VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
6/16/2020

SUBJECT:	SUBMITTED BY:
Institutional Master Plan Amendment DGS (1436 Norfolk)	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting an amendment to the Institutional Master Plan for the Downers South High School (DGS) Campus located at 1436 Norfolk Street to permit the constrution of a drop-off/pick-up lane off of Dunham Road.

STRATEGIC PLAN ALIGNMENT

The goals for 2019-2021 include a *Strong, Diverse Local Economy, Continual Innovation and Exceptional Municipal Services.*

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the June 9, 2020 Village Council meeting. In response to a Village Council question; there is no set hours of operation for the drop-off/pick-up lane, however District 99 anticipates the peak use of the drop-off/pick-up lane to be Monday through Friday between 7:15am and 8:15am and again between 3:00pm and 4:00pm. These hours align with the start and end of the school day.

Staff recommends approval on the June 16, 2020 Active Agenda.

BACKGROUND

In 2015, the petitioner received approval to rezone the campus to INP-2, Campus-scale Institutional and Public District. The Institutional Master Plan provides a framework of development that protects the character and integrity of adjacent uses while allowing some flexibility in site development. In 2019, the petitioner received approval for several amendments to the Institutional Master Plan which were the result of a multi-year effort for a modernization plan for both high school campuses. Construction of these improvements is currently on-going.

The petitioner is requesting approval of an amendment to the institutional master plan to construct a new one-way semi-circular off-street drop-off/pick-up lane along the west side of Dunham Road. This location is desired as one of the main entrances to DGS is off of Dunham Road. Both northbound and southbound traffic

will be permitted to enter the lane and circulate in a one-way counterclockwise manner. The circular drive will intersect Dunham Road at two locations and be approximately 21 feet wide providing a curb lane and a single one-way travel lane. The new access drive is designed with a continuous sidewalk along Dunham Road crossing the intersecting travel lane, giving the pedestrian priority. In addition, the throat width that crosses the sidewalk at the exit will be limited to 14 feet to minimize the crossing distance for pedestrians.

This proposal is consistent with recommendations from the Pedestrian Safety Study completed in 2020 for the DGS Campus, which focused on the evaluation of pedestrian and traffic safety improvements. The new school drop-off /pick-up lane along Dunham Road is proposed to improve campus wide circulation and assist with student drop-off and pick-up. The drop-off is also intended to relieve traffic congestion at the corner of Dunham Road and Norfolk Street.

Compliance with the Comprehensive Plan

The Comprehensive Plan designates the DGS campus as Institutional/Public/Train, which includes government facilities, community service providers, and schools. The Comprehensive Plan recommends that the Village continue to promote the continued operation and improvement of both public and private school facilities, ensure they do not impact residential neighborhoods, and cooperate with the various organizations to maintain high quality school sites and facilities.

Compliance with the Zoning Ordinance

Interior Site Areas

The Zoning Ordinance allows areas of INP-2 districts that are greater than 150 feet from the boundary of a residential zoning district to be governed by regulations approved at the time of the institutional master plan approval. No changes to the interior site areas are proposed with the off-street drop-off lane.

Transitional Areas

As the Downers Grove South campus borders residential zoning districts, the Zoning Ordinance and the original approved institutional master plan restricts development within 150 feet of residential zoning districts to the bulk requirements of the abutting residential district. The east side of the property must observe the 30 foot street setback for the R-3 zone. The drive aisle is permissible, however parking is not permitted within the 30 foot street setback. Parking is not permitted in the portion of the drop-off lane that is in the transitional area of the Master Plan and the petitioner will be required to install signage indicating this prohibition.

Public Comment

An essential Plan Commission meeting was held on May 18, 2020 via Zoom and was televised on DGTV6. Notice was provided to all property owners 250 feet or less from the property in addition to posting the public hearing notice sign and publishing the legal notice in the *Enterprise Newspapers, Inc., (The Bugle).* The notice also provided guidance on how to participate in the Zoom meeting. Staff received a single inquiry regarding this petition. The resident inquired about the project and did not have any additional comments. No members of the public participated in the Zoom meeting. Email participation was also offered during the meeting and no members of the public participated in that manner either.

ATTACHMENTS

Ordinance
Aerial Map
Staff Report with attachments dated May 18, 2020
Draft Minutes of the Plan Commission Hearing dated May 18, 2020

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Applicant (Name) **DATE:** June 16, 2020

RECOMMENDATION FROM: _____ (Board or Department) **FILE REF:** 20-PLC-0005

NATURE OF ACTION:

X Ordinance

__ Resolution

__ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE ADOPTING AMENDMENTS TO THE INSTITUTIONAL MASTER PLAN FOR THE PROPERTY LOCATED AT 1436 NORFOLK STREET COMMONLY KNOWN AS THE DOWNERS GROVE SOUTH HIGH SCHOOL CAMPUS", as presented.

SUMMARY OF ITEM:

Adoption of this ordinance shall adopt certain amendments to the Institutional Master Plan for the property located at 1436 Norfolk Street commonly known as the Downers Grove South High School Campus.

RECORD OF ACTION TAKEN:

_____

_____

_____

ORDINANCE NO. _____

AN ORDINANCE ADOPTING AMENDMENTS TO THE INSTITUTIONAL MASTER PLAN FOR THE PROPERTY LOCATED AT 1436 NORFOLK STREET COMMONLY KNOWN AS THE DOWNERS GROVE SOUTH HIGH SCHOOL CAMPUS

WHEREAS, the Village Council has previously adopted Ordinance No. 5482 on October 15, 2015, designating the property located at 1436 Norfolk Street, Downers Grove, Illinois, known as Downers Grove South High School, (the "DG South Campus"), as INP-2, Campus-scale Institutional and Public District, under the Zoning Ordinance of the Village of Downers Grove (the "Village"); and, legally described as follows:

THAT PART OF THE NORTH HALF OF SECTION 19, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN; DUPAGE COUNTY ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHERE THE CENTERLINE OF DUNHAM ROAD INTERSECTS THE CENTERLINE OF 63RD STREET, AS NOW PLATTED AND RECORDED; THENCE NORTH 89 DEGREES 52 MINUTES WEST ALONG THE CENTERLINE OF SAID 63RD STREET A DISTANCE OF 1435.94 FEET TO AN ANGLE POINT IN THE ROAD; THENCE SOUTH 89 DEGREES 21 MINUTES WEST ALONG THE CENTERLINE OF SAID 63RD STREET A DISTANCE OF 396.75 FEET; THENCE SOUTH O DEGREES 02 MINUTES EAST A DISTANCE OF 1146.84 FEET; THENCE NORTH 90 DEGREES 00 MINUTES EAST A DISTANCE OF 1831.99 FEET TO A POINT ON THE CENTERLINE OF DUNHAM ROAD; THENCE NORTH O DEGREES 00 MINUTES EAST ALONG THE CENTERLINE OF SAID DUNHAM ROAD A DISTANCE OF 1148.00 FEET TO THE PLACE OF BEGINNING, CONTAINING IN AREA 48.355 ACRES, EXCEPT THAT PORTION PREVIOUSLY DEDICATED FOR PUBLIC ROAD PURPOSES.

A.K.A.

LOT 1 IN DOWNERS GROVE HIGH SCHOOL - SOUTH CAMPUS ASSESSMENT PLAT, BEING PART OF THE NORTH HALF OF SECTION 19, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 13, 1963 AS DOCUMENT NUMBER R63-14695, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 1436 Norfolk Street, Downers Grove, IL 60516
PINs: 09-19-101-002 and 09-19-200-003

WHEREAS, the Village Council adopted Ordinance No. 5757 on April 16, 2019 adopting certain amendments to the Institutional Master Plan for the property located at 1436 Norfolk Street; and

WHEREAS, the Board of Education of Downers Grove High School No. 99, DuPage County,

Illinois, as the owner (the "Owner") of the DG South Campus, has filed a written petition with the Village conforming to the requirements of the Comprehensive Zoning Ordinance and requesting additional amendments to the overall Institutional Master Plan for the DG South Campus, to include the construction of a new off-street drop-off lane along the eastern portion of the campus from Dunham Road, that have been approved since the last Institutional Master Plan dated January 10, 2019; and

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove and the Plan Commission has given the required public notice, has conducted a public hearing regarding said petition on May 18, 2020, and has made its findings and recommendations respecting the requested approval of the Institutional Master Plan in accordance with the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, the Village Council has determined that the proposed amendments to the Institutional Master Plan meets the criteria listed in Section 12.040.C.6 of the Zoning Ordinance; and

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

SECTION 1. The Village Council does hereby approve the Institutional Master Plan for DG South Campus, dated February 21, 2020 and last revised on May 11, 2020.

SECTION 2. All of the following documents are attached hereto and incorporated herein by reference as a part of this Ordinance as Group Exhibit A and are hereby approved:

1. The Institutional Master Plan for DG South Campus, dated February 21, 2020 and last revised on May 11, 2020.

2. Community Development Department staff report dated May 28, 2020.

SECTION 3. The Owner shall comply with the following conditions:

1. The Institutional Master Plan shall substantially conform to the drawings prepared by Wight & Company dated February 21, 2020 and revised on March 26, 2020, April 23, 2020, and May 11, 2020, and attached to the staff report dated May 18, 2020 except as such plans may be modified to conform to Village Codes, Ordinances and Stormwater and Flood Plain Ordinance.

2. If queuing or other issues develop related to the left-in entrance into the off-street drop-off lane, the Village may reassess the left-in entrance and require additional traffic safety measures to be implemented by School District 99, which may include eliminating the left-in option.

3. The petitioner shall install 'no parking' signs adjacent to the off-street drop-off lane in the transitional area of the Master Plan.

SECTION 4. That the proposed Institutional Master Plan is consistent with and complimentary to the overall site plan and with the requirements of the "*INP-2, Campus-scale Institutional and Public District"* zoning district.

SECTION 5. All ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

SECTION 6. This Ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

1\mw\ord.20\SD99-IMP-DGS-20-PLC-0005

N

0 195 390 Feet

1436 Norfolk Street - Location Map

Subject Property

Project Location

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
MAY 18, 2020 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
20-PLC-0005 1436 Norfolk Street (Downers Grove South High School Campus)	Institutional Master Plan Amendment	Gabriella Baldassari Development Planner

REQUEST
The petitioner is requesting an amendment to the Institutional Master Plan for the Downers South High School (DGS) Campus located at 1436 Norfolk Street.

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

GENERAL INFORMATION

OWNER/PETITIONER: School District 99
6301 Springside Avenue
Downers Grove, IL 60516

PROPERTY INFORMATION

EXISTING ZONING: INP-2, Campus-scale Institutional and Public District
EXISTING LAND USE: High School Campus and Administration Building
PROPERTY SIZE: 43.8 acres (1,907,722 square feet)
PINS: 09-19-101-002 and 09-19-200-003

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	R-1, Residential Detached House 1 R-3, Residential Detached House 3	Single Family Residential
SOUTH:	R-3, Residential Detached House 3	Single Family Residential Parks – Open Space
EAST:	R-3, Residential Detached House 3	Single Family Residential
WEST:	R-3, Residential Detached House 3	Single Family Attached Residential

ANALYSIS

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

1. Location Map
2. Project Narrative
3. Institutional Master Plan Criteria

4. Plat of Survey
5. Proposed Site Plans
6. Traffic Review dated 5-11-2020

PROJECT DESCRIPTION

Downers Grove South High School Campus (DGS) is on 43.8 acres of land at the southwest corner of Dunham Road and 63rd Street. The property currently includes a high school building, multiple athletic facilities, ancillary structures, multiple parking lots and the district administrative offices. The petitioner is requesting approval of an amendment to the institutional master plan for DGS to construct a new off-street drop-off lane along the eastern portion of the campus from Dunham Road.

Construction of a new one-way semi-circular drive is proposed on the west side of Dunham Road to provide additional off-street drop-off/pick-up area. Traffic would circulate in a one-way counterclockwise manner. The circular drive will intersect Dunham Road at two locations and be approximately 21 feet wide providing a curb lane and a single one-way travel lane. The new access drives are designed with a continuous sidewalk along Dunham Road crossing the intersecting travel lane, giving the pedestrian priority. In addition, the throat width that crosses the sidewalk at the exit will be limited to 14 feet to minimize the crossing distance for pedestrians.

In 2015, the petitioner received approval to rezone the campus to INP-2, Campus-scale Institutional and Public District. The Institutional Master Plan provides a framework of development that protects the character and integrity of adjacent uses while allowing some flexibility in site development. The institutional master plan identifies development regulations specific to the campus. In 2019, the petitioner received approval for several amendments to the Institutional Master Plan. The approved amendments were the result of a multi-year effort for a modernization plan for both high school campuses.

Development reviews are not required for minor modifications to the approved institutional master plan, such as interior or exterior modifications that do not increase the number of employees or students or the need for an increase in parking. However, the proposed off-street drop off lane will necessitate a change in the vehicle circulation pattern that will increase points of access to the campus. This requires Village Council review and approval; with a recommendation from the Plan Commission.

Traffic and Parking

The primary entrances to the high school building are off of Norfolk Street and Dunham Road. The campus is currently completing the improvements approved as part of the 2019 Master Plan Amendments and the points of access will remain unchanged along Norfolk Street from what is depicted in the Master Plan. Parking lot access is via a single curb cut on Dunham Road and five curb cuts along Norfolk Street. With the 2019 approvals the curb cuts along Norfolk were reduced from six to five access points. Each curb cut serves a different user whether that is faculty, visitors, students or buses. The proposed off-street drop-off area will consist of a one-way semi-circular route that provides an additional point for student drop-off and pick-up. The drive aisle will create two curb cuts on Dunham Road. Both southbound and northbound traffic will enter at the north curb cut, and exit at the south curb cut.

This proposal is consistent with recommendations from the Pedestrian Safety Study completed in 2020 for Downers Grove South High School Campus, which focused on the evaluation of pedestrian and traffic safety improvements. The new school drop-off driveway along Dunham Road is to improve campus wide circulation and assist with student drop-off and pick-up. The drop-off is also intended to relieve traffic congestion at the corner of Dunham Road and Norfolk Street.

COMPLIANCE WITH ZONING ORDINANCE - INSTITUTIONAL MASTER PLAN

Interior Site Areas

The Zoning Ordinance allows areas of INP-2 districts that are greater than 150 feet from the boundary of a residential zoning district to be governed by regulations approved at the time of the institutional master plan approval. No changes to the interior site areas are proposed with the off-street drop-off lane.

Transitional Areas
As the Downers Grove South campus borders residential zoning districts, the Zoning Ordinance and the original approved institutional master plan restricts development within 150 feet of residential zoning districts to the bulk requirements of the abutting residential district. The east side of the property must observe the 30 foot street setback for the R-3 zone. The drive aisle is permissible, however parking is not permitted within the 30 foot street setback. Parking is not permitted in the portion of the drop-off lane that is in the transitional area of the Master Plan and the petitioner will be required to install signage indicating this prohibition.

Signage
The DGS campus has a variety of signs associated with the school, administration building, and athletic fields. Directional signs or "no parking" signs do not count toward the total sign area permitted.

COMPLIANCE WITH THE COMPREHENSIVE PLAN
The Comprehensive Plan designates the DGS campus as Institutional/Public/Train, which includes government facilities, community service providers, and schools. The Comprehensive Plan recommends that the Village continue to promote the continued operation and improvement of both public and private school facilities, ensure they do not impact residential neighborhoods, and cooperate with the various organizations to maintain high quality school sites and facilities.

ENGINEERING/PUBLIC IMPROVEMENTS
During the site permitting process, the campus will be reviewed to ensure compliance to the Stormwater and Floodplain Ordinance.

PUBLIC SAFETY REQUIREMENTS
The Fire Department reviewed the proposed institutional master plans and determined that there is sufficient access for emergency vehicles to access the existing campus. The Fire Department can use the existing parking lots and streets to access the individual buildings and overall campus.

NEIGHBORHOOD COMMENT
Notice was provided to all property owners 250 feet or less from the property in addition to posting the public hearing notice sign and publishing the legal notice in in *Enterprise Newspapers, Inc., (The Bugle).* Staff has received a single inquiry regarding this petition. The resident inquired about the project and did not have any comments.

STANDARDS OF APPROVAL
The petitioner is requesting approval to amend the Institutional Master Plan for the Downers Grove South High School Campus. The review and approval criterion is listed below.

The petitioner has submitted a narrative that attempts to address all the standards of approval. The Plan Commission should consider the petitioner's documentation, the staff report and the discussion at the Plan Commission meeting in determining whether the standards for approval have been met.

Section 28.12.040.C.6 Review and Approval Criteria
Institutional Master Plans require review and approval in accordance with the PUD procedures of Section 12.040.C.6, *Review and Approval Criteria*, "The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned

unit developments, review and decision-making bodies must consider at least the following factors for each campus:

a. *The zoning map amendment review and approval criteria of Sec. 12.030.I.*
b. *Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.*
c. *Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.*
d. *Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.*
e. *Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*

DRAFT MOTION

Staff will provide a recommendation at the May 18, 2020 meeting. Should the Plan Commission find that the request meets the standards for approval for an Institutional Master Plan Amendment, staff has prepared draft motions that the Plan Commission may make for the recommended approval of 20-PLC-0005:

Downers Grove South Campus
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 an Institutional Master Plan Amendment for the Downers Grove South Campus 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 20-PLC-0005, subject to the following conditions:

1. The Institutional Master Plan shall substantially conform to the drawings prepared by Wight & Company dated February 21, 2020 and revised on March 26, 2020, April 23, 2020, and May 11, 2020, and attached to this staff report except as such plans may be modified to conform to Village Codes, Ordinances and Stormwater and Flood Plain Ordinance.

2. If crash or queuing issues develop related to the left-in entrance into the off-street drop-off lane, the Village may reassess the left-in entrance and require additional traffic safety measures to be implemented by School District 99, which may include eliminating the left-in option.

3. The petitioner shall install 'no parking' signs adjacent to the off-street drop-off lane in the transitional area of the Master Plan.

Staff Report Approved By:

Stanley Popovich, AICP
Community Development Director

N

0 195 390 Feet

1436 Norfolk Street - Location Map

Subject Property

Project Location

Introduction

Downers Grove South High School (DGS) is currently undergoing a *Master Facility Implementation Plan* project that requires multiple building additions and site improvements. In 2015, Downers Grove South High School campus was re-zoned to INP-2. and established zoning restrictions for the site. In 2019, the Village of Downers Grove Plan Commission approved Downer Grove South High School master facility implementation plan improvement; however, since time of approval there has been some amendments to the site improvements at South High.

Since Village Council approval, in April 2019 the Village of Downers Grove alongside CHSD99 conducted a High School Pedestrian Safety Study, completed in February 2020, focusing on evaluation of pedestrian and traffic safety improvements. One recommendation from this report included constructing new school drop-off driveway along Dunham Road to relieve traffic congestion at the corner of Dunham Road and Norfolk Street. The following paragraphs summarize the scope of work for the proposed amended site improvements.

Downers Grove South High School

Existing Site Conditions

Downers Grove South High School is currently bounded by 63rd Street on the north, Dunham Road on the east, Norfolk Street on the south and Springside Avenue on the west. Per the traffic study conducted on January 15, 2020 parents and buses drop-off mainly using the Norfolk parking lots. The west main drop-off/pick-up area was observed to be congested and experience long vehicle queuing.

Site Improvements

The proposed developments at Dunham Road are necessary to enhance vehicular circulation during student arrival and dismissal. Additional access on the site aside from Norfolk Street will alleviate vehicular congestion in neighborhood specifically at the corner of Norfolk and Dunham. The proposed new one-way drive aisle on the west side of Dunham Road shall provide an additional twelve (12) car off-street drop-off/pick-up area. This new drive will supplement the Norfolk and far west drop-off/pick-up areas. Per the traffic study, we are requesting left turn into the new access drive be allowed for maximum site access flexibility. It is still proposed access exiting the access drive back on Dunham be limited to right turn only. Outside school hours, it is also intended the access drive be allowed for additional parking on the site.

Institutional Master Plan

Relative to the Downers Grove South High (DGS) campus, Institutional Master Plans require review and approval in accordance with the PUD procedures of Section 12.040.C.6, Review and Approval Criteria, "The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

a. **The zoning map amendment review and approval criteria of Sec. 12.030.I.**
   DGS Campus- All criteria are met.

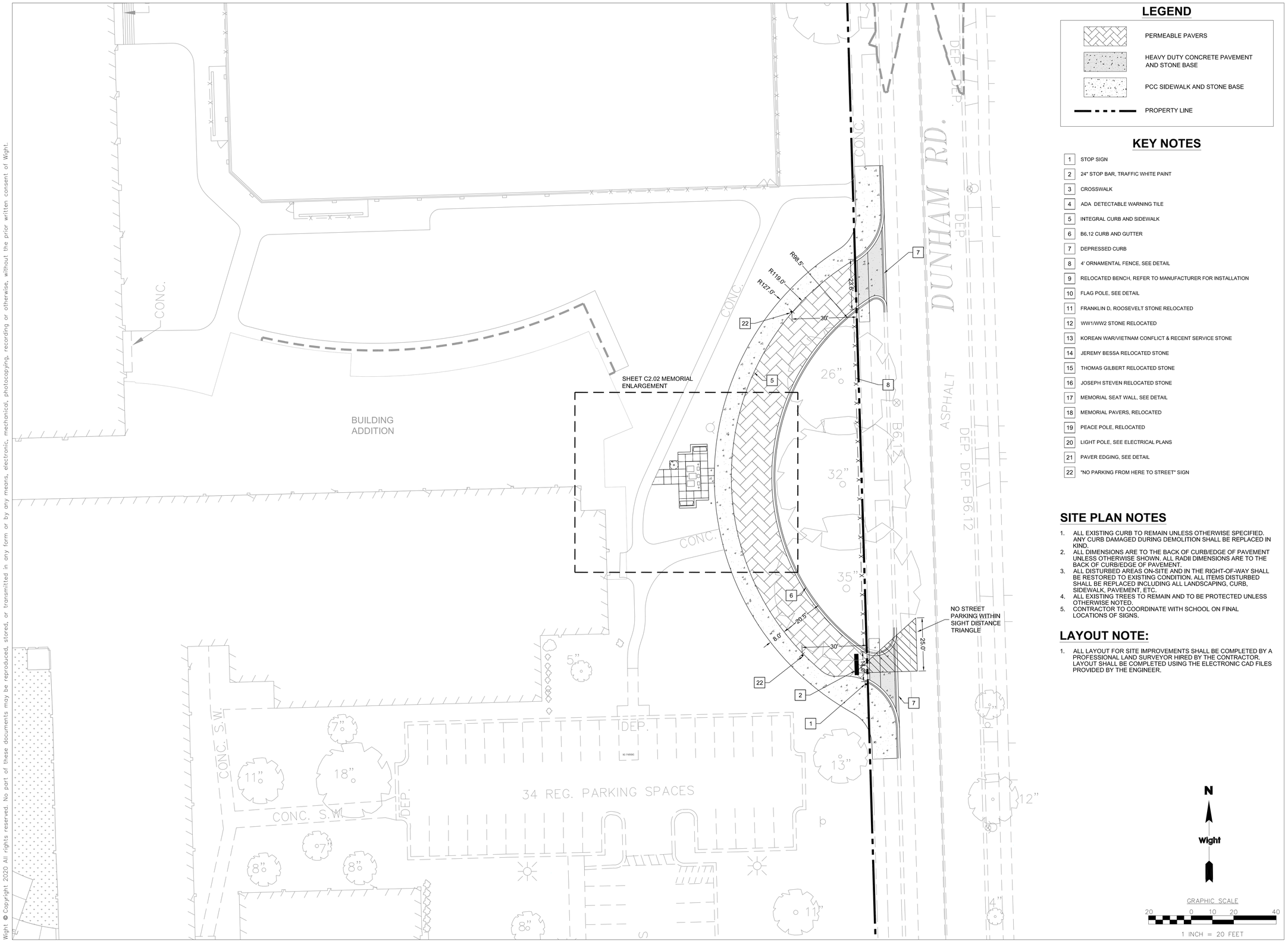
b. **Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area**.
   DGS Campus
   The Zoning Map Amendment and particularly the Institutional Master Plan is consistent with the Comprehensive Plan. This criterion is met.

c. **Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030**.
   DGS Campus
   The institutional master plan is consistent with development that advance the goals and policies of the Comprehensive Plan. The Comprehensive Plan notes the Village should support the operation and improvement of local schools. Additionally, the master plan is appropriate for both campuses as they both contain a variety of uses within a single campus. In addition to the purely educational component of the high schools, there are ancillary uses, including administrative offices, maintenance buildings and athletic facilities that are part of each campus. This criterion is met.

d. **Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.**
   The Institutional Master Plan in the INP-2 zoning district serves as property-specific zoning regulations, which minimizes the impact to adjacent residential neighborhoods while allowing flexibility in the development of large institutional and public uses.
   DGS Campus

   Proposed developments at Dunham Rd are necessary to enhance vehicular circulation during student arrival and dismissal. Additional access on the site aside from Norfolk Street will alleviate vehicular congestion in neighborhood specifically at the corner of Norfolk and Dunham.

e. **Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.**
   DGS Campus- All criteria are met.



LEGEND

- PERMEABLE PAVERS
- HEAVY DUTY CONCRETE PAVEMENT AND STONE BASE
- PCC SIDEWALK AND STONE BASE
- PROPERTY LINE

KEY NOTES

1. STOP SIGN
2. 24" STOP BAR, TRAFFIC WHITE PAINT
3. CROSSWALK
4. ADA DETECTABLE WARNING TILE
5. INTEGRAL CURB AND SIDEWALK
6. B6.12 CURB AND GUTTER
7. DEPRESSED CURB
8. 4' ORNAMENTAL FENCE, SEE DETAIL
9. RELOCATED BENCH, REFER TO MANUFACTURER FOR INSTALLATION
10. FLAG POLE, SEE DETAIL
11. FRANKLIN D. ROOSEVELT STONE RELOCATED
12. WW1/WW2 STONE RELOCATED
13. KOREAN WAR/VIETNAM CONFLICT & RECENT SERVICE STONE
14. JEREMY BESSA RELOCATED STONE
15. THOMAS GILBERT RELOCATED STONE
16. JOSEPH STEVEN RELOCATED STONE
17. MEMORIAL SEAT WALL, SEE DETAIL
18. MEMORIAL PAVERS, RELOCATED
19. PEACE POLE, RELOCATED
20. LIGHT POLE, SEE ELECTRICAL PLANS
21. PAVER EDGING, SEE DETAIL
22. "NO PARKING FROM HERE TO STREET" SIGN

SITE PLAN NOTES

1. ALL EXISTING CURB TO REMAIN UNLESS OTHERWISE SPECIFIED. ANY CURB DAMAGED DURING DEMOLITION SHALL BE REPLACED IN KIND.
2. ALL DIMENSIONS ARE TO THE BACK OF CURB/EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN. ALL RADII DIMENSIONS ARE TO THE BACK OF CURB/EDGE OF PAVEMENT.
3. ALL DISTURBED AREAS ON-SITE AND IN THE RIGHT-OF-WAY SHALL BE RESTORED TO EXISTING CONDITION. ALL ITEMS DISTURBED SHALL BE REPLACED INCLUDING ALL LANDSCAPING, CURB, SIDEWALK, PAVEMENT, ETC.
4. ALL EXISTING TREES TO REMAIN AND TO BE PROTECTED UNLESS OTHERWISE NOTED.
5. CONTRACTOR TO COORDINATE WITH SCHOOL ON FINAL LOCATIONS OF SIGNS.

LAYOUT NOTE:

1. ALL LAYOUT FOR SITE IMPROVEMENTS SHALL BE COMPLETED BY A PROFESSIONAL LAND SURVEYOR HIRED BY THE CONTRACTOR. LAYOUT SHALL BE COMPLETED USING THE ELECTRONIC CAD FILES PROVIDED BY THE ENGINEER.

N

Wight

GRAPHIC SCALE

20 0 10 20 40

1 INCH = 20 FEET

DISTRICT 99

COMMUNITY HIGH SCHOOL DISTRICT 99

Wight

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

REV	DESCRIPTION	DATE
	ISSUED FOR BID GROUP 10	05.11.2020
	ISSUED FOR PERMIT	04.03.2020

COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

SITE PLAN

Project Number:
5274-42
Drawn By:
SC
Sheet:

C2.01

S:\Darien\Downers Grove SD99\5274-42 CHSD99 Improvements\01\DWG\CD\Dunham Drop Off\5274-42_C2.01 SITE PLAN DUNHAM.dwg devans May 11, 2020 11:30:52 am

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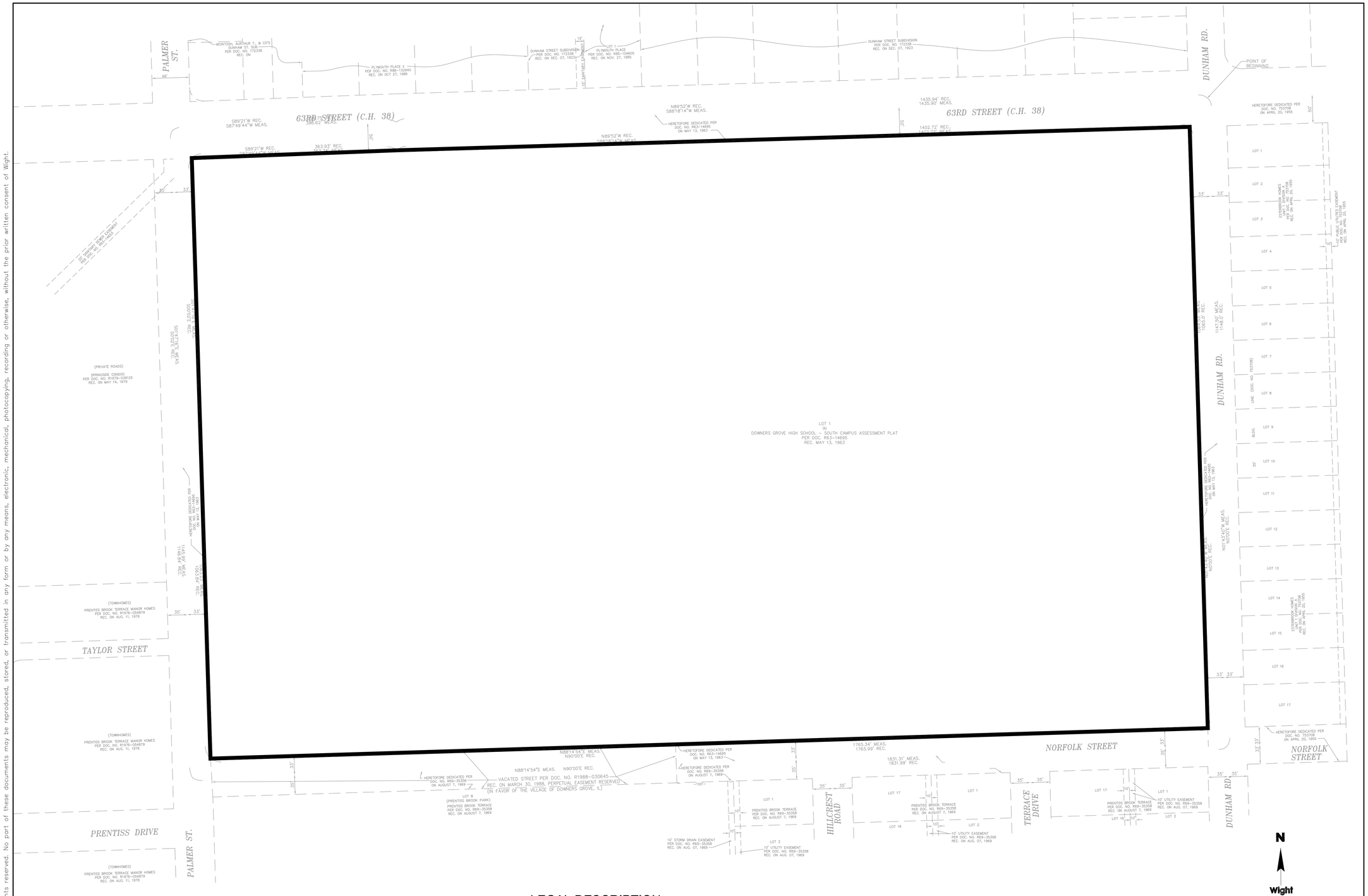

LEGAL DESCRIPTION

THAT PART OF THE NORTH HALF OF SECTION 19, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN; DUPAGE COUNTY ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHERE THE CENTERLINE OF DUNHAM ROAD INTERSECTS THE CENTERLINE OF 63RD STREET, AS NOW PLATTED AND RECORDED; THENCE NORTH 89 DEGREES 52 MINUTES WEST ALONG THE CENTERLINE OF SAID 63RD STREET A DISTANCE OF 1435.94 FEET TO AN ANGLE POINT IN THE ROAD; THENCE SOUTH 89 DEGREES 21 MINUTES WEST ALONG THE CENTERLINE OF SAID 63RD STREET A DISTANCE OF 396.75 FEET; THENCE SOUTH 0 DEGREES 02 MINUTES EAST A DISTANCE OF 1146.84 FEET; THENCE NORTH 90 DEGREES 00 MINUTES EAST A DISTANCE OF 1831.99 FEET TO A POINT ON THE CENTERLINE OF DUNHAM ROAD; THENCE NORTH 0 DEGREES 00 MINUTES EAST ALONG THE CENTERLINE OF SAID DUNHAM ROAD A DISTANCE OF 1148.00 FEET TO THE PLACE OF BEGINNING, CONTAINING IN AREA 48.355 ACRES, EXCEPT THAT PORTION PREVIOUSLY DEDICATED FOR PUBLIC ROAD PURPOSES.

A.K.A.

LOT 1 IN DOWNERS GROVE HIGH SCHOOL - SOUTH CAMPUS ASSESSMENT PLAT, BEING PART OF THE NORTH HALF OF SECTION 19, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 13, 1963 AS DOCUMENT NUMBER R63-14695, IN DUPAGE COUNTY, ILLINOIS.

DISTRICT 99

COMMUNITY HIGH SCHOOL DISTRICT 99

Wight

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

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F 630.969.7979

REV	DESCRIPTION	DATE
	ISSUED FOR BID GROUP 10	05.11.2020
	ISSUED FOR PLAN COMMISSION	02.24.2020

COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

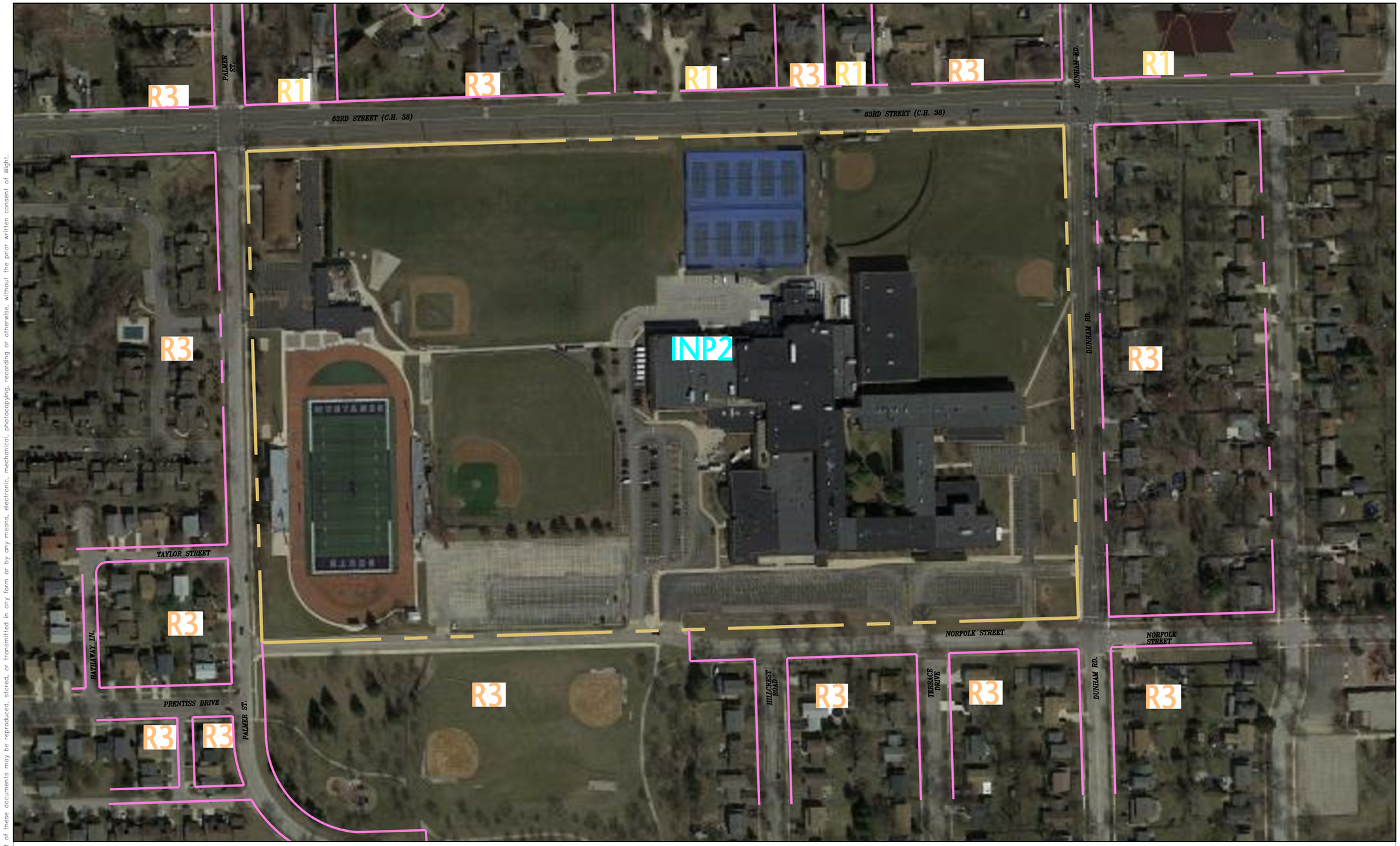
1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

PROPERTY BOUNDARY EXHIBIT

Project Number:
5274-02

Drawn By:
DE

Sheet:
S-EXH1



N

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GRAPHIC SCALE

100 0 50 100 200

1 INCH = 100 FEET

DISTRICT 99

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COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

PLANNING AREA EXHIBIT

Project Number:
5274-02

Drawn By:
DE

Sheet:
S-EXH2

S:\Darien\Downers Grove SD99\5274-42 CHSD99 Improvements\01\DWG\CD\Exhibits\SOUTH ZONING EXHIBITS\DUNHAM DROP-OFF\EXH2 PLANNING AREA EXHIBIT.dwg devans May 11, 2020 10:56:30 am

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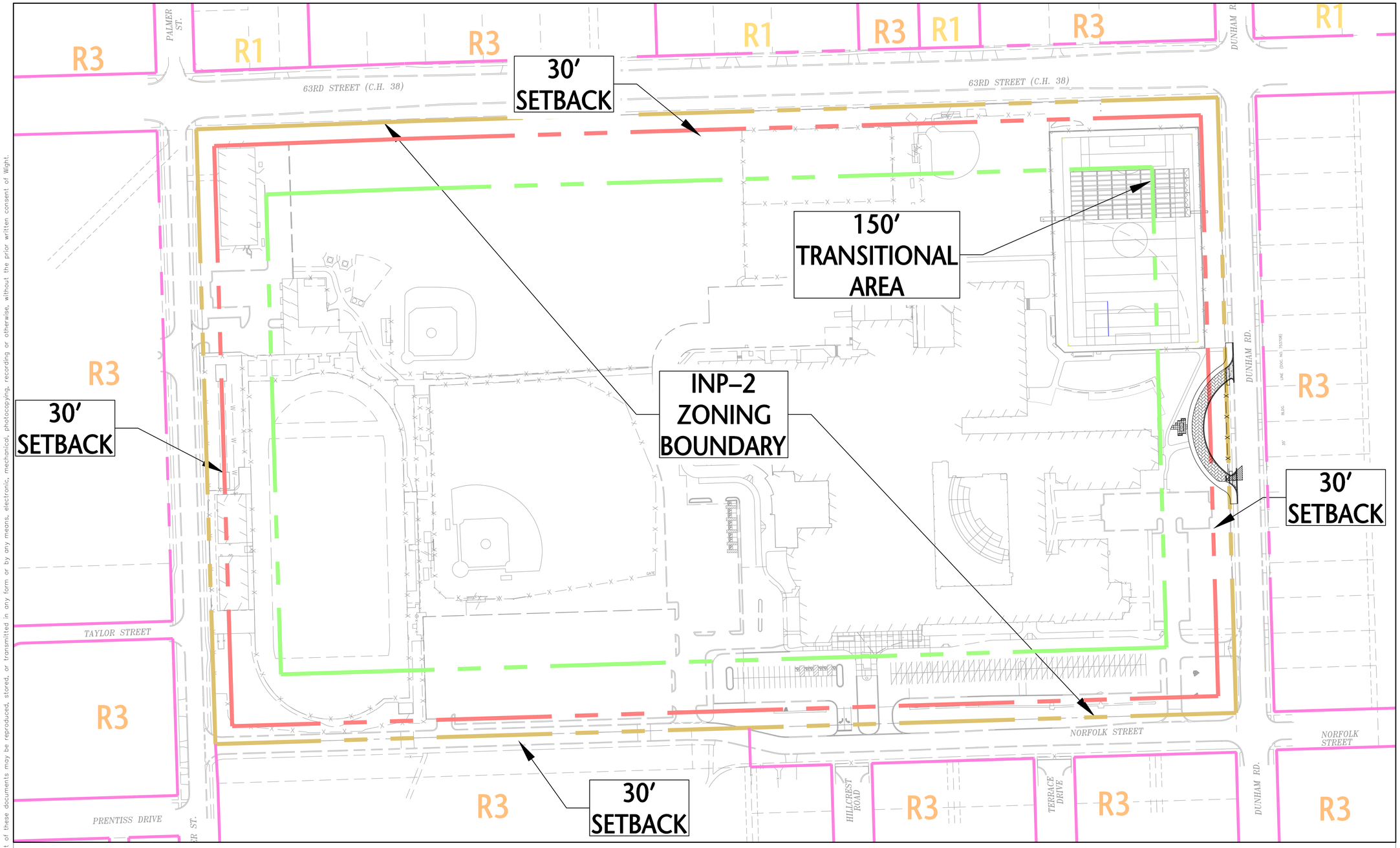

N

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GRAPHIC SCALE

80 0 40 80 160

1 INCH = 80 FEET

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COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

PROPERTY SETBACKS AND TRANSITION AREA EXHIBIT

Project Number:
5274-02

Drawn By:
DE

Sheet:
S-EXH3

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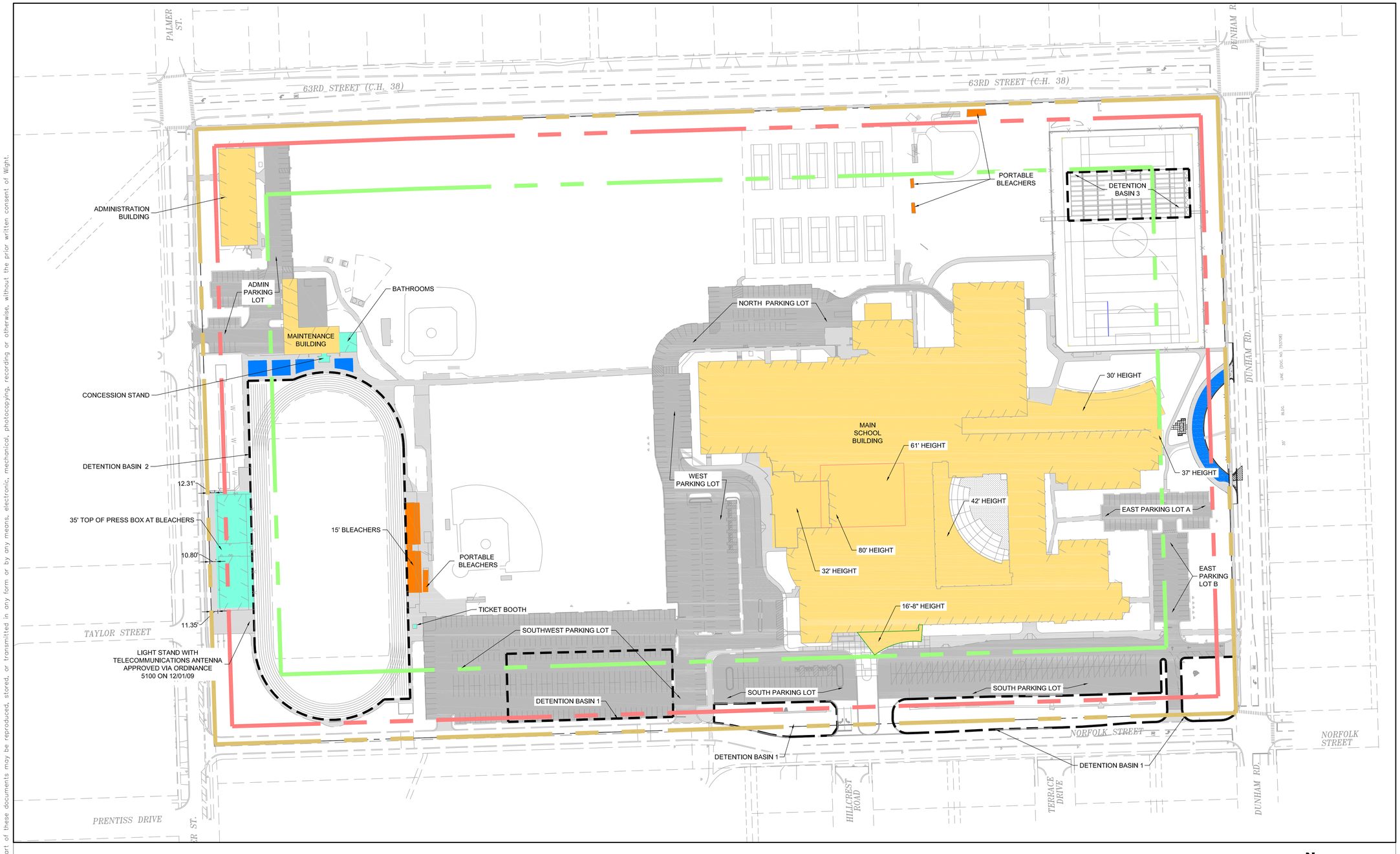

LEGEND

- ASPHALT
- PERMEABLE PAVERS
- PCC SIDEWALK
- BUILDING
- ACCESSORY STRUCTURES
- BLEACHERS
- R.O.W. LINE

EXISTING FACILITY SUMMARY

BUILDING	G.F.A
MAIN SCHOOL BUILDING	532,861
ADMINISTRATION BUILDING	10,622
MAINTENANCE BUILDING	7,921
ACCESSORY STRUCTURES	4,364
ACCESSORY STRUCTURE W/BLEACHERS	12,160
BLEACHERS	4,101
TOTAL BUILDING SF	572,029
[redacted]	
FLOOR AREA RATIO	0.30

N

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GRAPHIC SCALE

80 0 40 80 160

1 INCH = 80 FEET

DISTRICT 99

COMMUNITY HIGH SCHOOL DISTRICT 99

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	ISSUED FOR BID GROUP 10	05.11.2020
	ISSUED FOR PLAN COMMISSION	02.24.2020

COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

PROPOSED USES AND DEVELOPMENT ENVELOPE EXHIBIT

Project Number:
5274-02
Drawn By:
DE
Sheet:

S-EXH4

S:\Darien\Downers Grove SD99\5274-42 CHSD99 Improvements\01\DWG\CD\Exhibits\SOUTH ZONING EXHIBITS\DUNHAM DROP-OFF\EXH4 PROPOSED USES AND DEVELOPMENT ENVELOPE EXHIBIT.dwg devons May 11, 2020 11:05:59 am

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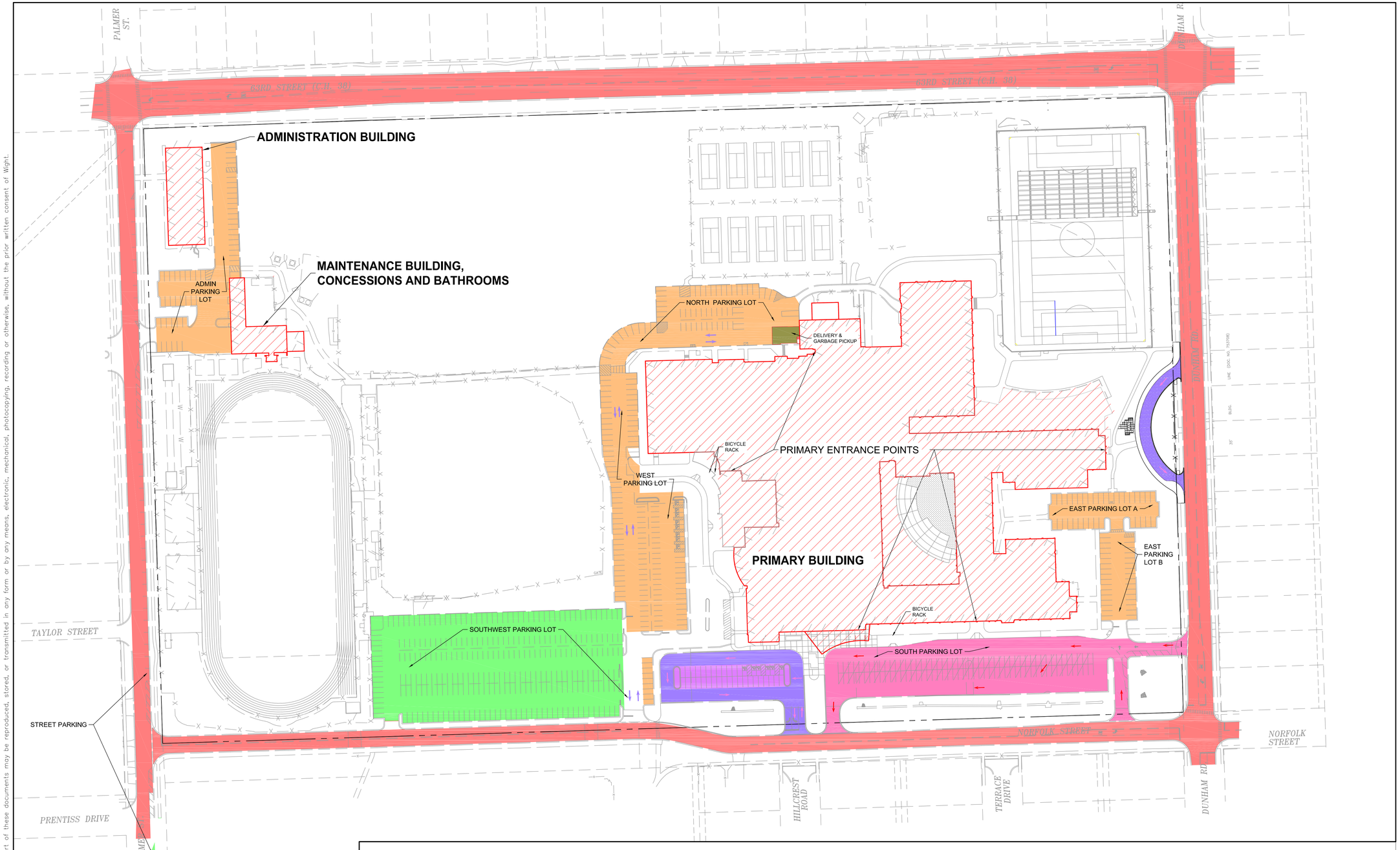

LEGEND

- STUDENT PARKING DURING SCHOOL HOURS/ OPEN PARKING AFTER 4:00 P.M.
- STAFF PARKING DURING SCHOOL HOURS/ OPEN PARKING AFTER 4:00 P.M.
- BUS PARKING
- PARENT DROP OFF AND PICKUP A.M. AND P.M.
- VISITOR PARKING DURING SCHOOL HOURS/ OPEN PARKING AFTER 4:00 P.M.
- LOADING ZONE FOR DELIVERIES AND GARBAGE TRUCKS
- PARENT DROP OFF AND PICKUP PROHIBITED AT ALL TIMES
- PRIMARY BUILDING
- PARENT DROP OFF ROUTING
- BUS ROUTING
- GARBAGE VEHICLE/DELIVERY VEHICLE ROUTING

PROPOSED PARKING SUMMARY

	REGULAR	HANDICAP	TOTAL
WEST PARKING LOT	124	5	129
SOUTHWEST PARKING LOT	275	0	275
SOUTH PARKING LOT	127	8	135
NORTH PARKING LOT	49	0	49
EAST PARKING LOT A	33	0	33
EAST PARKING LOT B	34	0	34
STREET PARKING	41	0	41
SHERMAN AVE	39	2	41
SUB-TOTAL	722	15	737
REQUIRED PARKING: (0.30 SPACES/STUDENT)*(3200 STUDENTS) 960 SPACES			
TOTAL BIKE PARKING:	50		
TOTAL BUS PARKING:	28		

PROPOSED TRANSPORATION USAGE

	NUMBER OF	%
BUS	1961	66%
STUDENT PARKING	204	7%
DROPPED OFF	397	13%
WALK	418	14%
TOTAL	2980	100%

N

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GRAPHIC SCALE

80 0 40 80 160

1 INCH = 80 FEET

DISTRICT 99

COMMUNITY HIGH SCHOOL DISTRICT 99

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REV	DESCRIPTION	DATE
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	ISSUED FOR PLAN COMMISSION	02.24.2020

COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

PROPOSED TRANSPORTATION EXHIBIT

Project Number:
5274-02

Drawn By:
DE

Sheet:
S-EXH6

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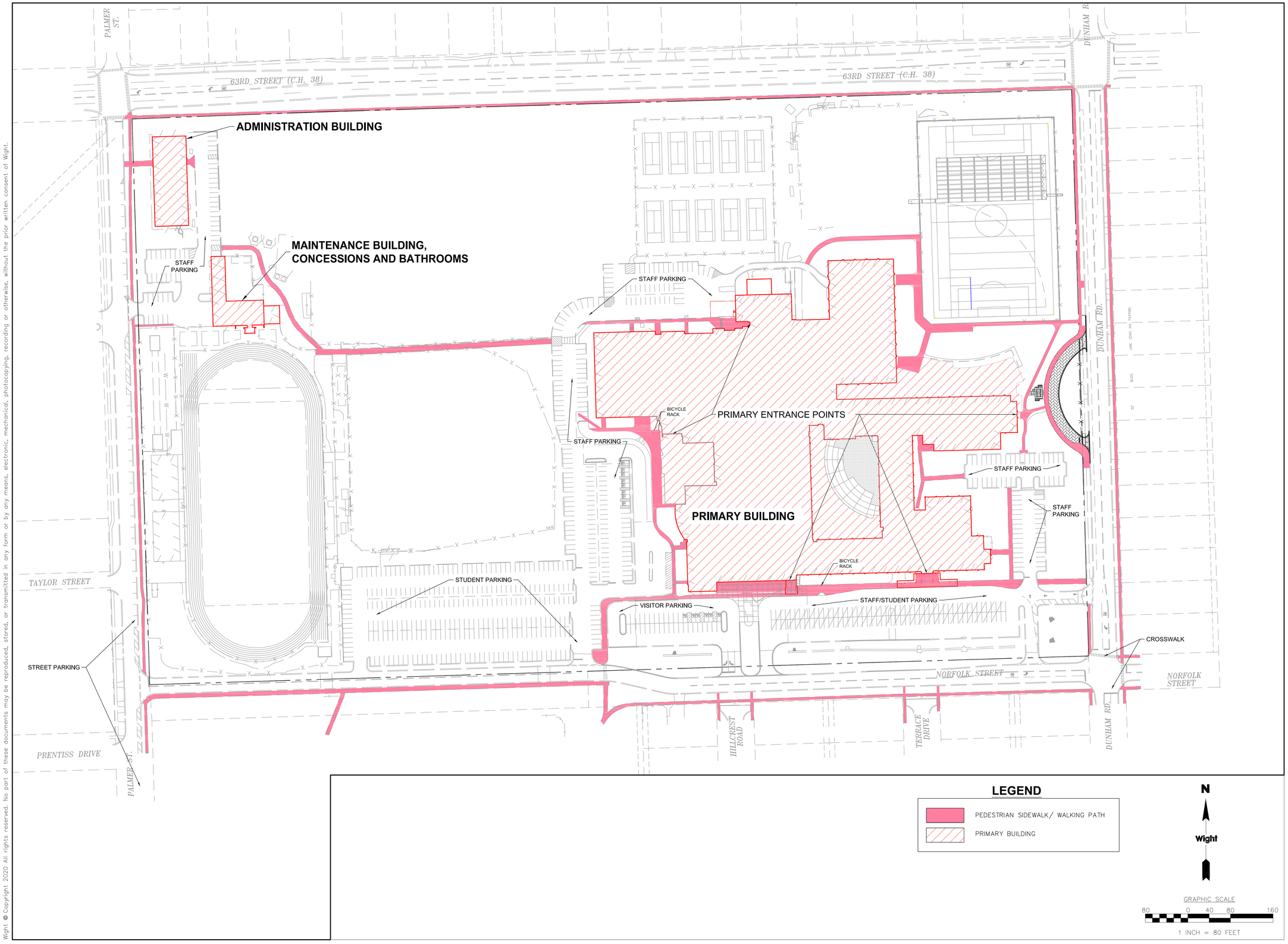

DISTRICT 99

COMMUNITY HIGH SCHOOL DISTRICT 99

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COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

PROPOSED NON-MOTORIZED CIRCULATION EXHIBIT

Project Number:
5274-02
Drawn By:
DE
Sheet:

S-EXH7

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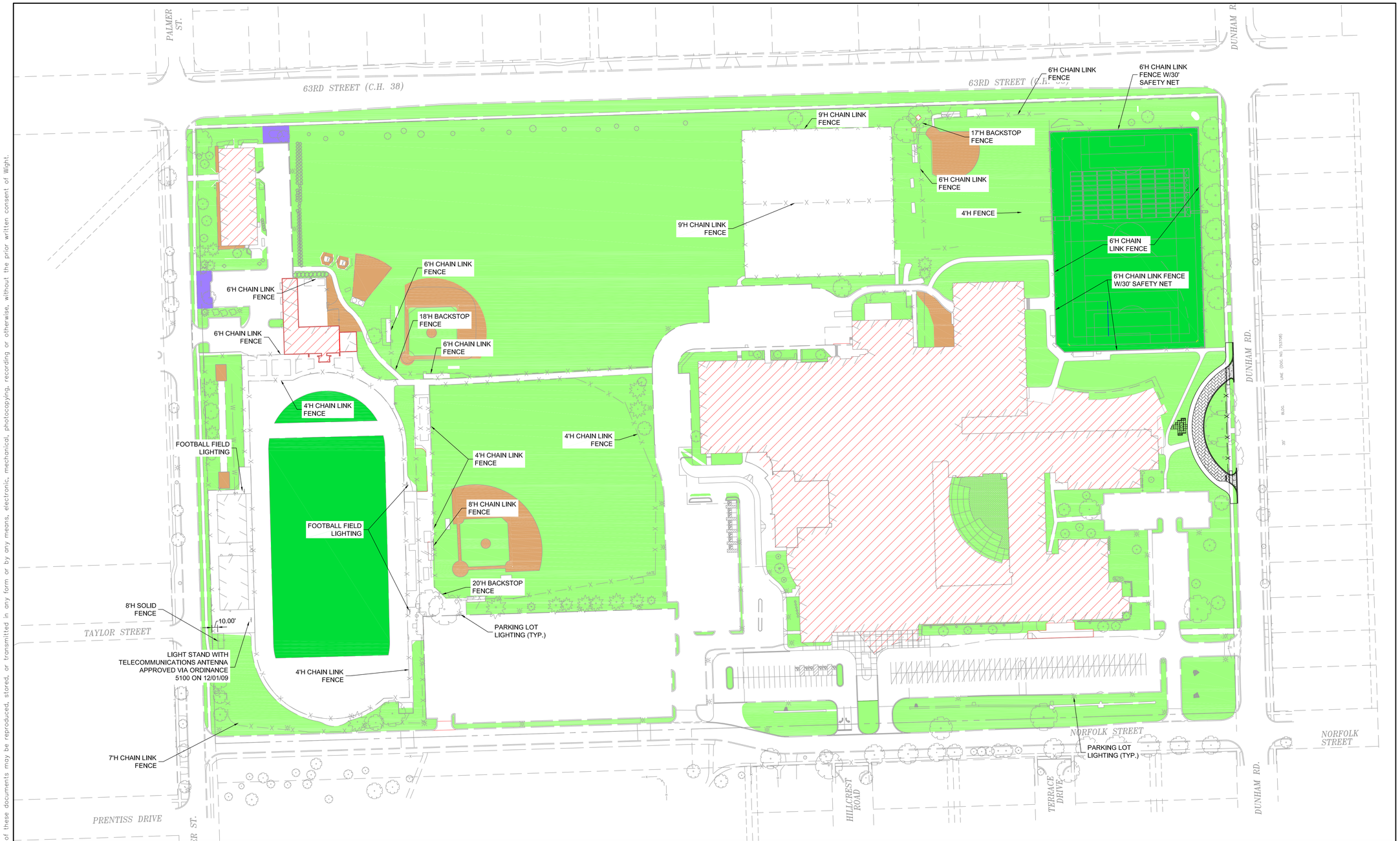

LEGEND

- PAVEMENT / BUILDING
- TURF & FOUNDATION PLANTING AREA
- LANDSCAPE SCREENING
- SYNTHETIC TURF GRASS
- CLAY INFIELD / MISC. ATHLETIC SURFACES
- PRIMARY BUILDING
- R.O.W. LINE
- LIGHT POLE
- FOOTBALL FIELD LIGHT POLE
- FOOTBALL FIELD LIGHT POLE WITH ANTENNA

EXISTING SITE COVERAGE

	SQUARE FEET	PERCENTAGE
BUILDING COVERAGE	309,429	16.45%
HARDSCAPE - PERMEABLE	3,004	0.16%
HARDSCAPE - IMPERMEABLE	554,128	29.46%
SYNTHETIC TURF - PERMEABLE	179,993	9.57%
GREEN SPACE	834,270	44.36%
TOTAL	1,880,824	100.00%

PROPOSED SITE COVERAGE

	SQUARE FEET	PERCENTAGE
BUILDING COVERAGE	309,429	16.45%
HARDSCAPE - PERMEABLE	7,222	0.38%
HARDSCAPE - IMPERMEABLE	556,705	29.60%
SYNTHETIC TURF - PERMEABLE	179,993	9.57%
GREEN SPACE	827,475	44.00%
TOTAL	1,880,824	100.00%

N

Wight

GRAPHIC SCALE

80 0 40 80 160

1 INCH = 80 FEET

DISTRICT 99

COMMUNITY HIGH SCHOOL DISTRICT 99

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	ISSUED FOR BID GROUP 10	05.11.2020
	ISSUED FOR PLAN COMMISSION	02.24.2020

COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

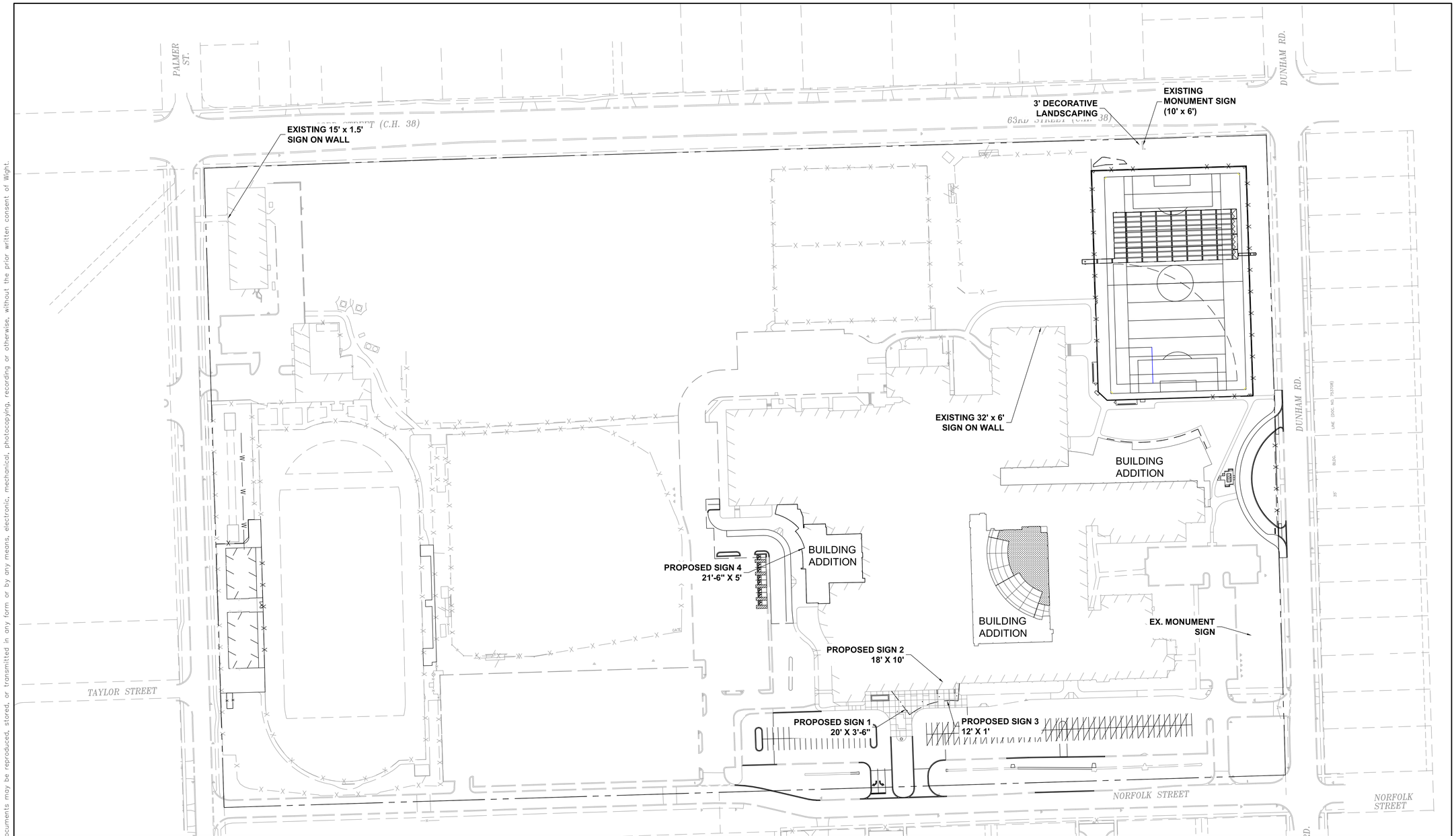
1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

PROPOSED LANDSCAPING & LIGHTING EXHIBIT

Project Number:
5274-02

Drawn By:
DE

Sheet:
S-EXH8



SIGN DEVIATION	BUILDING ELEVATION	CAMPUS AREA	AREA (SQFT)	NUMBER OF DEVIATIONS
PROPOSED SIGN 1	SOUTH	INTERIOR	71 SQ. FT.	
PROPOSED SIGN 2	SOUTH	INTERIOR	180 SQ. FT.	
PROPOSED SIGN 3	SOUTH	INTERIOR	12 SQ. FT.	
PROPOSED SIGN 4	WEST	INTERIOR	43 SQ. FT.	
EX. ADMIN WALL SIGN	SOUTH	INTERIOR	23 SQ. FT.	
EX. WALL SIGN NORTH WALL	NORTH	INTERIOR	192 SQ. FT.	
EX. MONUMENT SIGN	NORTH	TRANSITION	60 SQ. FT.	
			REQUIRED / PROPOSED	
		TOTAL	<300 SQFT / 581 SQFT	1

N

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GRAPHIC SCALE

80 0 40 80 160

1 INCH = 80 FEET

DISTRICT 99

COMMUNITY HIGH SCHOOL DISTRICT 99

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	ISSUED FOR PLAN COMMISSION	02.24.2020

COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

EXISTING AND PROPOSED SIGN EXHIBIT

Project Number:
5274-02

Drawn By:
DE

Sheet:

S-EXH9

S:\Darien\Downers Grove SD99\5274-42 CHSD99 Improvements\01\DWG\CD\Exhibits\SOUTH ZONING EXHIBITS\DUNHAM DROP-OFF\EXH9 EXISTING AND PROPOSED SIGNS EXHIBIT.dwg devans May 11, 2020 11:21:23 am

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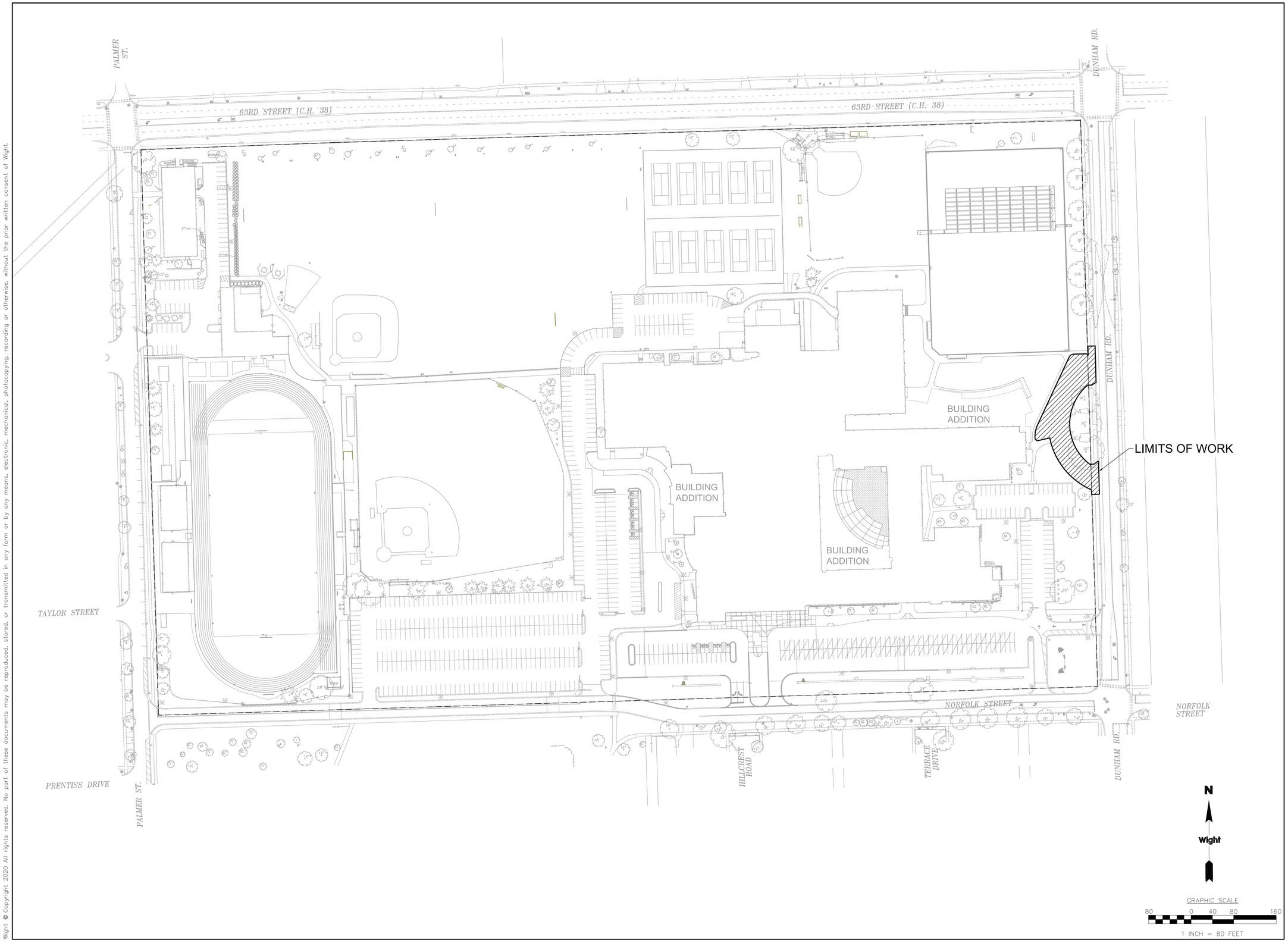

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REV	DESCRIPTION	DATE
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	ISSUED FOR PERMIT	04.03.2020

COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

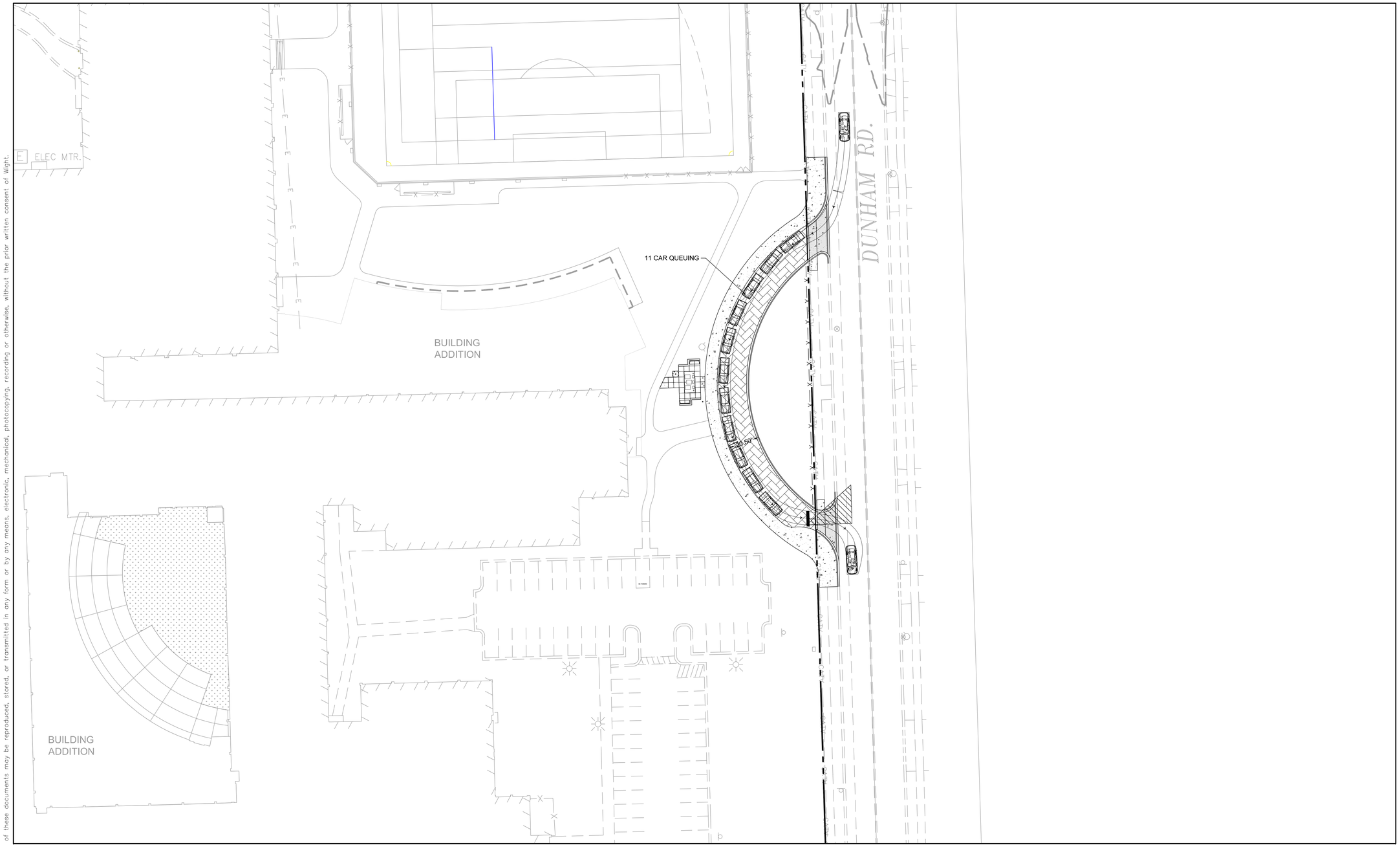
LIMITS OF WORK DUNHAM DROP-OFF

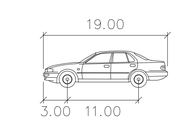
Project Number:
5274-42

Drawn By:
DE

Sheet:

LIMITS





	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

N

Wight

GRAPHIC SCALE

30 0 15 30 60

1 INCH = 30 FEET

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COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

DUNHAM DROP–OFF EXHIBIT – SOUTH

Project Number:
5274–02

Drawn By:
DE

Sheet:
DROPOFF

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Sam Schwartz
223 W. Jackson Blvd., Suite 1101
Chicago, IL 60606
(773) 305-0800
samschwartz.com

Sam Schwartz

Memorandum

To: Community District 99
From: Sam Schwartz Consulting, LLC
Date: May 11, 2020
Re: Proposed Access Review, Downers Grove South High School
Project No: 20-03-0020

Sam Schwartz Consulting (Sam Schwartz) was retained by Community District 99 to review a new on-site drop-up/pick-up location proposed on the east side of Downers Grove South High School (DGS) along Dunham Road. This new configuration is proposed as a first step to improve campus-wide circulation. Additional improvements are also being considered. An aerial view of the general study area can be seen on ***Figure 1*** and a conceptual site plan of the proposed semi-circular drive is attached (dated February 24, 2020).

The following memorandum summarizes existing conditions in the immediate area and documents Sam Schwartz's observations of school drop-off and pick-up activity. Recommended improvements are documented to mitigate impacts to pedestrian access and to improve the functionality of the local transportation system.

Existing Access & Street Network

The DGS campus is bounded by 63rd Street on the north, Dunham Road on the east, Norfolk Street on the south and Springside Avenue on the west. Nearby land uses are generally residential in nature. Ruth Powers Park is located south of the school at the southeast corner of Norfolk Street and Springside Avenue and Kingsley Elementary School is located on Norfolk Street just east of Powell Street. Existing access to the campus is provided via one access drive on Dunham Road and five access drives on Norfolk Street.

Dunham Road is a north-south, two-lane major collector roadway that runs along the eastern boundary of Downers Grove South High School. At its signalized intersection with 63rd Street, the north- and southbound approaches of Dunham Road each provide an exclusive left-turn lane and a shared through/right-turn lane. At its all-way stop-controlled intersection with Norfolk Street, the north- and southbound approaches of Dunham Road also each provide an exclusive left-turn lane and a shared through/right-turn lane. There is one access drive to Downers Grove South High School on Dunham Road approximately 85 feet north of its intersection with Norfolk Street. Signage is currently in place to prohibit inbound left turns to this access drive from Dunham Road. Between 63rd Street and Norfolk Street, on-street parallel parking is permitted on the west side of Dunham Road before 7:00 AM and after 1:00 PM. Parking is prohibited on the east side.

Traffic Volumes

Intersection turning movement and pedestrian counts were conducted by the Village of Downers Grove in May 2019 as part of a pedestrian safety study. Counts were performed on a school day over a 24-hour period at the intersections of Dunham Road with 63rd Street and Norfolk Street. Traffic volumes are shown in ***Figure 2*** that coincide with the morning (7:15-8:15 AM) and afternoon dismissal (3:00-4:00 PM) peak periods.

Sam Schwartz

Drop-off/pick-up Observations

In order to assess current traffic operations during the pick-up and drop-off periods at Downers Grove South, observations were conducted on January 15, 2020 from 7:15-8:15 AM and 3:00-4:00 PM. School begins at 8:00 AM and ends with a dismissal bell at 3:20 PM. Observations were focused along Dunham Road and did not include the western portion of campus.

In the morning, parents and buses both use the eastern Norfolk parking lot to drop off students in a one-way counterclockwise manner along the south frontage of the building. Almost all buses approach the school from the south, enter via the eastern Norfolk Street access drive, unload students at the building entrance in a moving queue, and depart the parking lot via the western Norfolk Street access drive. Bus activity occurs primarily 7:20-7:30 AM when a total of 37 buses were observed entering the parking lot. The maximum observed queue was ten buses which extended through the parking lot to Norfolk Street. A few parent vehicles are mixed with buses during this time, though the peak time for parent drop-off activity is later from 7:45-8:00 AM. Simultaneously, though, drop-off activity occurs along Dunham Road, mostly in the west curb lane where vehicles quickly drop off students, dwelling for less than one minute on average. At the time of observation, many of the spaces along the west side of Dunham Road were occupied by parked vehicles (which appeared to be related to the construction activity at the school) though parents used available curb lane to pull over.

During the afternoon, school buses began arriving around 3:00 PM in the eastern Norfolk parking lot which is used exclusively for bus staging at this time (prior to 3:00 PM the lot accommodates faculty and staff parking). Buses enter via the western driveway on Norfolk Street and face northbound waiting for student dismissal. By 3:30 PM, 23 buses were queued in this area. After loading students, they departed together just after 3:30 PM to the south via Dunham Road and Norfolk Street. Parent vehicles begin arriving closer to 3:20 PM after the dismissal bell and use the west side of Dunham Road to pick up (since the parking lot is reserved for buses at this time), as well as the main pick-up area west of the school which is congested and experiences long vehicle queuing. Vehicles retrieved students quickly along Dunham Road, with a maximum observed queue of five vehicles and an average dwell time of two minutes. Pick-up activity was mostly cleared by 3:35 PM. **Table 1** summarizes the total number of school-generated vehicles observed in the study area during the peak hour.

Table 1: Number of Vehicles during Peak Hour of Activity

	Morning Drop-Off (7:15-8:15 AM)			Afternoon Pick-Up (3:00-4:00 PM)		
	Buses	Auto		Buses	Auto	
		Dunham	Parking Lot		Dunham	Parking Lot
No. of vehicles	37	87	228	24	28	0

Source: Sam Schwartz observation, January 15, 2020

Sam Schwartz

Proposed Plan

Construction of a new one-way semi-circular drive is proposed on the west side of Dunham Road to provide additional off-street drop-off/pick-up area. Traffic would circulate in a one-way counterclockwise manner. It would intersect Dunham Road at two locations and be approximately 21 feet wide providing a curb lane and a single one-way travel lane. Minor-leg stop control is assumed for outbound site traffic exiting onto Dunham Road.

After completion of the proposed drive, school circulation is expected to operate similarly to current conditions. Buses will continue to use the eastern Norfolk lot. Parent drop-off will continue to occur within the eastern Norfolk lot in the morning, and drop-off and pick-up will continue in the curb lane on the west side of Dunham Road, both north and south of the new semi-circular drive. The new semi-circular drive will supplement both of those locations, as well as the main pick-up area to the west of the school, with an additional 200 feet of on-site queue storage accommodating ten vehicles.

Traffic from the south on Dunham Road during the afternoon period will benefit the most as the new drive will provide a convenient alternate to using Norfolk Street and the west pick-up area. It should be noted that northbound left turns are currently prohibited from Dunham Road to the existing parking lot access drive due to its proximity to the Norfolk Street intersection and the southbound queues along Dunham Road that block the driveway. Those queues do not extend to the proposed inbound access drive, and, as such, all inbound movements should be allowed to afford traffic maximum site access flexibility.

Recommendations

Based on the existing conditions and observations detailed in this memorandum, it is anticipated that the proposed semi-circular drive will operate well. The following recommendations are offered to ensure efficient traffic and pedestrian circulation:

- Construct a new one-way parent drop-off/pick-up drive intersecting the west side of Dunham Road in two locations providing an 8-foot curbside staging lane and a maximum 13-foot travel/bypass lane to maintain slow speeds.

- It is preferred that the new access drives be designed with a continuous sidewalk along Dunham Road crossing the intersecting travel lane, giving the pedestrian priority. In addition, the throat width that crosses the sidewalk at the intersecting outbound driveway should be limited to 14 feet to minimize the crossing distance for pedestrians.

- Drop-off and pick-up activity will likely continue to be accommodated within the west curb lane of Dunham Road. Parking restrictions should be considered along the west side of Dunham Road within 20 feet of the radius return to allow for adequate sight distance.

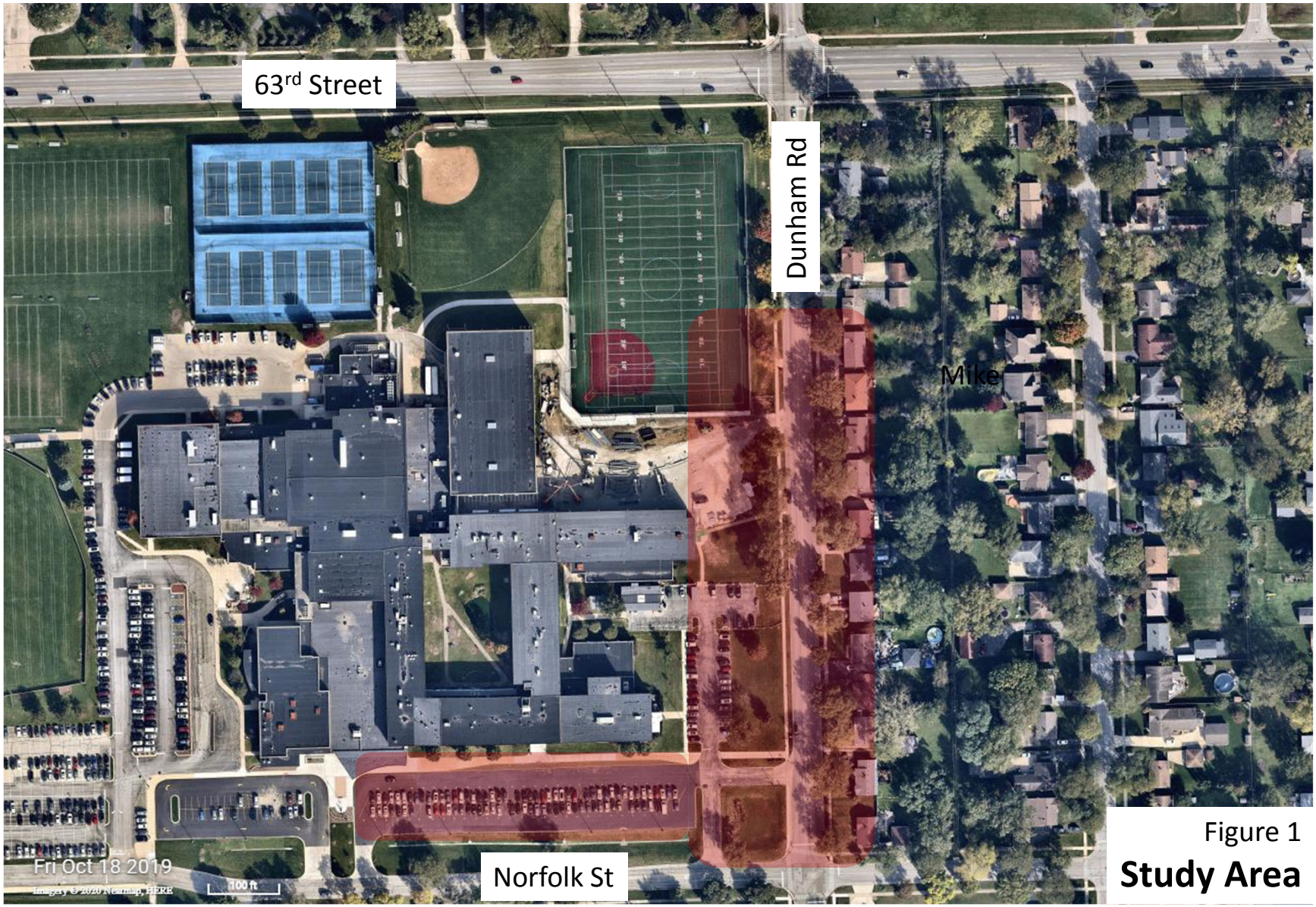
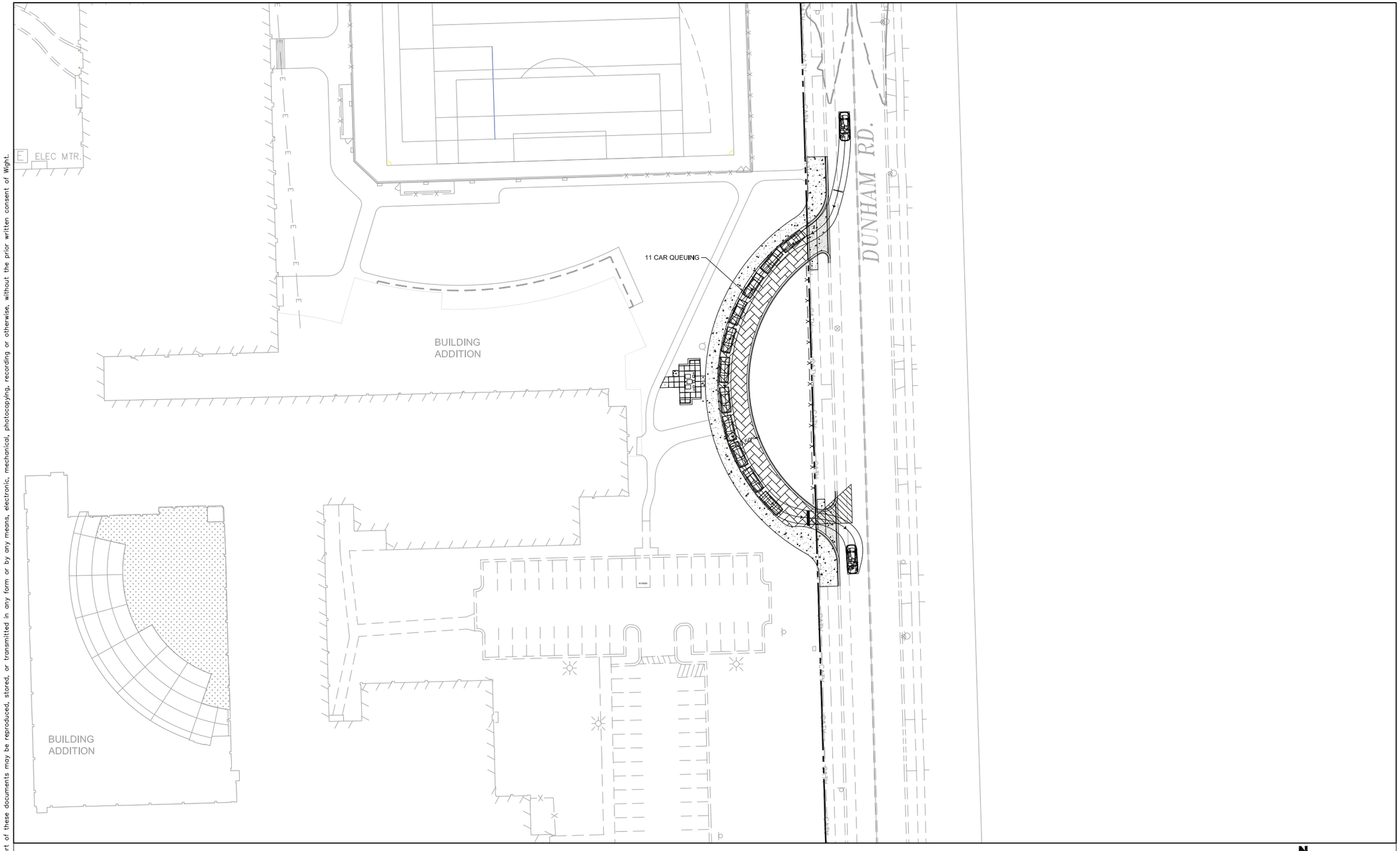
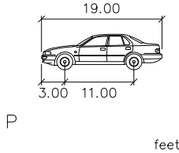


Figure 1
Study Area





P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

N

GRAPHIC SCALE

30 0 15 30 60

1 INCH = 30 FEET

DISTRICT 99

COMMUNITY HIGH SCHOOL DISTRICT 99

Wight

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
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REV	DESCRIPTION	DATE
	ISSUED FOR BID GROUP 10	05.11.2020
	ISSUED FOR PLAN COMMISSION	02.24.2020

COMMUNITY SCHOOL DISTRICT 99 – MFP IMPLEMENTATION SOUTH HIGH SCHOOL

1436 NORFOLK STREET
DOWNERS GROVE, IL 60516

DUNHAM DROP-OFF EXHIBIT – SOUTH

Project Number:
5274-02

Drawn By:
DE

Sheet:
DROPOFF

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DRAFT May 18, 2020

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MINUTES
May 18, 2020

20-PLC-0005: A petition seeking approval of an amendment to Institutional Master Plan for the Downers Grove South High School campus. The subject property is zoned INP-2 Campus-scale Institutional. The Downers Grove South High School campus is located at the southwest corner of Dunham Road and 63rd Street, commonly known as 1436 Norfolk Street, Downers Grove, IL (PINs 09-19-101-002 and 09-19-200-003). District 99, Petitioner and Owner.

Petitioner's Presentation:
Amy Tiberi, Wight and Company, speaking on behalf of Community High School District 99. Ms.Tiberi showed an aerial of the overall site from about a year ago. She noted that in 2015 the district petitioned for a rezoning to INP-2 and in 2019 they petitioned for several amendments to aid in the modernization plan. Ms. Tiberi showed a map indicating the INP-2 transitional areas zoning requirements. She directed attention to the focus area of this petition along 63rd Street and Dunham Road. In the next map, she highlighted Norfolk as the main entrance and noted the improvements that have been completed up to this date. Ms. Tiberi shared that in 2019 the Village partnered with the school district to conceive a pedestrian safety study that was informed by a traffic study conducted by Sam Schwartz. The district has used the study to review pick-up and drop-off along Norfolk Street.

Ms. Tiberi stated that in order to align with the traffic study and account for the recommendation in the pedestrian safety study the district is proposing a new off-street drop-off lane along Dunham Road. She explained that the design is a one-way counter clockwise semicircle drop-off drive. This will help alleviate congestion on Norfolk Street and Dunham Road for drop-off and pick-up during school hours. The proposed lane would allow for a maximum of eleven cars and it would be a right turn only heading south on Dunham Road. Ms. Tiberi concluded her presentation after sharing that the expected construction schedule was set for June of 2020 with the goal to have the lane opened by the fall of 2020.

Mr. Boyle noted that the presentation was a great response to some of the community's concerns. He asked if this proposal was part of the process where public input was provided. Ms. Tiberi confirmed that the proposal was a combination of input from board members, district administration, the superintendent, the Board of Education, and Sam Schwartz.

Mr. Boyle asked if there was any concern that residents heading north on Dunham Road would try to do a U-turn before they get to the light at 63rd Street. Or was there an expectation that people heading northbound on Dunham Road would turn into the southern parking lot. Ms. Tiberi explained that the design allowed for anyone heading northbound on Dunham Road to turn left into the circle drive but drivers can only turn right outbound.

Mr. Dmytryszyn asked if there were any traffic concerns along 63rd Street for the left turn lane being clogged up. Ms. Tiberi deferred to Kelly Conolly from Sam Schwartz. Ms. Conolly explained that the traffic study looked at traffic flow and capacity specifically at 63rd Street and Dunham Road. The study revealed that most of the traffic on Dunham Road was oriented to and from the south. This was one of the reasons, the left turn in was allowed into the circle drive because a lot of those parents are from the south. Ms. Conolly further noted that the predominant movement would be heading north on Dunham Road, turning left into the circle drive, turning right back on the Dunham Road, and finally heading south on Dunham Road.

Mr. Dmytryszyn asked if the proposal included a study that analyzed a change in traffic patterns. Specifically, where people currently on 63rd Street turn left onto Dunham Road would they now be heading north on Dunham Road to turn left onto the new circle drive. Ms. Conolly stated that because the proposal allowed inbound from both directions on Dunham Road they believe traffic circulation patterns would not change significantly.

Mr. Dmytryszyn asked for an explanation of the traffic counts in the study. Ms. Conolly explained that they study did not include any reassignment of traffic. Instead, the study accounted for observed traffic before and after school. This information revealed that the vast majority of the traffic was coming from the south on Dunham Road.

Mr. Boyle asked about traffic patterns. If people used the circle drive and turned right onto Dunham Rd., heading south, would they start heading east on Norfolk Street towards the elementary school. He noted that this is part of the community concern due to the lack of stop lights around the elementary school. He asked if there was an expectation that people would continue to head southbound on Dunham Road. Ms. Conolly explained that the proposal would not likely affect traffic circulation patterns heading east on Norfolk Street. In, fact it might help alleviate congestion on Norfolk Street keeping more people on Dunham Road. Thus, reducing continuation east along Norfolk Street. The goal of this proposal was to allow for additional storage, separate from what is currently being provided on Norfolk Street to promote relief from Norfolk Street.

Mr. Dmytryszyn again noted that in the mornings there are a lot of people heading towards I-355 and he worried about the backed up traffic on 63rd Street.

Mr. Maurer expressed concerned over queuing issues northbound on Dunham Road. If this occurred he noted that perhaps people coming from the south would move north towards Springside Road, onto 63rd Street, and then turn right onto Dunham Road. There should not be a scenario where Dunham Road is being blocked up with people waiting to get into this circle drive. Ms. Conolly explained the recommendation for the inbound lane to be able to receive both right and left turns should alleviate this. She noted that currently left turn lanes are prohibited into the parking lot further south of the circle drive that is being proposed. Ms. Conolly also shared that planning staff commented previously that if there was back up traffic northbound on Dunham Road that the new drive would be

restricted to right in only. Mr. Maurer appreciated the option to make this adjustment in the future.

Ms. Rollins referenced the traffic study and noted that she expected the numbers to be larger. Ms. Conolly provided more background on the traffic study. The study did not include all of the congestion that happened on the west side of the high school campus. During the morning there was not a lot happening on the west side of campus including in the existing drop-off area. In the evening there was less happening on Dunham Road and more happening on the west side of campus. During the morning more is happening along Dunham Road. The numbers in the report are focused on what is happening on the east side of campus. So the numbers might be misleading in terms of the overall load of the school.

Ms. Rollins noted that she was surprised with staff that in the recommendations we would wait until there were accidents to make adjustments. She noted that she found this counterintuitive. Ch. Rickard stated that staff would respond to that comment during the staff report.

Ch. Rickard welcomed any additional questions from the Plan Commissioners before the petition moved to the public input portion of the meeting. Hearing none, he shifted to the public input portion of the meeting.

Public Comment:

Mr. Zawila stated that there were no comments received via email nor were any members of the public available on the call.

Mr. Maurer asked if notice was sent to residents for the requirements to attend the meeting. Ch. Rickard confirmed that notices with directions were sent to residents.

Mr. Zawila added that no comments were received via email. He mentioned that as noted in the staff report one resident did call to ask about the petition, but did not want to participate in the public meeting.

Ch. Rickard then asked staff to make a presentation.

Staff Presentation:

Gabby Baldassari, Development Planner, said she was presenting 20-PLC-0005 an institutional plan amendment for Downers Grove South High School located at 1436 Norfolk. Ms. Baldassari noted that the site was bordered by Springside Avenue on the west, 63rd Street on the north, Dunham Road on the east, and Norfolk Street on the south. She then provided a photo of both the public hearing notice sign and the existing conditions. The current parking lot access is via a single curb cut along Dunham and five curb cuts along Norfolk Street. She explained that the campus was completing these

improvements as part of the 2019 Master Plan Amendments. With the 2019 approvals the curb cuts along Norfolk Street had been reduced from a total a six to five.

Ms. Baldassari highlighted an area in red noting that the proposed improvement for this petition was limited to this area. She explained that the proposed off-street drop-off area would consist of a one-way semi-circle route that would provide an additional point for student drop-off and pick-up. The drive aisle would create two curb cuts on Dunham Road. Both north and southbound traffic would enter at the northern curb cut and exit at the south curb cut. The inbound curb cut would be twenty-one feet wide and the outbound curb cut will be limited to fourteen feet. Ms. Baldassari explained that the area from the lot line to the street setback of 30 feet does not allow for parking. She noted that this would not affect the drop off area, but instead the parking during the peak drop-off times. As such, the petitioner would be required to put up no parking signs in these area. The other condition staff is implementing is related to queuing issues, which is addresses the second condition of approval on page four of the staff report. Finally, Ms. Baldassari listed the criteria for an institutional plan amendment. She noted that staff believed that the criteria had been met and if the Plan Commission agreed a draft motion was provided on page four of the staff report.

Mr. Zawila addressed one of the previous questions from Ms. Rollins noting that condition number two was placed in the report after agreeing with the findings of the petitioner's consultant. He explained that this petition was to amend an institutional master plan and if there was ever an issue this option should be documented.

Ms. Rollins asked if staff anticipated accidents or is staff satisfied that the traffic will flow safely. Mr. Zawila stated that staff was satisfied with the findings provided in the traffic study.

Mr. Maurer added that he had not considered possible accidents. Instead his concern was limited to queuing issues on Dunham Road. Now he saw that there was a suggestion of possible collisions. Ms. Rollins referenced the recommendation in the staff report specifically condition number two.

Mr. Boyle reiterated his concern over the additional traffic added to southbound Dunham Road and new traffic heading east on Norfolk Street. He further explained that there is no stop sign at that intersection. Mr. Boyle then asked what considerations are made for the nearby elementary school. Mr. Zawila explained that study is limited to the high school area. The best staff can offer is that this is always an ongoing discussion looking at traffic control.

Mr. Boyle notes that special attention should be placed on this. He then asked who at the Village would likely provide oversight. Mr. Zawila explained that it was a combination of Community Development efforts and Public Works.

Mr. Dmytryszyn agreed with the proposal. However, he again expressed concern over queuing issues on 63rd Street. Mr. Zawila explained that the drop-off lane is just one of

the improvements that is proposed for pedestrian safety. He then requested that the applicant talk more about additional improvements being made at the site.

Ms. Conolly gave some background on the previous pedestrian study that revealed a number of pedestrian improvement options. This proposal was on the list of improvements. They have specifically looked at internal circulation on the west side of campus. Discussions have occurred with DuPage County regarding additional access off of 63rd Street. Additionally, they have looked at improvements to the existing parking lot onto Norfolk Street. Lastly, they have reviewed Norfolk Street further to the east and have been in touch with Kingsley Elementary School as part of their community outreach process. Ms. Tiberi added that the district continues to monitor pedestrian improvements and as more funding becomes available the district will consider additional options for improvements.

Ms. Johnson asked about pedestrian traffic on Dunham Road and if this had been interfaced with vehicle traffic. Ms. Conolly stated that they observed that currently there was curbside pick-up and drop-off along Dunham Road both in the morning and in the evening. Their approach included the interface between the traffic lanes and sidewalk. For example the sidewalk would continue as a continuous sidewalk prioritizing the pedestrian. Additionally the outbound lane was narrowed to minimize the exposure of the pedestrian by limiting the crossing distance.

Mr. Maurer suggested that no parking signs should be placed all along the circular drive. Ms. Baldassari explained that the red hashed area does not allow for cars to park due to the adjacent residential street setback. However, the petitioner wanted to offer an option for vehicles to sit in that area. She then asked the petitioner to speak to the purpose of this request. Ms. Tiberi explained that the intent was that the school would not allow for parking during pick-up and drop-off times. After school hours, if there were an event on campus the school would allow for parking in the non-hatched area.

Mr. Maurer appreciated an overview of all of the current improvements. He assumed that all of the work was reviewed as an aggregate. Mr. Zawila concurred that each improvement is being tracked with separate building permits and the overall master plan is always referenced.

Mr. Maurer thanked Ms. Rollins for directing his attention to the draft motion. He asked if the left turn in sign would be the responsibility of the Village or is the condition assuming that the school district will take responsibility. Mr. Zawila explained that it is a combination of traffic controls in the right-of-way, but changes would also need to occur on the private side.

Mr. Maurer asked why the inbound lane was not minimized for pedestrian safety considering this lane would receive traffic from both directions. Ms. Conolly explained that part of the decision was to maximize the number of cars that they could queue. Also, they considered that the inbound lane would function as a single lane because the left turn in would be waiting for the right turn in to complete the turn. It was most important to

have the outbound narrowed, but if the Village would like the north inbound narrowed the design could be revised.

Mr. Maurer appreciated the response but still expressed concern that at the inbound lane considering kids have to watch for traffic from two different directions.

Ms. Rollins noted that she agreed with the proposal especially with the current Covid-19 environment she anticipated more parents looking to do drop-off.

Ch. Rickard did not have any questions for staff. He then asked if there was anyone that had any further questions for staff. Hearing none, he gave the petitioner the opportunity to make any closing remarks or comments.

Ms. Tiberi thanked everyone for their time.

Ch. Rickard closed the opportunity for public comment considering there was no public in attendance, the previous questions were submitted, and there were no additional email comments received. He then opened the meeting for deliberation.

Mr. Boyle, agreed with the comments and believed the proposal would be an improvement. He recommended changing the words in condition number two to "…if any issues develop." He explained that he did not agree with something that states the Village would wait until a crash occurred.

Mr. Dmytryszyn agreed with the concept as an efficient way to add parking. However the traffic study did not convince him and he still worries about traffic on 63rd Street.

Ms. Johnson agreed with eliminating the word "crash" from the condition. Additionally, she noted she still had concerns with the left in turn and believed this would back up traffic on Dunham.

Ms. Majauskas supported the petition and she noted that this was a wait and see issue.

Mr. Maurer agreed with amending the second condition.

Mr. Patel supported the petition and agreed with the modification to condition number two.

Ms. Rollins supported the petition and agreed with the modification to condition number two.

Mr. Toth agreed with amending the second condition.

Ch. Rickard agreed with the adjustment to the second condition.

<u>Plan Commission Recommendation:</u>

Mr. Boyle made a motion stating 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 an Institutional Master Plan Amendment for the Downers Grove South Campus 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 20-PLC-0005, subject to the following conditions:

1. The Institutional Master Plan shall substantially conform to the drawings prepared by Wight & Company dated February 21, 2020 and revised on March 26, 2020, April 23, 2020, and May 11, 2020, and attached to this staff report except as such plans may be modified to conform to Village Codes, Ordinances and Stormwater and Flood Plain Ordinance.

2. If queuing or any other issues develop related to the left-in entrance into the off-street drop-off lane, the Village may reassess the left-in entrance and require additional traffic safety measures to be implemented by School District 99, which may include eliminating the left-in option.

3. The petitioner shall install 'no parking' signs adjacent to the off-street drop-off lane in the transitional area of the Master Plan.

Motion seconded by Dmytryszyn
AYES: Boyle, Dmytryszyn, Johnson, Majauskas, Maurer, Patel, Rollins, Toth, Ch. Rickard
NAYS: none

The Motion passed