISTING THROUGH MOVEMENT
PEAK HOUR VOLUMES

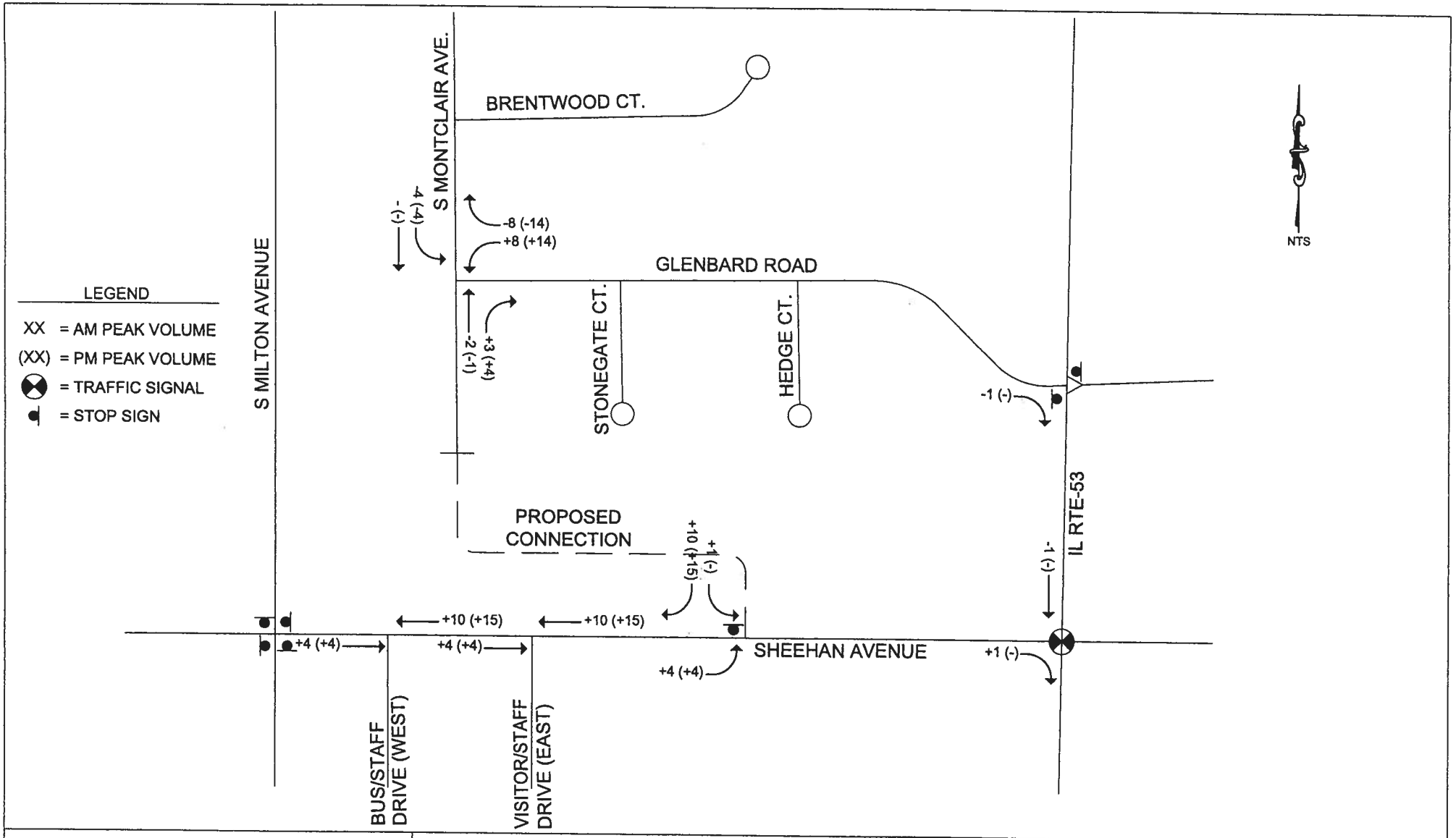
JAMES J. BENES & ASSOCIATES, INC.
950 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-7570 · Fax (630) 719-7589



AMBER RIDGE
GLEN ELLYN, ILLINOIS

FIGURE 5
PEAK HOUR SITE GENERATED TRAFFIC

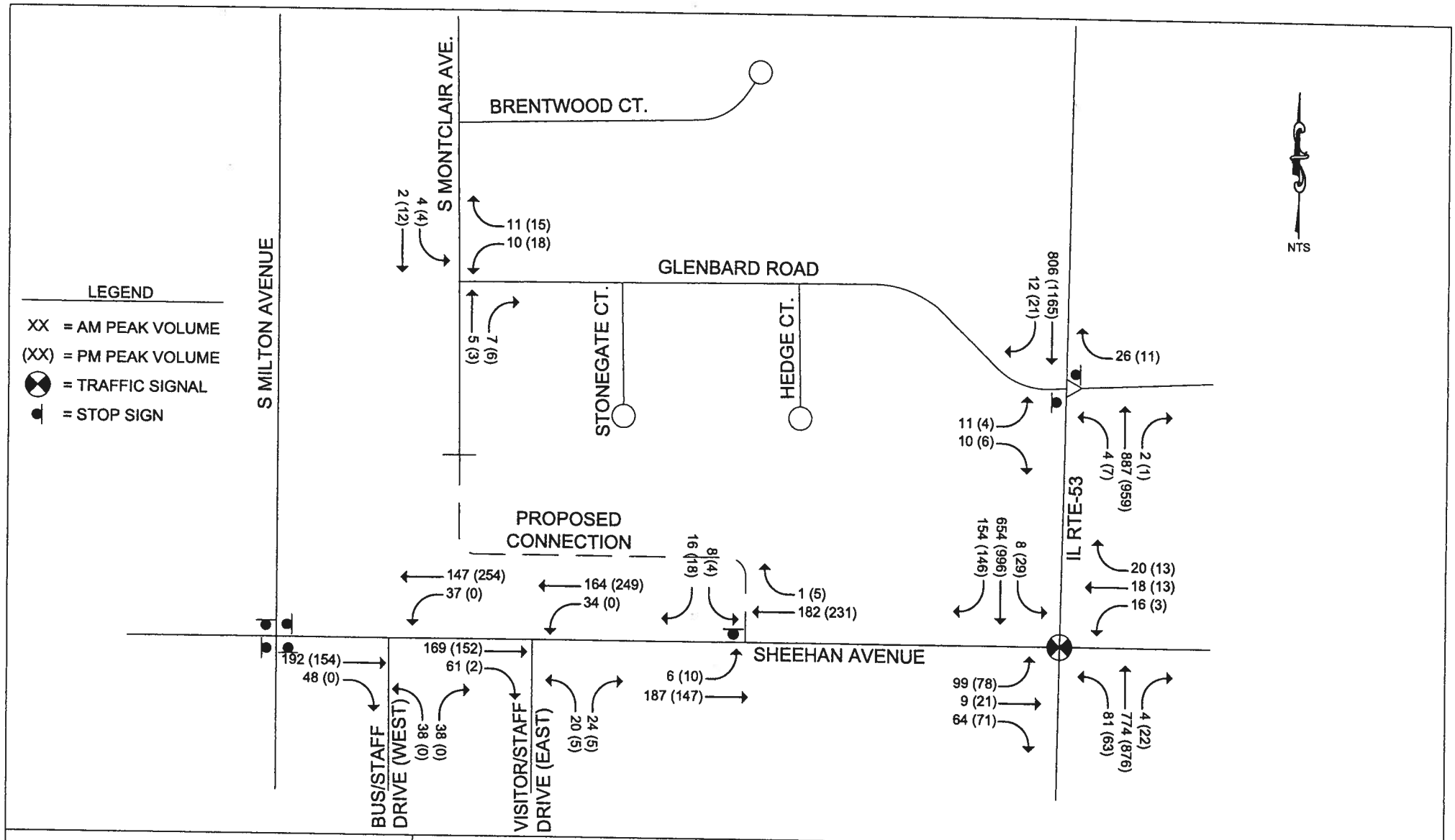
JAMES J. BENES & ASSOCIATES, INC.
950 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-7570 · Fax (630) 719-7589



AMBER RIDGE
GLEN ELLYN, ILLINOIS

FIGURE 6
REDISTRIBUTION OF EXISTING PEAK HOUR TRAFFIC VOLUMES

JAMES J. BENES & ASSOCIATES, INC.
950 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-7570 · Fax (630) 719-7589



AMBER RIDGE
GLEN ELLYN, ILLINOIS

FIGURE 7
TOTAL FUTURE PEAK HOUR TRAFFIC VOLUMES

JAMES J. BENES & ASSOCIATES, INC.
950 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-7570 • Fax (630) 719-7589

SHORT REPORT

General Information		Site Information	
Analyst	TA	Intersection	Sheehan/Route 53
Agency or Co.	JJB & A	Area Type	All other areas
Date Performed	9/22/2012	Jurisdiction	Glen Ellyn/IDOT
Time Period	AM Peak	Analysis Year	2012

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Lane Group	L	TR			LTR		L	TR		L	TR	
Volume (vph)	95	9	60	16	18	20	80	774	4	8	655	154
% Heavy Vehicles	3	11	3	0	6	0	5	3	50	0	4	3
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3			3		3	3		3	3	
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	12	0	0	0	0	0	1	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0		0	0		0	0	
Minimum Pedestrian Time		3.3			3.2			3.2			3.2	

Phasing	EB Only	EW Perm	03	04	NB Only	NS Perm	07	08
Timing	G = 6.0	G = 7.0	G =	G =	G = 5.0	G = 40.0	G =	G =
	Y = 5	Y = 6	Y =	Y =	Y = 5	Y = 6	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	102	75			58		86	836		9	870	
Lane Group Capacity	317	357			135		197	1149		250	889	
v/c Ratio	0.32	0.21			0.43		0.44	0.73		0.04	0.98	
Green Ratio	0.24	0.22			0.09		0.64	0.63		0.50	0.50	
Uniform Delay d_1	24.9	25.2			34.6		15.3	10.3		10.2	19.6	
Delay Factor k	0.11	0.11			0.11		0.11	0.29		0.11	0.48	
Incremental Delay d_2	0.6	0.3			2.2		1.5	2.4		0.1	24.9	
PF Factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	25.5	25.5			36.8		16.8	12.7		10.2	44.5	
Lane Group LOS	C	C			D		B	B		B	D	
Approach Delay	25.5			36.8			13.1			44.2		
Approach LOS	C			D			B			D		
Intersection Delay	28.3			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	TA	Intersection	Sheehan/Route 53
Agency or Co.	JJB & A	Area Type	All other areas
Date Performed	9/22/2012	Jurisdiction	Glen Ellyn/IDOT
Time Period	PM Peak	Analysis Year	2012

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Lane Group	L	TR			LTR		L	TR		L	TR	
Volume (vph)	76	21	69	3	13	13	60	876	22	29	996	144
% Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	1	0
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3			3		3	3		3	3	
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	2	0	0	0	0	0	1	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EB Only	EW Perm	03	04	NB Only	NS Perm	07	08
Timing	G = 6.0	G = 8.0	G =	G =	G = 4.0	G = 90.0	G =	G =
	Y = 5	Y = 6	Y =	Y =	Y = 5	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	81	95			31		64	955		31	1213	
Lane Group Capacity	211	246			105		114	1428		321	1279	
v/c Ratio	0.38	0.39			0.30		0.56	0.67		0.10	0.95	
Green Ratio	0.15	0.15			0.06		0.77	0.76		0.69	0.69	
Uniform Delay d_1	48.8	50.2			58.3		33.2	7.5		6.6	17.9	
Delay Factor k	0.11	0.11			0.11		0.16	0.24		0.11	0.46	
Incremental Delay d_2	1.2	1.0			1.6		6.2	1.2		0.1	14.6	
PF Factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	50.0	51.2			59.9		39.4	8.8		6.7	32.5	
Lane Group LOS	D	D			E		D	A		A	C	
Approach Delay	50.7			59.9			10.7			31.9		
Approach LOS	D			E			B			C		
Intersection Delay	24.8			Intersection LOS						C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TA	Intersection	Glenbard/Route 53
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn/IDOT
Date Performed	9/22/2012	Analysis Year	2012
Analysis Time Period	AM Peak		

Project Description	Amber Ridge Development - Existing Conditions
East/West Street: Glenbard Road	North/South Street: Route 53
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	883	2		806	10
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.68	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	4	949	2	0	866	10
Percent Heavy Vehicles	0	--	--	12	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	9		11			26
Peak-Hour Factor, PHF	0.93	0.89	0.93	0.68	0.89	0.93
Hourly Flow Rate, HFR (veh/h)	9	0	11	0	0	27
Percent Heavy Vehicles	0	0	0	0	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration		LR				R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR				R		LR	
v (veh/h)	4				27		20	
C (m) (veh/h)	779				313		100	
v/c	0.01				0.09		0.20	
95% queue length	0.02				0.28		0.70	
Control Delay (s/veh)	9.6				17.6		49.8	
LOS	A				C		E	
Approach Delay (s/veh)	--	--	17.6			49.8		
Approach LOS	--	--	C			E		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TA	Intersection	Glenbard/Route 53
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn/IDOT
Date Performed	9/22/2012	Analysis Year	2012
Analysis Time Period	PM Peak		

Project Description *Amber Ridge Development - Existing Conditions*

East/West Street: *Glenbard Road* | North/South Street: *Route 53*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	957	1		1163	18
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.68	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	7	986	1	0	1198	18
Percent Heavy Vehicles	0	--	--	12	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	3		6			11
Peak-Hour Factor, PHF	0.97	0.89	0.97	0.68	0.89	0.97
Hourly Flow Rate, HFR (veh/h)	3	0	6	0	0	11
Percent Heavy Vehicles	0	0	0	0	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration		LR				R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR				R		LR	
v (veh/h)	7				11		9	
C (m) (veh/h)	581				298		71	
v/c	0.01				0.04		0.13	
95% queue length	0.04				0.11		0.41	
Control Delay (s/veh)	11.3				17.5		62.9	
LOS	B				C		F	
Approach Delay (s/veh)	--	--	17.5			62.9		
Approach LOS	--	--	C			F		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TA	Intersection	Glenbard/Montclair
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/22/2012	Analysis Year	2012
Analysis Time Period	AM Peak		

Project Description *Amber Ridge Development - Existing Conditions*

East/West Street: *Glenbard Road* | North/South Street: *Montclair Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		3	2	8	1	
Peak-Hour Factor, PHF	0.89	0.68	0.68	0.68	0.68	1.00
Hourly Flow Rate, HFR (veh/h)	0	4	2	11	1	0
Percent Heavy Vehicles	0	--	--	12	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				0		19
Peak-Hour Factor, PHF	1.00	0.89	0.89	0.68	0.89	0.68
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	27
Percent Heavy Vehicles	0	0	0	0	0	11
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		11		27				
C (m) (veh/h)		1552		1052				
v/c		0.01		0.03				
95% queue length		0.02		0.08				
Control Delay (s/veh)		7.3		8.5				
LOS		A		A				
Approach Delay (s/veh)	--	--	8.5					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TA	Intersection	Glenbard/Montclair
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/22/2012	Analysis Year	2012
Analysis Time Period	PM Peak		

Project Description *Amber Ridge Development - Existing Conditions*

East/West Street: *Glenbard Road* | North/South Street: *Montclair Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2	1	8	8	
Peak-Hour Factor, PHF	0.89	0.80	0.80	0.80	0.80	1.00
Hourly Flow Rate, HFR (veh/h)	0	2	1	9	9	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				1		29
Peak-Hour Factor, PHF	1.00	0.89	0.89	0.80	0.89	0.80
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	36
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		9		37				
C (m) (veh/h)		1632		1085				
v/c		0.01		0.03				
95% queue length		0.02		0.11				
Control Delay (s/veh)		7.2		8.4				
LOS		A		A				
Approach Delay (s/veh)	--	--	8.4					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TA	Intersection	Sheehan/Glen Crest West
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/22/2012	Analysis Year	2012
Analysis Time Period	AM Peak		

Project Description: Amber Ridge Development - Existing Conditions

East/West Street: Sheehan Avenue | North/South Street: Glen Crest School - West Drive

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		186	48	37	131	
Peak-Hour Factor, PHF	1.00	0.71	0.71	0.71	0.71	1.00
Hourly Flow Rate, HFR (veh/h)	0	261	67	52	184	0
Percent Heavy Vehicles	0	--	--	19	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	38		38			
Peak-Hour Factor, PHF	0.71	1.00	0.71	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	53	0	53	0	0	0
Percent Heavy Vehicles	8	0	18	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		52		106				
C (m) (veh/h)		1142		546				
v/c		0.05		0.19				
95% queue length		0.14		0.71				
Control Delay (s/veh)		8.3		13.2				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.2					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TA	Intersection	Sheehan/Glen Crest West
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/22/2012	Analysis Year	2012
Analysis Time Period	PM Peak		

Project Description: Amber Ridge Development - Existing Conditions

East/West Street: Sheehan Avenue | North/South Street: Glen Crest School - West Drive

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		144	0	0	236	
Peak-Hour Factor, PHF	1.00	0.88	0.88	0.88	0.88	1.00
Hourly Flow Rate, HFR (veh/h)	0	163	0	0	268	0
Percent Heavy Vehicles	0	--	--	19	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		0			
Peak-Hour Factor, PHF	0.88	1.00	0.88	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0
Percent Heavy Vehicles	8	0	18	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		0		0				
C (m) (veh/h)		1319						
v/c		0.00						
95% queue length		0.00						
Control Delay (s/veh)		7.7						
LOS		A						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TA	Intersection	Sheehan/Glen Crest East
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/22/2012	Analysis Year	2012
Analysis Time Period	AM Peak		

Project Description *Amber Ridge Development - Existing Conditions*

East/West Street: *Sheehan Avenue* | North/South Street: *Glen Crest School - East Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		163	61	34	148	
Peak-Hour Factor, PHF	1.00	0.84	0.84	0.84	0.84	1.00
Hourly Flow Rate, HFR (veh/h)	0	194	72	40	176	0
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	20		24			
Peak-Hour Factor, PHF	0.84	1.00	0.84	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	23	0	28	0	0	0
Percent Heavy Vehicles	10	0	4	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		40	23		28			
C (m) (veh/h)		1292	510		804			
v/c		0.03	0.05		0.03			
95% queue length		0.10	0.14		0.11			
Control Delay (s/veh)		7.9	12.4		9.6			
LOS		A	B		A			
Approach Delay (s/veh)	--	--	10.9					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TA	Intersection	Sheehan/Glen Crest East
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/22/2012	Analysis Year	2012
Analysis Time Period	PM Peak		

Project Description *Amber Ridge Development - Existing Conditions*

East/West Street: *Sheehan Avenue* | North/South Street: *Glen Crest School - East Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		142	2	0	231	
Peak-Hour Factor, PHF	1.00	0.89	0.89	0.89	0.89	1.00
Hourly Flow Rate, HFR (veh/h)	0	159	2	0	259	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5		5			
Peak-Hour Factor, PHF	0.89	1.00	0.88	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	5	0	5	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		0	5		5			
C (m) (veh/h)		1430	595		890			
v/c		0.00	0.01		0.01			
95% queue length		0.00	0.03		0.02			
Control Delay (s/veh)		7.5	11.1		9.1			
LOS		A	B		A			
Approach Delay (s/veh)	--	--	10.1					
Approach LOS	--	--	B					

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SHORT REPORT

General Information		Site Information	
Analyst	*TA*	Intersection	*Sheehan/Route 53*
Agency or Co.	*JJB & A*	Area Type	*All other areas*
Date Performed	*10/08/2012*	Jurisdiction	*Glen Ellyn/IDOT*
Time Period	*AM Peak*	Analysis Year	*Future Traffic*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Lane Group	L	TR			LTR		L	TR		L	TR	
Volume (vph)	99	9	64	16	18	20	81	774	4	8	655	154
% Heavy Vehicles	3	11	3	0	6	0	5	3	50	0	4	3
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3			3		3	3		3	3	
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	12	0	0	0	0	0	1	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0		0	0		0	0	
Minimum Pedestrian Time		3.3			3.2			3.2			3.2	

Phasing	EB Only	EW Perm	03	04	NB Only	NS Perm	07	08
Timing	G = 6.0	G = 7.0	G =	G =	G = 5.0	G = 40.0	G =	G =
	Y = 5	Y = 6	Y =	Y =	Y = 5	Y = 6	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *80.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	106	79			58		87	836		9	870	
Lane Group Capacity	317	357			135		197	1149		250	889	
v/c Ratio	0.33	0.22			0.43		0.44	0.73		0.04	0.98	
Green Ratio	0.24	0.22			0.09		0.64	0.63		0.50	0.50	
Uniform Delay d_1	24.9	25.3			34.6		15.3	10.3		10.2	19.6	
Delay Factor k	0.11	0.11			0.11		0.11	0.29		0.11	0.48	
Incremental Delay d_2	0.6	0.3			2.2		1.6	2.4		0.1	24.9	
PF Factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	25.6	25.6			36.8		16.9	12.7		10.2	44.5	
Lane Group LOS	C	C			D		B	B		B	D	
Approach Delay	25.6			36.8			13.1			44.2		
Approach LOS	C			D			B			D		
Intersection Delay	28.2			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	TA	Intersection	Sheehan/Route 53
Agency or Co.	JJB & A	Area Type	All other areas
Date Performed	10/08/2012	Jurisdiction	Glen Ellyn/IDOT
Time Period	PM Peak	Analysis Year	Future Traffic

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Lane Group	L	TR			LTR		L	TR		L	TR	
Volume (vph)	78	21	71	3	13	13	63	876	22	29	996	146
% Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	1	0
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3			3		3	3		3	3	
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	2	0	0	0	0	0	1	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EB Only	EW Perm	03	04	NB Only	NS Perm	07	08
Timing	G = 6.0	G = 8.0	G =	G =	G = 4.0	G = 90.0	G =	G =
	Y = 5	Y = 6	Y =	Y =	Y = 5	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	83	98			31		67	955		31	1215	
Lane Group Capacity	211	245			105		114	1428		321	1279	
v/c Ratio	0.39	0.40			0.30		0.59	0.67		0.10	0.95	
Green Ratio	0.15	0.15			0.06		0.77	0.76		0.69	0.69	
Uniform Delay d_1	48.9	50.3			58.3		33.6	7.5		6.6	18.0	
Delay Factor k	0.11	0.11			0.11		0.18	0.24		0.11	0.46	
Incremental Delay d_2	1.2	1.1			1.6		7.7	1.2		0.1	14.8	
PF Factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	50.1	51.4			59.9		41.3	8.8		6.7	32.8	
Lane Group LOS	D	D			E		D	A		A	C	
Approach Delay	50.8			59.9			10.9			32.2		
Approach LOS	D			E			B			C		
Intersection Delay	25.1			Intersection LOS						C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DHS	Intersection	Glenbard/Route 53
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn/IDOT
Date Performed	9/28/2012	Analysis Year	Future Traffic
Analysis Time Period	AM Peak		

Project Description	Amber Ridge Development - Future Conditions w/Development
East/West Street: Glenbard Road	North/South Street: Route 53
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	887	2		806	12
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.68	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	4	953	2	0	866	12
Percent Heavy Vehicles	0	--	--	12	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	11		10			26
Peak-Hour Factor, PHF	0.93	0.89	0.93	0.68	0.89	0.93
Hourly Flow Rate, HFR (veh/h)	11	0	10	0	0	27
Percent Heavy Vehicles	0	0	0	0	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration		LR				R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR				R		LR	
v (veh/h)	4				27		21	
C (m) (veh/h)	778				311		88	
v/c	0.01				0.09		0.24	
95% queue length	0.02				0.28		0.85	
Control Delay (s/veh)	9.7				17.7		58.3	
LOS	A				C		F	
Approach Delay (s/veh)	--	--	17.7			58.3		
Approach LOS	--	--	C			F		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DHS	Intersection	Glenbard/Route 53
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn/IDOT
Date Performed	9/28/2012	Analysis Year	Future Traffic
Analysis Time Period	PM Peak		

Project Description *Amber Ridge Development - Future Conditions w/Development*

East/West Street: *Glenbard Road* | North/South Street: *Route 53*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	959	1		1165	21
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.68	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	7	988	1	0	1201	21
Percent Heavy Vehicles	0	--	--	12	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4		6			11
Peak-Hour Factor, PHF	0.97	0.89	0.97	0.68	0.89	0.97
Hourly Flow Rate, HFR (veh/h)	4	0	6	0	0	11
Percent Heavy Vehicles	0	0	0	0	0	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration		LR				R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR				R		LR	
v (veh/h)	7				11		10	
C (m) (veh/h)	578				297		61	
v/c	0.01				0.04		0.16	
95% queue length	0.04				0.12		0.54	
Control Delay (s/veh)	11.3				17.6		75.3	
LOS	B				C		F	
Approach Delay (s/veh)	--	--	17.6			75.3		
Approach LOS	--	--	C			F		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DHS	Intersection	Glenbard/Montclair
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/28/2012	Analysis Year	Future Traffic
Analysis Time Period	AM Peak		

Project Description: Amber Ridge Development - Proposed Conditions w/Development

East/West Street: Glenbard Road | North/South Street: Montclair Avenue

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		5	7	4	2	
Peak-Hour Factor, PHF	0.89	0.68	0.68	0.68	0.68	1.00
Hourly Flow Rate, HFR (veh/h)	0	7	10	5	2	0
Percent Heavy Vehicles	0	--	--	12	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				10		11
Peak-Hour Factor, PHF	1.00	0.89	0.89	0.68	0.89	0.68
Hourly Flow Rate, HFR (veh/h)	0	0	0	14	0	16
Percent Heavy Vehicles	0	0	0	0	0	11
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		5		30				
C (m) (veh/h)		1537		1020				
v/c		0.00		0.03				
95% queue length		0.01		0.09				
Control Delay (s/veh)		7.3		8.6				
LOS		A		A				
Approach Delay (s/veh)	--	--	8.6					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DHS	Intersection	Glenbard/Montclair
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/28/2012	Analysis Year	Future Traffic
Analysis Time Period	PM Peak		

Project Description *Amber Ridge Development - Proposed Conditions w/Development*

East/West Street: *Glenbard Road* | North/South Street: *Montclair Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		3	6	4	12	
Peak-Hour Factor, PHF	0.89	0.80	0.80	0.80	0.80	1.00
Hourly Flow Rate, HFR (veh/h)	0	3	7	4	14	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				18	0	15
Peak-Hour Factor, PHF	1.00	0.89	0.89	0.80	0.89	0.80
Hourly Flow Rate, HFR (veh/h)	0	0	0	22	0	18
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LTR				
v (veh/h)		4		40				
C (m) (veh/h)		1623		1030				
v/c		0.00		0.04				
95% queue length		0.01		0.12				
Control Delay (s/veh)		7.2		8.6				
LOS		A		A				
Approach Delay (s/veh)	--	--	8.6					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DHS	Intersection	Sheehan/Glen Crest West
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/28/2012	Analysis Year	Future Traffic
Analysis Time Period	AM Peak		

Project Description	Amber Ridge Development - Proposed Conditions w/Development
East/West Street: Sheehan Avenue	North/South Street: Glen Crest School - West Drive
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		192	48	37	147	
Peak-Hour Factor, PHF	1.00	0.71	0.71	0.71	0.71	1.00
Hourly Flow Rate, HFR (veh/h)	0	270	67	52	207	0
Percent Heavy Vehicles	0	--	--	19	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	38		38			
Peak-Hour Factor, PHF	0.71	1.00	0.71	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	53	0	53	0	0	0
Percent Heavy Vehicles	8	0	18	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		52		106				
C (m) (veh/h)		1133		529				
v/c		0.05		0.20				
95% queue length		0.14		0.74				
Control Delay (s/veh)		8.3		13.5				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.5					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DHS	Intersection	Sheehan/Glen Crest West
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/28/2012	Analysis Year	Future Traffic
Analysis Time Period	PM Peak		

Project Description: *Amber Ridge Development - Proposed Conditions w/Development*

East/West Street: *Sheehan Avenue* | North/South Street: *Glen Crest School - West Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		154	0	0	254	
Peak-Hour Factor, PHF	1.00	0.88	0.88	0.88	0.88	1.00
Hourly Flow Rate, HFR (veh/h)	0	175	0	0	288	0
Percent Heavy Vehicles	0	--	--	19	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		0			
Peak-Hour Factor, PHF	0.88	1.00	0.88	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0
Percent Heavy Vehicles	8	0	18	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		0		0				
C (m) (veh/h)		1305						
v/c		0.00						
95% queue length		0.00						
Control Delay (s/veh)		7.8						
LOS		A						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DHS	Intersection	Sheehan/Glen Crest East
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/28/2012	Analysis Year	Future Traffic
Analysis Time Period	AM Peak		

Project Description: Amber Ridge Development - Proposed Conditions w/Development

East/West Street: Sheehan Avenue | North/South Street: Glen Crest School - East Drive

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		169	61	34	164	
Peak-Hour Factor, PHF	1.00	0.84	0.84	0.84	0.84	1.00
Hourly Flow Rate, HFR (veh/h)	0	201	72	40	195	0
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	20		24			
Peak-Hour Factor, PHF	0.84	1.00	0.84	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	23	0	28	0	0	0
Percent Heavy Vehicles	10	0	4	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		40	23		28			
C (m) (veh/h)		1284	492		797			
v/c		0.03	0.05		0.04			
95% queue length		0.10	0.15		0.11			
Control Delay (s/veh)		7.9	12.7		9.7			
LOS		A	B		A			
Approach Delay (s/veh)	--	--	11.0					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	TA	Intersection	Sheehan/Glen Crest East
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/22/2012	Analysis Year	Future Traffic
Analysis Time Period	PM Peak		

Project Description	Amber Ridge Development - Future Conditions w/Development
East/West Street: Sheehan Avenue	North/South Street: Glen Crest School - East Drive
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		152	2	0	249	
Peak-Hour Factor, PHF	1.00	0.89	0.89	0.89	0.89	1.00
Hourly Flow Rate, HFR (veh/h)	0	170	2	0	279	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5		5			
Peak-Hour Factor, PHF	0.89	1.00	0.88	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	5	0	5	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		0	5		5			
C (m) (veh/h)		1417	571		878			
v/c		0.00	0.01		0.01			
95% queue length		0.00	0.03		0.02			
Control Delay (s/veh)		7.5	11.4		9.1			
LOS		A	B		A			
Approach Delay (s/veh)	--	--	10.2					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DHS	Intersection	Sheehan/Amber Ridge
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/28/2012	Analysis Year	Future Traffic
Analysis Time Period	AM Peak Street		

Project Description *Amber Ridge Development - Future Conditions w/Development*

East/West Street: *Sheehan Avenue* | North/South Street: *Amber Ridge access*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	187			182	1
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	7	222	0	0	216	1
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				8		16
Peak-Hour Factor, PHF	0.84	1.00	0.84	0.84	1.00	0.84
Hourly Flow Rate, HFR (veh/h)	0	0	0	9	0	19
Percent Heavy Vehicles	10	0	4	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	7						28	
C (m) (veh/h)	1365						721	
v/c	0.01						0.04	
95% queue length	0.02						0.12	
Control Delay (s/veh)	7.7						10.2	
LOS	A						B	
Approach Delay (s/veh)	--	--				10.2		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DHS	Intersection	Sheehan/Amber Ridge
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	9/28/2012	Analysis Year	Future Traffic
Analysis Time Period	PM Peak		

Project Description *Amber Ridge Development - Future Conditiions w/Development*

East/West Street: *Sheehan Avenue* | North/South Street: *Amber Ridge access*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	10	147			231	5
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	11	165	0	0	259	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				4		18
Peak-Hour Factor, PHF	0.89	1.00	0.88	0.89	1.00	0.89
Hourly Flow Rate, HFR (veh/h)	0	0	0	4	0	20
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	11						24	
C (m) (veh/h)	1312						735	
v/c	0.01						0.03	
95% queue length	0.03						0.10	
Control Delay (s/veh)	7.8						10.1	
LOS	A						B	
Approach Delay (s/veh)	--	--				10.1		
Approach LOS	--	--				B		

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Material previously shared with Village Board

Staci Hulseberg

From: Staci Hulseberg
Sent: Tuesday, October 23, 2012 10:41 AM
To: 'Mark Pfefferman'; Mark Franz
Cc: Michele Stegall
Subject: FW: FW: Amber Ridge Meeting

Mark,

Please see responses from Michele below in red

Staci

On Fri, Oct 12, 2012 at 12:14 PM, Mark Pfefferman <mark.pfefferman@gmail.com> wrote:
Hi Mark and Staci,

Hope all is well.

I just got off the phone with Tom A. He was very helpful, patient and detailed in his explanations. He explained the study and was kind enough to share many of the results. I thanked him sincerely. Please do so as well. I appreciated his time and expertise.

The study drew the results expected - no real additional impact to existing operations of intersections in the area. Most of the intersections run well, the ones that do not at peak times (mainly Glenbard and 53 and Sheehan and 53 are only effected by one additional car during peak times.

I told Tom my concerns with the study - cut throughs occur more on nights and weekends (sports, more younger drivers, etc.) than they do during the peak times and that the afternoon peak studied (4 to 6 p.m.) did not include the two or three key pick up times from Glen Crest nor the popular 7 p.m. start of classes at COD Monday through Thursday. Since 53 and Park Blvd, however are not peaking at these times, the benefits of spending money to explore these additional hours should be studied. What is your recommendation?

It was out of Tom's purview to answer the following questions. Please answer these before the development is considered:

I. Is the sidewalk from Montclair to Sheehan in roughly the same place as today's current path still in the plans, regardless of road configuration? This pathway was not on the first set of plans that was submitted and reviewed. We have requested that it be added in roughly the same location as the informal path is currently.
II. Will the proposed extension of Amber Ridge to Sheehan result in more flooding of the 53/Sheehan corner being that the proposed new roadway will go from high to low and Sheehan will continue to go lower toward the intersection? A stormwater management report was missing from the petitioner's initial application packet. Therefore, we do not yet have specification information about the proposed stormwater management plan. However, the project will need to comply with the DuPage County stormwater ordinance.
III. Are there nature paths planned around the proposed new detention area and the wetlands area at the NWC of Sheehan and 53? (I picture a figure 8 pattern around and in between the two with access to both the 53 and Sheehan sidewalks.). Such a pathway system was not shown on the initial submittal. We have requested that it be incorporated into the plans.

IV. Will the new development allow for use of the new north side Sheehan parkway for additional diagonal parking between 53 and the proposed Amber Ridge drive, "fronting" the detention and wetland areas on Sheehan? No new parking is proposed on the north side of Sheehan.
V. Why, on the south side of Sheehan closer to the 53 intersection, do the parking spaces end and several feet of asphalt is striped off for no parking? Safety? I do not have any specific information regarding this issue.
VI. With the elimination of 3 to 5 spaces on Sheehan due to the proposed Amber Ridge Drive, are there also plans to turn the parking on Sheehan from box to diagonal? The proposed plans do not show the elimination of any parking spaces in this area. If you would like, this is an issue that we can ask Public Works and our traffic consultant to review.
VII. Given the stacking that the traffic study reports at Sheehan and 53 during afternoon peak in particular, are there any plans to have Sheehan feature left, center and right turn lanes going east at 53? The traffic study for the project is not yet complete. Therefore, no information about the stacking at this intersection has been submitted as it relates to the project. To my knowledge no modifications are planned to the Sheehan and 53 intersection.

No rush for responses.

Thank you.

Mar

On Wed, Oct 3, 2012 at 2:24 PM, Mark Franz <mfranz@glenellyn.org> wrote:

Mark:

Attached is contact information for the Traffic Engineer for the Amber Ridge project. Please contact him at your convenience and let me know if I can be of assistance.

Thanks.

-Mark

Staci Hulseberg

From: Staci Hulseberg
Sent: Wednesday, November 28, 2012 4:32 PM
To: 'Mark Pfefferman'
Cc: Mark Franz; Michele Stegall; Julius Hansen; Bob Minix; Phil Norton
Subject: RE: Amber Ridge Traffic Study
Attachments: image001.jpg

Mark,

I found the meeting this morning helpful as well. Please find below some initial responses to your questions/comments

Staci

From: Mark Pfefferman [mailto:mark.pfefferman@gmail.com]
Sent: Wednesday, November 28, 2012 10:45 AM
To: Staci Hulseberg
Cc: Mark Franz; Michele Stegall
Subject: Re: Amber Ridge Traffic Study

Staci,

Thank you for coordinating the meeting this morning. It was extremely helpful - and early! :)

As you know we have all been thinking a lot about this. These are some conditions for the development that I feel are necessary, whether it be by the developer or the Village:

- Sidewalk - as the report suggests - from Amber Ridge Drive/Court to Sheehan*[Staci]* We have asked for this already and are expecting it to be incorporated into the plans.
- Walking path in figure eight configuration between and around detention pond and wooded area at off Sheehan between 53 and Amber Ridge Drive/Court*[Staci]* We asked the developer to include this path as you previously suggested. They indicated it is not possible due to spacing and site geometry in the wetland/detention area. We then reviewed this suggestion with our wetland consultant. He confirmed that due to the location of the wetland and wetland buffer, a path system may either be very limited or not possible. An expensive boardwalk option may be a possibility in a portion of the area. We have asked the developer to evaluate this option further.
- Replacement parking spaces as Staci noted today on the south side of Sheehan in "unused" blacktopped area.*[Staci]* This would likely be a Village project separate from the development. Public Works and Police find the installation of 4 to 5 spaces in this area acceptable.
- New parking spaces on north side of Sheehan between 53 and Amber Ridge Drive/Court.*[Staci]* We have reviewed this suggestion with Public Works, Police, and our traffic consultant. All three recommend against the installation of spaces in this area due to safety concerns of pedestrians crossing Sheehan toward the field in close proximity to the intersection with Route 53.
- Study on if parking is best angled or straight (as it is presently.)*[Staci]* This would be a Village project separate from the development.
- Sidewalk on north side of Sheehan from 53 to where sidewalk currently terminates just east of Milton*[Staci]* This is currently shown on the plans.
- Sidewalk on either side, and bulb if applicable, of Amber Ridge Drive/Court*[Staci]* This is currently shown on the plans.

- A condition of color and style of fencing used in the backyards of Amber Ridge Drive/Court along Sheehan Avenue. (This could get ugly if everyone gets to choose their own style and color of fence across from a public school of 1000 - real eyesore for the community. I am not sure if the developer should put up a solid fence along the development all the way OR if it is left up to the homeowner if they want to install a fence or not as long as it is a certain standard style and color. That's up to you, but after this morning's meeting, it became clear to me that consistency is really necessary along this very public stretch. People may gasp, but I don't even care if it is a black chain link fence, as long as it is consistent. I assume residents would want more privacy than that, however.) *[Staci]* The developer has already agreed to include such a restriction in the HOA covenants.

That is all I can think of at this point, especially given the proposed density and impact on the school.

Thank you again!

Mark

On Tue, Nov 27, 2012 at 7:05 PM, Staci Hulseberg <shulseberg@glenellyn.org> wrote:

Mark,

We just received the attached traffic study early this evening. We wanted to share it in advance of tomorrow morning's meeting. We will be distributing this to the developer and the neighbors tomorrow.

See you tomorrow morning.

Staci

From: Tom Adomshick [mailto:tadomshick@jjbenes.com]
Sent: Tuesday, November 27, 2012 5:24 PM
To: Michele Stegall; Staci Hulseberg
Subject: Amber Ridge Traffic Study

Michele and Staci,

A copy of the traffic study with complete appendix is attached. Let me know if you have any questions. Thank you.

Thomas Adomshick, P.E., PTOE

President

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(630) 719-7570

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tadomshick@jjbenes.com

www.jjbenes.com

Notice:

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MEMORANDUM

TO: Mark Franz, Village Manager

FROM: Staci Hulseberg, Director of Planning & Development
Michele Stegall, Village Planner

DATE: July 12, 2012

RE: President Pfefferman Questions Regarding Amber Ridge

We received a number of questions via email from President Pfefferman about the proposed Amber Ridge Subdivision. Please find each of the questions below along with a staff response. Please let us know if there are further questions.

1. Does the Village prefer the "lazy S" road configuration?

   Response: Village Management is currently recommending this configuration. Once the traffic study is complete, we may modify the recommendation.

2. If so, why?

   Response: The Police Department, Fire Department, Public Works Department, Planning Department, and Administration Department have provided input on the plans presented to the Plan Commission and this layout is the preferred option by the vast majority of those consulted. The reasons for this recommendation are as follows:

   - It increases circulation and access to various points of this residential area.
   - The road was planned to extend through to Sheehan when the Rolling Hedge Subdivision to the north was developed in the late 1970's.
   - It provides multiple points of entry to the existing and proposed single-family neighborhoods for emergency response, deliveries, and area residents.
   - It removes a cul-de-sac with a 50 foot radius that does not meet Village standards.

- It eliminates a sub-standard turning radius for snow plows, garbage trucks, some delivery vehicles, fire trucks and other large vehicles.
- It addresses the concern raised by School District 89 about a road connection in the area of the westerly Glen Crest parking lot/bus staging area which would be problematic for traffic congestion and safety purposes.

In summary, the "S" configuration desired by the developer addresses Village Management's concerns, is responsive to the School District's concern about the elimination of a westerly road access, and will create a somewhat circuitous route that may have the effect of discouraging cut-through traffic which is a concern of some of the neighbors.

3. Is the developer proceeding with engineering plans? If so, what road configuration is the developer using?

   Response: The developer has begun preparing plans. They understand it is at their own risk. We are anticipating submittal of some initial plans in a week or two. Since we have received quite a bit of public input early in the process, we requested a preliminary traffic review in order to gather as much information as possible on the potential subdivision designs prior to a full traffic study being conducted in the fall when school is back in session. This initial information will assist our team in determining if it would be appropriate to modify the Management Recommendation.

4. When will Phase One of the traffic study be done? Is it evaluating the five proposed road configurations for the development and recommending the best one?

   Response: We should have the results of Phase One of the traffic study by the end of July. It is evaluating five potential road configurations and providing a list of pros and cons for each one.

5. Once Phase One of the traffic study is done, what next steps are planned? (Please include staff evaluation and decision points, engagements with developer and neighbors, public meetings, etc.)

   Response: After Phase One of the traffic study is complete, it would be forwarded to the management team, School District and neighborhood representatives. A meeting will then be scheduled with all parties at which the traffic consultant will review the report and answer questions.

Village Management will then separately discuss whether or not we believe it would be appropriate to modify our recommendation.

6. Is it a given that a sidewalk will "cut through" the neighborhood where the path is presently, regardless of development configuration? (Montclair ROW.)

   Response: It is not a given that the sidewalk will traverse the neighborhood if Montclair is not extended. This will be subject to further discussion as the developer moves through the process. It should be noted that some Plan Commissioners indicated that if Montclair is not extended, they believe the new subdivision should stand on its own and that the sidewalk should also not be extended. The consensus from the Management team was that a sidewalk should be included regardless of whether Montclair is extended.

7. Is a walking path planned around the detention and nature areas at Sheehan and 53? If not, why not?

   Response: The plans are not yet developed to this level of detail. We can inquire of the Village's wetland consultant if such a path would be permissible. If so, we can suggest it to the developer during the review process. We have asked the developer to evaluate the condition of the existing sidewalk on the west side of Route 53 which may need to be repaired or replaced. Management has recommended that a sidewalk be extended regardless of whether Montclair is extended.

MEMORANDUM

TO: Mark Franz, Village Manager

FROM: Staci Hulseberg, Planning and Development Director
Michele Stegall, Village Planner MMS

DATE: December 18, 2012

RE: Amber Ridge Subdivision

Background. As you are aware, K. Hovnanian Homes is proposing a 23-lot subdivision, known as the Amber Ridge subdivision, on 9-acres of property located at 760 Sheehan Avenue. The property is located at the northwest corner of Sheehan Avenue and Route 53 across from Glen Crest Middle School. As part of the project, Montclair Avenue, which currently terminates at the northern edge of the site, is proposed to be extended south to Sheehan Avenue in an "S" shape. The proposed extension of Montclair Avenue has been the subject of considerable discussion over the last several months with numerous email exchanges and meetings involving the surrounding residents, developer, staff and School District 89. Two traffic studies have also been completed.

A petition signed by 77 residents opposing the extension of Montclair Avenue was submitted in July. One of the concerns raised by the residents is a belief that connecting Montclair to Sheehan will result in more cut through traffic in the Rolling Hedge subdivision to the north. The Village Management team, including the Administration, Planning and Public Works Departments and the volunteer Fire Company all support the extension of Montclair Avenue. The Police Department has indicated that it would not impact police operations either way. The project was previously discussed at two Plan Commission pre-application meetings including one in May and another in August. At the second pre-application meeting, the Commission reviewed several potential road designs for the project and considered the input from all parties. After considering the information presented, the 6 Commissioners present unanimously expressed support for the extension of Montclair Avenue in the proposed "S" configuration and the developer is proceeding with plans that depict this road design.

Attached for your convenience and information are copies of various documents summarizing the reasons for staff's position on this issue and providing history regarding the plans for Montclair Avenue when it was originally constructed in the 1970's as part of the Rolling Hedge subdivision. The record indicates that Montclair Avenue was constructed as a temporary substandard cul-de-sac that was intended to be extended in the future. Much of the attached information was shared with the Plan Commission prior to the second pre-application conference.

Long Cul-De-Sac. One of the road designs evaluated for the project was the extension of Montclair into a 1200 foot long cul-de-sac. Questions have been raised regarding why staff and the Plan Commission have not been supportive of this design. This option provides limited

access for emergency response and creates potential access issues during times of road or utility maintenance. Based on the traffic study, it would also result in a greater increase in traffic for the neighbors to the north than would the "S" shaped design that provides two access points in and out of the development.

In light of the position taken on this issue, questions have been raised regarding previous approvals for two other cul-de-sacs in the area including the Brentwood cul-de-sac and the Marston Avenue cul-de-sac. Information regarding each of these cul-de-sacs is provided below.

- The Subdivision Code allows a maximum cul-de-sac length of 500 feet. Longer cul-de-sacs are permitted if 20 homes or less are located on the cul-de-sac. The Brentwood cul-de-sac is approximately 650 feet long with 11 homes fronting on the cul-de-sac. Due to the limited number of homes on the cul-de-sac, a variation was not needed when the subdivision was constructed. In comparison the long cul-de-sac evaluated for the Amber Ridge development would be approximately 1200 feet long with 32 homes. Therefore it would require approval of a significant variation.

- The Marston Avenue cul-de-sac was constructed as part of the Buena Vista subdivision. Five homes have frontage on the cul-de-sac. The length of the cul-de-sac is roughly 175 feet. Prior to the development of the subdivision, Marston Avenue terminated at the property. When the Buena Vista subdivision was constructed, the cul-de-sac was built at the end of the existing road and the subdivision was annexed to the Village. The remainder of Marston Avenue east of the property remains unincorporated. If the length of the cul-de-sac were measured to the intersection of Marston Avenue and Taylor Avenue rather than Marston Avenue and Maple Lane it would be approximately 630 feet long with 10 homes.

Traffic Study Findings. The recently completed November 28, 2012 traffic study prepared by James J. Benes and Associates is attached. As part of this study, a license plate survey was conducted to determine the existing degree of cut-through traffic in the neighborhood. The study found that only a small number of motorists currently cut through the neighborhood. The proposed "S" shaped road design is not an obvious cut through and other more direct routes to cut through from Sheehan Avenue to Park Boulevard currently exist, including Ellyn Avenue and Milton Avenue. Therefore, it is believed unlikely that the proposed development would result in any significant increase in cut-through traffic.

The traffic study further recommends a variety of improvements on Sheehan Avenue including the elimination of on street parking across from proposed Amber Ridge Drive and the creation of additional on street parking on Sheehan closer to the intersection. It is also suggested that a cross walk and school zone be installed on Sheehan Avenue. Staff has requested that the developer incorporate these recommendations into the plans.

Next Steps. At this time, we anticipate that the project will be reviewed by the Plan Commission in early 2013. The exact date will depend on when the developer's next submission is received and the status of their application packet.

If you have any additional questions, please let us know.

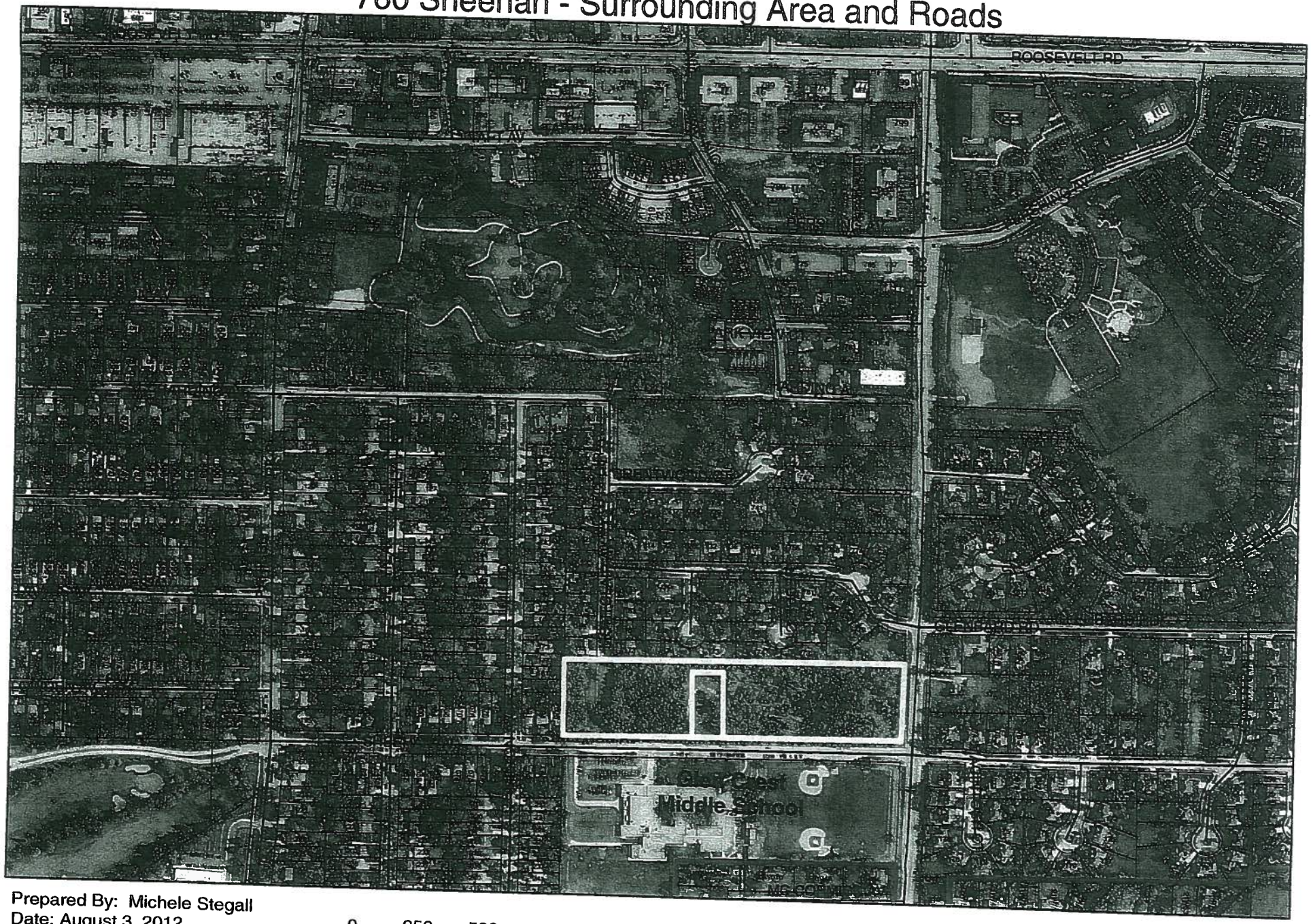
Attachments:

- Aerial Photo of Site
- Aerial Photo of Montclair Cul-de-sac
- Aerial Photo of Surrounding Area and Roads
- Quarter Section Map
- Aerial Photo of Brentwood Court Cul-De-Sac
- Aerial Photo of Buena Vista Cul-De-Sac
- Plat of Survey for Buena Vista Subdivision Prior to Development
- Letter from Director Hulseberg dated July 17, 2012
- Memorandum from Police Chief Norton dated August 3, 2012
- Letter from Fire Chief Campbell dated August 2, 2012
- Memorandum from Public Works Director Hanson dated August 3, 2012
- Rolling Hedge Subdivision Plat
- Rolling Hedge Grading Plan and Enlarged Montclair Details (2 pages)
- Excerpts of Minutes and Transcripts from the Rolling Hedge and Brentwood subdivisions related to a future Montclair extension
- Email and Attached Petition and Letter from Rolling Hedge and Brentwood Place Residents
- Traffic Study Prepared by James J. Benes and Associates dated July 30, 2012
- Traffic Study dated Prepared by James J. Benes and Associates dated November 28, 2012
- Minutes from May 10, 2012 Plan Commission meeting
- Minutes from August 9, 2012 Plan Commission meeting

Cc: Tom Adomshick, Village Traffic Consultant

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Sheehan\Sheehan 760, K Hovanian\VB Memo 121412.doc

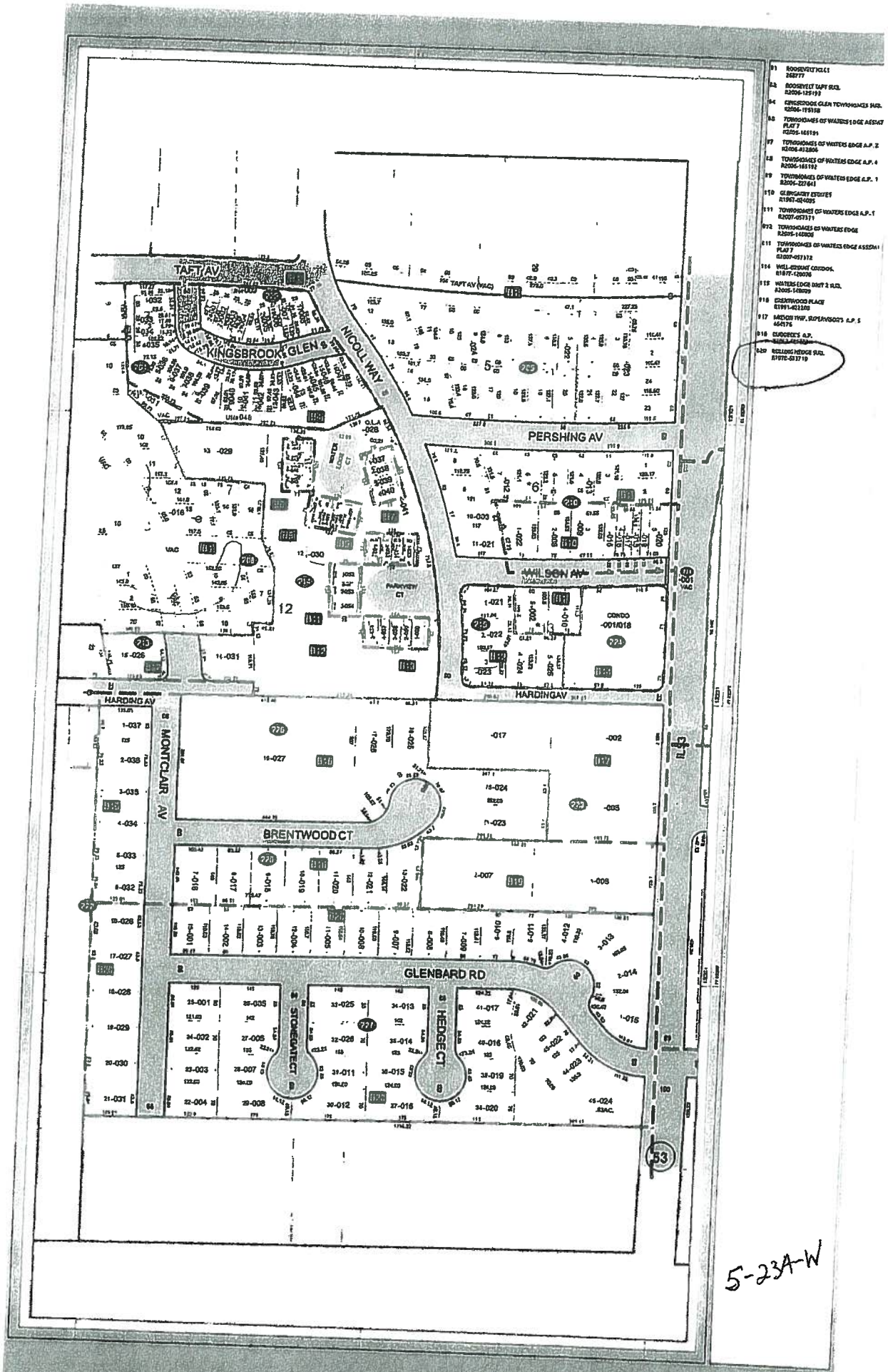
760 Sheehan - Surrounding Area and Roads



Prepared By: Michele Stegall
Date: August 3, 2012
Aerial Photo Circa 2009

0 250 500 1,000 Feet

N


TAFT AV
KINGSBROOK GLEN
NICOLL WAY
PERSHING AV
WILSON AV
HARDING AV
MONTCLAIR AV
BRENTWOOD CT
GLENBARD RD
STONEGATE CT
HEDGE CT
CONDO
-001/018
53

5-23A-W

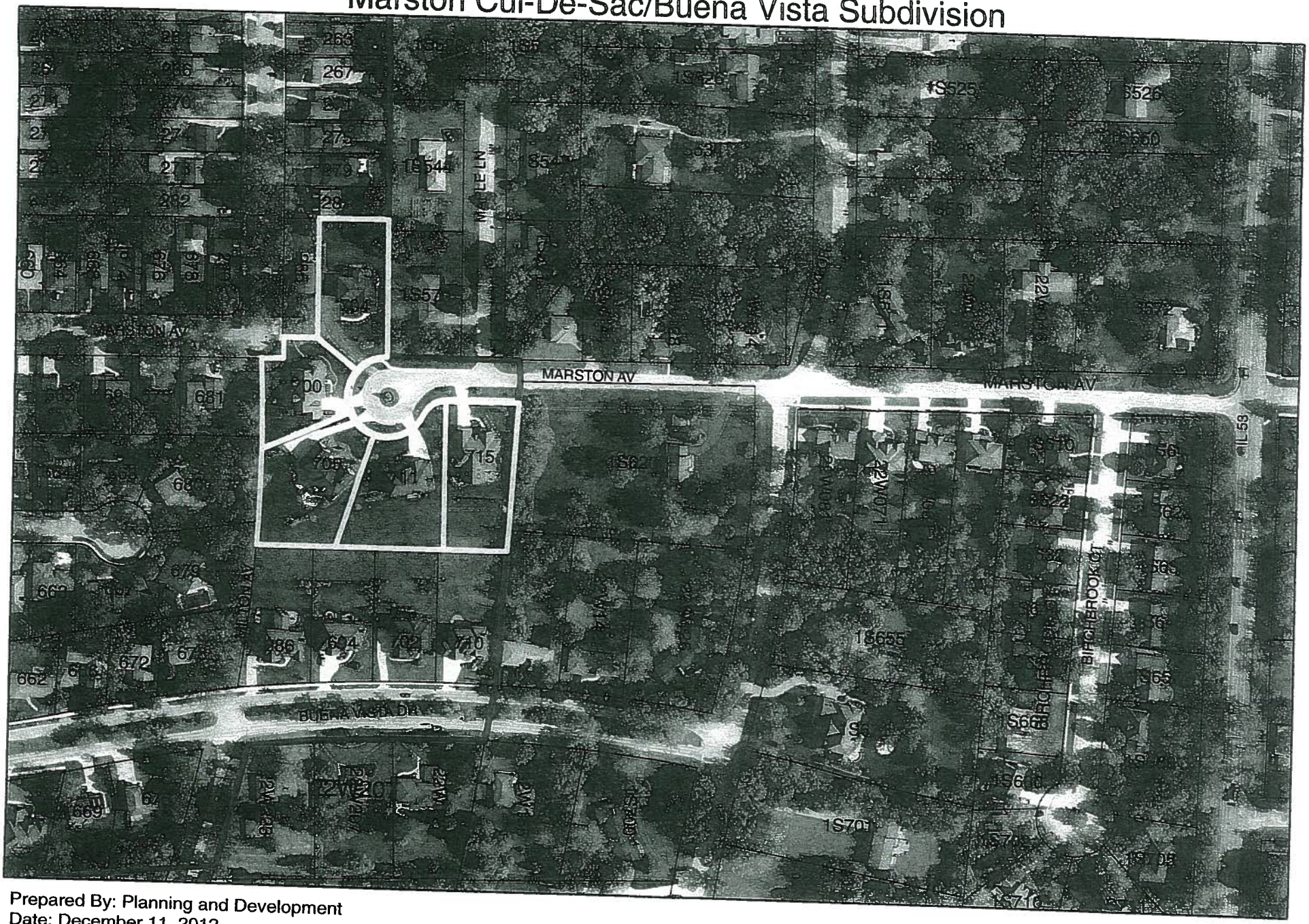
Brentwood Subdivision

Prepared By: Planning and Development
Date: December 11, 2012
Aerial Photo Circa 2009

0 250 500 1,000 Feet

N

Marston Cul-De-Sac/Buena Vista Subdivision



Prepared By: Planning and Development
Date: December 11, 2012
Aerial Photo Circa 2009

0 250 500 1,000 Feet

N

ALTA-ACSM LAND TITLE SURVEY

PREPARED BY:
B & G SURVEY COMPANY, INC.
1131A WEST 175TH STREET
HOMEWOOD, ILLINOIS 60430
708.798.6663
708.798.6988 FAX

LEGAL DESCRIPTION:

PARCEL 1: LOT 6 (EXCEPT THE NORTHERLY PART THEREOF RESERVED FOR FUTURE STREETS ON THE SUBDIVISION PLAT) IN KAHNES ESTATES, BEING A SUBDIVISION OF A PART OF THE SOUTHEAST 1/4 OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 15, 1947 AS DOCUMENT 514204, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: LOTS 23 AND 24 IN BLOCK 3 IN GLEN PARK SUBDIVISION, BEING A RESUBDIVISION IN GLEN ACRES SUBDIVISION, BEING A SUBDIVISION IN SECTION 23, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID GLEN PARK SUBDIVISION RECORDED MARCH 3, 1926 AS DOCUMENT 208829, IN DU PAGE COUNTY, ILLINOIS.

GRAPHIC SCALE

1 inch = 40 ft.

BASIS OF BEARINGS IS THE EAST LINE OF GLEN PARK SUBDIVISION

FLOOD ZONE

ACCORDING TO THE F.I.R.M. MAP (FLOOD INSURANCE RATE MAP) COMMUNITY PANEL NUMBER 170-197-0040B, EFFECTIVE DATE APRIL 15, 1982 THE PARCEL SHOWN HEREON APPEARS TO FALL WITHIN "ZONE C" OR AREA OF MINIMAL FLOODING.

NOTES

1) UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON DEPICTED FROM VISIBLE SURFACE EVIDENCE AS FIELD LOCATED AND FROM OFFICIAL MAPS PROVIDED BY UTILITY COMPANIES AND GOVERNMENTAL BODIES. LOCATION OF UTILITIES SHOWN HEREON CANNOT BE GUARENTEED DUE TO LACK OF DIMENSIONAL DATA ON AVAILABLE MAPS AND RECORDS.

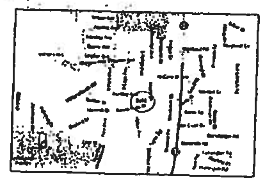
2) ALL UNDERGROUND UTILITIES SHOULD BE STAKED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CALL J.U.L.I.E. AT 1-800-892-0123

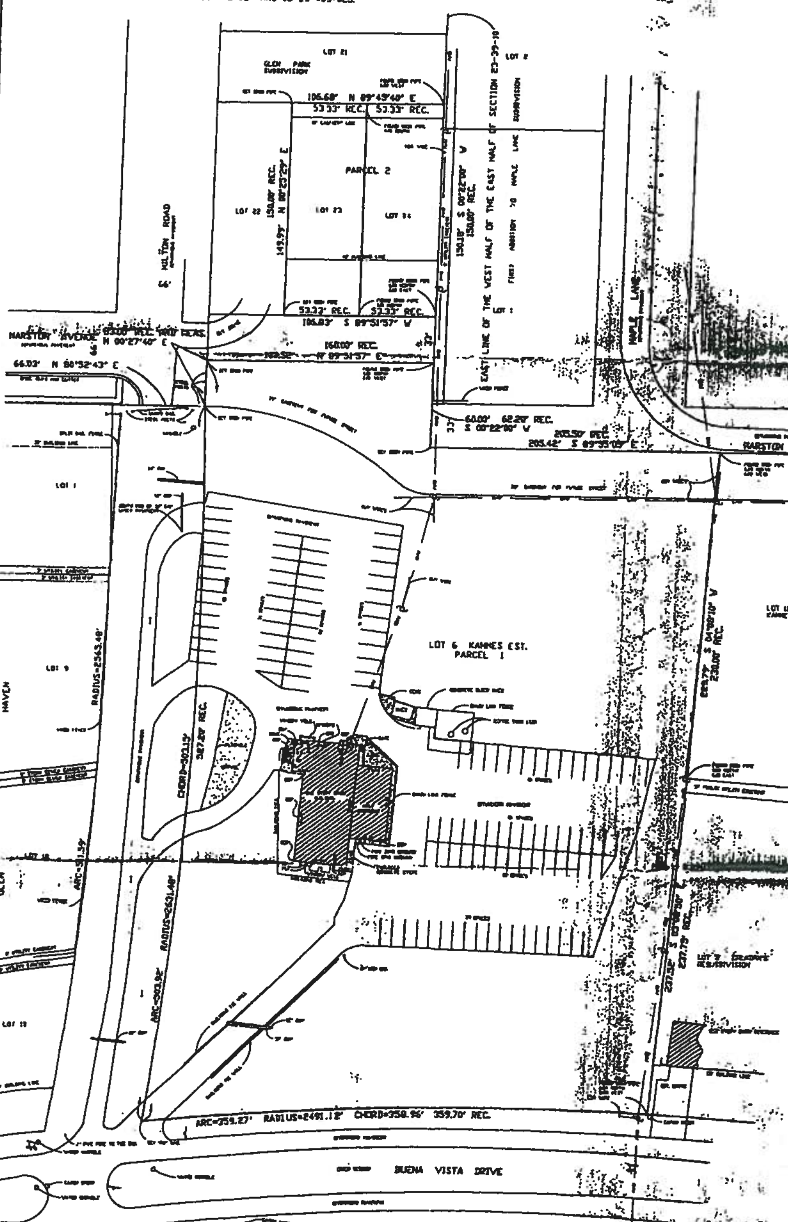
3) MAXIMUM POSITIONAL TOLERANCE OF CORNERS IS 0.02 FEET.

4) AREA OF PARCEL 1 IS 175,239 SQ. FT. OR 4.0229 AC. MORE OR LESS.
AREA OF PARCEL 2 IS 16,021 SQ. FT. OR 0.3678 ACRES MORE OR LESS.

5) PERMANENT INDEX NUMBER OF PARCEL 1 IS 05-23-400-001
PARCEL 2 IS 05-23-403-024 AND 05-23-403-025.

VICINITY MAP
NOT TO SCALE





UTILITY COMPANIES

TELEPHONE
AMERITECH
1515 EAST WOODFIELD DRIVE
SCHAUMBURG, ILLINOIS
(708) 706-7600

ELECTRIC
COMMONWEALTH EDISON COMPANY
1-800-EDISON-1

GAS
NICOR
300 WEST TERRA COTTA AVENUE
CRYSTAL LAKE, ILLINOIS
(630) 756-0450

LEGEND

- CATCH BASIN
- INLET
- MANHOLE(UNKNOWN)
- SANITARY MANHOLE
- TELEPHONE MANHOLE
- STORM MANHOLE
- TRAFFIC SIGNAL
- LIGHT POLE
- LIGHT POLE W/SIGNAL
- SIGN
- TELEPHONE PEDESTAL
- UTILITY POLE
- TELEPHONE VAULT
- STEEL POST
- EXISTING CONCRETE
- EXISTING BUILDING
- OVERHEAD WIRES
- WOOD FENCE
- TRANSFORMER
- HANDICAP PARKING
- TRAFFIC SIGNAL MANHOLE
- ELECTRIC PEDESTAL

ABBREVIATIONS

CALC.	CALCULATION
MEAS.	MEASURE
REC.	RECORD
IP	IRON PIPE
DSP	DOWNSPOUT
GMR	GAS METER
EMR	ELECTRIC METER
ROW	RIGHT OF WAY
MH	MANHOLE

STATE OF ILLINOIS)
S.S.
COUNTY OF COOK)

CERTIFIED TO: CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE (I) IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA, ACSM AND NSPS IN 1997, AND INCLUDES ITEMS 1, 2, 3, 4, 6, 7A, 8, 9, 10, 11B, AND 11C OF TABLE A THEREOF, AND (II) PURSUANT TO THE ACCURACY STANDARDS (AS ADOPTED BY ALTA/ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION) OF AN URBAN SURVEY EXCEPT FOR UNDERGROUND DRAIN TILES AND UTILITIES NOT VISIBLE BY SURFACE INSPECTION.

BY: *Kevin M. Vesterkamp* DATED: *FEBRUARY 4, 2000*

KEVIN M. VESTERKAMP
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2643

ADOPTED BY THE AMERICAN LAND TITLE ASSOCIATION ON SEPTEMBER 27, 1997.
ADOPTED BY THE BOARD OF DIRECTORS, AMERICAN CONGRESS ON SURVEYING AND MAPPING ON APRIL 10, 1997.
ADOPTED BY THE BOARD OF DIRECTORS, NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS ON APRIL 8, 1997.

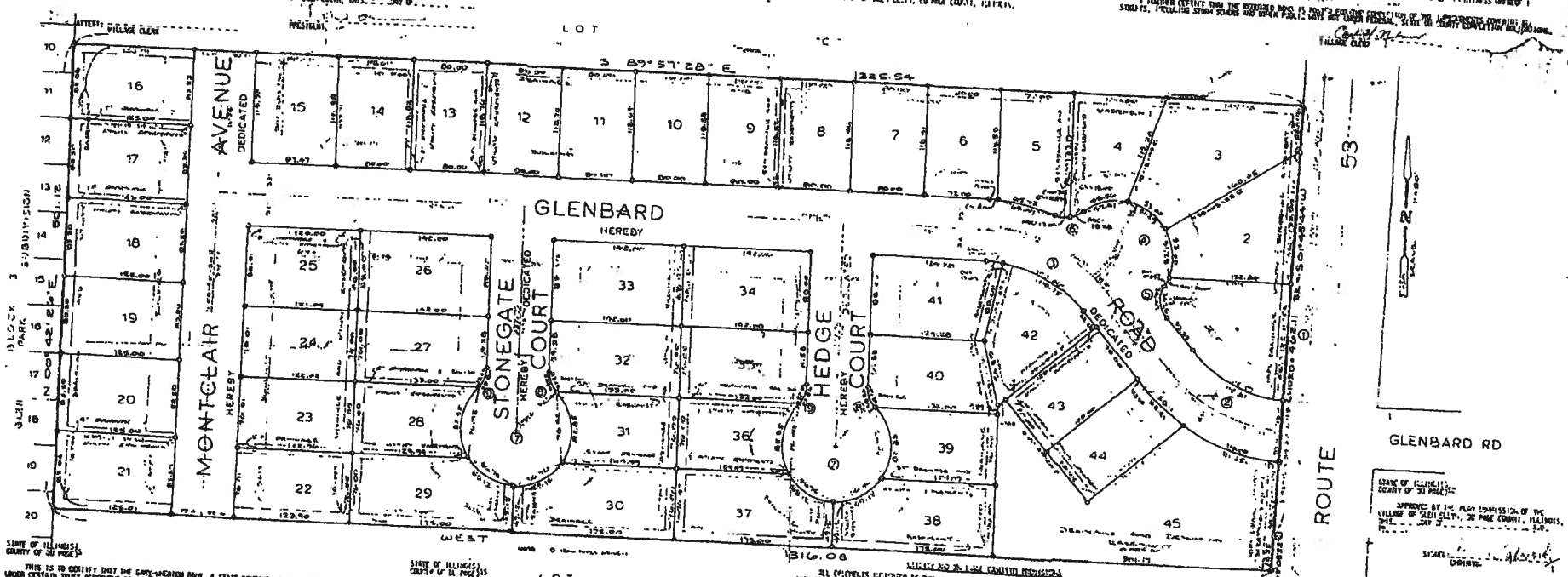
Compare all dimensions before building and report any discrepancies at once. Refer to deed or title policy for building lines and easements.

REVISED 01/12/00 DOC. NO. PARCEL 1 LEGAL

JOB NAME: LOT 6 KAHNES EST.	DRAWN BY: KMC	CHECKED BY: KMV
LOCATION: BUENA VISTA DRIVE GLEN ELLYN, IL	SCALE: 1"=40'	
	DATE: 2 FEB. 2000	SHEET
DESCRIPTION: ALTA/ACSM LAND TITLE SURVEY	JOB NUMBER: 99-2634	1 OF 1

ROLLING HEDGE SUBDIVISION

Book 85 Page 124



STATE OF ILLINOIS
COUNTY OF DU PAGE SS

THIS INSTRUMENT NO. R78-33716 WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DU PAGE COUNTY ILLINOIS, ON THE 23 DAY OF OCTOBER A.D. 1978 AT 8:00 O'CLOCK, A.M.

Terry L. Rudolph
RECORDER

STATE OF ILLINOIS
COUNTY OF DU PAGE SS

APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, THIS 2 DAY OF ____ A.D. 19__

ATTEST: VILLAGE CLERK

PRESIDENT

STATE OF ILLINOIS
COUNTY OF DU PAGE SS

THIS IS TO CERTIFY THAT THE GARY-WHEATON BANK, A STATE BANKING ASSOCIATION, AS TRUSTEE UNDER CERTAIN TRUST AGREEMENT DATED ____ AND KNOWN AS TRUST NO. 7460, IS THE HOLDER OF RECORD TITLE TO THE PROPERTY DESCRIBED IN THE ANNEXED PLAT AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS SHOWN ON THE ANNEXED PLAT, FOR THE USES AND PURPOSES THEREIN SET FORTH, AS ALLOWED BY THE STATUTES, AND THAT SAID GARY-WHEATON BANK, NOT PERSONALLY, BUT AS TRUSTEE, DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STATE AND TITLE HEREON SHOWN.

DATED THIS 18 DAY OF ____ A.D. 19__

GARY WHEATON BANK
AS TRUSTEE AFORESAID,
BY: ____
ASSISTANT VICE PRESIDENT

ATTEST: ____
ASSISTANT SECRETARY

STATE OF ILLINOIS
COUNTY OF DU PAGE SS

I, ____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT ____ ASSISTANT VICE PRESIDENT AND ____ ASSISTANT SECRETARY, PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE FOREGOING INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF THE GARY-WHEATON BANK, AS TRUSTEE AFORESAID, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF ____ A.D. 19__

NOTARY PUBLIC

STATE OF ILLINOIS
COUNTY OF DU PAGE SS

I, ____ VILLAGE CLERK OF THE VILLAGE OF GLEN ELLYN, DU PAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT ALL UNPAID STATE AND COUNTY TAXES AND ALL UNPAID SPECIAL ASSESSMENTS DUE AND PAYABLE HAVE BEEN PAID.

I FURTHER CERTIFY THAT THE STREET NAMES HAVE BEEN APPROVED BY THE VILLAGE BOARD.

I FURTHER CERTIFY THAT THE STREET NAMES HAVE BEEN APPROVED BY THE DU PAGE COUNTY ENGINEER AND APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION.

DATED AT GLEN ELLYN, DU PAGE COUNTY, ILLINOIS, THIS 4 DAY OF ____ A.D. 19__

VILLAGE CLERK

STATE OF ILLINOIS
COUNTY OF DU PAGE SS

I, ____ VILLAGE TREASURER OF THE VILLAGE OF GLEN ELLYN, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY ACCURED INSTALLMENTS THEREON THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT GLEN ELLYN, DU PAGE COUNTY, ILLINOIS, THIS 19__ DAY OF ____ A.D. 19__

VILLAGE TREASURER

PREPARED FOR:
KFR CORPORATION
904 BANBRIDGE
NAPERVILLE IL 60540

STATE OF ILLINOIS
COUNTY OF DU PAGE SS

THIS PLAT OF SUBDIVISION IS HEREBY ADOPTED BY THE VILLAGE OF GLEN ELLYN AND TO BE RECORDED IN THE OFFICE OF THE RECORDER OF DU PAGE COUNTY, ILLINOIS, PURSUANT TO THE PROVISIONS OF THE VILLAGE OF GLEN ELLYN SUBDIVISION CONTROL ORDINANCE.

ATTEST: ____
RECORDING SECRETARY

STATE OF ILLINOIS
COUNTY OF DU PAGE SS

THIS IS TO CERTIFY THAT I, LOGAN E. WEBSTER III, ILLINOIS LAND SURVEYOR NO. 1354, HAVE SURVEYED AND SUBDIVIDED THE ABOVE DESCRIBED PROPERTY, AS SHOWN BY THE ANNEXED PLAT, WHICH PLAT IS A CORRECT AND TRUE REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE GIVEN IN FEET AND DECIMALS THEREOF. BEARINGS SHOWN ON CURVED LINES ARE CHORD LENGTHS.

I FURTHER CERTIFY THAT THE LAND INCLUDED IN THE ANNEXED PLAT IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF GLEN ELLYN WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY ARTICLE 11 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE.

I FURTHER CERTIFY THAT THE PARCEL OF LAND PROPERLY CONTAINED BY THIS PLAT OF SUBDIVISION IS SITUATED WITHIN 500 FEET OF A SURFACE WATER OR WATER COURSE SERVING A TRIBUTARY AREA OF 640 ACRES OR MORE.

I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE VILLAGE BOARD RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN THE PREPARATION OF THIS PLAT.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, ILLINOIS, THIS 27TH DAY OF OCTOBER, A.D. 1977.

Logan E. Webster III
ILLINOIS LAND SURVEYOR NO. 1354
WEBSTER AND ASSOCIATES
207 S. NAPERVILLE STREET
WHEATON, ILLINOIS 60187
PHONE: 312-668-7400

STATE OF ILLINOIS
COUNTY OF DU PAGE SS

I, ____ COUNTY CLERK OF DU PAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED TAXES AND NO REDEMPTABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, DU PAGE COUNTY, ILLINOIS, THIS 27 DAY OF ____ A.D. 19__

COUNTY CLERK

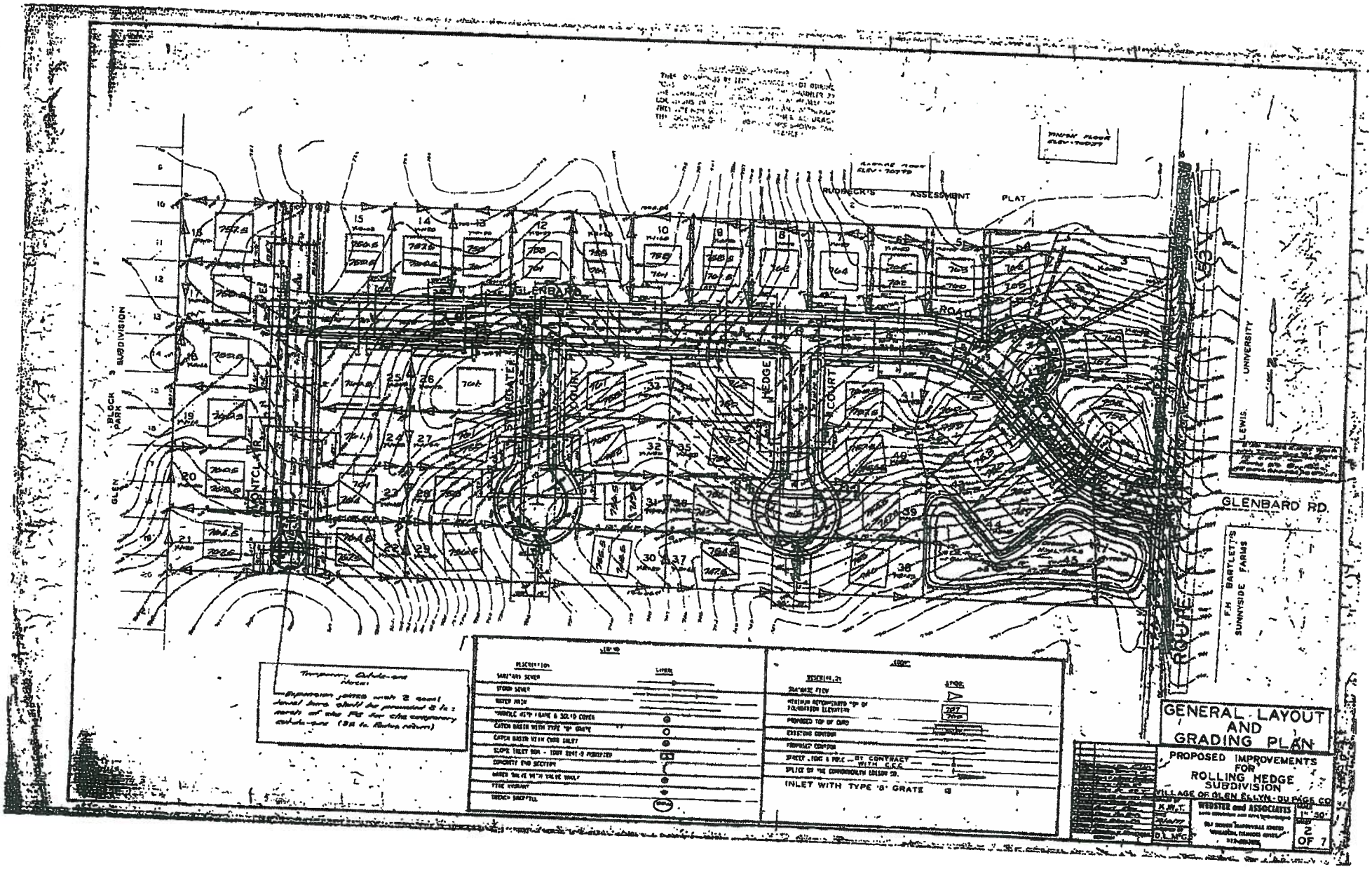
D-20825-R

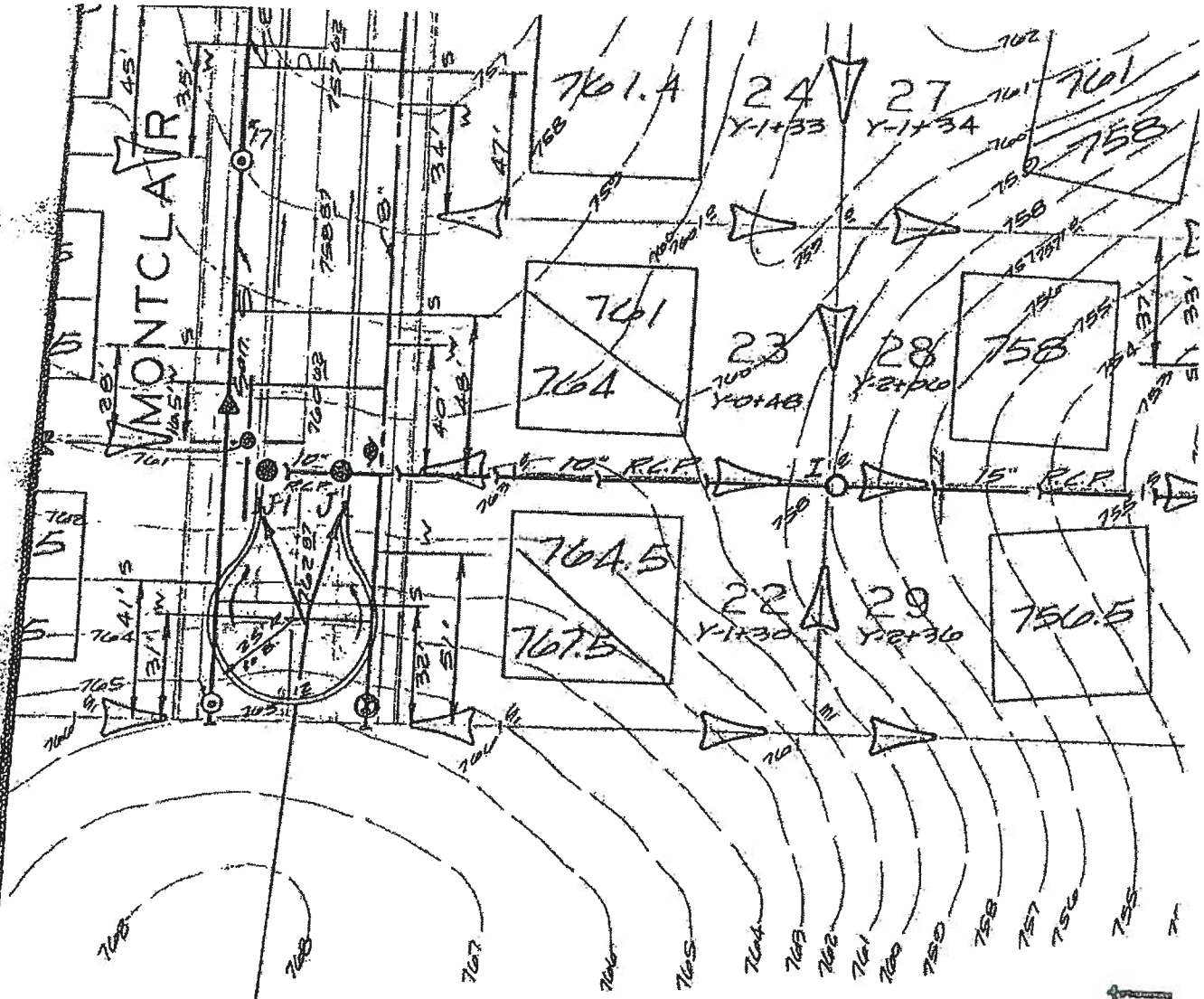
STATE OF ILLINOIS
COUNTY OF DU PAGE SS

THIS PLAT OF SUBDIVISION IS HEREBY ADOPTED BY THE VILLAGE OF GLEN ELLYN AND TO BE RECORDED IN THE OFFICE OF THE RECORDER OF DU PAGE COUNTY, ILLINOIS, PURSUANT TO THE PROVISIONS OF THE VILLAGE OF GLEN ELLYN SUBDIVISION CONTROL ORDINANCE.

ATTEST: ____
RECORDING SECRETARY

D-20825-R


GENERAL LAYOUT AND GRADING PLAN
PROPOSED IMPROVEMENTS FOR ROLLING HEDGE SUBDIVISION
VILLAGE OF GLEN ELLYN - DU PAGE CO
WEBSTER and ASSOCIATES
1" = 50'
2 OF 7
GLENBARD RD.
GLENBARD ROAD
HEDGE COURT
RUDBECK'S ASSESSMENT PLAT
GLEN PARK BLOCK 3 SUBDIVISION
LEWIS UNIVERSITY
F.H. BARTLETT'S SUNNYSIDE FARMS
ROUTE 53
INLET WITH TYPE 'B' GRATE



Temporary Cul-de-sac
Note:

Expansion joints with 2 steel dowel bars shall be provided 2 ft.± north of the P.C. for the temporary cul-de-sac. (25 ft. Radius return)

Resident Correspondence

Michele Stegall

From: villageclerk@glenellyninfo.org
Sent: Wednesday, September 19, 2012 3:22 PM
To: Michele Stegall
Subject: [FWD: SHeehan traffic]

-------- Original Message --------
Subject: SHeehan traffic
From: Tony De Riggi <TONYDERIGGI@compmort.com>
Date: Wed, September 19, 2012 10:38 am
To: "VillageClerk@GlenEllynInfo.org" <VillageClerk@GlenEllynInfo.org>

Hi Mark

The Sheehan traffic by Glen Crest is very crowded around pickup and drop off times of the day. The congestion is overwhelming and I am not an expert but feel there could be some kind of traffic flow corrections made to the process currently in place.

Also if you park in the spaces on Sheehan in front of the school it is almost impossible to see in order to pull out and almost impossible to get a chance to pull out during any pick up or drop off times day or evening. Thank you and I trust you will do your best to resolve any issues that you can.

In the meantime if you know of anyone else I can help with a refinance or purchase please let me know.

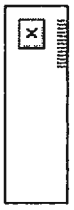
Tony De Riggi

Sr. Mortgage Banker
Compass Mortgage, Inc

TONYDERIGGI@compmort.com
www.compmort.com/tonyderiggi
NMLS # 193550
State License: IL: 031.0006844

27755 Diehl Rd, Ste 300
Warrenville, IL 60555

630-836-2517 Direct
630-333-3448 Mobile
630-836-2567 Fax



www.compmort.com
NMLS # 21808 IL #: 5795

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Michele Stegall

From: villageclerk@glenellyninfo.org
Sent: Wednesday, September 19, 2012 10:55 AM
To: Michele Stegall
Subject: [FWD: Traffic around Glen Crest]

this is a new one

-------- Original Message --------
Subject: Traffic around Glen Crest
From: "Price, Laura" <LPRICE@TRANE.COM>
Date: Tue, September 18, 2012 5:08 am
To: "VillageClerk@GlenEllynInfo.org" <VillageClerk@GlenEllynInfo.org>

To Whom It May Concern:

As Glen Crest Middle school is where one of my children attends school, safety is my primary concern with traffic flow around the area. There are a lot of children who walk to school each day, and I would like reassurance that proper traffic lights will help control the combination of walkers, people driving their children to and from school and people driving to and from the new building will be considered. Additional crossing guards should also be considered for the area immediately around the school.

If you are looking for a prime example of poor Glen Ellyn traffic flow, look no further than the Shell Gas station at the corner of Park and Roosevelt. That configuration takes no consideration of existing traffic flow as it works against the logical flow of traffic. When the village accepts bids on designs for traffic flow in and around Glen Crest, please do not consider the parties responsible for that mess.

Thank you,
Laura A. Price
District Human Resource Business Partner
Trane Chicago/West Michigan District
Ingersoll Rand
7100 S. Madison
Willowbrook, IL 60527
Office: +1.630.734.6024
Mobile: +1.630.400.4295
Fax: +1.630.734.6032
Email: lprice@trane.com
website: www.trane.com

Print | Close Window

Subject: SHeehan traffic
From: Tony De Riggi <TONYDERIGGI@compmort.com>
Date: Wed, Sep 19, 2012 10:36 am
To: "VillageClerk@GlenEllyninfo.org" <VillageClerk@GlenEllyninfo.org>

Hi Mark

The Sheehan traffic by Glen Crest is very crowded around pickup and drop off times of the day. The congestion is overwhelming and I am not an expert but feel there could be some kin currently in place.

Also if you park in the spaces on Sheehan in front of the school it is almost impossible to see in order to pull out and almost impossible to get a chance to pull out during any pick up or (you will do your best to resolve any issues that you can.

In the meantime if you know of anyone else I can help with a refinance or purchase please let me know.

Tony De Riggi

Sr. Mortgage Banker

Compass Mortgage, Inc

27755 Diehl Rd, Ste 300

Warrenville, IL 60555

TONYDERIGGI@compmort.com
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Michele Stegall

From: villageclerk@glenellyninfo.org
Sent: Tuesday, September 18, 2012 2:45 PM
To: Michele Stegall
Subject: [FWD: Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support]
Attachments: Residents of Rolling Hedge and Brentwood Court.docx

-------- Original Message --------
Subject: Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support
From: Phil Cloutier <pcloutier@bretford.com>
Date: Sat, August 04, 2012 9:21 am
To: phartwegvb@glenellyninfo.org, chenningervb@glenellyninfo.org
Cc: Vicki Cloutier <leo1982ny@gmail.com>

Hi Phil and Carl,

We understand you are town Trustees here in Glen Ellyn and we are kindly asking for your guidance and support for both us and our neighbors.

First of all, I wanted to take a moment to voice our positive impression of the town since moving in from Massachusetts in June of this year. My wife, Vicki, and our three daughters (ages 10, 8 and 4) live on Montclair Ave. in Brentwood Court.

We selected our house because of the quiet neighborhood, relative safety of the streets (two cul-de-sacs for the kids to ride bikes in), and quality of the homes....not to mention the reputation of the town and schools. We truly love the neighborhood but are concerned that a new development scheduled to be built off of the existing Montclair cul-de-sac will greatly impact the value of our home - and most importantly, the safety of our three girls.

When we entered into agreement on our house in Feb., the new development wasn't on the radar to the best of our knowledge. Had we known that beginning in April, some of the town staff and the proposed builder agreed in principle to extend our road through to Sheehan, we likely would not have chosen to live in our new home.

Being relatively new to the neighborhood and just getting up-to-speed on the developments at-hand, we kindly ask you to review the attached memo from the residents of our neighborhood who are collectively concerned; not only with the new development itself - and the impact to our home values and safety of our neighborhood, but with the concern that our voice as taxpayers and homeowners in this town is not being given the proper merit.

Please review and we look forward to hearing from you and for your support in this matter.

Kind regards,

Phil and Vicki Cloutier
130 S. Montclair Ave
Glen Ellyn, IL
(630) 793-5178 H

Michele Stegall

From: villageclerk@glenellyninfo.org
Sent: Tuesday, September 18, 2012 10:35 AM
To: Michele Stegall
Cc: Staci Hulseberg; Danamarie Izzo
Subject: [FWD: Survey of traffic on Sheehan Ave]

Michele,

here is another e-mail - i will forward ALL of the emails to you by the end of today. the 30 number was a ball park figure

Patti

-------- Original Message --------
Subject: Survey of traffic on Sheehan Ave
From: Michelle Burba <michelleburba@hotmail.com>
Date: Mon, September 17, 2012 7:09 pm
To: "VillageClerk@GlenEllynInfo.org" <VillageClerk@GlenEllynInfo.org>

Village Ckerk,
As a former Sheehan Ave (678) resident and continued Glen Ellyn resident, I'm concerned by the proposed change in the roads and increased traffic near Glen Crest. It was difficult to get in and out of our driveway during school pick up and drop off times and there was an increase of parked cars on Sheehan and surrounding streets during special events. I still frequent Sheehan on my way to gym, etc. I'm concerned for safety of kids and motorists with added thru streets in an area that is already congested, especially during peak times.

Michelle Blomeke

Print | Close Window

Subject: Traffic around Glen Crest
From: "Price, Laura" <LPRICE@TRANE.COM>
Date: Tue, Sep 18, 2012 5:08 am
To: "VillageClerk@GlenEllynInfo.org" <VillageClerk@GlenEllynInfo.org>
Attach: image002.png
image004.jpg

To Whom It May Concern:

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Thank you,

Laura A. Price
District Human Resource Business Partner
Trane Chicago/West Michigan District
Ingersoll Rand
7100 S. Madison
Willowbrook, IL 60527
Office: +1.630.734.6024
Mobile: +1.630.400.4295
Fax: +1.630.734.6032
Email: lprice@trane.com
website: www.trane.com

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Subject: Survey of traffic on Sheehan Ave
From: Michelle Burba <michelleburba@hotmail.com>
Date: Mon, Sep 17, 2012 7:09 pm
To: "VillageClerk@GlenEllynInfo.org" <VillageClerk@GlenEllynInfo.org>

Village Ckerk,
As a former Sheehan Ave (678) resident and continued Glen Ellyn resident, I'm concerned by the proposed change in the roads and increased traffic near Glen Crest. It was difficult to get in and out of our driveway during school pick up and drop off times and there was an increase of parked cars on Sheehan and surrounding streets during special events. I still frequent Sheehan on my way to gym, etc. I'm concerned for safety of kids and motorists with added thru streets in an area that is already congested, especially during peak times.

Michelle Blomeke

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Michele Stegall

From: villageclerk@glenellyninfo.org
Sent: Monday, September 17, 2012 10:51 AM
To: Michele Stegall
Cc: Staci Hulseberg
Subject: [FWD: Glen Crest Traffic]

Michele,

only one e-mail this morning will forward to you as i see them

Patti

-------- Original Message --------
Subject: Glen Crest Traffic
From: Karen Ferguson <6kferguson6@gmail.com>
Date: Sat, September 15, 2012 2:54 pm
To: villageclerk@glenellyninfo.org

Putting a new subdivision across the street from the school will undoubtedly add more traffic to an area that already gets very busy and clogged up when moms are dropping off and picking up their kids from school at the end of classes and after athletic practice.

Extending Montclair will even make matters worse. Now we will have cars coming into the school from the East, the West and the North side of the school right where people drop off, pick up, and where kids cross the street. No matter what you tell your kids they just do what they think is easiest so there is no stopping the kids from crossing. And some kids are crossing just to get to their mom's cars.

And what is really dangerous is that a lot of people going south already cut through from Park to Harding to 53 to avoid lights and stop signs. Many of those people will just go straight on on Montclair using the S curve to get to Sheehan. That means a great increase in commuter traffic putting them right where the kids are getting in, out of cars and crossing the street. And I can just hear my friends and other moms complaining about the increase in traffic right where it is already the busiest.

Another traffic load issue is that people who want to go south from their houses on Montclair, Harding, Brentwood and Glenbard will be likely to stop using Glenbard and 53 as a pass through and cut through the S-Curve on Montclair to get to Park Ave. Or they might take the S-Curve to Sheehan and get back to 53 so they don't have to wait on the lights or the busses loading children.

All the GPS systems will also direct outsider traffic going north on 53 to go left at the light on Sheehan right past the kids at school and utilize the S-Curve to get to the Montclair, Glenbard, and Harding neighborhood. This includes trucks doing their deliveries. So now all of a sudden we have trucks endangering our kids. On the way out to Park, depending on where they are, the same delivery trucks will go through the S-Curve to get to a larger street and use the existing traffic stops to get to their next location.

You can't avoid the increase in traffic from the new houses but you CAN avoid the traffic from extending Montclair. Just don't extend it and there will be a lot fewer headaches, complaints and we won't have kids getting hit by fast-moving trucks and cars commuting to work.

Print | Close Window

Subject: Glen Crest Traffic
From: Karen Ferguson <6kferguson6@gmail.com>
Date: Sat, Sep 15, 2012 2:54 pm
To: villageclerk@glenellyninfo.org

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Michele Stegall

From: villageclerk@glenellyninfo.org
Sent: Friday, September 14, 2012 1:12 PM
To: Michele Stegall
Cc: Staci Hulseberg
Subject: [FWD: Amber Ridge Traffic Study]

-------- Original Message --------
Subject: Amber Ridge Traffic Study
From: "Julie Marsch" <mjawmarsch@aol.com>
Date: Thu, September 13, 2012 8:37 pm
To: <villageclerk@glenellyninfo.org>

Traffic Consulting Group:
As 25 year residents of the Rolling Hedge subdivision, we have extensive experience regarding traffic conditions in our neighborhood, and along the routes for school drop-off and pick-up on Sheehan Avenue. Due to poor traffic management resources available at Glen Crest, several streets near the school experience heavy congestion during school sponsored events, sporting events on the nearby athletic fields, and during times when students are arriving and leaving the school.
The proposal to modify the existing court at the south end of Montclair to provide access to the proposed Amber Ridge subdivision would dramatically change the character of our neighborhood. Homeowners purchased property in our neighborhood based on the assumption that the neighborhood would remain as it is now, quiet and secluded. Our current traffic profile consists mostly of local resident traffic, with some "cut through" traffic from 53 to Park via Glenbard and Harding. Providing access to Sheehan via our neighborhood would encourage further "cut-through" activity from traffic outside our surrounding neighborhoods. The regular overload experienced on Sheehan would expand to include Montclair.

The zoning guidelines clearly state that the current character of the neighborhood must be maintained. Opening our 30+ year established neighborhood to through traffic from Amber Ridge would dramatically and negatively impact our property values. Had the plan to convert Montclair court to a through street been effectively communicated by the village, potential property owners would have been able to factor this into their decision making process. Likewise, had current residents been given the information that our neighborhood would eventually be dramatically impacted by a new development, many would have chosen not to undertake expensive renovation projects and additions to their property. The true injustice here is that people who have paid high property taxes to the village over the years, do not receive the benefit of having zoning regulations enforced, in order to protect our property values. The village needs to explore other configurations that will minimize the negative impact on the existing neighborhood. Two proposals that would accomplish this are 1) a "C"

configuration that would have the entrance and exit to Amber Ridge from Sheehan and 2) a single entrance to Amber Ridge off Sheehan, with the 2nd emergency exit as a grass firelane at the south end of Montclair. The single entrance and grass firelane configuration is currently in use at the Baker Hill Development. Amber Ridge has far fewer units than Baker Hill, so we know this is a viable solution.

For long-time residents like us, the equity in our house is a tangible financial asset. We strongly feel that the village has a legal obligation to maintain zoning standards that protect the property rights of village residents.

Please feel free to contact us if you want additional details.

Regards,

Mike and Julie Marsch
166 Hedge Court, Glen Ellyn
630-858-5956

Michele Stegall

From: villageclerk@glenellyninfo.org
Sent: Friday, September 14, 2012 1:12 PM
To: Michele Stegall
Cc: Staci Hulseberg
Subject: [FWD: Traffic Study]

-------- Original Message --------
Subject: Traffic Study
From: Camille Smith <camillesmith1@yahoo.com>
Date: Fri, September 14, 2012 7:08 am
To: "villageclerk@glenellyninfo.org" <villageclerk@glenellyninfo.org>

The proposed plan to extend Montclair to Sheehan would create an increase of traffic into the Rolling Hedge neighborhood. This would compromise the safety of the children and residents in that neighborhood.

Safety and first responders can easily access the Rolling Hedge neighborhood and could easily access the new neighborhood from either Park or Rt. 53.

Please DO NOT create a cut through to the new neighborhood!

Michele Stegall

From: villageclerk@glenellyninfo.org
Sent: Friday, September 14, 2012 1:11 PM
To: Michele Stegall
Cc: Staci Hulseberg
Subject: [FWD: sheehan traffic study]

-------- Original Message --------
Subject: sheehan traffic study
From: Rebecca Salt <rebeccasalt@hotmail.com>
Date: Thu, September 13, 2012 4:44 pm
To: <villageclerk@glenellyninfo.org>

To Whom it may concern
My family and I have lived on South Montclair in Glen ellyn for the past 6 years. We are concerned about the impact of opening South Montclair to Sheehan. We have spent the past years watching cars travel well above the speed limit as they use Glenbard, Montclair and Harding as a cut through from Rte 53 to Park Blvd. I am concerned that opening Montclair to Sheehan will further increase the number of cars that cut through our neighborhood and place an increased safety risk for our children. I have spoken to the police over the past couple of years who have told me directly that there are no measures that can be done to help with our current traffic concerns. i have been told that speed bumps are not a possibility as it effects snow removal. i have been told that i a stop sign at Glenbard and Montclair is not warranted. I sit outside with my children and am concerned about them crossing the street at the corner of Glenbard and Montclair as cars speed along. The corner has a blind spot where the cross walk is located and cars often don't see the kids until the very last minute.
Any realtor will confirm that a street with a cul de sac is a more desirable location due to the safety factors that it naturally possesses. a through street will always have more safety risk. I urge you to consider ***any*** increase in safety risk as too much, and that is what will result if Montclair is opened to Sheehan. thank you for supporting the citizens of Rolling Hedge sub division, Glen Ellyn.

Kind regards
Rebecca Salt

Print | Close Window

Subject: Sheehan traffic study
From: Lauren Ford <lauren@laurenfordcommunications.com>
Date: Fri, Sep 14, 2012 8:07 am
To: <villageclerk@glenellyninfo.org>

Dear Ms. Underhill:

Thank you for soliciting feedback on roadway changes surrounding the proposed residential development across from Glen Crest Middle School. I'm deeply concerned by the idea of adding another "feeder" into Sheehan by extending the Montclair dead-end. This will make an already hazardous area even more dangerous.

Currently, people of all ages cross Sheehan at all points (not only at crosswalks); vehicles enter and exit the school parking lot in two locations; vehicles enter and exit a strip of on-street parking spaces; cars turn sharply off Route 53 onto Sheehan; and so on. In other words, there is a LOT going on there already at certain times of day. And as we all know, more distractions mean more danger for pedestrians and drivers alike.

Adding yet another source of traffic onto Sheehan will make this a more dangerous area for everyone -- especially our young people.

Thank you.

Lauren Ford
738 Glenbard Road
Glen Ellyn

--
Lauren E. Ford
Lauren Ford Communications
630-880-6939
www.LaurenFordCommunications.com

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Subject: Traffic Study
From: Camille Smith <camillesmith1@yahoo.com>
Date: Fri, Sep 14, 2012 7:08 am
To: "villageclerk@glenellyninfo.org" <villageclerk@glenellyninfo.org>

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Please DO NOT create a cut through to the new neighborhood!

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Subject: Amber Ridge Traffic Study
From: "Julie Marsch" <mjawmarsch@aol.com>
Date: Thu, Sep 13, 2012 8:37 pm
To: <villageclerk@glenellyninfo.org>

Traffic Consulting Group:
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Please feel free to contact us if you want additional details.

Regards,

Mike and Julie Marsch
166 Hedge Court, Glen Ellyn
630-858-5956

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Subject: sheehan traffic study
From: Rebecca Salt <rebeccasalt@hotmail.com>
Date: Thu, Sep 13, 2012 4:44 pm
To: <villageclerk@glenellyninfo.org>

To Whom it may concern
My family and I have lived on South Montclair in Glen ellyn for the past 6 years. We are concerned about the impact of opening South Montclair to Sheehan. We have spent the past years watching cars travel well above the speed limit as they use Glenbard, Montclair and Harding as a cut through from Rte 53 to Park Blvd. I am concerned that opening Montclair to Sheehan will further increase the number of cars that cut through our neighborhood and place an increased safety risk for our children. I have spoken to the police over the past couple of years who have told me directly that there are no measures that can be done to help with our current traffic concerns. i have been told that speed bumps are not a possibility as it effects snow removal. i have been told that i a stop sign at Glenbard and Montclair is not warranted. I sit outside with my children and am concerned about them crossing the street at the corner of Glenbard and Montclair as cars speed along. The corner has a blind spot where the cross walk is located and cars often don't see the kids until the very last minute.
Any realtor will confirm that a street with a cul de sac is a more desirable location due to the safety factors that it naturally possesses. a through street will always have more safety risk. I urge you to consider ***any*** increase in safety risk as too much, and that is what will result if Montclair is opened to Sheehan. thank you for supporting the citizens of Rolling Hedge sub division, Glen Ellyn.

Kind regards
Rebecca Salt

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Michele Stegall

From: villageclerk@glenellyninfo.org
Sent: Thursday, September 13, 2012 4:28 PM
To: Michele Stegall
Cc: Staci Hulseberg
Subject: [FWD: Amber Ridge Traffic Study feedback]

another e-mail concerning Sheehan i have been asked by Kristen to provide her ALL correspondence on this subject after Sept 15 to be included in the Manager's Report

-------- Original Message --------
Subject: Amber Ridge Traffic Study feedback
From: Jeff Salt <jsalt@havedreams.org>
Date: Thu, September 13, 2012 12:28 pm
To: villageclerk@glenellyninfo.org

To whom it may concern,

Sheehan Road outside of Glen Crest is already a very busy street. Cars drive through at high speeds to access 53 (or vice versa to get to Park.) There are cars parked, attempting to park or drop off for the early morning school start, throughout the school day and also in the evening hours. Cars and families access the school grounds for sports practices as well as games every week night. People access the grounds at Glen Crest from all over the town of Glen Ellen as well as Lombard and Wheaton. Residents from Glen Ellyn and nearby towns are always searching for faster routes to get between locations, and will take any opportunity for a shortcut. I do not wish for that shortcut to be between Sheehan, Montclair and Park.

I have major concerns regarding any road going through from Montclair Avenue, directly opening to Sheehan through an 'S" bend. The Montclair and "Amber Ridge" neighborhood already suffers from multiple cars trying access Park and 53 at high speeds. They attempt to cut through from 53 to Park using Glenbard, Montclair and Harding. There are many children in the area whose safety is at risk if further traffic is flowed into the neighborhood. Just this morning two cars were going so fast around the corner of Montclair and Glenbard their tires screeched as they navigated unsafely through the turns. That incident was just prior to 8am -which is key time for Glen Crest school kids to be walking to enter school on time. We have seen many such incidents on weekends too, with parents shouting at drivers to slow down. Any attempt to open a through road to Sheehan (using the proposed S-bend) will result in many more critical incidents of this nature.

I have no issue with a subdivision going at the end of Montclair - if it results in long culdesac, with the only access to Sheehan being for emergency vehicles only. This was presented at the last two meetings of the Village planning committee. Both the fire chief and police chief have indicated it is both feasible and safe to set up a community in such a manner.

Opening a long cul-de-sac will result in only the cars for that neighborhood entering our neighborhood, and that would be welcomed. Having our neighborhood turned into a speedy through road by way of an access route to Sheehan is certainly not welcomed.

Kind Regards

Jeff Salt

Michele Stegall

From: villageclerk@glenellyninfo.org
Sent: Thursday, September 13, 2012 4:29 PM
To: Michele Stegall
Cc: Staci Hulseberg
Subject: [FWD: Sheehan Traffic Study]

another new email

-------- Original Message --------
Subject: Sheehan Traffic Study
From: Sean Buckley <buckley1014@yahoo.com>
Date: Thu, September 13, 2012 1:32 pm
To: "villageclerk@glenellyninfo.org" <villageclerk@glenellyninfo.org>

My opinions on traffic in the area ...

You had 23 homes, you add a minimum of 46 cars. If the average family has 2 kids, you 46 kids and 46 adults. These adults have friends as do their kids. The friends have parents. There will be increased pedestrian traffic as well as vehicle traffic. Removing that aspect, 23 new homes leads to approximately 92 more people. We have the potential of adding a minimum of 46 more cars to the Montclair/Glenbard/Harding cut-thru. I am not a traffic engineer but I envision people who want to get to Sheehan from Park but avoid the light at Sheehan and Park will turn on Harding and use the S-Curve to get to Sheehan. Those on 53 who want to get to Park to go north won't want to stop at 2 stop signs, a traffic light, and go 25-30 mph, will utilize the S-Curve to avoid the stoppage and where they can go 35 mph. If traffic backups on 53 in both directions, people from the neighborhood will take the S-Curve to Sheehan to get to 53 and use the light to turn in either direction. If there are back ups on 53 and you are travelling south, some may turn on to Glenbard and take the S-Curve to Sheehan and get back to 53 so they don't have to wait on the lights or the busses loading children. Delivery trucks will no longer turn on Glenbard from 53 north, they will turn left at the light on Sheehan and utilize the S-Curve to get to the Montclair, Glenbard, and Harding. On the way out to Park, depending on where they are, the same delivery trucks will go through the S-Curve to get to a larger street and use the existing traffic stops to get to their next location.

I don't see anything good from adding more chances for vehicles to hit playing kids, to remove the created safety area for kids, and to remove 9 acres worth of vegetation when the Village is touting a reforestation initiative. More cars will equal more hazards. Adding more houses, adds more cars. More cars will equal more traffic. More traffic will lead to more safety needs.

Sean Buckley
Sr. National Account Mgr
630.390.4306

Sent from my iPhone

Michele Stegall

From: Patti Underhill
Sent: Thursday, September 13, 2012 11:26 AM
To: Michele Stegall; Kristen Schrader
Cc: Staci Hulseberg; Mark Franz
Subject: FW: [FWD: Opening street by Glen Crest]

From: villageclerk@glenellyninfo.org [mailto:villageclerk@glenellyninfo.org]
Sent: Thursday, September 13, 2012 11:07 AM
To: Patti Underhill
Subject: [FWD: Opening street by Glen Crest]

-------- Original Message --------
Subject: Opening street by Glen Crest
From: Diana Long <beadqueen26@yahoo.com>
Date: Thu, September 13, 2012 8:47 am
To: "villageclerk@glenellyninfo.org" <villageclerk@glenellyninfo.org>

Dear village Clerk

I am a concerned Glen Ellyn citizen that has a child at Glen Crest Middle school. My child does not get a bus (and I will NOT let her walk because of the dangerous traffic surrounding the school),so I drive her to school everyday and pick her up after school everyday. The traffic issues, patterns, and problems that Sheehan faces before/after school and during athletic events throughout the year are so dangerous that everyday as I drive there (especially in the AM) I am so nervous/cautious due to cars/buses/children coming from every direction. As driver, I feel I need to be more on-guard and I am more unnerved there than any other driving situation (and I drive down to the Chgo loop often). **Safety of our children at Glen Crest, Park View and the surrounding neighborhoods is our first and foremost concern. Opening additional traffic patterns with additional cut through traffic to the school is a hazard we aren't willing to accept.**

Thank you for your time and consideration on this issue.

Diana Long
523 prince Edward rd
Glen Ellyn

Michele Stegall

From: Patti Underhill
Sent: Thursday, September 13, 2012 11:27 AM
To: Michele Stegall; Kristen Schrader
Cc: Staci Hulseberg; Mark Franz
Subject: FW: [FWD: Sheehan Ave Traffic]

Last one

From: villageclerk@glenellyninfo.org [mailto:villageclerk@glenellyninfo.org]
Sent: Thursday, September 13, 2012 11:08 AM
To: Patti Underhill
Subject: [FWD: Sheehan Ave Traffic]

-------- Original Message --------
Subject: Sheehan Ave Traffic
From: Melanie Robinson <mmelrob@gmail.com>
Date: Tue, September 11, 2012 8:30 pm
To: villageclerk@glenellyninfo.org

I travel Sheehan Ave frequently. Both to take my daughter to school and to get from Park Blvd to Rt. 53. In the mornings traffic gets quite backed up from drop offs. At times you can't exit the parking lot because people are blocking it while they try to enter but they can't enter because no one can leave. After school it is a bit easier to exit.

I haven't seen the plans but find it hard to believe that a street exiting on to Sheehan would be a good idea unless it came out directly across from the school entrance and there was a stop light there. Even then - it would not be ideal. If the exit to the new road is far east of the Glen Crest entrance much closer to Rt 53 it might be adequate. I believe any students from that sub division would have a hard time crossing the street safely. However if it is close to 53 people exiting the new subdivision may be hampered by traffic waiting at the stop light at 53.

Additionally designers must ensure that the line of sight to traffic turning from 53 on to Sheehan is not blocked by fences, houses, landscaping, or fancy subdivision signs. There are some large trees on the NW corner and the traffic going south on 53 is coming down a hill. If there were a street too near the corner I fear that there could be dangers for both cars and pedestrians from people turning west from the south bound lane onto Sheehan. So this indicates that the new street needs to exit on to Sheehan closer to the school entrance. In my mind that moves the street entrance to about where the driveway between the lower fields and the building is.

So here is my lame solution: keep the entrance to the school where it is, extend the driveway all the way along the front of the school down to the driveway by the baseball fields and make the exit there. Additionally this can be the exit from the subdivision and a stoplight can be installed. This would allow for more room for student drop-offs and pickups all along the front of the school (like at Parkview) instead of just 3 spaces for cars. If a traffic signal were installed this hopefully could make the area safer and have a better traffic flow as well. It would also keep exiting traffic a bit further from bus traffic and again hopefully making traffic flow better.

Lastly, I would definitely like to see sidewalks on both sides of the street whether the street exits on to Sheehan or not.

Thank You for Your Time,

Melanie Robinson
142 S. Parkside Ave.
Glen Ellyn, IL 60137

Michele Stegall

From: Patti Underhill
Sent: Thursday, September 13, 2012 11:25 AM
To: Michele Stegall; Kristen Schrader
Cc: Staci Hulseberg; Mark Franz
Subject: FW: [FWD: Amber Ridge development]

From: villageclerk@glenellyninfo.org [mailto:villageclerk@glenellyninfo.org]
Sent: Thursday, September 13, 2012 11:00 AM
To: Patti Underhill
Subject: [FWD: Amber Ridge development]

-------- Original Message --------
Subject: Amber Ridge development
From: Mollie Buckley <mbuckley1014@gmail.com>
Date: Tue, September 11, 2012 2:51 pm
To: villageclerk@glenellyninfo.org

Unfortunately many of my neighbors, including myself, didn't receive the district 89 eblast which had information regarding the new Amber Ridge development possibly developed across Glen Crest Middle School. This information was passed on by someone who has been in touch with the village directly to let us know we should comment.

Living in the Glen Crest middle school neighborhood for 12 years, it doesn't take a genius to realize the congestion and traffic concerns that Sheehan Avenue deals with on a daily basis. Commuters that want to cross from Rt. 53 to Park Blvd, thus avoiding Roosevelt Rd., is steady throughout the day. What I am concerned with is opening up an additional street across from the school grounds will cause additional cut through traffic, mainly from the north, to drop off/pick up kids at school and activities outside of the school that run throughout the year. It is selfish of the village to put our children's safety in danger at Glen Crest, as well as the neighborhood safety, so they can open another road to try to "alleviate" congestion that already exists. This tiny Amber Ridge community should be a typical H.O.A. with self contained entrance and access point which virtually wil add hardly any additional traffic onto Sheehan. Mollie Buckley

Michele Stegall

From: Patti Underhill
Sent: Thursday, September 13, 2012 11:25 AM
To: Michele Stegall; Kristen Schrader
Cc: Staci Hulseberg; Mark Franz
Subject: FW: [FWD: Amber Ridge Traffic Study]

From: villageclerk@glenellyninfo.org [mailto:villageclerk@glenellyninfo.org]
Sent: Thursday, September 13, 2012 10:59 AM
To: Patti Underhill
Subject: [FWD: Amber Ridge Traffic Study]

-------- Original Message --------
Subject: Amber Ridge Traffic Study
From: Jenifer Temcio <jtemcio@msn.com>
Date: Wed, September 12, 2012 8:11 am
To: <villageclerk@glenellyninfo.org>

Thank you for the opportunity to have a voice in this matter.

The safety of our children at Glen Crest, Park View and the surrounding neighborhoods
is my motivation for asking you to please keep the Montclair Ave cul-de-sac closed to
through traffic. There are too many young children on this street that will be in danger
of the increased traffic. I am not willing to accept the new traffic pattern on Sheehan
that will be putting children at risk of injury and death.

Jen Temcio

669 Marston Ave
Glen Ellyn, IL 60137

Michele Stegall

From: Patti Underhill
Sent: Thursday, September 13, 2012 11:23 AM
To: Michele Stegall; Kristen Schrader
Cc: Staci Hulseberg; Mark Franz
Subject: FW: [FWD: Opinion prior to the traffic study being done]

I have several new e-mails concerning the Sheehan/Park project

Kristen – should we include these in the FIP

Patti

From: villageclerk@glenellyninfo.org [mailto:villageclerk@glenellyninfo.org]
Sent: Thursday, September 13, 2012 10:56 AM
To: Patti Underhill
Subject: [FWD: Opinion prior to the traffic study being done]

-------- Original Message --------
Subject: Opinion prior to the traffic study being done
From: Jose.DeLeon@faa.gov
Date: Tue, September 11, 2012 1:09 pm
To: villageclerk@glenellyninfo.org

You add 23 homes, you add a minimum of 46 cars. If the average family has 2 kids, you add 46 kids and 46 adults. These adults have friends as do their kids. The friends have parents. There will be increased pedestrian traffic as well as vehicle traffic. Removing that aspect, 23 new homes leads to approximately 92 more people. We have the potential of adding a minimum of 46 more cars to the Montclair/Glenbard/Harding cut-thru. I am not a traffic engineer but I envision people who want to get to Sheehan from Park but avoid the light at Sheehan and Park will turn on Harding and use the S-Curve to get to Sheehan. Those on 53 who want to get to Park to go north won't want to stop at 2 stop signs, a traffic light, and go 25-30 mph, will utilize the S-Curve to avoid the stoppage and go 35 mph. If traffic backs up on 53 in both directions, people from the neighborhood will take the S-Curve to Sheehan to get to 53 and use the light to turn in either direction. If there are back ups on 53 and you are travelling south, some may turn onto Glenbard and take the S-Curve to Sheehan and get back to 53 so they don't have to wait on the lights or the busses loading children. Delivery trucks will no longer turn on Glenbard from 53 north, they will turn left at the light on Sheehan and utilize the S-Curve to get to the Montclair, Glenbard, and Harding. On the way out to Park, depending on where they are, the same delivery trucks will go through the S-Curve to get to a larger street and use the existing traffic stops to get to their next location.

I don't see anything good from adding more chances for vehicles to hit playing kids, to remove the created safety area for kids, and to remove 9 acres worth of vegetation when the Village is touting a reforestation initiative. More cars will equal more hazards. Adding more houses, adds more cars. More cars will equal more traffic. More traffic will lead to more safety concerns and needs. Of course, I would be interested in reading the results of the study paid for by the Village for the Village. Then I might have more numbers to actually base my opinions on.

Jose G. de Leon

Patti Underhill

From: villageclerk@glenellyninfo.org
Sent: Thursday, September 13, 2012 11:00 AM
To: Patti Underhill
Subject: [FWD: Amber Ridge development]

-------- Original Message --------
Subject: Amber Ridge development
From: Mollie Buckley <mbuckley1014@gmail.com>
Date: Tue, September 11, 2012 2:51 pm
To: villageclerk@glenellyninfo.org

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Living in the Glen Crest middle school neighborhood for 12 years, it doesn't take a genius to realize the congestion and traffic concerns that Sheehan Avenue deals with on a daily basis. Commuters that want to cross from Rt. 53 to Park Blvd, thus avoiding Roosevelt Rd., is steady throughout the day. What I am concerned with is opening up an additional street across from the school grounds will cause additional cut through traffic, mainly from the north, to drop off/pick up kids at school and activities outside of the school that run throughout the year. It is selfish of the village to put our children's safety in danger at Glen Crest, as well as the neighborhood safety, so they can open another road to try to "alleviate" congestion that already exists. This tiny Amber Ridge community should be a typical H.O.A. with self contained entrance and access point which virtually wil add hardly any additional traffic onto Sheehan. Mollie Buckley

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Subject: Opening street by Glen Crest
From: Diana Long <beadqueen26@yahoo.com>
Date: Thu, Sep 13, 2012 8:47 am
To: "villageclerk@glenellyninfo.org" <villageclerk@glenellyninfo.org>

Dear village Clerk

I am a concerned Glen Ellyn citizen that has a child at Glen Crest Middle school. My child does not get a bus (and I will NOT let her walk because of the dangerous traffic surrounding the school),so I drive her to school everyday and pick her up after school everyday. The traffic issues, patterns, and problems that Sheehan faces before/after school and during athletic events throughout the year are so dangerous that everyday as I drive there (especially in the AM) I am so nervous/cautious due to cars/buses/children coming from every direction. As driver, I feel I need to be more on-guard and I am more unnerved there than any other driving situation (and I drive down to the Chgo loop often). **Safety of our children at Glen Crest, Park View and the surrounding neighborhoods is our first and foremost concern. Opening additional traffic patterns with additional cut through traffic to the school is a hazard we aren't willing to accept.**

Thank you for your time and consideration on this issue.

Diana Long
523 prince Edward rd
Glen Ellyn

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Subject: Amber Ridge Traffic Study
From: Jenifer Temcio <jtemcio@msn.com>
Date: Wed, Sep 12, 2012 8:11 am
To: <villageclerk@glenellyninfo.org>

Thank you for the opportunity to have a voice in this matter.

The safety of our children at Glen Crest, Park View and the surrounding neighborhoods
is my motivation for asking you to please keep the Montclair Ave cul-de-sac closed to
through traffic. There are too many young children on this street that will be in danger
of the increased traffic. I am not willing to accept the new traffic pattern on Sheehan
that will be putting children at risk of injury and death.

Jen Temcio

669 Marston Ave
Glen Ellyn, IL 60137

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Subject: Sheehan Ave Traffic
From: Melanie Robinson <mmelrob@gmail.com>
Date: Tue, Sep 11, 2012 8:30 pm
To: villageclerk@glenellyninfo.org

I travel Sheehan Ave frequently. Both to take my daughter to school and to get from Park Blvd to Rt. 53. In the mornings traffic gets quite backed up from drop offs. At times you can't exit the parking lot because people are blocking it while they try to enter but they can't enter because no one can leave. After school it is a bit easier to exit.

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Additionally designers must ensure that the line of sight to traffic turning from 53 on to Sheehan is not blocked by fences, houses, landscaping, or fancy subdivision signs. There are some large trees on the NW corner and the traffic going south on 53 is coming down a hill. If there were a street too near the corner I fear that there could be dangers for both cars and pedestrians from people turning west from the south bound lane onto Sheehan. So this indicates that the new street needs to exit on to Sheehan closer to the school entrance. In my mind that moves the street entrance to about where the driveway between the lower fields and the building is.

So here is my lame solution: keep the entrance to the school where it is, extend the driveway all the way along the front of the school down to the driveway by the baseball fields and make the exit there. Additionally this can be the exit from the subdivision and a stoplight can be installed. This would allow for more room for student drop-offs and pickups all along the front of the school (like at Parkview) instead of just 3 spaces for cars. If a traffic signal were installed this hopefully could make the area safer and have a better traffic flow as well. It would also keep exiting traffic a bit further from bus traffic and again hopefully making traffic flow better.

Lastly, I would definitely like to see sidewalks on both sides of the street whether the street exits on to Sheehan or not.

Thank You for Your Time,

Melanie Robinson
142 S. Parkside Ave.
Glen Ellyn, IL 60137

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Subject: Amber Ridge development
From: Mollie Buckley <mbuckley1014@gmail.com>
Date: Tue, Sep 11, 2012 2:51 pm
To: villageclerk@glenellyninfo.org

Unfortunately many of my neighbors, including myself, didn't receive the district 89 eblast which had information regarding the new Amber Ridge development possibly developed across Glen Crest Middle School. This information was passed on by someone who has been in touch with the village directly to let us know we should comment.

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Subject: Idea to obtain opinions from users of Sheehan
From: Jose.DeLeon@faa.gov
Date: Tue, Sep 11, 2012 1:13 pm
To: villageclerk@glenellyninfo.org

Post a sign at the fields on Sheehan/53 and send fliers/emails/phone calls from Village Staff to all employers within a several mile radius of Sheehan. Even though the response period ends is a few days, this may aid in the obtaining additional concerns from users of Sheehan.

Jose G. de Leon

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Subject: Opinion prior to the traffic study being done
From: Jose.DeLeon@faa.gov
Date: Tue, Sep 11, 2012 1:09 pm
To: villageclerk@glenellyninfo.org

You add 23 homes, you add a minimum of 46 cars. If the average family has 2 kids, you add 46 kids and 46 adults. These adults have friends as do their kids. The friends have parents. There will be increased pedestrian traffic as well as vehicle traffic. Removing that aspect, 23 new homes leads to approximately 92 more people. We have the potential of adding a minimum of 46 more cars to the Montclair/Glenbard/Harding cut-thru. I am not a traffic engineer but I envision people who want to get to Sheehan from Park but avoid the light at Sheehan and Park will turn on Harding and use the S-Curve to get to Sheehan. Those on 53 who want to get to Park to go north won't want to stop at 2 stop signs, a traffic light, and go 25-30 mph, will utilize the S-Curve to avoid the stoppage and go 35 mph. If traffic backs up on 53 in both directions, people from the neighborhood will take the S-Curve to Sheehan to get to 53 and use the light to turn in either direction. If there are back ups on 53 and you are travelling south, some may turn onto Glenbard and take the S-Curve to Sheehan and get back to 53 so they don't have to wait on the lights or the busses loading children. Delivery trucks will no longer turn on Glenbard from 53 north, they will turn left at the light on Sheehan and utilize the S-Curve to get to the Montclair, Glenbard, and Harding. On the way out to Park, depending on where they are, the same delivery trucks will go through the S-Curve to get to a larger street and use the existing traffic stops to get to their next location.

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Jose G. de Leon

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Michele Stegall

From: Staci Hulseberg
Sent: Tuesday, September 04, 2012 3:14 PM
To: Michele Stegall
Subject: FW: [FWD: Amber Rigde Traffic Study]

FYI

Staci

From: villageclerk@glenellyninfo.org [mailto:villageclerk@glenellyninfo.org]
Sent: Tuesday, September 04, 2012 6:24 AM
To: Village@glenellyninfo.org; Mark Franz; Staci Hulseberg
Subject: [FWD: Amber Rigde Traffic Study]

FYI

-------- Original Message --------
Subject: Amber Rigde Traffic Study
From: "Alyssa Petropoulos" <afpetro@wowway.com>
Date: Sun, September 02, 2012 7:40 pm
To: <villageclerk@glenellyninfo.org>

Thanks you for soliciting feedback. I have two suggestions...

1) Consider the "C" shape design vs the "S" curve

- The "S" curve will bring a lot more traffic to Sheehan – a street that's already busy with cars and children
- A "C" shape would limit traffic to just the families living in the new development – especially if it was a "one way" street
- A sidewalk would be the safest way to bridge the two neighborhoods (Rolling Hedge and Amber Ridge) – see below

2) A sidewalk connecting Montclair to Sheehan would benefit both the children and new neighbors

- There is currently a path going through the lot that many children use/have used over the years
- The neighborhood currently has about 25 children under the age of 12, many more will be attending Glen Crest in the next few years
- When crossing Sheehan from this existing path, children arrive close to the main entrance of Glen Crest
- With the new development/configuration, if the only sidewalks leading to Glen Crest force the children to walk East down Amber Ridge then back West on Sheehan to the main entrance of Glen Crest, the children will most likely try and cut through the new neighbors' yards (Montclair straight through to Sheehan) to save time

Your consideration is much appreciated.
Alyssa Petropoulos

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Subject: Amber Rigde Traffic Study
From: "Alyssa Petropoulos" <afpetro@wowway.com>
Date: Sun, Sep 02, 2012 7:40 pm
To: <villageclerk@glenellyninfo.org>

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1) Consider the "C" shape design vs the "S" curve

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Your consideration is much appreciated.
Alyssa Petropoulos

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Subject: Proposed Amber Ridge Development
From: Mark Pfefferman <mark.pfefferman@gmail.com>
Date: Tue, Aug 07, 2012 11:21 am
To: Sean Buckley <buckley1014@yahoo.com>, Mollie Buckley <mbuckley1014@wowway.com>, Carey & Rob <carey.fredrick@smwe.com>, Keith Kinch <khkinch@gmail.com>, Eric Schmidt <ericschmidt.a@gmail.com>, Norris Eber <norris@abbell.com>
Cc: Mark Franz <mfranz@glenellyn.org>, Staci Hulseberg <shulseberg@glenellyn.org>, Michele Stegall <micheles@glenellyn.org>

Dear Rolling Hedge and Brentwood residents,

Thank you again for your professional and heart-felt communication regarding the proposed Amber Ridge subdivision. Your concerns regarding the road configuration and other variation requests are very much appreciated by the Village Board and are taken very seriously. Every word has been carefully heard or read.. Your organized approach and general support for the development are also commendable. Thank you.

As you are aware, another pre-application meeting with the Plan Commission is being held on Thursday to discuss the proposed Amber Ridge subdivision. This unique event is occurring for many reasons. Among them are:

- A more complete village staff report is now available including documents concerning plans for the area and Village department head opinions for the street configuration of the proposed subdivision.
- A partial traffic study in which a consultant offers pros and cons for the five proposed street configurations of the area has been completed.
- The developer would like to present research on similar homes and lot sizes in Glen Ellyn and the area.

I believe you all have received copies of the above. If not or if more are needed, please contact me or the Village and the information will be sent asap.

Thursday night's meeting will be a public meeting and public comment will be welcome. Although the course of the meeting cannot be stated with complete certainty depending on the testimony received and other factors, at the conclusion of the meeting, the Plan Commissioners are expected to be asked for their comments concerning:

- Variation requests by the developer, including lot size variations
- The street configuration of the proposed development.

Since this is still a pre-application meeting, no formal action occur. The sentiments expressed during this meeting by Plan Commissioners during pre-application meetings, however, often guide how developers proceed with formal submittal of site plans in the future.

Due to your direct questions and admirable tenacity, the information bulleted above coupled with Director Hulseberg's July letter to you now presents a full and complete list of why Village Management is recommending the road configuration in the "lazy S" format. Village Management and the Plan Commission remain open to differing road configurations should facts, data and opinion indicate that there are better alternatives. I know you believe that better alternatives exist and your position is respected. You will be given ample chance to present information, offer opinion and ask questions on Thursday.

After the pre-application meeting on Thursday, the developer can proceed with formal development submittals to the Village. If that is done and when the submittals are complete, the next step would be a formal Plan Commission meeting where a vote is taken regarding the development. After the formal Plan Commission recommendation, the project would come to the Village Board for final consideration and decision.

Thank you again for your direct communication and professionalism. It is heard and most appreciated.

Sincerely,

Mark

Mark Pfefferman

P.S. Please feel free to forward this to any of your neighbors who may be interested. Thanks!

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Subject: Aug 9 Pre-App Meeting **PERTINENT DOCUMENT**
From: Keith Kinch <khkinch@gmail.com>
Date: Thu, Aug 09, 2012 10:51 am
To: mpfeffermanvb@glenellyninfo.org
Cc: Sean Buckley <buckley1014@yahoo.com>, Eric Schmidt <ericschmidt.a@gmail.com>
Attach: Village Planning Commission 9Aug.pdf

Mark,

I just heard about your offer to share pertinent documentation with the Planning Commission prior to this evening's pre-application meeting. In the spirit of considering the Village's best interests, I believe the attachment would be best shared with the Planning Commission prior to this evening's Public Forum.

The context of the attached email is whether or not the developer should provide a sidewalk from the Southwest corner of the S curve to Sheehan. Staci provided an opinion that this request was not "absolutely necessary" and they should "give in" on the request - which suggests preferential treatment to the developer. I am sure you understand the fundamental question - when 100% of the stakeholders have all confirmed that the extension of S Montclair is not necessary, why would our community's multiple requests receive no consideration? If there truly was a consideration, then it is not evident in any of the communications we've had nor in any of the FOIA documentation we've received.

Please let us know if you plan to share the attached document, as we will revise our presentation and information packet accordingly.

Regards,
Keith

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Subject: Re: Rolling Hedge Concerns - Montclair Extension
From: Mark Pfefferman <mark.pfefferman@gmail.com>
Date: Mon, Aug 06, 2012 10:47 am
To: Carl Henninger <chenningervb@glenellyninfo.org>
Cc: Mark Franz <mfranz@glenellyn.org>

Thank you Carl - really appreciate your thoughts.

Mark, I have read the entire packet in Friday's report. I am not sure it directly answers my questions below. Are health, welfare or cost/expense to the residents or village compromised in any way by not extending Montclair to Sheehan? If so, how?

Indirectly I could assume that it may be more expensive for the village to plow a cul-de-sac or the "C" configuration, is that true? The cul-de-sac would also be put on the "last plowed" list. I also understand the fire company prefers an exit to Sheehan but would assume that response times would not suffer or be greater (as they do not suffer now getting to Montclair or Brentwood.)

I know village management has done an awful lot of work on this matter so if there is no time to answer my questions below right now they can wait until later - just trying to clear up any confusion the developer/residents/community/plan commission may have with these specific questions.

Thanks,

Mark

On Sun, Aug 5, 2012 at 5:34 PM, Carl Henninger <chenningervb@glenellyninfo.org> wrote:

Mark and Mark – thanks for providing us more information to us on this matter. Key elements for me include ...

- The neighbors' preference and the rationale behind it
- the neighbors' petitions
- the historical record that Montclair was designed to be a through street
- the preference of the Fire Company not to have a cul-de-sac
- the code prohibiting a cul-de-sac of the length of the one proposed
- District 89's apparent dislike for the "C" configuration
- the plan for an additional traffic study when school is in session
- the Plan Commission testimony to-date

Unless I'm missing something and there is a compelling reason for the management team to change their recommendation, I believe the process should proceed on the course that it is on at this time.

Carl L. Henninger

Glen Ellyn Village Board Trustee

From: Mark Pfefferman [mailto:mark.pfefferman@gmail.com]

Sent: Friday, August 03, 2012 1:43 PM
To: Village Board; Mark Franz
Subject: Re: Rolling Hedge Concerns - Montclair Extension

Mark,

I know you and your team are working with this situation. I also want to be extremely sensitive to the open meetings act, so I am not expecting a response to this email, but rather that you please meet with your Management team, consider this and communicate the response to the board.

The question is, once again, is the health, welfare, expense or any other applicable attribute of the residents or the village compromised by either of the plans that do not extend the Montclair cul-de-sac? If so, what is compromised and, if not, could management change its recommendation (the developer does not seem to have a preference) for purposes of serving our customers (residents and developer) and save the time and efforts of village employees and commissioners in this process?

Thank you all,

Mark

On Fri, Aug 3, 2012 at 1:23 PM, Mark Pfefferman <mark.pfefferman@gmail.com> wrote:

Hi Eric,

Thank you for your email and letter. It is taken very seriously.

By copy of this response, I am copying all of the Village Board and Manager Franz. It appears they may have already received this from you, but I wanted to err on the side of over-communication.

A sentence under "current situation" seems to be truncated. Is that the case?

Thank you again. You can expect a response early next week.

We truly appreciate the time and commitment of the Rolling Hedge residents. Your support of the development and professional demeanor are exemplary.

Mark

---------- Forwarded message ----------
From: **Eric Schmidt** <ericschmidt.a@gmail.com>
Date: Fri, Aug 3, 2012 at 12:58 PM
Subject: Rolling Hedge Concerns - Montclair Extension
To: mpfeffermanvb@glenellyninfo.org

Hello Mark,

I wanted to reach out to you and provide some history of our interaction with the Village Staff over the past few months regarding the potential extension on S. Montclair.

As discussed previously, we feel that the concerns we have presented to the Village Staff have fallen on deaf ears and have been completely ignored. We feel that we have simply been placated while the Village Staff manages their message to the village and to third parties involved in this discussion.

Please take a moment to read our letter. We thank you for your support.

Best regards,

Eric Schmidt

155 S. Montclair Ave.

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Subject: Re: Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support
From: Phillip Hartweg <pchartweg1@ameritech.net>
Date: Mon, Aug 06, 2012 7:15 am
To: Carl Henninger <chenningervb@glenellyninfo.org>, Phil Cloutier <pcloutier@bretford.com>, Vicki Cloutier <leo1982ny@gmail.com>
Cc: phartwegvb@glenellyninfo.org

Mr. and Mrs. Cloutier:

Thank you for expressing your opinions so succintly. Its good to know to have been involved with this process
since moving from Massachuetts and am sure you appreciate the review process.

I like Carl have been observing the process - which takes a long time and covers most concerns. I think the process is good and give everyone afair chance to be heard.

When the time comes for the Board to be involved we will be prepared with the full gamet of informaton. At that time I will be prepared to vote for what will be best in my opinion for the entire village. This may or may not be to your satisfaction, but I have found to be most logical and satisfactory way to decide. Carl has outlined this process well.

Thanks again for your input - it will be considered.

Best regards,
Phil Hartweg

From: Carl Henninger <chenningervb@glenellyninfo.org>
To: Phil Cloutier <pcloutier@bretford.com>; Vicki Cloutier <leo1982ny@gmail.com>
Cc: phartwegvb@glenellyninfo.org
Sent: Sun, August 5, 2012 5:20:10 PM
Subject: RE: Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support

Mr. and Mrs. Cloutier - thank you very much for your correspondence. We always appreciate the input of our citizens. With regard to your attachments, your letter has been forwarded to the trustees by President Pfefferman. Additionally, your neighborhood petition has been shared with the Board of Trustees by Village Manager Franz.

It seems as though that you are requesting our support for your position. Speaking for myself, it is far too early in the process for me to take a position on anything. When the matter comes before the board, to make a decision I will consider all of the following (not in any particular order of importance) ...

- the recommendations of any Village Commissions such as the Plan Commission
- relevant transcripts from past Village Boards and Commissions
- Village management's recommendations
- testimony (both before Commissions and our Board) of any experts
- the position / recommendations of any other governmental organizations such as the School District 89 or the Glen Ellyn Fire Company
  and
- input we've received from any residents of the Village.

Again, thanks for sharing your opinions and the attached information with us.

Carl L. Henninger
Glen Ellyn Village Board Trustee

From: Phil Cloutier [mailto:pcloutier@bretford.com]
Sent: Saturday, August 04, 2012 11:22 AM
To: phartwegvb@glenellyninfo.org; chenningervb@glenellyninfo.org
Cc: Vicki Cloutier
Subject: Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support

Hi Phil and Carl,

We understand you are town Trustees here in Glen Ellyn and we are kindly asking for your guidance and support for both us and our neighbors.

First of all, I wanted to take a moment to voice our positive impression of the town since moving in from Massachusetts in June of this year. My wife, Vicki, and our three daughters (ages 10, 8 and 4) live on Montclair Ave. in Brentwood Court .

We selected our house because of the quiet neighborhood, relative safety of the streets (two cul-de-sacs for the kids to ride bikes in), and quality of the homes....not to mention the reputation of the town and schools. We truly love the neighborhood but are concerned that a new development scheduled to be built off of the existing Montclair cul-de-sac will greatly impact the value of our home - and most importantly, the safety of our three girls.

When we entered into agreement on our house in Feb., the new development wasn't on the radar to the best of our knowledge. Had we known that beginning in April, some of the town staff and the proposed builder agreed in principle to extend our road through to Sheehan, we likely would not have chosen to live in our new home.

Being relatively new to the neighborhood and just getting up-to-speed on the developments at-hand, we kindly ask you to review the attached memo from the residents of our neighborhood who are collectively concerned; not only with the new development itself - and the impact to our home values and safety of our neighborhood, but with the concern that our voice as taxpayers and homeowners in this town is not being given the proper merit.

Please review and we look forward to hearing from you and for your support in this matter.

Kind regards,

Phil and Vicki Cloutier
130 S. Montclair Ave
Glen Ellyn, IL
(630) 793-5178 H
--
Phil Cloutier

VP of Sales and Marketing

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Patti Underhill

From: Mark Pfefferman [mark.pfefferman@gmail.com]
Sent: Monday, August 06, 2012 6:52 AM
To: Village Board; Mark Franz
Subject: Fwd: Letter from Rolling Hedge & Brentwood Community RE: Amber Ridge Development

Good morning!

Below is another letter and response regarding the Amber Ridge subdivision. The attachments included the "Trustee Letter" forwarded last week and the petition signed by all but three homeowners in this area. Since you have already seen these and the attachments are large, they are not included this time.

Thanks and hope you have a great week!

Mark

---------- Forwarded message ----------
From: **Mark Pfefferman** <mark.pfefferman@gmail.com>
Date: Sun, Aug 5, 2012 at 11:50 AM
Subject: Fwd: Letter from Rolling Hedge & Brentwood Community RE: Amber Ridge Development
To: Keith Kinch <khkinch@gmail.com>

Dear Mr. and Mrs. Kinch,

Thank you very much for your letter of concern. Please know that the Village Board and Management takes these concerns and all development in Glen Ellyn very seriously. We appreciate your bringing these matters to our attention.

Your letter and attachments have been forwarded to the Village Board and Manager. You may expect a response in the next couple of days.

Thank you again.

With respect,

Mark

Mark Pfefferman

---------- Forwarded message ----------
From: **Keith Kinch** <khkinch@gmail.com>
Date: Sun, Aug 5, 2012 at 8:33 AM
Subject: Letter from Rolling Hedge & Brentwood Community RE: Amber Ridge Development
To: mpfeffermanvb@glenellyninfo.org

Dear Mr. Pfefferman,

We are reaching out to you on behalf of our community - Rolling Hedge and Brentwood - with great concern. Despite several attempts to work with Village staff, namely Planning, our concerns and opinions over a new development (Amber Ridge - 760 Sheehan Ave) have been ignored. We support the development wholeheartedly, as we realize the benefits to the Village are multiple. However, we furiously object the completely unnecessary safety hazards, as well as detriment to the essential character of our community, that will arise with the proposed extension of S Montclair - a cul de sac that has existed for 35+ years.

Attached is a brief summary of the interactions (or lack thereof) we've had with Village staff, as well as with the developer. We have several examples of messages being managed by Village staff, to either misrepresent or artificially bias the opinions of Village Management about the proposed extension of S Montclair. On several occasions, when Village planning and the Developer were asked whether or not the extension of S Montclair was "necessary" the answer was simply "no". When Village Management have been questioned by Village staff as to their opinions about the extension, certain facts had been left out and/or the expressed opinions were inconsistent with the interviews our community representatives conducted. In essence, the minor (if any) benefits each of these key influencers expressed in aggregate are far outweighed by the unnecessary detriment to our children's safety and essential character of our community.

Also attached is a petition signed by 80 residents of our community that was sent to Ms. Staci Hulesberg in June. There has been no recognition of this petition in any of the conversations that we have had with Village staff or Management, which is disheartening. One would think that the concerns of the residents of the community that will be most impacted by the development would be considered, but it is evident that planning staff has some other agenda.

As the "last piece of property that could be developed in Glen Ellyn", we implore the Board of Trustees to take pause and consider the long term impacts of the decisions to be made in the upcoming future... Does the Board want to be remembered for allowing a "house farm" to be built, tearing down acres of trees and granting multiple variances that allow lot and home sizes and price points that are completely out of character with the existing community? Or, one that allowed an unnecessary extension of a cul de sac that has existed for 35+ years, which has minimal, if any, benefit to the Village - that enraged an entire community?

We sincerely appreciate your attention to our community's concerns. We are confident that you and the Trustees, who represent the entire Village, will consider these concerns, which unfortunately, the planning staff has not. We welcome an open dialog with the Board, if that would help answer any questions or shed any additional light on our concerns. Thank you in advance for your time and consideration.

Warm Regards,
Keith & Kavita

Keith H. Kinch & Kavita J. Shah
166 S. Monctlair Ave.

Print | Close Window

Subject: Fwd: Letter from Rolling Hedge & Brentwood Community RE: Amber Ridge Development
From: Mark Pfefferman <mark.pfefferman@gmail.com>
Date: Mon, Aug 06, 2012 4:52 am
To: Village Board <VillageBoard@glenellyn.org>, Mark Franz <mfranz@glenellyn.org>

Good morning!

Below is another letter and response regarding the Amber Ridge subdivision. The attachments included the "Trustee Letter" forwarded last week and the petition signed by all but three homeowners in this area. Since you have already seen these and the attachments are large, they are not included this time.

Thanks and hope you have a great week!

Mark

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Your letter and attachments have been forwarded to the Village Board and Manager. You may expect a response in the next couple of days.

Thank you again.

With respect,

Mark

Mark Pfefferman

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Attached is a brief summary of the interactions (or lack thereof) we've had with Village staff, as well as with the developer. We have several examples of messages being managed by Village staff, to either

misrepresent or artificially bias the opinions of Village Management about the proposed extension of S Montclair. On several occasions, when Village planning and the Developer were asked whether or not the extension of S Montclair was "necessary" the answer was simply "no". When Village Management have been questioned by Village staff as to their opinions about the extension, certain facts had been left out and/or the expressed opinions were inconsistent with the interviews our community representatives conducted. In essence, the minor (if any) benefits each of these key influencers expressed in aggregate are far outweighed by the unnecessary detriment to our children's safety and essential character of our community.

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As the "last piece of property that could be developed in Glen Ellyn", we implore the Board of Trustees to take pause and consider the long term impacts of the decisions to be made in the upcoming future... Does the Board want to be remembered for allowing a "house farm" to be built, tearing down acres of trees and granting multiple variances that allow lot and home sizes and price points that are completely out of character with the existing community? Or, one that allowed an unnecessary extension of a cul de sac that has existed for 35+ years, which has minimal, if any, benefit to the Village - that enraged an entire community?

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Warm Regards,
Keith & Kavita

Keith H. Kinch & Kavita J. Shah
166 S. Monctlair Ave.

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Subject: S. Montclair Essential Character
From: Karen Ferguson <6kferguson6@gmail.com>
Date: Sun, Aug 05, 2012 5:19 pm
To: dmcginley@glenellyninfo.org
Cc: Jim Ferguson <jkf2002@msn.com>
Attach: Village Trustee.docx
Monclair.zip

Dear Diane,
My husband Jim and I are long time residents of Glen Ellyn and moved to South Montclair street about 7 years ago. We are writing you now because an important issue has come up regarding the extension of S. Montclair to Sheehan. We believe the extension will damage the essential character of our neighborhood and endanger our neighborhood children.

Our S. Montclair neighborhood is a nice place to live, occupied at the north end of the block by upper income homes (ours was $700,000+) and at the south end of the long block by homes probably worth just a little bit less. These homes at the south end are on a cul de sac occupied by young families with children. In fact there are 25 children on our block. We all know each other and socialize together in several neighborhood events. It's a great, quiet, friendly place to live.

Many of us moved here because the cul de sac provided a safe place for children to play. Others like us moved here because it is a quiet lower traffic area. We moved away from a beautiful historic home on the corner of Main and Hawthorne because the traffic to and from the high school disturbed us. Before we purchased our current S. Montclair home we went so far as to talk to the farmer who owned the land at the south end of the block and the farmer promised us he would not sell the land to a developer or anyone else. Noone could predict that he would pass away so soon and things would change so radically. Now we are faced with the prospect of being disturbed by all the traffic to and from Glen Crest School...a major change that would significantly downgrade the quality of our neighborhood and our lives. Just what we moved away from!

I hope you will be kind enough to read the attached documents providing further detail. All our neighbors in the area feel strongly about this and we hope we can count on your support. We look forward to seeing you at the next meeting.

Karen and Jim Ferguson
124 S. Montclair
Glen Ellyn, IL 60137
630-545-0717

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Subject: S. Montclair Essential
From: Karen Ferguson <6kferguson6@gmail.com>
Date: Sun, Aug 05, 2012 4:52 pm
To: pladesicvb@glenellyninfo.org
Cc: Jim Ferguson <jkf2002@msn.com>
Attach: Monclair.zip
Village Trustee.docx

Dear Pete,
We've met you a couple of times before...was it at the Glen Ellyn dog park? I can't remember where but I remember thinking I was glad you are one of the trustees.

Jim and I are writing you now because an important issue has come up regarding extending S. Montclair to Sheehan which we believe will damage the essential character of our neighborhood and endanger our children.

Our S. Montclair neighborhood is a nice place to live, occupied at the south end of the block by upper income homes (ours was $700,000+) and at the north end of the long block by homes probably worth just a little bit less. These homes at the south end are on a cul de sac occupied by young families with children. In fact there are 25 children on our block.

Many of us moved here because the cul de sac provided a safe place for their children to play. Others like us moved here because it is a quiet lower traffic area. We moved away from a beautiful historic home on the corner of Main and Hawthorne because the traffic to and from the high school disturbed us. Before we purchased our current S. Montclair home we went so far as to talk to the farmer who owned the land at the south end of the block and the farmer promised us he would not sell the land to a developer or anyone else. Noone could predict that he would pass away so soon and things would change so radically.

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Karen and Jim Ferguson
124 S. Montclair
Glen Ellyn, IL 60137
630-545-0717

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Subject: Re: Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support
From: Phil Cloutier <pcloutier@bretford.com>
Date: Sun, Aug 05, 2012 3:53 pm
To: Carl Henninger <chenningervb@glenellyninfo.org>
Cc: Vicki Cloutier <leo1982ny@gmail.com>, phartwegvb@glenellyninfo.org

Thank you Carl for the prompt response. Have a great remainder of the weekend.

Kind regards,

Phil Cloutier

On Sun, Aug 5, 2012 at 5:20 PM, Carl Henninger <chenningervb@glenellyninfo.org> wrote:

> Mr. and Mrs. Cloutier - thank you very much for your correspondence. We always appreciate the input of our citizens. With regard to your attachments, your letter has been forwarded to the trustees by President Pfefferman. Additionally, your neighborhood petition has been shared with the Board of Trustees by Village Manager Franz.
>
> It seems as though that you are requesting our support for your position. Speaking for myself, it is far too early in the process for me to take a position on anything. When the matter comes before the board, to make a decision I will consider all of the following (not in any particular order of importance) ...
>
> - the recommendations of any Village Commissions such as the Plan Commission
> - relevant transcripts from past Village Boards and Commissions
> - Village management's recommendations
> - testimony (both before Commissions and our Board) of any experts
> - the position / recommendations of any other governmental organizations such as the School District 89 or the Glen Ellyn Fire Company
>
> and
>
> - input we've received from any residents of the Village.
>
> Again, thanks for sharing your opinions and the attached information with us.
>
> Carl L. Henninger
>
> Glen Ellyn Village Board Trustee
>
> ---
>
> **From:** Phil Cloutier [mailto:pcloutier@bretford.com]

Sent: Saturday, August 04, 2012 11:22 AM
To: phartwegvb@glenellyninfo.org; chenningervb@glenellyninfo.org
Cc: Vicki Cloutier
Subject: Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support

Hi Phil and Carl,

We understand you are town Trustees here in Glen Ellyn and we are kindly asking for your guidance and support for both us and our neighbors.

First of all, I wanted to take a moment to voice our positive impression of the town since moving in from Massachusetts in June of this year. My wife, Vicki, and our three daughters (ages 10, 8 and 4) live on Montclair Ave. in Brentwood Court.

We selected our house because of the quiet neighborhood, relative safety of the streets (two cul-de-sacs for the kids to ride bikes in), and quality of the homes....not to mention the reputation of the town and schools. We truly love the neighborhood but are concerned that a new development scheduled to be built off of the existing Montclair cul-de-sac will greatly impact the value of our home - and most importantly, the safety of our three girls.

When we entered into agreement on our house in Feb., the new development wasn't on the radar to the best of our knowledge. Had we known that beginning in April, some of the town staff and the proposed builder agreed in principle to extend our road through to Sheehan, we likely would not have chosen to live in our new home.

Being relatively new to the neighborhood and just getting up-to-speed on the developments at-hand, we kindly ask you to review the attached memo from the residents of our neighborhood who are collectively concerned; not only with the new development itself - and the impact to our home values and safety of our neighborhood, but with the concern that our voice as taxpayers and homeowners in this town is not being given the proper merit.

Please review and we look forward to hearing from you and for your support in this

matter.

Kind regards,

Phil and Vicki Cloutier

130 S. Montclair Ave

Glen Ellyn, IL

(630) 793-5178 H

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Phil Cloutier

VP of Sales and Marketing

pcloutier@bretford.com

Toll free: 800.521.9614 ext.1648

Direct line: 847.801.1648

Mobile: (224) 361-5505

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Phil Cloutier
VP of Sales and Marketing

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Subject: RE: 760 Sheehan Concerns
From: "Carl Henninger" <chenningervb@glenellyninfo.org>
Date: Sun, Aug 05, 2012 3:17 pm
To: '"Alyssa Petropoulos"' <afpetro@wowway.com>
Cc: <pladesicvb@glenellyninfo.org>

Mr. and Mrs. Petropoulos – thank you very much for your correspondence. We always appreciate the input of our citizens. With regard to your attachments, your letter has been forwarded to the trustee by President Pfefferman and your petition has been shared with the Board of Trustees by Village Manager Franz. I had not seen your letter to Planning Director Hulseberg.

It seems as though that you are requesting our support for your position. Speaking for myself, it is far too early in the process for me to take a position on anything. When the matter comes before the board, to make a decision I will consider all of the following (not in any particular order of importance) ...

- the recommendations of any Village Commissions such as the Plan Commission
- relevant transcripts from past Village Boards and Commissions
- Village management's recommendations
- testimony (both before Commissions and our Board) of any experts
- the position / recommendations of any other governmental organizations such as the School District 89 or the Glen Ellyn Fire Company
  and
- input we've received from any residents of the Village.

Again, thanks for sharing your opinions and the attached information with us.

Carl L. Henninger
Glen Ellyn Village Board Trustee

From: Alyssa Petropoulos [mailto:afpetro@wowway.com]
Sent: Sunday, August 05, 2012 7:52 AM
To: chenningervb@glenellyninfo.org; pladesicvb@glenellyninfo.org
Subject: 760 Sheehan Concerns

Dear Mr. Henninger and Mr. Ladesic,
Attached is a letter with an overview of our concerns regarding the Village's desire to open up the cul-de-sac on South Montclair. A petition is also attached. As residents, we are passionate about preserving the character of the neighborhood while continuing to keep our children safe. This can easily be accomplished by considering alternative layouts to the 760 Sheehan development that would not include opening up the cul-de-sac and attracting more traffic. We hope you will consider our concerns and help support our efforts. Thank you for your attention to this matter.
Sincerely,
Frank and Alyssa Petropoulos
136 S Montclair Ave
Glen Ellyn

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Subject: Letter from Rolling Hedge & Brentwood Community RE: Amber Ridge Development
From: Keith Kinch <khkinch@gmail.com>
Date: Sun, Aug 05, 2012 6:33 am
To: mpfeffermanvb@glenellyninfo.org
Attach: Village Trustee Letter_03Aug20112.docx
MontclairPetition.zip

Dear Mr. Pfefferman,

We are reaching out to you on behalf of our community - Rolling Hedge and Brentwood - with great concern. Despite several attempts to work with Village staff, namely Planning, our concerns and opinions over a new development (Amber Ridge - 760 Sheehan Ave) have been ignored. We support the development wholeheartedly, as we realize the benefits to the Village are multiple. However, we furiously object the completely unnecessary safety hazards, as well as detriment to the essential character of our community, that will arise with the proposed extension of S Montclair - a cul de sac that has existed for 35+ years.

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We sincerely appreciate your attention to our community's concerns. We are confident that you and the Trustees, who represent the entire Village, will consider these concerns, which unfortunately, the planning staff has not. We welcome an open dialog with the Board, if that would help answer any questions or shed any additional light on our concerns. Thank you in advance for your time and consideration.

Warm Regards,

Keith & Kavita

Keith H. Kinch & Kavita J. Shah
166 S. Monctlair Ave.

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Subject: Letter from Rolling Hedge & Brentwood Community RE: Amber Ridge Development
From: Keith Kinch <khkinch@gmail.com>
Date: Sun, Aug 05, 2012 6:28 am
To: dmcginley@glenellyninfo.org
Attach: Village Trustee Letter_03Aug20112.docx
MontclairPetition.zip

Dear Ms. McGinley,

I am reaching out to you on behalf of our community - Rolling Hedge and Brentwood - with great concern. Despite several attempts to work with Village staff, namely Planning, our concerns and opinions over a new development (Amber Ridge - 760 Sheehan Ave) have been ignored. We support the development wholeheartedly, as we realize the benefits to the Village are multiple. However, we furiously object the completely unnecessary safety hazards, as well as detriment to the essential character of our community, that will arise with the proposed extension of S Montclair - a cul de sac that has existed for 35+ years.

Attached is a brief summary of the interactions (or lack thereof) we've had with Village staff, as well as with the developer. We have several examples of messages being managed by Village staff, to either misrepresent or artificially bias the opinions of Village Management about the proposed extension of S Montclair. On several occasions, when Village planning and the Developer were asked whether or not the extension of S Montclair was "necessary" the answer was simply "no". When Village Management have been questioned by Village staff as to their opinions about the extension, certain facts had been left out and/or the expressed opinions were inconsistent with the interviews our community representatives conducted. In essence, the minor (if any) benefits each of these key influencers expressed in aggregate are far outweighed by the unnecessary detriment to our children's safety and essential character of our community.

Also attached is a petition signed by 80 residents of our community that was sent to Ms. Staci Hulesberg in June. There has been no recognition of this petition in any of the conversations that we have had with Village staff or Management, which is disheartening. One would think that the concerns of the residents of the community that will be most impacted by the development would be considered, but it is evident that planning staff has some other agenda.

As the "last piece of property that could be developed in Glen Ellyn", we implore the Board of Trustees to take pause and consider the long term impacts of the decisions to be made in the upcoming future... Does the Board want to be remembered for allowing a "house farm" to be built, tearing down acres of trees and granting multiple variances that allow lot and home sizes and price points that are completely out of character with the existing community? Or, one that allowed an unnecessary extension of a cul de sac that has existed for 35+ years, which has minimal, if any, benefit to the Village - that enraged an entire community?

I sincerely appreciate your attention to our community's concerns. I am confident that the Trustees, who represent the entire Village, will consider these concerns, which unfortunately, the planning staff has not. We welcome an open dialog with the Board, if that would help answer any questions or shed any additional light on our concerns. Thank you in advance for your time and consideration.

Warm Regards,

Keith & Kavita

Keith H. Kinch & Kavita J. Shah
166 S. Monctlair Ave.

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Subject: 760 Sheehan Concerns
From: "Alyssa Petropoulos" <afpetro@wowway.com>
Date: Sun, Aug 05, 2012 5:52 am
To: <chenningervb@glenellyninfo.org>, <pladesicvb@glenellyninfo.org>
Attach: Village Trustee (01).docx
Monclair.zip

Dear Mr. Henninger and Mr. Ladesic,
Attached is a letter with an overview of our concerns regarding the Village's desire to open up the cul-de-sac on South Montclair. A petition is also attached. As residents, we are passionate about preserving the character of the neighborhood while continuing to keep our children safe. This can easily be accomplished by considering alternative layouts to the 760 Sheehan development that would not include opening up the cul-de-sac and attracting more traffic. We hope you will consider our concerns and help support our efforts. Thank you for your attention to this matter.
Sincerely,
Frank and Alyssa Petropoulos
136 S Montclair Ave
Glen Ellyn

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Subject: Concerned Resident on Montclair Ave
From: Gordon Harmon <gharmon2@mac.com>
Date: Sat, Aug 04, 2012 2:12 pm
To: rfriedberg@glenellyninfo.org
Attach: Village Trustee.docx
Monclair.zip

Dear Mr. Friedberg,

We are residents of Glen Ellyn currently living on S. Montclair Ave. Our home directly borders the lot currently under going review for a proposed housing development by K. Hovanian Homes. We, along with our neighbors are deeply concerned about the changes this development could have on the character of our neighborhood and the safety concerns that it could cause our children. We are extremely disappointed in the attitude from the Village Staff regarding the issues we have brought to them for discussion. Please see the attached letter outlining all our concerns.

Thank you for your time.

Sincerely,

Gordon and Mary Harmon
173 S. Montclair Ave.
Glen Ellyn, IL

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Village Trustees,

The Rolling Hedge and Brentwood residents are writing to elicit your support. 4 Months ago the residents were informed that the 760 Sheehan was sold to a developer. From that point on we've been trying to work with Village Staff to retain their support and listen to our needs with no results. We hope to gain support from our elected officials that we deserve as residents and tax payers of Glen Ellyn.

Issues:

- The Village Staff has recommended pushing S. Montclair through to Sheehan and come out just East of Glen Crest School. S. Montclair has been a cul-de-sac for the last 35+yrs.
- Village Staff has continually ignored our request to look at other alternatives even after Michele Stegal told the Planning Commission that it was not necessary to push S. Montclair through.
- Several families over the last 5-10 years have moved to S. Montclair with children to take advantage of the cul-de-sac.
- Residents are extremely concerned over the safety and security of the 25+ children that use S. Montclair.
- The increased traffic flow caused by Traffic from Route 53/Sheehan and additional School traffic will dramatically increase the safety risk our children and unnecessarily change the essential character our neighborhood.
- We've seen continuous examples of message management on the side of the Village Staff to gain support over the "S" (Appendix) in both live conversations and through a FOIA request we had to make.
- We feel there isn't an advocate for the citizens and it has been left up to us to propose other designs ("C" or "Cul de Sac" included in Appendix)

Support Requested From Trustees:

We ask support from our elected Trustees to side with the residents on a street design that does not have S. Montclair extend through to Sheehan and keep the essential character of our neighborhood intact and keep our neighborhood children's safety in mind. We also ask you to reach out to the Planning Committee who you have put in place to keep the needs of the residents in mind during future proceedings and be an advocate for the residents.

History:

April:
Received word 760 Sheehan was in the process of being purchased by KH Homes. Reached out to Mark Pfefferman to ask him what he knew. He reached out to Michele Stegal to find out what has been submitted or discussed by herself and builder. She informed the neighbors through Mark that the plans included Montclair being extended through to Sheehan and that is has always been in the master plan. As we found out later, there was never a master plan (per Bob Minix) to have Montclair extend through.

May 10th:
The neighbors attended a Pre Application Meeting to determine the plans of the builder for 760 Sheehan. Builder explained that the Village Staff (Michele and Bob Minix) wanted Montclair extended. This was backed up with emails acquired from our FOIA request. He showed the Planning Committee his rendition with a lazy "S" design which has Montclair extend through to the Sheehan East of Glen Crest.

The neighbors were able to stand up and professionally present our opinion that we did not want Montclair extended due to safety concerns of the additional traffic of using Montclair as a cut through. We currently have 25+ children that live in the neighborhood that their safety will be affected by this extension. The neighbors also brought up concerns around the zoning variances, tree line, wetlands and property values and wanted the committee to realize we are in favor of the development, but wanted to maintain the safety and character of the surrounding Rolling Hedge and Brentwood communities. With the help of the builder a "C" design (included below) was also proposed. This design has an entrance and exit off of Sheehan. This limits the flow traffic and enables the new and existing neighborhoods to maintain the safety standards that we want to maintain.

During the meeting one of the committee members asked Michele if it was necessary to have Montclair extend through and her reply was "no". This can be corroborated in the meeting notes. The planning committee wanted the Village Staff to work with fire chief and police chief to obtain their opinions of the extension.

May-June:
Rolling Hedge and Brentwood residents reached out to Fire Chief, Police Chief to get their opinion. Police Chief Norton approved of the "C" design and did not approve of the "S" design. Fire Chief did not have issues with either plan.

The neighbors continually reached out to Michele to set a time to meet with Public Works, Fire and Police with no results. We were continually ignored and the meetings were held with Village departments without any involvement from the neighbors.

We were finally able to receive communication from Michele and Mark Franz the end of June with the help of Mark Pfefferman and the neighbors filling a FOIA. We were informed that a traffic study would be contracted before school begins.

The FOIA has shown that there are examples of message management between Village Staff and Village departments. The info also showed the concerns of the tax payers were not being taken into consideration and the Village was now going to go through with a traffic study to look at the different neighborhood designs that are currently being proposed.

July:
The neighbors were invited to a meeting with Staci Hulesberg, Michele Stegal, Bob Minix, KH Homes and the Traffic consultant on July 5. We were told Phase 1 of the traffic study was to be completed before school began. This is an important point since the majority of the cut through traffic will be a result of pick up and drop off of school children.

Rolling Hedge and Brentwood residents also were told that the Village Staff has already informed the builder to move forward with the "S". This is counter to their message to us that a decision would be made following a traffic study. Not to mention, when the representatives of Rolling Hedge and Brentwood communities asked whether or not the traffic study would be able to address traffic issues in uor community, the answer was simply "no". Why order a traffic study that would not address our concerns, and particularly if a Staff decision has already been made? The residents feel the Staff is only trying to placate us and continually push their bias for a master design that does not exist (according to Bob Minix and Julius Hansen).

The study was estimated to be completed in 2-3 weeks.

Current Situation:
As mentioned, the extension of Montclair does not "need" to happen per Village Staff. The neighbors do not want it to happen, and an 80 community member signed petition supports this. The Police, Fire and Public Works do not have issues with keeping Montclair a cul de sac, they may have preferences, but they do not think it is necessary. It's been a cul de sac for 35 years. We do not want to increase the risk to our children or unnecessarily change the character of our neighborhoods. The neighbors will make sure if our concerns are not heard by Village Staff we will begin to share our concerns with others.

Our next steps include sharing information with the news publications and supplying the facts of the lack of support we've received from Village Staff members.

Sincerely,
Residents of Rolling Hedge and Brentwood Court

Appendix 1: Drawings

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Subject: Concerned New Resident on Montclair Ave. Looking for Your Guidance/Support
From: Phil Cloutier <pcloutier@bretford.com>
Date: Sat, Aug 04, 2012 9:21 am
To: phartwegvb@glenellyninfo.org, chenningervb@glenellyninfo.org
Cc: Vicki Cloutier <leo1982ny@gmail.com>
Attach: Residents of Rolling Hedge and Brentwood Court.docx

Hi Phil and Carl,

We understand you are town Trustees here in Glen Ellyn and we are kindly asking for your guidance and support for both us and our neighbors.

First of all, I wanted to take a moment to voice our positive impression of the town since moving in from Massachusetts in June of this year. My wife, Vicki, and our three daughters (ages 10, 8 and 4) live on Montclair Ave. in Brentwood Court.

We selected our house because of the quiet neighborhood, relative safety of the streets (two cul-de-sacs for the kids to ride bikes in), and quality of the homes....not to mention the reputation of the town and schools. We truly love the neighborhood but are concerned that a new development scheduled to be built off of the existing Montclair cul-de-sac will greatly impact the value of our home - and most importantly, the safety of our three girls.

When we entered into agreement on our house in Feb., the new development wasn't on the radar to the best of our knowledge. Had we known that beginning in April, some of the town staff and the proposed builder agreed in principle to extend our road through to Sheehan, we likely would not have chosen to live in our new home.

Being relatively new to the neighborhood and just getting up-to-speed on the developments at-hand, we kindly ask you to review the attached memo from the residents of our neighborhood who are collectively concerned; not only with the new development itself - and the impact to our home values and safety of our neighborhood, but with the concern that our voice as taxpayers and homeowners in this town is not being given the proper merit.

Please review and we look forward to hearing from you and for your support in this matter.

Kind regards,

Phil and Vicki Cloutier
130 S. Montclair Ave
Glen Ellyn, IL
(630) 793-5178 H
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Phil Cloutier
VP of Sales and Marketing

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Subject: Important issue for your review
From: Carey.Fredrick@smwe.com
Date: Fri, Aug 03, 2012 12:05 pm
To: pcoopervb@glenellyninfo.org
Attach: Appendix Drawings.docx
Monclair Petition.zip

Dear Mr. Cooper,

I wanted to introduce myself, my name is Carey Fredrick. I am a resident of the Rolling Hedge subdivision and an extremely concerned citizen of Glen Ellyn. I am writing on behalf of the Rolling Hedge and Brentwood residents to elicit your support. Four months ago the residents were informed that the 760 Sheehan was sold to a developer. From that point on we've been trying to work with Village Staff to retain their support and listen to our needs with no results. We hope to gain support from our elected officials that we deserve as residents and tax payers of Glen Ellyn.

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Sincerely,

Carey Fredrick
154 S. Montclair Avenue
Glen Ellyn, IL 60137
708-945-9462

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