VILLAGE OF DOWNERS GROVE
Report for the Village
1/21/2020

SUBJECT:	SUBMITTED BY:
4110 Finley Road - Special Use for off-site parking and an accessory use prior to a principal use	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting Special Use approvals to provide off-site parking over 1,000 feet away from the use served and to establish an accessory use before the principal use is established at 4110 Finley Road.

STRATEGIC PLAN ALIGNMENT

The goals for 2019-2021 include *Strong and Diverse Local Economy*.

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the January 14, 2020 Village Council meeting.

At the January 14 meeting, Mayor Barnett asked for an analysis of the future traffic conditions/impacts on Lacey Road within the Esplanade Office Park just north of the Bridge Point Development. The petitioner's traffic consultant KLOA completed a study for the subdivision that discussed traffic at the intersections of:

- Butterfield / Lacey
- Woodcreek / Lacey
- Butterfield / Esplanade Road / Home Depot Drive
- Lacey Road / Esplanade Road

The analysis is attached as 18-198 Addendum to Traffic Study 1-16-2020.

Staff recommends approval on the January 21, 2020 active agenda.

BACKGROUND

Property Information and Zoning Request

The petitioner is requesting approval of a Special Use to establish an off-site parking area that is over 1,000 feet away from the use served and approval for an additional Special Use to establish parking as an accessory use before the principal use of the property is in place at 4110 Finley Road. The proposed parking lot will provide needed accessory parking for the proposed tenant, Amazon Logistics, who will be leasing the two warehouse buildings located at 3700 Lacey Road and 3800 Finley Road, approximately 2,000 feet north of

the proposed parking lot.

The subject property is currently vacant. The petitioner is proposing to develop the site as parking for their prospective tenant, who requires additional parking for their intended use. The additional parking will provide spaces for Delivery Service Provider (DSP) vehicles, as well as the personal vehicles of the DSP drivers. The subject property currently has three curb cuts and the proposal includes reducing to two curb cuts.

The parking lot will consist of 477 spaces, nine of which will be ADA compliant. Each parking space is larger than the minimum required to accommodate the size of DSP vehicles. Parking spaces dedicated to personal vehicles will be organized throughout the parking lot to provide employees with short walks to their DSP vehicles. In addition to the parking lot, stormwater detention and parking lot landscaping will be provided.

Compliance with Comprehensive Plan
The Comprehensive Plan designates the subject property as Office/Corporate Campus, which is characterized by office uses with large-scale buildings and office parks in locations easily accessible from the I-88 & I-355 corridors. The Comprehensive Plan includes a goal for Commercial and Office Areas to maximize the exposure and capitalize on the access to I-88 and I-355 by clustering uses and businesses that benefit from, and cater to, a larger regional market and employment base near interchanges and promoting and encouraging better signage and appearances on facades fronting the interstates.

Another goal for Commercial and Office Areas is to enhance the economic viability, productivity, and function of the Village's commercial properties. The objectives of this goal include promoting a mix of commercial and retail, in addition to encouraging campuses to offer spaces that are adaptable to market trends. The proposed development meets these goals of the Comprehensive Plan, while allowing redevelopment of what is now a vacant site. The proposal is consistent with the Comprehensive Plan.

Compliance with the Zoning Ordinance
The subject property is currently zoned O-R-M, Office-Research-Manufacturing, and is proposed to meet the bulk regulations for this district.

Traffic and Parking
While sufficient parking is provided for the office-warehouse users on the properties to the north, the tenant requires additional parking for their operations at this location, which is subject to the special use requests. The applicant submitted a traffic study to the Village and DuPage County for review since DuPage County has jurisdiction of Finley Road. DuPage County has stated that they are in support of providing access to the development, based off of the submitted traffic study with the following required improvements, which have been accommodated in the proposed plan:

- A north inbound-only access drive on Finley Road, with a single lane that provides access to the site.
- A northbound left-turn lane and a southbound right-turn lane that will be provided on Finley Road at the proposed north inbound-only access drive.
- A south outbound-only access drive on Finley Road that will provide two outbound lanes under stop sign control from the site.

The submitted study demonstrates that the Level of Service will remain generally the same for the signalized intersection of Finley and Lacey Roads (at a Level B), located immediately north of the site. However the level of service is expected to decrease at the intersection of Belmont Road and Ogden Avenue (from E to F), located south of the subject property, but that is not solely because of this development. When compared to the projected traffic volumes that will travel through this intersection, the proposed parking lot will contribute

to the increase in traffic by approximately 1.5 percent during the peak hours. This minimal increase indicates that the projected traffic to use the proposed parking lot will not have a significant impact on the overall operations of the intersection.

The overall tenant plan also includes a new internal access road between the 3700 Lacey and 3800 Finley buildings. This will result in fewer vehicles using Lacey and Finley Roads to move between the two buildings. The study concludes that there is no need for additional traffic control improvements beyond what is summarized above.

Public Comment

Prior to the Plan Commission meeting, staff received an inquiry from the adjacent property owner to the north, who requested information about the project. The Village received questions from two additional callers, one to request information on the petitioner, and the other caller who works in the corridor called to express his concerns regarding traffic. He noted that traffic is very bad at the end of the work day. The caller requested that larger scale efforts are made to calm traffic.

Five attendees spoke at the Plan Commission meeting. One expressed his desire to see various alternative uses considered at this location, and three additional speakers commented on their concern regarding traffic implications. A representative of the Downers Grove Economic and Development Corporation stated his support for the project.

ATTACHMENTS

18-198 Addendum to Traffic Study 1-16-2020
Ordinance
Aerial Map
Staff Report with attachments dated December 2, 2019
Approved Minutes of the Plan Commission Hearing dated December 2, 2019

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Village Manager **DATE:** January 21, 2020
(Name)

RECOMMENDATION FROM: _____ **FILE REF:** _____
(Board or Department)

NATURE OF ACTION:

X Ordinance

__ Resolution

__ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to adopt "AN ORDINANCE AUTHORIZING SPECIAL USES TO PROVIDE OFF-SITE PARKING OVER 1,000 FEET AWAY FROM THE USE SERVED AND TO ESTABLISH AN ACCESSORY USE BEFORE THE PRINCIPAL USE IS ESTABLISHED AT 4110 FINLEY ROAD", as presented.

SUMMARY OF ITEM:

Adoption of this ordinance shall authorize special uses to provide off-site parking over 1,000 feet away from the use served and to establish an accessory use before the principal use is established at 4110 Finley Road.

RECORD OF ACTION TAKEN:

_____

_____

_____

I\mw\cas.20\SU-4110-Finley-19-PLC-0022

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Mark Houser
Bridge Development

FROM: Luay R. Aboona, PE, PTOE
Principal

DATE: January 16, 2020

SUBJECT: Traffic Study Addendum
Downers Grove, Illinois

As requested by the Village of Downers Grove, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) has prepared this addendum to the traffic study completed for the proposed surface parking lot to be located on Frontage Road south of Lacey Road. The purpose of the addendum is to evaluate the incremental impact the traffic generated by the parking lot will have at the following intersections:

- Butterfield Road/Lacey Road
- Woodcreek Drive/Lacey Road
- Butterfield Road/Esplanade Road/Home Depot access drive
- Esplanade Road/Lacey Road

To evaluate this impact, KLOA, Inc. utilized the traffic study previously completed for the Bridgepoint development in October 2017, in which the four intersections were analyzed for Year 2022 conditions. The estimated traffic that will be generated by the proposed parking lot was added to the future conditions and reanalyzed using the same methodologies as described in the traffic studies. The result of the analyses expressed in levels of service and average delays for Year 2022 conditions with and without the parking lot traffic are summarized in **Tables 1** through **4**.

Based on a review of the results of the capacity analyses, it can be seen that the increase in traffic resulting from the proposed parking lot will not have a significant impact on the operations of the intersections. This is confirmed by the fact that the levels of services remain unchanged and that the average delays generally increase by less than two to three seconds. Furthermore, the increase in traffic on Lacey Road will be 34 and 45 vehicles in both directions during the morning and evening peak hours, respectively. This translates into less than one trip per minute, which is not significant and should not impede traffic from businesses in the area, such as 3500 Lacey Road, from exiting onto Lacey Road. When the increase in traffic is also compared to the amount of traffic the four intersections carry, it translates into an average increase in traffic at the intersections of two to three percent during the peak hours, which is not significant and can be accommodated, as the results of the capacity analyses have shown.

Table 1
CAPACITY ANALYSIS RESULTS – BUTTERFIELD ROAD WITH LACEY ROAD/LLOYD AVENUE – SIGNALIZED

	Peak Hour	Eastbound			Westbound		Northbound			Southbound		Overall
		L	T	R	L	T/R	L	T/R	R	L	T/R	
Year 2022 Background Conditions	Weekday Morning Peak Hour	E 66.0	C 32.9	A 2.6	F 120.4	B 14.3	F 83.2	C 26.1	A 1.2	E 64.6	E 64.0	D – 45.9
		C – 27.6			E – 63.3		D – 45.4			E – 64.2		
	Weekday Evening Peak Hour	F 89.0	C 20.7	A 0.0	F 100.2	B 10.7	E 78.1	E 56.2	B 13.0	F 103.0	D 45.4	C – 28.1
		C – 23.3			B – 15.4		D – 54.0			E – 65.1		
Year 2022 Projected Conditions	Weekday Morning Peak Hour	E 66.0	C 32.9	A 2.6	F 125.7	B 14.4	F 82.0	C 24.2	A 1.1	E 64.4	E 65.5	D – 47.0
		C – 27.4			E – 65.8		D – 46.6			E – 65.1		
	Weekday Evening Peak Hour	F 89.0	C 20.8	A 0.1	F 100.4	B 11.0	F 91.3	E 69.7	B 12.9	F 103.0	D 48.0	C – 30.5
		C – 23.2			B – 15.7		E – 64.1			E – 66.5		

Letter denotes Level of Service L – Left-Turns R – Right-Turns
Delay is measured in seconds. T – Through TR – Through/Right

Table 2
CAPACITY ANALYSIS RESULTS – LACEY ROAD WITH WOODCREEK DRIVE – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound		Overall
		L		R				L	T		T	R	
Year 2022 Background Conditions	Weekday Morning Peak Hour	E 58.7		C 25.9				A 1.7	A 2.0		A 6.8	A 0.6	A – 6.8
		D – 53.5						A – 1.9			A – 4.4		
	Weekday Evening Peak Hour	E 55.5		B 12.6				A 8.5	A 9.2		A 4.4	A 0.1	C – 30.0
		D – 54.0						A – 9.2			A – 2.7		
Year 2022 Projected Conditions	Weekday Morning Peak Hour	E 58.7		C 25.9				A 1.7	A 2.0		A 6.9	A 0.5	A – 6.9
		D – 53.5						A – 1.9			A – 4.5		
	Weekday Evening Peak Hour	E 55.6		B 12.6				A 8.5	A 9.2		A 4.9	A 0.1	C – 30.1
		D – 54.1						A – 9.2			A – 3.2		

Letter denotes Level of Service L – Left-Turns R – Right-Turns
Delay is measured in seconds. T – Through

Table 3
CAPACITY ANALYSIS RESULTS – BUTTERFIELD ROAD WITH ESPLANADE ROAD/HOME DEPOT ACCESS DRIVE SIGNALIZED

	Peak Hour	Eastbound			Westbound		Northbound			Southbound		Overall
		L	T		T	R			R	L	R	
Year 2022 Background Conditions	Weekday Morning Peak Hour	F 88.2	A 1.8		B 12.9	A 0.5			A 0.8	E 57.5	A 6.5	A – 9.4
		A – 3.5			B – 12.4		A – 0.8			D – 40.2		
	Weekday Evening Peak Hour	E 74.6	A 7.1		B 17.1	A 0.5			F 325.5	E 65.5	A 8.9	D – 51.9
		B – 10.0			B – 15.8		F – 325.5			D – 39.6		
Year 2022 Projected Conditions	Weekday Morning Peak Hour	F 88.1	A 1.8		B 12.9	A 0.5			A 0.8	E 57.5	A 6.5	A – 9.4
		A – 3.5			B – 12.4		A – 0.8			D – 40.2		
	Weekday Evening Peak Hour	E 74.7	A 7.0		B 17.1	A 0.5			F 325.5	E 65.5	A 8.9	D – 51.9
		A – 10.0			B – 15.8		F – 325.5			D – 39.6		

Letter denotes Level of Service L – Left-Turns R – Right-Turns
Delay is measured in seconds. T – Through

Table 4
CAPACITY ANALYSIS RESULTS
LACEY ROAD WITH ESPLANADE ROAD – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2022 Background Conditions				
• Northbound Approach	A	9.3	C	16.4
• Eastbound Approach	C	16.7	B	10.8
• Westbound Approach	A	8.4	C	18.1
• Overall	C	15.7	C	16.5
Year 2022 Projected Conditions				
• Northbound Approach	A	9.3	C	16.9
• Eastbound Approach	C	17.5	B	11.2
• Westbound Approach	A	8.5	C	19.5
• Overall	C	16.3	C	17.3

LOS = Level of Service
Delay is measured in seconds.

ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING SPECIAL USES TO PROVIDE OFF-SITE PARKING OVER 1,000 FEET AWAY FROM THE USE SERVED AND TO ESTABLISH AN ACCESSORY USE BEFORE THE PRINCIPAL USE IS ESTABLISHED AT 4110 FINLEY ROAD

WHEREAS, the following described property, to wit:

PARCEL 1:
THAT PART OF THE NORTHWEST ¼ OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY BEGINNING AT THE NORTHWEST CORNER OF LOT 3 OF LACEY ESTATES, RECORDED DECEMBER 19, 1962 AS DOCUMENT R62-44978, BEING ON A LINE PARALLEL WITH AND 82.5 FEET EAST OF, MEASURED AT RIGHT ANGLES, OF THE WEST LINE OF SAID NORTHWEST 1/4, AND RUNNING THENCE NORTH ALONG SAID PARALLEL LINE, 631.69 FEET; THENCE EAST PARALLEL WITH THE NORTH LINE OF LOTS 1, 2 AND 3 IN LACEY ESTATES, 1,048.38 FEET (MEASURE 1047.77 FEET) TO THE WESTERLY LINE OF FINLEY ROAD; THENCE SOUTHERLY AND SOUTHWESTERLY ALONG SAID WESTERLY LINE, BEING ON A CURVE TO THE RIGHT AND HAVING A RADIUS OF 991.74 FEET, FOR AN ARC DISTANCE OF 703.28 FEET (MEASURE 702.49 FEET) TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE WEST ALONG SAID NORTH LINE OF LOTS 1, 2 AND 3,771.88 FEET (MEASURE 773.78 FEET) TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
LOTS 1,2 AND 3 IN LACEY ESTATES, BEING A SUBDIVISION IN SECTION 1, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND IN SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 19, 1962 AS DOCUMENT R62-44978, IN DUPAGE COUNTY, ILLINOIS.

(EXCEPT THAT PART OF SAID PARCELS 1 AND 2 LYING SOUTHEASTERLY OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE NORTHWEST CORNER OF LOT 3 IN LACEY ESTATES; THENCE SOUTH 10 DEGREES 26 MINUTES 38 SECONDS EAST 187.79 FEET ALONG WET LINE OF SAID LOT 3 FOR A POINT OF BEGINNING OF SAID LINE; THENCE NORTH 63 DEGREES 46 MINUTES 45 SECONDS EAST 67.72 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1,713.04 FEET AND SUBTENDING A CHORD OF 1,145.63 FEET AND BEARING NORTH 44 DEGREES 14 MINUTES, 39 SECONDS EAST, FOR AN ARC DISTANCE OF 1,168.13 FEET TO THE POINT OF TERMINATION OF SAID LINE (SAID POINT BEING ON A LINE PARALLEL WITH THE NORTH LINE OF LOTS 1, 2 AND 3 IN LACEY ESTATES AND SAID PARALLEL LINE BEING 631.69 FEET NORTH OF THE NORTHWEST CORNER OF SAID LOT 3) AND EXCEPT THE SOUTHEASTERLY 7.00 FEET OF THAT PART OF SAID PARCELS 1 AND 2 LYING NORTHWESTERLY OF AND ADJOINING THE LINE DESCRIBED IN THE FIRST EXCEPTION AND EXCEPT THAT PART OF SAID PARCEL 1 DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 3 IN LACEY ESTATES, BEING A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 19, 1962 AS DOCUMENT R62-44978, SAID POINT OF COMMENCEMENT BEING THE INTERSECTION OF THE SOUTH LINE OF LOT 1 OF LACEY DAVENPORT PLAT OF SURVEY, AFORESAID, WITH A LINE 82.50 FEET, AS MEASURED AT RIGHT ANGLES, EAST OF AND PARALLEL WITH THE WEST LINE OF THE NORTHWEST ¼ OF SAID

SECTION 6: THENCE NORTHERLY ALONG SAID LAST DESCRIBED PARALLEL LINE 631.9 FEET; THENCE EASTERLY PARALLEL WITH THE NORTH LINE OF LOTS 1, 2 AND 3 IN LACEY ESTATES, AFORESAID 902.33 FEET TO THE POINT OF BEGINNING, THENCE CONTINUING ALONG SAID PARALLEL LINE 10.34 FEET TO A POINT ON A LINE LYING 7.00 FEET NORTHWESTERLY OF AND CONCENTRIC WITH THE NORTHWESTERLY LINE OF RELOCATED FINLEY ROAD ACQUIRED BY CONDEMNATION IN CASE NO. 88ED249; THENCE SOUTHWESTERLY ALONG SAID CONCENTRIC LINE BEING A CURVED LINE CONVEX SOUTHEASTERLY AND HAVING A RADIUS OF 1,706.04 FEET, AN ARC DISTANCE OF 95.91 FEET, THENCE NORTHEASTERLY 91.40 FEET TO THE POINT OF BEGINNING), IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 4110 Finley Road, Downers Grove, IL 60515
PINs: 09-06-100-019, -025

(hereinafter referred to as the "Property") is presently zoned in the *"O-R-M, Office-Research, Manufacturing Business District"* under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that Special Uses per Section 28.12.050 of the Zoning Ordinance be granted to authorize off-street parking over 1,000 feet away from the use served at 3800 Finley Road (PIN: 06-31-300-012) and 3700 Lacey Road (PIN: 06-31-300-011) and to establish an accessory use before the principal use is established; and

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing for the petition on December 2, 2019 and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, the Plan Commission has recommended approval of the Special Uses, subject to certain conditions; and,

WHEREAS, the Village Council finds that the evidence presented in support of said petition, as stated in the aforesaid findings and recommendations of the Plan Commission, is such as to establish the following:

1. That the proposed uses are expressly authorized as a Special Use in the district in which it is to be located.

2. That the proposed uses at the proposed locations are necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.

3. That the proposed uses will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

SECTION 1. That Special Uses of the Property are hereby granted to authorize off-street parking over 1,000 feet away from the use served at 3800 Finley Road (PIN: 06-31-300-012) and 3700 Lacey Road (PIN: 06-31-300-011) and to establish an accessory use before the principal use is established.

SECTION 2. This approval is subject to the following conditions:

1. The proposed Special Uses shall substantially conform to the staff report dated December 2, 2019, engineering plans prepared by Spaceco Inc. originally on October 18, 2019 and revised on November 20, 2019, and to the landscape plans prepared by K M Talty Design originally on October 17, 2019, and revised on November 15, 2019, except as such plans may be modified to conform to the Village codes and ordinances.

2. If the parking lot is no longer used for Amazon or a subsidiary thereof, a building must be constructed on the property or the parking lot removed and the site restored to green space within two years of its vacation from the 3800 Finley and 3700 Lacey buildings.

3. A cross access drive shall be provided between the 3800 Finley and 3700 Lacey buildings located north of the subject property.

4. The petitioner shall administratively consolidate the two lots into a single lot of record pursuant to Section 20.507 of the Subdivision Ordinance prior to the issuance of any site development or building permits.

5. The petitioner shall provide the necessary easements.

6. A photometric plan shall be provided that complies with Section 10.030.D of the Zoning Ordinance.

7. The petitioner shall work with the Village to identify additional landscaping screening requirements on the site in accordance with the Village Code.

SECTION 3. The above conditions are hereby made part of the terms under which the Special Uses are granted. Violation of any or all of such conditions shall be deemed a violation of the Village of Downers Grove Zoning Ordinance, the penalty for which may include, but is not limited to, a fine and/or revocation of the Special Use granted herein.

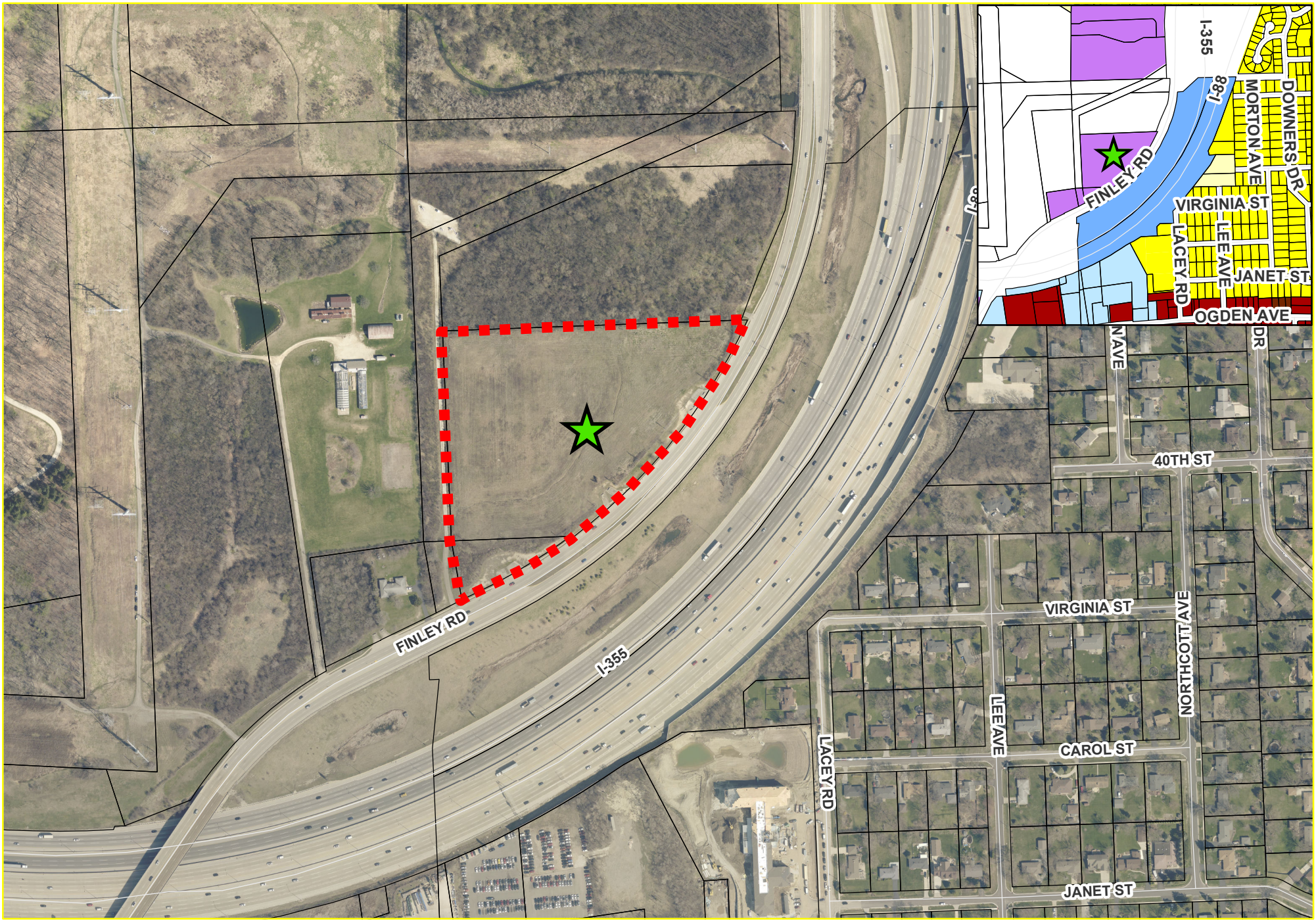
SECTION 4. It is the Petitioner's obligation to maintain compliance with all applicable Federal, State, County and Village laws, ordinances, regulations, and policies.

SECTION 5. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

1\mw\ord.20\SU-3700-Lacey-19-PLC-0032



N

0 235 470 940 Feet

4110 Finley Road - Location Map

Subject Property

Project Location

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
DECEMBER 2, 2019 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
19-PLC-0032 4110 Finley Road	Special Use to Provide an Accessory Parking Lot	Gabriella Baldassari Planner

REQUEST
The petitioner is requesting approval for a Special Use to provide off-site parking over 1,000 feet away from the use served and to establish an accessory use before the principal use is established at 4110 Finley Road.

NOTICE
The application has been filed in conformance with applicable procedural and public notice requirements.

GENERAL INFORMATION

OWNER/PETITIONER: Bridge Point Downers Grove Phase II, LLC
c/o: Mark Houser
1000 W. Irving Park Road, Suite 150
Itasca, IL 60143

PROPERTY INFORMATION

EXISTING ZONING: O-R-M, Office-Research-Manufacturing
EXISTING LAND USE: Vacant
PROPERTY SIZE: 464,674 square feet (10.67 acres)
PINS: 09-06-100-019, -025

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	O, Office Research (DuPage County)	Office/Corporate Campus
SOUTH	M-2, Restricted Manufacturing And Tollway	Tollway
EAST:	M-2, Restricted Manufacturing And Tollway	Tollway
WEST:	O, Office Research (DuPage County)	Institutional/Public

ANALYSIS

SUBMITTALS
This report is based on the following documents, which are on file with the Department of Community Development:

1. Project Summary/Narrative
2. Special Use Criteria

3. Plat of Survey
4. Parking Use Exhibit
5. Geometric Plan
6. Grading Plan
7. Landscape Plan
8. Traffic Study

PROJECT DESCRIPTION

The petitioner is requesting approval of a Special Use to establish an off-site parking area that is over 1,000 feet away from the use served and approval for an additional Special Use to establish parking as an accessory use before the principal use of the property is in place at 4110 Finley Road. The proposed parking lot will provide needed accessory parking for the proposed tenant, Amazon Logistics, who will be leasing the two large warehouse buildings located at 3700 Lacey Road and 3800 Finley Road, approximately 2,000 feet north of the proposed parking lot.

The subject property is currently vacant. The petitioner is proposing to develop the site as parking for their prospective tenant who requires additional parking for their intended use. The additional parking will provide spaces for Delivery Service Provider (DSP) vehicles, as well as the personal vehicles of the DSP drivers. The subject property currently has three curb cuts and the proposal includes reducing to two curb cuts and relocating them.

The parking lot will consist of 477 spaces, nine of which will be ADA compliant. Each parking space is dimensioned larger than the minimum required to accommodate the size of DSP vehicles. Parking spaces dedicated to personal vehicles will be organized throughout the parking lot to provide employees with short pedestrian walks to their DSP vehicles. In addition to the provided parking, stormwater detention and associated parking lot landscaping will be provided.

The parking lot will function in the following manner:

- DSP drivers enter the site in their personal vehicles via the north curb cut.
- The drivers park their personal vehicles and pick up a DSP vehicle.
- The drivers exit the parking lot in the DSP vehicles via the south curb cut and proceed to the 3800 Finley Road building.
- Once the DSP vehicles are loaded, the drivers leave on their routes.
- At the end of their shift, the DSP drivers return to 3800 Finley Road and unload any undeliverable packages.
- The DSP drivers return to the 4110 Finley Road parking lot via the north entrance and park the DSP vehicles.
- The drivers walk to their personal vehicles and leave in their personal vehicles via the south driveway.

The vehicle movements are further illustrated in the attachments and also appear in the traffic study appendix.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan designates the subject property as Office/Corporate Campus, which is characterized by office uses with large-scale buildings and office parks in locations easily accessible from the I-88 & I-355 corridors. The Comprehensive Plan includes a goal for Commercial and Office Areas to maximize the exposure and capitalize on the access to I-88 and I-355 by clustering uses and businesses that benefit from, and cater to, a larger regional market and employment base near interchanges and promoting and encouraging better signage and appearances on facades fronting the interstates.

Another goal for Commercial and Office Areas is to enhance the economic viability, productivity, and function of the Village's commercial properties. The objectives of this goal include promoting a mix of commercial and retail, in addition to encouraging campuses to offer spaces that are adaptable to market trends. The proposed development meets these goals of the Comprehensive Plan, while allowing redevelopment of what is now a vacant site. The proposal is consistent with the Comprehensive Plan.

COMPLIANCE WITH THE ZONING ORDINANCE

The subject property is currently zoned O-R-M, Office-Research-Manufacturing, and is required to meet the bulk regulations for this district, as well as requirements for landscaping and parking dimensions. The required and proposed dimensions are compared below.

BULK REGULATIONS (O-R-M ZONE)	REQUIRED	PROPOSED
Min. Lot Area	20,000 s.f.	464,674 s.f.
Street Setback (Southeast)	35 ft.	35 ft.
Interior/Rear Setback (North)	10 ft.	40 ft.
Interior/Rear Setback (West)	10 ft.	40 ft.
Min, Landscaped Open Space (15% of lot)	69,701 s.f.	181,223 s.f. (39%)
Street Yard Open Space (7.5% required open space)	34,851 s.f.	123,402 s.f. (26.7%)

BULK REGULATIONS (PARKING)	REQUIRED	PROPOSED
Stall Width (for 90°)	9 ft.	11 ft.
Stall Length (for 90°)	18 ft.	27 ft.
Drive Aisle Width (for 90°)	24 ft.	30 ft.
Module Width (for 90°)	60 ft.	79 ft.

BULK REGULATIONS (LANDSCAPE)	REQUIRED	PROPOSED
Island Min. Width (every 20 spaces)	7 ft.	7 ft.
Divider Width	6 ft.	6 ft.
Min. Landscape Area	150 s.f.	420 s.f.
Street Yard Perimeter	75%	100%

Traffic and Parking

As noted above, the proposed parking lot will provide accessory parking for the proposed tenant who will locate their warehousing and distribution operations into 3700 Lacey Road and 3800 Finley Road. Improvements at 4110 Finley Road will include constructing a parking lot with associated detention area and reducing access to the site to two curb cuts (from three). While sufficient parking is provided for office-warehouse users on the properties to the north, the tenant requires additional parking for their operations, which is subject to the special use requests.

Finley Road is under the jurisdiction of DuPage County, which ultimately approves the access to the subject property. The applicant was required to submit a traffic study to the Village and DuPage County for review. DuPage County has stated that they are in support of providing access to the development, based off of the submitted traffic study with the following required improvements, which have been accommodated in the proposed plan:

- A north inbound-only access drive on Finley Road, with one inbound lane that provides access to the site.
- A northbound left-turn lane and a southbound right-turn lane will be provided on Finley Road at the proposed north inbound-only access drive.
- A south outbound-only access drive on Finley Road that will provide two outbound lanes under stop sign control from the site.

When assessing traffic impacts and an intersections ability to accommodate traffic flow, studies evaluate the level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. As with the provided study, levels of service reflects the overall increase in traffic resulting from background growth and all of the assumed developments including the proposed parking lot.

The submitted study demonstrates that the level of service will remain generally the same for the signalized intersection of Finley and Lacey Roads (at a Level B), located immediately north of the site. However the level of service is expected to decrease at the intersection of Belmont Road and Ogden Avenue (from E to F), located south of the subject property, but that is not solely because of this development. When compared to the projected traffic volumes that will travel through this intersection, the proposed parking lot will contribute to the increase in traffic by approximately 1.5 percent during the peak hours. This minimal increase indicates that the projected traffic to use the proposed parking lot will not have a significant impact on the overall operations of the intersection.

The overall tenant plan also includes a new internal access road between the 3700 Lacey and 3800 Finley buildings. This will result in fewer vehicles using Lacey and Finley Roads to move between the two buildings.

The study concludes that there is no need for additional traffic control improvements beyond what is summarized above.

ENGINEERING/PUBLIC IMPROVEMENTS

All engineering provisions including stormwater regulations have been reviewed for compliance with the Stormwater and Floodplain Ordinance. The proposed development will meet the ordinance. Any requisite building permits will be reviewed for continued compliance, including a looped water main for fire protection around the parking lot.

As noted above, certain improvements will be made to the roadway and adjacent to the site including the placement of a northbound left-turn lane and a southbound right-turn lane on Finley Road at the proposed north inbound-only access drive. Furthermore, there will be a reduction in access points to the site to two curb cuts from three. Lastly pedestrian connections will be made to the parking lot at both entrances.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division reviewed the proposal and had no comments.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property line in addition to posting the

public hearing sign and publishing a legal notice in *Enterprise Newspaper, Inc (The Bugle)*. Staff received an inquiry from the adjacent property owner to the north, requesting information about the project. A caller who works in the Village (location not specified) requested information on the petitioner, and another caller who works in at the 3600 Lacey building called to express his concerns regarding traffic. He noted that traffic is very bad at the end of the work day. The caller requested that larger scale efforts are made to calm traffic.

STANDARDS OF APPROVAL

Special Use
The petitioner is requesting approval for a Special Use to provide off-site parking over 1,000 feet away from the use served, as required by Section 7.070.D.2 of the zoning ordinance. Additionally, Section 6.010.A.3 requires a Special Use permit be approved to establish an accessory use before a principal use.

Section 28.12.050.H Approval Criteria – Special Uses
No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:

1. *That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;*

2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*

3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

DRAFT MOTION

Staff will provide a recommendation at the December 2, 2019 meeting. Should the Plan Commission find that the request meets the standards of approval for the two Special Uses, staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 19-PLC-0032:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for the two Special Uses as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 19-PLC-0032, subject to the following conditions:

1. The proposed Special Uses shall substantially conform to the staff report, engineering plans prepared by Spaceco Inc. originally on October 18, 2019 and revised on November 20, 2019, and to the landscape plans prepared by K M Talty Design originally on October 17, 2019, and revised on November 15, 2019, except as such plans may be modified to conform to the Village codes and ordinances.
2. If the parking lot is no longer used for the proposed tenant, a building must be constructed on the property or the parking lot removed and the site restored to green space within two years of the tenant's vacation from the 3800 Finley and 3700 Lacey buildings.
3. A cross access drive shall be provided between the 3800 Finley and 3700 Lacey buildings located north of the subject property.

4. The petitioner shall administratively consolidate the two lots into a single lot of record pursuant to Section 20.507 of the Subdivision Ordinance prior to the issuance of any site development or building permits.
5. The petitioner shall provide the necessary easements.
6. A photometric plan shall be provided that complies with Section 10.030.D of the zoning ordinance.
7. The petitioner shall work with the Village to identify additional landscaping screening requirements on the site in accordance with the Village Code.

Staff Report Approved By:

_____
Stanley J. Popovich, AICP
Community Development Director

SP:gb
-att

P:\P&CD\PROJECTS\PLAN COMMISSION\2019 PC Petition Files\19-PLC-0032- 4110 Finley Rd. -Special Use and Lot Consolidation\Staff Report 19-PLC-0032.docx

BRIDGE

October 22, 2019

Mr. Stan Popovich
Director of Community Development
Village of Downers Grove
801 Burlington Avenue
Downers Grove, Illinois 60515

RE: Special Use Permit for 4110 Finley Road, Downers Grove, IL

Dear Stan:

Bridge Point Downers Grove Phase II, LLC ("Bridge") is the owner of a 10.67 acre parcel located at 4110 Finley Road in Downers Grove. The property is zoned O-R-M and is currently vacant and had been farmed in the past. Bridge is proposing to develop the site as a van/car parking lot for Amazon in order for them to commit to long term, full building leases of the properties located at 3800 Finley Road and 3700 Lacey Road in our Bridge Point Downers Gove business park to the north of the proposed parking lot. A final plat of subdivision dated 10/18/19 and final engineering dated 10/18/19 are part of this submittal and further define the nature of the proposed development. Per the application, Bridge is seeking a Special Use for the site to be used solely for van and car parking in order to accommodate Amazon's desire to lease the two buildings previously mentioned. Without the approval of the Special Use request, Amazon will not execute the leases for 3700 Lacey and 3800 Finley.

Please let me know if you have any questions or comments.

Sincerely,

Mark Houser
Bridge Development Partners

1000 W. Irving Park Rd, Suite 150, Itasca, IL 60143, 312.683.7230
bridgedev.com

amazonlogistics

AMAZON LOGISTICS OPERATIONAL NARRATIVE

Amazon Logistics ("AMZL") is a service that fulfils customer orders. AMZL specializes in "last mile" delivery of customer orders from delivery stations. Packages are shipped to AMZL delivery stations from Amazon fulfillment and sortation centers. Packages arrive from line haul trucks, are sorted based on zip codes, and loaded into delivery vans operated by delivery service providers ("DSP") or personal vehicles operated by individuals ("Amazon FLEX").

Delivery stations operate 24/7, with sortation activity done early in the morning when the line haul trucks arrive with customer packages. At our proposed Downers Grove facility, AMZL anticipates approximately 15 line haul trucks delivering packages to the Delivery Station primarily between 8pm and 7am. Packages are sorted by routes and placed onto movable racks. Sorting occurs in primarily two shifts, with the first occurring between 1:00 AM and 5:00 AM and second occurring between 6:30 AM to 12:30 PM with approximately 110-115 Amazon associates entering and departing between those times. Additionally, there will be approximately 10-15 full time managers supervising sortation operations, arriving between 6:00 AM and 9:00 AM and departing between 3:00 PM and 6:00 PM.

The first "wave" of DSP drivers arrive to a delivery station at approximately 7:30 AM. Depending on the design and layout of the delivery station, DSP drivers either park their personal vehicles onsite and pick up their delivery vans or park their personal vehicles offsite, pick up their delivery vans and drive to the delivery station. Once at the delivery station with their delivery van, DSP drivers load their delivery van and depart to deliver packages directly to customers. Each delivery wave takes about 30 minutes to load and depart. As a wave of DSP drivers prepare to depart, a new wave of DSP drivers queue and prepare to load their delivery van. The last wave of DSP drivers depart the delivery station around 1:00 PM.

After DSP drivers complete their routes, they return to the delivery station with any packages that may have been non-deliverable. After proper checkout and release, the DSP drivers park the delivery van either onsite or at the offsite location, and leave using a personal vehicle or public transport.

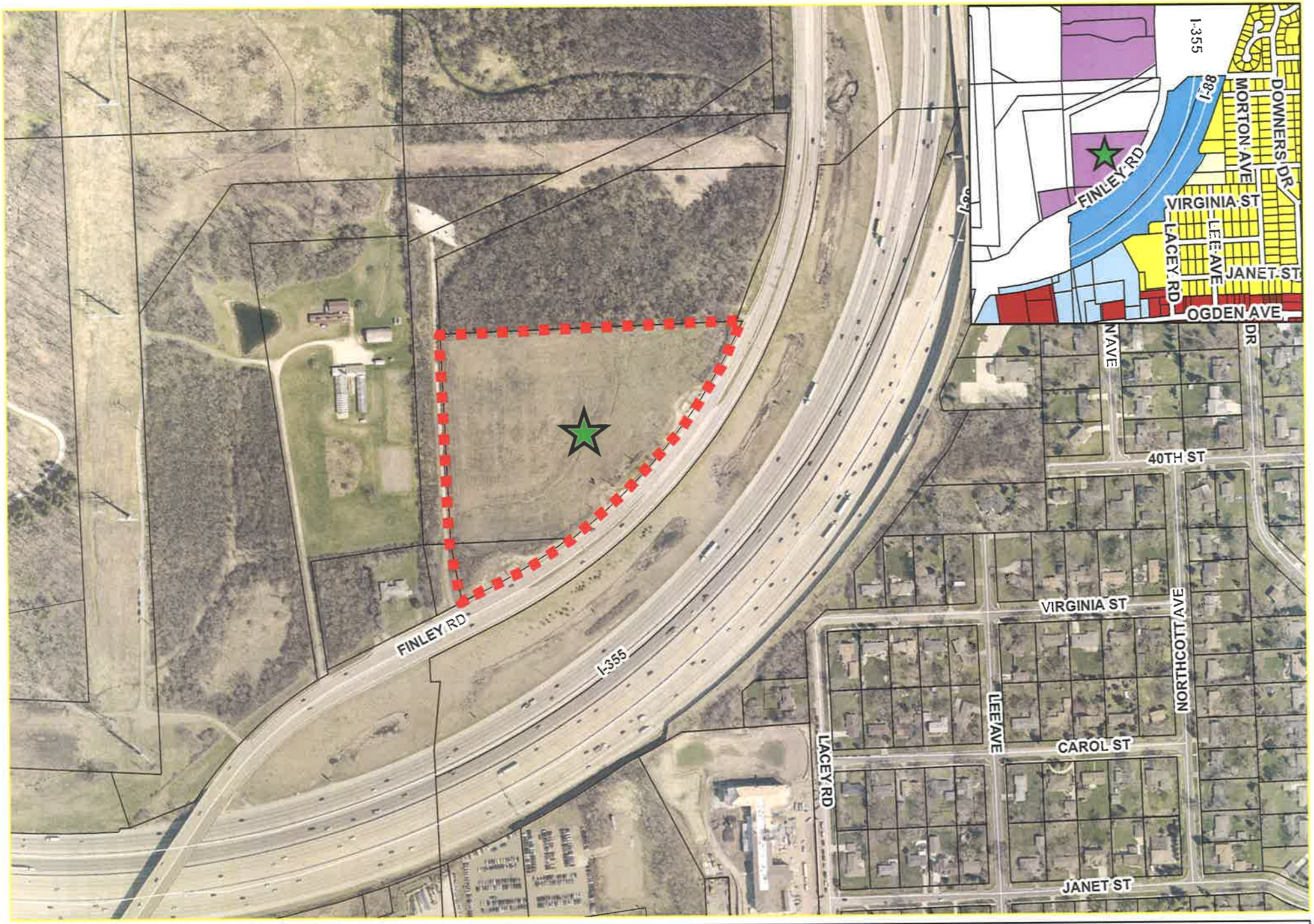
AMZL also uses Amazon FLEX to deliver packages. Amazon FLEX is an innovation from Amazon that allows individuals to be use their own vehicles to deliver packages to customers. Amazon FLEX works in concert with an advanced logistics systems and technology that Amazon has been building since day one.

AMZL anticipates approximately 55-65 traditional passenger vehicles entering the facility staggered between 12:00 PM and 3:00 PM. FLEX loading waves similarly take 30 minutes to complete.

After departure of the last wave of delivery vehicles, delivery station associates prepare the delivery station for the next day's packages.

amazonlogistics

AMZL has secured Offsite Van Parking at 4110 Finley Road. This parking lot will be used for Amazon delivery vans. The drivers will arrive in the morning using public transit or a personal vehicle and park next to a delivery van. They will get into the delivery van and drive to the DXH6 delivery station located at 3800 Finley Road to pick up packages to deliver to residences. In the evening, the drivers will park the delivery vans in the lot and drive their personal vehicle or take public transportation home. Given that the drivers park their personal vehicles as close to the delivery vans as possible, no pedestrian walkways in the offsite lot are needed.



N

0 235 470 940 Feet

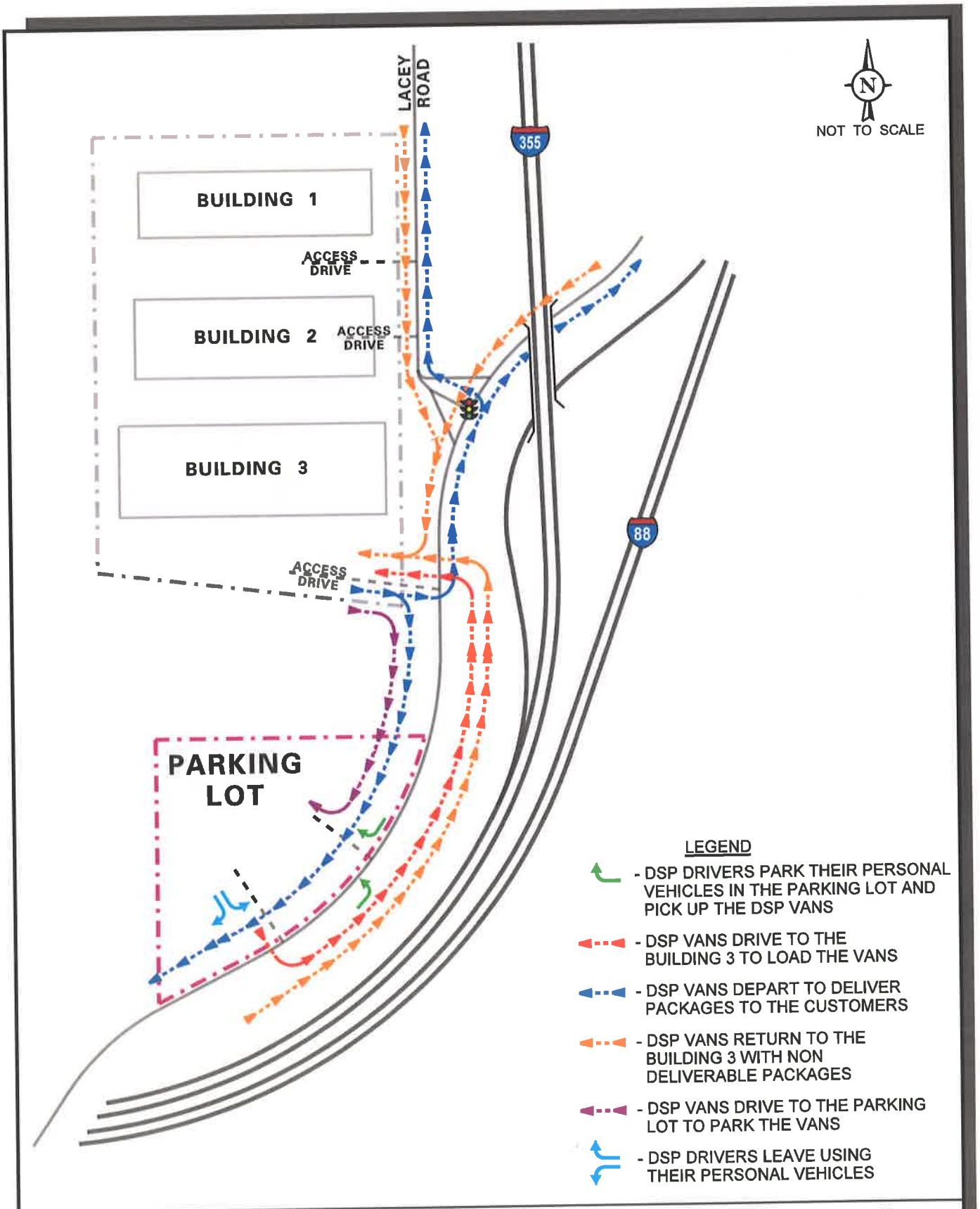
4110 Finley Road - Location Map

Subject Property

Project Location

Traffic Movements

Exhibit A – Between Parking Lot and Building 3
Exhibit B – Between Buildings 2 and 3

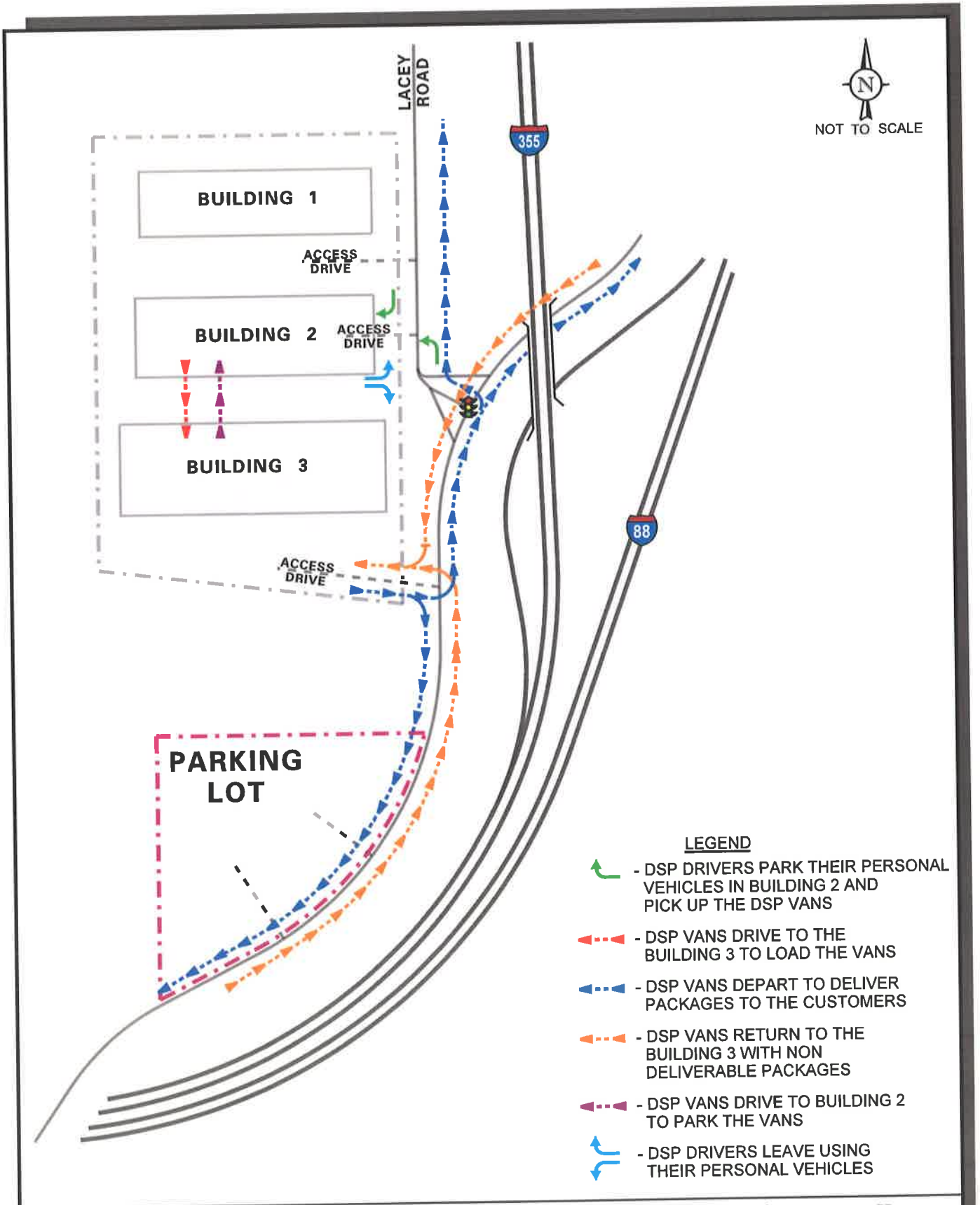


Proposed
Surface Parking Lot
Downers Grove, Illinois

Traffic Movements Between
Parking Lot and Building 3

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

Job No: 18-198 Exhibit: A



Proposed
Surface Parking Lot
Downers Grove, Illinois

Traffic Movements Between
Building 2 and Building 3
With Internal Connection

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 18-198 Exhibit: B

Special Use

The applicant is requesting Special Use approval for establishment of any accessory use prior to principal use in accordance with Section 28.6.010.A.3 and off-site parking more than 1,000 feet from the use served in accordance with Section 28.7.070.D. The proposed use meets the standards for granting a Special Use as outlined below:

Section 28.12.050.H Approval Criteria – Special Uses

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is consistent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:

1. *That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.*
   Off-site parking is allowed within the ORM district but a special use is required. A Special Use is needed in order to allow the entire site located at 4110 Finley ("Site") to be used as a parking lot so that it can accommodate the delivery vehicles needed for the product being delivered to the public from an off-site facility located at 3800 Finley. Parking for all employees working at the 3800 Finley location are on-site but there is not enough room to accommodate the delivery vehicles. The Special Use is also required given that the distance between the Site and 3800 Finley is greater than 1,000 feet.

2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
   The off-site parking is necessary in order to provide the vehicles for the delivery service that is needed for the distribution of the products that are located within the facility to be served, which is 3800 Finley Road. The facility will be providing next day service of products and goods that enhance public convenience and contribute to the welfare of the community. The Site has been redesigned in order to provide a separate entrance (north access) and exit (south access), which will create a safer traffic pattern between the parking lot and 3800 Finley.

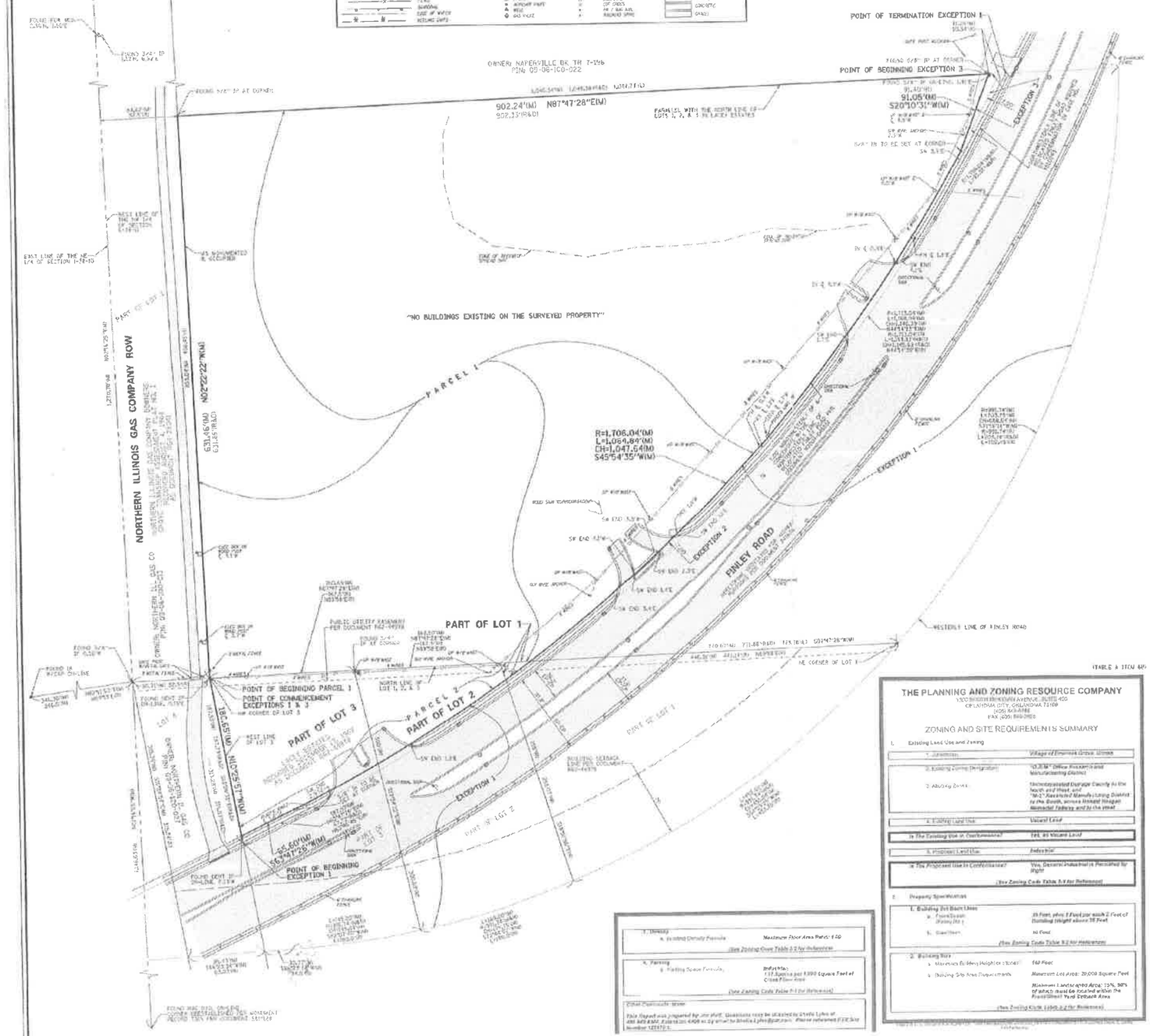
3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*
   The proposed use of the Site as an off-site parking lot will not be detrimental to the health, safety or general welfare of those residing or working in the general vicinity nor will it be injurious to property values. The Site was originally given three access points by the DuPage County Division of Transportation. In order to enhance public safety, the Site has been redesigned with only two access points, one exclusively for inbound traffic and the other exclusively for outbound traffic. The traffic projected for the Site will be less than what would have been created by a mid-rise office building, which could be developed on the Site by rights under the current zoning.

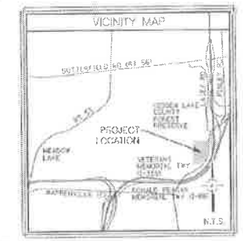
A.L.T.A./N.S.P.S. LAND TITLE SURVEY

JUL 22 2019

LEGEND

STORM SEWER	SANITARY MANHOLE		HANDHOLE		WATERMAIN VALVE
SANITARY SEWER	STORM MANHOLE		STREET SIGN		EXISTING ELEVATION
COMBINED SEWER	CATCH BASIN		STATION POLE		POLE
WATER MAIN	INLET		TRAFFIC SIGNAL		WELL
GAS MAIN	FLARED END SECTION		TRAFFIC SIGNAL BOX		WATER VALVE
UNDERGROUND TELEPHONE LINE	ELECTRIC MANHOLE		SPRINKLER ITEM		IRON FIRE HYDRANT
UNDERGROUND ELECTRIC LINE	TELEPHONE MANHOLE		BOLLARD		GAS DECORATION
UNDERGROUND CATV LINE	TELEPHONE BOX		MAILBOX		MEASURED RECORD
OVERHEAD WOODEN UTILITY POLES	ELECTRIC METER		SIGN		RIGHT OF WAY MONUMENT
FIBER OPTIC LINE	CABLE TV METER		DECORATIVE HANDICAP		SURVEY POINT
ENCLOSURE	FIRE HYDRANT		RIGHT OF WAY MONUMENT		SOLAR PANEL
FENCE	GAS VALVE		BUSH		DEFINITIVE LINE
BARRIER	BUSH		IRON PIPE		ASPHALT
EDGE OF WATER	IRON PIPE		CUT CROSS		CONCRETE
MISSING LINES	GAS VALVE		NAIL / BAR AND RAILROAD SPIKE		GRAVEL





N

SCALE: 1" = 50'

0 50 100

PROPERTY DESCRIPTION

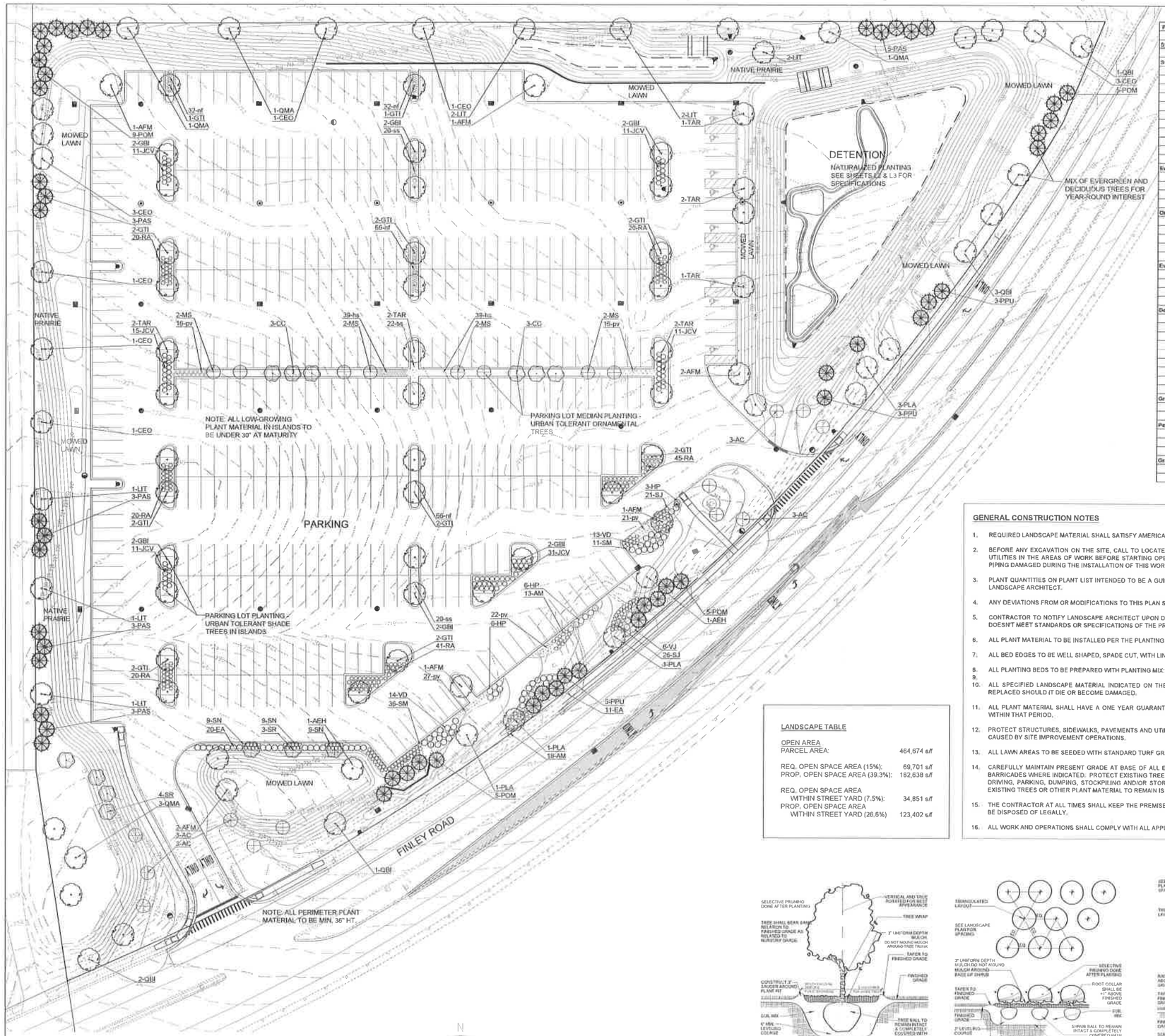
PARCEL 1:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS BEGINNING AT THE NORTHWEST CORNER OF LOT 3 OF LACEY ESTATES, RECORDED DECEMBER 13, 1961 AS DOCUMENT R62-14516, BEING IN A LINE PARALLEL, NORTH AND 30.0 FEET EAST OF, MEASURED AT RIGHT ANGLES, OF THE WEST LINE OF SAID NORTHWEST 1/4, AND RUNNING THENCE NORTH ALONG SAID PARALLEL LINE, 631.46 FEET; THENCE EAST PARALLEL WITH THE NORTH LINE OF LOTS 1, 2 AND 3 IN LACEY ESTATES, 1040.30 FEET, MEASURE 1047.64 FEET; TO THE WESTERLY LINE OF FINLEY ROAD; THENCE SOUTHWEST AND SOUTHWESTERLY ALONG SAID WESTERLY LINE, BEING ON A CURVE TO THE RIGHT AND HAVING A RADIUS OF 1706.04 FEET, FOR AN ARC DISTANCE OF 1064.89 FEET (MEASURED, 1047.64 FEET), TO THE NORTHEAST CORNER OF SAID LOT 3; THENCE WEST ALONG SAID NORTH LINE OF LOTS 3, 2 AND 1, 902.24 FEET (MEASURED 902.23 FEET) TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:

LOTS 1, 2 AND 3 IN LACEY ESTATES, BEING A SUBDIVISION IN SECTION 6, TOWNSHIP 38 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND IN SECTION 1, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 13, 1961 AS DOCUMENT R62-14516, IN DUPAGE COUNTY, ILLINOIS.

EXCEPT THAT PART OF SAID PARCELS 1 AND 2 LYING SOUTHWESTERLY OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE NORTHWEST CORNER OF LOT 3 IN LACEY ESTATES; THENCE SOUTH TO DEGREES 04 MINUTES 00 SECONDS EAST 20.05 FEET ALONG WEST LINE OF SAID LOT 3 FOR A POINT OF BEGINNING IN SAID LINE; THENCE NORTH 43 DEGREES 46 MINUTES 49 SECONDS EAST 81.07 FEET TO A POINT OF CURVATURE; THENCE ALONG CURVE TO THE LEFT HAVING A RADIUS OF 1706.04 FEET AND SUBTENDING A CHORD OF 1047.64 FEET AND BEARING NORTH 44 DEGREES 15 MINUTES 39 SECONDS EAST FOR AN ARC DISTANCE OF 1064.89 FEET TO THE POINT OF TERMINATION OF SAID LINE (SAID POINT BEING ON A LINE PARALLEL WITH THE NORTH LINE OF LOTS 1, 2 AND 3 IN LACEY ESTATES AND SAID PARALLEL LINE BEING 631.46 FEET NORTH OF THE NORTHWEST CORNER OF SAID LOT 3) AND EXCEPT THE SOUTHEASTERLY 200.00 FEET OF THAT PART OF SAID PARCEL 1 LYING NORTHWESTERLY OF AND ADJOINING THE LINE DESCRIBED AS THE POINT TERMINATION AND EXCEPT THAT PART OF SAID PARCEL 1 DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 3 IN LACEY ESTATES, BEING A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 13, 1961 AS DOCUMENT R62-14516, AND RUNNING THENCE ON THE EXTENSION OF THE WEST LINE OF LOT 3 IN LACEY ESTATES, 20.05 FEET; THENCE NORTHEAST ALONG A LINE 20.05 FEET, MEASURED AT RIGHT ANGLES, EAST OF AND PARALLEL WITH THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 1, 81.07 FEET; THENCE SOUTHEAST ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1706.04 FEET, MEASURED ALONG A LINE 20.05 FEET NORTHERLY OF AND PARALLEL WITH THE NORTH LINE OF LOTS 1, 2 AND 3 IN LACEY ESTATES, 902.23 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID PARALLEL LINE DESCRIBED ABOVE, 902.23 FEET TO THE POINT OF TERMINATION



CONCEPTUAL LANDSCAPE PLAN

SCALE: 1" = 40'-0"

N

0 10' 20' 40'

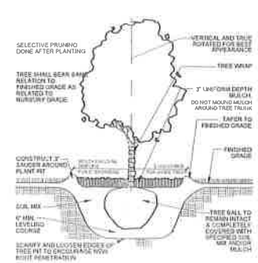
Plant List					
Symbol	Quantity	Botanical Name	Common Name	Size	Notes
Shade Trees					
AFM	8	ACER X FREEMANII 'MARMO'	MARMO FREEMAN MAPLE	3" BB	
AEH	2	AESCULUS HIPPOCASTANUM	HORSE CHESTNUT	3" BB	
CEO	11	CELTUS OCCIDENTALIS	HACKBERRY	3" BB	
GBI	12	GINKGO BILOBA	GINKGO	3" BB	MALE SPEC. ONLY
GTI	18	GLEDITSIA TRIACANTHOS F. INERMIS	THORNLESS HONEYLOCUST	3" BB	
LIT	9	LIRIODENDRON TULIPIFERA	TULIP TREE	3" BB	
PLA	6	PLATANUS x ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION LONDON PLANETREE	3" BB	
QBI	7	QUERCUS BICOLOR	SWAMP WHITE OAK	3" BB	
QMA	6	QUERCUS MACROCARPA	BUR OAK	3" BB	
TAR	10	TILIA AMERICANA 'REDMOND'	REDMOND AMERICAN LINDEN	3" BB	
Evergreen Trees					
PAS	17	PICEA ABIES	NORWAY SPRUCE	6' BB	
POM	24	PICEA OMORIKA	SERBIAN SPRUCE	6' BB	
PPU	11	PICEA PUNGENS	COLORADO SPRUCE	6' BB	
Ornamental Trees					
AC	12	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	6' BB	
CC	6	CRATAEGUS CRUSGALLI VAR. INERMIS	THORNLESS HAWTHORN	6' BB	
MS	3	MALUS SARGENT	SARGENT CRABAPPLE	6' BB	8", GREEN, PINK
SR	7	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	8' BB	
Evergreen Shrubs					
JCV		JUNIPERUS CHINENSIS 'VIRIDIS'	SPREADING JUNIPER	24" BB	24" GREEN
JH		JUNIPERUS HORIZONTALIS 'PLUMOSA COMPAC	COMPACT ANDORRA JUNIPER	5 GAL	
TD		TAXUS x MEDIA 'DENSI'	DENSE YEW	24" BB	
Deciduous Shrubs					
AM		ARONIA MELANOCARPA 'IROQUOIS BEAUTY'	IROQUOIS BEAUTY BLACK CHOKEBERRY	36" BB	
HP		HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" BB	
RF		ROSA 'KNOCKOUT'	KNOCKOUT SHRUB ROSE	2 GAL	DOUBLE PINK
SJ		SPIREA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIREA	24" BB	
SN		SPIREA NIPPONICA 'SNOW MOUND'	SNOW MOUND SPIREA	36" BB	
SM		SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	36" BB	
VD		VIBURNUM DENTATUM 'CHICAGO LUSTRE'	CHICAGO LUSTRE ARROWWOOD VIBURNUM	48" BB	
VJ		VIBURNUM X JUDII	JUDD VIBURNUM	36" BB	
Groundcover					
ef		EUONYMOUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS	
Perennials					
ho		HEMEROCALLIS 'STELLA D'ORO'	SELLA D'ORO DAYLILY	1 GAL	18" YELLOW
nf		NEPETA X FAASSENII	FAASSEN'S CATMINT	1 GAL	12" LAVENDER
Grasses					
pv		PANICUM VIRGATUM 'NORTH WIND'	SWITCH GRASS	3 GAL	4'
ss		SCHIZACHYRIUM SCOPARIUM 'PRAIRIE BLUES'	LITTLE BLUESTEM	1 GAL	18"-24"

LANDSCAPE TABLE

OPEN AREA	
PARCEL AREA:	464,674 s/f
REQ. OPEN SPACE AREA (15%):	69,701 s/f
PROP. OPEN SPACE AREA (39.3%):	182,638 s/f
REQ. OPEN SPACE AREA WITHIN STREET YARD (7.5%):	34,851 s/f
PROP. OPEN SPACE AREA WITHIN STREET YARD (26.6%)	123,402 s/f

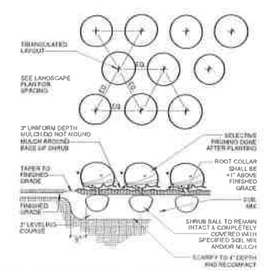
GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
4. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
5. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
6. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
7. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
8. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
9.
10. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
11. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
12. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
13. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET.
14. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
15. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.
16. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.



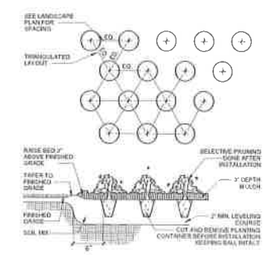
1 L1 TREE PLANTING DETAIL

SCALE: NO SCALE



2 L1 SHRUB PLANTING DETAIL

SCALE:



3 L1 GROUNDCOVER DETAIL

SCALE:

©2021 K M Talty DESIGN

K M TALTY DESIGN
LANDSCAPE ARCHITECTURE
Winnetka, Illinois 60093
847.612.5154 www.kmtaltydesign.com

no.	revision description	initial	date
1	ISSUED FOR REVIEW	KMT	10.17.19
2	PER VILLAGE COMMENTS	KMT	11.15.19

BRIDGE POINT - DG II
PARKING LOT
DOWNERS GROVE, ILLINOIS

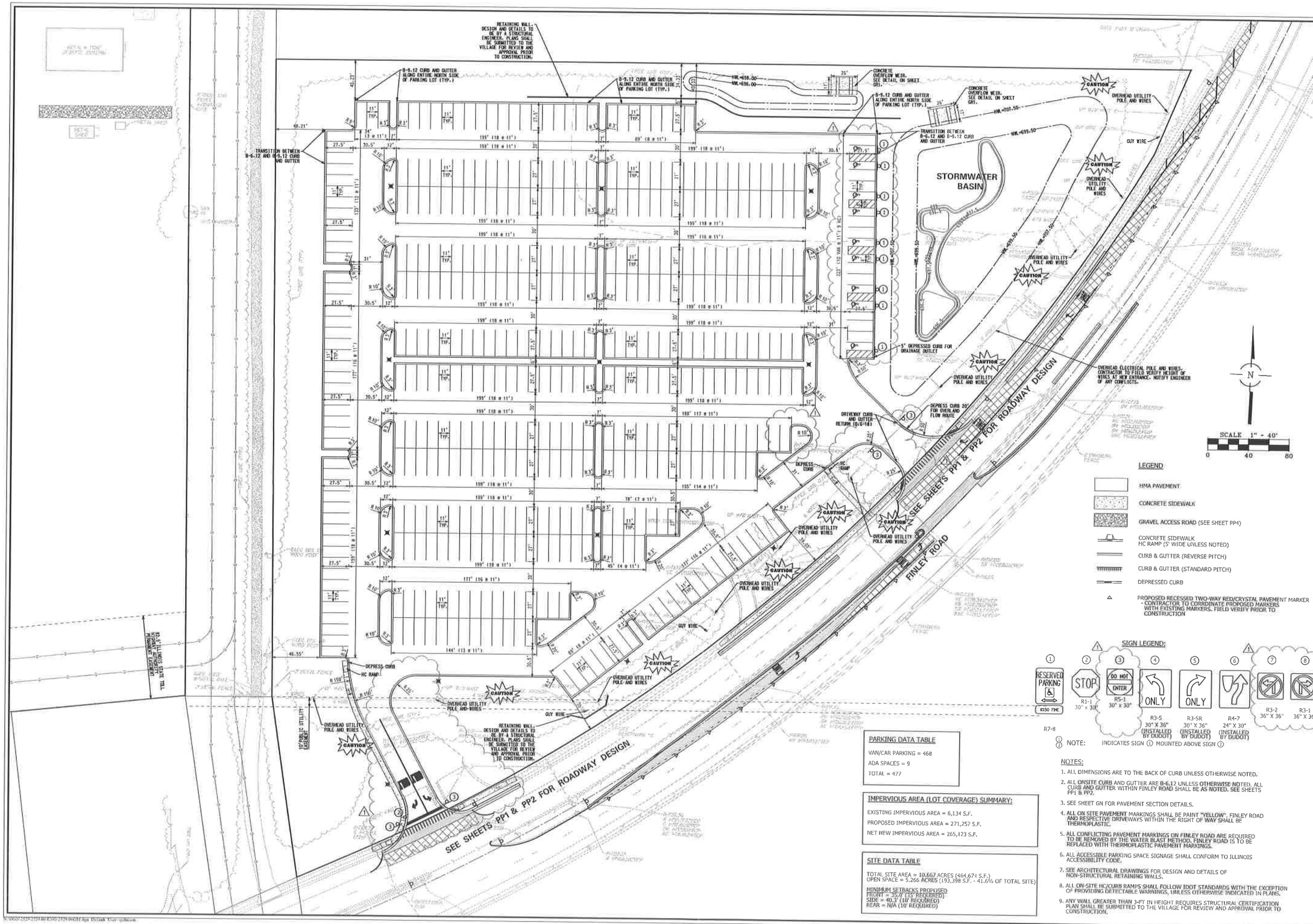
CONCEPTUAL LANDSCAPE PLAN

PLANTING PLAN
PLANTING SPECIFICATIONS

date 10.17.19 | drawn KMT | checked KMT

job no. 19140

sheet no L1



PARKING DATA TABLE

VAN/CAR PARKING = 468

ADA SPACES = 9

TOTAL = 477

IMPERVIOUS AREA (LOT COVERAGE) SUMMARY:

EXISTING IMPERVIOUS AREA = 6,134 S.F.

PROPOSED IMPERVIOUS AREA = 271,257 S.F.

NET NEW IMPERVIOUS AREA = 265,123 S.F.

SITE DATA TABLE

TOTAL SITE AREA = 10.667 ACRES (464,674 S.F.)
OPEN SPACE = 5.266 ACRES (193,398 S.F. - 41.6% OF TOTAL SITE)

MINIMUM SETBACKS PROPOSED
FRONT = 35.0' (35' REQUIRED)
SIDE = 40.3' (10' REQUIRED)
REAR = N/A (10' REQUIRED)

NOTES:

1. ALL DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL ONSITE CURB AND GUTTER ARE B-6.12 UNLESS OTHERWISE NOTED. ALL CURB AND GUTTER WITHIN FINLEY ROAD SHALL BE AS NOTED. SEE SHEETS PP1 & PP2.
3. SEE SHEET GN FOR PAVEMENT SECTION DETAILS.
4. ALL ON SITE PAVEMENT MARKINGS SHALL BE PAINT "YELLOW". FINLEY ROAD AND RESPECTIVE DRIVEWAYS WITHIN THE RIGHT OF WAY SHALL BE THERMOPLASTIC.
5. ALL CONFLICTING PAVEMENT MARKINGS ON FINLEY ROAD ARE REQUIRED TO BE REMOVED BY THE WATER BLAST METHOD. FINLEY ROAD IS TO BE REPLACED WITH THERMOPLASTIC PAVEMENT MARKINGS.
6. ALL ACCESSIBLE PARKING SPACE SIGNAGE SHALL CONFORM TO ILLINOIS ACCESSIBILITY CODE.
7. SEE ARCHITECTURAL DRAWINGS FOR DESIGN AND DETAILS OF NON-STRUCTURAL RETAINING WALLS.
8. ALL ON-SITE HC/CURB RAMPS SHALL FOLLOW IDOT STANDARDS WITH THE EXCEPTION OF PROVIDING DETECTABLE WARNINGS, UNLESS OTHERWISE INDICATED IN PLANS.
9. ANY WALL GREATER THAN 3-FT IN HEIGHT REQUIRES STRUCTURAL CERTIFICATION PLAN SHALL BE SUBMITTED TO THE VILLAGE FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

NO.	DATE	REMARKS
1	11/20/19	PER VILLAGE & DUDOT

GEOMETRIC PLAN

BRIDGE POINT - DOWNERS GROVE II
PARKING LOT
DOWNERS GROVE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4040 Fax: (847) 696-4045

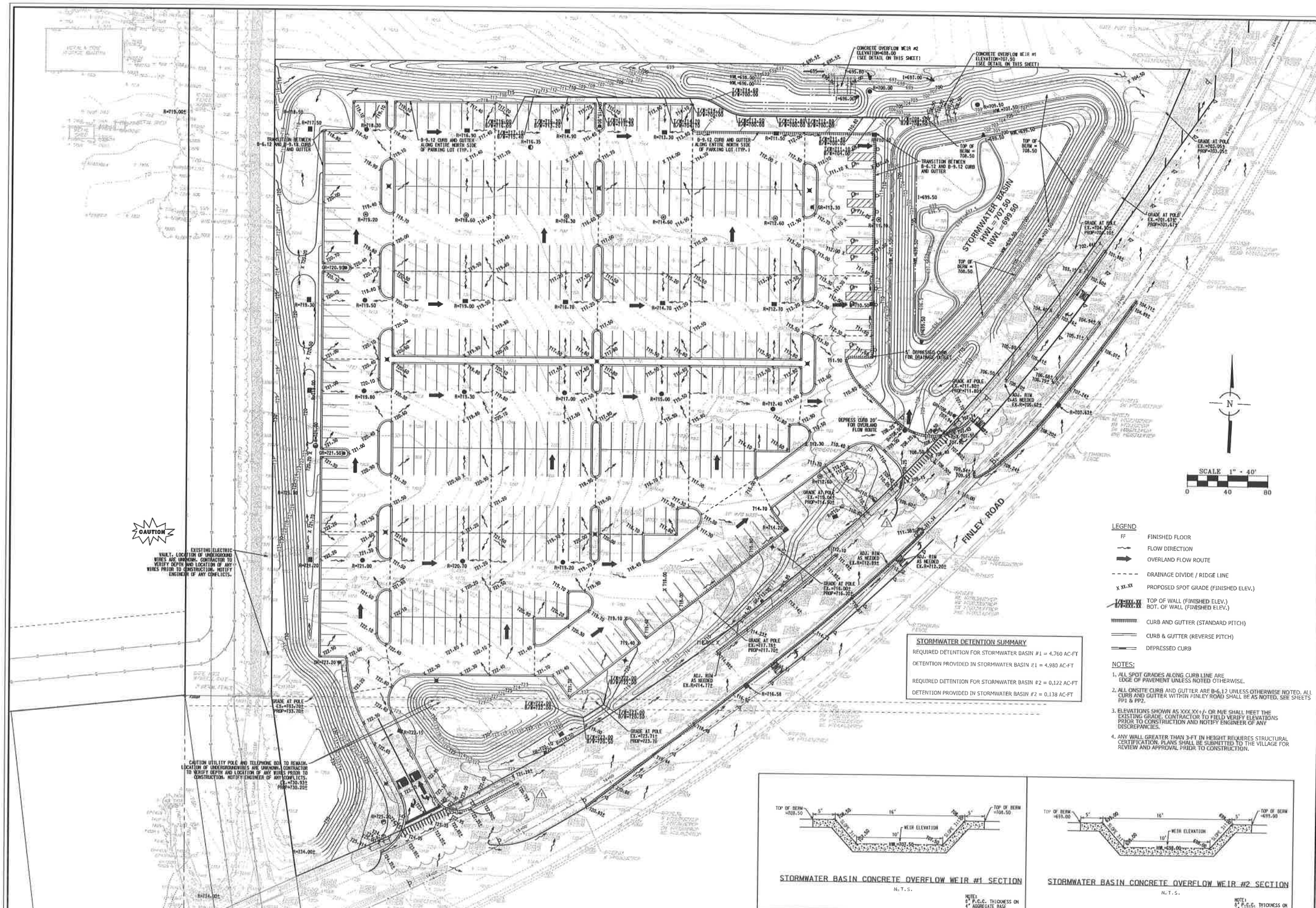
SPACECO INC.

FILENAME: 2529.06GM1

DATE: 10/18/19

JOB NO. 2529.06

SHEET GM1
7 OF 22



STORMWATER DETENTION SUMMARY

REQUIRED DETENTION FOR STORMWATER BASIN #1 = 4.760 AC-FT

DETENTION PROVIDED IN STORMWATER BASIN #1 = 4.980 AC-FT

REQUIRED DETENTION FOR STORMWATER BASIN #2 = 0.122 AC-FT

DETENTION PROVIDED IN STORMWATER BASIN #2 = 0.138 AC-FT

LEGEND

- FF — FINISHED FLOOR
- FLOW DIRECTION
- OVERLAND FLOW ROUTE
- DRAINAGE DIVIDE / RIDGE LINE
- x XX.XX — PROPOSED SPOT GRADE (FINISHED ELEV.)
- TOP OF WALL (FINISHED ELEV.) / BOT. OF WALL (FINISHED ELEV.)
- CURB AND GUTTER (STANDARD PITCH)
- CURB & GUTTER (REVERSE PITCH)
- DEPRESSED CURB

NOTES:

1. ALL SPOT GRADES ALONG CURB LINE ARE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
2. ALL ONSITE CURB AND GUTTER ARE B-6.12 UNLESS OTHERWISE NOTED. ALL CURB AND GUTTER WITHIN FINLEY ROAD SHALL BE AS NOTED. SEE SHEETS PP1 & PP2.
3. ELEVATIONS SHOWN AS XXX.XX+/- OR M/E SHALL MEET THE EXISTING GRADE. CONTRACTOR TO FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
4. ANY WALL GREATER THAN 3-FT IN HEIGHT REQUIRES STRUCTURAL CERTIFICATION. PLANS SHALL BE SUBMITTED TO THE VILLAGE FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

STORMWATER BASIN CONCRETE OVERFLOW WEIR #1 SECTION

N.T.S.

NOTE: 8" P.C.C. THICKNESS ON 4" AGGREGATE BASE

STORMWATER BASIN CONCRETE OVERFLOW WEIR #2 SECTION

N.T.S.

NOTE: 8" P.C.C. THICKNESS ON 4" AGGREGATE BASE

NO.	DATE	REMARKS
1	11/20/19	PER VILLAGE & DUDOT

GRADING PLAN

BRIDGE POINT - DOWNERS GROVE II

PARKING LOT

DOWNERS GROVE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4040 Fax: (847) 696-4005

SPACECO INC.

FILENAME: 2529.06GR

DATE: 10/18/19

JOB NO. 2529.06

SHEET GR1

8 OF 22

Traffic Impact Study
Proposed Surface Parking Lot

Downers Grove, Illinois

Prepared For:

BRIDGE DEVELOPMENT PARTNERS, LLC

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

November 21, 2019

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed surface parking lot to be located in Downers Grove, Illinois. The 11-acre site, which is currently vacant land, is located on the west side of Finley Road between Ogden Avenue and Lacey Road. As proposed, the site will be developed with a surface parking lot containing 477 parking spaces including nine ADA parking spaces which will store the delivery service provider (DSP) vans for one of the currently under construction buildings within the Bridge Point development located approximately 2,000 feet north of the site. Drivers will arrive in their personal vehicles and leave in the DSP vans to pick-up and transport packages. Access to the proposed surface parking lot will be provided via an inbound-only access drive and an outbound-only access drive off Finley Road.

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

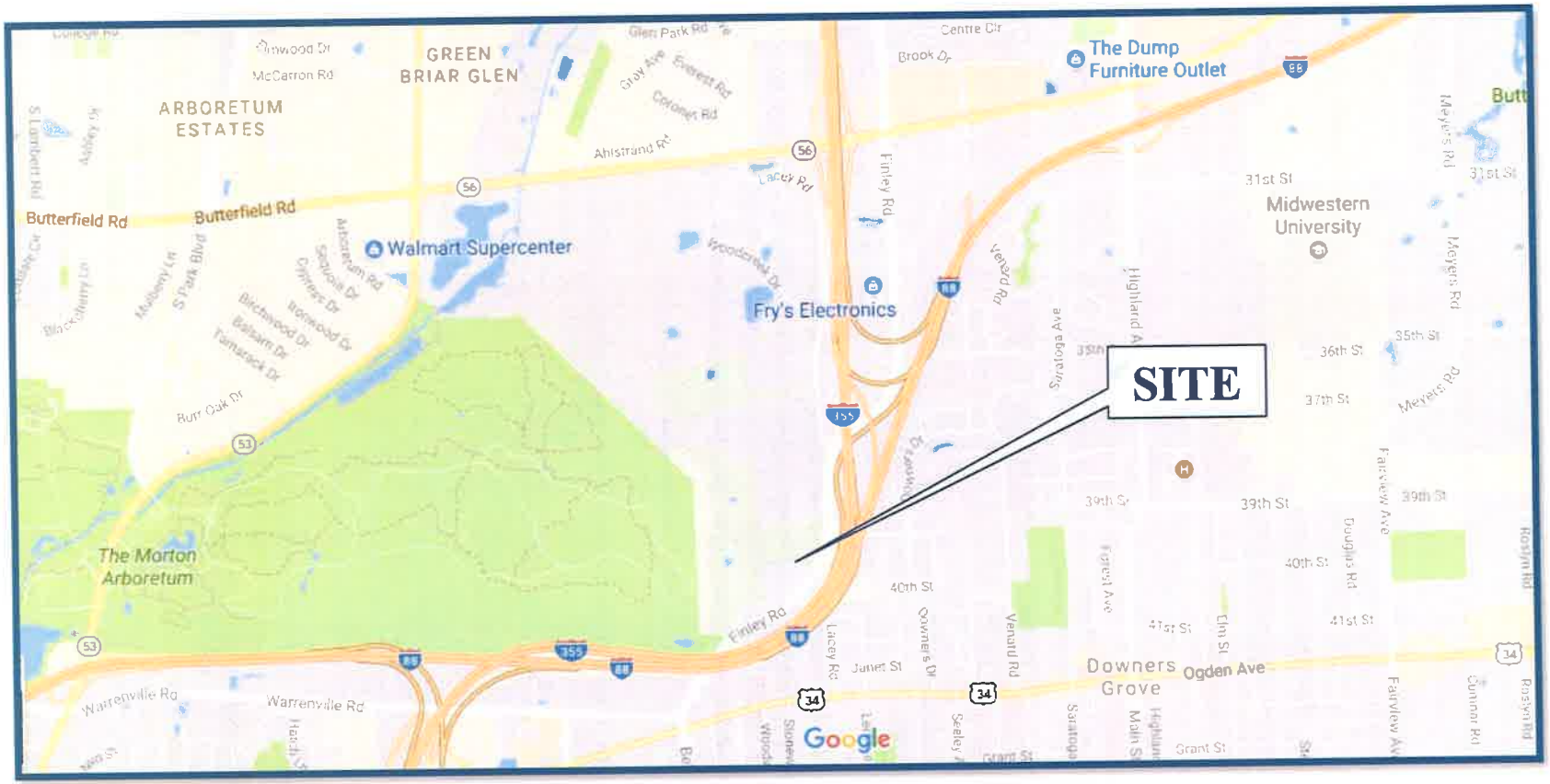
The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed parking lot
- Directional distribution of the site traffic
- Vehicle trip generation for the proposed parking lot
- Future traffic conditions including access to the proposed parking lot
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

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

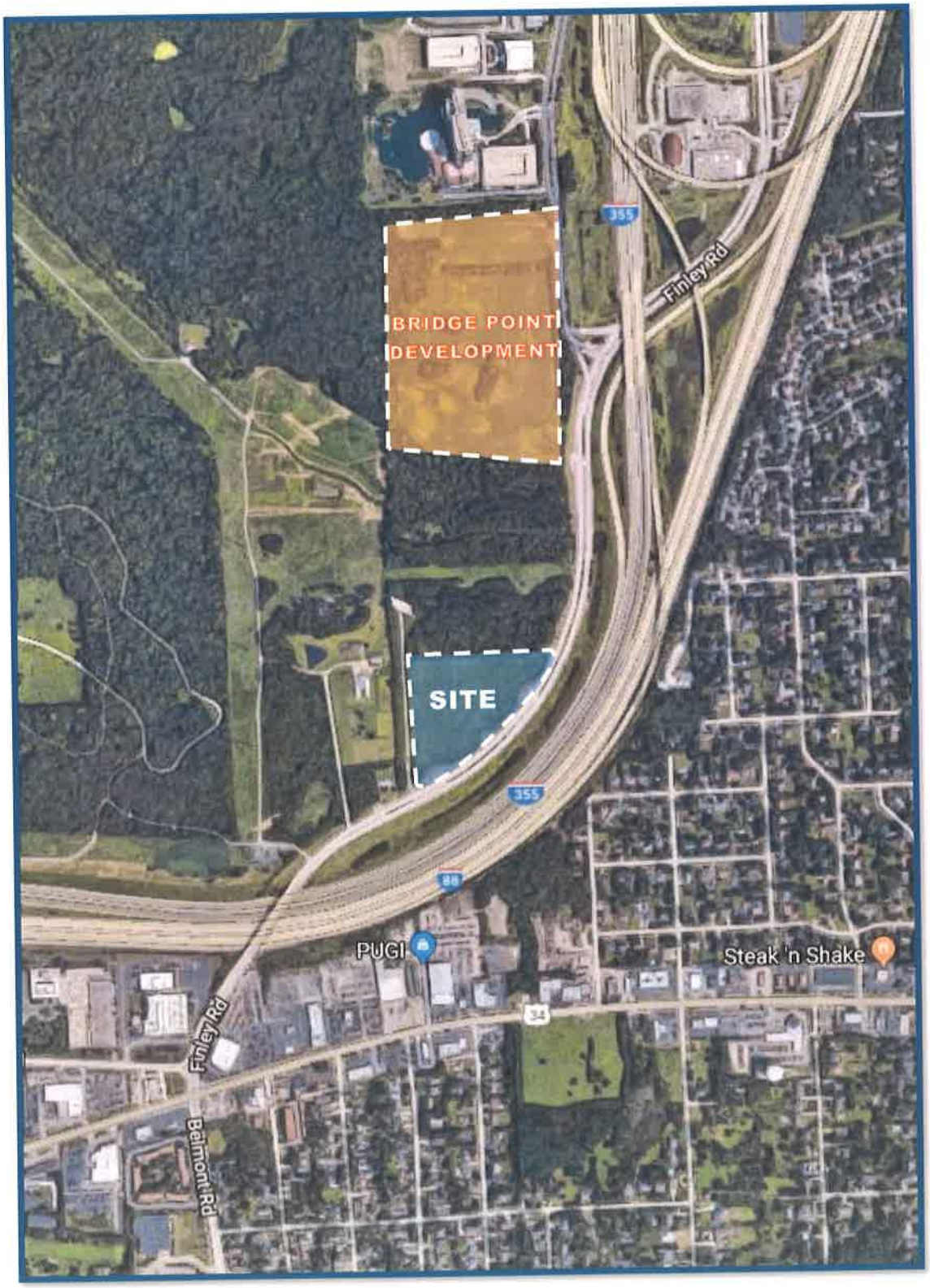
1. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, traffic to be generated by Bridge Point development located on the west side of Lacey Road, ambient area growth not attributable to any particular development, and the traffic estimated to be using the proposed parking lot.



Site Location

Figure 1



Aerial View of Site Location

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

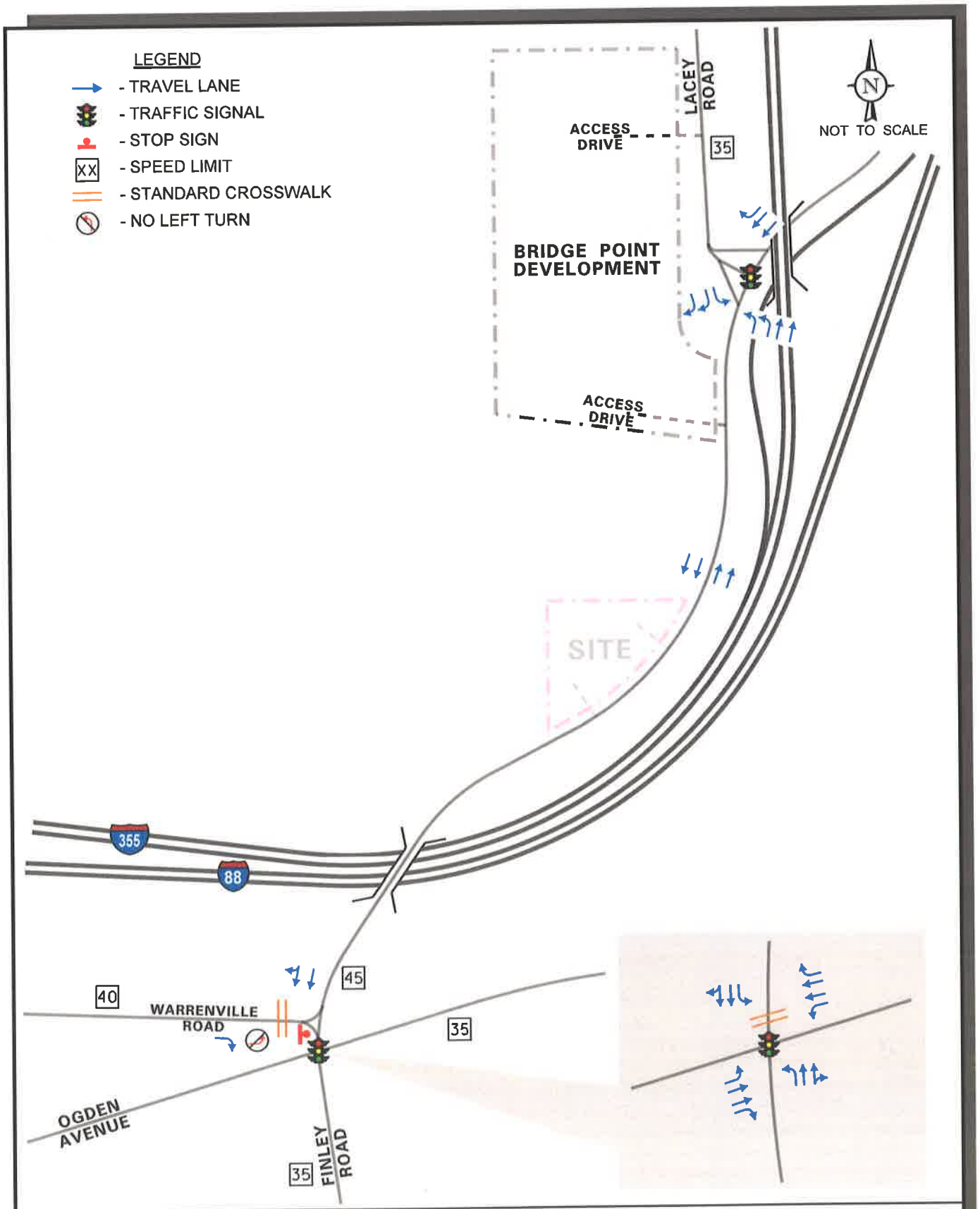
The site of the parking lot is located on the west side of Finley Road between Ogden Avenue and Lacey Road. The site is bounded by vacant land to the north, Finley Road to the east and south, and a single-family home and vacant land to the west. The site has three existing curb cuts off Finley Road (two full ingress/egress drives and one right-in/right-out access drive).

Existing Roadway System Characteristics

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

Finley Road is a north-south minor arterial that in the vicinity of the site provides two through lanes in each direction separated by a raised landscaped median. At its signalized intersection with Lacey Road, Finley Road provides dual left-turn lanes and two through lanes on the northbound approach. The southbound approach provides two through lanes and an exclusive right-turn lane. At its signalized intersection with Ogden Avenue, Finley Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. No exclusive turn lanes are provided at its unsignalized intersection with Warrenville Road. Finley Road has a posted speed limit of 45 mph, carries an Average Daily Traffic (ADT) volume of approximately 20,800 vehicles, and is under the jurisdiction of the DuPage County Division of Transportation (DuDOT).

Lacey Road is a north-south minor collector road that extends from Butterfield Road south to Finley Road serving the Esplanade at Locust Point Business Park north of the site. The road generally provides two lanes in each direction separated by a landscaped median with on-street parking prohibited on both sides of the road. At its signalized intersection with Finley Road, Lacey Road provides an exclusive left-turn lane and dual right-turn lanes. Lacey Road has a posted speed limit of 35 mph, carries an ADT volume of 3,750 vehicles, and is under the jurisdiction of the Village of Downers Grove.



Proposed
Surface Parking Lot
Downers Grove, Illinois

Existing Roadway Characteristics

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Job No: 18-198 Figure: 3

Ogden Avenue is an east-west other principal arterial that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with Finley Road, Ogden Avenue provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on both approaches. The north leg of the intersection provides a standard style crosswalk with pedestrian countdown signals. Ogden Avenue has a posted speed limit of 35 mph, carries an ADT volume of approximately 25,400 vehicles west of Finley Road and approximately 31,300 vehicles east of Finley Road, is under the jurisdiction of the Illinois Department of Transportation (IDOT), and is not classified as a Strategic Regional Arterial (SRA). It should be noted that, based on discussions with IDOT, there are currently no plans to improve or modify the intersection of Ogden Avenue with Finley Road.

Warrenville Road is an east-west roadway that in the vicinity of the site provides one through lane in each direction. At its unsignalized intersection with Finley Road, Warrenville Road is physically restricted to right-in/right-out movements with the right-out movement under stop sign control. Warrenville Road has a posted speed limit of 40 mph, carries an ADT volume of approximately 8,700 vehicles, and is under the jurisdiction of DuDOT.

Existing Traffic Volumes

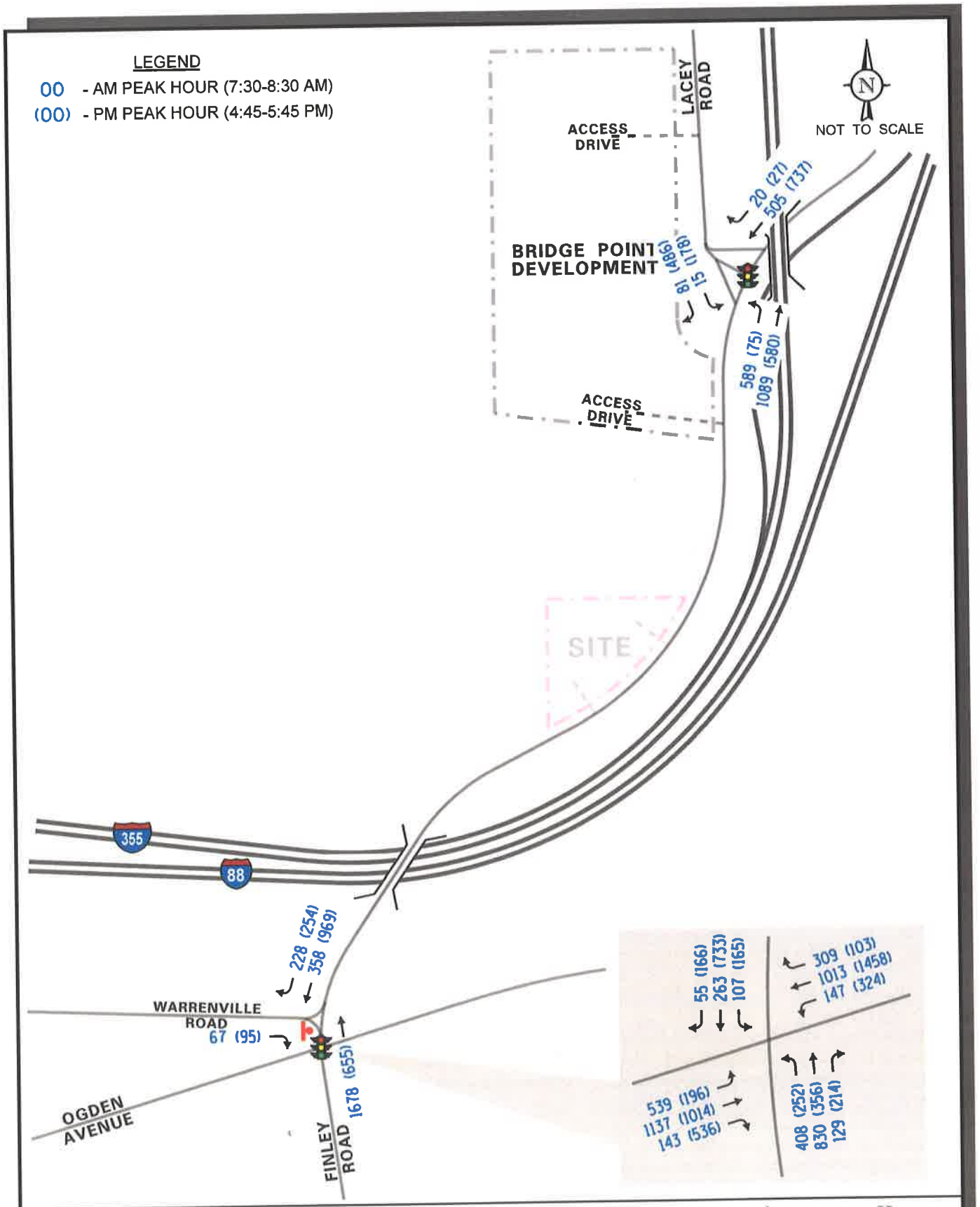
Previous peak period vehicle, pedestrian, and bicycle counts conducted by KLOA, Inc were used for the study. The traffic counts were conducted using Miovision Video Scout Collection Units on Tuesday, September 11, 2018 during the weekday morning (6:00 to 9:00 A.M.) and weekday evening (3:00 to 6:00 P.M.) peak periods at the following intersections:

1. Ogden Avenue with Finley Road
2. Finley Road with Warrenville Road

In addition, previous traffic counts conducted at the intersection of Finley Road with Lacey Road on Thursday, August 10, 2017 were utilized.

From the turning movement count data, it was determined that the weekday morning peak hour of traffic generally occurs between 7:30 and 8:30 A.M. and the weekday evening peak hour of traffic generally occurs between 4:45 and 5:45 P.M. These two respective peak hours will be used for the traffic capacity analyses presented later in this report.

The existing peak hour vehicle traffic volumes inclusive of heavy vehicles are shown in **Figure 4**. The existing heavy vehicle peak hour volumes are shown in **Figure 5**.



Proposed
Surface Parking Lot
Downers Grove, Illinois

Existing Traffic Volumes
(Inclusive of Heavy Vehicles)

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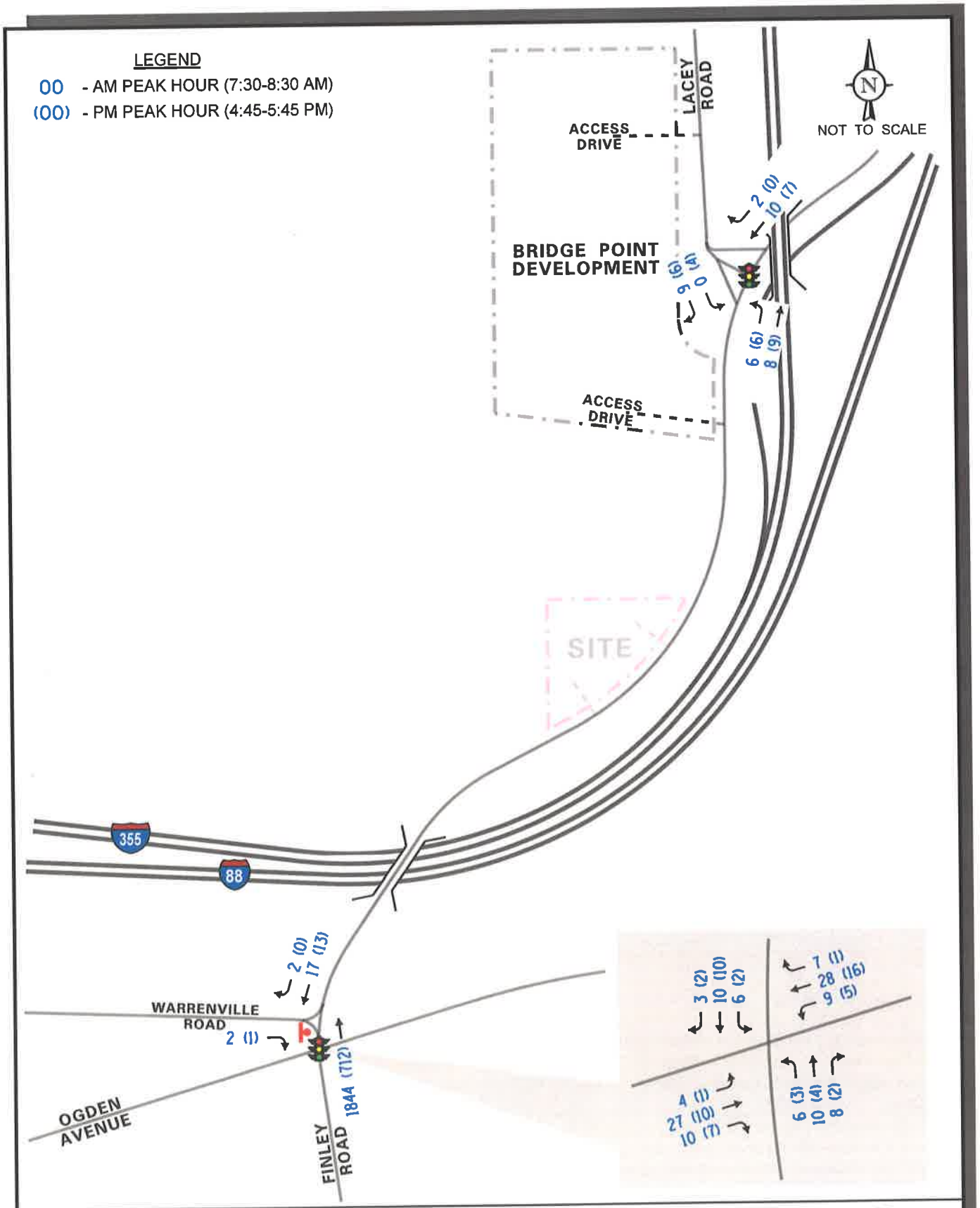
Job No: 18-198 Figure: 4



Proposed
Surface Parking Lot
Downers Grove, Illinois

Existing Heavy Vehicle Traffic Volumes

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Job No: 18-198 Figure: 5

3. Traffic Characteristics of the Parking Lot

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed surface parking lot, including the directional distribution and volumes of traffic projected to use the parking lot.

Proposed Site and Parking Lot Plan

As proposed, the site will be developed with a surface parking lot containing 477 parking spaces including nine ADA parking spaces which will store the DSP vans for one of the currently under construction buildings within the Bridge Point Development located approximately 2,000 feet north of the site. As proposed, the parking lot will provide parking for the DSP vans and the personal vehicles of the van drivers. The DSP drivers will park their personal vehicle in the proposed surface lot, will pick up the DSP vans, and will drive to the distribution center to load their van and depart to deliver packages to customers.

Based on information provided by the operator, five shifts of 37 DSP vans will load and depart the delivery station in 30-minute intervals between 8:00 A.M. and 10:30 A.M. and three shifts of 37 DSP vans will depart the delivery station each 30 minutes between 12:30 P.M. to 2:00 P.M. After DSP drivers complete their routes, they will return to the distribution center with non-deliverable packages, park their DSP van in the proposed surface parking lot, and leave using their personal vehicle. Exhibit A showing the traffic movements at the proposed parking lot as well as between the proposed parking lot and building 3 is included in the Appendix.

Access to the proposed surface parking lot will be provided via the following:

- An inbound-only access drive on Finley Road located approximately 2,400 feet southwest of the intersection of Finley Road with Lacey Road. This access drive will provide one inbound lane. "Do Not Enter" signs should be posted facing the parking lot to enforce the restriction. A northbound left-turn lane and a southbound right-turn lane will be provided on Finley Road at this access drive. The northbound left-turn lane will be accommodated utilizing the existing median.

- An outbound-only access drive on Finley Road to be located approximately 3,000 feet southwest of the intersection of Finley Road with Lacey Road. This access drive will provide two outbound lanes with outbound movements under stop sign control. "Do Not Enter" signs should be posted facing Finley Road to enforce the restriction.

A copy of the site plan is included in the Appendix.

Directional Distribution

Two separate directional distributions were prepared: one for truck traffic and one for passenger vehicle traffic. The respective directional distributions of how this traffic will approach and depart the site were estimated based on a combination of existing travel patterns (both passenger vehicle and truck traffic), the location of the site relative to arterial roadways in the area, accessibility to interchanges, and the orientation and physical restrictions of the surrounding roadway system. The estimated directional distribution for the proposed parking lot is illustrated in **Figure 6**.

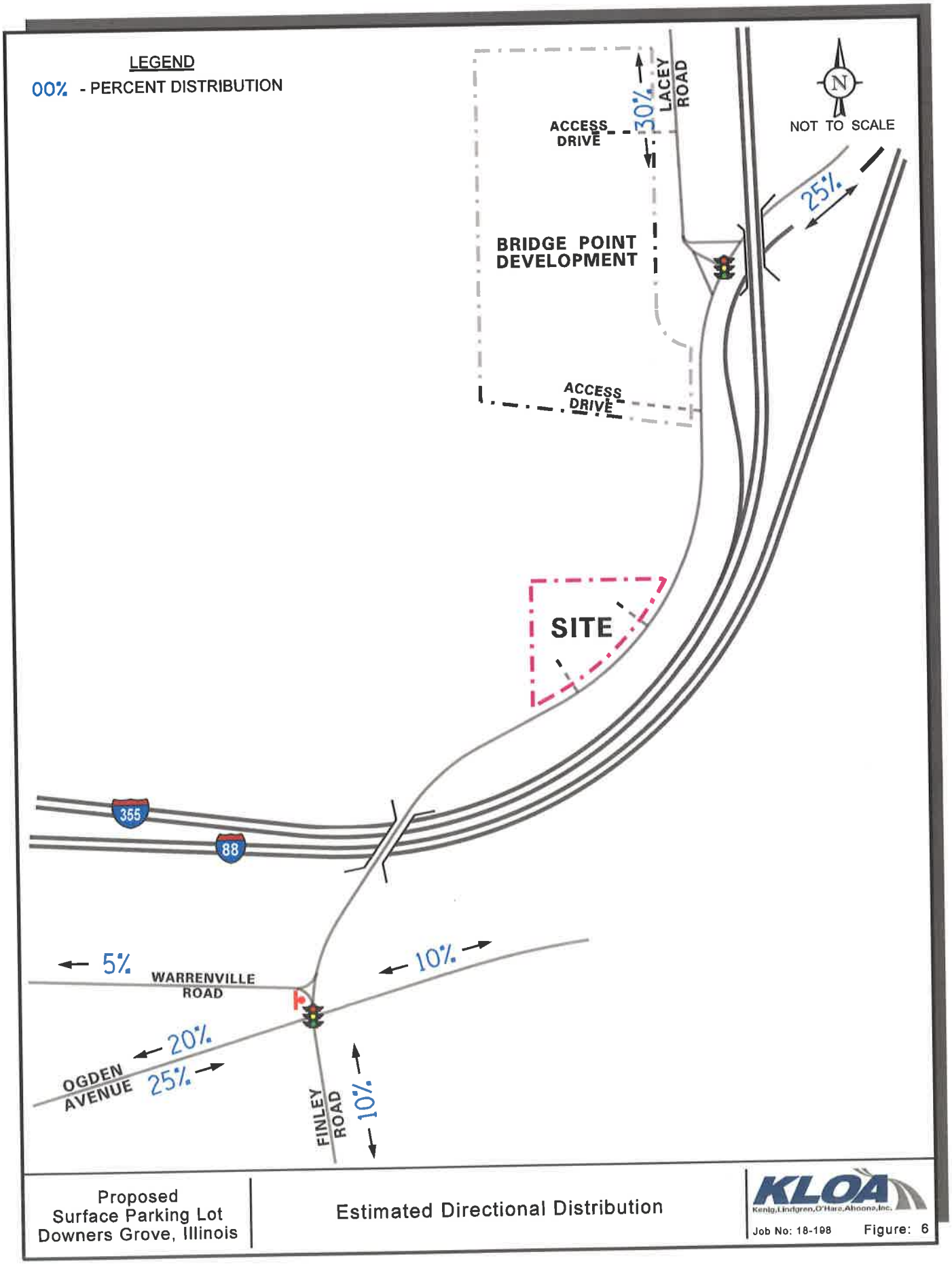
Peak Hour Traffic Volumes

The estimates of traffic to be generated by the proposed parking lot are based on information provided by the operator reflecting the 95th percentile of the activity occurring at the distribution center during the weekday morning and evening peak hours. Based on that, it is estimated that the parking lot will generate approximately 74 inbound personal vehicle trips and 74 outbound DSP van trips during the weekday morning peak hour, 74 inbound DSP van trips and 74 outbound personal vehicle trips during the weekday evening peak hour, and a daily total two-way volume of approximately 1,172 vehicles. The data provided by the operator is included in the Appendix.

Table 1 shows the passenger vehicle and DSP van trips that will enter and exit the proposed parking lot during the weekday morning and weekday evening peak hours.

Table 1
PROJECTED TRAFFIC TO USE THE PARKING LOT

	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
Type/Size	In	Out	Total	In	Out	Total
Personal Vehicles	74	0	74	0	74	74
DSP Vans	0	74	74	74	0	74
Total New Trips	**74**	**74**	**148**	**74**	**74**	**148**



Proposed
Surface Parking Lot
Downers Grove, Illinois

Estimated Directional Distribution

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Job No: 18-198 Figure: 6

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the projected traffic to use the parking lot.

Site Traffic Assignment

The peak hour traffic volumes projected to be generated to use the parking lot were assigned to the area roadways based on the estimated directional distributions (Figure 6).

Figure 7 shows the assignment of the passenger vehicle traffic volumes.

Figure 8 shows the assignment of the DSP vans traffic volumes.

Background Traffic Conditions

In order to determine the background traffic conditions, the existing traffic volumes were combined with ambient traffic growth in the area, and the other developments in the area including the proposed Bridge Point development and the proposed warehouse/distribution development at 2200 Warrenville Road. **Figure 9** shows the Year 2024 background traffic volumes.

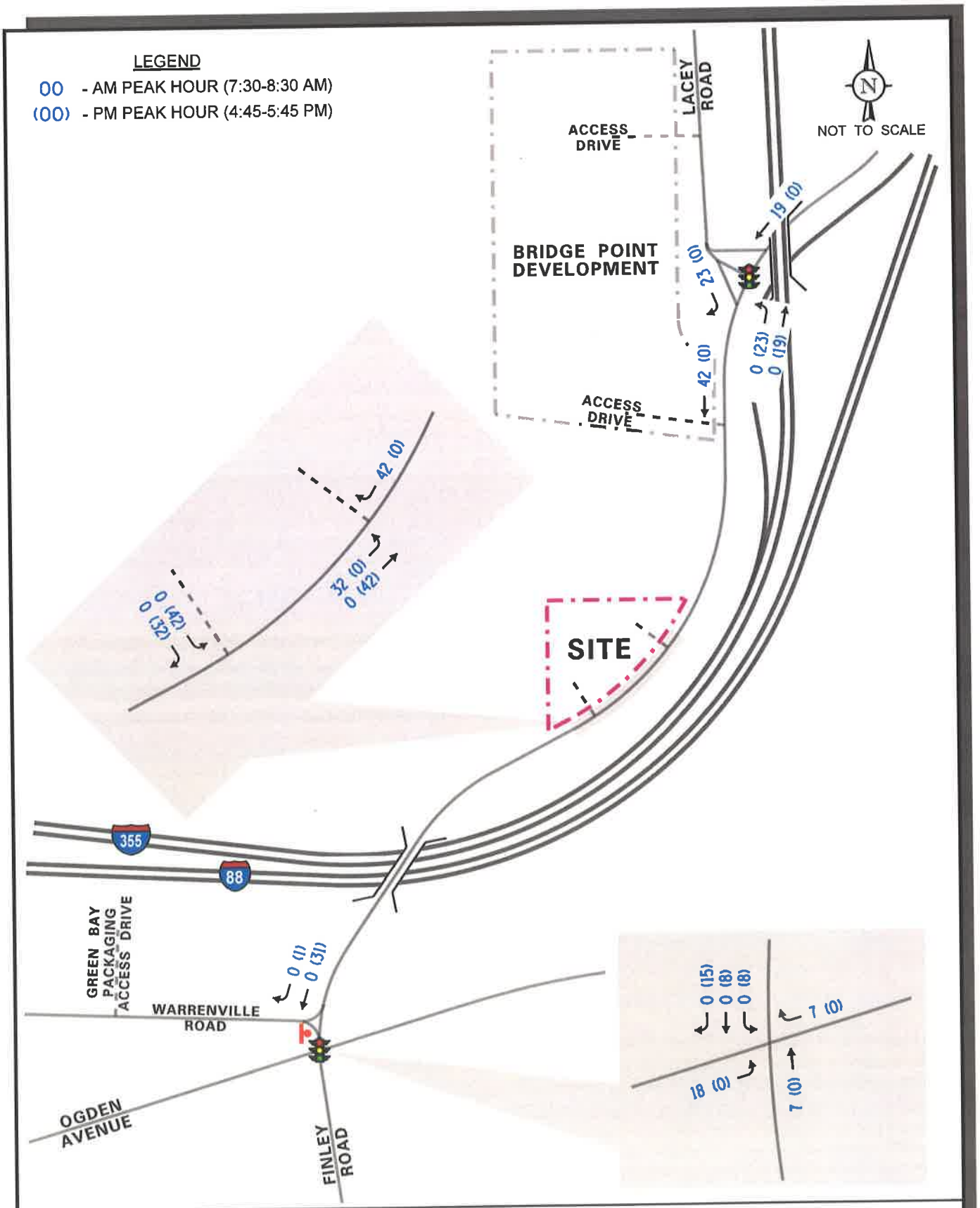
Ambient Traffic Growth

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by less than one percent per year for six years for a total growth factor of five percent. A copy of the CMAP projections letter is included in the Appendix.

Other Area Developments

To account for the traffic to be generated by the other developments in the area, the traffic impact study also included the traffic projected to be generated by the proposed Bridge Point development and the proposed warehouse/distribution development at 2200 Warrenville Road.

KLOA, Inc previously conducted a traffic impact study (TIS) dated September 21, 2017, for the Bridgepoint Warehouse/Distribution development which was approved to contain three warehouse/distribution buildings totaling 680,400 square feet in size. Based on that, the northern building will be approximately 175,120 square feet in size, the middle building will be approximately 213,460 square feet in size and the southern building will be approximately 291,840 square feet in size for a total building area of 680,450 square feet.



Proposed
Surface Parking Lot
Downers Grove, Illinois

Estimated Site-Generated
Traffic Volumes - Passenger Vehicles

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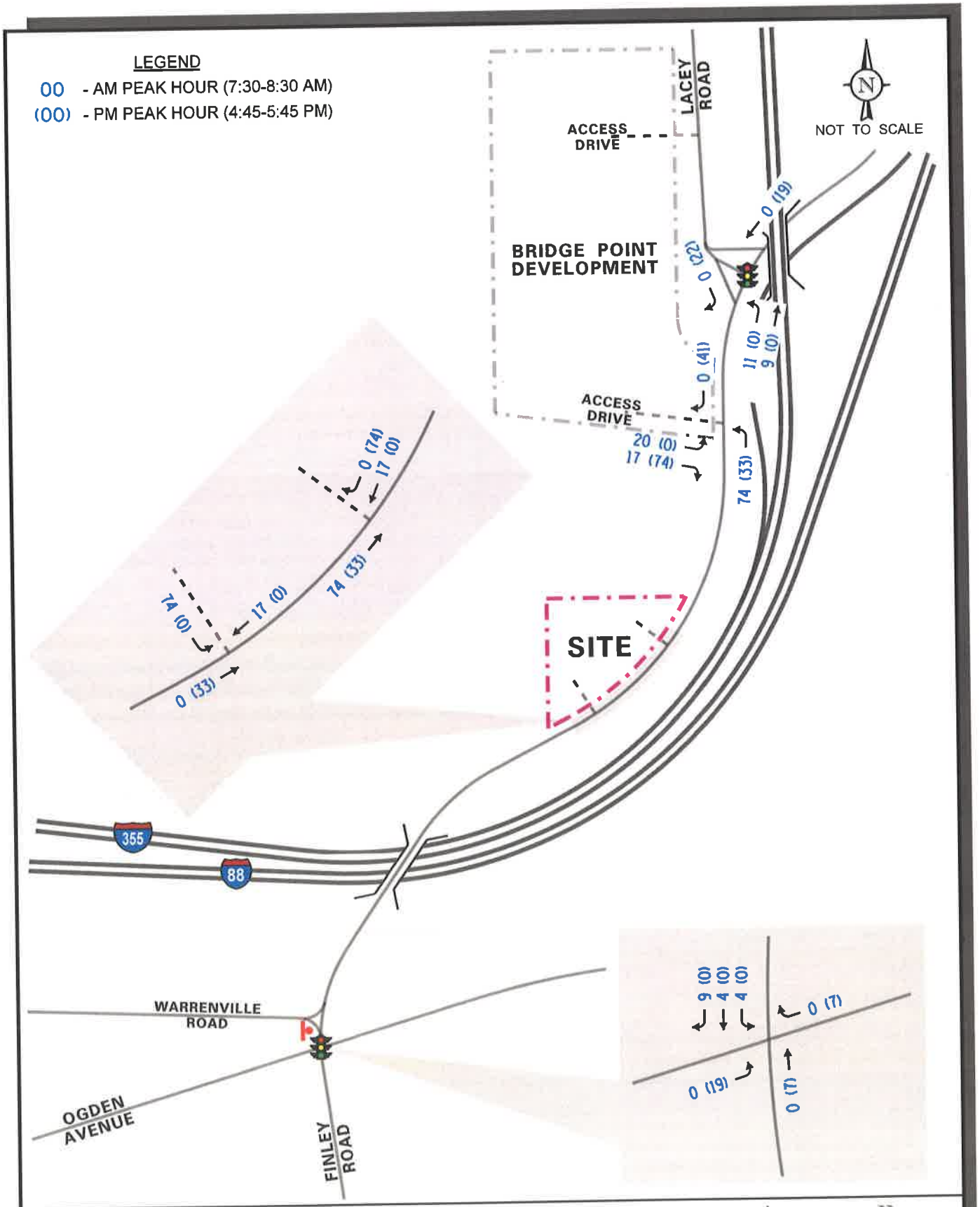
Job No: 18-198 Figure: 7



Proposed
Surface Parking Lot
Downers Grove, Illinois

Estimated Site-Generated
Traffic Volumes - DSP Vans

KLOA
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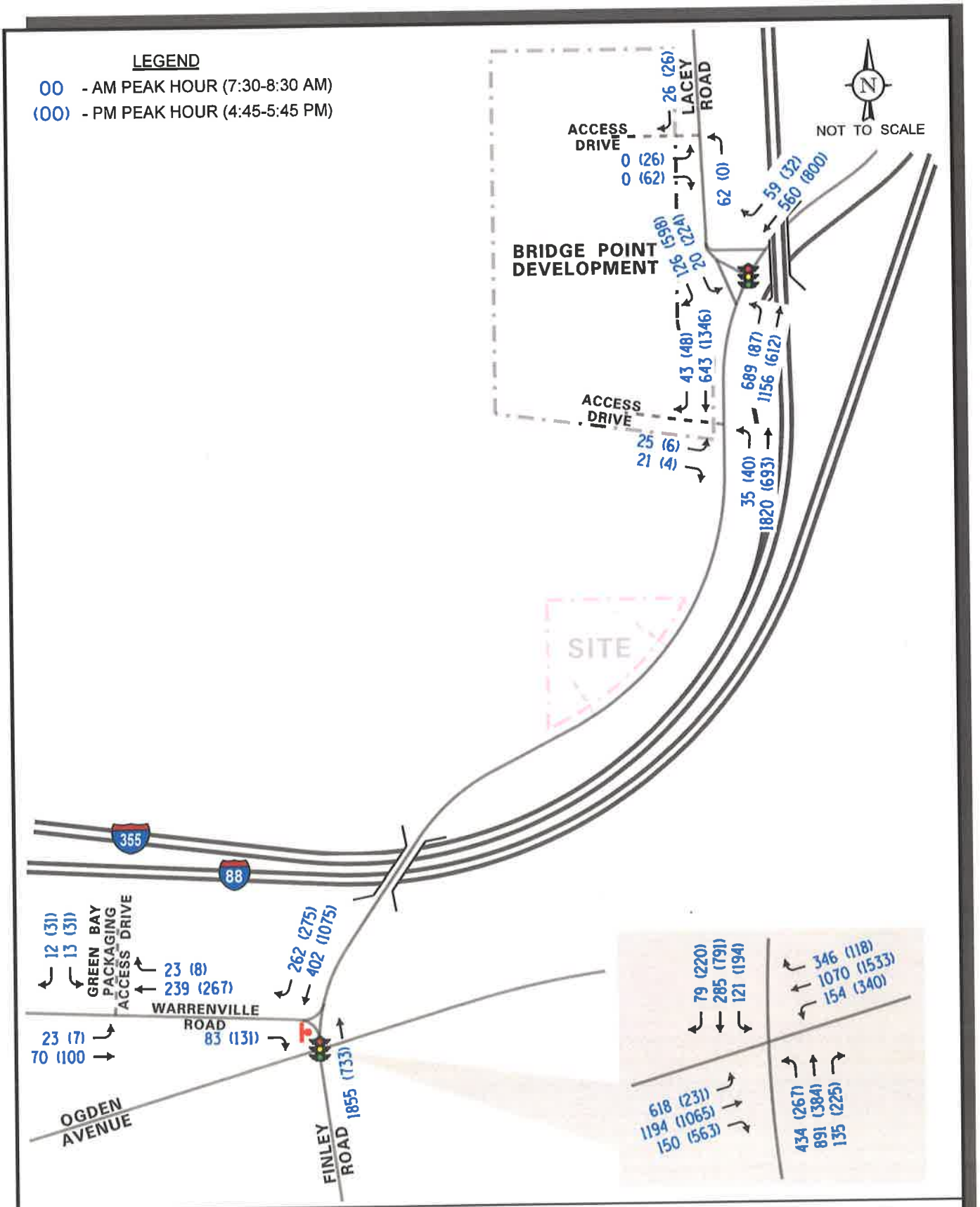
Job No: 18-198 Figure: 8



Proposed
Surface Parking Lot
Downers Grove, Illinois

Year 2024 Background Traffic Volumes

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 18-198 Figure: 9

Based on the information provided by the operator and the traffic impact study previously conducted by KLOA, Inc., the following was determined:

- The northern building (building #1) will continue to be a warehouse/distribution building of approximately 175,120 square feet in size. The estimates of traffic to be generated by the northern building were based on the Institute of Transportation (ITE) *Trip Generation Manual,* 9th Edition, Land Use Code 150.

- The southern building (building #3) will be a distribution facility. In addition to the traffic that it will generate from the remote parking lot, it will generate approximately 75 personal vehicle inbound trips and 5 inbound truck trips during the weekday morning peak hour and 10 personal vehicle outbound trips during the weekday evening peak hour.

- The middle building (building #2) will provide parking for DSP vans and the personal vehicles of the van drivers. The DSP drives will drive to and from the distribution center (southern building) to pick up packages for delivery. Their travel path will be via Lacey Road and Finley Road. The middle building will generate approximately 88 inbound personal vehicle trips and 44 outbound DSP van trips during the weekday morning peak hour, 88 inbound DSP van trips and 88 outbound personal vehicle trips during the weekday evening peak hour. It is important to note that an internal connection will be provided between buildings 2 and 3, thus allowing DSP vans to travel internally without impacting the external roadway system. Exhibit B showing the DSP traffic movements between building 2 and building 3 is included in the Appendix.

Based on the above, **Table 2** summarizes the estimated passenger vehicles and trucks trips that will be generated by the Bridge Point development during the weekday morning and evening peak hours.

Table 2
TRAFFIC PROJECTED TO BE GENERATED BY THE BRIDGE POINT DEVELOPMENT

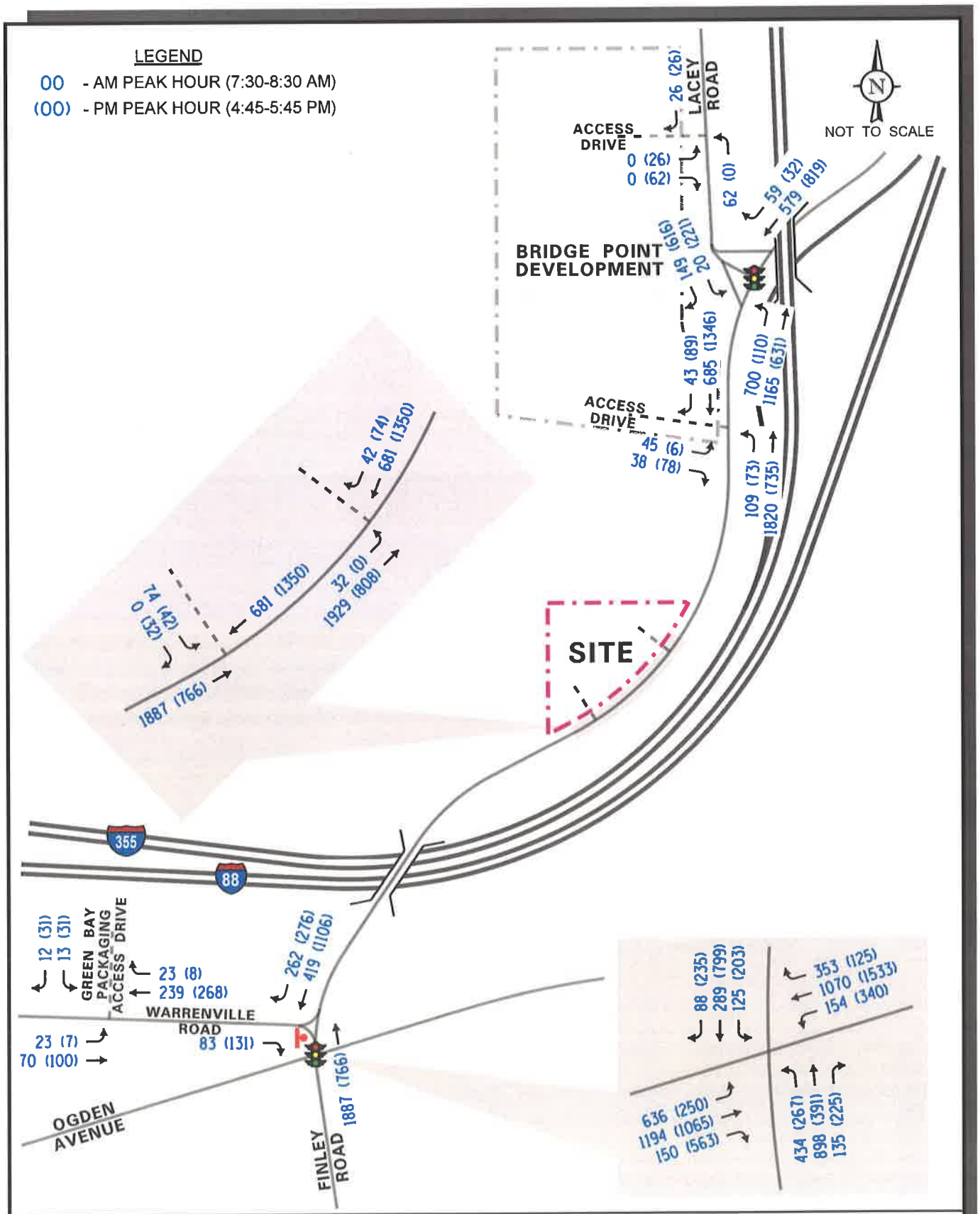
Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Northern Warehouse/Distribution Building (175,120 s.f.)[1] (Building #1)						
Personal Vehicles (80%)	39	10	49	11	31	42
Trucks (20%)	10	3	13	3	8	11
Subtotal	**49**	**13**	**62**	**14**	**39**	**53**
Middle Building[2] (Building #2)						
Personal Vehicles	88	0	88	0	88	88
DSP Vans	0	44	44	88	0	88
Subtotal	**88**	**44**	**132**	**88**	**88**	**176**
Southern Building[2] (Building #3)						
Employees	75	0	75	0	10	10
Trucks	3	2	5	0	0	0
Subtotal	**78**	**2**	**80**	**0**	**10**	**10**
Total	**215**	**59**	**274**	**102**	**137**	**239**

1- Based on ITE *Trip Generation Manual,* 9th Edition, Land Use Code 150.
2- Based on the information provided by the operator

Total Projected Traffic Volumes

Total projected traffic volumes include the Year 2024 background traffic volumes (Figure 9) and the traffic estimated to use the parking lot (Figure 7 and Figure 8).

Figure 10 shows the Year 2024 total projected traffic volume conditions.



Proposed
Surface Parking Lot
Downers Grove, Illinois

Year 2024 Total Projected Traffic Volumes

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

Job No: 18-198 Figure: 10

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2018) and future projected (Year 2024) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using the Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using existing cycle lengths, phasings, and offsets to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2024 total projected conditions are presented in **Tables 3** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS – FINLEY ROAD WITH LACEY ROAD – SIGNALIZED

	Peak Hour	Eastbound (Lacey Road)		Northbound (Finley Road)		Southbound (Finley Road)		Overall
		L	R	L	T	T	R	
Year 2018 Existing Conditions	Weekday Morning Peak Hour	D 39.7	A 4.1	C 33.2	A 2.4	B 12.6	A 3.2	B 12.8
		A – 9.8		B – 13.2		B – 12.2		
	Weekday Evening Peak Hour	D 39.3	B 18.4	D 36.0	A 5.6	B 12.7	A 1.0	B 15.0
		C – 24.0		A – 9.0		B – 12.3		
Year 2024 Projected Conditions	Weekday Morning Peak Hour	D 42.9	A 2.9	C 34.5	A 3.0	B 16.1	A 2.7	B 14.4
		A – 7.7		B – 14.8		B – 14.9		
	Weekday Evening Peak Hour	D 40.4	C 21.1	D 37.6	A 6.6	B 15.5	A 1.0	B 17.7
		C – 26.2		B – 11.2		B – 15.0		

Letter denotes Level of Service
Delay is measured in seconds.
L – Left-Turns
T – Through
R – Right-Turns

Table 4
CAPACITY ANALYSIS RESULTS – FINLEY ROAD WITH OGDEN AVENUE – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound		Southbound		Overall
		L	T	R	L	T	R	L	T/R	L	T	
Year 2018 Existing Conditions	Weekday Morning Peak Hour	F 99+	C 28.5	A 1.8	C 33.8	E 63.2	C 22.5	F 99+	F 99+	E 67.0	E 67.4	E 71.4
		D – 51.6			D – 51.7			F – 99+		E – 67.3		
	Weekday Evening Peak Hour	F 99+	D 42.1	C 24.4	F 99+	E 55.9	A 7.3	F 95.2	D 45.0	D 38.5	F 99+	E 68.9
		D – 43.8			E – 66.9			E – 60.4		F – 99+		
Year 2024 Projected Conditions	Weekday Morning Peak Hour	F 99+	C 29.5	A 2.8	D 43.6	E 73.4	C 25.3	F 99+	F 99+	F 87.3	E 77.3	F 95.1
		E – 78.9			E – 59.7			F – 99+		E – 79.8		
	Weekday Evening Peak Hour	F 99+	D 43.8	C 26.0	F 99+	E 67.5	A 8.0	F 99+	D 49.8	D 50.4	F 99+	F 93.1
		E– 59.2			F – 83.4			E – 67.7		F – 99+		

Letter denotes Level of Service
Delay is measured in seconds.
L – Left-Turns
T – Through
R – Right-Turns

Table 5
CAPACITY ANALYSIS RESULTS
EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Finley Road with Warrenville Road				
• Eastbound Approach	B	11.3	C	17.4

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS
PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Finley Road with Warrenville Road				
• Eastbound Approach	B	12.1	C	24.1
Finley Road with Parking Lot North Access Drive				
• Northbound Left Turns	A	9.4	A	0.1
Finley Road with Parking Lot South Access Drive				
• Outbound Movements	D	32.1	D	27.7
Finley Road with Bridge Point Development Access Drive				
• Northbound Left Turns	A	9.9	B	14.7
• Eastbound Left Turns	F	61.3	E	35.6
• Eastbound Right Turns	B	11.1	C	17.0
Lacey Road with Bridge Point Development Access Drive				
• Northbound Left Turns	A	7.7	A	0.1
• Eastbound Left Turns	A	0.1	C	19.2
• Eastbound Right Turns	A	0.1	B	11.9

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the site-generated traffic.

Finley Road with Lacey Road

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) B during the weekday morning and evening peak hours. The northbound and southbound approaches currently operate at LOS B or better during both peak hours. Additionally, the southeastbound approach currently operates at LOS A during the weekday morning peak hour and at LOS C during the weekday evening peak hour.

Under Year 2024 total projected conditions, this intersection is projected to operate at LOS B during the weekday morning and evening peak hours with increases in delay of approximately two seconds and three seconds, respectively. Additionally, all the approaches will continue to operate at an acceptable LOS during both peak hours.

Finley Road with Ogden Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at LOS E during the weekday morning and weekday evening peak hours. The eastbound approach currently operates at LOS D during both peak hours. Additionally, the westbound approach currently operates at LOS D during the weekday morning peak hour and LOS E during the weekday evening peak hour. Furthermore, the northbound approach currently operates at LOS F during the weekday morning peak hour and at LOS E during the weekday evening peak hour, and the southbound approach currently operates at LOS E during the weekday morning peak hour and at LOS F during the weekday evening peak hour.

Under Year 2024 total projected conditions, this intersection is projected to operate at LOS F during the weekday morning and weekday evening peak hours with increases in delay of approximately 24 seconds. It should be noted that the deterioration in LOS reflects the overall increase in traffic resulting from background growth and all of the assumed developments including the proposed parking lot. When compared to the projected traffic volumes that will travel through this intersection, the proposed parking lot will increase traffic by approximately 1.5 percent during the peak hours. This minimal increase indicates that the projected traffic to use the proposed parking lot will not have a significant impact on the overall operations of the intersection.

Finley Road with Warrenville Road

The results of the capacity analysis indicate that the intersection currently operates at an acceptable LOS. Under future conditions, the intersection will continue operating at an acceptable LOS C or better with an increase in delay of approximately seven seconds. Therefore, no roadway improvements or traffic control modifications are needed or recommended at this intersection in conjunction with the proposed parking lot.

Finley Road with Parking Lot North Access Drive

The north access drive will be located at a new curb cut on Finley Road that will be improved with a northbound left-turn lane. Based on the results of the capacity analysis, the northbound left-turn movements will operate at LOS A during the weekday morning and weekday evening peak hours. As part of the parking lot, an exclusive southbound right-turn lane on Finley Road will also be provided at this access drive. As such, no additional traffic control improvements are necessary in conjunction with the proposed parking lot.

Finley Road with Parking Lot South Access Drive

The south access drive will be located at an existing curb cut on Finley Road. Based on the results of the capacity analysis, the outbound movements will operate at LOS D during the weekday morning and evening peak hours, with 95th percentile queues of one to two vehicles during both peak hours. As such, no additional traffic control improvements are necessary in conjunction with the proposed parking lot.

Finley Road with Bridge Point Development Access Drive

Based on the results of the capacity analysis, the northbound left-turn movements will operate at LOS B or better during the weekday morning and evening peak hours. The eastbound left-turn movements will operate at LOS F during the weekday morning peak hour and LOS E during the weekday evening peak hour. Furthermore, a review of the capacity analysis indicates that the outbound movements will experience 95th percentile queues of one to two vehicles during the weekday morning and evening peak hours. This is normal and expected when a minor access drive intersects a major road such as Finley Road. It should be noted that the results do not take into account the proximity of the access drive to the traffic signal to the north and the additional gaps that are created as a result. Additionally, the eastbound right-turn movements will operate at LOS C or better during both peak hours. As such, no additional traffic control improvements are necessary in conjunction with the proposed parking lot.

Lacey Road with Bridge Point Development Access Drive

Based on the results of the capacity analysis, the northbound left-turn movements will operate at LOS A during weekday morning and evening peak hours. The eastbound left-turn movements will operate at LOS A during the weekday morning peak hour and LOS C during the weekday evening peak hour with 95th percentile queues of one to two vehicles during both peak hours. Additionally, the eastbound right-turn movements will operate at LOS B or better during both peak hours.

6. Conclusion

A traffic impact study was conducted for the proposed surface parking lot to be located on the west side of Finley Road south of Lacey Road in Downers Grove, Illinois. The plans call for the site to be developed with a surface parking lot containing 477 parking spaces including nine ADA parking spaces. Access to the site will be provided via an inbound-only access drive and an outbound-only access drive off Finley Road.

Based on the preceding analyses and recommendations, the following conclusions have been made:

- Overall, the traffic that will be generated by the proposed parking lot will have a low traffic impact on the surrounding roadway network.
- The proposed north inbound-only access drive on Finley Road will provide one inbound lane.
- The proposed south outbound-only access drive on Finley Road will provide two outbound lanes under stop sign control.
- A northbound left-turn lane and a southbound right-turn lane will be provided on Finley Road at the proposed inbound-only access drive.
- The northbound left-turn queues of traffic on Finley Road will be contained within the storage length provided at the access drive.

Appendix

Traffic Count Summary Sheets
Traffic Movements
Preliminary Site Plan
CMAP Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Ogden Avenue and Finley Road
Site Code:
Start Date: 09/11/2018
Page No: 1

Turning Movement Data

Start Time	Ogden Road Eastbound						Ogden Road Westbound						Finley Road Northbound						Finley Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	43	97	14	0	154	0	20	94	13	0	127	0	45	59	21	0	125	0	10	24	8	0	42	448
6:15 AM	0	52	162	25	1	239	0	25	131	16	0	172	0	46	98	44	0	188	0	8	36	5	0	49	648
6:30 AM	0	72	192	30	0	294	0	23	132	29	0	184	0	77	141	65	0	283	0	22	50	12	0	84	845
6:45 AM	0	110	230	33	0	373	0	39	148	32	0	219	0	93	163	57	0	313	0	16	68	11	0	95	1000
Hourly Total	0	277	681	102	1	1060	0	107	505	90	0	702	0	261	461	187	0	909	0	56	178	36	0	270	2941
7:00 AM	0	101	242	30	0	373	0	26	195	42	1	263	0	103	176	32	0	311	0	19	64	15	0	98	1045
7:15 AM	0	149	278	48	0	475	0	23	210	53	1	286	0	101	176	34	0	311	0	24	73	15	1	112	1184
7:30 AM	0	107	304	35	0	446	0	30	269	91	0	390	0	110	200	38	1	348	0	34	66	13	0	113	1297
7:45 AM	0	157	330	39	0	526	0	42	254	73	0	369	0	91	197	36	0	324	0	19	86	18	0	123	1342
Hourly Total	0	514	1154	152	0	1820	0	121	928	259	2	1308	0	405	749	140	1	1294	0	96	289	61	1	446	4868
8:00 AM	0	141	229	36	0	406	0	51	251	75	0	377	0	94	206	22	0	322	0	21	51	12	2	84	1189
8:15 AM	0	134	274	33	0	441	0	24	239	70	0	333	0	113	227	33	0	373	0	33	60	12	0	105	1252
8:30 AM	0	117	253	24	0	394	0	33	239	63	0	335	0	94	175	25	0	294	0	28	58	20	0	106	1129
8:45 AM	0	102	280	21	0	403	0	38	209	40	0	287	0	102	191	36	0	329	0	28	62	18	0	108	1127
Hourly Total	0	494	1036	114	0	1644	0	146	938	248	0	1332	0	403	799	116	0	1318	0	110	231	62	2	403	4697
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	43	211	75	0	329	0	51	249	37	0	337	0	58	77	42	0	177	0	44	115	36	0	195	1038
3:15 PM	0	37	242	73	0	352	0	72	285	27	0	384	0	56	62	35	0	153	0	31	118	24	0	173	1062
3:30 PM	0	49	235	65	0	349	0	65	309	26	0	400	0	57	84	45	1	186	0	40	134	37	0	211	1146
3:45 PM	0	40	202	77	0	319	0	81	308	37	0	426	0	57	99	57	0	213	0	34	159	33	0	226	1184
Hourly Total	0	169	890	290	0	1349	0	269	1151	127	0	1547	0	228	322	179	1	729	0	149	526	130	0	805	4430
4:00 PM	0	37	251	80	0	368	0	80	346	36	0	462	0	62	91	49	0	202	0	34	164	41	0	239	1271
4:15 PM	0	57	235	103	1	395	0	70	349	35	0	454	0	56	89	50	0	195	0	44	179	49	0	272	1316
4:30 PM	0	58	251	91	0	400	0	80	367	23	0	470	0	54	96	50	0	200	0	42	177	40	0	259	1329
4:45 PM	0	45	271	132	0	448	0	80	372	27	0	479	0	72	83	52	0	207	0	47	161	48	0	256	1390
Hourly Total	0	197	1008	406	1	1611	0	310	1434	121	0	1865	0	244	359	201	0	804	0	167	681	178	0	1026	5306
5:00 PM	0	53	220	117	0	390	0	85	344	23	0	452	0	61	107	65	0	233	0	41	196	42	0	279	1354
5:15 PM	0	54	267	152	0	473	0	82	409	25	0	516	0	59	75	42	0	176	0	41	177	32	0	250	1415
5:30 PM	0	44	256	135	0	435	0	77	333	28	0	438	0	60	91	55	0	206	0	36	199	44	0	279	1358
5:45 PM	0	55	250	128	0	433	0	91	340	18	0	449	0	49	82	67	0	198	0	40	155	35	1	230	1310
Hourly Total	0	206	993	532	0	1731	0	335	1426	94	0	1855	0	229	355	229	0	813	0	158	727	153	1	1038	5437
Grand Total	0	1857	5762	1596	2	9215	0	1288	6382	939	2	8609	0	1770	3045	1052	2	5867	0	736	2632	620	4	3988	27679
Approach %	0.0	20.2	62.5	17.3	-	-	0.0	15.0	74.1	10.9	-	-	0.0	30.2	51.9	17.9	-	-	0.0	18.5	66.0	15.5	-	-	-
Total %	0.0	6.7	20.8	5.8	-	33.3	0.0	4.7	23.1	3.4	-	31.1	0.0	6.4	11.0	3.8	-	21.2	0.0	2.7	9.5	2.2	-	14.4	-
Lights	0	1840	5626	1555	-	9021	0	1243	6220	919	-	8382	0	1730	2994	1018	-	5742	0	720	2580	610	-	3910	27055
% Lights	-	99.1	97.6	97.4	-	97.9	-	96.5	97.5	97.9	-	97.4	-	97.7	98.3	96.8	-	97.9	-	97.8	98.0	98.4	-	98.0	97.7
Buses	0	1	26	12	-	39	0	11	21	4	-	36	0	11	15	6	-	32	0	3	16	0	-	19	126

% Buses	-	0.1	0.5	0.8	-	0.4	-	0.9	0.3	0.4	-	0.4	-	0.6	0.5	0.6	-	0.5	-	0.4	0.6	0.0	-	0.5	0.5
Single-Unit Trucks	0	14	64	21	-	99	0	18	102	10	-	130	0	18	20	13	-	51	0	8	23	8	-	39	319
% Single-Unit Trucks	-	0.8	1.1	1.3	-	1.1	-	1.4	1.6	1.1	-	1.5	-	1.0	0.7	1.2	-	0.9	-	1.1	0.9	1.3	-	1.0	1.2
Articulated Trucks	0	2	46	8	-	56	0	16	39	6	-	61	0	10	15	15	-	40	0	5	11	2	-	18	175
% Articulated Trucks	-	0.1	0.8	0.5	-	0.6	-	1.2	0.6	0.6	-	0.7	-	0.6	0.5	1.4	-	0.7	-	0.7	0.4	0.3	-	0.5	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	0	0	2	0	-	2	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.1	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Ogden Avenue and Finley Road
Site Code:
Start Date: 09/11/2018
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ogden Road Eastbound						Ogden Road Westbound						Finley Road Northbound						Finley Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	107	304	35	0	446	0	30	269	91	0	390	0	110	200	38	1	348	0	34	66	13	0	113	1297
7:45 AM	0	157	330	39	0	526	0	42	254	73	0	369	0	91	197	36	0	324	0	19	86	18	0	123	1342
8:00 AM	0	141	229	36	0	406	0	51	251	75	0	377	0	94	206	22	0	322	0	21	51	12	2	84	1189
8:15 AM	0	134	274	33	0	441	0	24	239	70	0	333	0	113	227	33	0	373	0	33	60	12	0	105	1252
Total	0	539	1137	143	0	1819	0	147	1013	309	0	1469	0	408	830	129	1	1367	0	107	263	55	2	425	5080
Approach %	0.0	29.6	62.5	7.9	-	-	0.0	10.0	69.0	21.0	-	-	0.0	29.8	60.7	9.4	-	-	0.0	25.2	61.9	12.9	-	-	-
Total %	0.0	10.6	22.4	2.8	-	35.8	0.0	2.9	19.9	6.1	-	28.9	0.0	8.0	16.3	2.5	-	26.9	0.0	2.1	5.2	1.1	-	8.4	-
PHF	0.000	0.858	0.861	0.917	-	0.865	0.000	0.721	0.941	0.849	-	0.942	0.000	0.903	0.914	0.849	-	0.916	0.000	0.787	0.765	0.764	-	0.864	0.946
Lights	0	535	1110	131	-	1776	0	138	985	302	-	1425	0	402	820	121	-	1343	0	101	253	53	-	407	4951
% Lights	-	99.3	97.6	91.6	-	97.6	-	93.9	97.2	97.7	-	97.0	-	98.5	98.8	93.8	-	98.2	-	94.4	96.2	96.4	-	95.8	97.5
Buses	0	0	4	3	-	7	0	5	4	2	-	11	0	1	2	3	-	6	0	1	4	0	-	5	29
% Buses	-	0.0	0.4	2.1	-	0.4	-	3.4	0.4	0.6	-	0.7	-	0.2	0.2	2.3	-	0.4	-	0.9	1.5	0.0	-	1.2	0.6
Single-Unit Trucks	0	3	18	7	-	28	0	2	16	4	-	22	0	3	4	3	-	10	0	3	2	2	-	7	67
% Single-Unit Trucks	-	0.6	1.6	4.9	-	1.5	-	1.4	1.6	1.3	-	1.5	-	0.7	0.5	2.3	-	0.7	-	2.8	0.8	3.6	-	1.6	1.3
Articulated Trucks	0	1	5	2	-	8	0	2	8	1	-	11	0	2	4	2	-	8	0	2	4	0	-	6	33
% Articulated Trucks	-	0.2	0.4	1.4	-	0.4	-	1.4	0.8	0.3	-	0.7	-	0.5	0.5	1.6	-	0.6	-	1.9	1.5	0.0	-	1.4	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Ogden Avenue and Finley Road
Site Code:
Start Date: 09/11/2018
Page No: 4

Turning Movement Peak Hour Data (4:45 PM)

	Ogden Road Eastbound						Ogden Road Westbound						Finley Road Northbound						Finley Road Southbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	45	271	132	0	448	0	80	372	27	0	479	0	72	83	52	0	207	0	47	161	48	0	256	1390
5:00 PM	0	53	220	117	0	390	0	85	344	23	0	452	0	61	107	65	0	233	0	41	196	42	0	279	1354
5:15 PM	0	54	267	152	0	473	0	82	409	25	0	516	0	59	75	42	0	176	0	41	177	32	0	250	1415
5:30 PM	0	44	256	135	0	435	0	77	333	28	0	438	0	60	91	55	0	206	0	36	199	44	0	279	1358
Total	0	196	1014	536	0	1746	0	324	1458	103	0	1885	0	252	356	214	0	822	0	165	733	156	0	1064	5517
Approach %	0.0	11.2	58.1	30.7	-	-	0.0	17.2	77.3	5.5	-	-	0.0	30.7	43.3	26.0	-	-	0.0	15.5	68.9	15.6	-	-	-
Total %	0.0	3.6	18.4	9.7	-	31.6	0.0	5.9	26.4	1.9	-	34.2	0.0	4.6	6.5	3.9	-	14.9	0.0	3.0	13.3	3.0	-	19.3	-
PHF	0.000	0.907	0.935	0.882	-	0.923	0.000	0.953	0.891	0.920	-	0.913	0.000	0.875	0.832	0.823	-	0.882	0.000	0.878	0.921	0.865	-	0.953	0.975
Lights	0	195	1004	529	-	1728	0	319	1442	102	-	1863	0	249	352	212	-	813	0	164	727	165	-	1056	5460
% Lights	-	99.5	99.0	98.7	-	99.0	-	98.5	98.9	99.0	-	98.8	-	98.8	98.9	99.1	-	98.9	-	99.4	99.2	99.4	-	99.2	99.0
Buses	0	1	1	1	-	3	0	0	2	0	-	2	0	0	1	0	-	1	0	0	3	0	-	3	9
% Buses	-	0.5	0.1	0.2	-	0.2	-	0.0	0.1	0.0	-	0.1	-	0.0	0.3	0.0	-	0.1	-	0.0	0.4	0.0	-	0.3	0.2
Single-Unit Trucks	0	0	5	5	-	10	0	3	8	1	-	12	0	1	2	1	-	4	0	0	1	0	-	1	27
% Single-Unit Trucks	-	0.0	0.5	0.9	-	0.6	-	0.9	0.5	1.0	-	0.6	-	0.4	0.6	0.5	-	0.5	-	0.0	0.1	0.0	-	0.1	0.5
Articulated Trucks	0	0	4	1	-	5	0	2	6	0	-	8	0	2	1	1	-	4	0	1	1	1	-	3	20
% Articulated Trucks	-	0.0	0.4	0.2	-	0.3	-	0.6	0.4	0.0	-	0.4	-	0.8	0.3	0.5	-	0.5	-	0.6	0.1	0.6	-	0.3	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 epurguette@kloainc.com

Count Name: Finley Road and Warrenville Road
Site Code:
Start Date: 09/11/2018
Page No: 1

Direction (Westbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	13	0	0	0	0	13
6:15 AM	21	0	0	0	0	21
6:30 AM	19	0	0	0	0	19
6:45 AM	44	0	0	0	0	44
7:00 AM	42	0	1	0	0	43
7:15 AM	55	0	0	0	0	55
7:30 AM	58	0	1	0	0	59
7:45 AM	48	0	0	0	0	48
8:00 AM	61	0	0	0	0	61
8:15 AM	59	1	0	0	0	60
8:30 AM	49	1	0	0	0	50
8:45 AM	67	0	0	0	0	67
3:00 PM	47	0	1	0	0	48
3:15 PM	60	0	0	0	0	60
3:30 PM	58	0	0	0	0	58
3:45 PM	43	0	0	0	0	43
4:00 PM	59	0	0	0	0	59
4:15 PM	53	0	0	0	0	53
4:30 PM	66	0	0	0	0	66
4:45 PM	65	0	0	0	0	65
5:00 PM	54	0	0	0	0	54
5:15 PM	56	0	0	0	0	56
5:30 PM	79	0	0	0	0	79
5:45 PM	66	0	0	0	0	66
Total	1242	2	3	0	0	1247
Total %	99.6	0.2	0.2	0.0	0.0	100.0
AM Times	8:00 AM	7:45 AM	6:45 AM	6:45 AM	7:45 AM	8:00 AM
AM Peaks	236	2	2	0	0	238
PM Times	5:00 PM	3:00 PM	3:00 PM	4:45 PM	3:00 PM	5:00 PM
PM Peaks	255	0	1	0	0	255

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Count Name: Finley Road and Warrenville Road
Site Code:
Start Date: 09/11/2018
Page No: 2

Direction (Eastbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	13	0	0	0	0	13
6:15 AM	3	0	0	0	0	3
6:30 AM	12	1	0	0	0	13
6:45 AM	14	0	0	0	0	14
7:00 AM	12	0	0	0	0	12
7:15 AM	24	0	1	1	0	26
7:30 AM	13	0	0	1	0	14
7:45 AM	20	0	0	0	0	20
8:00 AM	20	0	0	0	0	20
8:15 AM	12	0	1	0	0	13
8:30 AM	16	1	0	0	1	18
8:45 AM	16	0	0	0	0	16
3:00 PM	24	0	0	0	0	24
3:15 PM	22	0	1	0	0	23
3:30 PM	19	1	2	0	0	22
3:45 PM	16	0	0	0	0	16
4:00 PM	26	0	0	0	0	26
4:15 PM	20	0	1	0	0	21
4:30 PM	17	0	0	0	0	17
4:45 PM	22	0	0	0	0	22
5:00 PM	18	0	0	0	0	18
5:15 PM	33	0	0	0	0	33
5:30 PM	21	0	0	1	0	22
5:45 PM	24	0	0	0	0	24
Total	437	3	6	3	1	450
Total %	97.1	0.7	1.3	0.7	0.2	100.0
AM Times	8:00 AM	7:45 AM	6:45 AM	6:45 AM	7:45 AM	8:00 AM
AM Peaks	64	1	1	2	1	67
PM Times	5:00 PM	3:00 PM	3:00 PM	4:45 PM	3:00 PM	5:00 PM
PM Peaks	96	1	3	1	0	97

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Count Name: Finley Road and Warrenville Road
Site Code:
Start Date: 09/11/2018
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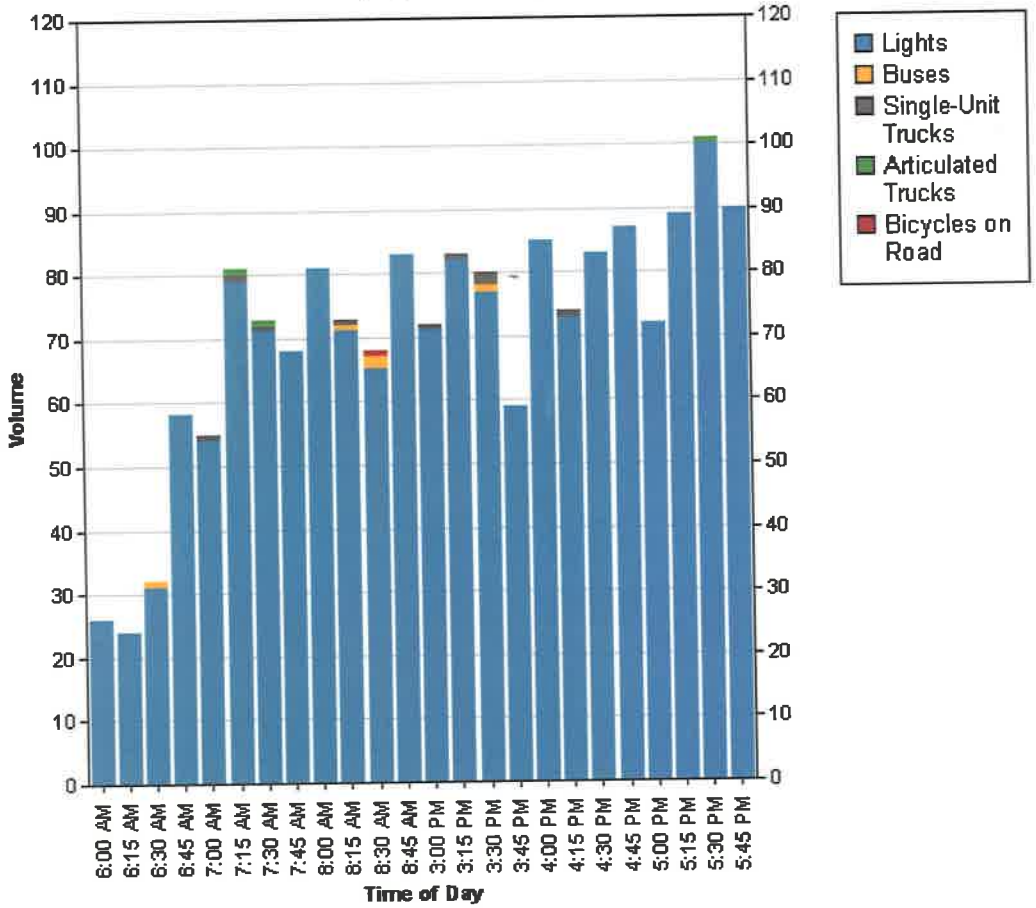
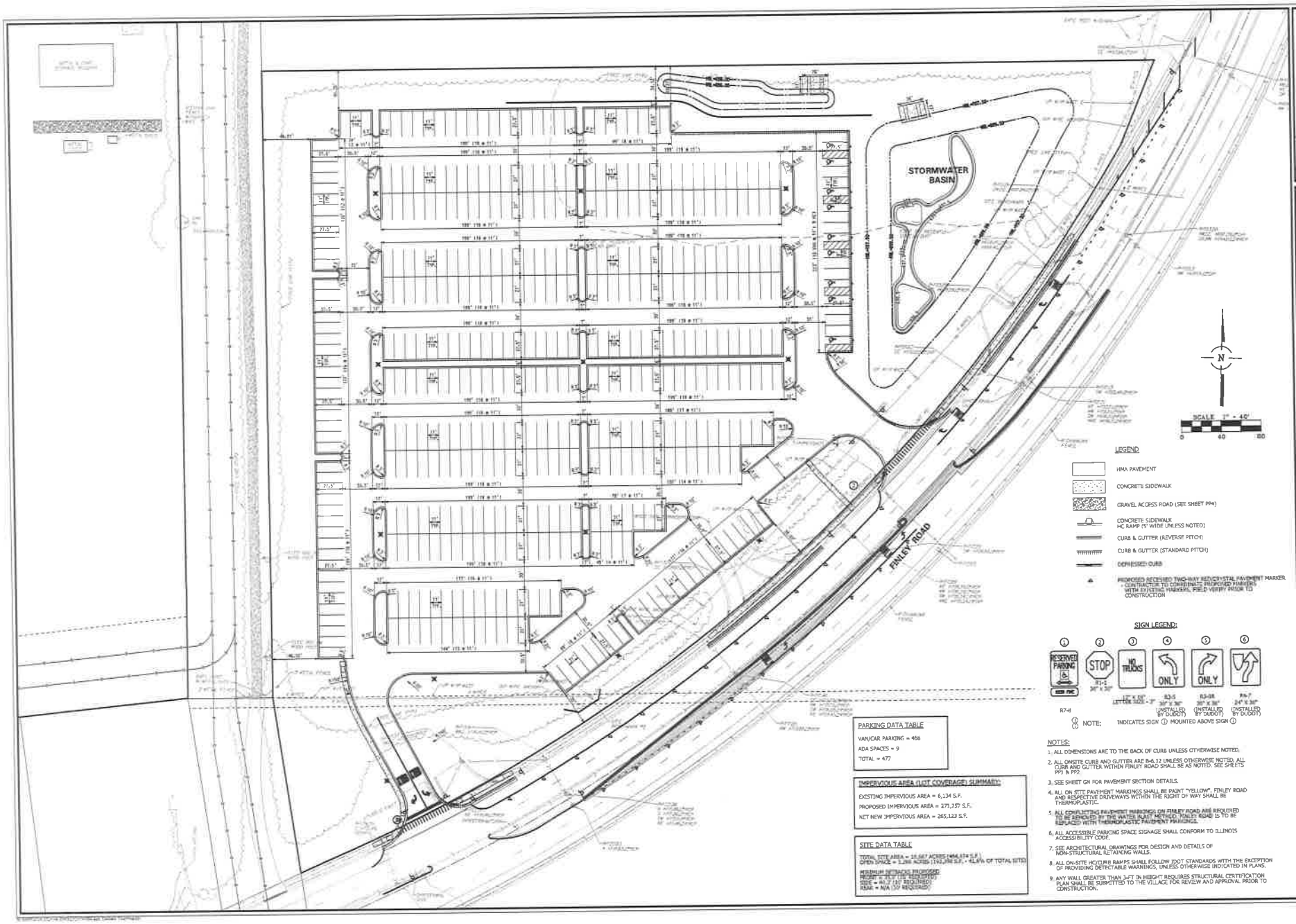


Preliminary Site Plan



LEGEND

- HMA PAVEMENT
- CONCRETE SIDEWALK
- GRAVEL ACCESS ROAD (SEE SHEET PP4)
- CONCRETE SIDEWALK HC RAMP (5' WIDE UNLESS NOTED)
- CURB & GUTTER (REVERSE PITCH)
- CURB & GUTTER (STANDARD PITCH)
- DEPRESSED CURB
- PROPOSED RECESSED TWO-WAY REFLECTIVE PAVEMENT MARKER - CONTRACTOR TO COORDINATE PROPOSED MARKERS WITH EXISTING MARKERS, FIELD VERIFY PRIOR TO CONSTRUCTION

SIGN LEGEND:

①	②	③	④	⑤	⑥
RESERVED PARKING	STOP	NO TRUCKS	ONLY	ONLY	
R7-8	R1-1 36" x 36"	12" x 12" LETTER SIZE - 3"	R3-5 36" x 36" (INSTALLED BY DUDOT)	R3-08 36" x 36" (INSTALLED BY DUDOT)	R4-7 24" x 36" (INSTALLED BY DUDOT)

NOTE: INDICATES SIGN ① MOUNTED ABOVE SIGN ①

PARKING DATA TABLE

VAN/CAR PARKING = 468

ADA SPACES = 9

TOTAL = 477

IMPERVIOUS AREA (LOT COVERAGE) SUMMARY:

EXISTING IMPERVIOUS AREA = 6,134 S.F.

PROPOSED IMPERVIOUS AREA = 271,257 S.F.

NET NEW IMPERVIOUS AREA = 265,123 S.F.

SITE DATA TABLE

TOTAL SITE AREA = 10,667 ACRES (464,574 S.F.)
OPEN SPACE = 1.288 ACRES (192,398 S.F. - 41.8% OF TOTAL SITE)

MINIMUM SETBACKS PROPOSED:
FRONT = 15.7' (10' REQUIRED)
SIDE = 40.2' (10' REQUIRED)
REAR = N/A (30' REQUIRED)

NOTES:

1. ALL DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL ONSITE CURB AND GUTTER ARE B-6.12 UNLESS OTHERWISE NOTED. ALL CURB AND GUTTER WITHIN FINLEY ROAD SHALL BE AS NOTED. SEE SHEETS PP1 & PP2
3. SEE SHEET GN FOR PAVEMENT SECTION DETAILS.
4. ALL ON SITE PAVEMENT MARKINGS SHALL BE PAINT "YELLOW". FINLEY ROAD AND RESPECTIVE DRIVEWAYS WITHIN THE RIGHT OF WAY SHALL BE THERMOPLASTIC.
5. ALL CONFLICTING PAVEMENT MARKINGS ON FINLEY ROAD ARE REQUIRED TO BE REMOVED BY THE WATER BLAST METHOD. FINLEY ROAD IS TO BE REPLACED WITH THERMOPLASTIC PAVEMENT MARKINGS.
6. ALL ACCESSIBLE PARKING SPACE SIGNAGE SHALL CONFORM TO ILLINOIS ACCESSIBILITY CODE.
7. SEE ARCHITECTURAL DRAWINGS FOR DESIGN AND DETAILS OF NON-STRUCTURAL RETAINING WALLS.
8. ALL ON-SITE HC/CURB RAMPS SHALL FOLLOW IDOT STANDARDS WITH THE EXCEPTION OF PROVIDING DETECTABLE WARNINGS, UNLESS OTHERWISE INDICATED IN PLANS.
9. ANY WALL GREATER THAN 3-FT IN HEIGHT REQUIRES STRUCTURAL CERTIFICATION PLAN SHALL BE SUBMITTED TO THE VILLAGE FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

NO	DATE	REMARKS

NO	DATE	REMARKS

BRIDGE POINT - DOWNERS GROVE II PARKING LOT

DOWNERS GROVE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4050 Fax: (847) 696-4055

SPACECO INC.

FILENAME:

DATE: 10/18/19

JOB NO. 2529.06

SHEET OF 22

CMAP Projections Letter

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

October 9, 2019

Elise Purguette
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Finley Road from Lacey Road to Ogden Avenue
IDOT

Dear Ms. Purguette:

In response to a request made on your behalf and dated October 8, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Warrenville Rd W of Finley Rd	8,700	11,400
Ogden Ave E of Finley Rd	31,300	33,800
Ogden Ave W of Finley Rd	25,400	29,400
Finley Rd N of Ogden Ave	20,800	26,000
Finley Rd S of Ogden Ave	22,000	23,400
Lacey Rd W of Finley Rd	3,750	5,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2018cy_TrafficForecasts\DownersGrove\du-50-18\du-50-18.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Finley Road & Lacey Road

10/29/2019

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	589	1089	505	20	15	81
Future Volume (vph)	589	1089	505	20	15	81
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	310			0	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	195				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3467	3762	3725	1599	1805	2561
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3467	3762	3725	1599	1805	2561
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				21		84
Link Speed (mph)		45	45		45	
Link Distance (ft)		2146	368		321	
Travel Time (s)		32.5	5.6		4.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	1%	0%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	614	1134	526	21	16	84
Turn Type	Prot	NA	NA	pm+ov	Prot	pm+ov
Protected Phases	5	2	6	7	7	5
Permitted Phases				6		7
Detector Phase	5	2	6	7	7	5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	24.0	24.0	24.0	24.0	22.5
Total Split (s)	53.0	100.0	47.0	25.0	25.0	53.0
Total Split (%)	42.4%	80.0%	37.6%	20.0%	20.0%	42.4%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	4.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	Max	None	None	None
Act Effct Green (s)	19.3	68.6	41.8	54.3	6.4	26.3
Actuated g/C Ratio	0.24	0.87	0.53	0.69	0.08	0.33

Lanes, Volumes, Timings
1: Finley Road & Lacey Road

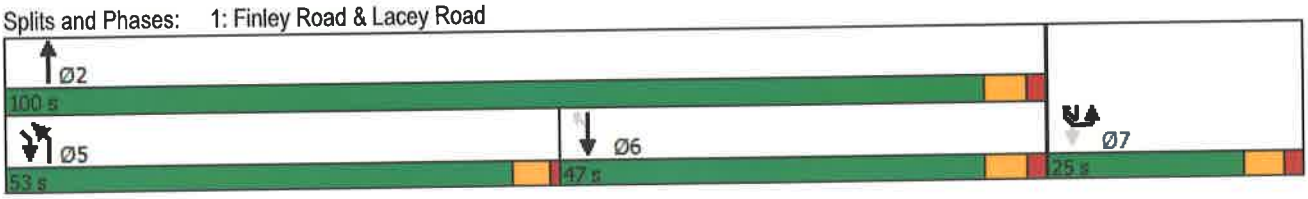
10/29/2019

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.72	0.35	0.27	0.02	0.11	0.09
Control Delay	33.2	2.4	12.6	3.2	39.7	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	2.4	12.6	3.2	39.7	4.1
LOS	C	A	B	A	D	A
Approach Delay		13.2	12.2		9.8	
Approach LOS		B	B		A	
Queue Length 50th (ft)	154	72	81	0	8	0
Queue Length 95th (ft)	214	104	137	9	28	14
Internal Link Dist (ft)		2066	288		241	
Turn Bay Length (ft)	310					205
Base Capacity (vph)	2176	3762	1976	1363	443	1858
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.30	0.27	0.02	0.04	0.05

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 78.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 12.8 — Intersection LOS: B
Intersection Capacity Utilization 48.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Finley Road & Lacey Road



Lanes, Volumes, Timings
2: Finley Road & Ogden Avenue

10/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	539	1137	143	147	1013	309	408	830	129	107	263	55
Future Volume (vph)	539	1137	143	147	1013	309	408	830	129	107	263	55
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	290		190	195		110	380		0	195		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	155			155			150			230		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.980			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3725	1495	1703	3689	1583	1770	3480	0	1703	3381	0
Flt Permitted	0.086			0.204			0.275			0.222		
Satd. Flow (perm)	162	3725	1495	366	3689	1583	512	3480	0	398	3381	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			105		12			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		960			487			824			642	
Travel Time (s)		18.7			9.5			16.1			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	8%	6%	3%	2%	2%	1%	6%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	567	1197	151	155	1066	325	429	1010	0	113	335	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	24.0	10.5	9.5	24.0	10.5	10.5	24.0		10.5	24.0	
Total Split (s)	39.0	75.0	28.0	13.0	49.0	11.0	28.0	41.0		11.0	24.0	
Total Split (%)	27.9%	53.6%	20.0%	9.3%	35.0%	7.9%	20.0%	29.3%		7.9%	17.1%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max		None	Max	
Act Effct Green (s)	84.5	69.3	99.8	54.7	43.0	56.5	48.5	35.0		28.0	18.0	
Actuated g/C Ratio	0.60	0.50	0.71	0.39	0.31	0.40	0.35	0.25		0.20	0.13	

Lanes, Volumes, Timings
2: Finley Road & Ogden Avenue

10/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.11	0.65	0.14	0.67	0.94	0.46	1.08	1.15		0.76	0.75	
Control Delay	113.6	28.5	1.8	33.8	63.2	22.5	106.6	126.1		67.0	67.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	113.6	28.5	1.8	33.8	63.2	22.5	106.6	126.1		67.0	67.4	
LOS	F	C	A	C	E	C	F	F		E	E	
Approach Delay		51.6			51.7			120.3			67.3	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	~536	419	6	59	498	144	~350	~564		72	150	
Queue Length 95th (ft)	#770	495	26	99	#634	232	#567	#703		#146	206	
Internal Link Dist (ft)		880			407			744			562	
Turn Bay Length (ft)	290		190	195		110	380			195		
Base Capacity (vph)	509	1843	1102	234	1133	701	397	879		149	447	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.11	0.65	0.14	0.66	0.94	0.46	1.08	1.15		0.76	0.75	

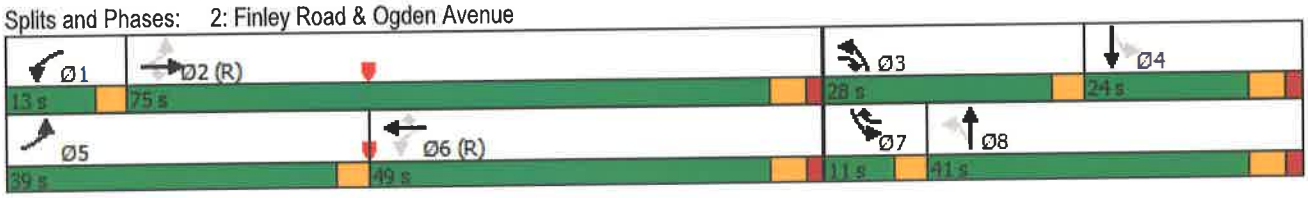
Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 6 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 71.4 Intersection LOS: E
Intersection Capacity Utilization 106.1% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Finley Road & Ogden Avenue



HCM 6th TWSC
3: Finley Road & Warrenville Road

09/10/2019

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱		↑↑	↑↑↳	
Traffic Vol, veh/h	0	67	0	1678	358	228
Future Vol, veh/h	0	67	0	1678	358	228
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	95	95	95	82
Heavy Vehicles, %	0	6	0	1	4	1
Mvmt Flow	0	82	0	1766	377	278

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	328	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.02	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.36	-	-	-	-
Pot Cap-1 Maneuver	0	656	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	656	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	656	-	-
HCM Lane V/C Ratio	-	0.125	-	-
HCM Control Delay (s)	-	11.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Finley Road & Lacey Road

10/29/2019

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	75	580	737	27	178	486
Future Volume (vph)	75	580	737	27	178	486
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	310			0	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	195				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3242	3725	3762	1615	1770	2787
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3242	3725	3762	1615	1770	2787
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				28		83
Link Speed (mph)		45	45		45	
Link Distance (ft)		2146	376		321	
Travel Time (s)		32.5	5.7		4.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	2%	1%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	604	768	28	185	506
Turn Type	Prot	NA	NA	pm+ov	Prot	pm+ov
Protected Phases	5	2	6	7	7	5
Permitted Phases				6		7
Detector Phase	5	2	6	7	7	5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	24.0	24.0	24.0	24.0	22.5
Total Split (s)	53.0	100.0	47.0	25.0	25.0	53.0
Total Split (%)	42.4%	80.0%	37.6%	20.0%	20.0%	42.4%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	4.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	Max	None	None	None
Act Effct Green (s)	7.5	53.2	41.1	60.7	13.5	27.1
Actuated g/C Ratio	0.10	0.68	0.52	0.77	0.17	0.34

Lanes, Volumes, Timings
1: Finley Road & Lacey Road

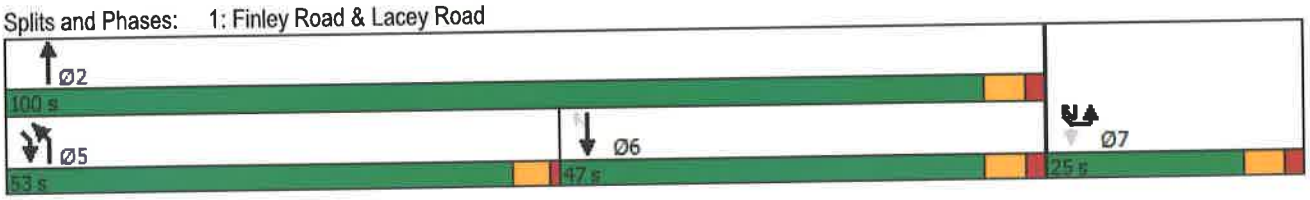
10/29/2019

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.25	0.24	0.39	0.02	0.61	0.50
Control Delay	36.0	5.6	12.7	1.0	39.3	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	5.6	12.7	1.0	39.3	18.4
LOS	D	A	B	A	D	B
Approach Delay		9.0	12.3		24.0	
Approach LOS		A	B		C	
Queue Length 50th (ft)	18	51	110	0	84	90
Queue Length 95th (ft)	40	87	183	5	153	136
Internal Link Dist (ft)		2066	296		241	
Turn Bay Length (ft)	310					205
Base Capacity (vph)	2002	3725	1964	1361	428	2424
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.16	0.39	0.02	0.43	0.21

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 78.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 15.0 — Intersection LOS: B
Intersection Capacity Utilization 47.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Finley Road & Lacey Road



Lanes, Volumes, Timings
2: Finley Road & Ogden Avenue

10/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	1014	536	324	1458	103	252	356	214	165	733	166
Future Volume (vph)	196	1014	536	324	1458	103	252	356	214	165	733	166
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	290		190	195		110	380		0	195		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	155			155			150			230		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.944			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3725	1495	1703	3689	1583	1770	3313	0	1703	3374	0
Flt Permitted	0.075			0.093			0.113			0.245		
Satd. Flow (perm)	141	3725	1495	167	3689	1583	210	3313	0	439	3374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78			51		83			18	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		960			487			824			635	
Travel Time (s)		18.7			9.5			16.1			14.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	8%	6%	3%	2%	2%	1%	6%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	206	1067	564	341	1535	108	265	600	0	174	947	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	24.0	18.5	9.5	24.0	18.5	18.5	24.0		18.5	24.0	
Total Split (s)	15.0	59.0	20.0	22.0	66.0	20.0	20.0	39.0		20.0	39.0	
Total Split (%)	10.7%	42.1%	14.3%	15.7%	47.1%	14.3%	14.3%	27.9%		14.3%	27.9%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max		None	Max	
Act Effct Green (s)	67.0	53.0	75.5	77.5	60.0	80.2	53.7	35.3		49.7	33.0	
Actuated g/C Ratio	0.48	0.38	0.54	0.55	0.43	0.57	0.38	0.25		0.36	0.24	

Lanes, Volumes, Timings
2: Finley Road & Ogden Avenue

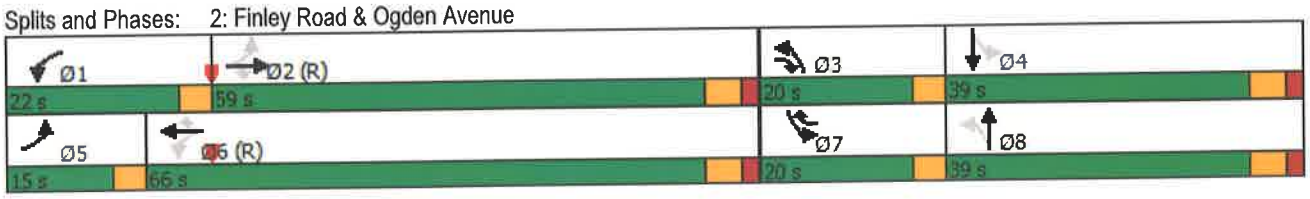
10/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.02	0.76	0.67	1.16	0.97	0.12	1.00	0.67		0.61	1.17	
Control Delay	105.3	42.1	24.4	135.6	55.9	7.3	95.2	45.0		38.5	135.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	105.3	42.1	24.4	135.6	55.9	7.3	95.2	45.0		38.5	135.3	
LOS	F	D	C	F	E	A	F	D		D	F	
Approach Delay		43.8			66.9			60.4			120.3	
Approach LOS		D			E			E			F	
Queue Length 50th (ft)	~140	442	312	~298	711	22	~192	227		106	~534	
Queue Length 95th (ft)	#310	527	451	#499	#880	49	#386	300		164	#672	
Internal Link Dist (ft)		880			407			744			555	
Turn Bay Length (ft)	290		190	195		110	380			195		
Base Capacity (vph)	202	1410	842	295	1581	953	264	896		312	809	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.02	0.76	0.67	1.16	0.97	0.11	1.00	0.67		0.56	1.17	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 3 (2%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 68.9 Intersection LOS: E
Intersection Capacity Utilization 105.3% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Finley Road & Ogden Avenue



HCM 6th TWSC
3: Finley Road & Warrenville Road

09/09/2019

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱		↑↑	↑↑↳	
Traffic Vol, veh/h	0	95	0	655	969	254
Future Vol, veh/h	0	95	0	655	969	254
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	95	95	95	82
Heavy Vehicles, %	0	1	0	1	4	0
Mvmt Flow	0	116	0	689	1020	310

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	665	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.92	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.31	-	-	-	-
Pot Cap-1 Maneuver	0	405	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	405	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	405	-	-
HCM Lane V/C Ratio	-	0.286	-	-
HCM Control Delay (s)	-	17.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.2	-	-

Capacity Analysis Summary Sheets

Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Finley Road & Lacey Road

11/20/2019

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	700	1165	579	59	20	149
Future Volume (vph)	700	1165	579	59	20	149
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	310			0	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	195				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3467	3762	3725	1599	1805	2561
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3467	3762	3725	1599	1805	2561
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				61		155
Link Speed (mph)		45	45		45	
Link Distance (ft)		660	368		321	
Travel Time (s)		10.0	5.6		4.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	1%	0%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	729	1214	603	61	21	155
Turn Type	Prot	NA	NA	pm+ov	Prot	pm+ov
Protected Phases	5	2	6	7	7	5
Permitted Phases				6		7
Detector Phase	5	2	6	7	7	5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	24.0	24.0	24.0	24.0	22.5
Total Split (s)	53.0	100.0	47.0	25.0	25.0	53.0
Total Split (%)	42.4%	80.0%	37.6%	20.0%	20.0%	42.4%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	4.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	Max	None	None	None
Act Effct Green (s)	23.8	71.5	41.7	54.4	6.7	33.6
Actuated g/C Ratio	0.28	0.83	0.49	0.63	0.08	0.39

Lanes, Volumes, Timings
1: Finley Road & Lacey Road

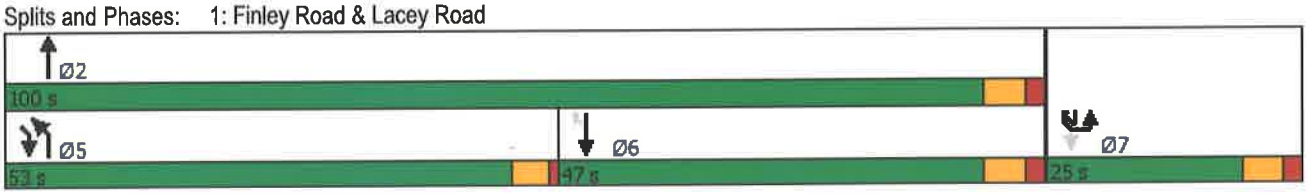
11/20/2019

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.76	0.39	0.33	0.06	0.15	0.14
Control Delay	34.5	3.0	16.1	2.7	42.9	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	3.0	16.1	2.7	42.9	2.9
LOS	C	A	B	A	D	A
Approach Delay		14.8	14.9		7.7	
Approach LOS		B	B		A	
Queue Length 50th (ft)	191	82	108	0	11	0
Queue Length 95th (ft)	259	117	178	17	36	18
Internal Link Dist (ft)		580	288		241	
Turn Bay Length (ft)	310					205
Base Capacity (vph)	1989	3732	1807	1262	405	1810
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.33	0.33	0.05	0.05	0.09

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 85.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 14.4 Intersection LOS: B
Intersection Capacity Utilization 53.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Finley Road & Lacey Road



Lanes, Volumes, Timings
2: Finley Road & Ogden Avenue

11/20/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	636	1194	150	154	1070	353	434	898	135	125	289	88
Future Volume (vph)	636	1194	150	154	1070	353	434	898	135	125	289	88
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	290		190	195		110	380		0	195		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	155			155			150			230		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.980			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3725	1495	1703	3689	1583	1770	3480	0	1703	3350	0
Flt Permitted	0.086			0.175			0.192			0.222		
Satd. Flow (perm)	162	3725	1495	314	3689	1583	358	3480	0	398	3350	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101			105		11			24	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		960			487			824			593	
Travel Time (s)		18.7			9.5			16.1			13.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	8%	6%	3%	2%	2%	1%	6%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	669	1257	158	162	1126	372	457	1087	0	132	397	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	24.0	10.0	9.5	24.0	11.0	10.0	24.0		11.0	24.0	
Total Split (s)	39.0	75.0	28.0	13.0	49.0	11.0	28.0	41.0		11.0	24.0	
Total Split (%)	27.9%	53.6%	20.0%	9.3%	35.0%	7.9%	20.0%	29.3%		7.9%	17.1%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max		None	Max	
Act Effct Green (s)	84.5	69.1	99.6	54.9	43.0	56.5	48.5	35.0		28.0	18.0	
Actuated g/C Ratio	0.60	0.49	0.71	0.39	0.31	0.40	0.35	0.25		0.20	0.13	

Lanes, Volumes, Timings
2: Finley Road & Ogden Avenue

11/20/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.31	0.68	0.14	0.75	0.99	0.53	1.23	1.24		0.89	0.88	
Control Delay	189.8	29.5	2.8	43.6	73.4	25.3	160.5	160.0		87.3	77.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	189.8	29.5	2.8	43.6	73.4	25.3	160.5	160.0		87.3	77.3	
LOS	F	C	A	D	E	C	F	F		F	E	
Approach Delay		78.9			59.7			160.1			79.8	
Approach LOS		E			E			F			E	
Queue Length 50th (ft)	~732	451	14	62	539	182	~456	~643		85	178	
Queue Length 95th (ft)	#977	531	36	#148	#694	283	#676	#783		#189	#270	
Internal Link Dist (ft)		880			407			744			513	
Turn Bay Length (ft)	290		190	195		110	380			195		
Base Capacity (vph)	509	1839	1092	217	1133	701	371	878		149	451	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.31	0.68	0.14	0.75	0.99	0.53	1.23	1.24		0.89	0.88	

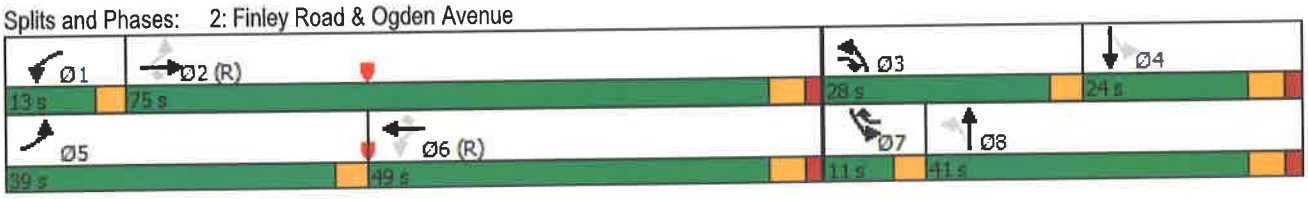
Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 6 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 95.1 Intersection LOS: F
Intersection Capacity Utilization 116.1% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Finley Road & Ogden Avenue



HCM 6th TWSC
3: Finley Road & Warrenville Road

11/20/2019

Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	83	0	1887	419	262
Future Vol, veh/h	0	83	0	1887	419	262
Conflicting Peds, #/hr	0	0	3	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	95	95	95	82
Heavy Vehicles, %	0	6	0	1	4	1
Mvmt Flow	0	101	0	1986	441	320

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	381	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.02	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.36	-	-	-	-
Pot Cap-1 Maneuver	0	606	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	606	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	SELn1	SWT	SWR
Capacity (veh/h)	-	606	-	-
HCM Lane V/C Ratio	-	0.167	-	-
HCM Control Delay (s)	-	12.1	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

HCM Unsignalized Intersection Capacity Analysis
4: Finley Road & North Acess Drive

11/20/2019

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	0	0	32	1929	681	42
Future Volume (Veh/h)	0	0	32	1929	681	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	34	2031	717	44
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1800	358	761			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1800	358	761			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	96			
cM capacity (veh/h)	70	644	860			

Direction, Lane #	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	34	1016	1016	358	358	44
Volume Left	34	0	0	0	0	0
Volume Right	0	0	0	0	0	44
cSH	860	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.60	0.60	0.21	0.21	0.03
Queue Length 95th (ft)	3	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.2			0.0		
Approach LOS						

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

HCM 6th TWSC
5: Finley Road & South Access Drive

11/20/2019

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Traffic Vol, veh/h	0	1887	681	0	74	0
Future Vol, veh/h	0	1887	681	0	74	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1986	717	0	78	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1710	359
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	993	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	83	643
Stage 1	0	-	-	0	450	-
Stage 2	0	-	-	0	324	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	83	643
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	324	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	32.1
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	209	-
HCM Lane V/C Ratio	-	-	0.373	-
HCM Control Delay (s)	-	-	32.1	0
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.6	-

HCM 6th TWSC
6: Finley Road & Bridgepoint Development Access Drive

11/20/2019

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	38	109	1820	685	43
Future Vol, veh/h	45	38	109	1820	685	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	400	-	-	220
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	2	1	1	2
Mvmt Flow	47	40	115	1916	721	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1909	361	766	0	-	0
Stage 1	721	-	-	-	-	-
Stage 2	1188	-	-	-	-	-
Critical Hdwy	6.84	6.96	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.33	2.22	-	-	-
Pot Cap-1 Maneuver	60	633	843	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	633	843	-	-	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.3	0.6	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	843	-	109	633	-	-
HCM Lane V/C Ratio	0.136	-	0.435	0.063	-	-
HCM Control Delay (s)	9.9	-	61.3	11.1	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.5	-	1.9	0.2	-	-

HCM 6th TWSC
7: Lacey Road & Bridgepoint Access Development

11/20/2019

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	62	697	169	26
Future Vol, veh/h	0	0	62	697	169	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	0	65	734	178	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	689	103	205	0	-	0
Stage 1	192	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	384	938	1378	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	353	938	1378	-	-	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	582	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1378	-	-	-	-	-
HCM Lane V/C Ratio	0.047	-	-	-	-	-
HCM Control Delay (s)	7.7	0.3	0	0	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	-

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Finley Road & Lacey Road

11/19/2019

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	110	631	819	32	221	616
Future Volume (vph)	110	631	819	32	221	616
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	310			0	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	195				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3242	3725	3762	1615	1770	2787
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3242	3725	3762	1615	1770	2787
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				34		55
Link Speed (mph)		45	45		45	
Link Distance (ft)		660	368		321	
Travel Time (s)		10.0	5.6		4.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	2%	1%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	664	862	34	233	648
Turn Type	Prot	NA	NA	pm+ov	Prot	pm+ov
Protected Phases	5	2	6	7	7	5
Permitted Phases				6		7
Detector Phase	5	2	6	7	7	5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	24.0	24.0	24.0	24.0	22.5
Total Split (s)	53.0	100.0	47.0	25.0	25.0	53.0
Total Split (%)	42.4%	80.0%	37.6%	20.0%	20.0%	42.4%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	4.5
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	Max	None	None	None
Act Effct Green (s)	8.9	54.5	41.1	63.8	16.7	31.7
Actuated g/C Ratio	0.11	0.65	0.49	0.77	0.20	0.38

Lanes, Volumes, Timings
1: Finley Road & Lacey Road

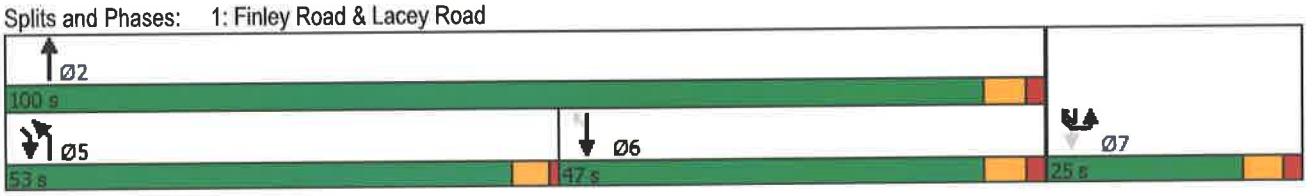
11/19/2019

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.33	0.27	0.46	0.03	0.66	0.59
Control Delay	37.6	6.6	15.5	1.0	40.4	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	6.6	15.5	1.0	40.4	21.1
LOS	D	A	B	A	D	C
Approach Delay		11.2	15.0		26.2	
Approach LOS		B	B		C	
Queue Length 50th (ft)	29	71	155	0	114	136
Queue Length 95th (ft)	55	99	218	6	194	194
Internal Link Dist (ft)		580	288		241	
Turn Bay Length (ft)	310					205
Base Capacity (vph)	1891	3725	1855	1289	404	2395
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.18	0.46	0.03	0.58	0.27

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 83.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 17.7 — Intersection LOS: B
Intersection Capacity Utilization 51.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Finley Road & Lacey Road



Lanes, Volumes, Timings
2: Finley Road & Ogden Avenue

11/19/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1065	563	340	1533	125	267	391	225	203	799	235
Future Volume (vph)	250	1065	563	340	1533	125	267	391	225	203	799	235
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	290		190	195		110	380		0	195		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	155			155			150			230		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.945			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3725	1495	1703	3689	1583	1770	3318	0	1703	3353	0
Flt Permitted	0.075			0.075			0.118			0.185		
Satd. Flow (perm)	141	3725	1495	134	3689	1583	220	3318	0	332	3353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78			53		76			25	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		960			487			824			619	
Travel Time (s)		18.7			9.5			16.1			13.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	8%	6%	3%	2%	2%	1%	6%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	1121	593	358	1614	132	281	649	0	214	1088	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0		9.5	24.0	
Total Split (s)	15.0	59.0	20.0	22.0	66.0	20.0	20.0	39.0		20.0	39.0	
Total Split (%)	10.7%	42.1%	14.3%	15.7%	47.1%	14.3%	14.3%	27.9%		14.3%	27.9%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max		None	Max	
Act Effct Green (s)	67.0	53.0	75.5	77.5	60.0	81.6	52.8	33.9		51.1	33.0	
Actuated g/C Ratio	0.48	0.38	0.54	0.55	0.43	0.58	0.38	0.24		0.36	0.24	

Lanes, Volumes, Timings
2: Finley Road & Ogden Avenue

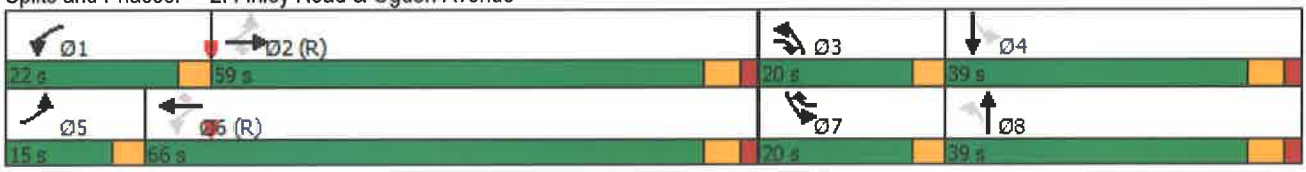
11/19/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.30	0.80	0.70	1.27	1.02	0.14	1.06	0.75		0.78	1.34	
Control Delay	199.8	43.8	26.0	182.9	67.5	8.0	109.2	49.8		50.4	203.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	199.8	43.8	26.0	182.9	67.5	8.0	109.2	49.8		50.4	203.5	
LOS	F	D	C	F	E	A	F	D		D	F	
Approach Delay		59.2			83.4			67.7			178.3	
Approach LOS		E			F			E			F	
Queue Length 50th (ft)	~253	475	342	~358	~818	30	~227	261		134	~673	
Queue Length 95th (ft)	#435	563	491	#561	#958	60	#415	335		#220	#814	
Internal Link Dist (ft)		880			407			744			539	
Turn Bay Length (ft)	290		190	195		110	380			195		
Base Capacity (vph)	202	1410	842	281	1581	954	265	862		284	809	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.30	0.80	0.70	1.27	1.02	0.14	1.06	0.75		0.75	1.34	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 3 (2%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 93.1 Intersection LOS: F
Intersection Capacity Utilization 115.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Finley Road & Ogden Avenue



HCM 6th TWSC
3: Finley Road & Warrenville Road

11/19/2019

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations		↱		↑↑	↑↑↳	
Traffic Vol, veh/h	0	131	0	766	1106	276
Future Vol, veh/h	0	131	0	766	1106	276
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	95	95	95	82
Heavy Vehicles, %	0	6	0	1	4	1
Mvmt Flow	0	160	0	806	1164	337

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	751	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.02	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.36	-	-	-	-
Pot Cap-1 Maneuver	0	345	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	345	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	24.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	EBLn1	SWT	SWR
Capacity (veh/h)	-	345	-	-
HCM Lane V/C Ratio	-	0.463	-	-
HCM Control Delay (s)	-	24.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	2.3	-	-

HCM Unsignalized Intersection Capacity Analysis
4: Finley Road & North Access Drive

11/19/2019

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	808	1350	74
Future Volume (Veh/h)	0	0	0	808	1350	74
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	851	1421	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1846	710	1499			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1846	710	1499			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	68	380	453			

Direction, Lane #	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	0	426	426	710	710	78
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	78
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.25	0.25	0.42	0.42	0.05
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM 6th TWSC
5: Finley Road & South Access Drive

11/19/2019

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Traffic Vol, veh/h	0	766	1350	0	42	32
Future Vol, veh/h	0	766	1350	0	42	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	806	1421	0	44	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1824	711
Stage 1	-	-	-	-	1421	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	70	380
Stage 1	0	-	-	0	192	-
Stage 2	0	-	-	0	649	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	70	380
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	27.7
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	156	380
HCM Lane V/C Ratio	-	-	0.283	0.089
HCM Control Delay (s)	-	-	37	15.4
HCM Lane LOS	-	-	E	C
HCM 95th %tile Q(veh)	-	-	1.1	0.3

HCM 6th TWSC
6: Finley Road & Bridgepoint Development Access Drive

11/19/2019

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	78	73	735	1346	89
Future Vol, veh/h	6	78	73	735	1346	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	400	-	-	220
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	6	82	77	774	1417	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1958	709	1511	0	-	0
Stage 1	1417	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	57	381	448	-	-	-
Stage 1	193	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	381	448	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	160	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.3	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	448	-	124	381	-	-
HCM Lane V/C Ratio	0.172	-	0.051	0.215	-	-
HCM Control Delay (s)	14.7	-	35.6	17	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	0.8	-	-

HCM 6th TWSC
7: Lacey Road & Bridgepoint Development Access Drive

11/19/2019

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	62	0	142	775	26
Future Vol, veh/h	26	62	0	142	775	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	27	65	0	149	816	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	905	422	-	0	-	0
Stage 1	830	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	280	586	0	-	-	-
Stage 1	394	-	0	-	-	-
Stage 2	945	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	280	586	-	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	394	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	280	586	-	-
HCM Lane V/C Ratio	-	0.098	0.111	-	-
HCM Control Delay (s)	-	19.2	11.9	-	-
HCM Lane LOS	-	C	B	-	-
HCM 95th %tile Q(veh)	-	0.3	0.4	-	-

APPROVED 1-6-2020

19-PLC-0032: A petition seeking Special Use approval to provide off-site parking over 1,000 feet away from the use served and to establish an accessory use before the principal use is established. The property is currently zoned O-R-M Office-Research-Manufacturing. The property is located at 4110 Finley Road, Downers Grove, Il (PIN 09-06-100-019) Bridgepoint Downers Grove Phase II, LLC Petitioner and Bridge Downers Grove LLC, Owner.

Petitioner's Presentation:

Nick Siegel, Bridge Development Partners, said he has been overseeing this Bridgepoint Downers Grove project since it was approved in this council a couple of years ago. There were three buildings that were completed late summer or early fall and the leasing has been under way. Building one is their smallest facility with five leases in place with one 18,000 square foot vacancy remaining. As they were in the process of leasing buildings two and three, one of the prospects that came to them was Amazon. As they were working with them they had realized that there was this Phase II building getting ready to begin construction. What is planned on there now is a 133,000 square foot industrial building that was going to break ground in early spring. What Amazon wants to do is use that site as a parking lot for their high end sprinter vans to help with deliveries that are coming in/out of buildings two and three for their infill delivery.

Mr. Siegel stated a representative from Amazon is present this evening along with a representative for the traffic study. They would use building three as the product storage building and the vans would come to buildings two and three and get loaded up and then exit. Part of the plan contemplates building a ramp between buildings two and three so there is less van traffic on Lacey and Finley Roads. Amazon has done a great job with their traffic timing to have 400 parking spaces on the lot coming out in intervals of 30 vans at a time to limit the traffic coming out on the road. With buildings two and three there is nothing really changing from what a typical industrial tenant would be doing. The parking lot is the only difference and that is why they are seeking their variance.

Ms. Majauskas said from what she understands is that those buildings were just built in the last two years. These industrial buildings have been popping up all over. She asked why wasn't it contemplated when the buildings were built.

Mr. Siegel stated they design their warehouses for the 90% user. They do not bring in any tenants with them. When they designed buildings one, two and three they did not know who the user was going to be. In building one they have a pharmaceutical facility that delivers to senior living facilities. There is also Cooper's Hawk and a company that makes elevators that have an office in there, so they never know who their tenants are going to be. When they design a building they use a parking ratio that would work for most users. With Amazon the parking that is there is enough but knowing that they have that off-site lot helped with some of their planning with what they wanted to do and

how their last mile distribution centers want to work. That is why they need the access and change the course of the building that is about to start construction.

Mr. Zawila said as a point of clarification regarding the applicant's reference to the building that was planned and approved, the applicant has been in for building permit review for a fourth building. For this zoning district office/warehouse buildings are allowed by right and for those uses allowed by right they can just come in and get a building permit. While they were under review for the permit the applicant was approached by Amazon and this is where the approach came for the Commission to consider.

Mr. Maurer clarified that the buildings were approved but not the parking lot. Mr. Zawila stated the building is still under review and they will still have that option if this is not approved or if the proposed tenant does not work out.

Ms. Gassen asked if the buildings that they are building do have the required amount of parking. Mr. Zawila said yes they do.

Ms. Majauskas asked if the parking lot is approved then there would be no building. Mr. Zawila stated that is correct.

Ms. Majauskas asked who owns the property between the two lots. Mr. Siegel said it is a private individual. They have spoken with him with the potential of buying his site. The site is very inefficient because there are wetlands and a big Nicor easement runs through there. They have not been able to agree on a purchase price.

Ch. Rickard asked if it would be fair to say that prior to this potential tenant that parking figured for those three buildings would probably be along the lines of 5% office and 95% warehouse. That is why they plan for less parking on those sites and the need for the remote parking lot. Mr. Siegel stated that is fair to say. The office might be a little higher at like 10% to 15%.

Ms. Gassen asked if they could walk them through a typical day so they can get a sense of how much traffic it can generate. John Smart, Amazon Real Estate, said initially in building three they will receive about 15 semi-trucks over the course of the night. Then they have about 150 employess that sort the packages to the specific route which will be loaded onto the vans. At 6 a.m. they would have a driver come in with their personal vehicle and exchange that in the parking lot south for their delivery van. They would go to building three and gather their packages. There are about 80 stalls which 40 are for queuing and 40 are for loading. There will be a person in the parking lot that will receive an order as to how many vehicles can go. At the building they will fill in the loading spots and get loaded. About eight to ten vans will go at a time. There are about eight waves every half hour. That goes from about 8 a.m. to 11 a.m. and they vary with eight to ten hour routes. So they come back at varying times. At the end of the day if they have any undelivered packages they will drop them off at the station and then return to the parking lot. They will then get their personal vehicle and drive home.

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If they do not have any undelivered packages then they would just return to the parking lot.

Mr. Maurer asked if most of the arrows on the KLOA study are showing on Finley Road. Ch. Rickard stated the royal blue flow arrows appear to be happening outside of the right-of-way and on private property back and forth between the parking lot and building three. He asked if all that back and forth traffic happening on the street or internally on private property. Luay Aboona, KLOA, said everything is happening on Finley. As the vans or cars are going to from the parking lot to building three they will exit onto Finley Road. Any traffic between buildings two and three will happen internal on the site.

Mr. Maurer stated there was a lot of data that was provided by KLOA. He asked if they could let them know how many vehicles they could see traveling from the parking lot to this building three on a daily basis. Mr. Aboona said they focus on peak hour numbers, as far as daily traffic the parking lot will generate about 500 movements in and 500 movements out over the entire day.

Mr. Maurer asked how much traffic they are adding to Finley. Mr. Aboona stated Finley carries on a daily basis over 20,000 cars a day. The increase from this site when compared to daily is minimal and probably at 1%.

Mr. Maurer asked when looking at the peak hour for Amazon did they happen to coincide with rush hour traffic. Mr. Aboona said it is very well spread out the way they do their schedule. The schedule is staggered so it is not all happening at one time. The drivers arrive at 7:30 a.m. so there is an activity that coincides with the morning peak. In the afternoon, the vans start arriving before the peak hour but there is some overlap. Again, it is staggered pretty well with 30 minute waves.

Ch. Rickard asked if he had the numbers for the morning and evening peak hours. Mr. Aboona stated based on the schedule in the morning you have about 74 drivers that would arrive to the parking lot during that one hour period. They would then take their vans to building three to load up. In the afternoon, it would be reversed with 74 vans returning. So it would be 148 movements in the morning and evening. In the morning, there would 37 drivers coming in and taking the vans to building three and the next 30 minutes it would another 37 drivers coming in and going to building three to pick up packages.

Ch. Rickard asked if he can talk about the turning lanes. He assumes that there is a turning lane heading into the northern lot where the buildings are. He is not sure what is near the parking lot as you head southbound. He asked if there were turning lanes to both properties. Mr. Aboona said the development to the north is already set up with turning lanes. There is a southbound right turn land and a northbound left turn lane. As far as the parking lot is concerned, there will be two curb cuts with the northern curb cut will be an in only and will have a southbound right turn lane and a northbound left turn lane. The southern driveway will be an exit only so there is no need for any turn lanes. The driver will have two lanes out for left and right turn lanes. They have gone through

a couple of reviews with DuPage County DOT and this design is a result of their comments. They spoke with them today and they have accepted this design.

Ms. Majauskas asked what happens if something happens and the vans get backed up in the morning. Her other question is once the development gets all leased out how much traffic is going to be coming in and out of these three buildings. Mr. Smart said they are very cautious with traffic concerns for all of their facilities because that limits the number of vehicles that can go out and delivery packages. They would have someone at building three with a radio and someone in the parking lot with a radio. If the vehicles don't get out for whatever reason they would not release more vehicles to create a traffic jam at the building.

Ms. Rollins asked if they would need a building or an office building in the parking lot. Mr. Smart stated there is not a plan for an office building. Sometimes there is a box or a tent for the employee. They will have to see what code allows and address that.

Mr. Siegel said building one is fully leased except for an 18,000 unit. They know what the parking is going to look like there. If Amazon takes building two and three that would be at 100% capacity. The parking lot where they could potential put a building would have 150 parking spaces so when they talk about adding these 74 additional cars during peak hours it is still below what could potentially be there. There would also be 45 additional truck docks on the building as well.

Ch. Rickard asked if there were any additional questions from the Commission for the applicant. None responded. He then asked if there was anyone in the audience that wanted to speak in regards to this public hearing.

Public Comment:

Peter Spelsen asked if it was too late to not build anything there at all until they have more intelligent positions on what to do with that property spot there. Ch. Rickard said they are hearing an application that the property owner has put forth to construct the parking lot.

Mr. Spelsen asked who the owner of the property is and if their minds are already set on putting the parking lot there. Ch. Rickard said the owners are Bridgepoint Downers Grove Phase II, LLC and they are in business to develop the property.

Mr. Spelsen asked if it was too late to make it a farm rather than seeing all this concrete buildings. Ch. Rickard stated the only way it will stay a farm is if one offered to purchase it and keep it as a farm. Mr. Spelsen said he is concerned about the increased traffic in the area and feels that it wasn't planned out very well.

Michael Cassa, President and CEO of the Downers Grove Economic and Development Corporation, stated he wanted to congratulate Bridge Development on not only another great investment in their community but for having just won the Developer of the Year

Award. Bridgepoint broke ground on this project recently and they are already at a point where they are completing the project in an amazing amount of time. They acquired this additional property which is zoned for business use in the Comprehensive Plan for the additional parking that is needed for the Amazon drivers and vans. Amazon is taking 500,000 square feet of space in our town and from economic development standpoint it is a big win. It will create jobs, occupy buildings and it will make State and National news which is good for Downers Grove. Amazon delivers 5 billion packages annually. They have 250 million feet of warehouse space and they are able to get all these packages delivered on time in either one or two days. If there is any company anywhere that knows the efficiency and timing of getting vans on the road it's Amazon. He is confident that if their own internal study showed that there were going to be any internal problems getting their vans on the road with 74 in an hour within a timely manner they would have not chosen this site. The first Plan Commission meeting that he ever attended in this job was when the folks at Esplanade at Locus Point asked for approval to build a new parking deck. They wanted approval that if they land a huge tenant who is looking for more parking they would be able offer additional parking. They didn't end up needing the parking but the same thing is happening here. If Amazon hadn't come they would be offering a different use for this property. He is very excited about this project and the Downers Grove Economic and Development Corporation fully supports it.

John Symowicz, 940 Maple, said he is actually here for the other public hearing but this has caught his interest. He is a new resident to Downers Grove but he would have to say that Finley Road is the north/south passageway through DuPage County. The one thing that was not mentioned was the daycare center which is just north of there. He has not seen any mention of traffic signals for this project. He feels if they have these roads then they should be on their own property.

Scott Richards, 1130 Warren, stated his concern with any project that comes in is what the impact is going to be on existing businesses and residents who are already in town dealing with traffic. He tries to avoid Finley as much as he can. He was surprised to see that no traffic signal was proposed for getting those vans out onto Finley. He is concerned if there are semi-trucks also involved. He is concerned with the amount of traffic that this project will generate.

Joyce Symowicz, 940 Maple, said she is also a new resident to Downers Grove in the Marquis Building. Their daughter moved to Belmont and Prairie about three years ago. She has had the opportunity to pick up her grandchildren at the Bright Horizons Daycare Center which is in this area. The traffic is horrendous at rush hour when parents are trying to get there and in the morning. On snowy days she would sit in traffic for over an hour. The traffic on Finley is horrible and she feels this will just add more traffic to the area.

Mr. Spelsen returned to the podium and suggested making a personal frontage road along Finley from the parking lot to their buildings.

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Ch. Rickard asked if there were any further questions or comments from the audience. None responded. He then asked staff to make a presentation.

Staff Presentation:

Gabby Baldassari, Development Planner, said she is presenting an overview of the special use petition for the proposed property at 4110 Finley Road. The special use is required to permit an accessory use before the principal use is in place and also to establish parking that is over 1,000 feet away from the principal use. She showed the location of the proposed property on the overhead. The property is currently two parcels and a lot consolidation will be required by staff. She showed on the overhead the proposed buildings and its location to the parking lot.

As part of the proposal, the applicant has provided a traffic study. The diagram does show the traffic movements that will be generated by the use. Lacey and Finley Roads are under the DuPage County jurisdiction and the petitioner is also required to submit plans to the County. The County has recently stated support for the project. The Village's Traffic Engineer is also present this evening. She showed on the overhead the proposed parking lot. All spaces are dimensioned to be slightly larger than average to fit the delivery vans.

Ms. Baldassari showed the special use standards. Staff has determined that the proposal meets the criteria for the special use and therefore recommends approval. A draft motion can be found on page 5 of staff's report.

Mr. Maurer said part of what needs to happen is landscaping and in staff's report there was mention of a pedestrian connection between this lot and the buildings to the north. He asked if that sidewalk was in the ROW on the west side connecting the two properties.

Ms. Baldassari stated the sidewalk and landscaping will be provided to code as well.

Ms. Majauskas said in condition number two it states that if this proposed tenant moves that the parking lot converts back and another tenant could come in and use this parking lot. She asked if the use runs with the land or with the tenant who which applies for it. She also asked who controls the special use. Mr. Zawila stated with this specific case it is tied to the tenant. Because every tenant would have specific operations and staff is not comfortable transfer the use to another user without understanding more about that tenant. If another tenant does come in with similar operations it would have to come before the Plan Commission. A lot of cases the special use does run with the land but for this specific special use the Village and the Plan Commission has a right to recommend specific conditions tied to that special use. In this case they are tying it to the tenant in front of you, which is Amazon.

Mr. Maurer asked what is the sidewalk that is being proposed and how does it differ to the sidewalk that is existing now. Mr. Zawila said right now there is a sidewalk on Finley

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Road between the parking lot and where the office/warehouse buildings were constructed.

Mr. Maurer asked what signage is proposed for the parking lot. Mr. Zawila stated he will have the applicant address that.

Ch. Rickard asked if they could have the Village's Traffic Engineer come up and make comments in regards to the traffic study. Will Lorton, Traffic Engineer for Downers Grove, said he feels that the parking lot is a better option long term throughout the day. When you have an office building you have peaks with the volumes. So the concern about the traffic during peak times with an office building all of the parking would be during those hours. With this plan they are segmenting it so it is not all at once. From his perspective it would be much easier to handle on the network. There are some constraints on Finley with the bridge that crosses I-355. It is a four lane section and it should be a six lane section but that is due to cost and the original design of Finley. There has also been an increase of development in the last 20 to 30 years. Mr. Lorton stated the other thing that was mentioned was semis. The semi's that are currently proposed would come during off peak so it would not impact traffic with these large vehicles.

Ms. Majauskas asked if this is approved is there any control by the Village when these semi's come and go. She asked if they could come in the morning if they wanted. Mr. Lorton said he believes so but it would not be in their best interest.

Ms. Gassen stated you would have that issue regardless of whoever was the tenant. Ms. Gassen asked why there were no red lights. Mr. Lorton stated they were not warranted. There is specific criteria that they have to follow for the installation of signals for various reasons.

Ms. Gassen asked if the traffic study looked at how long it would take someone to turn left onto Finley out of that parking lot. Mr. Lorton said they do have that in the study.

Mr. Maurer asked if there was any other property where a similar case exits in Downers Grove. Mr. Lorton stated the Flavorchem Development is kind of spread out so they are using the local network presently to address that with their semi's and passenger vehicles.

Mr. Boyle asked if DuPage County would limit the curb cuts to the north to help reduce traffic. Mr. Lorton said with the access that they are allowing typically they would only remove it if it becomes a safety route.

Ch. Rickard asked if there were any questions from the Commission for staff. None responded. He stated that he will ask the petitioner to come forward and make a closing statement.

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Mr. Siegel stated there was mention about semi-trucks. Amazon's plan for 15 semi-trucks is really light compared to if buildings two and three were leased to a more industrial user. These buildings each have about 50 docks so that is position for 100 semi-trucks at these buildings. The semi-trucks move slower and cause a bigger back up than the smaller sprinter vans. This will help minimize traffic than the typical user. They don't want to build structures for tenants who are really difficult to revert back to something more market driven if that tenant were to leave. They really like this use because if Amazon were to leave they can go back and build the warehouse which was originally planned.

Mr. Siegel said in regards to the frontage road they would not be able to buy all the properties to the north. There is a huge grading issue and there are two parcels between the parking lot and their building. One is the private owner which is mostly wetlands and an easement you would not be able to put a road through. The second is Nicor themselves and they are not going to sell. They would love to buy more land in Downers Grove, but it is not feasible to buy those properties. There is a traffic light at the intersection of Lacey and Finley so there is one traffic light on sight. It doesn't help the flow of traffic to have two lights so close together. The highway access is to the south so they don't anticipate a lot of semi-trucks or sprinter vans heading north.

Mark Houser, Bridge Development, stated in regards to the traffic study they have accommodated everything that DuPage County DOT had requested. Their strong preferences was limiting the access points to two and having a designated entrance and exit. If they could put a light at building three they would but currently they do not meet warrants for it. They are also probably too close to the light at Finley and Lacey. If at a future date they do meet warrants then they would have no issue with that. Of course everyone would love to have the parking lot adjacent to the buildings and this isn't ideal for Amazon either. It would be a real struggle to try and connect those internally with the wetlands. If they built the industrial building the traffic would be comparable to what they are proposing. They could also put an office building there which would have close to 600 cars parking which would far exceed what they are proposing.

Ms. Gassen asked if there were any other Amazon facilities that are similar to this. Mr. Smart said there are several sites like this and that is why they meet their traffic with the radio calls. Ideally, they would like it all on site but this site will work and they can accommodate the traffic with their internal actions.

Ch. Rickard asked if they wanted to add anything else before they close the public hearing. Mr. Siegel stated they are really excited about the development. He stated everyone has been really helpful with bringing tenants to the Village. He hopes this Amazon lease would not be any more impactful than what they had planned for initially. He feels that it will be very successful and thanked the Commission for their time.

Mr. Maurer asked where these delivery vans will be serving. Mr. Smart said they would go between 30 to 60 minutes away from the station. There are some Flex drivers which is similar to an Uber service, which they use very little of it. It helps with in influx of

packages that get delivered and if they don't have enough vans at a certain station. These would be personal vehicles that people would come and delivery packages in. These would come in after the vans leave in the morning. They follow the same queuing and launch pad as the vans. He showed on the overhead where the queuing would take place.

Ch. Rickard asked if there were any further comments. None responded. He then closed the public hearing.

Plan Commission Discussion:

Ms. Majauskas said she does not feel that they meet criteria for a special use for number two. She understands the interest for the investor to have the special use, but she does not see a convenience for the public. It is not desirable for the public. Amazon will be providing jobs but so would something else being built there. She does not understand why Amazon is a company that they need to make exceptions for. This is a new building that was built in the last year. She did not hear anything as to how this is good for the public. Instead it will just increase traffic on a road that is already busy. What she sees is a speculative investor who built these big buildings who now does not have enough parking. Amazon is a great company, but she does not agree with this configuration. The investor made certain choices and they do not comply with what Amazon needs.

Ch. Rickard stated he feels that there is a public convenience and it is proven by the fact of how popular it is. The public thrives on the convenience of having that type of a delivery network available to where they can get product delivered to their front doorstep. He feels the company is the epitome of public convenience.

Mr. Maurer said he gets packages delivered to him at work and to his residence from Amazon. He feels that it is an added convenience for him as well as to Downers Grove residents.

Ch. Rickard stated the parking that was planned for these buildings originally met code and people knew what the traffic involvement could potentially be with three large scale buildings. That would be more truck traffic rather than vans. It was debated and studied and at that time it didn't warrant an additional signal there. An argument can be made that the traffic generated with this proposal is actually less, but it doesn't appear that way because the remote site is all parking and traffic. He feels it is less of an intense use than what it could be. Anyone who deals with trucking, if there were any detrimental traffic situations they are going to adjust their hours to avoid that.

Mr. Maurer asked if staff has done any comparison as to the traffic generated if it were an office building. Mr. Zawila said staff did ask for them to put a site plan together that would demonstrate what that would look like and they made comments as to the potential impact it would have. Mr. Aboona stated they did a comparison and an office

building would generate about 30% more traffic during the peak hours than this parking lot would. Mr. Maurer said he felt this was a very important point.

Ms. Gassen said she also feels that this is a convenience for the public. She feels the one that could make an argument is criteria number three. It all goes back to traffic and with the comment that was just made it helps justify the situation. She supports this application.

Mr. Maurer stated he does not feel that they are setting precedence since it is already being done at Flavorchem. There is also a dealership on Ogden that wanted to park their cars at a remote lot so that they can plow their lot and they are currently doing so. Ogden is a more intense road than Finley.

Mr. Boyle said since the sites are not contiguous that is why it is not a PUD (Planned Unit Development) where it would be more of a campus situation. It is not a realistic solution to try and tie these properties together in terms of trying to cross through wetlands and private property. Since Amazon is in the logistics business it is in their best benefit to make this work. With a ten year lease, as long as they are willing to make adjustments in the future for if a signal is needed. He also finds in favor of this recommendation as well.

Ms. Majauskas stated there is no guarantee that they are limited to 72 vans going out. They could come and go all day and night. If it is only a 50 car difference between an office building and this she would go with the office building. With Amazon they could be coming and going at all hours. She feels they are not just limited to 72 vans and that it could potentially go higher. It is not just about Amazon but what is good for the public.

Ch. Rickard asked if there was any further discussion from the Commission. None responded. He then called for a motion for recommendation.

<u>Plan Commission Recommendation:</u>

Ms. Gassen made a motion stating based on the petitioner's submittal, the staff report, and the testimony presented, she finds that the petitioner has met the standards of approval for the two Special Uses as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, she moves that the Plan Commission recommend to the Village Council approval of 19-PLC-0032, subject to the following conditions:

1. **The proposed Special Uses shall substantially conform to the staff report, engineering plans prepared by Spaceco Inc. originally on October 18, 2019 and revised on November 20, 2019, and to the landscape plans prepared by K M Talty Design originally on October 17, 2019, and revised on November 15, 2019, except as such plans may be modified to conform to the Village codes and ordinances.**
2. **If the parking lot is no longer used for the proposed tenant, a building must be constructed on the property or the parking lot removed and the site**

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restored to green space within two years of the tenant's vacation from the 3800 Finley and 3700 Lacey buildings.

3. **A cross access drive shall be provided between the 3800 Finley and 3700 Lacey buildings located north of the subject property.**
4. **The petitioner shall administratively consolidate the two lots into a single lot of record pursuant to Section 20.507 of the Subdivision Ordinance prior to the issuance of any site development or building permits.**
5. **The petitioner shall provide the necessary easements.**
6. **A photometric plan shall be provided that complies with Section 10.030.D of the zoning ordinance.**
7. **The petitioner shall work with the Village to identify additional landscaping screening requirements on the site in accordance with the Village Code.**

Motion seconded by Ms. Rollins.
AYES: Gassen, Rollins, Boyle, Maurer, Patel, Rickard
NAYS: Majauskas
The Motion passed