**VILLAGE OF DOWNERS GROVE**
**PLAN COMMISSION**

VILLAGE HALL COUNCIL CHAMBERS
801 BURLINGTON AVENUE

March 6, 2017
7:00 p.m.

**AGENDA**

1. **Call to Order**

    a. **Pledge of Allegiance**

2. **Roll Call**

3. **Public Hearings**

    a. **17-PLC-0003:** A petition seeking approval of a Planned Unit Development Amendment for the expansion of senior living options at Oak Trace. The property is zoned R-5A/PUD, Residential Attached House 5A/Planned Unit Development. The property is located on the east side of Fairview Avenue, between 65th Street and 67th Court, commonly known as 200 Village Drive, Downers Grove, IL (PIN 09-21-102-007). Brian Devlin, Petitioner; Lifespace Communities, Owner.

    b. **17-PLC-0004:** A petition seeking approval of a Planned Unit Development, Zoning Map Amendment, Right-of-Way Vacation, Special Use to allow a drive-through, and Final Plat of Subdivision to construct a multi-building commercial center. The properties are zoned B-3, General Services and Highway Business District. The properties are located on the northwest corner of Ogden Avenue and Main Street, commonly known as 1030, 1032, 1036, 1040, and 1048 Ogden Avenue, Downers Grove, IL (PINs 09-05-300-002,-004, -005, and 09-05-115-009). Vequity LLC, Petitioner; Vequity LLC, Blake Horio, Trustee Richard Bradley, Sheng-Li Wang, Owners.

4. **Adjournment**

**<u>THIS TENTATIVE REGULAR AGENDA MAY BE SUBJECT TO CHANGE</u>**

# VILLAGE OF DOWNERS GROVE
## REPORT FOR THE PLAN COMMISSION
## MARCH 6, 2017 AGENDA

| SUBJECT: | TYPE: | SUBMITTED BY: |
|---|---|---|
| 17-PLC-0004<br>1030 – 1048 Ogden Avenue | Planned Unit Development, Rezoning, Special Use, Final Plat of Subdivision and Alley Vacation | Scott Williams<br>Planner |

### REQUEST
The petitioner is requesting approval of the following items to complete a comprehensive redevelopment at the northwest corner of Ogden Avenue and Main Street, commonly known as 1030-1048 Ogden Avenue:

1. A Planned Unit Development;
2. A Rezoning from existing B-3, General Services and Highway Business to B-3/PUD, General Services and Highway Business/Planned Unit Development'
3. Two Special Uses for two drive through restaurant facilities;
4. A vacation of the 16-foot wide improved alley at the northeast corner of the property; and
5. A Final Plat of Subdivision.

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

### GENERAL INFORMATION

**OWNERS:**

Vequity LLC
400 N. State Suite 400
Chicago, IL 60654

Trust No. 43664
Richard Bradley (POA)
1036 Ogden Avenue
Downers Grove, IL 60515

Sheng-Li Wang
1040 Ogden Avenue
Downers Grove, IL
60515

Harry K. Ishida Revocable
Living Trust
C/o: Blake Horio
1900 S. Highland Avenue #104
Lombard, IL 60148

**APPLICANT:**

Max Odom
Vequity LLC Series XVII Downers Ogden
400 N. State
Suite 400
Chicago, IL 60654

### PROPERTY INFORMATION

**EXISTING ZONING:** B-3, General Services and Highway Business
**EXISTING LAND USE:** Bank, Vacant Drive-through, & Multi-tenant commercial buildings

**PROPERTY SIZE:** 90,140 sq. ft. (2.07 acres)
**PINS:** 09-05-300-002, -004, -005, and 09-05-115-009

**SURROUNDING ZONING AND LAND USES**

| | ZONING | FUTURE LAND USE |
|---|---|---|
| **NORTH:** | B-3, General Services and Highway Business | Corridor Commercial |
| | R-4, Residential Detached House 4 | Single Family Residential |
| | R-6, Residential Apartment/Condo 6 | Single Family Residential |
| **SOUTH:** | B-3, General Services and Highway Business | Corridor Commercial |
| **EAST:** | B-3, General Services and Highway Business | Corridor Commercial |
| **WEST:** | B-3, General Services and Highway Business | Corridor Commercial |

## ANALYSIS

### SUBMITTALS

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

1. Project Narrative
2. Renderings
3. Plat of Survey
4. Site Plans
5. Architectural Plans
6. Elevation/Sign Plans
7. Landscape Plan
8. Photometric Plan
9. Plat of Subdivision
10. Plat of Vacation
11. Plat of Conveyance (IDOT)
12. Summary of Neighborhood Meeting
13. Traffic Impact Study
14. Alley Appraisal Report

### PROJECT DESCRIPTION

The applicant is proposing to redevelop the existing vacant bank drive-through, two multi-tenant commercial buildings, and the US Bank site at the northwest corner of Ogden Avenue and Main Street. The proposal is to construct two multi-tenant commercial buildings and a Panda Express on three lots. The applicant is proposing three options for Retail Building A on the western lot adjacent to Jewel-Osco Option 1 includes a building with a maximum square footage of 10,500 square feet, Option 2 includes a drive-through facility on the west side of the building and Option 3 includes a drive-through facility on the east side of the building. Retail Building B is proposed for the middle lot and would be a multi-tenant building at 6,070 square feet. The eastern lot located on the hard corner of Ogden and Main is the Panda Express 2,229 square foot building with the proposed drive-through. The petitioner is requesting approval of the following items:

1. A Planned Unit Development designation to complete a comprehensive redevelopment of the site with a variety of uses. Planned Unit Developments are permitted in the B-3 zoning district.
2. A Zoning Ordinance Map Amendment to rezone from B-3, General Services and Highway Business to B-3/PUD, General Services and Highway Business/Planned Unit Development.
3. A Special Use to permit two drive-through restaurants in the B-3, General Services and Highway Business district, one for the Panda Express and a second for Retail Building A. A drive-through use

is listed in Section 5.010 of the Zoning Ordinance as an allowed Special Use in the B-3 zoning district.

4. Vacation of 16' public right-of-way (alley).
5. A Final Plat of Subdivision to subdivide 10 lots of record into three lots of record.

Existing Conditions

The four subject properties consist of ten lots of record. The properties are zoned B-3, General Services and Business Highway District and include a bank, a vacant stand-alone bank drive-through, and two multi-tenant buildings. These buildings include a variety of commercial and business and medical office uses.

The site contains five curb cuts on Ogden Avenue and one off of Main Street via the alley. The alley runs behind two of the existing properties. The US Bank property has to two points of access with the adjacent Jewel-Osco property to the west. An existing reciprocal easement is in place which provides Jewel-Osco access around the current US Bank building and the US Bank Building access through the Jewel-Osco parking lot. This easement is proposed to remain in place and limits the site layout for Retail Building A.

Proposed Development

The petitioner is proposing to demolish all existing structures on the subject site and construct the following buildings:

| Lot | Location | Building | Size |
|---|---|---|---|
| 1 | Eastern lot | Retail Building C (Panda Express) | 2,229 sq ft |
| 2 | Middle lot | Retail Building B (Multi-Tenant) | 6,070 sq ft |
| 3 | Western Lot | Retail Building A (Multi-Tenant, no drive-through) | 10,500 sq ft |
| | | Retail Building A – Option 2 (Drive-through on west) | 9,889 sq ft |
| | | Retail Building A – Option 3 (Drive-through on east) | 6,414 sq ft |

Panda Express will be located towards the back corner of Lot 1 with the main entrance facing Main Street. The drive-through with the eight car stacking lane will wrap around the side and rear of the building with cars entering aligned with the Main Street access point. A barrier fence will separate it from the patio area to the west. Parking is located at the front of the building in the two street yards. A patio area is proposed to the east of the building just north of the main entrance along with a bike rack. The exterior building material is primarily EIFS with building accent tile and stone cladding at the base of the walls. Other features include parapets and aluminum canopies.

The 6,070 square foot multi-tenant building (Building B) located on Lot 2 will also have parking spaces between it and the street. Although no tenants are confirmed yet for this space, the use of different colors of brick and a stone base will be used to break up the façade. A parapet wall extends above the roof-line. Aluminum canopies are also shown over the entrances of the spaces. This middle lot has no Ogden Avenue curb-cut and relies on a cross-access easement stretching across the adjacent properties for access. The applicant is proposing two patio areas at the ends of the parking row closest to the building. A bike rack is also shown in the western patio area closer to the building.

Lastly, the multi-tenant building (Building A) located on the Lot 3 has three different site plan options. The default plan assumed for this review is a 10,500 square foot building with no restaurant drive-through. Parking is located at the front, side and rear. One Ogden Avenue curb is shown at the front aligned with Forest Avenue along with the two access points to Jewel-Osco and one access point to Lot 2. Option 2 (sheet AS1.2A) shows a slightly smaller 9,889 square foot building with a restaurant drive-

through and a eight car stacking lane on the western side of the building running parallel and adjacent to the property line. With this configuration, cars would enter the drive-through at the northern end and exit at the south into the front parking area. Option 3 (sheet AS1.25) has the eight car stacking lane drive-through on the eastern side of the building. Because of the configuration, this option has the smallest building footprint at 6,414 square feet. Eastbound cars would enter at the front (south) and exit to the north into the rear parking area. Just like Building B, there is no specific tenant going into any of the spaces yet and the developer has requested approval of a flexible plan that accounts for a drive-through at either end of the building but not two together. A condition of approval has been added which permits only one drive-through for Retail Building A. The building materials and design standard are the same as Building B.

IDOT has reviewed the proposed curb-cut locations and will only approve one Ogden Avenue curb-cut as shown on the proposed layout. The applicant is dedicating a portion of the Ogden Avenue street frontage and has prepared a Plat of Conveyance. The conveyed area increases the right-of-way thus matching other properties on Ogden Avenue. The proposed site plans account for this dedication. The DuPage County Division of Transportation (DuDOT) approval of the Main Street curb-cut is forthcoming. The Ogden Avenue sidewalk will be replaced and the external pedestrian access and drive aisle crosswalks to each building is a distinct paving material as required per the Zoning Ordinance.

The petitioner is proposing a total of 117 parking spaces including five handicapped spaces where 76 are required. This number is based on the maximum size of Building A at 10,500 square feet. The two other options have smaller buildings, and, therefore, a reduced parking requirement. Although the majority of the parking is located on Lot 3, there is still enough parking on each lot to meet the requirements and service the two other buildings.

There are four trash enclosures serving the three buildings with three located in middle center of the east side parking for Building A. A single trash enclosure is farther west directly behind Building A. This means all trash enclosures are located on the much larger Lot 3. Trash enclosures are not permitted in the street yard. To account for this, the petitioner is proposing a pedestrian easement behind Build B leading to the three enclosures for all the building tenants.

The petitioner is proposing new landscaping on the property in conformance with Village requirements. A significant amount of landscaping is proposed on the rear and east side property lines adjacent to and facing the residential zoning on Havens Court. In these areas, there is 100% parking lot screening. For the street yard landscaping along Ogden Avenue and Main Street, there is 75% parking lot screening. Foundation landscaping is proposed in front of the buildings to soften the impact of the wide buildings and patios areas. Although trees are not able to be planted in all landscape islands at the end of the parking rows, the applicant is proposing a total of 38 new trees that are placed evenly across both street frontages and concentrated in the rear areas adjacent to residential zoning.

The three proposed shopping center monument signs comply with the zoning code. Furthermore, the wall signs facing the streets on all three buildings will comply based on the lineal frontage of each tenant space. The applicant is seeking a deviation for signage on both Building A and Building B. The petitioner is requesting additional sign square footage for each building and additional signs to be placed on a façade that does not have street frontage as identified below:

| Building | Location | Size |
|---|---|---|
| A | East Facade | 63 sq ft |
| A | West Facade | 63 sq ft |
| B | West Facade | 63 sq ft |

Staff is not supportive of this deviation because these walls do not face a public drivable right-of-way and is not consistent with other similar developments along Ogden Avenue and other commercial corridors.

A 170' by 16' public alley running east – west at the northwest corner of the property is requested to be vacated. The vacation allows greater flexibility in site design and accommodates an access point and the Panda Express drive-through. Per the Village's Right-of-Way Vacation Policy (Resolution #2003-58), staff contacted the public agencies and determined that the utility providers and the Village do not have any objections to the vacation of the right-of-way as long as a public drainage, utility and access easement is retained along the entire width and length of the alley. The required easement has been provided as noted on the Plat of Vacation. The applicant is also working with ComEd to relocate the utility poles.

### COMPLIANCE WITH THE COMPREHENSIVE PLAN

The current Comprehensive Plan identifies the subject site as a part of a catalyst site in the *Ogden Avenue Central - Key Focus Areas.* The draft update revision of the Comprehensive Plan continues to identify the subject site as part of the "D8" Ogden Avenue Catalyst site and recommends parcel assembly and aesthetic and functionality improvements. The applicant's proposal aligns with these goals. Both plans note that this area should be redeveloped with attention to pedestrian circulation, reducing the number of curb-cuts, cross-access between lots and overall enhanced appearance at an important intersection.

The proposed development:

- Removes four curb-cuts and improves access onto Ogden Avenue
- Improves connectivity by installing a sidewalk along Ogden Avenue and pedestrian access from Ogden Avenue to the three buildings
- Consolidates multiple lots to improve onsite operations and mitigate stacking onto Ogden Avenue
- Provides enhanced landscaping and screening in order to provide a buffer to the residential areas to the north and a more attractive image at a community gateway intersection.

The plan recommends the corridor commercial area include a blend of neighborhood-oriented commercial retail, offices, smaller regional retail and service uses. The proposed development meets the goals of current and draft updated Comprehensive Plan.

### COMPLIANCE WITH THE SUBDIVISION ORDINANCE

The subject property is made up of ten lots of record. The petitioner is proposing to subdivide these ten lots into three lots of record. All new businesses lots must be at least 75' wide by 140' deep for a total area of 10,500 square feet. Lots 1 and 3 meet all of the requirements, while Lot 2 has an existing lot depth of only 126 feet as shown in the table below:

| **1030-1048 Ogden Ave** | **Lot Width** | | **Lot Depth** | | **Lot Area** | |
|---|---|---|---|---|---|---|
| | Required | Proposed | Required | Proposed | Required | Proposed |
| Lot 1 | 75' | 121' (curved) | 140' | 167' | 10,500 sf | 20,289 sf (.47 acres) |
| Lot 2 | 75' | 131' (angled) | 140' | 126' (existing) | 10,500 sf | 16,995 sf (0.39 acres) |
| Lot 3 | 75' | 119' | 140' | 459' | 10,500 sf | 52,856 sf (1.21 acres) |

The Final Plat of Subdivision includes a blanket easement over the vacated alley, a pedestrian easement leading to the trash enclosures, a 24-foot wide ingress/egress easement through Lots 1 and 2 and a separate IDOT conveyance. The proposed development, resulting lots and proposed improvements

comply with the Subdivision Ordinance.

### COMPLIANCE WITH ZONING ORDINANCE

The property is zoned B-3, General Services and Highway Business. The bulk requirements of the proposed development in the B-3 zoning district are summarized in the following table:

**1030-1048 Ogden Avenue Zoning Requirements for Comprehensive Redevelopment**

| **Lot 1- Panda Express** | **Required** | **Proposed** |
|---|---|---|
| Building South Setback (Street Yard) | 75’ from Ogden Avenue centerline | 101’ |
| Building North Setback (Rear Yard) | 0’ | 13’ |
| Building West Setback (Side Yard) | 0’ | 20’ |
| Building East Setback (Street Yard) | 25’ Non-Ogden Avenue Street Setback | 97’ |
| Floor Area Ratio | 0.75 max | 0.11 |
| Building Height | 60’ max | 19.5’ |

| **Lot 2- Building B** | **Required** | **Proposed** |
|---|---|---|
| Building South Setback (Street Yard) | 75’ from Ogden Avenue centerline | 116’ |
| Building North Setback (Rear Yard) | 0’ | 5’ |
| Building West Setback (Side Yard) | 0’ | 5’2” |
| Building East Setback (Side Yard) | 0’ | 5’11” |
| Floor Area Ratio | 0.75 max | 0.36 |
| Building Height | 60’ max | 18’ |

| **Lot 3- Building A** | **Required** | **Proposed** |
|---|---|---|
| Building South Setback (Street Yard) | 75’ from Ogden Avenue centerline | 114 ft |
| Building North Setback (Rear Yard) | 20’ | 98’ |
| Building West Setback (Side Yard) | 0’ | 4’ |
| Building East Setback (Side Yard) | 0’ | 29’3” |
| Floor Area Ratio | 0.75 max | 0.20 |
| Building Height | 60’ max | 18’ |

| **Planned Development Elements** | **Required** | **Proposed** |
|---|---|---|
| Open Space (Total of Lots 1-3) | 9,014 sf | 13,205 sf |
| 50% Street Yard Open Space (Total of Lots 1-3) | 4,057 sf | 3,507 sf |
| Panda Drive-through Setback (north) | 25’ | 1’ |
| Panda Drive-through Setback (west) | 25’ | 0’ |
| Building A Drive-through (west) | 25’ | 1’ |
| Main Street Parking Setback (special corner street setback) | 8’ | 17.5’ |
| Ogden Avenue Parking Setback (from ROW Centerline) | 50’ | 50’ |
| Lot 3 Parking Setbacks | | |
| North Setback | 20’ | 1’ |

| | | |
|---|---|---|
| | | (existing) |
| East Setback | 20’ | 13’11” (existing) |
| Buildings A and B Sign Area Side Elevations | 0 sf | 63.3 sf (each) |

The proposed planned unit development departs from four zoning regulations: the drive-through setbacks, rear and side parking setbacks on Lot 3, the street yard open space requirement, and wall sign area/locations. The Building A (Option 2) and Panda Express drive-through setbacks are necessary to allow the site to meet other bulk requirements and maintain the required 10’ wide stacking lanes. These property lines are not adjacent to residential zoning. The Option 3 drive-through conforms to all setbacks but is not optimal for onsite traffic circulation.

The side and rear parking lot setbacks are because the applicant is proposing to use the existing parking lot footprint with no proposed modifications. The parking spaces directly adjacent to residential zoning meet the required setback; however, the rear eastern parking section of Lot 3 where Havens court curves, does not meet the setback. There is no curb-cut onto Havens Court, and the distance between the property line and the sidewalk varies from 2’ to 44.’ The applicant is proposing to densely landscape the parking lot perimeter in this area of the development.

The landscaping deviation is regarding the street yard open space requirement of 50% (or 5% of the total site area). Due to the site limitations based on the lack of lot depth and the need to provide parking for the appropriately sized buildings, two of the lots cannot meet this requirement. Lot 3 is also “L” shaped with an exaggerated lot depth compared to the other two lots. The applicant is compensating by exceeding the 10% open space requirement for the entire site with landscaping heavily concentrated in the rear Lot 3 parking area closest to the residential zoning.

The applicant is requesting a sign code deviation to allow an extra wall sign on Building A’s east and west elevations and Building B’s west elevation. These signs are shown at 63.3 square feet-the same size as the southern elevations facing Ogden Avenue. Granting this deviation gives three additional wall signs and additional sign area that does not face a drivable public right-of-way. Although the applicant has made an effort to have the three monument signs meet all area and distance separation requirements, the additional wall signs are not supported by staff because there are no difficulties with the site layout that is visually restrictive.

The petitioner is proposing parking lot lighting that is in accordance requirements of the Zoning Ordinance. All lighting will be directed towards the buildings, driveways and parking areas and away from the adjacent residential areas.

The applicant is applying for a Planned Unit Development in order to redevelop the property with a variety of uses and structures on a site that would not be allowed under general zoning regulations because of the existing conditions on the site. 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 increased safety, onsite circulation, connectivity, reducing curb-cuts and improved landscaping will result in several public benefits that meet the following identified Planned Unit Development Objectives:

- Implementation of and consistency with the comprehensive plan and other relevant plans and policies

- Efficient and economical provision of public facilities and services
- A coordinated transportation system that includes an inter-connected hierarchy of facilities for motorized and non-motorized travel

With all the above analysis considered, the applicant's proposal is consistent with the Village's Zoning Ordinance except for the requested three additional wall signs.

### ENGINEERING/PUBLIC IMPROVEMENTS

Based on the existing and proposed impervious area on the site, new stormwater detention is not required for the proposed development because impervious area is reduced by 164 square feet. Post Construction Best Management Practices are not required for this property. The project will meet all provisions of the Stormwater and Floodplain Ordinance.

Additional public improvements include the reduction of curb-cuts onto Ogden Avenue and the replacement of the Ogden Avenue sidewalk. The existing water main which dead-ends in front of the existing US Bank building will be extended within the Ogden Avenue right-of-way to connect to an existing water main within Main Street. This main will be upsized to an 8" line. The applicant is working with ComEd to relocate the existing utility poles located in the alley. The Sanitary District has provided conceptual approval for the proposed development.

### TRAFFIC

A traffic and parking impact study for the proposed development was prepared by KLOA in January 2017. The primary access to the property will be through an Ogden Avenue curb cut aligned opposite from Forest Avenue (no signal), the Jewel-Osco access drive, and the enlarged Main Street curb cut.

The Ogden Avenue with Main Street intersection level of service (LOS) for the weekday morning peak demand is D and E for the weekday evening peak demand. The Year 2022 conditions indicate the same LOS levels. The study projects a limited impact on the area roadways with the site adding less than three percent of the total traffic traversing this intersection.

The Ogden-Avenue and Forest Avenue is an unsignalized intersection with a full movement access drive. The study found that this intersection can continue to remain unsignalized while providing efficient and flexible access to the site while reducing the traffic load using the Jewel-Osco curb-cut.

The study states the proposed curb-cuts are sufficient to accommodate the development generated traffic and provides flexible access at the same time reducing the number of Ogden Avenue curb cuts. The eight vehicle drive-through stacking lanes are adequate to accommodate drive-through peak demand without blocking the parking lot drive aisles or stacking into the streets. The drive-through stacking design and reduced curb-cuts will not negatively impact the traffic in the surrounding area and staff concurs with the findings of the report.

### PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division has reviewed the proposed plans and determined that the development provides sufficient access for emergency vehicles. As shown in the truck turning plan, the Village's largest emergency vehicle can maneuver through the site and access all three buildings. The buildings will also include a fire alarm system and sprinkler system that meet the Village's code requirements. A fire department connection is provided on the front of each building façade.

### NEIGHBORHOOD COMMENT

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

hearing notice signs and publishing the legal notice in the *Downers Grove Suburban Life*. There were three informational inquiries received by staff along with a representative of the adjacent property owner viewing the plans at village hall. Another adjacent owner has objected to the alley vacation due to concern with garbage trucks not being able to access dumpsters at the rear of his building.

As required by the Zoning Ordinance, the petitioner held a neighborhood meeting on February 23, 2017. The property owner to the north with a real estate broker attended and discussed traffic, trash enclosure locations, and general access around the site. A summary of the meeting is attached.

## FINDINGS OF FACT

The petitioner is requesting a Planned Unit Development, Rezoning, a Special Use, Plat of Subdivision and an Alley Vacation to redevelop 1030-1048 Ogden Avenue. Staff finds that the proposal meets the standards as outlined below:

***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:*

***a. The zoning map amendment review and approval criteria of Sec. 12.030.I.***

See the analysis of rezoning review and approval criteria below. This standard has been met.

***b. Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.***

The proposed project is consistent with the current and draft updated Comprehensive Plan. The Plan identifies this area as a Catalyst Site within the *Ogden Avenue Key Focus Area*. A PUD overlay shall provide the necessary tools to redevelop the property with multiple buildings and uses with creative and modern development to address the key concepts of improved circulation, access, screening, safety, and commercial expansion per the current and draft updated Comprehensive Plan.

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

The proposed project meets several of the PUD overlay district provisions and objectives as found in Section 4.030 of the Zoning Ordinance. One of the objectives of a PUD is to provide flexible and creative solutions to allow change based on market conditions. This project will advance the objective to enhance the existing transportation system with an inter-connected hierarchy of facilities for both motorized and non-motorized travel by improving off-street parking, stacking, and replacement of a public sidewalk. This standard has been met.

***d. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.***

The proposal will result in the retention and expansion of an existing business in the Village of Downers Grove while attracting new businesses. The consolidation of the smaller parcels into a larger commercial property is a goal for Ogden Avenue corridor development in the current and draft updated Comprehensive Plan. The improved facility as discussed above shall provide numerous public benefits that would not be possible under the conventional zoning regulation, including the removal of four curb cuts onto Ogden Avenue. This standard has been met.

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

The petitioner has worked with Village staff to optimize the redevelopment potential of the site as envisioned by the Comprehensive Plan, including elimination of four Ogden Avenue curb cuts, increased additional landscaping and buffering, increased pedestrian access and safety, increased bike parking and more efficient on-site circulation. These elements of the site design protect the interests of the surrounding property owners, businesses, residents and the general public. This project will advance many goals and objective laid out in several adopted documents and the conditions below will ensure that those goals and objectives are advanced. This standard has been met.

***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.***

   The current uses of the subject site includes a bank, a vacant stand-alone bank drive-through, and two multi-tenant buildings with business and medical office uses. The surrounding properties to the north, east, south and west are zoned B-3, General Services and Business Highway District and consist of a variety of commercial uses. Along Forest Avenue, a property to the north is zoned R-4, Residential Detached House and is improved with a single family home. Across Havens Court is zoned R-6, Residential Apartment/Condo 6 and has two apartment buildings. The required building setbacks have been maintained with the adjacent properties. The proposed use and development is appropriate as compared to the surrounding zoning and uses. This standard has been met.

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

   The PUD overlay and the proposed project will protect the character and integrity of adjacent properties by requiring subsequent approvals for major changes, which will assist in maintaining property values. Also, the subject property will be improved through site design modifications to improve current site conditions and bring the property closer to compliance and decrease non-conformity. This project will include PUD overlay restrictions which will not negatively affect property values but should protect property values. This standard has been met.

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

   The proposed rezoning will not impact property values or the public health, safety and welfare of the community or neighborhood. The property will be redeveloped with numerous improvements, features and public amenities to increase the public health, safety and welfare. This standard has been met.

4. ***The suitability of the subject property for the zoned purposes.***

   The property is zoned B-3, General Services and Business Highway District. The restaurants with drive-through facilities are allowed Special Uses in the B-3 district. Additionally, the proposed PUD overlay will enhance the suitability of the proposed use for the subject property. The PUD overlay will allow multiple buildings on a single site, improved internal circulation with shared drive-aisles, and attractive and high quality development overall. This standard has been met.

5. ***The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.***
   Only one of the properties on the subject site is vacant. The rezoning of the property for the PUD overlay will enhance the subject site, provide numerous benefits to the public and allow for zoning flexibility to be offered in order for several property enhancements to take place. This standard has been met.

6. ***The value to the community of the proposed use.***
   The property is identified within the *Ogden Avenue Key Focus Areas* in the current and draft updated Comprehensive Plan. The proposal is to improve the facility through the enhancement of landscaping, pedestrian access and connectivity, elimination of four Ogden Avenue curb-cuts, and re-configuration of on-site circulation. Rezoning the property for the PUD overlay will allow creative options for the applicant to incorporate the key concepts and objectives identified in the Comprehensive Plan that complements existing uses at a prime location within the Village. This standard has been met.

7. ***The comprehensive plan.***
   The proposed PUD overlay and the proposed project are consistent with the Comprehensive Plan. The proposal will develop the property as a Catalyst Site within the *Ogden Avenue Key Focus Area* as desired in the current and draft updated Comprehensive Plan. This standard has been met.

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

1. ***That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;***
   The property is located in the B-3, General Service and Highway Business zoning district. Under Section 5.010 of the Zoning Ordinance, a drive-through facility is listed as an allowable Special Use in the B-3 zoning district. This standard has been met.

2. ***That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community***.
   The proposed redevelopment, which includes the construction of three new commercial buildings and two drive-throughs, are desirable within the Ogden Avenue corridor and will contribute to the general welfare of the community. The proposed drive-throughs meet various Comprehensive Plan goals which include reinvestment, adding to the complement of auto-oriented businesses and adding uses that cater to the nearby residents and to the larger region. This standard has been met.

3. ***That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.***
   The proposed development and drive-through facilities will not be detrimental to the health, safety or general welfare of persons residing in or working in the vicinity and will not be injurious to property values or improvements in the vicinity. The proposed development will convert a vacant bank drive-through and other older commercial buildings into an active commercial development that will contribute

to the ongoing enhancement of the Ogden Avenue corridor. The development will increase the overall value of this corridor and should increase property values while attracting new business. The drive-through facility has been designed in a manner that will separate the vehicles from the pedestrian areas. Moreover, landscaping and screening will be added which will create a buffer from the adjacent properties. This standard has been met.

***Compliance with the Procedure to be followed in the Vacation of Streets, Alleys, and Public Rights-of-Way (Resolution #2003-58)***

The Village's alley vacation policy asks the following questions when it comes to determining if an alley can be vacated. These questions and staff's findings are listed below:

1. Is there written consent of at least two property owners who abut the proposed parcel to be vacated?

- The alley to be vacated includes two current property owners (1030 Ogden Avenue and 1032-1036 Ogden Avenue) that are part of the redevelopment proposal.

2. Whether the Parcel or portion thereof, is no longer necessary for public use and whether the public interest will be served by such vacation request.

- The alley is improved and provides access to the property at 1030 Ogden Avenue, and secondary rear access to 1032-1036 Ogden Avenue, 1035 Havens Court and 4248 Main Street. The proposed vacation will permit the continued access to redevelopment properties while also permitting redevelopment to occur. As noted above, staff contacted the utility companies and outside public agencies to determine the extent of public interest. Based on their replies, staff has determined the public interests are addressed by placing a public drainage, utility and access easement over the entire vacated alley.

3. Whether the Parcel or portion thereof, should be vacated and whether public utility easements and any ingress-egress easements are to be maintained.

- A public drainage, utility and utility access easement will be retained over the entire alley length and width. As such, the petitioners will not be able to construct any permanent structure, other than a driveway, drive-through lane or fence, within this easement.

4. The amount and type of compensation, if any, to be required as a condition to the effectiveness of the vacation of the parcel.

- The right-of-way vacation policy requires petitioners provide the Village with compensation for the alley to be vacated. The petitioner has provided an appraisal report for the alley prepared by Property Valuation Services on February 5, 2017. Based on the appraisal report, the value of the alley is $10,000. Staff recommends waiving the compensation amount.

## RECOMMENDATIONS

The proposed Planned Unit Development, Rezoning, Special Uses, Plat of Subdivision and alley vacation for three commercial building at 1030 - 1048 Ogden Avenue is consistent with the current and draft updated Comprehensive Plan, the Zoning Ordinance and surrounding zoning and land use classifications. Based on the findings listed above, staff recommends the Plan Commission recommend the Village Council **approve** the requested Planned Unit Development, Rezoning, Special Uses, Plat of Subdivision and alley vacation as requested in case 17-PLC-0004 subject to the following conditions:

1. The Planned Unit Development, Rezoning, Special Uses, Plat of Subdivision and alley vacation shall substantially conform to the staff report; engineering, architectural and landscape drawings prepared by CivWorks Consulting, LLC, Ilekis Associates and LG Workshop dated January 25, 2017 and last revised on February 24, 2017, except as such plans may be modified to conform to the Village codes and ordinances.
2. Building A on Lot 3 shall have only one drive through, either Option 2 or Option 3.
3. Building A shall have landscaping in the landscape islands closest to the front of the building and adjacent to the patio areas.
4. The 8" water line shall be located in the Ogden Avenue right-of-way.
5. The buildings shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.
6. The proposed pedestrian easement along the north property line of Lot 2 shall be extended to the trash enclosure on Lot 3.
7. The applicant shall reduce light levels to security level no later than 30 minutes after the close of business.
8. Record an indemnification hold harmless agreement to allow the construction of a building on the proposed Lot 3 in front of a private building setback line.
9. The proposed cross-access easement is extended to Lot 3's Ogden Avenue curb cut.

Staff Report Approved By:

_____

Stanley J. Popovich, AICP
Director of Community Development

SP; sw
-att

vequity

real estate. redefined.

| | |
|---|---|
| Date: | January 27, 2017 |
| To: | Downers Grove Department of Community Development |
| From: | Vequity LLC Series XVII Downers Ogden ("Vequity") |
| Subject: | Plan Commission Application for PUD |

The Plan Commission Application for PUD includes the following:

- Petition for Plan Commission Application
- Owner Acknowledgments of Application
- Application Fees
    - $521 for Zoning Map Amendment
    - $1,015 for Special Use Permit (Non-Residential)
    - $1,739 for Planned Unit Development Amendment
    - $218 for Lot Consolidation
- (1) Collated full size 24 x 48 plan set, Including
    - Plat of Survey
    - Preliminary Plat of Subdivision
    - Detailed Siteplan
    - Photometric Plan
    - Preliminary Engineering Plans
    - Building Elevations
    - Landscaping Plan
    - Signage Plan with Elevations
    - Color Renderings
- Twelve (12) collated packets of 11 x 17 plan set
- One (1) Copy of Plans for Downers Grove Sanitary District Review
- Ecological Compliance Assessment
- Kane-DuPage Land Use Opinion application
- Certification of Public Notice & List of Surrounding Properties
- Traffic Study performed by KLOA
- One (1) CD with an electronic version of the plans (pdf version)
- Certification of Public Notice & List of Surrounding Properties
- Siteplan Showing Buildable Areas (outlined in red)

## Introduction

Vequity is submitting plans for a proposed redevelopment at the NW corner of Ogden and Main Street along the Ogden Avenue corridor. Vequity owns the corner parcel (1030 W Ogden) and has under agreement 1036 W Ogden, 1040 W Ogden and 1048 W Ogden. Vequity is proposing to construct three separate buildings and a Village entryway feature:

- Retail Building C: An Approximately 2,229 square foot ("SF") Panda Express drive thru restaurant
- Retail Building B: Up to a 7,000 SF multi-tenant retail building
- Retail Building A: Up to a 10,500 SF multi or single tenant building with a non-automotive drive thru
- Marquee signage for Downers Grove

These parcels together represent a very important and strategic aspect to the Downers Grove Comprehensive Plan and this redevelopment will have an extremely positive impact on the Ogden Avenue corridor. Until the main corners of the Ogden Avenue corridor are redeveloped, it is likely the balance of parcels will remain in their current state(s). Typically, redevelopments begin with "prime corners" and expand out. Being one of, if not the most important, intersection along the Ogden Avenue corridor, this redevelopment is expected to bring high-quality tenancy, high-end design – grounds and buildings, increased sales and real estate tax revenue to the Village and daily needs shopping. It will also provide the Village with a marquee entrance, expanded shopping options for citizens and will continue to reinforce to national and local tenants Downers Grove as an important geographic for their stores.

The current properties have either been vacant for several years, are underutilized, or do not present the Village with the highest and best use. Additionally, there are significant impediments to redeveloping these parcels due to environmental contamination, configuration of overhead powerlines, site grading, access, and above market rental rates needed to make the finances work. Further, the timing associated with assembling four properties, some of which are operating businesses, are leased to tenants or have troubled owners, is an extremely difficult exercise. After exhaustive work, we have been able to align all aspects of this proposed development and feel now is the right time to bring this before the Village.

## Location

The proposed development spans four existing lots (1030 W Ogden, 1036 W Ogden, 1040 W Ogden and 1048 W Ogden) at the corner of Main Street and Ogden Ave.

**Tenants**

We are in discussions with several national and local tenants to occupy the various buildings, including recognizable restaurants and retailers. We anticipate having as many as five restaurants occupy the development, greatly expanding the available options in the area and generating significant sales tax revenue for the Village.

Retail building A will be a Panda Express. Tenants for retail building B & C are still being negotiated.

**Site Plan**

Vequity is proposing to construct three separate buildings (from east to west):

- Retail Building C: An Approximately 2,229 square foot ("SF") Panda Express drive thru restaurant
- Retail Building B: Up to a 7,000 SF multi-tenant retail building
- Retail Building A: Up to a 10,500 SF single or multi-tenant building with a non-automotive drive thru

The development will have two access points – both currently existing – one on Main Street and one on Ogden Ave. Vequity is requesting from IDOT that these access points remain full access.

Retail building C will be a ~2,229 SF Panda Express single tenant drive thru restaurant with the drive thru on the north and west side of the building and an outdoor patio facing Main Street. Of note, there is a food restriction on 1030 W Ogden which restricts food sales of any kind. Due to this restriction and to make the development feasible we have shifted retail building C westward in order to not impact the restriction.

Retail building B is a multi-tenant retail strip center with a buildable area (to be further defined below) of up to 7,000 SF.

Retail building A will either be a single or multi-tenant retail strip center with a buildable area of 10,500 SF. We are in discussions with several tenants and are requesting the village approve a special use drive thru (non-automotive) to allow us the flexibility when negotiating with tenants. The drive thru would be located on either the east or west sides of the building. We have included three plans labeled "Option 2, 3 and 4", highlighting the potential configurations.

We are proposing a landscaped marquee stone entryway feature for the Village that achieves one of the Village's suggestions in the Downers Grove Comprehensive Plan. A rendering of the entryway feature is included in the package.

## Architecture

Retail building B & C are designed as full masonry buildings with limestone bases, undulating roof lines, and alternating brick colors, which we believe fits in nicely with the nearby buildings (Starbucks, Chipotle and BMO Harris).

Retail building A is Panda Express and the architecture is based on their national prototype which includes a mixture of stone, EIFS, wainscoting, and accent tile. Full elevations and a colored rendering are provided for reference.

## Landscape Plans

The development has landscaping beds of shrubs, ornamental grasses, and perennials all around in keeping with the Village's landscape ordinance. A complete landscaping plan is included for reference.

## Signage

Vequity is requesting four masonry base monument signs – one on Main street at the full access point, one at the corner of Main Street and Ogden Avenue that is integrated into the marquee signage, one on proposed lot 2 in front of retail building B, and one on proposed lot 3 in front of retail building A at the entrance of Ogden Avenue. Colored elevations are included for reference.

We have included in our submittal signage "boxes" showing the maximum SF for each tenant/building for retail buildings A and B. Individual tenants will be required to obtain separate signage permits form the Village based on the total allowable SF depicted on the elevations.

Full signage specs for retail building C (Panda Express) are included.

## Buildable Areas

Vequity is requesting the Village to approve "buildable areas" for retail buildings B and C. This will allow Vequity the flexibility through administrative methods to adjust the SF of each building depending on tenant dimensional requests and total SF demands. The buildable areas follow the curb lines around each building, allowing Vequity to build within the footprint of the outlined area, but not outside of this area. The buildable areas are highlighted in red on one of the submittal documents.

## Special Use

To proceed with this development, Vequity requires two special use permits:

- A special use permit from the Village for a single lane drive-thru for Panda Express for retail building C
- A special use permit from the Village for a drive-thru (non-automotive) for retail building A

In closing, we believe this project would be a major asset to the Village. The proposed use will clean up, beautify, and highlight a prominent corner within the Village, significantly add to Village's retail sales and real estate tax revenue base, and eliminate the underutilization of this strategic corner.

With your approvals we hope construction can begin the 2nd quarter of 2017.

Regards,

Chris Ilekis, Principal
Vequity
C.Ilekis@Vequity.com

RETAIL
RETAIL
RETAIL
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RETAIL
RETAIL
DOWNERS GROVE

RETAIL
RETAIL
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RETAIL
RETAIL
RETAIL
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RETAIL
RETAIL

# Elevations

Scale | NTS

Scale | 1/4" = 1'

| SIGN | LOCATION | TYPE | HEIGHT | WIDTH | ALLOWED | PROPOSED | BALANCE |
|---|---|---|---|---|---|---|---|
| S1 | SHORT STOREFRONT | STACKED WHITE LETTERSET | 2'-6" | 13'-4 1/4" | 82 | 64.54 | 17.46 |

prioritysign

Revisions:
Left justified letterset / KB / 1.25.17
x
x
x
x
x
x

File Location: Drive/Clients/Panda
STND X
CSTM ___
AS CR EN

Date: 1.16.17
Designer: KB PM: MC

City/State: Downers Grove, IL
Address: Main & Ogden

Drawing # C51523
Site Name -

# Elevations

Scale | NTS

Scale | 1/4" = 1'

| SIGN | LOCATION | TYPE | HEIGHT | WIDTH | ALLOWED | PROPOSED | BALANCE |
|---|---|---|---|---|---|---|---|
| S2 | DRIVE THRU ELEVATION | LOCKUP LOGO | 6'-0" | 6'-0" | 60 | 36 | 24 |

prioritysign

Revisions:
changed to 6' / KB / 1.25.17
X
X
X
X
X
X

File Location: Drive/Clients/Panda
STND X
CSTM ___

AS CR EN

Date: 1.16.17
Designer: KB PM: MC

City/State: Downers Grove, IL
Address: Main & Ogden

Drawing # C51523
Site Name -

# PLAT OF SURVEY

LOT 2 IN BESSER'S RESUBDIVISION OF H. BESSER'S PLAT OF SURVEY OF PART OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID BESSER'S RESUBDIVISION RECORDED JULY 10, 1956 AS DOCUMENT 807309, IN DUPAGE COUNTY, ILLINOIS.

ALSO:

LOTS 10, 11 AND 12 IN BLOCK 8 IN LITTLEFORD'S SUBDIVISION, EXCEPT THE SOUTH 16.0 FEET THEREOF, BEING A SUBDIVISION OF PART OF THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT 190965, IN DUPAGE COUNTY, ILLINOIS

ALSO: THE SOUTH 8.0 FEET OF THE VACATED ALLEY LYING IMMEDIATELY NORTH OF LOTS 10, 11 AND 12 IN BLOCK 8 IN LITTLEFORD'S SUBDIVISION, EXCEPT THE SOUTH 16.0 FEET THEREOF, BEING A SUBDIVISION OF PART OF THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT 190965, IN DUPAGE COUNTY, ILLINOIS

ALSO:

LOT 7, EXCEPT THE EAST 20.0 FEET THEREOF, AND ALL OF LOTS 8 AND 9 IN BLOCK 8 IN LITTLEFORD'S SUBDIVISION, IN THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT 190965, IN DUPAGE COUNTY, ILLINOIS

LOTS 4, 5, 6 AND THE EAST 20 FEET OF LOT 7 IN BLOCK 8 IN LITTLEFORD?S SUBDIVISION, IN THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT NO. 190965, IN DUPAGE COUNTY, ILLINOIS

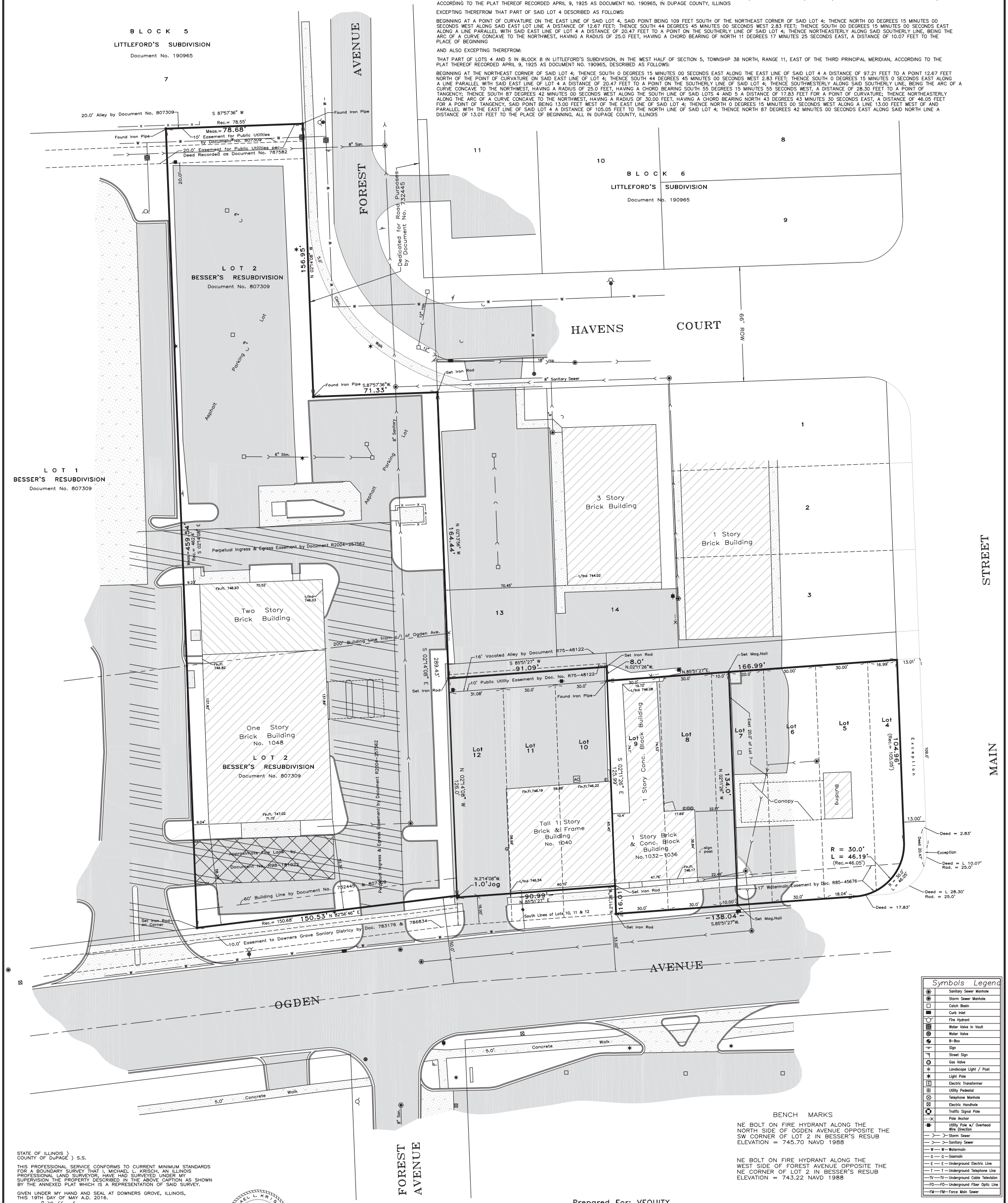
EXCEPTING THEREFROM THAT PART OF SAID LOT 4 DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF CURVATURE ON THE EAST LINE OF SAID LOT 4, SAID POINT BEING 109 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 4; THENCE NORTH 00 DEGREES 15 MINUTES 00 SECONDS WEST ALONG SAID EAST LOT LINE A DISTANCE OF 12.67 FEET; THENCE SOUTH 44 DEGREES 45 MINUTES 00 SECONDS WEST 2.83 FEET; THENCE SOUTH 00 DEGREES 15 MINUTES 00 SECONDS EAST ALONG A LINE PARALLEL WITH SAID EAST LINE OF LOT 4 A DISTANCE OF 20.47 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID LOT 4; THENCE NORTHEASTERLY ALONG SAID SOUTHERLY LINE, BEING THE ARC OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 25.0 FEET, HAVING A CHORD BEARING OF NORTH 11 DEGREES 17 MINUTES 25 SECONDS EAST, A DISTANCE OF 10.07 FEET TO THE PLACE OF BEGINNING

AND ALSO EXCEPTING THEREFROM:

THAT PART OF LOTS 4 AND 5 IN BLOCK 8 IN LITTLEFORD'S SUBDIVISION, IN THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT NO. 190965, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 0 DEGREES 15 MINUTES 00 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 4 A DISTANCE OF 97.21 FEET TO A POINT 12.67 FEET NORTH OF THE POINT OF CURVATURE ON SAID EAST LINE OF LOT 4; THENCE SOUTH 44 DEGREES 45 MINUTES 00 SECONDS WEST 2.83 FEET; THENCE SOUTH 0 DEGREES 15 MINUTES 0 SECONDS EAST ALONG A LINE PARALLEL WITH SAID EAST LINE OF LOT 4 A DISTANCE OF 20.47 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID LOT 4; THENCE SOUTHWESTERLY ALONG SAID SOUTHERLY LINE, BEING THE ARC OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 25.0 FEET, HAVING A CHORD BEARING SOUTH 55 DEGREES 15 MINUTES 55 SECONDS WEST, A DISTANCE OF 28.30 FEET TO A POINT OF TANGENCY; THENCE SOUTH 87 DEGREES 42 MINUTES 00 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOTS 4 AND 5 A DISTANCE OF 17.83 FEET FOR A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 30.00 FEET, HAVING A CHORD BEARING NORTH 43 DEGREES 43 MINUTES 30 SECONDS EAST, A DISTANCE OF 46.05 FEET FOR A POINT OF TANGENCY, SAID POINT BEING 13.00 FEET WEST OF THE EAST LINE OF SAID LOT 4; THENCE NORTH 0 DEGREES 15 MINUTES 00 SECONDS WEST ALONG A LINE 13.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 4 A DISTANCE OF 105.05 FEET TO THE NORTH LINE OF SAID LOT 4; THENCE NORTH 87 DEGREES 42 MINUTES 00 SECONDS EAST ALONG SAID NORTH LINE A DISTANCE OF 13.01 FEET TO THE PLACE OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS




BENCH MARKS

NE BOLT ON FIRE HYDRANT ALONG THE NORTH SIDE OF OGDEN AVENUE OPPOSITE THE SW CORNER OF LOT 2 IN BESSER'S RESUB ELEVATION = 745.70 NAVD 1988

NE BOLT ON FIRE HYDRANT ALONG THE WEST SIDE OF FOREST AVENUE OPPOSITE THE NE CORNER OF LOT 2 IN BESSER'S RESUB ELEVATION = 743.22 NAVD 1988

Symbols Legend

- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Catch Basin
- Curb Inlet
- Fire Hydrant
- Water Valve In Vault
- Water Valve
- B-Box
- Sign
- Street Sign
- Gas Valve
- Landscape Light / Post
- Light Pole
- Electric Transformer
- Utility Pedestal
- Telephone Manhole
- Electric Handhole
- Traffic Signal Pole
- Pole Anchor
- Utility Pole w/ Overhead Wire Direction
- Storm Sewer
- Sanitary Sewer
- W — Watermain
- G — Gasmain
- E — Underground Electric Line
- T — Underground Telephone Line
- TV — Underground Cable Television
- FO — Underground Fiber Optic Line
- FM — Force Main Sewer

STATE OF ILLINOIS )
COUNTY OF DuPAGE ) S.S.

THIS PROFESSIONAL SERVICE CONFORMS TO CURRENT MINIMUM STANDARDS FOR A BOUNDARY SURVEY THAT I, MICHAEL L. KRISCH, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE HAD SURVEYED UNDER MY SUPERVISION THE PROPERTY DESCRIBED IN THE ABOVE CAPTION AS SHOWN BY THE ANNEXED PLAT WHICH IS A REPRESENTATION OF SAID SURVEY.

GIVEN UNDER MY HAND AND SEAL AT DOWNERS GROVE, ILLINOIS, THIS 19TH DAY OF MAY A.D. 2016.

Michael L Krisch

ILLINOIS PROFESSIONAL LAND SURVEYOR
NO. 35-2501 LICENSE EXPIRES NOVEMBER 30, 2018

REFER TO DEED OR GUARANTEE POLICY FOR BUILDING LINE RESTRICTIONS AND EASEMENTS NOT SHOWN ON THE PLAT OF SURVEY. COMPARE DESCRIPTION AND POINTS BEFORE BUILDING AND REPORT ANY APPARENT DIFFERENCE TO THE SURVEYOR AT ONCE. THIS SURVEY AND PLAT OF SURVEY ARE VOID WITHOUT OUR EMBOSSED SURVEYOR SEAL HEREON. NO DIMENSIONS ARE TO BE ASSUMED BY SCALING.

MICHAEL L. KRISCH — PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS No.35-2501 — DOWNERS GROVE, IL

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

Prepared For: VEQUITY

| No. | Date | Revision Description | By: |
|---|---|---|---|

KRISCH LAND SURVEYING, LLC

PROFESSIONAL DESIGN FIRM LICENSE No. 184-006866

P.O. BOX 929 • PLAINFIELD, IL 60544 • Phone: 630.627.5589 Fax: 630.627.5594

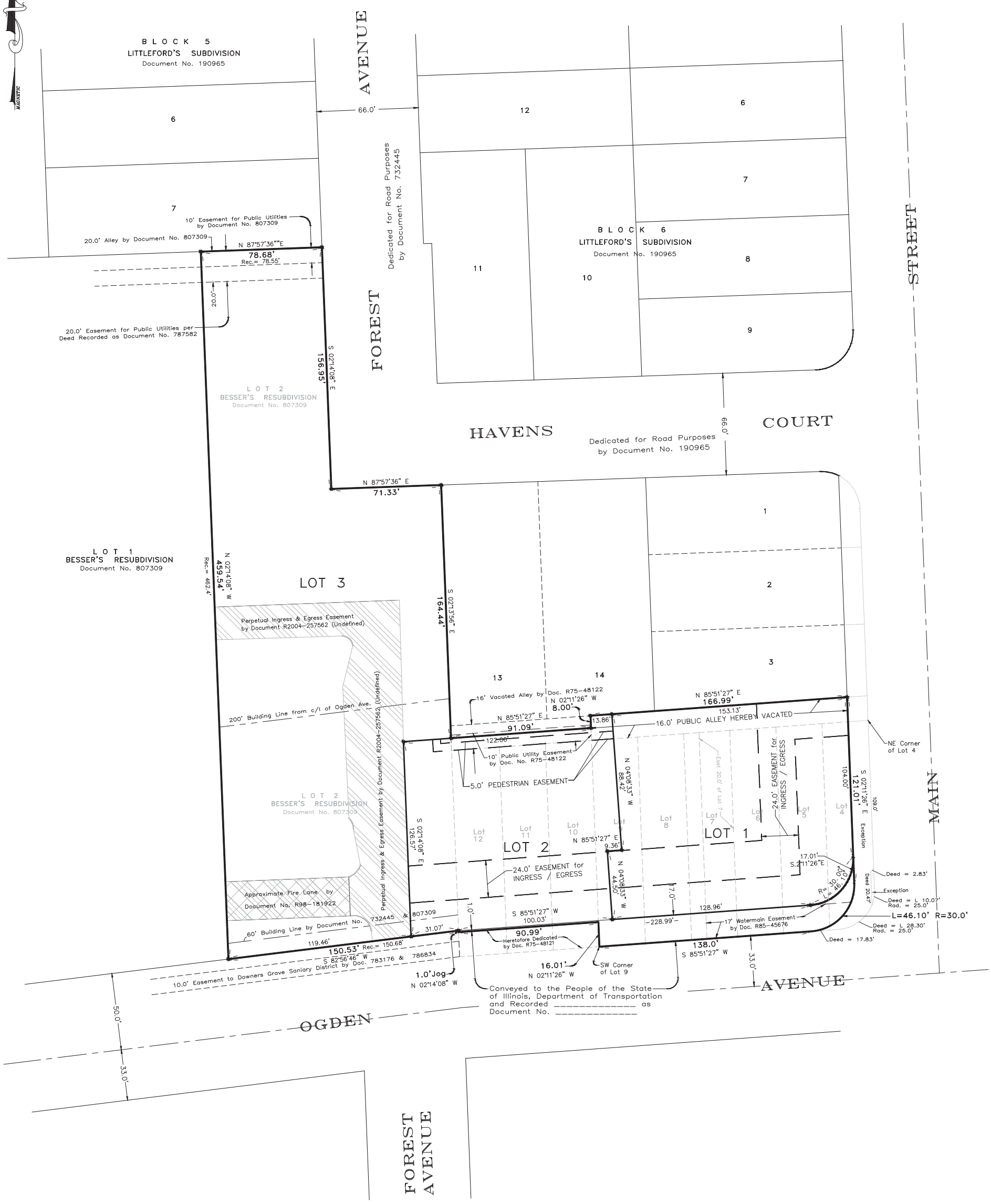
SURVEYING – CONSULTING – CONSTRUCTION LAYOUT

| Scale: 1"=20' | Drawn: | Chk'd: MLK | GDK File# | CAD File:16-041-PoS |
|---|---|---|---|---|

m.krisch@gdkls.com

# VEQUITY, LLC
# OGDEN – MAIN RESUBDIVISION

OF PART OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS




COMMON ADDRESS:
1036–1048 OGDEN AVENUE
DOWNERS GROVE, IL. 60515

EXISTING PIN NO'S
09–05–115–009
09–05–300–002
09–05–300–004
09–05–300–005

NOTES:

1. DISTANCES ARE MARKED IN FEET AND DECIMALS THEREOF.
2. ALL BEARINGS SHOWN ARE REFERENCED TO NAD 83 ILLINOIS STATE PLANE EAST.
3. IRON STAKES, MAG. NAILS OR CUT CROSSES SET AT ALL LOT CORNERS

AREA TABULATIONS
TOTAL SUBDIVISION AREA = 93,072 S.F.
LOT 1 = 20,291 S.F.
LOT 2 = 16,994 S.F.
LOT 3 = 52,857 S.F.
RIGHT OF WAY DEDICATION = 2,930 S.F.

GRAPHIC SCALE
30 0 15 30 60 120
( IN FEET )
1 inch = 30 ft.

Prepared for: VEQUITY

| No. | Date | Revision Description | By: |
|---|---|---|---|


KRISCH LAND SURVEYING, LLC
PROFESSIONAL DESIGN FIRM LICENSE No. 184-006866
P.O.Box 929 Plainfield, IL. 60544 Phone: 630.627.5589 Fax: 630.627.5594


SURVEYING - CONSULTING - CONSTRUCTION LAYOUT

| Scale: 1" = 30' | Drawn: MLK | Chk'd: | GDK File# 16041 | CAD File: 16041 SUB |
|---|---|---|---|---|



Email: m.krisch@gdkla.com

# VEQUITY, LLC
# OGDEN – MAIN RESUBDIVISION

COMMON ADDRESS:
1036–1048 OGDEN AVENUE
DOWNERS GROVE, IL. 60515

EXISTING PIN NO'S
09–05–115–009
09–05–300–002
09–05–300–004
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NOTES:
1. DISTANCES ARE MARKED IN FEET AND DECIMALS THEREOF.
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AREA TABULATIONS
TOTAL SUBDIVISION AREA = 93,072 S.F.
LOT 1 = 20,291 S.F.
LOT 2 = 16,994 S.F.
LOT 3 = 52,857 S.F.
RIGHT OF WAY DEDICATION = 2,930 S.F.

**COUNTY CLERK**
STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

I _____,COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT TAXES, NO UNPAID FORFEITED TAXES, NO CURRENT GENERAL TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT WHEATON,

ILLINOIS THIS _____ DAY OF _____, 20__

_____
COUNTY CLERK

**VILLAGE COLLECTOR**
STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

I, _____ COLLECTOR FOR THE VILLAGE OF DOWNERS GROVE, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE PROPERTY INCLUDED IN THE PLAT HEREON DRAWN.

DATED AT DOWNERS GROVE, ILLINOIS,

THIS _____ DAY OF _____, 20__

_____
VILLAGE COLLECTOR

**COMMUNITY DEVELOPMENT**
STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT OF THE VILLAGE OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS,

THIS _____ DAY OF _____ 20__.

_____
DIRECTOR OF COMMUNITY DEVELOPMENT

_____
VILLAGE CLERK

**DOWNERS GROVE SANITARY DISTRICT COLLECTOR**
STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

I, _____, COLLECTOR OF THE DOWNERS GROVE SANITARY DISTRICT, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THIS PLAT.

DATED THIS _____ DAY OF _____ 20__.

_____
COLLECTOR

**DUPAGE COUNTY RECORDER of DEEDS**
STATE OF ILLINOIS )
) S.S.
COUNTY OF DUPAGE )

THIS INSTRUMENT NO. _____WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS ON THIS

_____ DAY OF _____ A.D. 20__, AT _____ O'CLOCK ___M.

AND WAS RECORDED IN BOOK _____ OF PLATS ON PAGE _____

_____
DUPAGE COUNTY RECORDER OF DEEDS

**DRAINAGE CERTIFICATE**
STATE OF ILLINOIS )

COUNTY OF ) S.S.

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY CONSTRUCTION OF THIS RESUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, ADEQUET PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH SUCH SUBDIVISION HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LAND OWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE RESUBDIVISION.

_____ _____
OWNER PROFESSIONAL ENGINEER

_____ _____
NAME NAME

_____ _____
DATE FIRM

_____
DATE

**SCHOOL DISTRICT CERTIFICATE**
PURSUANT TO SECTION 1.005 OF THE PLAT ACT. 765 ILCS 205, THIS DOCUMENT SHALL SERVE AS THE SCHOOL DISTRICT STATEMENT,

FOR "VEQUITY LLC, OGDEN – MAIN RESUBDIVISION" IN THE VILLAGE OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS.

TO THE BEST OF THE OWNER'S KNOWLEDGE THE SCHOOL DISTRICT IN WHICH THE TRACT OF LAND LIES, IS IN THE FOLLOWING SCHOOL DISTRICTS:

GRADE SCHOOL DIST. NO. 58
HIGH SCHOOL DIST. 99

BY: _____
OWNER OR ATTORNEY

**OWNER**
STATE OF ILLINOIS)
) S.S.
COUNTY OF )

THIS IS TO CERTIFY THAT VEQUITY, LLC IS THE OWNER OF THE LAND HEREIN DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE PLATTED AND RECORDED AS SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

DATED AT _____, _____.

THIS_____ DAY OF _____, A.D.20__.

BY: _____, _____
NAME TITLE

ATTEST: _____ _____
NAME TITLE

**NOTARY**
STATE OF ILLINOIS)

COUNTY OF ) S.S.

I,_____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT

_____ AND _____ , PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THEIR FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH AND HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON SHOWN.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ___ DAY _____ A.D. 20___,

AT_____, ILLINOIS.

_____
NOTARY PUBLIC

**iILLINOIS DEPARTMENT of TRANSPORTATION STATEMENT**
THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT TO SECTION 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE DRIVEWAY REQUIREMENTS CONTAINED IN THE DEPARTMENT'S" POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

BY: _____ DATE: _____
JOHN FORTMANN, P.E.
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

**UTILITY EASEMENT PROVISIONS**
A permanent non–exclusive easement is hereby reserved for and granted to the Village of Downers Grove, Illinois, AT&T, Commonwealth Edison Company and Northern Illinois Gas Company, (collectively "Grantee") and to all public utility and other companies of any kind operating under franchise granting them rights from said village and to their successors and assigns, in, upon, across, under and through the areas labeled "P.U. & D.E." Such Easements shall exist for the purpose of installing, constructing, inspecting, operating, replacing, renewing, altering, enlarging, removing, repairing, cleaning and maintaining sanitary sewers, water mains, electrical, cable television, communication, gas, telephone or other utility lines and appurtenances and such other installations and service connections as may be required to furnish water, public utility and sanitary sewer services to adjacent and other areas, and such appurtenances and additions thereto including manholes, hydrants, pipes, pipelines to carry treated effluent, service connections, catch basins, and, without limitations, such other installations may be required to furnish sanitary sewer and water service as the Grantee may deem necessary, together with the right of access across the real estate platted hereon for the necessary personnel and equipment to do any or all of the above work.

No permanent buildings or fences shall be erected on said easements, but the premises may be used for gardens, shrubs, landscaping and other purposes that do not then or later interfere with the aforesaid uses and rights.

The right is also hereby granted to the Grantee to cut down, trim or remove any trees, shrubs or other plants that interfere with the operation of or access to such utility installations in, on, upon, across, over under or through said Easements.

The Grantee shall be responsible for replacement of any such improvements, fences, shrubs, concrete/brick or paved walkways, patios or driveways or landscaping removed during exercise of the herein given rights. Replacement of items so moved shall be the responsibility of the then lot owner.

Where said Utility Easements are also used for electric, telephone, cable television or gas distribution systems or components, such other utility installations shall be subject to the prior approval of the Village of Downers Grove when there is reasonable possibility of interference of gravity or subsurface flow in any drainage ways or water mains or sanitary sewers or stabilization of vegetative groundcover.

Relocation of facilities shall be performed by Grantee at the sole cost and expense of the then lot owner or in any event, the person(s) initiating the relocation, upon receipt by Grantee of written request or relocate such facilities.

**SURVEYOR**
STATE OF ILLINOIS )

COUNTY OF DU PAGE ) SS

THIS IS TO CERTIFY THAT I, MICHAEL L. KRISCH, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED, RESUBDIVIDED AND PLATTED FOR THE USES AND PURPOSES THEREIN SET FORTH THE PROPERTY DESCIBED AS FOLLOWS:

PARCEL 1

LOT 2 IN BESSER'S RESUBDIVISION OF H. BESSER'S PLAT OF SURVEY OF PART OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID BESSERS RESUBDIVISION RECORDED JULY 10, 1956 AS DOCUMENT 807309, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2

LOTS 10, 11 AND 12 IN BLOCK 8 IN LITTLEFORD'S SUBDIVISION, EXCEPT THE SOUTH 16.0 FEET THEREOF, BEING A SUBDIVISION OF PART OF THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT 190965, AND THAT CERTAIN PLAT OF DEDICATION RECORDED AS DOCUMENT R75–48121, IN DUPAGE COUNTY, ILLINOIS

ALSO, THE SOUTH 8.0 FEET OF THE VACATED ALLEY LYING IMMEDIATELY NORTH OF LOTS 10, 11 AND 12 IN BLOCK 8 IN LITTLEFORD'S SUBDIVISION OF PART OF THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT 190965, AND THAT CERTAIN ORDINANCE VACATING PUBLIC ALLEY RECORDED AS R75–48122, IN DUPAGE COUNTY, ILLINOIS

PARCEL 3

LOT 7, (EXCEPT THE EAST 20.0 FEET THEREOF), AND ALL OF LOTS 8 AND 9 IN BLOCK 8 IN LITTLEFORD'S SUBDIVISION, IN THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT 190965, IN DUPAGE COUNTY, ILLINOIS

PARCEL 4

LOTS 4, 5, 6 AND THE EAST 20 FEET OF LOT 7 IN BLOCK 8 IN LITTLEFORD'S SUBDIVISION, IN THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT NO. 190965, IN DUPAGE COUNTY, ILLINOIS

EXCEPTING THEREFROM THAT PART OF SAID LOT 4 DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF CURVATURE ON THE EAST LINE OF SAID LOT 4, SAID POINT BEING 109 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 4; THENCE NORTH 00 DEGREES 15 MINUTES 00 SECONDS WEST ALONG SAID EAST LOT LINE A DISTANCE OF 12.67 FEET; THENCE SOUTH 44 DEGREES 45 MINUTES 00 SECONDS WEST 2.83 FEET; THENCE SOUTH 00 DEGREES 15 MINUTES 00 SECONDS EAST ALONG A LINE PARALLEL WITH SAID EAST LINE OF LOT 4 A DISTANCE OF 20.47 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID LOT 4; THENCE NORTHEASTERLY ALONG SAID SOUTHERLY LINE, BEING THE ARC OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 25.0 FEET, HAVING A CHORD BEARING OF NORTH 11 DEGREES 17 MINUTES 25 SECONDS EAST, A DISTANCE OF 10.07 FEET TO THE PLACE OF BEGINNING

AND ALSO EXCEPTING THEREFROM:

THAT PART OF LOTS 4 AND 5 IN BLOCK 8 IN LITTLEFORD'S SUBDIVISION, IN THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT NO. 190965, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 0 DEGREES 15 MINUTES 00 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 4 A DISTANCE OF 97.21 FEET TO A POINT 12.67 FEET NORTH OF THE POINT OF CURVATURE ON SAID EAST LINE OF LOT 4; THENCE SOUTH 44 DEGREES 45 MINUTES 00 SECONDS WEST 2.83 FEET; THENCE SOUTH 0 DEGREES 15 MINUTES 0 SECONDS EAST ALONG A LINE PARALLEL WITH SAID EAST LINE OF LOT 4 A DISTANCE OF 20.47 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID LOT 4; THENCE SOUTHWESTERLY ALONG SAID SOUTHERLY LINE, BEING THE ARC OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 25.0 FEET, HAVING A CHORD BEARING SOUTH 55 DEGREES 15 MINUTES 55 SECONDS WEST, A DISTANCE OF 28.30 FEET TO A POINT OF TANGENCY; THENCE SOUTH 87 DEGREES 42 MINUTES 00 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOTS 4 AND 5 A DISTANCE OF 17.83 FEET FOR A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 30.00 FEET, HAVING A CHORD BEARING NORTH 43 DEGREES 43 MINUTES 30 SECONDS EAST, A DISTANCE OF 46.05 FEET FOR A POINT OF TANGENCY, SAID POINT BEING 13.00 FEET WEST OF THE EAST LINE OF SAID LOT 4; THENCE NORTH 0 DEGREES 15 MINUTES 00 SECONDS WEST ALONG A LINE 13.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 4 A DISTANCE OF 105.05 FEET TO THE NORTH LINE OF SAID LOT 4; THENCE NORTH 87 DEGREES 42 MINUTES 00 SECONDS EAST ALONG SAID NORTH LINE A DISTANCE OF 13.01 FEET TO THE PLACE OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS

PARCEL 5

ALL THAT PART OF THE 16.0 FOOT WIDE ALLEY, LYING WEST OF THE WEST LINE OF OGDEN AVENUE, LYING NORTH AND ADJOINING LOTS 4, 5, 6, 7, 8 AND 9 IN BLOCK 8 IN LITTLEFORD'S SUBDIVISION OF PART OF THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT 190965, IN DUPAGE COUNTY, ILLINOIS

AND AS SHOWN BY THE ANNEXED PLAT, WHICH IS A REPRESENTATION OF SAID RESUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF, SCALE OF PLAT IS THIRTY (30) FEET PER ONE (1) INCH.

I FURTHER CERTIFY THAT THE LANDS DESCRIBED ABOVE LIE WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF DOWNERS GROVE, DuPAGE COUNTY, ILLINOIS, WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS GRANTED BY THE STATE OF ILLINOIS ACCORDING TO ILCS 5/11–12–6 AS HERETOFORE AND HEREAFTER AMENDED.

I FURTHER CERTIFY THAT THE PROPERTY IN THIS RESUBDIVISION IS IN ZONE "X" AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 17043C0901H, EFFECTIVE DATE DECEMBER 16, 2004. ZONE "X" IS DEFINED AS AREAS TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN.

GIVEN UNDER MY HAND AND SEAL THIS 26TH DAY OF JANUARY, A.D. 2017 AT DOWNERS GROVE, ILLINOIS.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35–2501
LICENSE EXPIRES NOVEMBER 30, 2018

MICHAEL L. KRISCH
PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS No.35–2501
DOWNERS GROVE, IL

SHEET 2 of 2

Prepared for: VEQUITY, LLC

| No. | Date | Revision Description | By: |
|---|---|---|---|
| 1 | 2-13-17 | PER VILLAGE REVIEW | |

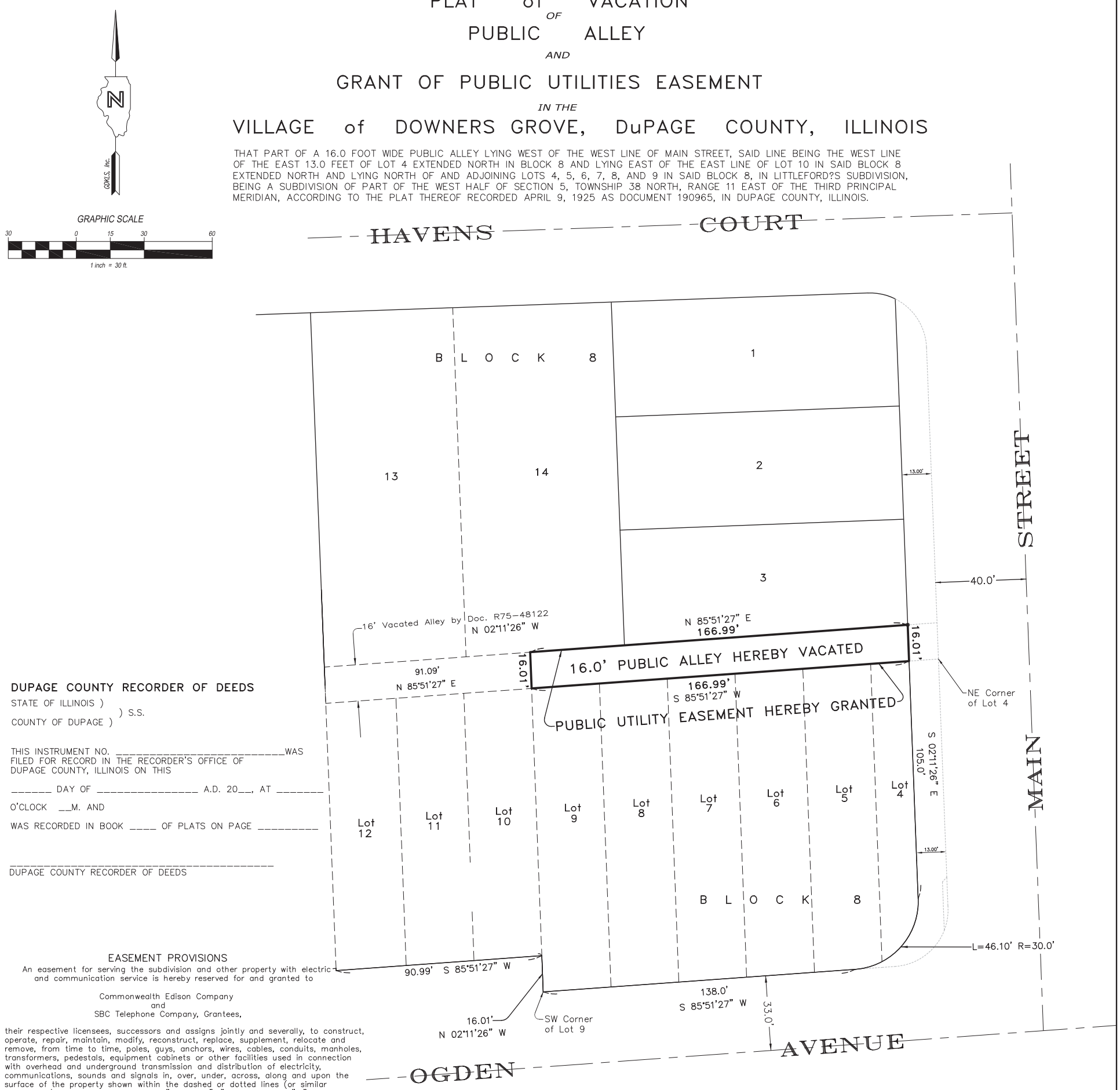

KRISCH LAND SURVEYING, LLC
PROFESSIONAL DESIGN FIRM LICENSE No. 184-006866
P.O.Box 929 Plainfield, IL. 60544 Phone: 630.627.5589 Fax: 630.627.5594
SURVEYING - CONSULTING - CONSTRUCTION LAYOUT


Scale: 1" = 30' | Drawn: MLK | Chk'd: | GDK File# 16041 | CAD File: 16041 SUB


Email: m.krisch@gdkls.com

# PLAT of VACATION
OF
# PUBLIC ALLEY
AND
# GRANT OF PUBLIC UTILITIES EASEMENT
IN THE
# VILLAGE of DOWNERS GROVE, DuPAGE COUNTY, ILLINOIS

THAT PART OF A 16.0 FOOT WIDE PUBLIC ALLEY LYING WEST OF THE WEST LINE OF MAIN STREET, SAID LINE BEING THE WEST LINE OF THE EAST 13.0 FEET OF LOT 4 EXTENDED NORTH IN BLOCK 8 AND LYING EAST OF THE EAST LINE OF LOT 10 IN SAID BLOCK 8 EXTENDED NORTH AND LYING NORTH OF AND ADJOINING LOTS 4, 5, 6, 7, 8, AND 9 IN SAID BLOCK 8, IN LITTLEFORD?S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT 190965, IN DUPAGE COUNTY, ILLINOIS.




**DUPAGE COUNTY RECORDER OF DEEDS**

STATE OF ILLINOIS )
) S.S.
COUNTY OF DUPAGE )

THIS INSTRUMENT NO. _____WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS ON THIS

_____ DAY OF _____ A.D. 20__, AT _____

O'CLOCK __M. AND

WAS RECORDED IN BOOK ____ OF PLATS ON PAGE _____

_____
DUPAGE COUNTY RECORDER OF DEEDS

## EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to

Commonwealth Edison Company
and
SBC Telephone Company, Grantees,

their respective licensees, successors and assigns jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E" (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E" (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 ILCS 605/2(c), as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an appurtenance to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking" and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.

**VILLAGE BOARD**

State of Illinois )
S.S. )
County of DuPage )

THE ABOVE LEGALLY DESCRIBED PROPERTY IS HEREBY VACATED BY THE VILLAGE OF DOWNERS GROVE AND IS APPROVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS.

This ____ day of _____, A.D. 2017.

Signed: _____
Mayor

Attest: _____
Village Clerk

**SURVEYOR**

State of Illinois )
S.S. )
County of DuPage )

THIS IS TO CERTIFY THAT I, MICHAEL L. KRISCH, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PLATTED FOR VACATION PURPOSES THE PROPERTY DESCRIBED IN THE ABOVE CAPTION AND AS SHOWN ON THIS PLAT, WHICH IS A REPRESENTATION OF THE PROPERTY SO DESCRIBED. THE AREA TO BE VACATED IS THAT SHOWN WITHIN THE SHADED AREA ON THIS PLAT. SCALE OF THIS PLAT IS 30 FEET TO ONE INCH.

Given under my hand and seal at Downers Grove, Illinois, this 3rd day of February A.D. 2017.

_____
Michael L. Krisch
Illinois Professional Land Surveyor No. 35-2501.
My License Expires November 30, 2018.

| | |
|---|---|
| PROJECT | 16-041 |
| CAD NAME | 16-041 Vac.dwg |
| SCALE | 1" = 30' |
| SHEET | 1 of 1 |
| DRAWN BY | MLK |

PROJECT

PLAT OF VACATION

DOWNERS GROVE, IL 60515

PREPARED FOR:

VEQUITY, LLC

| No. | Date | Revision Description | By: |
|---|---|---|---|
| | | | |


KRISCH LAND SURVEYING LLC

P.O. Box 929 PLAINFIELD, IL 60544-0929
PHONE (630) 627-5589 / FAX (630) 627-5594
www.krischlandsurveying.com
IL. PROFESSIONAL DESIGN FIRM LICENSE No. 184-006866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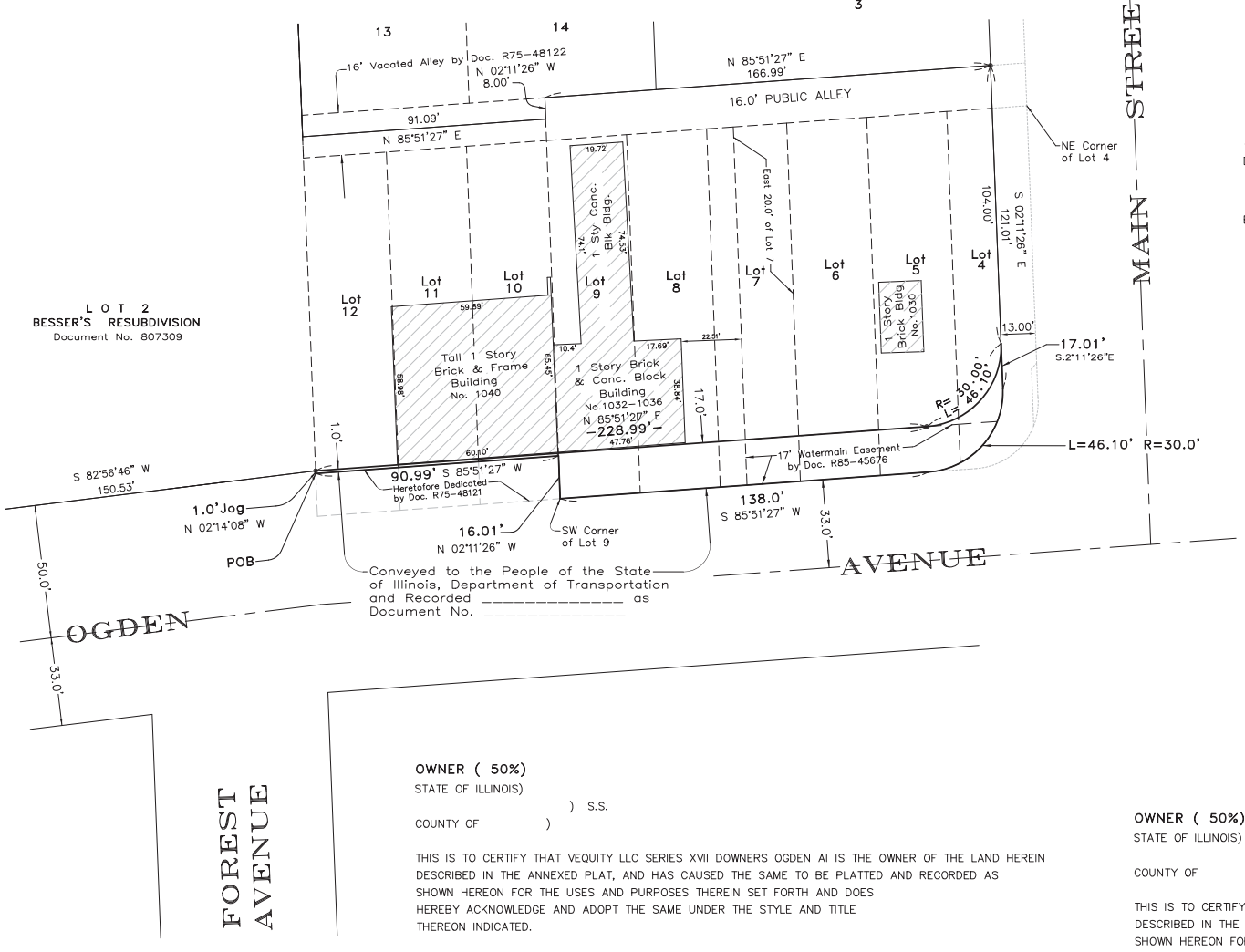
# PLAT of CONVEYANCE
# TO THE
# ILLINOIS DEPARTMENT OF TRANSPORTATION

## U.S. ROUTE 34 CONVEYANCE

THAT PART OF LOTS 4, 5, 6, 7, 8, 9, 10, 11 AND 12 IN BLOCK 8 IN LITTLEFORD?S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE WEST HALF OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 9, 1925 AS DOCUMENT 190965, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE WEST LINE OF SAID LOT 12 WITH THE NORTH LINE OF OGDEN AVENUE DEDICATED BY DOCUMENT R75–48121; THENCE NORTH 02 DEGREES 14 MINUTES 08 SECONDS WEST, ALONG THE WEST LINE OF SAID LOT 12, 1.0 FEET; THENCE NORTH 85 DEGREES 51 MINUTES 27 SECONDS EAST, PARALLEL WITH THE NORTH LINE OF OGDEN AVENUE, 228.99 FEET TO A POINT OF CURVE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 30.00 FEET, AN ARC LENGTH OF 46.10 FEET TO A POINT ON THE WEST LINE OF MAIN STREET, SAID POINT BEING 13.0 FEET WEST OF, MEASURED AT RIGHT ANGLES, TO THE EAST LINE OF SAID LOT 4; THENCE SOUTH 02 DEGREES 11 MINUTES 26 SECONDS EAST, ALONG A LINE PARALLEL WITH THE EAST LINE OF SAID LOT 4, 17.01 FEET TO A POINT OF CURVE; THENCE SOUTHWESTERLY ALONG A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 30.00 FEET, AN ARC LENGTH OF 46.10 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 6, BEING THE NORTH LINE OF OGDEN AVENUE; THENCE SOUTH 85 DEGREES 51 MINUTES 27 SECONDS WEST, ALONG THE SOUTH LINES OF LOTS 5, 6, 7, 8 AND 9, 138.0 FEET TO THE SOUTHWEST CORNER OF SAID LOT 9; THENCE NORTH 02 DEGREES 11 MINUTES 26 SECONDS WEST, ALONG THE WEST LINE OF SAID LOT 9, 16.01 FEET TO THE NORTH LINE OF OGDEN AVENUE AS DEDICATED BY DOCUMENT R75–48121; THENCE SOUTH 85 DEGREES 51 MINUTES 27 SECONDS WEST, ALONG SIDE DEDICATED LINE, 90.99 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.




L O T 2
BESSER'S RESUBDIVISION
Document No. 807309

**ILLINOIS DEPARTMENT OF TRANSPORTATION ACCEPTANCE**

THE PROPOSED CONVEYANCE OF RIGHT–OF–WAY TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION IS HEREBY ACCEPTED

BY: _____

JOHN FORTMANN, P.E.

DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

DATE _____

**OWNER ( 50%)**
STATE OF ILLINOIS)
) S.S.
COUNTY OF )

THIS IS TO CERTIFY THAT VEQUITY LLC SERIES XVII DOWNERS OGDEN AI IS THE OWNER OF THE LAND HEREIN DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE PLATTED AND RECORDED AS SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

DATED AT _____, _____,

THIS_____ DAY OF _____, A.D.20__.

BY: _____, _____
NAME TITLE

ATTEST: _____ _____
NAME TITLE

**NOTARY**
STATE OF ILLINOIS)

COUNTY OF ) S.S.

I,_____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT

_____ AND _____ , PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THEIR FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH AND HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON SHOWN.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ___ DAY _____ A.D. 20___,

AT_____, ILLINOIS.

_____
NOTARY PUBLIC

**OWNER ( 50%)**
STATE OF ILLINOIS)
) S.S.
COUNTY OF )

THIS IS TO CERTIFY THAT VEQUITY LLC SERIES XVII DOWNERS OGDEN IS THE OWNER OF THE LAND HEREIN DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE PLATTED AND RECORDED AS SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

DATED AT _____, _____,

THIS_____ DAY OF _____, A.D.20__.

BY: _____, _____
NAME TITLE

ATTEST: _____ _____
NAME TITLE

**NOTARY**
STATE OF ILLINOIS)

COUNTY OF ) S.S.

I,_____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT

_____ AND _____ , PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THEIR FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH AND HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON SHOWN.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ___ DAY _____ A.D. 20___,

AT_____, ILLINOIS.

_____
NOTARY PUBLIC

STATE OF ILLINOIS )
COUNTY OF DuPAGE ) S.S.

THIS PROFESSIONAL SERVICE CONFORMS TO CURRENT MINIMUM STANDARDS FOR A BOUNDARY SURVEY THAT I, MICHAEL L. KRISCH, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE HAD SURVEYED UNDER MY SUPERVISION THE PROPERTY DESCRIBED IN THE ABOVE CAPTION AS SHOWN BY THE ANNEXED PLAT WHICH IS A REPRESENTATION OF SAID SURVEY.

GIVEN UNDER MY HAND AND SEAL AT DOWNERS GROVE, ILLINOIS,
THIS 2nd DAY OF FEBRUARY A.D. 2017.

Michael L Krisch
_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35–2501
LICENSE EXPIRES NOVEMBER 30, 2018

MICHAEL L. KRISCH
PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS No.35–2501
DOWNERS GROVE, IL

REFER TO DEED OR GUARANTEE POLICY FOR BUILDING LINE RESTRICTIONS AND EASEMENTS NOT SHOWN ON THE PLAT OF SURVEY. COMPARE DESCRIPTION AND POINTS BEFORE BUILDING AND REPORT ANY APPARENT DIFFERENCE TO THE SURVEYOR AT ONCE. THIS SURVEY AND PLAT OF SURVEY ARE VOID WITHOUT OUR EMBOSSED SURVEYOR SEAL HEREON. NO DIMENSIONS ARE TO BE ASSUMED BY SCALING

GRAPHIC SCALE
30 0 15 30 60 120
( IN FEET )
1 inch = 30 ft.

Prepared for: VEQUITY, LLC

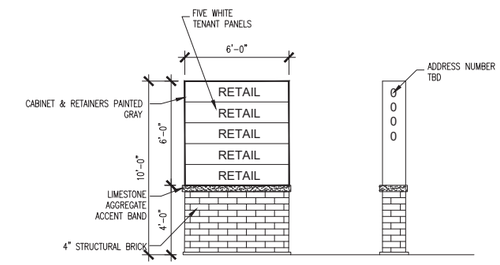
| No. | Date | Revision Description | By: |
|---|---|---|---|
| | | | |


KRISCH LAND SURVEYING, LLC
PROFESSIONAL DESIGN FIRM LICENSE No. 184-006866
P.O.Box 929 Plainfield, IL. 60544 Phone: 630.627.5589 Fax: 630.627.5594
SURVEYING - CONSULTING - CONSTRUCTION LAYOUT

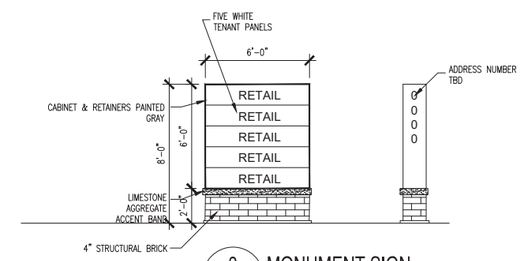

| Scale: 1" = 30' | Drawn: MLK | Chk'd: | GDK File# 16041 | CAD File: 16041 Conveyance |
|---|---|---|---|---|


Email: m.krisch@gdkls.com

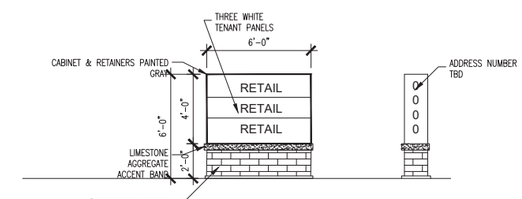
1 AS1.2 SITE PLAN
SCALE: 1"=30'-0"




2 AS1.2 MONUMENT SIGN
SCALE: 1/4" = 1'-0"




3 AS1.2 MONUMENT SIGN
SCALE: 1/4" = 1'-0"




4 AS1.2 MONUMENT SIGN
SCALE: 1/4" = 1'-0"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www.vequity.com

ARCHITECT:

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www.ilekis.com
Architect of Record

LG Workshop LLC
Landscape Architecture
Site Planning
Illustration
2324 W. Armitage Ave. Chicago, IL
773.697.4388 www.LGWLA.com


PROPOSED REDEVELOPMENT
1030-1048 W OGDEN AVE
DOWNERS GROVE, IL 60515

REVISIONS

| NO. | DATE | DESCRIPTION |
|---|---|---|
| 2 | 02/24/2017 | CITY COMMENTS |
| 1 | 02/13/2017 | CITY COMMENTS |
| | 01/25/2017 | PLAN COMMISSION REVIEW |

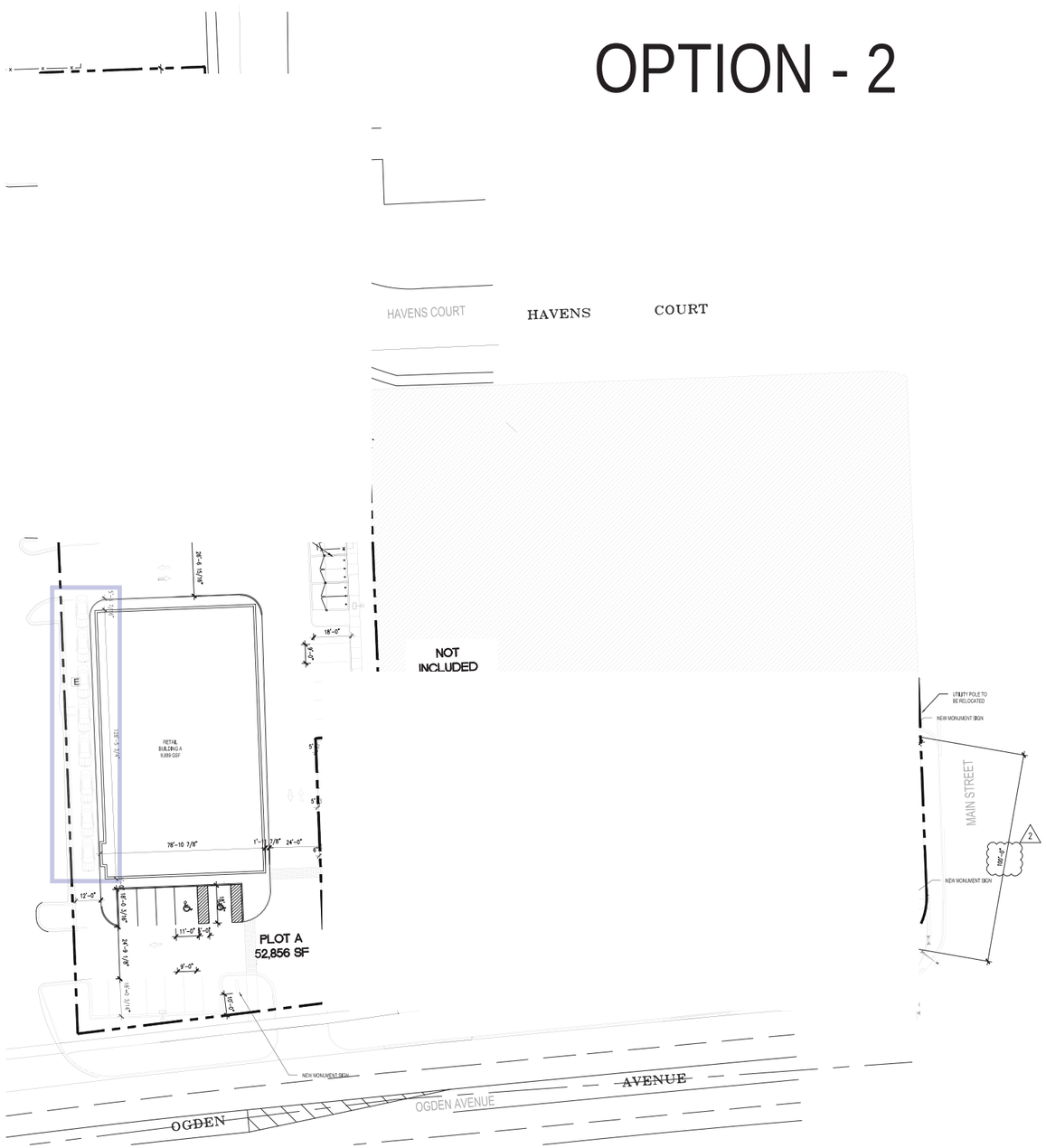
| | |
|---|---|
| DRAWN BY: | ILEKIS ASSOCIATES |
| SCALE: | AS NOTED |
| JOB: | -- |
| FILE: | 1614-03 |

PROPOSED
SITE PLAN OPTION 1

DRAWING NO.

AS1.2

# OPTION - 2




NORTH

1 / AS1.2a SITE PLAN - OPTION 2

SCALE: 1"=30'-0"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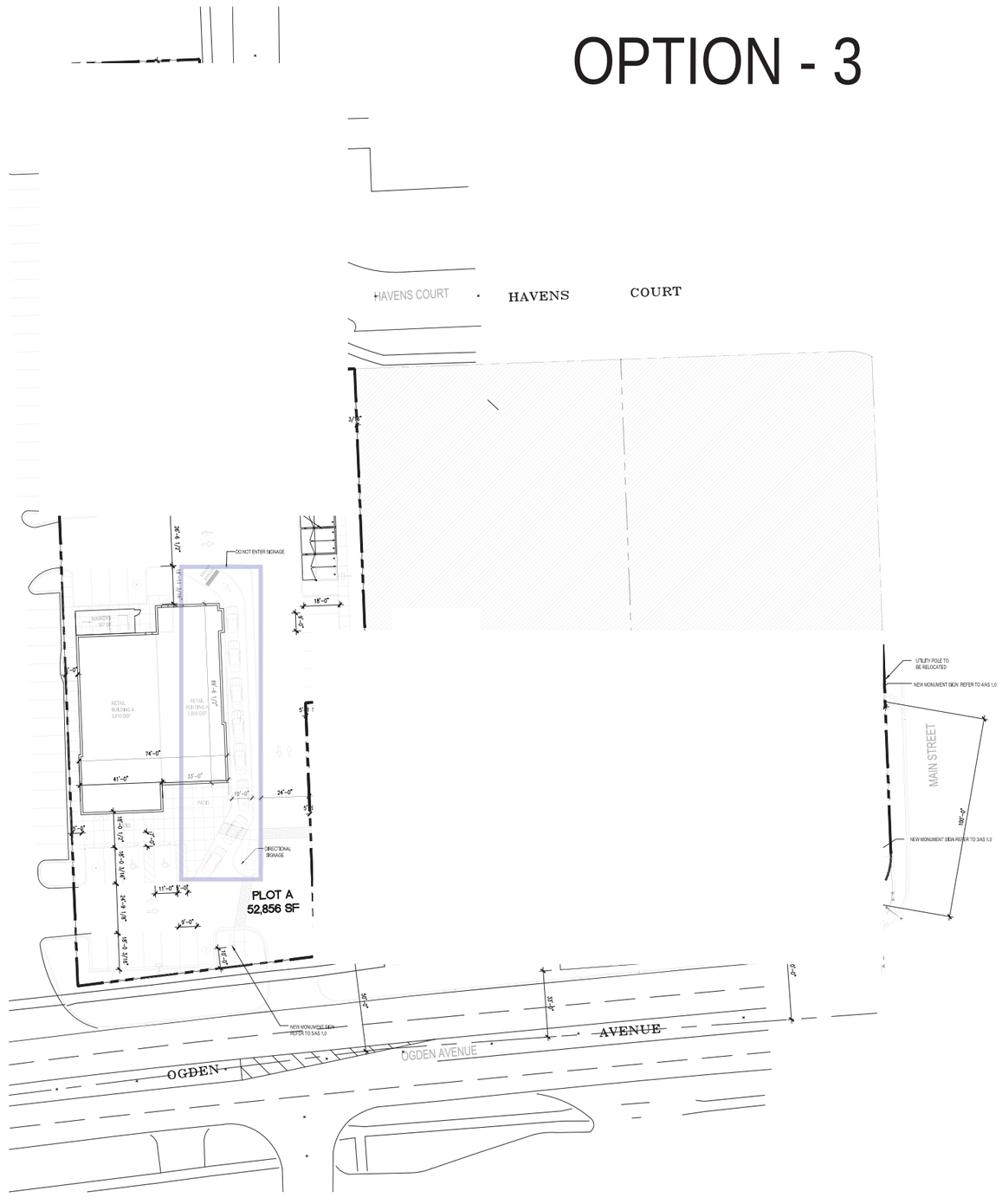
|---|---|
| DRAWN BY: | ILEKIS ASSOCIATES |
| SCALE: | AS NOTED |
| JOB: | -- |
| FILE: | 1614-03 |

PROPOSED
SITE PLAN OPTION 2

DRAWING NO.

AS1.2A

# OPTION - 3




NORTH

1 / A1.25 SITE PLAN -OPTION 3

SCALE: 1"=30'-0"

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| | 02/24/2017 | CITY COMMENTS |
| | 02/13/2017 | CITY COMMENTS |
| | 01/25/2017 | PLAN COMMISSION REVIEW |

| | |
|---|---|
| DRAWN BY: | ILEKIS ASSOCIATES |
| SCALE: | AS NOTED |
| JOB: | -- |
| FILE: | 1614-03 |

PROPOSED
SITE PLAN OPTION 3

DRAWING NO.

A1.25

## TREE PROTECTION & REMOVAL NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT IDENTIFIED TREES PER CHAPTER 24 OF THE MUNICIPAL CODE.
2. DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.
3. TREES MARKED FOR PRUNING / LIMBING UP SHALL BE TRIMMED OF ANY LOW HANGING LIMBS/BRANCHES UP TO THE MARKED CLEAR HEIGHT. 25%-30% OF REMAINING BRANCHES AND DEAD OR DYING AREAS SHALL BE PRUNED/REMOVED. ALL PRUNING SHALL BE BALANCED TO MAINTAIN SYMMETRY OF TREES AND BE PERFORMED IN ACCORDANCE WITH ANSI A300 STANDARDS (TCIA 2013).
4. ALL PRUNING / LIMBING SHALL BE PERFORMED BY A CERTIFIED ARBORIST.
5. DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH A BARRIER.
6. BARRIER SHALL BE CONSTRUCTED OF SNOW FENCE AND UPRIGHT POSTS AND SHALL BE ERECTED ONE FOOT BEYOND THE DRIP LINE OFF ALL EXISTING TREES ON SITE TO REMAIN.
7. ANY OTHER TREE WHICH IS TO REMAIN PERMANENTLY ON THE SITE SHALL BE IDENTIFIED BY PAINTING, FLAGGING, OR OTHER MEANS OF IDENTIFICATION.
8. NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.
9. NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.
10. NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.
11. TREES MARKED FOR REMOVAL SHALL BE CUT WITH CHAINSAW OR TREE SAW TO WITHIN 12" OF GRADE. UNLESS SOIL AREA IS TO BE EXCAVATED FOR SITE IMPROVEMENTS, A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL. WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.
12. SHRUBS MARKED FOR REMOVAL SHALL BE TRIMMED TO REMOVE BRANCHES. EXISTING BRANCHES / TRUNK AND ROOTBALL SHALL BE PULLED MECHANICALLY TO REMOVE ANY WOODY MATERIAL / ROOTS FROM THE SUBSURFACE WITHIN MIN. 6" BELOW GRADE. DISTURBED AREAS SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.

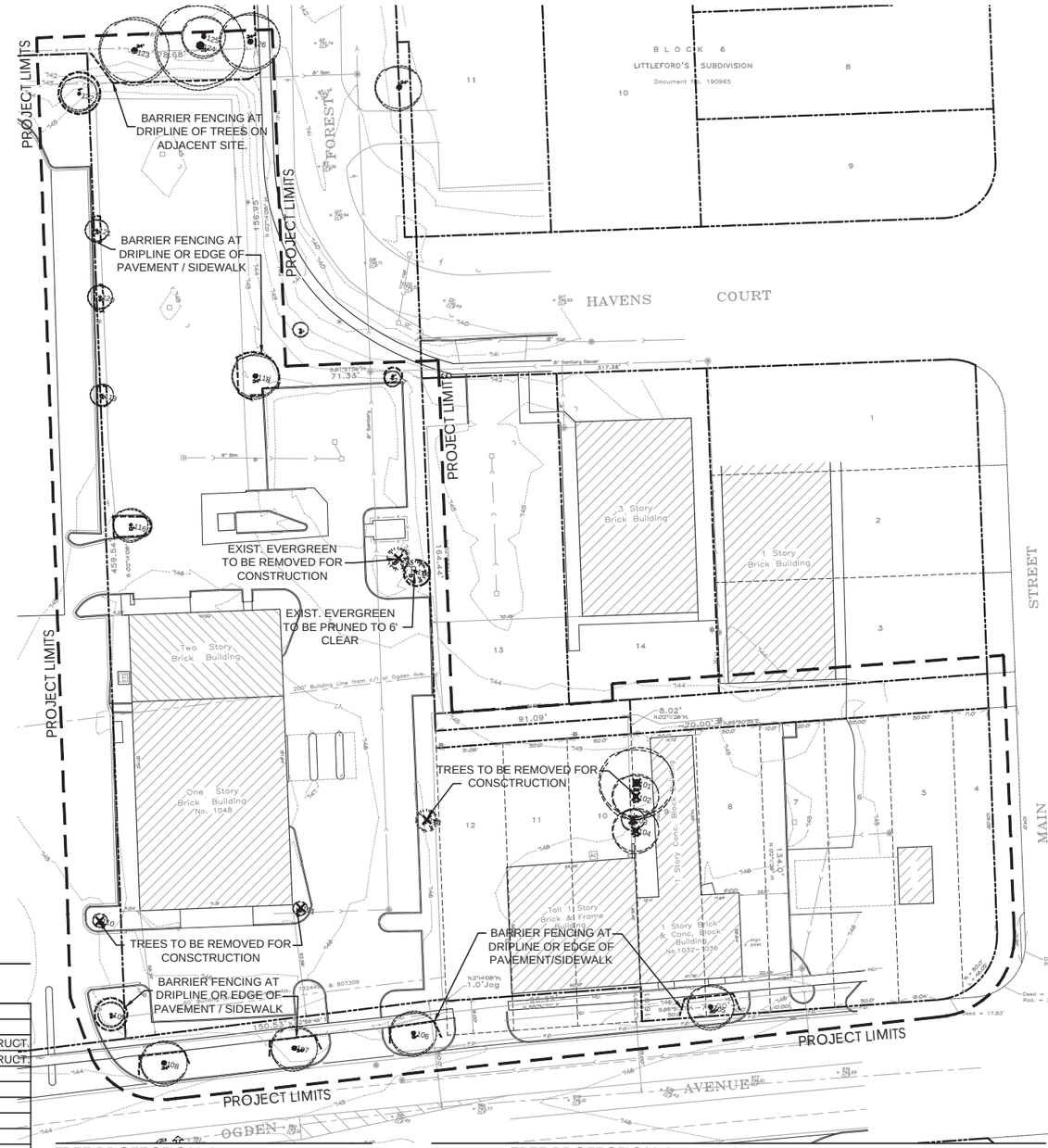
## TREE REPLACEMENT CALCULATIONS

| REMOVED TREE # | SIZE | REMOVED COMMON NAME | LOCATION | REPLACE. REQUIRED | PROPOSED REPLACEMENT | REASON FOR REMOVAL |
|---|---|---|---|---|---|---|
| 101 | 36" | HONEYLOCUST | 1032 WEST PROP. LINE | 8 - 2.5" CAL. | 3 SHADE TREES / 20 LRG SHRUBS | CONSTRUCTION |
| 102 | 24"" | SILVER MAPLE | 1032 WEST PROP. LINE | NONE | | CONSTRUCTION - WEED SPECIES |
| 103 | 15"" | SILVER MAPLE | 1032 WEST PROP. LINE | NONE | | CONSTRUCTION - WEED SPECIES |
| 104 | 24" | HONEYLOCUST | 1032 WEST PROP. LINE | 3 - 6' TALL | 3 EVERGREEN TREES | CONSTRUCTION |
| 110 | 6" | CRABAPPLE | 1048 FOUNDATION | NONE | | CONSTRUCTION - DISEASED |
| 111 | 6" | CRABAPPLE | 1048 FOUNDATION | NONE | | CONSTRUCTION - DISEASED |
| 113 | 14" | GREEN SPRUCE | 1048 EAST PROP. LINE | 4 - 6' CAL. | 4 ORNAMENTAL TREES | CONSTRUCTION - BAD LEADER |
| 115 | 10" | GREEN SPRUCE | 1048 EAST PROP. LINE | 2 - 2.5" CAL. | 2 SHADE TREES | CONSTRUCTION - BAD LEADER |

NOTE: REPLACEMENT TREES TO BE INCLUDED IN PLANTING LIST AND QUANTITIES ON SHEET L-2. TREES SHOWN HERE REPRESENT VILLAGE REQUIREMENTS FOR REPLACEMENT TREES ON PRESERVATION PLAN

## SURVEY OF EXISTING TREES

| TREE # | SIZE | SCIENTIFIC NAME | COMMON NAME | LOCATION | BEST 5/5 COND/FORM | COMMENTS |
|---|---|---|---|---|---|---|
| 101 | 36" | GLEDITSIA TRIACANTHOS | HONEYLOCUST | 1032 WEST PROP. LINE | 4/3 | REMOVE - CONSTRUCTION |
| 102 | 24" | ACER SACCHARINUM | SILVER MAPLE | 1032 WEST PROP. LINE | 1/1 | REMOVE - WEED SPECIES / CONSTRUCT. |
| 103 | 15" | ACER SACCHARINUM | SILVER MAPLE | 1032 WEST PROP. LINE | 2/2 | REMOVE - WEED SPECIES / CONSTRUCT. |
| 104 | 24" | GLEDITSIA TRIACANTHOS | HONEYLOCUST | 1032 WEST PROP. LINE | 0/0 | REMOVE - DEAD |
| 105 | 20" | GLEDITSIA TRIAC. INERMIS | HONEYLOCUST | 1036 PARKWAY | 4/4 | PROTECT |
| 106 | 15" | GLEDITSIA TRIAC. INERMIS | HONEYLOCUST | 1048 PARKWAY | 4/3 | PROTECT - UTILITY TRIMMED |
| 107 | 24" | GLEDITSIA TRIACANTHOS | HONEYLOCUST | 1048 PARKWAY | 4/3 | PROTECT |
| 108 | 24" | GLEDITSIA TRIACANTHOS | HONEYLOCUST | 1048 PARKWAY | 4/4 | PROTECT |
| 109 | 6" | ACER FREEMANII | FREEMAN MAPLE | 1048 FRONT END ISLAND | 4/4 | PROTECT |
| 110 | 6" | MALUS SP. | CRABAPPLE | 1048 FRONT END ISLAND | 1/3 | REMOVE - APPLE SCAB |
| 111 | 6" | MALUS SP. | CRABAPPLE | 1048 FOUNDATION | 2/3 | REMOVE - APPLE SCAB |
| 113 | 9" | PICEA PUNGENS | GREEN SPRUCE | 1048 EAST PROP. LINE | 3/2 | REMOVE - BAD LEADER / CONSTRUCT. |
| 114 | 12" | PICEA PUNGENS | GREEN SPRUCE | 1048 EAST PROP. LINE-CENTER | 4/4 | PROTECT - PRUNE FOR 6' CLEAR |
| 115 | 10" | PICEA PUNGENS | GREEN SPRUCE | 1048 EAST PROP. LINE-CENTER | 4/4 | REMOVE - CONSTRUCTION |
| 116 | 12" | GLEDITSIA TRIACANTHOS | HONEYLOCUST | 1048 WEST PROP. LINE-CENTER | 4/3 | PROTECT |
| 117 | 6" | PYRUS SP. | PEAR | 1048 REAR PROP. LINE-EAST | 5/4 | PROTECT |
| 118 | 24" | GLEDITSIA TRIACANTHOS | HONEYLOCUST | 1048 REAR PROP. LINE-CENTER | 4/4 | PROTECT |
| 119 | 4" | ACER RUBRUM | RED MAPLE | 1048 WEST PROP. LINE-REAR | 5/4 | PROTECT |
| 120 | 6" | ACER RUBRUM | RED MAPLE | 1048 WEST PROP. LINE-REAR | 5/5 | PROTECT |
| 121 | 4" | ACER RUBRUM | RED MAPLE | 1048 WEST PROP. LINE-REAR | 5/5 | PROTECT |
| 122 | 9" | TILIA CORDATA | LITTLELEAF LINDEN | 1048 WEST PROP. LINE-REAR | 5/5 | PROTECT - OFF SITE |
| 123 | 24" | ACER NEGUNDO | BOXELDER MAPLE | 1048 WEST PROP. LINE-REAR | 2/3 | PROTECT - UNDESIRABLE BUT OFF SITE |
| 124 | 36" | ACER SACCHARINUM | SILVER MAPLE | 1048 WEST PROP. LINE-REAR | 2/4 | PROTECT - OFF SITE |
| 125 | 18" | GLEDITSIA TRIACANTHOS | HONEYLOCUST | 1048 WEST PROP. LINE-REAR | 2/3 | PROTECT - OFF SITE |
| 126 | 24" | ACER SACCHARINUM | SILVER MAPLE | 1048 WEST PROP. LINE-REAR | 3/3 | PROTECT - OFF SITE |




## TREE PROTECTION & REMOVAL LEGEND

- EXISTING EVERGEEN TREE
- EVERGREEN TREE TO BE REMOVED
- EXIST. EVERGREEN TREE TO BE PRUNED
- EXISTING TREE TO BE REMAIN
- EXISTING TREE TO BE REMOVED
- 48" HT. SNOW FENCE DURING CONSTRUCTION

## 1 TREE PROTECTION & REMOVAL PLAN

SCALE: 1"=30'-0"

LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
157-001000
STATE OF ILLINOIS
EXPIRES 8/2017

N SHEET SCALE 1"=30'-0"
0' 15' 30' 60' 90'

DEVELOPER:

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ARCHITECT:

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DOWNERS GROVE, IL 60515

REVISIONS

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | 01/25/2017 | PLAN COMMISSION REVIEW |

| | |
|---|---|
| DRAWN BY: | ILEKIS ASSOCIATES |
| SCALE: | AS NOTED |
| JOB: | -- |
| FILE: | 1614-03 |

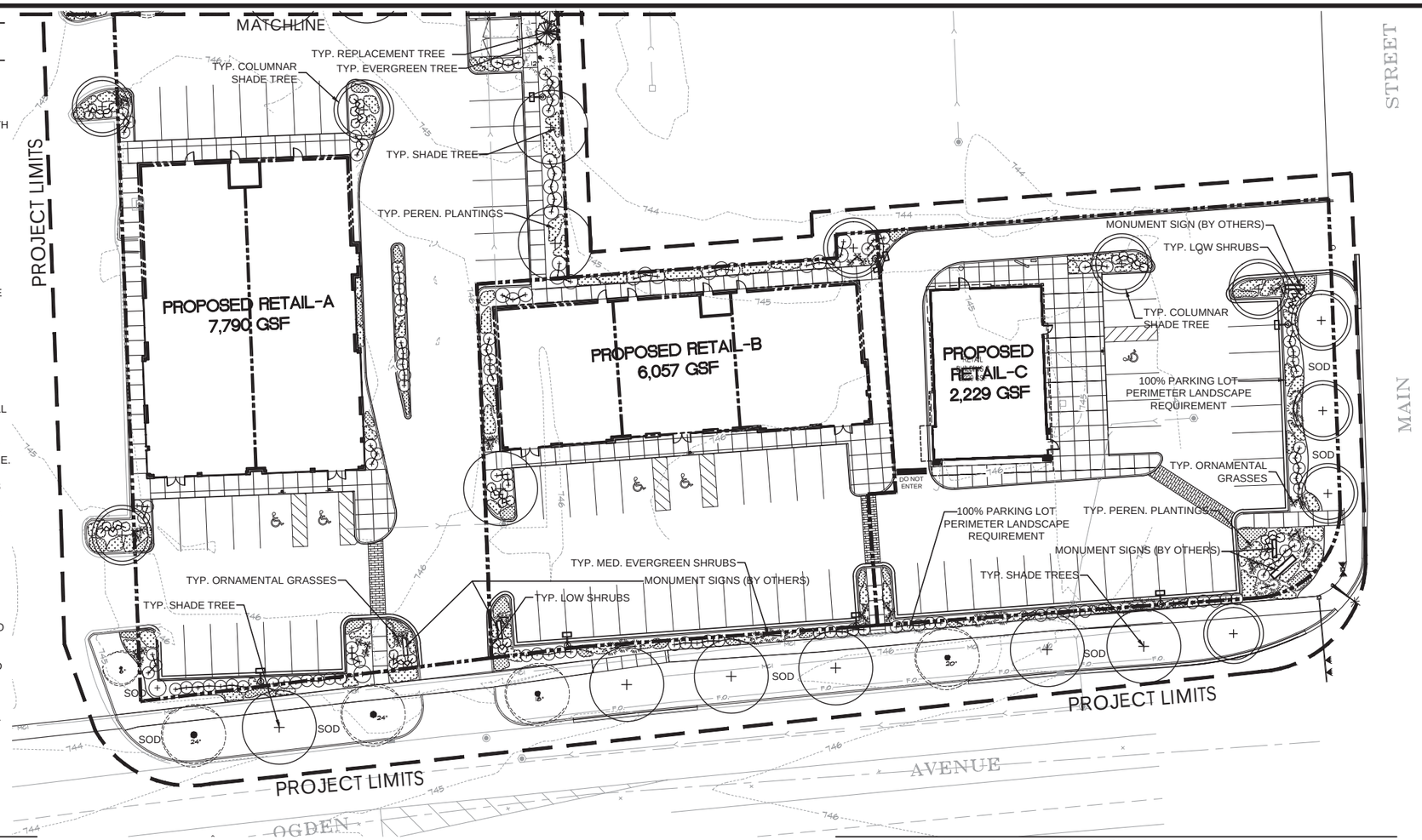
TREE PRESERVATION & PROTECTION PLAN

DRAWING NO.

L.1

## GENERAL LANDSCAPE NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
2. ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE VILLAGE OF DOWNERS GROVE MUNICIPAL CODE.
3. ALL PLANT MATERIALS (EXCEPT FOR GROUNDCOVER, ANNUALS, AND PERENNIALS) SHALL BE BALLED AND BURLAPPED STOCK AND MEET CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK (ANSI 260.1-1986) OR EQUAL. CONTRACTOR MAY SUBSTITUTE CONTAINER STOCK FOR SHRUBS IF SIZES ARE EQUAL TO SPECIFIED B$B STOCK, WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT.
4. IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT.
5. SOIL IN PERENNIAL AND GROUNDCOVER BEDS SHALL BE AMMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 6 INCHES OF SOIL.
6. AREAS TO RECEIVE SOD SHALL BE TILLED TO 6" DEPTH AND FINE GRADED TO PROVIDE SMOOTH BASE SURFACE. IF EXISTING SOIL IS A MAJORITY OF CLAY OR UNSUITABLE, 2" OF FINE GRADED TOPSOIL SHALL BE ADDED PRIOR TO TILLING.
7. TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.
8. ALL SHRUB BEDS AND INDIVIDUAL TREE PLANTINGS SHALL RECEIVE A 3 INCH LAYER OF SHREDDED HARDWOOD MULCH. ALL GROUNDCOVER, ANNUAL AND PERENNIAL BEDS SHALL RECEIVE A 2 INCH LAYER OF THE SAME MULCH MATERIAL. COSTS FOR MULCH SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF PLANTINGS.
9. NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL APPROVAL FROM VILLAGE.
10. CONTRACTOR SHALL OBTAIN A TREE REMOVAL PERMIT FOR TREES MARKED FOR REMOVAL. TREES 12" CAL. AND LESS SHALL BE CUT AND STUMPS REMOVED, TREES OVER 12" CAL. SHALL BE STUMP GROUND TO 4" BELOW GRADE AND BACK FILLED WITH TOPSOIL.
11. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT (BEGINNING ON THE OWNER'S POSSESSION DATE). THIS AGREEMENT SHALL COVER MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.
12. CONTRACTOR SHALL PROVIDE OWNER WITH A SEPARATE PROPOSAL FOR INSTALLATION OF AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM FOR COMPLETE EFFECTIVE COVERAGE OF ALL LAWN AREAS AND SHRUB BEDS.




1 PRELIMINARY LANDSCAPE PLAN SOUTH PORTION

SCALE 1"=20'-0'

## PROPOSED PLANT LIST

| SYM | SIZE | TYPE | BOTANICAL NAME | COMMON NAME | COMMENT |
|---|---|---|---|---|---|
| DECIDUOUS SHADE TREES | | | | | |
| ACM | 2.5"CAL. | COL. | ACER MIYABEI 'MORTON' | MIYABE MAPLE | B&B |
| ARC | 2.5"CAL. | COL. | ACER RUBRUM 'COLUMNARE' | COLUMNARE RED MAPLE | B&B |
| GTS | 2.5"CAL. | SH. | GLEDITSIA TRI. 'SHADEMASTER' | SHADEMASTER HONEYLOCUST | B&B |
| GDE | 2.5"CAL. | SH. | GYMNOCLADUS DIOIC. 'ESPRESSO' | ESPRESSO KENTUCKY COFFEETREE | B&B |
| TCR | 2.5"CAL. | COL. | TILIA AMERICANA 'REDMOND' | REDMOND LINDEN | B&B |
| ULH | 2.5"CAL. | SH. | ULMUS 'REGAL' | REGAL ELM | B&B |
| ORNAMENTAL TREES | | | | | |
| ALG | 6' HT. | ORN. | ALNUS GLUNTINOSA | EUROPEAN BLACK ALDER | B&B/MULT. |
| AGP | 6' HT. | ORN. | AMELANCH. GR. 'PRINCESS DIANA' | PRINCESS DIANA SERVICEBERY | B&B/MULT. |
| DECIDUOUS SHRUBS | | | | | |
| ARM | 24" HT. | MED. | ARONIA MELAN. 'BRILLIANTISSIMA' | BRILLIAN RED CHOKEBERRY | B&B |
| CAB | 24" HT. | MED. | CORNUS ALBA 'BAILHALO' | IVORY HALO REDTWIG DOGWOOD | B&B |
| HYA | 24" HT. | MED. | HYDRANGEA ARBOR. 'ANNABELLE' | ANNABELLE HYDRANGEA | B&B |
| ITV | 18" HT. | MED. | ITEA VIRGINICA 'HENRY'S GARNET' | HENRY'S GARNET SWEETSPIRE | B&B |
| POB | 30" HT. | LRG. | PHYSOCARPUS OPUL. 'RED BARON' | RED BARON NINE BARK | B&B |
| RAG | 18" W. | LOW | RHUS AROMATICA 'GRO-LOW' | GROW LOW SUMAC | B&B |
| SBT | 18" W. | LOW | SPIRAEA BETUL. 'TOR' | TOR BIRCHLEAF SPIREA | B&B |
| SYM | 18" HT. | MED. | SYRINGA MEYERI 'PALABIN' | DWARF KOREAN LILAC | B&B |
| VIC | 18" HT. | MED. | VIBURNUM CARLESII 'CAYUGA' | CAYUGA KOREANSPICE VIBURNUM | B&B |
| VIP | 24" HT. | LRG. | VIBURNUM PRUNIFOLIUM | BLACKHAW VIBURNUM | B&B |
| VOC | 18" HT. | MED. | VIBURNUM TRILOBUM 'COMPACTA' | COMP. CRANBERRY VIB. | |

| SYM | SIZE | TYPE | BOTANICAL NAME | COMMON NAME | COMMENT |
|---|---|---|---|---|---|
| EVERGREEN SHRUBS | | | | | |
| JHP | 18" HT. | MED | JUNIPERUS CHIN. 'SEAGREEN' | SEAGREEN JUNIPER | B&B |
| TMD | 18" W. | MED. | TAXUS X MEDIA 'DENSIFORMIS' | DENSE YEW | B&B |
| TME | 18" W. | MED. | TAXUS X MEDIA 'EVERLOW' | EVERLOW DENSE YEW | B&B |
| GROUNDCOVERS / PERENNIALS / GRASSES | | | | | |
| ACH | 1 QT. | PER. | ACHILLEA MILLEF. 'MOONSHINE' | MOONSHINE YARROW | 18" O.C. |
| ALS | 1 QT. | PER. | ALLIUM TANGUT. 'SUMMER BEAUTY' | SUMMER BEAUTY ORN. ONION | 18" O.C. |
| ASA | 4"POT | PER. | ASTILBE ARENDSII 'FANAL' | FANAL FALSE SPIREA | 18" O.C. |
| CAA | 1 GAL. | GRASS | CALAMAGROSTIS A. 'OVERDAM' | OVERDAM FEATHER REED GRASS | 24" O.C. |
| COP | 1 QT. | PER. | COREOPSIS PALMATA | PRAIRIE COREOPSIS | 18" O.C. |
| DIL | 1 QT. | PER. | DICENTRA 'LUXURIANT' | LUXURIANT BLEEDING HEART | 18" O.C. |
| GEM | 4"POT | PER. | GERANIUM SANGUINEUM 'MAX FREI' | MAX FREI BLOODY CRANESBILL | 18" O.C. |
| HEM | 3"POT | PER. | HEMEROCALLIS 'STELLA DE ORO' | STELLA DE ORO DAYLILY | 18" O.C. |
| LAV | 1 QT. | PER. | LAVANDULA 'MUNSTEAD STRAIN' | MUNSTEAD ENGLISH LAVENDER) | 18" O.C. |
| NFW | 1 GAL. | PER. | NEPETA FASSENI 'WALKERS LOW' | WALKERS LOW CATMINT | 24" O.C. |
| PAV | 1 GAL. | GRASS | PANICUM VIRGATUM 'SHENANDOAH' | SHENANDOAH RED SWITCH GRASS | 24" O.C. |
| SED | 1 QT. | PER. | SEDUM x 'AUTUMN JOY' | AUTUMN FIRE STONECROP | 18" O.C. |
| SON | 1 QT. | GRASS | SORGHASTRUM NUTANS | INDIAN GRASS | 18" O.C. |
| SOD | S.Y. | | SOD LAWN | SOD LAWN | |

★ - DENOTES TREE / SHRUB SPECIES WHICH WILL BE UTILIZIED, IN PART, TO BE COUNTED TOWARDS REPLACEMENT VALUE FOR REMOVED TREES - SEE SHEET L-1

## LANDSCAPE PLAN LEGEND

- EXISTING TREE
- PROPOSED SHADE TREE
- PROPOSED COLUMNAR SHADE TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED EVERGREEN TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN MEDIUM SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL PLANTING

LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
157-001000
STATE OF ILLINOIS
EXPIRES 8/2017

N SHEET SCALE 1"=20'-0"
0' 20' 40' 60'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Email info@vequity.com
www.vequity.com

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ARCHITECT:

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Architects Planners

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312-419-0009
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Architect of Record

LG Workshop LLC
Landscape Architecture
Site Planning
Illustration
2324 W. Armitage Ave. Chicago, IL
773.697.4388 www.LGWLA.com


PROPOSED REDEVELOPMENT
1030-1048 W OGDEN AVE
DOWNERS GROVE, IL 60515

REVISIONS

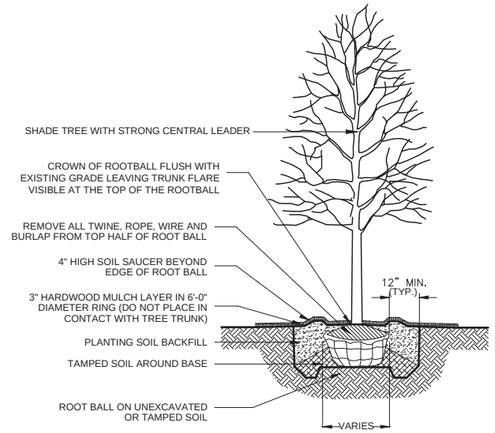
| NO. | DATE | DESCRIPTION |
|---|---|---|
| | 01/25/2017 | PLAN COMMISSION REVIEW |

| | |
|---|---|
| DRAWN BY: | ILEKIS ASSOCIATES |
| SCALE: | AS NOTED |
| JOB: | -- |
| FILE: | 1614-03 |

PRELIM. LANDSCAPE PLAN - SOUTH

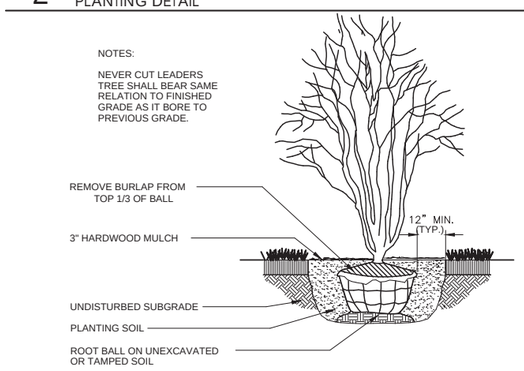
DRAWING NO.

L.2



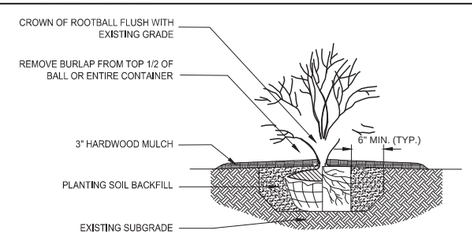

2 SHADE TREE PLANTING DETAIL

NOT TO SCALE



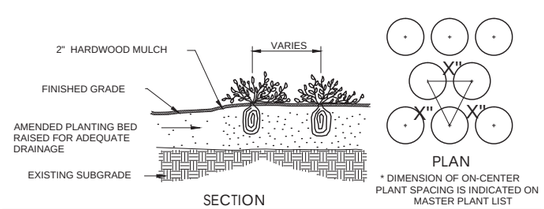

3 ORNAMENTAL TREE PLANTING DETAIL

NOT TO SCALE



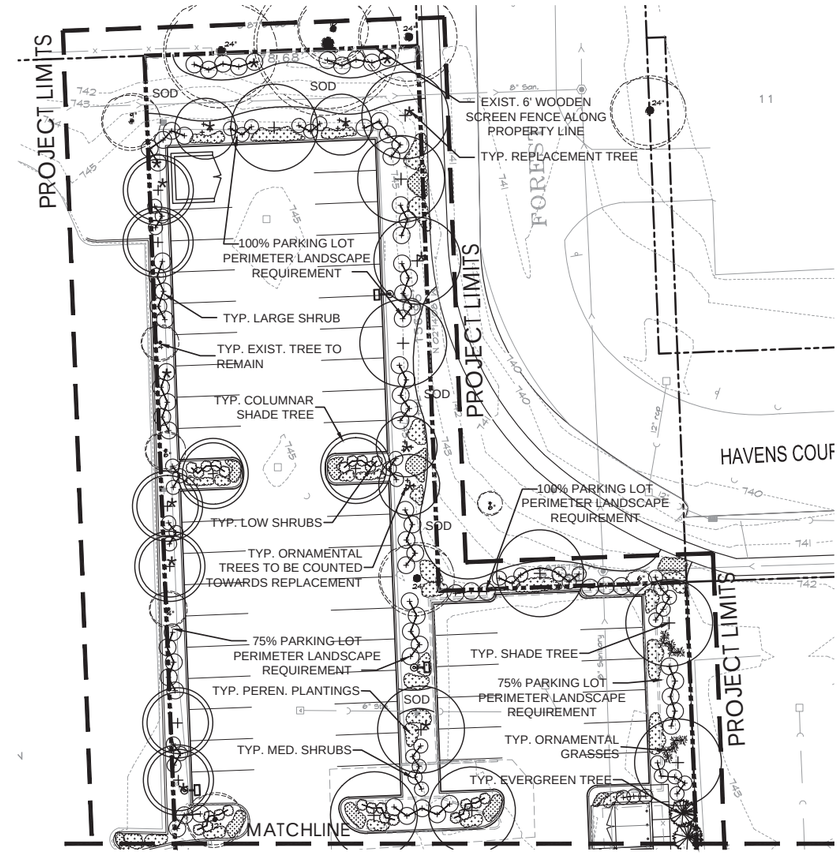

4 SHRUB PLANTING DETAIL

NOT TO SCALE




5 PERENNIAL / ANNUAL PLANTING DETAIL

NOT TO SCALE




7 PRELIMINARY LANDSCAPE PLAN NORTH PORTION

SCALE 1"=20'-0'

*REFER TO SHEET L-2 PLANT LEGEND FOR SPECIES AND TOTAL QUANTITIES

LICENSED LANDSCAPE ARCHITECT
LARRY D. GLASSCOCK JR.
157-001000
STATE OF ILLINOIS
EXPIRES 8/2017

N SHEET SCALE 1"=20'-0"
0' 20' 40' 60'

DEVELOPER:

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400 N. State
Suite 400
Chicago, IL 60654
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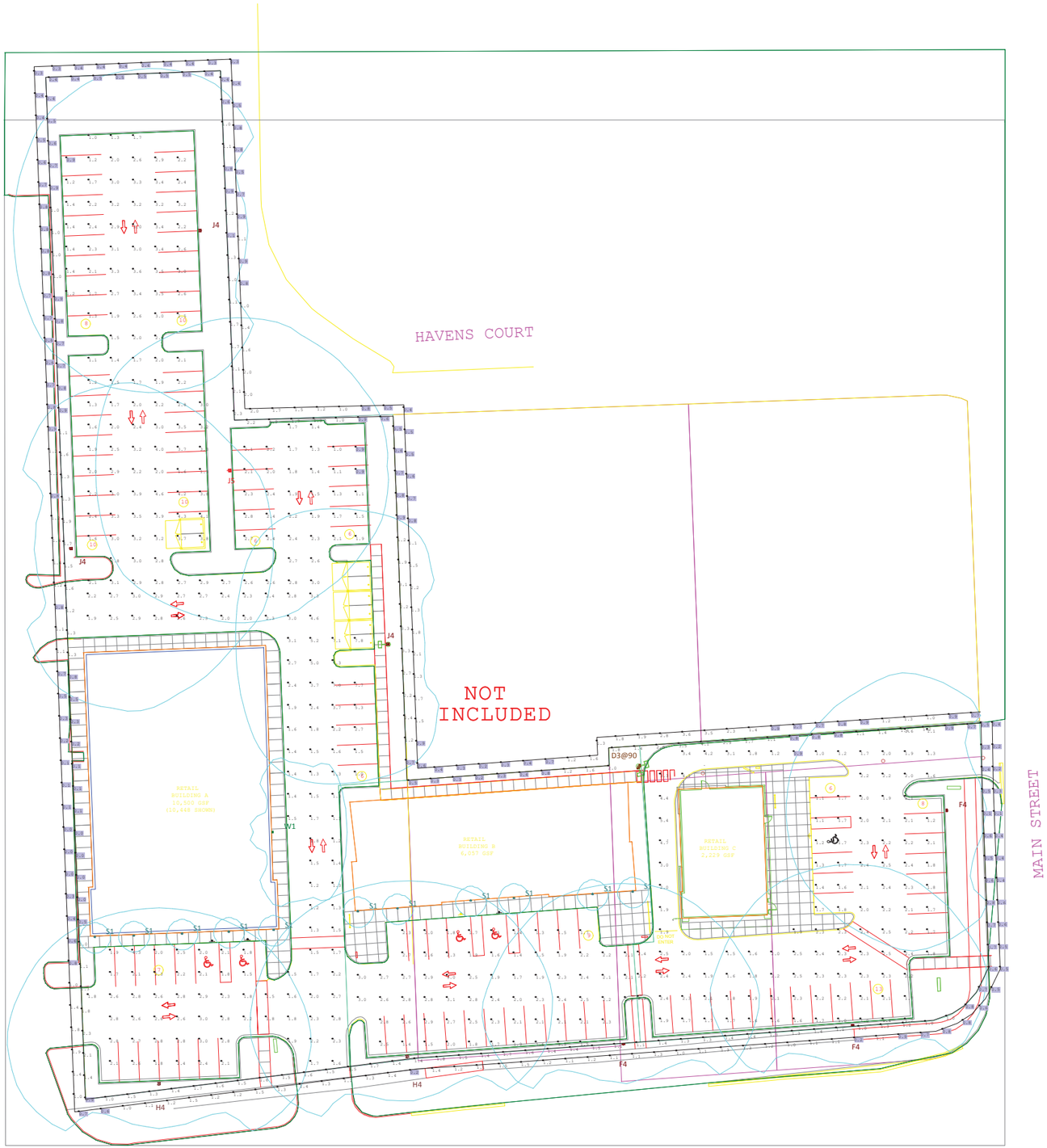
| | 01/25/2017 | PLAN COMMISSION REVIEW |

| | |
|---|---|
| DRAWN BY: | ILEKIS ASSOCIATES |
| SCALE: | AS NOTED |
| JOB: | -- |
| FILE: | 1614-03 |

PRELIM. LANDSCAPE PLAN-NORTH / DETAILS / CALCULATIONS

DRAWING NO.

L.3




Scale: 1 inch= 55 Ft.

persōna
SIGNS | LIGHTING | IMAGE

Joel Williams
jwilliams@personalighting.com
700 21st Street SW
Watertown SD
1.800.843.9888

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| # | Date | Comments |
|---|---|---|
| | | |

Revisions

Drawn By:

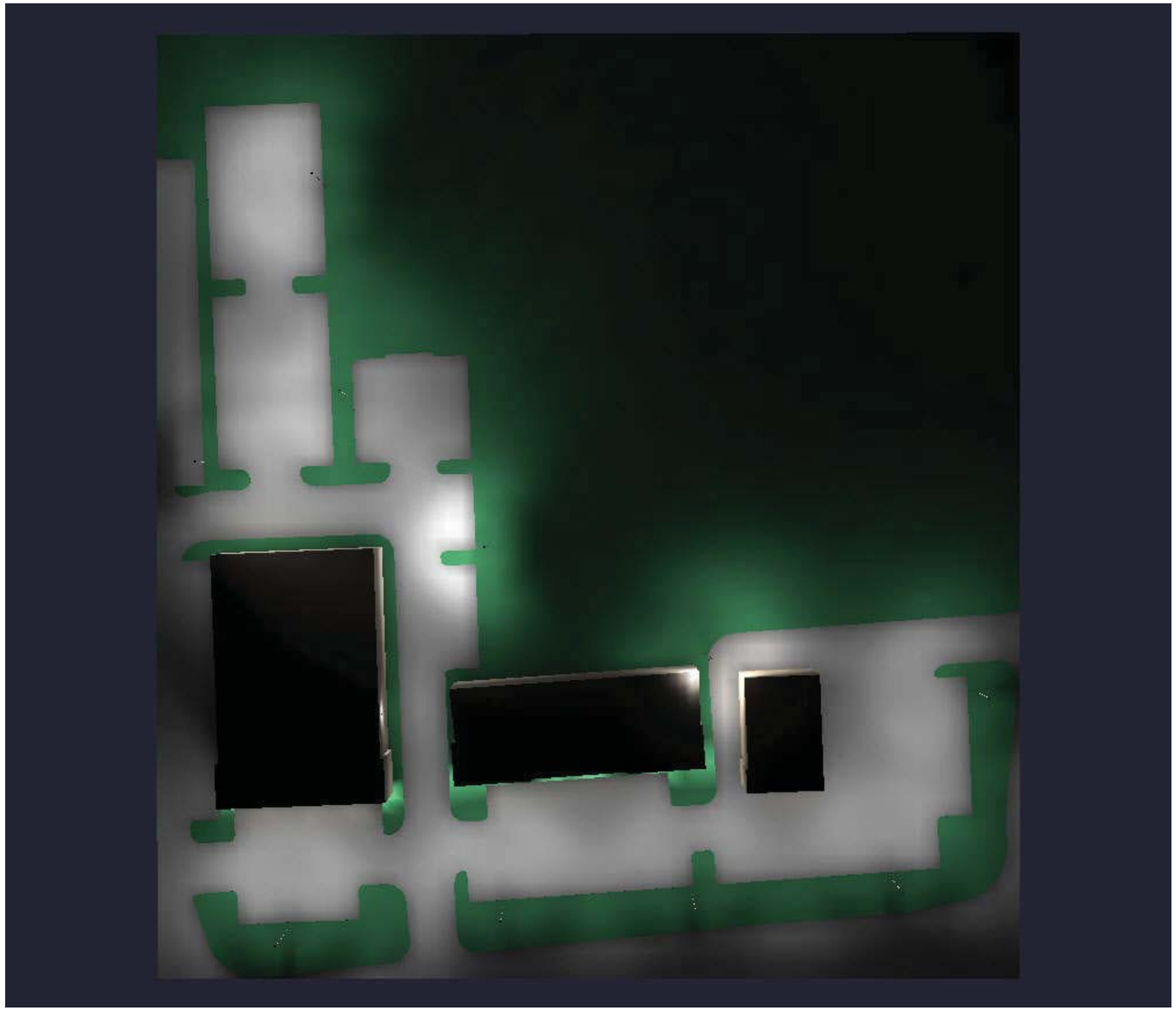
Checked By:

Date:2/13/2017

Scale:

153694 Downers Grove IL

Retail - Ogden/Main



GE Evolve EALS

Laredo LNC2 Wall Pack

Image File : Acculite COS LED

| Luminaire Schedule | | | | |
|---|---|---|---|---|
| Symbol | Qty | Label | Arrangement | Description |
| | 11 | COS-A017-4K-UN Led (0113 | SINGLE | COS-A017-4K-UN_____22 WATT |
| | 3 | EALS01_F4AF750_____tcm201 | SINGLE | EALS01_F4AF750_____ |
| | 2 | EALS01_H4AF750_____tcm201 | SINGLE | EALS01_H4AF750_____ |
| | 1 | EALS01_D3AW750____@90 | 2 @ 90 DEGRE | EALS01_D3AW750___@90 |
| | 1 | LNC2-18LU-5K-3 | SINGLE | LNC2-18LU-5K-3 |
| | 3 | EALS01_J4AF750_____ | SINGLE | EALS01_J4AF750_____ |
| | 1 | EALS01_J5SM750_____tcm201 | SINGLE | EALS01_J5SM750_____ |

| Calculation Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| Label | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
| A1 | Illuminance | Fc | 2.47 | 7.8 | 1.0 | 2.47 | 7.80 |
| A2 | Illuminance | Fc | 2.40 | 4.6 | 0.9 | 2.67 | 5.11 |
| B | Illuminance | Fc | 2.18 | 3.1 | 1.3 | 1.68 | 2.38 |
| C | Illuminance | Fc | 2.07 | 5.4 | 0.9 | 2.30 | 6.00 |
| Perimeter | Illuminance | Fc | 1.05 | 4.1 | 0.0 | N.A. | N.A. |

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SIGNS | LIGHTING | IMAGE
Joel Williams
jwilliams@personalighting.com
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Watertown SD
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| Revisions | | |
|---|---|---|
| # | Date | Comments |
| | | |
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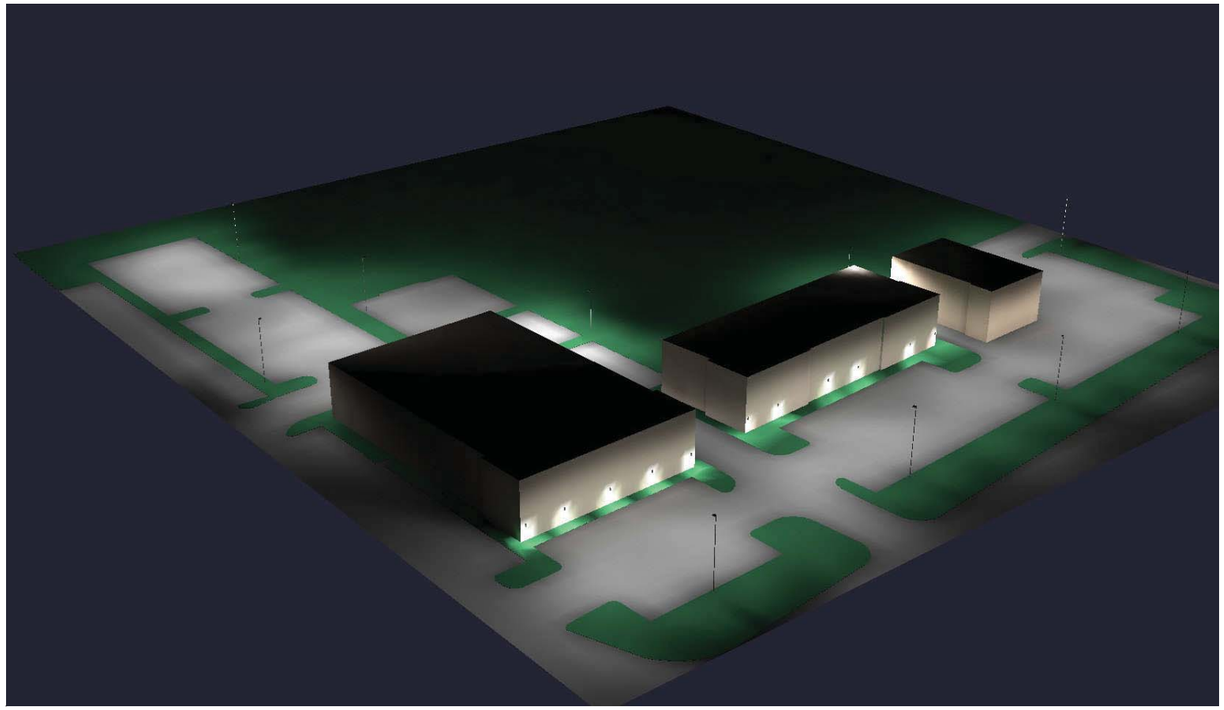
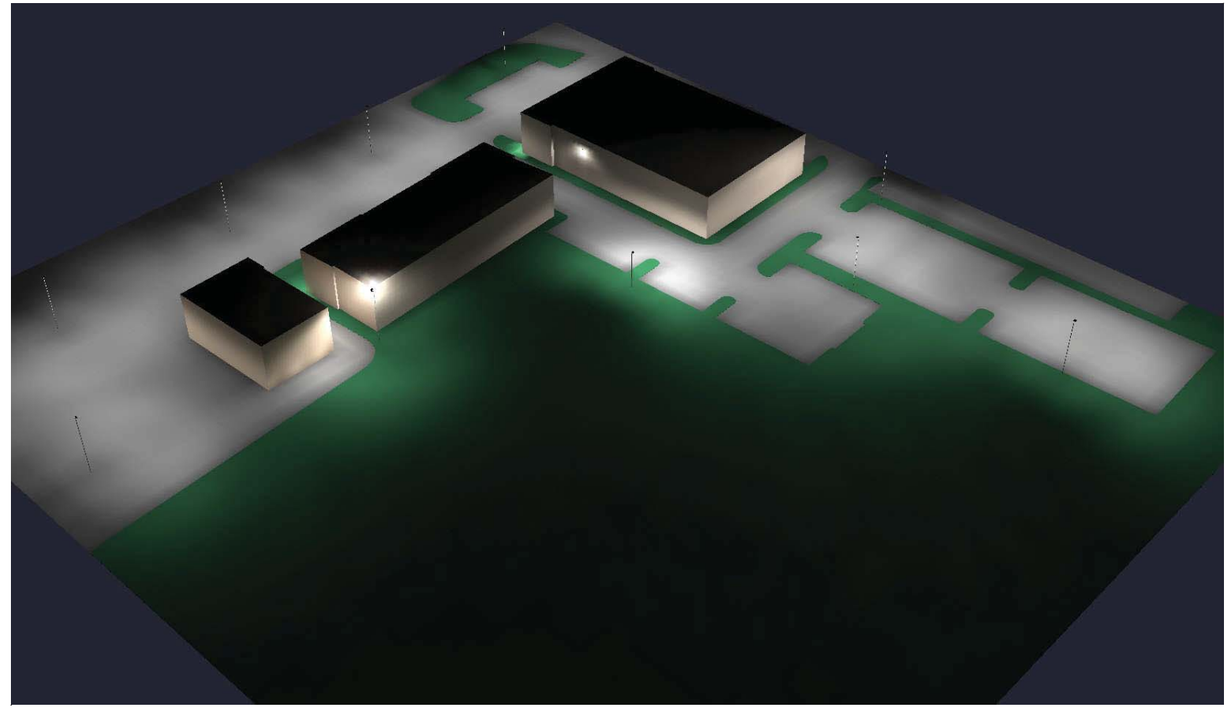
| | | |

Drawn By:
Checked By:
Date:2/13/2017
Scale:

153694 Downers Grove IL

Retail - Ogden/Main





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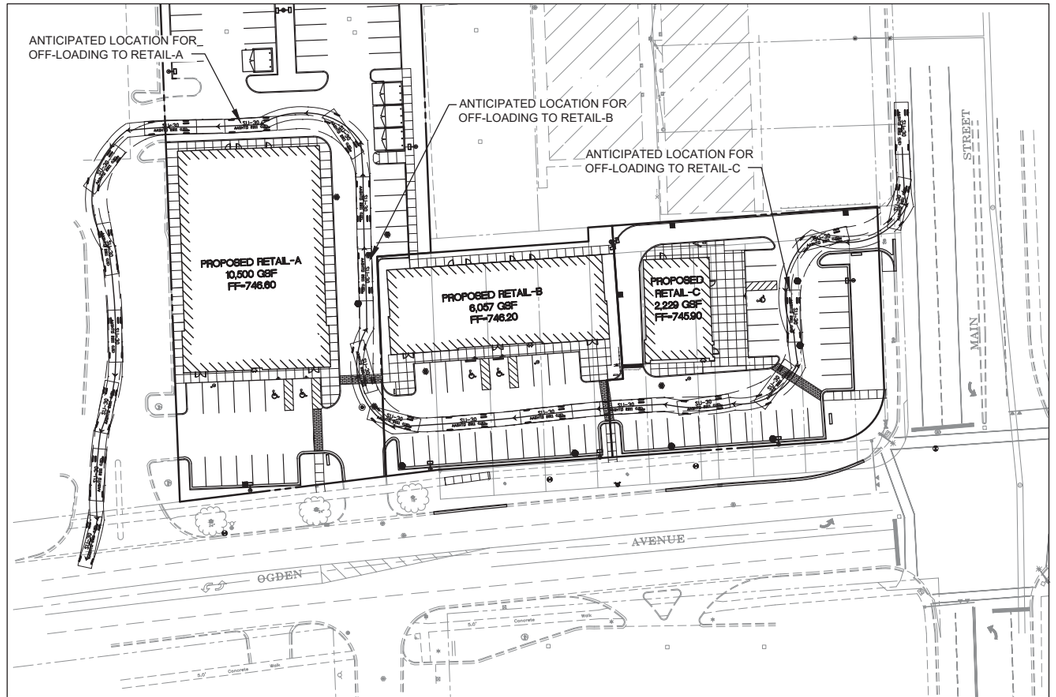
| Revisions | | |
|---|---|---|
| # | Date | Comments |
| | | |
| | | |
| | | |

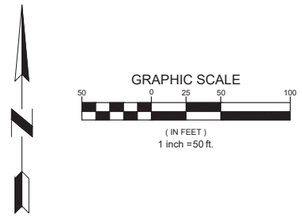
Drawn By:
Checked By:
Date:2/13/2017
Scale:

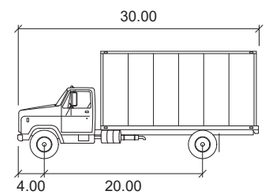
153694 Downers Grove IL

Retail - Ogden/Main

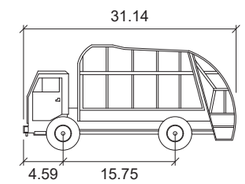



SU - DELIVERY TRUCK

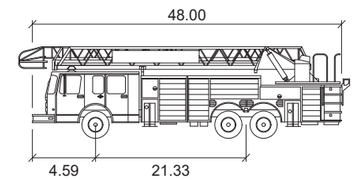


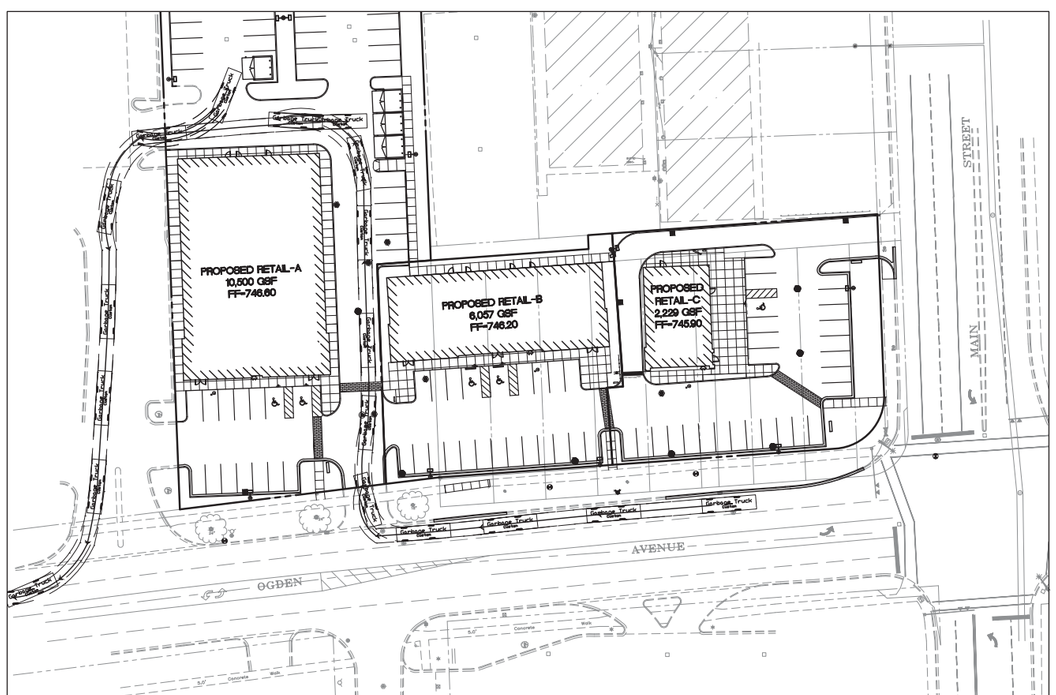

| SU-30 | feet |
|---|---|
| Width | : 8.00 |
| Track | : 8.00 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 31.8 |



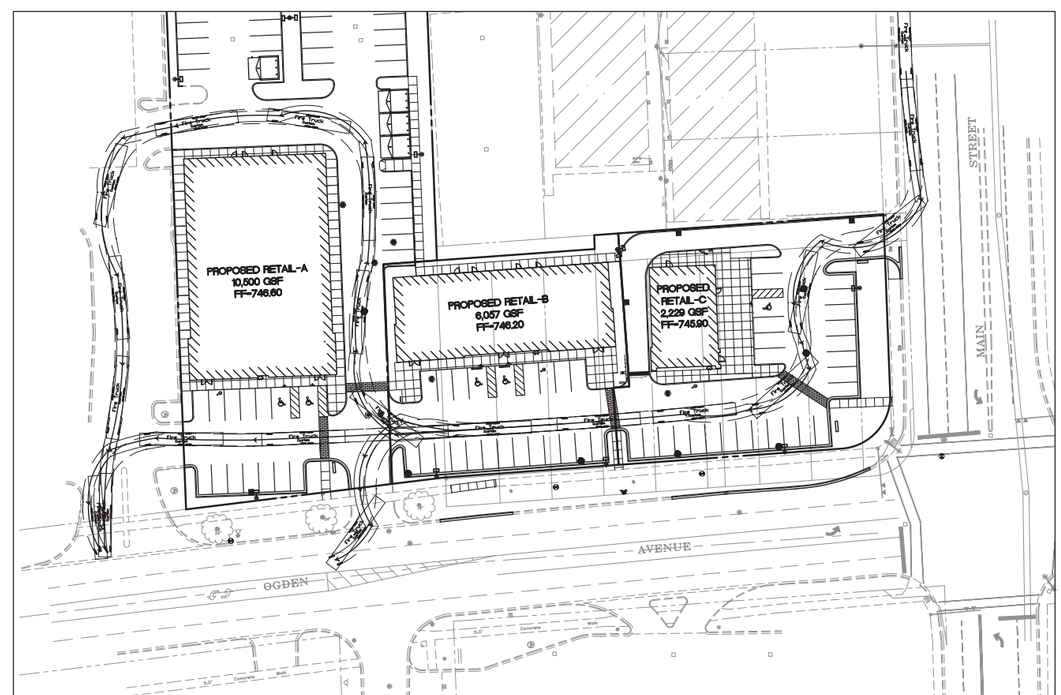

| Garbage Truck | feet |
|---|---|
| Width | : 8.17 |
| Track | : 8.17 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 46.4 |




| Fire Truck | feet |
|---|---|
| Width | : 7.15 |
| Track | : 7.15 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 33.1 |




GARBAGE TRUCK - REAR LOADED




FIRE TRUCK

REVISIONS

| | | |
|---|---|---|
| 2 | 02-24-17 | REVISED PER VILLAGE REVIEW |
| 1 | 02-13-17 | REVISED PER VILLAGE COMMENTS |

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
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CHICAGO, ILLINOIS 60647
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E-mail: info@civworks.com
Web: www.civworks.com
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-001194

# VEHICLE TURNING EXHIBIT

## PROPOSED RETAIL DEVELOPMENT

## 1030-1048 OGDEN AVENUE, DOWNERS GROVE, IL

| | |
|---|---|
| PROJ. MGR.: | OP |
| DRAWN BY: | OP |
| DATE: | 01-27-2017 |
| SCALE: | 1"=50' |

SHEET NO.

TR1.0

PROJ. NUMBER: 16004

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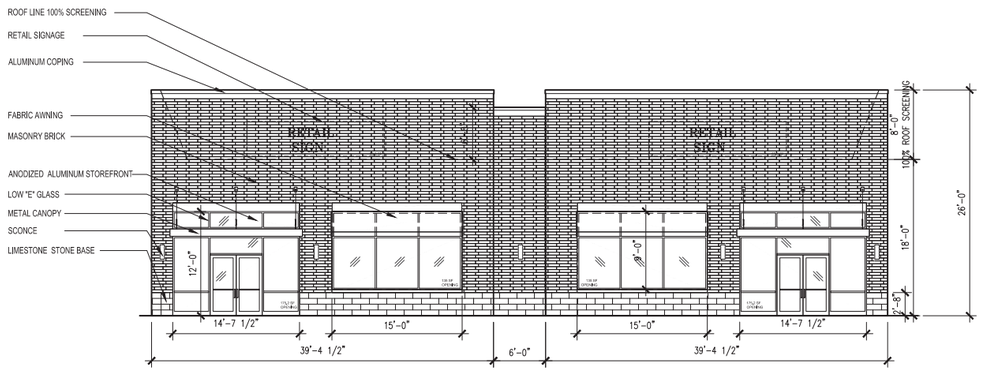
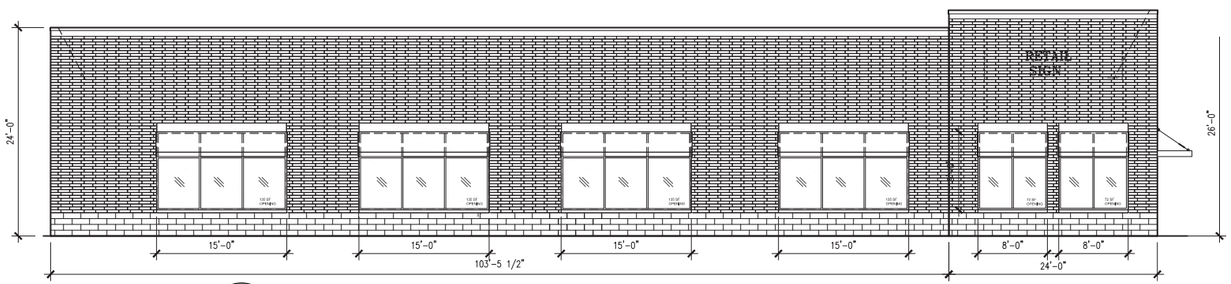



1 A2.0 SOUTH ELEVATION BUILDING-A

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

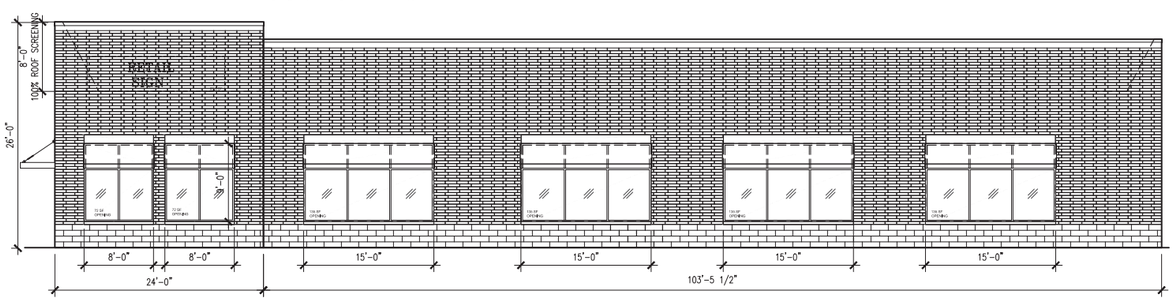
0 2' 4' 8' 16'




2 A2.0 WEST ELEVATION BUILDING-A

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

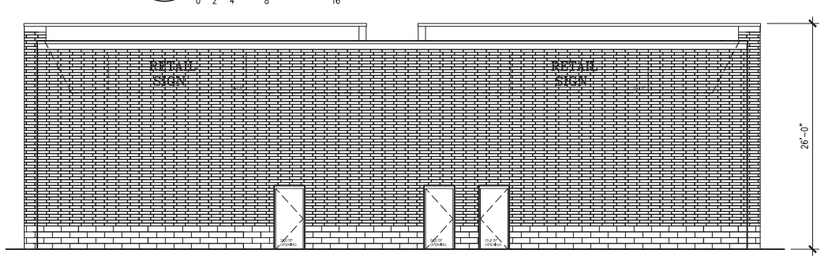
0 2' 4' 8' 16'




3 A2.0 EAST ELEVATION BUILDING-A

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

0 2' 4' 8' 16'




4 A2.0 NORTH ELEVATION BUILDING-A

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

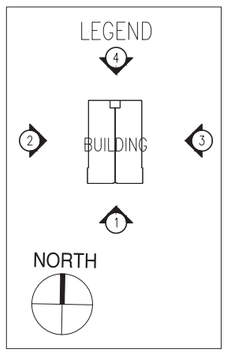
0 2' 4' 8' 16'

**SIGN TABLE ALLOWANCE BUILDING - A**

| TENANT | NORTH | | EAST | | SOUTH | | WEST | |
|---|---|---|---|---|---|---|---|---|
| | FACADE (L.F.) | ALLOWABLE (S.F.) | FACADE (L.F.) | ALLOWABLE (S.F.) | FACADE (L.F.) | ALLOWABLE (S.F.) | FACADE (L.F.) | ALLOWABLE (S.F.) |
| A | 42'-4" | 63.3 | N/A | N/A | 42'-4" | 63.3 | 103'-5" | 63.3 |
| B | 42'-4" | 63.3 | 103'-5" | 63.3 | 42'-4" | 63.3 | N/A | N/A |
| | *Sub-total* | **126.6** | *Sub-total* | **63.3** | *Sub-total* | **126.6** | *Sub-total* | **63.3** |

**MAXIMUM AREA OF EXTERIOR WALL OEPNINGS - BUILDING - A**

| ELEVATION | ELEVATION AREA | OPENING AREA | ACTUAL OPENING % | ALLOWED OPENING % | OPENING TYPE | FIRE SEPARATION DISTANCE |
|---|---|---|---|---|---|---|
| NORTH | 1963 SF | 76.8 SF | 3.90% | NO LIMIT | UNPROTECTED | GREATER THAN 30' |
| SOUTH | 2192 SF | 620.4 SF | 28.30% | NO LIMIT | UNPROTECTED | GREATER THAN 30' |
| EAST | 3107 SF | 684 SF | 22.00% | NO LIMIT | UNPROTECTED | GREATER THAN 30' |
| WEST | 3107 SF | 684 SF | 22.00% | 25% | PROTECTED | GREATER THAN 5' TO 10' |

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REVISIONS

| NO. | DATE | DESCRIPTION |
|---|---|---|
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| | | |
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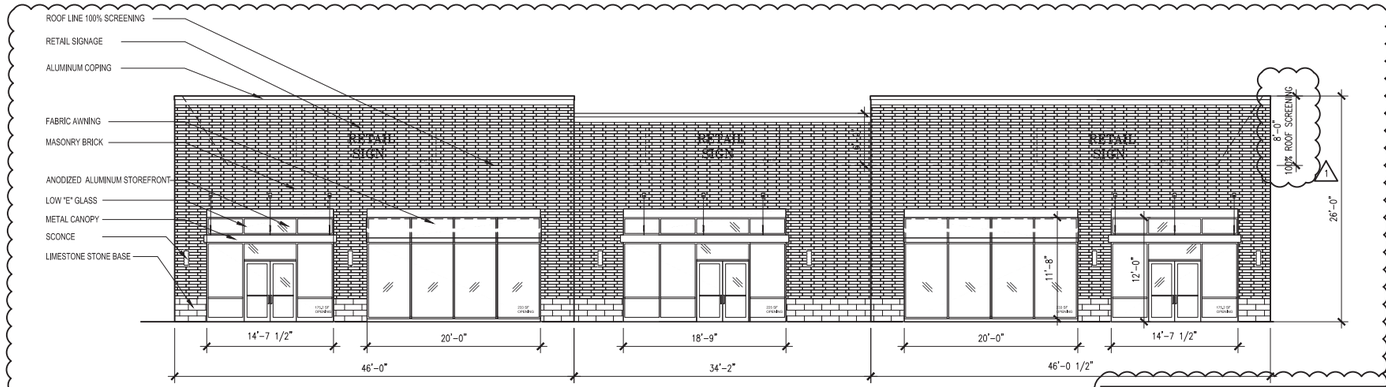
| | | |
| 2 | 02/24/2017 | CITY COMMENTS |
| 1 | 02/13/2017 | CITY COMMENTS |
| | 01/25/2017 | PLAN COMMISSION REVIEW |

| | |
|---|---|
| DRAWN BY: | ILEKIS ASSOCIATES |
| SCALE: | AS NOTED |
| JOB: | -- |
| FILE: | 1614-03 |

ELEVATIONS
BUILDING A

DRAWING NO.

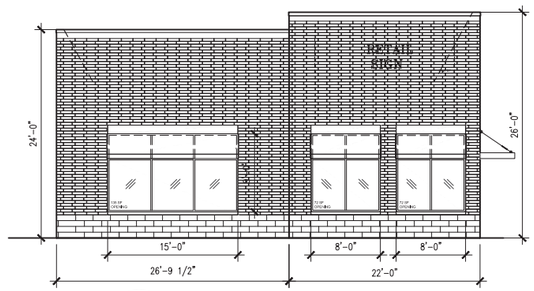
A2.0




1 A2.1 SOUTH ELEVATION BUILDING-B

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

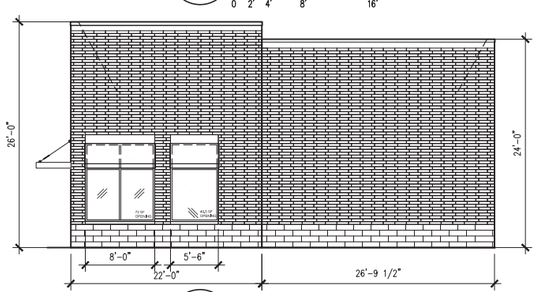
0 2' 4' 8' 16'




2 A2.1 WEST ELEVATION BUILDING-B

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

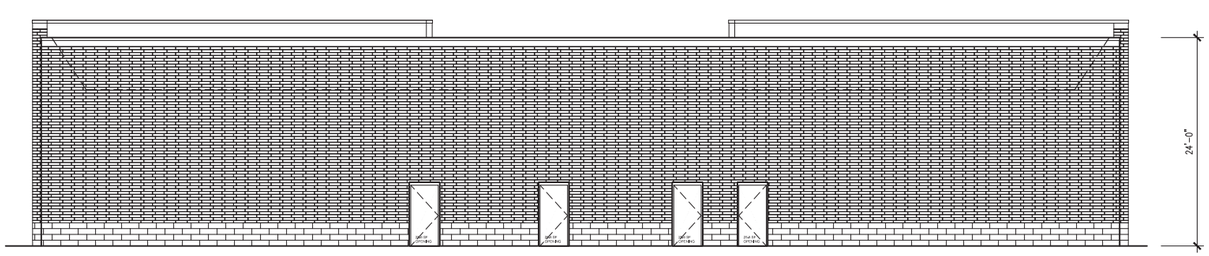
0 2' 4' 8' 16'




3 A2.1 EAST ELEVATION BUILDING-B

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

0 2' 4' 8' 16'




4 A2.1 NORTH ELEVATION BUILDING-B

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

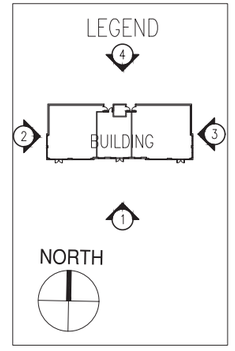
0 2' 4' 8' 16'

**SIGN TABLE ALLOWANCE BUILDING - B**

| TENANT | NORTH | | EAST | | SOUTH | | WEST | |
|---|---|---|---|---|---|---|---|---|
| | FACADE (L.F.) | ALLOWABLE (S.F.) | FACADE (L.F.) | ALLOWABLE (S.F.) | FACADE (L.F.) | ALLOWABLE (S.F.) | ~~FACADE (L.F.)~~ | ~~ALLOWABLE (S.F.)~~ |
| A | N/A | N/A | N/A | N/A | 41'-7" | 64.4 | 48'-9" | 64.4 |
| B | N/A | N/A | N/A | N/A | 39'-11" | 61.84 | N/A | N/A |
| C | N/A | N/A | N/A | N/A | 44'-9" | 69.3 | N/A | N/A |
| | *Sub-total* | **0** | *Sub-total* | **0** | *Sub-total* | **195.54** | *Sub-total* | **64.4** |

**MAXIMUM AREA OF EXTERIOR WALL OEPNINGS - BUILDING - B**

| ELEVATION | ELEVATION AREA | OPENING AREA | ACTUAL OPENING % | ALLOWED OPENING % | OPENING TYPE | FIRE SEPARATION DISTANCE |
|---|---|---|---|---|---|---|
| ~~NORTH~~ | ~~3029 SF~~ | ~~102.9 SF~~ | ~~3.30%~~ | ~~10%~~ | ~~UNPROTECTED~~ | ~~GREATER THAN 5' TO 10'~~ |
| SOUTH | 3213 SF | 1674.6 SF | 52.11% | NO LIMIT | UNPROTECTED | GREATER THAN 30' |
| ~~EAST~~ | ~~1215 SF~~ | ~~121.5 SF~~ | ~~9.90%~~ | ~~10%~~ | ~~UNPROTECTED~~ | ~~GREATER THAN 5' TO 10'~~ |
| WEST | 1215 SF | 279 SF | 22.90% | 25% | PROTECTED | GREATER THAN 5' TO 10' |





DEVELOPER:

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ARCHITECT:

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DOWNERS GROVE, IL 60515

REVISIONS

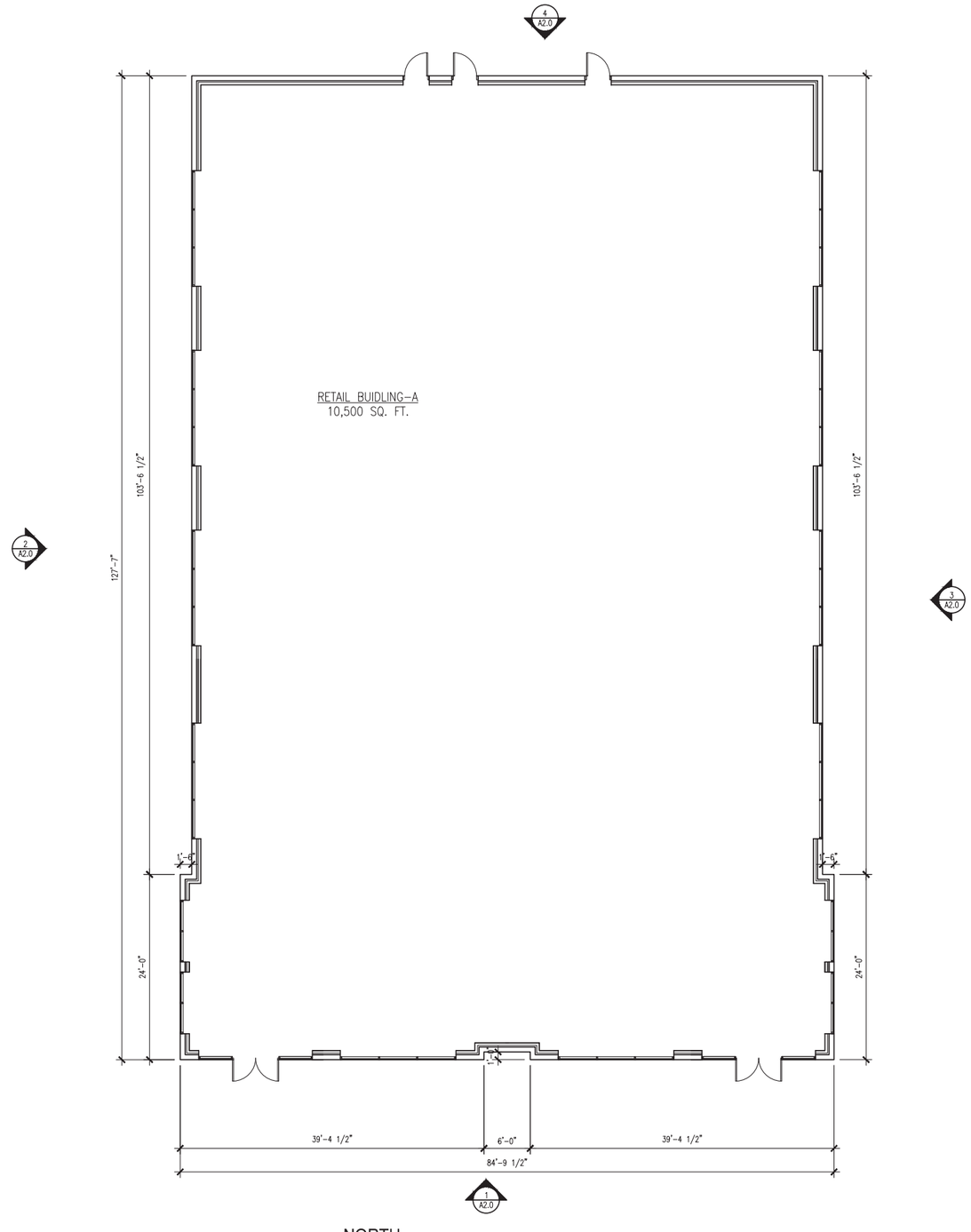
| NO. | DATE | DESCRIPTION |
|---|---|---|
| 2 | 02/24/2017 | CITY COMMENTS |
| 1 | 02/13/2017 | CITY COMMENTS |
| | 01/25/2017 | PLAN COMMISSION REVIEW |

| | |
|---|---|
| DRAWN BY: | ILEKIS ASSOCIATES |
| SCALE: | AS NOTED |
| JOB: | -- |
| FILE: | 1614-03 |

ELEVATIONS
BUILDING B

DRAWING NO.

A2.1




NORTH

1
A1.1

PROPOSED BUILDING-A
FLOOR PLAN

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

0 2' 4' 8' 16'

DEVELOPER:

real estate. redefined.

vequity

Vequity
400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

ARCHITECT:

ILEKIS ASSOCIATES
Architects • Planners

223 W. Jackson, Ste 1000
Chicago, Illinois 60606
312-419-0009
Fax 312-899-0965
Email info@ilekis.com
www.ilekis.com

Architect of Record

LG Workshop LLC
Landscape Architecture
Site Planning
Illustration
2324 W. Armitage Ave. Chicago, IL
773.697.4388 www.LGWLA.com

PROPOSED REDEVELOPMENT
1030-1048 W OGDEN AVE
DOWNERS GROVE, IL 60515

REVISIONS

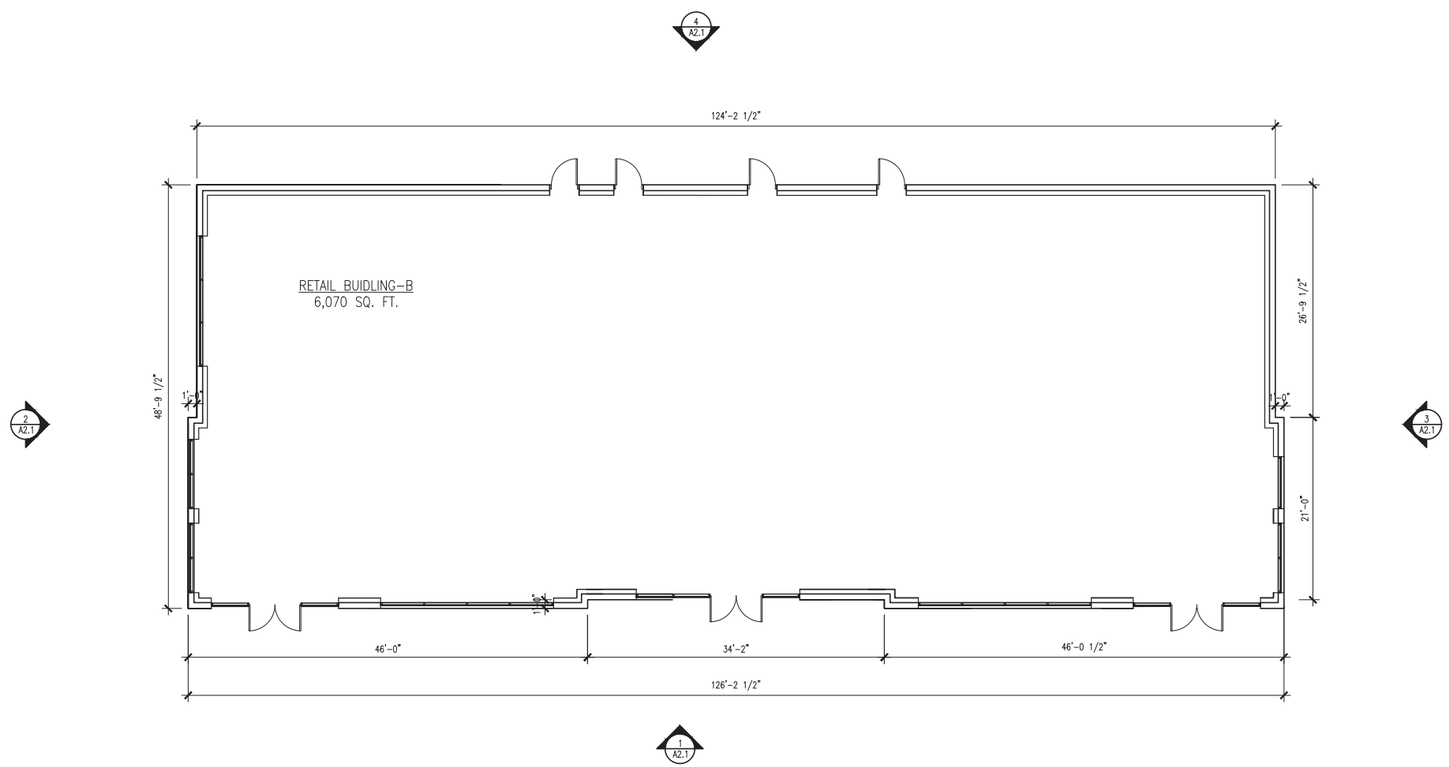
| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| 1 | 02/13/2017 | CITY COMMENTS |
| | 01/25/2017 | PLAN COMMISSION REVIEW |

| | |
|---|---|
| DRAWN BY: | ILEKIS ASSOCIATES |
| SCALE: | AS NOTED |
| JOB: | -- |
| FILE: | 1614–03 |

PROPOSED
FLOOR PLAN BUILDING A

DRAWING NO.

A1.1




NORTH

1
A1.2

PROPOSED BUILDING-B
FLOOR PLAN

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

0 2' 4' 8' 16'

DEVELOPER:

real estate. redefined.

vequity

Vequity
400 N. State
Suite 400
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PROPOSED REDEVELOPMENT
1030-1048 W OGDEN AVE
DOWNERS GROVE, IL 60515

REVISIONS

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| | 02/13/2017 | CITY COMMENTS |
| | 01/25/2017 | PLAN COMMISSION REVIEW |

| | |
|---|---|
| DRAWN BY: | ILEKIS ASSOCIATES |
| SCALE: | AS NOTED |
| JOB: | -- |
| FILE: | 1614-03 |

PROPOSED
FLOOR PLAN BUILDING B

DRAWING NO.

A1.2

# EXTERIOR FINISH SCHEDULE

INSTALLED AND FURNISHED BY. G.C. UNLESS NOTED OTHERWISE

11-21-16

| NO | MANUFACTURER | MFG# | COLOR | FINISH | NOTES |
|---|---|---|---|---|---|
| EIFS-1 | STO | STOTHERM ESSENCE SYSTEM | SW 6148 WOOL SKEIN | FINE | BUILDING BODY |
| EIFS-2 | STO | STOTHERM ESSENCE SYSTEM | SW 7067 CITY SCAPE | FINE | BUILDING BODY |
| ECT-1 | PANTHEON CRYSTAL BANKS: 972-360-9752 | EDGE (6 x 40) | 760-701 | | BUILDING ACCENT TILE * |
| ST-1S | TBD | TBD | TBD | | STONE CAP |
| ST-1 | TBD | TBD | TBD | | ENTRY PORTAL & WAINSCOT |
| TR200 | SCHLUTER | RONDEC - RO60 | AGR | | OUTSIDE CORNER TRIM FOR EXTERIOR TILE |
| | | | | | |
| | | | | | |

* NOTE: INSTALL ECT-1 WITH GROUT - MFG. MODEL # T.B.D. BY T.B.D., COLOR T.B.D. GROUT JOINT SIZE: 1/8" GC TO VERIFY SUITABILITY OF GROUT WITH CERAMIC TILE APPLICATION AND NOTIFY PANDA PM OF ANY ISSUES.

# WINDOW SCHEDULE

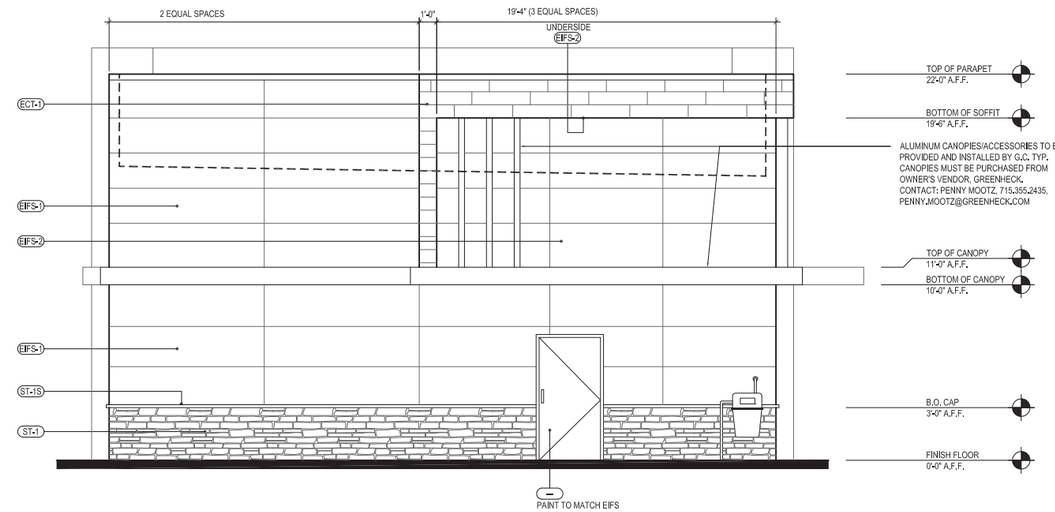
INSTALLED AND FURNISHED BY. G.C. UNLESS NOTED OTHERWISE

| SYM | WIDTH | HEIGHT | GLASS | FRAME | REMARKS |
|---|---|---|---|---|---|
| A | 17'-6" | 10'-0" | 1" INSULATED GLASS | DARK BRONZE ALUMINUM STOREFRONT | 1" INSULATED GLAZING, IN 4.5" X 2" IN ANODIZED ALUMINUM FRAME |
| B | 19'-3" | 10'-0" | 1" INSULATED GLASS | DARK BRONZE ALUMINUM STOREFRONT | 1" INSULATED GLAZING, IN 4.5" X 2" IN ANODIZED ALUMINUM FRAME |
| C | 7'-0" | 8'-2" | 1" INSULATED GLASS | DARK BRONZE ALUMINUM STOREFRONT | 1" INSULATED GLAZING, IN 4.5" X 2" IN ANODIZED ALUMINUM FRAME |
| D | 5'-7" | 10'-0" | 1" INSULATED GLASS | DARK BRONZE ALUMINUM STOREFRONT | 1" INSULATED GLAZING, IN 4.5" X 2" IN ANODIZED ALUMINUM FRAME |
| E | 7'-3 3/4" | 59.5" | TEMPERED GLASS | DARK BRONZE ANODIZED ALUMINUM | QUIK-SERV (NON-HEATED AIR CURTAIN OR HEATED AIR CURTAIN), ROUGH OPENING 48" X 60" SEE ADDITIONAL NOTE # 5. CONTACT: STEVE BERT, 800-388-8307 |
| | | | | | |
| | | | | | |

NOTES

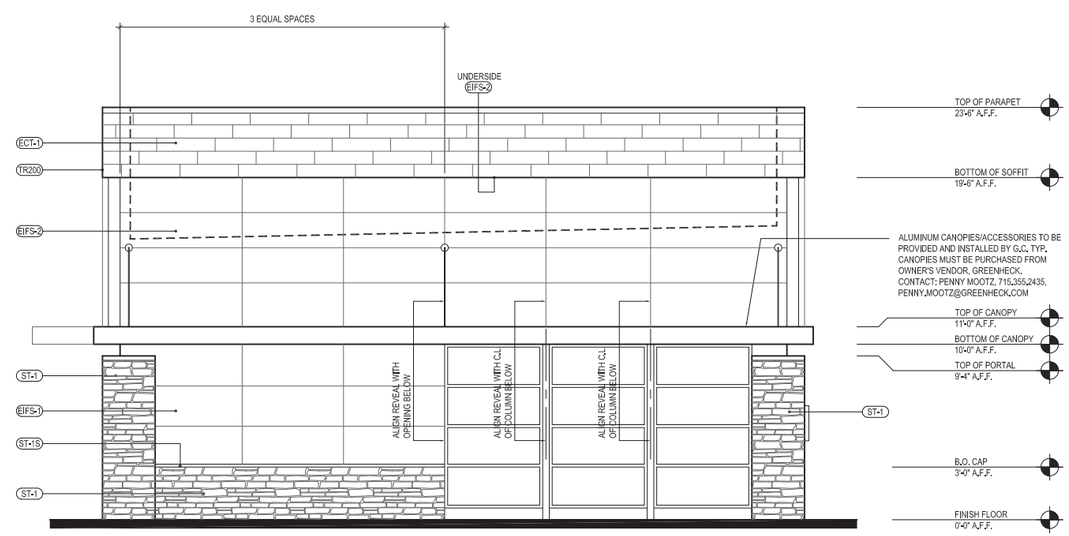
1. INSULATING GLASS PPG SOLARBAN 60 LOW E: WINTER U=0.25 SHGC: 0.39 VIS TRANS: 83% UV ENERGY: 46%
2. DOORS: FULL GLAZED DOORS W/10" KICK BASE, COLOR DARK BRONZE ANODIZED ALUM FINISH. REFER HARDWARE SCHEDULE.
3. WINDOW DIMENSIONS ARE FOR BIDDING PURPOSES ONLY. G.C. TO VERIFY ACTUAL WINDOW DIMENSIONS PRIOR TO FABRICATION INSTALLATION.
4. GLASS FACADE AND ENTRY DOORS TO BE DESIGNED, DETAILED, FACTORY FABRICATED AND SITE ASSEMBLED AND ERECTED.
5. MANUFACTURER: QUIK-SERV, MODEL SST-4860E WITH THRU-BEAM PHOTO-ELECTRIC BAR, REGIONAL APPLICATION WITH CF-25 NON HEATED AIR CURTAIN OR CHF-25 HEATED AIR CURTAIN, TYPE OF AIR CURTAIN LISTED ON WINDOW SCHEDULE.
6. WINDOW SYSTEM SHALL COMPLY WITH APPLICABLE SECTION AND CHAPTER OF BUILDING CODE.

(T) TEMPERED GLASS




NORTH ELEVATION 2

Scale= 1/4" = 1'-0" A-200




SOUTH ELEVATION 1

Scale= 1/4" = 1'-0" A-200

PANDA EXPRESS CHINESE KITCHEN


PANDA RESTAURANT GROUP INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
Facsimile: 626.372.8288



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REVISIONS:

ISSUE DATE:

| | | |
|---|---|---|
| | ORIGINAL RELEASE | 11-21-16 |

DRAWN BY:

PANDA PROJECT #: -

ARCH PROJECT #: -

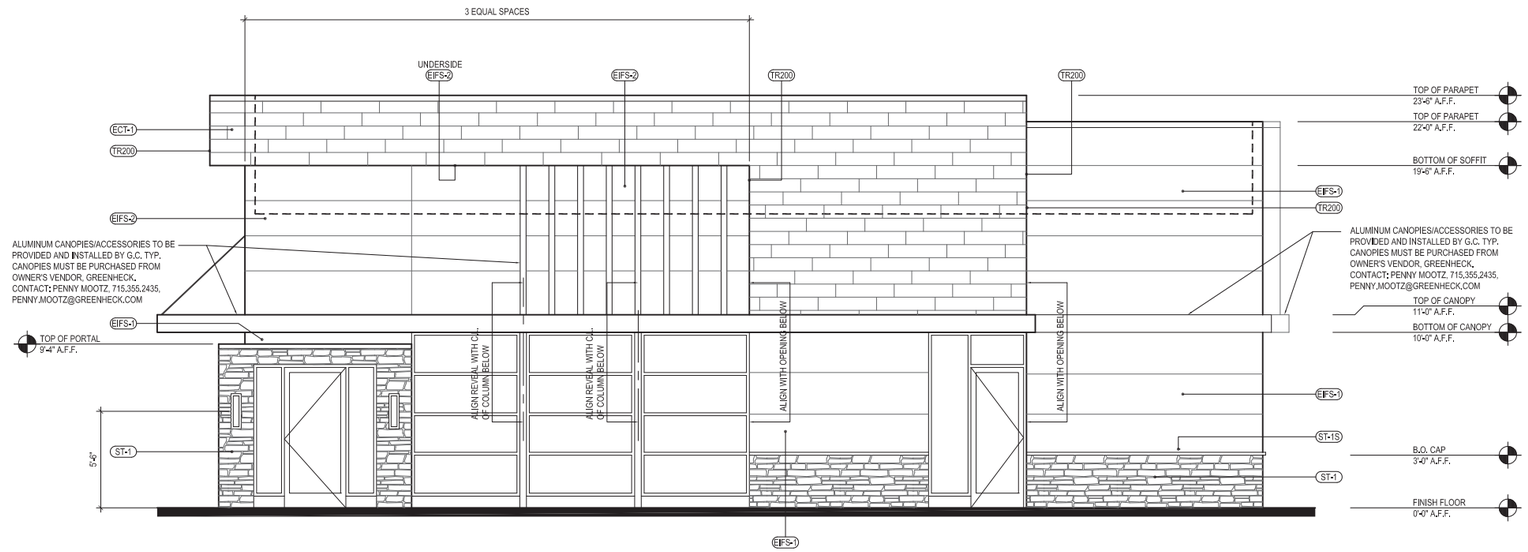
PANDA EXPRESS

WARM & WELCOME 2200
STREET ADDRESS
CITY, STATE ZIP

A-200

EXTERIOR ELEVATIONS

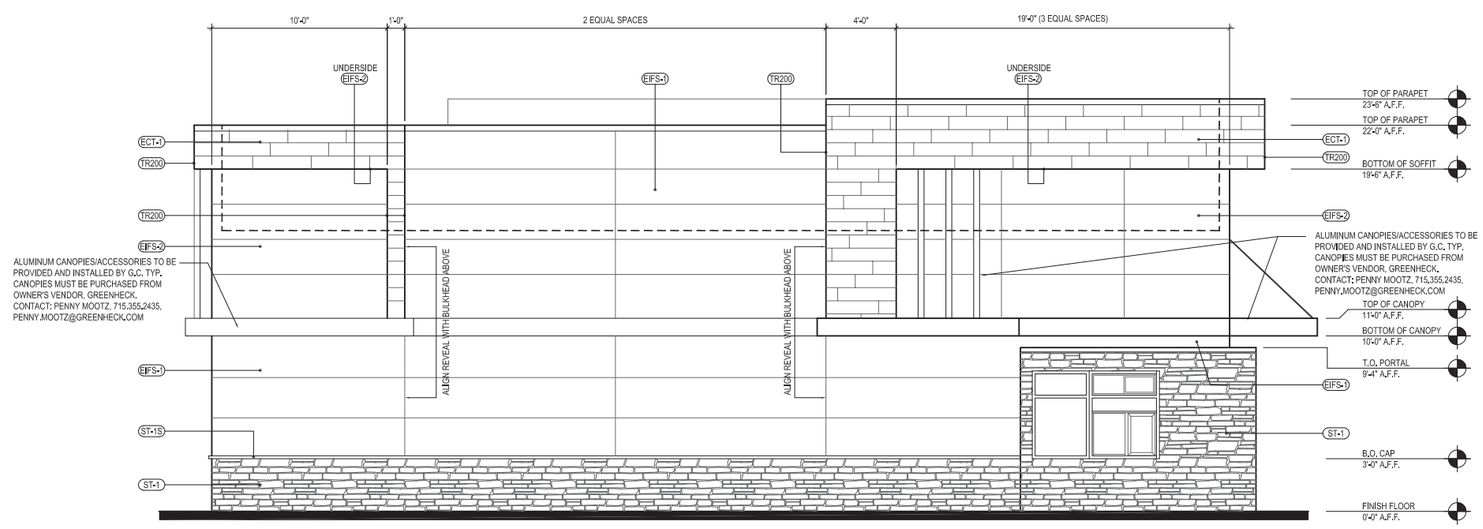
TRUE WARM & WELCOME 2200




*SEE SHEET A-200 FOR EXTERIOR FINISH SCHEDULE

## EAST ELEVATION 2

Scale= 1/4" = 1'-0" A-201




## WEST ELEVATION 1

Scale= 1/4" = 1'-0" A-201

PANDA EXPRESS CHINESE KITCHEN

PANDA RESTAURANT GROUP INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
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|---|---|---|
| | ORIGINAL RELEASE | 11-21-16 |

DRAWN BY:

PANDA PROJECT #: -

ARCH PROJECT #: -

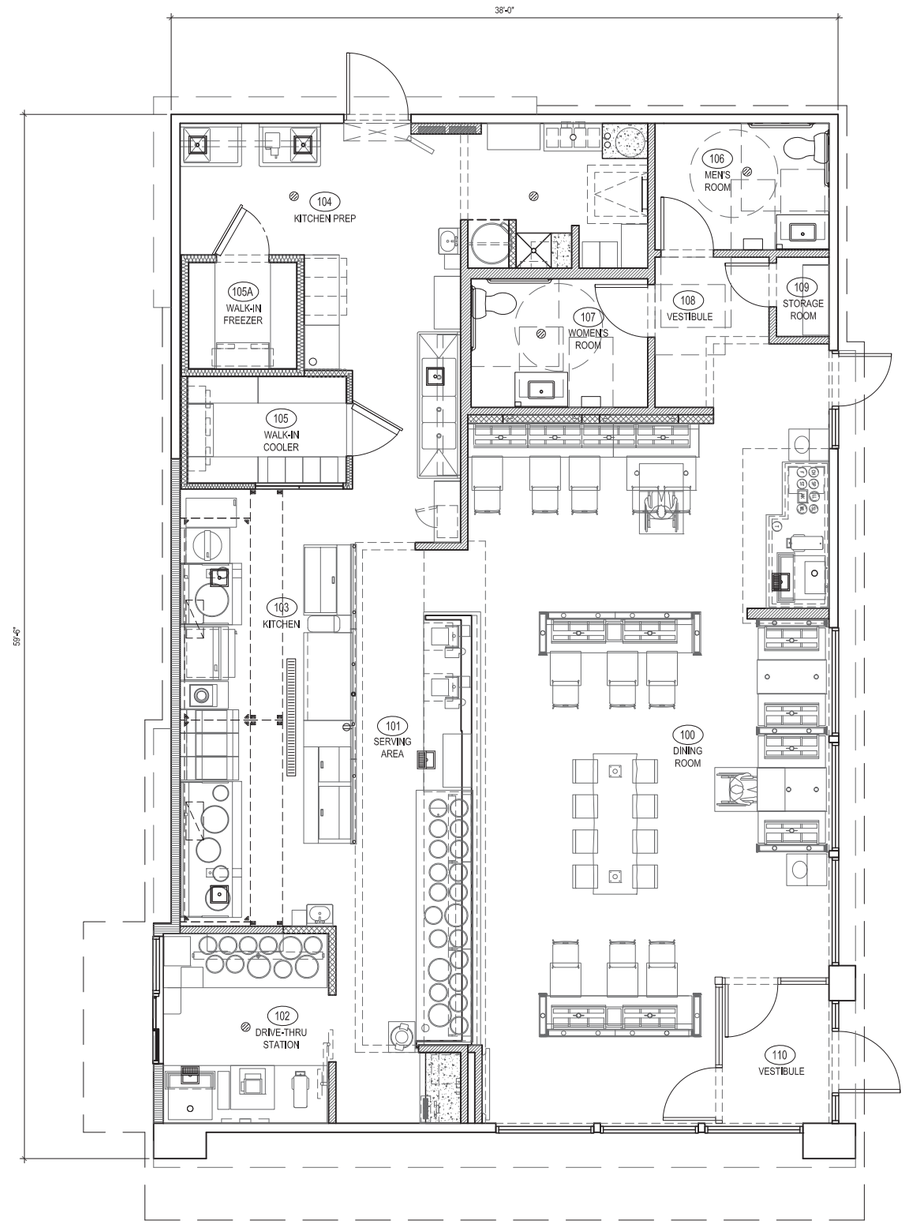
# PANDA EXPRESS

WARM & WELCOME 2200
STREET ADDRESS
CITY, STATE ZIP

# A-201

EXTERIOR ELEVATIONS

TRUE WARM & WELCOME 2200




FLOOR PLAN | 1

Scale= 1/4" = 1'-0" | A-101

PANDA RESTAURANT GROUP INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
Facsimile: 626.372.8288

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REVISIONS:

ISSUE DATE:

| | | |
|---|---|---|
| | ORIGINAL RELEASE | 11-21-16 |

DRAWN BY:

PANDA PROJECT #: -

ARCH PROJECT #: -

PANDA EXPRESS

WARM & WELCOME 2200
STREET ADDRESS
CITY, STATE ZIP

# A-101

FLOOR PLAN

TRUE WARM & WELCOME 2200

VEQUITY
400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com
+ 312.985.0987

2/16/2017

FROM: Max Odom
Vequity
400 N. State Street Suite 400
Chicago, IL 60654

RE: Neighborhood Meeting Invitation

Vequity is in the process of obtaining a PUD approval from the Village of Downers Grove for a proposed redevelopment at 1030-1048 W Ogden. The Planning Commission will hear our proposal in March.

Prior to that hearing we would like to invite you to discuss our proposed redevelopment on Thursday, February 23 at 12:30pm at the Downers Grove Recreation Center, located at 4500 Belmont Road, Downers Grove, IL. 60515. We will provide an overview of our plans and be available to answer questions.

We look forward to your attendance, however if you are unable to attend but would like to discuss the project, please feel free to contact us by email at m.odom@vequity.com, or by phone at 312.985.0976.

Regards,

Max Odom, COO
On Behalf of Vequity LLC Series XVII Downers Ogden

VEQUITY
400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com
+ 312.985.0987

Mr. Scott Williams Planner
Village of owners Grove 801 Burlington Avenue
Downers Grove, Illinois 60515

*Re: Neighborhood Meeting Summary for PUD 1030 – 1048 W Ogden*

Dear Scott,

As part of its application for zoning approval, Vequity LLC Series XVII Downers Ogden held a neighborhood meeting on Thursday, February 23, 2017 at 12:30pm. The meeting was held at the Downers Grove Recreation Center located at 4500 Belmont Road. Written meeting invitations were mailed on February 16, 2017 to the owners of all property located within 250 feet of 1030 - 1048 W Ogden. A copy of the meeting invitation is enclosed for reference.

The meeting was attended by Max Odom, Vequity Holdings Chief Operating Officer. Betty Howe and John Howe, owners of 1035 Havens Court, and their broker Stephen Stoner of SC Group, attended the meeting. The attendees asked questions about the flow of traffic, location of trash, and general access around the site and the building they own. After answering their questions about the project the meeting was concluded at 1:00pm.

Please don't hesitate to contact me with questions.

Regards,

Max Odom
On Behalf of Vequity LLC Series XVII Downers Ogden

# Traffic Impact Study

# Proposed Retail Development

Downers Grove, Illinois

Prepared For:

vequity

Prepared By

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

January 27, 2017

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed retail development to be located in the northwest quadrant of the intersection of Ogden Avenue with Main Street in Downers Grove, Illinois. The site, which currently is developed with three retail buildings containing Marks Brothers Gold Buyers, Downers Grove Foot Specialist, Dragon's Life Systems and U.S. Bank, will be redeveloped with three commercial buildings. As illustrated in the site plan included in the Appendix, the three retail buildings are designated as Retail Building A through C from west to east.

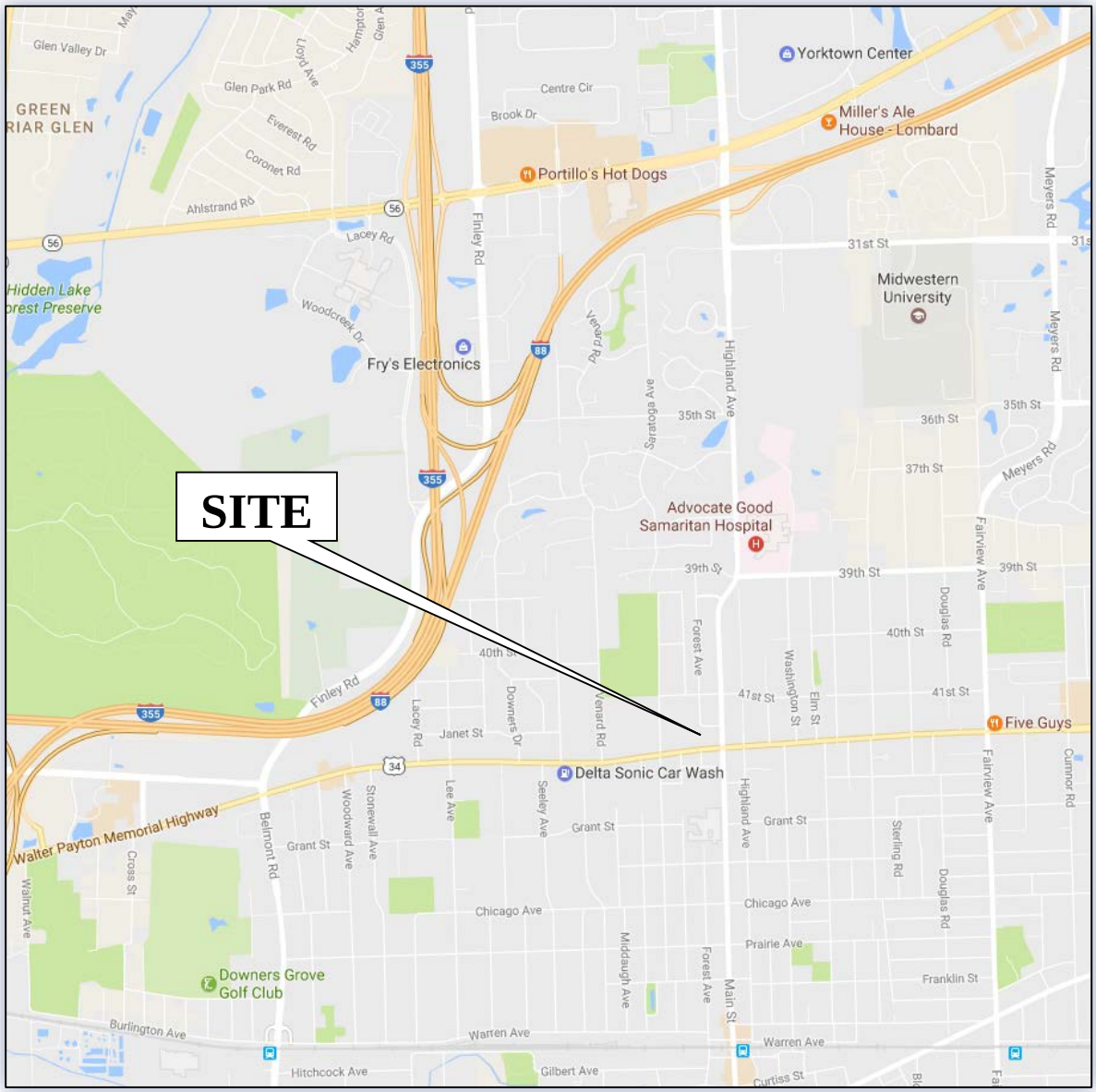
As proposed, the westerly retail building (Retail Building A) will contain a 3,000 square-foot quick service restaurant with a drive-through, a 3,600 square-foot fast-casual restaurant and a 3,900 square-foot high-turnover sit-down restaurant. The middle retail building (Retail Building B) will contain 1,200 square-feet of retail space, a 2,550 square-foot fast-casual restaurant and a 2,307 square- foot high-turnover sit-down restaurant. The easterly retail building (Retail Building C) will contain a 2,229 square-foot fast-casual restaurant with a drive-through.

The site is currently served by five curb cuts along Ogden Avenue between Forest Avenue and Main Street and via an east-west alley off Main Street. The proposed access to the development will eliminate four of the existing curb cuts on Ogden Avenue and will maintain the westerly curb cut that is aligned opposite Forest Avenue. Additionally, the east-west alley off Main Street will be used exclusively for the proposed development. Furthermore, the existing cross access connection to the Jewel-Osco site to the west will continue to serve the proposed development.

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

The sections of this report present the following:

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




**Site Location** **Figure 1**

**Aerial View of Site Location** **Figure 2**

# 2.
# Existing Conditions

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

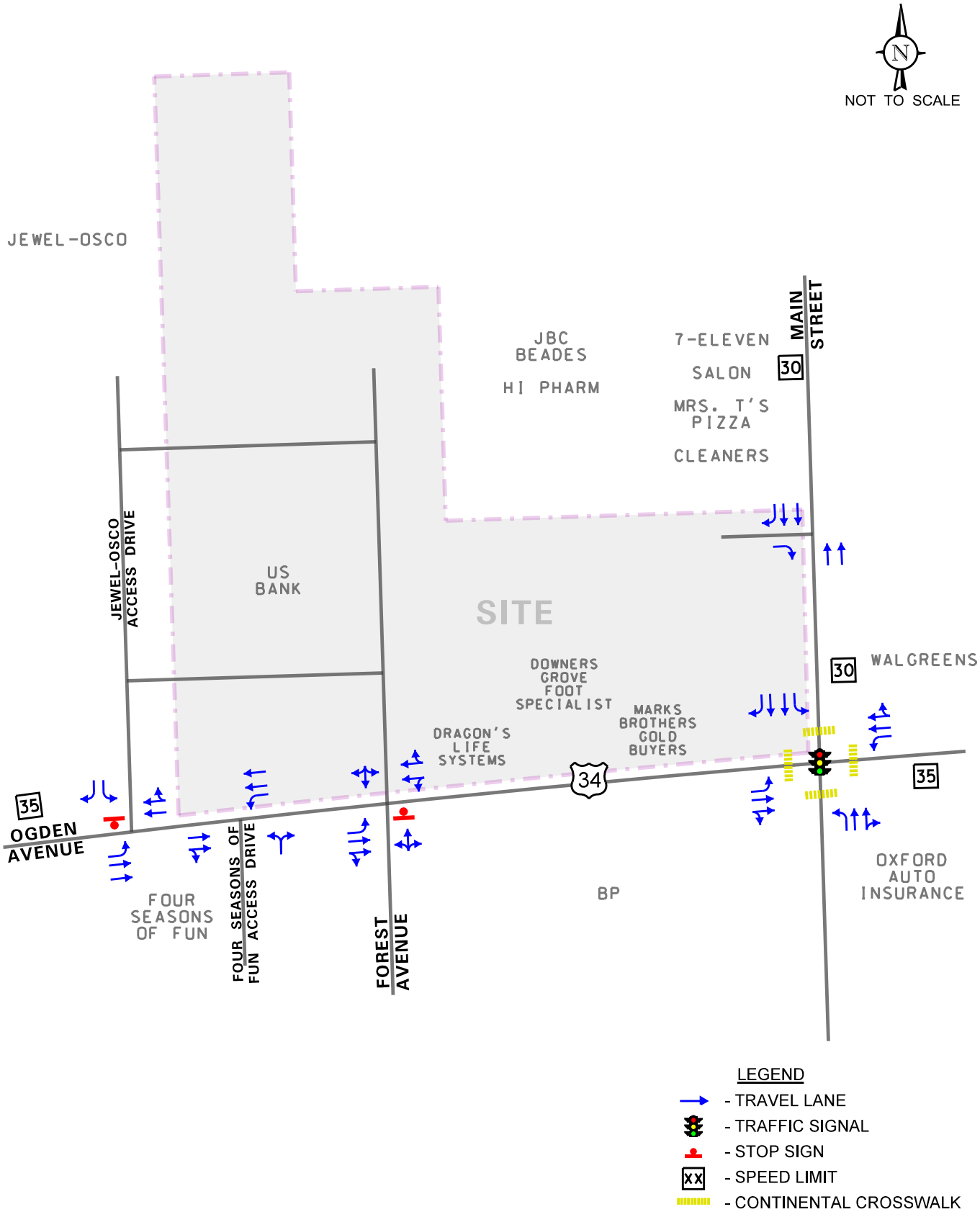
## Site Location

The site, which is currently occupied by three retail buildings, is located in the northwest quadrant of the intersection of Ogden Avenue with Main Street and contains Marks Brothers Gold Buyers, Downers Grove Foot Specialist, Dragon's Life Systems and U.S. Bank. Land uses in the vicinity of the site are primarily residential and commercial in all directions and includes Jewel-Osco to the west, JBC Beads, HI Pharm, 7-Eleven, Mrs. T's Pizza and Cleaners to the north, Walgreens, Oxford Auto Insurance and Midwest Fertility Center Ambulatory Surgicenter of Downers Grove to the east, and BP, Scooby's Red Hots, Four Seasons of Fun and Downers Grove North to the south.

## Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

*Ogden Avenue (U.S. Route 34)* is generally an east-west arterial roadway that in the vicinity of the site provides two through lanes in each direction separated by a two-way left-turn lane. At its signalized intersection with Main Street, Ogden Avenue provides an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane. Ogden Avenue provides high visibility crosswalks on both legs of its intersection with Main Street. At its unsignalized intersection with the Forest Avenue, Ogden Avenue provides a two-way left-turn lane an exclusive through lane, and a shared through/right-turn lane on both approaches. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT) and carries an annual average daily traffic (AADT) volume of 28,400 vehicles east of Main Street and 31,200 vehicles west of Main Street as reported by IDOT in 2012. Ogden Avenue is classified as a Strategic Regional Arterial (SRA) by IDOT and has a posted speed limit of 35 miles per hour (mph).




| PROJECT: | TITLE: | |
|---|---|---|
| Retail Development<br>Downers Grove, Illinois | Existing Roadway Characteristics | KLOA<br>Job No: 16-171<br>Figure: 3 |

*Main Street (DuPage County Route 9)* is a north-south arterial roadway that in the vicinity of the site provides two through lanes in each direction separated by a barrier median. At its signalized intersection with Ogden Avenue, Main Street provides an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane on the northbound approach and an exclusive left-turn lane, two exclusive through lanes, and an exclusive right-turn lane on the southbound approach. Main Street provides a high visibility crosswalk on both legs of its intersection with Ogden Avenue. Main Street is under the jurisdiction of the DuPage County Division of Transportation north of Ogden Avenue and the Village of Downers Grove south of Ogden Avenue and carries an AADT volume of 23,500 vehicles north of Ogden Avenue and 13,900 vehicles south of Ogden Avenue as reported by IDOT in 2015. Main Street is classified as a minor arterial by IDOT and has a posted speed limit of 30 mph north of Ogden Avenue and 25 mph south of Ogden Avenue.

*Forest Avenue* is a local north-south two lane roadway that extends from its intersection to the north with Ogden Avenue south to its three-way intersection with Sherman Road approximately 250 feet south of Ogden Avenue. At its unsignalized intersection with Ogden Avenue, Forest Avenue provides a shared left-turn/through/right-turn lane under stop sign control. Forest Avenue is under the jurisdiction of the Village of Downers Grove and prohibits parking on both sides of the street

## Existing Traffic Volumes

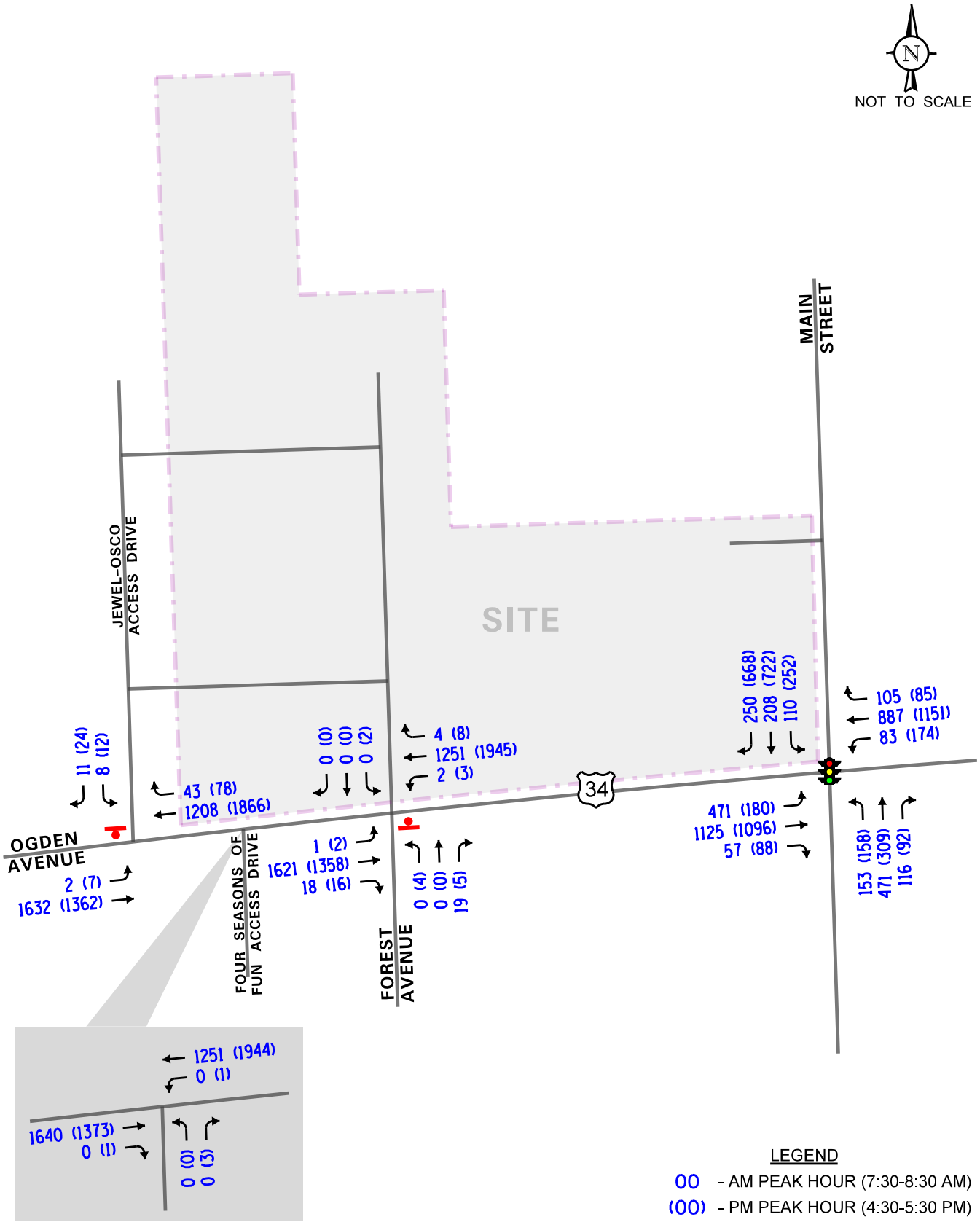
In order to determine current traffic conditions on the existing roads, KLOA, Inc. conducted peak period traffic counts at the following intersections:

- Ogden Avenue with Main Street
- Ogden Avenue with Forest Avenue/U.S. Bank Access Drive
- Ogden Avenue with the Jewel Osco/Four Seasons of Fun Access Drive.

The traffic counts were conducted on Tuesday, June 28, 2016 during the morning (7:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Summaries of the traffic counts are located in the Appendix.

## Crash Data Analysis

KLOA, Inc. obtained accident data for the past five years (2010 to 2014) for the intersection of Ogden Avenue with Main Street and the intersection of Ogden Avenue with Forest Avenue. The accident data for the intersections of Ogden Avenue with Main Street and Ogden Avenue with Forest Avenue is summarized in **Tables 1** and **2**, respectively. A review of the accident data showed that there were no fatalities reported.




| PROJECT: | TITLE: | |
|---|---|---|
| Retail Development<br>Downers Grove, Illinois | Existing Traffic Volumes | KLOA<br>Job No: 16-171<br>Figure: 4 |

Table 1
OGDEN AVENUE WITH MAIN STREET – CRASH DATA SUMMARY

| | Type of Accident Frequency | | | | | | |
|---|---|---|---|---|---|---|---|
| **Year** | **Angle** | **Object** | **Rear End** | **Sideswipe** | **Turning** | **Other** | **Total** |
| 2010 | 1 | - | 3 | - | 3 | - | 7 |
| 2011 | - | - | 4 | - | 6 | - | 10 |
| 2012 | 1 | 1 | 6 | - | 4 | 1 | 13 |
| 2013 | 1 | - | 5 | - | 2 | - | 8 |
| 2014 | - | - | 2 | - | 4 | - | 6 |
| **Total** | **3** | **1** | **20** | **0** | **19** | **1** | **44** |
| **Average/Year** | **< 1.0** | **< 1.0** | **4.0** | **0** | **3.8** | **< 1.0** | **8.8** |

Table 2
OGDEN AVENUE WITH FOREST AVENUE – CRASH DATA SUMMARY

| | Type of Accident Frequency | | | | | | |
|---|---|---|---|---|---|---|---|
| **Year** | **Angle** | **Object** | **Rear End** | **Sideswipe** | **Turning** | **Other** | **Total** |
| 2010 | - | - | - | - | - | - | 0 |
| 2011 | - | - | - | - | 2 | - | 2 |
| 2012 | - | - | - | - | - | - | 0 |
| 2013 | - | - | - | - | 2 | - | 2 |
| 2014 | 1 | - | - | - | 2 | - | 3 |
| **Total** | **1** | **0** | **0** | **0** | **6** | **0** | **7** |
| **Average/Year** | **< 1** | **0** | **0** | **0** | **1.2** | **0** | **1.4** |

**DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.**

# 3.
# Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

## Proposed Development Plan

As proposed, the plans call for redeveloping the site with three retail buildings that will contain the following:

Retail Building A (westerly building)

- 3,000 square-foot quick service restaurant with a drive-through
- 3,600 square-foot fast-casual restaurant
- 3,900 square-foot high-turnover sit-down restaurant

Retail Building B (middle building)

- 1,200 square-feet of retail space
- 2,550 square-foot fast-casual restaurant
- 2,307 square- foot high-turnover sit-down restaurant

Retail Building C (easterly building)

- 2,229 square-foot fast-casual restaurant with a drive-through

Access to the site is currently provided via five total curb cuts along Ogden Avenue between Forest Avenue and Main Street, one curb cut along Main Street and via cross access to the Jewel-Osco Site. As proposed, the four easterly curb cuts along Ogden Avenue will be eliminated and access will continue to be provided via the westerly curb cut located approximately 350 feet west of Main Street. This access drive provides one inbound lane and one outbound lane with outbound movements under stop-sign control. Additionally, access will continue to be provided via the existing east-west alley off Main Street located approximately 170 feet north of Ogden Avenue. However, the alley will be closed off from other sites and will be used exclusively by the proposed development. This access drive will be widened to provide one inbound lane and one outbound lane and outbound movements should be under stop-sign control.

Furthermore, access will continue to be provided via the cross connection to the Jewel-Osco site located immediately to the west of the proposed development. Access to the Jewel-Osco site is provided via a full movement access drive off Ogden Avenue located approximately 500 feet west of Main Street and via two full movement access drives off Saratoga Avenue located 315 and 515 feet north of Ogden Avenue.

## Directional Distribution

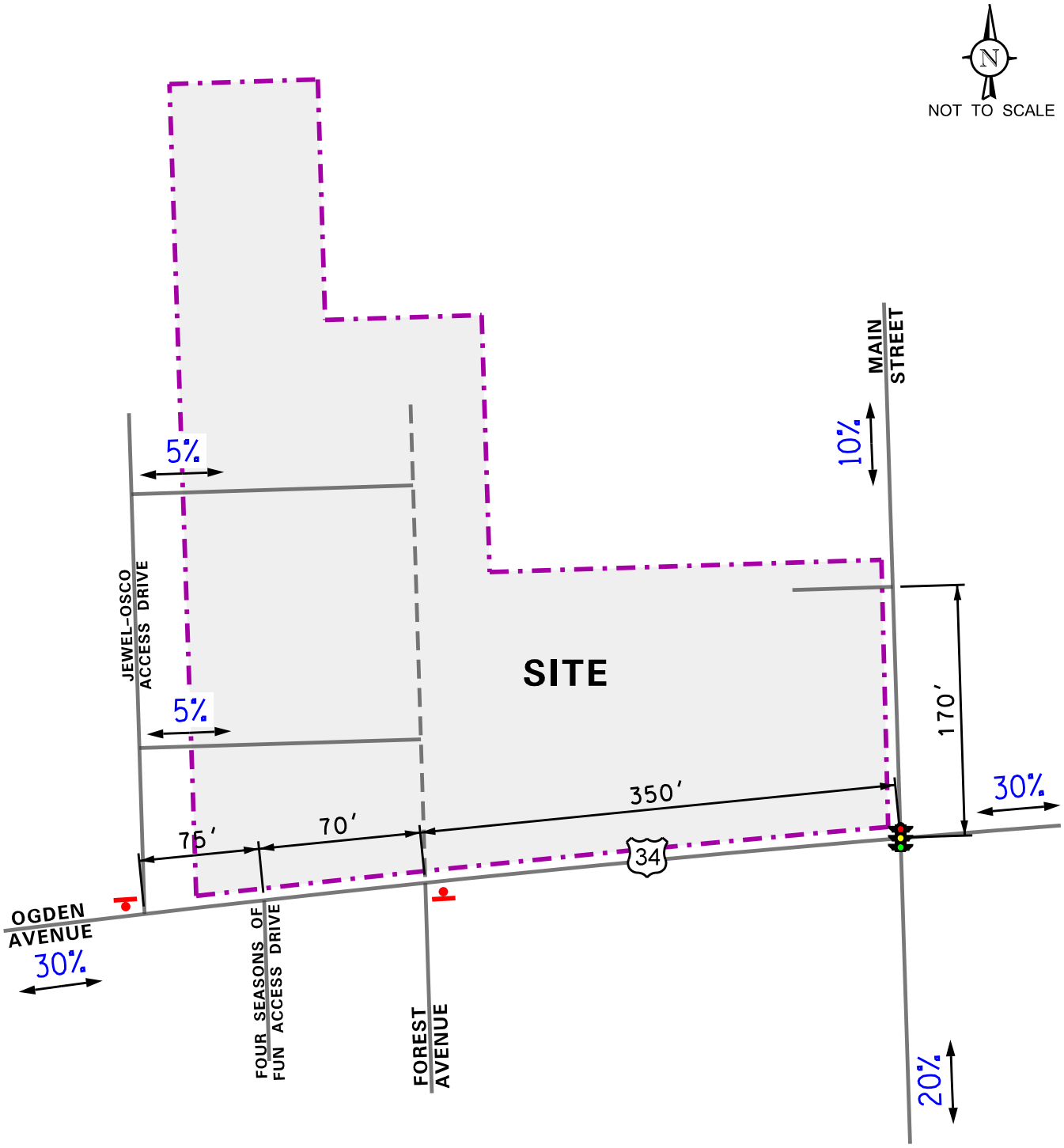
The directions from which patrons and employees of the retail development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

## Estimated Site Traffic Generation

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed commercial development is based on vehicle trip generation rates contained in *Trip Generation Manual*, 9th Edition, published by the Institute of Transportation Engineers (ITE) and surveys conducted by KLOA, Inc. at similar fast-casual restaurant in the Chicagoland Area.

It should be noted that surveys conducted by ITE have shown that a large number of trips made to restaurant and retail developments are diverted from the existing traffic on the area roadways. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. These surveys indicate that 40 to 50 percent of the peak hour trips generated by restaurants and 30 percent of the peak hour trips generated by retail stores are diverted from existing traffic on the adjacent roads. However, based on IDOT guidelines, a pass-by traffic reduction of only 20 percent was applied to the total number of trips generated by the proposed commercial development.

Additionally, a ten percent interaction reduction was applied to the trip generation for development due to the cross access to Jewel-Osco. **Table 3** shows the site-generated traffic volumes for the proposed development.




LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

| PROJECT: | TITLE: | KLOA |
|---|---|---|
| Retail Development<br>Downers Grove, Illinois | Estimated Directional Distribution | Job No: 16-171<br>Figure: 5 |

Table 3
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

| ITE Land Use Code | Type/Size | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total |
| **Retail Building A** | | | | | | | |
| 934 | Quick Service Restaurant with Drive Through (3,000 s.f.) | 69 | 67 | 136 | 51 | 47 | 98 |
| 932 | High-Turnover Sit-Down Restaurant (3,900 s.f.) | 23 | 19 | 42 | 23 | 15 | 38 |
| | Fast-Casual Restaurant[1] (3,600 s.f.) | -- | -- | -- | 39 | 32 | 71 |
| **Retail Building B** | | | | | | | |
| 826 | Specialty Retail (1,200 s.f.) | -- | -- | -- | 11 | 13 | 24 |
| 932 | High-Turnover Sit-Down Restaurant (2,307 s.f.) | 14 | 11 | 25 | 14 | 9 | 23 |
| | Fast-Casual Restaurant[1] (2,550 s.f.) | -- | -- | -- | 27 | 23 | 50 |
| **Retail Building C** | | | | | | | |
| | Fast-Casual with Drive-Through[1] (2,229 s.f.) | -- | -- | -- | 24 | 20 | 44 |
| **Total Development** | | | | | | | |
| | **Subtotal** | **106** | **97** | **203** | **189** | **159** | **348** |
| | *20% Pass-By Reduction* | *-20* | *-20* | *-40* | *-35* | *-35* | *-70* |
| | *10% Interaction Reduction* | *-11* | *-10* | *-21* | *-19* | *-16* | *-35* |
| | **Total New Trips** | **75** | **67** | **142** | **135** | **108** | **243** |

1 – Trip Generation based off survey conducted by KLOA, Inc. at a fast-casual restaurant in Chicagoland Area

# 4.
# Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, and the traffic estimated to be generated by the proposed subject development.

## Development Traffic Assignment

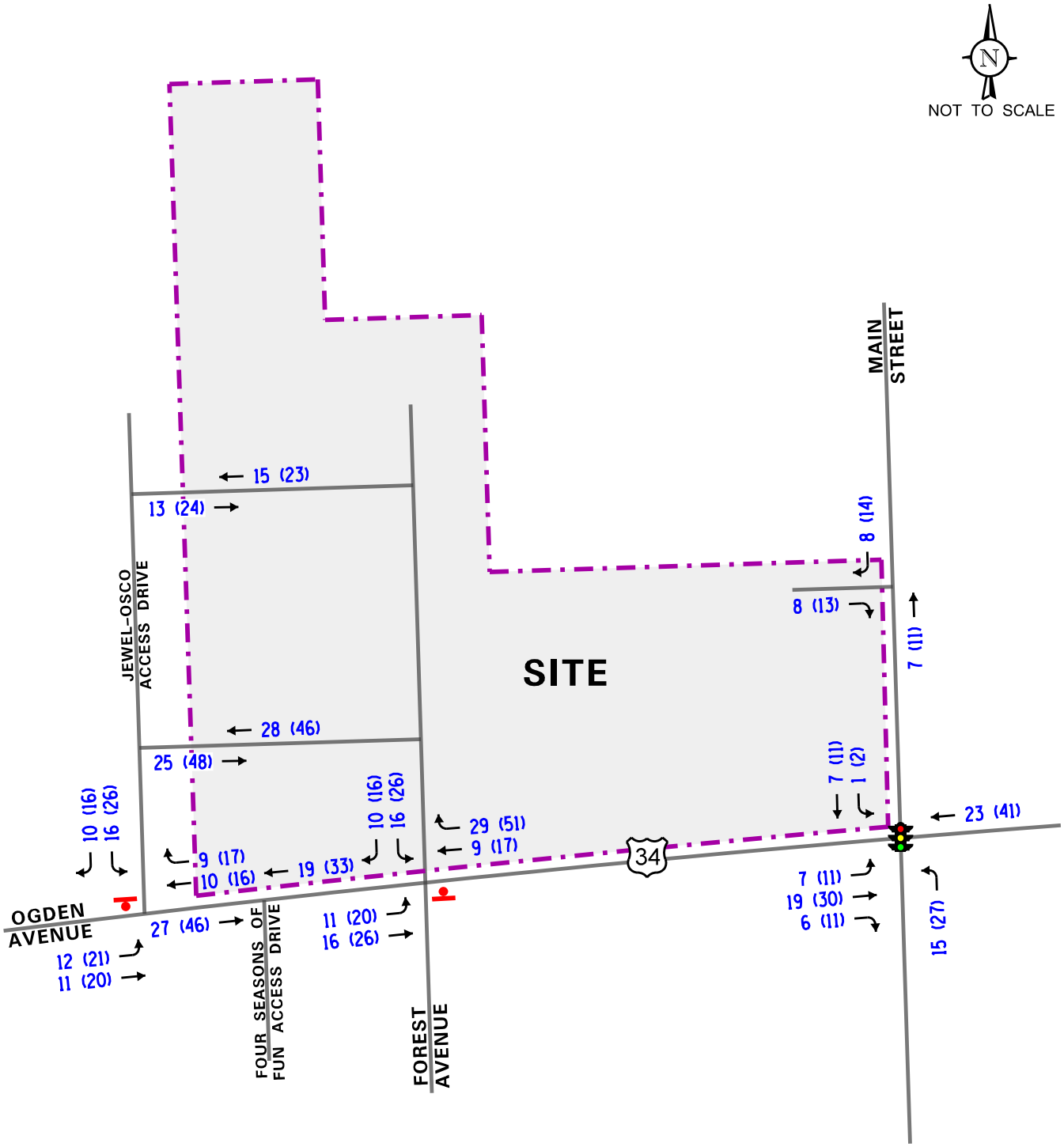
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The total new traffic assignment for the commercial development is illustrated in **Figure 6**. The total pass-by traffic assignment for the commercial development is illustrated in **Figure 7**.

## Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated July 18, 2016, an increase of approximately one-half of a percent per year for six years was applied to the through volumes along Ogden Avenue to project Year 2022 conditions. A copy of the CMAP 2040 projections letter is included in the Appendix.

## Total Projected Traffic Volumes

The development-generated new and pass-by traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2022 total projected traffic volumes, shown in **Figure 8**.

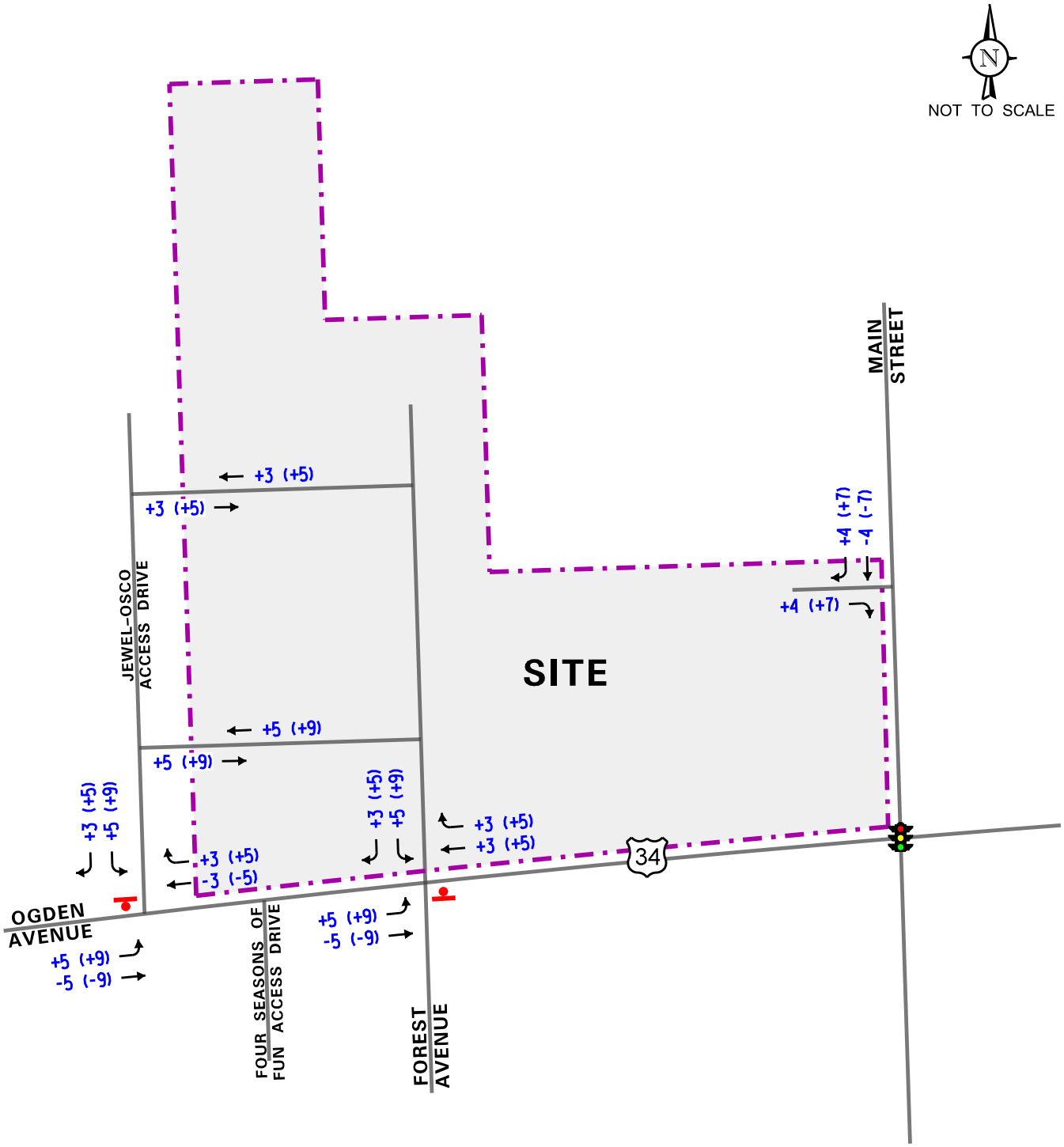



LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:30-5:30 PM)

| PROJECT: | TITLE: | KLOA |
|---|---|---|
| Retail Development<br>Downers Grove, Illinois | Estimated Site Traffic Assignment | Job No: 16-171<br>Figure: 6 |

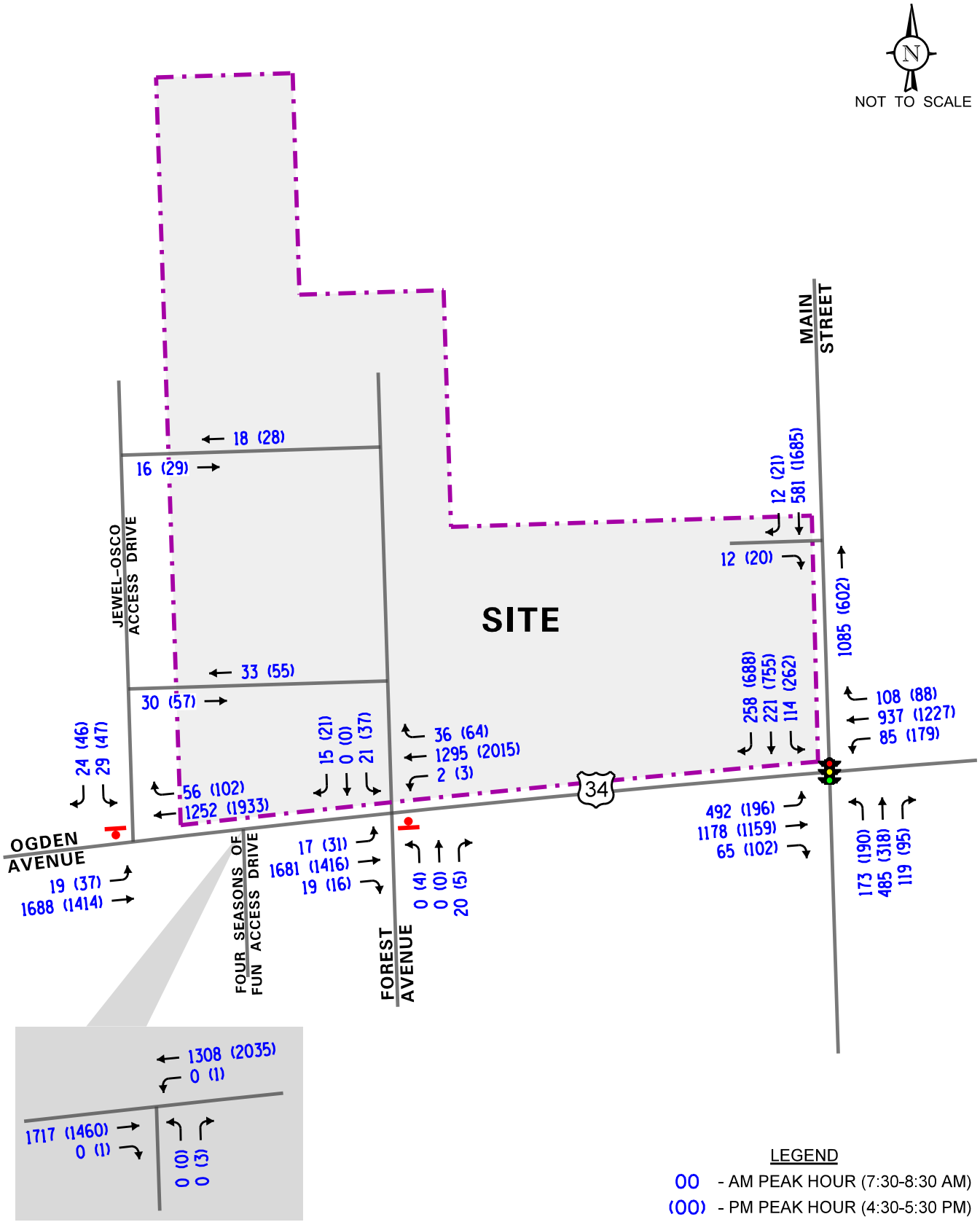



LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:30-5:30 PM)

| PROJECT: | TITLE: | KLOA |
|---|---|---|
| Retail Development<br>Downers Grove, Illinois | Pass-By Site Traffic Assignment | Job No: 16-171<br>Figure: 7 |




| PROJECT: | TITLE: | KLOA |
|---|---|---|
| Retail Development<br>Downers Grove, Illinois | Total Projected Traffic Volumes | Job No: 16-171<br>Figure: 8 |

# 5.
# Traffic Analysis and Recommendations

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

## Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2016) and future projected (Year 2022) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using the HCS 2010 computer software. The analyses for the signalized intersection was conducted using actual cycle lengths and phasings.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2022 total projected conditions are presented in **Tables 4** through **8,** respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

It should be noted that the capacity analyses conducted are conservative as the traffic generated by the existing commercial developments were not removed from the roadway network and existing access drives.

Table 4
CAPACITY ANALYSIS RESULTS – OGDEN AVENUE WITH MAIN STREET – SIGNALIZED

| | Peak Hour | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Overall |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | L | T | R | L | T | R | L | T | R | L | T | R | |
| Year 2016 Existing Conditions | Weekday Morning Peak Hour | E 63.6 | B 17.5 | B 18.4 | C 28.8 | E 62.8 | E 65.0 | D 36.7 | E 59.1 | E 60.5 | D 42.0 | D 44.7 | C 23.8 | D – 44.0 |
| | | C – 31.0 | | | E – 61.2 | | | D – 55.0 | | | C – 35.0 | | | |
| | Weekday Evening Peak Hour | C 27.4 | C 25.3 | C 26.9 | C 26.5 | C 26.5 | C 28.1 | D 49.4 | D 51.6 | D 52.2 | D 41.1 | D 53.5 | F 209.0 | E – 58.6 |
| | | C – 26.2 | | | C – 27.2 | | | D – 51.2 | | | F – 114.9 | | | |
| Year 2022 Projected Conditions | Weekday Morning Peak Hour | E 71.8 | B 19.0 | C 20.1 | C 30.4 | F 92.2 | F 94.4 | D 36.7 | E 61.4 | E 63.0 | D 42.7 | D 45.4 | C 23.1 | D – 53.0 |
| | | C – 34.4 | | | F – 88.5 | | | E – 56.5 | | | D – 35.2 | | | |
| | Weekday Evening Peak Hour | C 34.8 | C 27.6 | C 29.5 | C 30.0 | C 29.9 | C 31.6 | E 71.1 | D 52.9 | D 53.6 | D 42.9 | E 55.4 | F 215.4 | E – 61.9 |
| | | C – 29.4 | | | C – 30.7 | | | E – 58.9 | | | F – 118.0 | | | |

Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS - UNSIGNALIZED
OGDEN AVENUE WITH FOREST AVENUE/FULL MOVEMENT ACCESS DRIVE

| | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| **Intersection** | **LOS** | **Delay** | **LOS** | **Delay** |
| **Existing Conditions** | | | | |
| • Northbound Approach | B | 14.8 | D | 27.5 |
| • Southbound Approach | A | 5.0 | F | 71.1 |
| • Eastbound Left-Turns | B | 11.6 | B | 12.2 |
| • Westbound Left-Turns | B | 12.3 | C | 17.2 |
| **Projected Conditions** | | | | |
| • Northbound Approach | C | 17.8 | D | 34.3 |
| • Southbound Approach | E | 37.3 | F | 99+ |
| • Eastbound Left-Turns | B | 12.3 | C | 20.3 |
| • Westbound Left-Turns | B | 14.8 | B | 12.6 |

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS - UNSIGNALIZED
OGDEN AVENUE WITH JEWEL-OSCO ACCESS DRIVE

| | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| **Intersection** | **LOS** | **Delay** | **LOS** | **Delay** |
| **Existing Conditions** | | | | |
| • Southbound Approach | C | 20.4 | D | 32.8 |
| • Eastbound Left-Turns | B | 11.6 | C | 17.3 |
| **Projected Conditions** | | | | |
| • Southbound Approach | D | 27.3 | F | 74.6 |
| • Eastbound Left-Turns | B | 12.1 | C | 20.0 |

LOS = Level of Service
Delay is measured in seconds.

Table 7
CAPACITY ANALYSIS RESULTS - UNSIGNALIZED
OGDEN AVENUE WITH FOUR SEASON OF FUN ACCESS DRIVE

| | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| **Intersection** | **LOS** | **Delay** | **LOS** | **Delay** |
| **Existing Conditions** | | | | |
| • Northbound Approach | -- | -- | B | 14.3 |
| • Westbound Left-Turns | -- | -- | B | 12.2 |
| **Projected Conditions** | | | | |
| • Northbound Approach | -- | -- | B | 14.9 |
| • Westbound Left-Turns | -- | -- | B | 12.8 |

LOS = Level of Service
Delay is measured in seconds.

Table 8
CAPACITY ANALYSIS RESULTS
UNSIGNALIZED – MAIN STREET WITH RIGHT-IN/RIGHT-OUT ACCESS DRIVE

| | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| **Intersection** | **LOS** | **Delay** | **LOS** | **Delay** |
| **Projected Conditions** | | | | |
| • Eastbound Approach | B | 10.3 | C | 18.6 |

LOS = Level of Service
Delay is measured in seconds.

## Discussion and Recommendations

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

*Ogden Avenue with Main Street*

The results of the capacity analysis indicate that overall this intersection currently operates at level of service (LOS) LOS D during the weekday morning peak hour and at LOS E during the weekday evening peak hour. Assuming Year 2022 conditions, this intersection is projected to continue operating at LOS D during the weekday morning peak hour and at LOS E during the weekday evening peak hours with increases in delay of approximately nine seconds and three seconds, respectively.

It should be noted that the southbound approach currently operates at LOS F and is projected to continue operating at LOS F during the weekday evening peak hour with increases in delay of approximately three seconds. This level of service is attributed to the existing high volume of southbound right-turning vehicles and the increase in background growth as the proposed development is not projected to add any significant amount of traffic to the southbound right-turn movement.

Furthermore, the westbound approach is projected to operate at LOS F during the weekday morning peak hour. However, this level of service is a result of the high volume of existing eastbound left-turning vehicles which utilizes approximately 25 percent of the weekday morning cycle length.

The eastbound left-turns currently operate at LOS E during the weekday morning peak hour and are projected to continue operating at LOS E with increases in delay of approximately eight seconds. Field observations show that during the weekday morning peak hour eastbound left-turn queues extend beyond the provided storage lengths and vehicles queue within the two-way left-turn lane along Ogden avenue. Assuming projected conditions, the analysis indicates that the 95$^{th}$ percentile queues for the eastbound left-turn movement are projected to increase by approximately one to two car lengths and that the queues will continue to be contained within the two-way left-turn lane.

Overall, the proposed development will have a limited impact on the operation of this intersection as the development is projected to add less than three percent to the total traffic traversing this intersection.

*Ogden Avenue with Forest Avenue/Full Movement Access Drive*

The results of the capacity analysis indicate that the northbound approach currently operates at LOS B during the weekday morning peak hour and at LOS D during the weekday evening peak hour. Assuming Year 2022 conditions, the northbound approach is projected to operate at LOS C during the weekday morning peak hour and at LOS D during the weekday evening peak hour. The southbound approach is projected to operate at LOS E during the weekday morning peak hour and at LOS F during the weekday evening peak hour. However, this level of service is expected for an access roadway that has an unsignalized intersection with a major roadway such as Ogden Avenue. Additionally, these analyses do not take into consideration the gaps created in the Ogden Avenue traffic stream by the signalized intersections of Ogden Avenue with Main Street located approximately 350 feet to the east and Ogden Avenue with Saratoga Avenue located approximately 650 feet to the west. Furthermore, eastbound and westbound left-turn movements are projected to operate at LOS C or better during the peak hours with 95$^{th}$ percentile queues of one to two vehicles. As such, the proposed access driveway will be adequate in accommodating the traffic projected to be generated by the proposed development and no roadway or traffic control improvements will be required.

As previously indicated, the proposed development will eliminate four existing curb cuts along Ogden Avenue currently serving the site. Maintaining the existing access drive aligned opposite Forest Avenue will provide efficient and flexible access to the site and will reduce the traffic load experienced at the cross connection to the access drive serving the Jewel-Osco site.

*Ogden Avenue with Jewel-Osco Access Drive*

The results of the capacity analysis indicate that the southbound approach currently operates at LOS C during the weekday morning peak hour and at LOS D during the weekday evening peak hour. Assuming Year 2022 conditions, the southbound approach is projected to operate at LOS D during the weekday morning peak hour and at LOS F during the weekday evening peak hour. However, this level of service is expected for an access driveway that has an unsignalized intersection with a major roadway such as Ogden Avenue. Additionally, these analyses do not take into consideration the gaps created in the Ogden Avenue traffic stream by the signalized intersections of Ogden Avenue with Main Street located approximately 500 feet to the east and Ogden Avenue with Saratoga Avenue located approximately 525 feet to the west. Furthermore, eastbound left-turn movements onto the access drive maintain the existing LOS C or better during the peak hours with 95$^{th}$ percentile queues of one to two vehicles. As such, the proposed access driveway will be adequate in accommodating the traffic projected to be generated by the proposed development and no roadway or traffic control improvements will be required.

*Ogden Avenue with Four Seasons of Fun Access Drive*

The results of the capacity analysis indicate that the northbound approach currently operates and is projected to continue operating at LOS B during the weekday evening peak hour with increases in delay of less than one second. Furthermore, westbound left-turns onto the access drive are projected to continue operating at LOS B with 95$^{th}$ percentile queues of one to two vehicles. As such, the proposed development will have a limited impact on the operations of this access drive and no roadway or traffic control improvements will be required.

*Main Street with Existing Alley*

The results of the capacity analysis indicate that the eastbound approach is projected to operate at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour with 95$^{th}$ percentile queues of one to two vehicles. As such, the proposed widening of the existing curb cut on Main Street will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient and flexible access.

## On-Site Circulation and Design

As proposed, the order board and pick-up window for Retail Building A will be located on the west side of the building. Customers will enter the drive-through lane from the northwest side of the building and travel south along the west side of the building. The drive-through lane should be under stop sign control at its intersection with the southern east-west drive aisle. Based on Village of Downers Grove Zoning Ordinance, the proposed drive-through should provide stacking for eight total spaces, with at least three spaces between order and pick-up station. As designed, the drive-through lane will provide stacking for eight vehicles, meeting Village code.

As proposed, the pick-up window for Retail Building C will be located on the west side of the building with the order board located on the north side of the building. Customers will enter the drive-through lane from the northeast side of the building and travel along the north and west sides of the building. The drive-through lane should be under stop sign control at its intersection with the east-west drive aisle. As designed, the drive-through lane will provide stacking for eight vehicles, meeting Village code.

Studies conducted by KLOA, Inc. at other fast-casual restaurants with a drive-through have shown that the average queue observed from the order board was four vehicles and the average queue from the pick-up window was two vehicles with a maximum queue of three vehicles. As such, the proposed design with stacking for eight vehicles at both drive-through lanes will be adequate to accommodating the peak demand of the drive-through operation.

Based on a review of the plan, and in order to provide efficient and adequate internal traffic flow, the following is recommended:

- Wayfinding signs directing traffic to the drive-through lanes should be provided at both access drives, at the cross access to Jewel-Osco and at the entrance of the drive-through lane.

- "Do Not Enter" signs facing south should be posted at the exit throat of both of the drive-through lanes.

- Exiting movements from the drive-through lane should be under stop sign control.

- Clear lines of sight in both directions for vehicles exiting the drive-through lane should be maintained.

- The east-west drive aisles should be under stop-sign control at their respective intersections with the site access drive to prioritize inbound movements from Ogden Avenue.

- "Do Not Block Intersection" signs should be provided on the north side of the east-west drive aisle at the site access drive so that southbound vehicles waiting to turn onto Ogden Avenue do not obstruct the east-west drive aisle for inbound vehicles.

# 6. Conclusion

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

- The development-generated traffic will have a limited impact on area roadways.
- The proposed development will eliminate four existing curb cuts along the north side of Ogden Avenue between Forest Avenue and Main Street.
- Maintaining the existing curb cut aligned opposite Forest Avenue will ensure flexible access is provided and will reduce the traffic load experienced at any one access drive particularly the cross connection with the access drive serving Jewel Osco
- The proposed access system will be adequate in accommodating the development-generated traffic and will ensure that efficient and flexible access is provided, particularly for drive-through traffic.
- The drive-through lanes will provide stacking for eight vehicles, which will be adequate in accommodating the projected the peak demand of the drive-through operation.

# Appendix

-Site Plan
-Traffic Count Summary Sheets
-CMAP 2040 Projections Letter
-Level of Service Criteria
-Capacity Analysis Summary Sheets

# Traffic Count Summary Sheets

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

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

Count Name: Ogden Avenue with Main Street
Site Code:
Start Date: 06/28/2016


# Turning Movement Data

| Start Time | Ogden Avenue Eastbound | | | | | | Ogden Avenue Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 90 | 223 | 8 | 1 | 321 | 0 | 11 | 179 | 17 | 0 | 207 | 0 | 28 | 90 | 14 | 0 | 132 | 0 | 30 | 48 | 25 | 0 | 103 | 763 |
| 7:15 AM | 0 | 113 | 229 | 14 | 0 | 356 | 0 | 15 | 208 | 24 | 0 | 247 | 0 | 28 | 101 | 29 | 0 | 158 | 0 | 27 | 44 | 26 | 0 | 97 | 858 |
| 7:30 AM | 0 | 122 | 313 | 8 | 0 | 443 | 0 | 19 | 218 | 34 | 0 | 271 | 0 | 45 | 138 | 25 | 0 | 208 | 0 | 28 | 55 | 65 | 0 | 148 | 1070 |
| 7:45 AM | 0 | 125 | 275 | 16 | 0 | 416 | 0 | 21 | 248 | 20 | 0 | 289 | 0 | 35 | 119 | 28 | 0 | 182 | 0 | 23 | 53 | 59 | 0 | 135 | 1022 |
| Hourly Total | 0 | 450 | 1040 | 46 | 1 | 1536 | 0 | 66 | 853 | 95 | 0 | 1014 | 0 | 136 | 448 | 96 | 0 | 680 | 0 | 108 | 200 | 175 | 0 | 483 | 3713 |
| 8:00 AM | 0 | 119 | 277 | 13 | 2 | 409 | 0 | 19 | 206 | 18 | 0 | 243 | 0 | 45 | 104 | 30 | 0 | 179 | 0 | 32 | 55 | 69 | 2 | 156 | 987 |
| 8:15 AM | 0 | 105 | 260 | 20 | 0 | 385 | 0 | 24 | 215 | 33 | 0 | 272 | 0 | 28 | 110 | 33 | 0 | 171 | 0 | 27 | 45 | 57 | 0 | 129 | 957 |
| 8:30 AM | 0 | 92 | 238 | 17 | 0 | 347 | 0 | 17 | 214 | 24 | 2 | 255 | 0 | 39 | 110 | 22 | 0 | 171 | 0 | 45 | 54 | 55 | 1 | 154 | 927 |
| 8:45 AM | 0 | 93 | 291 | 18 | 1 | 402 | 0 | 34 | 221 | 34 | 0 | 289 | 0 | 45 | 106 | 24 | 0 | 175 | 0 | 35 | 67 | 53 | 3 | 155 | 1021 |
| Hourly Total | 0 | 409 | 1066 | 68 | 3 | 1543 | 0 | 94 | 856 | 109 | 2 | 1059 | 0 | 157 | 430 | 109 | 0 | 696 | 0 | 139 | 221 | 234 | 6 | 594 | 3892 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 42 | 267 | 26 | 3 | 335 | 0 | 39 | 311 | 25 | 0 | 375 | 0 | 38 | 57 | 37 | 0 | 132 | 0 | 51 | 130 | 134 | 0 | 315 | 1157 |
| 4:15 PM | 0 | 42 | 240 | 28 | 3 | 310 | 0 | 34 | 273 | 20 | 1 | 327 | 0 | 40 | 47 | 30 | 1 | 117 | 0 | 62 | 149 | 129 | 1 | 340 | 1094 |
| 4:30 PM | 0 | 47 | 277 | 23 | 0 | 347 | 0 | 46 | 324 | 24 | 0 | 394 | 0 | 44 | 93 | 31 | 0 | 168 | 0 | 54 | 154 | 155 | 0 | 363 | 1272 |
| 4:45 PM | 0 | 55 | 257 | 23 | 0 | 335 | 0 | 39 | 292 | 21 | 2 | 352 | 0 | 30 | 76 | 24 | 1 | 130 | 0 | 66 | 200 | 168 | 0 | 434 | 1251 |
| Hourly Total | 0 | 186 | 1041 | 100 | 6 | 1327 | 0 | 158 | 1200 | 90 | 3 | 1448 | 0 | 152 | 273 | 122 | 2 | 547 | 0 | 233 | 633 | 586 | 1 | 1452 | 4774 |
| 5:00 PM | 0 | 35 | 295 | 23 | 0 | 353 | 0 | 44 | 274 | 23 | 2 | 341 | 0 | 42 | 56 | 14 | 0 | 112 | 0 | 70 | 173 | 171 | 0 | 414 | 1220 |
| 5:15 PM | 0 | 43 | 267 | 19 | 2 | 329 | 0 | 45 | 261 | 17 | 1 | 323 | 0 | 42 | 84 | 23 | 1 | 149 | 0 | 62 | 195 | 174 | 0 | 431 | 1232 |
| 5:30 PM | 0 | 69 | 288 | 17 | 2 | 374 | 0 | 31 | 278 | 17 | 1 | 326 | 0 | 49 | 83 | 18 | 0 | 150 | 0 | 61 | 189 | 165 | 1 | 415 | 1265 |
| 5:45 PM | 0 | 52 | 283 | 16 | 0 | 351 | 0 | 21 | 318 | 9 | 0 | 348 | 0 | 40 | 73 | 25 | 0 | 138 | 0 | 62 | 176 | 125 | 1 | 363 | 1200 |
| Hourly Total | 0 | 199 | 1133 | 75 | 4 | 1407 | 0 | 141 | 1131 | 66 | 4 | 1338 | 0 | 173 | 296 | 80 | 1 | 549 | 0 | 255 | 733 | 635 | 2 | 1623 | 4917 |
| Grand Total | 0 | 1244 | 4280 | 289 | 14 | 5813 | 0 | 459 | 4040 | 360 | 9 | 4859 | 0 | 618 | 1447 | 407 | 3 | 2472 | 0 | 735 | 1787 | 1630 | 9 | 4152 | 17296 |
| Approach % | 0.0 | 21.4 | 73.6 | 5.0 | - | - | 0.0 | 9.4 | 83.1 | 7.4 | - | - | 0.0 | 25.0 | 58.5 | 16.5 | - | - | 0.0 | 17.7 | 43.0 | 39.3 | - | - | - |
| Total % | 0.0 | 7.2 | 24.7 | 1.7 | - | 33.6 | 0.0 | 2.7 | 23.4 | 2.1 | - | 28.1 | 0.0 | 3.6 | 8.4 | 2.4 | - | 14.3 | 0.0 | 4.2 | 10.3 | 9.4 | - | 24.0 | - |
| Lights | 0 | 1217 | 4177 | 275 | - | 5669 | 0 | 445 | 3955 | 350 | - | 4750 | 0 | 598 | 1411 | 399 | - | 2408 | 0 | 711 | 1767 | 1592 | - | 4070 | 16897 |
| % Lights | - | 97.8 | 97.6 | 95.2 | - | 97.5 | - | 96.9 | 97.9 | 97.2 | - | 97.8 | - | 96.8 | 97.5 | 98.0 | - | 97.4 | - | 96.7 | 98.9 | 97.7 | - | 98.0 | 97.7 |
| Buses | 0 | 12 | 7 | 2 | - | 21 | 0 | 2 | 6 | 1 | - | 9 | 0 | 5 | 10 | 2 | - | 17 | 0 | 1 | 7 | 12 | - | 20 | 67 |
| % Buses | - | 1.0 | 0.2 | 0.7 | - | 0.4 | - | 0.4 | 0.1 | 0.3 | - | 0.2 | - | 0.8 | 0.7 | 0.5 | - | 0.7 | - | 0.1 | 0.4 | 0.7 | - | 0.5 | 0.4 |
| Single-Unit Trucks | 0 | 12 | 74 | 8 | - | 94 | 0 | 11 | 67 | 8 | - | 86 | 0 | 13 | 23 | 5 | - | 41 | 0 | 18 | 12 | 23 | - | 53 | 274 |
| % Single-Unit Trucks | - | 1.0 | 1.7 | 2.8 | - | 1.6 | - | 2.4 | 1.7 | 2.2 | - | 1.8 | - | 2.1 | 1.6 | 1.2 | - | 1.7 | - | 2.4 | 0.7 | 1.4 | - | 1.3 | 1.6 |
| Articulated Trucks | 0 | 3 | 21 | 4 | - | 28 | 0 | 1 | 12 | 1 | - | 14 | 0 | 2 | 3 | 1 | - | 6 | 0 | 5 | 0 | 3 | - | 8 | 56 |
| % Articulated Trucks | - | 0.2 | 0.5 | 1.4 | - | 0.5 | - | 0.2 | 0.3 | 0.3 | - | 0.3 | - | 0.3 | 0.2 | 0.2 | - | 0.2 | - | 0.7 | 0.0 | 0.2 | - | 0.2 | 0.3 |
| Bicycles on Road | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 2 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.1 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 14 | - | - | - | - | - | 9 | - | - | - | - | - | 3 | - | - | - | - | - | 9 | - | - |

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

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

Count Name: Ogden Avenue with Main Street
Site Code:
Start Date: 06/28/2016


# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Ogden Avenue Eastbound | | | | | | Ogden Avenue Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 122 | 313 | 8 | 0 | 443 | 0 | 19 | 218 | 34 | 0 | 271 | 0 | 45 | 138 | 25 | 0 | 208 | 0 | 28 | 55 | 65 | 0 | 148 | 1070 |
| 7:45 AM | 0 | 125 | 275 | 16 | 0 | 416 | 0 | 21 | 248 | 20 | 0 | 289 | 0 | 35 | 119 | 28 | 0 | 182 | 0 | 23 | 53 | 59 | 0 | 135 | 1022 |
| 8:00 AM | 0 | 119 | 277 | 13 | 2 | 409 | 0 | 19 | 206 | 18 | 0 | 243 | 0 | 45 | 104 | 30 | 0 | 179 | 0 | 32 | 55 | 69 | 2 | 156 | 987 |
| 8:15 AM | 0 | 105 | 260 | 20 | 0 | 385 | 0 | 24 | 215 | 33 | 0 | 272 | 0 | 28 | 110 | 33 | 0 | 171 | 0 | 27 | 45 | 57 | 0 | 129 | 957 |
| Total | 0 | 471 | 1125 | 57 | 2 | 1653 | 0 | 83 | 887 | 105 | 0 | 1075 | 0 | 153 | 471 | 116 | 0 | 740 | 0 | 110 | 208 | 250 | 2 | 568 | 4036 |
| Approach % | 0.0 | 28.5 | 68.1 | 3.4 | - | - | 0.0 | 7.7 | 82.5 | 9.8 | - | - | 0.0 | 20.7 | 63.6 | 15.7 | - | - | 0.0 | 19.4 | 36.6 | 44.0 | - | - | - |
| Total % | 0.0 | 11.7 | 27.9 | 1.4 | - | 41.0 | 0.0 | 2.1 | 22.0 | 2.6 | - | 26.6 | 0.0 | 3.8 | 11.7 | 2.9 | - | 18.3 | 0.0 | 2.7 | 5.2 | 6.2 | - | 14.1 | - |
| PHF | 0.000 | 0.942 | 0.899 | 0.713 | - | 0.933 | 0.000 | 0.865 | 0.894 | 0.772 | - | 0.930 | 0.000 | 0.850 | 0.853 | 0.879 | - | 0.889 | 0.000 | 0.859 | 0.945 | 0.906 | - | 0.910 | 0.943 |
| Lights | 0 | 462 | 1090 | 48 | - | 1600 | 0 | 81 | 859 | 101 | - | 1041 | 0 | 146 | 459 | 114 | - | 719 | 0 | 104 | 202 | 237 | - | 543 | 3903 |
| % Lights | - | 98.1 | 96.9 | 84.2 | - | 96.8 | - | 97.6 | 96.8 | 96.2 | - | 96.8 | - | 95.4 | 97.5 | 98.3 | - | 97.2 | - | 94.5 | 97.1 | 94.8 | - | 95.6 | 96.7 |
| Buses | 0 | 4 | 3 | 1 | - | 8 | 0 | 1 | 2 | 0 | - | 3 | 0 | 1 | 4 | 1 | - | 6 | 0 | 1 | 1 | 5 | - | 7 | 24 |
| % Buses | - | 0.8 | 0.3 | 1.8 | - | 0.5 | - | 1.2 | 0.2 | 0.0 | - | 0.3 | - | 0.7 | 0.8 | 0.9 | - | 0.8 | - | 0.9 | 0.5 | 2.0 | - | 1.2 | 0.6 |
| Single-Unit Trucks | 0 | 4 | 23 | 6 | - | 33 | 0 | 1 | 23 | 3 | - | 27 | 0 | 5 | 7 | 1 | - | 13 | 0 | 4 | 4 | 8 | - | 16 | 89 |
| % Single-Unit Trucks | - | 0.8 | 2.0 | 10.5 | - | 2.0 | - | 1.2 | 2.6 | 2.9 | - | 2.5 | - | 3.3 | 1.5 | 0.9 | - | 1.8 | - | 3.6 | 1.9 | 3.2 | - | 2.8 | 2.2 |
| Articulated Trucks | 0 | 1 | 8 | 2 | - | 11 | 0 | 0 | 3 | 1 | - | 4 | 0 | 1 | 1 | 0 | - | 2 | 0 | 1 | 0 | 0 | - | 1 | 18 |
| % Articulated Trucks | - | 0.2 | 0.7 | 3.5 | - | 0.7 | - | 0.0 | 0.3 | 1.0 | - | 0.4 | - | 0.7 | 0.2 | 0.0 | - | 0.3 | - | 0.9 | 0.0 | 0.0 | - | 0.2 | 0.4 |
| Bicycles on Road | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 2 |
| % Bicycles on Road | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.5 | 0.0 | - | 0.2 | 0.0 |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

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

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

Count Name: Ogden Avenue with Main Street
Site Code:
Start Date: 06/28/2016


# Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Ogden Avenue Eastbound | | | | | | Ogden Avenue Westbound | | | | | | Main Street Northbound | | | | | | Main Street Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 4:30 PM | 0 | 47 | 277 | 23 | 0 | 347 | 0 | 46 | 324 | 24 | 0 | 394 | 0 | 44 | 93 | 31 | 0 | 168 | 0 | 54 | 154 | 155 | 0 | 363 | 1272 |
| 4:45 PM | 0 | 55 | 257 | 23 | 0 | 335 | 0 | 39 | 292 | 21 | 2 | 352 | 0 | 30 | 76 | 24 | 1 | 130 | 0 | 66 | 200 | 168 | 0 | 434 | 1251 |
| 5:00 PM | 0 | 35 | 295 | 23 | 0 | 353 | 0 | 44 | 274 | 23 | 2 | 341 | 0 | 42 | 56 | 14 | 0 | 112 | 0 | 70 | 173 | 171 | 0 | 414 | 1220 |
| 5:15 PM | 0 | 43 | 267 | 19 | 2 | 329 | 0 | 45 | 261 | 17 | 1 | 323 | 0 | 42 | 84 | 23 | 1 | 149 | 0 | 62 | 195 | 174 | 0 | 431 | 1232 |
| Total | 0 | 180 | 1096 | 88 | 2 | 1364 | 0 | 174 | 1151 | 85 | 5 | 1410 | 0 | 158 | 309 | 92 | 2 | 559 | 0 | 252 | 722 | 668 | 0 | 1642 | 4975 |
| Approach % | 0.0 | 13.2 | 80.4 | 6.5 | - | - | 0.0 | 12.3 | 81.6 | 6.0 | - | - | 0.0 | 28.3 | 55.3 | 16.5 | - | - | 0.0 | 15.3 | 44.0 | 40.7 | - | - | - |
| Total % | 0.0 | 3.6 | 22.0 | 1.8 | - | 27.4 | 0.0 | 3.5 | 23.1 | 1.7 | - | 28.3 | 0.0 | 3.2 | 6.2 | 1.8 | - | 11.2 | 0.0 | 5.1 | 14.5 | 13.4 | - | 33.0 | - |
| PHF | 0.000 | 0.818 | 0.929 | 0.957 | - | 0.966 | 0.000 | 0.946 | 0.888 | 0.885 | - | 0.895 | 0.000 | 0.898 | 0.831 | 0.742 | - | 0.832 | 0.000 | 0.900 | 0.903 | 0.960 | - | 0.946 | 0.978 |
| Lights | 0 | 175 | 1078 | 86 | - | 1339 | 0 | 170 | 1140 | 82 | - | 1392 | 0 | 154 | 307 | 91 | - | 552 | 0 | 248 | 719 | 661 | - | 1628 | 4911 |
| % Lights | - | 97.2 | 98.4 | 97.7 | - | 98.2 | - | 97.7 | 99.0 | 96.5 | - | 98.7 | - | 97.5 | 99.4 | 98.9 | - | 98.7 | - | 98.4 | 99.6 | 99.0 | - | 99.1 | 98.7 |
| Buses | 0 | 2 | 1 | 0 | - | 3 | 0 | 0 | 1 | 1 | - | 2 | 0 | 2 | 2 | 0 | - | 4 | 0 | 0 | 1 | 2 | - | 3 | 12 |
| % Buses | - | 1.1 | 0.1 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | 1.2 | - | 0.1 | - | 1.3 | 0.6 | 0.0 | - | 0.7 | - | 0.0 | 0.1 | 0.3 | - | 0.2 | 0.2 |
| Single-Unit Trucks | 0 | 2 | 13 | 0 | - | 15 | 0 | 4 | 10 | 2 | - | 16 | 0 | 1 | 0 | 1 | - | 2 | 0 | 4 | 2 | 4 | - | 10 | 43 |
| % Single-Unit Trucks | - | 1.1 | 1.2 | 0.0 | - | 1.1 | - | 2.3 | 0.9 | 2.4 | - | 1.1 | - | 0.6 | 0.0 | 1.1 | - | 0.4 | - | 1.6 | 0.3 | 0.6 | - | 0.6 | 0.9 |
| Articulated Trucks | 0 | 1 | 4 | 2 | - | 7 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 9 |
| % Articulated Trucks | - | 0.6 | 0.4 | 2.3 | - | 0.5 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.6 | 0.0 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | - | 5 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

**Study Name** Ogden with Access Drives
**Start Date** Tuesday, June 28, 2016 7:00 AM
**End Date** Tuesday, June 28, 2016 6:00 PM
**Site Code**

## Report Summary

| | | Eastbound | | | | | | | | Westbound | | | | | | | | Northbound | | | | | | | | Southbound | | | | | | | | Southeastbound | | | | | | | | Northeastbound | | | | | | | | Crosswalk | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Period | Class. | U | HL | L | T | R | HR | I | O | U | L | BL | T | BR | R | I | O | U | HL | L | BL | T | R | I | O | U | L | T | BR | R | HR | I | O | U | HL | BL | BR | R | HR | I | O | U | HL | L | BL | BR | HR | I | O | Total | | ıdestria | Total |
| **Peak 1** | Lights | 0 | 2 | 1 | 1562 | 17 | 0 | 1582 | 1173 | 0 | 2 | 0 | 1162 | 41 | 4 | 1209 | 1588 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 8 | 0 | 0 | 11 | 19 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2828 | W | 0 | 0 |
| Specified Period | % | 0% | 100% | 100% | 97% | 94% | 0% | 97% | 96% | 0% | 100% | 0% | 96% | 95% | 100% | 96% | 97% | 0% | 0% | 0% | 0% | 0% | 95% | 95% | 95% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 100% | 96% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 97% | | 0% | |
| 7:00 AM - 9:00 AM | Buses | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | E | 0 | 0 |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | | 0% | |
| 7:30 AM - 8:30 AM | ngle-Unit Truc | 0 | 0 | 0 | 33 | 1 | 0 | 34 | 34 | 0 | 0 | 0 | 34 | 1 | 0 | 35 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | S | 0 | 0 |
| | % | 0% | 0% | 0% | 2% | 6% | 0% | 2% | 3% | 0% | 0% | 0% | 3% | 2% | 0% | 3% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | | 0% | |
| | ticulated Truc | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | N | 4 | 4 |
| | % | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 5% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | | 100% | |
| | icycles on Roa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NW | 0 | 0 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | |
| | **Total** | **0** | **2** | **1** | **1613** | **18** | **0** | **1634** | **1219** | **0** | **2** | **0** | **1208** | **43** | **4** | **1257** | **1640** | **0** | **0** | **0** | **0** | **0** | **19** | **19** | **20** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | **8** | **0** | **0** | **11** | **19** | **45** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2929** | SW | 0 | 0 |
| | PHF | 0 | 0.5 | 0.25 | 0.91 | 0.64 | 0 | 0.91 | 0.95 | 0 | 0.5 | 0 | 0.96 | 0.63 | 0.5 | 0.96 | 0.92 | 0 | 0 | 0 | 0 | 0 | 0.43 | 0.43 | 0.71 | 0 | 0 | 0 | 0 | 0 | 0 | 0.62 | 0 | 0 | 0.67 | 0 | 0 | 0.46 | 0.53 | 0.62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.98 | | 0% | |
| | Approach % | | | | | | | 56% | 42% | | | | | | | 43% | 56% | | | | | | | 1% | 1% | | | | | | | 0% | 0% | | | | | | | 1% | 2% | | | | | | | 0% | 0% | | | **4** | **4** |
| **Peak 2** | Lights | 0 | 6 | 2 | 1319 | 16 | 1 | 1344 | 1874 | 1 | 3 | 1 | 1846 | 78 | 8 | 1937 | 1342 | 0 | 0 | 4 | 0 | 0 | 5 | 9 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 12 | 0 | 0 | 24 | 36 | 84 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 3331 | W | 0 | 0 |
| Specified Period | % | 0% | 86% | 100% | 98% | 100% | 100% | 98% | 99% | 100% | 100% | 100% | 99% | 100% | 100% | 99% | 98% | 0% | 0% | 100% | 0% | 0% | 100% | 100% | 100% | 0% | 100% | 0% | 0% | 0% | 0% | 100% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 100% | 99% | 0% | 0% | 0% | 0% | 100% | 0% | 100% | 100% | 99% | | 0% | |
| 4:30 PM - 5:30 PM | Buses | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | E | 1 | 1 |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| 4:30 PM - 5:30 PM | ngle-Unit Truc | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | S | 0 | 0 |
| | % | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | | 0% | |
| | ticulated Truc | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | N | 0 | 0 |
| | % | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | |
| | icycles on Roa | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | NW | 0 | 0 |
| | % | 0% | 14% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | |
| | **Total** | **0** | **7** | **2** | **1343** | **16** | **1** | **1369** | **1894** | **1** | **3** | **1** | **1866** | **78** | **8** | **1957** | **1366** | **0** | **0** | **4** | **0** | **0** | **5** | **9** | **19** | **0** | **2** | **0** | **0** | **0** | **0** | **2** | **10** | **0** | **0** | **12** | **0** | **0** | **24** | **36** | **85** | **0** | **0** | **0** | **0** | **3** | **0** | **3** | **2** | **3376** | SW | 0 | 0 |
| | PHF | 0 | 0.58 | 0.5 | 0.96 | 0.57 | 0.25 | 0.96 | 0.98 | 0.25 | 0.38 | 0.25 | 0.98 | 0.85 | 0.5 | 0.97 | 0.97 | 0 | 0 | 1 | 0 | 0 | 0.31 | 0.45 | 0.59 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0.75 | 0 | 0 | 0.46 | 0.56 | 0.89 | 0 | 0 | 0 | 0 | 0.75 | 0 | 0.75 | 0.5 | 0.99 | | 0% | |
| | Approach % | | | | | | | 41% | 56% | | | | | | | 58% | 40% | | | | | | | 0% | 1% | | | | | | | 0% | 0% | | | | | | | 1% | 3% | | | | | | | 0% | 0% | | | **1** | **1** |

# CMAP 2040 Projections Letter

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

July 19, 2016

Brendan May
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Rd
Suite 400
Rosemont, IL 60018

***Subject: Ogden Ave (US 34) @ Main Street***
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated July 18, 2016, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT | Year 2040 ADT |
|---|---|
| Ogden Avenue east of Main Street | 32,000 |
| Ogden Avenue west of Main Street | 34,000 |
| Main Street north of Ogden Avenue | 26,000 |
| Main Street south of Ogden Avenue | 15,000 |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2016 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

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

Sincerely,

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

cc: Fortmann (IDOT)
S:\AdminGroups\ResearchAnalysis\SmallAreaTrafficForecasts_CY16\DownersGrove\du-24-16\du-24-16.docx

# Level of Service Criteria

LEVEL OF SERVICE CRITERIA

**Signalized Intersections**

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

**Unsignalized Intersections**

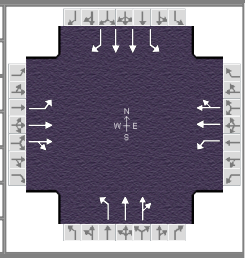
| Level of Service | Average Total Delay (SEC/VEH) |
|---|---|
| A | 0 - 10 |
| B | > 10 - 15 |
| C | > 15 - 25 |
| D | > 25 - 35 |
| E | > 35 - 50 |
| F | > 50 |

Source: *Highway Capacity Manual*, 2010.

# Capacity Analysis Summary Sheets

# HCS 2010 Signalized Intersection Input Data

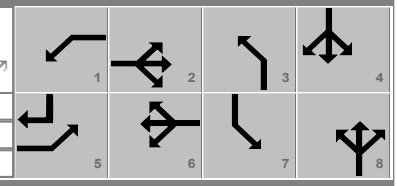
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | AM Peak Hour | PHF | 0.94 |
| Urban Street | Ogden Avenue | Analysis Year | 2016 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main AMEX.xus | | |
| Project Description | AM Existing Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 471 | 1125 | 57 | 83 | 887 | 105 | 153 | 471 | 116 | 110 | 208 | 250 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 6.4 | 23.4 | 40.2 | 9.1 | 2.5 | 25.8 |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 471 | 1125 | 57 | 83 | 887 | 105 | 153 | 471 | 116 | 110 | 208 | 250 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 2 | 3 | | 2 | 3 | | 5 | 3 | | 6 | 3 | 5 |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (*W*), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 |
| Turn Bay Length, ft | 225 | 0 | | 225 | 0 | | 220 | 0 | | 230 | 0 | 230 |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 30 | 30 | 30 | 30 | 30 | 30 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 38.0 | 68.0 | 14.0 | 44.0 | 16.0 | 32.0 | 16.0 | 32.0 |
| Yellow Change Interval (*Y*), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval ( $R_c$), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green ( $G_{min}$), s | 3 | 15 | 3 | 15 | 3 | 8 | 3 | 8 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 3.0 | 7.0 | 3.0 | 7.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| Recall Mode | Off | Min | Off | Min | Min | Off | Min | Off |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (*Walk*), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Clearance Time (*PC*), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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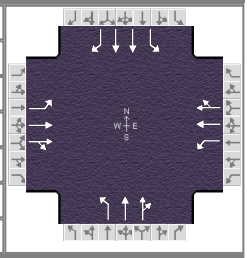
# HCS 2010 Signalized Intersection Results Summary

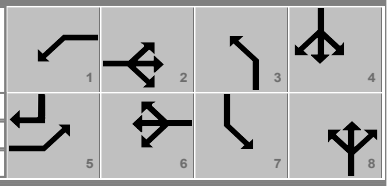
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | AM Peak Hour | PHF | 0.94 |
| Urban Street | Ogden Avenue | Analysis Year | 2016 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main AMEX.xus | | |
| Project Description | AM Existing Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 471 | 1125 | 57 | 83 | 887 | 105 | 153 | 471 | 116 | 110 | 208 | 250 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 6.4 | 23.4 | 40.2 | 9.1 | 2.5 | 25.8 |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 3.0 |
| Phase Duration, s | 36.9 | 73.1 | 9.9 | 46.2 | 15.1 | 34.4 | 12.6 | 31.8 |
| Change Period, ( $Y+R_c$ ), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway ( $MAH$ ), s | 4.0 | 0.0 | 4.0 | 0.0 | 4.1 | 8.2 | 4.1 | 8.2 |
| Queue Clearance Time ( $g_s$ ), s | 32.8 | | 6.4 | | 11.5 | 23.7 | 9.0 | 16.9 |
| Green Extension Time ( $g_e$ ), s | 0.6 | 0.0 | 0.1 | 0.0 | 0.0 | 4.6 | 0.1 | 7.7 |
| Phase Call Probability | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | 1.00 | | 0.31 | | 1.00 | 1.00 | 1.00 | 0.95 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( $v$ ), veh/h | 501 | 634 | 624 | 88 | 538 | 518 | 163 | 322 | 303 | 117 | 221 | 266 |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln | 1774 | 1845 | 1813 | 1774 | 1845 | 1776 | 1723 | 1845 | 1718 | 1707 | 1849 | 1533 |
| Queue Service Time ( $g_s$ ), s | 30.8 | 25.7 | 26.6 | 4.4 | 36.4 | 36.5 | 9.5 | 21.5 | 21.7 | 7.0 | 6.6 | 14.9 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 30.8 | 25.7 | 26.6 | 4.4 | 36.4 | 36.5 | 9.5 | 21.5 | 21.7 | 7.0 | 6.6 | 14.9 |
| Green Ratio ( $g/C$ ) | 0.58 | 0.52 | 0.52 | 0.36 | 0.31 | 0.31 | 0.30 | 0.22 | 0.22 | 0.27 | 0.20 | 0.46 |
| Capacity ( $c$ ), veh/h | 526 | 952 | 936 | 274 | 571 | 549 | 375 | 402 | 375 | 202 | 735 | 698 |
| Volume-to-Capacity Ratio ( $X$ ) | 0.953 | 0.665 | 0.666 | 0.323 | 0.942 | 0.942 | 0.434 | 0.800 | 0.807 | 0.579 | 0.301 | 0.381 |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile) | 676.2 | 365.4 | 373.1 | 87.2 | 671.8 | 649.3 | 193.2 | 424.4 | 398 | 146.1 | 142.7 | 242.6 |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) | 26.6 | 14.3 | 14.9 | 3.4 | 26.2 | 26.0 | 7.4 | 16.6 | 15.9 | 5.6 | 5.6 | 9.3 |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile) | 3.01 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.88 | 0.00 | 0.00 | 0.64 | 0.00 | 1.05 |
| Uniform Delay ( $d_1$ ), s/veh | 37.5 | 13.8 | 14.7 | 28.1 | 37.1 | 38.5 | 35.9 | 48.1 | 48.2 | 39.4 | 44.4 | 23.3 |
| Incremental Delay ( $d_2$ ), s/veh | 26.2 | 3.7 | 3.7 | 0.7 | 25.8 | 26.5 | 0.8 | 10.9 | 12.2 | 2.6 | 0.3 | 0.5 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( $d$ ), s/veh | 63.6 | 17.5 | 18.4 | 28.8 | 62.8 | 65.0 | 36.7 | 59.1 | 60.5 | 42.0 | 44.7 | 23.8 |
| Level of Service (LOS) | E | B | B | C | E | E | D | E | E | D | D | C |
| Approach Delay, s/veh / LOS | 31.0 | C | | 61.2 | E | | 55.0 | D | | 35.0 | C | |
| Intersection Delay, s/veh / LOS | 44.0 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 3.0 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.9 | A | 1.4 | A | 1.1 | A | 1.0 | A |

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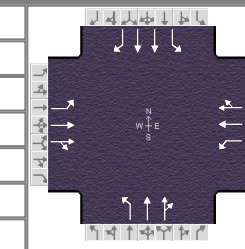
# HCS 2010 Signalized Intersection Intermediate Values

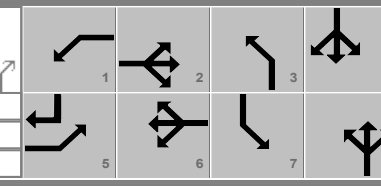
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | AM Peak Hour | PHF | 0.94 |
| Urban Street | Ogden Avenue | Analysis Year | 2016 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main AMEX.xus | | |
| Project Description | AM Existing Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 471 | 1125 | 57 | 83 | 887 | 105 | 153 | 471 | 116 | 110 | 208 | 250 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 6.4 | 23.4 | 40.2 | 9.1 | 2.5 | 25.8 |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Saturation Flow / Delay** | L | T | R | L | T | R | L | T | R | L | T | R |
| Lane Width Adjustment Factor ($f_w$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 | 0.971 | 1.000 | 0.980 | 0.971 | 1.000 | 0.952 | 0.971 | 1.000 | 0.943 | 0.971 | 0.952 |
| Approach Grade Adjustment Factor ($f_g$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.952 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.983 | 0.983 | | 0.963 | 0.963 | | 0.932 | 0.932 | | 0.000 | 0.847 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Movement Saturation Flow Rate ($s$), veh/h | 1774 | 3481 | 176 | 1774 | 3237 | 383 | 1723 | 2862 | 701 | 1707 | 3697 | 1533 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.26 | 0.69 | 0.52 | 0.05 | 0.41 | 0.31 | 0.09 | 0.22 | 0.22 | 0.07 | 0.20 | 0.20 |
| Incremental Delay Factor ($k$) | 0.42 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 | 0.11 | 0.34 | 0.35 | 0.11 | 0.15 | 0.15 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio ($g/C$) | 0.58 | 0.52 | 0.36 | 0.31 | 0.30 | 0.22 | 0.27 | 0.20 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 533 | 0 | 440 | 0 | 1122 | 0 | 767 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 42.2 | 0.0 | 40.2 | 0.0 | 26.8 | 0.0 | 25.8 | 0.0 |
| Permitted Service Time ($g_u$), s | 3.8 | 0.0 | 38.6 | 0.0 | 19.2 | 0.0 | 4.6 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 3.8 | | 0.4 | | 1.3 | | 3.8 | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | | | 1533 |
| Protected Right Effective Green Time ($g_R$), s | | | | | | | | 33.3 |

| Multimodal | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 2.107 | 0.00 | 2.224 | 0.00 | 2.107 | 0.00 | 2.107 | 0.00 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.109 | 0.000 | 0.138 | 0.000 | 0.148 | 0.000 | 0.150 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | | | | | | | | |
| Bicycle $c_b$ / $d_b$ | 1032.55 | 15.21 | 618.37 | 31.02 | 436.17 | 39.74 | 397.61 | 41.72 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.45 | -3.64 | 0.94 | -3.64 | 0.65 | -3.64 | 0.50 |

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## --- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

## --- Comments ---

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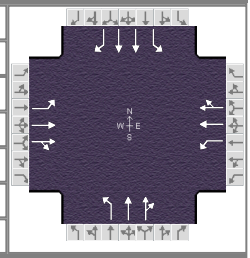
# HCS 2010 Signalized Intersection Input Data

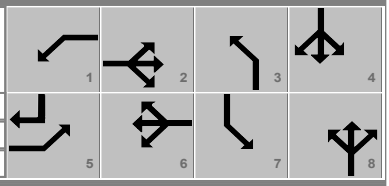
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | Jan 26, 2017 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM Peak Hour | PHF | 0.98 |
| Urban Street | Ogden Avenue | Analysis Year | 2016 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main PMEX.xus | | |
| Project Description | PM Existing Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 180 | 1096 | 88 | 174 | 1151 | 85 | 158 | 309 | 92 | 252 | 722 | 668 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 9.7 | 0.3 | 64.5 | 11.5 | 2.6 | 28.9 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 180 | 1096 | 88 | 174 | 1151 | 85 | 158 | 309 | 92 | 252 | 722 | 668 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 3 | 2 | | 2 | 1 | | 3 | 1 | | 2 | 1 | 1 |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (*W*), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 |
| Turn Bay Length, ft | 225 | 0 | | 225 | 0 | | 220 | 0 | | 230 | 0 | 230 |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 30 | 30 | 30 | 30 | 30 | 30 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 22.0 | 62.0 | 22.0 | 62.0 | 15.0 | 34.0 | 22.0 | 41.0 |
| Yellow Change Interval (*Y*), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval ( $R_c$), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green ( $G_{min}$), s | 3 | 15 | 3 | 15 | 3 | 8 | 3 | 8 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 3.0 | 7.0 | 3.0 | 7.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| Recall Mode | Off | Min | Off | Min | Min | Off | Min | Off |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (*Walk*), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Clearance Time (*PC*), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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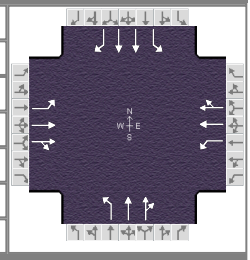
# HCS 2010 Signalized Intersection Results Summary

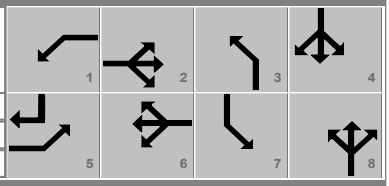
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | Jan 26, 2017 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM Peak Hour | PHF | 0.98 |
| Urban Street | Ogden Avenue | Analysis Year | 2016 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main PMEX.xus | | |
| Project Description | PM Existing Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 180 | 1096 | 88 | 174 | 1151 | 85 | 158 | 309 | 92 | 252 | 722 | 668 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 9.7 | 0.3 | 64.5 | 11.5 | 2.6 | 28.9 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 3.0 |
| Phase Duration, s | 13.5 | 70.8 | 13.2 | 70.5 | 15.0 | 34.9 | 21.1 | 41.0 |
| Change Period, ( $Y+R_c$ ), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway ( $MAH$ ), s | 4.0 | 0.0 | 4.0 | 0.0 | 4.1 | 7.6 | 4.1 | 7.6 |
| Queue Clearance Time ( $g_s$ ), s | 9.6 | | 9.3 | | 12.1 | 16.4 | 17.5 | 37.0 |
| Green Extension Time ( $g_e$ ), s | 0.4 | 0.0 | 0.3 | 0.0 | 0.0 | 11.4 | 0.1 | 0.0 |
| Phase Call Probability | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | 0.03 | | 0.02 | | 1.00 | 0.96 | 1.00 | 1.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( $v$ ), veh/h | 184 | 612 | 596 | 178 | 638 | 623 | 161 | 210 | 199 | 257 | 737 | 682 |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln | 1757 | 1863 | 1814 | 1774 | 1881 | 1835 | 1757 | 1881 | 1734 | 1774 | 1885 | 1594 |
| Queue Service Time ( $g_s$ ), s | 7.6 | 31.3 | 32.3 | 7.3 | 33.4 | 34.4 | 10.1 | 14.0 | 14.4 | 15.5 | 25.5 | 35.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 7.6 | 31.3 | 32.3 | 7.3 | 33.4 | 34.4 | 10.1 | 14.0 | 14.4 | 15.5 | 25.5 | 35.0 |
| Green Ratio ( $g/C$ ) | 0.53 | 0.46 | 0.46 | 0.53 | 0.46 | 0.46 | 0.29 | 0.21 | 0.21 | 0.35 | 0.25 | 0.32 |
| Capacity ( $c$ ), veh/h | 270 | 863 | 840 | 274 | 867 | 845 | 234 | 388 | 358 | 375 | 943 | 512 |
| Volume-to-Capacity Ratio ( $X$ ) | 0.680 | 0.709 | 0.710 | 0.647 | 0.736 | 0.737 | 0.689 | 0.541 | 0.556 | 0.685 | 0.782 | 1.330 |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile) | 152.6 | 475.4 | 483.2 | 145.6 | 506.8 | 517.3 | 219.5 | 280.3 | 268 | 296.8 | 464.8 | 1502.3 |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) | 6.0 | 18.7 | 19.3 | 5.7 | 20.1 | 20.7 | 8.6 | 11.1 | 10.7 | 11.7 | 18.4 | 59.6 |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile) | 0.68 | 0.00 | 0.00 | 0.65 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.29 | 0.00 | 6.53 |
| Uniform Delay ( $d_1$ ), s/veh | 24.4 | 20.4 | 21.8 | 23.9 | 21.0 | 22.4 | 41.1 | 49.6 | 49.8 | 36.3 | 48.9 | 47.5 |
| Incremental Delay ( $d_2$ ), s/veh | 3.0 | 4.9 | 5.1 | 2.6 | 5.5 | 5.7 | 8.3 | 2.0 | 2.4 | 4.8 | 4.6 | 161.5 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( $d$ ), s/veh | 27.4 | 25.3 | 26.9 | 26.5 | 26.5 | 28.1 | 49.4 | 51.6 | 52.2 | 41.1 | 53.5 | 209.0 |
| Level of Service (LOS) | C | C | C | C | C | C | D | D | D | D | D | F |
| Approach Delay, s/veh / LOS | 26.2 | C | | 27.2 | C | | 51.2 | D | | 114.9 | F | |
| Intersection Delay, s/veh / LOS | 58.6 | | | | | | E | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.6 | A | 1.7 | A | 1.0 | A | 1.9 | A |

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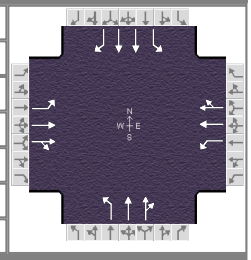
# HCS 2010 Signalized Intersection Intermediate Values

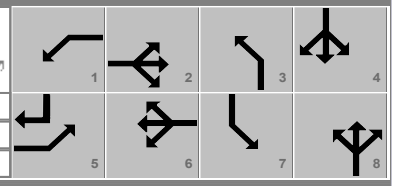
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | Jan 26, 2017 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM Peak Hour | PHF | 0.98 |
| Urban Street | Ogden Avenue | Analysis Year | 2016 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main PMEX.xus | | |
| Project Description | PM Existing Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 180 | 1096 | 88 | 174 | 1151 | 85 | 158 | 309 | 92 | 252 | 722 | 668 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 9.7 | 0.3 | 64.5 | 11.5 | 2.6 | 28.9 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Saturation Flow / Delay** | L | T | R | L | T | R | L | T | R | L | T | R |
| Lane Width Adjustment Factor ($f_w$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 | 0.980 | 1.000 | 0.980 | 0.990 | 1.000 | 0.971 | 0.990 | 1.000 | 0.980 | 0.990 | 0.990 |
| Approach Grade Adjustment Factor ($f_g$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.952 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.974 | 0.974 | | 0.976 | 0.976 | | 0.922 | 0.922 | | 0.000 | 0.847 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Movement Saturation Flow Rate ($s$), veh/h | 1757 | 3403 | 273 | 1774 | 3461 | 255 | 1757 | 2797 | 818 | 1774 | 3770 | 1594 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.07 | 0.62 | 0.46 | 0.07 | 0.61 | 0.46 | 0.08 | 0.21 | 0.21 | 0.13 | 0.25 | 0.25 |
| Incremental Delay Factor ($k$) | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 | 0.26 | 0.18 | 0.19 | 0.24 | 0.35 | 0.50 |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio ($g/C$) | 0.53 | 0.46 | 0.53 | 0.46 | 0.29 | 0.21 | 0.35 | 0.25 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 434 | 0 | 461 | 0 | 711 | 0 | 972 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 64.5 | 0.0 | 64.5 | 0.0 | 28.9 | 0.0 | 30.9 | 0.0 |
| Permitted Service Time ($g_u$), s | 30.1 | 0.0 | 30.5 | 0.0 | 7.5 | 0.0 | 14.5 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 25.3 | | 21.3 | | 6.3 | | 5.9 | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | | | 1594 |
| Protected Right Effective Green Time ($g_R$), s | | | | | | | | 10.0 |
| **Multimodal** | EB | | WB | | NB | | SB | |
| Pedestrian $F_w$ / $F_v$ | 2.107 | 0.00 | 2.224 | 0.00 | 2.107 | 0.00 | 2.107 | 0.00 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.120 | 0.000 | 0.121 | 0.000 | 0.152 | 0.000 | 0.147 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | | | | | | | | |
| Bicycle $c_b$ / $d_b$ | 926.14 | 20.18 | 921.37 | 20.36 | 412.79 | 44.09 | 500.00 | 39.38 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.15 | -3.64 | 1.19 | -3.64 | 0.47 | -3.64 | 1.38 |

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## --- Messages ---

WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

## --- Comments ---

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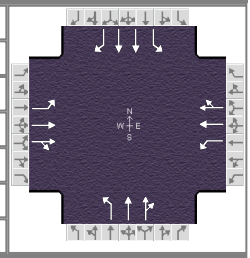
# HCS 2010 Signalized Intersection Input Data

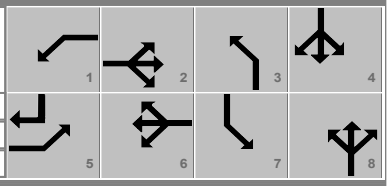
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | AM Peak Hour | PHF | 0.94 |
| Urban Street | Ogden Avenue | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main AMPR.xus | | |
| Project Description | AM Projected Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 492 | 1178 | 65 | 85 | 937 | 108 | 173 | 485 | 119 | 114 | 221 | 258 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 6.7 | 25.1 | 38.0 | 9.4 | 3.1 | 25.2 |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 492 | 1178 | 65 | 85 | 937 | 108 | 173 | 485 | 119 | 114 | 221 | 258 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 2 | 3 | | 2 | 3 | | 5 | 3 | | 6 | 3 | 5 |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (*W*), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 |
| Turn Bay Length, ft | 225 | 0 | | 225 | 0 | | 220 | 0 | | 230 | 0 | 230 |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 30 | 30 | 30 | 30 | 30 | 30 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 38.0 | 68.0 | 14.0 | 44.0 | 16.0 | 32.0 | 16.0 | 32.0 |
| Yellow Change Interval (*Y*), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval ( $R_c$), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green ( $G_{min}$), s | 3 | 15 | 3 | 15 | 3 | 8 | 3 | 8 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 3.0 | 7.0 | 3.0 | 7.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| Recall Mode | Off | Min | Off | Min | Min | Off | Min | Off |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (*Walk*), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Clearance Time (*PC*), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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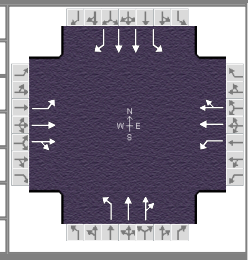
# HCS 2010 Signalized Intersection Results Summary

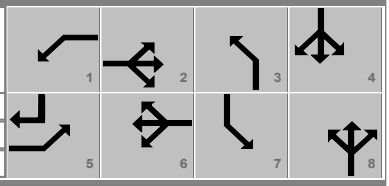
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | AM Peak Hour | PHF | 0.94 |
| Urban Street | Ogden Avenue | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main AMPR.xus | | |
| Project Description | AM Projected Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 492 | 1178 | 65 | 85 | 937 | 108 | 173 | 485 | 119 | 114 | 221 | 258 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 6.7 | 25.1 | 38.0 | 9.4 | 3.1 | 25.2 |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 3.0 |
| Phase Duration, s | 38.8 | 72.6 | 10.2 | 44.0 | 16.0 | 34.4 | 12.9 | 31.2 |
| Change Period, ( $Y+R_c$ ), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 4.0 | 0.0 | 4.0 | 0.0 | 4.1 | 8.2 | 4.1 | 8.2 |
| Queue Clearance Time ( $g_s$ ), s | 35.9 | | 6.6 | | 12.8 | 24.5 | 9.3 | 17.1 |
| Green Extension Time ( $g_e$ ), s | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 3.9 | 0.1 | 7.1 |
| Phase Call Probability | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | 1.00 | | 0.53 | | 1.00 | 1.00 | 1.00 | 0.98 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 523 | 667 | 656 | 90 | 566 | 546 | 184 | 331 | 311 | 121 | 235 | 274 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1774 | 1845 | 1810 | 1774 | 1845 | 1777 | 1723 | 1845 | 1719 | 1707 | 1849 | 1533 |
| Queue Service Time ( $g_s$ ), s | 33.9 | 28.7 | 29.8 | 4.6 | 38.0 | 38.0 | 10.8 | 22.3 | 22.5 | 7.3 | 7.1 | 15.1 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 33.9 | 28.7 | 29.8 | 4.6 | 38.0 | 38.0 | 10.8 | 22.3 | 22.5 | 7.3 | 7.1 | 15.1 |
| Green Ratio ( *g/C* ) | 0.58 | 0.51 | 0.51 | 0.34 | 0.29 | 0.29 | 0.30 | 0.22 | 0.22 | 0.27 | 0.19 | 0.47 |
| Capacity ( *c* ), veh/h | 537 | 945 | 927 | 257 | 539 | 519 | 376 | 402 | 375 | 201 | 718 | 714 |
| Volume-to-Capacity Ratio ( *X* ) | 0.975 | 0.705 | 0.707 | 0.352 | 1.050 | 1.051 | 0.490 | 0.823 | 0.830 | 0.603 | 0.327 | 0.385 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 731.6 | 406.6 | 415.5 | 92.3 | 836 | 803.7 | 214.1 | 442.8 | 415.2 | 152.7 | 153.4 | 245.7 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 28.8 | 15.9 | 16.6 | 3.6 | 32.7 | 32.1 | 8.2 | 17.3 | 16.6 | 5.8 | 6.0 | 9.5 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 3.25 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.97 | 0.00 | 0.00 | 0.66 | 0.00 | 1.07 |
| Uniform Delay ( $d_1$ ), s/veh | 39.3 | 14.6 | 15.6 | 29.6 | 39.7 | 41.0 | 35.7 | 48.4 | 48.5 | 39.7 | 45.1 | 22.6 |
| Incremental Delay ( $d_2$ ), s/veh | 32.5 | 4.4 | 4.5 | 0.8 | 52.5 | 53.4 | 1.0 | 13.0 | 14.5 | 2.9 | 0.4 | 0.5 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 71.8 | 19.0 | 20.1 | 30.4 | 92.2 | 94.4 | 36.7 | 61.4 | 63.0 | 42.7 | 45.4 | 23.1 |
| Level of Service (LOS) | E | B | C | C | F | F | D | E | E | D | D | C |
| Approach Delay, s/veh / LOS | 34.4 | C | | 88.5 | F | | 56.5 | E | | 35.2 | D | |
| Intersection Delay, s/veh / LOS | 53.0 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 3.0 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 2.0 | B | 1.5 | A | 1.2 | A | 1.0 | A |

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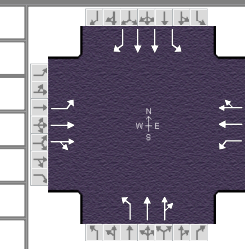
# HCS 2010 Signalized Intersection Intermediate Values

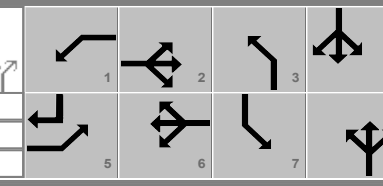
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | AM Peak Hour | PHF | 0.94 |
| Urban Street | Ogden Avenue | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main AMPR.xus | | |
| Project Description | AM Projected Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 492 | 1178 | 65 | 85 | 937 | 108 | 173 | 485 | 119 | 114 | 221 | 258 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 6.7 | 25.1 | 38.0 | 9.4 | 3.1 | 25.2 |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Saturation Flow / Delay** | L | T | R | L | T | R | L | T | R | L | T | R |
| Lane Width Adjustment Factor ($f_w$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 | 0.971 | 1.000 | 0.980 | 0.971 | 1.000 | 0.952 | 0.971 | 1.000 | 0.943 | 0.971 | 0.952 |
| Approach Grade Adjustment Factor ($f_g$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.952 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.981 | 0.981 | | 0.963 | 0.963 | | 0.932 | 0.932 | | 0.000 | 0.847 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Movement Saturation Flow Rate ($s$), veh/h | 1774 | 3464 | 191 | 1774 | 3248 | 374 | 1723 | 2864 | 699 | 1707 | 3697 | 1533 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.27 | 0.68 | 0.51 | 0.05 | 0.39 | 0.29 | 0.10 | 0.22 | 0.22 | 0.07 | 0.19 | 0.19 |
| Incremental Delay Factor ($k$) | 0.48 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 | 0.11 | 0.36 | 0.37 | 0.11 | 0.15 | 0.15 |

| **Signal Timing / Movement Groups** | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio ($g/C$) | 0.58 | 0.51 | 0.34 | 0.29 | 0.30 | 0.22 | 0.27 | 0.19 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 505 | 0 | 413 | 0 | 1108 | 0 | 754 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 40.0 | 0.0 | 38.0 | 0.0 | 26.9 | 0.0 | 25.2 | 0.0 |
| Permitted Service Time ($g_u$), s | 0.0 | 0.0 | 34.8 | 0.0 | 18.1 | 0.0 | 3.9 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 0.0 | | 0.9 | | 1.7 | | 3.9 | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | | | 1533 |
| Protected Right Effective Green Time ($g_R$), s | | | | | | | | 35.3 |

| **Multimodal** | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian $F_w$ / $F_v$ | 2.107 | 0.00 | 2.224 | 0.00 | 2.107 | 0.00 | 2.107 | 0.00 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.110 | 0.000 | 0.140 | 0.000 | 0.148 | 0.000 | 0.150 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | | | | | | | | |
| Bicycle $c_b$ / $d_b$ | 1024.45 | 15.47 | 584.55 | 32.56 | 436.40 | 39.73 | 388.45 | 42.20 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.52 | -3.64 | 0.99 | -3.64 | 0.68 | -3.64 | 0.52 |

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## --- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

## --- Comments ---

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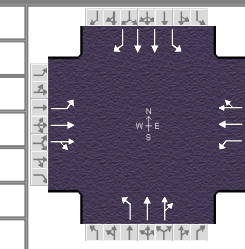
# HCS 2010 Signalized Intersection Input Data

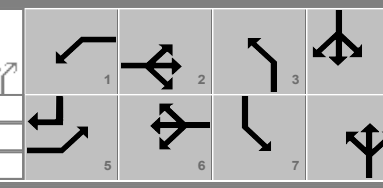
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | Jan 26, 2017 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM Peak Hour | PHF | 0.98 |
| Urban Street | Ogden Avenue | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main PMPR.xus | | |
| Project Description | PM Existing Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 196 | 1159 | 102 | 179 | 1227 | 88 | 190 | 318 | 95 | 262 | 755 | 688 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 10.0 | 0.8 | 63.7 | 11.5 | 3.3 | 28.2 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (*v*), veh/h | 196 | 1159 | 102 | 179 | 1227 | 88 | 190 | 318 | 95 | 262 | 755 | 688 |
| Initial Queue ($Q_b$), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate ($s_o$), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 |
| Parking ($N_m$), man/h | | None | | | None | | | None | | | None | |
| Heavy Vehicles ($P_{HV}$), % | 3 | 2 | | 2 | 1 | | 3 | 1 | | 2 | 1 | 1 |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses ($N_b$), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (*AT*) | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (*I*) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (*W*), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 |
| Turn Bay Length, ft | 225 | 0 | | 225 | 0 | | 220 | 0 | | 230 | 0 | 230 |
| Grade (*Pg*), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 30 | 30 | 30 | 30 | 30 | 30 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Maximum Green ($G_{max}$) or Phase Split, s | 22.0 | 62.0 | 22.0 | 62.0 | 15.0 | 34.0 | 22.0 | 41.0 |
| Yellow Change Interval (*Y*), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval ( $R_c$), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green ( $G_{min}$), s | 3 | 15 | 3 | 15 | 3 | 8 | 3 | 8 |
| Start-Up Lost Time ( *lt*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (*e*), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (*PT*), s | 3.0 | 7.0 | 3.0 | 7.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| Recall Mode | Off | Min | Off | Min | Min | Off | Min | Off |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (*Walk*), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Clearance Time (*PC*), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

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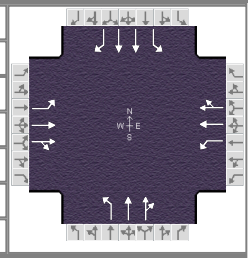
# HCS 2010 Signalized Intersection Results Summary

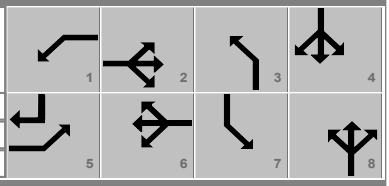
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | Jan 26, 2017 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM Peak Hour | PHF | 0.98 |
| Urban Street | Ogden Avenue | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main PMPR.xus | | |
| Project Description | PM Existing Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 196 | 1159 | 102 | 179 | 1227 | 88 | 190 | 318 | 95 | 262 | 755 | 688 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 10.0 | 0.8 | 63.7 | 11.5 | 3.3 | 28.2 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 3.0 |
| Phase Duration, s | 14.3 | 70.5 | 13.5 | 69.7 | 15.0 | 34.2 | 21.8 | 41.0 |
| Change Period, ( $Y+R_c$ ), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway ( *MAH* ), s | 4.0 | 0.0 | 4.0 | 0.0 | 4.1 | 7.6 | 4.1 | 7.6 |
| Queue Clearance Time ( $g_s$ ), s | 10.4 | | 9.6 | | 13.5 | 17.0 | 18.2 | 37.0 |
| Green Extension Time ( $g_e$ ), s | 0.4 | 0.0 | 0.4 | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 |
| Phase Call Probability | 1.00 | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | 0.06 | | 0.03 | | 1.00 | 0.97 | 1.00 | 1.00 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate ( *v* ), veh/h | 200 | 652 | 635 | 183 | 678 | 664 | 194 | 217 | 205 | 267 | 770 | 702 |
| Adjusted Saturation Flow Rate ( *s* ), veh/h/ln | 1757 | 1863 | 1809 | 1774 | 1881 | 1836 | 1757 | 1881 | 1733 | 1774 | 1885 | 1594 |
| Queue Service Time ( $g_s$ ), s | 8.4 | 35.4 | 36.6 | 7.6 | 38.2 | 39.2 | 11.5 | 14.5 | 15.0 | 16.2 | 27.0 | 35.0 |
| Cycle Queue Clearance Time ( $g_c$ ), s | 8.4 | 35.4 | 36.6 | 7.6 | 38.2 | 39.2 | 11.5 | 14.5 | 15.0 | 16.2 | 27.0 | 35.0 |
| Green Ratio ( *g/C* ) | 0.53 | 0.46 | 0.46 | 0.53 | 0.46 | 0.46 | 0.28 | 0.20 | 0.20 | 0.35 | 0.25 | 0.33 |
| Capacity ( *c* ), veh/h | 257 | 859 | 834 | 257 | 856 | 836 | 225 | 379 | 350 | 374 | 943 | 521 |
| Volume-to-Capacity Ratio ( *X* ) | 0.778 | 0.759 | 0.761 | 0.711 | 0.792 | 0.795 | 0.860 | 0.571 | 0.586 | 0.715 | 0.817 | 1.346 |
| Back of Queue ( *Q* ), ft/ln ( 95 th percentile) | 180.4 | 534.3 | 542.9 | 154 | 577.5 | 587.9 | 293.9 | 290.9 | 278 | 312.1 | 491.8 | 1566.2 |
| Back of Queue ( *Q* ), veh/ln ( 95 th percentile) | 7.0 | 21.0 | 21.7 | 6.1 | 22.9 | 23.5 | 11.5 | 11.5 | 11.1 | 12.3 | 19.5 | 62.2 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.80 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 | 1.34 | 0.00 | 0.00 | 1.36 | 0.00 | 6.81 |
| Uniform Delay ( $d_1$ ), s/veh | 27.5 | 21.4 | 23.0 | 26.4 | 22.5 | 23.9 | 44.2 | 50.4 | 50.6 | 36.6 | 49.5 | 47.1 |
| Incremental Delay ( $d_2$ ), s/veh | 7.3 | 6.2 | 6.5 | 3.6 | 7.4 | 7.7 | 26.8 | 2.5 | 3.1 | 6.3 | 6.0 | 168.3 |
| Initial Queue Delay ( $d_3$ ), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay ( *d* ), s/veh | 34.8 | 27.6 | 29.5 | 30.0 | 29.9 | 31.6 | 71.1 | 52.9 | 53.6 | 42.9 | 55.4 | 215.4 |
| Level of Service (LOS) | C | C | C | C | C | C | E | D | D | D | E | F |
| Approach Delay, s/veh / LOS | 29.4 | C | | 30.7 | C | | 58.9 | E | | 118.0 | F | |
| Intersection Delay, s/veh / LOS | 61.9 | | | | | | E | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Pedestrian LOS Score / LOS | 2.8 | C | 2.9 | C | 2.9 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.7 | A | 1.7 | A | 1.0 | A | 1.9 | A |

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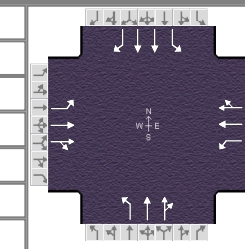
# HCS 2010 Signalized Intersection Intermediate Values

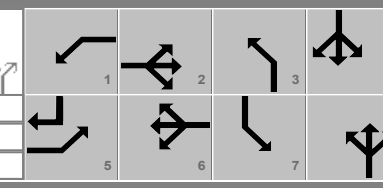
| General Information | | | | Intersection Information | |
|---|---|---|---|---|---|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | BSM | Analysis Date | Jan 26, 2017 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM Peak Hour | PHF | 0.98 |
| Urban Street | Ogden Avenue | Analysis Year | 2022 | Analysis Period | 1> 7:00 |
| Intersection | Ogden Avenue with Mai… | File Name | Ogden and Main PMPR.xus | | |
| Project Description | PM Existing Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( $v$ ), veh/h | 196 | 1159 | 102 | 179 | 1227 | 88 | 190 | 318 | 95 | 262 | 755 | 688 |

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 10.0 | 0.8 | 63.7 | 11.5 | 3.3 | 28.2 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 |
| Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 |




| | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Saturation Flow / Delay** | L | T | R | L | T | R | L | T | R | L | T | R |
| Lane Width Adjustment Factor ($f_w$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 | 0.980 | 1.000 | 0.980 | 0.990 | 1.000 | 0.971 | 0.990 | 1.000 | 0.980 | 0.990 | 0.990 |
| Approach Grade Adjustment Factor ($f_g$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Parking Activity Adjustment Factor ($f_p$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ($f_{bb}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ($f_a$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ($f_{LU}$) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 0.952 | 1.000 |
| Left-Turn Adjustment Factor ($f_{LT}$) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor ($f_{RT}$) | | 0.971 | 0.971 | | 0.976 | 0.976 | | 0.921 | 0.921 | | 0.000 | 0.847 |
| Left-Turn Pedestrian Adjustment Factor ($f_{Lpb}$) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor ($f_{Rpb}$) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Movement Saturation Flow Rate ($s$), veh/h | 1757 | 3376 | 297 | 1774 | 3469 | 248 | 1757 | 2794 | 821 | 1774 | 3770 | 1594 |
| Proportion of Vehicles Arriving on Green ($P$) | 0.08 | 0.61 | 0.46 | 0.07 | 0.61 | 0.46 | 0.08 | 0.20 | 0.20 | 0.13 | 0.25 | 0.25 |
| Incremental Delay Factor ($k$) | 0.16 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 | 0.39 | 0.20 | 0.21 | 0.27 | 0.37 | 0.50 |

| **Signal Timing / Movement Groups** | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|---|---|---|---|---|---|---|---|
| Lost Time ($t_L$) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio ($g/C$) | 0.53 | 0.46 | 0.53 | 0.46 | 0.28 | 0.20 | 0.35 | 0.25 |
| Permitted Saturation Flow Rate ($s_p$), veh/h/ln | 402 | 0 | 427 | 0 | 689 | 0 | 962 | 0 |
| Shared Saturation Flow Rate ($s_{sh}$), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time ($g_p$), s | 63.7 | 0.0 | 63.7 | 0.0 | 28.2 | 0.0 | 30.2 | 0.0 |
| Permitted Service Time ($g_u$), s | 24.5 | 0.0 | 25.9 | 0.0 | 6.0 | 0.0 | 13.3 | 0.0 |
| Permitted Queue Service Time ($g_{ps}$), s | 24.5 | | 25.9 | | 6.0 | | 6.5 | |
| Time to First Blockage ($g_f$), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage ($g_{fs}$), s | | | | | | | | |
| Protected Right Saturation Flow ($s_R$), veh/h/ln | | | | | | | | 1594 |
| Protected Right Effective Green Time ($g_R$), s | | | | | | | | 10.8 |
| **Multimodal** | EB | | WB | | NB | | SB | |
| Pedestrian $F_w$ / $F_v$ | 2.107 | 0.00 | 2.224 | 0.00 | 2.107 | 0.00 | 2.107 | 0.00 |
| Pedestrian $F_s$ / $F_{delay}$ | 0.000 | 0.121 | 0.000 | 0.122 | 0.000 | 0.152 | 0.000 | 0.147 |
| Pedestrian $M_{corner}$ / $M_{cw}$ | | | | | | | | |
| Bicycle $c_b$ / $d_b$ | 921.90 | 20.34 | 910.11 | 20.79 | 403.38 | 44.61 | 500.00 | 39.38 |
| Bicycle $F_w$ / $F_v$ | -3.64 | 1.23 | -3.64 | 1.26 | -3.64 | 0.51 | -3.64 | 1.44 |

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## --- Messages ---

WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

## --- Comments ---

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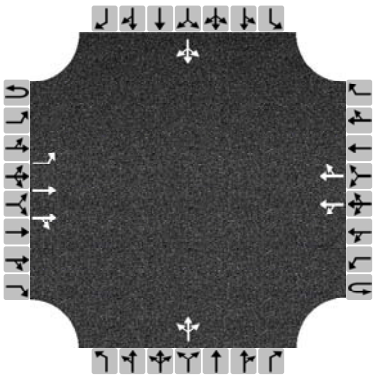
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Forest |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2016 | North/South Street | Forest Ave/Access Drive |
| Time Analyzed | AM Peak Hour | Peak Hour Factor | 0.98 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 1 | 0 |
| Configuration | | L | T | TR | | LT | | TR | | | LTR | | | | LTR | |
| Volume, V (veh/h) | | 2 | 1358 | 16 | | 2 | 1251 | 4 | | 0 | 0 | 19 | | 0 | 0 | 0 |
| Percent Heavy Vehicles (%) | | 0 | | | | 0 | | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | 0 | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 4.1 | | | | 4.1 | | | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 |
| Critical Headway (sec) | | 4.10 | | | | 4.10 | | | | 6.80 | 6.50 | 6.90 | | 7.50 | 6.50 | 6.90 |
| Base Follow-Up Headway (sec) | | 2.2 | | | | 2.2 | | | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 |
| Follow-Up Headway (sec) | | 2.20 | | | | 2.20 | | | | 3.50 | 4.00 | 3.30 | | 3.50 | 4.00 | 3.30 |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 2 | | | | 2 | | | | | 19 | | | | 0 | |
| Capacity, c (veh/h) | | 549 | | | | 494 | | | | | 386 | | | | 0 | |
| v/c Ratio | | 0.00 | | | | 0.00 | | | | | 0.05 | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.0 | | | | 0.0 | | | | | 0.2 | | | | | |
| Control Delay (s/veh) | | 11.6 | | | | 12.3 | | | | | 14.8 | | | | 5.0 | |
| Level of Service, LOS | | B | | | | B | | | | | B | | | | A | |
| Approach Delay (s/veh) | 0.0 | | | | 0.1 | | | | 14.8 | | | | 5.0 | | | |
| Approach LOS | | | | | | | | | B | | | | A | | | |

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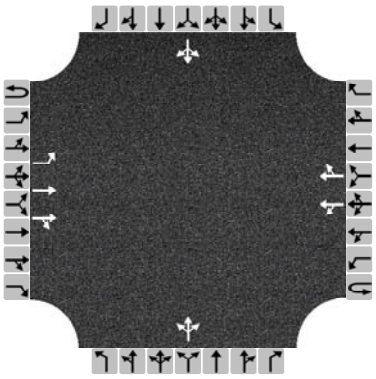
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Forest |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2016 | North/South Street | Forest Ave/Access Drive |
| Time Analyzed | PM PEak Hour | Peak Hour Factor | 0.99 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 1 | 0 |
| Configuration | | L | T | TR | | LT | | TR | | | LTR | | | | LTR | |
| Volume, V (veh/h) | | 2 | 1358 | 16 | | 3 | 1945 | 8 | | 4 | 0 | 5 | | 2 | 0 | 0 |
| Percent Heavy Vehicles (%) | | 0 | | | | 0 | | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | 0 | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | 4.1 | | | | 4.1 | | | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 |
| Critical Headway (sec) | | 4.10 | | | | 4.10 | | | | 7.50 | 6.50 | 6.90 | | 7.50 | 6.50 | 6.90 |
| Base Follow-Up Headway (sec) | | 2.2 | | | | 2.2 | | | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 |
| Follow-Up Headway (sec) | | 2.20 | | | | 2.20 | | | | 3.50 | 4.00 | 3.30 | | 3.50 | 4.00 | 3.30 |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 2 | | | | 3 | | | | | 9 | | | | 2 | |
| Capacity, c (veh/h) | | 298 | | | | 500 | | | | | 169 | | | | 56 | |
| v/c Ratio | | 0.01 | | | | 0.01 | | | | | 0.05 | | | | 0.04 | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.0 | | | | 0.0 | | | | | 0.2 | | | | 0.1 | |
| Control Delay (s/veh) | | 17.2 | | | | 12.2 | | | | | 27.5 | | | | 71.1 | |
| Level of Service, LOS | | C | | | | B | | | | | D | | | | F | |
| Approach Delay (s/veh) | 0.0 | | | | | | | | 27.5 | | | | 71.1 | | | |
| Approach LOS | | | | | | | | | D | | | | F | | | |

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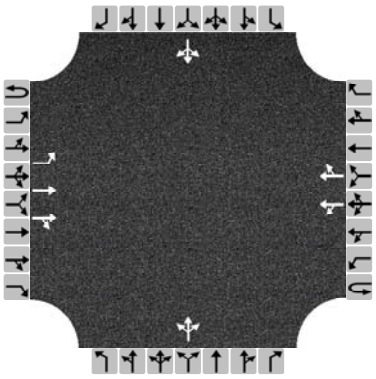
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Forest |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2022 | North/South Street | Forest Ave/Access Drive |
| Time Analyzed | AM Peak Hour | Peak Hour Factor | 0.98 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 1 | 0 |
| Configuration | | L | T | TR | | LT | | TR | | | LTR | | | | LTR | |
| Volume, V (veh/h) | | 17 | 1681 | 19 | | 2 | 1295 | 36 | | 0 | 0 | 20 | | 21 | 0 | 15 |
| Percent Heavy Vehicles (%) | | 0 | | | | 0 | | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | 0 | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 17 | | | | 2 | | | | | 20 | | | | 36 | |
| Capacity, c (veh/h) | | 513 | | | | 368 | | | | | 300 | | | | 147 | |
| v/c Ratio | | 0.03 | | | | 0.01 | | | | | 0.07 | | | | 0.25 | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.1 | | | | 0.0 | | | | | 0.2 | | | | 0.9 | |
| Control Delay (s/veh) | | 12.3 | | | | 14.8 | | | | | 17.8 | | | | 37.3 | |
| Level of Service, LOS | | B | | | | B | | | | | C | | | | E | |
| Approach Delay (s/veh) | 0.1 | | | | 0.2 | | | | 17.8 | | | | 37.3 | | | |
| Approach LOS | | | | | | | | | C | | | | E | | | |

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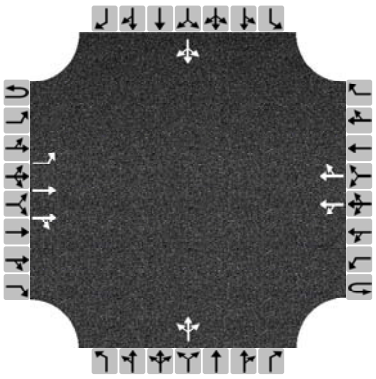
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Forest |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2022 | North/South Street | Forest Ave/Access Drive |
| Time Analyzed | PM Peak Hour | Peak Hour Factor | 0.99 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 1 | 0 |
| Configuration | | L | T | TR | | LT | | TR | | | LTR | | | | LTR | |
| Volume, V (veh/h) | | 31 | 1416 | 16 | | 3 | 2015 | 64 | | 4 | 0 | 5 | | 37 | 0 | 21 |
| Percent Heavy Vehicles (%) | | 0 | | | | 0 | | | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | 0 | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 31 | | | | 3 | | | | | 9 | | | | 58 | |
| Capacity, c (veh/h) | | 266 | | | | 475 | | | | | 132 | | | | 66 | |
| v/c Ratio | | 0.12 | | | | 0.01 | | | | | 0.07 | | | | 0.88 | |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.4 | | | | 0.0 | | | | | 0.2 | | | | 4.2 | |
| Control Delay (s/veh) | | 20.3 | | | | 12.6 | | | | | 34.3 | | | | 183.6 | |
| Level of Service, LOS | | C | | | | B | | | | | D | | | | F | |
| Approach Delay (s/veh) | 0.4 | | | | | | | | 34.3 | | | | 183.6 | | | |
| Approach LOS | | | | | | | | | D | | | | F | | | |

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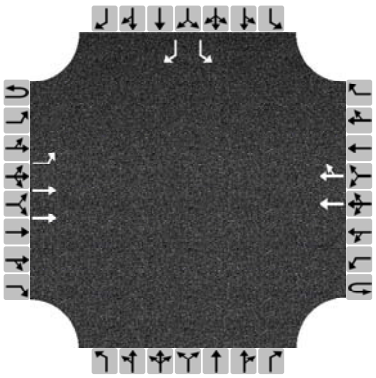
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Jewel |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2016 | North/South Street | Jewel Access Drive |
| Time Analyzed | AM Peak Hour | Peak Hour Factor | 0.98 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | | 0 | 0 | 0 | | 1 | 0 | 1 |
| Configuration | | L | T | | | | T | TR | | | | | | L | | R |
| Volume, V (veh/h) | | 2 | 1632 | | | | 1208 | 43 | | | | | | 8 | | 11 |
| Percent Heavy Vehicles (%) | | 0 | | | | | | | | | | | | 0 | | 0 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | 0 | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 2 | | | | | | | | | | | | 8 | | 11 |
| Capacity, c (veh/h) | | 551 | | | | | | | | | | | | 154 | | 424 |
| v/c Ratio | | 0.00 | | | | | | | | | | | | 0.05 | | 0.03 |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.0 | | | | | | | | | | | | 0.2 | | 0.1 |
| Control Delay (s/veh) | | 11.6 | | | | | | | | | | | | 29.7 | | 13.7 |
| Level of Service, LOS | | B | | | | | | | | | | | | D | | B |
| Approach Delay (s/veh) | 0.0 | | | | | | | | | | | | 20.4 | | | |
| Approach LOS | | | | | | | | | | | | | C | | | |

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# HCS 2010 Two-Way Stop-Control Report

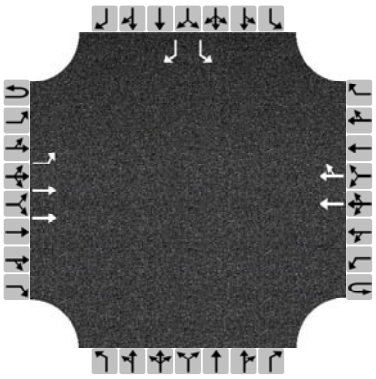
## General Information

| | |
|---|---|
| Analyst | BSM |
| Agency/Co. | KLOA, Inc. |
| Date Performed | 1/26/2017 |
| Analysis Year | 2016 |
| Time Analyzed | PM Peak Hour |
| Intersection Orientation | East-West |
| Project Description | 16-171 |

## Site Information

| | |
|---|---|
| Intersection | Ogden and Jewel |
| Jurisdiction | IDOT |
| East/West Street | Ogden Avenue |
| North/South Street | Jewel Access Drive |
| Peak Hour Factor | 0.99 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | | 0 | 0 | 0 | | 1 | 0 | 1 |
| Configuration | | L | T | | | | T | TR | | | | | | L | | R |
| Volume, V (veh/h) | | 7 | 1362 | | | | 1866 | 78 | | | | | | 12 | | 24 |
| Percent Heavy Vehicles (%) | | 0 | | | | | | | | | | | | 0 | | 0 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | 0 | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 7 | | | | | | | | | | | | 12 | | 24 |
| Capacity, c (veh/h) | | 300 | | | | | | | | | | | | 81 | | 252 |
| v/c Ratio | | 0.02 | | | | | | | | | | | | 0.15 | | 0.10 |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.1 | | | | | | | | | | | | 0.5 | | 0.3 |
| Control Delay (s/veh) | | 17.3 | | | | | | | | | | | | 56.8 | | 20.8 |
| Level of Service, LOS | | C | | | | | | | | | | | | F | | C |
| Approach Delay (s/veh) | 0.1 | | | | | | | | | | | | 32.8 | | | |
| Approach LOS | | | | | | | | | | | | | D | | | |

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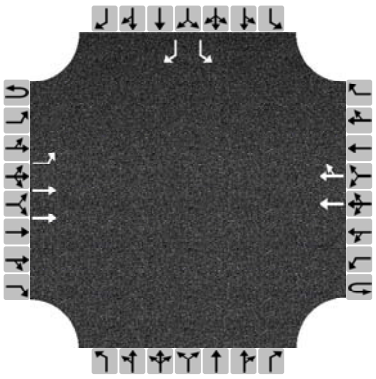
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Jewel |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2022 | North/South Street | Jewel Access Drive |
| Time Analyzed | AM Peak Hour | Peak Hour Factor | 0.98 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | | 0 | 0 | 0 | | 1 | 0 | 1 |
| Configuration | | L | T | | | | T | TR | | | | | | L | | R |
| Volume, V (veh/h) | | 19 | 1688 | | | | 1252 | 56 | | | | | | 29 | | 24 |
| Percent Heavy Vehicles (%) | | 0 | | | | | | | | | | | | 0 | | 0 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | 0 | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 19 | | | | | | | | | | | | 30 | | 24 |
| Capacity, c (veh/h) | | 523 | | | | | | | | | | | | 140 | | 406 |
| v/c Ratio | | 0.04 | | | | | | | | | | | | 0.21 | | 0.06 |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.1 | | | | | | | | | | | | 0.8 | | 0.2 |
| Control Delay (s/veh) | | 12.1 | | | | | | | | | | | | 37.6 | | 14.4 |
| Level of Service, LOS | | B | | | | | | | | | | | | E | | B |
| Approach Delay (s/veh) | 0.1 | | | | | | | | | | | | 27.3 | | | |
| Approach LOS | | | | | | | | | | | | | D | | | |

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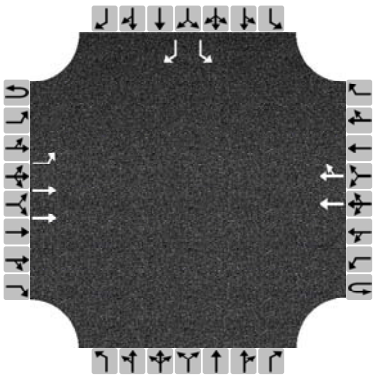
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Jewel |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2022 | North/South Street | Jewel Access Drive |
| Time Analyzed | PM Peak Hour | Peak Hour Factor | 0.99 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | | 0 | 0 | 0 | | 1 | 0 | 1 |
| Configuration | | L | T | | | | T | TR | | | | | | L | | R |
| Volume, V (veh/h) | | 37 | 1414 | | | | 1933 | 102 | | | | | | 47 | | 46 |
| Percent Heavy Vehicles (%) | | 0 | | | | | | | | | | | | 0 | | 0 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | 0 | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | 37 | | | | | | | | | | | | 47 | | 46 |
| Capacity, c (veh/h) | | 277 | | | | | | | | | | | | 71 | | 235 |
| v/c Ratio | | 0.13 | | | | | | | | | | | | 0.66 | | 0.20 |
| 95% Queue Length, $Q_{95}$ (veh) | | 0.5 | | | | | | | | | | | | 3.0 | | 0.7 |
| Control Delay (s/veh) | | 20.0 | | | | | | | | | | | | 124.2 | | 24.0 |
| Level of Service, LOS | | C | | | | | | | | | | | | F | | C |
| Approach Delay (s/veh) | 0.5 | | | | | | | | | | | | 74.6 | | | |
| Approach LOS | | | | | | | | | | | | | F | | | |

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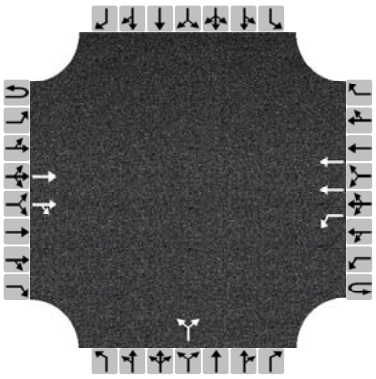
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Four Seasons |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2016 | North/South Street | Four Seasons Access Drive |
| Time Analyzed | AM Peak Hour | Peak Hour Factor | 0.98 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Configuration | | | T | TR | | L | T | | | | LR | | | | | |
| Volume, V (veh/h) | | | 1640 | 0 | | 0 | 1251 | | | 0 | | 0 | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 0 | | 0 | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | 0 | | | | | 0 | | | | | |
| Capacity, c (veh/h) | | | | | | 389 | | | | | 0 | | | | | |
| v/c Ratio | | | | | | 0.00 | | | | | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | 0.0 | | | | | | | | | | |
| Control Delay (s/veh) | | | | | | 14.3 | | | | | 5.0 | | | | | |
| Level of Service, LOS | | | | | | B | | | | | A | | | | | |
| Approach Delay (s/veh) | | | | | 0.0 | | | | 5.0 | | | | | | | |
| Approach LOS | | | | | | | | | A | | | | | | | |

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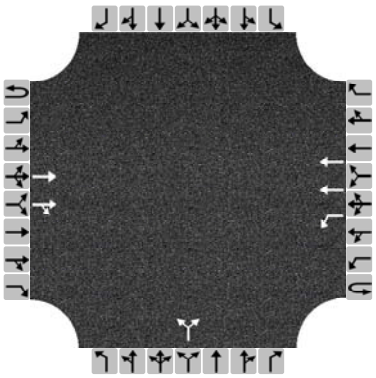
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Four Seasons |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2016 | North/South Street | Four Seasons Access Drive |
| Time Analyzed | PM Peak Hour | Peak Hour Factor | 0.99 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Configuration | | | T | TR | | L | T | | | | LR | | | | | |
| Volume, V (veh/h) | | | 1373 | 1 | | 1 | 1944 | | | 0 | | 3 | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 0 | | 0 | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | 1 | | | | | 3 | | | | | |
| Capacity, c (veh/h) | | | | | | 500 | | | | | 390 | | | | | |
| v/c Ratio | | | | | | 0.00 | | | | | 0.01 | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | 0.0 | | | | | 0.0 | | | | | |
| Control Delay (s/veh) | | | | | | 12.2 | | | | | 14.3 | | | | | |
| Level of Service, LOS | | | | | | B | | | | | B | | | | | |
| Approach Delay (s/veh) | | | | | 0.0 | | | | 14.3 | | | | | | | |
| Approach LOS | | | | | | | | | B | | | | | | | |

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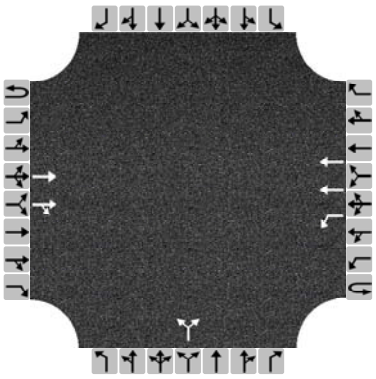
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Four Seasons |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2022 | North/South Street | Four Seasons Access Drive |
| Time Analyzed | AM Peak Hour | Peak Hour Factor | 0.98 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Configuration | | | T | TR | | L | T | | | | LR | | | | | |
| Volume, V (veh/h) | | | 1717 | 0 | | 0 | 1308 | | | 0 | | 0 | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 0 | | 0 | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | 0 | | | | | 0 | | | | | |
| Capacity, c (veh/h) | | | | | | 363 | | | | | 0 | | | | | |
| v/c Ratio | | | | | | 0.00 | | | | | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | 0.0 | | | | | | | | | | |
| Control Delay (s/veh) | | | | | | 14.9 | | | | | 5.0 | | | | | |
| Level of Service, LOS | | | | | | B | | | | | A | | | | | |
| Approach Delay (s/veh) | | | | | 0.0 | | | | 5.0 | | | | | | | |
| Approach LOS | | | | | | | | | A | | | | | | | |

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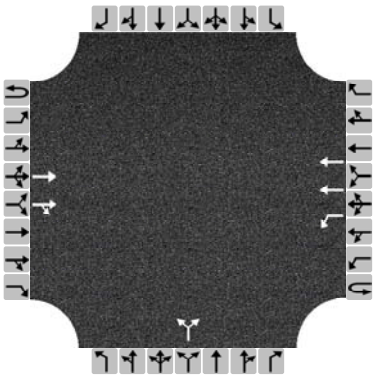
# HCS 2010 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | BSM | Intersection | Ogden and Four Seasons |
| Agency/Co. | KLOA, Inc. | Jurisdiction | IDOT |
| Date Performed | 1/26/2017 | East/West Street | Ogden Avenue |
| Analysis Year | 2022 | North/South Street | Four Seasons Access Drive |
| Time Analyzed | PM Peak Hour | Peak Hour Factor | 0.99 |
| Intersection Orientation | East-West | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Configuration | | | T | TR | | L | T | | | | LR | | | | | |
| Volume, V (veh/h) | | | 1460 | 1 | | 1 | 2035 | | | 0 | | 3 | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 0 | | 0 | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | 1 | | | | | 3 | | | | | |
| Capacity, c (veh/h) | | | | | | 463 | | | | | 365 | | | | | |
| v/c Ratio | | | | | | 0.00 | | | | | 0.01 | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | 0.0 | | | | | 0.0 | | | | | |
| Control Delay (s/veh) | | | | | | 12.8 | | | | | 14.9 | | | | | |
| Level of Service, LOS | | | | | | B | | | | | B | | | | | |
| Approach Delay (s/veh) | | | | | 0.0 | | | | 14.9 | | | | | | | |
| Approach LOS | | | | | | | | | B | | | | | | | |

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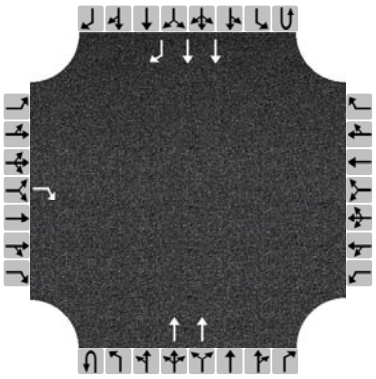
# HCS 2010 Two-Way Stop-Control Report

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | BSM | Intersection | Main with Proposed RIRO |
| Agency/Co. | KLOA, Inc. | Jurisdiction | Downers Grove |
| Date Performed | 1/26/2017 | East/West Street | Right-In/Right-Out Access |
| Analysis Year | 2022 | North/South Street | Main Street |
| Time Analyzed | AM Peak Hour | Peak Hour Factor | 0.95 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 |
| Configuration | | | | R | | | | | | | T | | | | T | R |
| Volume, V (veh/h) | | | | 12 | | | | | | | 1085 | | | | 581 | 12 |
| Percent Heavy Vehicles (%) | | | | 3 | | | | | | | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | | | | | | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Undivided | | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | 6.9 | | | | | | | | | | | | |
| Critical Headway (sec) | | | | 6.96 | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | 3.3 | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | 3.33 | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | 13 | | | | | | | | | | | | |
| Capacity, c (veh/h) | | | | 687 | | | | | | | | | | | | |
| v/c Ratio | | | | 0.02 | | | | | | | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | 0.1 | | | | | | | | | | | | |
| Control Delay (s/veh) | | | | 10.3 | | | | | | | | | | | | |
| Level of Service, LOS | | | | B | | | | | | | | | | | | |
| Approach Delay (s/veh) | 10.3 | | | | | | | | | | | | | | | |
| Approach LOS | B | | | | | | | | | | | | | | | |

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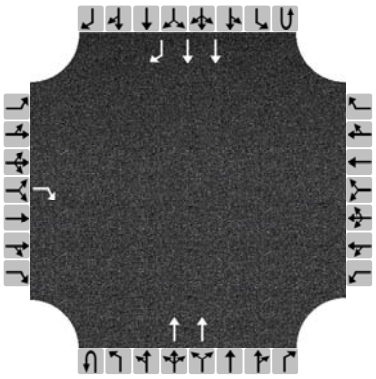
# HCS 2010 Two-Way Stop-Control Report

## General Information / Site Information

| General Information | | Site Information | |
|---|---|---|---|
| Analyst | BSM | Intersection | Main with Proposed RIRO |
| Agency/Co. | KLOA, Inc. | Jurisdiction | Downers Grove |
| Date Performed | 1/26/2017 | East/West Street | Right-In/Right-Out Access |
| Analysis Year | 2022 | North/South Street | Main Street |
| Time Analyzed | PM Peak Hour | Peak Hour Factor | 0.95 |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.25 |
| Project Description | 16-171 | | |

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 |
| Configuration | | | | R | | | | | | | T | | | | T | R |
| Volume, V (veh/h) | | | | 20 | | | | | | | 602 | | | | 1685 | 21 |
| Percent Heavy Vehicles (%) | | | | 3 | | | | | | | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | | | | | | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Undivided | | | | | | | | | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | 6.9 | | | | | | | | | | | | |
| Critical Headway (sec) | | | | 6.96 | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | 3.3 | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | 3.33 | | | | | | | | | | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | 21 | | | | | | | | | | | | |
| Capacity, c (veh/h) | | | | 285 | | | | | | | | | | | | |
| v/c Ratio | | | | 0.07 | | | | | | | | | | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | 0.2 | | | | | | | | | | | | |
| Control Delay (s/veh) | | | | 18.6 | | | | | | | | | | | | |
| Level of Service, LOS | | | | C | | | | | | | | | | | | |
| Approach Delay (s/veh) | 18.6 | | | | | | | | | | | | | | | |
| Approach LOS | C | | | | | | | | | | | | | | | |

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February 9, 2017

Mr. Max Odom
Chief Operating Officer
Vequity LLC
400 North State Street, Suite 400
Chicago, Illinois 60654

RE Public Alley Vacation
West Side of Main Street
Just North of 1030 West Ogden Avenue
Downers Grove, Illinois

Dear Mr. Odom:

At your request, we have personally inspected the above-captioned real estate and completed the analysis necessary to develop an opinion of the Market Value of the fee simple interest as of February 5, 2017. The Appraisal Report that follows sets forth our analysis of the neighborhood, site, comparable data and assumptions and limiting conditions.

The subject real estate is a 2,672± square foot public alley right-of-way located on the west side of Main Street, just north of the property identified as 1030 West Ogden Avenue in Downers Grove, Illinois. The alley is owned by the Village of Downers Grove and is proposed for vacation and a possible sale to the adjoining property owner as described herein.

Based on our inspection, investigation and analysis of the property, it is our opinion that the *Market Value* of the fee simple interest as of February 5, 2017 was $10,000.

The opinions contained herein are subject to the attached limiting conditions, certification and special assumptions. This appraisal report has been prepared in conformity with, and is subject to the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute, which include the Uniform Standards of Professional Appraisal Practice (USPAP).

Respectfully submitted,

Susan A. Enright, MAI
Illinois State Certified General Real Estate Appraiser
(553.000677, Exp. 9/30/2017)

John C. Hereford
Illinois State Certified General Real Estate Appraiser
(553.002449, Exp. 9/30/2017)

*Since 1940*

## SUMMARY OF PERTINENT DATA

| | |
|---|---|
| Property Appraised: | Public Alley Vacation<br>West Side of Main Street<br>Just North of 1030 West Ogden Avenue<br>Downers Grove, Illinois |
| Property Rights Appraised: | Fee Simple Interest |
| Land Area to be Vacated: | 2,672± Square Feet |
| Land Area of Adjacent Parcel to South: | 12,244± Square Feet |
| Shape: | Basically Rectangular |
| Frontage: | 16± feet of frontage along the west side of Main Street. |
| Topography: | Generally Level |
| Zoning: | While the subject property is not currently zoned, the parcel to the immediate south is zoned B-3, General Services and Highway Business District. |
| Highest and Best Use: | Assemblage with the adjoining site to the south (currently improved with a shuttered bank building) and potentially other nearby sites for redevelopment. |
| Market Value Conclusion: | $10,000 |
| Valuation Date: | February 5, 2017 |
| Inspection Date: | February 5, 2017 |

## INTRODUCTION

### REAL PROPERTY INTEREST APPRAISED

*Fee Simple Interest*. This interest is defined by the Appraisal Institute as:

> *An absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.*

The property is encumbered by a Commonwealth Edison power line easement and as such can only be used for circulation or parking.

### EFFECTIVE DATE OF VALUE

The effective date of value is February 5, 2017 (also the date of inspection).

### EXPOSURE TIME

The definition of Market Value requires adequate marketing efforts and reasonable time for exposure in the open market. The exposure time is the length of time the property would have been offered on the market prior to sale as of the effective date of the appraisal. Determination of the required exposure time is based on examination of the marketing times of recently closed transactions and observations of changes in market conditions. Given the location of the subject property and current market conditions, a 12-month exposure time is considered reasonable.

### IDENTIFICATION OF THE REAL ESTATE

The subject real estate is a 2,672± square foot public alley located just north of 1030 West Ogden Avenue and extending 167 feet west from Main Street in Downers Grove, Illinois. We do not have a legal description that to our satisfaction would be suitable for use in any conveyance or other legal document. It is our recommendation that a full and complete legal description be secured and verified by legal counsel prior to any use whatsoever. No personal property, trade fixtures, or intangible items are included in the value conclusion.

## EXTRAORDINARY ASSUMPTIONS/HYPOTHETICAL CONDITIONS

There were no extraordinary assumptions or hypothetical conditions that may have affected the assignment results.

## COMPLIANCE AND COMPETENCY

To the best of our knowledge, the analyses, opinions and conclusions were developed, and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice (USPAP) of the Appraisal Foundation and the Appraisal Institute. From our understanding of the assignment to be performed, it is our opinion that we are fully competent to perform this appraisal, due to the fact that:

1. The appraisers have full knowledge and experience in the nature of this assignment.
2. All necessary and appropriate steps have been taken in order to complete the assignment competently.
3. There is no lack of knowledge or experience that would prohibit this assignment to be completed in a professional competent manner or where a biased or misleading opinion of value would be rendered.

During the 2000s, the population of the Chicago-Joliet-Naperville MSA experienced continued growth, although at a slower rate than during the 1990s. Most of the growth was in the outlying Illinois counties of DeKalb, Grundy, Kane, Kendall, McHenry and Will that experienced growth rates in excess of 18% in the past decade.

The City of Chicago dominates the MSA with over 28% of the area's population and an equal percentage of the area's total jobs. During the past decade, communities closest to the City core such as the Loop, Near South Side, Near North Side and Near West Side saw population increases while several south side communities saw decreases resulting in an overall City of Chicago population decline of 6.9%.

Commuting patterns in the Chicago area are strongly influenced by the dominance of Chicago's central business district in terms of employment. As with most US metropolitan areas, many more people work in the central business district than live there and workers commute many miles from their suburban homes to work downtown. As a consequence, the region's extensive rail and highway system has developed along a hub-and-spoke pattern. Several employment sub-centers have developed in out-lying suburban communities including Evanston, Schaumburg, Aurora and Naperville.

## Income and Employment

The Chicago-Joliet-Naperville MSA has one of the largest metropolitan economies in the world with a 2014 metropolitan gross national product (GDP) of $610.6 billion, ranking it third in the United States behind Los Angeles and New York. Key elements to the success of the Chicago Metropolitan Area are its central location, skilled work force of almost 5 million and a diverse economy. As a whole, service-related industries are the dominant employment sectors in the greater Chicago metropolitan area. The following chart details employment trends in the Chicago Metropolitan Area:

*Professional and Business Services and Financial Activities* - The Chicago Metropolitan Area is one of the most influential financial and business centers in the world and is the home of the Chicago Board of Trade and the Chicago Mercantile Exchange. Its position as a world leader in financial and business services has attracted the headquarters and facilities of a substantial number of large and influential global firms. Specifically, the Chicago Metropolitan Area is the global center for trading in commodity and financial products and home to the headquarters of dozens of Fortune 500 companies, including Boeing, McDonald's, Walgreen, Kraft Foods, Sears, Illinois Tool Works, Baxter International, Motorola Mobility, Discover Financial Services Abbott, and United Continental Airlines. A growing number of foreign multinationals have also located their North American headquarters in Chicago or surrounding suburbs. Professional and Business Services and Financial Activities combined represented almost a quarter of total employment in the MSA.

*Education and Health Services* - High-caliber educational institutions and health services in the Chicago region have played a central role in attracting world-leading firms and high-value added activities into the region. Chicago's top universities include Northwestern University, University of Chicago, Loyola University Chicago, DePaul University, Illinois Institute of Technology and University of Illinois at Chicago. These and other local institutions of higher education contribute to creating a world center of learning and research. The University of Illinois Chicago and the University of Chicago are among the top employers in the area and have a combined employment of over 25,000. Educational and health services jobs have been notably resilient even during recessionary periods and account for about 15% of total employment.

*Leisure and Hospitality* - An important asset for the Chicago Metropolitan Area is the richness and diversity of its cultural offerings and urban amenities. Situated squarely in the center of the country, Chicago is easy accessible via a wide variety of airlines, six class-one railroads and a vast network of major highways. Chicago's McCormick Place is the largest convention center in the country. The Chicagoland area has a diverse selection of guest rooms. The MSA also has a wealth of natural resources, including an extensive system of parks, open spaces, trails, and

relatively affordable market in which to live when compared to other major markets. According to the most recent census data, the average household income level in the Chicago Metropolitan area was $82,593. This is higher than the national average of $70,173.

In summary, the Chicago Metropolitan Area is one of the largest and most diverse markets in the country, which has helped maintain its consistent and relatively stable economic performance. Chicago's traditional manufacturing industries have declined in importance, but new high technology, finance and service sectors are becoming increasingly important. Innovation in the financial sector has helped maintain Chicago's position as a world-class financial center. Longer term, high-tech industries, the vast transportation and distribution network, a more streamlined manufacturing base, and Chicago's role as the service center of the Midwest are all expected to support the metropolitan area's economy.

## VILLAGE OF DOWNERS GROVE DATA

The Village of Downers Grove is located approximately 22 miles southwest of the Loop in the southeast portion of DuPage County. The community generally extends from Butterfield Road on the north to 75th Street on the south and from Fairview Avenue on the east to the North-South Tollway (Interstate 355) on the west. Downers Grove is part of the west suburban corridor that includes Lombard and Glen Ellyn on the north, Oak Brook and Westmont on the east, Lisle and Woodridge on the west and Darien and Bolingbrook on the south.

Downers Grove benefits from it proximity to the expressway system. The East-West Tollway (I-88) bisects the north portion of the community and interchanges are available at Highland Avenue and Route 53. The North-South Tollway (I-355) extends along the west side of the community and interchanges are available at Butterfield Road, Ogden Avenue, Maple Avenue, 63rd Street and 75th Street. The Stevenson Expressway (I-55) is located two miles to the south and interchanges are available at Lemont Road and Cass Avenue.

There are two older commercial service storefronts to the west of the corner parcel followed by a shuttered former U.S. Bank branch and a Jewel Osco grocery store all fronting along Ogden Avenue.

The northeast corner of Ogden Avenue and Main Street is improved with a Walgreens. The southeast corner is improved with a retail building occupied by an insurance agency. The southwest corner is improved with a BP gas station. There is an older retail strip center located to the north of the subject property.

The estimated 2010 demographics in the one, three and five-mile radius trade area are summarized as follows:

| | 1 Mile | 3 Miles | 5 Miles |
|---|---|---|---|
| Population | 13,008 | 87,498 | 258,574 |
| Households | 5,104 | 36,121 | 104,065 |
| Median HH Income | $93,480 | $79,441 | $78,722 |
| Average HH Income | $125,111 | $108,781 | $109,567 |

*Source: ESRI and 2010 U.S. Census*

The demographics point to a mature and stable suburban population base with the median household income and the average household income both higher than the national averages of $50,157 and $68,162, respectively.

In conclusion, the subject property is located on the west side of Main Street, just north of Ogden Avenue in the northern portion of Downers Grove. As a stand-alone parcel, the subject alley is not suitable for development. The parcel to the immediate south is improved with a shuttered bank building. The subject alley is proposed for vacation and assemblage with this parcel and potentially other parcels fronting along Ogden Avenue for a master planned redevelopment. If assembled, the subject property would be well-suited for commercial development or an overall commercial redevelopment in conjunction with the adjoining properties to the south and west.

| | |
|---|---|
| Utilities: | The alley is presently impressed with a Commonwealth Edison utility easement with above-ground poles. The cost to remove the poles and move the electric lines underground is estimated to be in the range of $250,000.<br><br>At present, the subject alley does not have water, sewer and gas lines extended to the site; however, these utilities are installed and available for service on the adjoining parcel to the south. |
| Topography: | The topography of the subject property is generally level but the adjoining parcel to the south slopes downward to the south. |
| Flood Hazard: | Unshaded Zone X (FEMA - Community Panel 17043C 0901 H, Effective December 16, 2004).<br><br>No soil or subsoil tests have been provided, however, it is believed and assumed that no adverse soil conditions exist. |
| Soil Conditions / Environmental: | No soil or subsoil tests have been provided or reviewed but there is potential that a known adverse environmental condition present on the adjacent parcel may have spread onto the subject property. We are not experts in this field but are aware that any contamination issues would need to be remediated prior to any development or |

## HIGHEST AND BEST USE

The highest and best use of a property is a function of market forces that are defined by the reactions of buyers and sellers of this type of real estate. This concept underlies the value premise and methodology utilized in valuation of property. Highest and best use is sometimes referred to as the optimum use, however, uses which are dependent upon uncertainties or a combination of events are not usually considered reasonably probable and are excluded as potential uses. Highest and best use is defined by the Appraisal Institute as follows:

> *The most probable use of a property which is physically possible, appropriately justified, legally permissible, financially feasible, and which results in the highest value of the property being valued.*

The highest and best use of the subject is typically considered on two levels if it is improved:

1. The Highest and Best Use of the Land as Vacant
2. The Highest and Best Use of the Property as Improved

In both cases, the highest and best use must meet four criteria. Each highest and best use must be legally permissible, physically possible, financially feasible and maximally productive. The highest and best use of the subject property is summarized as follows:

The subject is currently a public right-of-way in an area that is generally zoned B-3, General Services and Highway Business District. The subject site does not have adequate size and frontage to support development as a stand-alone parcel. Instead, the subject must be assembled with an adjoining parcel to support vertical development. However, even if vacated and assembled with an adjacent parcel there could be no vertical development upon the subject property due to the impressment of the electric utility easement. Rather, the land area below the alley, if vacated, could only be used for circulation and/or parking. Further, it would likely cost $250,000 to remove the poles and relocate the electrical wires below ground. As such, the highest and best of the subject property appears to be assemblage with the adjoining parcel to the south for circulation or parking use.

Summary of Comparable Data

| Sale No. | Property Address | City | Sale Date | Sale Price | Land Area | Zoning | Price /SF |
|---|---|---|---|---|---|---|---|
| 1 | 1512 Ogden Avenue | Downers Grove | 1/17 | $1,012,500 | 30,600 | B-3 | $33.09 |
| 2 | 12800 South Route 59 | Plainfield | 4/16 | $910,000 | 52,871 | B-3 | $17.21 |
| 3 | SEC LaGrange Road & 143rd Street | Orland Park | 3/16 | $2,000,000 | 69,696 | VCD | $28.70 |
| 4 | 1030 West Ogden Avenue | Downers Grove | 9/15 | $175,000 | 12,244 | B-3 | $14.29 |
| 5 | 15890-15898 S. LaGrange Road | Orland Park | 7/15 | $1,450,000 | 47,574 | VCD | $30.48 |
| 6 | 1201 East Ogden Avenue | Downers Grove | 1/15 | $729,000 | 20,620 | B-3 | $35.35 |
| *Subj.* | *Subject Alley Right-of-Way* | *Downers Grove* | *n/a* | *n/a* | *2,672* | *n/a* | *n/a* |
| | *Adjoining Parcel to the South* | | | | *12,244* | *B-3* | |

Sale 1 is located on the north side of Ogden Avenue, just east of Downers Drive. The site was improved with an older restaurant at the time of sale and the buyer intends to demolish the improvements and redevelop the site with a new bank branch.

Sale 2 is located on the west side of Route 59, just south of 127th Street on an outlot of a Target anchored shopping center. The site was vacant at the time of sale and the buyer has developed the site with a 9,500 square foot strip center.

Sale 3 is located at the southeast corner of LaGrange Road and 143rd Street. The site was vacant at the time of sale and the buyer plans to develop the site with a retail strip center.

Sale 4 is the prior sale of the hard corner site to the immediate south of the subject (i.e., the site to assemble with the subject). As previously noted, the site is improved with a shuttered bank building but the buyer (the Client) purchased the site for redevelopment.

Sale 5 is located at the northwest corner of LaGrange Road and 159th on an outlot of a Best Buy anchored shopping center. The site was improved with two older commercial structures at the time of sale and the buyer demolished the existing improvements and has since redeveloped the site with a 14,100 square foot strip center.

3) Conditions of Sale

The conditions of sale adjustment reflects the motivations of the buyer and seller. When conditions are atypical, sale prices may be higher or lower than those of normal market transactions, e.g., a foreclosure sale or a sale between related parties. All of the sales were reported to be "arm's length" transactions, thus no adjustments were made for conditions of sale.

4) Market Conditions (Time)

Date of sale is typically an important consideration in analyzing comparable sales, especially when inflationary or deflationary conditions are dictating price movements in the economy. Adjustments for time are typically applied to the comparable sales to reflect the date of valuation of the subject. The sales noted above were transacted between January, 2015 and January, 2017. Considering the February 5, 2017 date of value, upward adjustments were made to Sales 2, 3, 4, 5 and 6.

5) Location Adjustment

Location is perhaps the most important factor affecting value and adjustments are typically applied to comparables that are located in areas superior or inferior to the subject area taking into consideration roadway or transportation route access, neighborhood conditions, etc. The subject property is most similar to Sales 1, 4 and 6 in terms of Ogden Avenue location. The LaGrange Road corridor of Sales 3 and 5 is similar but is located in Cook County. The Plainfield location of Sale 2 is less dynamic and warrants an upward adjustment for location.

6) Size Adjustment

With regard to size, it should be noted that, all factors being equal, larger sites tend to sell at lower unit prices than smaller sites due to economies of scale and limited depth of the market. However, a site too small may have limited utility without assemblage potential as is the case with Sale 4, which is also the site to which the subject property would be

Therefore, we will apply a $15.00 per square foot unit value to the subject property; however, a lump sum deduction must be made to the derived value to reflect the limited utility of the subject property. The subject property has a long and narrow shape and given the utility easement on the site, the parcel cannot be developed and can only be used for parking or circulation. As such, a 75% discount/deduction is considered reasonable. Based on a unit value of $15.00 per square foot and utilizing a 75% discount, the value of the subject property was developed as follows.

| | | |
|---|---|---|
| 2,672± Square Feet @ $15.00 Per Square Foot | | $40,080 |
| | Say | $40,000 |
| Less 75% Discount For Limited Utility | | $30,000 |
| Market Value Conclusion | | $10,000 |

## MARKET VALUE CONCLUSION

Based on our inspection, investigation and analysis of the property, it is our opinion that the *Market Value* of the fee simple interest as of February 5, 2017 was $10,000.

## UNDERLYING ASSUMPTIONS & CONTINGENT CONDITIONS

For the purpose of this appraisal, it is assumed:

1. That the legal description is correct.
2. That the title to the property is legally sufficient.
3. That there are no encumbrances or defects of title.
4. That the property is free and clear of all liens.
5. That the property will be efficiently managed and maintained.

The appraisal is made subject to the following contingent conditions:

1. That no liability is assumed because of inaccuracies or errors in said estimate and opinion.

2. That no liability is assumed as a result of matters of legal character affecting the property, such as title defects, encroachments, liens, overlapping boundaries, party wall agreements, and easements.

3. This appraisal is to be used in whole and not in part. Unless, authorized by the appraiser(s), no part of it shall be used in conjunction with any other appraisal and is invalid if so used.

4. The appraiser herein by reason of this appraisal is not required to give testimony in court with reference to the subject property unless otherwise previously arranged.

5. Possession of this report, or copy thereof, does not carry with it the right of publication, nor may it be used for any purpose by anyone but the applicant, without previous written consent of the appraiser.

6. Present worth of the purchase power of the dollar.

7. This appraisal has been made in conformity with the rules of the professional ethics of the Appraisal Institute.

8. Unless otherwise stated in this report, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in the field, if desired.

## JOHN C. HEREFORD

### POSITION

Staff Appraiser
APPRAISAL ASSOCIATES
53 West Jackson Boulevard
Suite 1527
Chicago, Illinois 60604
312-236-6600

### PROFESSIONAL AFFILIATIONS & LICENSES

Associate Member of the Appraisal Institute
Illinois State Certified General Real Estate Appraiser

Classes taken from the Appraisal Institute:

- Basic Appraisal Principles
- Basic Appraisal Procedures
- USPAP-Standards of Professional Practice
- General Market Analysis and Highest and Best Use
- Real Estate Finance Statistics and Valuation Modeling
- General Appraiser Sales Comparison Approach
- General Appraiser Income Capitalization Approach, Parts I & II
- General Appraiser Cost Approach
- General Appraiser Report Writing and Case Studies
- Advanced Income Capitalization
- Advanced Market Analysis and Highest and Best Use
- Advanced Concepts and Case Studies
- Quantative Analysis

### EDUCATION

**Grinnell College**, Grinnell, Iowa
B.A. (2010) Liberal Arts curriculum with a major in History.

### TYPES OF PROPERTIES APPRAISED

| | |
|---|---|
| Industrial Properties | Multi-Family Residential |
| Commercial Properties | Shopping Centers |
| Railroad Rights of Way | Vacant Land |

VIEW EAST ALONG THE SUBJECT ALLEY

VIEW WEST ALONG THE SUBJECT ALLEY

VIEW OF ADJOINING CORNER PARCEL TO THE SOUTH

VIEW OF ADJOINING CORNER PARCEL TO THE SOUTH

VIEW EAST ALONG OGDEN AVENUE

VIEW WEST ALONG OGDEN AVENUE

# VILLAGE OF DOWNERS GROVE
## REPORT FOR THE PLAN COMMISSION
## MARCH 6, 2017 AGENDA

| SUBJECT: | TYPE: | SUBMITTED BY: |
|---|---|---|
| 17-PLC-0003<br>200 Village Drive | Planned Unit Development Amendment | Rebecca Leitschuh, AICP<br>Senior Planner |

### REQUEST
The petitioner is requesting approval of a Planned Unite Development (PUD) Amendment to PUD #32 to expand and update the senior housing options through a campus master plan for Oak Trace Senior Living Community at 200 Village Drive.

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

### GENERAL INFORMATION

**APPLICANT/ OWNER:** Brian Devlin
Lifespace Communities (d/b/a Oak Trace)
4201 Corporate Drive
West Des Moines, IA 50266

### PROPERTY INFORMATION

**EXISTING ZONING:** R-5A/PUD (Residential Attached House 5A/Planned Unit Development)
**EXISTING LAND USE:** Multi-Family Residential
**PROPERTY SIZE:** 1,688,647 square feet (38.77 acres)
**PIN:** 09-21-102-007

**SURROUNDING ZONING AND LAND USES**

| | ZONING | FUTURE LAND USE |
|---|---|---|
| **NORTH:** | R-4 General Residence (Westmont) | Residential |
| **SOUTH:** | R-2 Single Family (Darien)<br>R-4 Single Family (DuPage Co.) | Residential |
| **EAST:** | R-3 Single Family Detached (Westmont) | Residential |
| **WEST:** | R-1 Single Family Residence<br>R-3 Single Family Residence | Residential |

### ANALYSIS

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

1. Project Narrative
2. Plat of Survey

3. Architectural Plans
4. Engineering Plans
5. Landscape Plan
6. Photometric Plan
7. Sign Plan
8. Traffic Impact Study
9. Kane DuPage Land Use Opinion
10. Easements (Existing and Proposed)
11. Summary of Neighborhood Meeting
12. Public Input Letters

## PROJECT DESCRIPTION

Lifespace Communities is proposing a redevelopment of Oak Trace's Senior Living Community located at 200 Village Drive. The current campus consists of:

- 218 independent living apartments
- 56 independent living duplexes and townhomes
- 72 sheltered care facility apartments providing assisted living care
- a 160-bed nursing facility

This redevelopment consists of:

- a new 4-story Healthcare Center
    - 32 new short tem rehab suites
    - 28 memory care suites
    - 62 skilled nursing suites
    - 66 assisted living apartments
- a new 5-story Residential Living Building consisting of 160 new apartments
- a renovation of the existing Residential Living Building
- 13 new Residential Living Villas

In 2007, a similarly sized redevelopment was approved by the Village but ultimately cancelled due to the economic environment at the time. The proposed redevelopment is similar in size and scope to the approved 2007 redevelopment concept. The proposed redevelopment requires a PUD amendment based on the proposal to significantly modify the layout of the campus.

The property is zoned R-5A/PUD (Residential Attached House 5A/Planned Unit Development) with the campus comprising the Fairview Baptist Home Planned Development #32 (ORD #3456). Lifespace DG (Oak Trace) was incorporated in 2011 to acquire Oak Trace from Fairview Ministries. Oak Trace is a licensed life care Continuing Care Retirement Community (CCRC) licensed under the Illinois Life Care Facilities Act.

The multi-year, multi-phased modernization and expansion of the Oak Trace campus will result in the replacement of the existing nursing facility, construction of new assisted living and memory support assisted living apartments licensed under the Assisted Living and Shared Housing statutes and construction of new residential living apartments in multiple congregate buildings including a five story residential living building.

The development will occur in three phases as detailed below:

Phase #1 (2017 – 2019) – This development involves the construction of the new 4-story Healthcare Center, as detailed above. Beginning mid-2017, 27 existing residences in multiplex cottages will be demolished, the main campus drive will be redeveloped, and a new temporary entrance/parking will be constructed between the existing Healthcare Center and Residential Living buildings.

The healthcare center will include a new physical therapy/occupational therapy gym which will service the residents of the short term rehab wing and outpatients. The healthcare center will also house a dialysis center which will service the residents of the skilled nursing facility. This phase adds approximately 163 residents at proposed full occupancy.

Phase #2 (late 2018 – 2020) – The phase includes the demolition of the existing healthcare center building and 12 existing residences to allow the development of a 5-story Residential Living Building consisting of 160 new apartments. This building will connect to the new Healthcare Center and the existing Residential Living building.

The layouts of the new Residential Living Building, Healthcare Center and the existing Residential Living Buildings will create a new open lawn concept which will feature several courtyards, scenic walks and trellises connecting the campus to the barn, and a new pavilion structure to be used for public functions. The courtyard will service a 20-foot wide fire lane of modular permeable grass pavers for use by the fire department. The front lawn and prominence of the Residential Living Building will enhance wayfinding throughout the campus. The barn will remain in its current location and will continue to be used for small group gatherings, sales of resident made arts and crafts, and similar functions. The rehabilitation of the existing Residential Living Building, primarily the first floor, will take place after the completion of the new Residential Living Building and will function more harmoniously with the new commons. This phase adds approximately 210 new residents allowing for 40% couples.

Phase #3 (2022-2027) – The market-driven Residential Living Villas are proposed to be 3- stories, including one level of parking and two levels of Residential Living Apartments, four to a floor. The size, scope and character of these buildings will be driven by the needs and desires of the community at the time of development. The new units will be built in clusters of two-to-three at a time depending on the need on campus for additional Residential Living accommodations. The Residential Living Villas are maintaining the setbacks of the existing townhouses and shall be in compliance with all necessary zoning requirements. This phase could add up to 160 additional residents if fully developed.

A summary of the three phases and unit counts at each phase are provided below:

| Description | Existing Units | Total Previous Proposal | 17-PLC-0003 Proposal | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Phase I (New) | Phase I (Total New & Existing) | Phase II (New) | Phase I & II (Total New & Existing) | Phase III (New) | All Phase Total (New & Existing) |
| Skilled Nursing Suites | 160 | 117 | 62 | 62 | 0 | 62 | 0 | 62 |
| Short Term Rehab Suites | 0 | 0 | 32 | 32 | 0 | 32 | 0 | 32 |
| Memory Support Suites | 0 | 0 | 28 | 28 | 0 | 28 | 0 | 28 |
| Assisted Living Apartments | 72 | 80 | 66 | 66 | 0 | 66 | 0 | 66 |
| Residential Living Apartments | 218 | 414 | 0 | 218 | 160 | 378 | 0 | 378 |
| Residential Living Villas | 56 | 50 | 0 | 28 | 0 | 16 | 104 | 104 |
| Total Units | 506 | 661 | 188 | 434 | 160 | 582 | 104 | 670 |

The petitioner is proposing 752 parking spaces when 527 are required according to the Zoning Ordinance (see tables below). The applicant will surpass the 15 required ADA spaces and provide 28 handicapped spaces. Parking areas will be relocated to the central campus plaza and at the main entrances of each facility: they are distributed across the site to service each building including Residential Living Villas.

Table 1: Required Parking

| Residential Style | Existing | Phase 1 | Phase 2 | Phase 3 |
|---|---|---|---|---|
| Residential Living Apartments | 131 | 131 | 227 | 227 |
| Sheltered Care Suites | 29 | | | |
| Skilled Nursing Suites | 80 | 35 | 35 | 35 |
| Short Term Rehab Suites | | 16 | 16 | 16 |
| Memory Support Suites | | 14 | 14 | 14 |
| Assisted Living Apartments | | 27 | 27 | 27 |
| Residential Living Villas | | | | 208 |
| Townhouses | 112 | 56 | 32 | |
| Total Required | 352 | 279 | 351 | 527 |
| Total Provided | 414 | 389 | 555 | 752 |

Table 2: Final Parking Calculations

| Residential Style | Village Requirement | Fairview Village | Parking Required |
|---|---|---|---|
| Residential Living | 0.6 spaces per du | 378 apartments | 227 |
| Assisted Living Apts | 0.4 spaces per du | 66 units | 27 |
| Skilled Nursing Suites | 0.5 spaces per bed | 70 total beds | 354 |
| Short Term Rehab Suites | 0.5 spaces per bed | 32 total beds | 16 |
| Memory Support Suites | 0.5 spaces per bed | 28 total beds | 14 |
| Residential Living Villas | 2 spaces per du | 104 apartments | 208 |
| | | Total | 527 |

A campus master signage plan is part of this application. The applicant is proposing to update their two monument signs on either side of their south drive in addition to providing a new monument sign at their north entrance drive. Additional monument signs and directional signs will be place throughout the campus. The size and number of signs associated with the development is appropriate based on the overall size of the campus and the number of different buildings within the campus requires additional signage to assist in wayfinding. Additionally, only the three monument signs adjacent to Fairview Avenue would be visible from the public right-of-way. Staff is supportive of the sign request.

### COMPLIANCE WITH THE COMPREHENSIVE PLAN (CURRENT AND DRAFT UPDATED)

Both the current adopted and draft updated revision of the Comprehensive Plan were reviewed in preparation of this analysis, and the sections specific to this property and type of use remained the same. Residential Areas Plan goals specific to this proposal are to:

- Ensure quality housing stock remains a staple of the community;
- Maintain the optimal balance of housing types within the community;

- Ensure adequate buffering between residential and commercial uses; and
- Encourage a diversity of housing types, sizes and prices.

The Residential Areas Plan of both Comprehensive Plans identify the subject site as Multi-Family, falling into the Multi-Tenant Buildings category. The Plans state that these buildings are larger and denser with multiple units present. It also recognizes that parking should be provided on-site through either a surface parking lot or parking attached to the building. Oak Trace is included in this category as it targets seniors with amenities that "may include social activities, on-site medical care and other special needs of the senior population."

Both Comprehensive Plans note that Multi-Family is a growing market within the Village and should be located along arterial streets. The proposed development:

- Is located along an arterial street (Fairview Avenue)
- Targets senior citizens through design, amenities, and medical support services
- Establishes that the existing tree canopy is important to maintain and expand with new development
- Incorporate three of the four levels of residential modernization: Renovation, Expansion, and Redevelopment. This is intended to "replenish, rejuvenate, and spur reinvestment" in the Village's housing stock
- Stormwater management is addressed in a near- and long-term approach, constructing storm sewers, water quality measures, detention basins, and appropriate landscaping

The draft updated Comprehensive Plan also notes that the Village's senior population will experience the largest increase in population with ages 55-64 growing over 8 percent, and ages 75 and up increasing 16.2 percent. The proposed expansion of Oak Trace will provide an opportunity for the Village's older residents to stay in the Village.

The proposed development meets the goals of the current and draft updated Comprehensive Plans.

### COMPLIANCE WITH ZONING ORDINANCE

The property is zoned R-5A/PUD (Residential Attached House 5A/ Planned Unit Development #32). The bulk requirements of the proposed development in the R5-A with PUD overlay zoning district are summarized in the following table:

| Zoning Requirements (R5-A) | Required | Existing | Sheltered Care Provided | Townhomes Provided |
|---|---|---|---|---|
| Street Yard Setback (West) | 25' | 20' | 495' | 25' |
| Side Yard Setback (North) | 127' | 440' | 353'4" | 353'4" |
| Side Yard Setback (South) | 127' | 34'6" | 135' | 31'4" |
| Rear Yard Setback (East) | 20' | 89' | 131' | 49' |
| Building Height | 35' | 55'-10" | 55'-10" | 55'-10" |
| Building Coverage | 25% | 12.2% | 13.2% | 17.4% |
| DU/Acre | 10.98 | 13.05 | 15.01 | 17.28 |
| Floor Area Ratio | 0.8 | 0.31 | 0.523 | 0.885 |
| Parking | 352/527 | 414 | 555 | 752 |

The proposed development is compliant with the vast majority of the bulk regulations in the R5-A zoning district and a Planned Unit Development is an allowable use within the R-5A zoning district. The proposed

site plan meets all zoning requirements including green space and parking, and surpasses building setbacks for the larger residential facilities. Floor area ratio is projected to be slightly above the minimum requirements once the townhomes are constructed as noted in the Table 3 above. In order to accommodate the total number of floors within the Residential Living Building, the maximum building height will exceed that allowed within R-5A zoning but will not surpass the tallest building currently existing on site. The Residential Living Building is located in the center of the site and will be at least 315 feet from the nearest single family residential zoning district to the south property line.

The applicant is applying for a Planned Unit Development in order to redevelop the property with a variety of uses and structures on a single property that would not be allowed under general zoning regulations because of the existing conditions on the site. 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 increased safety, onsite circulation, connectivity, keeping operations restricted to the subject site, and improved landscaping requirement will result in several public benefits that meet the following identified Planned Unit Development Objectives:

- Implementation of and consistency with the current and draft updated comprehensive plan and other relevant plans and policies
- To provide flexible and creative solutions in responding to changing social, economic and market conditions allowing greater public benefits than could be achieved using conventional zoning and development regulations
- Variety in housing types and sizes to accommodate households of all ages, sizes, incomes and lifestyle choices
- The protection and enhancement of open space amenities and natural resource features
- The incorporation of sustainable development features including green infrastructure practices, to maximize the aesthetic and water quality benefits of stormwater best practices

The proposed development meets the provisions of a Planned Unit Development as it proposes improvements to the property which would result in public benefits that are at least commensurate with the degree of development flexibility provided. With all the above analysis considered, the applicant's proposed amendment to PUD #32 is consistent with the Village's Zoning Ordinance.

### COMPLIANCE WITH THE SUBDIVISION ORDINANCE

The Subdivision Ordinance requires Planned Unit Developments to dedicate land or provide a cash contribution in-lieu-of actual land dedication at the discretion of the Village for park and recreational purposes and for school sites. As the proposal is dedicated for an elderly population, school district donations are not required as the PUD amendment will not lead to additional school aged children living in the development. With regard to the Park District donations, the previous owners provided a $316,000 donation with the previously approved development. The donation amount covers all the proposed unit increases in Phase I and II and all but nine new units in Phase III. As such, the petitioner will be required to provide a $51,634.98 park donation for the nine additional units at the time a building permit is requested

for Phase III development.

### ENGINEERING/PUBLIC IMPROVEMENTS

The Main Campus recently underwent extensive engineering and public improvements in preparation for construction of the 2007 approved redevelopment plans (ORD #4925). The site's stormwater is managed through the existing north detention pond. The existing basin will have sufficient detention capacity to support all phases of the proposed improvements. Therefore, no modifications will be made for the detention basin design. The petitioner shall be required to provide an easement over the entire stormwater system. Any additional necessary stormwater improvements shall be designed to comply with the Village's Stormwater and Flood Plain Ordinance.

The site's circulation pattern will be revised with the purpose of improving wayfinding throughout the campus by shifting road locations, adding pedestrian connections throughout, and incorporating a comprehensive sign package to aid visitors in finding their intended destination. Two ancillary curb cuts onto Fairview Avenue will be removed, one servicing a former residence that is no longer in use and one that currently connects the accessory barn on campus. The new front lawn will feature a new parking layout and an open park setting, complete with scenic walks and trellises connecting the campus to the barn within the front lawn.

Many existing water and sanitary sewer lines are located within the footprint of the proposed buildings. These lines will be removed and replaced with new lines to service the proposed development. The new water main will be a looped water main and become the property of the Village. The Village will also require the petitioner to place all water and sanitary sewer mains and appurtenances within an easement. The easement will allow the Village to adequately service and maintain the utilities.

In addition to installing new fire hydrants, the petitioner is proposing to relocate and reinstall numerous fire hydrants. The relocated fire hydrants shall be inspected by the Village prior to reinstallation. Any hydrants that are not suitable for relocation shall be replaced with new hydrants.

The petitioner submitted a photometric plan for the proposed development. The plan identifies the location of proposed lighting and light levels at numerous locations. The new lighting will have no visual impact on the surrounding neighbors.

Kane DuPage Land Use Opinion identifies part of the site as a wetland, specifically PUBGPalustrine Unconsolidated Bottom Intermittently Exposed. No work in or around the wetland is proposed. This site is located in an area surveyed as prairie on the land cover in the early 1800's map. The District recommends preserving as much as of the natural character of the site as possible during this land use change. It is also recommended that native plants be utilized for landscaping whenever possible.

### FIRE/SAFETY

Emergency site access is currently available through the two existing main entrances. Emergency access will be maintained through the two existing main entrances once the development has been completed. An auto-turn exhibit showing vehicle movements for a ladder truck and ambulance has been provided by the petitioner. The exhibit clearly shows a ladder truck being able to maneuver throughout the site, while the ambulance will be able to access each of the proposed building entrances. Staff concurs with the exhibits and believes the necessary emergency access has been provided.

The Village's fire code classifies the new Residential Living Building as a high-rise because it is over 40 feet in height. As such, the Village requires the petitioner to house a fire command center, located in an area to be agreed upon with the Fire Department during the development of construction.

The petitioner is required to install an automatic sprinkler system and manual and automatic detection system throughout the new independent living, assisted living, and skilled nursing facilities. This will also be a condition of approval. Additionally, the existing independent living building's detection and sprinkler system may need to be upgraded and tied into the new system.

As part of the development, the petitioner shall be required to submit a Fire Safety and Evacuation Plan for the independent living, assisted living, and skilled nursing facilities. The plan shall be reviewed and approved by the Fire Department during the permitting phase of the project. To ensure adequate safety during construction, the petitioner shall be required to submit a Fire Safety and Evacuation Plan for the existing skilled nursing building which will be occupied during the construction of the new assisted living and skilled nursing facility. This plan will also be reviewed by the Fire Department during the permitting phase of the project.

## TRAFFIC

The Traffic and Parking Analyses found that the additional traffic volumes generated by the expansion and redevelopment can be accommodated by the area roadways and that the proposed parking supply is both in excess of the Village of Downers Grove's requirements and sufficient to accommodate the needs of the Oak Trace campus' residents and staff. The petitioner is proposing 752 parking spaces when 527 are required according to the Zoning Ordinance. The applicant will surpass the ADA requirement and provide 28 handicapped spaces. Parking areas will be relocated to the central campus plaza; however, they are distributed across the site to service each building.

## NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property in addition to posting public hearing notice signs and publishing the legal notice in the *Downers Grove Suburban Life*. A handful of phone calls have been received by staff, mostly with questions about the overall proposal. In addition, 25 residents of Oak Trace and six other residents mailed letters primarily expressing concern over the demolition of the existing townhomes. The letters are attached to this report.

As required by the Zoning Ordinance, the petitioner held a neighborhood meeting on February 16, 2017. There were approximately seven neighboring property owners in attendance. Questions were in regard to construction scheduling/management conflicts, traffic impacts, and the appearance of the renovated campus. A summary of the meeting is attached.

In addition to the neighborhood meeting, Oak Trace held resident and staff meetings on four separate dates, with different sessions open to the entire population and others open to specific buildings (11/16, 11/17, 1/10, 1/25). Questions varied between specific transition timelines and solutions to onsite construction management and to future amenities. A summary of these meetings is attached.

## FINDINGS OF FACT

The petitioner is requesting approval of a Planned Unit Development Amendment for a campus master plan for Oak Trace at 200 Village Drive. Staff finds that the proposal meets the standards for granting a Planned Unit Development Amendment as outlined below:

***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:***

***a. The zoning map amendment review and approval criteria of Sec. 12.030.I.***

The property is already zoned R5-A/PUD (Residential Attached House 5A/Planned Unit Development) and comprises Fairview Baptist Home Planned Development #32 (ORD #3456). The proposed PUD amendment does not require a zoning map amendment and thus this standard is not applicable.

***b. Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.***

The proposed project is consistent with the current and draft updated Comprehensive Plan. The Plan identifies this area as Multi-Family within the Residential Areas Plan section. A PUD overlay shall provide the necessary tools to redevelop the property and meet some of the main goals of the Residential Areas Plan, to provide a variety of housing and dwelling unit types and to provide senior housing including multi-family residential and assisted- and extended-care facilities in convenient locations. With multiple buildings and uses on a single campus, a PUD overlay allows for a creative and modern development while addressing the key concepts of improved pedestrian circulation, safety, and senior living opportunities per the current and draft updated Comprehensive Plan. This standard has been met.

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

The proposed project meets eight of ten PUD overlay district provisions and objectives as found in Section 4.030 of the Zoning Ordinance. The proposal is consistent with the current and draft updated Comprehensive Plan and implements a residential area policy to provide senior living options. The proposal provides flexibility and creativity in responding to continuing changes and updates to senior living. The proposal also provides a variety of housing types and sizes while providing a mixed-use type campus with common and private spaces in addition to other spaces that are open to the public. The new buildings will be of a high-quality and will be compatible with surrounding areas as the applicant has taken great efforts to arrange the buildings so taller buildings are in the center of the site surrounded by smaller, lower buildings around the edge. The proposal also protects the existing wetland area along the north property line and provides high-quality lighting, architecture and signage. This standard has been met.

***d. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.***

The proposal will result in the redevelopment of an existing senior living facility in the Village that currently serves the senior citizens of Downers Grove. The ability to modernize the facility and continue to offer a variety of housing options for a numerous seniors is a public benefit. As the population of Downers Grove ages and grows, it is important that housing opportunities are provided for our seniors which allows them to age in place and within the community. This standard has been met.

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

Appropriate terms and conditions have been imposed on the approval which protect the interests of surrounding property owners and residents. The development calls for taller and more dense units to be located near the center of the site, while lower buildings, which would be more in scale with adjacent residential areas, would be located around the perimeter. Public safety conditions have been added which ensures emergency access and safe buildings. Additionally, this project will advance many goals and objectives laid out in several adopted documents and the conditions below will ensure

that those goals and objectives are advanced. This standard has been met.

## RECOMMENDATIONS

The proposed Planned Unit Development Amendment to PUD #32 at 200 Village Drive is consistent with the current and draft updated Comprehensive Plan, the Zoning Ordinance, and surrounding zoning and land use classifications. Based on the findings listed above, staff recommends the Plan Commission recommend the Village Council approve the requested Planned Unit Development Amendment as requested in case 17-PLC-0003 subject to the following conditions:

1. The Planned Unit Development Amendment shall substantially conform to the staff report; engineering, architectural and landscape drawings prepared by SAS Architects and Planners, dated January 13, 2017 and last revised on February 9, 2017 except as such plans may be modified to conform to the Village codes and ordinances.
2. The Healthcare Center and the new Residential Living Building shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.
3. A fire command center shall be placed within the development in a location approved by the Fire Department.
4. All fire department connections shall be located within 100 feet of fire hydrants and shall require approval of the locations at every project phase.
5. The interior courtyard shall have a mountable curb and 20-foot wide fire lane in a location approved by the Fire Department.
6. Utility easements for the new water main shall be provided.
7. Stormwater easements shall be granted over all stormwater facilities, existing and proposed, that are not currently in easements.
8. Prior to the building permit for Phase III being issued, the applicant shall provide a $51,634.98 park donation for nine living units.

Staff Report Approved By:

_____

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# Oak Trace Campus Redevelopment Project Narrative

Plan Commission Application

## *Project Summary*

Lifespace Communities ("the Owners") is proposing the redevelopment of Oak Trace's Senior Living Community located at 200 Village Drive in Downer's Grove, Illinois. The current campus is a Continuum of Care Retirement Community consisting of 218 independent living apartments, 56 independent living duplexes and townhomes, 72 sheltered care facility apartments providing assisted living care and a 160-bed nursing facility. This redevelopment consists of a new 4-story Healthcare Center, a new 5-story Residential Living Building, renovation of the existing Residential Living Building and new market-driven Residential Living Villas.

In 2007, this campus proposed a similarly sized redevelopment which was approved by the City of Downers Grove, but ultimately cancelled due to the economic environment at the time. Our proposed redevelopment scheme is similar in size and scope to the 2007 redevelopment concept, as is indicated within our site plans in our project development table. What follows is a detailed description of the scope of work, timing and some unique elements on campus which will aid in the owner's ability to enhance the lives of their residents.

## *Campus History*

Lifespace DG, LLC d/b/a Oak Trace was incorporated in 2011 to acquire Oak Trace from Fairview Ministries through an auction conducted as part of a Chapter 11 bankruptcy proceeding. Oak Trace was formerly known as Fairview Village until it was acquired by Lifespace DG, LLC, an affiliate of Lifespace Communities, Inc. (Lifespace) in August 2011.

Oak Trace, a Senior Living Community, currently consists of 218 Residential Living apartments, 56 Residential Living duplexes and townhomes, 72 sheltered care facility apartments providing assisted living care and a 160-bed nursing facility. The Healthcare Center (including sheltered care and nursing care) at Oak Trace was constructed in 1972 and the Residential Living apartments were added in 1989. Oak Trace is located on an approximately 40-acre site at 200-250 Village Drive in Downers Grove, IL 60516. It is a licensed life care Continuing Care Retirement Community (CCRC) licensed under the Illinois Life Care Facilities Act.

The current healthcare facility is functionally obsolete and its physical plant has reached the end of its useful life. Lifespace is currently executing a multi-year, multi-phased modernization and expansion of the Oak Trace campus that will ultimately result in the replacement of the existing nursing facility, construction of new assisted living and memory support assisted living apartments licensed under the Assisted Living and Shared Housing statutes and construction of new residential living apartments in multiple congregate buildings including a five story residential living building.

## *Campus Phasing and Scope of Work*

Phase I of this development involves a new 4-story Healthcare Center, consisting of 32 new short term rehab suites, 28 new memory support suites, 62 new skilled nursing suites and 66 new assisted living apartments.

- Preparation for this phase, beginning mid-2017, will include the demolition of 27 existing residences in multiplex cottages, redevelopment of the main campus drives and a new temporary entrance/parking between the existing Healthcare Center and Residential Living buildings.
    - Lifespace/Oak Trace is working closely with the existing cottage residents to minimize the

impact on them and continue to meet their retirement housing needs.
    - Informational meetings with residents have been conducted and are on-going.
- The healthcare center will include a new physical therapy/occupational therapy gym which will service the residents of the short term rehab wing and outpatients. The intent of the outpatient facility is to be able to continue to provide therapy services to the residents of short term rehab after the residents return home.
- The healthcare center will also house a dialysis center which will service the residents of the skilled nursing facility. The campus currently operates a dialysis center within the existing healthcare building which will operate in the same manner as the new dialysis center.
- The healthcare building will go through the permit process within Downers Grove and the Illinois Department of Public Health in the Summer of 2017 and will comply with all applicable codes with jurisdiction over this project.
- Phase I adds approximately 163 residents at proposed full occupancy.
- This phase is proposed to start construction in Fall of 2017 and be complete within 18-22 months.

Phase II of this development is the development of a 5-story Residential Living Building consisting of 160 new apartments. This building will connect to the new Healthcare Center via two one-story connecting wings and the existing Residential Living building via a one-story connecting wing.

- Preparation for this phase will include the demolition of the existing healthcare center building, the demolition of 12 existing residences in duplex configurations and the development of the front lawn (late 2018/early 2019).
    - Lifespace/Oak Trace is also working on these residents to accommodate the needs of the residents during this future phase of the project
- The layouts of the new Residential Living Building, Healthcare Center and the existing Residential Living Buildings will create a new open lawn concept which will feature several courtyards and a new pavilion structure to be used for public functions. Each of the first floor commons will be oriented along the new courtyard providing a beautiful view and an enhanced method of wayfinding.
- The courtyard will service a 20 foot wide firelane of modular permeable grass pavers for use by the fire department, which will be within the 120 foot requirement to service all portions of the buildings.
- The new front lawn will feature a new parking layout and an open park setting, complete with scenic walks and trellises connecting the campus to the barn within the front lawn. The front lawn and prominence of the Residential Living Building will enhance wayfinding throughout the campus.
- The barn will remain in its current location and will continue to be used for small group gatherings, sales of resident made arts and crafts, and similar functions.
- The redevelopment of the existing Residential Living Building will take place after the completion of the new RL building. The interior remodeling scope is yet to be finalized, but will include the redevelopment of the first floor commons area to function more harmoniously with the new commons. The scope of work within the architectural set conveys the potential renovation scope with the new facility.
- The campus will utilize the loading dock within the existing Residential Living Building and will transport all trash/supplies through basement levels corridors. The loading patterns, times and routes will largely remain consistent with the existing campus.
- Phase II adds approximately 210 new residents allowing for 40% couples and 94% occupancy.
- This phase is proposed to begin construction right after the completion of the new Healthcare Center in Phase I, in late 2018. The total construction time is slated to take between 18-22 months.

Phase III of this development involves market-driven Residential Living Villas. Each Villa is proposed to be 3-stories, including one level of parking and two levels of Residential Living Apartments, four to a floor.

- The size, scope and character of these buildings will be driven by the needs and desires of the community at the time of development. The floor plans and concept elevation included in this packet indicate what we believe will ultimately be built on campus. This is, however, preliminary and will require updating once the climate is understood at the time of the development.

- When the Villas are needed, it is believed that they will be built in clusters of 2-3 at a time depending on the need on campus for additional Residential Living accommodations. These Residential Living Villas are not planned on being built for 5-10 years and the timing will depend solely on the demand on campus.
- The Residential Living Villas are maintaining the setbacks of the existing townhouses and should be in compliance with all necessary zoning requirements.
- Phase III could add up to 160 additional residents if fully developed.

***Zoning and Code Compliance***

The current campus is zoned R-5A (PD 32). The new development will require an amendment to the Planned Unit Development but will remain in the R-5A zoning designation. This development will be in compliance with the zoning ordinance requirements, with the following exception:

- In order to accommodate the total number of floors within the Residential Living Building, the maximum building height will exceed that allowed within R-5A zoning. In compliance with all applicable zoning codes, the Residential Living Building will be required to house a fire command center, located in an area to be agreed upon with the Fire Department during the development of construction documentation.

This proposal includes a signage redevelopment plan which will assist in wayfinding throughout the campus. The signage plan indicated general sizes and locations of the major signs.

- Each building on campus will have its own building address. The new Healthcare Center will utilize the existing healthcare center's address. The existing Residential Living building will retain its existing address and the new building will use one of the existing addresses within this property that is getting demolished. Each Residential Living Building will have its own address, utilizing the existing townhouse addresses.
- The signage plan is preliminary, but indicates the general size, location and character of the proposed signs.

It is our understanding that Downers Grove will be adopting the 2015 International Code Council codes within the next year, which will coincide with the permitting of Phase I. Phase I will follow the more stringent of the current and 2015 codes until a time where the 2015 set of codes has been officially adopted.

- Each of the buildings will comply with the setback requirements consistent in the building codes. A 60 foot clearance between buildings is not possible, in some cases, so the building elements will be designed as rated assemblies while conforming to the requirements for windows/doors. These lot lines will be established with the Building Department in the permitting process.

***Civil Engineering***

The existing property drains by surface flow and pipe flow to a pond along the north side of the property. This pond provides detention for the existing property and was expanded in 2007 in anticipation for a past redeveloped plan. The current redevelopment proposes a less intense development than the 2007 design. Therefore the existing pond has adequate detention for the proposed redevelopment. Refer to the preliminary storm water management report for a detailed review of the storm sewer, detention and best management practices used in the site

Storm water easements will need to be updated to reflect the proposed improvements. Below is a summary of the easements to be added or updated, if made necessary by the City of Downers Grove.

- Storm water drainage easement around the proposed detention basin which is the existing pond. Easement would include language for the Village to access upon, over, and across the property to inspect the storm water drainage easement area. The easement line would be set to include at the minimum the 100 year overland flow elevation.

- Storm water drainage easement for the 100 year overland flow route discharge from the existing pond. Easement would include language for the Village to access upon, over, and across the property to inspect the storm water drainage easement area.
- Storm water drainage easement for offsite storm water sheet draining onto the Oak Trace property. There is a portion of Fairview Avenue right of way which sheet drains into the existing conservation easement into the existing pond. The remaining portion of the property does not appear to receive any offsite flows.
- Blanket site easement for the Village to access upon, over, and across the property to inspect the major storm water systems and storm sewers.

Domestic Water Supply

- The existing water main and fire hydrants within the Oak Trace property are private. The water system will remain as a private system and therefore would not require easements.

Sanitary Sewer

- Existing sanitary sewer to be removed will need to have their respective sanitary sewer easements abrogated and new 20 foot wide easements centered over all new sanitary main lines and existing sanitary sewers which did not have a easement.
- Sanitary services to buildings do not require easements.

## CONCEPTUAL FRONT AERIAL PERSPECTIVE

SCALE: N. T. .S

## CONCEPTUAL BACK AERIAL PERSPECTIVE

SCALE: N. T. .S

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# Redevelopment Plan

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XRL2 - EXIST. RL BUILDING FIRST FLOOR / DEMO PLAN
XRL3 - EXIST. RL BUILDING FIRST FLOOR REMODELING PLAN


* UPDATED PER ZONING COMMENTS

## TITLE SHEET

SCALE: N/A

T1


SAS Architects & Planners, LLC
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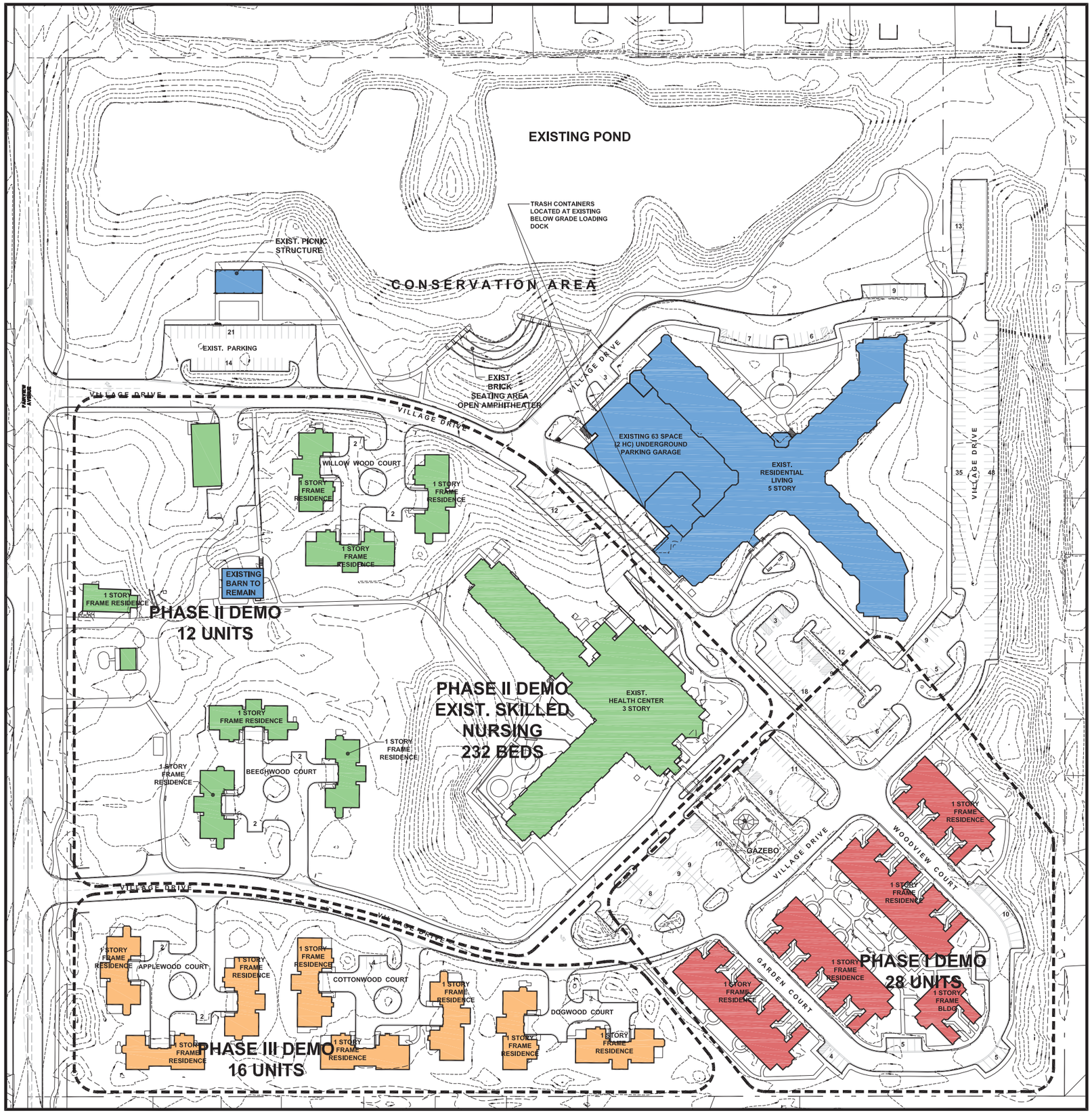


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## Redevelopment Plan

### EXISTING SITE PLAN/TOPOGRAPHY

### EXISTING SITE

**RESIDENTIAL LIVING:**
- 5 STORY BUILDING
- 218 APARTMENTS (448 BEDS)

**HEALTH CENTER:**
- 232 SUITES
  - 160 SKILLED NURSING SUITES
  - 72 SHELTERED CARE SUITES

**TOWNHOUSES**
- 19 TOWNHOUSES (56 2 BED APTS)

**PARKING SUMMARY**
- TOTAL REQUIRED PARKING: 352 TOTAL SPACES
- EXISTING PARKING: 414 TOTAL SPACES (13 HC)

**SITE**
- 1,687,647 SF (38.77 ACRES)
  - INCLUDING CONSERVATION AREA

### LEGEND

- PHASE I DEMO
- PHASE II DEMO
- PHASE III DEMO
- EXISTING BUILDING TO REMAIN

### DEMOLITION NOTES

1. CONFORM TO ALL BUILDING CODE REGULATIONS PERTAINING TO DEMOLITION, INCLUDING PAYMENT FOR ANY SPECIAL PERMITS. PERFORM WRECKING AND REMOVAL OPERATIONS IN SUCH A MANNER AS TO ENSURE THE LEAST POSSIBILITY OF DAMAGE TO ADJOINING AREAS. BE LIABLE FOR, AND REPAIR DAMAGE TO STRUCTURES, MATERIALS OR EQUIPMENT CAUSED BY WRECKING OPERATIONS. USE OF EXPLOSIVES WILL NOT PERMITTED.

2. CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES. ENSURE SAFE PASSAGE OF PERSONS AROUND AREA OF DEMOLITION. CONDUCT OPERATIONS TO PREVENT INJURY TO ADJACENT STRUCTURES, OTHER FACILITIES AND PERSONS. PROMPTLY REPAIR DAMAGES CAUSED TO ADJACENT FACILITIES BY DEMOLITION OPERATIONS AT NO COST TO OWNER.

3. UNLESS OTHERWISE SPECIFIED OR INDICATED ON THE DRAWINGS, ALL SALVAGE AND PRODUCTS OF DEMOLITION AND REMOVAL SHALL BECOME THE PROPERTY OF THIS CONTRACTOR. COMPLY WITH GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. DEMOLISH MASONRY IN SMALL SECTIONS. WORK SHALL BE EXECUTED IN AN ORDERLY AND CAREFUL MANNER WITH DUE CONSIDERATION FOR THE PUBLIC.

4. CONTRACTOR SHALL REMOVE ALL ITEMS OF SALVAGE AND ALL RUBBISH AND DEBRIS FROM THE SITE AS QUICKLY AS IT ACCUMULATES, SO AS TO PREVENT ANY FIRE HAZARDS OR UNDUE HARDSHIPS IN UNLOADING OF NEW MATERIALS. STREETS AND DRIVES SHALL BE KEPT REASONABLY CLEAN AND SHALL BE SWEPT WHEN NECESSARY TO REMOVE SPILLED DEBRIS. BURNING OF REMOVED MATERIALS FROM DEMOLISHED STRUCTURES WILL NOT BE PERMITTED ON SITE. CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS FOR TIMES FOR ACTUAL TRUCKING AWAY OF DEBRIS. TRANSPORT MATERIALS REMOVED FROM STRUCTURES AND LEGALLY DISPOSE OF OFF SITE.

5. ALL BUILDING DEMOLITION MUST INCLUDE REMOVAL OF ANY INFRASTRUCTURE, FOUNDATIONS, UTILITY LINES, ETC.

6. IT IS EXCAVATOR'S RESPONSIBILITY TO TEST SOIL AND OBTAIN NECESSARY DOCUMENTS FOR REMOVAL AND HAULING AWAY ANY DEMOLITION ITEMS.

## EXISTING SITE PLAN/TOPOGRAPHY

N

SCALE: 1"=60'-0"

A1

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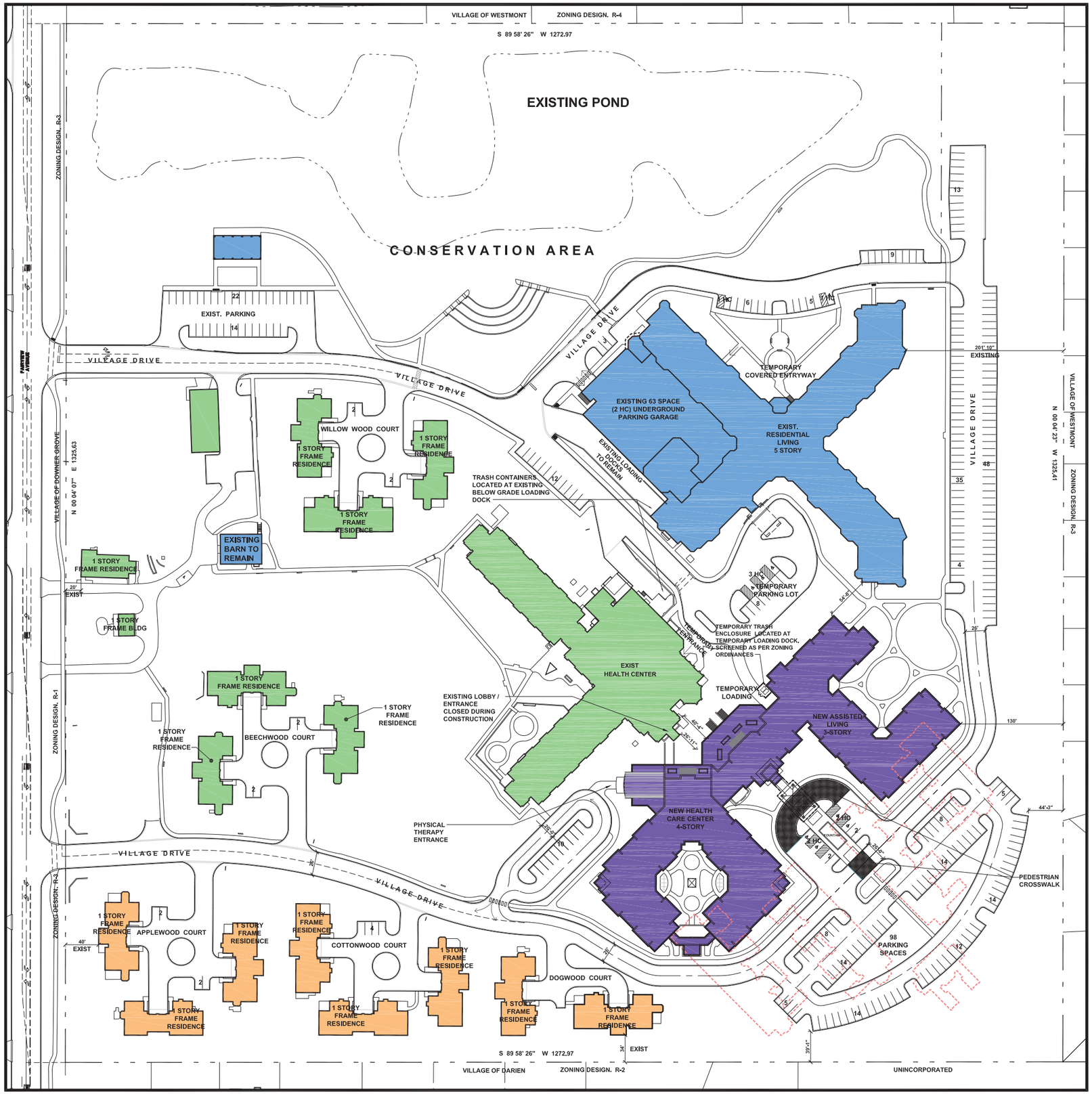


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# Redevelopment Plan

## SITE PLAN - PHASE I

**DEMOLISH 28 2-BED TOWNHOUSE APARTMENTS**

**HEALTHCARE CENTER:**

- 4 STORY W/ PARTIAL BASEMENT
- 228,413 SF TOTAL BUILDING (INCLUDING 2-STORY SPACES)
- 188 TOTAL SUITES/APARTMENTS
  - 28 PRIVATE MEMORY SUPPORT SUITES
  - 32 PRIVATE SHORT TERM REHAB SUITES (32 BEDS)
  - 62 SKILLED NURSING SUITES (70 BEDS)
  - 66 ASSISTED LIVING APARTMENTS
- REQUIRED PARKING: 92 SPACES

- CODE ANALYSIS:
  - OCCUPANCY: I-2
  - CONSTRUCTION TYPE: IB
  - FULLY SPRINKLERED
  - 2-HR BEARING WALLS, COLUMNS AND BEAMS
  - 2-HR FLOOR AND ROOF ASSEMBLIES
  - 2-HR EXIT STAIRS/SHAFTS

- STRUCTURAL SYSTEMS
  - CONCRETE SPREAD FOOTINGS (ASSUMING 3,000 PSF SOIL)
  - CIP CONCRETE LOWER LEVEL AND FIRST FLOOR STRUCTURE
  - LIGHT GAUGE METAL FRAMING BEARING AND NON-BEARING WALLS (FLOORS 1-4)
  - LIGHT GAUGE METAL FRAMING FLOOR JOISTS AND ROOF TRUSSES (FLOORS 2-ROOF)

- MECHANICAL SYSTEMS
  - VTAC (MAGIC-PAK) IN EACH RESIDENT APARTMENT - AL
  - PTAC IN EACH RESIDENT SUITES - HEALTHCARE CENTER
  - ROOF TOP UNITS FOR COMMON AREAS

- EXTERIOR MATERIALS
  - NATURAL STONE (10%), BRICK (65%), CEMENT FIBER PANELS (25%)
  - CEMENT FIBER SOFFIT AND TRIM
  - LOW-E INSULATED VINYL WINDOWS
  - PARAPET ROOFING & TPO ROOFING

**PARKING ANALYSIS (PHASE I):**

- REQUIRED PARKING (EXISTING TO REMAIN): 187 SPACES
  - EXISTING RESIDENTIAL LIVING: 211 SPACES (7 HC)
  - EXISTING TOWNHOUSES: 59 SPACES
- REQUIRED PARKING (PHASE I - HCC): 92 SPACES
  - NEW PARKING: 118 SPACES (4 HC)

- TOTAL REQUIRED PARKING: 279 SPACES
- TOTAL PROVIDED PARKING: 389 SPACES (11 ACCESSIBLE)

**LEGEND:**

- PHASE I DEMO
- PHASE II DEMO
- PHASE III DEMO
- EXISTING BUILDING TO REMAIN
- NEW BUILDING

UNIT CALCULATIONS

| DESCRIPTION | EXISTING CAMPUS (UNITS/BEDS) | APPROVED PROPOSAL FROM 2010 (EXIST TO REMAIN + PROPOSED) | 2017 CURRENT PROPOSAL | |
|---|---|---|---|---|
| | | | PHASE I (NEW UNITS/BEDS) | PHASE I (NEW + EXIST UNITS/BEDS) |
| SKILLED NURSING SUITES | 160 SUITES | 117 SUITES | 62 SUITES | 62 SUITES |
| SHORT TERM REHAB SUITES | 0 SUITES | 0 SUITES | 32 SUITES | 32 SUITES |
| MEMORY SUPPORT SUITES | 0 SUITES | 0 SUITES | 28 SUITES | 28 SUITES |
| ASSISTED LIVING APTS | 72 APTS | 80 APTS | 66 APTS | 66 APTS |
| RESIDENTIAL LIVING APTS | 218 APTS | 414 APTS | 0 APTS | 218 APTS |
| RESIDENTIAL LIVING VILLAS | 56 APTS | 50 APTS | 0 APTS | 28 APTS |
| TOTAL UNITS | 506 UNITS | 661 UNITS | 188 UNITS | 434 UNITS |

## SITE PLAN - PHASE I

SCALE: 1"=60'-0"

N

A2

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# Redevelopment Plan

## SITE PLAN - PHASE II

**DEMOLISH EXISTING HEALTHCARE CENTER**

**DEMOLISH 12 2-BED TOWNHOUSE APARTMENTS**

**RESIDENTIAL LIVING BUILDING (RL)**

5 STORY W/ LOWER LEVEL PARKING + PARTIAL BASEMENT
- 317,666 SF TOTAL BUILDING
- 160 TOTAL APARTMENTS
- PARKING GARAGE: ± 81 HEATED PARKING SPACES (3HC)
- REQUIRED PARKING: 96 SPACES

1 STORY LINK WITH PHASE I HEALTH CARE CENTER

- CODE ANALYSIS:
  - OCCUPANCY: R-2
  - CONSTRUCTION TYPE: 2A
  - FULLY SPRINKLERED
  - 1-HR BEARING WALLS, COLUMNS AND BEAMS
  - 1-HR FLOOR AND ROOF ASSEMBLIES
  - 1-HR EXIT STAIRS/SHAFTS
- STRUCTURAL SYSTEMS
  - CONCRETE SPREAD FOOTINGS (ASSUMING 3,000 PSF SOIL)
  - CIP CONCRETE LOWER LEVEL AND FIRST FLOOR STRUCTURE
  - LIGHT GAUGE METAL FRAMING BEARING AND NON-BEARING WALLS (FLOORS 1-5)
  - LIGHT GAUGE METAL FRAMING FLOOR JOISTS AND ROOF JOISTS (SECOND FLOOR TO ROOF)
- EXTERIOR MATERIALS
  - NATURAL STONE (10%), BRICK (65%), CEMENT FIBER PANELS (25%)
  - CEMENT FIBER SOFFIT AND TRIM
  - LOW-E INSULATED VINYL WINDOWS
  - PARAPET ROOFING & TPO ROOFING

**RENOVATION OF EXISTING RESIDENTIAL LIVING BUILDING (RL)**

- RENOVATION OF FIRST FLOOR COMMONS FOLLOWING COMPLETION OF NEW RL BUILDING

**PARKING ANALYSIS (PHASE II):**

- REQUIRED PARKING (EXISTING TO REMAIN): 163 SPACES
  - EXISTING RESIDENTIAL LIVING: 188 SPACES (4 HC)
  - EXISTING TOWNHOUSES: 24 SPACES
- REQUIRED PARKING (PHASE I-II): 188 SPACES
  - NEW PARKING SPACES (PHASE I): 118 SPACES (4 HC)
  - NEW PARKING SPACES (PHASE II): 249 SPACES (9 HC)
  - TOTAL NEW PARKING (PHASE I-II): 335 SPACES (13 HC)
- TOTAL REQUIRED PARKING: 351 SPACES
- TOTAL PROVIDED PARKING: 555 SPACES (17 ACCESSIBLE)

**LEGEND:**

- PHASE I DEMO
- PHASE II DEMO
- PHASE III DEMO
- EXISTING BUILDING TO REMAIN
- NEW BUILDING

UNIT CALCULATIONS

| DESCRIPTION | EXISTING CAMPUS (UNITS/BEDS) | APPROVED PROPOSAL FROM 2010 (EXIST TO REMAIN + PROPOSED) | 2017 CURRENT PROPOSAL | |
|---|---|---|---|---|
| | | | PHASE II (NEW UNITS/BEDS) | PHASE II (NEW + EXIST UNITS/BEDS) |
| SKILLED NURSING SUITES | 160 SUITES | 117 SUITES | 0 SUITES | 62 SUITES |
| SHORT TERM REHAB SUITES | 0 SUITES | 0 SUITES | 0 SUITES | 32 SUITES |
| MEMORY SUPPORT SUITES | 0 SUITES | 0 SUITES | 0 SUITES | 28 SUITES |
| ASSISTED LIVING APTS | 72 APTS | 80 APTS | 0 APTS | 66 APTS |
| RESIDENTIAL LIVING APTS | 218 APTS | 414 APTS | 160 APTS | 378 APTS |
| RESIDENTIAL LIVING VILLAS | 56 APTS | 50 APTS | 0 APTS | 16 APTS |
| TOTAL UNITS | 506 UNITS | 661 UNITS | 160 UNITS | 582 UNITS |

## SITE PLAN- PHASE II

SCALE: 1"=60'-0"

N

A3

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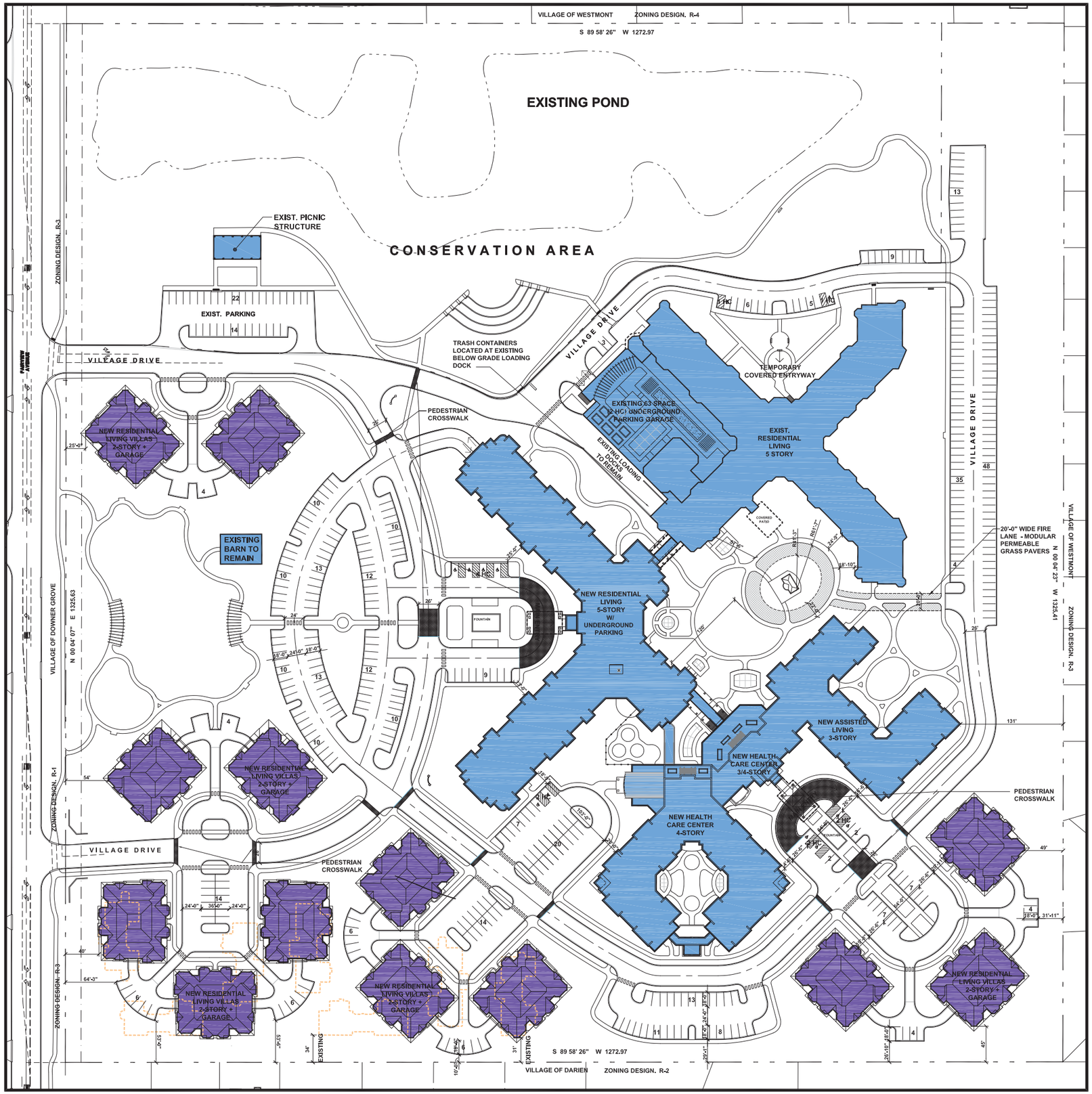


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## Redevelopment Plan

### SITE PLAN - FINAL/PHASE III

**DEMOLISH 16 2-BED APARTMENTS WITHIN TOWNHOUSES**

**RESIDENTIAL LIVING VILLAS (RLV)**

- 3 STORY W/ LOWER LEVEL PARKING
- 15,466 SF TOTAL BUILDING AREA + 7,935 SF PARKING GARAGE (EACH VILLA)
- 8 APARTMENTS (EACH VILLA) * 13 VILLAS = 104 TOTAL APARTMENTS
- PARKING GARAGE: 14 HEATED PARKING SPACES (1 HC)
- REQUIRED PARKING: 208 SPACES

- CODE ANALYSIS
  - OCCUPANCY: R-2
  - CONSTRUCTION TYPE: III-B
  - FULLY SPRINKLERED
  - PARKING OCCUPANCY: S-2 GRADE
  - 2 HR SEPARATION BETWEEN PARKING S-2 & R-2

- STRUCTURAL SYSTEMS
  - CONCRETE SPREAD FOOTINGS (ASSUME 3,000 PSF SOIL)
  - PRECAST CONCRETE LOWER PARKING LEVEL
  - WOOD CONSTRUCTION BEARING WALLS (FLRS 2-3)
  - WOOD FLOOR AND ROOF TRUSSES (FLRS 3 & ROOF)

- MECHANICAL SYSTEMS
  - RESIDENTIAL FORCED AIR FURNACE IN EACH APARTMENT

- EXTERIOR MATERIALS
  - NATURAL STONE (40%),
  - CEMENT FIBER SIDING (60%)
  - CEMENT FIBER SOFFIT AND TRIM
  - LOW-E VINYL WINDOWS
  - ARCHITECTURAL FIBERGLASS SHINGLES
  - PRE-ENGINEERED ALUMINUM BALCONIES

**LEGEND:**

- PHASE I DEMO
- PHASE II DEMO
- PHASE III DEMO
- EXISTING BUILDING TO REMAIN
- NEW BUILDING

**ZONING DATA**

| DESCRIPTION | CODE REQUIREMENTS | EXISTING CAMPUS | APPROVED PROPOSAL (2010) (EXIST TO REMAIN+ PROPOSED) | 2017 CURRENT PROPOSAL: PHASE III (NEW + EXISTING TO REMAIN) |
|---|---|---|---|---|
| ZONING CATEGORY | R-5A (PD 32) | R-5A (PD 32) | R-5A (PD 32) | R-5A (PD 32) |
| USE | SENIOR LIVING COMMUNITY | SENIOR LIVING COMMUNITY | SENIOR LIVING COMMUNITY | SENIOR LIVING COMMUNITY |
| UNIT COUNT - DU/ACRE | 10.98 DU/ACRE MAX | 506 UNITS 13.05 DU/ACRE | 661 UNITS 17.05 DU/ACRE | 670 UNITS 17.28 DU/ACRE |
| GROSS SITE AREA | - | 1,687,647 SF (38.77 ACRES) | 1,687,647 SF (38.77 ACRES) | 1,687,647 SF (38.77 ACRES) |
| BUILDING AREA | - | 519,981 SF | 885,352 SF | 1,156,230 SF |
| FLOOR AREA RATIO (FAR) | 0.8 | .31 | .52 | .685 |
| BUILDING COVERAGE | 32% MAX COVERAGE | 206,209 SF (12.2%) | 266,648 SF (15.8%) | 294,130 SF (17.4%) |
| FRONT SETBACKS | 25 FEET | 20'-0" | 150'-0" | 24'-0" |
| REAR SETBACKS | 20 FEET | 89'-0" | 240'-0" | 49'-0" |
| SIDE SETBACKS | GREATER OF 10% LOT WIDTH OR 5 FEET = 127.2 FEET | 353'-4" N / 34'-6" S | 353'-4" N / 34'-6" S | 353'-4" N / 31'-4" S |
| HEIGHT | 35 FEET | ± 53 FEET | 55'-10" | ±68 FEET |
| PARKING | APT/CONDO: .6 SPACES/DU GROUP LIVING: .5 SPACES/BED APT/CONDO (AL): .4 SPACES/DU HOUSEHOLD: 2 SPACES/DU | 352 REQUIRED 414 PROVIDED (13 HC SPACES) | 559 REQUIRED 685 PROVIDED | 527 REQUIRED 752 PROVIDED (28 HC SPACES) |

**UNIT CALCULATIONS**

| DESCRIPTION | EXISTING CAMPUS (UNITS/BEDS) | APPROVED PROPOSAL FROM 2010 (EXIST TO REMAIN + PROPOSED) | 2017 CURRENT PROPOSAL: PHASE III (NEW UNITS/BEDS) | 2017 CURRENT PROPOSAL: PHASE III (NEW + EXIST UNITS/BEDS) |
|---|---|---|---|---|
| SKILLED NURSING SUITES | 160 SUITES | 117 SUITES | 0 SUITES | 62 SUITES |
| SHORT TERM REHAB SUITES | 0 SUITES | 0 SUITES | 0 SUITES | 32 SUITES |
| MEMORY SUPPORT SUITES | 0 SUITES | 0 SUITES | 0 SUITES | 28 SUITES |
| ASSISTED LIVING APTS | 72 APTS | 80 APTS | 0 APTS | 66 APTS |
| RESIDENTIAL LIVING APTS | 218 APTS | 414 APTS | 0 APTS | 378 APTS |
| RESIDENTIAL LIVING VILLAS | 56 APTS | 50 APTS | 104 APTS | 104 APTS |
| TOTAL UNITS | 506 UNITS | 661 UNITS | 104 UNITS | 670 UNITS |

## SITE PLAN - FINAL/PHASE III

SCALE: 1"=60'-0"

N

A4

SAS Architects & Planners, LLC
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

ZONING RESUBMITTAL - FEB 09, 2017

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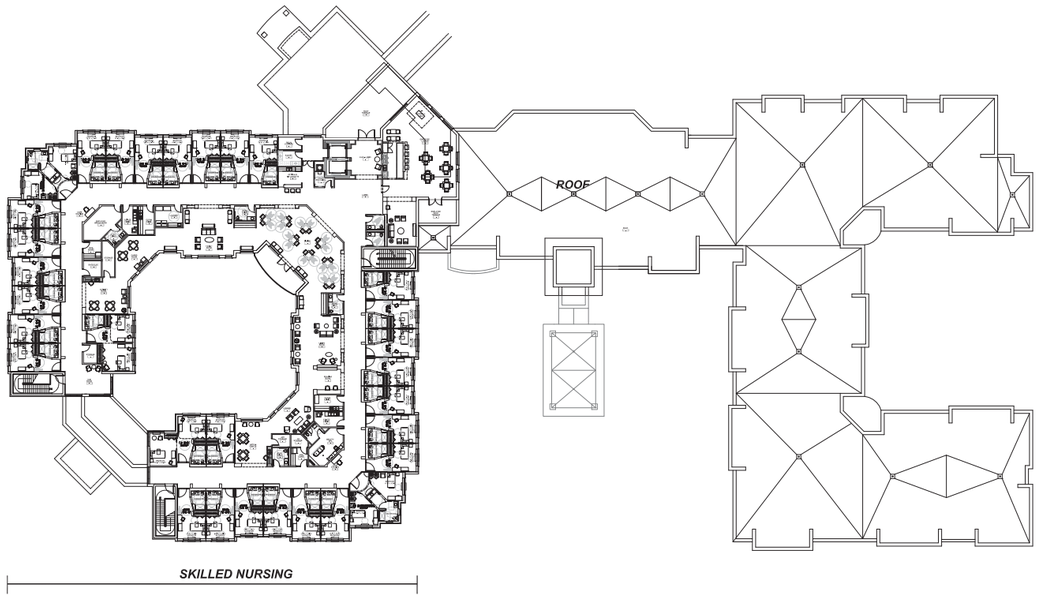
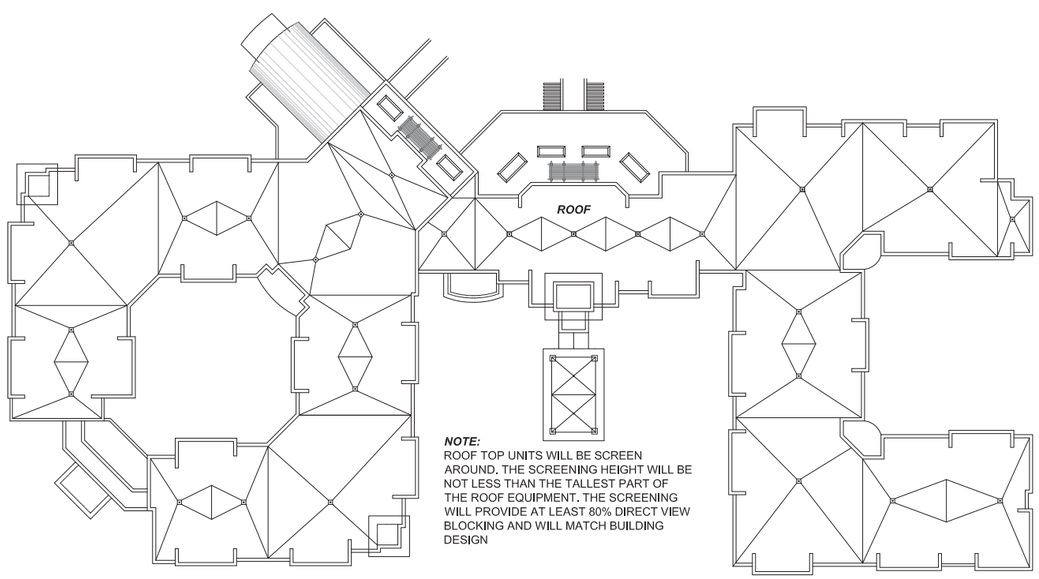



## HEALTHCARE CENTER - FLOOR 4

SCALE: 1/32" = 1'-0"




NOTE:
ROOF TOP UNITS WILL BE SCREEN AROUND. THE SCREENING HEIGHT WILL BE NOT LESS THAN THE TALLEST PART OF THE ROOF EQUIPMENT. THE SCREENING WILL PROVIDE AT LEAST 80% DIRECT VIEW BLOCKING AND WILL MATCH BUILDING DESIGN

## HEALTHCARE CENTER - ROOF PLAN

SCALE: 1/32" = 1'-0"

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200 VILLAGE DRIVE, DOWNERS GROVE, IL

# Redevelopment Plan

## HEALTHCARE CENTER (AL/STN/MS/SN):

**HEALTH CARE CENTER:**

- 4 STORY W/ PARTIAL BASEMENT
- 228,413 SF TOTAL BUILDING (INCLUDING 2-STORY SPACES/BASEMENT)
  - HEALTHCARE CENTER AREA: 101,515 SF
    - SHORT TERM NURSING: 26,768 SF
      - APARTMENTS: 11,304 SF
      - CIRCULATION: 5,903 SF
      - COMMONS: 7,618 SF
      - BOH/EXT WALL: 1,943 SF
    - MEMORY SUPPORT: 24,539 SF
      - APARTMENTS: 9,086 SF
      - CIRCULATION: 6,062 SF
      - COMMONS: 6,543 SF
      - BOH/EXT WALL: 2,848 SF
    - SKILLED NURSING: 50,208 SF
      - APARTMENTS: 22,244 SF
      - CIRCULATION: 11,068 SF
      - COMMONS: 11,523 SF
      - BOH/EXT WALL: 5,373 SF
  - ASSISTED LIVING AREA: 126,898 SF (INCLUDING 5,143 SF OF 2-STORY SPACES)
    - AL APARTMENTS: 43,641 SF
    - AL COMMONS: 25,686 SF (NOT INCLUDING 2-STORY SPACES)
    - AL CIRCULATION: 29,305 SF
    - AL BASEMENT: 16,903 SF
    - AL BACK OF HOUSE/EXT WALL: 23,123 SF
    - AL ROOF TERRACES: 3,323 SF (NOT INCLUDED IN TOTAL SF)
    - AL 2 STORY SPACES: 5,143 SF

**SKILLED NURSING**

- 4-STORY BUILDING WING
- 2 NEIGHBORHOODS OF SHORT TERM REHAB ON 1ST FLOOR
- 4 NEIGHBORHOODS OF SKILLED NURSING ON 3RD/4TH FLOORS
- (32) PRIVATE SHORT TERM REHAB SUITES
- (62) SKILLED NURSING SUITES = 70 BEDS
- TOTAL: 94 SUITES, 102 BEDS

**MEMORY SUPPORT**

- 2 NEIGHBORHOODS OF 14 SUITES = 28 MS PRIVATE SUITE ON 2ND FLOOR

**ASSISTED LIVING**

- 3-STORY BUILDING WING
- 3 NEIGHBORHOODS OF AL APARTMENTS ON FIRST-THIRD FLOORS
- (63) 1-BED APARTMENTS
- (3) 2-BED APARTMENTS
- TOTAL: 66 APARTMENTS

**COMMONS**

- 3 STORY CENTRAL WING

- CODE ANALYSIS:
  - OCCUPANCY: I-2
  - CONSTRUCTION TYPE: IB
  - FULLY SPRINKLERED
  - 2-HR BEARING WALLS, COLUMNS AND BEAMS
  - 2-HR FLOOR AND ROOF ASSEMBLIES
  - 2-HR EXIT STAIRS/SHAFTS

- STRUCTURAL SYSTEMS
  - CONCRETE SPREAD FOOTINGS (ASSUMING 3,000 PSF SOIL)
  - CIP CONCRETE LOWER LEVEL AND FIRST FLOOR STRUCTURE
  - LIGHT GAUGE METAL FRAMING BEARING AND NON-BEARING WALLS (FLOORS 1-4)
  - LIGHT GAUGE METAL FRAMING FLOOR JOISTS AND ROOF TRUSSES (FLOORS 2-ROOF)

- MECHANICAL SYSTEMS
  - VTAC (MAGIC-PAK) IN EACH RESIDENT APARTMENT - AL
  - PTAC IN EACH RESIDENT SUITES - HEALTHCARE CENTER
  - ROOF TOP UNITS FOR COMMON AREAS

- EXTERIOR MATERIALS
  - NATURAL STONE (10%), BRICK (65%), CEMENT FIBER PANELS (25%)
  - CEMENT FIBER SOFFIT AND TRIM
  - LOW-E INSULATED VINYL WINDOWS
  - PARAPET ROOFING & TPO ROOFING

## HEALTHCARE CENTER FOURTH FLOOR / ROOF PLANS

HC3

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630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

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## PROJECT TEAM

### OWNER

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### DEVELOPER

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### ARCHITECT

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### CIVIL ENGINEERS

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(847) 478-9700 FAX: (847) 478-9701
E-MAIL: dmatthews@gha-engineers.com

### LANDSCAPE ARCHITECT

**TESKA ASSOCIATES, INC.**
627 GROVE ST, EVANSTON, IL 60201
(847) 563-9720 FAX: (847) 471-4166
E-MAIL: npatera@teskaassociates.com

### STRUCTURAL ENGINEER

**BOWMAN BARRETT ASSOCIATES**
130 E. RANDOLPH SUITE 2650 CHICAGO, IL 60604
(312) 288-0100 FAX: (312) 228-0706
E-MAIL: mknobel@bbandainc.com

### PRE-CONSTRUCTION SERVICES

**PEPPER CONSTRUCTION**
411 LAKE ZURICH ROAD, BARRINGTON, IL 60010
(847) 381-2760
E-MAIL: jcreath@pepperconstruction.com

## ZONING DATA

| DESCRIPTION | CODE REQUIREMENTS | EXISTING CAMPUS | APPROVED PROPOSAL (2010) (EXIST TO REMAIN+ PROPOSED) | 2017 CURRENT PROPOSAL | | |
|---|---|---|---|---|---|---|
| | | | | PHASE I (NEW + EXISTING TO REMAIN) | PHASE II (NEW + EXISTING TO REMAIN) | PHASE III (NEW + EXISTING TO REMAIN) |
| ZONING CATEGORY | R-5A (PD 32) | R-5A (PD 32) | R-5A (PD 32) | R-5A (PD 32) | R-5A (PD 32) | R-5A (PD 32) |
| USE | SENIOR LIVING COMMUNITY | SENIOR LIVING COMMUNITY | SENIOR LIVING COMMUNITY | SENIOR LIVING COMMUNITY | SENIOR LIVING COMMUNITY | SENIOR LIVING COMMUNITY |
| UNIT COUNT - DU/ACRE | 10.98 DU/ACRE MAX | 506 UNITS 13.05 DU/ACRE | 661 UNITS 17.05 DU/ACRE | 434 UNITS 11.19 DU/ACRE | 582 UNITS 15.01 DU/ACRE | 670 UNITS 17.28 DU/ACRE |
| GROSS SITE AREA | - | 1,687,647 SF (38.77 ACRES) | 1,687,647 SF (38.77 ACRES) | 1,687,647 SF (38.77 ACRES) | 1,687,647 SF (38.77 ACRES) | 1,687,647 SF (38.77 ACRES) |
| BUILDING AREA | - | 519,981 SF | 885,352 SF | 696,127 SF | 883,009 SF | 1,156,230 SF |
| FLOOR AREA RATIO (FAR) | 0.8 | .31 | .52 | .412 | .523 | .685 |
| BUILDING COVERAGE | 32% MAX COVERAGE | 206,209 SF (12.2%) | 266,648 SF (15.8%) | 236,620 SF (14.0%) | 221,967 SF (13.2%) | 294,130 SF (17.4%) |
| FRONT SETBACKS | 25 FEET | 20'-0" | 150'-0" | 20'-0" | 42'-4" | 24'-0" |
| REAR SETBACKS | 20 FEET | 89'-0" | 240'-0" | 130'-0" | 130'-0" | 49'-0" |
| SIDE SETBACKS | GREATER OF 10% LOT WIDTH OR 5 FEET = 127.2 FEET | 353'-4" N / 34'-6" S | 353'-4" N / 34'-6" S | 353'-4" N / 34'-6" S | 353'-4" N / 34'-2" S | 353'-4" N / 31'-4" S |
| HEIGHT | 35 FEET | ± 53 FEET | 55'-10" | ±60 FEET | ±68 FEET | ±68 FEET |
| PARKING | APT/CONDO: .6 SPACES/DU GROUP LIVING: .5 SPACES/BED APT/CONDO (AL): .4 SPACES/DU HOUSEHOLD: 2 SPACES/DU | 352 REQUIRED 414 PROVIDED (13 HC SPACES) | 559 REQUIRED 685 PROVIDED | 279 REQUIRED 389 PROVIDED (11 HC SPACES) | 351 REQUIRED 555 PROVIDED (17 HC SPACES) | 527 REQUIRED 752 PROVIDED (28 HC SPACES) |

## UNIT CALCULATIONS

| DESCRIPTION | EXISTING CAMPUS (UNITS/BEDS) | APPROVED PROPOSAL FROM 2010 (EXIST TO REMAIN + PROPOSED) | 2017 CURRENT PROPOSAL | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | PHASE I (NEW UNITS/BEDS) | PHASE I (NEW + EXIST UNITS/BEDS) | PHASE II (NEW UNITS/BEDS) | PHASE II (NEW + EXIST UNITS/BEDS) | PHASE III (NEW UNITS/BEDS) | PHASE III (NEW + EXIST UNITS/BEDS) |
| SKILLED NURSING SUITES | 160 SUITES | 117 SUITES | 62 SUITES | 62 SUITES | 0 SUITES | 62 SUITES | 0 SUITES | 62 SUITES |
| SHORT TERM REHAB SUITES | 0 SUITES | 0 SUITES | 32 SUITES | 32 SUITES | 0 SUITES | 32 SUITES | 0 SUITES | 32 SUITES |
| MEMORY SUPPORT SUITES | 0 SUITES | 0 SUITES | 28 SUITES | 28 SUITES | 0 SUITES | 28 SUITES | 0 SUITES | 28 SUITES |
| ASSISTED LIVING APTS | 72 APTS | 80 APTS | 66 APTS | 66 APTS | 0 APTS | 66 APTS | 0 APTS | 66 APTS |
| RESIDENTIAL LIVING APTS | 218 APTS | 414 APTS | 0 APTS | 218 APTS | 160 APTS | 378 APTS | 0 APTS | 378 APTS |
| RESIDENTIAL LIVING VILLAS | 56 APTS | 50 APTS | 0 APTS | 28 APTS | 0 APTS | 16 APTS | 104 APTS | 104 APTS |
| TOTAL UNITS | 506 UNITS | 661 UNITS | 188 UNITS | 434 UNITS | 160 UNITS | 582 UNITS | 104 UNITS | 670 UNITS |

### SUMMARY

| | |
|---|---|
| TOTAL UNITS EXISTING CAMPUS | 506 TOTAL UNITS |
| TOTAL UNITS 2010 PROPOSAL | 661 TOTAL UNITS |
| TOTAL UNITS 2017 PROPOSAL | 670 TOTAL UNITS |

## PARKING STUDY

| TYPE | UNITS/BED | FORMULA | REQUIRED | ACTUAL | REMARKS |
|---|---|---|---|---|---|
| EXISTING | | | | | |
| SKILLED NURSING SUITES | 160 BEDS | .5 SPACES/ BED | 80 SPACES | 79 SPACES (3 HC) | CALCULATED PER BED |
| SHELTERED CARE SUITES | 72 APARTMENTS | .4 SPACES/ DWELLING UNIT | 29 SPACES | | CALCULATED BY DWELLING UNIT |
| RESIDENTIAL LIVING APARTMENTS | 218 APARTMENTS | .6 SPACES/ DWELLING UNIT | 131 SPACES | 218 SPACES (10 HC) | CALCULATED BY DWELLING UNIT |
| RESIDENTIAL LIVING TOWNHOUSES | 56 APARTMENTS | 2 SPACES/ DWELLING UNIT | 112 SPACES | 117 SPACES | CALCULATED BY DWELLING UNIT |
| SUB-TOTAL: | | | 352 SPACES | 414 SPACES (13 HC) | 17.6% OVER REQUIRED PARKING |
| | | | | | |
| PHASE I (NEW+EXIST) | UNITS/BED | FORMULA | REQUIRED | ACTUAL | REMARKS |
| SKILLED NURSING SUITES | 70 BEDS | .5 SPACES/ BED | 35 SPACES | 118 SPACES (4 HC) | CALCULATED PER BED |
| SHORT TERM REHAB SUITES | 32 BEDS | .5 SPACES/ BED | 16 SPACES | | CALCULATED PER BED |
| MEMORY SUPPORT SUITES | 28 BEDS | .5 SPACES/ BED | 14 SPACES | | CALCULATED PER BED |
| ASSISTED LIVING APARTMENTS | 66 APARTMENTS | .4 SPACES/ DWELLING UNIT | 27 SPACES | | CALCULATED BY DWELLING UNIT |
| RESIDENTIAL LIVING APARTMENTS | 218 APARTMENTS | .6 SPACES/ DWELLING UNIT | 131 SPACES | 211 SPACES (7 HC) | CALCULATED BY DWELLING UNIT |
| RESIDENTIAL LIVING TOWNHOUSES | 28 APARTMENTS | 2 SPACES/ DWELLING UNIT | 56 SPACES | 59 SPACES | CALCULATED BY DWELLING UNIT |
| SUB-TOTAL: | | | 279 SPACES | 389 SPACES (11 HC) | 39.4% OVER REQUIRED PARKING |
| | | | | | |
| PHASE II (NEW+EXIST) | UNITS/BED | FORMULA | REQUIRED | ACTUAL | REMARKS |
| SKILLED NURSING SUITES | 70 BEDS | .5 SPACES/ BED | 35 SPACES | 139 SPACES (6 HC) | CALCULATED PER BED |
| SHORT TERM REHAB SUITES | 32 BEDS | .5 SPACES/ BED | 16 SPACES | | CALCULATED PER BED |
| MEMORY SUPPORT SUITES | 28 BEDS | .5 SPACES/ BED | 14 SPACES | | CALCULATED PER BED |
| ASSISTED LIVING APARTMENTS | 66 APARTMENTS | .4 SPACES/ DWELLING UNIT | 27 SPACES | | CALCULATED BY DWELLING UNIT |
| RESIDENTIAL LIVING APARTMENTS | 378 APARTMENTS | .6 SPACES/ DWELLING UNIT | 227 SPACES | 392 SPACES (11 HC) | CALCULATED BY DWELLING UNIT |
| RESIDENTIAL LIVING TOWNHOUSES | 16 APARTMENTS | 2 SPACES/ DWELLING UNIT | 32 SPACES | 24 SPACES | CALCULATED BY DWELLING UNIT |
| SUB-TOTAL: | | | 351 SPACES | 555 SPACES (17 HC) | 58.1% OVER REQUIRED PARKING |
| | | | | | |
| PHASE III (NEW+EXIST) | UNITS/BED | FORMULA | REQUIRED | ACTUAL | REMARKS |
| SKILLED NURSING SUITES | 70 BEDS | .5 SPACES/ BED | 35 SPACES | 127 SPACES (4 HC) | CALCULATED PER BED |
| SHORT TERM REHAB SUITES | 32 BEDS | .5 SPACES/ BED | 16 SPACES | | CALCULATED PER BED |
| MEMORY SUPPORT SUITES | 28 BEDS | .5 SPACES/ BED | 14 SPACES | | CALCULATED PER BED |
| ASSISTED LIVING APARTMENTS | 66 APARTMENTS | .4 SPACES/ DWELLING UNIT | 27 SPACES | | CALCULATED BY DWELLING UNIT |
| RESIDENTIAL LIVING APARTMENTS | 378 APARTMENTS | .6 SPACES/ DWELLING UNIT | 227 SPACES | 349 SPACES (11 HC) | CALCULATED BY DWELLING UNIT |
| RESIDENTIAL LIVING VILLAS | 104 APARTMENTS | 2 SPACES/ DWELLING UNIT | 208 SPACES | 276 SPACES (13 HC) | CALCULATED BY DWELLING UNIT |
| TOTAL: | | | 527 SPACES | 752 SPACES (28 HC) | 42.7% OVER REQUIRED PARKING |
| NUMBER OF ACCESSIBLE SPACES: | | 501-1,000 = 2% OF TOTAL | 15 ACCESSIBLE SPACES REQUIRED, 28 PROVIDED | | |

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# A LIFESPACE COMMUNITY
200 VILLAGE DRIVE, DOWNERS GROVE, IL

***Redevelopment Plan***

## CODE STUDY

***HEALTHCARE CENTER BUILDING:***

BUILDING CLASSIFICATION: I-2
CONSTRUCTION TYPE: TYPE IB

FULLY SPRINKLERED
2-HR BEARING WALLS, COLUMNS AND BEAMS
2-HR FLOOR AND ROOF ASSEMBLIES
2-HR EXIT STAIRS/SHAFTS

***RESIDENTIAL LIVING BUILDING:***

BUILDING CLASSIFICATION: R-2
CONSTRUCTION TYPE: TYPE IIB

FULLY SPRINKLERED
1-HR BEARING WALLS, COLUMNS AND BEAMS
1-HR FLOOR AND ROOF ASSEMBLIES
1-HR EXIT STAIRS/SHAFTS

***RESIDENTIAL LIVING VILLAS:***

BUILDING CLASSIFICATION: R-2
CONSTRUCTION TYPE: TYPE IIIB

FULLY SPRINKLERED
2-HR EXTERIOR BEARING WALLS
0-HR INT BEARING WALLS, COLUMNS AND BEAMS
0-HR FLOOR AND ROOF ASSEMBLIES
0-HR EXIT STAIRS/SHAFTS

***ACCESSIBILITY REQUIREMENTS:***

ELEVATORS – THESE FULLY COMPLY WITH HANDICAP ACCESSIBILITY REQUIREMENTS. INCLUDING SIZE AND CONTROL LOCATIONS PER IAC SECTION 400.310(G).

DOORS – ALL DOORS COMPLY WITH HANDICAP CODE REQUIREMENTS PER IAC SECTION 400.310(J). REFER TO A600 SERIES (DOOR SCHEDULE) FOR CONFORMATION OF SIZES AND HARDWARE, A100 SERIES (FLOOR PLANS) FOR CONFIRMATION OF APPROACH AND CLEARANCE ISSUES.

CONTROLS – ALL CONTROLS AND OPERATING MECHANISMS WILL COMPLY WITH HANDICAP ACCESSIBILITY REQUIREMENTS PER IAC SECTION 400.310(R).

ALARMS – ALARMS WILL COMPLY WITH ALL CODE REQUIREMENTS FOR THIS TYPE OF FACILITY PER IAC SECTION 400.310(S). FLASHING IS SYNCHRONIZED AND IN COMPLIANCE FOR INTENSITY AND FREQUENCY.

SIGNAGE – SIGNAGE WILL BE INSTALLED PER IAC SECTION 400.310(U).

ACCESSIBLE ROUTE – WILL BE PROVIDED IN ALL COMMON AREAS AND AISLES, AND BE MINIMUM WIDTH OF 36" AND COMPLY FULLY WITH IAC SECTION 400.310(A).

AREAS OF RESCUE ASSISTANCE – THIS BUILDING HAS A FULLY AUTOMATIC SPRINKLER SYSTEM, PER IAC SECTION 400.310(A)(5). AREAS OF RESCUE ASSISTANCE ARE PROVIDED IN ENCLOSED EXIT STAIRS. 2-WAY COMMUNICATION HAS BEEN PROVIDED AS SHOWN ON THE LIFE SAFETY DRAWINGS (A000 SERIES).

ACCESSIBLE ENTRANCE – THIS HAS BEEN PROVIDED TO COMPLY TO IAC SECTION 400.310(K).

DETECTABLE WARNINGS – HAVE BEEN PROVIDED ON ALL OPEN STAIRS AND AT TOP OF THE STAIRS PER IAC SECTION 400.310(T).

## APPLICABLE CODES

CURRENT DOWNERS GROVE ZONING ORDINANCE
2006 INTERNATIONAL BUILDING CODE WITH D.G. AMENDMENTS
2014 NATIONAL ELECTRIC CODE WITH D.G. AMENDMENTS
CURRENT STATE OF ILLINOIS PLUMBING CODE
2006 INTERNATIONAL MECHANICAL CODE WITH D.G. AMENDMENTS
2006 INTERNATIONAL FUEL GAS CODE WITH D.G. AMENDMENTS
2015 INTERNATIONAL ENERGY CONSERVATION CODE WITH D.G. AMENDMENTS & STATE OF ILLINOIS AMENDMENTS
2006 INTERNATIONAL PROPERTY MAINTENANCE CODE WITH D.G. AMENDMENTS
2006 INTERNATIONAL FIRE CODE WITH D.G. AMENDMENTS
2012 LIFE SAFETY CODE – NFPA 101
CURRENT STATE OF ILLINOIS ACCESSIBILITY CODE

* DOWNER'S GROVE TO ADOPT 2015 INTERNATIONAL CODE COUNCIL FAMILY OF CODES IN 2017. UTILIZE THE MOST STRINGENT SET OF CODES/REGULATIONS.

## *PROJECT INFORMATION*

***SCALE: N/A***

**T2**

**SAS *Architects & Planners, LLC***
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

**ZONING SUBMITTAL - JANUARY 13, 2017**

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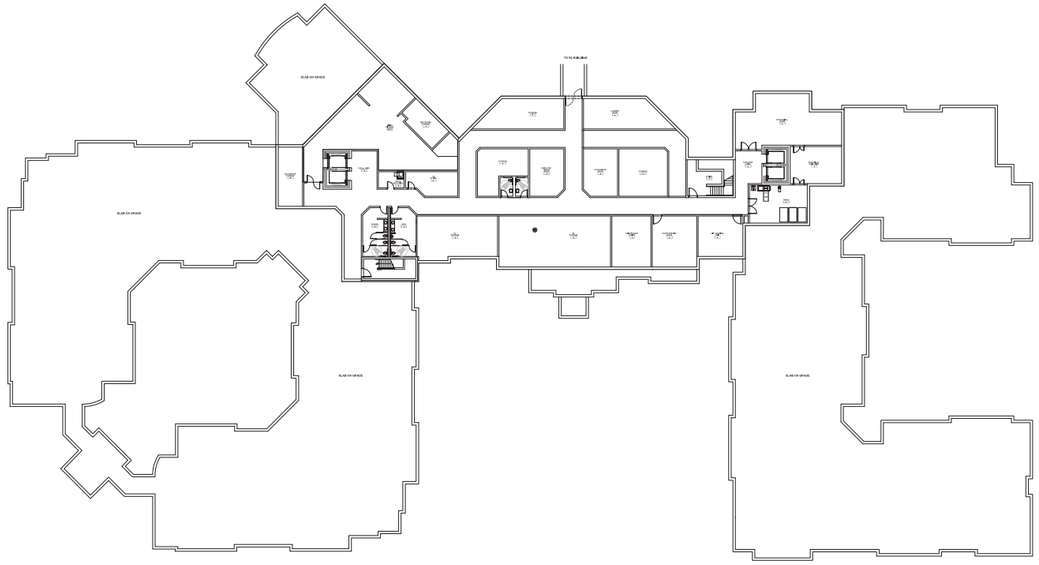
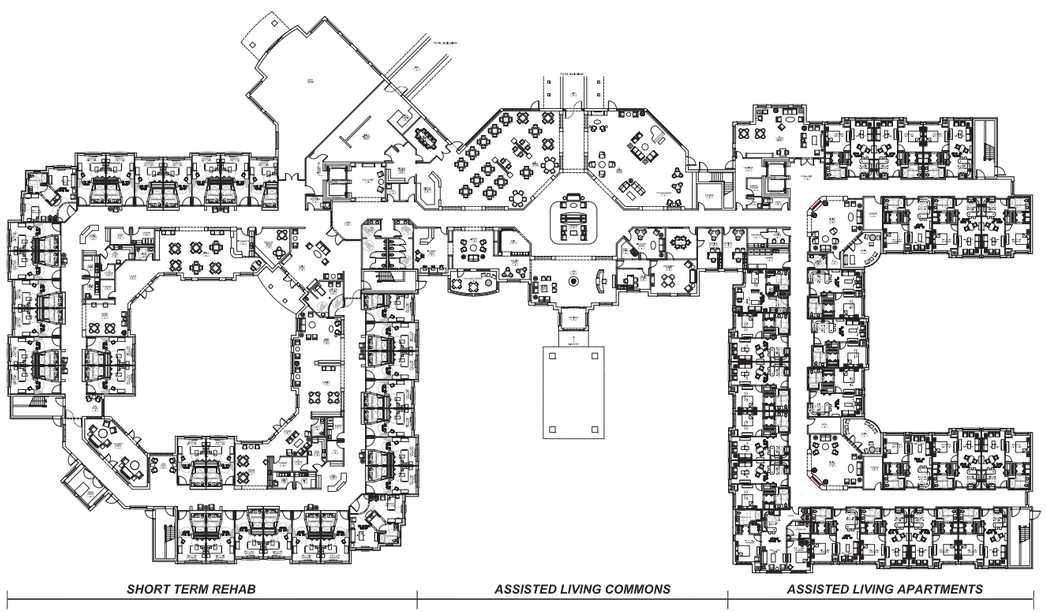


## HEALTHCARE CENTER - BASEMENT

SCALE: 1/32" = 1'-0"




## HEALTHCARE CENTER - FLOOR 1

SCALE: 1/32" = 1'-0"

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A LIFESPACE COMMUNITY
200 VILLAGE DRIVE, DOWNERS GROVE, IL

# Redevelopment Plan

## HEALTHCARE CENTER (AL/STN/MS/SN):

**HEALTH CARE CENTER:**

- 4 STORY W/ PARTIAL BASEMENT
- 228,413 SF TOTAL BUILDING (INCLUDING 2-STORY SPACES/BASEMENT)
  - HEALTHCARE CENTER AREA: 101,515 SF
    - SHORT TERM NURSING: 26,768 SF
      - APARTMENTS: 11,304 SF
      - CIRCULATION: 5,903 SF
      - COMMONS: 7,618 SF
      - BOH/EXT WALL: 1,943 SF
    - MEMORY SUPPORT: 24,539 SF
      - APARTMENTS: 9,086 SF
      - CIRCULATION: 6,062 SF
      - COMMONS: 6,543 SF
      - BOH/EXT WALL: 2,848 SF
    - SKILLED NURSING: 50,208 SF
      - APARTMENTS: 22,244 SF
      - CIRCULATION: 11,068 SF
      - COMMONS: 11,523 SF
      - BOH/EXT WALL: 5,373 SF
  - ASSISTED LIVING AREA: 126,898 SF (INCLUDING 5,143 SF OF 2-STORY SPACES)
    - AL APARTMENTS: 43,641 SF
    - AL COMMONS: 25,686 SF (NOT INCLUDING 2-STORY SPACES)
    - AL CIRCULATION: 29,305 SF
    - AL BASEMENT: 16,903 SF
    - AL BACK OF HOUSE/EXT WALL: 23,123 SF
    - AL ROOF TERRACES: 3,323 SF (NOT INCLUDED IN TOTAL SF)
    - AL 2 STORY SPACES: 5,143 SF

**SKILLED NURSING**

- 4-STORY BUILDING WING
- 2 NEIGHBORHOODS OF SHORT TERM REHAB ON 1ST FLOOR
- 4 NEIGHBORHOODS OF SKILLED NURSING ON 3RD/4TH FLOORS
- (32) PRIVATE SHORT TERM REHAB SUITES
- (62) SKILLED NURSING SUITES = 70 BEDS
- TOTAL: 94 SUITES, 102 BEDS

**MEMORY SUPPORT**

- 2 NEIGHBORHOODS OF 14 SUITES = 28 MS PRIVATE SUITE ON 2ND FLOOR

**ASSISTED LIVING**

- 3-STORY BUILDING WING
- 3 NEIGHBORHOODS OF AL APARTMENTS ON FIRST-THIRD FLOORS
- (63) 1-BED APARTMENTS
- (3) 2-BED APARTMENTS
- TOTAL: 66 APARTMENTS

**COMMONS**

- 3 STORY CENTRAL WING

- CODE ANALYSIS:
  - OCCUPANCY: I-2
  - CONSTRUCTION TYPE: IB
  - FULLY SPRINKLERED
  - 2-HR BEARING WALLS, COLUMNS AND BEAMS
  - 2-HR FLOOR AND ROOF ASSEMBLIES
  - 2-HR EXIT STAIRS/SHAFTS

- STRUCTURAL SYSTEMS
  - CONCRETE SPREAD FOOTINGS (ASSUMING 3,000 PSF SOIL)
  - CIP CONCRETE LOWER LEVEL AND FIRST FLOOR STRUCTURE
  - LIGHT GAUGE METAL FRAMING BEARING AND NON-BEARING WALLS (FLOORS 1-4)
  - LIGHT GAUGE METAL FRAMING FLOOR JOISTS AND ROOF TRUSSES (FLOORS 2-ROOF)

- MECHANICAL SYSTEMS
  - VTAC (MAGIC-PAK) IN EACH RESIDENT APARTMENT - AL
  - PTAC IN EACH RESIDENT SUITES - HEALTHCARE CENTER
  - ROOF TOP UNITS FOR COMMON AREAS

- EXTERIOR MATERIALS
  - NATURAL STONE (10%), BRICK (65%), CEMENT FIBER PANELS (25%)
  - CEMENT FIBER SOFFIT AND TRIM
  - LOW-E INSULATED VINYL WINDOWS
  - PARAPET ROOFING & TPO ROOFING

## HEALTHCARE CENTER BASEMENT / FIRST FLOOR PLANS

**HC1**

SAS Architects & Planners, LLC
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

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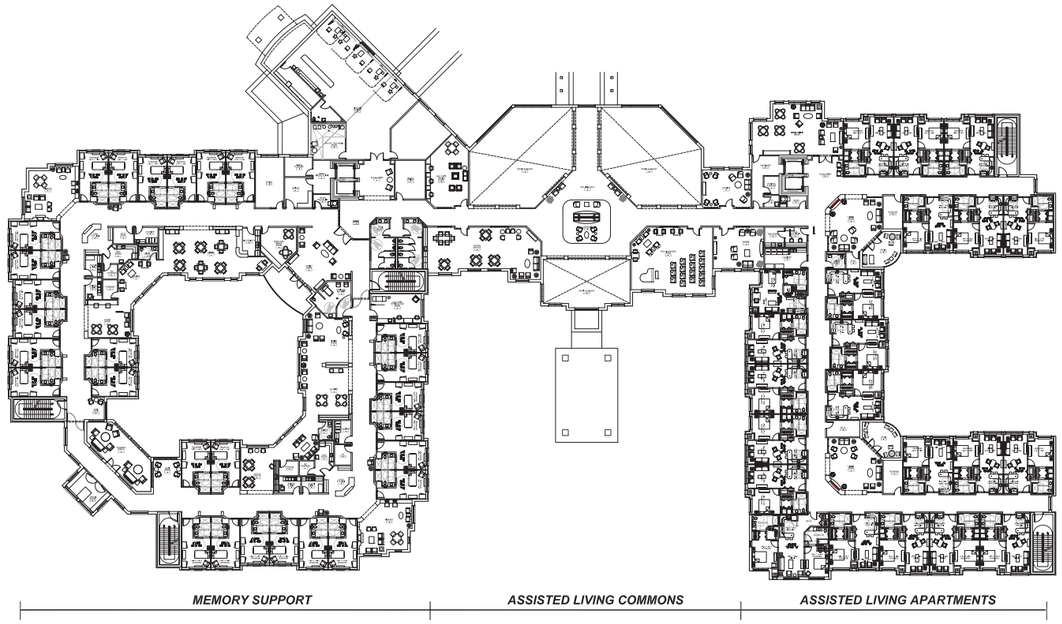
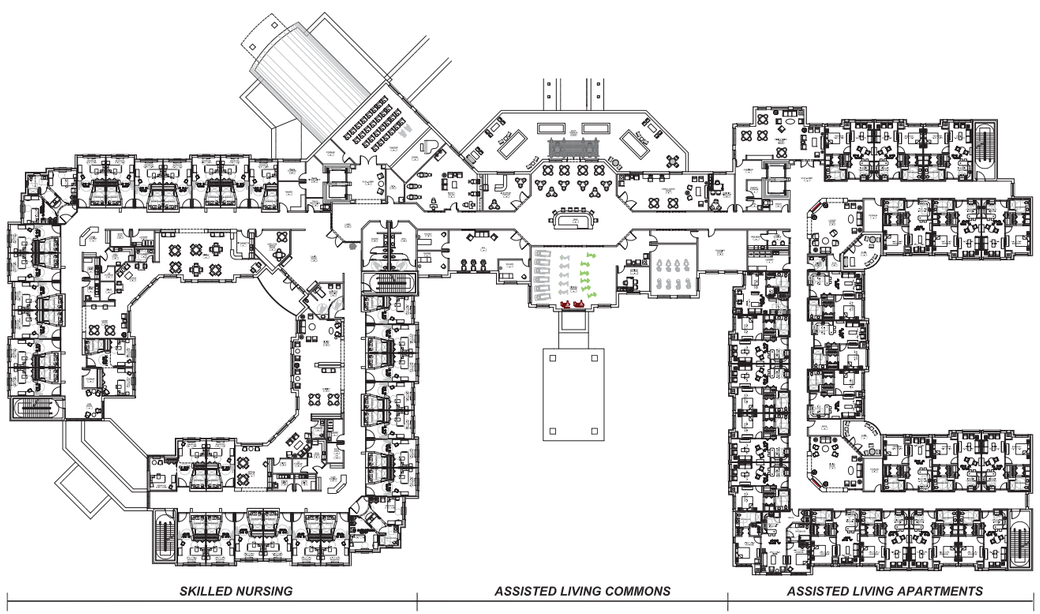



## HEALTHCARE CENTER - FLOOR 2

SCALE: 1/32" = 1'-0"




## HEALTHCARE CENTER - FLOOR 3

SCALE: 1/32" = 1'-0"

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200 VILLAGE DRIVE, DOWNERS GROVE, IL

# Redevelopment Plan

## HEALTHCARE CENTER (AL/STN/MS/SN):

**HEALTH CARE CENTER:**

- 4 STORY W/ PARTIAL BASEMENT
- 228,413 SF TOTAL BUILDING (INCLUDING 2-STORY SPACES/BASEMENT)
  - HEALTHCARE CENTER AREA: 101,515 SF
    - SHORT TERM NURSING: 26,768 SF
      - APARTMENTS: 11,304 SF — CIRCULATION: 5,903 SF
      - COMMONS: 7,618 SF — BOH/EXT WALL: 1,943 SF
    - MEMORY SUPPORT: 24,539 SF
      - APARTMENTS: 9,086 SF — CIRCULATION: 6,062 SF
      - COMMONS: 6,543 SF — BOH/EXT WALL: 2,848 SF
    - SKILLED NURSING: 50,208 SF
      - APARTMENTS: 22,244 SF — CIRCULATION: 11,068 SF
      - COMMONS: 11,523 SF — BOH/EXT WALL: 5,373 SF
  - ASSISTED LIVING AREA: 126,898 SF (INCLUDING 5,143 SF OF 2-STORY SPACES)
    - AL APARTMENTS: 43,641 SF
    - AL COMMONS: 25,686 SF (NOT INCLUDING 2-STORY SPACES)
    - AL CIRCULATION: 29,305 SF
    - AL BASEMENT: 16,903 SF
    - AL BACK OF HOUSE/EXT WALL: 23,123 SF
    - AL ROOF TERRACES: 3,323 SF (NOT INCLUDED IN TOTAL SF)
    - AL 2 STORY SPACES: 5,143 SF

**SKILLED NURSING**

- 4-STORY BUILDING WING
- 2 NEIGHBORHOODS OF SHORT TERM REHAB ON 1ST FLOOR
- 4 NEIGHBORHOODS OF SKILLED NURSING ON 3RD/4TH FLOORS
- (32) PRIVATE SHORT TERM REHAB SUITES
- (62) SKILLED NURSING SUITES = 70 BEDS
- TOTAL: 94 SUITES, 102 BEDS

**MEMORY SUPPORT**

- 2 NEIGHBORHOODS OF 14 SUITES = 28 MS PRIVATE SUITE ON 2ND FLOOR

**ASSISTED LIVING**

- 3-STORY BUILDING WING
- 3 NEIGHBORHOODS OF AL APARTMENTS ON FIRST-THIRD FLOORS
- (63) 1-BED APARTMENTS
- (3) 2-BED APARTMENTS
- TOTAL: 66 APARTMENTS

**COMMONS**

- 3 STORY CENTRAL WING

- CODE ANALYSIS:
  - OCCUPANCY: I-2
  - CONSTRUCTION TYPE: IB
  - FULLY SPRINKLERED
  - 2-HR BEARING WALLS, COLUMNS AND BEAMS
  - 2-HR FLOOR AND ROOF ASSEMBLIES
  - 2-HR EXIT STAIRS/SHAFTS

- STRUCTURAL SYSTEMS
  - CONCRETE SPREAD FOOTINGS (ASSUMING 3,000 PSF SOIL)
  - CIP CONCRETE LOWER LEVEL AND FIRST FLOOR STRUCTURE
  - LIGHT GAUGE METAL FRAMING BEARING AND NON-BEARING WALLS (FLOORS 1-4)
  - LIGHT GAUGE METAL FRAMING FLOOR JOISTS AND ROOF TRUSSES (FLOORS 2-ROOF)

- MECHANICAL SYSTEMS
  - VTAC (MAGIC-PAK) IN EACH RESIDENT APARTMENT - AL
  - PTAC IN EACH RESIDENT SUITES - HEALTHCARE CENTER
  - ROOF TOP UNITS FOR COMMON AREAS

- EXTERIOR MATERIALS
  - NATURAL STONE (10%), BRICK (65%), CEMENT FIBER PANELS (25%)
  - CEMENT FIBER SOFFIT AND TRIM
  - LOW-E INSULATED VINYL WINDOWS
  - PARAPET ROOFING & TPO ROOFING

## HEALTHCARE CENTER SECOND / THIRD FLOOR PLANS

**HC2**

SAS Architects & Planners, LLC
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

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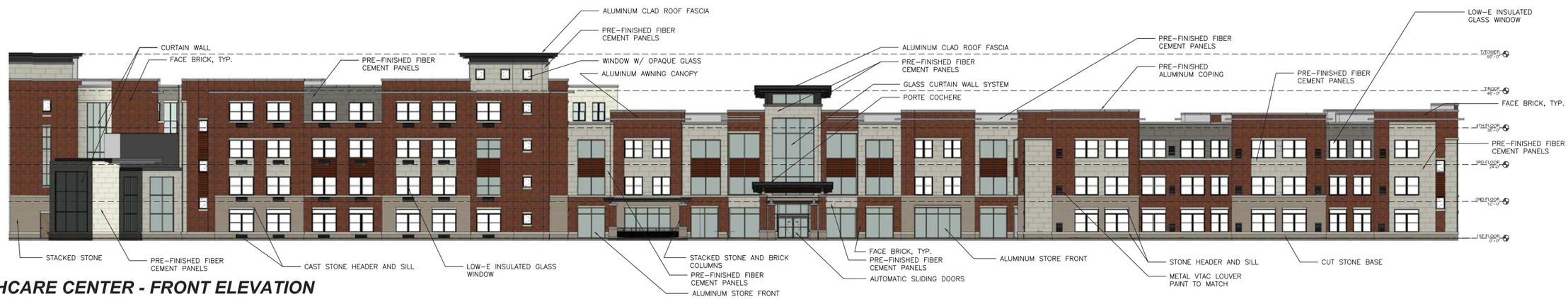
***Redevelopment Plan***




## *HEALTHCARE CENTER - FRONT ELEVATION*

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

## *HEALTHCARE CENTER ENTRY PERSPECTIVE*

*SCALE: N.T.S*

## *HEALTHCARE CENTER EXTERIOR ELEVATIONS*

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

**HC4**


**SAS** *Architects & Planners, LLC*
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com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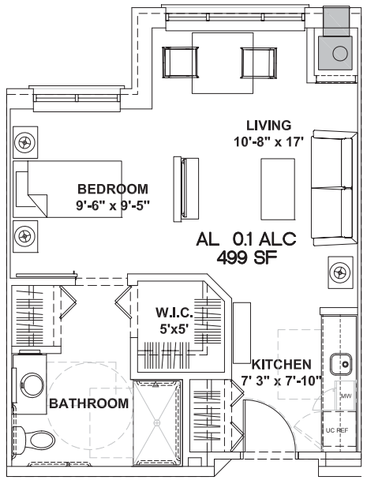
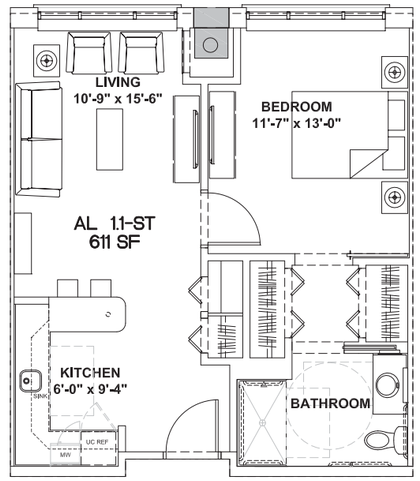
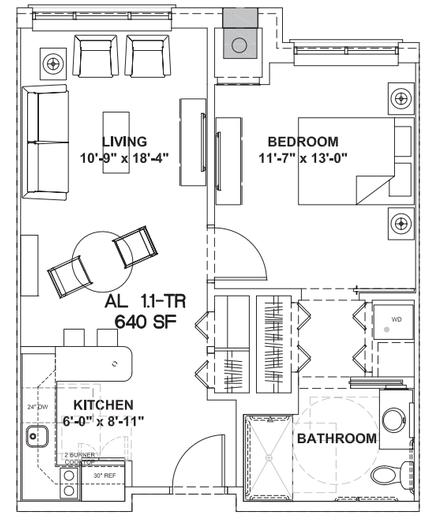


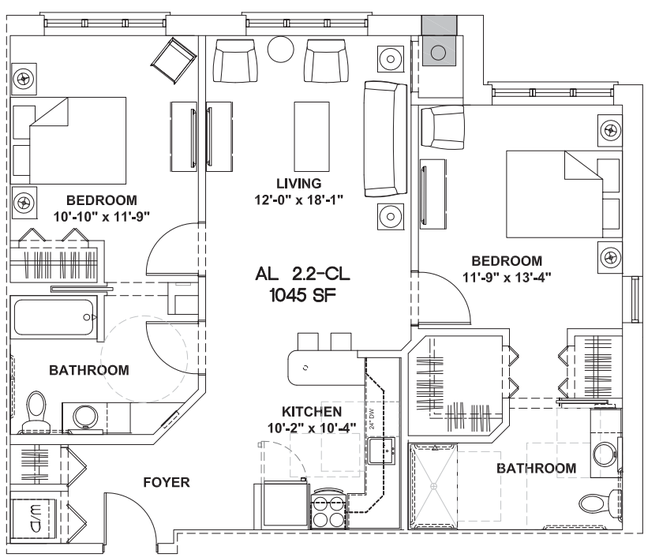

## 1 AL 0.1-ALCOVE
SCALE: 1/4"=1'-0"




## 2 AL 1.1-STANDARD
SCALE: 1/4"=1'-0"




## 3 AL 1.1-TRADITIONAL
SCALE: 1/4"=1'-0"




## 4 AL 2.2-CLASSIC
SCALE: 1/4"=1'-0"

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***Redevelopment Plan***

| HEALTH CARE CENTER | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | PROG | ACTUAL | 1ST | 2ND | 3RD | 4TH | ACTUAL | PROG |
| AL - 0.1 ALCOVE | 450 | 494 | 1 | 1 | 1 | 0 | 3 | 4 |
| AL - 1.1 STANDARD | 600 | 611 | 7 | 7 | 7 | 0 | 21 | 22 |
| AL - 1.1 TRADITIONAL | 620 | 640 | 13 | 13 | 13 | 0 | 39 | 37 |
| AL - 2.2 CLASSIC | 840 | 1057 | 1 | 1 | 1 | 0 | 3 | 4 |
| AL - ASSISTED LIVING - TOTAL | | | | | | | 66 | 67 |
| MS - 1.1 STANDARD | 284 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| MS - 1.1 TRADITIONAL | 384 | 308 | 0 | 28 | 0 | 0 | 28 | 2 |
| MS - MEMORY SUPPORT - TOTAL | | | | | | | 28 | 28 |
| SN - 1.1 STANDARD | 315 | 321 | 0 | 0 | 27 | 27 | 54 | 60 |
| SN - 2.1 STANDARD | 630 | 542 | 0 | 0 | 1 | 1 | 2 | - |
| SN - 2.1B STANDARD | 630 | 550 | 0 | 0 | 1 | 1 | 2 | - |
| SN - 2.1 TRADITIONAL | 630 | 620 | 0 | 0 | 2 | 2 | 4 | 6 |
| SN - SKILLED NURSING - TOTAL | | | | | | | 62 | 66 |
| STN - 1.1 STANDARD | 320 | 321 | 30 | 0 | 0 | 0 | 30 | 30 |
| STN - 1.1 DELUXE | - | 620 | 2 | 0 | 0 | 0 | 2 | - |
| STN - SHORT TERM REHAB - TOTAL | | | | | | | 32 | 30 |

| ASSISTED LIVING APARTMENT AMENITIES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | UNIT AREA | LIN. FT. COUNT. SURF. | LIN. FT. HANG. SPACE | STOVE | REFRIG. | | KITCH. SINK | MICRO WAVE | DW | PANTRY | W/D |
| | | | | COOK TOP | MINI | 30" W ICE MKR | SGL | | | | |
| AL 0.1 ALCOVE | 499 | 7'-9" | 15'-6" | | ● | | ● | ● | | | |
| AL 1.1 STANDARD | 611 | 17'-4" | 12'-5" | | ● | | ● | ● | | ● | |
| AL 1.1 TRADITIONAL | 640 | 13'-11" | 8' | ● | | ● | ● | ● | ● | ● | ● |
| AL 2.2 CLASSIC | 1057 | 14'-8" | 19'-9" | ● | | ● | ● | ● | ● | | ● |

***ASSISTED LIVING APARTMENTS:***

*IBC: 4% ACCESSIBLE, ALL OTHERS TYPE B*
*IAC: 20% ADAPTABLE*

*GENERAL*
- *LOCKABLE MEDICINE CABINETS*
- *SPRING HINGE DOORS : SUBJECT TO AHJ*
- *CEILING HEIGHTS: ±9'-0"*
- *TV/PHONE/CABLE: SMART PANEL WITHIN CLOSETS WITH ABILITY FOR PHONE CONNECTION*

*BEDROOMS*
- *FURNITURE: 2 NIGHTSTANDS, DRESSER*

*BATHROOMS*
- *TOILET ACCESSORIES:*
  - *MEDICINE CABINET*
  - *MIRROR*
  - *TOWEL BAR*
  - *ROBE HOOK*
  - *TOILET PAPER DISPENSER*
  - *GRAB BARS (ADA UNITS - SHOWERS AND TOILETS)*
  - *GRAB BARS (NON-ADA UNITS - BLOCKING FOR FUTURE INSTALLATION - SPECIFY EXTRA GRAB BARS (20% OF ADAPT. ROOMS) FOR FUTURE INSTALL IN SPECS)*
- *SHOWER*
  - *34" x 60" SHOWER*
  - *PREFABRICATED SHOWER UNITS*
  - *FOLDABLE SEAT WITHIN SHOWER*
- *17" COMFORT HEIGHT TANK TOILET*

## *ASSISTED LIVING APARTMENT PLANS*

**HC6**

**SAS** *Architects & Planners, LLC*
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

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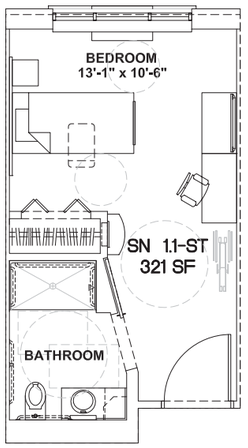
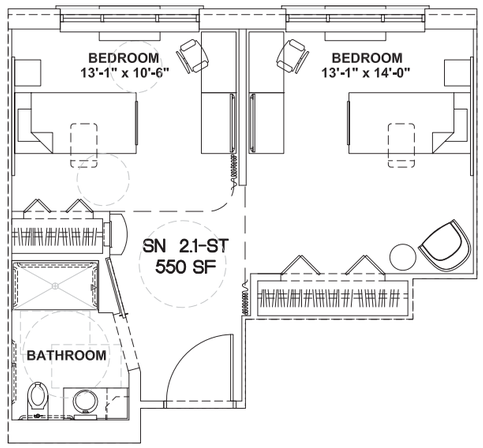
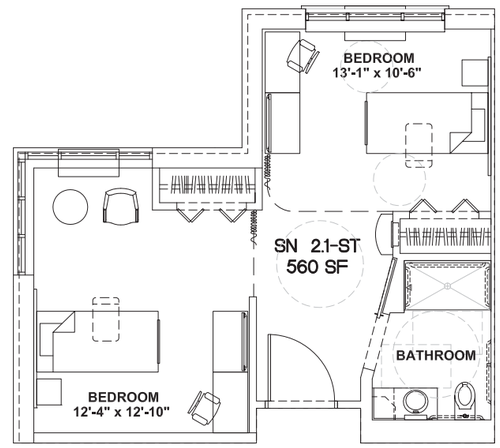
# Redevelopment Plan




1 SN 1.1-STANDARD
SCALE: 1/4"=1'-0"




2 SN 2.1-STANDARD
SCALE: 1/4"=1'-0"




3 SN 2.1B-STANDARD
SCALE: 1/4"=1'-0"

| HEALTH CARE CENTER | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | PROG | ACTUAL | 1ST | 2ND | 3RD | 4TH | ACTUAL | PROG |
| AL - 0.1 ALCOVE | 450 | 494 | 1 | 1 | 1 | 0 | 3 | 4 |
| AL - 1.1 STANDARD | 600 | 611 | 7 | 7 | 7 | 0 | 21 | 22 |
| AL - 1.1 TRADITIONAL | 620 | 640 | 13 | 13 | 13 | 0 | 39 | 37 |
| AL - 2.2 CLASSIC | 840 | 1057 | 1 | 1 | 1 | 0 | 3 | 4 |
| AL - ASSISTED LIVING - TOTAL | | | | | | | 66 | 67 |
| MS - 1.1 STANDARD | 284 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| MS - 1.1 TRADITIONAL | 384 | 308 | 0 | 28 | 0 | 0 | 28 | 2 |
| MS - MEMORY SUPPORT - TOTAL | | | | | | | 28 | 28 |
| SN - 1.1 STANDARD | 315 | 321 | 0 | 0 | 27 | 27 | 54 | 60 |
| SN - 2.1 STANDARD | 630 | 542 | 0 | 0 | 1 | 1 | 2 | - |
| SN - 2.1B STANDARD | 630 | 550 | 0 | 0 | 1 | 1 | 2 | - |
| SN - 2.1 TRADITIONAL | 630 | 620 | 0 | 0 | 2 | 2 | 4 | 6 |
| SN - SKILLED NURSING - TOTAL | | | | | | | 62 | 66 |
| STN - 1.1 STANDARD | 320 | 321 | 30 | 0 | 0 | 0 | 30 | 30 |
| STN - 1.1 DELUXE | - | 620 | 2 | 0 | 0 | 0 | 2 | - |
| STN - SHORT TERM REHAB - TOTAL | | | | | | | 32 | 30 |

***SKILLED NURSING SUITES/ SHORT TERM REHAB:***

*IBC: 50% ACCESSIBLE, ALL OTHERS TYPE B*

*GENERAL*
- *LOCKABLE MEDICINE CABINETS*
- *FREE SWING CLOSERS*
- *CEILING HEIGHTS: ±9'-0"*
- *TV/PHONE/CABLE: SMART PANEL WITHIN CLOSETS WITH ABILITY FOR PHONE CONNECTION*
- *CURTAIN TRACKS FOR SEMI-PRIVATE ROOMS*
- *WIRELESS NURSE CALL SYSTEM*

*BEDROOMS*
- *FURNITURE: 1 NIGHTSTANDS, 1 DRESSER, SEATING*

*BATHROOMS*
- *TOILET ACCESSORIES:*
  - *MEDICINE CABINET*
  - *MIRROR*
  - *TOWEL BAR*
  - *ROBE HOOK*
  - *TOILET PAPER DISPENSER*
  - *GRAB BARS (ADA UNITS - SHOWERS AND TOILETS)*
  - *GRAB BARS (NON-ADA UNITS - BLOCKING FOR FUTURE INSTALLATION - SPECIFY EXTRA GRAB BARS (20% OF ADAPT. ROOMS) FOR FUTURE INSTALL IN SPECS)*
- *SHOWER*
  - *34" x 60" SHOWER*
  - *PREFABRICATED SHOWER*
  - *FOLDABLE SEAT WITHIN SHOWER*
- *17" COMFORT HEIGHT FLUSH VALVE TOILET*

***MEMORY SUPPORT SUITES (I-1):***

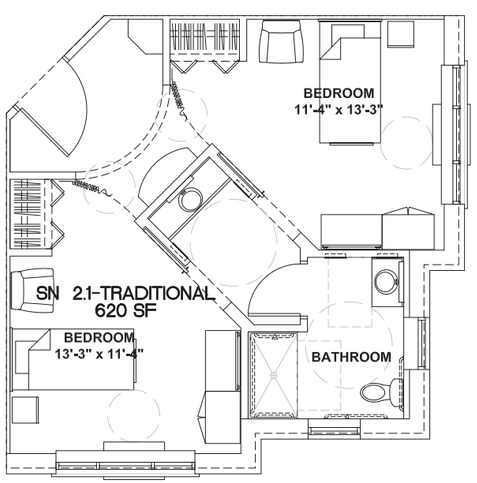
*IBC: 4% ACCESSIBLE, ALL OTHERS TYPE B*
*IAC: 20% ADAPTABLE*

*GENERAL*
- *LOCKABLE MEDICINE CABINETS*
- *SPRING HINGE DOORS: SUBJECT TO AHJ*
- *CEILING HEIGHTS: ±9'-0"*
- *WALL MOUNTED TVS - O.F.C.I.*
- *WIRELESS RESIDENT MONITORING SYSTEM*

*BEDROOMS*
- *FURNITURE: 1 NIGHTSTANDS, 1 DRESSER, SEATING*
- *LOCKABLE WARDROBE UNITS*

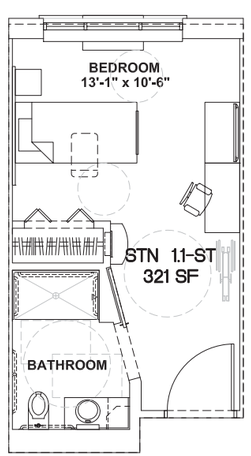
*BATHROOMS*
- *TOILET ACCESSORIES:*
  - *MEDICINE CABINET*
  - *MIRROR*
  - *TOWEL BAR*
  - *ROBE HOOK*
  - *TOILET PAPER DISPENSER*
  - *GRAB BARS (ADA UNITS - SHOWERS AND TOILETS)*
  - *GRAB BARS (NON-ADA UNITS - BLOCKING FOR FUTURE INSTALLATION - SPECIFY EXTRA GRAB BARS (20% OF ADAPT. ROOMS) FOR FUTURE INSTALL IN SPECS)*
- *SHOWER*
  - *34" x 60" SHOWER*
  - *PREFABRICATED SHOWER UNITS*
  - *FOLDABLE SEAT WITHIN SHOWER*
- *17" H COMFORT HEIGHT TANK TOILETS*

## SKILLED NURSING SUITES

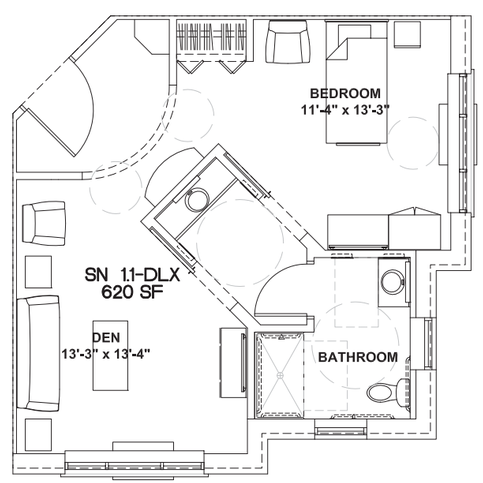



4 SN 2.1-TRADITIONAL
SCALE: 1/4"=1'-0"

SKILLED NURSING SUITES

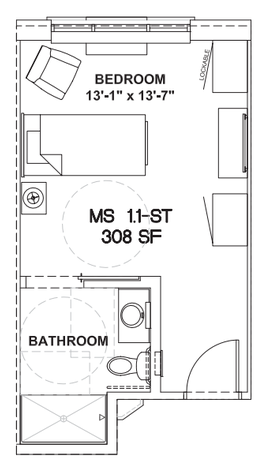



5 STN 1.1-STANDARD
SCALE: 1/4"=1'-0"




6 STN 1.1-DELUXE
SCALE: 1/4"=1'-0"

SHORT TERM NURSING SUITES




7 MS 1.1-TRADITIONAL
SCALE: 1/4"=1'-0"

MEMORY SUPPORT SUITES

***SKILLED NURSING/ SHORT TERM REHAB /MEMORY SUPPORT SUITE PLANS***

**HC7**

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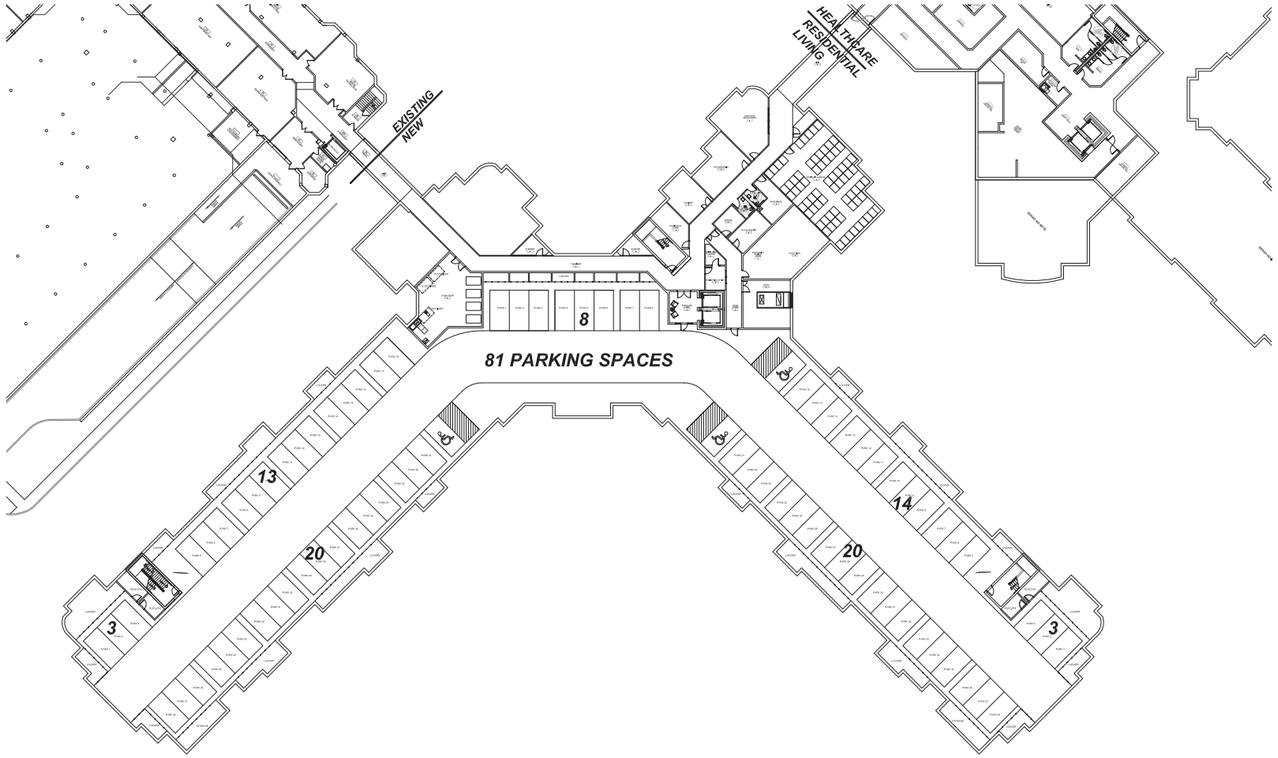
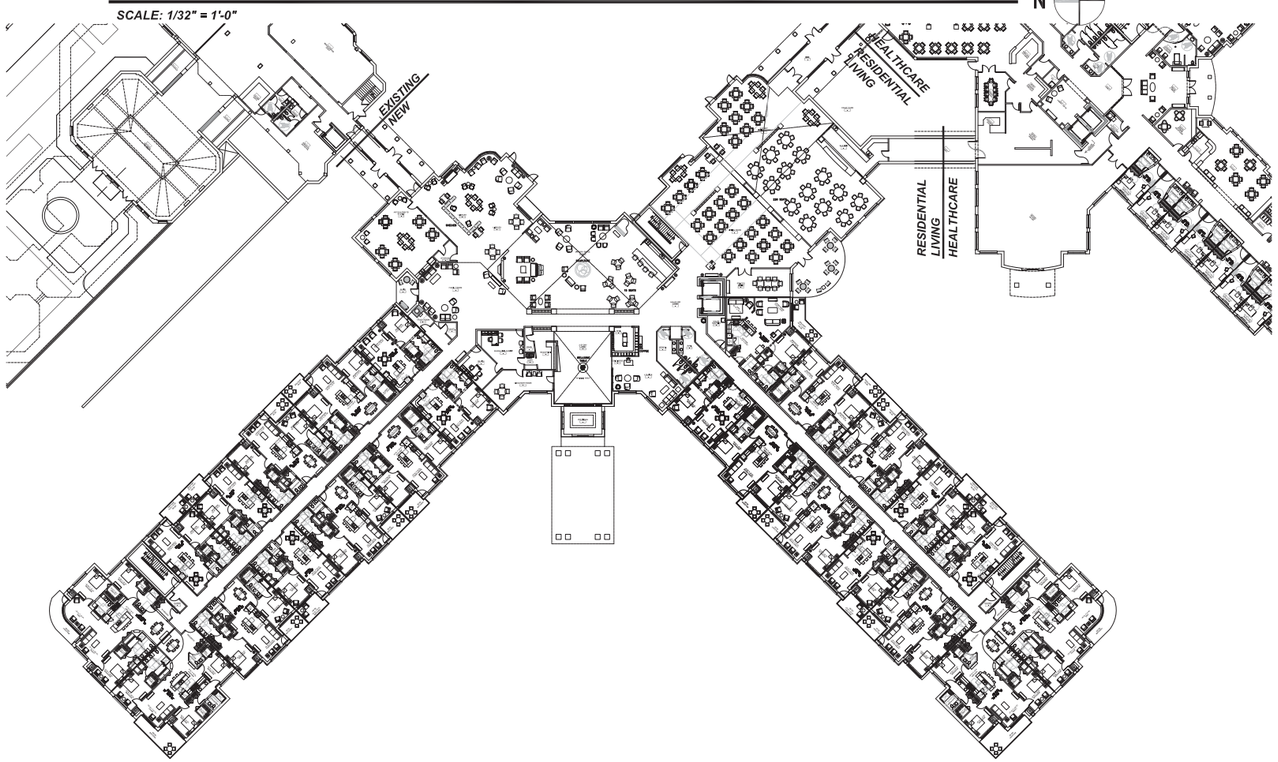



## RESIDENTIAL LIVING BUILDING - BASEMENT/PARKING GARAGE

SCALE: 1/32" = 1'-0"

N




## RESIDENTIAL LIVING BUILDING - 1ST FLOOR

SCALE: 1/32" = 1'-0"

N

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200 VILLAGE DRIVE, DOWNERS GROVE, IL

**Redevelopment Plan**

| RESIDENTIAL LIVING APARTMENTS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| APARTMENTS | PROG | ACTUAL | 1ST | 2ND | 3RD | 4TH | 5TH | ACTUAL | PROG |
| 1.1 - STANDARD | 825 | 832 | 3 | 3 | 4 | 4 | 4 | 18 | 24 *-6 |
| 1.1-SPECIAL | 825 | 850 | 0 | 1 | 1 | 1 | 1 | 4 | - *+4 |
| 1.1 - TRADITIONAL | 900 | 912 | 6 | 6 | 6 | 6 | 6 | 30 | 24 *+6 |
| 1.1.5 - DEN | 1050 | 1,182 | 1 | 4 | 6 | 6 | 6 | 23 | 24 *-1 |
| 2.2 - SPECIAL | 1,200 | 1,240 | 4 | 5 | 5 | 5 | 5 | 24 | 24 |
| 2.2.5 - TRADITIONAL | 1,300 | 1,380 | 6 | 6 | 6 | 6 | 6 | 30 | 24 *+6 |
| 3.2.5 - CLASSIC | 1,450 | 1,715 | 2 | 3 | 3 | 3 | 3 | 14 | 24*-10 |
| 3.3 DELUXE | 1,600 | 1,955 | 2 | 3 | 4 | 4 | 4 | 17 | 12 *+5 |
| | | | 24 | 31 | 35 | 35 | 35 | 160 | 156*+4 |

*INDICATED TOTAL NUMBER OF UNITS ABOVE/ BELOW PROGRAM

## RESIDENTIAL LIVING BUILDING:

- *5 STORY W/ PARTIAL BASEMENT/UNDERGROUND PARKING*
- *317,666 SF TOTAL BUILDING AREA (INCLUDING 2-STORY SPACES/BASEMENT)*
  - *RL APARTMENTS: 204,098 SF*
  - *RL COMMONS: 16,147 SF (NOT INCLUDING 2-STORY SPACES)*
  - *RL CIRCULATION: 30,589 SF*
  - *RL BACK OF HOUSE/EXT WALL: 5,895 SF*
  - *RL BASEMENT: 12,883 SF*
  - *RL UNDERGROUND PARKING: 39,773 SF*
  - *RL 2 STORY SPACES: 5,673 SF*
  - *RL LINKS: 2,608 SF*

- *CODE ANALYSIS:*
  - *OCCUPANCY: R-2*
  - *CONSTRUCTION TYPE: 2A*
  - *FULLY SPRINKLERED*
  - *1-HR BEARING WALLS, COLUMNS AND BEAMS*
  - *1-HR FLOOR AND ROOF ASSEMBLIES*
  - *2-HR EXIT STAIRS/SHAFTS*

- *STRUCTURAL SYSTEMS*
  - *CONCRETE SPREAD FOOTINGS (ASSUMING 3,000 PSF SOIL)*
  - *CIP CONCRETE LOWER LEVEL AND FIRST FLOOR STRUCTURE*
  - *LIGHT GAUGE METAL FRAMING BEARING AND NON-BEARING WALLS (FLOORS 1-5)*
  - *LIGHT GAUGE METAL FRAMING FLOOR JOISTS AND ROOF JOISTS (SECOND FLOOR TO ROOF)*

- *EXTERIOR MATERIALS*
  - *NATURAL STONE (10%), BRICK (65%), FIBER CEMENT PANELS (25%)*
  - *FIBER CEMENT SOFFIT AND TRIM*
  - *LOW-E VINYL WINDOWS*
  - *TPO ROOFING*

## RESIDENTIAL LIVING BASEMENT / FIRST FLOOR PLANS

**RL1**

SAS Architects & Planners, LLC
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

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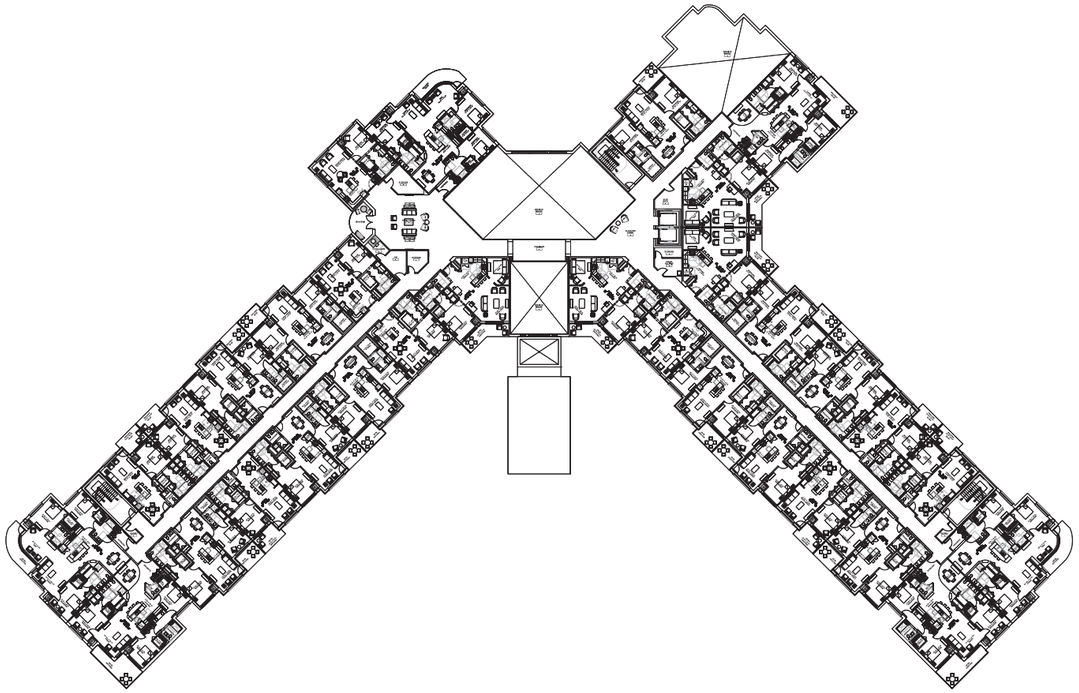
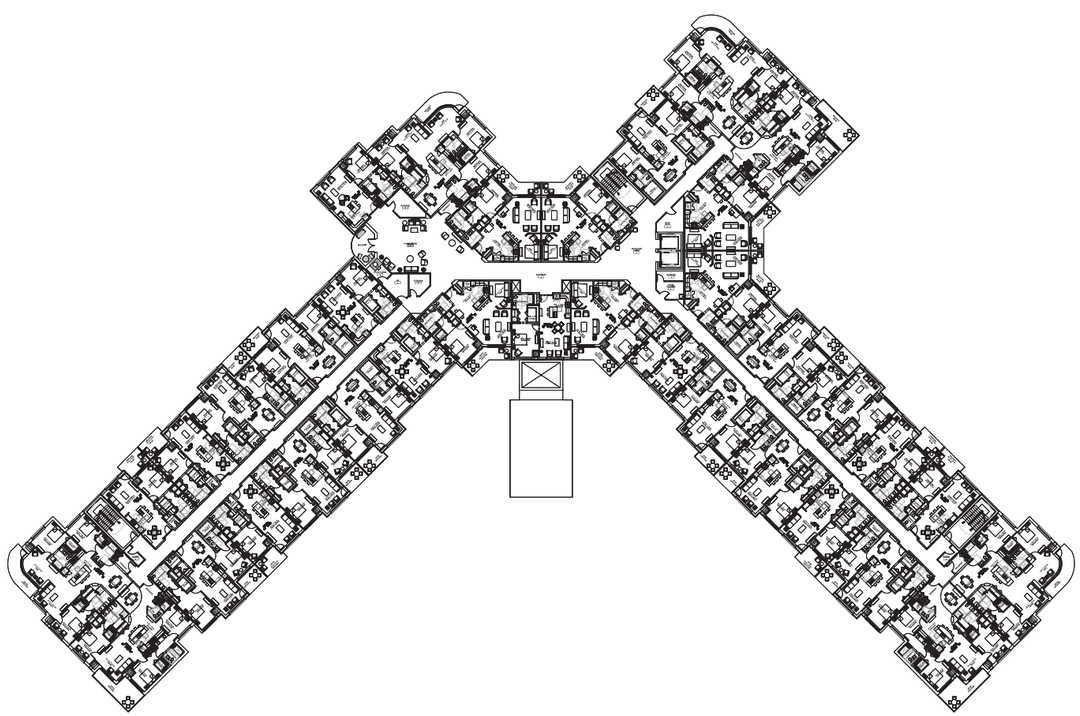


## RESIDENTIAL LIVING BUILDING - 2ND FLOOR

N

SCALE: 1/32" = 1'-0"



## RESIDENTIAL LIVING BUILDING - 3RD-5TH FLOOR

N

SCALE: 1/32" = 1'-0"

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200 VILLAGE DRIVE, DOWNERS GROVE, IL

# Redevelopment Plan

| RESIDENTIAL LIVING APARTMENTS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| APARTMENTS | PROG | ACTUAL | 1ST | 2ND | 3RD | 4TH | 5TH | ACTUAL | PROG |
| 1.1 - STANDARD | 825 | 832 | 3 | 3 | 4 | 4 | 4 | 18 | 24 *-6 |
| 1.1-SPECIAL | 825 | 850 | 0 | 1 | 1 | 1 | 1 | 4 | - *+4 |
| 1.1 - TRADITIONAL | 900 | 912 | 6 | 6 | 6 | 6 | 6 | 30 | 24 *+6 |
| 1.1.5 - DEN | 1050 | 1,182 | 1 | 4 | 6 | 6 | 6 | 23 | 24 *-1 |
| 2.2 - SPECIAL | 1,200 | 1,240 | 4 | 5 | 5 | 5 | 5 | 24 | 24 |
| 2.2.5 - TRADITIONAL | 1,300 | 1,380 | 6 | 6 | 6 | 6 | 6 | 30 | 24 *+6 |
| 3.2.5 - CLASSIC | 1,450 | 1,715 | 2 | 3 | 3 | 3 | 3 | 14 | 24*-10 |
| 3.3 DELUXE | 1,600 | 1,955 | 2 | 3 | 4 | 4 | 4 | 17 | 12 *+5 |
| | | | 24 | 31 | 35 | 35 | 35 | 160 | 156*+4 |

*INDICATED TOTAL NUMBER OF UNITS ABOVE/ BELOW PROGRAM

## RESIDENTIAL LIVING BUILDING:

- 5 STORY W/ PARTIAL BASEMENT/UNDERGROUND PARKING
- 317,666 SF TOTAL BUILDING AREA (INCLUDING 2-STORY SPACES/BASEMENT)
  - RL APARTMENTS: 204,098 SF
  - RL COMMONS: 16,147 SF (NOT INCLUDING 2-STORY SPACES)
  - RL CIRCULATION: 30,589 SF
  - RL BACK OF HOUSE/EXT WALL: 5,895 SF
  - RL BASEMENT: 12,883 SF
  - RL UNDERGROUND PARKING: 39,773 SF
  - RL 2 STORY SPACES: 5,673 SF
  - RL LINKS: 2,608 SF
- CODE ANALYSIS:
  - OCCUPANCY: R-2
  - CONSTRUCTION TYPE: 2A
  - FULLY SPRINKLERED
  - 1-HR BEARING WALLS, COLUMNS AND BEAMS
  - 1-HR FLOOR AND ROOF ASSEMBLIES
  - 2-HR EXIT STAIRS/SHAFTS
- STRUCTURAL SYSTEMS
  - CONCRETE SPREAD FOOTINGS (ASSUMING 3,000 PSF SOIL)
  - CIP CONCRETE LOWER LEVEL AND FIRST FLOOR STRUCTURE
  - LIGHT GAUGE METAL FRAMING BEARING AND NON-BEARING WALLS (FLOORS 1-5)
  - LIGHT GAUGE METAL FRAMING FLOOR JOISTS AND ROOF JOISTS (SECOND FLOOR TO ROOF)
- EXTERIOR MATERIALS
  - NATURAL STONE (10%), BRICK (65%), FIBER CEMENT PANELS (25%)
  - FIBER CEMENT SOFFIT AND TRIM
  - VINYL WINDOWS
  - TPO ROOFING

## RESIDENTIAL LIVING SECOND / UPPER FLOOR PLANS

RL2

SAS Architects & Planners, LLC
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

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200 VILLAGE DRIVE, DOWNERS GROVE, IL

**Redevelopment Plan**

## RESIDENTIAL LIVING - FRONT ELEVATION

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

## RESIDENTIAL LIVING FRONT ENTRY PERSPECTIVE

SCALE: N.T.S

## RESIDENTIAL LIVING COURTYARD PERSPECTIVE

SCALE: N.T.S

## RESIDENTIAL LIVING EXTERIOR ELEVATIONS

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

**RL4**

SAS Architects & Planners, LLC
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

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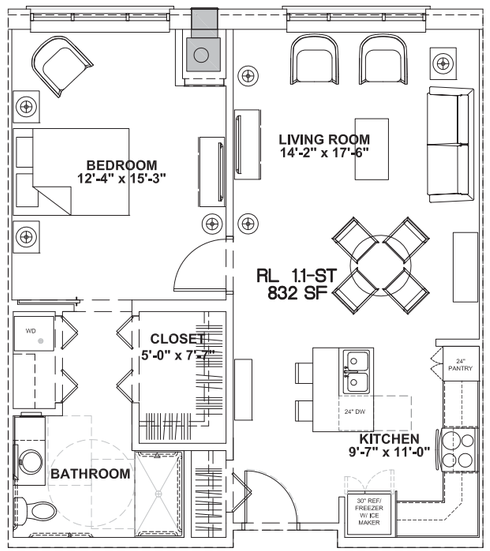
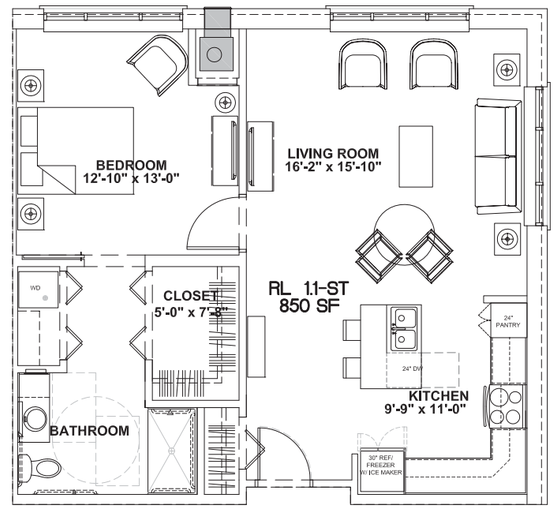
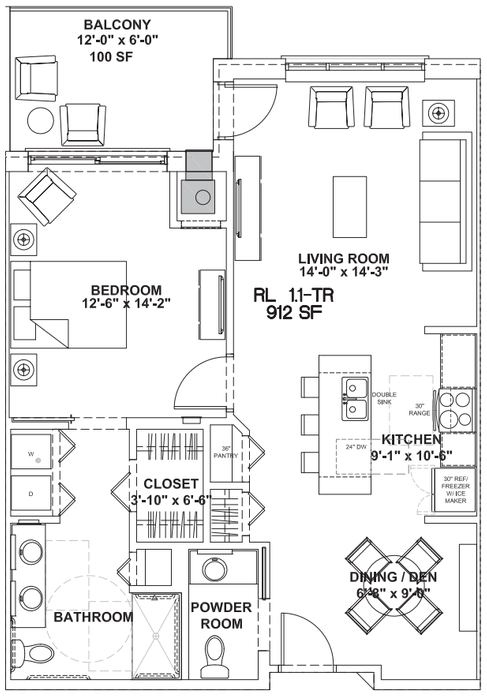


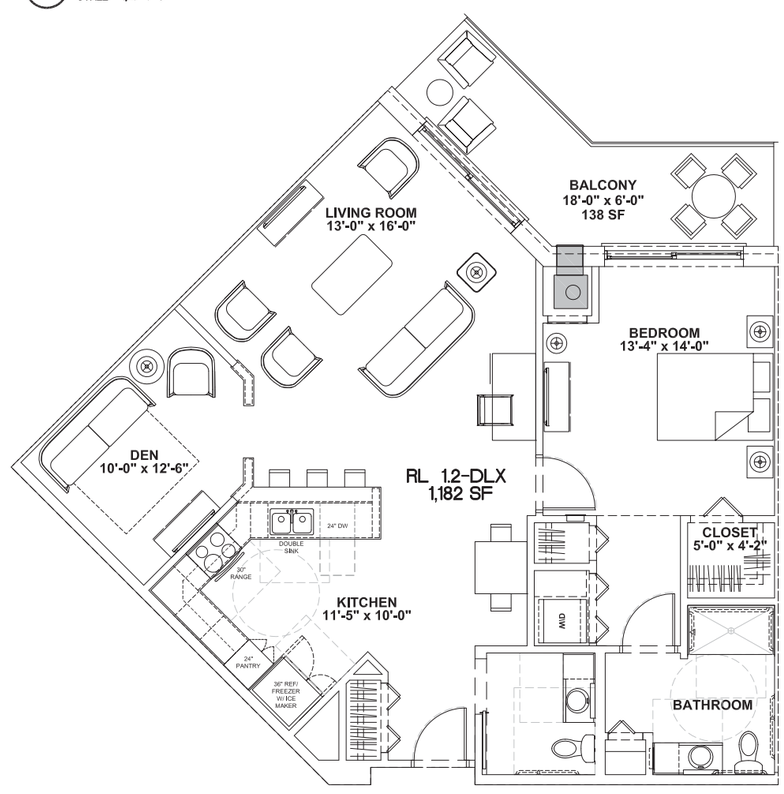

1 **RL 1.1 STANDARD**
SCALE: 1/4"=1'-0"




2 **RL 1.1 SPECIAL**
SCALE: 1/4"=1'-0"




3 **RL 1.1 TRADITIONAL**
SCALE: 1/4"=1'-0"




4 **RL 1.2 DELUXE**
SCALE: 1/4"=1'-0"

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***Redevelopment Plan***

| RESIDENTIAL LIVING APARTMENTS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | PROG | ACTUAL | 1ST | 2ND | 3RD | 4TH | 5TH | ACTUAL | PROG |
| RL 1.1-STANDARD | 825 | 832 | 3 | 3 | 4 | 4 | 4 | 18 | 24 |
| RL 1.1-SPECIAL | 825 | 850 | 0 | 1 | 1 | 1 | 1 | 4 | - |
| RL 1.1-TRADITIONAL | 900 | 912 | 6 | 6 | 6 | 6 | 6 | 30 | 24 |
| RL 1.2-DELUXE | 1050 | 1182 | 1 | 4 | 6 | 6 | 6 | 23 | 24 |
| RL 2.2-SPECIAL | 1200 | 1260 | 4 | 5 | 5 | 5 | 5 | 24 | 24 |
| RL 2.2.5-TRADITIONAL | 1300 | 1380 | 6 | 6 | 6 | 6 | 6 | 30 | 24 |
| RL 3.2.5-CLASSIC | 1450 | 1715 | 2 | 3 | 3 | 3 | 3 | 14 | 24 |
| RL 3.3-DELUX | 1600 | 1955 | 2 | 3 | 4 | 4 | 4 | 17 | 12 |
| | | | | | | | | 160 | 156 |

| RESIDENTIAL LIVING APARTMENT AMENITIES | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | UNIT AREA | MASTER BATH | | | BATH #2 | | | POWDER RM. |
| | | BATH VANITY | | SHOWER/ TUB | BATH VANITY | | SHOWER/ TUB | |
| | | SGL | DBL | | SGL | DBL | | |
| RL 1.1-STANDARD | 823 | ● | | S | | | | |
| RL 1.1-SPECIAL | 850 | ● | | S | | | | |
| RL 1.1-TRADITIONAL | 912 | | ● | S | | | | ● |
| RL 1.2-DELUXE | 1182 | ● | | S | | | | ● |
| RL 2.2-SPECIAL | 1240 | | ● | S/T | | ● | S | |
| RL 2.2.5-TRADITIONAL | 1380 | | ● | S/T | | ● | S | |
| RL 3.2.5-CLASSIC | 1715 | | ● | S/T | ● | ● | S | ● |
| RL 3.3-DELUX | 1955 | | ● | S/T | ● | | S | |

| RESIDENTIAL LIVING APARTMENT AMENITIES | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | UNIT AREA | LIN. FT. COUNT. SURF. | LIN. FT. HANG. SPACE | STOVE | REFRIG. | | KITCH. SINK | MICRO WAVE | DW | PANTRY | W/D |
| | | | | FULL OVEN | 30" W ICE MKR | 36" W ICE MKR | DBL | | | | |
| RL 1.1-STANDARD | 832 | 16'-8" | 15'-7" | ● | ● | | ● | ● | ● | ● | ● |
| RL 1.1-SPECIAL | 850 | 19'-0" | 15'-8" | ● | ● | | ● | ● | ● | ● | ● |
| RL 1.1-TRADITIONAL | 912 | 21'-2" | 10'-8" | ● | ● | | ● | ● | ● | ● | ● |
| RL 1.2-DELUXE | 1182 | 20'-5" | 14'-2" | ● | | ● | ● | ● | ● | ● | ● |
| RL 2.2-SPECIAL | 1240 | 18'-8" | 36'-4" | ● | ● | | | | | | |
| RL 2.2.5-TRADITIONAL | 1380 | 20'-9" | 31'-5" | ● | ● | | | | | ● | |
| RL 3.2.5-CLASSIC | 1715 | 26'-11" | 37'-4" | ● | ● | ● | ● | ● | ● | ● | |
| RL 3.3-DELUX | 1955 | 18'-1" | 37'-3" | ● | ● | ● | ● | ● | ● | ● | |

***RESIDENTIAL LIVING APARTMENTS: (RL)***

*GENERAL*
- *WASHER AND DRYER WITHIN ALL UNITS*
- *SPRING HINGE DOORS - SUBJECT TO AHJ*
- *CEILING HEIGHTS: +9'-0"*
- *TV/PHONE/CABLE: SMART PANEL WITHIN CLOSETS WITH ABILITY FOR PHONE CONNECTION*

*BATH*
- *TOILET ACCESSORIES:*
  - *MEDICINE CABINET*
  - *MIRROR*
  - *TOWEL BAR*
  - *ROBE HOOK*
  - *TOILET PAPER DISPENSER*
  - *GRAB BARS (ADA UNITS - SHOWERS AND TOILETS)*
  - *GRAB BARS (NON-ADA UNITS - BLOCKING FOR FUTURE INSTALLATION*
    - *SPECIFY EXTRA GRAB BARS (20% OF ADAPT. ROOMS) FOR FUTURE INSTALL IN SPECS)*
- *SHOWER*
  - *34" x 60" SHOWER*
  - *PREFABRICATED SHOWER UNITS*
  - *SEAT WITHIN SHOWER IN ADA & ADAPTABLE*
- *17" H COMFORT HEIGHT TANK TOILETS*

## *RESIDENT LIVING APARTMENT PLANS*

**RL6**

SAS *Architects & Planners, LLC*
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

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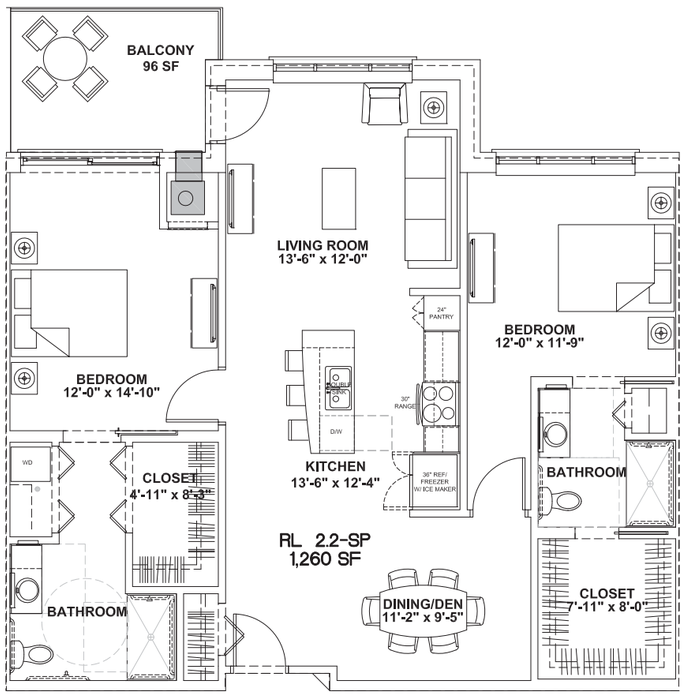
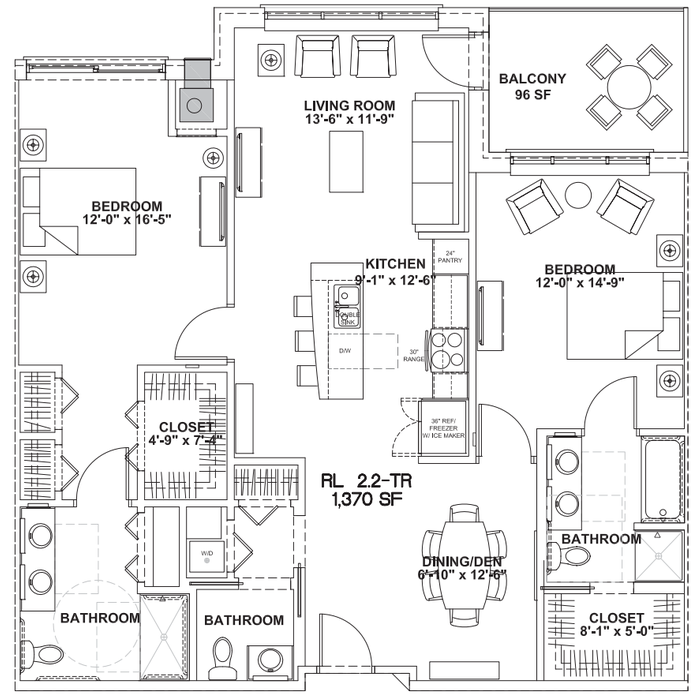



1 **RL 2.2 SPECIAL**
SCALE: 1/4"=1'-0"




2 **RL 2.2.5 TRADITIONAL**
SCALE: 1/4"=1'-0"

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200 VILLAGE DRIVE, DOWNERS GROVE, IL

## *Redevelopment Plan*

| RESIDENTIAL LIVING APARTMENTS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | PROG | ACTUAL | 1ST | 2ND | 3RD | 4TH | 5TH | ACTUAL | PROG |
| RL 1.1-STANDARD | 825 | 832 | 3 | 3 | 4 | 4 | 4 | 18 | 24 |
| RL 1.1-SPECIAL | 825 | 850 | 0 | 1 | 1 | 1 | 1 | 4 | - |
| RL 1.1-TRADITIONAL | 900 | 912 | 6 | 6 | 6 | 6 | 6 | 30 | 24 |
| RL 1.2-DELUXE | 1050 | 1182 | 1 | 4 | 6 | 6 | 6 | 23 | 24 |
| RL 2.2-SPECIAL | 1200 | 1260 | 4 | 5 | 5 | 5 | 5 | 24 | 24 |
| RL 2.2.5-TRADITIONAL | 1300 | 1380 | 6 | 6 | 6 | 6 | 6 | 30 | 24 |
| RL 3.2.5-CLASSIC | 1450 | 1715 | 2 | 3 | 3 | 3 | 3 | 14 | 24 |
| RL 3.3-DELUX | 1600 | 1955 | 2 | 3 | 4 | 4 | 4 | 17 | 12 |
| | | | | | | | | 160 | 156 |

| RESIDENTIAL LIVING APARTMENT AMENITIES | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | UNIT AREA | MASTER BATH | | | BATH #2 | | | POWDER RM. |
| | | BATH VANITY | | SHOWER/ TUB | BATH VANITY | | SHOWER/ TUB | |
| | | SGL | DBL | | SGL | DBL | | |
| RL 1.1-STANDARD | 823 | ● | | S | | | | |
| RL 1.1-SPECIAL | 850 | ● | | S | | | | |
| RL 1.1-TRADITIONAL | 912 | | ● | S | | | | ● |
| RL 1.2-DELUXE | 1182 | ● | | S | | | | ● |
| RL 2.2-SPECIAL | 1240 | | ● | S/T | | ● | S | |
| RL 2.2.5-TRADITIONAL | 1380 | | ● | S/T | | ● | S | |
| RL 3.2.5-CLASSIC | 1715 | | ● | S/T | ● | ● | S | ● |
| RL 3.3-DELUX | 1955 | | ● | S/T | ● | | S | |

| RESIDENTIAL LIVING APARTMENT AMENITIES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | UNIT AREA | LIN. FT. COUNT. SURF. | LIN. FT. HANG. SPACE | STOVE | REFRIG. | | KITCH. SINK | MICRO WAVE | DW | PANTRY | W/D |
| | | | | FULL OVEN | 30" W ICE MKR | 36" W ICE MKR | DBL | | | | |
| RL 1.1-STANDARD | 832 | 16'-8" | 15'-7" | ● | ● | | ● | ● | ● | ● | ● |
| RL 1.1-SPECIAL | 850 | 19'-0" | 15'-8" | ● | ● | | ● | ● | ● | ● | ● |
| RL 1.1-TRADITIONAL | 912 | 21'-2" | 10'-8" | ● | ● | | ● | ● | ● | ● | ● |
| RL 1.2-DELUXE | 1182 | 20'-5" | 14'-2" | ● | | ● | ● | ● | ● | ● | ● |
| RL 2.2-SPECIAL | 1240 | 18'-8" | 36'-4" | ● | ● | | | | | | |
| RL 2.2.5-TRADITIONAL | 1380 | 20'-9" | 31'-5" | ● | ● | | | | | ● | |
| RL 3.2.5-CLASSIC | 1715 | 26'-11" | 37'-4" | ● | ● | ● | ● | ● | ● | ● | |
| RL 3.3-DELUX | 1955 | 18'-1" | 37'-3" | ● | ● | ● | ● | ● | ● | ● | |

***RESIDENTIAL LIVING APARTMENTS: (RL)***

*GENERAL*
- *WASHER AND DRYER WITHIN ALL UNITS*
- *SPRING HINGE DOORS - SUBJECT TO AHJ*
- *CEILING HEIGHTS: +9'-0"*
- *TV/PHONE/CABLE: SMART PANEL WITHIN CLOSETS WITH ABILITY FOR PHONE CONNECTION*

*BATH*
- *TOILET ACCESSORIES:*
  - *MEDICINE CABINET*
  - *MIRROR*
  - *TOWEL BAR*
  - *ROBE HOOK*
  - *TOILET PAPER DISPENSER*
  - *GRAB BARS (ADA UNITS - SHOWERS AND TOILETS)*
  - *GRAB BARS (NON-ADA UNITS - BLOCKING FOR FUTURE INSTALLATION - SPECIFY EXTRA GRAB BARS (20% OF ADAPT. ROOMS) FOR FUTURE INSTALL IN SPECS)*
- *SHOWER*
  - *34" x 60" SHOWER*
  - *PREFABRICATED SHOWER UNITS*
  - *SEAT WITHIN SHOWER IN ADA & ADAPTABLE*
- *17" H COMFORT HEIGHT TANK TOILETS*

## *RESIDENT LIVING APARTMENT PLANS*

**RL7**

**SAS** *Architects & Planners, LLC*
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-9989 www.sasarch.com

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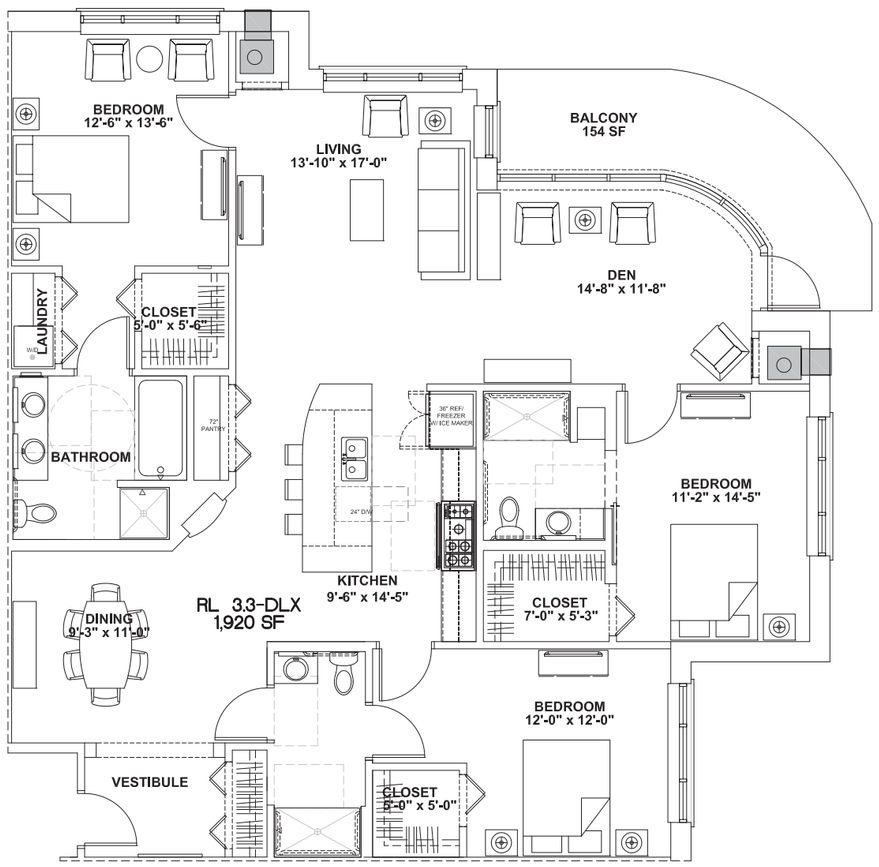
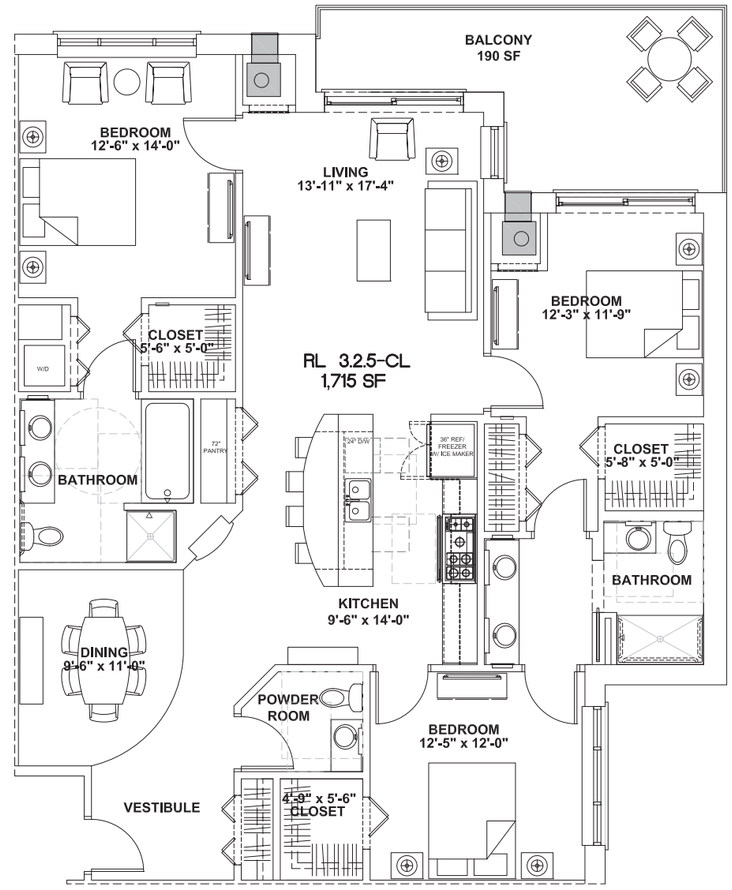



## 1 RL 3.3 DELUXE

SCALE: 1/4"=1'-0"




## 2 RL 3.2.5 CLASSIC

SCALE: 1/4"=1'-0"

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200 VILLAGE DRIVE, DOWNERS GROVE, IL

## *Redevelopment Plan*

| RESIDENTIAL LIVING APARTMENTS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | PROG | ACTUAL | 1ST | 2ND | 3RD | 4TH | 5TH | ACTUAL | PROG |
| RL 1.1-STANDARD | 825 | 832 | 3 | 3 | 4 | 4 | 4 | 18 | 24 |
| RL 1.1-SPECIAL | 825 | 850 | 0 | 1 | 1 | 1 | 1 | 4 | - |
| RL 1.1-TRADITIONAL | 900 | 912 | 6 | 6 | 6 | 6 | 6 | 30 | 24 |
| RL 1.2-DELUXE | 1050 | 1182 | 1 | 4 | 6 | 6 | 6 | 23 | 24 |
| RL 2.2-SPECIAL | 1200 | 1260 | 4 | 5 | 5 | 5 | 5 | 24 | 24 |
| RL 2.2.5-TRADITIONAL | 1300 | 1380 | 6 | 6 | 6 | 6 | 6 | 30 | 24 |
| RL 3.2.5-CLASSIC | 1450 | 1715 | 2 | 3 | 3 | 3 | 3 | 14 | 24 |
| RL 3.3-DELUX | 1600 | 1955 | 2 | 3 | 4 | 4 | 4 | 17 | 12 |
| | | | | | | | | 160 | 156 |

| RESIDENTIAL LIVING APARTMENT AMENITIES | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | UNIT AREA | MASTER BATH | | | BATH #2 | | | POWDER RM. |
| | | BATH VANITY | | SHOWER/ TUB | BATH VANITY | | SHOWER/ TUB | |
| | | SGL | DBL | | SGL | DBL | | |
| RL 1.1-STANDARD | 823 | ● | | S | | | | |
| RL 1.1-SPECIAL | 850 | ● | | S | | | | |
| RL 1.1-TRADITIONAL | 912 | | ● | S | | | | ● |
| RL 1.2-DELUXE | 1182 | ● | | S | | | | ● |
| RL 2.2-SPECIAL | 1240 | | ● | S/T | | ● | S | |
| RL 2.2.5-TRADITIONAL | 1380 | | ● | S/T | | ● | S | |
| RL 3.2.5-CLASSIC | 1715 | | ● | S/T | ● | ● | S | ● |
| RL 3.3-DELUX | 1955 | | ● | S/T | ● | | S | |

| RESIDENTIAL LIVING APARTMENT AMENITIES | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APARTMENT/SUITE | UNIT AREA | LIN. FT. COUNT. SURF. | LIN. FT. HANG. SPACE | STOVE | REFRIG. | | KITCH. SINK | MICRO WAVE | DW | PANTRY | W/D |
| | | | | FULL OVEN | 30" W ICE MKR | 36" W ICE MKR | DBL | | | | |
| RL 1.1-STANDARD | 832 | 16'-8" | 15'-7" | ● | ● | | ● | ● | ● | ● | ● |
| RL 1.1-SPECIAL | 850 | 19'-0" | 15'-8" | ● | ● | | ● | ● | ● | ● | ● |
| RL 1.1-TRADITIONAL | 912 | 21'-2" | 10'-8" | ● | ● | | ● | ● | ● | ● | ● |
| RL 1.2-DELUXE | 1182 | 20'-5" | 14'-2" | ● | | ● | ● | ● | ● | ● | ● |
| RL 2.2-SPECIAL | 1240 | 18'-8" | 36'-4" | ● | ● | | | | | | |
| RL 2.2.5-TRADITIONAL | 1380 | 20'-9" | 31'-5" | ● | ● | | | | | ● | |
| RL 3.2.5-CLASSIC | 1715 | 26'-11" | 37'-4" | ● | ● | ● | ● | ● | ● | ● | |
| RL 3.3-DELUX | 1955 | 18'-1" | 37'-3" | ● | ● | ● | ● | ● | ● | ● | |

***RESIDENTIAL LIVING APARTMENTS: (RL)***

*GENERAL*

- *WASHER AND DRYER WITHIN ALL UNITS*
- *SPRING HINGE DOORS - SUBJECT TO AHJ*
- *CEILING HEIGHTS: +9'-0"*
- *TV/PHONE/CABLE: SMART PANEL WITHIN CLOSETS WITH ABILITY FOR PHONE CONNECTION*

*BATH*

- *TOILET ACCESSORIES:*
  - *MEDICINE CABINET*
  - *MIRROR*
  - *TOWEL BAR*
  - *ROBE HOOK*
  - *TOILET PAPER DISPENSER*
  - *GRAB BARS (ADA UNITS - SHOWERS AND TOILETS)*
  - *GRAB BARS (NON-ADA UNITS - BLOCKING FOR FUTURE INSTALLATION - SPECIFY EXTRA GRAB BARS (20% OF ADAPT. ROOMS) FOR FUTURE INSTALL IN SPECS)*
- *SHOWER*
  - *34" x 60" SHOWER*
  - *PREFABRICATED SHOWER UNITS*
  - *SEAT WITHIN SHOWER IN ADA & ADAPTABLE*
- *17" H COMFORT HEIGHT TANK TOILETS*

## *RESIDENT LIVING APARTMENT PLANS*

**RL8**

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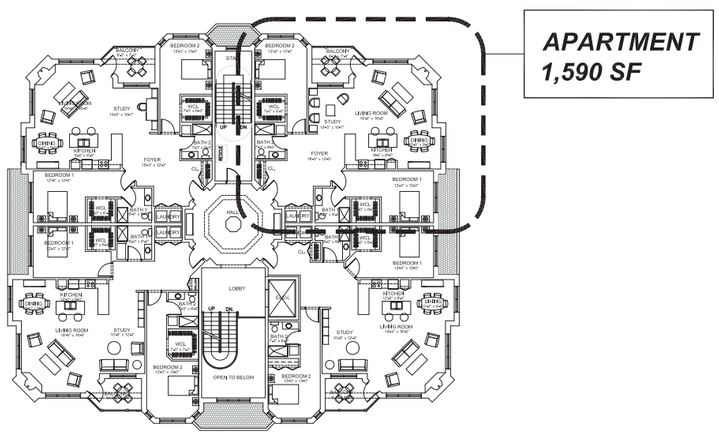
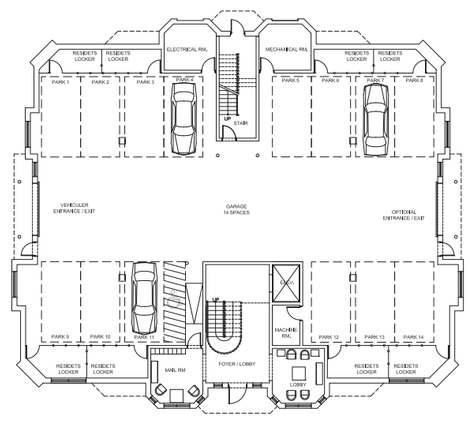
1 **CONCEPTUAL ENTRY ELEVATION**
SCALE: 1/8"=1'-0"




2 **TYPICAL SECOND/THIRD FLOOR PLANS**
SCALE: 1/16"=1'-0"



3 **LOWER LEVEL PARKING GARAGE**
SCALE: 1/16"=1'-0"

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200 VILLAGE DRIVE, DOWNERS GROVE, IL

## *Redevelopment Plan*

***INDEPENDENT LIVING VILLA (RLV):***

- *13 APARTMENTS - 1 VILLA (8 APARTMENTS PER FLOOR)*
- *3 - STORY (INCLUDING LOWER LEVEL PARKING GARAGE)*
- *(2) X 7,733 SF = 15,466 SF - APARTMENTS*
- *(1) X 7,935 SF = 7,935 SF - GARAGE / STORAGE*
- *TYPICAL APARTMENT AREA - 1,590 SF*
- *PARKING SPACES - 5 REQUIRED, 14 ACTUAL COVERED SPACES*

***CODE ANALYSIS:***

- *OCCUPANCY: R-2 - RESIDENTIAL 2 & 3*
- *CONSTRUCTION TYPE: III-B*
- *FULLY SPRINKLERED*
- *2-HR EXTERIOR BEARING WALLS*
- *0-HR STRUCTURAL FRAME*
- *0-HR FLOOR AND ROOF ASSEMBLIES*
- *0-HR EXIT STAIRS/SHAFTS*
- *PARKING OCCUPANCY: S-2 GRADE*
- *2HR SEPARATION BETWEEN PARKING S-2 & R-2*

***STRUCTURAL SYSTEMS:***

- *CONCRETE SPREAD FOOTINGS (ASSUMING 3,000 PSF SOIL)*
- *PRECAST CONCRETE LOWER PARKING LEVEL*
- *WOOD CONSTRUCTION BEARING WALLS (FLRS 2-3)*
- *WOOD FLOOR AND ROOF TRUSSES (FLR 3 & ROOF)*

***HVAC SYSTEMS:***

- *RESIDENTIAL FORCED AIR FURNACE IN EACH APARTMENT*

***EXTERIOR MATERIALS:***

- *NATURAL STONE (40%), CEMENT FIBER SIDING (60%)*
- *CEMENT FIBER SOFFIT AND TRIM*
- *LOW-E VINYL WINDOWS*
- *ARCHITECTURAL FIBERGLASS SHINGLES*
- *PRE-ENGINEERED ALUMINUM BALCONIES*

***NOTE: THE PRELIMINARY DESIGNS FOR THE RESIDENTIAL LIVING VILLAS ARE BASED UPON ASSUMPTIONS AT THIS TIME FOR WHAT THE AESTHETIC AND SCOPE OF EACH VILLA MIGHT BE. RESIDENTIAL LIVING VILLAS ARE MARKET DRIVEN AND WILL DEPEND UPON THE MARKET CONDITIONS AT TIME OF THE CONSTRUCTION. THE FOLLOWING ARE PRELIMINARY DESIGNS TO GIVE IDEA OF DENSITY AND GENERAL AESTHETICS.***

## *RESIDENTIAL LIVING VILLA FLOOR PLANS/ELEVATION*

**RLV1**

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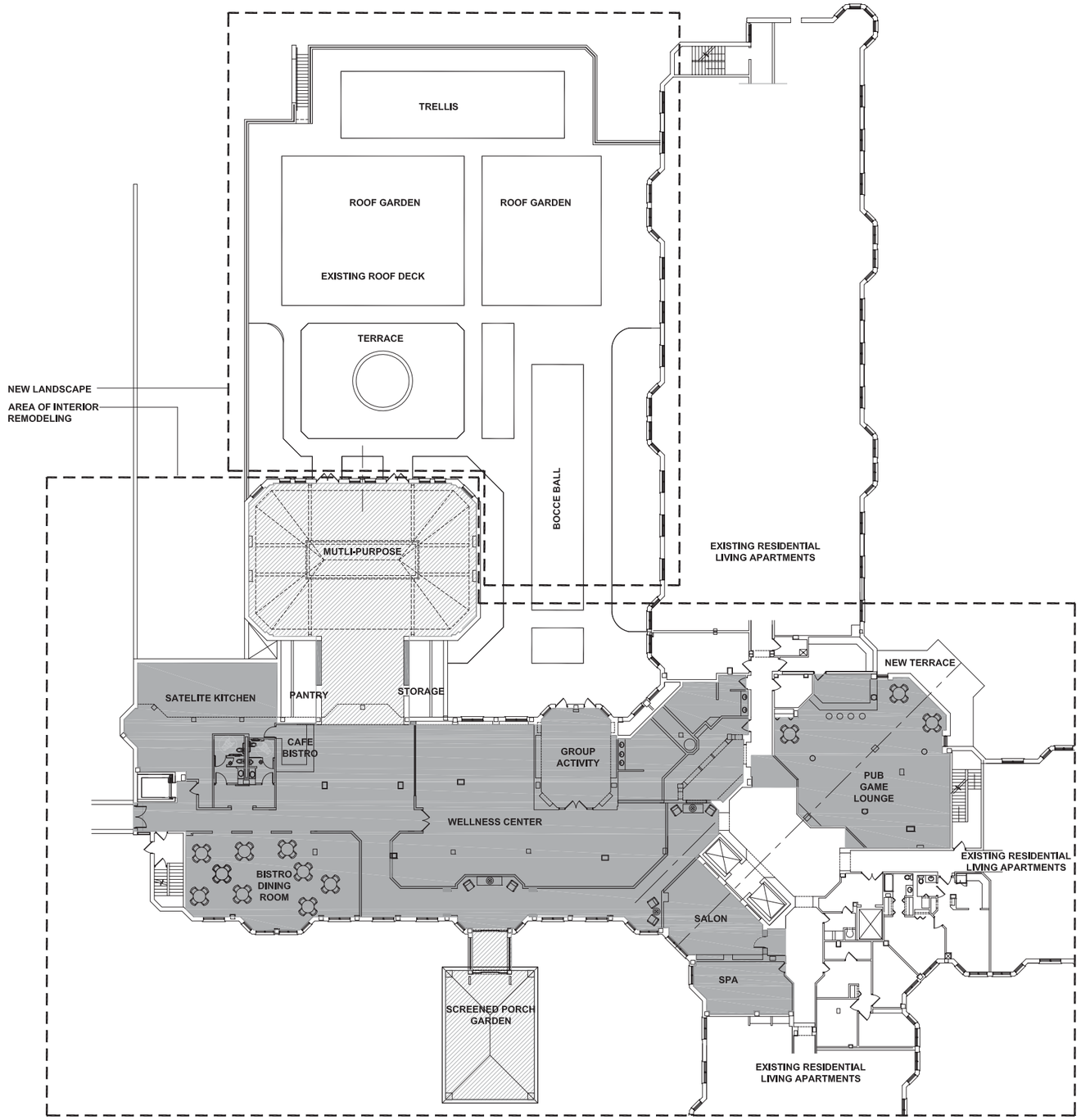


## EXISTING RESIDENTIAL LIVING - FIRST FLOOR REMODELING PLAN

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

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# Redevelopment Plan

### EXISTING RESIDENTIAL LIVING BUILDING:

- RL EXISTING BUILDING FIRST FLOOR REMODELING AREA: 12537 SF
  - INTERIOR REMODELING
- RL EXISTING FIRST FLOOR REFINISHING AREAS: 4,308 SF
  - INTERIOR FINISHES/LIGHTING/DECORATIVE WORK
- RL EXISTING ROOF TERRACE LANDSCAPE REMODELING AREA: 16,461 SF

*NOTE: THE FOLLOWING DESIGNS ARE PRELIMINARY TO SHOW POTENTIAL SCOPE OF WORK ONLY.*

## EXISTING RESIDENTIAL LIVING BUILDING FIRST FLOOR REMODELING PLAN

**XRL3**

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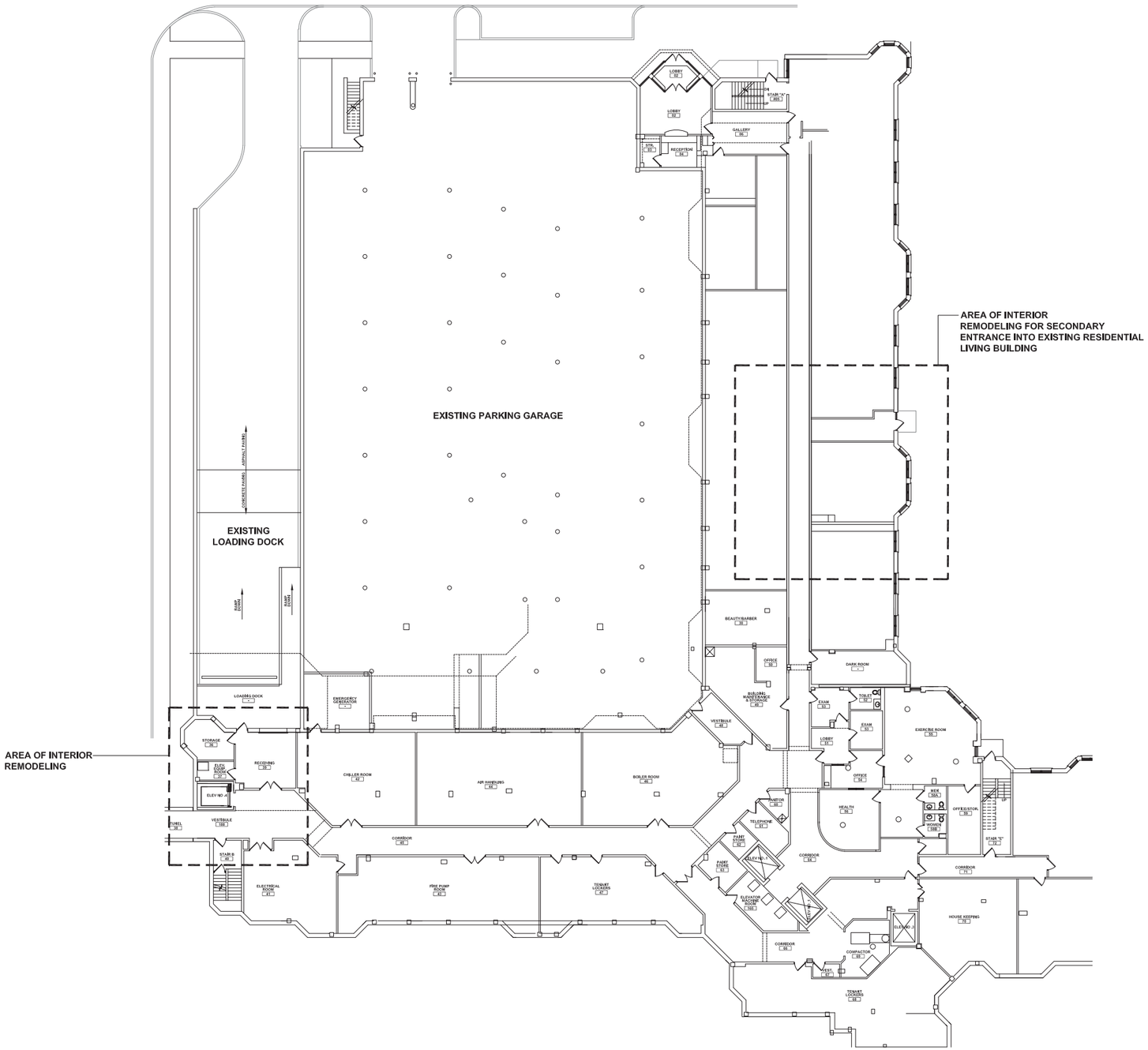


## EXISTING RESIDENTIAL LIVING - BASEMENT REMODELING PLAN

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

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**Redevelopment Plan**

### EXISTING RESIDENTIAL LIVING BUILDING:

- NEW TEMPORARY ENTRANCE INTERIOR REMODELING WORK
  - NEW EXTERIOR ENTRYWAY
  - CREATION OF NEW LOBBY/ENTRYWAY
  - MINIMAL RELOCATION OF EXISTING ECTRICAL/PLUMBING/MECHANICAL EQUIPMENT AS REQUIRED
- CONNECTION OF EXISTING UNDERGROUND TUNNEL WITH NEW RL BUILDING
- POTENTIAL EXPANSION OF RECEIVING ROOM/TRASH

**EXISTING RESIDENTIAL LIVING BUILDING BASEMENT REMODELING PLAN**

**XRL1**

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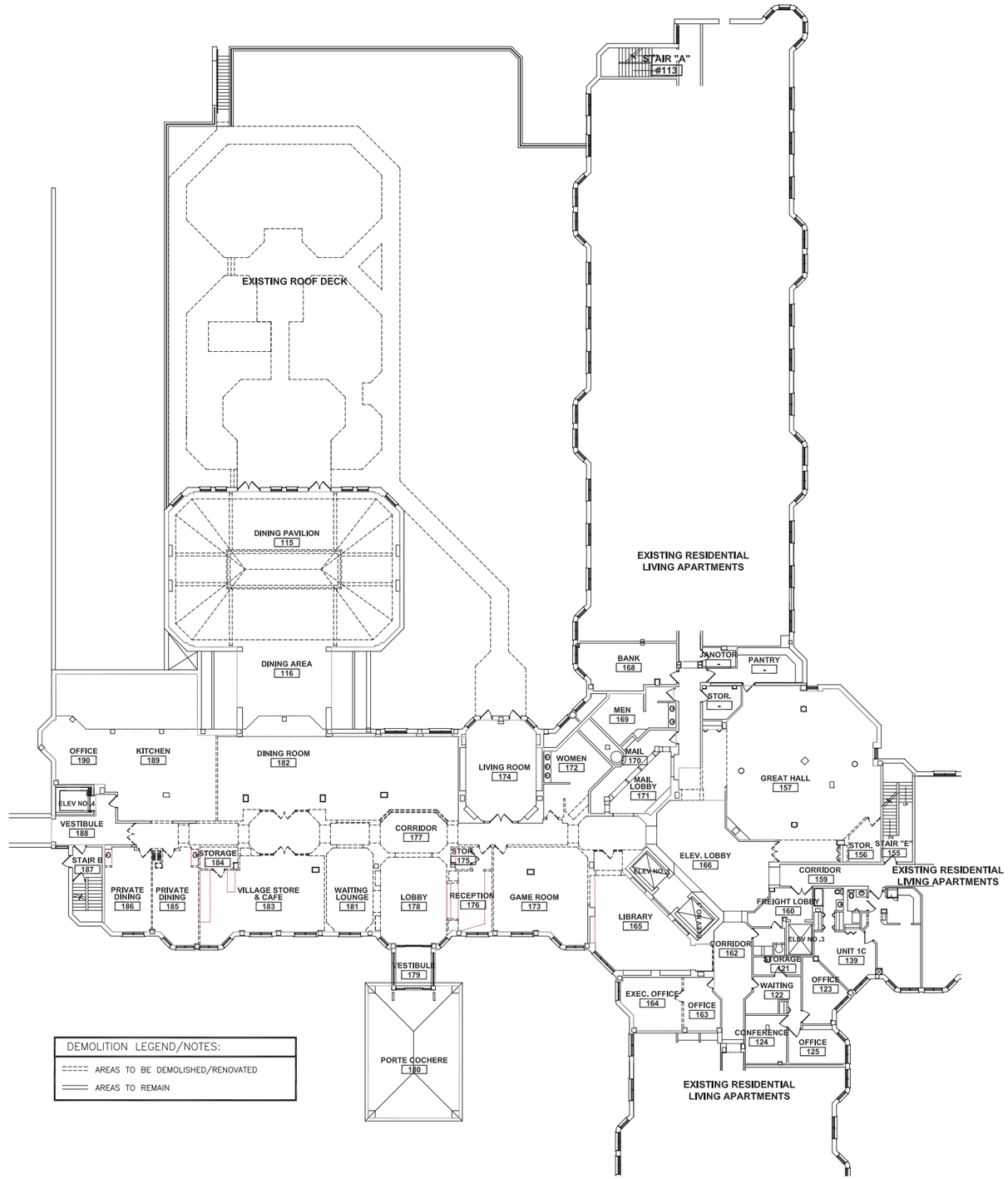
***Redevelopment Plan***




## *EXISTING RESIDENTIAL LIVING - FIRST FLOOR / DEMO PLAN*

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

## *EXISTING RESIDENTIAL LIVING FIRST FLOOR / DEMO PLAN*

**XRL2**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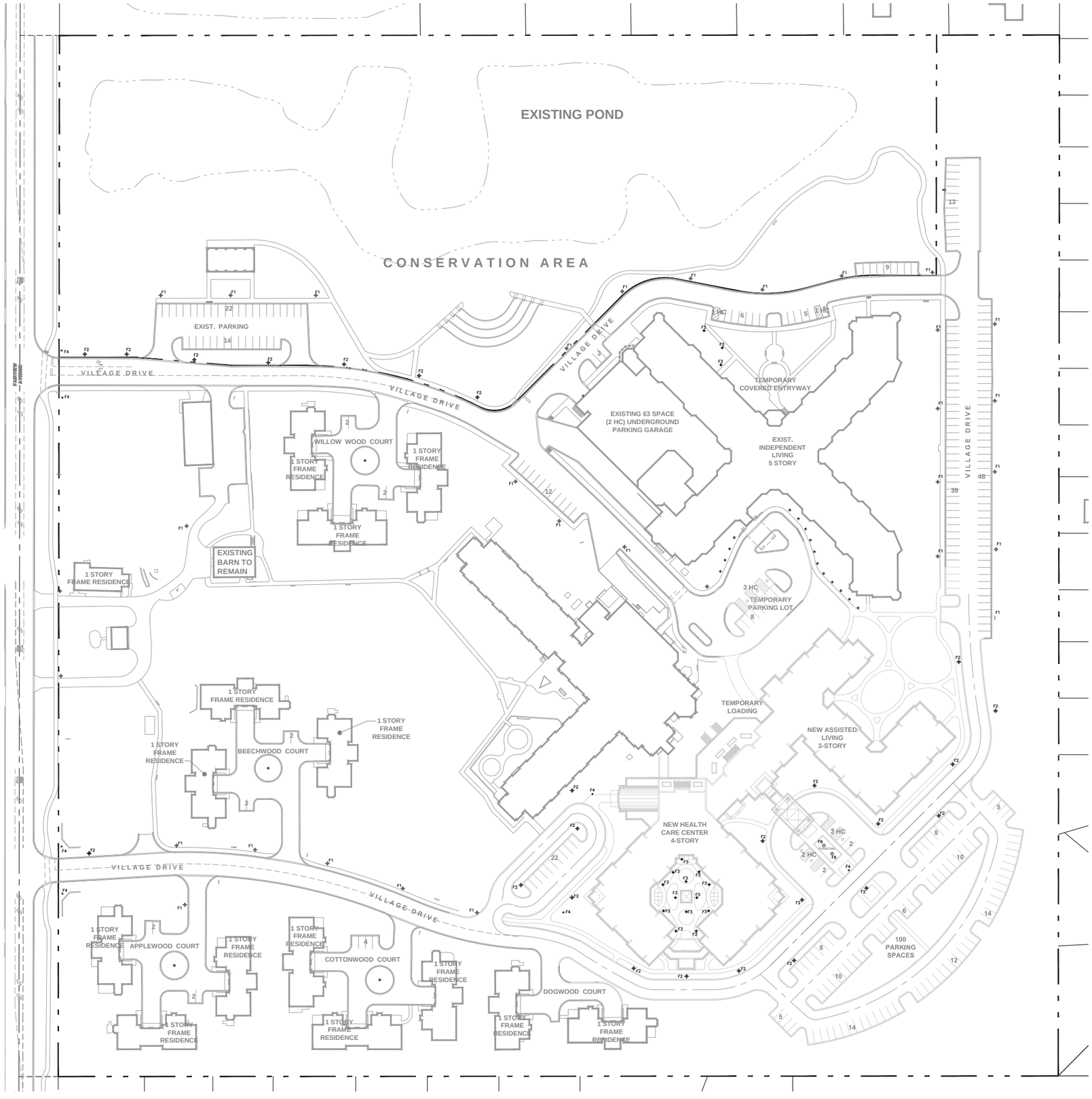


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## *Redevelopment Plan*

### *CONCEPTUAL SITE PLAN - PHASE I*

**LIGHTING FIXTURE SCHEDULE**

| FIXTURE TAG | SYMBOL | MANUFACTURER | MODEL NUMBER | LAMPS | VOLTAGE | WATTAGE | MOUNTING | NOTES |
|---|---|---|---|---|---|---|---|---|
| F1 | | – | EXISTING LIGHT POLE | LED | 120V–277V | – | POLE MOUNTED | 14' POLE MOUNTED LIGHT FIXTURE. EXISTING FIXTURE. |
| F2 | | STERNBERG LIGHTING | 174OLED–1RND4ST4–MDL03–CA | LED 3500K, 85CRI 32,35lm MAINTAINED | 120V–277V | 30.8W | POLE MOUNTED | 16' POLE MOUNTED LIGHT FIXTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F3 | | STERNBERG LIGHTING | R1436–26L4S13–MDL03–SV2 | LED 4000K, 85CRI 3000lm MAINTAINED | 120V–277V | 30.6W | BOLLARD | 36" TALL BOLLARD. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F4 | | BEGA | 77 681 | LED 3500K, 85CRI, 2560lm MAINTAINED | 120V–277V | 19.6W | UPLIGHT | UPLIGHT FOR TREES AND SIGNS. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F5 | | BEGA | – | LED | 120V–277V | – | WALL MOUNTED | DOWNLIGHT MOUNTED TO STRUCTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F6 | | COLOR KINETICS | C–SPLASH 2 | LED 583lm MAINTAINED | 120V–277V | 41.7W | UNDERWATER | UNDERWATER LED SPOTLIGHT WITH COLOR LIGHT. SPECIALIZED LIGHT FIXTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F7 | | ECLIPSE LIGHTING | WA–71.7–4735K–EBU | LED 4735K, 69CRI 2734lm MAINTAINED | 120V–277V | 71.7W | WALL MOUNTED | 8' WALL MOUNTED LIGHT FIXTURE ABOVE GARAGE DOOR. |

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rtmassociates.com | 847.756.4100

### *CONCEPTUAL SITE PLAN- PHASE I*

*SCALE: 1"=60'-0"*

**E2**

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## *Redevelopment Plan*

### *CONCEPTUAL SITE PLAN - PHASE II*

**LIGHTING FIXTURE SCHEDULE**

| FIXTURE TAG | SYMBOL | MANUFACTURER | MODEL NUMBER | LAMPS | VOLTAGE | WATTAGE | MOUNTING | NOTES |
|---|---|---|---|---|---|---|---|---|
| F1 | | – | EXISTING LIGHT POLE | LED | 120V–277V | – | POLE MOUNTED | 14' POLE MOUNTED LIGHT FIXTURE. EXISTING FIXTURE. |
| F2 | | STERNBERG LIGHTING | 174OLED–18ND4ST4–MDL03–CA | LED 3500K, 85CRI 32,35lm MAINTAINED | 120V–277V | 30.8W | POLE MOUNTED | 16' POLE MOUNTED LIGHT FIXTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F3 | | STERNBERG LIGHTING | R1436–26L4ST3–MDL03–SV2 | LED 4000K, 85CRI 3000lm MAINTAINED | 120V–277V | 30.6W | BOLLARD | 36" TALL BOLLARD. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F4 | | BEGA | 77 681 | LED 3500K, 85CRI, 2560lm MAINTAINED | 120V–277V | 19.6W | UPLIGHT | UPLIGHT FOR TREES AND SIGNS. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F5 | | BEGA | – | LED | 120V–277V | – | WALL MOUNTED | DOWNLIGHT MOUNTED TO STRUCTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F6 | | COLOR KINETICS | C–SPLASH 2 | LED 583lm MAINTAINED | 120V–277V | 41.7W | UNDERWATER | UNDERWATER LED SPOTLIGHT WITH COLOR LIGHT. SPECIALIZED LIGHT FIXTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F7 | | ECLIPSE LIGHTING | WA–71.7–4735K–EBU | LED 4735K, 69CRI 2734lm MAINTAINED | 120V–277V | 71.7W | WALL MOUNTED | 8' WALL MOUNTED LIGHT FIXTURE ABOVE GARAGE DOOR. |

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### *CONCEPTUAL SITE PLAN- PHASE II*

*SCALE: 1"=60'-0"*

**E3**

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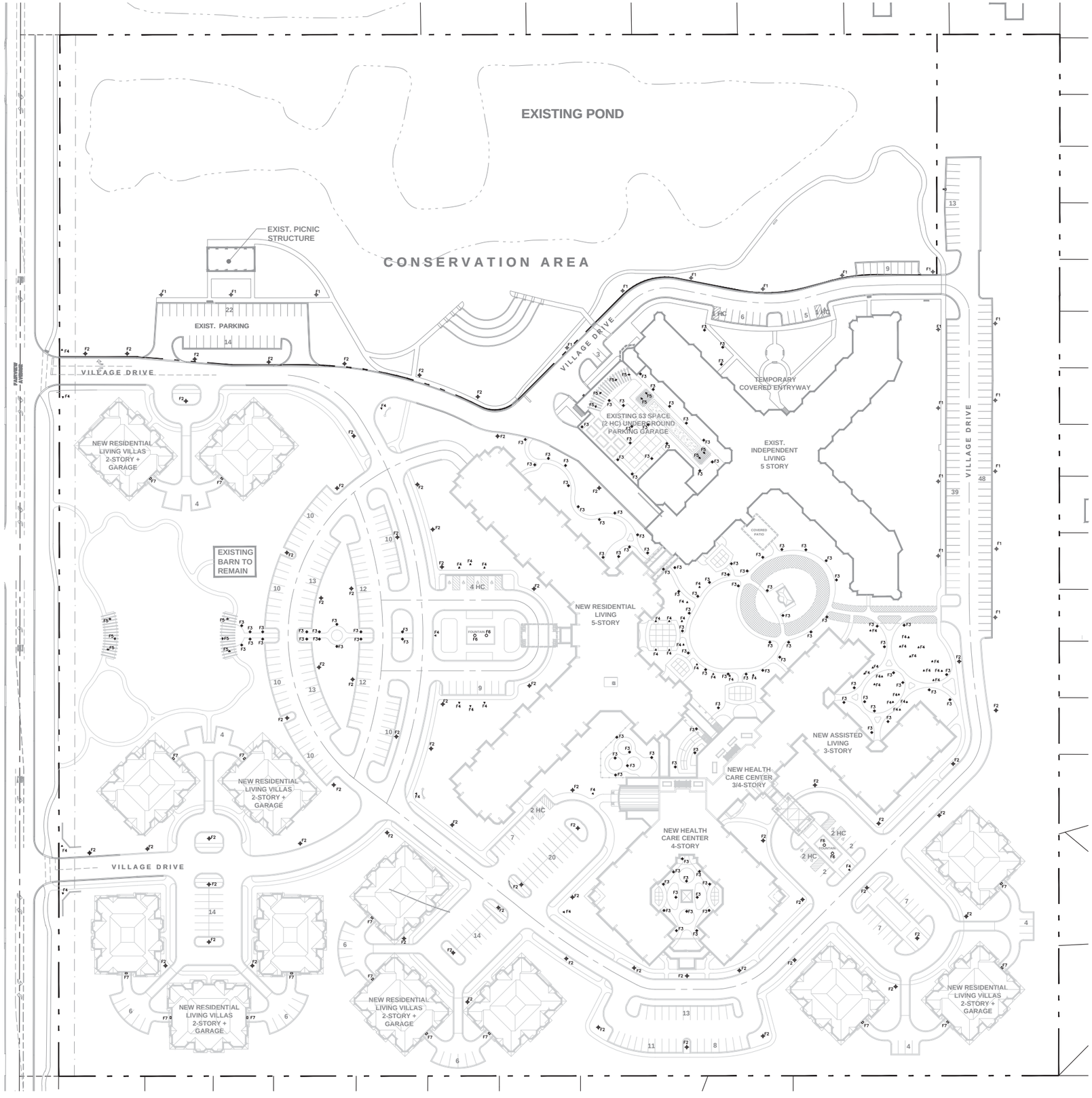


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## *Redevelopment Plan*

### *CONCEPTUAL SITE PLAN - PHASE II*

**LIGHTING FIXTURE SCHEDULE**

| FIXTURE TAG | SYMBOL | MANUFACTURER | MODEL NUMBER | LAMPS | VOLTAGE | WATTAGE | MOUNTING | NOTES |
|---|---|---|---|---|---|---|---|---|
| F1 | | – | EXISTING LIGHT POLE | LED | 120V–277V | – | POLE MOUNTED | 14' POLE MOUNTED LIGHT FIXTURE. EXISTING FIXTURE. |
| F2 | | STERNBERG LIGHTING | 174OLED–1RND4ST4–MDL03–CA | LED 3500K, 85CRI 32,35lm MAINTAINED | 120V–277V | 30.8W | POLE MOUNTED | 16' POLE MOUNTED LIGHT FIXTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F3 | | STERNBERG LIGHTING | R1436–26L4S13–MDL03–SV2 | LED 4000K, 85CRI 3000lm MAINTAINED | 120V–277V | 30.6W | BOLLARD | 36" TALL BOLLARD. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F4 | | BEGA | 77 681 | LED 3500K, 85CRI, 2560lm MAINTAINED | 120V–277V | 19.6W | UPLIGHT | UPLIGHT FOR TREES AND SIGNS. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F5 | | BEGA | – | LED | 120V–277V | – | WALL MOUNTED | DOWNLIGHT MOUNTED TO STRUCTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F6 | | COLOR KINETICS | C–SPLASH 2 | LED 583lm MAINTAINED | 120V–277V | 41.7W | UNDERWATER | UNDERWATER LED SPOTLIGHT WITH COLOR LIGHT. SPECIALIZED LIGHT FIXTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F7 | | ECLIPSE LIGHTING | WA–71.7–4735K–EBU | LED 4735K, 69CRI 2734lm MAINTAINED | 120V–277V | 71.7W | WALL MOUNTED | 8' WALL MOUNTED LIGHT FIXTURE ABOVE GARAGE DOOR. |

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### *CONCEPTUAL SITE PLAN- PHASE III*

*SCALE: 1"=60'-0"*

**E4**

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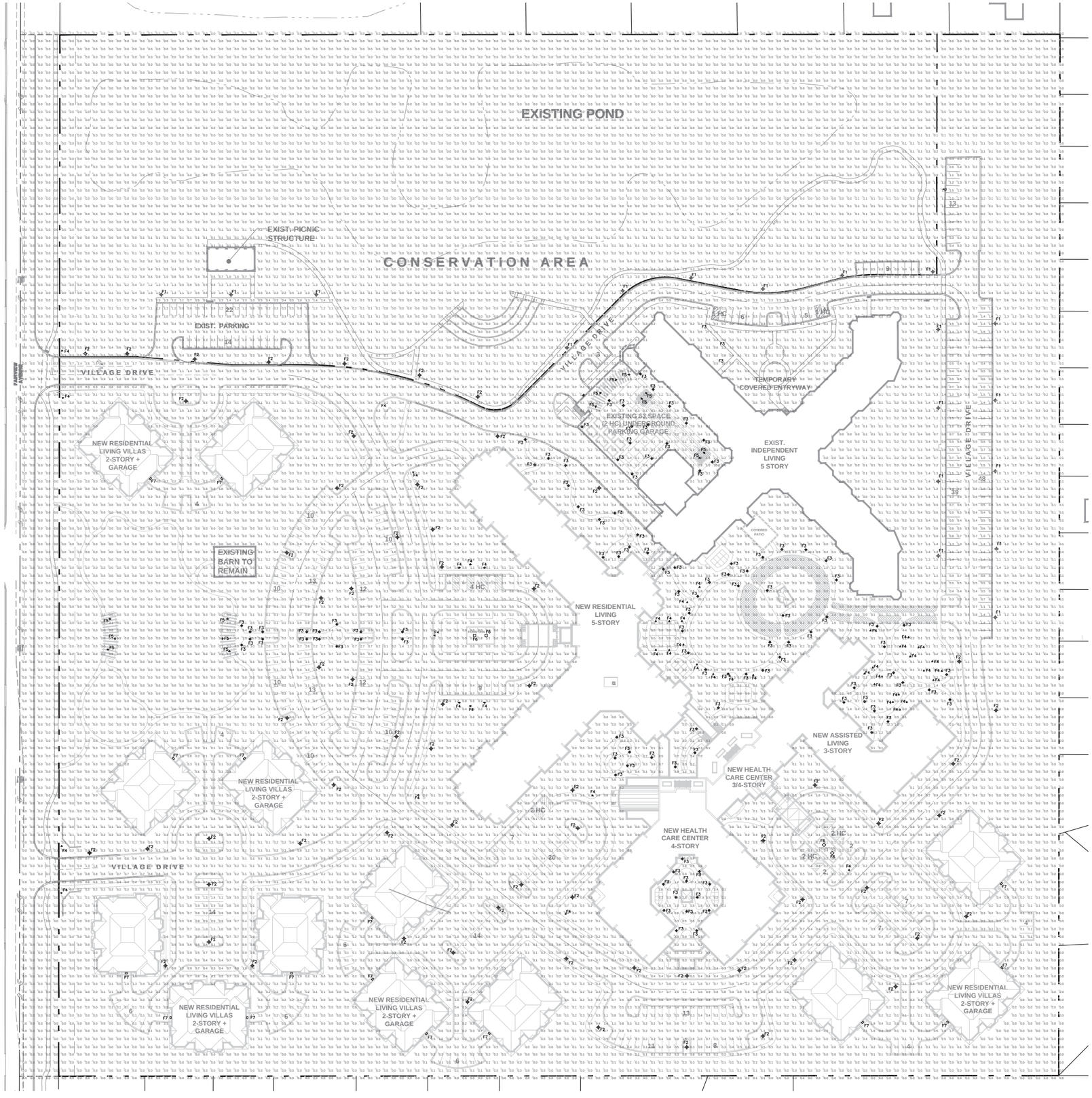


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## *Redevelopment Plan*

### *CONCEPTUAL SITE PLAN - PHASE II*

**LIGHTING FIXTURE SCHEDULE**

| FIXTURE TAG | SYMBOL | MANUFACTURER | MODEL NUMBER | LAMPS | VOLTAGE | WATTAGE | MOUNTING | NOTES |
|---|---|---|---|---|---|---|---|---|
| F1 | | – | EXISTING LIGHT POLE | LED | 120V–277V | – | POLE MOUNTED | 14' POLE MOUNTED LIGHT FIXTURE. EXISTING FIXTURE. |
| F2 | | STERNBERG LIGHTING | 174OLED–1RND4ST4–MDL03–CA | LED 3500K, 85CRI 3235lm MAINTAINED | 120V–277V | 30.8W | POLE MOUNTED | 16' POLE MOUNTED LIGHT FIXTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F3 | | STERNBERG LIGHTING | R7436–26L45T3–MDL03–SV2 | LED 4000K, 85CRI 3000lm MAINTAINED | 120V–277V | 30.6W | BOLLARD | 36" TALL BOLLARD. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F4 | | BEGA | 77 681 | LED 3500K, 85CRI 2560lm MAINTAINED | 120V–277V | 19.6W | UPLIGHT | UPLIGHT FOR TREES AND SIGNS. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F5 | | BEGA | – | LED | 120V–277V | – | WALL MOUNTED | DOWNLIGHT MOUNTED TO STRUCTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F6 | | COLOR KINETICS | C–SPLASH 2 | LED 583lm MAINTAINED | 120V–277V | 41.7W | UNDERWATER | UNDERWATER LED SPOTLIGHT WITH COLOR LIGHT. SPECIALIZED LIGHT FIXTURE. FINAL COLOR/ FINISH AS SELECTED BY ARCHITECT. |
| F7 | | ECLIPSE LIGHTING | WA–71.7–4735K–EBU | LED 4735K, 85CRI 2734lm MAINTAINED | 120V–277V | 71.7W | WALL MOUNTED | 8" WALL MOUNTED LIGHT FIXTURE ABOVE GARAGE DOOR. |

LIGHTS ARE NOT FINAL SELECTIONS. PHOTOMETRIC LIGHTS ARE RELATIVELY SIMILAR.


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### *CONCEPTUAL PHOTOMETRICS- PHASE III*

*SCALE: 1"=60'-0"*

**E4**


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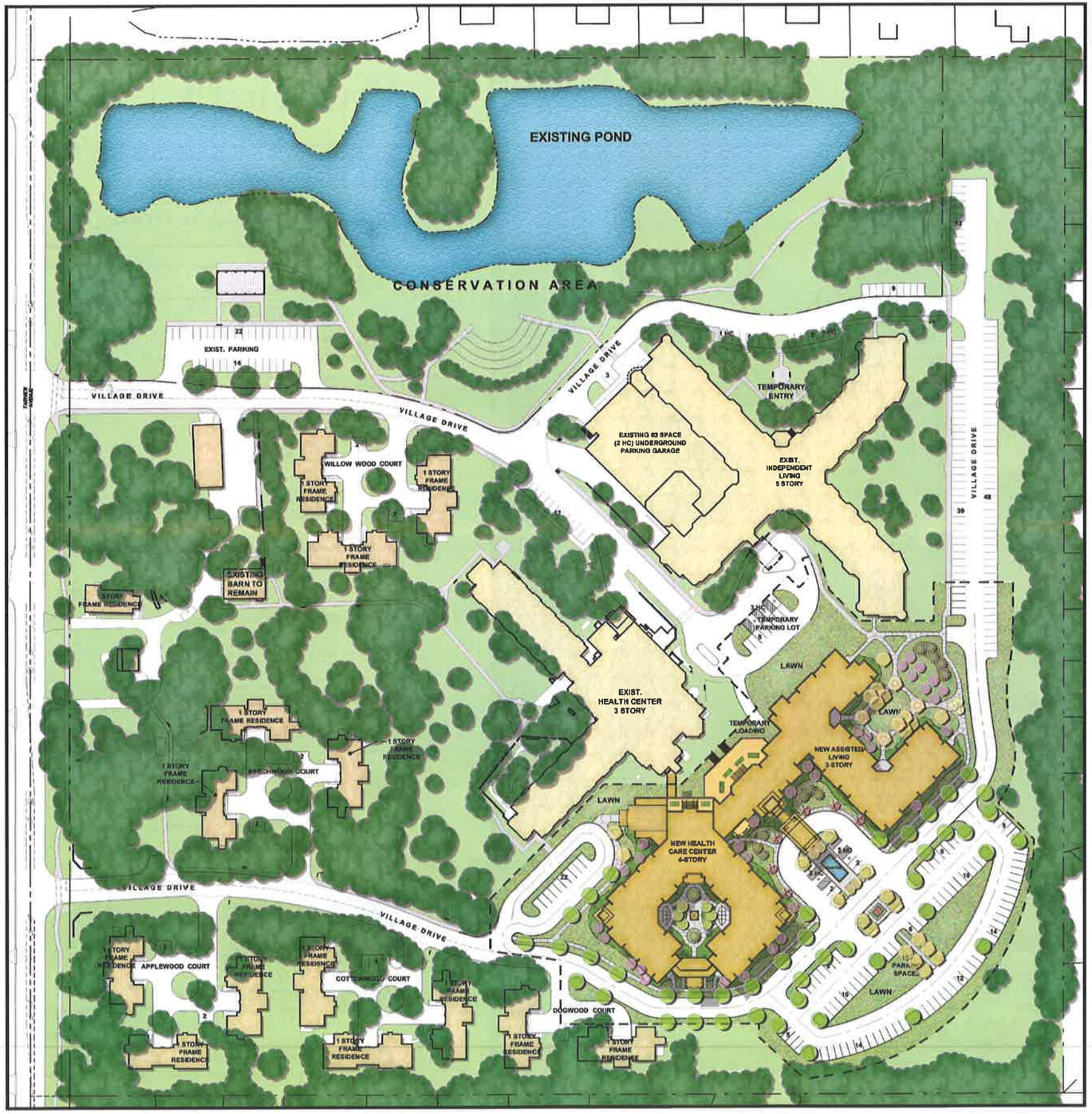


# OAK TRACE™

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## A LIFESPACE COMMUNITY
200 VILLAGE DRIVE, DOWNERS GROVE, IL

## *Redevelopment Plan*

### *SYMBOL LEGEND*

SHADE TREE 1
- Acer rubrum 'Red Sunset' / Red Sunset Maple — 3"
- Acer saccharum 'Legacy' / Legacy Sugar Maple — 3"
- Gleditsia triacanthos inermis 'Skyline' / Skyline Honey Locust — 3"
- Quercus bicolor / Swamp White Oak — 3"
- Tilia cordata / Littleleaf Linden — 3"
- Ulmus x 'Frontier' / American Elm — 3"

SHADE TREE 2
- Acer freemanii 'Armstrong' / Freeman Maple — 3"
- Ginkgo biloba / Maidenhair Tree — 3"
- Quercus robur 'Regal Prince' / Regal Prince English Oak — 3"

ORNAMENTAL 1
8 to 10 feet in height, B&B/Multi Stem
- Crataegus crus-galli / Cockspur Hawthorn — 6' ht
- Crataegus phaenopyrum / Washington Hawthorn — 8' ht
- Malus x 'Red Jade' / Red Jade Crab Apple — 6' ht
- Pyrus calleryana 'Chanticleer' / Chanticleer Pear — 2.5"
- Syringa reticulata / Japanese Tree Lilac — 8'

ORNAMENTAL 2
8 to 10 feet in height, B&B/Multi Stem
- Alnus glutinosa / European Alder — 10' ht
- Betula nigra / River Birch — 10' ht
- Betula populifolia 'Whitespire' / Whitespire Birch — 10' ht

ORNAMENTAL 3
8 to 10 feet in height, B&B/Multi Stem
- Amelanchier x grandiflora 'Autumn Brilliance' / 'Autumn Brilliance' Serviceberry — 6' ht
- Cercis canadensis / Eastern Redbud — 6' ht
- Cornus kousa / Kousa Dogwood — 6' ht
- Malus sargentii / Sargent Apple — 6' ht

EVERGREEN
- Juniperus chinensis 'Keteleeri' / Keteleeri Chinese Juniper — 6' ht
- Picea abies / Norway Spruce — 10' ht
- Picea pungens 'Glauca' / Colorado Blue Spruce — 8' ht.
- Thuja occidentalis / American Arborvitae — 8' ht.
- Thuja occidentalis 'Smaragd' / Emerald Green Arborvitae — 6' ht
- Thuja plicata 'Green Giant' / Western Red Cedar — 8' ht.

FOUNDATION PLANTING
- Buxus microphylla 'Wintergreen' / Wintergreen Boxwood
- Cotoneaster atrofolius / Peking Cotoneaster
- Euonymus alatus 'Compactus' / Compact Burning Bush
- Hydrangea paniculata 'Tardiva' / Tardiva Hydrangea
- Hydrangea quercifolia / Oakleaf Hydrangea
- Juniperus chinensis 'Sea Green' / Sea Green Juniper
- Rhus aromatica 'Gro-Low' / Gro-Low Sumac
- Ribes alpinum / Alpine Currant
- Rosa acicularis 'Nearly Wild' / Prickly Rose
- Spiraea x bumalda 'Anthony Waterer' / Anthony Waterer Spiraea
- Syringa meyeri 'Palibin' / Dwarf Korean Lilac
- Syringa patula 'Miss Kim' / Miss Kim Lilac
- Taxus x media 'Densiformis' / Densiform Yew
- Viburnum dentatum 'Arrowwood' / Arrowwood Viburnum
- Viburnum lantana 'Mohican' / Mohican Viburnum
- Viburnum trilobum 'Bailey Compact' / Bailey's Compact American Cranberry Bush
- Viburnum x juddii / Judd Viburnum
- Weigela florida 'Red Prince' / Red Prince Weigela

PERENNIAL
1 gal. @ 18" o.c., CG
- Aster novae-angliae / New England Aster
- Echinacea purpurea / Purple Coneflower
- Hemerocallis x 'Happy Returns' / Happy Returns Day-lily
- Hosta fortunei 'Francee' / Fortune's Hosta
- Rudbeckia fulgida 'Goldsturm' / Goldsturm Black-eyed Susan

EXISTING CANOPY

| Total Canopy | Canopy Removed | Canopy Replaced |
|---|---|---|
| 1,607,300 SF | 90,400 SF | 47,900 SF |
| (38.74 AC) | (2.08 AC) | (1.10 AC) |

teska associates
627 Grove Street
Evanston, Illinois

## *PHASE I LANDSCAPE PLAN*

N
30' 0' 60' 120'

L1

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200 VILLAGE DRIVE, DOWNERS GROVE, IL

***Redevelopment Plan***

### SYMBOL LEGEND

SHADE TREE 1
Acer rubrum "Red Sunset" / Red Sunset Maple — 3"
Acer saccharum "Legacy" / Legacy Sugar Maple — 3"
Gleditsia triacanthos inermis "Skyline" / Skyline Honey Locust — 3"
Quercus bicolor / Swamp White Oak — 3"
Tilia cordata / Littleleaf Linden — 3"
Ulmus x "Frontier" / American Elm — 3"

SHADE TREE 2
Acer freemanii "Armstrong" / Freeman Maple — 3"
Ginkgo biloba / Maidenhair Tree — 3"
Quercus robur "Regal Prince" / Regal Prince English Oak — 3"

ORNAMENTAL 1
8 to 10 feet in height, B&B/Multi Stem
Crataegus crus-galli / Cockspur Hawthorn — 6' ht
Crataegus phaenopyrum / Washington Hawthorn — 8' ht.
Malus x "Red Jade" / Red Jade Crab Apple — 6' ht
Pyrus calleryana "Chanticleer" / Chanticleer Pear — 2.5"
Syringa reticulata / Japanese Tree Lilac — 8'

ORNAMENTAL 2
8 to 10 feet in height, B&B/Multi Stem
Alnus glutinosa / European Alder — 10' ht
Betula nigra / River Birch — 10' ht
Betula populifolia "Whitespire" / Whitespire Birch — 10' ht

ORNAMENTAL 3
8 to 10 feet in height, B&B/Multi Stem
Amelanchier x grandiflora "Autumn Brilliance" / "Autumn Brilliance" Serviceberry — 6' ht
Cercis canadensis / Eastern Redbud — 6' ht
Cornus kousa / Kousa Dogwood — 6' ht
Malus sargentii / Sargent Apple — 6' ht

EVERGREEN
Juniperus chinensis "Keteleeri" / Keteleeri Chinese Juniper — 6' ht
Picea abies / Norway Spruce — 10' ht
Picea pungens "Glauca" / Colorado Blue Spruce — 8' ht.
Thuja occidentalis / American Arborvitae — 8' ht.
Thuja occidentalis "Smaragd" / Emerald Green Arborvitae — 6' ht
Thuja plicata "Green Giant" / Western Red Cedar — 8' ht.

FOUNDATION PLANTING
Buxus microphylla "Wintergreen" / Wintergreen Boxwood
Cotoneaster acutifolius / Peking Cotoneaster
Euonymus alatus "Compactus" / Compact Burning Bush
Hydrangea paniculata "Tardiva" / Tardiva Hydrangea
Hydrangea quercifolia / Oakleaf Hydrangea
Juniperus chinensis "Sea Green" / Sea Green Juniper
Rhus aromatica "Gro-Low" / Gro-Low Sumac
Ribes alpinum / Alpine Currant
Rosa acicularis "Nearly Wild" / Prickly Rose
Spiraea x bumalda "Anthony Waterer" / Anthony Waterer Spiraea
Syringa meyeri "Palibin" / Dwarf Korean Lilac
Syringa patula "Miss Kim" / Miss Kim Lilac
Taxus x media "Everlow" / Everlow Yew
Viburnum dentatum "Arrowwood" / Arrowwood Viburnum
Viburnum lantana "Mohican" / Mohican Viburnum
Viburnum trilobum "Bailey Compact" / Bailey's Compact American Cranberry Bush
Viburnum x juddii / Judd Viburnum
Weigela florida "Red Prince" / Red Prince Weigela

PERENNIAL
1 gal. @ 18" o.c., CG
Aster novae-angliae / New England Aster
Echinacea purpurea / Purple Coneflower
Hemerocallis x "Happy Returns" / Happy Returns Daylily
Hosta fortunei "Francee" / Fortunei's Hosta
Rudbeckia fulgida "Goldsturm" / Goldsturm Black-eyed Susan

EXISTING CANOPY

| Total Canopy | Canopy Removed | Canopy Replaced |
|---|---|---|
| 1,687,300 SF | 90,400 SF | 47,900 SF |
| (38.74 AC) | (2.08 AC) | (1.10 AC) |

teska associates
627 Grove Street
Evanston, Illinois

## PHASE III LANDSCAPE PLAN

N
30' 0' 60' 120'

**L3**

SAS Architects & Planners, LLC
630 Dundee Road Northbrook, IL 60062 847 564-8333 fax. 847 564-8089 www.sasarch.com

ZONING SUBMITTAL - JANUARY 13, 2017

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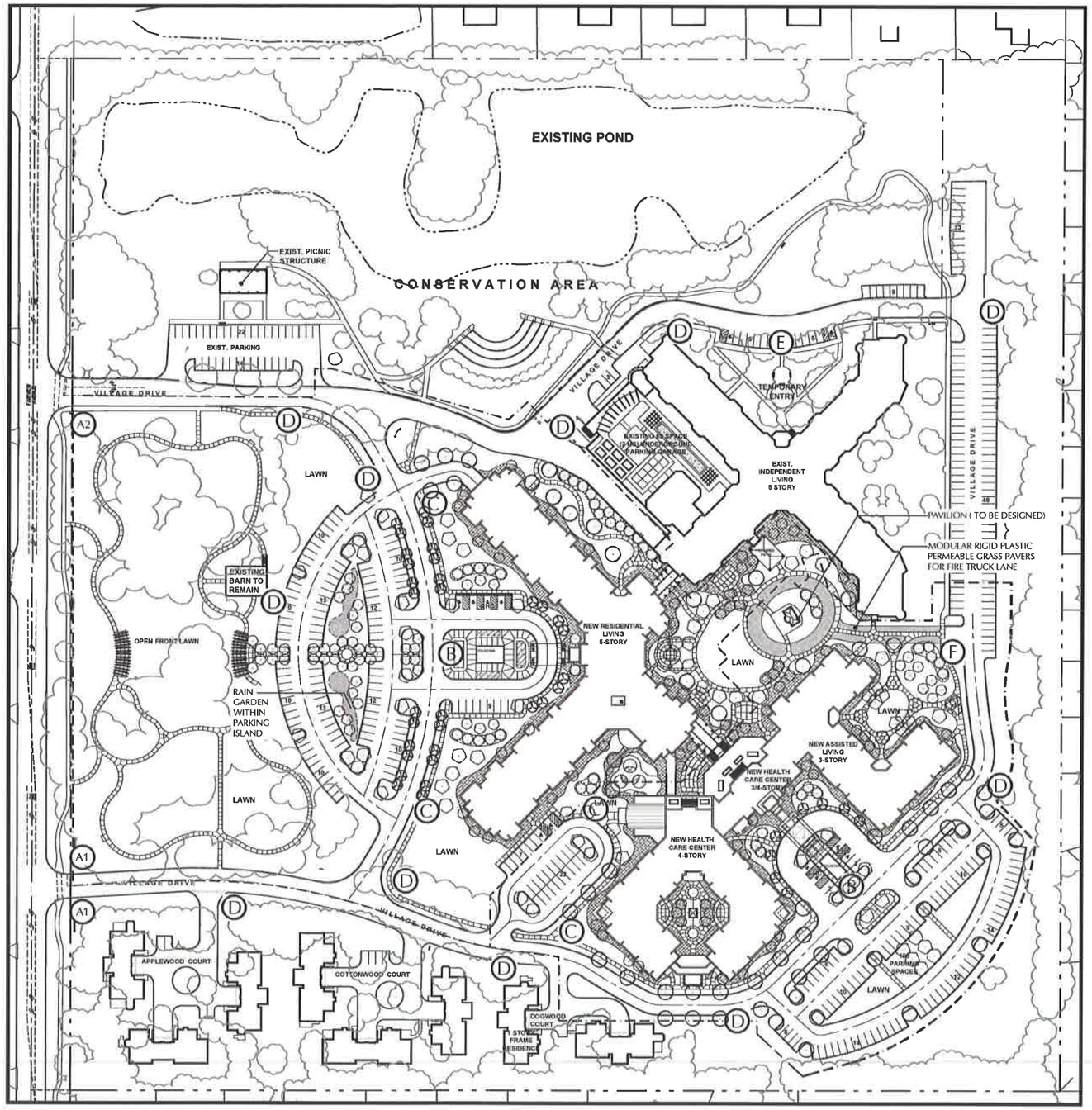


# OAK TRACE

A LIFESPACE COMMUNITY

**A LIFESPACE COMMUNITY**
200 VILLAGE DRIVE, DOWNERS GROVE, IL
***Redevelopment Plan***

***SIGN LOCATION KEY***

- (A1) UPDATE EXISTING GRAND MONUMENT SIGN (2)
- (A2) GRAND MONUMENT SIGN (1)
- (B) MONUMENT SIGN (2)
- (C) INTERMEDIATE SIGN (4)
- (D) SMALL DIRECTIONAL SIGN (11)
- (E) TEMPORARY SIGN (1)
- (F) FIRE LANE DESIGNATION SIGN (1)

teska associates
627 Grove Street
Evanston, Illinois

***PHASE II SIGN COORDINATION DIAGRAM***

N
30' 0' 60' 120'

**L5**

**SAS *Architects & Planners, LLC***
630 Dundee Road Northbrook, IL 60062 847 564-0333 fax. 847 564-0699 www.sasarch.com

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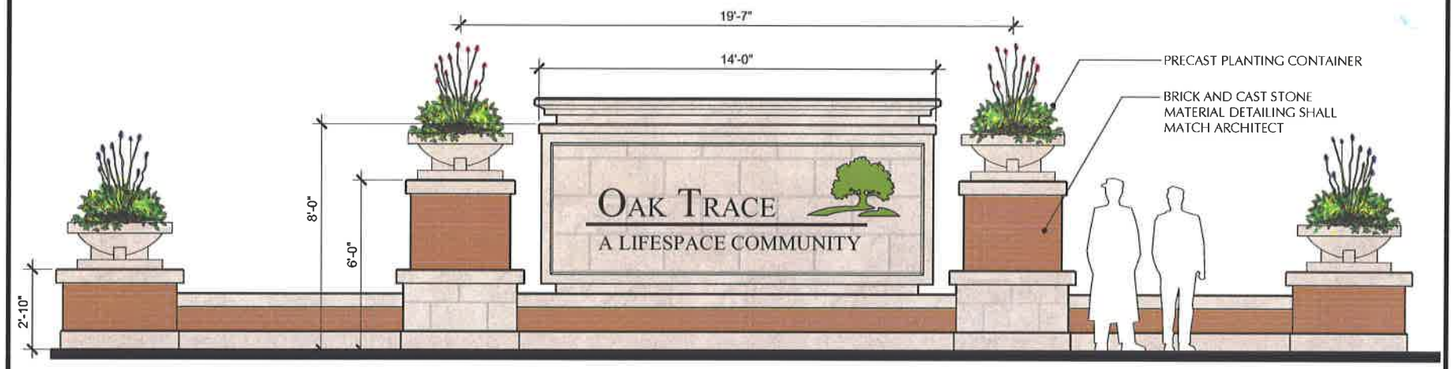
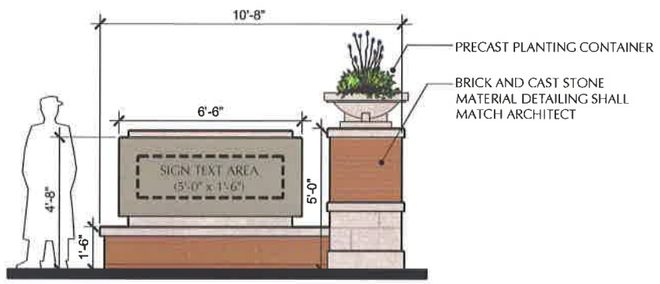
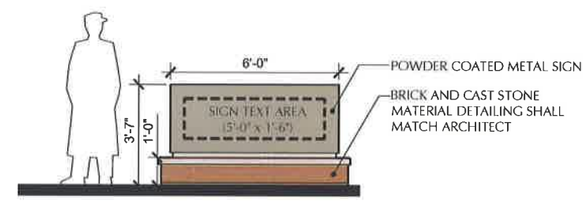


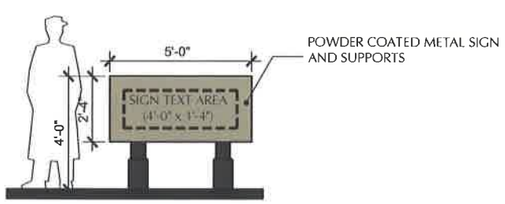

## A2 ALTERNATIVE GRAND MONUMENT SIGN
ELEVATION




## B MONUMENT SIGN
ELEVATION




## C INTERMEDIATE SIGN
ELEVATION




## D SMALL DIRECTIONAL SIGN
ELEVATION

GENERAL NOTE:
ALL SIGN ELEVATIONS ARE SHOWN ONLY AS PROTOTYPES FOR SIZE AND MATERIAL AND WILL BE SUBJECT TO REFINEMENT AS FURTHER PLANS DEVELOP

OAK TRACE
A LIFESPACE COMMUNITY

**A LIFESPACE COMMUNITY**
200 VILLAGE DRIVE, DOWNERS GROVE, IL
***Redevelopment Plan***

***NOTE:***

A1 EXISTING GRAND MONUMENT SIGNS TO HAVE UPDATED GRAPHICS AND AESTHETICS.

teska associates
627 Grove Street
Evanston, Illinois

***SIGN PROFILE ELEVATIONS***

N
1' 0' 2' 4'
L7

**SAS Architects & Planners, LLC**
630 Dundee Road Northbrook, IL 60062 847 564-0333 fax. 847 564-0880 www.sasarch.com

ZONING SUBMITTAL - JANUARY 13, 2017

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# Downers Grove Sanitary District

2710 Curtiss Street
P.O. Box 1412
Downers Grove, IL 60515-0703
Phone: 630-969-0664
Fax: 630-969-0827
www.dgsd.org

**Staff**
Nicholas J. Menninga
*General Manager*
W. Clay Campbell
*Administrative Services Director*
**Legal Counsel**
Michael C. Wiedel

*Providing a Better Environment for South Central DuPage County*

November 28, 2016

Via Email

Mr. Walter E Graft, P.E.
Gewalt Hamilton Associates
625 Forest Edge Drive
Vernon Hills IL 60061

**RE: Oak Trace – 200 Village Drive - Conceptual Site Redevelopment**

Dear Mr. Graft:

The Downers Grove Sanitary District hereby grants concept approval for the subject project to a maximum wastewater flow of 63,300 gallons per pay. The Sanitary District's sanitary sewers have adequate downstream capacity to serve this project. The proposed building construction plans must be processed through the Sanitary District's standard plan review and permit process (a permit application is enclosed for your use).

Sincerely,

DOWNERS GROVE SANITARY DISTRICT

Ted Cherwak
Sewer Construction Supervisor

Enclosure

CC: VDG Planning Department

GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
Tel 847.478.9700 ▪ Fax 847.478.9701
www.gha-engineers.com

# Memorandum

To: Brian Devlin
Lifespace Communities

Copy: Danny Martin – SAS Architects & Planners, LLC
Don Matthews – GHA

From: Justin Opitz
Dan Brinkman, P.E., PTOE

Re: Traffic and Parking Analyses
Proposed Oak Trace Community Renovations
Downers Grove, Illinois

Date: January 16, 2017

---

Per your request Gewalt Hamilton Associates, Inc. (GHA) has briefly reviewed the traffic planning and parking needs of the proposed expansion and renovation of the Oak Trace Community.

## Background and Summary Statement

Fairview Village is considered a Continuing Care Retirement Center (CCRC) as it provides varying levels of care and living options for its aging residents allowing them to remain on site as they grow older and their individual health care needs change. Traditionally, CCRC type developments are in a campus setting similar to the approximately 39 acre Oak Trace Community.

The current campus is comprised of 218 residential living apartments, 72 assisted living apartments, 160 skilled nursing suites, and 56 residential living cottages.

The December 19, 2016 Conceptual Site Plan for the campus prepared by SAS Architects & Planners, LLC includes renovations and replacement of several of the existing components and will, at completion result in net changes as follows:

- 160 additional residential living apartments
- 6 fewer assisted living apartments
- 58 fewer skilled nursing suites (including short term suites)
- 28 additional memory support suites
- 13 new residential cottages (48 additional units)

Based on our observations and the following analyses, we feel that the additional traffic volumes generated by the expansion and redevelopment can be accommodated by the area roadways and that the proposed parking supply is both in excess of the Village of Downers Grove's requirements and sufficient to accommodate the needs of the Oak Trace campus' residents and staff.

## Traffic Impacts

The following table summarizes the anticipated additional traffic volumes generated by the net changes in development on site. The calculated trips are based on historical rate information published in the latest (9th) edition of the Institute of Transportation Engineers (ITE) manual *Trip Generation.*

Table 1 Traffic Generations

| | | Morning Peak Hour | | | Evening Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|
| Residential Style | ITE Land Use Code | In | Out | Sum | In | Out | Sum | Daily 24hr |
| + 160 Residential Apartments | # 252 | +11 | +21 | +32 | +22 | +18 | +40 | +498 |
| -6 Assisted Living Units | # 254 | -1 | n/c | -1 | -1 | -1 | -2 | -16 |
| -58 Skilled Nursing Suites (includes short term suites) | # 620 | -7 | -3 | -10 | -4 | -9 | -13 | -159 |
| +28 Memory Support Suites | # 254 | +3 | +2 | +5 | +4 | +4 | +8 | +76 |
| +48 Independent Living Cottage Units | # 252 | +3 | +6 | +9 | +7 | +6 | +13 | +164 |
| | Totals = | +9 | +26 | +35 | +28 | +18 | +46 | +563 |

The volumes tabulated above are typical of CCRC and Age Restricted types of development, where the majority of the daily trips are made outside the traditional street Peak Hours (normally 7-9 am and 4-6 pm). As can be seen, the proposed expansion and redevelopment is expected to generate between 35 and 46 additional vehicle trips during each of the Peak Hours and approximately 560 new trips on a daily basis. By taking an aggressive approach and calculating each development component separately, we have made an effort to ensure that the maximum traffic impacts of the project are considered.

## Parking Analyses

The current site has a total of 351 surface parking spaces and 63 underground spaces for a campus total of 414 spaces. Based on the Site Plan by SAS Architects, there will be 426 surface parking spaces and 326 underground spaces. These combined result in a new campus total of 752 spaces.

It appears that all the surface and underground spaces meet the Village's requirements for parking stall dimensions. Accessible parking should be provided in accordance with Village Code.

The Village of Downers Grove has various parking requirements for the different residential components at Fairview Village. Based on our review of the Village's Zoning Ordinance and definitions, we have calculated the required parking at 527 spaces or 225 fewer spaces than are proposed.

GHA calculated the parking requirements as follows:

Table 2 Parking Calculations

| Residential Style | Village Requirement | Fairview Village | Parking Required |
|---|---|---|---|
| Residential Apartment | 0.6 spaces per dwelling unit | 378 apartments | 227 |
| Assisted Living Apartments | 0.4 spaces per dwelling unit | 66 units | 27 |
| Skilled Nursing Beds | 0.5 spaces per bed | 70 total beds | 354 |
| Short Term Nursing Suites | 0.5 spaces per bed | 32 total beds | 16 |
| Memory Support Suites | 0.5 spaces per bed | 28 total beds | 14 |
| Residential Cottages | 2 spaces per dwelling unit | 104 apartments | 208 |
| | | Total Required = | 527 |

## Summary

In conclusion, our findings indicate that the additional traffic generated by the proposed expansion can generally be accommodated by the adjacent roadways and that the parking proposed on site is both in excess of the code requirements and sufficient to accommodate resident and staff demands.

3855.900 TPPB 011617.doc

# Oak Trace Apartment Visitor Sign In Sheet

Please print or write legibly!

| Date | Visitor Name | Resident Name | Resident Apt. |
|---|---|---|---|
| 1/10/17 | Len Swanson | Lois Edberg | 6676 Woodview |
| | Kris Kelly | Elain Toalst | |
| | Jeanne Messick | Doug Andresen | 151 |
| | BRIAN SULLIVAN | EL SULLIVAN | |
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# Oak Trace Apartment Visitor Sign In Sheet

Please print or write legibly!

| Date | Visitor Name | Resident Name | Resident Apt. |
|---|---|---|---|
| | Len Swanson | Lois Edberg | |
| 1/10/17 | Donna [illegible] | Dorothy [illegible] | 506 |
| 1/10/17 | DANNY MARTIN | SAS ARCHITECTS | |
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| Last Name | First Name | Phone | Signature |
|---|---|---|---|
| Abate | Charles & Kathleen | 6125 | |
| Anderson | Betty | 6312 | |
| Anderson | Josephine | 6491 | |
| Andresen | Doug | 6417 | |
| Antoniuk | Jeanette | 6518 | |
| Ashcraft | Sedelia (Dea) | 6487 | |
| Augustine | Virginia | 6420 | |
| Barclay | Hayes | 6065 | |
| Batson | William | 6474 | |
| Bechina | Joe & Marge | 6178 | Joe / Marge Bechina |
| Beck | Natalie | 6062 | |
| Beeson | Marcella | 6180 | |
| Berry | Carl & Marion | 6099 | |
| Besyk | Rosemary | 6191 | |
| Biegert | John & Evelyn | 6054 | |
| Bird | Henry | 6421 | HEB |
| Blauvelt | Jane | 6579 | |
| Bleke | Dorothy | 6122 | |
| Bolton | Charles & Elizabeth | 6130 | |
| Bonheimer | Noreen | 6438 | MNB |
| Bonin | Larry & Cesira | 6274 | |
| Bourne | Veta | 6078 | |
| Bowman | Dorothy | 6189 | |
| Bozich | Lila | 6258 | |
| Brandwein | Harriet | 6493 | HB |
| Bratkovich | Polly | 6058 | |
| Brinkman | Elaine | 6571 | |
| Broadbent | Juaine | 6139 | |
| Brown | Elene | 6552 | |
| Bruns | Lois | 6578 | LB |
| Buchanan | Jack | 6155 | |
| Buenz | Elenore | 6143 | |
| Burzloff | Joyce | 6132 | |
| Byers | Edris | 6154 | EB |
| Cassidy | Shirley | 6477 | |
| Cecchi | Roy | 6126 | |
| Cech | Doris | 6516 | |
| Chana | Dorothy | 6429 | |

BRIANS visitor

| | | | |
|---|---|---|---|
| Chandler | Barbara | 6522 | |
| Chen | Nancy | 6483 | |
| Christensen | Ed | 6582 | Ed Christensen |
| Chval | Adella | 6092 | |
| Cook | Peter | 6593 | |
| Cook | Katy | 6117 | |
| Coomer | Jim & Irene | 6153 | |
| Cramer | Garland | 6160 | |
| Crane | Bob & Jane | 6159 | |
| Cullen | Joan | 6045 | |
| Cumming | Bill | 6164 | |
| Danielson | Dorothy | 6063 | |
| Daskewicz | Leonard | 6188 | |
| Day | Bonnie | 6395 | |
| DeBruin | Billie | 6584 | |
| Del Monaco | Arturo | 6076 | |
| Denemark | Emil | 6264 | |
| Dindia | Barbara | 6416 | |
| Domagala | Diane | 6465 | |
| Dowd | George | 6558 | |
| Drahn | Aloha | 6311 | |
| Drevalas | Marge | 6583 | |
| Dutkovich | Sharon | 6059 | |
| Dvorak | Irene | 6444 | |
| Edberg | Lois | 6173 | LE |
| Ericson | Richard & Nancy | 6174 | |
| Evans | Lorraine | 6470 | |
| Fahrmeier | Dorothy | 6486 | |
| Forst | Barbara | 6529 | |
| Fox | Sue | 6576 | SF |
| Fredrickson | Paul | 6495 | |
| Froemke | Marjorie | 6148 | |
| Garrison | Lew | 6479 | |
| Geraci | Mary Ann | 6195 | |
| Gilomen | Betty | 6507 | |
| Gingrich | Irene | 6349 | |
| Goon | Don & Diana | 6093 | DMG |
| Grabowski | Ronnie | 6050 | |
| Graff | Mary | 6051 | |

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|---|---|---|---|
| Gralak | Lorraine | 6594 | |
| Graunke | Del & Elaine | 6075 | Elaine & Del Graunke |
| Grazis | Brenda | 6133 | |
| Gregory | Char | 6166 | |
| Guzzaldo | James | 6494 | RG |
| Haffner | Richard & Barbara | 6068 | |
| Hanke | Ellie | 6190 | |
| Haraburda | Annabelle | 6559 | |
| Harris | Craig | 6517 | |
| Harrison | Donald & Charlene | 6536 | |
| Hatch | Jean | 6577 | |
| Heller | Molly | 6152 | |
| Hermann | Mary Katherine | 6128 | Mk Hermann |
| Herzog | Al & Carolyn | 6175 | |
| Heuberger | Elly | 6561 | Elly Heuberger |
| Hillman | Harry & Annette | 6502 | |
| Hilsabeck | Jeanette | 6194 | |
| Hodgson | Vincent | 6359 | |
| Hoff | Glenda | 6120 | |
| rHollensteiner | Joann | 6544 | |
| Hood | David & Chris | 6163 | |
| Houser | Juanita | 6142 | |
| Hrstka | Warren | 6419 | WH O |
| Hubbell | Esther | 6445 | |
| Hurter | George & Becky | 6134 | |
| Hynek | Lorraine | 6023 | LH |
| Johnson | Virginia | 6196 | |
| Johnson | Clyde & Carole | 6276 | |
| Johnson | Mary R. | 6481 | |
| Johnson | Carter | 6186 | Carter Johnson |
| Jones | Dave & Ann | 6070 | |
| Jontry | Linda | 6157 | |
| Kaiser | Bernie | 6074 | |
| Kinzie | Judy | 6455 | |
| Kivitts | Ellyn | 6089 | |
| Kleist | Marge | 6515 | |
| Kober | Cleone | 6052 | |
| Koch | Russell | 6545 | ✓ O |
| Kocjan | Irene | 6555 | |

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|---|---|---|---|
| Koehlinger | Diane | 6508 | |
| Kolar | Lois | 6510 | |
| Kolb | Maris | 6086 | O |
| Krause | John & Marilyn | 6127 | |
| Kriete | Jane | 6278 | |
| Kurtz | Charles | 715-651-6481 | |
| Laman | Dorothy | 6437 | |
| Lee | Jane | 6490 | ✓ JL. |
| Leichti | Alice & Jim | 6138 | |
| Leuffgen | Ron & Alice | 6315 | |
| Lindberg | May | 6097 | |
| Linden | John & Eileen | 6181 | |
| Lindquist | Ruth & Gordon | 6587 | |
| Lorenz | Harold | 6590 | |
| Lukes | Charlette | 6167 | |
| MacDonald | David & Peg | 6540 | |
| Maier | Curtis | 6497 | |
| Mankivsky | Jan | 6505 | |
| Martindale | Ruth | 6539 | |
| nMatthreissen | Ed & Mary | 6183 | |
| Mayer | Mary | 6161 | |
| McAtee | Judy | 6131 | |
| McDermott | Fran | 6247 | |
| Memler | Don & Glad | 6193 | |
| Menconi | Frank & Lily | 6146 | |
| Merker | Suzanne | 6475 | |
| Meyer | Larry | 6095 | |
| Mihalik | Virginia | 6111 | |
| Miller | Elizabeth | 6123 | |
| Miner | Bob & Vivian | 6585 | Robert Miner |
| Moore | Bill & Magee | 6090 | |
| Moroney | Mary mm | 6176 | |
| Moyar | Ruth | 6028 | |
| Neder | Bob | 6091 | O |
| Nei | Isabel | 6441 | |
| Nelson | Jeanne | 6513 | |
| Nolan | Rosemary | 6560 | |
| O'Donnell | James & Janet | 6136 | |
| Olson | Pat | 6534 | |

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|---|---|---|---|
| Oney | Joan | 6586 | Jmo |
| O'Reilly | Pat | 6543 | |
| Ove | Jim | 6165 | |
| Pacholski | Norb & Pat | 6088 | |
| Parent | Pat | 6072 | |
| Parker | Margaret | 6473 | |
| Pastryk | Eleanor | 6435 | |
| Petrovich | Lillian | 6499 | |
| Pinkham | Emiko | 6172 | |
| Pitrak | Jim | 6443 | |
| Potenza | Harriett | 6517 | LLP |
| Potts | Janet | 6162 | |
| Puglisi | Pat | 6307 | |
| Pultorak | Adrienne | 6501 | |
| Purcell | Ruth | 6119 | O |
| Quinn | Berneice | 6595 | |
| Rauh | Mary Lou | 6240 | |
| Reapsome | Jim & Martha | 6071 | |
| Reid | Jean | 968-2020 | |
| Richardson | Raymond | 6528 | RGR. |
| Riegler | Doris | 6187 | |
| Riley | Peter & Pat | 6168 | PR-PR. |
| Riordan | Don & Virginia | 6520 | |
| Rippe | Alvera | 6053 | AR |
| Robinson | Virginia | 6509 | |
| Rohr | Ruth | 6297 | |
| Rouffa | Al | 6358 | |
| Russell | Jackie | 6141 | JR |
| Russo | Patt | 6596 | |
| Sandman | Olgha | 6489 | |
| Sasinka | Carolle | 6077 | |
| Sawula | Kataryna | 6468 | |
| Scherrer | Helen | 6094 | |
| Schilder | Mike & Roz | 6085 | |
| Schlottmann | Anneliese | 6306 | |
| Schnulle | Alvanell | 6185 | |
| Scholz | Anita | 6137 | |
| Schuetz | Katherine | 6060 | |
| Seidmon | Eleanor | 6305 | |

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|---|---|---|---|
| Smith | Hilary | 6171 | |
| Soukup | Hank & Ann | 6082 | |
| Stauffer | Bill & Martha | 6554 | |
| Steele | Marynelle | 6485 | |
| Stellmack | Jeanette | 6245 | J.S. O |
| Stern | Ralph | 6572 | |
| Stroede | Henrik & Irma | 6573 | |
| Sulhoff | Lorraine | 6575 | |
| Sullivan | Lynn | 6061 | |
| Taylor | Dorothy | 6469 | |
| Testa | Rosamond | 6551 | |
| Thaxton | Doug | 6563 | DT |
| Thompson | Marjory | 6592 | |
| Thygesen | Cliff | 6232 | |
| Tice | Marie | 6531 | |
| Tockston | Elaine | 6246 | |
| Tolbert | Shirley | 6145 | |
| Tolman | Vernadene | 6215 | |
| Trinklein | Margaret | 6135 | ✓ |
| Tuggle | Robert | 6014 | BT |
| Vala | Victoria | 6009 | |
| Van Alstine | Marge | 6589 | ✓ O |
| Van Arsdell | Grace | 6514 | |
| Van Ausdall | Marilyn | 6182 | |
| Devander | Jerry | 6533 | |
| Veldman | Marthann | 6333 | |
| Velon | Nancy | 6557 | |
| Vrchota | Robert | 6319 | |
| Wagner | Mary | 6467 | |
| Wainscott | Rena | 6519 | |
| Wear | James & Suzanne | 6064 | James H. Wear |
| Weiss | Roger | 6548 | |
| Welko | Lenora | 6170 | |
| Wensel | Gene & Lois | 6472 | |
| Wentworth | Florence | 6096 | |
| Wilson | Joan | 6484 | |
| Zelmer | Muriel | 6471 | |
| Ziemba | Hank & Joan | 6532 | |
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Bryans
for
Thaxton
Filippe

| Last Name | First Name | Phone | Signature |
|---|---|---|---|
| Abate | Charles & Kathleen | 6125 | |
| Anderson | Betty | 6312 | |
| Anderson | Josephine | 6491 | X |
| Andresen | Doug | 6417 | |
| Antoniuk | Jeanette | 6518 | |
| Ashcraft | Sedelia (Dea) | 6487 | X |
| Augustine | Virginia | 6420 | |
| Barclay | Hayes | 6065 | |
| Batson | William | 6474 | |
| Bechina | Joe & Marge | 6178 | |
| Beck | Natalie | 6062 | |
| Beeson | Marcella | 6180 | |
| Berry | Carl & Marion | 6099 | |
| Besyk | Rosemary | 6191 | |
| Biegert | John & Evelyn | 6054 | |
| Bird | Henry | 6421 | |
| Blauvelt | Jane | 6579 | |
| Bleke | Dorothy | 6122 | |
| Bolton | Charles & Elizabeth | 6130 | |
| Bonheimer | Noreen | 6438 | |
| Bonin | Larry & Cesira | 6274 | X |
| Bourne | Veta | 6078 | |
| Bowman | Dorothy | 6189 | |
| Bozich | Lila | 6258 | |
| Brandwein | Harriet | 6493 | |
| Bratkovich | Polly | 6058 | |
| Brinkman | Elaine | 6571 | |
| Broadbent | Juaine | 6139 | |
| Brown | Elene | 6552 | |
| Bruns | Lois | 6578 | X |
| Buchanan | Jack | 6155 | |
| Buenz | Elenore | 6143 | |
| Burzloff | Joyce | 6132 | |
| Byers | Edris | 6154 | |
| Cassidy | Shirley | 6477 | |
| Cecchi | Roy | 6126 | |
| Cech | Doris | 6516 | |
| Chana | Dorothy | 6429 | |

| | | | |
|---|---|---|---|
| Chandler | Barbara | 6522 | |
| Chen | Nancy | 6483 | |
| Christensen | Ed | 6582 | |
| Chval | Adella | 6092 | |
| Cook | Peter | 6593 | |
| Cook | Katy | 6117 | |
| Coomer | Jim & Irene | 6153 | ✓ X |
| Cramer | Garland | 6160 | |
| Crane | Bob & Jane | 6159 | |
| Cullen | Joan | 6045 | |
| Cumming | Bill | 6164 | |
| Danielson | Dorothy | 6063 | |
| Daskewicz | Leonard | 6188 | |
| Day | Bonnie | 6395 | |
| DeBruin | Billie | 6584 | |
| Del Monaco | Arturo | 6076 | |
| Denemark | Emil | 6264 | |
| Dindia | Barbara | 6416 | |
| Domagala | Diane | 6465 | |
| Dowd | George | 6558 | |
| Drahn | Aloha | 6311 | |
| Drevalas | Marge | 6583 | X |
| Dutkovich | Sharon | 6059 | |
| Dvorak | Irene | 6444 | |
| Edberg | Lois | 6173 | |
| Ericson | Richard & Nancy | 6174 | |
| Evans | Lorraine | 6470 | |
| Fahrmeier | Dorothy | 6486 | |
| Forst | Barbara | 6529 | |
| Fox | Sue | 6576 | |
| Fredrickson | Paul | 6495 | |
| Froemke | Marjorie | 6148 | |
| Garrison | Lew | 6479 | |
| Geraci | Mary Ann | 6195 | |
| Gilomen | Betty | 6507 | |
| Gingrich | Irene | 6349 | |
| Goon | Don & Diana | 6093 | |
| Grabowski | Ronnie | 6050 | |
| Graff | Mary | 6051 | |

| | | | |
|---|---|---|---|
| Gralak | Lorraine | 6594 | |
| Graunke | Del & Elaine | 6075 | |
| Grazis | Brenda | 6133 | |
| Gregory | Char | 6166 | |
| Guzzaldo | James | 6494 | |
| Haffner | Richard & Barbara | 6068 | |
| Hanke | Ellie | 6190 | |
| Haraburda | Annabelle | 6559 | |
| Harris | Craig | 6517 | |
| Harrison | Donald & Charlene | 6536 | |
| Hatch | Jean | 6577 | |
| Heller | Molly | 6152 | |
| Hermann | Mary Katherine | 6128 | |
| Herzog | Al & Carolyn | 6175 | |
| Heuberger | Elly | 6561 | |
| Hillman | Harry & Annette | 6502 | |
| Hilsabeck | Jeanette | 6194 | |
| Hodgson | Vincent | 6359 | |
| Hoff | Glenda | 6120 | |
| r | Joann | 6544 | |
| Hood | David & Chris | 6163 | |
| Houser | Juanita | 6142 | |
| Hrstka | Warren | 6419 | |
| Hubbell | Esther | 6445 | |
| Hurter | George & Becky | 6134 | |
| Hynek | Lorraine | 6023 | |
| Johnson | Virginia | 6196 | |
| Johnson | Clyde & Carole | 6276 | X |
| Johnson | Mary R. | 6481 | |
| Johnson | Carter | 6186 | |
| Jones | Dave & Ann | 6070 | |
| Jontry | Linda | 6157 | |
| Kaiser | Bernie | 6074 | BK |
| Kinzie | Judy | 6455 | |
| Kivitts | Ellyn | 6089 | |
| Kleist | Marge | 6515 | |
| Kober | Cleone | 6052 | X |
| Koch | Russell | 6545 | |
| Kocjan | Irene | 6555 | |

| | | | |
|---|---|---|---|
| Koehlinger | Diane | 6508 | |
| Kolar | Lois | 6510 | |
| Kolb | Maris | 6086 | |
| Krause | John & Marilyn | 6127 | |
| Kriete | Jane | 6278 | |
| Kurtz | Charles | 715-651-6481 | |
| Laman | Dorothy | 6437 | |
| Lee | Jane | 6490 | 87 |
| Leichti | Alice & Jim | 6138 | |
| Leuffgen | Ron & Alice | 6315 | |
| Lindberg | May | 6097 | X |
| Linden | John & Eileen | 6181 | |
| Lindquist | Ruth & Gordon | 6587 | |
| Lorenz | Harold | 6590 | |
| Lukes | Charlette | 6167 | |
| MacDonald | David & Peg | 6540 | |
| Maier | Curtis | 6497 | |
| Mankivsky | Jan | 6505 | |
| Martindale | Ruth | 6539 | |
| n | Ed & Mary | 6183 | |
| Mayer | Mary | 6161 | |
| McAtee | Judy | 6131 | |
| McDermott | Fran | 6247 | |
| Memler | Don & Glad | 6193 | X |
| Menconi | Frank & Lily | 6146 | |
| Merker | Suzanne | 6475 | |
| Meyer | Larry | 6095 | X |
| Mihalik | Virginia | 6111 | |
| Miller | Elizabeth | 6123 | |
| Miner | Bob & Vivian | 6585 | |
| Moore | Bill & Magee | 6090 | X |
| Moroney | Mary | 6176 | |
| Moyar | Ruth | 6028 | |
| Neder | Bob | 6091 | |
| Nei | Isabel | 6441 | |
| Nelson | Jeanne | 6513 | |
| Nolan | Rosemary | 6560 | |
| O'Donnell | James & Janet | 6136 | NO |
| Olson | Pat | 6534 | |

MATTHEEUSSEN MARY 342 X
" ED

| | | | |
|---|---|---|---|
| Oney | Joan | 6586 | |
| O'Reilly | Pat | 6543 | |
| Ove | Jim | 6165 | |
| Pacholski | Norb & Pat | 6088 | |
| Parent | Pat | 6072 | |
| Parker | Margaret | 6473 | |
| Pastryk | Eleanor | 6435 | |
| Petrovich | Lillian | 6499 | |
| Pinkham | Emiko | 6172 | EP. |
| Pitrak | Jim | 6443 | |
| Potenza | Harriett | 6517 | 2 Copies - 1 got Wel |
| Potts | Janet | 6162 | |
| Puglisi | Pat | 6307 | |
| Pultorak | Adrienne | 6501 | |
| Purcell | Ruth | 6119 | KM P. |
| Quinn | Berneice | 6595 | |
| Rauh | Mary Lou | 6240 | |
| Reapsome | Jim & Martha | 6071 | |
| Reid | Jean | 968-2020 | X |
| Richardson | Raymond | 6528 | |
| Riegler | Doris | 6187 | |
| Riley | Peter & Pat | 6168 | X |
| Riordan | Don & Virginia | 6520 | X |
| Rippe | Alvera | 6053 | X |
| Robinson | Virginia | 6509 | |
| Rohr | Ruth | 6297 | |
| Rouffa | Al | 6358 | |
| Russell | Jackie | 6141 | X |
| Russo | Patt | 6596 | |
| Sandman | Olgha | 6489 | |
| Sasinka | Carolle | 6077 | |
| Sawula | Kataryna | 6468 | |
| Scherrer | Helen | 6094 | |
| Schilder | Mike & Roz | 6085 | |
| Schlottmann | Anneliese | 6306 | |
| Schnulle | Alvanell | 6185 | X |
| Scholz | Anita | 6137 | |
| Schuetz | Katherine | 6060 | kka X |
| Seidmon | Eleanor | 6305 | |

| | | | |
|---|---|---|---|
| Smith | Hilary | 6171 | |
| Soukup | Hank & Ann | 6082 | HCS ABS |
| Stauffer | Bill & Martha | 6554 | |
| Steele | Marynelle | 6485 | MVS |
| Stellmack | Jeanette Jeannette | 6245 | |
| Stern | Ralph | 6572 | |
| Stroede | Henrik & Irma | 6573 | X |
| Sulhoff | Lorraine | 6575 | |
| Sullivan | Lynn | 6061 | |
| Taylor | Dorothy | 6469 | |
| Testa | Rosamond | 6551 | |
| Thaxton | Doug | 6563 | |
| Thompson | Marjory | 6592 | |
| Thygesen | Cliff | 6232 | |
| Tice | Marie | 6531 | |
| Tockston | Elaine | 6246 | |
| Tolbert | Shirley | 6145 | |
| Tolman | Vernadene | 6215 | |
| Trinklein | Margaret | 6135 | |
| Tuggle | Robert | 6014 | |
| Vala | Victoria | 6009 | |
| Van Alstine | Marge | 6589 | |
| Van Arsdell | Grace | 6514 | |
| Van Ausdall | Marilyn | 6182 | ✓ |
| Devander | Jerry | 6533 | |
| Veldman | Marthann | 6333 | |
| Velon | Nancy | 6557 | |
| Vrchota | Robert | 6319 | |
| Wagner | Mary | 6467 | |
| X Wainscott | Rena | 6519 | |
| Wear | James & Suzanne | 6064 | X |
| Weiss | Roger | 6548 | |
| Welko | Lenora | 6170 | IW |
| Wensel | Gene & Lois | 6472 | CW |
| Wentworth | Florence | 6096 | |
| Wilson | Joan | 6484 | |
| Zelmer | Muriel | 6471 | |
| Ziemba | Hank & Joan | 6532 | |
| | | | |

Len Swanson X AZ

| Last Name | First Name | Phone | Signature |
|---|---|---|---|
| Abate | Charles & Kathleen | 6125 | K. ABATE - B. ABATE |
| Anderson | Betty | 6312 | |
| Anderson | Josephine | 6491 | J. Anderson |
| Andresen | Doug | 6417 | X |
| Antoniuk | Jeanette | 6518 | |
| Ashcraft | Sedelia (Dea) | 6487 | |
| Augustine | Virginia | 6420 | |
| Barclay | Hayes | 6065 | |
| Batson | William | 6474 | |
| Bechina | Joe & Marge | 6178 | |
| Beck | Natalie | 6062 | |
| Beeson | Marcella | 6180 | |
| Berry | Carl & Marion | 6099 | |
| Besyk | Rosemary | 6191 | |
| Biegert | John & Evelyn | 6054 | X |
| Bird | Henry | 6421 | |
| Blauvelt | Jane | 6579 | |
| Bleke | Dorothy | 6122 | |
| Bolton | Charles & Elizabeth | 6130 | Charles Bolton X |
| Bonheimer | Noreen | 6438 | |
| Bonin | Larry & Cesira | 6274 | Cesira Bonin |
| Bourne | Veta | 6078 | |
| Bowman | Dorothy | 6189 | |
| Bozich | Lila | 6258 | |
| Brandwein | Harriet | 6493 | |
| Bratkovich | Polly | 6058 | |
| Brinkman | Elaine | 6571 | |
| Broadbent | Juaine | 6139 | X |
| Brown | Elene | 6552 | X |
| Bruns | Lois | 6578 | |
| Buchanan | Jack | 6155 | |
| Buenz | Elenore | 6143 | ✓ |
| Burzloff | Joyce | 6132 | |
| Byers | Edris | 6154 | |
| Cassidy | Shirley | 6477 | |
| Cecchi | Roy | 6126 | |
| Cech | Doris | 6516 | ✓ |
| Chana | Dorothy | 6429 | |

Suhrbier Kay

| | | | |
|---|---|---|---|
| Chandler | Barbara | 6522 | |
| Chen | Nancy | 6483 | |
| Christensen | Ed | 6582 | |
| Chval | Adella | 6092 | |
| Cook | Peter | 6593 | |
| Cook | Katy | 6117 | |
| Coomer | Jim & Irene | 6153 | |
| Cramer | Garland | 6160 | |
| Crane | Bob & Jane | 6159 | ✓ |
| Cullen | Joan | 6045 | |
| Cumming | Bill | 6164 | |
| Danielson | Dorothy | 6063 | |
| Daskewicz | Leonard | 6188 | |
| Day | Bonnie | 6395 | |
| DeBruin | Billie | 6584 | B D |
| Del Monaco | Arturo | 6076 | |
| Denemark | Emil | 6264 | E D |
| Dindia | Barbara | 6416 | BD |
| Domagala | Diane | 6465 | |
| Dowd | George | 6558 | |
| Drahn | Aloha | 6311 | |
| Drevalas | Marge | 6583 | |
| Dutkovich | Sharon | 6059 | |
| Dvorak | Irene | 6444 | |
| Edberg | Lois | 6173 | |
| Ericson | Richard & Nancy | 6174 | |
| Evans | Lorraine | 6470 | |
| Fahrmeier | Dorothy | 6486 | |
| Forst | Barbara | 6529 | |
| Fox | Sue | 6576 | |
| Fredrickson | Paul | 6495 | |
| Froemke | Marjorie | 6148 | |
| Garrison | Lew | 6479 | |
| Geraci | Mary Ann | 6195 | |
| Gilomen | Betty | 6507 | |
| Gingrich | Irene | 6349 | |
| Goon | Don & Diana | 6093 | |
| Grabowski | Ronnie | 6050 | |
| Graff | Mary | 6051 | |

| | | | |
|---|---|---|---|
| Gralak | Lorraine | 6594 | |
| Graunke | Del & Elaine | 6075 | |
| Grazis | Brenda | 6133 | bg |
| Gregory | Char | 6166 | |
| Guzzaldo | James | 6494 | |
| Haffner | Richard & Barbara | 6068 | Barbara & Rick Haffner |
| Hanke | Ellie | 6190 | EMH. |
| Haraburda | Annabelle | 6559 | aH |
| Harris | Craig | 6517 | X |
| Harrison | Donald & Charlene | 6536 | |
| Hatch | Jean | 6577 | |
| Heller | Molly | 6152 | |
| Hermann | Mary Katherine | 6128 | |
| Herzog | Al & Carolyn | 6175 | |
| Heuberger | Elly | 6561 | |
| ✓Hillman | Harry & Annette | 6502 | X |
| Hilsabeck | Jeanette | 6194 | |
| Hodgson | Vincent | 6359 | |
| Hoff | Glenda | 6120 | |
| ✓r | Joann | 6544 | X |
| Hood | David & Chris | 6163 | D Hood S. Hood |
| Houser | Juanita | 6142 | |
| Hrstka | Warren | 6419 | |
| Hubbell | Esther | 6445 | |
| Hurter | George & Becky | 6134 | BaH GWH |
| Hynek | Lorraine | 6023 | |
| Johnson | Virginia | 6196 | |
| Johnson | Clyde & Carole | 6276 | CJ. CJ |
| Johnson | Mary R. | 6481 | |
| Johnson | Carter | 6186 | |
| Jones | Dave & Ann | 6070 | DJ DJ |
| Jontry | Linda | 6157 | |
| Kaiser | Bernie | 6074 | |
| Kinzie | Judy | 6455 | |
| Kivitts | Ellyn | 6089 | |
| Kleist | Marge | 6515 | |
| Kober | Cleone | 6052 | |
| Koch | Russell | 6545 | Russell Koch |
| Kocjan | Irene | 6555 | X |

| | | | |
|---|---|---|---|
| Koehlinger | Diane | 6508 | |
| Kolar | Lois | 6510 | |
| Kolb | Maris | 6086 | |
| Krause | John & Marilyn | 6127 | |
| Kriete | Jane | 6278 | |
| Kurtz | Charles | 715-651-6481 | CMK |
| Laman | Dorothy | 6437 | |
| Lee | Jane | 6490 | |
| Leichti | Alice & Jim | 6138 | |
| Leuffgen | Ron & Alice | 6315 | |
| Lindberg | May | 6097 | |
| Linden | John & Eileen | 6181 | |
| Lindquist | Ruth & Gordon | 6587 | |
| Lorenz | Harold | 6590 | |
| Lukes | Charlette | 6167 | CAL |
| MacDonald | David & Peg | 6540 | |
| Maier | Curtis | 6497 | |
| Mankivsky | Jan | 6505 | |
| Martindale | Ruth | 6539 | |
| n | Ed & Mary | 6183 | |
| Mayer | Mary | 6161 | |
| McAtee | Judy | 6131 | jmm X |
| McDermott | Fran | 6247 | |
| Memler | Don & Glad | 6193 | DJM X |
| Menconi | Frank & Lily | 6146 | FM L.M. X |
| Merker | Suzanne | 6475 | |
| Meyer | Larry | 6095 | DJM |
| Mihalik | Virginia | 6111 | |
| Miller | Elizabeth | 6123 | |
| Miner | Bob & Vivian | 6585 | |
| Moore | Bill & Magee | 6090 | |
| Moroney | Mary | 6176 | X |
| Moyar | Ruth | 6028 | |
| Neder | Bob | 6091 | |
| Nei | Isabel | 6441 | |
| Nelson | Jeanne | 6513 | |
| Nolan | Rosemary | 6560 | |
| O'Donnell | James & Janet | 6136 | |
| Olson | Pat | 6534 | |

| | | | |
|---|---|---|---|
| Oney | Joan | 6586 | |
| O'Reilly | Pat | 6543 | |
| Ove | Jim | 6165 | |
| Pacholski | Norb & Pat | 6088 | |
| Parent | Pat | 6072 | |
| Parker | Margaret | 6473 | |
| Pastryk | Eleanor | 6435 | |
| Petrovich | Lillian | 6499 | |
| Pinkham | Emiko | 6172 | |
| Pitrak | Jim | 6443 | |
| Potenza | Harriett | 6517 | |
| Potts | Janet | 6162 | |
| Puglisi | Pat | 6307 | |
| Pultorak | Adrienne | 6501 | |
| Purcell | Ruth | 6119 | |
| Quinn | Berneice | 6595 | |
| Rauh | Mary Lou | 6240 | |
| Reapsome | Jim & Martha | 6071 | Jim Reapsom LMS. |
| Reid | Jean | 968-2020 | JR |
| Richardson | Raymond | 6528 | |
| Riegler | Doris | 6187 | |
| Riley | Peter & Pat | 6168 | |
| Riordan | Don & Virginia | 6520 | |
| Rippe | Alvera | 6053 | |
| Robinson | Virginia | 6509 | |
| Rohr | Ruth | 6297 | |
| Rouffa | Al | 6358 | |
| Russell | Jackie | 6141 | |
| Russo | Patt | 6596 | PR |
| Sandman | Olgha | 6489 | |
| Sasinka | Carolle | 6077 | |
| Sawula | Kataryna | 6468 | |
| Scherrer | Helen | 6094 | |
| Schilder | Mike & Roz | 6085 | |
| Schlottmann | Anneliese | 6306 | |
| Schnulle | Alvanell | 6185 | |
| Scholz | Anita | 6137 | Ascholz X |
| Schuetz | Katherine | 6060 | |
| Seidmon | Eleanor | 6305 | E. Seidmon |

| | | | |
|---|---|---|---|
| Smith | Hilary | 6171 | |
| Soukup | Hank & Ann | 6082 | |
| Stauffer | Bill & Martha | 6554 | X |
| Steele | Marynelle | 6485 | |
| Stellmack | Jeanette | 6245 | |
| Stern | Ralph | 6572 | |
| Stroede | Henrik & Irma | 6573 | H Stroede |
| Sulhoff | Lorraine | 6575 | |
| Sullivan | Lynn | 6061 | |
| Taylor | Dorothy | 6469 | |
| Testa | Rosamond | 6551 | |
| Thaxton | Doug | 6563 | |
| Thompson | Marjory | 6592 | |
| Thygesen | Cliff | 6232 | |
| Tice | Marie | 6531 | |
| Tockston | Elaine | 6246 | |
| Tolbert | Shirley | 6145 | |
| Tolman | Vernadene | 6215 | |
| Trinklein | Margaret | 6135 | |
| Tuggle | Robert | 6014 | |
| Vala | Victoria | 6009 | |
| Van Alstine | Marge | 6589 | |
| Van Arsdell | Grace | 6514 | Grace VanArsdell |
| Van Ausdall | Marilyn | 6182 | |
| Devander | Jerry | 6533 | |
| Veldman | Marthann | 6333 | |
| Velon | Nancy NEV | 6557 | |
| Vrchota | Robert | 6319 | |
| Wagner | Mary | 6467 | |
| Wainscott | Rena | 6519 | |
| Wear | James & Suzanne | 6064 | |
| Weiss | Roger | 6548 | |
| Welko | Lenora | 6170 | |
| Wensel | Gene & Lois | 6472 | |
| Wentworth | Florence | 6096 | |
| Wilson | Joan | 6484 | JKW |
| Zelmer | Muriel | 6471 | |
| Ziemba | Hank & Joan | 6532 | |
| | | | |

| Last Name | First Name | Phone | Signature |
|---|---|---|---|
| Abate | Charles & Kathleen | 6125 | |
| Anderson | Betty | 6312 | |
| Anderson | Josephine | 6491 | |
| Andresen | Doug | 6417 | |
| Antoniuk | Jeanette | 6518 | |
| Ashcraft | Sedelia (Dea) | 6487 | Ashcraft |
| Augustine | Virginia | 6420 | |
| Barclay | Hayes | 6065 | |
| Batson | William | 6474 | |
| Bechina | Joe & Marge | 6178 | |
| Beck | Natalie | 6062 | |
| Beeson | Marcella | 6180 | |
| Berry | Carl & Marion | 6099 | |
| Besyk | Rosemary | 6191 | |
| Biegert | John & Evelyn | 6054 | |
| Bird | Henry | 6421 | |
| Blauvelt | Jane | 6579 | |
| Bleke | Dorothy | 6122 | |
| Bolton | Charles & Elizabeth | 6130 | |
| Bonheimer | Noreen | 6438 | |
| Bonin | Larry & Cesira | 6274 | |
| Bourne | Veta | 6078 | |
| Bowman | Dorothy | 6189 | db |
| Bozich | Lila | 6258 | |
| Brandwein | Harriet | 6493 | |
| Bratkovich | Polly | 6058 | |
| Brinkman | Elaine | 6571 | |
| Broadbent | Juaine | 6139 | |
| Brown | Elene | 6552 | |
| Bruns | Lois | 6578 | |
| Buchanan | Jack | 6155 | |
| Buenz | Elenore | 6143 | |
| Burzloff | Joyce | 6132 | |
| Byers | Edris | 6154 | |
| Cassidy | Shirley | 6477 | |
| Cecchi | Roy | 6126 | |
| Cech | Doris | 6516 | |
| Chana | Dorothy | 6429 | |

| | | | |
|---|---|---|---|
| Chandler | Barbara | 6522 | Barbara Chandler |
| Chen | Nancy | 6483 | Nancy Chen |
| Christensen | Ed | 6582 | |
| Chval | Adella | 6092 | |
| Cook | Peter | 6593 | |
| Cook | Katy | 6117 | |
| Coomer | Jim & Irene | 6153 | |
| Cramer | Garland | 6160 | GC |
| Crane | Bob & Jane | 6159 | |
| Cullen | Joan | 6045 | |
| Cumming | Bill | 6164 | Bill Cumming |
| Danielson | Dorothy | 6063 | |
| Daskewicz | Leonard | 6188 | |
| Day | Bonnie | 6395 | |
| DeBruin | Billie | 6584 | |
| Del Monaco | Arturo | 6076 | A. Del Monaco |
| Denemark | Emil | 6264 | |
| Dindia | Barbara | 6416 | |
| Domagala | Diane | 6465 | |
| Dowd | George | 6558 | |
| Drahn | Aloha | 6311 | |
| Drevalas | Marge | 6583 | |
| Dutkovich | Sharon | 6059 | |
| Dvorak | Irene | 6444 | |
| Edberg | Lois | 6173 | |
| Ericson | Richard & Nancy | 6174 | RE. |
| Evans | Lorraine | 6470 | |
| Fahrmeier | Dorothy | 6486 | |
| Forst | Barbara | 6529 | |
| Fox | Sue | 6576 | |
| Fredrickson | Paul | 6495 | [illegible] |
| Froemke | Marjorie | 6148 | |
| Garrison | Lew | 6479 | |
| Geraci | Mary Ann | 6195 | |
| Gilomen | Betty | 6507 | |
| Gingrich | Irene | 6349 | |
| Goon | Don & Diana | 6093 | |
| Grabowski | Ronnie | 6050 | RG |
| ~~Graff~~ | ~~Mary~~ | ~~6051~~ | |

| | | | |
|---|---|---|---|
| Gralak | Lorraine | 6594 | |
| Graunke | Del & Elaine | 6075 | |
| Grazis | Brenda | 6133 | |
| X Gregory | Char | 6166 | |
| X Guzzaldo | James | 6494 | |
| Haffner | Richard & Barbara | 6068 | |
| Hanke | Ellie | 6190 | |
| Haraburda | Annabelle | 6559 | |
| Harris | Craig | 6517 | |
| Harrison | Donald & Charlene | 6536 | |
| Hatch | Jean | 6577 | Jean Hatch |
| Heller | Molly | 6152 | |
| X Hermann | Mary Katherine | 6128 | |
| X Herzog | Al & Carolyn | 6175 | Al |
| Heuberger | Elly | 6561 | |
| Hillman | Harry & Annette | 6502 | AJH & HJH |
| Hilsabeck | Jeanette | 6194 | |
| Hodgson | Vincent | 6359 | |
| Hoff | Glenda | 6120 | |
| r Hollenstiner | Joann | 6544 | |
| Hood | David & Chris | 6163 | |
| Houser | Juanita | 6142 | |
| Hrstka | Warren | 6419 | |
| Hubbell | Esther | 6445 | |
| Hurter | George & Becky | 6134 | |
| Hynek | Lorraine | 6023 | |
| Johnson | Virginia | 6196 | |
| X ~~Johnson~~ | ~~Clyde & Carole~~ | 6276 | shee |
| Johnson | Mary R. | 6481 | |
| Johnson | Carter | 6186 | |
| Jones | Dave & Ann | 6070 | |
| Jontry | Linda | 6157 | |
| Kaiser | Bernie | 6074 | |
| Kinzie | Judy | 6455 | |
| Kivitts | Ellyn | 6089 | |
| Kleist | Marge | 6515 | |
| Kober | Cleone | 6052 | |
| Koch | Russell | 6545 | |
| Kocjan | Irene | 6555 | JK |

| | | | |
|---|---|---|---|
| Koehlinger | Diane | 6508 | |
| Kolar | Lois | 6510 | L. K. |
| Kolb | Maris | 6086 | |
| Krause | John & Marilyn | 6127 | |
| Kriete | Jane | 6278 | |
| Kurtz | Charles | 715-651-6481 | |
| Laman | Dorothy | 6437 | |
| Lee | Jane | 6490 | |
| Leichti | Alice & Jim | 6138 | ✓✓ |
| Leuffgen | Ron & Alice | 6315 | |
| Lindberg | May | 6097 | MJ |
| Linden | John & Eileen | 6181 | |
| Lindquist | Ruth & Gordon | 6587 | |
| Lorenz | Harold | 6590 | |
| Lukes | Charlette | 6167 | |
| MacDonald | David & Peg | 6540 | |
| Maier | Curtis | 6497 | |
| Mankivsky | Jan | 6505 | |
| Martindale | Ruth | 6539 | |
| nMattheeusen | Ed & Mary | 6183 | |
| Mayer | Mary | 6161 | M Mayer |
| McAtee | Judy | 6131 | |
| McDermott | Fran | 6247 | |
| Memler | Don & Glad | 6193 | |
| Menconi | Frank & Lily | 6146 | |
| Merker | Suzanne | 6475 | |
| Meyer | Larry | 6095 | |
| Mihalik | Virginia | 6111 | |
| Miller | Elizabeth | 6123 | |
| Miner | Bob & Vivian | 6585 | |
| Moore | Bill & Magee | 6090 | |
| Moroney | Mary | 6176 | |
| Moyar | Ruth | 6028 | |
| Neder | Bob | 6091 | J Neder |
| Nei | Isabel | 6441 | |
| Nelson | Jeanne | 6513 | |
| Nolan | Rosemary | 6560 | |
| O'Donnell | James & Janet | 6136 | MJOD |
| Olson | Pat | 6534 | |

| | | | |
|---|---|---|---|
| Oney | Joan | 6586 | |
| O'Reilly | Pat | 6543 | |
| Ove | Jim | 6165 | |
| Pacholski | Norb & Pat | 6088 | NB PP |
| Parent | Pat | 6072 | |
| Parker | Margaret | 6473 | |
| Pastryk | Eleanor | 6435 | |
| Petrovich | Lillian | 6499 | |
| Pinkham | Emiko | 6172 | |
| Pitrak | Jim | 6443 | |
| Potenza | Harriett | 6517 | |
| Potts | Janet | 6162 | |
| Puglisi | Pat | 6307 | |
| Pultorak | Adrienne | 6501 | AP |
| Purcell | Ruth | 6119 | |
| Quinn | Berneice | 6595 | |
| Rauh | Mary Lou | 6240 | |
| Reapsome | Jim & Martha | 6071 | |
| Reid | Jean | 968-2020 | |
| Richardson | Raymond | 6528 | |
| Riegler | Doris | 6187 | |
| Riley | Peter & Pat | 6168 | |
| Riordan | Don & Virginia | 6520 | |
| Rippe | Alvera | 6053 | |
| Robinson | Virginia | 6509 | |
| Rohr | Ruth | 6297 | |
| Rouffa | Al | 6358 | AR |
| Russell | Jackie | 6141 | |
| Russo | Patt | 6596 | |
| Sandman | Olgha | 6489 | OS. |
| Sasinka | Carolle | 6077 | |
| Sawula | Kataryna | 6468 | |
| Scherrer | Helen | 6094 | HS |
| Schilder | Mike & Roz | 6085 | |
| Schlottmann | Anneliese | 6306 | |
| Schnulle | Alvanell | 6185 | |
| Scholz | Anita | 6137 | |
| Schuetz | Katherine | 6060 | |
| Seidmon | Eleanor | 6305 | |

| | | | |
|---|---|---|---|
| Smith | Hilary | 6171 | HS |
| Soukup | Hank & Ann | 6082 | |
| Stauffer | Bill & Martha | 6554 | M B S |
| Steele | Marynelle | 6485 | |
| Stellmack | Jeanette | 6245 | |
| Stern | Ralph | 6572 | |
| Stroede | Henrik & Irma | 6573 | |
| Sulhoff | Lorraine | 6575 | |
| Sullivan | Lynn | 6061 | |
| Taylor | Dorothy | 6469 | |
| Testa | Rosamond | 6551 | |
| Thaxton | Doug | 6563 | |
| Thompson | Marjory | 6592 | |
| Thygesen | Cliff | 6232 | |
| Tice | Marie | 6531 | |
| Tockston | Elaine | 6246 | Elaine Tockston |
| Tolbert | Shirley | 6145 | |
| Tolman | Vernadene | 6215 | |
| Trinklein | Margaret | 6135 | |
| Tuggle | Robert | 6014 | |
| Vala | Victoria | 6009 | |
| Van Alstine | Marge | 6589 | |
| Van Arsdell | Grace | 6514 | |
| Van Ausdall | Marilyn | 6182 | |
| Devander | Jerry | 6533 | |
| Veldman | Marthann | 6333 | Marthann Veldman |
| Velon | Nancy | 6557 | |
| Vrchota | Robert | 6319 | |
| Wagner | Mary | 6467 | |
| Wainscott | Rena | 6519 | Rena Wainscott |
| Wear | James & Suzanne | 6064 | |
| Weiss | Roger | 6548 | RSW |
| Welko | Lenora | 6170 | |
| Wensel | Gene & Lois | 6472 | |
| Wentworth | Florence | 6096 | |
| Wilson | Joan | 6484 | |
| Zelmer | Muriel | 6471 | |
| Ziemba | Hank & Joan | 6532 | HZ |
| | | | |

# Oak Trace Apartment Visitor Sign In Sheet
# February 16, 2017 Community Development Meeting

Please print or write legibly!

| Visitor Name | Address |
|---|---|
| SANDRA MITCHELL | 6572 FAIRVIEW DR |
| (2) Danielle Weiss | 6576 Fairview Ave |
| STEVE & DEBBIE CHIKA | 1452 SCHRAMM DR. WESTMONT |
| Abe Glazer & Meg Marshall | 1412 Schramm Dr |

SAS ARCHITECTS & PLANNERS
630 DUNDEE ROAD NORTHBROOK, ILLINOIS 60062
TEL 847- 564 8333 FAX 847-564 9989

**DATE:** February 24, 2017
**SUBJECT:** Oak Trace Resident/Neighborhood Meeting Notes
**TO:** Rebecca Leitschuh, Senior Planner
Village of Downers Grove

As part of the redevelopment process, Lifespace Communities has met with their residents to discuss the redevelopment of Oak Trace's Senior Living Community. On November 16-17, 2016, Lifespace Communities met with residents of Oak Trace to discuss phase 1 of their redevelopment plan. On January 10, 2017, Lifespace Communities met with their residents to discuss phases 2-3 of the redevelopment of Oak Trace's Senior Living Community. On January 25, 2017, Lifespace Communities met with the residents of the Health Center to discuss construction logistics for the Healthcare Center (Phase 1).

On February 16th, Lifespace Communities met with the neighbors surrounding the Oak Trace Community to discuss their redevelopment plans and the potential impact that would have on the surrounding community. The following is a summary of the these meetings.

*Thursday, November 16 – Resident Meeting*

10:00 AM - Meeting for just the residents of the Garden Home area that would be affected by phase I redevelopment.
1:00 PM – Meeting open to all Oak Trace Residents* to hear about the redevelopment plans
3:00 PM – Meeting open to all Oak Trace team members (Staff) to hear about the redevelopment plans.

Presentation lead by Ann Walsh, LifeSpace Communities, Vice President of Operations and Brian Devlin, LifeSpace Communities, Vice President of Development. All supported by onsite management.

*The meeting was aired on the closed circuit, in house TV system making it available in all residential units. An over flow room was set up with a live feed TV.

Residents and staff were encouraged to ask questions and an open question and answer session was conducted at the end of the presentation.

The bulk of the questions from residents at this first meeting was focused on the affected homes and residents that would need to transition.

*Friday, November 17 – Resident Meeting*

An open Tea / Social was held to allow residents and staff to come ask questions.

Question forms were provided throughout the community for residents, staff, guests and family to submit questions to the Executive Director. These are still available and used today.

*Tuesday, January 10 – Resident Meeting*

9:30 AM – Meeting held with Oak Trace Garden Home Residents to communicate long-term visions for the campus and how these may affect their homes specifically.
11:00 AM – All resident* meeting held to review the redevelopment plans and offer a look at the future vision of the campus beyond phase 1 redevelopment.
2:00 PM- All Team Member (Staff) meeting held to review the future visions beyond phase I.

Presentation lead by Ann Walsh, LifeSpace Communities, Vice President of Operations and Brian Devlin, LifeSpace Communities, Vice President of Development. All supported by on-site management.

*The meeting was aired on the closed circuit, in house TV system making it available in all residential units. An over flow room was set up with a live feed TV.

Residents and staff were encouraged to ask questions and an open question and answer session was conducted at the end of the presentation.

The bulk of the questions from residents and staff focused on what new amenities will be offered and where.

Some concerns were voiced about parking. Parking both during the construction and afterwards.

Landscaping and the look and feel of the campus was mentioned in several incidences. The residents ask that we keep as many trees as possible.

*Wednesday, January 25 – Resident Meeting*

10:30 AM – A special meeting was held in the Oak Trace Health Center for all Health Center residents and staff.

Health Center residents had several questions about the construction process and where the entrance will be to the building during construction. The answer was that we believe there will be a temporary entrance located on the East side of the Health Center during construction. We assured them we would let them know when plans progress.

*Thursday, February 16 – Neighborhood Meeting*

7:00 PM – Meeting held for the surrounding neighbors of Oak Trace's Senior Living Community

Presentation lead by Brian Devlin, LifeSpace Communities, Vice President of Development. Questions were answered by Brian Devlin and Michael Arenson, Principal at SAS Architects + Planners. All supported by on-site management.

Invitations to this neighborhood meeting were sent to all neighbors surrounding the property, as requested by the Village of Downers Grove Planning Department.

The presentation focused on all 3 phases of development at Oak Trace and the potential impact on the surrounding Community. Ownership walked through the development plans, shadow studies and site sections for the new phases of work. Following the presentation, Lifespace opened the floor for questions from the neighbors. The following is a summary of the major concerns presented:

Concerns over the amount of traffic increased from the new development.

- Response: We have completed a traffic study to estimate the effects of this new development and found the results to not be a significant increase to existing traffic.

Concerns over the views from across Fairview will be negatively affected. Concerns that the campus will lose some of its charm.

- Response: Currently, the view from Fairview shows the existing 1-story townhouses and the back of the healthcare building. In the new plan, we are reorienting the entrance to Residential Living building so that it will be facing Fairview with an open front lawn which will feature walking paths, terraces and landscaping. The view will be further enhanced by the Residential Living Villas, as these villas will be designed to mimic the high quality of housing within the area, with heavy use of stone and brick.

Concern: Concerned over the possibility of losing the red barn. There was strong bias that they red barn should remain on campus.

- Response: The current masterplan indicates that the red barn will remain and will feature some parking closer to the entrance, which will enhance its accessibility. There are no plans to remove the red barn to date.

Concerns that the neighbors to the east of the property will see the roof lines of the Healthcare Center from their homes.

- Response: The East property line features an existing berm which will block the majority of views from the neighboring properties. The berm is heavily landscaped with existing trees which will remain as a part of this process. If there are gaps in the landscaped area, ownership can add some new landscaping to fill in those gaps.

Concerns with the timeline for construction.

- Response: The current timeline features a Fall 2017 start date with an 18 month construction period. The Residential Living building will start construction a few weeks after the completion of the Healthcare Center and will take about 18-20 months. The Residential Living Villas are market driven and will depend on the demand on campus for this product.

Concerns with the noise during construction.

- Response: The Village has strict ordinances which govern construction which we will conform to. The Village of Downers Grove permits construction to take place 7am-7pm Monday-Saturday. We will minimize the amount of Saturdays that we will complete work in order to reduce nuisance of construction. Ownership can work with the surrounding neighbors to give them warning prior to start of major portions of the work.

Concerns over construction parking on site.

- Response: In order to facilitate the needs of the workers, owners will employ a combination of shuttling and temporary site parking to accommodate extra traffic from construction workers.

Concern: In the past, neighbors had the ability to come onto the campus to fish and walk around the conservation area. Neighbors inquired about the possibility of continuing this in the future.

- Oak Trace is part of the community and would love to have more neighborhood involvement on campus. Owners are willing to work with neighbors to foster an the opportunity to enjoy this campus. Owners will have to research the possibility of fishing within the pond, as there is a conservation easement on this portion of the property.

OAK TRACE
A LIFESPACE COMMUNITY

250 Village Drive
Downers Grove, Illinois 60516

P.630.769.6200
F.630.769.6226

OakTraceDG.com

December 23, 2016

To Whom It May Concern,

Oak Trace (formerly Fairview Baptist Home) is a Continuing Care Retirement Community (CCRC) in Downers Grove where approximately 400 seniors receive personalized and quality health care and services.

Oak Trace is in the process of redeveloping and upgrading its health care center to further enhance care services and programs for current and prospective residents. Oak Trace's plans include constructing a new skilled health care center with the capacity for 102 residents living in a neighborhood setting. The neighborhoods would have mostly private rooms allowing our residents even more privacy in a homelike setting. This building will consist of physical therapy, rehabilitation areas and memory support. Oak Trace would add assisted living apartments and memory support suites, which are greatly needed. We are eager to continue serving the seniors in Downers Grove by improving our care setting and accommodations in order to enrich the lives of the members of our community and those in the surrounding community.

As the administrator of the health center at Oak Trace, I support the redevelopment plans of Oak Trace and recommend the approval of the community's Certificate of Need Application by the Illinois Department of Public Health. I could not be any more grateful for this opportunity for the residents that I serve at Oak Trace.

Sincerely,

Michelle R Hart-Carlson

Michelle Hart-Carlson,
Oak Trace administrator

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# Woodridge Clinic

**UMANG S. PATEL, MD**
Board Certified Internal Medicine

**VIJAY C. PATEL, MD**
Board Certified Family Practice

**THELMA S. MARIN, MD**
Board Certified Family Practice

**PRANJAL H. SHAH, MD**
Board Certified Internal Medicine

**PATRICK DOLAN, MD**
Board Certified Pediatrics

**PAOLA PORTELA, MD**
Board Certified Pediatrics

**RESHMA AJMERE, MD**
Board Certified Pediatrics

**MADHU JAIN, MD**
Board Certified Allergist

**CHANDRA SHARMA, MD**
Board Certified Family Practice

**WINSTON THEIN-WAI, M.D.**
Endocrinology

**FARZEEN ANWAR, PA-C**
Board Certified Physician Assistant

**Locations:**

**Woodridge Clinic**
7530 S. Woodward Ave.
Woodridge, IL 60517
Phone: (630) 910-1177
Fax: (630) 910-6995

**Woodridge Clinic - Lemont**
15884 W. 127th Street, Suite H
Lemont, IL 60439
Phone: (630) 754-8710
Fax: (630) 754-8311

**Woodridge Clinic - Lombard**
805 S. Main Street
Lombard, IL 60148
Phone: (630) 620-6225
Fax: (630) 620-6286

**Hospital Affiliations:**

**Good Samaritan Hospital**
Downers Grove, IL

**Edward Hospital**
Naperville, IL

**Hinsdale Hospital**
Hinsdale, IL

**Bolingbrook Hospital**
Bolingbrook, IL

**Elmhurst Hospital**
Elmhurst, IL

December 21, 2016

To Whom It May Concern:

For over forty years, Oak Trace (formerly Fairview Baptist Home) has provided high quality living accommodations, programs and healthcare services to seniors in the Downers Grove Township under both the previous owner, Fairview Ministries, and the current owner, Lifespace Communities, Inc. Oak Trace is a licensed life care Continuing Care Retirement Community ("CCRC") and is currently home to approximately 400 residents.

Oak Trace is currently preparing to modernize and redevelop its healthcare center to provide better quality of care and additional services to current and prospective residents. Oak Trace's plans include the construction of a new four-story healthcare building on the same parcel of land as the current skilled nursing facility. The healthcare facility will consist of a new 102-bed replacement nursing unit and associated physical therapy and rehabilitation space, as well as 66 new assisted living apartments and 28 new memory support assisted living suites. The redeveloped skilled nursing unit will continue to serve the needs of the seniors in the Downers Grove and surrounding population as well as current and future residents of the CCRC. It will provide modern nursing rooms and predominantly private rooms in a neighborhood setting, and will add a level of living – memory support assisted living – not previously available to seniors at Oak Trace.

As the Medical Director of Renal Services at Oak Trace, I support the redevelopment plans of Oak Trace and recommend the approval of the community's Certificate of Need Application by the Illinois Department of Public Health.

Sincerely,

Pranjal H. Shah, M.D.
Medical Director Oak Trace
7530 Woodward Ave.
Suite A
Woodridge, IL 60517

cc: Chris Romick, Executive Director - Oak Trace

NANI
Nephrology Associates of
Northern Illinois and Indiana

3825 Highland Avenue
Tower I, Suite 4C
Downers Grove, IL 60515
Phone 630.968.1595
Fax 630.968.1590

5201 South Willow Springs Road
Suite 260
LaGrange, IL 60525
Phone 708.354.1306
Fax 708.354.1538

December 21, 2016

To Whom It May Concern:

For over forty years, Oak Trace (formerly Fairview Baptist Home) has provided high quality living accommodations, programs and healthcare services to seniors in the Downers Grove Township under both the previous owner, Fairview Ministries, and the current owner, Lifespace Communities, Inc. Oak Trace is a licensed life care Continuing Care Retirement Community ("CCRC") and is currently home to approximately 400 residents.

Oak Trace is currently preparing to modernize and redevelop its healthcare center to provide better quality of care and additional services to current and prospective residents. Oak Trace's plans include the construction of a new four-story healthcare building on the same parcel of land as the current skilled nursing facility. The healthcare facility will consist of a new 102-bed replacement nursing unit and associated physical therapy and rehabilitation space, as well as 66 new assisted living apartments and 28 new memory support assisted living suites. The redeveloped skilled nursing unit will continue to serve the needs of the seniors in the Downers Grove and surrounding population as well as current and future residents of the CCRC. It will provide modern nursing rooms and predominantly private rooms in a neighborhood setting, and will add a level of living – memory support assisted living – not previously available to seniors at Oak Trace.

As the Medical Director of Renal Services at Oak Trace, I support the redevelopment plans of Oak Trace and recommends the approval of the community's Certificate of Need Application by the Illinois Department of Public Health.

Sincerely,

Naveen Reddy

Naveen C. Reddy, M.D.
Medical Director of Renal Services at Oak Trace
3825 Highland Ave. Ste. 4C
Downers Grove, IL 60515
cc: Chris Romick, Executive Director - Oak Trace

December 20, 2016

To Whom It May Concern:

For over forty years, Oak Trace (formerly Fairview Baptist Home) has provided high quality living accommodations, programs and healthcare services to seniors in the Downers Grove Township under both the previous owner, Fairview Ministries, and the current owner, Lifespace Communities, Inc. Oak Trace is a licensed life care Continuing Care Retirement Community ("CCRC") and is currently home to approximately 400 residents.

Oak Trace is currently preparing to modernize and redevelop its healthcare center to provide better quality of care and additional services to current and prospective residents. Oak Trace's plans include the construction of a new four-story healthcare building on the same parcel of land as the current skilled nursing facility. The healthcare facility will consist of a new 102-bed replacement nursing unit and associated physical therapy and rehabilitation space, as well as 66 new assisted living apartments and 28 new memory support assisted living suites. The redeveloped skilled nursing unit will continue to serve the needs of the seniors in the Downers Grove and surrounding population as well as current and future residents of the CCRC. It will provide modern nursing rooms and predominantly private rooms in a neighborhood setting, and will add a level of living – memory support assisted living – not previously available to seniors at Oak Trace.

Chamber630 supports the redevelopment plans of Oak Trace and recommends the approval of the community's Certificate of Need Application by the Illinois Department of Public Health.

Sincerely,

Laura Crawford

Laura Crawford
President & CEO

cc: Chris Romick, Executive Director - Oak Trace
Board of Directors – Chamber630

2001 Butterfield Road, Suite 105
Downers Grove, IL 60515
(630) 968-4050

5 Plaza Drive, Suite 212
Woodridge, IL 60517
(630) 960-7080

Mailed
11/13/07

November 9, 2007

Mr. Stephen Stewart
Executive Vice President
Fairview Ministries, Inc.
210 Village Drive
Downers Grove, IL 60516-3036

Re: Release of Conservation Right in the Form of an Easement

Dear Mr. Stewart:

Enclosed is the signed copy of subject document. If you have any questions please feel free to call me at 630-963-1304.

Sincerely,

Deborah Utecht

Deborah Utecht
Administrative Service Manager

DU:db

Enclosure

Administrative Office • 2455 Warrenville Road • Downers Grove, Illinois 60515-1726
Telephone (630) 963-1304 • FAX (630) 963-1543

*After Recording, Mail to:*

Richard W. Olson
Fairview Baptist Home
250 Village Drive
Downers Grove, IL 60516

**RELEASE OF CONSERVATION RIGHT IN THE FORM OF AN EASEMENT**

THIS INDENTURE, made this 1st day of November, 2007, by and between THE DOWNERS GROVE PARK DISTRICT, an Illinois body corporate and politic (hereinafter "Park District"), and FAIRVIEW BAPTIST HOME, an Illinois not for profit corporation (hereinafter "Fairview").

The following recitals are a material part of this instrument:

WHEREAS:

A. Fairview is the owner in fee simple absolute of certain real property as legally described in Exhibit A (the "Subject Property"), depicted in Exhibit B and a portion of which property is subject to a Conservation Easement previously granted to the Park District in the property legally described in Exhibit C (the "Protected Property"), all said exhibits are attached hereto and incorporated by reference.

B. The Park District is a body corporate and politic under the laws of the State of Illinois with its offices at 2455 Warrenville Road, Downers Grove, Illinois.

C. Pursuant to contractual agreement entered into between Fairview and the Park District executed April 27, 1992, and recorded at the DuPage County Recorder of Deeds on July 21, 1992, as Document Number R92-138508 and known as "Grant of Conservation Right in the Form of an Easement" ("the Contract"), Fairview granted the Park District a conservation right over the property described at Exhibit C pursuant to the Real Property Conservation Rights Act, 765 ILCS 120/0.01, *et seq.*, as amended (the "Conservation Easement"), however, Fairview and the Park District now agree that the Park District will release its interest under the Conservation Easement to Fairview in exchange for payment of a specified sum.

D. From the date of said Contract, the Park District has at all times enjoyed the benefits of this Conservation Easement on, over and across the Protected Property, giving the Park District a non-possessory interest in the Protected Property in order to enforce the development and use restrictions set forth in the Contract.

E. Per the Contract, at all relevant times, the Park District and Fairview (collectively, "the Parties") contemplated the Park District's possible release of the Conservation Easement on,

over and across the Protected Property, upon the election of Fairview and Fairview's fulfillment of certain conditions precedent as set forth in the Contract.

F. Section 3.02 of the Contract provides that Fairview "reserves the right and option to repurchase from the [Park District] the Conservation Rights in the Form of an Easement granted hereunder by the payment to [the Park District] of a sum equal to the amount of the cash contribution [Fairview] would have been required to pay to [the Park District] pursuant to applicable ordinances of the Village of Downers Grove and the Downers Grove Park District if the annexation of the Fairview Property to the Village of Downers Grove occurred at the time the right and option is exercised. [Fairview] may exercise such right and option by one year prior written notice to [the Park District]. If [Fairview] shall exercise its right or option to repurchase such Conservation Right in the Form of an Easement, [the Park District] shall execute and deliver to [Fairview] a recordable release or reconveyance of such Conservation Right in the Form of an Easement upon payment of the purchase price as described above, both of which shall take place within the twelfth (12th) calendar month following the month in which [Fairview] exercises its right or option to repurchase, the date, place and time to be mutually agreed by [Fairview] and [the Park District]."

RELEASE OF CONSERVATION RIGHT IN THE FORM OF AN EASEMENT

NOW, THEREFORE, in consideration of the sum of Ten Dollars ($10.00) and other valuable consideration in hand paid, the receipt and sufficiency of which are hereby acknowledged, the following grants, agreements and covenants are made by and between the Parties:

1. The Park District hereby waives, releases and disclaims its right to one-year prior written notice of Fairview's intention to repurchase the Conservation Easement as granted in Section 3.02 of the Contract.

2. Pursuant to the terms of the Contract, the Village of Downers Grove has calculated the current repurchase price of the Conservation Easement to be $316,674.16.

3. Fairview has tendered $316,674.16 to the Park District, in consideration for which the Park District hereby enters into and executes the instant Release of Conservation Right in the Form of an Easement.

4. The Park District acknowledges payment in full of the above-mentioned amount due.

5. In consideration of the above payment, the Park District releases the Protected Property from the Conservation Easement under the terms of the Contract between the Parties, and the Park District authorizes and directs that the Grant of Conservation Easement, which it received from Fairview under the Document recorded as R92-138508, be released of record.

6. In so doing, the Park District acknowledges that it forfeits all rights and interest created by the Conservation Easement, and that the Park District has no continuing interest in the Protected Property and may not interfere with or restrict the development or use thereof.

7. The Parties have executed this agreement on the day and year first above written.

FAIRVIEW BAPTIST HOME

By: _____
Its: Exec VP

Attest:

Deborah Wiechel
11/6/07 Adm Serv Mgr

DOWNERS GROVE PARK DISTRICT

By: Robert J Helmich
Its:

Attest:

11-6-07

Prepared By:

Mark R. Heinle, Esq.
Ancel, Glink, Diamond, Bush,
DiCianni & Krafthefer, P.C.
140 S. Dearborn, 6th Floor
Chicago, IL 60603

Exhibit A

The Southwest Quarter of the Northwest Quarter of Section 21, Township 38 North, Range 11, East of the Third Principal Meridian, in DuPage County, Illinois.

PIN 09-21-102-003

PORTIONS OF THIS DOCUMENT ARE ILLEGIBLE AT TIME OF RECORDING

RECORDER

THAT PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 21; THENCE NORTH 89-58'23" EAST ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SAID NORTHWEST QUARTER A DISTANCE OF 50 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING NORTH 89-58'23" EAST ALONG SAID NORTH LINE, A DISTANCE OF 1116.58 FEET TO A POINT WHICH IS 156.50 FEET WEST OF THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 21; THENCE SOUTH 00-04'52" WEST ALONG A LINE WHICH IS PARALLEL WITH AND 156.50 FEET WEST OF THE EAST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 305.54 FEET TO A POINT ON THE NORTH LINE OF A PROPOSED ROADWAY; THENCE NORTH 89-55'08" WEST A DISTANCE OF 76.50 FEET; THENCE ALONG A TANGENTIAL CURVE TO THE LEFT HAVING A RADIUS OF 213.00 FEET AN ARC DISTANCE OF 56.61 FEET TO A POINT OF TANGENCY; THENCE SOUTH 74-51'11" WEST A DISTANCE OF 36.76 FEET; TO A POINT OF CURVATURE; THENCE ALONG A TANGENTIAL CURVE TO THE RIGHT HAVING A RADIUS OF 187.00 FEET AND ARC DISTANCE OF 85.19 FEET TO A POINT OF TANGENCY; THENCE NORTH 79-02'39" WEST A DISTANCE OF 79.55 FEET TO A POINT OF CURVATURE; THENCE ALONG A TANGENTIAL CURVE TO THE LEFT HAVING A RADIUS OF 76.00 FEET, AN ARC DISTANCE OF 74.10 FEET TO A POINT OF TANGENCY; THENCE SOUTH 45-05'41" WEST A DISTANCE OF 91.61 FEET TO A POINT OF CURVATURE; THENCE ALONG A TANGENTIAL CURVE TO THE RIGHT HAVING A RADIUS OF 40.00 FEET, AN ARC DISTANCE OF 50.16 FEET TO A POINT OF REVERSE CURVATURE; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 488.00 FEET, AN ARC DISTANCE OF 228.87 FEET TO A POINT OF TANGENCY; THENCE NORTH 89-55'53" WEST A DISTANCE OF 95.79 FEET; THENCE NORTH 85-09'27" WEST A DISTANCE OF 120.00 FEET; THENCE NORTH 89-55'53" WEST, A DISTANCE OF 100.00 FEET TO A POINT 50.0 FEET EAST OF THE WEST LINE OF SAID SECTION 21; THENCE NORTH 00-04'07" EAST PARALLEL WITH SAID WEST LINE OF SECTION 21, A DISTANCE OF 409.92 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

EXHIBIT C

February 19, 2017

Rebecca Leitschuh, Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Re: Objection to Oak Trace planned building project

Dear Ms Leitschuh,

My name is Steven Ericson. My wife and I live on Ridgewood Circle in Downers Grove. I was raised in Downers Grove and my wife Norma and I have lived here since 1984. We raised our 3 children here and all three are still Downers Grove residents.

My parents currently live at Oak Trace and if the currently proposed new development at Oak Trace is approved, Oak Trace plans to force them to move from the home they moved into 3 years ago. They are both 84 years old. My mother is partially disabled, and uses a walker 100% of the time.

They chose to live at Oak Trace for a number of reasons including location, the services offered, and the fact that it guaranteed them a lifetime solution. They have been married for 63 years, and spent more than half of that time in Downers Grove. They raised four children here. Two of their children still live in Downers Grove, along with their three grandchildren, and their first great grandchild is in March and will live less than a mile from Oak Trace. As people age, support from family members is extremely important. Having family close by was the most important reason they selected Oak Trace.

They also chose Oak Trace because it provided three levels of care – independent living, assisted living, and nursing home care. This gave them the peace of mind to know they would have access to the care they needed and more importantly, should one of them need to move into nursing care, the other one could be close by and able to see them daily. After 63 years of marriage, this was extremely important to them. Once they made the decision to move to Oak Trace, they signed a **contract** to live independently in a Garden Home with a patio and a small yard.

In a 2015 Social Accountability Report, Life Space stated "As a 501(c)(3), we're charged with contributing positively to society, **being accountable to society and to those we serve**, and showing through word and action that we **deserve the trust of our residents and their families**."

I think that you can agree with me that Life Space is not living up to this commitment. Please respect the wishes of these long term residents of Downers Grove and do not approve Oak Trace's request to build a new Health Center in the proposed location.

Respectfully Yours,

Steven Ericson

Steven Ericson
1424 Ridgewood Circle
Downers Grove, IL 60516

Mary Ann Smith
1035 Maple Avenue
Downers Grove, IL 60515

February 17, 2017

Ms. Rebecca Leitschuh,
Senior Planner
Village of Downers Grove
801 Burlington Ave.
Downers Grove, IL 60515

Dear Ms. Leitschuh,

I am writing about the situation at Oak Trace which will come before the Planning Commission at your next meeting in which you will be voting on an approval for a new health center to be built on the Oak Trace property. This new health center requires the demolition of 26 homes on the property. I know several of the residents in these homes. These are elderly people who when they bought into Oak Trace were guaranteed continuous care and the expectation that their lives would not be disrupted by the very ones contracted to care for them. If the health center is built as planned, 26 family units will be displaced, causing significant emotional and physical distress. I am writing to protest this flagrant disregard for their rights and well-being.

If there is need for a new health center at Oak Trace, it should be built on a piece of the property that does not infringe on the rights of the people currently living in the individual homes, or on an adjacent piece of property.

I strongly urge you to vote against the approval of the new health center at Oak Trace as it is currently planned, requiring the destruction of peoples' homes and the upheaval of their lives.

Thank you for your consideration in this matter. Please consider the impact of your vote on the lives of these citizens of Downers Grove.

Sincerely,
Mary Ann Smith
Mary Ann Smith
Resident of Downers Grove for 45 years

February 17, 2017

VIA FIRST CLASS MAIL

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Re: Objection to Oak Trace Development

Dear Ms. Leitschuh,

My name is Karen Ericson. I live on Highland Avenue in Downers Grove. I was born in Downers Grove, attended Fairmont Elementary School, O'Neil Junior High, and Downers Grove South High School. I moved away for a college and for a few years, but moved back to Downers Grove in 2005.

My parents currently live at Oak Trace, and if the currently proposed new development at Oak Trace is approved, they would be evicted from their home. They are both 84 years old. My mother is partially disabled, and uses a walker 100% of the time. There are no other comparable alternatives to their current living situation at Oak Trace.

They chose to live at Oak Trace for a number of reasons including location, the services offered, and the fact that it guaranteed them a lifetime solution. The first reason was because of its location in Downers Grove. They have been married for 63 years, and spent more than half of that time in Downers Grove. They raised four children here. Two of their children still live in Downers Grove, along with their three grandchildren, and their first great grandchild is expected on March 16th, and would live less than a mile away from Oak Trace. As people age, support from other family members is extremely important. Having family close by was the most important reason they selected Oak Trace.

They specifically chose Oak Trace because it provided three levels of care – independent living, assisted living, and nursing home care. This gave them the peace of mind to know they would have access to the care they needed, and more importantly, should one of them need to move into nursing care, the other one could be close by, and able to see them daily. After 63 years of marriage, this was extremely important to them.

Finally, they selected Oak Trace because it guaranteed them a lifetime solution. By providing three levels of care, my parents were confident that they would be able to stay here, and be near their family for the rest of their retirement years. Once they made this decision, they signed a **contract** with Oak Trace to live independently in a Garden Home with a patio and a garden.

In a letter from the Senior Vice President and General Counsel of Life Space, in 2015's Social Accountability Report, Jodi Hirsch stated "As a 501(c)(3), we're charged with contributing positively to society, **being accountable to society and to those we serve**, and showing through word and action that we **deserve the trust of our residents and their families**."

I think that you can agree with me that Life Space is not living up to this commitment. Please respect the wishes of these long term residents of Downers Grove, and do not approve Oak Trace's request to evict them from their home to build a new Health Center in the proposed location.

Respectfully Yours,

Karen L. Ericson

Karen L. Ericson
4528 Highland Ave
Downers Grove, IL 60515

THE COLLINS LAW FIRM PC

SHAWN M. COLLINS
ROBERT L. DAWIDIUK
EDWARD J. MANZKE

JEFFREY M. CISOWSKI
KELSEY N. KERR
JORDAN C. OLEJNICZAK
JOHN D. RISVOLD

*Of Counsel*
JOHN A. SOPUCH III

February 3, 2017

***VIA FIRST CLASS MAIL***
Rebecca Leitschuh, Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Re: Objections to Oak Trace Permit Application

Dear Ms. Leitschuh,

As you may know, this office represents 25 residents living in the Garden Homes at the Oak Trace senior living community. I have enclosed for the Plan Commission's review, letters of objection to Oak Trace's recent permit application. The enclosed objections are from Oak Trace residents. Copies of these letters have also been sent to Mayor Tully.

My clients and I, along with their supporters will be at the Plan Commission Meeting on March 6, 2017.

If you have any questions or need any additional information, please feel free to contact me.

Sincerely,

Edward J. Manzke

EJM/ab

1770 Park Street, Suite 200 Naperville, Illinois 60563 T: 630.527.1595 F: 630.527.1193 www.collinslaw.com

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, Il 60515

Jan. 30, 2017

Dear Ms. Leitschuh:

In March of 2013 my late husband John and I moved from our beautiful home and garden in Elmhurst to our also lovely Garden Home at Oak Trace. The contract was made in good faith so we expected to live out our lives here in safety and peace.

We have been active in this community, even starting several new programs for the residents. When my husband died after only one and a half years I have continued in leadership roles and participating in many activities. It is my desire to stay in my home because it allows me to do the things that I enjoy as gardening, bird watching and spending time out of doors close to my house. These are the things

that make me who I am and provide pleasure in my life. We chose Oak Grove because of the Farm and Garden Home and never considered an apartment.

The brutal way that Life Space prevented this plan has resulted in anger, broken heartedness and stress beyond what a Senior should have to endure. Not only for me, but for my family as well. Since I can pay my fees and I am mentally and physically able to live independently I would like to stay in my Garden Home.

I hope you can help us stay in our Garden Homes.

Sincerely,

Dorothy C. Danielson
6671 Woodmere Ct.
Downers Grove, Ill. 60516

January 30, 2017

VIA FIRST CLASS MAIL

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Re: Objection to Oak Trace Development

Dear Ms. Leitschuh,

My name is Richard Ericson, and my wife and I are both 84 years old and have lived at Oak Trace since January, 2014. We originally moved to Downers Grove in 1957. We built two houses in Downers Grove, one on Indianapolis, and the second on 62nd street. We also raised four children in Downers Grove.

In 1984, my company transferred me to Orlando, Florida to start-up a new plant. After deciding it was time to sell our home and move into a retirement home, we chose to move back to Downers Grove and live at Oak Trace. We selected Oak Trace because it provided three levels of care, in addition to being close to our family members who live on Ridgewood Circle, Meadowcrest, and Highland Avenue in Downers Grove, some of whom have lived in Downers Grove their entire lives.

We made arrangements to arrive in early 2014. We live in a beautiful garden home located at 6664 Woodview Court. The interior of the home was completely redone including a brand new kitchen, new appliances, new flooring, new fixtures, etc. with some of the additions made at our own expense. It was used as a model prior to our arrival in 2014. We specifically chose Oak Trace because of the opportunity to "buy-in" which provided us a home where we could live for the rest of our retirement. My wife has limited mobility and is partially disabled, and it brings her great joy to observe the birds and wildlife that come to our patio outside our home. Even though moving 1200 miles at our age was very difficult and a considerable expense, we were glad to be near our family and have a place to live that provided assisted living as spelled out in our contract with Oak Trace. Soon after our move we found out that one of our sons had cancer so we were able to provide some help and visit him.

Eight days before Thanksgiving last year, at a meeting of our garden home group, we were told our home would be destroyed to make room for a new health center and we would be evicted in June. Our world has been turned upside down because we understood when we bought this home and made it our own, that we would be able to stay here for the rest of our lives, and the home would be sold only after we were deceased and the proceeds given to our family.

Oak Trace's plan to evict my wife and I, as well as our friends and neighbors, should be troubling to you and every Downers Grove official. In disregard of our rights, our well-being and our contract, Oak Trace and its parent company, Life Space, is attempting to evict us from our home. How could government officials approve or allow Oak Trace to do this to us?

In a letter from the Senior Vice President and General Counsel of Life Space, in 2015's Social Accountability Report, Jodi Hirsch stated "As a 501(c)(3), we're charged with contributing positively to

society, being accountable to society and to those we serve, and showing through word and action that we deserve the trust of our residents and their families."

I think that you can agree with us that Life Space is not living up to this commitment.

We ask you to not approve Oak Trace's request to evict us from our home to build a new Health Center in the proposed location.

Sincerely, Nancy Ericson
Richard Ericson

Richard and Nancy Ericson

VIA FIRST CLASS MAIL

February 1, 2017

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, Il. 60515

Re: Objection to Oak Trace Development

Dear Ms. Leitschuh,

I am writing to you to strongly object to the proposed development and construction of a new health center at Oak Trace in Downers Grove.

My name is Lila Bozich, and my late husband Anthony and I moved to what was then Fairview ( and now Oak Trace) in 2007. We moved into a beautiful garden attached home located at 6649 Garden Court in Downers Grove, in which I currently reside as a widow. My husband and I chose this community and home for a variety of reasons, especially including the independent living of a one story home, the independence provided by our attached garage, and our beautiful patio and garden. I have felt comfortable and secure with the knowledge that my contract with Fairview, and its successor Oak Trace, ensured that I would be able to live in my beautiful home as long as I am physically able to reside independently. This promise by Fairview in our contract obligated its successor, Oak Trace, to ensure that this home was the place where I could spend the remainder of my retirement years.

Recently, my dream and assurance that this would be retirement residence was shattered when the current administrators at Oak Trace disclosed its plans to build a new health center at Oak Trace. The news was initially well received by my neighbors and I until further disclosure by Oak Trace employees revealed a diagram of the new facility, which showed the new nursing home facility is to be built where on top of the homes where I and more than 20 of my neighbors currently reside. We initially thought that the diagram must be in error, as we couldn't envision construction of a nursing home facility that would displace we garden home residents.

When further questioned by my neighbors and I, the Oak Trace administrators informed us, much to our shock and dismay, that the diagram wasn't in error, but rather that they intended to build the new nursing facility where our homes are located, and that they further intended to evict us from our homes by June 2017 to make way for the new building. You can only imagine the anxiety, stress and fear that my neighbors and I have experienced since this disturbing and disconcerting revelation. I am 88 years of age, and I have become literally physically ill due to the stress caused by the avaricious actions of Oak Trace.

It appears to me that Oak Trace has more than enough property at this Downers Grove site to locate a new nursing facility elsewhere on its property, which suggests that the real reason for locating a new facility on property where my neighbors and I live is because they find our contracts less financially beneficial to Oak Trace than of those residents living in the apartment building. Apparently, they choose not to live with the bargain they have made with us.

As residents and voters of Downers Grove and DuPage County, Oak Trace's scheme to evict me and my neighbors should be considered reprehensible to you and every other elected and appointed official of this Village. Oak Trace and its parent company, Life Space, is acting in complete disregard of our contractual rights and our well-being, and we therefore beseech our Village officials not to be a part of this unfair and illegal taking by Oak Trace. We respectfully ask you and other Village officials to put a hold on any approval process that may be before the Village regarding any such new construction until such time as this proposal has been property vetted both in public and in the courts. Because of our senior ages, my neighbors and I may not represent the future, but our past contributions to this community should be duly regarded, and the best way to show that appreciation is to ensure that the Village is not complicit in this wrongful taking.

After working hard for most of our lives, my neighbors and I believed that we would be able to enjoy our remaining golden years with the certainty that we could enjoy the current roofs over our heads until we were no longer independent. Please do not allow Oak Trace to shatter our beliefs and dreams. We need your help to stop this wrongful eviction!

Very truly yours,

Lila Lou Bozich

Lila Lou Bozich

January 30, 2014

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Ave.
Downers Grove Il 60515

Re objection to Oak Trace Development

Dear Ms. Leitschuh

I am writing to object to the location of the proposed new health center at oak trace in Downers Grove.

My name is Carolyn Herzog, my husband Al & I have lived here since June of 2013. We live in a garden home at 6665 Windsor Ct. We chose this home for several reasons. I love my easy access to and from, my flowers, and view of trees & green grass on ground level. We also are very happy with easy access to garage & storage area. We planned to live here until health reasons would cause a change.

We were recently told, we have to move our home by June of 2017. We were very upset by only having a (6) month notice and considered their actions, heartless. We are both in our middle 80's. This prospective move has been very stressful to me.

I've talked to my Doctor for related problems & medication was prescribed.

We've marked hard our whole lives and hoped our move to our Oak Tree Cottage was our last. our 2 sons and their families live close by & we see them often.

Oak Tree's plans for eviction of us and our neighbors should cause Downer's Grove officials to take notice and maybe help us to understand these drastic changes to our lives.

Sincerely
Carolyn Herzog
Alfred C. Herzog

6660 Garden Court
Downers Grove, IL 60517
January ,2017

Rebecca Leitschuh, Sr. Planner
Village of Downers Grove
801 Burlington Ave.
Downers Grove, IL 60515

Re:Objection to Oak Trace Development

Dear Ms. Leitschuh,

I am writing to object to the proposed development of a new health center at Oak Trace in Downers Grove.

My name is Carter Johnson and, come April, I will have been at this location for two years., Six months after my wife of 54 years passed away I moved here. I took a loss on my home in Bolingbrook, because Oak Trace ideally suited my needs for my remaining years. It has been perfect and I was shocked to learn in late November that they were demolishing my home to make way for the new Health Center. This violates the contract I signed with Oak Trace when I came here.....and they said that June first would be the deadline.

We were given two options: 1) move into an apartment or 2) move out. An apartments is not a "similar" residence, as their contract states, for the following reasons:

1) It has no **garage**. The only garages they have are in the basement of the apartment building and are full. I now have a garage that's attached, with immediately accessible to my car, plus the storage a garage provides.

2) I have a medium-sized **dog**, who is 10 1/2 and I could no longer tie her up behind my screen porch. There are small dogs in the apartments but handling a dog of this size would be terribly inconvenient.

3) There is no space for my **workshop**. I have in my second bedroom a desk, computer, printer, various file cabinets, a large scroll saw and stand and 25 bins of puzzles I have made. I don't sell them but rather loan them out to people here at Oak Trace and around the country. Every day, I make 25 or so pieces as I feel like it. The woodshop downstairs in the apartment building is nice but it hasn't the space for my puzzle bins, and cannot provide the immediate accessibility my current home provides.

4) I'm 1/2 mile from my **daughter's residence**. This is one of many reasons I chose Oak Trace. Since moving into an apartment is not a satisfactory option, I must leave and there is not a place to stay that is as close to her.

So that's the status. I must go.....somewhere.....unless the Village of Downers Grove does not approve the plans of Oak Trace. I thought I would live out my remaining years without the worries associated with housing; evidently Oak Trace doesn't believe that for its residents.

Please help.....

Sincerely

Carter C. Johnson

Carter Johnson

Janet W. Potts
6651 Garden Court
Downers Grove IL 60516

January 31, 2017

VIA FIRST CLASS MAIL

Ms. Rebecca Leitschuh
Senior Planning
Village of Downers Grove
801 Burlington Avenue
Downers Grove IL 60515

RE: Objection to Oak Trace Development

Dear Ms. Leitschuh,

I am writing to object to the planned construction of a new health center at Oak Trace in Downers Grove.

I have lived at Oak Trace since May 28, 2014, in one of the "Town and Garden" homes slated for destruction in order to build that center. I chose this residence after much searching as it combined an affordable single floor home and attached garage with the lifetime care stated in their brochures and by their marketing staff. In addition, my contract stated that if I would need to be relocated either temporarily or permanently, I would be placed in "... another similar Residence ... ." This promise eased my mind and those of my children as it seemed that I could be here for the rest of my life. It also meant that my car would be under cover and easily available without the cost of buying a space in the underground garage.

Late last fall administrators at Oak Trace and LifeSpace Communities, Inc., the parent organization, disclosed their plans for a new health center here. The idea was well-received until siting plans showed that I and at least 20 of my fellow residents would lose our homes since the building would be located where our homes are. When this was pointed out to the administrators, they stated that demolition was scheduled to begin by June(!) and that we would be evicted. As far as I can tell, little planning had been done as to the relocation of so many families as there are no "similar residences" available to relocate to. In fact, the administrators must think that we are going to quietly "fold our tents" and slink away, as they are actively marketing apartments in the main building – which is the closest thing to "similar residences" that exist here.

This has resulted in great anxiety and stress for me. I had chosen Oak Trace after a lot of looking and was pleased that I could find such a place relatively close to my family and activities, and that was able to give me an option that I could afford without being a burden on my children. Now all that is being taken away from me in complete disregard for my well-being.

As a grandmother and great-grandmother, I had planned to enjoy my home with the certainty that I could spend the rest of my life here in peace. I am asking for help – the Village of Downers Grove should not approve Oak Trace's attempt to kick us out.

Sincerely,

Janet W. Potts

Janet W. Potts

/jp

January 29,2017

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Ave.
Downers Grove IL.

Re. Oaktrace Proposed Redevelopment

Dear Ms. Leitschuh,

My name is Patricia Riley, I have resided with my husband Peter at 6666 Woodview Ct. for 3 yrs. This is one of the 26 Garden Homes Oak Trace plans to demolish this summer. We were informed of this decision at a meeting on Nov 16, 2016 and told we were to be evicted by May 31,2017. The choices given to us at that time were either move off campus or into the residential apartment building, at which time they could not accommodate the residents from the 26 homes, and they still cannot.

We moved into our Garden home for several reasons, our own garage, a 3 season screen porch and a beautiful garden front and back. We also liked the idea that we would be walking to the residential building and the health center for meals and other activities, fresh air and the need for exercise being priorities for our age group. We were assured in our contract with Oak trace that we would be able to live in our home as long as we were physically able to live independently.

At that November meeting, due to the negative response from not only the Garden home residents but many of the people from the residential building and the other cottages on campus, we were told that the Administration would "hold our hands". The next day a meeting was proposed to have a mental health professional come and help us handle our grief. No one from the Garden homes attended that meeting. I personally considered it an insult.

Via a conversation the following day an Administrator admitted they were only dealing with square footage.

A temporary Director was brought in just to handle this transition and has made a statement that he wished he had been called in 9 months earlier.

Due to our age and physical fitness, another move would be very difficult for us. In disregard of our rights, our contract and our well being,

Oak Trace and its parent company Life Space is planning to evict us from our homes. How could the village of Downers Grove allow Oak Trace to do this? One of our reasons for moving here is the fine reputation Downers Grove has as a family community.

Please help us to avoid this injustice!

Sincerely

Patricia Riley

Patricia L. Riley

February 1, 2017

Rebecca Leitschuh

Senior Planner

Village of Downers Grove

801 Burlington Avenue

Downers Grove, IL 60515

Re: Objection to Oak Trace Development

Dear Mrs. Leitschuh,

My name is Jim Leichti. For several years I sat on the Plan Commission where I voted on the type of problems you are studying today. I know how serious the board members are in living up to the demands of their position. I have felt what they feel.

At any rate, I am 93 years of age, my wife is 92, has some memory problems, and uses a walker. We have lived in Downers Grove for 58 years. We have now lived at Oak Trace for 14 years. We reside in a 1245 sq. ft., two bedroom, two bath, air conditioned, separate cottage with an attached garage. I have a lawn and large flower garden, with many flowering trees in my yard, on the edge of a wooded, undeveloped area. We see deer loping down the street, foxes come running by, and occasionally a coyote.

We have the use of a fitness center, available 24/7 without charge. I walk almost daily around our 40 acre property, through woods, and around a several acre pond to enjoy the wild flowers, fountains, and the silence and sounds of nature. We attend lectures by leaders, expert in their field, meet with specialists, and participate on committees suggesting campus changes, eat meals with friends of long standing, and have medical facilities on site.

We have a contract for life care in these or appropriate similar housing. But there is no similar housing. There are 28 people effected like ourselves, but management has no plans or made meaningful offers to us.

Management has offered no meaningful alternatives, and the Memorial Day Construction Start Deadline is approaching at what we elderly, many single, or without family support, individuals feel is a break neck pace.

Will you vote for me to possibly shorten mine and my wife's lives by the shock of sudden change when it need not be?

We are asking you to vote for an extensive delay to the construction start date, that you suggest to the corporation that they plan for an alternate location for its planned facilities, and to offer meaningful alternate living arrangements to the effected individuals.

Sincerely,

Alice M. Leichti

Jim Leichti

Alice and Jim Leichti

Downersgroobjectiontootdevelopmentwjmd1277

January 27, 2017

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60516

Re: Objection to Oak Trace Development

Dear Ms. Leitschuh,

I am writing to object to the proposed development and construction of a new health center at Oak Trace in Downers Grove.

My name is Helen Scherrer and I have lived at Oak Trace since June 2007. I chose Oak Trace (then Fairview Village) because I liked the independent living in the garden home where I had my own attached garage, my independence, and no stairs. My favorite room is the sunroom because I make puzzles and watch the birds on my feeders. I enjoy seeing people walking their pets along the walkway behind my home. My plan is to live here as long as I am physically able and my contract guarantees it.

In November 2016, I found out that my residence was going to be demolished and I was told to find another place to live by June 1st, 2017. Instead of having a Happy Thanksgiving and a Merry Christmas and a Happy New Year, I ended up having conversations about the unpleasant and stressful situation.

I pray to God that this letter will help you decide that my contract will let me keep my home until the day I will not be able to live on my own. I just turned 89 years old in December, have always been independent, and would like to continue. I realize that in your position that you have to decide what is best for Downers Grove, but please remember that I am also a Downers Grove resident and deserve your consideration.

Respectfully yours,

Helen Scherrer

Helen Scherrer

**Barbara Dindia**
**6653 Garden Court**
**Downers Grove, Il. 60516**

January 26, 2017

Ms. Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, Il. 60515

Dear Ms. Leitschuh

RE: Oak Trace Redevelopment Plan

In November, 2016 the residents of Woodview and Garden Courts were notified in a group meeting that Oak Trace had plans to demolish our homes and construct a new health center in their places. We were given until May 30, 2017 to vacate the premises. Needless to say, we were all shocked! We contracted with Oak Trace to live in our garden home (with an entrance fee and monthly assessment) for what Oak Trace painted as a Lifecare community." The contract I signed does not provide reason to evict unless my monthly assessment is not paid, which is not the case.

Personally, I was thrilled to be settled in a lovely garden home that would allow independence from my step children. Although I am very close to my step children, I didn't think it was their responsibility to care for a step mother in her declining years. My step children approved of the residence I chose and have been delighted to see me happy until now. The anxiety I have felt has affected my health as well as that of my "daughter" who suffers from MS. None of my family could believe that Oak Trace would be so calloused to "evict" senior citizen residents, some of whom are in their 90s. Could you imagine having to move at that stage in your life when you thought you were settled?

Could the Village of Downers Grove please reject the Oak Trace request to demolish my beautiful home where I have lived for the past 3 ½ years? Please make that a " YES, WE REJECT"!

Sincerely,

Barbara Dindia

**Oak Trace**
**6662 Garden Ct.**
**Downers Grove, IL 60516**

January 27,

Rebecca Leitschuh, Senior Planner
Village of Downers Grove
801 Burlington Ave. Downers Grove, IL 60515

Dear Ms. Leitschuh,

We are writing this letter because it concerns the destruction of our home here in Downers Grove. We moved here to Oak Trace Retirement Community in April of 2015, not quite two years ago. We live in an independent living area in a cottage called a garden home.

Our home was completely rehabbed just before we moved in, new appliances, cabinets, carpet etc. It is a spacious cottage and has a beautiful yard with flowers, birds and squirrels.

The attached garage and easy access to the car is very important to us. One of us has a bad back, walks with a cane, and finds walking any distance to be painful. The attached garage is a God Send.

Last fall it was announced that our garden home, along with about twenty others, will, in the spring, be torn down to make way for a new health center. Life Space of Des Moines, Iowa, the owner of Oak Trace, is responsible. We hear that there will be some apartments in the apartment building that may be available but they are small with no balconies or patios and they are far away from the apartment parking lot. They do not compare to our garden home.

We are 89 and 90 years old and we find ourselves soon to be evicted. This is devastating to us. What will we do with our furnishings? Where will we hang our hats? It is scary. The stress of this situation is overwhelming. It is affecting our health. It is making us ill.

We moved here for security in our old age and here we are losing our home. When we moved in here we were not told that the move would be temporary. We thought this would be our forever home. We feel very strongly that the present health center can be rehabbed and a new addition can be built right next door to it on property that is now a big parking lot. Please consider a decision to forestall a building permit for Life Space until different improvements for the health center can be designed. We don't want to lose our home.

Thank you.

Jane & Bob Crane

Jane Crane
Bob Crane

January 28, 2017
6650 Garden Ct.
Downers Grove, IL 60516

Re: Objection of Oak Trace development

Dear Ms. Leitschuh,

My husband, age 85 and I, age 83, have lived at Oak Trace for 3½ years. We were attracted to Oak Trace by its beautiful grounds. We chose one of the garden homes because we liked being able to step outside our door to enjoy fresh air and the beauty around us. We thought we would live in this atmosphere for the rest of our lives. When we would need more care, the health center would become our home.

We should have been aware that something was amiss when we had to have four different executive directors in the period of three years. They had to know that something was going on in the minds of Lifespace administrators.

You can't imagine our dismay (no, you probably can) when without warning we were told, just before Thanksgiving, that we would be displaced by the new health center, forced to leave our homes by June 1. Our Oak Trace contract promises us a similar place to live if we needed one, and as far as we know they have nothing compared to our current home: 2 bedrooms, 2 bathrooms, living room, a full eat-in kitchen, a closed in porch, and attached garage.

We are totally agreed regarding a new health center but assumed it would be built in one of the open spaces within the 40 some acres of Oak Trace property.

Since being told that we will be evicted from our homes there has been fear, tears, sadness, anxiety and stress among all the garden home residents. After working all our lives, then finding the place where we wanted to spend the rest of our lives, this Lifespace decision is certainly devastating to all of us.

We can't comprehend that our government officials could consider allowing these evictions to happen, a total breach of our contract. Please help us!

Sincerely,

James and Irene Coomer

January 29, 2017

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Ave.
Downers Grove, Il. 60515

Re: Objection to Oak Trace Development

Dear Ms. Leitschuh:

My name is Charmaine Gregory. I have lived at 6659 Garden Court, Downers Grove since April 2002. I love my home. I moved here with my husband, who passed away eight years ago. I not only love my home, but also the people, my neighbors, the staff, the location.

I was assured when I moved here, this would be my home for however long I decided to stay.

When Lifespace (Oak Trace) purchased Fairview Village they agreed to honor our present contracts. Their mission was to insure our lives would be stress free, and secure in every way. Their "Mission" seems to have failed - in many ways.

With this expansion proposal our lives are shattered. We, all whom are affected, are stressed and very insecure.

Our lives do not seem to matter to the organization whose job it is to deal with & care for seniors.

In the last four years Lifespace has invested thousands + thousands of dollars restoring, redoing and remodeling the homes. Now, it seems, its time to destroy these homes. Giving the residents a false sense of security, which borders on fraud.

We were informed of this decision to evict + destroy the week before Thanksgiving (great timing), treating the decision as a "given", we were given no recourse or choice.

They are attempting to take away our lives, and our investment, and we strongly object.

My children are heartbroken for me, for they know how happy I have been living here. Imagine your Grandparents facing these same issues. How would it affect your family?

After working hard our entire lives, we hoped that we would be able to enjoy our home and in it spend the remainder of our retirement. Oak Trace's attempt to "kick" us out of our home should not be approved by the Village of Downers Grove.

Please Help us!

Sincerely

Charmaine Gregory

# Mary M. Moroney

6667 Woodview Ct, Downers Grove, IL 60516


**January 31, 2017**

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

**Re: Objection to Oak Trace Development**

**Dear Rebecca Leitschuh:**

I am writing to object to the proposed development and construction of a new health center at Oak Trace in Downers Grove.

I moved to Oak Trace in April '15 to reside in a beautiful one story garden home with an attached garage. I have felt comfort and security knowing that as long as I was physically able to live independently this was my home. This promise by Oak Trace and memorialized in my contract made this the place where I wanted to spend the remainder of my retirement.

Just before Thanksgiving I was told of the plans to evict me and my neighbors from the homes we love. This news certainly put a damper on my holidays, caused many sleepless nights and the overall stress has taken a toll on my health.

Oak Trace's attempt to literally kick us out of our home should not be approved by the Village of Downers Grove. Please help us!

**Sincerely,**

Mary M. Moroney

**OT-Resident**

February 1, 2017

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington avenue
Downers Grove, Il 60515

Re: Objection to Oak T. Developement

Dear Ms. Leitschuh,

On Nov 13th 2016, I attended a meeting run by Oak Trace and Life Space. I was told that our garden apartments would be razed and we would be evicted by June 1st in order to build a new health center on our property.

I moved into Oak Trace Jan 6th 2016 and I was never told about any plans to evict us in the coming year. I chose this home because it was a one story unit with a screen back porch and an attached garage, suitable for my life style with my dog and my ability to drive. I expected to live in this unit until I passed away or became unable to care for myself. This BombShell that was dropped on us has caused much anxiety and sleepless nights.

I do not want to move. My contract states that in order to move me they have to provide similar accomodations of which there aren't any. They should not be allowed to do this

We are all people in our 80's and 90's - moving is a very difficult thing to do

I hope the village of Downersgrove will not approve this travesty at this time so that we can live in our homes for the foreseable future

Sincerely

Eelaine Dockston
6668 Woodview Ct
Downers grove, Il 60516
Phone 630-769-6246

January 30, 2017

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Re: Objection to Oak Trace Development

Dear Ms. Leitschuh

I am writing to object to the proposed development and construction of a new health center at Oak Trace in Downers Grove.

In August 2013 I moved into my home at 6663 Woodview Court in anticipation of a happy, safe and comfortable retirement life. I sold my home and used savings to make this possible, feeling it was a worthwhile investment for my future. I would be living in my home town, living independently with the knowledge help would always be available if needed. I was told I could do anything I wanted to make this my 'home', which I have done.

In November 2016, with no written contact or verbal advance notice, I was invited to a meeting and told I would have to leave my home by June 2017. I was being evicted contrary to the contract I signed with Oak Trace. Where would I go? They didn't know, which shows a lack of planning on their part. I was told, 'they care about us'. Just how is this eviction caring about us?

Since being told that I was being evicted from my home there has been fear, anxiety and a great amount of stress in my life. I am an 82 year old lifetime resident of the village, my family owned a business in the village, my mother wrote for the local paper for 30 years and I began my teaching career teaching the children of Hillcrest School.

Now in total disregard of my rights, well-being and my contract, Oak Trace is trying to evict me from my home. I've lived up to the contract I signed. Shouldn't Oak Trace do the same?

As a representative of the village please help me by not allowing Oak Trace to evict me from my home. Please give me the support I have come to expect from the village throughout my lifetime as a village resident.

Sincerely,

Charlette Lukes

Donald and Charlene Harrison
6661 Garden Court
Downers Grove, IL 60516
February 2, 2017

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Dear Ms. Leitschuh:

This letter is to object to the Oak Trace Redevelopment Plan.

Seven years ago my husband and I made a decision to simplify our lives. We choose to transition from our home to join friends at Oak Trace (formerly, Fairview Village). Although the decision was not easy at this stage in our lives, we were excited to have found a retirement community with small cottages to call home. It was the independent living in these one story cottages that "sealed the deal" for us to move here. We enjoy being able to maintain our garden landscape, do work in our garage and relax with our family, friends and neighbors in the backyard. The Garden Court homes enable us to live and provide for ourselves independently and share park-like common space for all residents of the retirement community.

Recently (Thanksgiving, 2016), the Garden Court residents were invited to a special meeting with the facility administrators. A proposal for the development and construction of a new health center was presented to us. Unfortunately, the new construction would be built on top of our homes! We were essentially being evicted and they thought we should be thrilled about it!! We are not.

The idea that we may be removed from our home by July, 2107 has been harmful. Now we feel betrayed, stressed and anxious. It has been difficult to think about what lies ahead. The thought of having to move at our age is very troubling to us. This type of situation is not supposed to happen to people in a retirement community. We moved here to retire.

We urge you to NOT approve this proposed Oak Trace Redevelopment Plan.

Let's use common sense!

Sincerely,
Charlene L. Harrison
Donald R. Harrison

Donald and Charlene Harrison

To: Senior Planer Rebecca Leitschuh

From: Joyce Burzloff
6634 Beechwood Ct.
Downers Grove, Il. 60615

Date: 2/2/17

Re: Building Permits for Oak Trace

I have lived at Oak Trace for almost 4 years. I came here with the confidence that Lifespace was a good leader and would keep its word. Unfortunately, I was wrong. They have made some changes in workers claiming it would save us money. I have seen no savings in dollars, but I have seen a reduction in services. I mention this because it sort of sets a pattern to what is going on now with the destruction of 28 Garden units that are in good condition. They have told those residents that basically, they had to be out in six months. They did this with no plan in place to meet the needs of those people that live in those units. Contracts vary, but some say they can only be moved to an equivalent unit. There are no equivalent units. Their units represent 50% of all non apartment units. They are all large two bedroom units with an attached garage. Lifespace is expecting these residents to accept less. Also, as I read the contract, they have no legal reason to evict them from the facility. The legitimate reasons include failure to pay the monthly fee (unless they have given or gambled away what they had to put them in a bad financial situation), are a danger to others, or have a condition that can not be treated at this facility.

My view of Lifespace at this point is that the more they get away with, the more they will take away from residents. It is a view I never expected to have when I came to this place. I want to see Lifespace as an organization that is compassionate for the residents it is supposed to be caring for. While a new health center would show such compassion, doing so at the cost of throwing current residents out, is outrageous.

I am asking for your help to get Lifespace to act in a compassionate way with all residents and to meet the standards within the contract.

Respectfully

Joyce Burzloff

30 January 2017

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Dear Ms. Leitschuh,

Just over two years ago my husband and I moved into a Townhome in Oak Trace. We thought we had found a home where we would live for many years. It provided the independence of living in a separate unit but at the same time health care would be provided in the health center when a need arose. As we are among the youngest on the campus, we thought we had many years to live in our home. Our contract states we can live here until our health, limits our abilities.

We do not remember any mention of the construction of a new health care center when we chose to move here. Within the last year we heard talk that a new facility would be built in the near future. Residents began to speculate as to where it would be constructed. Never was it thought that Life Space, the parent company of Oak Trace, would demolish the 28 units on Garden Court and Woodview. It was a total shock to the residents in these units. They were told in mid November that they would have to move by the end of May. Some residents have lived there for over twenty years and other had moved to one of these units within the last year. They do not want to leave their homes.

Residents were told that they could move into the main building. But no similar two bedroom units were available for the residents living in the soon to be demolished units. The apartment units would be smaller and lacking many of the attractive features in their present units.

In January we learned that our unit and eleven other additional units on Beechwood and Willowwood will be demolished so that another apartment building can be constructed. We were told that this would not happen until 2020, after the completion of the new health center. Although this gives us much longer to find a suitable place to move, we do not want to leave our homes.

We also wonder what the neighbors on the adjacent streets will think when a five story health center is constructed nearly in their back yards. There will be traffic moving around the building twenty four hours a day. It will include residents, visitors, staff, emergency vehicles, delivery trucks, etc. This will disrupt their quiet neighborhood.

Please consider the wants and needs of the present residents living in the projected site, so that their homes are not demolished.

Sincerely,

George Hurter
Becky Hurter

George and Becky Hurter
6631 Beechwood Court
Downers Grove, IL 60516

Rebecca Leitschuh, Senior Planner
Village of Downers Grove
801 Burlington
Downers Grove, IL 60516

January 31, 2017

Dear Madam:

I am concerned for the residents of Oak Trace Senior citizen Community in Downers Grove, and hope that you may be of some assistance.

A recent announcement that 28 of our cottages are scheduled to be demolished this Spring caught us totally off guard. The fact that there are no vacant cottages for those occupants to transfer to flies in the face of the promise of security and care that senior citizens expect from a presumably reliable, compassionate administration dedicated to the oversight of senior citizens' final years.

Granted that every institution requires occasional upgrading and major maintenance, it is the responsibility of the management to plan carefully with due consideration to the immediate impact on the community and proceed in a timely fashion.

I, for one, am very fond of our current variety of housing options: cottages, independent living apartments, assisted living facilities and intensive care units. Spiritual, physical, mental and emotional development activities abound. Not a native Chicagoan, I have enthusiastically recommended Downers Grove as a great place to live. This latest development has dampened my supportive stance.

Any assistance you able to supply will be warmly welcomed.

Sincerely, Margaret Trinklein

Margaret Trinklein
6633 Beechwood Court
Downers Grove, IL 60516

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Ave.
Downers Grove, IL 60515

Dear Ms Leitschuh,

I have lived happily in a cottage at Oak Trace for one year. I was not told when I signed my contract to move in about the redevelopment plan to eliminate the Garden cottages and in 3 years to do the same for my cottage.

I do not feel they are offering either the Garden cottage residents nor will offer me and the other Beechwood and Willowwood residents similar housing. We have an attached garage and independent living in separate units, not apartments and, if lucky, a garage space for our vehicles under the apartment building. This is not a similar space that is stated in all our contracts.

I believe Lifespace does not have concern for its residents and purposely did not inform new residents of its plan to destroy the Garden cottages and then our abodes in 2-3 years. I moved here for the open space beauty of the complex, not wall to wall buildings as they propose.

So, while we need a new health center, I believe a new location can be found where no cottages will be destroyed and the open life style of the cottages residents can be maintained.

Thank you for reading my concerns and factoring them into your consideration on Lifespace's request for a building permit.

Judith M. McAtee
6636 Beechwood Court
Downers Grove, IL 60516

30 January 2017

Ms. Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington
Downers Grove, IL 60515

Dear Ms. Leitschuh:

As you are certainly aware, Oak Trace was purchased by Lifespace in the Fairview Village bankruptcy. As you may also be aware, the sale was contingent upon Lifespace honoring the contracts of the present residents.

The current situation in which 26 individuals and/or couples are being uprooted from their homes does not seem to be in the spirit of honoring their contracts. These residents had the option of making their home in an apartment or in a cottage. For their own reasons they chose to live in a cottage rather than an apartment, and they had every reason to expect to live in their homes as long as they were able.

For an entity that concerns itself wholly with seniors and the elderly, their method of notifying the 26 residents that they were being evicted is unfathomable. They were all herded into a room and informed that they had six months to move, and then given 30 minutes to ask questions. Unsurprisingly, this left some in tears.

These residents are my friends and neighbors, and thus I am writing to ask that as you make your decision regarding Lifespace's plans, you ask that they (Lifespace) reconsider the necessity of destroying these homes.

Thank you for your consideration.

Brenda Grazis

Brenda Grazis
6632 Beechwood Ct.
Downers Grove

copy: Mayor M. Tully

Beth Lukes
20 Oak St
Glendale, OH 45246
January 27, 2017

Rebecca Leitschuh
Senior Planner
Village of Downers Grove
801 Burlington Ave.
Downers Grove, IL 60515

Re: Objection to Oak Trace Development

Dear Ms. Leitschuh,

I am writing on behalf of my aunt, Charlette Lukes. In January, 2013, I accompanied her to visit Oak Trace as she was investigating communities in which she could live independently, yet rely on continuing care if required in the future. We met with Fran Wright, who presented us with a variety of residence options and highlighted both the continuing care aspect of Oak Trace as well as the guaranteed care available to residents. Charlette and I both found many benefits at Oak Trace, including the lovely homes available that would meet her needs now and into the future. Per the Lifespace material we were provided, she could "secure yourself – and your future – against unpleasant surprises. Relish a style of living that fulfills you to your core."

We agreed that moving into Oak Trace was a wise decision, given that her family lives in Ohio and she desired to remain in the Downers Grove area where she has lived all of her life, taught in the school systems, and has life-long friends. I could be assured that should she require additional care, we would be able to rely on Oak Trace with minimal disruption for Char. There was a lovely corner unit available, and she invested her own money to make upgrades to the home, assuming that she would enjoy years of independent living in that unit. My aunt continues to be very independent and able to manage on her own. She enjoys her home and living situation at Oak Trace and has no desire to change it.

Now that Oak Trace has notified my aunt and her neighbors of their decision to eliminate this housing and evict them, this has caused considerable angst and uncertainty for Char and our family. I am dismayed that Oak Trace would consider turning these residents out with no thought of their future and well-being, let alone the contracts they entered into for these specific units. I hope that Oak Trace will live up to its agreement and not break the contract that Char signed in good faith, relying upon it for the foreseeable future. I ask you to represent the interests of these Downers Grove residents who took Oak Trace at their word to provide, in their words, "security against unpleasant surprises," only to be presented with the most unpleasant of surprises by Oak Trace itself.

Warm regards,

Beth Lukes

Beth Lukes

H JAMES ODONNELL
6635 Beechwood Ct.
Downers Grove, IL 60516
February 1, 2017

Ms. Rebbcca Leitschuh
Sr. Planner
Village of Downers Grove
801 Burlington Ave.
Downers Grove, IL 60515

Dear Ms. Rebbcca Leitschuh:

Have you heard what they are doing at Oak Trace CCRC? They announced in November a construction plan including a Medical Center to replace that existing and a new Residential Living Building. They also included that the Medical Center will be located on the site of twenty eight now occupied Garden Homes and with the clearing of the site and construction beginning this Summer. Most of these residents will be without housing at that time and with a very limited number of acceptable apartments on the Oak Trace property. None of these apartments are comparable with a Garden Home and many of these persons did not ever want an apartment. Remember that these are people that moved here with in mind living here forever.

I'm in a second wave residents that will be forced to say goodbye to our Town Homes. At that time it will be necessary to destroy twelve Garden Homes making way for another Residential Living Building. There will be nothing here similar to our present living at that time.

What are future plans worth now that we are going looking for them??

Sincerely,

H James O'Donnell
H JAMES ODONNELL

DAVID BEBB JONES and ANN BERAN JONES
6584 Willowwood Court
Downers Grove, IL 60516
February 1, 2017

Mayor Martin Tully, Mayor of Downers Grove, IL
Ms Rebecca Leitschuh, Senior Planning Office, Downers Grove, IL
801 Burlington, Ave.
Downers Grove, IL 60515

Dear Mayor Tully and Ms Leitschuh:

We are residents in Oak Trace, our Continuing Care Retirement Community at 250 Village Drive in Downers Grove. We live in a cottage in Willowwood Court and have lived here since June, 2010. We have thoroughly enjoyed our six and one half years in this community of senior residents and valued staff members.

This is a difficult letter to write because of our love of Oak Trace and all that it offers to residents. However, **we wish to add our voices of concern in the Development Plans for the construction of a new health facility on our campus**. You are aware of the controversy that surrounds the development plans, which require the permission of the Village of Downers Grove.

Our concerns are as follows:

We are aware of the often stated need for a new health facility. That has been made clear through the five plus years of ownership by the Lifespace Corporation. We have been waiting for several years for decisions by Lifespace and have asked to be involved in the decision making process. This has not occurred. The result is that the community was not informed or involved in the decisions. None of us knew what Lifespace was going to do until the day of the announcement.

You are aware that Lifespace announced the plan to build the new facility on the space occupied by 28 cottages. The residents of these units were not informed on the decision until one hour before the entire community was notified. At that initial meeting they were told that there was no plan in place for future housing for persons in these units. Lifespace promised to work with each resident individually to find 'replacement housing'. There clearly were not sufficient available units in the apartment building to accommodate all of these residents at this time and the date of 'eviction' was in May, 2017.

All of us who chose to move to either Fairview Village or Oak Trace did so with the understanding of continuing care for the rest of our lives in our current homes or in housing of a comparable nature. If our needs changed those of us in cottages knew that we might need to move to the apartment building or health center. **What is deeply disturbing about the Lifespace Development Plan is that the organization did not plan for the housing needs of residents impacted by the decision.** To date we do not believe all residents have been offered housing alternatives of a comparable nature, as promised in most contracts.

**IT IS OUR BELIEF THAT THE VILLAGE OF DOWNERS GROVE SHOULD NOT ISSUE BUILDING PERMITS FOR THE OAK TRACE HEALTH CENTER UNTIL ALL RESIDENTS IMPACTED BY THE NEW CENTER HAVE BEEN GRANTED NEW COMPARABLE HOUSING THAT GENERALLY MEETS THEIR NEEDS AND EXPECTIONS UPON MOVING TO OUR COMMUNITY.**

**We are not opposed to a new health center. Our complaint is with the manner and timing in which the Development Plan was introduced. It was without sufficient planning or any genuine awareness or concern for the persons immediately impacted by the decision. We are frankly appalled and distressed by the callousness of this decision and the lack of sensitivity to the needs of senior citizens in the announcement and continuing forward movement without regard to the feelings and disruptions of lives caused by this decision. Senior citizens are not helped by precipitous change. This should have been very carefully worked through far in advance of any announcement to insure that all residents would be assured of continuing housing at Oak Trace.**

**Thank you for your serious consideration to our request to postpone any permits until all alternative housing has been secured for residents.**

Sincerely,

Ann Beran Jones

Rev. David Bebb Jones

Suellyn R. Scharping
6145 Plymouth Street
Downers Grove, IL 60516-1783
suescharping@comcast.net
630-968-0157

February 22, 2017

The Honorable Martin T. Tully, Mayor
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Ms. Rebecca Leitschuh, Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Re: Objection to location of the proposed Oak Trace Health Center

Dear Mayor Tully and Ms. Leitschuh:

I have been following the proposal of Oak Trace to evict approximately two dozen senior citizens at Oak Trace, tear down their garden homes and whatever other style of home they have a paid contract for and build a Health Center. I am not privy to the terms of the contracts, but I was told that the contract calls for Oak Trace to provide similar housing if and when that happens. I have also been told that there is no similar housing available.

Health Centers serve a wonderful purpose and might, indeed, prolong the lives of some of the residents should they choose to use it. However, it really upsets me that seniors would be convinced to buy into a facility with the understanding that they will be there until God calls them home to Him and will have the options of independent living in the home they bought, assisted living, and then nursing care when that time comes. Now they will have nothing. Can you imagine how traumatic that must be for someone in their upper 70's, 80's or 90's?

My husband and I are friends with a couple that this decision has impacted heavily upon because one of them is handicapped and family, their church and friends are all in the close area. Now what do they have? Nothing.

Please consider the lives of the seniors when making your decision and don't be swayed by the power of the "almighty dollar". Thank you for considering the impact of your decision on the elderly and the fact that Oak Trace is bound by the regulations that go with being a 501(c)(3) organization.

Sincerely,

Suellyn R. Scharping

Suellyn R. Scharping

Suellyn R. Scharping
6145 Plymouth Street
Downers Grove, IL 60516-1783
suescharping@comcast.net
630-968-0157

February 22, 2017

The Honorable Martin T. Tully, Mayor
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Ms. Rebecca Leitschuh, Senior Planner
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Re: Objection to location of the proposed Oak Trace Health Center

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My husband and I are friends with a couple that this decision has impacted heavily upon because one of them is handicapped and family, their church and friends are all in the close area. Now what do they have? Nothing.

Please consider the lives of the seniors when making your decision and don't be swayed by the power of the "almighty dollar". Thank you for considering the impact of your decision on the elderly and the fact that Oak Trace is bound by the regulations that go with being a 501(c)(3) organization.

Sincerely,

Suellyn R. Scharping

Suellyn R. Scharping

Ann Klicar
5933 Hillcrest Ct.
Downers Grove, IL 60516
February 25, 2017

Rebecca Leitschuh, Senior Planner
Village of Downers Grove
801 Burlington Ave.
Downers Grove, IL 60515

Dear Mrs. Leitschuh,

It is my understanding that there will be a Planning Commission meeting Monday, March 6th to discuss approval of the proposed new health center at Oak Trace. I have friends who are among the residents of the twenty plus garden homes that would be affected, as their specific home would be demolished to create space for the new health center.

My friends, the Ericsons, have a signed contract with Oak Trace that certainly would be broken by the facility, as at this time there is no comparable living unit at Oak Trace would that provide the same independent living configuration.

I should think that Oak Trace would want to maintain their reputation and good relations with their community by first constructing new units on their property, for these families in the independent living garden homes. We have heard that there were five proposed sites on Oak Trace land for the new health center, hence there are space options to accomplish this replacement housing first. Plus, in so doing Oak Trace maintains their community numbers rather than diminishing the resident population. No doubt it would be the folks in the independent living units who would be using the new center.

We hope that Downers Grove planning will promote this option, or revert to one of the other sites that would not affect the garden homes, for the benefit of all.

Sincerely,

Ann Klicar

Ann Klicar

Lissa Trice
6761 Meadowcrest Drive
Downers Grove, IL 60516

February 20, 2017

Rebecca Leitschuh, Senior Planner
Village of Downers Grove
801 Burlington Ave
Downers Grove, IL 60515

Dear Ms. Leitschuh,

I am writing a letter in regards to the current proposal for the building of the Oak Trace Health Center. You will be voting on the proposal at the Planning Commision meeting Monday, March 6th and I urge you to **vote against** the current proposal.

The current proposal would lead to the destruction of 26 family units that are currently homes to elderly Downers Grove residents. These residents were promised continued care and if the proposal goes through they will be subjected to unwarranted physical and emotional distress. As the elderly population continues to grow in Downers Grove it is our duty to help and protect this underserved population.

My grandparents currently live in one of the units that will be demolished if this proposal goes through. One of the main reasons they chose Oak Trace was to have lifelong care close to myself and other family living in Downers Grove. After buying in and signing a contract for lifelong care they will now, at 84 years of age, be displaced to a non-comparable living situation. This will cause an upheaval in their lives that is completely unnecessary.

If Oak Trace has a need for a new Health Center they should be required to build it in a location that would not uproot so many elderly people.

I strongly urge you to vote against the Life Space Oak Trace Health Center proposal.

Sincerely,

Lissa Trice

H JAMES ODONNELL
6635 BEECHWOOD CT
Downers Grove, IL 60516
February 1, 2017

Mr. Martin Tully, Mayor
Village of Downers Grove
801 Burlington Ave.
Downers Grove, IL 60515

Subject: Oak Trace CCRC

Dear Mr. Martin Tully, Mayor:

By now you are aware of the plans Life Space Communities has in store for Oak Trace CCRC. They recently presented this property redevelopment plan to we residents, in particular those in Garden Homes (26). These homes occupy the land on which the new Medical Center will be built. The construction schedule calls for building to begin this Summer. The relocation of the subject residents presently is a huge problem as housing facilities are not available here at Oak Trace. Oak Trace cannot provide "similar" housing now or in their plans as resident contracts specify.

To follow the Medical Center, comes a new Residential Living Building and the destruction of 12 Town Homes and the necessary efforts to house these residents.

It appears likely, with the completion of the Residential Living Building that the remaining Town Homes will be demolished.

These comments may be helpful as you review this proposed expansion of the Oak Trace property. My wife and I presently occupy one of the Town Homes.

Sincerely,

H James O'Donnell

H JAMES ODONNELL

30 January 2017

Mr. Martin Tully, Mayor
Village of Downers Grove
801 Burlington
Downers Grove, IL 60515

Dear Mr. Mayor:

*I have written the following letter to Ms. Leitschuh and am sending you a copy for your information and comments to her, as you see fit.*

Dear Ms. Leitschuh:

As you are certainly aware, Oak Trace was purchased by Lifespace in the Fairview Village bankruptcy. As you may also be aware, the sale was contingent upon Lifespace honoring the contracts of the present residents.

The current situation in which 26 individuals and/or couples are being uprooted from their homes does not seem to be in the spirit of honoring their contracts. These residents had the option of making their home in an apartment or in a cottage. For their own reasons they chose to live in a cottage rather than an apartment, and they had every reason to expect to live in their homes as long as they were able.

For an entity that concerns itself wholly with seniors and the elderly, their method of notifying the 26 residents that they were being evicted is unfathomable. They were all herded into a room and informed that they had six months to move, and then given 30 minutes to ask questions. Unsurprisingly, this left some in tears.

These residents are my friends and neighbors, and thus I am writing to ask that as you make your decision regarding Lifespace's plans, you ask that they (Lifespace) reconsider the necessity of destroying these homes.

Thank you for your consideration.

Brenda Grazis

Brenda Grazis
6632 Beechwood Ct.
Downers Grove

copy: Ms. R. Leitschuh

Mayor Martin Tully
Village of Downers Grove
801 Burlington Ave.
Downers Grove, IL 60515

Dear Mayor Tully,

I have lived happily in a cottage at Oak Trace for one year. I was not told when I signed my contract to move in about the redevelopment plan to eliminate the Garden cottages and in 3 years to do the same for my cottage.

I do not feel they are offering either the Garden cottage residents nor will offer me and the other Beechwood and Willowwood residents similar housing. We have an attached garage and independent living in separate units, not apartments and, if lucky, a garage space for our vehicles under the apartment building. This is not a similar space that is stated in all our contracts.

I believe Lifespace does not have concern for its residents and purposely did not inform new residents of its plan to destroy the Garden cottages and then our abodes in 2-3 years. I moved here for the open space beauty of the complex, not wall to wall buildings as they propose.

So, while we need a new health center, I believe a new location can be found where no cottages will be destroyed and the open life style of the cottages residents can be maintained.

Thank you for reading my concerns and factoring them into your consideration on Lifespace's request for a building permit.

Judith M. McAtee
6636 Beechwood Court
Downers Grove, IL 60516

Mayor Martin Tully
Village of Downers Grove
801 Burlington
Downers Grove, IL 60516

January 31, 2017

Dear Sir:

I am concerned for the residents of Oak Trace Senior citizen Community in Downers Grove, and hope that you may be of some assistance.

A recent announcement that 28 of our cottages are scheduled to be demolished this Spring caught us totally off guard. The fact that there are no vacant cottages for those occupants to transfer to flies in the face of the promise of security and care that senior citizens expect from a presumably reliable, compassionate administration dedicated to the oversight of senior citizens' final years.

Granted that every institution requires occasional upgrading and major maintenance, it is the responsibility of the management to plan carefully with due consideration to the immediate impact on the community and proceed in a timely fashion.

I, for one, am very fond of our current variety of housing options: cottages, independent living apartments, assisted living facilities and intensive care units. Spiritual, physical, mental and emotional development activities abound. Not a native Chicagoan, I have enthusiastically recommended Downers Grove as a great place to live. This latest development has dampened my supportive stance.

Any assistance you able to supply will be warmly welcomed.

Sincerely, Margaret Trinklein

Margaret Trinklein
6633 Beechwood Court
Downers Grove, IL 60516

30 January 2017

Mayor Marvin Tully
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Dear Mayor Tully,

Just over two years ago my husband and I moved into a Townhome in Oak Trace. We thought we had found a home where we would live for many years. It provided the independence of living in a separate unit but at the same time health care would be provided in the health center when a need arose. As we are among the youngest on the campus, we thought we had many years to live in our home. Our contract states we can live here until our health, limits our abilities.

We do not remember any mention of the construction of a new health care center when we chose to move here. Within the last year we heard talk that a new facility would be built in the near future. Residents began to speculate as to where it would be constructed. Never was it thought that Life Space, the parent company of Oak Trace, would demolish the 28 units on Garden Court and Woodview. It was a total shock to the residents in these units. They were told in mid November that they would have to move by the end of May. Some residents have lived there for over twenty years and other had moved to one of these units within the last year. They do not want to leave their homes.

Residents were told that they could move into the main building. But no similar two bedroom units were available for the residents living in the soon to be demolished units. The apartment units would be smaller and lacking many of the attractive features in their present units.

In January we learned that our unit and eleven other additional units on Beechwood and Willowwood will be demolished so that another apartment building can be constructed. We were told that this would not happen until 2020, after the completion of the new health center. Although this gives us much longer to find a suitable place to move, we do not want to leave our homes.

We also wonder what the neighbors on the adjacent streets will think when a five story health center is constructed nearly in their back yards. There will be traffic moving around the building twenty four hours a day. It will include residents, visitors, staff, emergency vehicles, delivery trucks, etc. This will disrupt their quiet neighborhood.

Please consider the wants and needs of the present residents living in the projected site, so that their homes are not demolished.

Sincerely,

George Hurter
Becky Hurter

George and Becky Hurter
6631 Beechwood Court
Downers Grove, IL 60516

To: Mayor Martin Tulley

From: Joyce Burzloff
6634 Beechwood Ct.
Downers Grove, Il. 60615

Date: 2/2/17

Re: Building Permits for Oak Trace

I have lived at Oak Trace for almost 4 years. I came here with the confidence that Lifespace was a good leader and would keep its word. Unfortunately, I was wrong. They have made some changes in workers claiming it would save us money. I have seen no savings in dollars, but I have seen a reduction in services. I mention this because it sort of sets a pattern to what is going on now with the destruction of 28 Garden units that are in good condition. They have told those residents that basically, they had to be out in six months. They did this with no plan in place to meet the needs of those people that live in those units. Contracts vary, but some say they can only be moved to an equivalent unit. There are no equivalent units. Their units represent 50% of all non apartment units. They are all large two bedroom units with an attached garage. Lifespace is expecting these residents to accept less. Also, as I read the contract, they have no legal reason to evict them from the facility. The legitimate reasons include failure to pay the monthly fee (unless they have given or gambled away what they had to put them in a bad financial situation), are a danger to others, or have a condition that can not be treated at this facility.

My view of Lifespace at this point is that the more they get away with, the more they will take away from residents. It is a view I never expected to have when I came to this place. I want to see Lifespace as an organization that is compassionate for the residents it is supposed to be caring for. While a new health center would show such compassion, doing so at the cost of throwing current residents out, is outrageous.

I am asking for your help to get Lifespace to act in a compassionate way with all residents and to meet the standards within the contract.

Respectfully

Joyce Burzloff

Donald and Charlene Harrison
6661 Garden Court
Downers Grove, IL 60516
February 2, 2017

Martin Tully
Mayor
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Dear Mr. Tully:

This letter is to object to the Oak Trace Redevelopment Plan.

Seven years ago my husband and I made a decision to simplify our lives. We choose to transition from our home to join friends at Oak Trace (formerly, Fairview Village). Although the decision was not easy at this stage in our lives, we were excited to have found a retirement community with small cottages to call home. It was the independent living in these one story cottages that "sealed the deal" for us to move here. We enjoy being able to maintain our garden landscape, do work in our garage and relax with our family, friends and neighbors in the backyard. The Garden Court homes enable us to live and provide for ourselves independently and share park-like common space for all residents of the retirement community.

Recently (Thanksgiving, 2016), the Garden Court residents were invited to a special meeting with the facility administrators. A proposal for the development and construction of a new health center was presented to us. Unfortunately, the new construction would be built on top of our homes! We were essentially being evicted and they thought we should be thrilled about it!! We are not.

The idea that we may be removed from our home by July, 2107 has been harmful. Now we feel betrayed, stressed and anxious. It has been difficult to think about what lies ahead. The thought of having to move at our age is very troubling to us. This type of situation is not supposed to happen to people in a retirement community. We moved here to retire.

We urge you to NOT approve this proposed Oak Trace Redevelopment Plan.

Let's use common sense!

Sincerely,
Charlene L Harrison
Donald Harrison

Donald and Charlene Harrison