VILLAGE OF DOWNERS GROVE
Report for the Village
10/13/2020

SUBJECT:	SUBMITTED BY:
5117 Fairview Avenue – Planned Unit Development and Rezoning	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting approval of a Planned Unit Development with deviations, and a rezoning from B-2, General Retail Business to B-2/PUD, General Retail Business/Planned Unit Development to permit the construction of an 18-unit multi-family residential building.

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the October 6, 2020 Village Council meeting. Based on Council discussion and direction at the October 6, 2020 meeting, the petitioner has agreed to the following conditions of approval:

- Move the building one foot (1') to the east to provide an 8.33 foot setback from the west property line. This will be accomplished by reducing the eastern parking lot width from 61 feet to 60 feet.
- Amend the landscape plan to provide at least 75% native plant vegetation and ensure landscaping at the southwest and northwest corner of the site has limited height to assist with visual clearances and obstructions.
- Provide 1,100 cubic feet of stormwater storage. The current site does not have any stormwater infrastructure within its boundaries. The proposal includes on site stormwater infrastructure that will capture water that falls onto the building and parking lot and drain this water via inlets and pipes to the adjacent Village stormwater infrastructure. The storage will be provided via open bottom infiltration zones underneath three inlet structures within the parking lot. The remaining storage is provided in the proposed storm water pipes. Because the site was previously a gas station, there is an engineered barrier underneath the majority of the parking lot which limits the ability of the applicant to provide infiltration or detention vaults within the site.

Staff recommends approval on the October 13, 2020 Active Agenda.

BACKGROUND

Property Information & Zoning Request

The property is zoned B-2 (General Retail Business) and is located at the northeast corner of 2nd Street and Fairview Avenue. The property is immediately west of the Fairview Metra Station Parking Lot (Lot I). The petitioner is proposing to demolish the existing site and build a three story, 18-unit residential building. Each unit will consist of 2 bedrooms and is described as "condo ready" by the petitioner. The petitioner has not determined if the project will be rental or a condo, but desires the flexibility for both options. Either type is considered multi-family and is permitted in the B-2 Zoning District.

The petitioner is requesting a Planned Unit Development with deviations and an associated zoning map amendment from the Zoning Ordinance.

Compliance with the Comprehensive Plan

The Comprehensive Plan identifies the subject site as Fairview Catalyst Site E5 under the Key Focus Areas. Catalyst sites are specifically identified as prime properties or redevelopment that will further the vision created in the Comprehensive Plan. The recommendations provided for this catalyst site suggest redevelopment that should be neighborhood-scale development aimed at commuters and nearby residents. This may include mixed-use development, convenience retail services, and professional services. The petitioner considered a mixed-use development, but identified several reasons why past efforts were unsuccessful for a mixed use development on the subject property:

- Lack of space to provide parking for the retail use
- No alignment with the Comprehensive Plan
    - Retail in the form of a drive-through
    - Parking in front of a new retail building

The specific goals for the E5 site in the Comprehensive Plan assumed redevelopment that would include the parcel directly to the north of the subject site. Additionally, the Plan envisioned a master planned development that would utilize the Metra Parking lot and the Pepperidge Farm site for a large-scale redevelopment. All these properties are currently not available for redevelopment.

The Comprehensive Plan notes that the general emphasis of the Fairview Focus Area will be on improving the form, function and appearance of this area consistent with the principles of transit-oriented development to be more representative of the character and image of Downers Grove. The proposed development achieves these goals through:

- Updating and enhancing the built form of the area
- Orienting the building towards the street with parking areas in the rear of building
- Providing a transit-oriented development that is appropriate in height
- Creating increased density within a ¼ mile of the station
- Buffering nearby residential areas through the use of landscaping and screening
- Providing parking lot screening and landscape islands with trees

The proposed development also meets other goals of the Comprehensive Plan that include the following:

- Redevelopment of a non-pedestrian oriented business in the Fairview Corridor
- Providing high quality architecture
- Improving pedestrian affordances including landscaping on private property, closing gaps in the

sidewalk network
- Reducing curb cuts along commercial corridors
- Providing for motorcycle parking
- Providing a parking area that emphasizes appropriate screening

Lastly, the Comprehensive Plan's Residential Policy Recommendations section identifies that future multi-family development should be located near significant activity centers. The proposed apartment development is located in the Fairview corridor which is immediately adjacent to the Fairview Avenue Metra Station. The proposed development will bring additional residential units to the Fairview Corridor and Downers Grove in general. The Residential Area Plan also calls for a diversity of housing types, sizes and prices to cater to the growing demographics such as young households and empty nesters.

Compliance with the Zoning Ordinance

The property is zoned B-2, General Retail Business. The bulk regulations of the proposed development in the B-2 zoning district are summarized in the Plan Commission Staff Report. The proposed residential development is compliant with a majority of the bulk regulations in the B2 zoning district; however, the petitioner is applying for a Planned Unit Development in order to deviate from the Zoning Ordinance regulations as specified in Table 1.

The petitioner states in their narrative that they used the Downtown Business (DB) District bulk regulations for guidance because the development would not be possible within the strict adherence to the B-2 Zoning District while trying to achieve the goals of the Comprehensive Plan. The goals for the Fairview Focus Area in the Comprehensive Plan relating to locating parking in the rear, providing a pedestrian oriented experience and promoting multi-family uses are similar to the goals of the DB Zoning District. The DB Zoning District allows for transit-oriented development with an emphasis on building closer the street, and development of the area with greater residential density.

Table 1 – Requested Deviations

Improvement	Relief Request	Petitioner's Rationale
Street Yard Setback (Fairview)	Requirement: 25 feet Proposed: 7.3 feet	Locating parking in the rear and providing infill development as recommended by the Comprehensive Plan combined with the size of the lot impedes the development of the site to meet setback requirements. No street setback would be required in the DB zone, and this would comply with the build-to-zone requirement.
Street Yard Setback (2nd)	Requirement: 25 feet Proposed: 7.8 feet	Locating parking in the rear and providing infill development as recommended by the Comprehensive Plan combined with the size of the lot impedes the development of the site to meet setback requirements. No street setback would be required in the DB zone, and this would comply with the build-to-zone requirement.
Rear Yard Setback	Requirement: 30 feet Proposed: 2.5 feet	Locating parking in the rear and providing infill development as recommended by the Comprehensive Plan combined with the size of the lot impedes the development of the site to meet setback requirements. No rear setback would be required in the DB zone.
Floor Area Ratio	Requirement: 0.75 Proposed: 0.90	To achieve the density necessary to make this project viable, and to provide each unit with appropriate space and amenities, the request to exceed the floor area ratio limitation has been included. No Floor Area Ratio would apply in the DB zone.

Patio Setback (Both Street Yards)	Requirement: 5 feet Proposed: 4 feet	The patio is provided to offer residents additional home comforts, and the relief from the setback is necessary since the building itself is proposed to encroach into each street setback. An aluminum fence has been added around the patios to increase safety and security.

Design Features

Due to the site's proximity to the Metra Station and high volumes of pedestrian traffic on both Fairview Avenue and 2nd Street, the Village worked with the petitioner to ensure the building utilizes four-sided architectural design that makes the building attractive on all facades. The following elements are included in the design of the building:

- Each facade shows a variation in colors that will add visual interest to the building.
- The exterior is constructed with brick veneer as well as fiber-cement siding.
- Each facade utilizes design features such as plane variations, window placement, height variations, and the inclusion of upper floor balconies.
- Various building materials and projections are utilized in a manner that visually articulates the building.
- Although the north and east façades do not face the street, similar façade treatments are provided on these facades.
- All building corners are complete with a tower feature to add to the overall design and interest of the building.

Parking

The parking lot is in the rear of the property. The development will include 41 parking spaces, 12 indoor and 29 exterior, two of which will be ADA compliant. Additionally, four motorcycle parking spaces will be provided. The Zoning Ordinance requires that 36 spaces be provided; five spaces will be provided for visitor parking. The site will be accessed via one curb cut on 2nd Street. Two existing access points along Fairview Avenue and one along 2nd Street will be removed, reducing the number of curb cuts on the site from four to one.

Compliance with the Subdivision Ordinance

The Subdivision Ordinance establishes the schedule of School and Park District donations to offset the impact of new residential units. The fees apply to new plats of subdivision and Planned Unit Developments. The proposed development will include 18 two-bedroom apartments. Based upon the number of units and the number of bedrooms, the total donation is $136,852.92. ($103,269.96 to the Park District, $24,165.36 to Elementary School District 58, and $9,417.60 to High School District 99). Payment of these donations must be made to the Village prior to the issuance of any permits.

Public Comment

Prior to the Plan Commission meeting, staff received four questions from residents clarifying the project plans. One additional comment was received after the Staff Report was published, suggesting that the site be used for additional parking. As required by the Zoning Ordinance, a neighborhood meeting was held for the Planned Unit Development petition. At the meeting, one resident voiced support for the project, and others who could not attend reached out separately to the petitioner. Generally, the project was supported, though the property owner to the north wondered if the building might block his signage. At the Plan Commission meeting, three members of the public voiced general support for the project, but had concerns for traffic in the area. A traffic study was completed which found very little impact originating from the site. Staff reviewed the traffic study and concurred with the report's findings.

ATTACHMENTS

Ordinance
Aerial Map
Staff Report with attachments dated September 14, 2020
Draft Minutes of the Plan Commission Hearing dated September 14, 2020

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Applicant (Name) **DATE:** October 13, 2020

RECOMMENDATION FROM: Plan Commission (Board or Department) **FILE REF:** 20-PLC-0017

NATURE OF ACTION:

X Ordinance

__ Resolution

__ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE REZONING CERTAIN PROPERTY LOCATED AT 5117 FAIRVIEW AVENUE", as presented.

SUMMARY OF ITEM:

Adoption of the attached ordinance shall rezone 5117 Fairview Avenue from B-2, General Retail Business District to B-2/PUD, General Retail Business/Planned Unit Development District.

RECORD OF ACTION TAKEN:

_____

_____

_____

ORDINANCE NO. _____

AN ORDINANCE REZONING CERTAIN PROPERTY
LOCATED AT 5117 FAIRVIEW AVENUE

WHEREAS, the real estate located at 5117 Fairview Avenue, located directly northeast of the intersection of Fairview Avenue and 2nd Street, hereinafter described has been classified as "B-2, General Retail Business" under the Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner or owners of said real estate have requested that such property be rezoned as hereinafter provided; 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 respecting said petition on September 14, 2020 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, making due allowance for existing conditions, the conservation of property values, the development of the property in conformance to the official Comprehensive Plan of the Village of Downers Grove, and the current uses of the property affected, the Council has determined that the proposed rezoning is for the public good.

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

SECTION 1. The Zoning Map of the Village, pursuant to Section 28.12.030 of the Downers Grove Municipal Code, is hereby further amended by rezoning to "B-2/PUD, General Retail Business/Planned Unit Development" the zoning classification of the following described real estate, to wit:

LOTS 3, 4 AND 5 AND THE SOUTH 50 FEET OF LOT 2 IN BLOCK 2 IN RESUBDIVISION OF BLOCKS 2 TO 16 INCLUSIVE, IN VICTOR FREDENHAGEN JR.'S SUBDIVISION AT EAST GROVE, BEING A SUBDIVISION IN THE WEST ½ OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED SEPTEMBER 8, 1886 AS DOCUMENT 36375, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 5117 Fairview Avenue, Downers Grove, IL 60515
PIN: 09-09-300-013

SECTION 2. The official zoning map shall be amended to reflect the change in zoning classification effected by Section 1 of this ordinance, subject to the following conditions:

1. Any changes to the conditions represented by the Petitioner as the basis for this petition, whether those changes occur prior to or after Village approval, shall be promptly reported to the Village. The Village reserves the right to re-open its review process upon receipt of such information; and

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

SECTION 3. That the rezoning meets the requirements of the Zoning Ordinance as follows:

1. The existing use and zoning of nearby property;
2. The extent to which the particular zoning restrictions affect property values;
3. The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare;
4. The suitability of the subject property for the zoned purposes;
5. The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity;
6. The value to the community of the proposed use; and
7. The comprehensive plan.

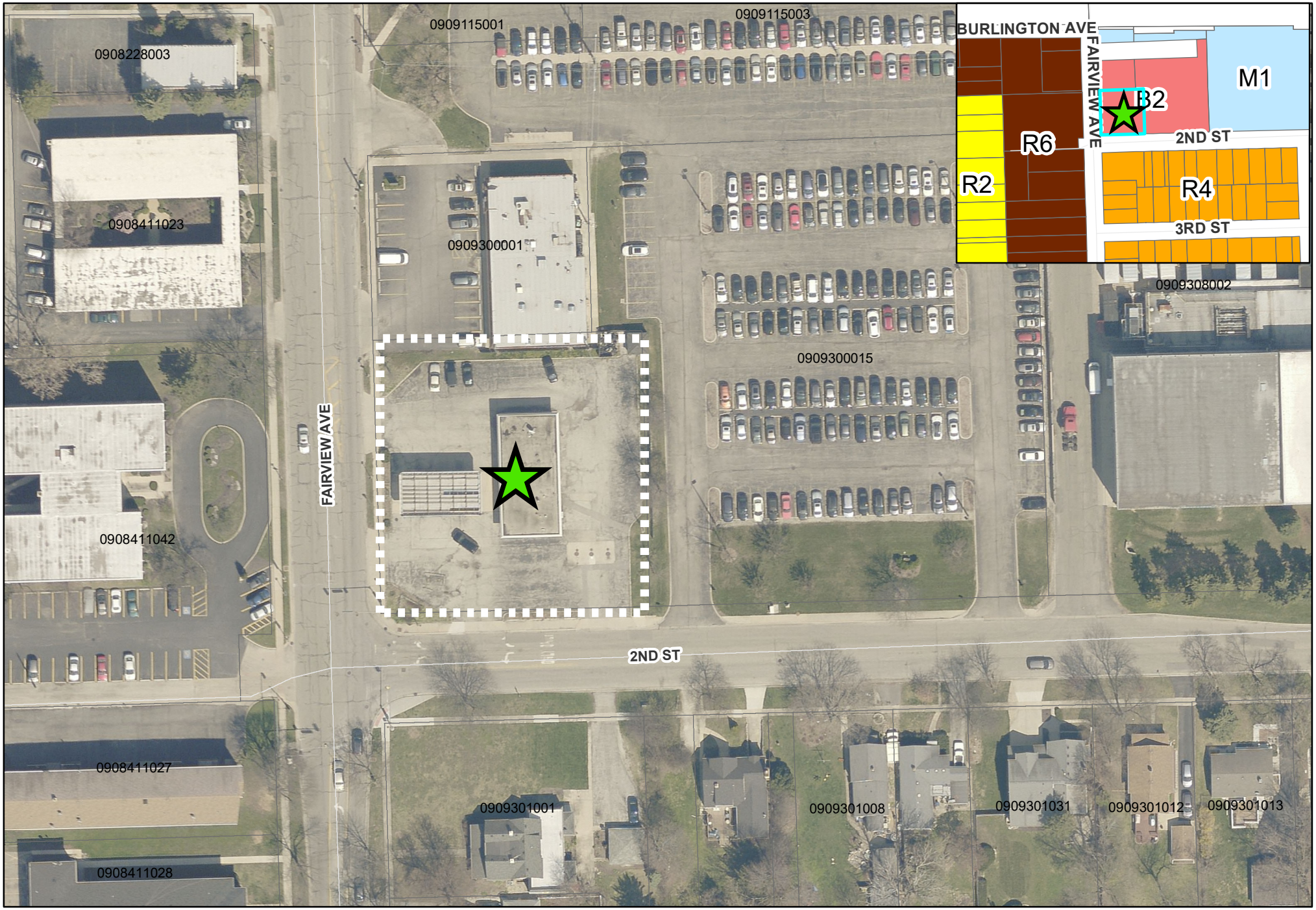
SECTION 4. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 5. 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\5117-Fairview-PUD-20-PLC-0017



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0 62.5 125 Feet

5117 Fairview Avenue - Location Map

Subject Property

Project Location

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
SEPTEMBER 14, 2020 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
20-PLC-0017 Fairview Station Flats	Planned Unit Development and Map Amendment	Gabriella Baldassari Development Planner

REQUEST
The petitioner is requesting approval for a Planned Unit Development with deviations to construct a new 18-unit multi-family residential building at 5117 Fairview Avenue, which is currently zoned B-2, General Retail Business.

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

GENERAL INFORMATION

OWNER: Fairview Station Flats, LLC
23 N Lincoln Street
Hinsdale IL, 60521

PETITIONER: Ross Builders, Inc.
23 N Lincoln Street
Hinsdale IL, 60521

PROPERTY INFORMATION

EXISTING ZONING: B-2, General Retail Business
EXISTING LAND USE: Gas Station (not operational)
PROPERTY SIZE: 0.61 acre, (26,709.05 square feet)
PIN: 09-09-300-013

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-2, General Retail Business	Neighborhood Commercial
SOUTH:	R-4, Residential Detached House 4	Multi-Family Residential
EAST:	B-2, General Retail Business	Institutional/Public
WEST:	R-6, Residential Apartment/ Condo 6	Multi-Family 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. Application/Petition for Public Hearing
3. Plat of Survey
4. Project Narrative
5. PUD and Map Amendment Criteria
6. Neighborhood Meeting Invitation and Summary
7. Proposed Engineering Plans
8. Proposed Landscaping Plans
9. Proposed Architectural Plans
10. Plat of Consolidation
11. Traffic Impact Study

PROJECT DESCRIPTION

The petitioner is proposing to construct a 9,520 square foot, three story, 18-unit multi-family residential building at the northeast corner of Fairview Avenue and 2nd Street, commonly known as 5117 Fairview Avenue. The lot is zoned B-2 (General Retail Business) and is located at the northeast corner of 2nd Street and Fairview Avenue. The property is immediately west of the Fairview Metra Station Parking Lot (Lot I). The petitioner is proposing a Planned Unit Development with requested deviations from the Zoning Ordinance. Multi-family residential is permitted by right in the B-2 Zoning District per Section 5.010 of the Zoning Ordinance.

Currently, the subject property is improved with a vacant building, fueling stations, and a fueling canopy. The site was previously a gas station but has been vacant since October 2013. The subject property contains four lots of record which will require an administrative lot consolidation prior to building permit issuance.

Proposed Development

The petitioner is proposing to demolish the existing site and build a three story, 18-unit residential building. Each unit will consist of 2 bedrooms and is described as "condo ready" by the petitioner. The petitioner has not determined if the project will be rental or a condo, but desires the flexibility for both options. Either type is permitted in the B-2 Zoning District. Balconies will be provided for each above ground floor unit. Ground floor units will have patios, with a black aluminum fence provided around the patios.

The building is proposed to be placed near the southwest corner of the lot, the corner directly abutting the Fairview Avenue and 2nd Street intersection and will be oriented towards the street with the parking lot in the rear. The development will include 41 parking spaces, 12 indoor and 29 exterior, two of which will be ADA compliant. Additionally, four motorcycle parking spaces will be provided. The Zoning Ordinance requires that 36 spaces be provided; five additional spaces will be provided for visitor parking. The site will be accessed via one curb cut on 2nd Street. Two existing access points along Fairview Avenue and one along 2nd Street will be removed, reducing the number of curb cuts on the site from four to one. The new parking lot will be fully landscaped along the perimeter, and extensive landscaping will be provided around the perimeter of the building. All landscape requirements have been addressed.

Building Design

Due to the site's proximity to the Metra Station and high volumes of pedestrian traffic on both Fairview Avenue and 2nd Street, the Village worked with the petitioner to ensure the building utilizes four-sided architectural design that makes the building attractive on all facades. The following elements are included in the design of the building:

- Each side shows a variation in colors that will add visual interest to the building.
- The exterior is constructed with brick veneer as well as fiber-cement siding.
- Each side utilizes design features such as plane variations, window placement, height variations,

and the inclusion of upper floor balconies.

- Various building materials and projections are utilized in a manner that visually articulates the building.
- Although the north and east façades do not face the street, similar façade treatments are provided on these facades
- All building corners are complete with a tower feature to add to the overall design and interest of the building.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan identifies the subject site as Fairview Catalyst Site E5 under the Key Focus Areas. Catalyst sites are specifically identified in the Comprehensive Plan as prime properties or redevelopment that will further the vision created in the Comprehensive Plan. The recommendations included in the Comprehensive Plan for the Fairview Focus Area, in general, provide for an opportunity to create a cohesive neighborhood with a distinct identity. Neighborhood commercial uses along Fairview Avenue are proposed to be surrounded by contemporary multi-family housing options (both standalone and as part of mixed use developments).

The recommendations provided for this catalyst site suggests redevelopment that should be neighborhood-scale development aimed at commuters and nearby residents. This may include mixed-use development, convenience retail and services, and professional services. The petitioner considered a mixed-use development, but identified several reasons why past efforts were unsuccessful for a mixed use development on the subject property; the physical issue of providing adequate parking for mixed-use being one hindrance. A second being the desire for long-term retail tenants in a commuter driven area had developers proposing a drive-through, which would not be appropriate for the Fairview Focus Area and the recommendations of the Comprehensive Plan. Lastly, many developers of retail desired a building setback from the street with parking in front due to lack of street and off-site parking, which was also not consistent with the Comprehensive Plan for this site.

It is also important to note that the specific goals for the E5 site in the Comprehensive Plan assumed redevelopment that would include the parcel directly to the north of the subject site. Additionally, the Plan envisioned a master planned development that would utilize the Metra Parking lot and the Pepperidge Farm site for a large-scale redevelopment. All these properties are currently not available for redevelopment.

The Comprehensive Plan notes that the general emphasis of the Fairview Focus Area will be on improving the form, function and appearance of this area consistent with the principles of transit-oriented development to be more representative of the character and image of Downers Grove. The proposed development achieves these goals through:

- Updates and enhances the built form of the area
- Orients the building towards the street with parking areas in the rear of building
- Provides a transit-oriented development that is appropriate in height
- Creates increased density within a ¼ mile of the station
- Buffers nearby residential areas through the use of landscaping and screening
- Provides parking lot screening and landscape islands with trees

The proposed development also meets other goals of the Comprehensive Plan that include the following:

- Redevelopment of a non-pedestrian oriented business in the Fairview Corridor
- Provides high quality architecture
- Improves pedestrian affordances including landscaping on private property, closing gaps in the

sidewalk network
- Reduces curb cuts along commercial corridors
- Provides for other modes of parking other than the automobile
- Provides a parking area that emphasizes appropriate screening

Lastly, the Comprehensive Plan's Residential Policy Recommendations section identifies that future multi-family development should be located near significant activity centers. The proposed apartment development is located in the Fairview corridor which is immediately adjacent to the Fairview Avenue Metra Station. The proposed development will bring additional residential units to the Fairview Corridor and Downers Grove in general. The Residential Area Plan also calls for a diversity of housing types, sizes and prices to cater to the growing demographics such as young households and empty nesters.

COMPLIANCE WITH ZONING ORDINANCE

The property is zoned B-2, General Retail Business. The bulk regulations of the proposed development in the B-2 zoning district are summarized in the following table, alongside the proposal specifics:

Table 1 - Zoning Requirements

5117 Fairview Avenue	Required	Proposed
Min. lot area per dwelling unit	1,000 s.f.	1,484 s.f.
North Setback (Interior Yard)	0 ft.	5 ft.
East Setback (Rear Yard)	30 ft.	**2.5 ft.***
South Setback (Street Yard)	25 ft.	**7.8 ft.***
West Setback (Street Yard)	25 ft.	**7.3 ft.***
Patio Setback	5 ft.	**4 ft.***
Floor Area Ratio	0.75 (20,032 s.f.)	**0.90* (24,124 s.f.)**
Building Height	35 ft.	33.7 ft.
Off-Street Parking Spaces	36	41 (plus 4 motorcycle)
Off-Street Loading Zoning Spaces	0	0
Minimum Landscaped Open Space	10%	12.78%

*Indicates a deviation from the Zoning Ordinance requirement.

In order for the applicant to apply for a Planned Unit Development, the applicant's proposal must meet one or more objectives identified in Zoning Ordinance Section 4.030.A.2. These objectives work to balance the needs of the applicant and the additional public benefits gained from permitting the Planned Unit Development. The added density, relocation of parking to the rear, infill development and pedestrian oriented focus will result in several public benefits that meets the following identified Planned Unit Development Objectives:

- Implementation of and consistency with the Comprehensive Plan and other relevant plans and policies
- Flexibility and creativity in responding to changing social, economic, and market conditions allowing greater public benefits than cud be achieved using conventional zoning and development regulations.
- Compact, mixed-use development patterns where residential, commercial, civic and open spaces are located in close proximity to one another
- High quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character, and landscaping.

The proposed residential development is compliant with a majority of the bulk regulations in the B2 zoning district; however, the petitioner is applying for a Planned Unit Development in order to deviate from the following Zoning Ordinance regulations as specified in Table 2. It should be noted the petitioner states in their narrative that they used the Downtown Business (DB) District bulk regulations for guidance because the development would not be possible within the strict adherence to the B-2 Zoning District, while trying to achieve the goals of the Comprehensive Plan.

Table 2 – Requested Deviations

Improvement	Relief Request	Petitioner's Rationale
Street Yard Setback (Fairview)	Requirement: 25 feet Proposed: 7.3 feet	Locating parking in the rear and providing infill development as recommended by the Comprehensive Plan combined with the size of the lot impedes the development of the site to meet setback requirements. No street setback would be required in the DB zone, and this would comply with the build-to-zone requirement.
Street Yard Setback (2nd)	Requirement: 25 feet Proposed: 7.8 feet	Locating parking in the rear and providing infill development as recommended by the Comprehensive Plan combined with the size of the lot impedes the development of the site to meet setback requirements. No street setback would be required in the DB zone, and this would comply with the build-to-zone requirement.
Rear Yard Setback	Requirement: 30 feet Proposed: 2.5 feet	Locating parking in the rear and providing infill development as recommended by the Comprehensive Plan combined with the size of the lot impedes the development of the site to meet setback requirements. No rear setback would be required in the DB zone.
Floor Area Ratio	Requirement: 0.75 Proposed: 0.90	To achieve the density necessary to make this project viable, and to provide each unit with appropriate space and amenities, the request to exceed the floor area ratio limitation has been included. No Floor Area Ratio would apply in the DB zone.
Patio Setback (Both Street Yards)	Requirement: 5 feet Proposed: 4 feet	The patio is provided to offer residents additional home comforts, and the relief from the setback is necessary since the building itself is proposed to encroach into each street setback. An aluminum fence has been added around the patios to increase safety and security.

The goals for the Fairview Focus Area in the Comprehensive Plan relating to locating parking in the rear, providing a pedestrian oriented experience and promoting multi-family uses are similar to the goals of the DB Zoning District. The DB Zoning District allows for transit-oriented development with an emphasis on building closer the street, and development of the area with greater residential density.

COMPLIANCE WITH THE SUBDIVISION ORDINANCE

Currently, the subject property is made up of four lots of record. The petitioner will be required to complete an administrative lot consolidation to consolidate the parcels into a single lot. A 10-foot wide Public Utility and Drainage Easement will be dedicated along the east lot line, as well as a 5-foot wide Public Utility and Drainage Easement along the north lot line. Additional public utility easements will be provided along the southwest corner, further described in the next section

The Subdivision Ordinance establishes the schedule of School and Park District donations to offset the impact of new residential units. The fees apply to new plats of subdivision and Planned Unit Developments. The proposed development will include 18 two-bedroom apartments. Based upon the number of units and the number of bedrooms, the total donation is $136,852.92. ($103,269.96 to the Park District, $24,165.36 to Elementary School District 58, and $9,417.60 to High School District 99). Payment of these donations must be made to the Village prior to the issuance of any site development or building permits.

ENGINEERING/PUBLIC IMPROVEMENTS

Based on the existing impervious area on the site and the proposed impervious area, stormwater detention is not required for the proposed development, however volume Control Best Management Practices (VCBMPs) and Post Construction Best Management Practices (PCBMPs) are required. A mechanical water quality unit will be provided that will regulate stormwater drainage into the existing storm sewer along 2nd Street.

Water and sanitary sewer lines will be connected to mains within the 2nd Street right-of-way. A 5-foot wide public utility easement is proposed along the south lot line of the property to accommodate the existing storm sewer. An easement is proposed at the southwest corner of the property to accommodate the sidewalk and future relocation of the existing traffic light at the Fairview Avenue and 2nd Street intersection, covering about 150 square-feet. Lastly a cross access easement matching the location and width of the drive-aisle will be provided at the northeast corner of the development to ensure access opportunities with the property to the north.

Curb and gutter repairs are proposed along both Fairview Avenue and 2nd Street. The northern 108 feet of the right-of-way along Fairview Avenue is improved with a 5.5-foot wide sidewalk, and the remaining Fairview Avenue right-of-way and the 2nd Street right-of-way are improved with a 6-foot wide coach walk. These are to be replaced.

TRAFFIC

A traffic and parking impact study for the proposed development was submitted by the petitioner. Based on the use and proximity to the Metra, the study projected 11 peak hour weekday vehicle trips. Had the site continued to operate as a gas station with four fueling pumps, the study projected 56 trips, for an overall reduction of 45 weekday peak hour trips. The study projected less than a 1% increase in traffic on Fairview Avenue. The development can be considered a Transit-Oriented-Development and is projected to generate a limited volume of traffic; however, as noted above parking is proposed to exceed the required minimum.

The site currently has four curb cuts, two on 2nd Street and two on Fairview Avenue, which will be reduced to one curb cut on 2nd Street. 2nd Street has lower traffic volume than Fairview Avenue, which will result in more efficient roadway access. The decreased number of conflict points will improve pedestrian and vehicle safety. Outbound movements will be under stop sign control.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division has reviewed the proposed plans and will require the building include a fire alarm and sprinkler system that meet the Village's code requirements. A new fire hydrant is proposed on the south side of the property within 100 feet of the new fire department connection. The Fire Prevention Division has also determined that the proposed development provides sufficient access for emergency vehicles.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property lines. Public hearing notice signs were placed on the site, and the legal notice was published in Enterprise Newspapers, Inc. (The Bugle). Staff received four questions from residents clarifying the project plans.

As required by the Zoning Ordinance a neighborhood meeting must be held for a Planned Unit Development petition. The meeting was held at the architect's studio on Thursday, September 3, 2020. One resident voiced support for the project, and others who could not attend reached out separately to the petitioner. Generally, the project was supported, though the property owner to the north wondered if the building might block his signage. A summary of the meeting is attached.

STANDARDS OF APPROVAL

The petitioner is requesting approval for a Planned Unit Development and accompanying map amendment The petitioner has submitted a narrative that attempts to address 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.

The review and approval criterion for each request is listed below.

Section 12.030.I. Zoning Map Amendment Review and Approval Criteria

The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision-making bodies must consider at least the following factors:

1. *The existing use and zoning of nearby property.*
2. *The extent to which the particular zoning restrictions affect property values.*
3. *The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.*
4. *The suitability of the subject property for the zoned purposes.*
5. *The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.*
6. *The value to the community of the proposed use.*
7. *The comprehensive plan.*

Section 28.12.040.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:

1. *The zoning map amendment review and approval criteria of Sec. 12.030.I.*
2. *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.*
3. *Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.*
4. *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.*
5. *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 September 14, 2020 meeting. Should the Plan Commission find that the request meets the standards of approval for Planned Unit Developments and Map Amendments, staff has prepared a draft motion that the Plan Commission may make for the approval of 20-PLC-0017:

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 a Planned Unit Development and accompanying Map Amendment 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-0017, subject to the following conditions:

1. The Institutional Master Plan shall substantially conform to the staff report dated September 14, 2020, the plans prepared by RWG Engineering, LLC dated 7/31/20, and modified 8/54/20, and the plans prepared by Studio 21 Architects, dated 8/25/20, except as such plans may be modified to conform to Village Codes and Ordinances.
2. Prior to issuing any site development permits, the petitioner shall make park and school donations in the amount of $136,852.92. ($103,269.96 to the Park District, $24,165.36 to Elementary School District 58, and $9,417.60 to High School District 99).
3. The applicant shall administratively consolidate the four lots into one lot of record prior to issuing a building permit.
4. The following easements shall be provided: a 5-foot wide public utility and drainage easement along the north lot line, 10-foot wide public utility and drainage easement along the east lot line, 5-foot wide public utility easement along the south lot line, a 24-foot wide cross-access easement at the northeast corner bordering the property to the north, and a 150-square-foot traffic light and sidewalk easement at the southwest corner of the site.

Staff Report Approved By:

_____
Stanley J. Popovich, AICP
Director of Community Development

SP:gn
-att

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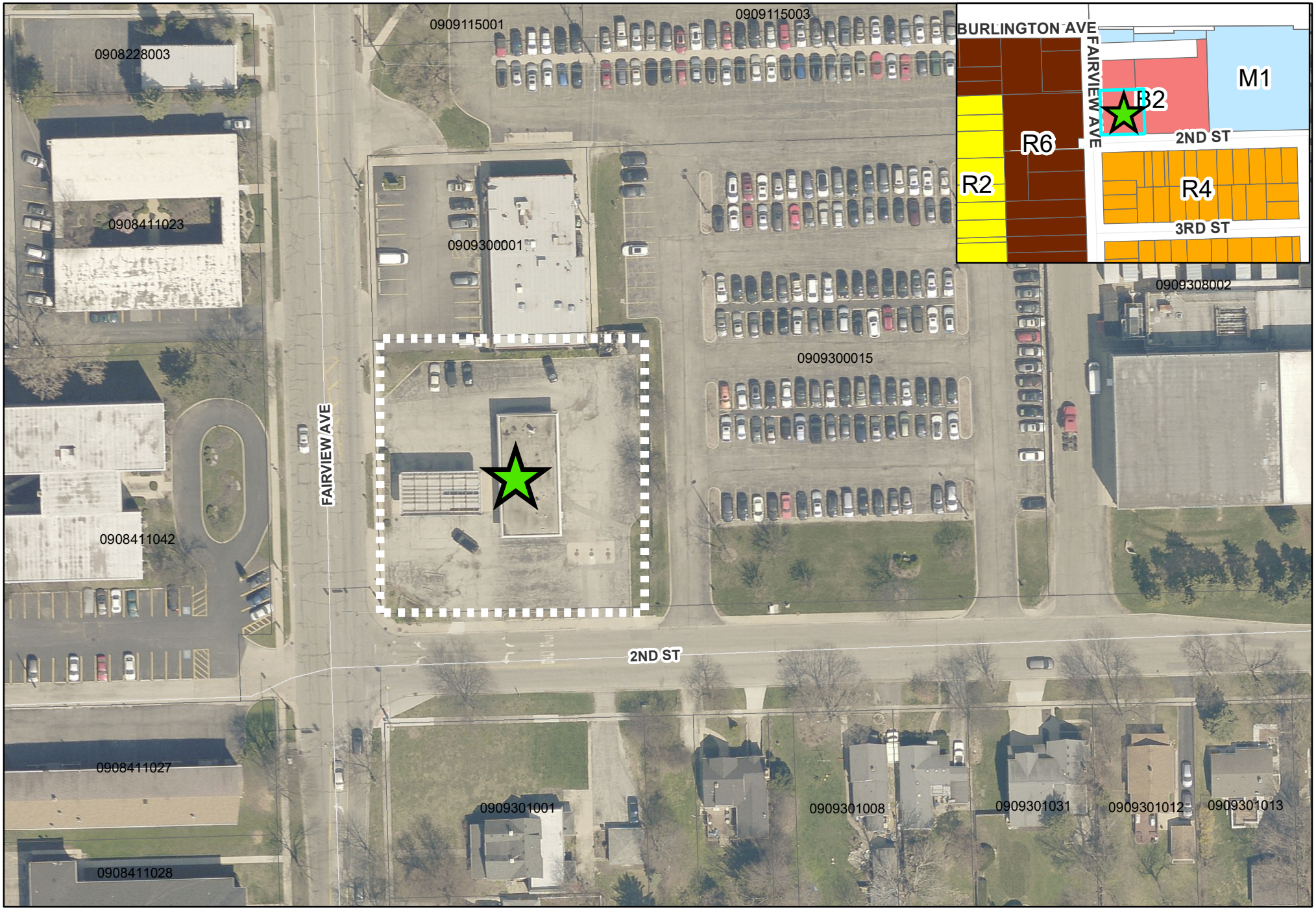


N

0 62.5 125 Feet

5117 Fairview Avenue - Location Map

Subject Property

Project Location

Narrative Description and Statement of Intent
PUD Petition – 5117 Fairview Ave.
Craig Ross, Petitioner

The Petitioner is seeking approval of a PUD to construct an 18-unit multi-family residential building in the General Business District (B2) zoned parcel of land located at the northeast corner of 2nd St and Fairview Avenue. The site is currently improved with an abandoned gas station that will be razed in conjunction with the construction and redevelopment of the proposed project. Several previous attempts by others were attempted to conform strictly to the B2 zoning and failed.

The General Business District contains bulk regulations to setbacks and F.A.R. that make development of the site in a manner consistent with the Comprehensive plan difficult, if not impossible, thereby prompting the request for a PUD. Previous development attempts at this site have been made investigating mixed-use developments that failed for various reasons. The physical issue of providing adequate parking for mixed-use being one hindrance. A second being the desire for long-term retail tenants in a commuter driven area had developers proposing a drive-thru that would not be approved by the Village at this site. Lastly, many developers of retail desired a building setback from the street with parking in front due to lack of street and off-site parking, which was not consistent with the Comprehensive Plan for this site.

Discussions with the planning staff at the Village of Downers Grove concludes that multi-family use is in keeping with the overall Comprehensive Development Plan along the Fairview business district. We have used the Comprehensive Plan as well as the DB District zoning as a basic guideline for the development of this site.

The subject property is a 26,709 sq. ft. parcel of land. The recorded dimensions of this property are 163.50 feet along Fairview and 162.00 feet along 2nd Street. The adjacent parcel to the north is B2 retail business, and B2 as well for the BNSF commuter parking lot to the east. The property across 2nd Street to the south are R4 single family dwellings and to the west across Fairview are R6 multi-family apartment buildings.

The subject property is relatively flat with a majority of the lot paved. The development of this site will not create any increase of storm water runoff. The intent is to create landscape areas along the Fairview and 2nd Street frontages. The building is set back from the property line along Fairview 7.33’ at its minimum and 7.82’ from the property line along 2nd Street, which is consistent with the Fairview Avenue Business District setback. Landscaping is also provided as a buffer to the parking lot. A landscape plan is included as part of this submittal.

Currently the site has 4 curb cuts accessing Fairview and 2nd Street. the new proposal will only have one curb-cut.for one driveway access into and out of the site on 2nd Street, as far as feasibly possible away from Fairview Ave.

The proposed building is to be constructed of Type III B fire rated wood construction. The walls and floors between units will be constructed utilizing sound absorption materials that drastically eliminate sound transfer between units. Sound control is to be achieved by using all or some of the methods shown in Exhibit 1. The exterior of the building is a mix of updated traditional and contemporary styles and materials that will include a combination of thin brick veneer and fiber-cement vertical and horizontal siding. The design of the building should fit in well with the transitional nature of the location, including a residential look and feel, and an updated design that can blend well with future nearby developments. Each unit has a recessed balcony with horizontal railings. The color selections are an updated palette of white, grays and black, that keeps with current residential trends while still fitting in with traditional tones.

The proposed height of buildings is 33.44 feet which will remain in compliance with the B2 District maximum of 35'. The roof is designed as a flat roof with a surrounding parapet to screen roof-top mechanical equipment.

The floor to area ratio of the proposed buildings is 0.90. The FAR for a B2 District is .75 and a DB District does not apply.

The building setback to Fairview Avenue is proposed at 7.33' and to 2nd Street at 7.82'. The B2 District requires 25' and the DB District is 0' – 10'. The Fairview Concentrated Business District allows for an 8' street frontage setback. Each of the four ground level units will have a patio that will extend to 4' from both the Fairview and 2nd Street property lines.

The interior yard setback to the north is 5.00' the B2 and DB both allow 0' setback.

The rear yard setback is 2.5' from the parking lot to the east. The B2 District requires 30' and the DB District is 0'.

The proposed Minimum Lot Area Per Dwelling Unit is 1,484 sq. ft. The B2 District requires a minimum of 1,000 sq. ft., the DB District 800 sq. ft.

Parking will be provided by a combination of garage and on-site parking to the east of the building. A total of 42 parking spaces are proposed, 36 spaces are dedicated to tenant use and 5 are for guest parking. Two handicap parking space are provided, located closest to the east building entrance. All parking spaces shall be assigned to specific units, the parking design allows two parking spaces per unit as outlined in the Downers Grove building code. There is also an area designated for 4 motorcycle parking spots, accounting for 1 additional parking space per the Downers Grove Zoning Ordinance.

(the table included at the end of this narrative summarizes the above findings)

Trash enclosure is contained within the building and will be accessed from the outside on the east side of the building.

The building will be constructed with a fire suppression system and a fire alarm system for all floors. The fire suppression system will be a typical wet pipe sprinkler system.

The building will include an electronic access system tied to each unit, with keyless entry fobs for residents. Building access and entry communication systems will be the same at all access points. Security cameras at critical points with a DVR recording system.

The dwelling units are designed to appeal to median and higher end tenants that either work in Downers Grove, the surrounding areas, or commute via the BNSF rail line to other work locations. The units will have a more contemporary design and an open floor plan including a combined kitchen and living area moved toward the front of the unit closer to large windows and the deck. The units will be comparable to condominium units as they will have upscale finishes; including stainless steel appliances, in unit washer and dryers, separate heating and cooling units, stone and tile bath and kitchen finishes, hardwood flooring. Additionally, some tenants will have the ability to rent one of twelve indoor parking spaces.

Conclusion and Statement of Intent:

The petitioner is requesting approval of a PUD for a multi-family residential building, which has been designed in a manner to the best of the petitioner's ability to be consistent with the requirements of the DB Zoning District standards as a basis of setbacks and FAR. Care and consideration has been given to the objectives for the development in the general area as they are expressed in the Village Comprehensive Plan. The Petitioner’s proposed project is in essential agreement with the Village's Comprehensive Plan in regards to the change in use from the current outdated and abandoned gas station to future multi-family units designed to appeal to both younger individuals and empty nesters with access to the BNSF Fairview Metra Station and future development of the Fairview corridor.

The proposed development is a long term investment both for the Petitioner and for the Village, every effort will be made to develop and construct the proposed building to a high standard and source occupants that will be good residents of Downers Grove. The Petitioner intends to retain ownership of the project and have direct involvement in the management, operations and maintenance of the project.

Zoning B-2 - Bulk Regulations	Required	Proposed	DB
Street Setback - (West) Fairview	25'	7.33'	0-10’
Street Setback - (South) 2nd	25'	7.82’	0-10’
Interior Setback - (North)	0'	5.00’	0’
Rear Setback - (East)	30'	2.50'	0’
Minimum Lot Area Per Dwelling Unit	1,000	1,484	800
Maximum FAR	0.75	0.89	N/A
Minimum Landscape Open Space	10%	12.78%	N/A
Maximum Building Height	35'	33.44’	70’/32’
Parking	36	29 + 4 motorcycle + 12 garage = 42	36
Parking ADA	2	2	2
Drive Aisle Width	24'	25'	24’
Parking Stall Dimensions	9' x 18'	9 'x 18'	9’ x 18’
Landscaping	Yes, see notes	See Landscape plan	
Pedestrian Circulation	Sidewalk Connections	See Landscape Plan, Site Plan	
Trash Enclosure	Side and rear yard	Inside	

Review and Approval Criteria

ZONING MAP AMENDMENTS

Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.030.I. Review and Approval Criteria (Zoning Map Amendments - Rezonings)
The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors.

(1) The existing uses and zoning of nearby property.

The property is surrounded by four types of uses, Commuter Parking B-2 to the east, General Business B-2 to the north, Multifamily R-6 to the west and Single Family R-4 to the south. The proposal for the property is consistent with these uses.

(2) The extent to which the particular zoning restrictions affect property values.

The proposed use for the property is permitted by right, only the bulk regulations such as F.A.R. and setbacks are restrictive, and do not allow for an economic model for developing this site. Using the DB District as a reference makes this lot suitable.

(3) The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.

A fair market value for the purchase of this property is based on the development of the property as proposed. The development eliminates a vacant, and now vandalized gas station that will have a positive impact on public health, safety & welfare.

(4) The suitability of the subject property for the zoned purposes.

The subject property is well suited for multifamily use. It's location adjacent to the Fairview Metra station is ideal for commuters looking to find an alternative to the city. The site is also across from several apartment buildings.

(5) The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.

The Fairview Auto Center occupying the site closed its doors on 8/30/13 leaving the site vacant since. No new development has occurred in the surrounding area with existing residential & business uses being in place for varying number of decades.

(6) The value to the community of the proposed use.

The PUD approval will allow zoning relief similar to the DB District, therefor allowing for this development which will provide new multi-family apartments with modern amenities while eliminating an eye sore of the vacant property on that corner.

(7) The Comprehensive Plan.

The proposed use is consistent with the Comprehensive Plan in that it is adjacent to proposed multifamily properties and neighborhood commercial properties. A multifamily proposal here will bring in more residents to the commercial district that will benefit future commercial development along the Fairview business corridor.

Review and Approval Criteria

PLANNED UNIT DEVELOPMENT

Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.040.C.6 Review and Approval Criteria (Planned Unit Development)
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:

1. ***The zoning map amendment review and approval criteria of Sec. 12.030.I.***
   See the analysis of zoning map amendment review and approval criteria in separate document.

2. ***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.***

   The Comprehensive Plan proposes "neighborhood commercial" uses like mixed-use development, convenience retail and services, and professional services such as doctor and dental offices. This proposed development does fit in with the desire for higher density and multifamily use, bringing more residents into the Fairview Metra Station area which will benefit future neighborhood commercial development.

3. ***Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.***

   The proposed multifamily development complies with the PUD overlay district in that is consistent in goals and policies of the comprehensive plan. The develop would bring desired transit oriented residential and street orientated development that transitions the single family residential along the east side of Fairview to the south to the desired neighborhood commercial to the north. Current B-2 standards does not allow for street orientated development with current setbacks.

4. ***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 proposed development would result in public benefit by the following; providing higher density, transit oriented housing near the Fairview Metra Station, removing the vacant gas station, and providing thoughtfully designed, street orientated development that the area between the tracks and 2nd Street is missing. The building design and sidewalk improvements will provide increased safety to

5. ***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.***

   The proposed use is consistent with the surrounding area and Comprehensive Plan, and will provide sufficient parking for residents and guests beyond the minimum required by ordinance. These aspects will be positive for surrounding property values and positive for the future residents of the development.

Ross Builders, Inc.
23 N Lincoln ST
Hinsdale, IL 60521

Dear Neighbor,

We are in the process of making plans to construct an eighteen-unit condominium quality residential building located at the northeast corner of 2nd Street and Fairview Avenue. The site is currently improved with an abandoned gas station that will be razed in conjunction with the redevelopment and construction of the proposed project.

We are seeking the Village of Downers Grove's approval to do this work. As a part of this process, we will be presenting this project to the Village of Downers Grove Plan, however, before that meeting, on September 3rd, we are hosting a Town Hall meeting at our architect's office for our neighbors to share information about the project with you and answer any questions you might have. We will conduct the meeting as follows:

Thursday, September 3rd at 5:00 pm at Studio21 Architects, 5012 Fairview AV Downers Grove, IL
Please RSVP if you are attending with your name to craig@rossbuilders.com by Monday August 31st.
Due to COVID concerns, please limit to one attendee per household and wear a mask when entering.

Sincerely,

Craig S. Ross
Ross Builders Inc.

Neighborhood Meeting Report

On Tuesday, August 25, 2020, twenty-three letters of notification for the neighborhood meeting were mailed out to the neighbors within 250 feet of the site via USPS. The meeting was held at the Studio 21 office (the project architect) at 5012 S Fairview AV on Thursday, September 2, 2020 just a couple of blocks from the proposed project site. The meeting began at 5p with one neighbor, Trish Wolf, attending along with Craig Ross and Bill Styczynski, the architect of record and lasted until about 5:25p. Bill stayed at his office until 6p in case there were any late arrivals, but no other neighbors showed up. Two other neighbors notified Craig Ross that they would not be able to attend the in-person meeting, so a Zoom call was also presented by Craig Ross on Friday the 4th at 9a with neighbors Tim Postmus and Tom Daly in attendance. At both of the meetings the elevation plans, floor plans, engineering plans and 3D architectural renderings were shown to the neighbors and walked through by Craig and/or Bill, and any questions were answered. Tom Daly and Trish Wolf had very positive comments and were happy to see the property being developed. Tim Postmus was also happy to see the property being developed and had one concern on how the new building might block the signage of the property he owns to the north, but he also added that “typically this is an area where people know where they are going anyway.” In our opinion, since Tim’s signage is on the north end of the property we don’t think the new building will be blocking this view and therefore no changes ae required. Tim also asked if the existing Cedar fence would be taken down, which it is, and asked that it be taken down ASAP, even before the project starts.

RWG ENGINEERING, LLC
CIVIL ENGINEERING – REAL ESTATE CONSULTING – PROJECT MANAGEMENT
ILLINOIS PROFESSIONAL DESIGN FIRM #184–006370

LIMITATION OF WARRANTY OF ENGINEER'S INSTRUMENTS OF SERVICE

THE ENGINEER AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

PROPOSED IMPROVEMENTS
FOR
FAIRVIEW STATION FLATS
5117 FAIRVIEW AVENUE
DOWNERS GROVE, ILLINOIS, 60515

PLANS PREPARED FOR
ROSS BUILDERS, INC.
23 N. LINCOLN STREET
HINSDALE, IL 60521
(630) 253-5177

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE		
STORM MANHOLE		
CATCH BASIN		
INLET		
PRECAST FLARED END SECTION		
CONCRETE HEADWALL		
VALVE VAULT		
VALVE BOX		
FIRE HYDRANT		
BUFFALO BOX		
CLEANOUT		
SANITARY SEWER		
FORCE MAIN		
STORM SEWER		
WATER MAIN		
CONSTRUCT WATER MAIN UNDER SEWER		
GRANULAR TRENCH BACKFILL		
STREET LIGHT		
ELECTRICAL CABLE	E	E
2" CONDUIT ENCASEMENT		
ELECTRICAL TRANSFORMER OR PEDESTAL	E	
POWER POLE		
STREET SIGN		
GAS MAIN	G	G
TELEPHONE LINE	T	T
CONTOUR	749	749
SPOT ELEVATION	×(750.00)	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
TREE WITH TRUNK SIZE	6" 6"	
SOIL BORING	B-8	B-1
TOPSOIL PROBE	P-9	P-1
FENCE LINE, WIRE OR SILT		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		

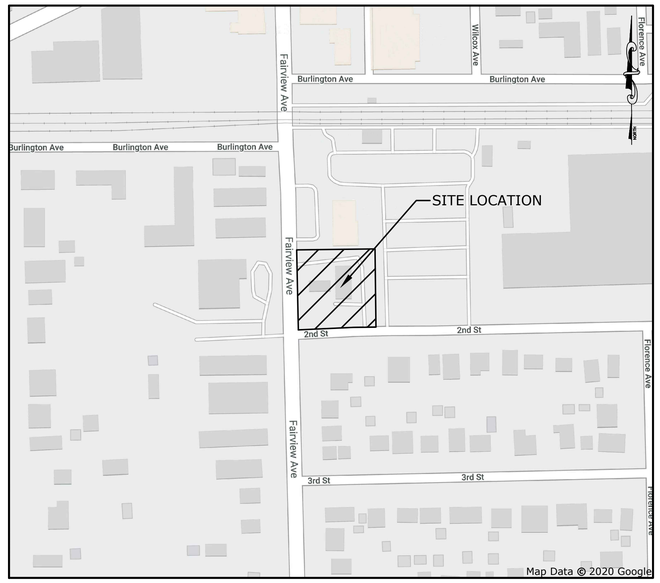
ABBREVIATIONS

BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CHORD OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTERLINE	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT–OF–WAY
EP	EDGE OF PAVEMENT	SAN	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FG	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FP	FLOODPLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TW	TOP OF WALK
L	LENGTH OF CURVE	WM	WATER MAIN
MH	MANHOLE	Δ	INTERSECTION ANGLE

811 Know what's below. Call before you dig.

Formerly JULIE 1–800–892–0123

LOCATION MAP



INDEX OF SHEETS

1. TITLE SHEET
2. EXISTING CONDITIONS/DEMOLITION PLANS
3. SITE GEOMETRIC AND PAVING PLAN
4. SOIL EROSION AND SEDIMENT CONTROL PLAN
5. GRADING AND UTILITY PLANS
6. PROJECT NOTES AND SPECIFICATIONS
7. CONSTRUCTION STANDARDS & DETAILS
8. CONSTRUCTION STANDARDS & DETAILS

DOWNERS GROVE SANITARY DISTRICT NOTES

1. The Downers Grove Sanitary District Standards and Ordinances shall govern all sanitary sewer consturction.
2. The Sewer contractor shall schedule with the District inspections of the sanitary sewer construction 48 hours in advance of the start of the construction. (630–969–0664)
3. The constructed sewers shall pass all District requirements for air testing, televising and manhole vacuum tests (contractor to refer to DGSD specifications handout).
4. All sanitary sewers shall be PVC pipe with a SDR of 26, complying with ASTM D2241, 160 psi pressure pipe push–on bell and spigot type with rubber ring seal gasket ASTM D3139.
5. "Flex Seal" non–shear couplings (with stainless steel shear ring) shall be used to connect pipes of dissimilar material or size.
6. Service connections to existing sewers shall be made by:
   A) Machine tap with the connection made with a Geneco Sealtite Sewer Saddle Model S, or
   B) A new tee fitting shall be cut into the main with connection made to the main with non–shear couplings.

SURFACE WATER DRAINAGE STATEMENT

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I, ROBERT W. GUDMUNDSON, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND ROSS BUILDERS, INC, THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTY RESULTING FROM THE CONSTRUCTION OF THIS SUBDIVISION. I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS NOT LOCATED WITHIN A 100 YEAR SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. FLOODPLAIN MAP PANEL No. 17043C0186J, DATED AUGUST 01, 2019.

DATED THIS _____ DAY OF _____

_____
OWNER OR ATTORNEY

_____
ENGINEER

GENERAL NOTES

1. The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction:
   - Village of Downers Grove Engineering and Public Works Department (630)–434–5500)
   - Downers Grove Sanitary District (630–969–0664)
2. The contractor shall notify all utility companies and arrange for their facilities to be located prior to work in any easement, right–of–way, or suspected utility location. Repair of any damage to existing facilities shall be the responsibility of the contractor. Utility locations shown herein are for graphic illustration only and are not to be relied upon.
3. Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
4. Elevations shown herein reflect NAVD 1988 datum.
5. The boundary and topographic survey data for this project is based on a field survey prepared by Gentile and Associates, Inc. dated May 15, 2020. The contractor shall verify existing conditions prior to commencing construction and shall immediately notify the engineer in writing of any differing conditions.
6. RWG Engineering, LLC, it's employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site. Neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
7. Except where modified by the contract documents, all work proposed hereon shall be in accordance with the following specifications, which are hereby made a part hereof:
   A. "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T. latest edition.
   B. "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
   C. "Illinois Recommended Standards for Sewage Works," as published by the I.E.P.A., latest edition.
   D. The subdivision and development codes and standards of the Village of Downers Grove, as published by the Municipality.
   E. "Illinois Accessibility Code" as published by the State of Illinois Capital Development Board, effective October 23, 2018.
   F. The National Electric Code.
   G. "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
8. The Village of Downers Grove Development Ordinance shall take precedence if a conflict in project specifications occurs.

BENCHMARKS

BASIS OF BEARING:
ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE.

SOURCE BENCHMARK:

DUPAGE COUNTY BM # DGN09001
STATION IS LOCATED ALONG FAIRVIEW AVENUE ON THE EAST SIDE OF "T" INTERSECTION OF FAIRVIEW AVENUE WITH WILSON STREET. STATION IS 37.0 FEET EAST OF THE CENTERLINE OF FAIRVIEW AVENUE, 63.3 FEET NORTH OF A BRICK SIDEWALK TO A PARK PAVILION, 17.7 FEET NORTHEAST OF A LIGHT POLE, AND 3.5 FEET EAST OF A CONCRETE SIDEWALK ALONG FAIRVIEW AVENUE. MONUMENT IS A ROD WITH ACCESS COVER IN CONCRETE WITH NO STAMPING ON COVER. NOTE: THE STATION IS DISTURBED; ROD TIP HAS BEEN REMOVED.
ELEV. = 733.22 (NAVD 88 DATUM)

DUPAGE COUNTY BM # 0005
STATION IS LOCATED AT THE NORTHEAST CORNER OF CURTISS STREET AND MACKIE PLACE. THE MONUMENT IS A 3.5" DIAMETER BRASS DISC SET IN CONCRETE APPROXIMATELY 2' ABOVE GRADE. THE STATION IS 20' EAST OF A LIGHT POLE, 78.5' ENE OF A FIRE HYDRANT, AND 55.5' NE OF A POWER POLE.
ELEV. = 714.33 (NAVD 88 DATUM)

SITE BENCHMARK: SQUARE CUT ON WEST SIDE OF TRAFFIC SIGNAL POLE LOCATED NEAR SOUTHWEST CORNER OF SUBJECT PROPERTY.

ELEV. = 732.72 (NAVD 88 DATUM)

ROBERT W. GUDMUNDSON
38423
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

EXPIRATION DATE: 11/30/21

August 25, 2020 2:48:20 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\52819520 – FAIRVIEW STATION FLATS\300_ENGINEERING\310_CADD\PRELIM\528_BASE_PRELIM.DWG

DATE	REVISION	DRAWN BY
1 08/24/20	PLAN COMMISSION REVIEW LETTER 1	AVS
2 08/25/20	FENCE & DOOR COORDINATION	AVS

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FAIRVIEW STATION FLATS
DOWNERS GROVE, ILLINOIS
TITLE SHEET

RWG Engineering, LLC
Civil Engineering ♦ Real Estate Consulting ♦ Project Management
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Wheaton, IL 60189
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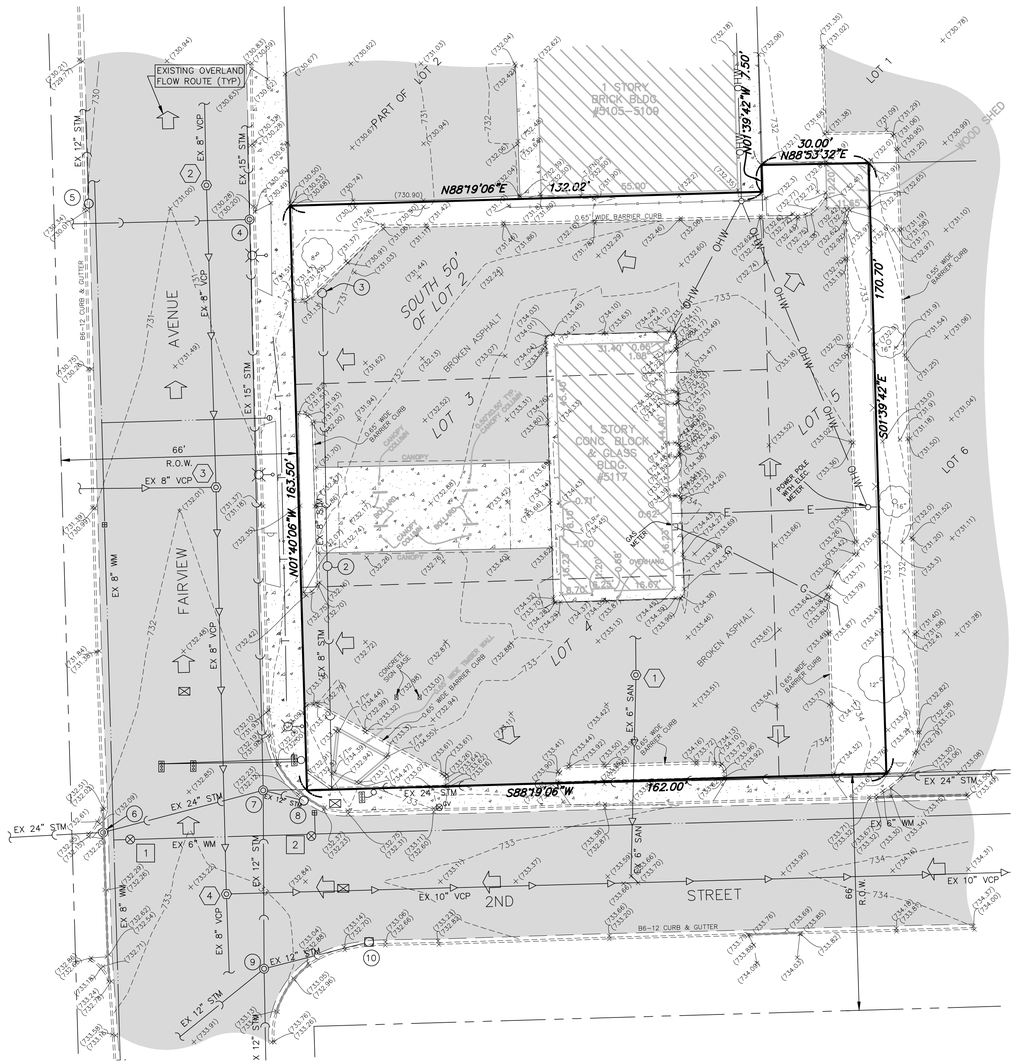
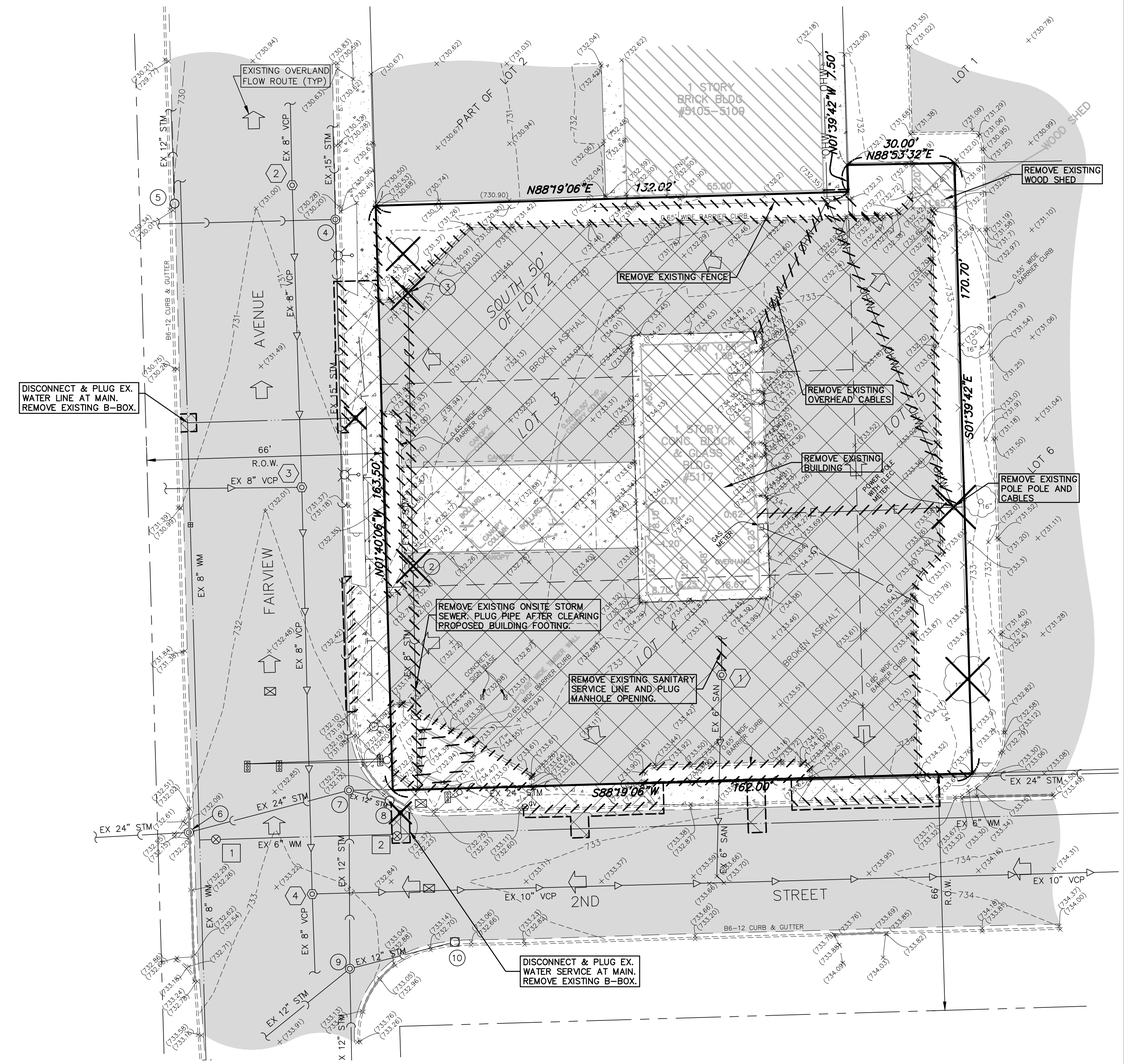
PROJECT NO. 52819520
DATE 07/31/20
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. AVS
DRAWN BY AVS

SHEET 1 OF 8



EXISTING CONDITIONS



DEMOLITION PLAN

EXISTING UTILITY SCHEDULE			
STORM SEWER		SANITARY SEWER	
(1) 3" PVC INV= 733.59	(2) EX. CATCH BASIN RIM= 732.07 INV= 725.84 (8" N,S)	(1) EX. SANITARY MANHOLE RIM= 733.39 INV= 728.07 (6" N) INV= 728.01 (6" S)	(2) EX. SANITARY MANHOLE RIM= 731.05 FULL OF SILT (NOT ABLE TO SEE INVERTS)
(3) EX. CATCH BASIN RIM= 730.74 INV= 726.02 (8" S)	(4) EX. STORM MANHOLE RIM= 730.28 INV= 725.28 (15" N) INV= 725.18 (15" S) W INV NOT ACCESSIBLE	(3) EX. SANITARY MANHOLE RIM= 731.86 INV= 724.51 (8" N) INV= 723.57 (8" N) INV= 723.51 (8" S)	(4) EX. SANITARY MANHOLE RIM= 733.16 INV= 723.31 (8" S) INV= 723.16 (8" N) INV= 723.11 (10" E)
(5) EX. CATCH BASIN RIM= 730.04 INV= 727.89 (12" N)	(6) EX. STORM MANHOLE RIM= 732.12 INV= 713.52 (24" NE) INV= 713.47 (24" W)	(5) EX. SANITARY MANHOLE RIM= 734.64 INV= 722.44 (10" W) INV= 722.39 (10" E)	
(7) EX. STORM MANHOLE RIM= 732.30 INV= 727.45 (12" S) INV= 724.90 (15" N) INV= 724.55 (12" SE) INV= 713.82 (24" E) INV= 713.72 (24" SW)	(8) EX. CATCH BASIN RIM= 732.15 INV= 724.85 (6" NE) INV= 724.60 (12" NW) **PLUG 6" NE PIPE**	WATERMAIN [1] EX. 6" VALVE & VAULT RIM= 732.41 TP= 726.91	[2] EX. 6" VALVE & VAULT RIM= 732.58 TP= 726.58
(9) EX. STORM MANHOLE RIM= 733.24 INV= 728.69 (12" SW) INV= 728.64± (12" N) INV= 728.64 (12" S) INV= 728.64± (12" NE) INV= 728.39 (12" S)	(10) EX. CATCH BASIN RIM= 732.53 INV= 730.23 (12" NW) (11) EX. STORM MANHOLE RIM= 734.29 INV= 714.31 (24" E,W)		

LOTS 3, 4 AND 5 AND THE SOUTH 50 FEET OF LOT 2 IN BLOCK 2 IN RESUBDIVISION OF BLOCKS 2 TO 16 INCLUSIVE, IN VICTOR FREDENHAGEN JR.'S SUBDIVISION AT EAST GROVE, BEING A SUBDIVISION IN THE WEST ½ OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED SEPTEMBER 8, 1886 AS DOCUMENT 36375, IN DUPAGE COUNTY, ILLINOIS.

CONTAINING: 26709.05 SQ FT., 0.61 AC. (MORE OR LESS)

PROPERTY COMMONLY KNOWN AS : 5117 FAIRVIEW AVENUE, DOWNERS GROVE, ILLINOIS

NORTH

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

DEMOLITION NOTES:

1. EROSION CONTROL INSTALLATION SHALL BE DONE PRIOR TO COMMENCEMENT OF ANY DEMOLITION ACTIVITY.
2. EXISTING ELECTRICAL AND PHONE CABLES MAY BE LOCATED WITHIN THE PROPOSED IMPROVEMENT AREA. APPROXIMATE KNOWN LOCATIONS ARE SHOWN HEREON. THE CONTRACTOR SHALL ARRANGE FOR PRECISE LOCATION OF EXISTING CABLE SERVICES AND EXERCISE EXTREME CARE WHEN WORKING AROUND THE SAME.
3. ALL STRUCTURAL PAVEMENT MATERIALS (ASPHALT, CONCRETE SIDEWALK, CURB/GUTTER) THAT CANNOT BE CRUSHED TO AN APPROVED IDOT SPECIFICATION FOR USE AS STRUCTURAL FILL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN OFFSITE LOCATION. RE-USE OF MILLED ASPHALT AND PROPERLY CRUSHED CONCRETE AS STRUCTURAL FILL IS ACCEPTABLE AND ENCOURAGED.
4. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO EXISTING AMENITIES SCHEDULED TO REMAIN. PROPER SAWCUTTING SHALL BE ACCOMPLISHED AT ALL POINTS OF CONNECTION OR INTERFACE BETWEEN EXISTING AND PROPOSED IMPROVEMENTS.
5. CONTRACTOR SHALL BE RESPONSIBLE TO HAVE ALL UNDERGROUND UTILITIES (EVEN IF NOT SHOWN ON THESE PLANS) LOCATED PRIOR TO DEMOLITION WORK. SANITARY SERVICE, WATERMAIN SERVICE, GAS, ELECTRIC, ETC SHALL BE CUT-OFF. CONTRACTOR TO COORDINATE WITH RESPECTIVE MUNICIPAL AGENCY TO ARRANGE FOR DISCONNECT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO EXISTING UTILITIES, STREET LIGHTS, SIGNS, ETC. THAT ARE NOT INTENDED TO BE PERMANENTLY REMOVED.
7. CONTRACTOR SHALL NOTIFY THE DOWNERS GROVE PUBLIC WORKS DEPARTMENT, DOWNERS GROVE SANITARY DISTRICT, ALL UTILITY COMPANIES, AND THE FIRE DEPARTMENT PRIOR TO START UP.
8. ONSITE DISTURBED AREAS TO REMAIN AS GREENSPACE SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SOD.
9. ALL EXISTING DRIVEWAY APRONS SHALL BE SAWCUT ALONG WITH REMOVAL OF ANY EXISTING DEPRESSED CURB AND GUTTER, AND NEW BARRIER CURB AND GUTTER (SIZED TO MEET EXISTING ADJACENT CONDITIONS) SHALL BE INSTALLED AND DOWELED INTO THE EXISTING ADJOINING CURB AND GUTTER.
10. PARKWAYS SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SOD
11. UTILITY LINES SCHEDULED FOR REMOVAL SHALL BE PROPERLY DISCONNECTED FROM FACILITIES THAT ARE TO REMAIN, SECURELY PLUGGED AT ALL CONNECTION POINTS, AND EITHER REMOVED OR FILLED WITH FLOWABLE FILL (LEAN CONCRETE MIXTURE) AND ABANDONED IN PLACE (REMOVE IF LOCATED UNDER NEW BUILDING PAD AREAS). IN THE CASE OF STRUCTURE ABANDONMENT, CASTINGS AND TOP SLABS AND CONE SECTIONS SHALL BE REMOVED PRIOR TO FILLING THE STRUCTURE (UNLESS THE STRUCTURE IS EASIER TO COMPLETELY REMOVE).
12. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET LONG CONCRETE/MORTAR PLUGS.
13. EXISTING METER AND MTU TO BE RETURNED TO VILLAGE OF DOWNERS GROVE PUBLIC WORKS DEPARTMENT.

DEMOLITION LEGEND

- REMOVE EXISTING PAVEMENT/SIDEWALK/STRUCTURE/C&G (INCL SAWCUT)
- TREE/BUSH/STRUCTURE REMOVAL
- TREE PROTECTION FENCE
- REMOVE EXISTING UTILITY LINE
- REMOVE EXISTING CURB AND GUTTER

August 25, 2020 2:33:43 p.m. AcadVer:22.0s (LMS Tech)
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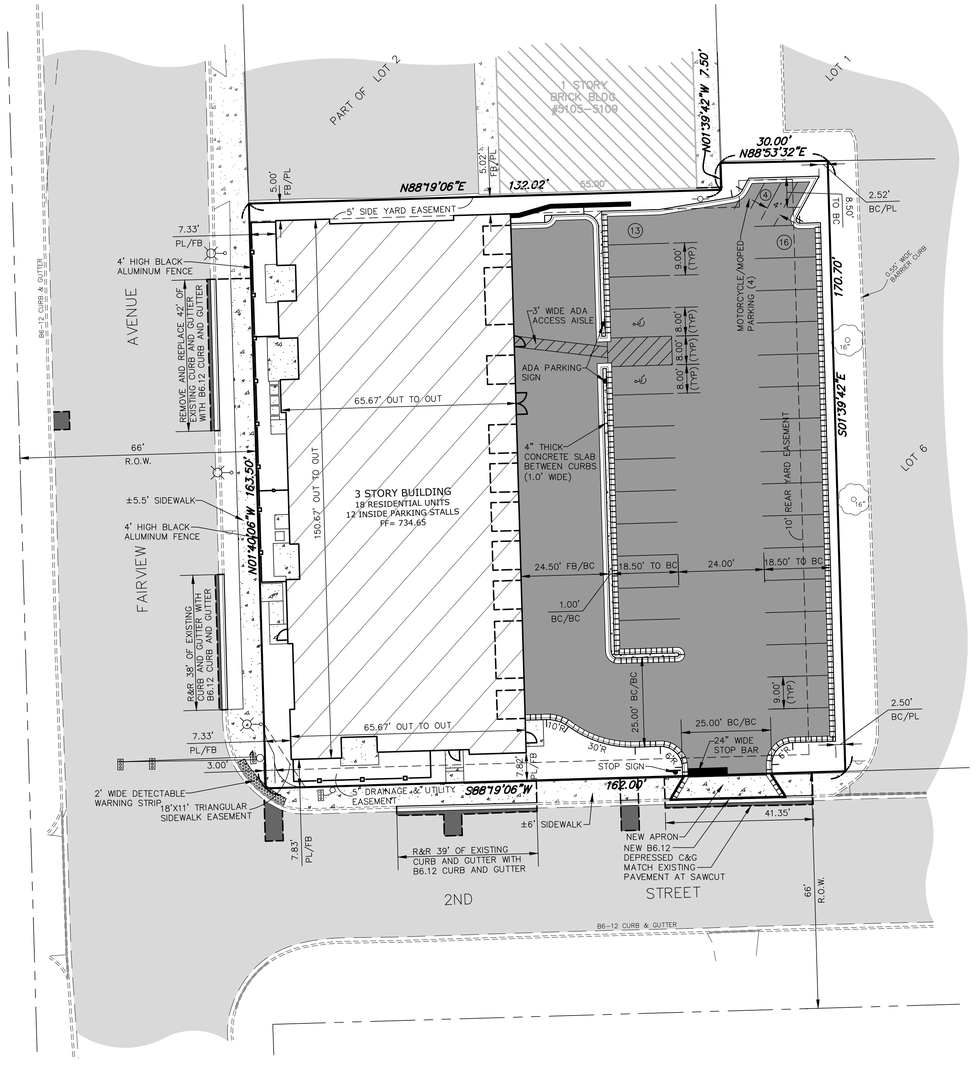
SHEET 2 OF 8



SITE DATA:

TOTAL SITE SIZE	= 26,709.05 S.F. (0.61 AC)
EXISTING SITE CONDITIONS:	
EXISTING BUILDING FOOTPRINT	= 2,118 S.F. (7.93%)
EXISTING PAVT./SIDEWALK	= 20,737 S.F. (77.64%)
EXISTING GREENSPACE	= 3,854 S.F. (14.43%)
EXISTING CONDITIONS IMPERVIOUS AREA	= 22,855 S.F. (0.52 AC)
PROPOSED SITE CONDITIONS:	
PROPOSED BUILDING FOOTPRINT	= 9,532 S.F. (35.69%)
PROPOSED ASPHALT/CONC PAVT., WALK	= 13,853 S.F. (51.89%)
PROPOSED GREENSPACE	= 3,324 S.F. (12.42%)
PROPOSED CONDITIONS IMPERVIOUS AREA	= 23,385 S.F. (0.54 AC)
OUTSIDE PROPOSED PARKING SUMMARY:	
MOTORCYCLE/MOPED STALLS	= 4
REGULAR STALLS	= 27 (PLUS 12 INSIDE BLDG)
ADA ACCESSIBLE STALLS	= 2
TOTAL STALLS PROVIDED	= 29 (PLUS 12 INSIDE BLDG)

NORTH

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

SOURCE BENCHMARK:
DUPAGE COUNTY BM # DGN09001

STATION IS LOCATED ALONG FAIRVIEW AVENUE ON THE EAST SIDE OF "T" INTERSECTION OF FAIRVIEW AVENUE WITH WILSON STREET. STATION IS 37.0 FEET EAST OF THE CENTERLINE OF FAIRVIEW AVENUE, 63.3 FEET NORTH OF A BRICK SIDEWALK TO A PARK PAVILION, 17.7 FEET NORTHEAST OF A LIGHT POLE, AND 3.5 FEET EAST OF A CONCRETE SIDEWALK ALONG FAIRVIEW AVENUE. MONUMENT IS A ROD WITH ACCESS COVER IN CONCRETE WITH NO STAMPING ON COVER. NOTE: THE STATION IS DISTURBED; ROD TIP HAS BEEN REMOVED.

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS NOTED OTHERWISE ON THE PLAN, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB.
5. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. DATED 05/15/20.
6. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
8. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED, SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 1' INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.
11. IF A MINIMUM OF 9' OF THE ROADWAY (NOT INCLUDING GUTTER PAN) CANNOT BE MAINTAINED FOR VEHICULAR TRAVEL LANE, THEN A FULL CLOSURE AND DETOUR PLAN MUST BE SUBMITTED TO PUBLIC WORKS. PLEASE CONTACT THE VILLAGE'S TRAFFIC MANAGER AT 630-434-5460 FOR FURTHER INFORMATION AND TO COORDINATE DETOUR, PRIOR TO CLOSING THE STREET. A WRITTEN APPROVAL IS REQUIRED.
12. ALL CA-6 TRENCH BACKFILL, AGGREGATE BASE COURSE, AND HOT MIX ASPHALT (HMA) PLACED AS PART OF A STREET PATCH MUST BE TESTED FOR PROPER COMPACTION BY AN IDOT PRE-QUALIFIED TESTING FIRM. TESTING REPORTS MUST BE EMAILED TO THE VILLAGE AT CUT@downers.us PRIOR TO ACCEPTANCE OF THE WORK.
13. ANY CHANGES MADE TO THE SITE PLAN OR IN THE FIELD DURING CONSTRUCTION MUST BE SUBMITTED IN WRITING TO THE VILLAGE OF DOWNERS GROVE.
14. TWO HARD COPIES OF AN AS-BUILT FINAL GRADING SURVEY MUST BE SUBMITTED TO THE VILLAGE PRIOR TO SCHEDULING THE FINAL STORMWATER/RIGHT-OF-WAY INSPECTION FOR THE PROJECT. AS APPLICABLE, IT SHALL INCLUDE, BUT IS NOT LIMITED TO THE ITEMS LISTED IN SECTION 26.700.C. OF THE DOWNERS GROVE MUNICIPAL CODE.

SURFACE IMPROVEMENT LEGEND:

EXISTING SIDEWALK

EXISTING ASPHALT PAVEMENT

PARKING LOT ASPHALT PAVEMENT
- 1 1/2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX "C", N50
- 2 1/2" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50
- BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)
- 8" AGGREGATE BASE COURSE CA-6, TYPE B

PUBLIC ROAD ASPHALT PAVEMENT
- 2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX "C", N50
- 5" BITUMINOUS BASE COURSE, HOT-MIX ASPHALT, IL-19, N50
- BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)
- 6" AGGREGATE BASE COURSE CA-6, TYPE B

CONCRETE SIDEWALKS
- 5" PCC SIDEWALK (4,000 PSI) (8" AT DRIVEWAY CROSSING)
- 4" AGGREGATE BASE COURSE TYPE B, CA-6

PROPOSED B6.12 CONCRETE CURB AND GUTTER

PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER

PROPOSED DEPRESSED CURB AND GUTTER

EXISTING CURB AND GUTTER

EXISTING DEPRESSED CURB AND GUTTER

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FAIRVIEW STATION FLATS
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SITE GEOMETRIC AND PAVING PLAN

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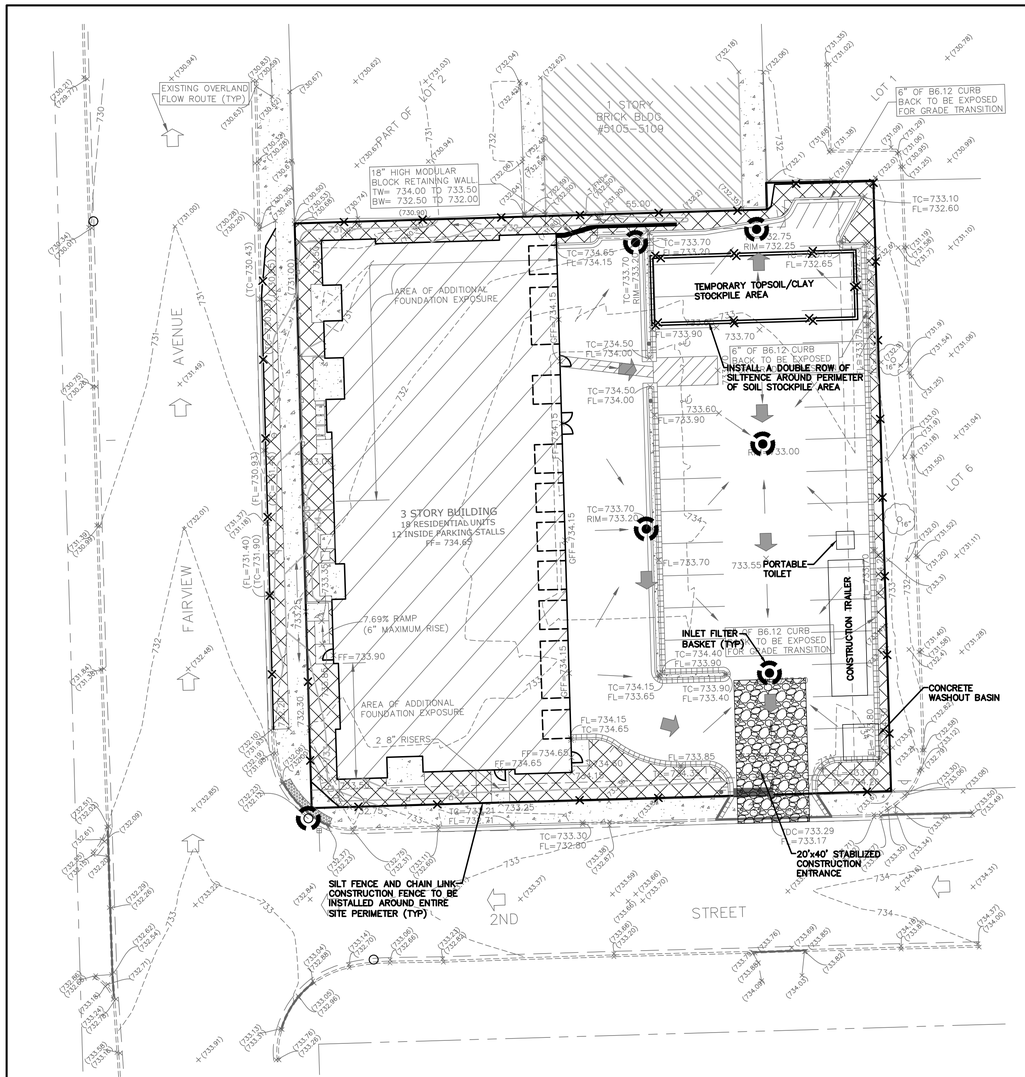
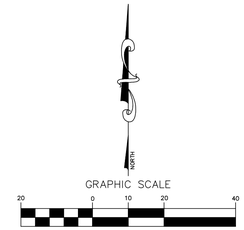
SHEET
3 OF 8





DOWNERS GROVE EROSION CONTROL NOTES:

A. AN INITIAL SEDIMENTATION AND EROSION CONTROL INSPECTION IS REQUIRED PRIOR TO STARTING CONSTRUCTION. THE APPLICANT IS DIRECTED TO CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT AT 630-434-5529 TO SCHEDULE THIS INSPECTION; THIS NOTIFICATION SHALL BE AT LEAST 24 HOURS IN ADVANCE OF CONSTRUCTION.

B. THE SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE ANY LAND IS DISTURBED ON THE SITE.

C. STOCKPILES OF SOIL SHALL NOT BE LOCATED WITHIN ANY DRAINAGEWAYS, FLOODPLAINS, WETLANDS, BUFFERS OR LPDAs.

D. SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR ANY SOIL STOCKPILE IF IT IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS INCLUDING A DOUBLE ROW OF SILT FENCE OR COIR ROLL.

E. PROPERTIES DOWNSTREAM FROM THE SITE SHALL BE PROTECTED FROM EROSION IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION.

F. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION

G. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN FIFTEEN DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN FIFTEEN DAYS AFTER THE FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN SEVEN DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.

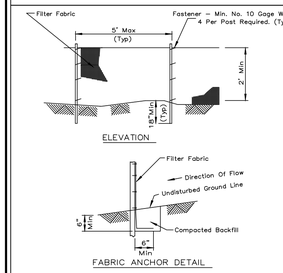
H. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.

I. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED TO PREVENT THE DEPOSITION OF SOIL ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY.

J. ALL TEMPORARY EROSION CONTROL MEASURES NECESSARY TO MEET THE REQUIREMENTS OF THE VILLAGE OF DOWNERS GROVE STORMWATER AND FLOOD PLAIN ORDINANCE SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION AND CONTROL MEASURES ARE OPERATIONAL.

K. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.

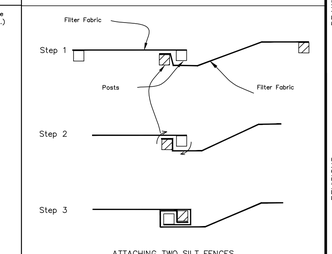
SILT FENCE PLAN



NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

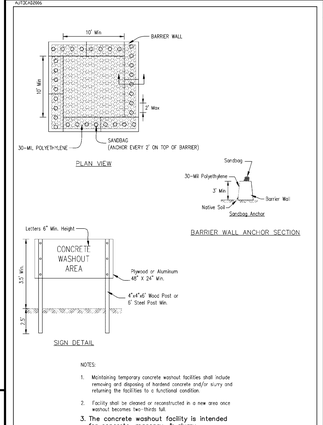
REFERENCE			STANDARD DWG. NO.
Project			IL-620
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 1 OF 2
Checked	Date		DATE 11-20-01
Approved	Date		

SILT FENCE



NOTES:
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Drive both posts a minimum of 18 inches into the ground and bury the flap.

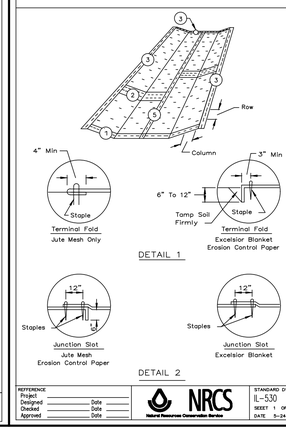
REFERENCE			STANDARD DWG. NO.
Project			IL-620-2
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 2 OF 2
Checked	Date		DATE 1-29-99
Approved	Date		



NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. The concrete washout facility is intended for concrete, masonry, & slurry.

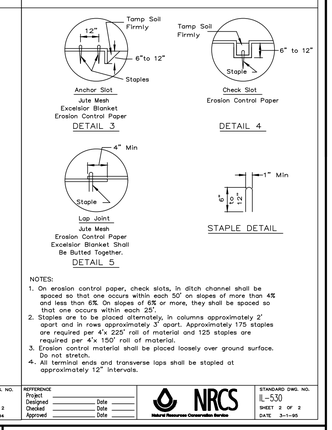
REFERENCE			STANDARD DWG. NO.
Project			
Designed	Date	TEMPORARY CONCRETE WASHOUT FACILITY – BARRIER WALL	Name
Checked	Date		Date
Approved	Date		Name

EROSION BLANKET PLAN



REFERENCE			STANDARD DWG. NO.
Project			IL-530
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 1 OF 2
Checked	Date		DATE 5-24-94
Approved	Date		

EROSION BLANKET PLAN



NOTES:
1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6% On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x 225' roll of material and 125 staples are required per 4'x 150' roll of material.
3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
4. All terminal ends and transverse laps shall be stapled at approximately 12" intervals.

REFERENCE			STANDARD DWG. NO.
Project			IL-530
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 2 OF 2
Checked	Date		DATE 3-1-95
Approved	Date		

SPECIAL CONCRETE WASHOUT NOTE:

CONCRETE WASHOUT SHALL BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHALL NOT BE ALLOWED TO ENTER STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ALL WASTE SHALL BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHALL BE DESIGNATED WITH PROPER SIGNAGE (SEE PLAN).

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

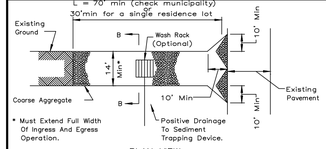
P = PAVEMENT
R = RIM (OR RADIUS)
TC = TOP OF CURB
SW = WALK (OR TOP OF WALK)
FF = FINISHED FLOOR
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TW = TOP OF WALL ELEV
BW = BOTTOM OF WALL (GRADE) ELEV
TDC = TOP OF DEPRESSED CURB

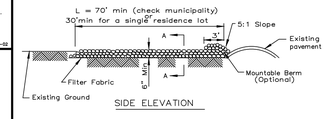
SOIL EROSION AND SEDIMENT CONTROL SCHEDULE

1. UPDATE EROSION CONTROL AS NECESSARY THROUGHOUT CONSTRUCTION UNTIL FINAL STABILIZATION.
2. CONDUCT EROSION AND SEDIMENT CONTROL PRECONSTRUCTION MEETING WITH APPROPRIATE AGENCIES AND CONTRACTORS.
3. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
4. INSTALL PERIMETER SEDIMENT CONTROL MEASURES.
5. INSTALL PROTECTION FOR EXISTING INLET STRUCTURES.
6. BEGIN SEDIMENT AND EROSION CONTROL OBSERVATIONS ON A WEEKLY BASIS, AS WELL AS AFTER EVERY 1/2" PRECIPITATION EVENT.
7. REMOVE EXISTING VEGETATION AS NEEDED FOR GRADING. VEGETATION SHOULD REMAIN IN AREAS THAT WILL NOT UNDERGO INITIAL GRADING.
8. CONDUCT SITE GRADING, INCLUDING STABILIZATION OF ALL STEEP SLOPES, DRAINAGE CHANNELS, AND ALL DISTURBED AREAS AS THEY ARE COMPLETED; I.E., SEED, BLANKET, MULCH, RIPRAP, ETC.
9. STABILIZE TOPSOIL STOCKPILES WITH PERIMETER PROTECTION AND TEMPORARY SEED IF NOT IN USE FOR OVER 14 DAYS.
10. CONDUCT UTILITY INSTALLATION AND INSTALLATION OF INLET PROTECTION.
11. TEMPORARILY SEED ALL AREAS THAT WILL NOT BE WORKED ON FOR OVER 14 DAYS.
12. CONDUCT ROAD AND CURB INSTALLATION; CONDUCT CONCRETE WASHOUT INSTALLATION. IMPLEMENT STREET CLEANING PROGRAM.
13. CONDUCT BUILDING CONSTRUCTION AND PERMANENT SEEDING OR SODDING AS AREAS ARE COMPLETED.

EC-DWMT-02

STABILIZED CONSTRUCTION ENTRANCE PLAN

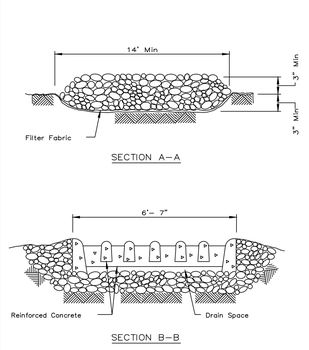




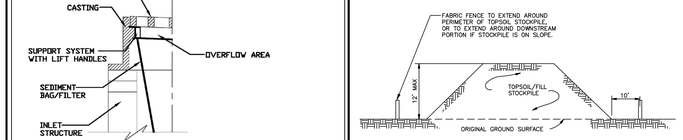
NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class . I of dwd shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE			STANDARD DWG. NO.
Project			IL-630A
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 1 OF 2
Checked	Date		DATE 8-18-94
Approved	Date		

STABILIZED CONSTRUCTION ENTRANCE PLAN



REFERENCE			STANDARD DWG. NO.
Project			IL-630B
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 2 OF 2
Checked	Date		DATE 8-18-94
Approved	Date		



EC-STOCK-01

STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDING			A									
DORMANT SEEDING	B									B		
TEMPORARY SEEDING			C			D						
SODDING			E**									
MULCHING	F*											

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

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

C. SPRING OATS 100 LBS/ACRE

D. WHEAT OR CEREAL RYE 150 LBS/ACRE

E. SOD

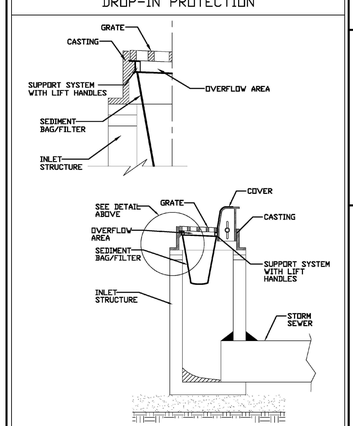
F. STRAW MULCH 2 TONS/ACRE

* IRRIGATION NEEDED DURING JUNE AND JULY

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

EC-SEED-03

INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION



REFERENCE			STANDARD DWG. NO.
Project			IUM-561D
Designed	Date	NRCS Natural Resources Conservation Service	SHEET 1 OF 1
Checked	Date		DATE 04-13-15
Approved	Date		

CONSTRUCTION PHASING

1. INSTALL CHAIN LINK FENCE AND EROSION FENCE
2. DEMO EXISTING BUILDING, CANOPY, AND PORTION OF EAST PORTION OF ASPHALT FOR BUILDING CONSTRUCTION.
3. CREATE BUILDING PAD AND START BUILDING CONSTRUCTION.
4. USE EAST PORTION OF EXISTING ASPHALT AS CONSTRUCTION STAGING AREA AND ONLY REMOVE AS NECESSARY.
5. INSTALL UTILITIES
6. GRADE FOR NEW PAVEMENT
7. INSTALL NEW PAVEMENT
8. INSTALL LANDSCAPE & RESTORE SITE.

NOTE: CONSTRUCTION TRAFFIC MUST ENTER PROJECT SITE UPON ARRIVAL. THERE SHALL BE NO CONSTRUCTION TRAFFIC WAITING ON VILLAGE ROADS.

LEGEND

- STORM DRAINAGE STRUCTURE
- INLET PROTECTION
- TREE PROTECTION
- SILT FENCE W/CHAIN LINK FENCE ADJACENT
- STABILIZED CONSTRUCTION ENTRANCE
- TOPSOIL RESPREAD, PERMANENT SEEDING AND EROSION CONTROL BLANKET OR SODDING (TOPSOIL AND SOD WITHIN R.O.W.)

August 25, 2020 2:35:13 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\52819520 – FAIRVIEW STATION FLATS\300_ENGINEERING\310_CADD\PRELIM\528_BASE_PRELIM.DWG

DATE	REVISIONS	DRAWN BY
08/24/20	PLAN COMMISSION REVIEW LETTER 1	AYS
08/25/20	FENCE & DOOR COORDINATION	AYS

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FAIRVIEW STATION FLATS
DOWNERS GROVE, ILLINOIS
SOIL EROSION AND SEDIMENT CONTROL PLAN

RWG Engineering, LLC
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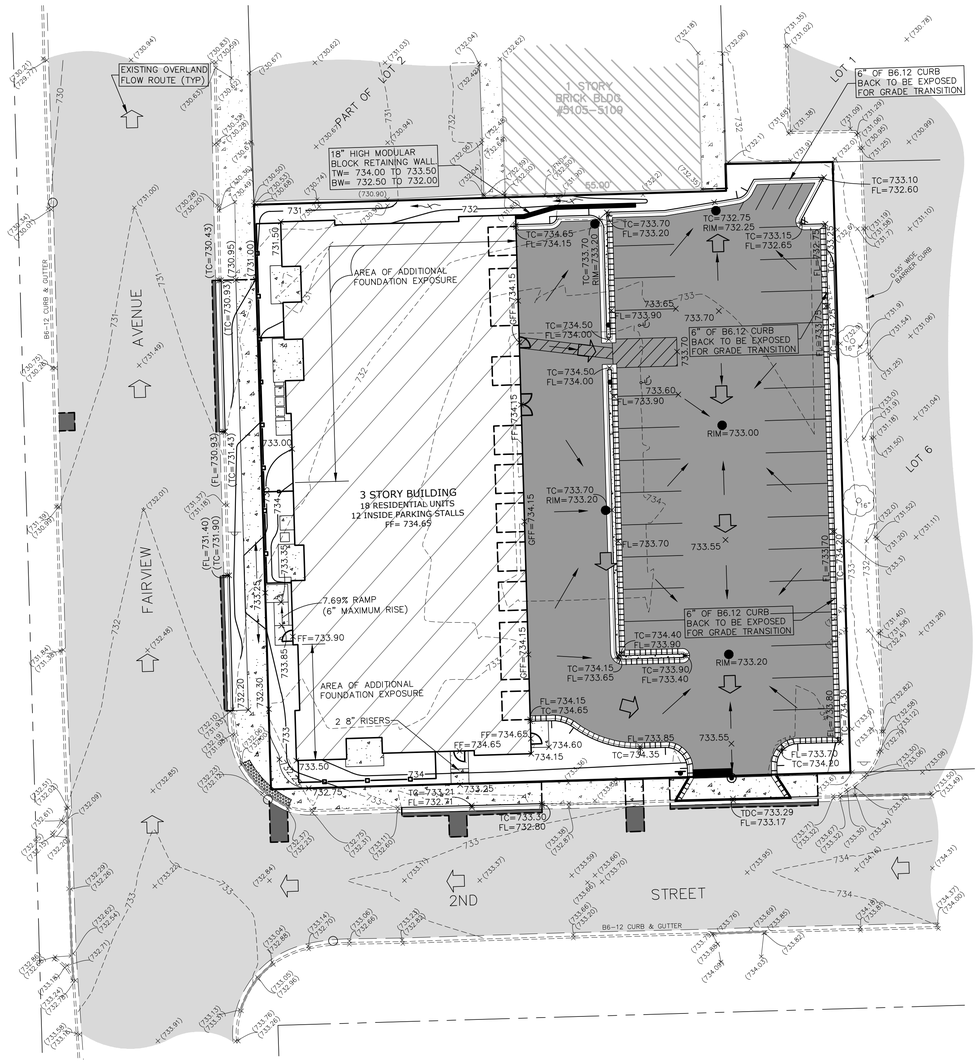
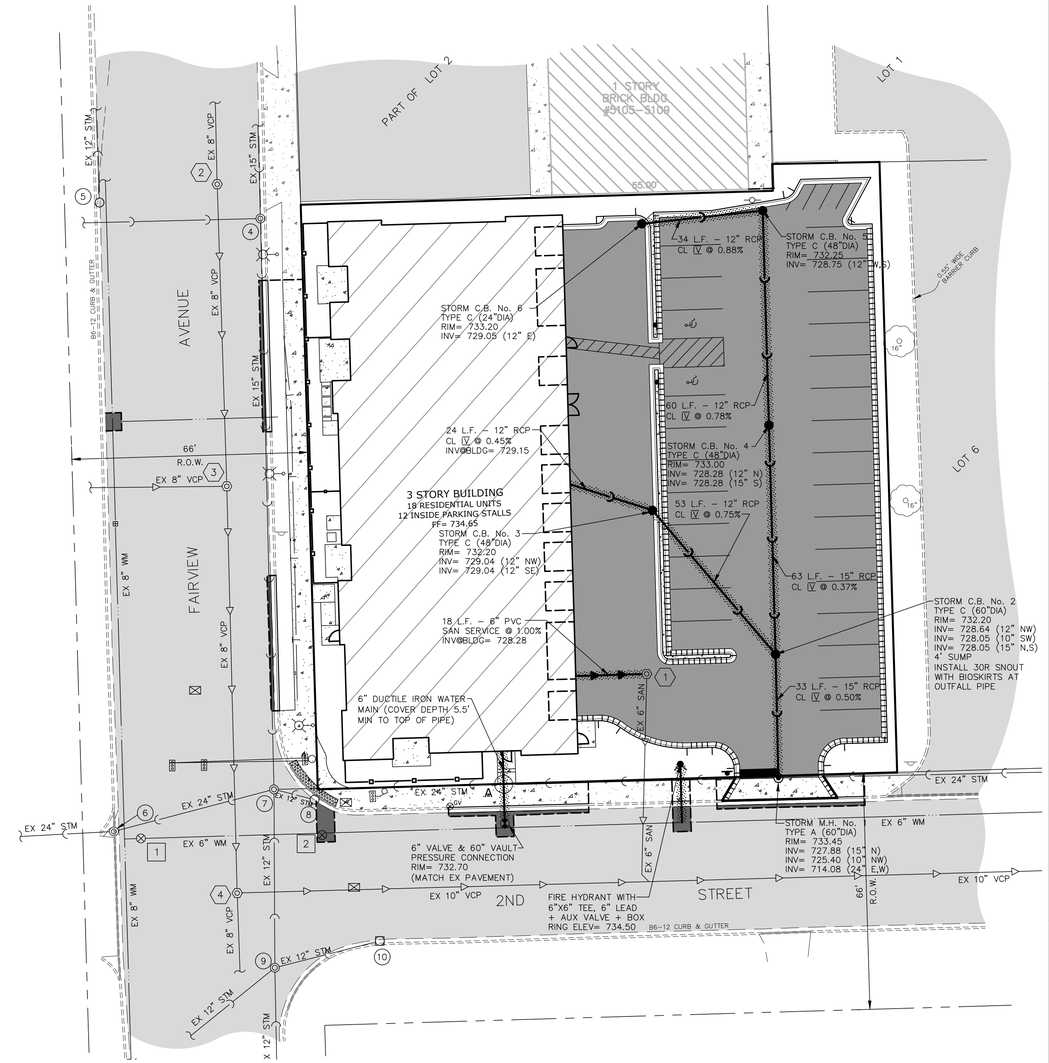
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 52819520
DATE 07/31/20
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. AYS
DRAWN BY AYS

SHEET 4 OF 8



GRADING PLAN



UTILITY PLAN

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

P = PAVEMENT
R = RIM (OR RADIUS)
TC = TOP OF CURB
SW = WALK (OR TOP OF WALK)
FF = FINISHED FLOOR
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TW = TOP OF WALL ELEV
BW = BOTTOM OF WALL (GRADE) ELEV
TDC = TOP OF DEPRESSED CURB

GRADING LEGEND

	EXISTING	PROPOSED
CONCRETE HEADWALL		
PRECAST FLARED END SECTION		
STORM DRAINAGE STRUCTURE		
RETAINING WALL		
CONTOUR	749	749
5' CONTOUR	750	750
SPOT ELEVATION	×(750.00)	×750.00
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		

NORTH

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

NOTE: A FINAL GRADING SURVEY IS REQUIRED AT THE COMPLETION OF THE PROJECT, INCLUDING AN ELECTRONIC COPY (.TIFF FORMAT). IT SHALL INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS:

A) TOP OF FOUNDATION ELEVATIONS FOR ALL NEW STRUCTURES

B) SPOT GRADES ADJACENT TO THE FOUNDATIONS OF ALL NEW STRUCTURES

C) ALL NEW IMPERVIOUS AREAS INCLUDING THOSE MADE OF CONCRETE, ASPHALT AND BRICK

D) STOOPS OUTSIDE OF DOORWAYS

E) PROVIDE UPDATED CALCULATIONS OF THE AS-BUILT IMPERVIOUS AREAS. TABULATE TO SHOW THE NET INCREASE IN IMPERVIOUS AREA (ANY INCREASE IN IMPERVIOUS AREA FROM THE PROPOSED WILL RESULT IN AN ADDITIONAL FEE).

GRADING NOTES:

1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
2. HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%
3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER PROPERTY LINES.
4. THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
5. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).
7. SLOPES ACROSS OPEN SPACE AREAS SHALL NOT EXCEED 3:1
8. PAVEMENT SLOPES SHALL NOT EXCEED 8%
9. AREAS TO BE GRADED AND PREPARED FOR SEEDING OR SOD SHALL INDICATE A MINIMUM OF FOUR (4) INCHES OF TOPSOIL.

UTILITY NOTES:

1. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE)
2. UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION – IE INCLUDING LENGTH OF FLARED END SECTION)
3. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
4. CONNECTIONS TO EXISTING SEWERS OR WATERMAINS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
5. EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
6. SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 2' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS.
7. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
8. ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.

UTILITY CROSSING SCHEDULE

CROSSING	SIZE (IN.)	MATERIAL	UTILITY	BOTTOM OF PIPE	TOP OF PIPE	CLEARANCE
A	6	DI	WM	726.65		10.46'
	24	RCP	STM		716.19	
B	10	PVC	STM	728.40		1.50' MIN
	6	DI	WM		726.90	
C	6	PVC	SAN	727.75		±0.75'
	10	PVC	STM		727.00	

NOTE:
ALL PROPOSED CATCH BASINS ARE OPEN BOTTOMED UNLESS OTHERWISE NOTED. OPEN BOTTOMED CATCH BASINS SHALL HAVE 12" OF CA-7 BELOW BASE.

EXISTING UTILITY SCHEDULE

STORM SEWER

1 3" PVC INV= 733.59	2 EX. CATCH BASIN RIM= 732.07 INV= 725.84 (8" N,S)
3 EX. CATCH BASIN RIM= 730.74 INV= 726.02 (8" S)	4 EX. STORM MANHOLE RIM= 730.28 INV= 725.28 (15" N) INV= 725.18 (15" S) W INV NOT ACCESSIBLE
5 EX. CATCH BASIN RIM= 730.04 INV= 727.89 (12" N)	6 EX. STORM MANHOLE RIM= 732.12 INV= 713.52 (24" NE) INV= 713.47 (24" W)
7 EX. STORM MANHOLE RIM= 732.30 INV= 727.45 (12" S) INV= 724.90 (15" N) INV= 724.55 (12" SE) INV= 713.82 (24" E) INV= 713.72 (24" SW)	8 EX. CATCH BASIN RIM= 732.15 INV= 724.60 (12" NW)
9 EX. STORM MANHOLE RIM= 733.24 INV= 728.69 (12" SW) INV= 728.64± (12" N) INV= 728.64 (12" S) INV= 728.64± (12" NE) INV= 728.39 (12" S)	10 EX. CATCH BASIN RIM= 732.53 INV= 730.23 (12" NW) 11 EX. STORM MANHOLE RIM= 734.29 INV= 714.31 (24" E,W)

SANITARY SEWER

1 EX. SANITARY MANHOLE RIM= 733.39 INV= 728.07 (6" N) INV= 728.01 (6" S) **INV= 728.10 (6" W)** **ADJ RIM= 733.75**	2 EX. SANITARY MANHOLE RIM= 731.05 FULL OF SILT (NOT ABLE TO SEE INVERTS)
3 EX. SANITARY MANHOLE RIM= 731.86 INV=724.51 (8" N) INV=723.57 (8" N) INV=723.51 (8" S)	4 EX. SANITARY MANHOLE RIM= 733.16 INV=723.31 (8" S) INV=723.16 (8" N) INV=723.11 (10" E)
5 EX. SANITARY MANHOLE RIM= 734.64 INV=722.44 (10" W) INV=722.39 (10" E)	

WATERMAIN

1 EX. 6" VALVE & VAULT RIM= 732.41 TP= 726.91	2 EX. 6" VALVE & VAULT RIM= 732.58 TP= 726.58

NORTH

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

August 25, 2020 2:37:39 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\52819520 – FAIRVIEW STATION FLATS\300_ENGINEERING\310_CADD\PRELIM\528_BASE_PRELIM.DWG

DATE	REVISIONS	DRAWN BY
1 08/24/20	PLAN COMMISSION REVIEW LETTER 1	AVS
2 08/25/20	FENCE & DOOR COORDINATION	AVS

FAIRVIEW STATION FLATS
DOWNERS GROVE, ILLINOIS
GRADING AND UTILITY PLANS

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PROJECT NO. 52819520
DATE 07/31/20
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. AVS
DRAWN BY AVS

SHEET 5 OF 8

GENERAL NOTES:

Plant material shall be nursery grown and be either balled and bur-lapped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

Any materials with damaged or crooked/disfigured leaders, bark abrasion, sunscald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump (cl.).

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site, and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consist of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements,

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123 and any other public or private agency necessary for utility location.

All perennial, ornamental grass, groundcover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennials & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch; Annuals & groundcovers shall be covered with an additional two inch (2") layer of mushroom compost.

All other planting beds and tree saucers shall be mulched with a minimum of three inches (3") of shredded wood mulch.

Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and other such areas which do not receive natural rainfall.

Mulch beds at the time of planting shall extend a minimum of two feet (2') beyond the center of a shrub.

All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

Seed mixes shall be applied mechanically so that the seed is incorporated into the top one-half inch (1/2") of the seed bed. The seed shall then be covered with the specified blanket (installed per manufacturer's. specs) or Hydro-mulch.

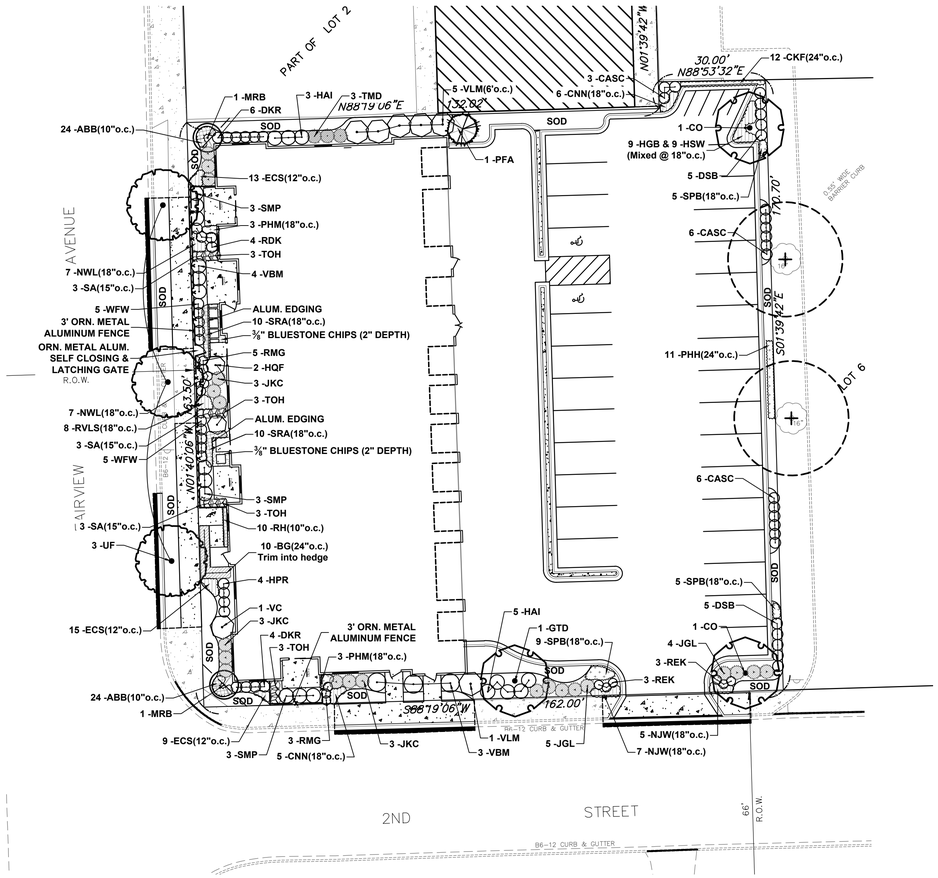
All plant material shall be guaranteed for one (1) year from the date of acceptance.

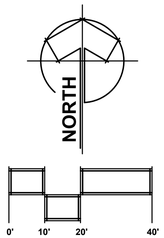
PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE/ TYPE
		DECIDUOUS SHADE TREES		
CO	2	Celtis occidentalis	Hackberry	2.5" BB
GTD	1	Gleditsia t.i.'Draves'	Streetkeeper Honeylocust	2.5" BB
UF	3	Ulmus 'Frontier'	Frontier Elm	2.5" BB
		EVERGREEN TREES		
PFA	1	Picea p. 'Fat Albert'	Fat Albert Colorado Spruce	6' BB
		DECIDUOUS ORNAMENTAL TREES		
MRB	2	Malus 'Red Barron'	Red Barron Crabapple	2.0" BB
		DECIDUOUS SHRUBS & SHRUB ROSES		
CASC	15	Clethra a. 'Sixteen Candles'	Sixteen Candles Summersweet	#5
DKR	10	Diervilla r. 'G2X885411'	Red Kodiak Diervilla	#3
DSB	10	Diervilla s. 'Butterfly'	Butterfly Bush Honeysuckle	#5
HAI	8	Hydrangea a. 'Abetwo'	Incrediball Hydrangea	#5
HQF	2	Hydrangea p. 'Bulk'	Quick Fire Hydrangea	#5
HPR	4	Hydrangea p. 'Rensun'	Strawberry Sundae Hydrangea	#3
REK	6	Rosa 'BAlmir'	Easy Elegance Kashmir Rose	#3
RMG	8	Rosa ' BAlgirl'	Easy Elegance My Girl	#3
RDK	4	Rosa 'Radko'	Double Knockout Shrub Rose	#3
SMP	9	Syringa m. 'Palibin'	Dwarf Korean Lilac	30"
VC	1	Viburnum 'Cayuga'	Koreanspice Viburnum	30"
VBM	8	Viburnum d. 'Christom'	Blue Muffin Arrowwood Viburnum	30"
VLM	11	Viburnum l. 'Mohican'	Mohican Viburnum	36"
WFW	10	Weigela f. 'Fine Wine'	Fine Wine Weigela	#3
		EVERGREEN SHRUBS		
JGL	9	Juniperus c. 'Gold Lace'	Gold Lace Juniper	18"/#5
JKC	12	Juniperus c. 'Kalley's'	Kalleys Compact Juniper	18"/#5
TMD	3	Taxis m. 'Densiformis'	Dense Yew	18"/#5
TOH	12	Thuja o. 'Holmstrum'	Holmstrum Arborvitea	4' BB
		BROADLEAF EVERGREENS		
BG	10	Buxus 'Glencoe'	Chicago Green Boxwood	#5/18"
		ORNAMENTAL GRASS		
CKF	12	Calamgrostis a. 'Karl Foerster'	Feather Reed Grass	#1
PHH	11	Panicum v. 'Haense Herms'	Haense Herms Switch Grass	#1
PHM	6	Panicum v.'Heavy Metal'	Heavy Metal Switch Grass	#1
SPB	19	Schizachyrium s. 'Prairie Blues'	Prairie Blues Little Bluestem	#1
SA	9	Sesleria autumnalis	Autumn Moor Grass	#1
		PERENNIALS		
CNN	11	Calamintha n . ssp. nepeta	Lesser Calamint	#1
ECS	37	Echinacea 'Cheyenne Spirit'	Cheyenne Spirit Coneflower	#1
HGB	9	Hemerocallis 'Going Bananas'	Going Bananas Daylily	#1
HSW	9	Hemerocallis 'Summer Wine'	Summer Wine Daylily	#1
NJW	10	Nepeta f. 'Novanepjun'	Junior Walker Catmint	#1
NWL	16	Nepeta f. 'Walker's Low'	Walker's Low Catmint	#1
RVLS	8	Rudbeckia h. 'Viette's Little Suzy'	Little Suzy Black-eyed Susan	#1
		GROUNDCOVERS & VINES		
ABB	2	Ajuga r. 'Bronze Beauty'	Carpet Bugleweed (48 plants)	from 24 flat
RH	1	Ruellia humilis	Wild Petunia (10 plants)	from 10 flat
SRA	2	Sedum r. 'Angelina'	Angelina Stonecrop (20 plants)	from 10 flat

MATERIAL & LABOR LIST:

QTY	ITEM	DESCRIPTION
50 SF	3/8" Bluestone Chips (2" Depth)	
24 LF	4" Aluminum Edging	
130 LF	3' Aluminum Ornamental Fence	Activeyards - Granite Home Series
1	3'h x 3'w Aluminum Ornamental Gate	Activeyards - Granite Home Series
180 SY	Sod	Kentucky Bluegrass Blend (mineral base)
18 CY	Mulch	Shredded Hardwood Bark
0.5 CY	Mulch	Southern Pine Bark Fines
4 CY	Mulch	Compost (Yard Waste or Mushroom)





Know what's below. Call before you dig.

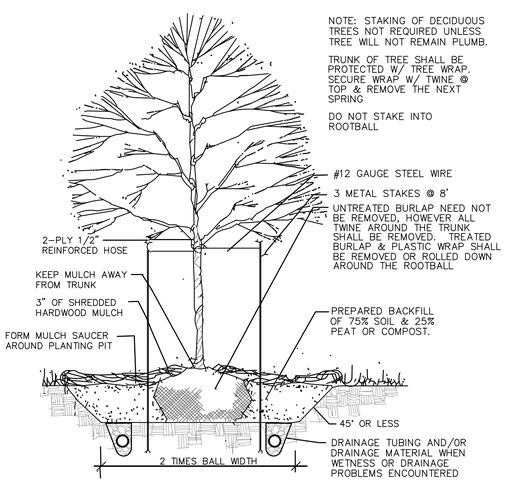
ORNAMENTAL FENCE

3' ALUMINUM FENCE BY ACTIVEYARDS (or equivalent)
STYLE: Granite – Home Series

NTS

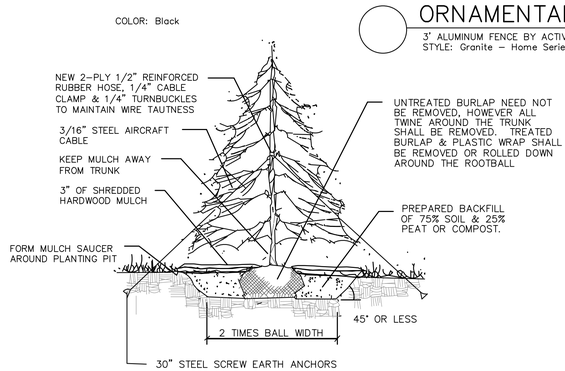
Perimeter Plant Material Height

CASC - Sixteen Candles Summersweet - 3' to 4'
DSB - Southern-bush Honeysuckle - 3' to 4'
HAI - Incrediball Hydrangea - 4' to 6'
JGL - Gold Lace Juniper - 3' to 4'
REK - Kashmir Shrub Rose - 3' to 4'
CKF - Feather Reed Grass - 4' to 6'
PHH - Heanse Herms Switch Grass - 4' to 6'
SPB - Prairie Blues Littleblue Stem - 3' to 4'



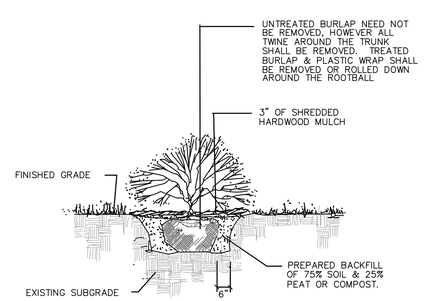
DECIDUOUS TREE

NTS



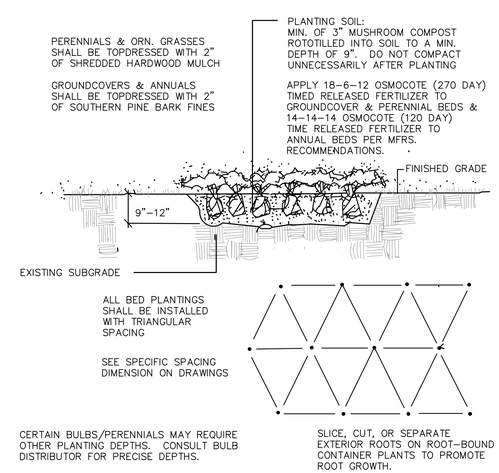
EVERGREEN TREE

NTS



SHRUBS

NTS



BED PLANTING DETAIL
(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVERS & ANNUALS)

NTS

REVISIONS

1	Village Review	8-25-20

FAIRVIEW STATION FLATS

5117 FAIRVIEW AVENUE
DOWNERS GROVE, ILLINOIS

If this plan is not 24" x 36" in size, then it is a reproduction that may not be to scale

SEAL:

STATE OF ILLINOIS
RANDY F. METZ
no. 157-000422
LANDSCAPE ARCHITECT

METZ & COMPANY
LANDSCAPE ARCHITECTURE/SITE PLANNING
826 East Maple Street
Lombard, Illinois 60148
PH: 630.561.3903
www.metz-company.com

TITLE
LANDSCAPE PLAN

PROJECT NO.: 20-136
DATE: 07-24-2020
SCALE: 1"=20'

SHEET
L-1

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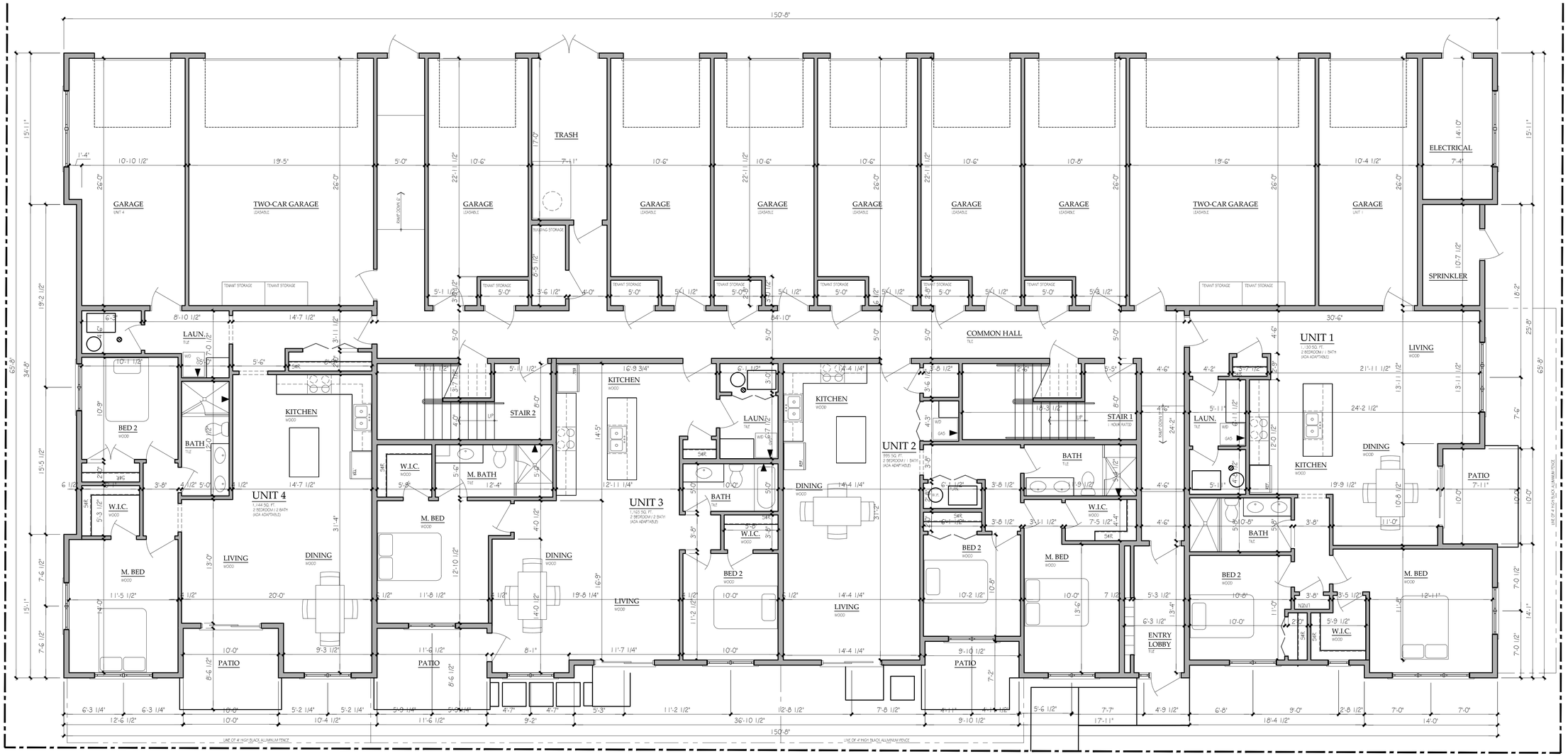
Floor Area Ratio Breakdown

		SQ. FT.	SQ. FT. COUNTED TOWARD F.A.R.
GROUND FLOOR - UNITS / COMMON HALL / STAIRS / STORAGE		5,638	5,638
SECOND FLOOR - UNITS / COMMON HALL / STAIRS		9,084	9,084
THIRD FLOOR - UNITS / COMMON HALLS / STAIRS		9,084	9,084
SPRINKLER & ELECTRICAL ROOM		179	179
TRASH ROOM (INSIDE BUILDING)		139	139
GARAGE		3,381	0
		TOTAL TOWARD F.A.R.	24,124

* ALL SQ. FT. CALCULATIONS TAKEN TO INSIDE FACE OF EXTERIOR WALLS

** BALCONIES AND PATIOS NOT INCLUDED

SQ. FT. COUNTED TOWARD F.A.R. =	24,124
SITE AREA	26,709
F.A.R. AS CALCULATED	0.90



FIRST FLOOR PLAN

SCALE: 3/16"= 1'-0"

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Fairview Station Flats
5117 Fairview Avenue, Downers Grove, IL

Ross Builders, Inc.
23 N. Lincoln Street, Hinsdale, IL 60521

studio21 architects
5012 Fairview Ave.
Downers Grove, IL 60515
630.789.2513
studio21architects.com

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08/25/20

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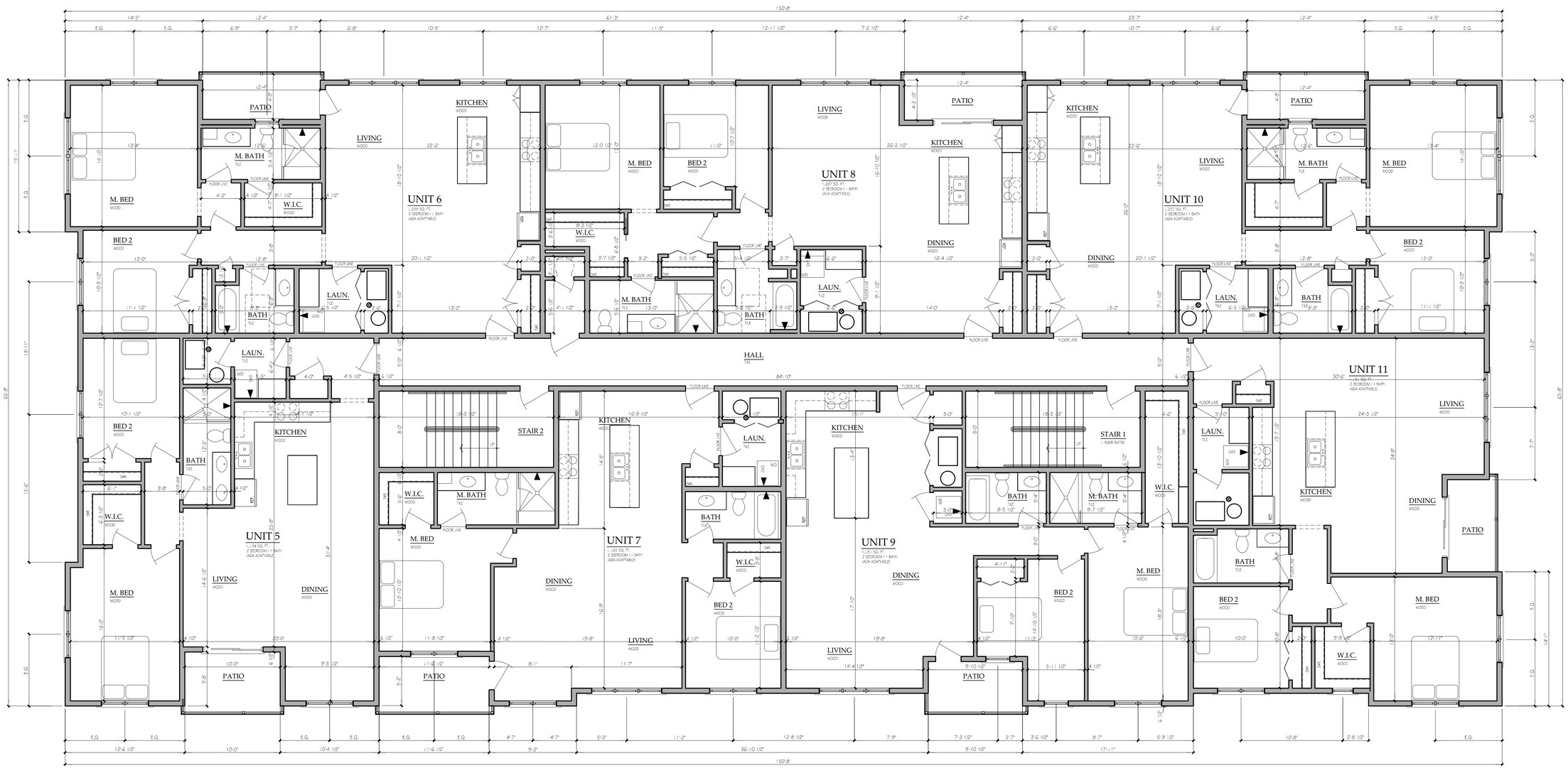

SECOND FLOOR PLAN

SCALE: 3/16"=1'-0"

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Fairview Station Flats

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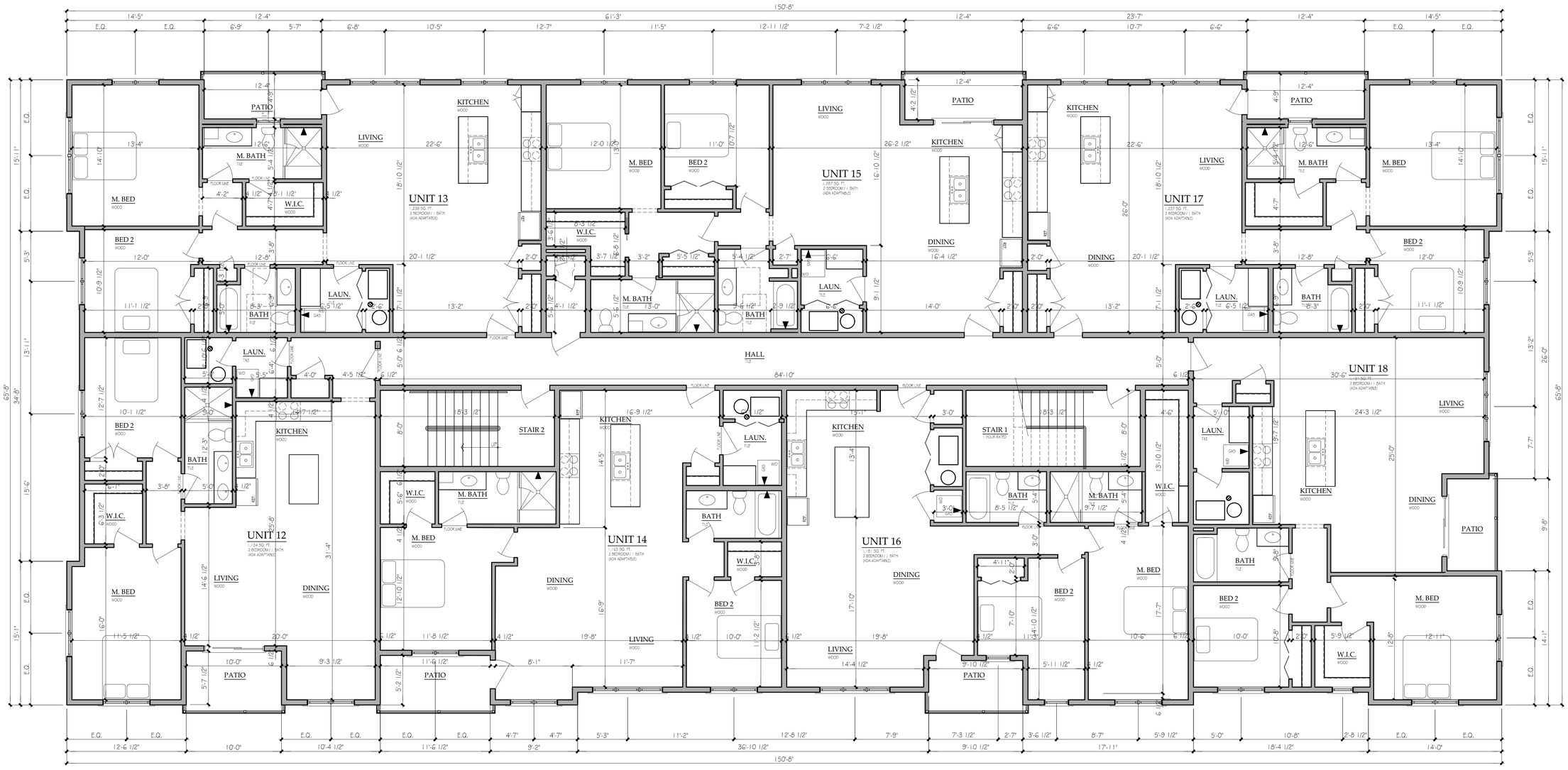

THIRD FLOOR PLAN

SCALE: 3/16" = 1'-0"

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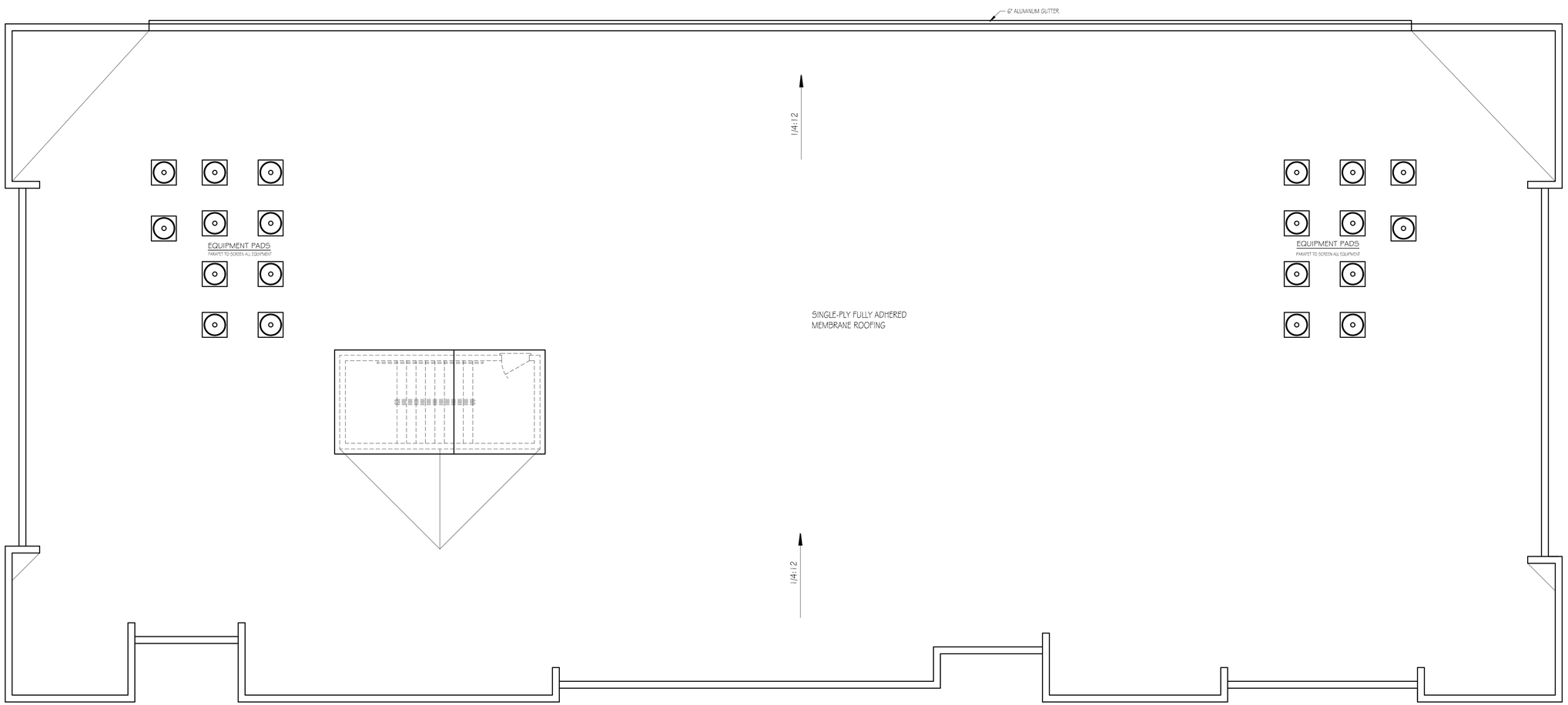

ROOF PLAN

SCALE: 3/16"=1'-0"

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2nd STREET ELEVATION

SCALE: 3/16"= 1'-0"

FAIRVIEW ELEVATION

SCALE: 3/16"= 1'-0"

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NORTH ELEVATION

SCALE: 3/16"= 1'-0"

EAST ELEVATION

SCALE: 3/16"= 1'-0"

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Fairview Station Flats

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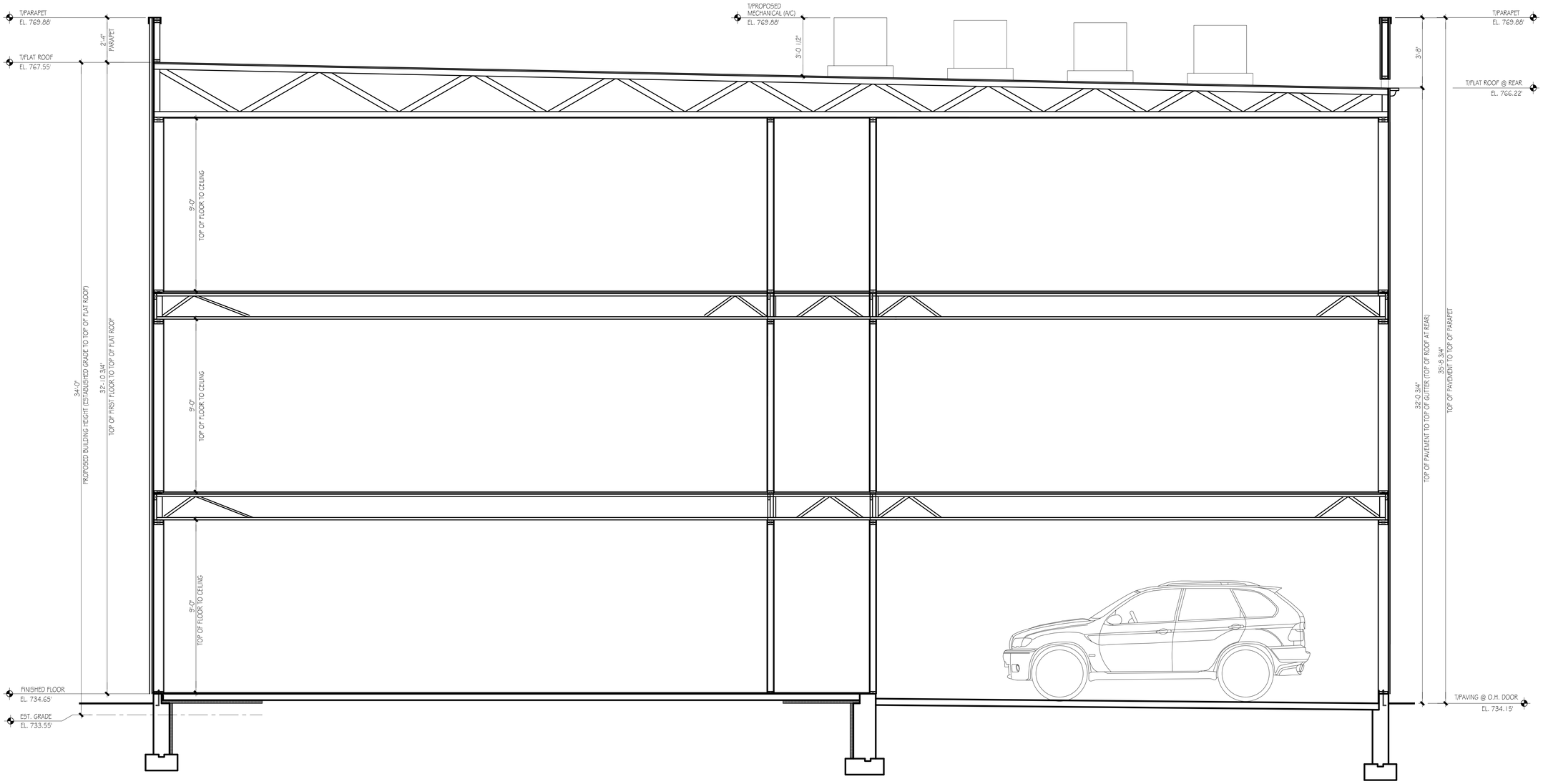

WEST - EAST

BUILDING SECTION

SCALE: 3/8"=1'-0"

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Fairview Station Flats
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08/25/20

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UND ROMAT

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: Craig Ross
Ross Builders

FROM: Elise Purguette
Consultant

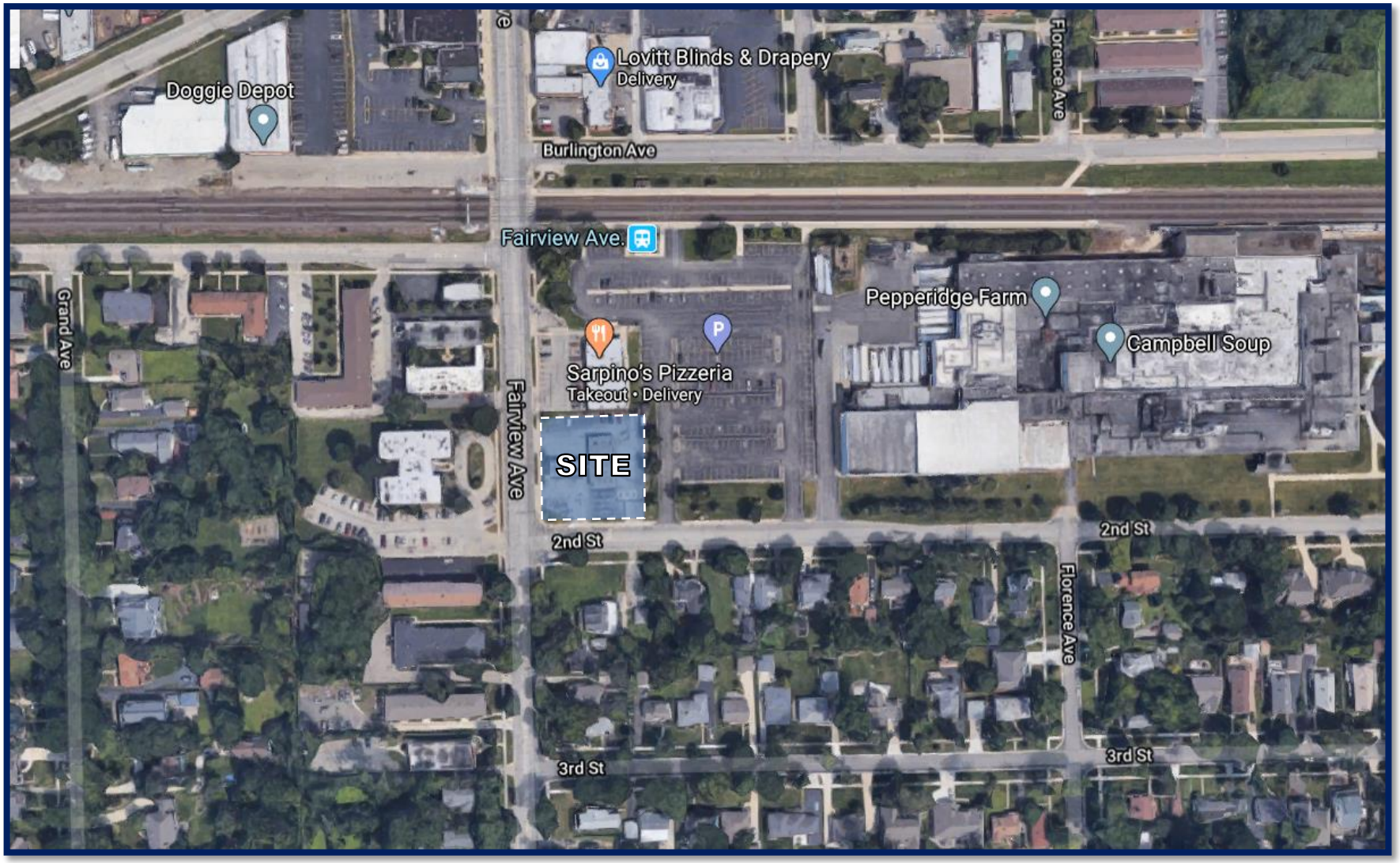
Michael A. Werthmann, P.E., PTOE
Principal

DATE: July 14, 2020

SUBJECT: Traffic Evaluation
Proposed Residential Development
Downers Grove, Illinois

This memorandum summarizes the methodologies, results, and findings of a traffic evaluation prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Downers Grove, Illinois. The site, which currently contains a vacant gas station, is located in the northeast quadrant of Fairview Avenue with 2nd Street. As proposed, the development is to consist of 18 units, 12 parking garages, and 29 surface parking spaces. Access to the site will be provided via a proposed full movement access drive on 2nd Street. Given the proximity of the site to the Fairview Avenue Metra station and downtown Downers Grove, the proposed development can be considered a Transit Oriented Development (TOD). **Figure 1** shows an aerial view of the site.

The purpose of this memorandum is to summarize the existing roadway conditions, estimate the volume of traffic that will be generated by the proposed development, examine the proposed access drive, and evaluate the adequacy of the parking supply.



Aerial View of Site **Figure 1**

Existing Roadway Characteristics

The following and **Figure 2** provide a detailed description of the physical and operating characteristics of the area roadways.

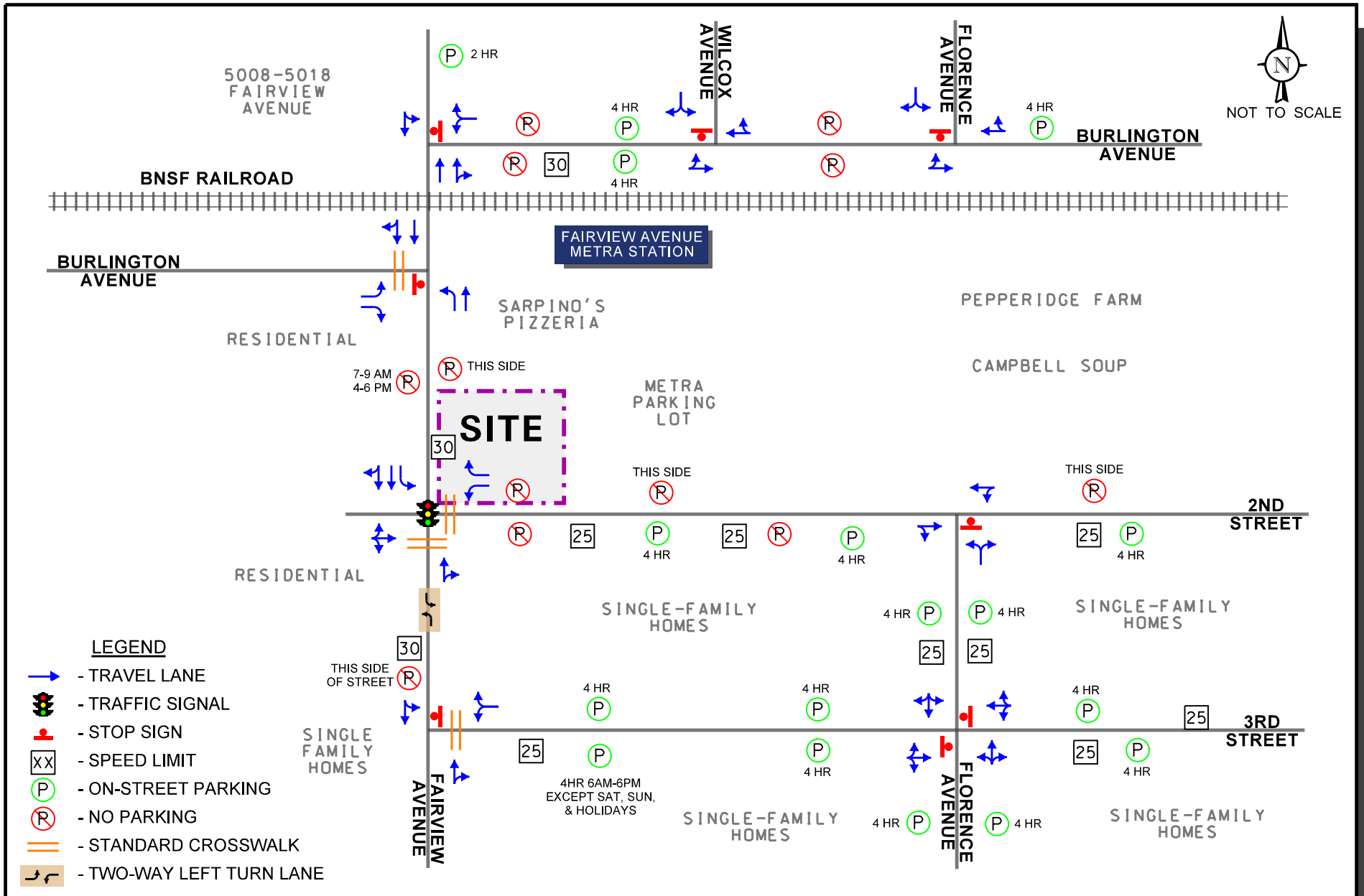
Fairview Avenue is a north-south, minor arterial that generally has one lane in each direction with a two-way, center left-turn lane south of 2nd Street. At its signalized intersection with 2nd Street, Fairview Avenue has a two-way left-turn lane and a combined through/right-turn lane on the northbound approach and the southbound approach has an exclusive left-turn lane, a through lane, and a combined through/right-turn lane. Additionally, Fairview Avenue has a standard style crosswalk on the south leg of this intersection. Parking is generally prohibited on both sides of the road between 2nd Street and 3rd Street. In addition, between Burlington Avenue and 2nd Street parking is prohibited on the east side of the road and prohibited from 7:00 to 9:00 A.M. and from 4:00 to 6:00 P.M. on the west side of the road. Fairview Avenue is under the jurisdiction of the Village of Downers Grove, carries an Annual Average Daily Traffic (AADT) volume of 11,100 vehicles (IDOT 2016), and has a posted speed limit of 30 miles per hour.

2nd Street is an east-west, local street that terminates at Fairview Avenue and is aligned opposite an access drive that serves two multi-family buildings. It has one lane in each direction with parking generally prohibited on the north side of the road and restricted to four-hour parking from 6:00 A.M. to 6:00 P.M. except on Saturdays, Sundays, and holidays on the south side of the road. At its signalized intersection with Fairview Avenue, 2nd Street has an exclusive left-turn lane and an exclusive right-turn lane and the access drive has a single lane approach. Additionally, 2nd Street has a standard style crosswalk on the east leg of this intersection. 2nd Street is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 miles per hour.

Burlington Avenue is an east-west, minor collector that has an offset intersection with Fairview Avenue. It has one lane in each direction with four-hour parking generally permitted from 6:00 A.M. to 6:00 P.M. except on Saturdays, Sundays, and holidays on both sides of the road between Fairview Avenue and Wilcox Avenue and on the north side of the road west of Florence Avenue. At its unsignalized intersection with Fairview Avenue, Burlington Avenue has an exclusive left-turn lane and an exclusive right-turn lane on the eastbound approach under stop sign control and a combined left-turn/right-turn lane on the westbound approach under stop sign control. Burlington Avenue is under the jurisdiction of the Village of Downers Grove, carries an AADT volume of 975 vehicles west of Fairview Avenue (IDOT 2016), and has a posted speed limit of 30 miles per hour.

Area Public Transit

The Metra BNSF Line Fairview Avenue station is located less than a block north of the site. The BNSF line operates between Aurora and Union Station in Chicago and provides approximately 25 inbound trains and 24 outbound trains daily. The first inbound train departs Aurora at 4:09 A.M. with the last train departing at 11:13 P.M. Census data within ¼ mile of the Fairview Metra station indicates that approximately 20 percent of the residents use public transportation or alternative modes of transportation to commute to and from work.



Proposed TOD Development
Downers Grove, Illinois

Existing Roadway Characteristics

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

Job No: 20-120

Figure: 2

Development Traffic Generation

The number of peak hour vehicle trips generated by the proposed development was estimated based on Multifamily Housing – Low Rise (Land-Use Code 220) trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. Due to the proximity of the development to the Metra BNSF Line Fairview Avenue station, the number of trips to be generated by the development was reduced by 20 percent. **Table 1** shows the traffic estimated to be generated by the proposed residential development. It is important to note that the site was previously occupied by an approximate 2,200 square-foot gas station with four fueling positions. **Table 2** shows the trip generation comparison between the previous gas station use and the proposed development.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

Type/Size	ITE Land Use Code	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
Development (18 units)	220	2	7	9	8	5	13
-20 Percent Reduction		*-0*	*-1*	*-1*	*-1*	*-1*	*-2*
New Trips		**2**	**6**	**8**	**7**	**4**	**11**

Table 2
TRIP GENERATION COMPARISON

Type/Size	ITE Land Use Code	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
Development (18 units)	220	2	6	8	7	4	11
Gas Station (4 fueling positions)	944	20	21	41	28	28	56
Difference		**-18**	**-15**	**-33**	**-21**	**-24**	**-45**

As shown in Table 1, the proposed development is projected to generate a very limited volume of traffic (approximately seven and ten trips during the weekday morning and evening peak hours, respectively). Further, as Table 2 illustrates, the proposed development will generate far less traffic than the former gas station and many other commercial uses permitted on the subject site per the existing zoning. In addition, the traffic generated by the development will represent an approximate one percent or less increase in traffic on Fairview Avenue. As such, it can be seen that the traffic to be generated by the development will have a limited impact on the roadway system.

Site Access

As indicated previously, access to the proposed development will be provided via a proposed full movement access drive located on 2nd Street approximately 150 feet east of Fairview Avenue. This access drive will provide one inbound lane and one outbound lane. Outbound movements should be under stop sign control. Given the limited volume of traffic to be generated by the development, a separate left-turn lane on 2nd Street serving the access drive is not required or warranted.

It should also be noted that the site currently has two access drives on 2nd Street and two access drives on Fairview Avenue that will be eliminated with the proposed development. As such, the number of access drives serving the development will be reduced from four to one, which will reduce the number of conflicts points along 2nd Street and Fairview Avenue and, as a result, enhance overall vehicle and pedestrian safety. In addition, the single access drive serving the development will be located on 2nd Street, which has a lower traffic volume than Fairview Avenue. As such, access to the proposed development will provide for efficient and orderly access with limited impact on the existing roadway system.

Parking Analysis

As indicated previously, the proposed development is to consist of 18 residential units and 41 parking spaces (12 parking spaces in garages and 29 surface parking spaces). According to the Village of Downers Grove Zoning Ordinance, residential developments require two parking spaces per dwelling unit. With a total of 18 units, the Village of Downers Grove requires a total of 38 parking spaces. The 41 parking spaces to be provided exceeds the minimum requirements of the Village.

Conclusion

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

- Overall, the proposed development, which can be considered a TOD, is projected to generate a limited volume of peak hour traffic and less than the previous gas station and other uses that could be developed on the site.
- Given the limited traffic to be generated by the proposed development, the existing roadway system has sufficient capacity to accommodate the projected development-generated traffic.
- Access to the proposed development via 2nd Street will provide for efficient and orderly access with limited impact on the roadway system.
- Elimination of the existing access drives on 2nd Street and Fairview Avenue will reduce the number of conflicts points along both roads, which will enhance vehicle and pedestrian safety.
- The 41 parking spaces to be provided by the development exceeds the Village of Downers Grove requirements.

DRAFT

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

September 14, 2020, 7:00 P.M.

FILE 20-PLC-0017: A petition seeking approval for a Planned Unit Development to build a new multi-family residential structure. The property is currently zoned B-2, General Retail Business. The property is located directly northeast of the intersection of Fairview Avenue and 2nd Street, commonly known as 5117 Fairview Avenue, Downers Grove, IL (PIN: 09-09-300-013). Ross Builders, Inc., Petitioner and Fairview Station Flats, LLC Owner.

Petitioner and owner of the property, Mr. Craig Ross, President of Ross Builders, 23 N. Lincoln Street, Hinsdale, discussed his company's background and provided some history of the property, which was a prior gas station and had been tried to be developed in the past. Mr. Ross commented that he was proposing a multi-family development that followed the Village's Comprehensive Plan and addressed the Plan's recommendations for a Fairview District Catalyst Site.

Architect, Greg Stahr, with Studio 21 Architects, presented slides for the proposed 18-unit multi-family (2-bedroom units) development for the site. The building would be contemporary in design, three stories in height, and act as a gateway building to the Fairview business district. It would enhance the area and attract young professionals and empty nesters. Positives of the development followed. The building would be street-oriented with a setback on Fairview Avenue of 7 feet 4 inches with interior parking and exterior parking at the rear of the building. Approximately 42 parking spots would located on the site -- 12 indoor, 29 outdoor, 2 spaces reserved for ADA parking and 4 additional spaces for motorcycles. Thirty-six of the spaces would be designated to the building's tenants with two spaces per unit, as outlined in the Village's ordinance. Five on-site spaces would be included for guest parking. The main floor would consist of four units, meeting the Fair Housing Act. Details of the unit amenities followed. The second and third floor would contain 7 units each with a trash chute available to the residents.

The building's façade will be broken up with inset balconies and patio areas with different materials used. Mr. Stahr believed the building was a good fit for the area, as it met the needs for various age groups: young professionals to empty nesters, and provided more central commuter housing. It also met the needs for a catalyst site within the Village. Mr. Stahr believed the development created a building statement to the area by bringing a contemporary style to the downtown district. The proposal also added a transitional buffer to the nearby single-family residences to the south and to the commercial district to the north.

In order to meet certain desires of the comprehensive plan, Mr. Stahr indicated he was seeking relief from certain B-2 zoning regulations within the district, which included the floor area ratio (FAR) and setbacks. The B-2 District required a zoning setback of 25 feet on the street-facing side, yet the comprehensive plan listed the desire for street-oriented developments with parking in the rear. As a result, Mr. Stahr explained that he was requesting a 7 foot 4 inch setback from the Fairview property line and a setback of 7 feet 10 inches on the Second Street side. Details followed. As for the FAR, the comprehensive plan called for higher density in the area, and in order to maximize that, the proposed FAR for the site would be 0.89, exceeding the 0.75 regulation for the B-2 district. While the units would be well over the minimum density requirement of 1,000

sq. feet per unit, both height and landscaping requirements would be met.

Mr. Stahr reviewed the previous developments that were considered for the site and explained that they did not fit within the area. He further reviewed a map on the overhead pointing out how the proposed development fit within the site location.

Mr. Robert Gudmundson, with RWG Engineering, reviewed the site plan, noting the proposed plat of consolidation, which is originally made up of four parcels that would be consolidated into a single new lot. The lot was 0.61 acre in size. Existing conditions of the survey were noted on the overhead, including the two driveways off of Fairview and the two driveways off of Second Street. Three of the driveways would be removed, leaving the remaining driveway off of Second Street at the southeast corner. Mr. Gudmundson addressed the proposed greenspace for the development which would be over 12 percent. The additional hardscape being added to the development was just over 500 square feet.

Continuing, Mr. Gudmundson explained that the building itself would sit 89 feet west of the east property line, providing the area with a full bay of surface parking and the driveway that connects to the interior of the building. The trash enclosure would be located inside the building. Motorcycle parking was pointed out. At the northeast corner of the building, would be a block retaining wall to allow for grade adjustment. Lighting, with shielding, would be attached to the building. Grading and utility plans were also referenced. Per Mr. Gudmundson, no floodplain would impact the development. On-site drainage flowed from north to south toward Second Street continuing west to Fairview. Overland flow was also explained.

Mr. Gudmundson summarized the utilities that existed or would be installed, such as installing another fire hydrant near the driveway. The existing sanitary sewer would be utilized. Explanation of water flow for the storm sewer system followed with Mr. Gudmundson explaining the five-foot easement that would be created to assist the storm sewer. Details of the proposed storm sewer system were explaining in further detail.

Chairman Rickard opened up the discussion to the commissioners.

Commissioner Majauskas raised discussion about a No Further Remediation (NFR) letter as well as concerns about the water flow dragging contamination into St. Joseph Creek, wherein Mr. Gudmundson acknowledged his familiarity of the NFR letter and explained that the proposed storm sewer on the site was a very shallow sewer and connections to it would be near the ground's surface. Permitting would still have to take place and an application was before the EPA for this project.

Commissioner Maurer asked if the applicant considered reducing the width of the building to meet the side yard and front yard setbacks for Second Street, allowing pushing the building back. Mr. Stahr explained in the discussions with the Village that it was apparent that it was the Comprehensive Plan's goal to have properties developed with street-orientation versus a 25-foot setback. If the building was set back 25 feet, half the parking would be removed and the building would not get the density being proposed or be consisted with what the Comprehensive Plan was trying to accomplish.

Per Mr. Stahr, sight lines were not brought up in discussions with staff. A question was asked

about the term "condo ready" wherein Mr. Stahr explained it as being ready for apartment-style renting but the units having separate utilities so the building could be condo-ready and the units sold separately. Mr. Ross indicated that he would let the market determine whether the building would be marketed at rentable units or condos. Assuming they are marketed as apartments, Mr. Ross indicated Ross Builders would keep the building as apartments.

Ms. Sue Sipa, 102 8th Street, questions directed to Mr. Ross included the following: what were the building's materials (brick veneer, cement board lap (no vinyl), amenities (no elevator required), sidewalk (to be improved) and whether overnight guests would use the Fairview parking lot, etc. As explained by Mr. Gudmundson, the sidewalk along Fairview would be replaced but a green space would remain in the right-of-way. The carriage sidewalk on Second Street would remain, but replaced as necessary; ADA compliance would be met.

This resident further inquired about the stormwater retention/volume storage and asked Mr. Gudmundson to explain the difference of bringing this project up to code versus a new development and the requirements of the County's stormwater ordinance as well as the Village's stormwater ordinance.

Ms. Lindy Stoot, 3648 Sterling Road and co-owner of 5128 Fairview, an apartment building across the street, expressed concern about increased traffic, trains backing up the traffic, and the development's 36 vehicles.

Ms. Barbara Hoffman, a duplex owner of 5131 and 5133 Fairview, voiced concern about increased traffic. However, she appreciated the proposal versus the eye sore.

Village Planner, Gabby Baldassari, summarized the application before the commission with photos on the overhead. She covered the easements that were necessary, depicted elevations, and referenced that relief for a number of bulk standard items were being sought by the petitioner under the proposed PUD. Slides of the site plan followed including the required setbacks and the proposed setbacks being sought under the B2 zoning district. Regarding the line of sight, Ms. Baldassari indicated staff did review the matter with the traffic engineer and public works department. Because a signalized intersection existed, there was no concern by the traffic engineer. Additionally, she explained how the Village's comprehensive plan provided guidelines for developing the property at a catalyst site. Since publication of staff's report, Ms. Baldassari stated that she did receive one public comment, which pertained to having the site provide additional parking.

Staff believed the criteria for the project were met and if the commission agreed, Ms. Baldassari referenced a draft motion to be voiced.

Per commissioner questions, Ms. Baldassari explained the setback requirements for the DB zoning district as compared to the proposed development. Commissioner Toth voiced his support for the proposal and could not think of another development where ground floor residential was being placed 7-1/2 feet from a property line. He voiced his concern about that.

Commissioner Majauskas voiced her concerns about the flow of storm water, especially creating an overflow of St. Joseph Creek, due to so much encroachment on properties. While she liked the project, she voiced concern about the additional water into the sewer system, eventually flooding

the residents along St. Joseph Creek. She believed the Village would have to consider what it allowed.

Chairman Rickard voiced that once the building was completed less impervious space would exist; however, he reminded the commissioners that the proposal was meeting the requirements of the ordinance. Ms. Rollins echoed similar concerns and agreed the project was an improvement the Village needed to have a discussion about setback requirements for the area and needed uniformity.

Discussion between staff and Commissioner Maurer centered on what exactly was the vision of the comprehensive plan for the site – neighborhood commercial uses or stand-alone multi-family housing, to which Planner Baldassari responded. She offered that if there was direction from council for staff to reconsider what would be the best zoning district for the area in the long run, it could be revised to better respond to the comprehensive plan, then staff could look into it. While staff agreed it would be ideal to have a mixed-use building for the site, staff agreed with the petitioner that not enough space existed to accommodate that.

Chairman Rickard shared similar thoughts but pointed out that the building placement, its size, etc. was identical to what was being proposed with the only difference was the use. However, he did have concerns that there was no retail component to the building and placing living space 7 feet from the street was a concern. Clarification followed.

Another commissioner voiced concern about setting a setback precedent for future development and asked whether staff was fine with the parking, wherein staff indicated two spaces were allowed per unit and the petitioner exceeded that amount. Additionally, guests could park in the commuter parking lot at certain times. The petitioner proceeded to explain there were parking options in the area. Further dialog followed by Ms. Majauskas explaining that she was part of an ad hoc committee that discussed the subject area and the focus was to make it a secondary downtown area but not compete with the central downtown area. The subject area would be more art-centered and include studios, restaurants, music, etc. and link to the central business district through Maple Avenue.

Petitioner, Mr. Ross, returned and confirmed that a traffic study was done which found very little impact to the site. He explained the building was focusing on commuters and he did not expect to have two spaces per unit being used, since only one individual would probably be living in the unit. Regarding the first floor units, he did not see it as an issue because more and more such developments were being seen. He addressed stormwater comments.

Mr. Bill Styczynski, 221 8th Street, believed the parking would be fine, noting guest parking may be used in the evenings and weekends. The Chairman pointed out the development's positives and the removal of the former three access driveways.

Chairman Rickard closed the public hearing portion of the meeting.

Commissioners were overall pleased to see the project come forward and it was an improvement. A block north of the tracks had the same setbacks as being requested. The petitioner followed the comprehensive plan to the best of their ability and staff also supported the project. The Chairman felt the form and bulk were good and the use was the best that could be done. He believed that

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when the comprehensive plan was being put together it viewed an entire area and not individual parcels. This parcel was basically land-locked and, given its size, was limited in its development. He supported the project.

Chairman Rickard entertained a motion.

WITH RESPECT TO FILE 20-PLC-0017, COMMISSIONER MAURER MADE A MOTION THAT THE PLAN COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL, SUBJECT TO THE FOLLOWING CONDITIONS:

1. **THE PLANNED UNIT DEVELOPMENT SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT DATED SEPTEMBER 14, 2020, THE PLANS PREPARED BY RWG ENGINEERING, LLC DATED 7/31/20, AND MODIFIED 8/24/20, AND THE PLANS PREPARED BY STUDIO 21 ARCHITECTS, DATED 8/25/20, EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO VILLAGE CODES AND ORDINANCES;**

2. **PRIOR TO ISSUING ANY SITE DEVELOPMENT PERMITS, THE PETITIONER SHALL MAKE PARK AND SCHOOL DONATIONS IN THE AMOUNT OF $136,852.92. ($103,269.96 TO THE PARK DISTRICT, $24,165.36 TO ELEMENTARY SCHOOL DISTRICT 58, AND $9,417.60 TO HIGH SCHOOL DISTRICT 99);**

3. **THE APPLICANT SHALL ADMINISTRATIVELY CONSOLIDATE THE FOUR LOTS INTO ONE LOT OF RECORD PRIOR TO BEING ISSUED A BUILDING PERMIT; AND**

4. **THE FOLLOWING EASEMENTS SHALL BE PROVIDED: A 5-FOOT WIDE PUBLIC UTILITY AND DRAINAGE EASEMENT ALONG THE NORTH LOT LINE, 10-FOOT WIDE PUBLIC UTILITY AND DRAINAGE EASEMENT ALONG THE EAST LOT LINE, 5- FOOT WIDE PUBLIC UTILITY EASEMENT ALONG THE SOUTH LOT LINE, A 24-FOOT WIDE CROSS-ACCESS EASEMENT AT THE NORTHEAST CORNER BORDERING THE PROPERTY TO THE NORTH, AND A 150-SQUARE-FOOT TRAFFIC LIGHT AND SIDEWALK EASEMENT AT THE SOUTHWEST CORNER OF THE SITE.**

SECONDED BY COMMISSIONER TOTH. ROLL CALL:

AYE: MAURER, TOTH, BOYLE, DMYTRYSZYN, JOHNSON, MAJAUSKAS, ROLLINS, PATEL, CHAIRMAN RICKARD

NAY: NONE

MOTION PASSED. VOTE: 9-0

/s/ Celeste K. Weilandt

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Recording Secretary
(As transcribed by MP-3 audio)