

# STAFF REPORT

---

**TO:** Glen Ellyn Plan Commission  
**FROM:** Michele Stegall, Village Planner *MJS*  
**DATE:** February 19, 2016  
**FOR:** February 25, 2016 Plan Commission Meeting  
**SUBJECT:** Police Station  
65 S. Park Boulevard

---

**PETITIONER:** The petitioner is the Village of Glen Ellyn Police Department represented by Leopardo Companies and Dewberry Architects.

**REQUEST:** Pre-application meeting regarding the proposed construction of a new approximately 29,000 square foot, 2-story Police Station on property to be known as 65 S. Park Boulevard.

**ZONING:** The western and southern portions of the site are zoned R2 Residential district and the eastern portion of the site is zoned CR Conservation Recreation district (see attached map). As part of the project that portion of the property zoned CR would be rezoned to the R2 district. The surrounding zoning and land uses are as follows:

<u>Surrounding Land Uses</u>	<u>Zoning</u>
North: Commercial	C4
South: Single-Family	R2
East: Single-Family	R2
West: Panfish Park	CR

**EXISTING CONDITIONS:** The property includes the western portion of Panfish Park as well as 5 Village owned R2 lots located along Park Boulevard. The site also includes the southern un-vacated half of the unimproved Pershing Avenue right-of-way located on the north edge of the site and the Wilson Avenue right-of-way on the southern end of the site. A large portion of the property currently zoned CR is located within the 100-year floodplain (see attached maps). A small wetland is located at the southeast corner of the site.

**REVIEW PROCESS:** In order to proceed with the project, the Police Department will need to receive approval of the following:

1. A Zoning Map Amendment;
2. A Special Use Permit;

3. Zoning Variations;
4. A Minor Subdivision;
5. A Subdivision Variation;
6. The Exterior Appearance; and
7. Right-of-Way Vacations.

The Zoning Map Amendment, Special Use Permit, Zoning Variations, Subdivision Variation and Minor Subdivision would be reviewed by the Plan Commission. The proposed Exterior Appearance would be reviewed by the Architectural Review Commission. Both Commissions would make recommendations to the Village Board on the requests. The right-of-way vacations would be considered by the Village Board only.

The Police Department is scheduled to appear before the Architectural Review Commission for a pre-application meeting on Wednesday, February 24, 2016. A community meeting is also scheduled for 9:00 am, Saturday, February 20, 2016 at Glen Crest Middle School. The Village Board is then scheduled to discuss the project at a workshop meeting on Monday, February 29, 2016.

#### **HISTORY:**

Dewberry Architects completed a space needs analysis for the Village in 2012 which identified deficiencies in many areas, including the Police Department and that provided on-site and off-site alternatives for improvement. In 2013, the Village contracted with Dewberry to expand the study and evaluate options for the construction of an off-site Police Station. The current project is an outcome of this study. The Village Board has issued bonds for the project and the Police Department hopes to file a formal application this spring with construction commencing in early summer.

#### **PROJECT SUMMARY:**

The project includes the construction of a new approximately 29,000 square-foot, 2-story Police Station with a total of 110 parking spaces. Among other things, the project would provide for a more secure sally port, additional evidence storage space and a roughly 50-seat community room. An added benefit of the project would be the creation of improved access and visibility to Panfish Park. More information about the project is below.

1. Zoning. The site is currently divided between the R2 and CR zoning districts as depicted on the attached map. A Police Station is defined in the Zoning Code as a “Public Use”, which is not permitted in the CR district. Therefore, as part of the project, it is proposed that the entire property be zoned R2 Residential district. Given site constraints with an existing floodplain on the property, the building and a bulk of the property improvements would continue to be located on that portion of the property currently zoned R2 with a portion of the parking lot and a bioswale being located on the western portion of the site currently zoned CR.
2. Use. A Public Use which is defined as “*Administrative and cultural*

*buildings, uses and structures, including buildings, lots and facilities owned, used and operated by any governmental agency” is a Special Use in the R2 district. Therefore, to proceed with the project, the Police Department will need to receive approval of a Special Use Permit.*

3. Subdivision. The property that the Police Station would be located on is currently made up of a number of different lots and two rights-of-way. Panfish Park and the adjacent Fire Station are likewise made up of numerous lots. As part of the project, the Village therefore plans to re-plat the area so that the Police Station would be located on one lot, the Fire Station would be located on one lot and Panfish Park would be located on one lot. The replatting of the property will require approval of a minor subdivision. At this time, the proposed location of the rear lot line of the Police Station lot is still being evaluated.
4. Building Setbacks. The required and proposed building setbacks are as follows. Areas where variations are anticipated are shown in bold.

	Proposed	Required
Front Yard – Park Blvd.	30 feet	30 feet or setback of adjacent structure
Rear Yard	250+ feet	40 feet
Northern Side Yard	<b>32.18 feet</b>	42.3 feet (10% of lot width)
Southern Side Yard	100+ feet	42.3 feet (10% of lot width)

5. Impervious Surface Setbacks. The required and proposed impervious surface setbacks are as follows. The required impervious surface setback for the project is estimated to be 21.15 feet (5% of the lot width). Areas where variations are anticipated are shown in bold.

	Proposed	Required
Front Property Line	<b>9 foot estimate</b>	21.15 feet
*Rear Property Line	<b>10 foot estimate</b>	21.15 feet
North Property Line	<b>6.75 feet</b>	21.15 feet
South Property Line	33.4 feet	21.15 feet

6. Parking. A total of 110 parking spaces are proposed including 41 public spaces, 65 staff spaces and 4 spaces by a planned bond out area. A gate would separate the public spaces from the staff spaces. The public parking spaces would be 9 feet wide as required by Code and the staff parking spaces would be 9½ feet wide.

With a building area of 29,000 square feet, an estimated number of 116 parking spaces would be required for the project (one space for every 250 square feet). When the formal application is submitted, the areas taken up by stairs, elevators, mechanical rooms and washrooms will be removed from the square footage to determine the actual required number of spaces. At that time, it is anticipated that the project will be

at or close to the number of required parking spaces.

The Police Department currently has 20 designated spaces in the Civic Center parking lot for its fleet with a few additional spaces available in the sally port. The plans call for 66 dedicated staff parking spaces which would accommodate the Department's 24 fleet vehicles, the up to 35 employees that could be on site at one time during shift changes and provide a handful of additional spaces for vehicles from other police agencies and training events as needed.

The existing gravel parking lot for Panfish Park would be removed to make way for the project. The 41 public parking spaces proposed south of the proposed building are therefore planned to be shared between the public visitors to the Police Station and Panfish Park. The presence of a wetland at the southeast corner of the site creates challenges with expanding the public parking lot any further east. The existing gravel lot is not widely used but is estimated to be able to accommodate about 50 vehicles. The Zoning Code requires 1 parking space for every 4,000 square feet of park area with 175 spaces estimated to be required for Panfish Park. A parking variation for Panfish Park will therefore need to be approved as part of the project.

7. Access/Traffic. Two full access drives into the property are proposed. The southern access drive would be for use by the public and Police Department staff and would line up with Wilson Avenue across the street from the site. The northern access would be used by Police Department staff and provide access to the public bond-out area. To the extent possible, the northern access drive has been lined up with Pershing Avenue across the street from the site.

A traffic study for the project has been completed and found that Park Boulevard should be able to accommodate the additional traffic generated by the project without requiring any road improvements or needing to restrict turning movements in or out of either of the drives.

The plans also allow for a potential future connection to Taft Avenue if desired.

8. Stormwater. The required stormwater detention for the project would be located in the adjacent Panfish Park ponds.
9. Floodplain. A significant portion of the parking lot west of the building would be located in the area of an existing floodplain as shown on Sheet ARC-2A. This plan shows the boundaries of the existing floodplain as well as the anticipated new floodplain boundary from remapping efforts currently underway by the County and which the Village has been instructed to work off of as the best available information.

Where the parking lot and floodplain overlap, the floodplain would be

filled in to accommodate the parking lot and compensatory storage would be provided in the amount of 1½ times the area of floodplain that would be filled in. It is anticipated that a large majority of the compensatory storage would be accommodated through available volume in the existing Panfish Park pond and that a portion would also be located in the bioswale west of the parking lot which would also provide the required BMPs for the project. Where the bioswale would encroach on the existing Panfish Park path, the path would be relocated as appropriate.

The Police Department has been working closely with Stormwater Engineer Ray Ulreich and will continue to do so as the plans are more fully developed.

10. Landscaping. Native plant materials and a naturalized landscape scheme are proposed to complement the existing park environment. A 2-foot tall berm with heavy vegetation is also planned in the 33-foot strip on the south end of the site to provide screening between the station and the existing single-family home to the south.

As currently designed, the Police Department would need to receive approval of a landscape island variation for the row of parking immediately behind the building and in the bond-out area which do not have the required end islands. The plans are otherwise expected to comply with the landscape provisions in the Zoning Code including the number, type and size of required trees.

11. Lighting. The lighting plans continue to be in progress. Cut sheets of all proposed exterior light fixtures and poles will be included in the formal application along with a photometric plan. The selected fixtures are anticipated to be completely shielded on the top and sides as required by Code.
12. Overhead Utilities. Existing overhead utility lines run north to south through the center of the property. These lines would be removed as part of the project. A second set of lines run east to west in the area of the existing Panfish Park entrance. The east-west lines are proposed to be relocated immediately south of the public parking lot. A variation from the Subdivision Code will be needed to allow these lines to remain above ground.
13. Bike Path/Parking. The Village's draft bike plan recommends a bike path connection between Panfish Park and Park Boulevard. The Police Station plans have been designed to accommodate such a connection and allow a bicyclist to travel from the pathways in the park onto an 8-foot wide multi-use sidewalk that would lead past the entrance of the building and provide a connection to Park Boulevard. A number of bike racks are also planned to be installed in association with the project for users of both the Park and Police Station.

14. Variations. A review of the information submitted to date, found that the Police Department will need to receive approval of the following variations to proceed with the project as currently proposed.
- a. A Zoning Variation to allow a north side yard building setback of 32.18 feet in lieu of the 42.3 feet required.
  - b. Zoning Variations to allow impervious surface setbacks of roughly 6.75 feet, 9-feet and 10-feet along the north, west and east property lines in lieu of minimum setback of 21.15 feet required.
  - c. A Zoning Variation from the requirement to install landscaped islands at the end of every row of parking as noted above.
  - d. A potential Zoning Variation from the parking requirements for the proposed Police Station.
  - e. A Zoning Variation to grant a waiver from the parking requirements for Panfish Park and to allow the 41 public parking spaces for the Police Station to be shared with the Park.
  - f. A Subdivision Variation to allow the existing east-west overhead utility lines to be relocated and remain aboveground.

**COMMISSION  
ACTION:**

The Plan Commission is being asked to conduct a pre-application conference for the project and provide comments to the Police Department that will assist them in preparing a formal application. The Plan Commission's review should concentrate on the concept for development of the site and the anticipated variation requests. The specific details of the plan will be reviewed after a complete application has been submitted.

In reviewing the project, the Commission may wish to comment/inquire about the following:

1. The anticipated Zoning Map Amendment and Special Use requests;
2. The anticipated Variation requests; and
3. Clarify any concerns

**ATTACHMENTS:**

- Aerial Photo
- Aerial depicting Existing Zoning
- Aerial depicting Floodplain
- Aerial depicting Property Ownership
- Traffic Study
- Petitioner's Application Packet

Police Station – 65 S. Park Boulevard  
Pre-application Meeting

Page 7

cc: Staci Hulseberg, Planning and Development Director  
Phil Norton, Police Chief  
Robert Action, Deputy Police Chief  
Nicole McElroy, Leopardo  
Brian Meade, Dewberry

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Park\Police Station\PC Pre-ap Staff Report.doc

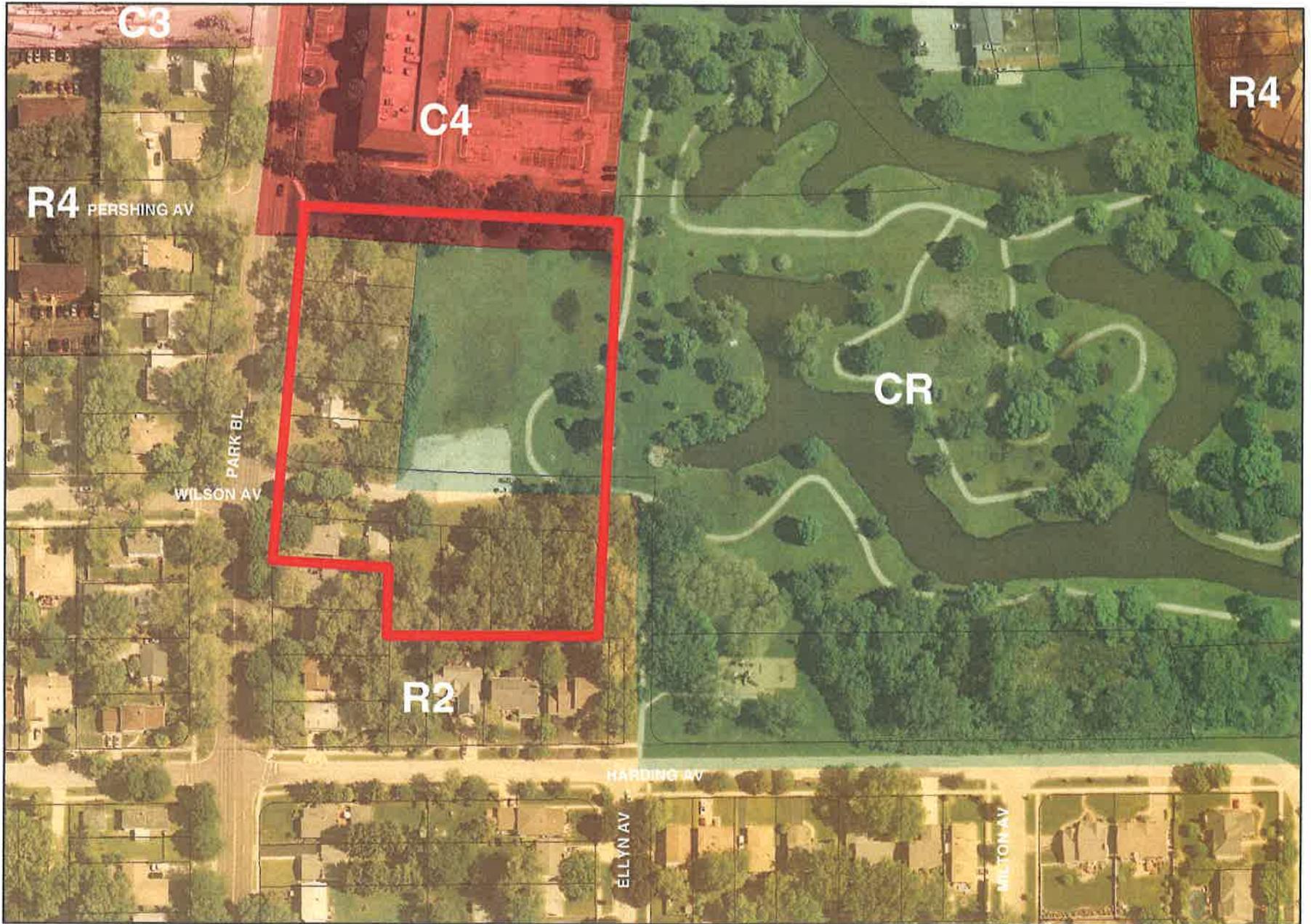


Map created on February 18, 2016

© 2016 GIS Consortium and MGP Inc. All Rights Reserved.

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

# Police Station Site - Existing Zoning



Prepared by: Planning and Development  
Date: February 16, 2016  
2011 Aerial Photo



# Police Station Site - 100 year floodplain



Prepared by: Planning and Development  
Date: Febraury 19, 2016  
2011 Aerial Photo



# Police Station Site - Ownership



Prepared by: Planning and Development  
Date: February 16, 2016  
2011 Aerial Photo



**TRAFFIC STUDY FOR  
A PROPOSED POLICE STATION  
GLEN ELLYN, ILLINOIS**

January 7, 2016

Prepared for:

**THE VILLAGE OF GLEN ELLYN**

Prepared by:



**JAMES J. BENES AND ASSOCIATES, INC.**  
950 Warrenville Road, Suite 101  
Lisle, Illinois 60532  
(630) 719-7570

**TABLE OF CONTENTS**

A	Introduction .....	1
B	Existing Conditions .....	1
C	Non-Site Traffic Growth .....	3
D	Site Traffic Generation .....	3
E	Site Traffic Distribution and Assignment.....	5
F	Traffic Operations Analyses.....	6
G	Summary of Findings and Recommendations .....	9
	APPENDIX	

## **A. INTRODUCTION**

The Village of Glen Ellyn is proposing to construct a police station on currently vacant land in Glen Ellyn, Illinois. The site is located south of Roosevelt Road on the east side of Park Boulevard between Pershing Avenue and Wilson Avenue. (See Figure 1, Location Map and Figure 2, Site Plan in the Appendix)

As proposed, the police station will be constructed just west of Panfish Park and will be approximately 29,000 square feet. The building will have access driveways located at the north and south end of the building and provide public and staff parking. The south driveway will also serve as the public access to Panfish Park. Perpendicular parking will be provided along the south driveway, replacing an existing gravel parking area. On site storm water detention will be constructed in the rear of the building adjacent to the park. A third, police staff only driveway access directly to Taft Avenue potentially could be added to the site plan.

## **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 with residential land uses to the west and south, recreational land use to the east (Panfish Park), office and commercial land uses to the north.

### ***Surrounding Roadways***

#### **Park Boulevard**

Park Boulevard is a four lane north-south road. The section from Route 53 to Roosevelt Road is designated a Local Arterial in the Glen Ellyn Comprehensive Plan. Park Boulevard is under the jurisdiction of Glen Ellyn, north of Buena Vista Boulevard. The posted speed limit is 30 mph in the site vicinity.

Park Boulevard has the right-of-way with no traffic control signage on its approaches to the intersections at Wilson Avenue and Pershing Avenue. The inside lanes in each direction serve left turn and through traffic movements, and the outside lanes serve right turn and through traffic movements.

#### **Wilson Avenue**

Wilson Avenue is a two lane east-west roadway extending from Park Boulevard to Main Street and is under the jurisdiction of Glen Ellyn. It is designated as a local street, provides access to single family residences and has a posted speed limit of 30 mph.

At its intersection with Park Boulevard, Wilson Avenue is the west leg. The Panfish Park driveway is the east leg and is currently offset about 23 feet north of Wilson Avenue. The east and west approaches are under stop sign control with a single approach lane shared by through, left- and right-turn traffic movements.



Pershing Avenue

Pershing Avenue is a two lane east-west roadway extending from Park Boulevard to Main Street and is under the jurisdiction of Glen Ellyn. It is designated as a local street, provides access to multi- and single family residences and has a posted speed limit of 30 mph.

The intersection at Park Boulevard and Pershing Avenue is a tee intersection with Park Boulevard as the through street. Pershing Avenue forms the west leg. The Pershing Avenue approach is under stop sign control with a single approach lane shared by through, left- and right-turn traffic movements.

Taft Avenue

Taft Avenue is a two lane east-west roadway extending from Park Boulevard to Nicoll Way in the vicinity of the proposed police station site. It is under the jurisdiction of Glen Ellyn, and is designated a Neighborhood Collector street in the Comprehensive Plan. It provides access to Glen Ellyn Volunteer Fire Company Station 2, an office building and a multi- family residential development on the south side; and to various commercial uses on the north side. The posted speed limit is 30 mph. The existing daily traffic volume on Taft Avenue is 3,000 vehicles per day.

This portion of Taft Avenue terminates in tee intersections at Park Boulevard at the west end and at Nicoll Way at the east end. The Taft Avenue approaches to its terminal intersections are under stop sign control.

**Existing Traffic Volumes**

Automatic traffic counter/classifier devices were used to collect daily vehicular volume data on Park Boulevard between Wilson Avenue and Pershing Avenue on Tuesday December 8<sup>th</sup> and Wednesday December 9<sup>th</sup>, 2015. The recorded average daily traffic volume on Park Boulevard adjacent to the proposed police station site is about 17,000 vehicles per day (vpd). The detailed raw traffic count data is provided in the following table.

<b>PARK BOULEVARD DAILY TRAFFIC VOLUMES (between Wilson Ave and Pershing Ave)</b>				
	<b>24-Hour Raw Traffic Volume (vpd)</b>	<b>Percentage of Vehicles by Type</b>		
		<b>Passenger Vehicles</b>	<b>Single Unit Trucks &amp; Buses</b>	<b>Multi-unit Trucks</b>
Northbound	8,464	91%	8%	1%
Southbound	8,317	95%	4.5%	0.5%
<b>TOTAL</b>	<b>16,781</b>	<b>93%</b>	<b>6.3%</b>	<b>0.7%</b>

Manual weekday morning and evening peak hour traffic counts were conducted at the following intersections on Thursday December 10<sup>th</sup>, 2015:

- Pershing Avenue at Park Boulevard
- Wilson Avenue/Panfish Park at Park Boulevard

Turning movements were recorded in 15 minute intervals from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM to encompass the typical morning and evening peak traffic hour periods. The counts included recording vehicle type and pedestrian volumes. Temperatures were in the high 50's on the day of the traffic counts and there was no precipitation during the counts.

Area schools, including College of DuPage, were in session during the week traffic counts were performed. The two peak hour periods were determined to be 7:15 to 8:15 AM and 4:30 to 5:30 PM. Existing traffic volumes are shown on Figure 3 in the Appendix.

**C. NON-SITE TRAFFIC GROWTH**

The proposed Glen Ellyn Police Station was assumed to be completed in 2017. A design year of 2022, five years after the time of the completion of the project was used for this traffic study. Future non-site traffic volumes were conservatively estimated by increasing existing traffic volumes at a rate of 0.5% per year for 7 years to account for the general growth of existing, non-site vehicular traffic. Chicago Metropolitan Agency for Planning (CMAP) year 2040 population and employment projections for the Glen Ellyn area were used as the basis for estimating non-site traffic growth.

**D. SITE TRAFFIC GENERATION**

Trip Generation, 9<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE) does not provide trip generation data for municipal police stations. Due to the absence of ITE data, collection of traffic data from a site similar to the proposed Glen Ellyn police station serves as the basis for estimating police station trips. The Village of Lisle Police Department and its police station at Route 53 and Short Street have similar characteristics, including staffing levels, shift lengths, size of station and size of community room available for public functions. The following table compares the characteristics of the existing Lisle and proposed Glen Ellyn facilities.

<b>Police Station Comparison</b>		
<b>Characteristics</b>	<b>Lisle Police Station</b>	<b>Proposed Glen Ellyn Police Station</b>
Building Size	38,300 S.F.	29,000 S.F.
Community Room Seats	45	42
Current Staffing Size		
<i>Sworn Officers</i>	39	39
<i>Admin, Detectives &amp; Volunteers</i>	15	18
Shift Changes	7AM-7PM	6AM-6PM

Due to the similarities, the proposed Glen Ellyn station is expected to generate very similar traffic volumes to the existing Lisle Station. Daily entering and exiting traffic volumes were collected at the Lisle Police Station driveways over two days each during the weeks of December 7 and December 14, 2015. Automatic traffic counters were used to collect the traffic data. The average hourly traffic volumes for a typical day are shown on the following table.

<b>Lisle Police Station Typical Hourly &amp; Daily Traffic Volumes</b>			
Hours Starting	Traffic Volumes		
	Entering	Exiting	Total
12:00AM	2	3	5
1:00	2	1	3
2:00	2	3	5
3:00	2	3	5
4:00	3	2	5
5:00	6	1	7
6:00	14	4	18
7:00	7	6	13
8:00	3	6	9
9:00	10	10	20
10:00	9	7	16
11:00	10	10	20
12:00PM	12	12	24
1:00	17	11	28
2:00	11	14	25
3:00	10	16	26
4:00	7	8	14
5:00	15	10	25
6:00	9	8	17
7:00	3	6	9
8:00	7	11	18
9:00	3	2	5
10:00	1	3	4
11:00	1	4	5
<b>Daily Total</b>	<b>160</b>	<b>160</b>	<b>320</b>

A Benedictine University class was held in the Lisle station community room on one of the evenings during the traffic counts. We understand that the class attendance was about 10 to 15 persons that evening. The table on the following page summarizes the average hourly Lisle site trips over the course of a typical weekday.

The count data for each day showed that the site trips due to the evening class occurred outside of the typical evening street peak traffic hour. Additionally, the community room peak hour traffic volume was less than the typical Police evening peak traffic volume.

It was noted that the observed Lisle Police station morning and afternoon peak traffic hours do not coincide with the recorded Park Boulevard street peak traffic periods of 7:15 to 8:15 AM and 4:30 to 5:30 PM.

For this traffic study, the projected police department morning and afternoon peak hour traffic volumes were assumed to occur during the street morning and evening peak hours. This accounts for any variability in staff shift changes. The resulting computations of future peak

hour Levels of Service (LOS) and delay experienced by drivers will conservatively be overstated.

Typically, community room use at other public facilities is sporadic, with activities generally occurring outside of normal working hours. On the majority of weekdays the community room will likely not be in use during the peak traffic hours. For the analysis of the proposed Glen Ellyn Police Station, it is assumed that the community room will be in regular use, and that activities in the room will begin during the evening peak hour analysis period. Furthermore, it is very conservatively assumed that there will be one entering vehicle trip for every seat in the community room. Exiting trips related to the community room during the evening peak hour will be zero since the activity is assumed to end after the end of the weekday evening peak hour.

Panfish Park is a passive activity park containing walking paths, open green space and a small playground. Passive parks typically generate low hourly traffic volumes during typical weekdays. The existing weekday peak hour traffic volumes entering and exiting Panfish Park were recorded as a part of the manual traffic counts and are included in the existing traffic shown on Figure 3.

The total projected Glen Ellyn morning and evening peak hour Police Station trips are shown in the following table.

<b>Glen Ellyn Police Station Estimated Site Trip Generation</b>							
ITE Code	Description	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
N/A	Police Station	14	4	18	17	11	28
N/A	Community Room	0	0	0	43	0	43
	<b>Total Site Trips</b>	<b>14</b>	<b>4</b>	<b>18</b>	<b>60</b>	<b>11</b>	<b>71</b>

#### **E. SITE TRAFFIC DISTRIBUTION AND ASSIGNMENT**

Several factors influence the directions to and from which development traffic will travel on adjacent streets. These include the configuration of the area road network, ease of travel on area streets, and the geographic area served by the Glen Ellyn police department.

The estimated trips entering and exiting the site were distributed to the surrounding road network based upon a review of the existing road network, layout of the proposed development and geographic area served. The assignment of site traffic to the surrounding streets shown on Figure 4 (Site Generated Traffic) in the Appendix is based on the estimated directional distribution in the following table.

Directional Distribution of Development Traffic	
Direction of Travel to/from	
North on Park Boulevard	70%
South on Park Boulevard	30%
TOTAL	100%

Total future traffic shown on Figure 5 (Total Future Traffic Volumes) in the appendix include existing traffic volumes increased for the non-site traffic growth plus the projected police station traffic.

Some of the site traffic traveling to and from the north on Park Boulevard will use Taft Avenue to/from points east. Based on the geographical area served by the Glen Ellyn Police Department, it is expected that no more than 10% of the total site trips will use Taft Avenue.

## F. TRAFFIC OPERATIONS ANALYSES

### *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 sum of existing traffic, projected growth of non-site traffic to the design year plus the police department and community room generated 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 2010 software for analysis of 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.

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

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".

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 following table summarizes the intersection analysis results.

Intersection Capacity Analysis Summary of Levels of Service				
Intersection	Existing Conditions		Total Future Traffic Conditions	
	AM Peak	PM Peak	AM Peak	PM Peak
<b>Park Blvd/Pershing Ave</b>	3 Leg Intersection		4 Leg intersection	
2-Way Stop	NB L - A - EBA - C -	NB L - A - EBA - C -	NB L - A SB L - A EBA - C WBA - B	NB L - A SB L - A EBA - C WBA - B
<b>Park Blvd/Wilson Ave</b>	4 leg Intersection		4 leg Intersection	
2-Way Stop	NB L - A SB L - A EBA - B WBA - C	NB L - A SB L - A EBA - D WBA - C	NB L - A SB L - A EBA - C WBA - C	NB L - A SB L - A EBA - D WBA - C

*For two-way stop controlled approaches, a LOS grade is not provided for traffic movements that do not stop or yield to other traffic movements. NB L - A indicates LOS "A" for the left turn movement from the northbound approach, EBA - D indicates LOS "D" on the eastbound approach, etc.*

Park Boulevard and Pershing Avenue Intersection

The Park Boulevard approaches to Pershing Avenue are projected to operate at the same level of service after the proposed development as they do today, at an excellent LOS of A, during and morning and evening peak hour periods

The eastbound Pershing Avenue approach is also projected to operate at the same level of service after the development as it does today, a good LOS C during and morning and evening peak hour periods.

The newly proposed westbound approach is projected to operate at a very good LOS B during and morning and evening peak hour periods. The north driveway will be gated and public use will be minimal.

The proposed north driveway will be offset about 15 feet south of Pershing Avenue due to the location of the north Police Station site property line. The intersection is expected to operate satisfactorily with the offset due to the low volume of trips entering and exiting the north driveway during the highest hour of the day (9 entering and 6 exiting), minimal if any through movements crossing Park Boulevard and almost exclusive use of the driveway by Police Department personnel.

It is recommended that the westbound approach be placed under stop sign control.

#### Park Boulevard and Wilson Avenue

The Park Boulevard approaches to Wilson Avenue are projected to operate at the same level of service after the proposed development as they do today, at a LOS A during the morning and evening peak hours.

The existing eastbound Wilson Avenue approach operates at a very good LOS B during the morning peak hour and at an acceptable LOS D during the evening peak hour. Under the future conditions the approach is projected to operate at a LOS C during the morning peak hour and to continue to operate at a LOS D during the evening peak hour. The westbound Panfish Park driveway approach operates at LOS C during the morning and evening peak hours under the existing and future conditions. In all cases, the LOS remains acceptable under the projected future conditions.

The existing Panfish Park driveway is offset about 23 feet north of Wilson Avenue. The shared Police Station/Panfish Park driveway will be moved south to align with Wilson Avenue. It is recommended that the exit from Panfish Park remain under stop sign control.

#### Taft Avenue

It is estimated that no more than 10% of site traffic traveling to and from east of Park Boulevard may use Taft Avenue, a total of 2 AM peak hour and 7 PM peak hour trips on Taft Avenue. These small traffic volumes will have no noticeable impact to traffic operations on Taft Avenue.

A third site access driveway potentially could be constructed directly to Taft Avenue immediately east of the professional office building at the southeast corner of Park Boulevard and Taft Avenue. If constructed, this driveway would be exclusively for the use of Police Department vehicles and staff. The intersection capacity analyses performed for the two site driveways to Park Boulevard assume no driveway to Taft Avenue. If a driveway connection to Taft Avenue is constructed, no more than 2 morning peak hour and 7 evening peak hour site trips will use the direct access to Taft Avenue. Trips using the Taft driveway will bypass Park Boulevard and would minimally improve traffic operations along Park Boulevard.

Stop sign control at a Taft Avenue driveway is not required under the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. The driveway would form a tee intersection with relatively low volume Taft Avenue, sight lines along Taft Avenue are good, and the Taft Avenue through approaches will have the right-of-way over the driveway approach under the Illinois Rules of the Road.



Since a Taft Avenue access driveway would be exclusively for Police Department staff and vehicles, it is recommended that signage be posted indicating its use is for police department vehicles only.

### ***Additional Signage***

The need for warning signage on the public streets in advance of the proposed/potential police station driveways was reviewed. MUTCD guidelines state that advanced warning signs for entering vehicles should be used only where sight distance is restricted or where entering traffic would be unexpected. Existing sight lines were reviewed at the locations of the two proposed Park Boulevard driveways and the potential Taft Avenue driveway. At all locations adequate sight distance is available. The two Park Boulevard driveways are located at public street intersections, locations where entering traffic is clearly expected. There are several commercial driveways along Taft Avenue, so one additional driveway likely would not result in unexpected entries. It is our opinion that advanced warning signage is not necessary.

## **G. SUMMARY OF FINDINGS AND RECOMMENDATIONS**

A proposed new Glen Ellyn Police Station is to be located on the east side of Park Boulevard between Wilson Avenue and Pershing Avenue. Access to the site will be via two driveways. The south driveway to Park Boulevard will be aligned with Wilson Avenue and will serve both the new police station and Panfish Park. This driveway will be the public access to the new police station.

The site improvements will include removal of the existing gravel Panfish Park parking lot and construction of paved parking spaces along the south driveway for use by police station and Panfish Park visitors.

The north site driveway will be gated and used primarily by Police Department staff. Public use of the north driveway will be minimal. The north driveway will be offset about 15 feet south of Pershing Avenue.

A potential third driveway directly to Taft Avenue could also be constructed, and would be for Police Department staff and vehicles only.

Under projected traffic volumes, both of the Park Boulevard intersections with Wilson Avenue/Panfish Park, and with Pershing Avenue/new site driveway are projected to operate at acceptable Levels of Service. It is recommended that the north site driveway approach be placed under stop sign control and that the relocated Panfish Park (south) driveway remain under stop sign control. Stop sign control is not required for a driveway to Taft Avenue.



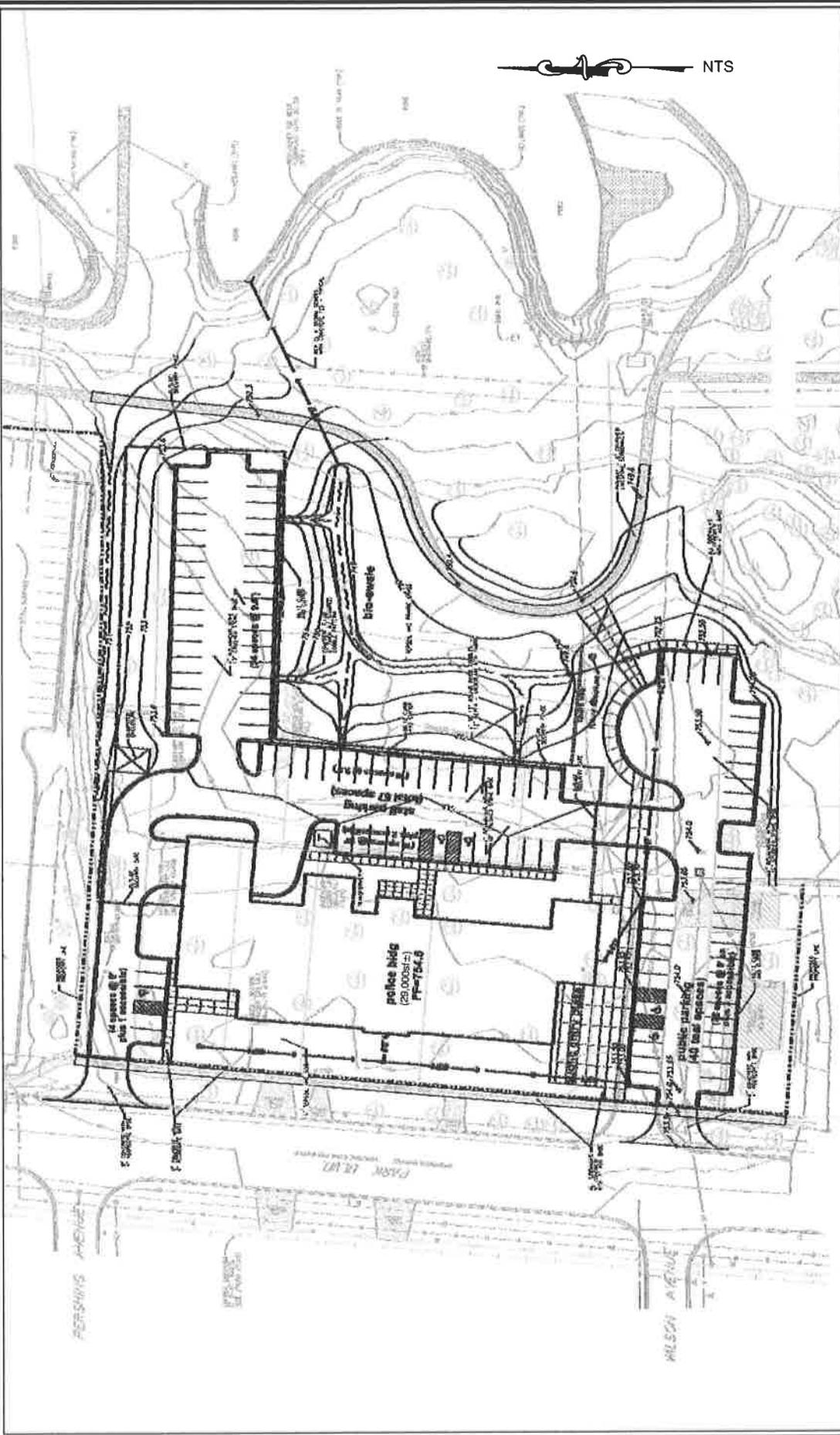
**APPENDIX**



**JAMES J. BENES & ASSOCIATES, INC.**  
950 Warrenville Road, Suite 101, Lisle, Illinois 60532  
Tel. (630) 719-7570 • Fax (630) 719-7589

LOCATION MAP

FIGURE 1



Glen Ellyn Police Project  
Schematic Site Plan

Devberry | Leopardo

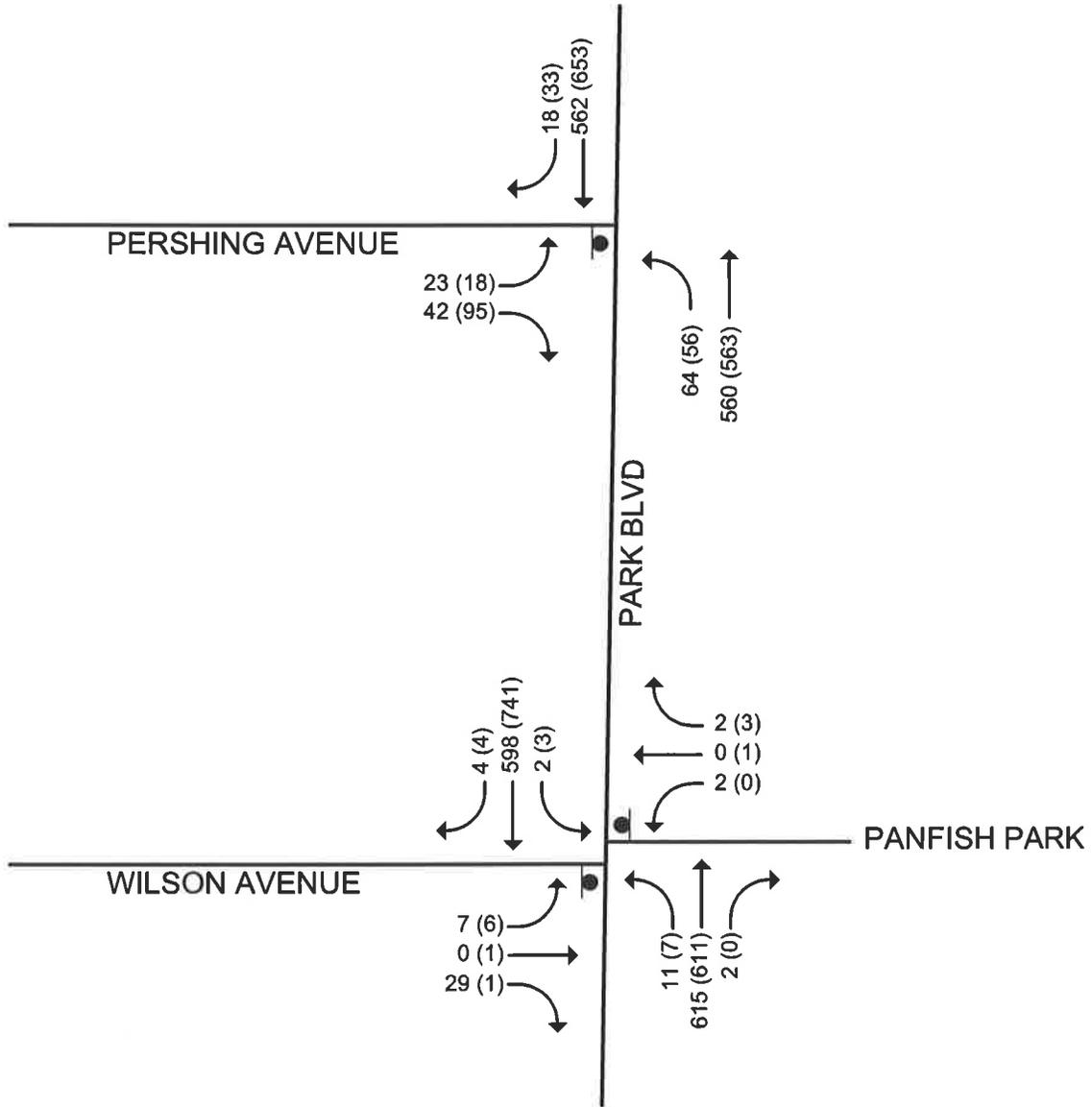
GEPO Schematic Site Plan Revised 12.11.2015



**JAMES J. BENES & ASSOCIATES, INC.**  
950 Warrenville Road, Suite 101, Lisle, Illinois 60532  
Tel. (630) 719-7570 • Fax (630) 719-7589

SITE PLAN

FIGURE 2



**LEGEND**

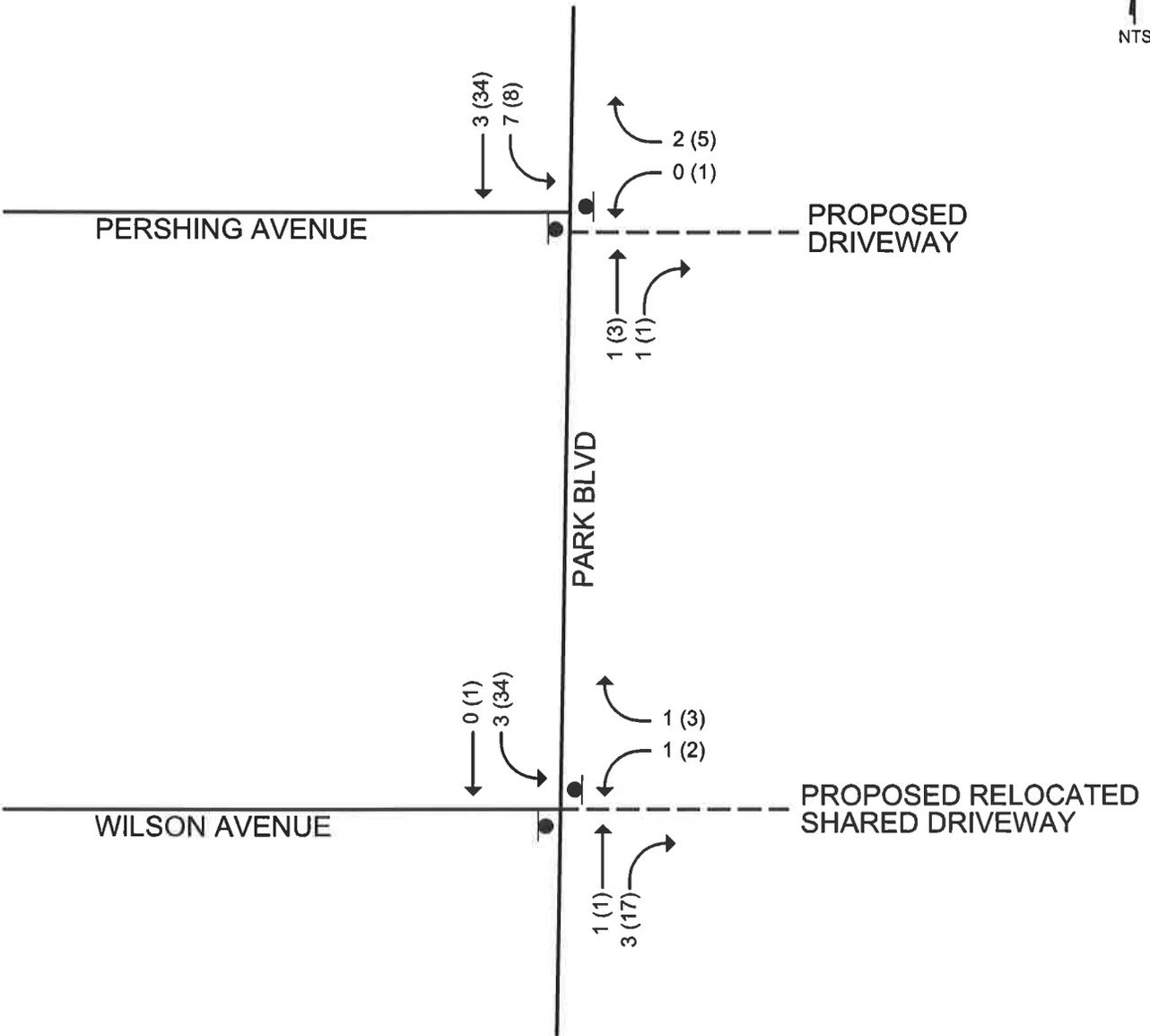
XX = AM PEAK VOLUME  
 (XX) = PM PEAK VOLUME  
 ● = STOP SIGN



**JAMES J. BENES & ASSOCIATES, INC.**  
 950 Warrenville Road, Suite 101, Lisle, Illinois 60532  
 Tel. (630) 719-7570 • Fax (630) 719-7589

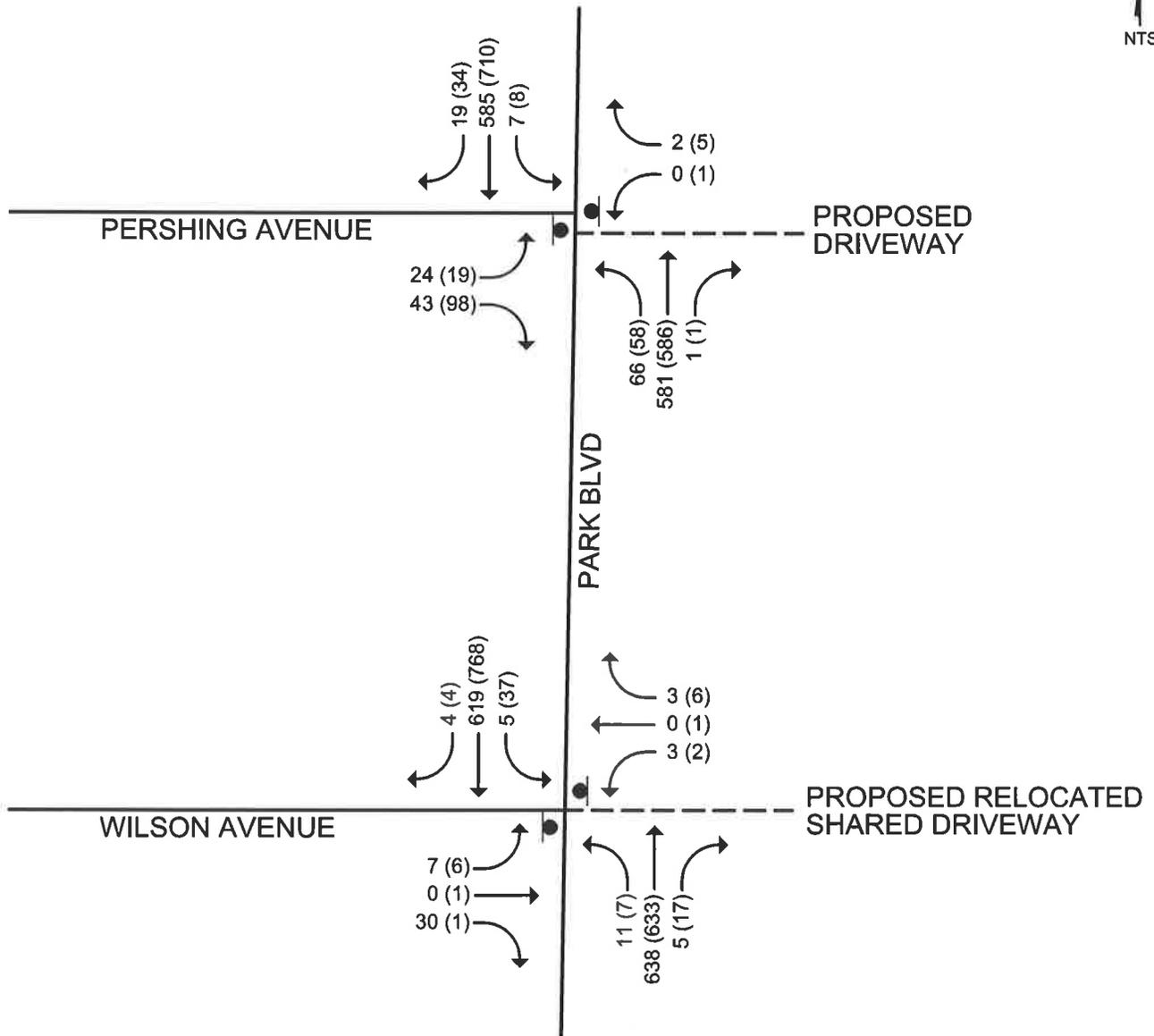
**EXISTING PEAK HOUR  
 TRAFFIC VOLUMES**

**FIGURE 3**



LEGEND

- XX = AM PEAK VOLUME
- (XX) = PM PEAK VOLUME
- = STOP SIGN



**LEGEND**

- XX = AM PEAK VOLUME
- (XX) = PM PEAK VOLUME
- = STOP SIGN



**JAMES J. BENES & ASSOCIATES, INC.**  
 950 Warrenville Road, Suite 101, Lisle, Illinois 60532  
 Tel. (630) 719-7570 • Fax (630) 719-7589

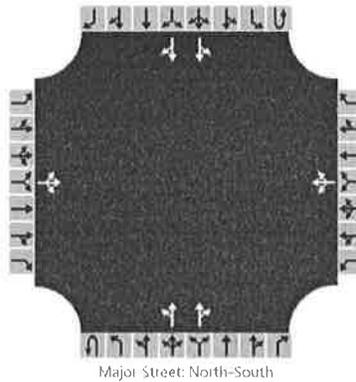
**TOTAL FUTURE TRAFFIC VOLUMES**

**FIGURE 5**

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	PMT	Intersection	Park Blvd and Wilson Ave
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	12/15/2015	East/West Street	Wilson/Panfish Park
Analysis Year	2015	North/South Street	Park Boulevard
Time Analyzed	AM Peak Hour-Exisiting	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	G/E Police Station		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		7	0	29		2	0	2		11	615	2		2	598	4
Percent Heavy Vehicles		0	0	0		0	0	50		1				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

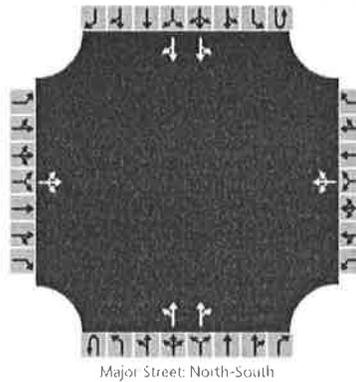
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			41				4				367				346	
Capacity			418				234				903				896	
v/c Ratio			0.10				0.02				0.41				0.39	
95% Queue Length			0.3				0.1				0.0				0.0	
Control Delay (s/veh)			14.6				20.7				9.0				9.0	
Level of Service (LOS)			B				C				A				A	
Approach Delay (s/veh)	14.6				20.7				0.3				0.0			
Approach LOS	B				C				A				A			

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	PMT	Intersection	Park Blvd and Wilson Ave
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	12/15/2015	East/West Street	Wilson/Panfish Park
Analysis Year	2015	North/South Street	Park Boulevard
Time Analyzed	PM Peak Hour-Exisiting	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	G/E Police Station		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		6	1	1		0	1	3		7	611	0		3	741	4
Percent Heavy Vehicles		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

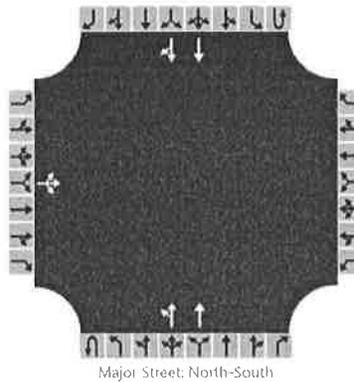
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			8				4			329				393		
Capacity			167				276			836				947		
v/c Ratio			0.05				0.01			0.39				0.41		
95% Queue Length			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			27.6				18.2			9.3				8.8		
Level of Service (LOS)			D				C			A				A		
Approach Delay (s/veh)	27.6				18.2				0.2				0.1			
Approach LOS	D				C				A				A			

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	PMT	Intersection	Park Blvd & Pershing Ave
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	12/15/2015	East/West Street	Pershing Ave
Analysis Year	2015	North/South Street	Park Boulevard
Time Analyzed	AM Peak Hour-Exisiting	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	G/E Police Station		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0
Configuration			LTR							LT	T				T	TR
Volume (veh/h)		23	0	42						64	560				562	18
Percent Heavy Vehicles		5	5	5						1						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

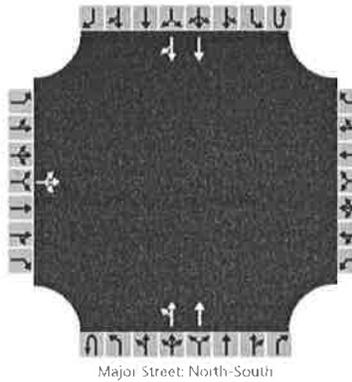
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			76							400						
Capacity			288							921						
v/c Ratio			0.26							0.43						
95% Queue Length			1.0							0.3						
Control Delay (s/veh)			21.9							9.3						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	21.9								1.4							
Approach LOS	C								A							

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	PMT	Intersection	Park Blvd & Pershing Ave
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	12/15/2015	East/West Street	Pershing Ave
Analysis Year	2015	North/South Street	Park Boulevard
Time Analyzed	PM Peak Hour-Exisiting	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	G/E Police Station		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	2	0	0	0	2	0	
Configuration			LTR							LT	T				T	TR	
Volume (veh/h)		18	0	95						56	563				653	33	
Percent Heavy Vehicles		1	1	1						0							
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

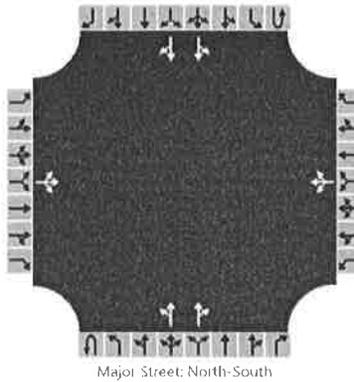
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			119							356							
Capacity			420							884							
v/c Ratio			0.28							0.40							
95% Queue Length			1.2							0.2							
Control Delay (s/veh)			16.9							9.4							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)	16.9								1.2								
Approach LOS	C								A								

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	PMT	Intersection	Park Blvd and Wilson Ave
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	12/15/2015	East/West Street	Wilson/Panfish Park
Analysis Year	2022	North/South Street	Park Boulevard
Time Analyzed	AM Peak Hour-Future	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	G/E Police Station		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		7	0	30		3	0	3		11	638	5		5	619	4
Percent Heavy Vehicles		0	0	0		0	0	33		1				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

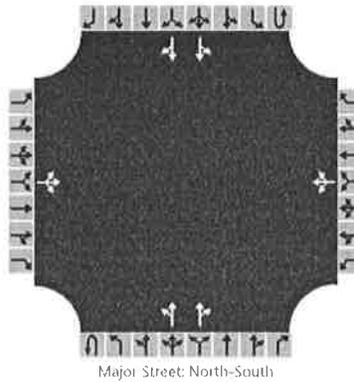
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			42				6				380				362	
Capacity			400				217				885				874	
v/c Ratio			0.10				0.03				0.43				0.41	
95% Queue Length			0.3				0.1				0.0				0.0	
Control Delay (s/veh)			15.0				22.1				9.1				9.1	
Level of Service (LOS)			C				C				A				A	
Approach Delay (s/veh)	15.0				22.1				0.3				0.1			
Approach LOS	C				C				A				A			

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	PMT	Intersection	Park Blvd and Wilson Ave
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	12/18/2015	East/West Street	Wilson/Panfish Park
Analysis Year	2022	North/South Street	Park Boulevard
Time Analyzed	PM Peak Hour-Future	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	G/E Police Station		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		6	1	1		2	1	6		7	633	17		37	768	4
Percent Heavy Vehicles		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

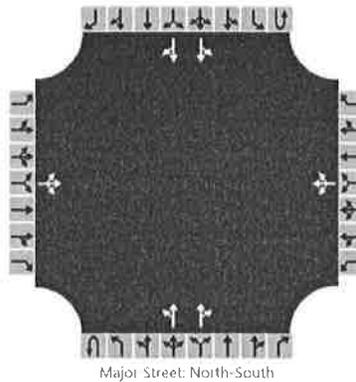
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			8				9				340				443	
Capacity			130				234				816				915	
v/c Ratio			0.06				0.04				0.42				0.48	
95% Queue Length			0.2				0.1				0.0				0.1	
Control Delay (s/veh)			34.5				21.0				9.4				9.1	
Level of Service (LOS)			D				C				A				A	
Approach Delay (s/veh)	34.5				21.0				0.2				0.7			
Approach LOS	D				C				A				A			

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	PMT	Intersection	Park Blvd & Pershing Ave
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	12/15/2015	East/West Street	Pershing Ave
Analysis Year	2022	North/South Street	Park Boulevard
Time Analyzed	AM Peak Hour-Future	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	G/E Police Station		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		24	0	43		0	0	2		66	581	1		7	585	19
Percent Heavy Vehicles		5	5	5		0	0	0		1				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

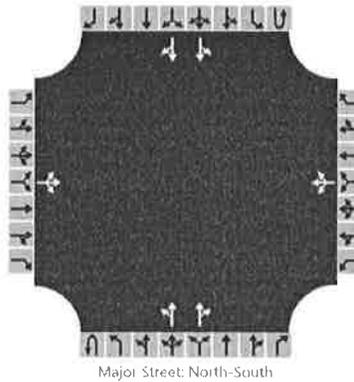
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			78				2					415				348		
Capacity			260				658					899				920		
v/c Ratio			0.30				0.00					0.46				0.38		
95% Queue Length			1.2				0.0					0.3				0.0		
Control Delay (s/veh)			24.7				10.5					9.4				8.9		
Level of Service (LOS)			C				B					A				A		
Approach Delay (s/veh)	24.7				10.5				1.4				0.2					
Approach LOS	C				B				A				A					

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	PMT	Intersection	Park Blvd & Pershing Ave
Agency/Co.	JJB & A	Jurisdiction	Glen Ellyn
Date Performed	12/15/2015	East/West Street	Pershing Ave
Analysis Year	2022	North/South Street	Park Boulevard
Time Analyzed	PM Peak Hour-Future	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	G/E Police Station		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		19	0	98		1	0	5		58	586	1		8	710	34
Percent Heavy Vehicles		1	1	1		0	0	0		0				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			123				6					370				382		
Capacity			374				385					839				967		
v/c Ratio			0.33				0.02					0.44				0.39		
95% Queue Length			1.4				0.0					0.2				0.0		
Control Delay (s/veh)			19.3				14.5					9.6				8.8		
Level of Service (LOS)			C				B					A				A		
Approach Delay (s/veh)	19.3				14.5				1.3				0.1					
Approach LOS	C				B				A				A					

February 17, 2016

Village of Glen Ellyn  
Attn: A.R.C./P.C./V.B.  
535 Duane St.  
Glen Ellyn, IL 60137

RE: Glen Ellyn Police Station – Project Description

The new Glen Ellyn Police Station will be located adjacent to Panfish Park, at 65 S. Park Boulevard. Some of the current plan features of the approximately 29,000 square foot building are a community room, two-story entry lobby, and secure parking for the police department with shared public parking on the south side of the site for the public. The design of the police station is tailored to the park setting with a nature inspired design allowing views to the park and through the community room to the park. The nature inspired design creates a design setting that blends in well with the surrounding neighborhood and commercial space to the north of the site.

Roughly two thirds of the site is in a flood plain and has bad soil conditions. In order to mitigate additional costs to the project, the building has been located as close the west and north property setback line as possible. This building location helps give the building a more civic presence on the west façade while mitigating the bad soil locations that were found from the early soil borings. The shared main public parking will serve a dual purpose of parking for visitors to the police department and parking for visitors to the park.

Sincerely,

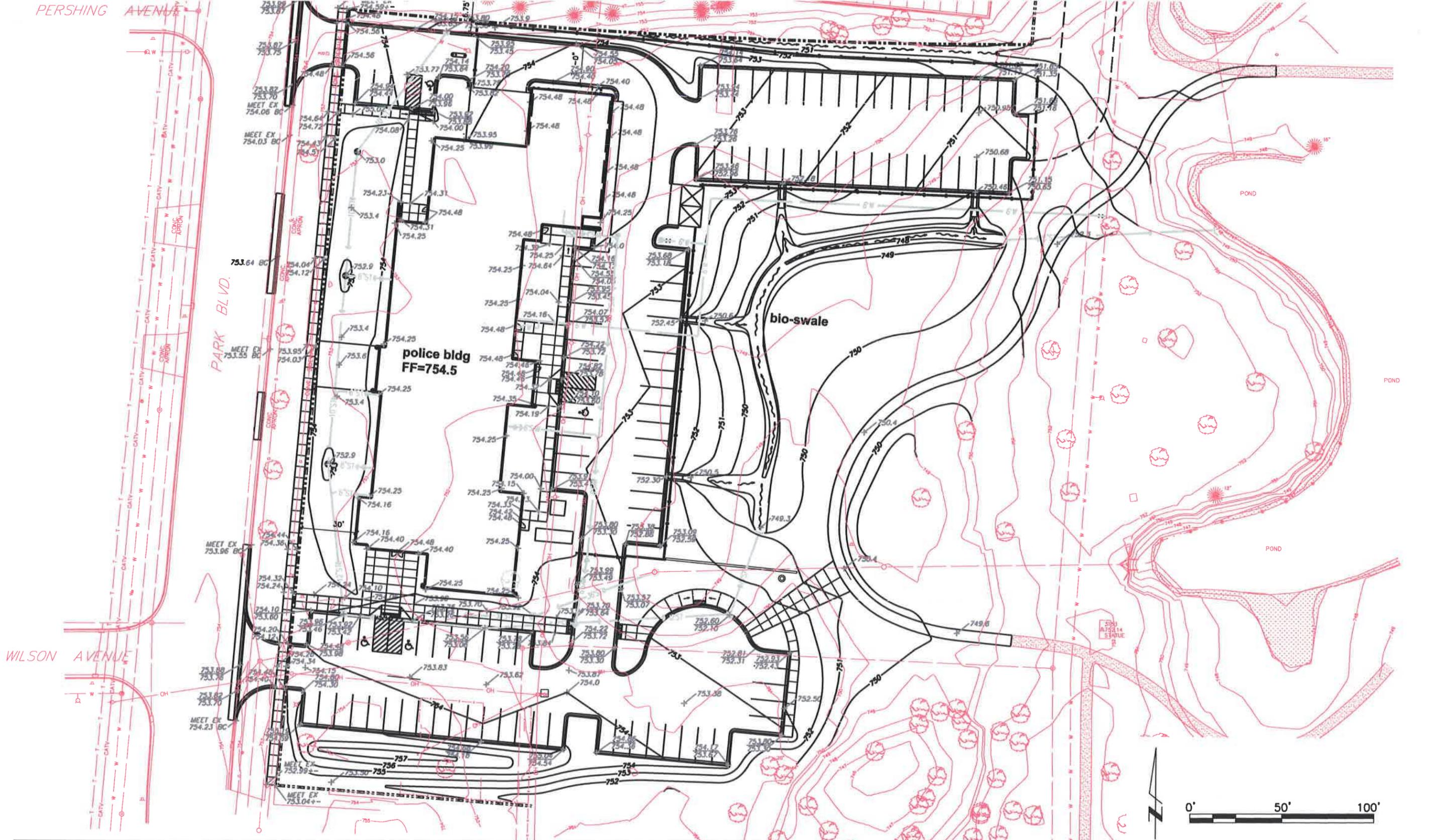
Jonathan Tallman, AIA, GGP, GPCP  
Project Manager





**GLEN ELLYN POLICE STATION  
EXISTING SITE AND DEMOLITION PLAN**

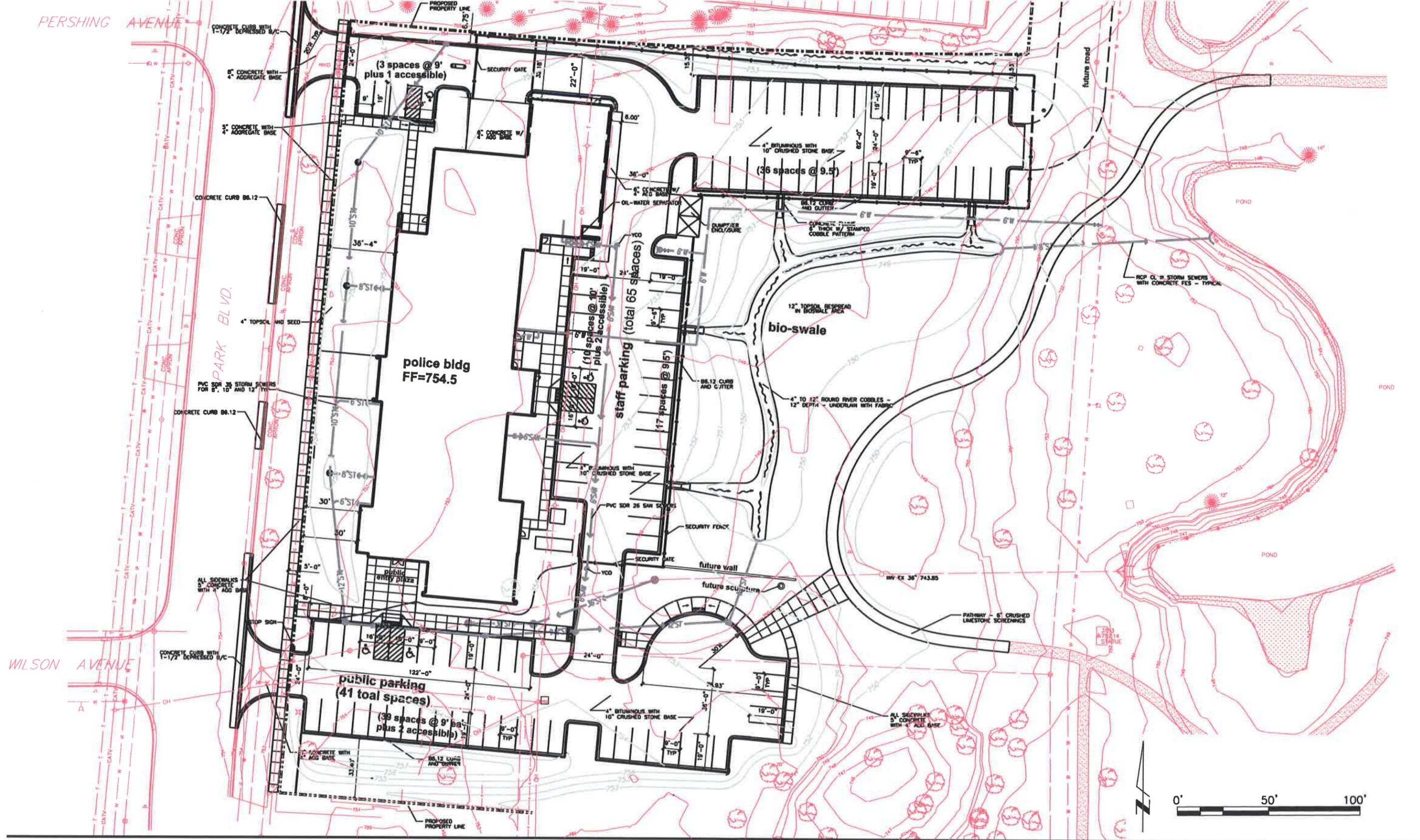




**GLEN ELLYN POLICE STATION  
SITE GRADING PLAN**





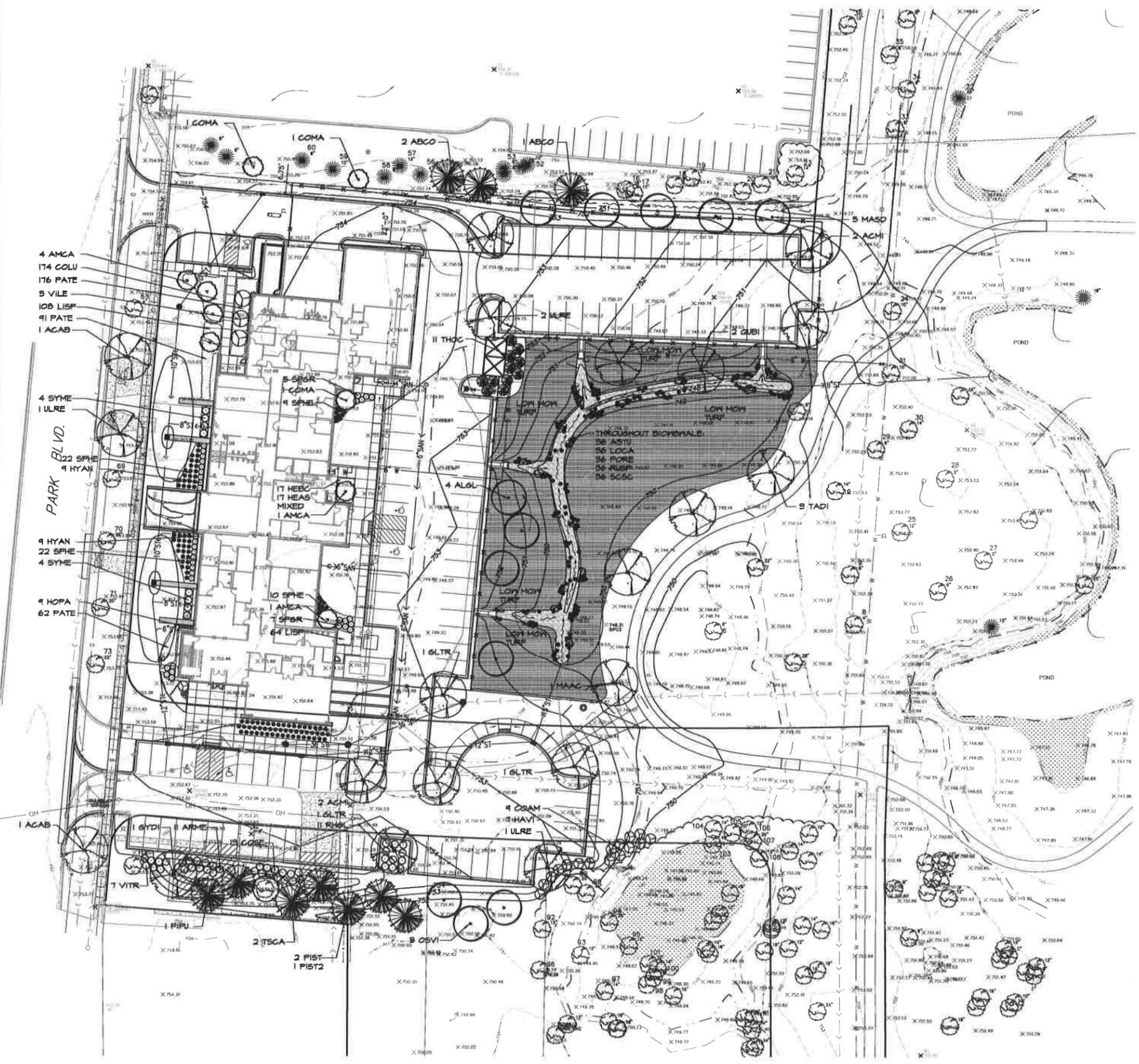


**GLEN ELLYN POLICE STATION**  
**SITE DEVELOPMENT PLAN**



Leopardo Companies Inc.

Dewberry Architects Inc.



**PLANT LIST:**

Code	Quantity	Size	Scientific Name	Common Name	Notes
ACAB	2	2.5" cal	Acer x fremanii 'autumn blaze'	Autumn Blaze Maple	
ACMI	4	2.5" cal	Acer miyabei	Miyabi Maple	
ALGL	4	4.5" cal	Alnus glutinosa	Black Alder	
GLTR	3	3.5" cal	Gleditsia triacanthos 'inermis'	Thornless Common Honeylocust	
GYDI	1	2.5" cal	Gymnocladus dioica	Kentucky Coffeetree	
MAAC	1	2.5" cal	Magnolia acuminata	Cucumber Tree Magnolia	
OSVI	3	2.5" cal	Ostrya virginiana	Hopwood	
QUBI	2	2.5" cal	Quercus bicolor	Swamp White Oak	
TADI	3	3.5" cal	Taxodium distichum	Bald Cypress	
ULRE	4	2.5" cal	Ulmus 'Regal'	Regal Elm	

Code	Quantity	Size	Scientific Name	Common Name	Notes
AMCA	6	8.5" bb	Amelanchier canadensis	Serviceberry	
COMA	3	6" bb	Cornus mas	Cornelian Cherry Dogwood	
MASD	5	6" bb	Malus 'Snowdrift'	Snowdrift Crabapple	

Code	Quantity	Size	Scientific Name	Common Name	Notes
ABCO	3	8.5" bb	Abies concolor	White Fir	
PIPU	2	6" bb	Picea pungens	Green Colorado Spruce	
PIST	2	6" bb	Pinus strobus	Eastern White Pine	
PIST2	1	10" bb	Pinus strobus	Eastern White Pine	
TSCA	2	6" bb	Tsuga canadensis	Canadian Hemlock	

Code	Quantity	Size	Scientific Name	Common Name	Notes
ARME	11	#5/5 gal	Aronia melanocarpa	Black Chokeberry	
COAM	9	#5/5 gal	Corylus americana	American Hazelnut	
COSE	13	#5/5 gal	Comus senica	Red Dogwood	
HAVI	7	#5/5 gal	Hamamelis virginiana	Fall Blooming Witchhazel	
HYAN	18	#5/5 gal	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	
IRVI	5	#5/5 gal	Itea virginica	Virginia Sweetspire	
RHGL	11	#5/5 gal	Rhus aromatica 'GrowLow'	Grow Low Sumac	
SPGR	12	#5/5 gal	Spiraea x cinerea 'Gretschheim'	First Snow Spiraea	
SYME	8	#5/5 gal	Syringa meyeri 'Palibiri'	Dwarf Korean Lilac	
VITR	7	#5/5 gal	Viburnum trilobum	Cranberry Bush	

Code	Quantity	Size	Scientific Name	Common Name	Notes
THOC	11	24" bb	Thuja occidentalis 'Holmstrup'	Holmstrup Arborvitae	

Code	Quantity	Size	Scientific Name	Common Name	Notes
ACMO	62	#1/1 gal	Achillea 'Moonshine'	Moonshine Yarrow	
ACGA	26	#1/1 gal	Aquilegia 'Cardinal'	Songbird Columbine	
ASMD	5	#1/1 gal	Astilbe chinensis 'Maggie Daley'	Maggie Daley Astilbe	
ASTU	38	#1/1 gal	Asclepias tuberosa	Butterfly Weed	
COLU	174	3"	Corydalis lutea	Yellow Corydalis	
GEDI	15	#1/1 gal	Geranium 'Dilys'	Dilys Hardy Geranium	
HEAS	17	#1/1 gal	Heuchera 'Alabama Sunrise'	Alabama Sunrise Foamy Bells	
HEBC	17	#1/1 gal	Heuchera 'Blackcurrant'	Blackcurrant Coralbells	
HERI	75	#1/1 gal	Heuchera 'Raspberry Ice'	Raspberry Ice Coralbells	
HOPA	9	#1/1 gal	Hosta 'Patriot'	Patriot Hosta	
IRVI	62	#1/1 gal	Iris virginica shrevei	Iris Virginia Shrevei	
LISP	172	3"	Liriope spicata	Creeping Lilyturf	
LOCA	36	#1/1 gal	Lobelia cardinalis	Cardinal Flower	
PATE	329	3"	Pachysandra terminalis 'Green Carpet'	Japanese Spurge	
PORE	36	#1/1 gal	Polemonium reptans	Jacob's Ladder	
RULS	26	#1/1 gal	Rudbeckia hügida 'Violet's Little Suzy'	Little Suzy Black Eyed Susan	
RUSP	36	#1/1 gal	Rudbeckia hügida 'speciosa'	Showy Black Eyed Susan	

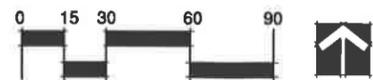
Code	Quantity	Size	Scientific Name	Common Name	Notes
HESE	19	#1/1 gal	Helictotrichon sempervirens	Blue Oat Grass	
SCSC	36	#1/1 gal	Schizachyrium scoparium	Little Blue Stem	
SPHE	115	#1/1 gal	Sporobolus heterolepis	Prarie Drop Seed	

**LANDSCAPE REQUIREMENTS:**

OPEN SPACE: 1.22 ACRES

	REQUIRED	PROVIDED
<b>TOTALS</b>	<b>30</b>	<b>51</b>
DECID. 2"-2.5"	8	17
DECID. 3"-4"	6	6
DECID. 4.5"+	4	4
ORN. 6'-8'	4	8
ORN. 8.5'	2	6
EVER. 6'-8'	3	6
EVER. 8.5'-10'	2	3
EVER. 10'+	1	1

**1 LANDSCAPE CONCEPT PLAN**  
Scale: 1" = 30'-0"



TREE INVENTORY

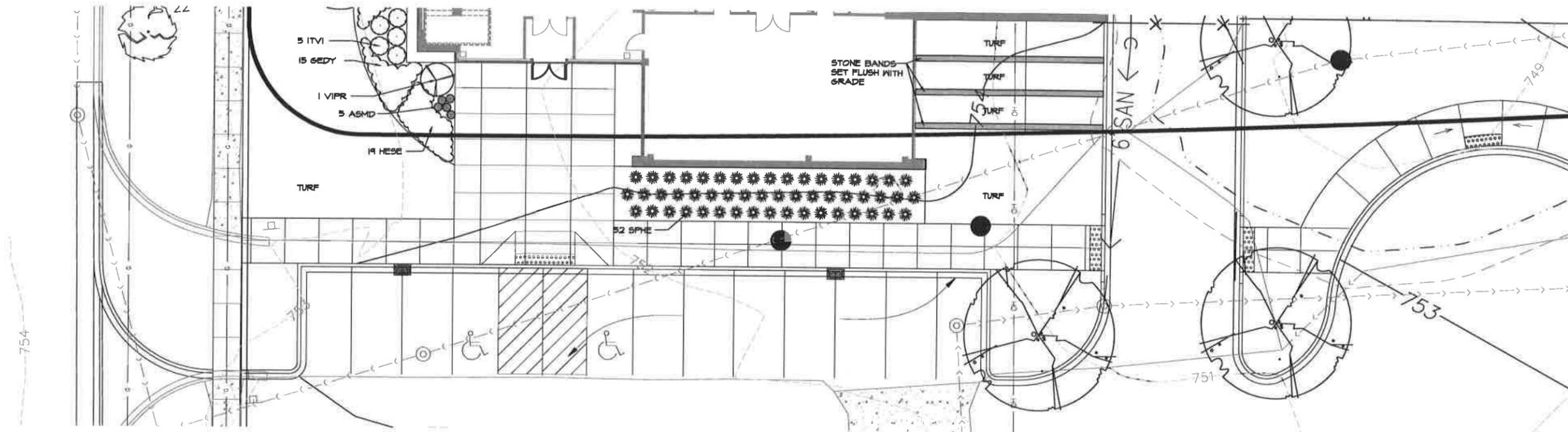
DATE: 2.15.16  
SUBMITTAL  
ARC REVIEW

**GLEN ELLYN POLICE STATION**

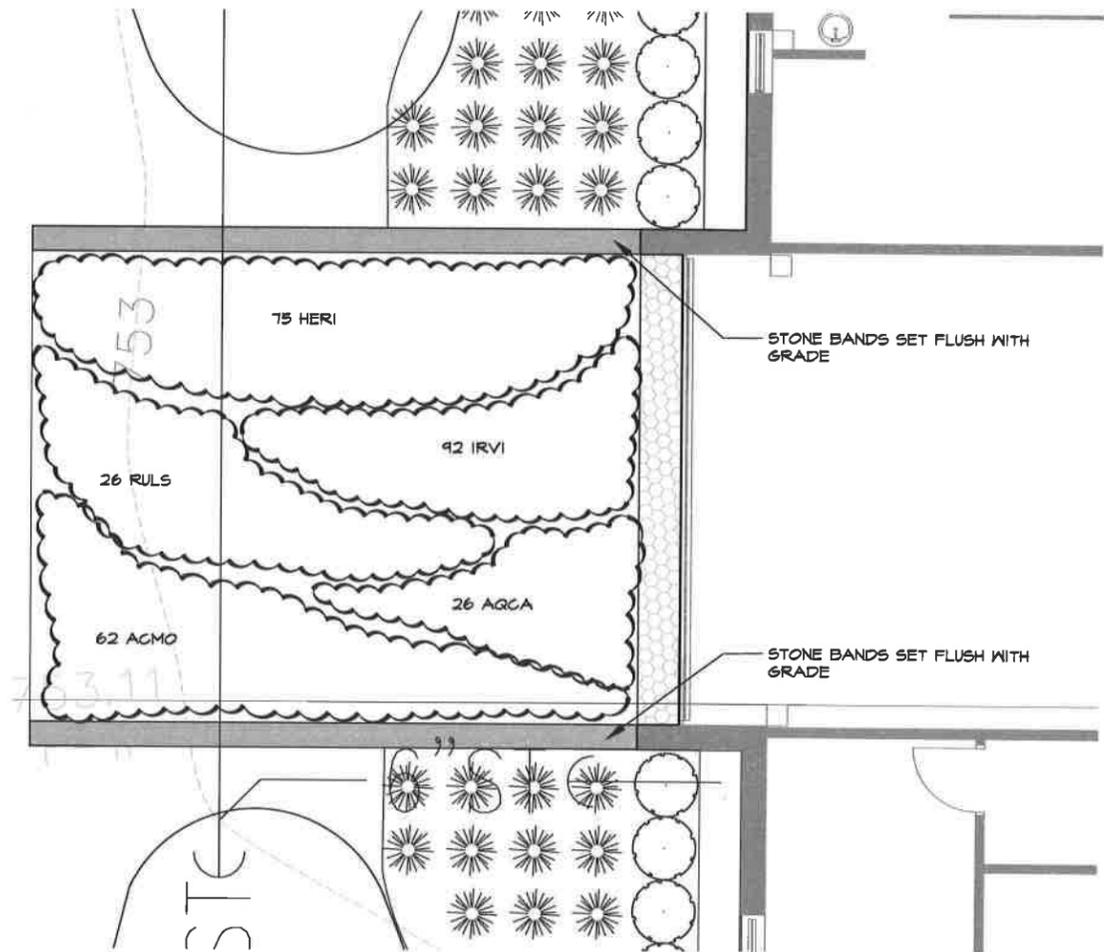
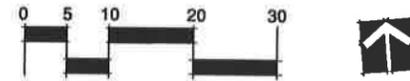
PARK BLVD.  
GLEN ELLYN, IL

REVIEWED BY: KLG  
APPROVED BY: KLG  
DRAWING NO.: RJA  
DATE: 11.15.15  
PROJECT NO.:  
Scale: 1" = 30'-0"

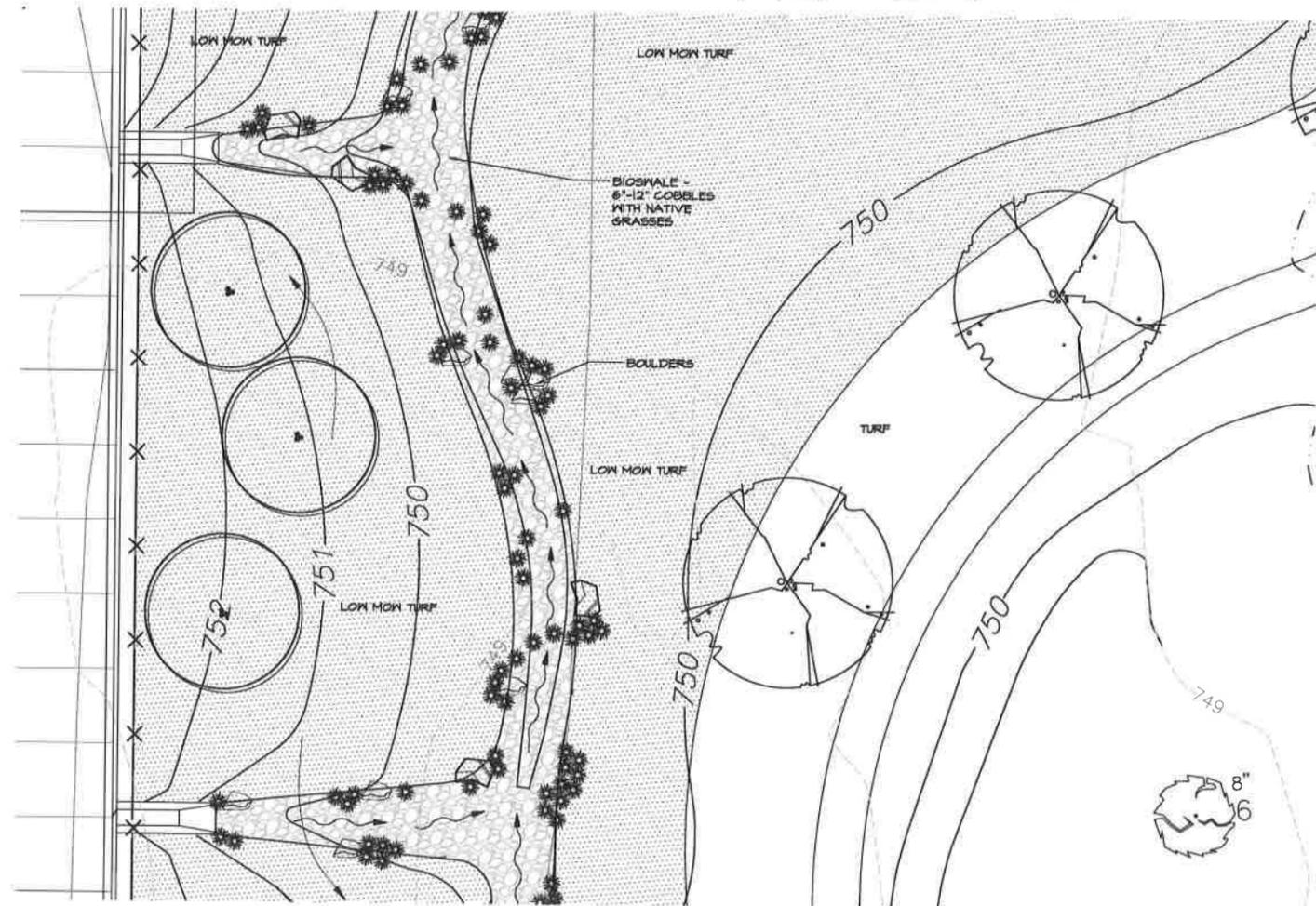
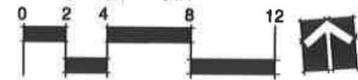
Drawing  
**L1.0**  
Site Development



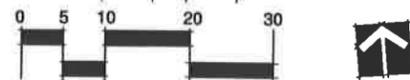
1 SOUTH FACADE LANDSCAPE PLAN  
L1.1 Scale: 1" = 10'-0"



1 RAINGARDEN ENLARGEMENT  
L1.1 Scale: 1/4" = 1'-0"



1 BIOSWALE ENLARGEMENT  
L1.1 Scale: 1" = 10'-0"



LANDSCAPE PLAN ENLARGEMENTS

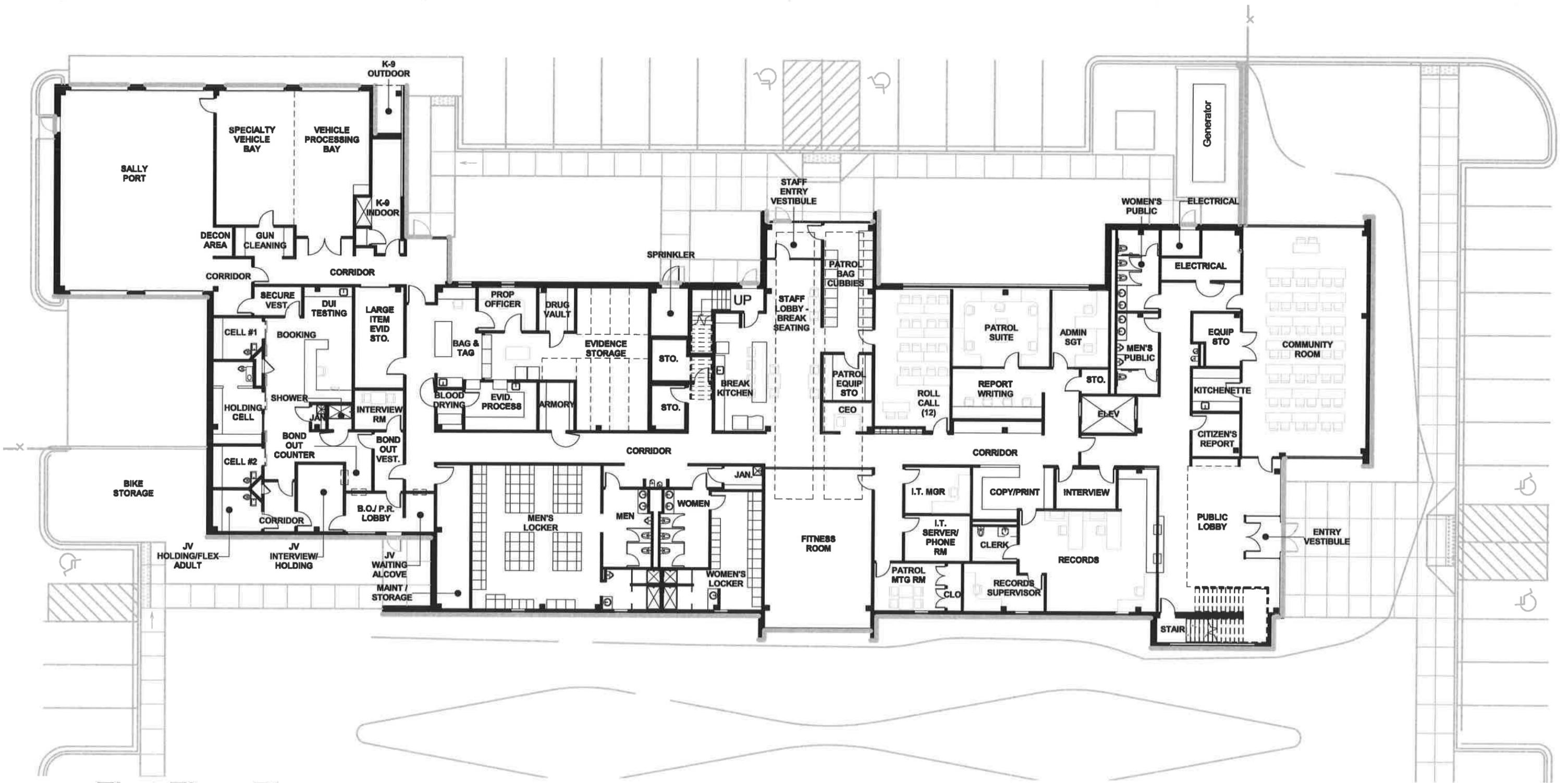
# GLEN ELLYN POLICE STATION

PARK BLVD.  
GLEN ELLYN, IL

REVIEWED BY:	KLK
APPROVED BY:	KLK
DRAWN/DESIGNED BY:	RJA
PROJECT NO.:	
DATE:	2.15.16

REVIEWED BY:	KLK
APPROVED BY:	KLK
DRAWN/DESIGNED BY:	RJA
PROJECT NO.:	
DATE:	11.5.15
SCALE:	1" = 10'-0"

Drawing  
**L1.1**  
Site Development



**1** First Floor Plan  
 Scale: 1" = 20'-0"

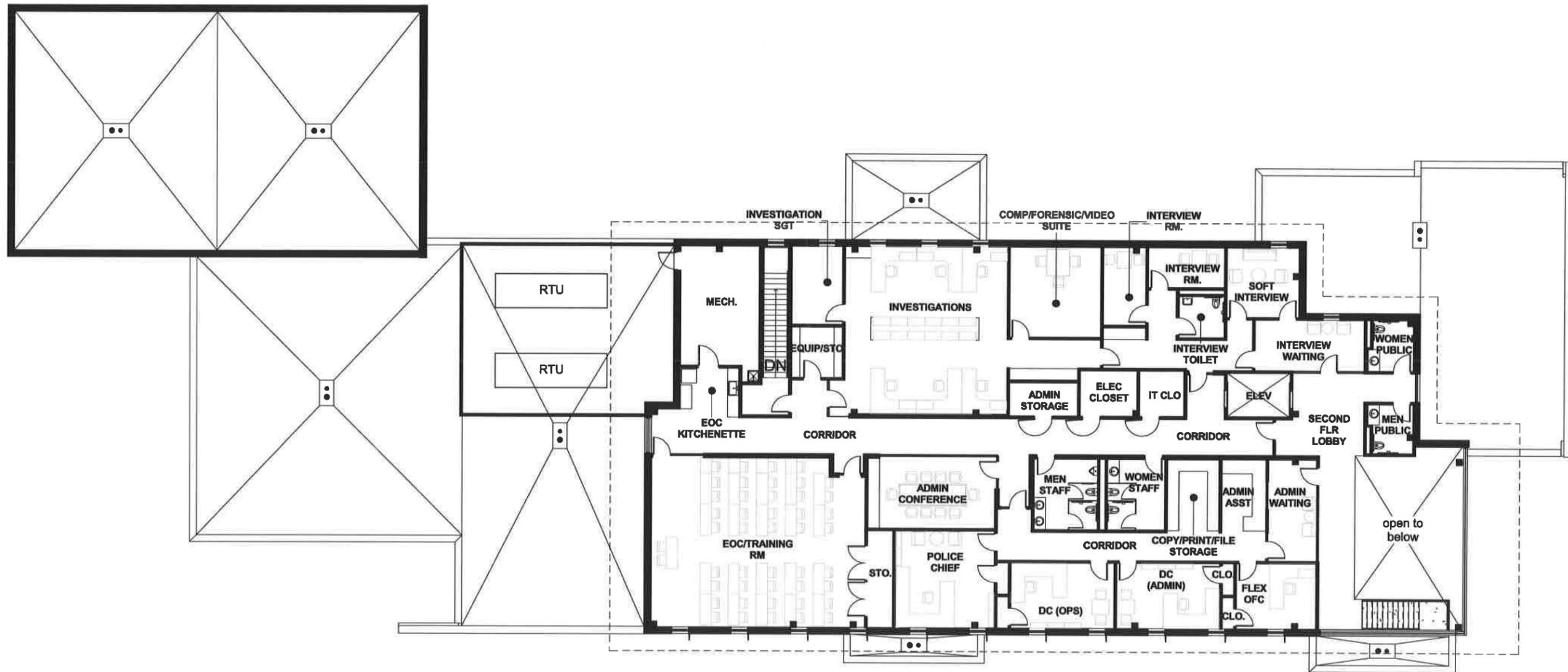


**GLEN ELLYN POLICE STATION**  
**FIRST FLOOR PLAN**



Leopardo Companies Inc.

Dewberry Architects Inc.



**1** Second Floor Plan

Scale: 1" = 20'-0"

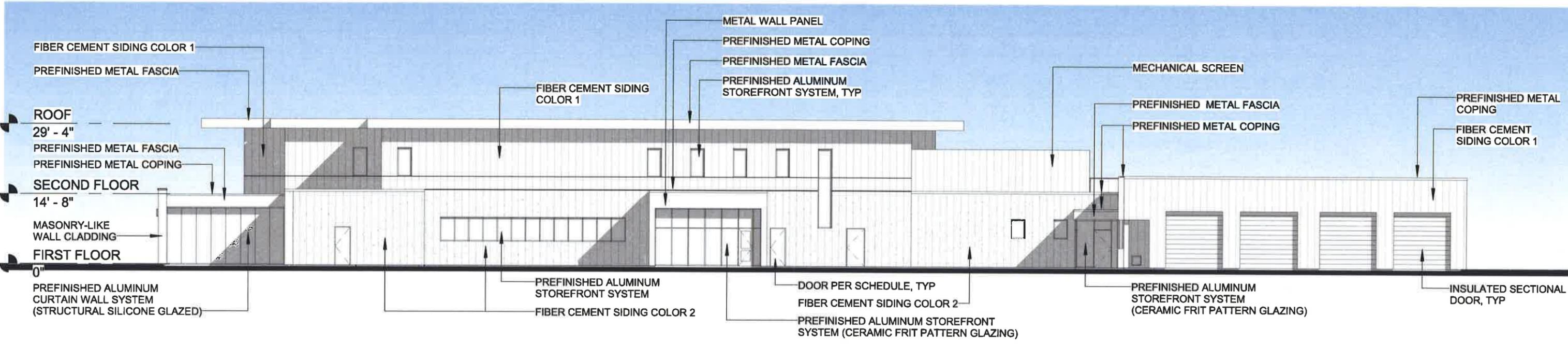


GLEN ELLYN POLICE STATION  
SECOND FLOOR PLAN

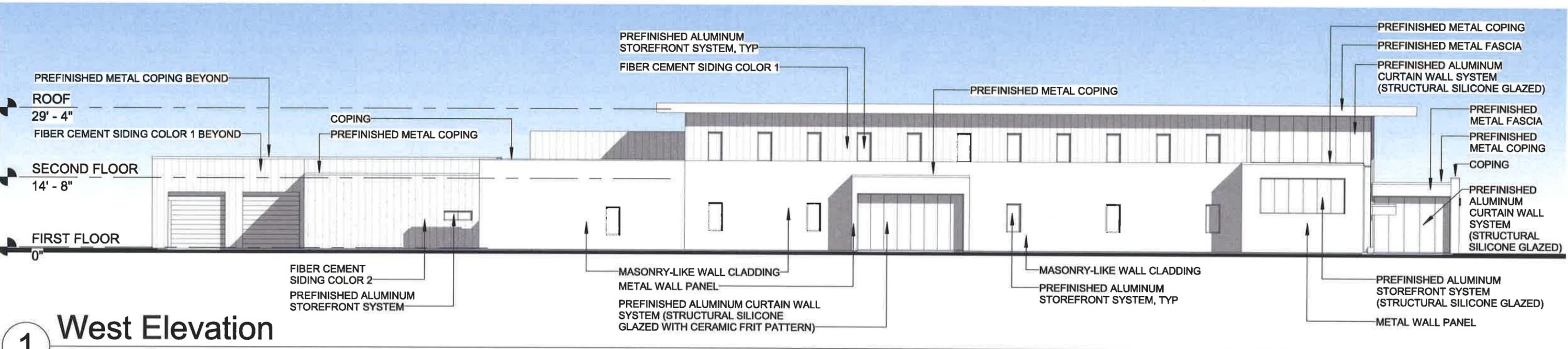


Leopardo Companies Inc.

Dewberry Architects Inc.



**2 East Elevation**  
 Scale: 1" = 20'-0"



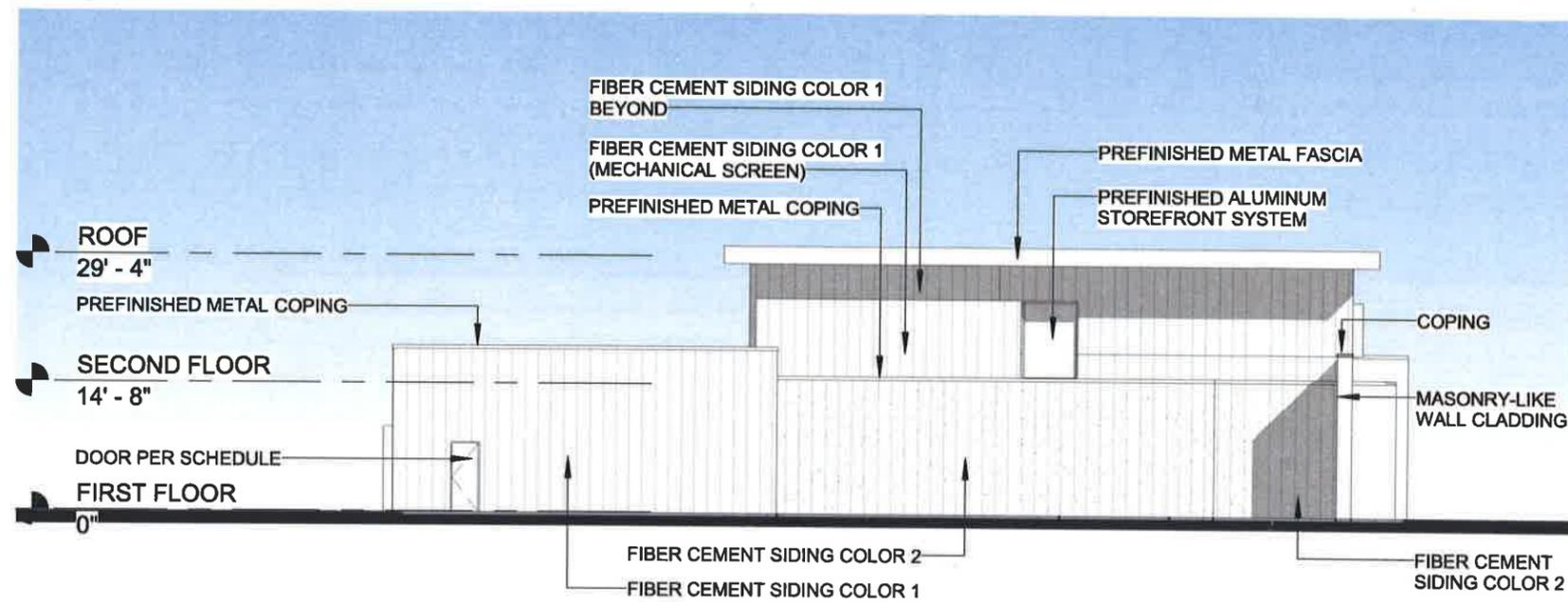
**1 West Elevation**  
 Scale: 1" = 20'-0"

**GLEN ELLYN POLICE STATION**  
**BUILDING ELEVATIONS**

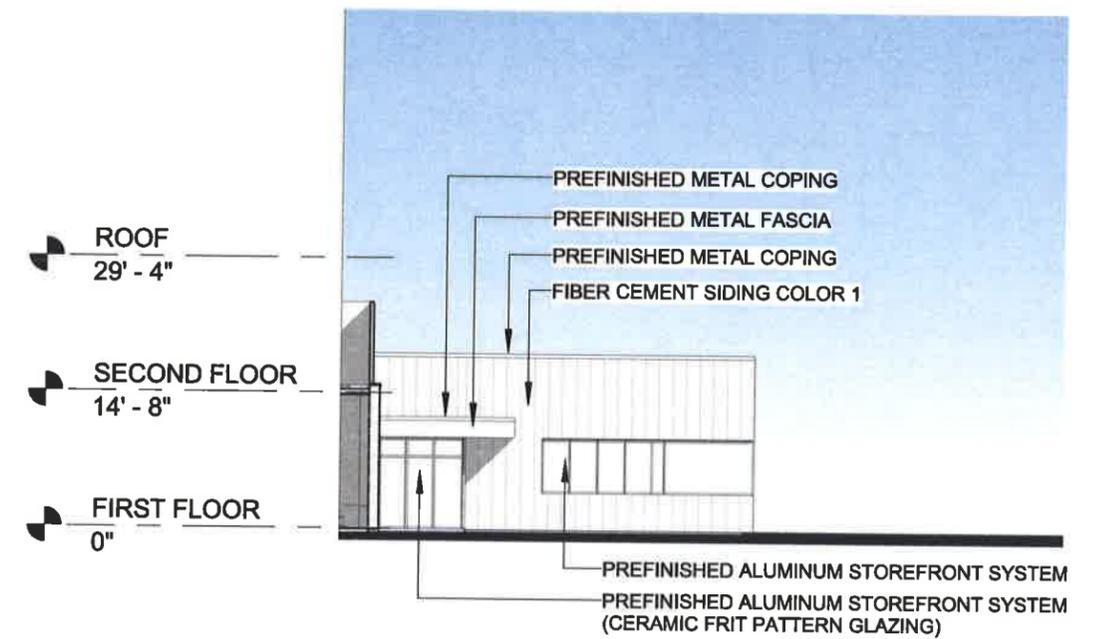


Leopardo Companies Inc.

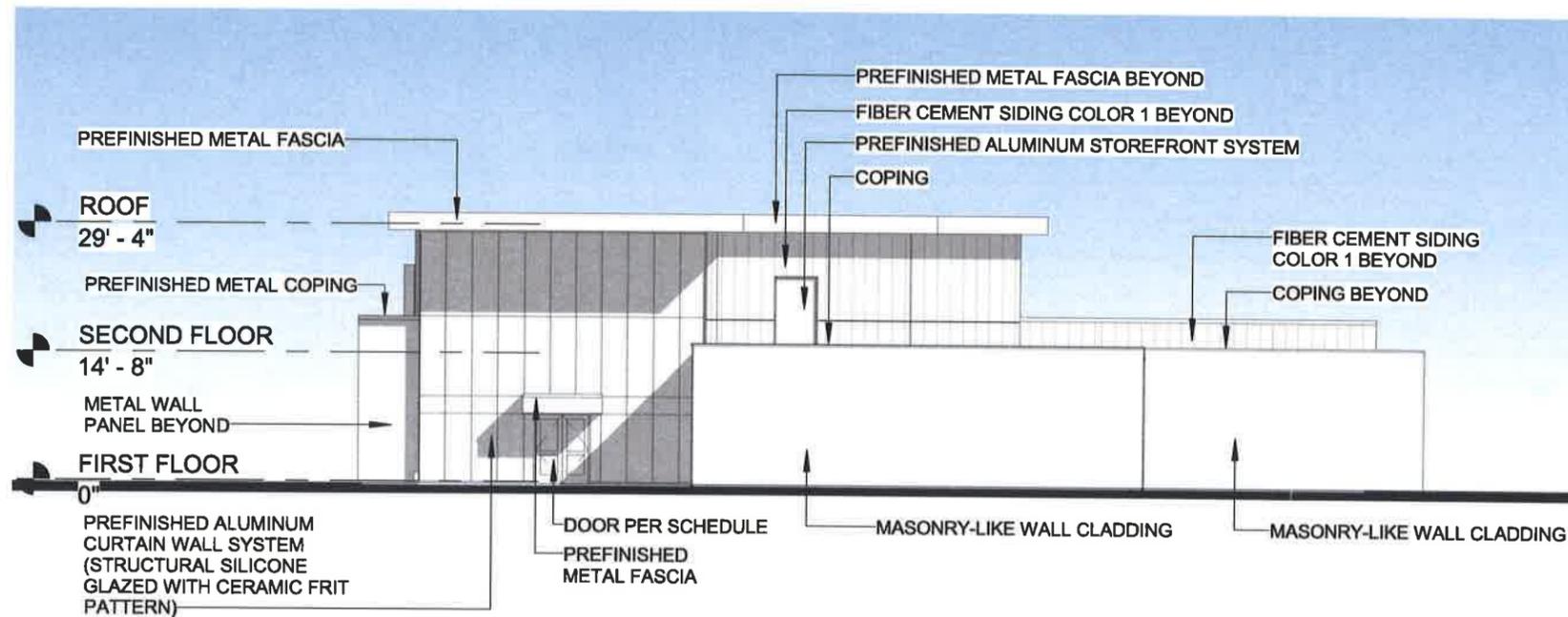
Dewberry Architects Inc.



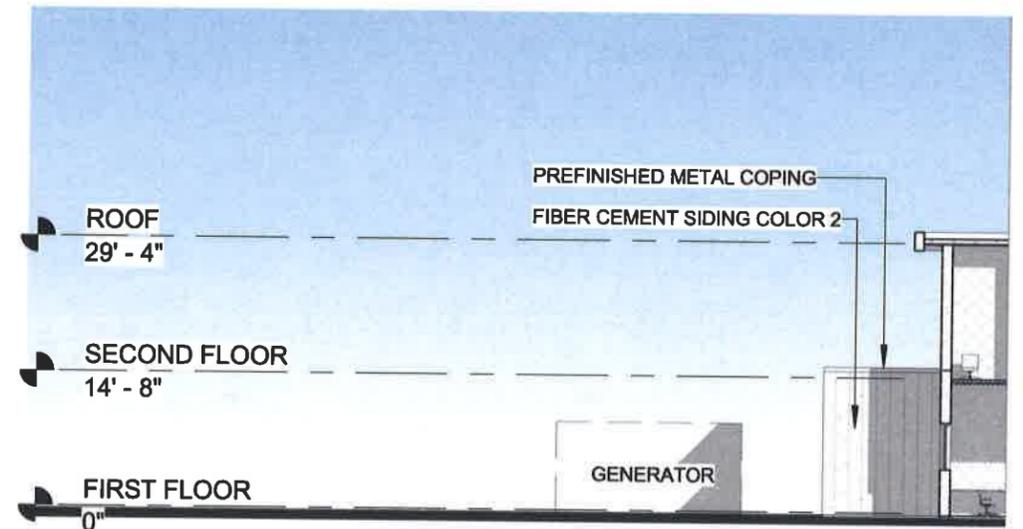
**2 North Elevation**  
Scale: 1" = 20'-0"



**4 South Elevation @ Sally Port**  
Scale: 1" = 20'-0"



**1 South Elevation**  
Scale: 1" = 20'-0"



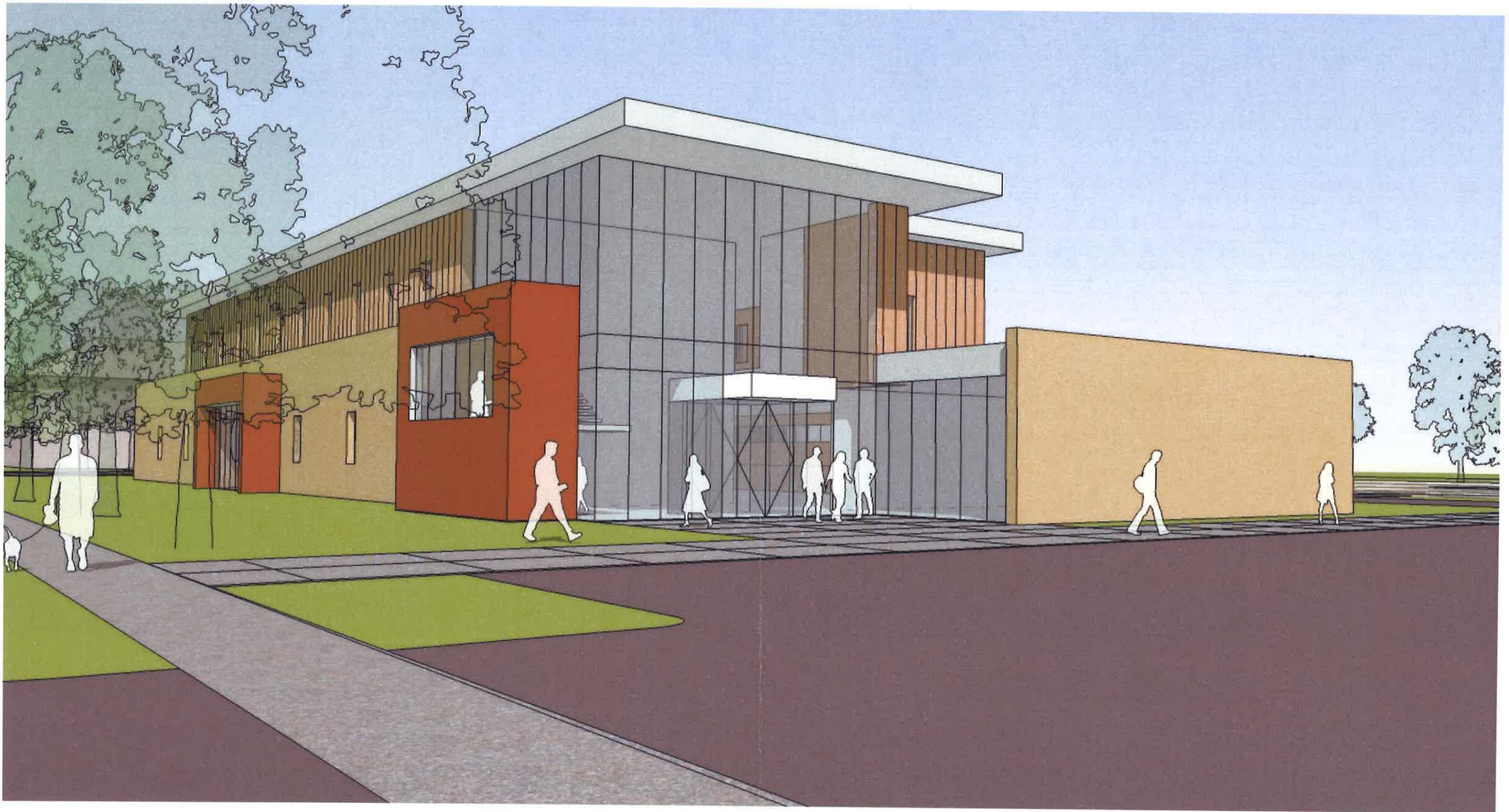
**3 North Elevation @ Generator**  
Scale: 1" = 20'-0"

GLEN ELLYN POLICE STATION  
BUILDING ELEVATIONS



Leopardo Companies Inc.

Dewberry Architects Inc.



GLEN ELLYN POLICE STATION  
VIEW FROM SOUTHWEST

 **Leopardo**  **Dewberry**<sup>®</sup>

Leopardo Companies Inc.

Dewberry Architects Inc.

02/15/16

ARC-8

PROJECT NO. 50076713



GLEN ELLYN POLICE STATION  
VIEW FROM SOUTHEAST

02/15/16

 **Leopardo**  **Dewberry**<sup>®</sup>

Leopardo Companies Inc.

Dewberry Architects Inc.

ARC-9

PROJECT NO. 50076713