

**VILLAGE OF DOWNERS GROVE
PLAN COMMISSION**

VILLAGE HALL COUNCIL CHAMBERS
801 BURLINGTON AVENUE

November 6, 2017
7:00 p.m.

AGENDA

1. Call to Order

a. Pledge of Allegiance

2. Roll Call

3. Approval of Minutes – October 2, 2017

4. Public Hearings

- a. **17-PLC-0014 (Continued from October 2, 2017):** A petition seeking approval of a Special Use and setback Variation to allow a drive-through restaurant facility, a Special Use for a gas station, a Final Plat of Subdivision, and an alley vacation. The property is zoned B-3, General Services and Highway Business. The property is located at the southeast corner at the intersection of Ogden Avenue and Belmont Road, commonly known as 2125 Ogden Avenue, Downers Grove, IL (PIN 08-01-405-042). C.M. Lavoie & Associates, Petitioner and Powermart Real Estate Downers Grove #3, LLC, Owner.
- b. **17-PLC-0027:** A petition seeking approval of a Final Plat of Subdivision to subdivide the existing property into three lots and two outlots. The property is zoned O-R-M, Office-Research-Manufacturing. The property is located at the intersection of Lacey Road and Finley Road, commonly known as 3600-3800 Lacey Road, Downers Grove, IL (PIN 06-31-300-009). Mark Houser on behalf of Bridge Industrial Acquisition, LLC, Petitioner and CV Land Holding, LLC, Owner.
- c. **17-PLC-0030:** A petition seeking approval of a Zoning Map Amendment to rezone the property to INP-1, Neighborhood-Scale Institutional and Public. The property is zoned R-6 Residential Apartment/Condo 5 and B-2, General Retail Business. The property is located on the north side of Sherman Street, between Saratoga Avenue and Prince Street, commonly

known as 4340 Prince Street, Downers Grove, IL (PINs 09-05-302-003, -004, -005, 006, and -010). Mark Thoman on behalf of Town of Downers Grove, Petitioner and Owner.

5. Adjournment

THIS TENTATIVE REGULAR AGENDA MAY BE SUBJECT TO CHANGE

**VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING**

MINUTES FOR OCTOBER 2, 2017

Chairman Rickard called the October 2, 2017 meeting of the Plan Commission to order at 7:02 p.m. and led in reciting the Pledge of Allegiance.

ROLL CALL:

PRESENT: Chairman Rickard, Mr. Boyle, Ms. Gassen, Ms. Johnson, Mr. Kulovany, Mr. Maurer, Mr. Quirk, Ms. Rollins, Ex. Officio Mr. Miller

ABSENT: Ex. Officio members Livorsi & Menninga

STAFF: Village Sr. Planner Rebecca Leitschuh
Planner Swati Pandey

VISITORS: Scott Richards, 1130 Warren Avenue, Downers Grove; Cinda Lester, 12/12 Architects, 644 67th St.; T. Khan 1543 Ogden; Ernest Anderson, 1723 Janet St.; Pat & Julie Tyree, 4409 Downers Dr.

APPROVAL OF MINUTES: August 28, 2017 meeting

Mr. Kulovany moved, seconded by Ms. Johnson to approve the minutes for the August 28, 2017 meeting.

AYES: Mr. Kulovany, Ms. Johnson, Ms. Gassen, Mr. Maurer, Mr. Quirk, Ms. Rollins, Ch. Rickard

NAYS: None

ABSTAIN: Mr. Boyle

The Motion to approve the minutes as presented passed 7:0:1.

Chairman Rickard reviewed the procedures to be followed for the meeting, explaining that the Plan Commission is a recommending body for the petitions on the Agenda. Once the Public Hearing portion of the meeting is closed, the Plan Commission members will deliberate to recommend approval, recommend approval with conditions or recommend denial of the petition. That recommendation will be forwarded to the Village Council together with all supporting documentation on the petitions. The Village Council will make final decisions at a future date. He reviewed the subject matter of the petitions on the Agenda, and then asked all individuals intending to speak during the public hearings to rise and be sworn in.

Ch. Rickard noted that a request has been made to continue the first petition on the Agenda.

PUBLIC HEARING

FILE 17-PLC 0014 – A petition seeking approval of a Special Use and Setback Variation to allow a drive-through restaurant facility, a Special Use for a gas station a Final Plat of Subdivision, and an alley vacation. The property is zoned B-3, General Services and Highway Business. The property is located at the southeast corner at the intersection of Ogden Avenue and Belmont Road, commonly known as 2125 Ogden Avenue, Downers Grove, IL (PIN 08-01-405-042). C.M. Lavoie & Associates, Petitioner and Powermart Real Estate Downers Grove #3, LLC, Owner.

Ms. Rebecca Leitschuh, Sr. Planner for the Village said that the petitioner has requested the continuation to obtain additional information to present to Staff and the Plan Commission. The continuation is requested for the November meeting, pending the Plan Commission's approval.

**Mr. Kulovany moved to continue Item 17-PLC-0014 to November 6, 2017. Mr. Quirk seconded the Motion.
All in favor. The Motion to continue passed unanimously.**

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FILE 17-PLC-0016: A petition seeking approval of a Special Use to allow an automobile dealership. The property is zoned B-3, General Services and Highway Business. The property is located at the southeast corner of the intersection of Ogden Avenue and Downers Drive, commonly known as 1543 Ogden Avenue, Downers Grove, IL (PIN 09-06-404-001). 10301530 LLC, Petitioner and Owner.

Swati Pandey, Planner for the Village of Downers Grove, stated that the petitioner is requesting a Special Use to allow an automobile dealership at 1543 Ogden Avenue. The subject property is located at the southeast corner of Ogden Avenue and Downers Drive and is zoned B-3 General Services and Highway Business District. The north, west and east surrounding properties are also zoned B-3, and the property to the south of the subject site is zoned R-1 Residential Detached House 1. The current property is a former used car dealership and has been vacant a number of years. There is an existing small one-story commercial building and a surface parking lot. The petitioner proposes an automobile dealership with outdoor display of vehicles. Ms. Pandey showed a plat of survey for the site depicting two curb cuts on Ogden Avenue. One of those curb cuts will be removed. The curb cut on Downers Drive will be maintained as is. The sidewalk on Ogden Avenue and a portion of the parkway is on private property. Ms. Pandey stated that the petitioner has agreed to provide easement to the Village of Downers Grove for maintenance purposes for the sidewalk. She displayed a photograph of the property showing the curb cuts. The petitioner has also agreed to remove the bollards across both Ogden Avenue and Downers Drive. Improvements include removal of the curb cut, surfacing, replacing and repairing the parking lot, and pedestrian access from the front door of the building to Downers Drive. Improvements to the building include repairing and upgrading of the interior of the building per building Code requirements as well as painting of the building. Additional landscaping will be added. The parking lot will be striped with 15 spaces dedicated for the outdoor display

DRAFT MINUTES

of vehicles. The remaining spaces will be dedicated for customer parking, and the amount of spaces provided meets the minimum requirements for this site. There is a significant amount of landscaping. The petitioner proposes additional landscaping around the perimeter of the property along Ogden Avenue and Downers Drive. Landscape islands will be at the end of all parking rows. Ms. Pandey then reviewed the photometric plan, saying it is in compliance with the Zoning Ordinance, and the illumination levels at the property line meet the minimum requirements. The petitioner has stated that no new fixtures will be added as part of this project. She also showed a photograph of the recently painted building, which will primarily serve as an office space with no storage of vehicles.

Ms. Pandey presented the zoning analysis, saying that most of the requirements such as setbacks have been met with the exception of the parking lot setback on the street side along Downers Drive. There is an 8' setback requirement; however, only 3' exists. Staff is recommending that the minimum requirement for street yard setback along Downers Drive be met as part of this application. All other Zoning Ordinance requirements have been met. Ms. Pandey displayed a visual representation of the setback that Staff is recommending be increased to meet the minimum requirement.

The proposal meets the Comprehensive Plan goals and is designated as Corridor Commercial. The Comprehensive Plan calls for aesthetic and functional improvements, commercial uses for both local and regional customers, etc.

Staff finds that the proposal meets the criteria for approval under Section 28.12.050.H. The automobile dealership is an authorized Special Use in the district in which it is to be located. The proposed use is a necessary or desirable use to provide a service or a facility that is in the interest of public convenience. The long-standing vacant property will be revitalized and will include additional landscaping, pedestrian access and the reduction of curb cuts along Ogden Avenue will be beneficial to the community. The use is also not detrimental to the health, safety or general welfare of the community. Ms. Pandey said that Staff recommends a positive recommendation from the Plan Commission to the Village Council subject to the conditions listed on pages 4-5 of Staff's report dated October 2, 2017.

Mr. Quirk asked why they are not simply resubmitting drawings with the increased setback along Downers Drive, as recommended in #2 of Staff's report. Ms. Pandey replied that the applicant is present at the meeting and Staff has discussed this increase in setback with them. The applicant does not want to increase the setback, although Staff has not been able to find a sufficient hardship on the part of the petitioner to be able to support leaving the setback as is. There is enough room on the site to increase the setback without affecting the functionality of the site.

A Commissioner then referred to a statement in the applicant's report that says "relative to the independence of the adjacent business." Ms. Pandey said that when there is a Special Use application, that is a standard condition added to assure that the operations will be separate with no movement of employees or vehicles being moved back and forth between properties.

DRAFT MINUTES

Another question was raised by Ms. Rollins regarding parking, as the applicant's report shows that a short segment of Downers Drive is used by an adjacent dealership. She drove by the site and it appears that the segment is constantly full of cars. She asked if there is a requirement for employee parking, or if the Village is encouraging employees to park on the streets. Ms. Pandey said there is no recommendation to add employee parking on a public street. Ms. Leitschuh added that in the parking calculation employee parking is taken into account. Theoretically this will have one employee, and three parking spaces have been provided in the calculations for an employee and customers. The Village has no way to restrict employees from parking on a public street during business hours.

Ms. Johnson raised a question regarding fire prevention, noting Staff's Condition #7 requiring that the building be equipped with an automatic and manual fire alarm system. She asked if sprinklers are not required. Ms. Pandey replied that the Fire Department's report is that the size of the building does not trigger a requirement for sprinklers.

Mr. Maurer said that on the site plan he noticed on the Ogden street side there is a 50' parking setback shown which doesn't appear to be to scale. It is where the curb section is being replaced. He said there is a 75' setback line on the drawing. Ms. Leitschuh said the 50' setback is for parking, and the 75' setback is for the building. Mr. Maurer said he didn't think it appeared to be to scale on the site plan. Ms. Pandey explained that the measurements are taken from the centerline of Ogden Avenue.

Mr. Maurer then referenced the 3' between the curbs where cars will be on display. In the past there has been a concern that cars displayed on Ogden block the sidewalk not providing enough distance for pedestrians to pass. He would also like to know how they can assure that no cars are being displayed on the sidewalk. Ms. Pandey said that the sidewalk is on private property. Mr. Maurer asked if it can be stated in the easement, and Ms. Pandey said it is a maintenance easement. Ms. Leitschuh said they have to park in a dedicated parking space and cannot park on the sidewalk areas. If they park in an unapproved area the Village will have the ability to enforce that.

Mr. Kulovany asked about the east parking setback and whether there is a requirement for a setback. Ms. Pandey said there is no setback between commercial-to-commercial properties.

Mr. Quirk said the plans don't reflect any resurfacing or repaving of the lot. Ms. Pandey replied that the narrative talks about that and they state they will be restriping, resurfacing, repairing and resealing the parking lot. Mr. Quirk said he is looking at the paving plan that indicates that everything concrete is labeled "to remain" and that concerns him.

Ms. Leitschuh said they are pouring new curbs. From Staff's perspective it is an existing site, and with the addition of the curbing, removing the bollards, and adding landscaping, they are comfortable with those plans to replace what needs to be replaced.

DRAFT MINUTES

Regarding the public sidewalk located on the private property, and the petitioner providing easement to the public sidewalk, Ms. Leitschuh said that applies to the sidewalk on Ogden, and not on Downers Drive.

Petitioner's Presentation:

Mr. T. Khan residing at 6450 Fairview, Downers Grove stated he was the property manager and represented the owner of the property at 1543 Ogden Avenue. They appreciate the opportunity to bring this site back to life, as it has been an eyesore for a long time. They acquired it recently and are doing their best to reactivate the site. It has a lot of challenges in its size and irregular shape. Inserting islands to conform to the Code limits their ability to do what they want to for the future. They are looking to minimize their investment right now, and they have plans for future improvements of the building and parking area. They have discussed the vacation of Downers Drive with Staff for some future time, as it is a dead end. They do not have employees parking on Downers Drive. Adjacent businesses do use it for overflow parking. Mr. Khan said they hope to come back to the Village some time in the future to discuss that potential. As for the setback on Ogden Avenue, he said they might want to move the sidewalk further up from their property. They are installing curbs so as not to overflow cars parking on the sidewalk. The 5' setback along Downers Drive is something they would like to hinder as little as possible. Adding more concrete to be torn out in the future would be a concern. They are trying to minimize their costs right now. As far as adjacent businesses, Mr. Khan said adjacent businesses do not own this property and do not manage the property.

Mr. Quirk said one of the plans did not address any additional stormwater runoff. Mr. Khan said that to eliminate the curb cut they had to go to IDOT and IDOT's calculations for stormwater indicated that no additional stormwater drainage was necessary with the modifications being planned.

Ms. Gassen asked for elaboration on the 3' versus 8' setback, and how it would affect or restrict the number of parking spaces. Mr. Khan said with the 8' setback they would still be able to have the proposed number of parking spaces.

In response to Mr. Kulovany, Mr. Khan said they are not planning to use the 5' difference in setback for additional parking.

Mr. Khan said they plan to repair the site and make it look better.

There being no further questions from the Commission members, Ch. Rickard called upon comments or questions from the public.

1. Scott Richards of 1130 Warren Avenue said he lived for twelve years in the apartment building that overlooks this lot. He said it was a car dealership before. Right now there are 29 dealers from Cass Avenue to I-355. He is curious because they are seeing small parcels becoming available on Ogden that are being converted into used car lots. He asked how much homework has been put into approving these dealerships.

DRAFT MINUTES

Ch. Rickard replied that the Plan Commission's job is to review the application at hand, and not to determine marketability.

As far as parking on Downers Drive, Mr. Richards said most of that is from employees from the car wash as they have no place on that site to park. They often park in the apartment complex lot that he lived in previously. He also pointed out that there are Village Ordinances regarding parking on the sidewalks and in the parkways.

2. William Tyree of 4409 Downers Drive asked about the cul de sac and whether it will be impacted by this plan. There is a split-rail fence running down Downers Drive to prevent test-driving down their street. He wanted to make sure the split-rail fence will remain.

3. Cinda Lester of 12/12 Architects, residing at 644 67th Street in Downers Grove, is providing no architectural work on this project. She said that nothing will be done with the split-rail fence on Downers Drive. As for stormwater, the issue is the low point on the site is the easternmost access drive to Ogden Avenue. There were several meetings with Staff and the civil engineers, as well as IDOT. Because the low spot is already moving the water to Ogden Avenue it made no sense to redirect the stormwater. IDOT agreed this is the best scenario. In further response, Ms. Lester said she has no idea where the IDOT system drains. She said there has also been discussion with the adjacent property owner regarding the vacation of Downers Drive. Ideally that is something the petitioner would like to pursue. They want to do as much with the property right now to make it function without overspending.

Ms. Leitschuh said that any discussion concerning potential future vacation of a street should not be before the Board since that is not part of the application before the Plan Commission. Chairman Rickard agreed.

Mr. Khan said they are grateful for the opportunity to bring their application to the Plan Commission.

4. Andy Chernyvski of 4321 Downers Drive asked if the lights would be on all night, and he was told by the petitioner that they would not be on all night. He also asked about the screening, saying there is a power right-of-way between his property and the subject property. He would like to see the screening stay there right now as a fence will not work as a barrier.

Ch. Rickard commented that there are no changes being proposed along that area as far as landscaping is concerned.

There being no further comments, Chairman Rickard closed the public hearing.

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Ms. Johnson brought up what she referred to as the elephant in the room that is the 3' setback versus the 8' setback. She said she personally would not make a decision based on what someone is planning to do in the future, as that could change. From a Plan Commission Meeting Oct. 2, 2017

DRAFT MINUTES

cost perspective, he is already putting in curbs and is already tearing out asphalt, and she thinks the additional expense incurred by increasing that from 3' to 8' is minimal. She would agree to requiring the 8' setback.

Mr. Quirk said that he doesn't see a plan that meets the Village's standards. If they grant a Special Use to a completely unknown entity, the Special Use can be sold, rented, leased, and the Village has no control over what can happen on that property. There is no real improvement to Ogden Avenue, and he sees that as the goal right now. He would like to take 30 more days to refresh the plan and tell the Commission how the property can be rather than asking the Commission to trust them with their future plans. The site is in terrible disrepair, and he would encourage a 30-day extension to refresh the plan.

A Commissioner said she would have to agree because when she drove by the property her thought was how much better it would look if it was resurfaced; however, the plan stated "asphalt to remain" repeatedly, and there is just so much that a sealer is going to cover.

Ms. Gassen asked for clarification that one of the conditions would be to provide the 8' setback, and she expected that the plan would then be revised. Ms. Leitschuh said that was correct.

Mr. Boyle agreed with Ms. Johnson's comments that the cost is hardly measureable. And since there is such minimal work being done he doesn't see complying with adding on the 5' setback to increase the setback to 8' as problematic. He would only support this if that was being done, especially in light of the fact that not much else is being done. He doesn't think holding this up is necessary now. If the 8' setback is met he could support this.

Ms. Gassen said that it has been vacant for a while, and she is fine with the 8' requirement. She would like to see some activity there rather than having it remain vacant and hope for something better to come along.

Mr. Kulovany commented that the 3' versus 8' doesn't bother him that much. There is nothing in the plan to actually represent an aesthetic improvement. It offers very little other than reactivating the site. He would like some indication of what it would look like, such as signage, etc.

Ch. Rickard asked Staff about some conflict with what was submitted. He said the asphalt on the property is going to be repaired, seal coated and restriped. They will also add concrete curb. Ms. Leitschuh responded that the site will be spot repaired and seal coated and restriped across the entire site.

Ms. Lester replied that the plan is not to dig up the entire parking area. It is to resurface the lot. Ch. Rickard asked if they are going to resurface or seal coat the site. Mr. Khan replied it would be a combination of both. There are a lot of different layers of asphalt on the site and it needs to be leveled first. It will then be resurfaced and resealed. Ch. Rickard asked if they will be putting a new surface course of asphalt across the parking

DRAFT MINUTES

lot. Mr. Khan replied that where the concrete portions are, they will be resurfaced. The existing asphalt that doesn't need to be replaced and leveled will be seal coated. Ch. Rickard clarified that the existing concrete pavement within the lot will stay as is, but some areas of the existing asphalt after removal will be patched with new asphalt and then resealed. The lot will then be restriped. Mr. Khan said it will look new as it will be fully patched, leveled and resealed. There will be no grass growing out of the parking lot. They are not cutting corners. It will have an aesthetic feeling and will be beautiful.

Mr. Kulovany said the condition of the parking lot is his concern as well. Putting in another layer of asphalt can make an amazing difference.

Ms. Rollins asked about signage, and Ms. Pandey said signage is not part of the application. Ms. Leitschuh said that they do not bring signage to the Plan Commission. Staff requests that the applicant not bring signage to the Commission as it can create issues if it does not meet the Sign Ordinance requirements.

A Commissioner said that regarding the sidewalk in the redevelopment process they are leaving a bit of sidewalk on the north untouched, and that allows him to be more lenient in how he views it. They are adding green space and improving an otherwise unused street. He doesn't know why they are not proposing a new sidewalk to beautify Ogden and move the parking towards Ogden. That might enhance the property by pulling the cars toward the street. He noted it is a vacant lot that's been sitting there for ten years, so he can support it as submitted, as long as the improvements are made. He asked how long the Special Use lasts, and Ms. Leitschuh said a Special Use goes with the land. The petitioner would have to come in within six months for a permit to implement their changes. Ms. Pandey also said that a Certificate of Occupancy has to show that there are no new operations being added to the Special Use that was approved.

Mr. Quirk asked that they add the following language to the conditions in the recommendation:

- 10) That in the existing parking lot where it's indicated on the plan as "asphalt to remain" that all vegetation will be removed, all deterioration or pavement failures will be restored, and the entire asphalt site will be seal coated.

Ch. Rickard said he felt that was acceptable as an addition. He agrees with Staff that all three standards have been met for approval. All Commission members also agree that the standards have been met.

Ms. Gassen moved that with respect to File 17-PLC-0016 that the Plan Commission forward a positive recommendation to the Village Council for the Special Use, subject to the nine conditions listed in the Staff report on pages 4 and 5, with the additional 10th condition requested by Mr. Quirk. Ms. Johnson seconded the Motion.

All in favor. The Motion passed unanimously.

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Ms. Leitschuh said there has been no replacement made for Ms. Hogstrom at this time.

DRAFT MINUTES

Chairman Rickard adjourned the meeting at 8:12 PM.

Respectfully submitted,

Tonie Harrington,
Recording Secretary
(transcribed from recording)

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**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
NOVEMBER 6, 2017 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
17-PLC-0014 2125 Ogden Avenue	Special Use, Variation, Final Plat of Subdivision and Alley Vacation	Swati Pandey Planner

REQUEST

The petitioner is requesting approval of the following items to allow redevelopment of the Powermart property at the southeast corner of Ogden Avenue and Belmont Road, commonly known as 2125 Ogden Avenue:

1. Two Special Uses for a drive through facility (for a restaurant) and a fueling station
2. Variation for the drive-through setback
3. Vacation of the 20-foot-wide unimproved alley at the south side of the property; and
4. A Final Plat of Subdivision with an exception.

NOTICE

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

GENERAL INFORMATION

OWNER: Power Mart Real Estate
Downers Grove #3 LLC
572 Lake Street
Elmhurst, IL 60126

APPLICANT: C.M. Lavoie & Associates
1050 West Route 126
Plainfield, IL 60544

PROPERTY INFORMATION

EXISTING ZONING: B-3, General Services and Highway Business
EXISTING LAND USE: Vacant commercial buildings
PROPERTY SIZE: 42,593 sq. ft. (0.98 acres)
PIN: 08-01-405-042

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	M-1, Light Manufacturing	Corridor Commercial
SOUTH:	R-6, Residential Apartment/Condo 6	Corridor Commercial/ Multi-Family Residential
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. Plat of Survey
3. Site Plans
4. Architectural Plans
5. Elevation/Renderings
6. Landscape Plan
7. Photometric Plan
8. Plat of Subdivision
9. Plat of Vacation
10. Alley Appraisal Report

PROJECT DESCRIPTION

The subject property is located at the southeast corner of Ogden Avenue and Belmont Road and consists of five lots of record. The applicant is proposing to resubdivide the property into two new lots, and construct a gas station with convenience store on one lot and a restaurant with a drive-through on the other lot. The restaurant includes a drive-through facility is on the east side of the building. The petitioner is requesting approval of the following items:

1. A Special Use to permit a fueling station and another Special Use to permit a drive-through for a restaurant in the B-3, General Services and Highway Business district. Both uses are listed in Section 5.010 of the Zoning Ordinance as an allowed Special Use in the B-3 zoning district
2. Variation for the drive-through setback
3. Vacation of 20-foot public right-of-way (unimproved alley)
4. A Final Plat of Subdivision to subdivide five lots of record into two lots of record with one exception

Existing Conditions

The subject property is located at the southeast corner of Ogden Avenue and Belmont Road and consists of five lots of record. The property is zoned B-3, General Services and Business Highway District. The property is a former gas station with a one-story vacant commercial building, a vacant car wash facility and a surface parking lot. The site contains four curb cuts, two on both Ogden Avenue and on Belmont Road. The unimproved alley runs along the south side of the property.

Proposed Development

The petitioner is proposing to demolish all existing structures on the subject site and subdivide the property into two lots to construct the following buildings:

Lot	Location	Building	Size
1	Eastern lot	Restaurant with drive-through	15,683 sq ft
2	Western lot	Gas Station with convenience store	28,085 sq ft

A Plat of Subdivision is proposed to subdivide the parcel into two lots. The purpose of the subdivision is to allow two separate businesses to develop on their own lot. The new lots will meet all Subdivision Ordinance bulk lot requirements except for the width of Lot 1. The minimum lot width requirement for commercial properties is 100 feet where 66.73 feet has been proposed for the first 69 feet south of Ogden Avenue,

expanding to over 109.74 feet approximately for the remaining 100.89 feet. The applicant is requesting an exception for the lot width requirement to accommodate underground fuel tanks.

The proposal for the western lot includes a fueling station with a five-island gas pad/canopy along Ogden Avenue and a 2,100-square-foot convenience store. The petitioner is requesting a Special Use to allow a 'fueling station' per Section 5.010 of the Zoning Ordinance. The plans for the eastern lot consist of a 1,760-square-foot restaurant providing three services: a sit down restaurant, a drive-through facility, and a quick service packaged food component for carryout business. A restaurant is a permitted use in the B-3 zoning district, however, the drive-through facility requires a Special Use per Section 5.010 of the Zoning Ordinance. The proposed drive-through is located seven feet from the east property line where 25 feet are required, and the petitioner is requesting an 18-foot setback variation. The petitioner is also requesting a 35-foot setback variation from the southern property line where 50 feet is required and 15-foot is proposed. The vacation of a 20-foot-wide alley to the south has also been requested to facilitate the redevelopment of this site and to provide additional buffering between the commercial uses and adjacent multi-family zoned properties.

The site contains four curb cuts, two each on Ogden Avenue and Belmont Road. The petitioner has proposed to improve on-site circulation by removing the western most curb cut along Ogden Avenue. One curb cut on Belmont Road will be removed while the second will be reconfigured for a right-in/right-out turn. The petitioner submitted plans to IDOT and DuDOT, and will incorporate all comments from the agencies at the time of permit. Pedestrian access will be provided from Ogden Avenue and Belmont Road to the buildings main entrances with distinct material as required per the Zoning Ordinance.

The proposed one-story convenience store building will have an aluminum storefront system with a vertically extended façade in the center and columns clad in brick and stone. There will be an arched aluminum canopy at the entrance with double doors accessing the building. The new restaurant building shall use similar materials with a metal panel façade and stone base. The fuel canopies shall be made of prefinished metal panels. Five gas islands with ten pumps are proposed under the fuel canopy. The pumps shall be oriented in the same direction under a single rectangular canopy which will have a metal panel with steel columns. Stacking for the drive-through and the gas pumps is provided per the requirements of the Zoning Ordinance.

The petitioner is proposing 23 parking spaces, in conformance with the Village requirements, including two handicapped spaces. The parking spaces will be shared by both building tenants, although ten are on Lot 1, and 13 are on Lot 2. The fully screened trash enclosure is proposed at the southeast corner of the property per the requirements of the Zoning Ordinance.

The petitioner is proposing new landscaping on the property, in conformance with the Village requirements. Landscaping is proposed on the north and west perimeter of the property in the street yard. Foundation landscaping is proposed south of the restaurant building. A fence is proposed on the south side of the property to provide screening for the residential properties. Signage is not part of this petition, and any signage proposed for the development shall comply with the Sign Code requirements through a separate sign permit application.

An unimproved, public alley south of the property is requested to be vacated, approximately 270 feet by 20 feet. The vacation is requested by the petitioner to allow greater flexibility in site design and to add depth to the property to accommodate setbacks. The alley will largely remain unimproved, except that part of the drive-through lane will encroach five feet into the alley. 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 an objection 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.

In order to meet the first criteria of approval for alley vacation, the petitioner must provide the written consent of at least two property owners who abut the subject property, one of which may be the petitioner. There are two parcels abutting the subject property – one is vacant and the other is improved with a condominium building. The petitioner has not been able to secure consent from the owner of the vacant property or the homeowner's association of the condominium property. The petitioner has submitted a note of consent from one of the condo owners, however, it cannot be considered consent for the entire property.

Staff is supportive of the overall site development plans submitted by the petitioner.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The current Comprehensive Plan identifies the subject site as a part of a catalyst site "D5" in the *Ogden Avenue-Key Focus Areas*, and recommends aesthetic and functionality improvements. The parcels are identified as underutilized and recommendations are made to redevelop and enhance the site to serve as a major gateway into the Village. The applicant's proposal aligns with these goals. The plan notes that this area should be redeveloped with attention to pedestrian circulation, reducing the number of curb cuts, increasing cross-access between lots, and enhancing the overall appearance at an important intersection while providing neighborhood-oriented and smaller regional commercial retail and service uses.

The proposed development:

- Removes two curb cuts and improves access onto both Ogden Avenue and Belmont Road
- Improves site connectivity by installing pedestrian access from Ogden Avenue and Belmont Road to the two buildings and maintains vehicular cross-access through an easement
- Consolidates multiple lots into two lots and increases depth for a functional site plan
- Provides enhanced landscaping and screening in order to provide a buffer to the residential areas to the south 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 the Comprehensive Plan.

COMPLIANCE WITH THE SUBDIVISION ORDINANCE

The subject property is made up of five lots of record and an unimproved alley. The petitioner is proposing to subdivide these five lots into two lots of record. The two commercial lots will meet the minimum requirements outlined in Section 20.301 of the Village's Subdivision Ordinance except for the width of Lot 1. The proposed lot dimensions are specified in the table below:

2125 Ogden Avenue	Lot Width		Lot Depth		Lot Area	
	Required	Proposed	Required	Proposed	Required	Proposed
Lot 1	100 feet	66.73 feet (<i>exception requested</i>)	140 feet	170.03 feet	10,500 sq. ft.	15,683 sq. ft.
Lot 2	100 feet	178.57 feet	140 feet	170.03 feet	10,500 sq. ft.	28,085 sq. ft.

The lot width exception of approximately 33.27 feet is requested for the first 69 feet south of Ogden for Lot 1. The exception allows Lot 1 to contain all gas station related underground facilities on the same lot as the proposed gas station. The reduction of the required lot width allows for the construction of the gas station and the restaurant on separate lots, while placing tanks and appurtenances on the gas station lot. Lot 1 fully meets the lot width requirements for the remaining 100.89 feet from the rear of the proposed property line.

The petitioner is providing a 20-foot wide public utility and drainage easement across the vacated alley and will provide five-foot easements along all side lot lines as a condition of approval. An ingress/egress easement is provided on the subdivision plat, guaranteeing shared access across both lots to both properties.

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:

2125 Ogden Avenue	Required	Proposed
Restaurant (Lot 1)		
North Setback (Street Yard – Ogden Avenue)	75 ft	116 ft
East Setback	n/a	20.29 ft
South Setback (Rear Yard)	20 ft	42.55 ft
West Setback	n/a	10.5 ft
Floor Area Ratio	0.75 (max)	0.13
Building Height	60 ft (max)	12.5 ft
Gas Station Convenience Store (Lot 2)		
North Setback (Street Yard – Ogden Avenue)	75 ft	142 ft
East Setback	n/a	10 ft
South Setback (Rear Yard)	20 ft	30.01 ft
West Setback (Street Yard)	25 ft	68.14 ft
Floor Area Ratio	0.75 (max)	0.13
Building Height	60 ft (max)	25 ft
Overall Site Development (Lots 1 & 2)		
Street (Belmont) Setback - Parking	8 ft	44 ft
Drive-through Setback - East	25 ft	7 ft
Drive-through Setback - South	50 ft	15 ft
Canopy setback (Ogden Avenue)	50 ft	67 ft

Landscaped Open Space	4,247 sf (10%)	5,899.89 sf (15%)
Street Yard Landscaped Open Space	2,124 sf (50%)	3,064.98 sf (52%)
Stacking (Fueling & Restaurant)	28	28
Parking Spaces	19	23

The proposed development is compliant with the vast majority of the bulk regulations in the B-3 zoning district; however, the drive-through setbacks on the east (non-residential) and south (residential) side do not comply with the minimum requirements of the Zoning Ordinance. The drive-through lane for the restaurant is seven feet from the east property line where 25 feet is required and 15 feet from the south where 50 feet is required. The applicant will install landscaping and a fence along the south property line to provide screening for the adjacent multi-family residence.

Sufficient parking and stacking for vehicles is provided per the zoning requirements. The proposal meets the minimum open space requirements for the property and the street yard. Landscaping material shall be provided in accordance to the requirements of the Zoning Ordinance. The petitioner is proposing parking lot lighting that meets the requirements of the Zoning Ordinance. All lighting will be directed towards the buildings, driveways and parking areas, and away from the adjacent residential areas.

With all the above analysis considered, the applicant's proposal is consistent with the Village's Zoning Ordinance with the one exception of the requested drive-through setback variation.

ENGINEERING/PUBLIC IMPROVEMENTS

Based on the existing and proposed impervious area on the site, the existing underground stormwater detention is required to be maintained and if additional storage is required at time of permit, it will be provided on-site. Post Construction Best Management Practices will be 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 reconfiguration of two curb cuts to one on Belmont Road. All utilities within the alley will be granted a blanket easement. The Sanitary District has provided conceptual approval for the proposed development.

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 auto turning plan, the Village's largest emergency vehicle can maneuver through the site and access both buildings from Belmont Road and Ogden Avenue. The buildings will also include a fire alarm system and sprinkler system that meet the Village's code requirements. A fire hydrant will be required within 100 feet of each fire department connection.

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 was one informational inquiry received by staff and one letter from one of the owners of the condominium property stating that additional information was required by him to form an opinion.

FINDINGS OF FACT

The petitioner is requesting a Special Use, Variation, Plat of Subdivision with an exception, and an Alley Vacation to redevelop 2125 Ogden Avenue. Staff finds that the proposal meets the standards as outlined below:

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 fueling station and a drive-through facility are listed as allowable Special Uses 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 a gas station and a drive-through restaurant, are desirable within the Ogden Avenue corridor and will contribute to the general welfare of the community. The Comprehensive Plan identifies the property as a catalyst site and requires the underutilized parcel including the large surface parking lot to be redeveloped with attractive development. The proposed uses 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 with a gas station and drive-through facility 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 commercial property 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.

Section 28.12.090.G Approval Criteria

Variations require evaluation per Section 28.12.090 of the Municipal Code, *Standards and Review Criteria*: “No variation may be approved unless the variation to be approved is consistent with the spirit and intent of this zoning ordinance and that strict compliance with the subject provisions would result in practical difficulties or particular hardships for the subject property owner. The consideration of whether a variation request has met the standards of practical difficulties or particular hardships must include all of the following findings from the evidence presented.”

(1) *The subject property cannot yield a reasonable return if required to comply with the regulations that apply to it.*

The property is currently vacant and is not yielding any return. Compliance with the setback requirements for the drive-through facility reduces the potential of the property for any drive-through business. The proposed drive-through design and location maximizes site circulation for both vehicles and pedestrians by physically separating the drive-through from any pedestrian activity. This standard has been met.

(2) *The plight of the owner is due to unique circumstances.*

The property is located at the corner of two streets and is a catalyst site identified in the Comprehensive Plan. This unique situation requires the proposed site to locate the drive-through facility along the east property line and behind the buildings in order to minimize any potential interaction between motorists and pedestrians. This layout allows for optimal circulation patterns for both vehicles and pedestrians. This standard has been met.

(3) *The variation, if granted, will not alter the essential character of the locality.*

The proposed variation will not alter the essential character of the locality. The area contains a combination of both large and small retail establishments with drive-through facilities. The proposed project will enhance the character of the locality by redeveloping a vacant gas station into two new commercial establishments that serves both pedestrians and motorists in a safe manner. This standard has been met.

(4) *That the particular physical surroundings, shape, or topographical conditions of the subject property would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.*

The property presents a physical hardship to have safe and adequate site circulation while meeting the required setback for a drive-through facility. Physical conditions of the property do not allow for the proposed project to meet the setback requirement and create an optimal circulation pattern to safely accommodate pedestrians and motorists. The proposed site plan allows for both pedestrians and motorists to utilize the site while only having the petitioner request one variation from the Zoning Ordinance. All other bulk regulations have been met and the variation request meets the spirit and intent of the Zoning Ordinance and the Comprehensive Plan. This standard has been met.

(5) *That the conditions leading to the need of the requested variation are not applicable, generally, to other properties within the same zoning classification.*

The conditions leading to the requested variation are very specific to this property and are not generally found with other properties within the B-3 district or the Village. The subject property is a corner lot; and therefore provides fewer opportunities to locate a drive-through facility away from the street at the rear of the building. The proposed site layout acknowledges both motorists and pedestrians by physically placing the drive-through facility along the south and east property lines. As such, the variation request is only applicable to this property. As a catalyst site, placing the drive-through at the rear of the property further enhances the overall design of the development and promotes aesthetics for a corner catalyst site. The proposed site design will meet all other safety and design regulations. This standard has been met.

(6) *That the alleged difficulty or hardship was not created by the current property owner.*

There is no particular difficulty or physical hardship associated with the property that has resulted from the actions of the owner. The petitioner is requesting a setback variation for the drive-through lane in order to meet the circulation safety requirements from the Zoning Ordinance and to meet the goals of the Village's Comprehensive Plan. This standard had been met.

- (7) That the proposed variation will not impair an adequate supply of air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.***

The approval of the proposed variation will not diminish or impair the property values of similar properties within the neighborhood. Adequate landscaping, screening and buffering will be provided so as to not endanger the public health, safety or welfare. The granting of the requested variation will not negatively impact the desirability of adjacent properties. This standard has been met.

- (8) That the proposed variation will not alter the essential character of the area.***

The granting of a variation will not alter the essential character of the area as the variation assists with enhancing the safety for motorists and pedestrians. The proposed development is consistent with surrounding automobile-oriented commercial uses and food service related drive-throughs along Ogden Avenue. This standard has been met.

- (9) That the granting of the variation will not confer on the subject property owner any special privilege that is not available to other properties or structures in the same district.***

If this request is granted it will not confer a special privilege to the subject property as there are physical hardships and unique circumstances associated with this property that are not common with the properties found in the same zoning district. All properties located in the B-3 zoning district can apply for a special use for a drive-through facility; however, there are setbacks and safety regulations that each site has to comply with as found in the Zoning Ordinance. The proposed design follows all of the safety regulations by optimizing vehicular and pedestrian circulation when placing the drive-through facility along the east property line. This standard has been met.

Section 20.301 – Plat of Subdivision

The proposed subdivision meets the minimum lot area requirements of Sections 20.301 of the Subdivision Ordinance. An exception is requested for a reduced Lot 1 lot width from the required 100 feet to 66.73 feet.

Section 20.602 Exceptions

An exception shall be recommended by the Plan Commission only if it finds that there are practical difficulties or particular hardships in the way of carrying out the strict letter of the provisions of this subdivision ordinance. In its consideration of the standards of practical difficulties or particular hardships, the Commission may consider, but is not limited to, the following:

- (1) The extent to which the proposed exception impacts on the value or reasonable use of surrounding properties;***

The proposed exception does not have a negative impact on the surrounding properties. Rather a subdivision allows each business and its appurtenances to be located on a separate lot which would have a positive impact on the surrounding properties. This standard is met.

- (2) Whether the exception is consistent with the trend of development in the area and the surrounding uses;***

The area is primarily commercial and the proposed lot widths are consistent with existing lot widths in the area. Specifically, the immediate vicinity east of the property have an average width of 50 feet. This standard is not met.

- (3) The characteristics of the property which support or mitigate against the granting of the exception;***

The property is a corner lot and has limitations of site configuration for the proposed development. In order to accommodate two separate business on their own lots, the exception for a reduced lot width is required. Furthermore, the exception requested is for 66.73 feet along Ogden but the lot meets the

minimum lot width requirement for the remaining 100.89 feet from the proposed rear property line to allow accommodating the fuel gas tanks. This standard is met.

(4) Whether the exception is in conformance with the general plan and spirit of this Chapter;

The requested exceptions are in conformance with the Comprehensive Plan and in conformance with the spirit of the Subdivision Ordinance. The Comprehensive Plan looks to ensure development and enhancement of this catalyst site. The proposed plan requires the reduced lot width to achieve a functional site plan. The health, safety and general welfare of the community is not negatively impacted and therefore maintains the spirit of the Subdivision Ordinance. This standard is met.

(5) Whether the exception will alter, or be consistent with, the essential character of the locality.

The proposal is consistent with the character of the locality. The majority of the lots on east side of the subject property are 50 feet wide. This standard is 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 petitioner has not been able to secure written consent from at least two property owners who abut the alley. Because the consent of a second property owner has not been provided, this criteria has not been met.

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 unimproved currently and would continue to be maintained as an unimproved alley. A five foot encroachment of the drive-through drive aisle is proposed along the rear side of the buildings; however, this is a standard allowed encroachment across the easement. 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 at the discretion of Village Council. The petitioner has provided an appraisal report for the alley prepared by Argianas & Associates, Inc. on August 17, 2017. Based on the appraisal report, the value of the alley is \$5,000.

RECOMMENDATIONS

The proposed Special Uses, Variation, and Plat of Subdivision with an exception for the development at 2125 Ogden Avenue are consistent with the Comprehensive Plan, the Zoning Ordinance and surrounding zoning and land use classifications. Staff recommends **approval** of the requested Special Uses, Variation, Plat of Subdivision with an exception, and Alley Vacation as requested in case 17-PLC-0014, recognizing that the proposal does not meet the vacation policy, subject to the following conditions:

1. The Special Uses, Variation, Plat of Subdivision and Alley Vacation shall substantially conform to the staff report; engineering, architectural and landscape drawings prepared by C.M. Lavoie & Associates, Inc. dated July 24, 2017 and last revised on September 18, 2017, except as such plans may be modified to conform to the Village codes and ordinances.
2. No liquor sales shall be allowed on either lot pursuant to Chapter 3 of the Downers Grove Municipal Code.
3. The pedestrian connection from the building entrances to Ogden Avenue shall be revised to show a safer pedestrian route per staff's determination at the time of the building permit.
4. The buildings shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.
5. All proposed signage shall comply with the requirements of the Zoning Ordinance. Signage shall be reviewed at the time of the building permit application.
6. Plat of Subdivision shall add a five-foot public utility and drainage easement along all side lot lines and an easement over parking spaces identifying their shared availability to both uses.
7. No building permits can be issued until the official Plat of Vacation and Plat of Subdivision are recorded.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development

SP; sp
-att



2125 Ogden Avenue - Location Map





August 28, 2017

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

RE: PowerMart
Plan Commission Submittal

Dear Mr. Popovich;

On behalf of Mr. Sam Odeh and PowerMart Real Estate DG #3, LLC, we are submitting for petition to the plan commission for approval and recommendation of approval to the city council, the redevelopment of the southeast corner of Belmont Avenue and Ogden Avenue. The owner of the property seeks approval of its plan and intent to subdivide and redevelop approximately 0.88 acres to build and operate a fueling station and fresh food deli convenience store on one of the resubdivided lots and a restaurant with prepackaged convenience food to supplement the restaurant, located on the other subdivided lot. As such, the owner seeks approval of the resubdivision to create two parcels for the two building types, vacation of the adjacent alley to maximize the traffic flow on the site, and construction of the two buildings.

The property is currently zoned a B-3 classification. The properties to the east, west, and northwest are all similarly zoned B-3. The property to the north is a car dealership and zoned M-1. The properties to the south are zoned for residential apartments, R-6; however, the land immediately to the south is undeveloped and vacant. As the site is currently a vacant gas station, the redevelopment of this facility is unlikely to negatively impact surrounding property values, and to the contrary, it is expected the development will enhance the overall property values. Our client is proposing to resubdivide the existing parcel into two lots and maintain the current zoning. One lot will refurbish the site into a gas station with a convenience store located within the proposed building. The second lot on the east side of the parcel, will have a stand-alone restaurant. The proposed use is sorely and dearly needed in the adjacent vicinity as there are no similar businesses offering the array of services as proposed, including E85 fuel and fresh food/deli choices available on one of the resubdivided lot, and the availability of a sit down/drive through quick serve restaurant with a convenience packaged food component (potato chips, cookies, fruit cuts, etc. that would not normally be prepared at the restaurant). A drive through service window is also proposed that would include extensive car stacking.

The planned use is entirely consistent with the village's comprehensive plan and would be an asset to the immediate and extended community.

Currently, the site is a vacant gas station with a closed building and car wash facility. The site also contains a block wall depressional stormwater storage facility, and is adjacent to a natural, depressional area that contains a vacant alleyway, located on the south side of the site.

Storm water detention for the site will be handled by an underground storage chambers, with the volume computed to handle and store the 100 year (1%) storm event. The minimum size that the storage

chamber will be equal to the existing depressional storage facility, which is to be removed. Outflow will be controlled for the 2 year and 100 year storm event, discharging to the south near the existing outfall structure, following the existing drainage pattern.

Curb cuts and reconfiguration along both Belmont Avenue and Ogden Avenue will require permission for the approving agencies, County of DuPage (Belmont Avenue) and IDOT (Ogden Avenue). These agencies have been sent preliminary engineering plans for review and preliminary approval of the curb changes. We are seeking reduction from two (2) curb opening along Belmont Avenue to one (1) and from two (2) openings along Ogden Avenue to one (1). As this will increase safety and limit vehicle movement onto the adjoining streets, we anticipate approval.

As the site is already developed, existing utilities will be utilized as available, including storm and sanitary structures. Sanitary service is provided at the south of the property, via an 8 inch clay pipe with a structure at the end of the pipe run. A saddle tap for the proposed restaurant will be added to the pipe run, as commented by the sanitary district. Preliminary plans for the proposed sanitary disconnection and connections have been submitted to the Downers Grove Sanitary District for conceptual approval.

Storm routing will utilize existing drainage piping if possible, to convey the stormwater release. As stated above, detention will be provided by a sized, underground storage system.

Gas, telephone, and electrical service will be determined in coordination with the appropriate utility companies. Water service is proposed for connection along Ogden Avenue, following village specifications.

Parking within the site is provided at the periphery of the proposed use. Based on comments from the village, parking as proposed, is adequate for the proposed uses.

Crossover blanket easements for access, parking, and utilities would be incorporated into the plat of subdivision.

Agency approvals include EcoCAT, Sanitary District, Kane-DuPage SWCD, County of DuPage, IDOT, and the Village of Downers Grove

Should you have any questions, please contact me at the office at 815-254-0505

Regards,

A handwritten signature in black ink, appearing to read "Tim Parmenter". The signature is fluid and cursive, with a large initial "T" and "P".

Tim Parmenter
Project Manager
C.M. Lavoie and Associates, Inc.



Project Narrative

The proposed site development located at 2125 Ogden Avenue is currently a blighted gas station site that has been closed for several years. Currently, the site has two full entrances on Ogden Avenue and two other full entrances on Belmont Avenue which is controlled by DuPage County. The current lot dimensions of the property, more specifically, the lot depth from Ogden Avenue is minimal for truck motions with this lot being a corner lot, the turning motions are highly restrictive. Belmont Avenue is currently a five-lane cross-section including two north bound lanes, two south bound lanes, and a north bound left-hand turn lane. Ogden Avenue is also a five-lane cross section with two lanes in each direction and a west bound left-hand turn lane. The site is nearly 100 percent asphalt with an abandoned gas station building and a free-standing car wash building both of which are not in use. The site also contains a stormwater detention pond with vertical concrete walls located on the east side of the property. These limiting conditions restrict any re-development of the site due to access, the lot depth, and lot width.

Since the site was a fueling station for many years, and the proposed use is the same with an added fast food component, the request for a special use is here by requested. This project is seeking a special use for a fueling station which is a permitted special use as noted in the Downers Grove Zoning Code, according to Article 5, Allowed Uses, Section 5.010. The project is also seeking relief on the lot width for a secondary restaurant described herein as LOT 1 located on the east side of the site. The minimum lot width for LOT 1 is 66.73 feet and according to Section 20.301C the proposed lot width is less than the required minimum of 100 feet.

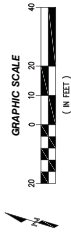
The site geometry, along with the truck motions, turning radii, drive thru lane stacking for vehicles, and the underground gas facilities including the tanks and appurtenances, require nearly two thirds of the lot area to meet engineering design and code requirements. The engineering design includes the restricted access on Belmont Avenue and a full access on Ogden Avenue. This particular site is limiting due to the size and dimensions of all the above-mentioned components and cannot be designed without the requested variation for lot width.

The request for Special Use for this project has been met based on the following approval criteria:

1. The proposed use is an expressly authorized special use in the current zoning district.
2. The proposed use is necessary due to the limiting access at other fueling facilities at the same intersection. Any consumer traveling north bound on Belmont Avenue and wishes to continue north bound on Finley Road, cannot use the other fueling facilities.
3. This proposed development will serve residential areas south of Ogden Avenue and will contribute to the general welfare of the neighborhood. The new development will allow pedestrian traffic from the south east to use the new facilities without crossing a major roadway.
4. The proposed development will not be detrimental to the health, safety or general welfare of persons residing or working in the vicinity.

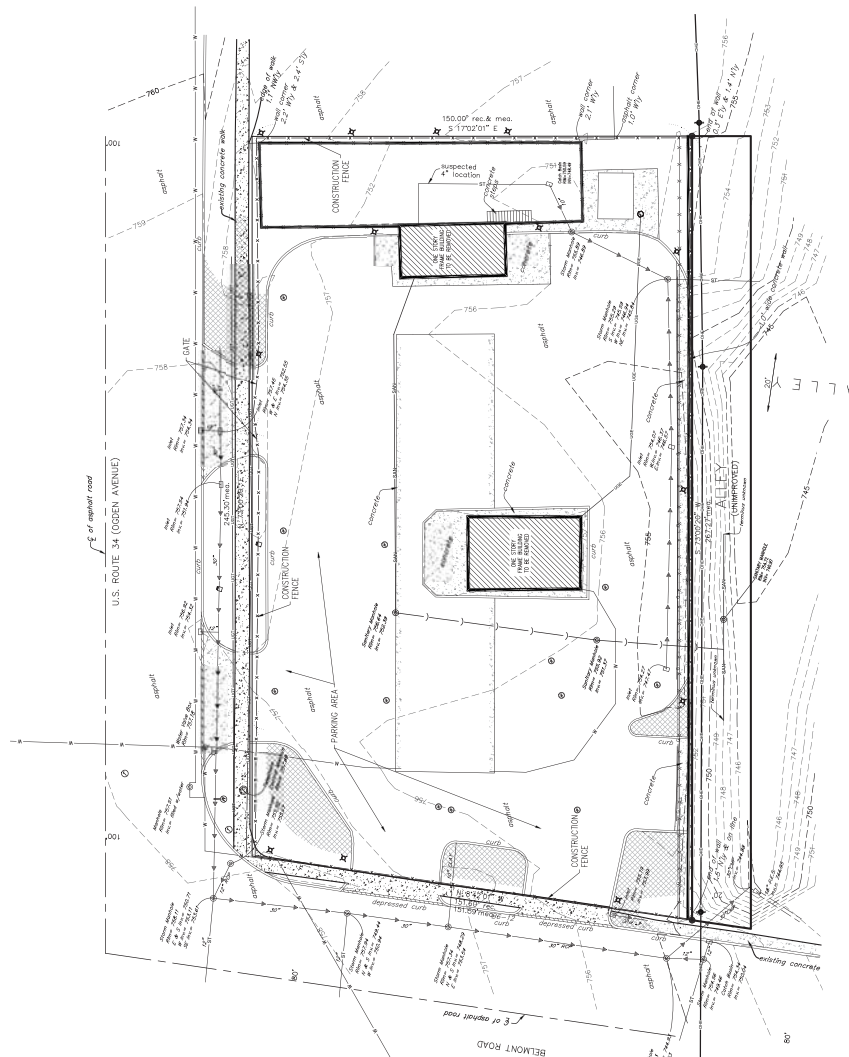
The request for the Lot Area Width variation for this project has been met based on the following criteria:

1. The variation will not alter the essential character of the locality.
2. The secondary restaurant use is required to meet the return on investment.
3. The site limitations are unique conditions and the requested variation are not applicable to other properties within this classification.



NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, ETC., AS SHOWN ON THE PLANS HAVE BEEN OBTAINED FROM THE RECORD DRAWINGS AND FIELD SURVEY. THE ENGINEER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION. ALL UTILITIES SHOWN ON THE PLANS ARE TO BE MAINTAINED AND NOT REMOVED OR DISPOSED OF.
2. EXISTING GRADES AND IMPROVEMENTS ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCY WITH THE PLAN SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.
3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL EXPOSE ANY UTILITIES OR OTHER OBSTRUCTIONS TO BE CROSSED BY THE PROPOSED SEWER, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THESE ARE ANY CONFLICTS WITH THE PROPOSED SEWER OR OTHER OBSTRUCTIONS.
4. ALL DIMENSIONS OF STORM STRUCTURES LOCATED IN CURB & GUTTER ARE TO FOLLOW THE PLAN UNLESS NOTED.
5. CONTRACTOR TO PROVIDE NECESSARY PROTECTION TO ALL EXISTING UTILITIES DURING DEMOLITION AND CONSTRUCTION.
6. ALL PERMANENT SANITARY SERVICE DISCONNECTIONS MUST BE DONE AT THE POINT OF CONNECTION TO THE PUBLIC SANITARY SEWER MAIN. ALL WORK MUST BE INSPECTED BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION. DISCONNECTIONS SHALL BE SCHEDULED AT LEAST 48 HOURS IN ADVANCE.
7. CONTRACTOR TO VERIFY IF ANY ON-SITE UTILITIES SERVICE OFF-SITE LOTS PRIOR TO CONSTRUCTION. IF NECESSARY, CONTRACTOR TO RELOCATE ALL ON-SITE EXISTING UTILITIES WHICH SERVICE OFF-SITE LOTS WITH MINIMAL SERVICE INTERRUPTIONS TO OFF-SITE LOTS.
8. THE PROPOSED SEWER SHALL BE CONSTRUCTED TO THE STREET OR TO THE EXISTING SEWER. THE PROPOSED STORM SEWER SYSTEM OR ABANDONED IS REQUIRED. PREVIOUSLY FIELD TILES SHALL BE REROUTED AROUND THE SITE DURING CONSTRUCTION SO THAT SERVICE OF THE TILE IS NOT INTERRUPTED.
9. SITE PERIMETER TO HAVE MINIMUM 6 FT. HIGH CHAIN LINK CONSTRUCTION FENCE WITH 10' TALL STORM SEWER STRUCTURES TO HAVE INLET BASKETS TO COLLECT ANY SILT, WHICH MAY FLOW INTO STRUCTURES. INLET BASKETS TO REMAIN IN PLACE UNTIL SITE IS PERMANENTLY STABILIZED.
11. POWER TO EXISTING STREET LIGHTS IN AREA OF CONSTRUCTION IS TO BE MAINTAINED. CONTRACTOR SHALL PROVIDE STREET LIGHTS TO EXISTING STREET LIGHTS. NEW CONDUITS AND WIRES WILL BE INSTALLED WHERE LIGHTING IS DISTURBED.
12. PROPOSED SIGNAGE PERMITTING TO BE HANDLED BY CONTRACTOR UNDER SEPARATE COVER.
13. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND NOT REMOVED OR DISPOSED OF. EXISTING UTILITIES SHALL BE MAINTAINED AND NOT REMOVED OR DISPOSED OF. EXISTING UTILITIES SHALL BE MAINTAINED AND NOT REMOVED OR DISPOSED OF.
14. CUTOFF AND REMOVE A FEET OF SURFACE COURSE ADJACENT TO NEW CURB AND GUTTER. REPLACE WITH LIKE MATERIALS.
15. REMOVE CURB AND GUTTER TO THE NEAREST DIRT.

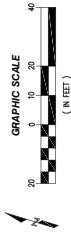


NOTE:
ALL BARRICADES FOR WORK IN RIGHT OF WAY WILL BE COORDINATED THROUGH DOT

DOWNERS GROVE POWER MART
DEMOLITION EXHIBIT

DRAWN BY: TEP	CHECKED BY: CML
SCALE: 1" = 20'	DATE: 08/18/2017
JOB NUMBER: 16299	SHEET: 1
DATE: 03/09/2016	
Consulting Civil Engineering Land Planning & Surveying 1650 State Route 126 Pittsfield, Illinois 60544 Tel: 815-434-5188 Fax: 815-434-5188	
C.M. Lavoie & Associates, Inc.	

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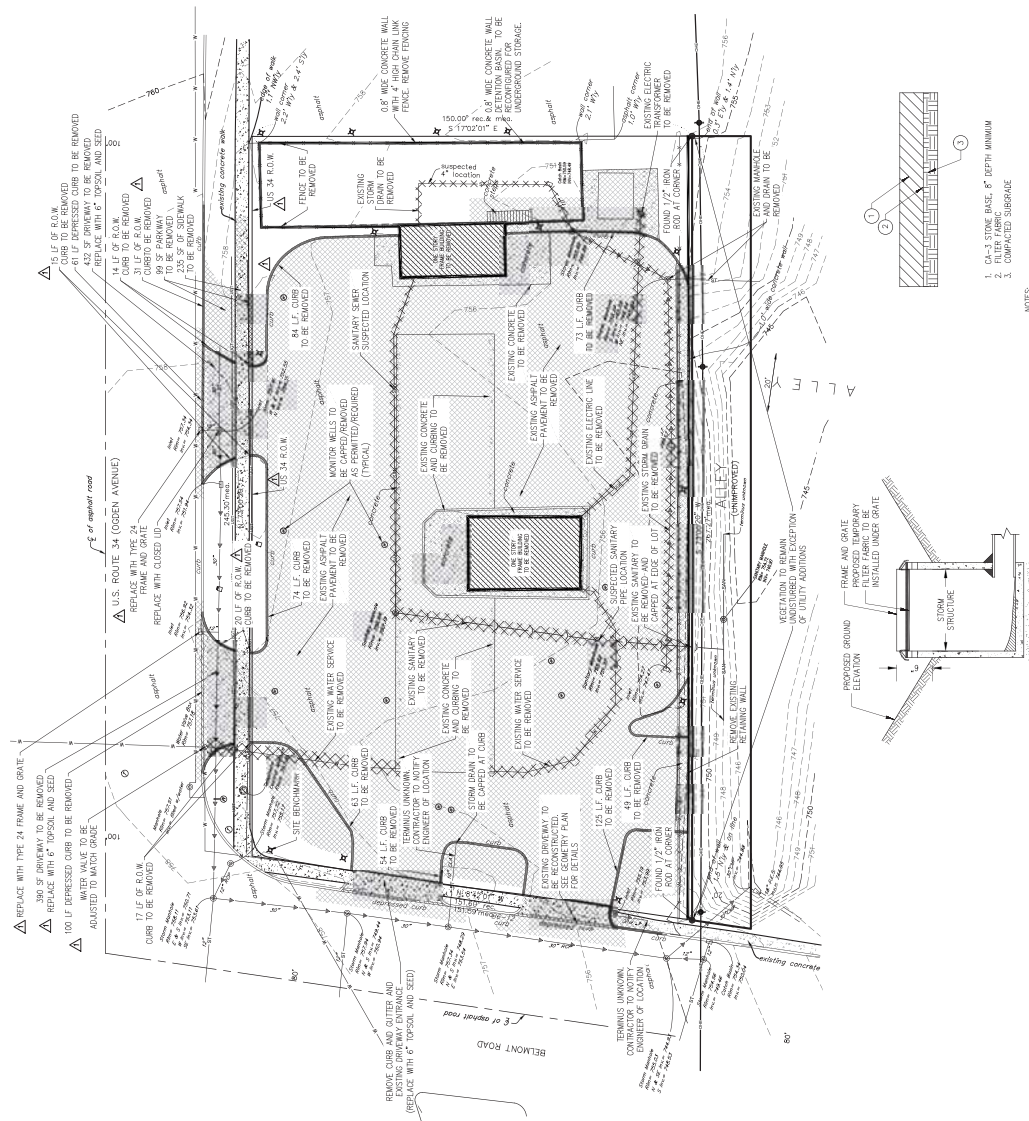
NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, ETC., AS SHOWN ON THE PLANS HAVE BEEN OBTAINED FROM THE RECORD DRAWINGS AND FIELD SURVEY. THE ENGINEER HAS NO RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION. ALL UTILITIES COMPANIES AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO ANY WORK.
2. EXISTING GRADES AND IMPROVEMENTS ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCY WITH THE PLAN SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.
3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL EXPOSE ANY UTILITIES OR OTHER OBSTRUCTIONS TO BE CROSSED BY THE PROPOSED SEWER, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS WITH THE PROPOSED SEWER LINE UNLESS NOTED.
4. ALL 10" ELEVATIONS OF STORM STRUCTURES LOCATED IN CURB & GUTTER ARE TO FOLLOW LINE UNLESS NOTED.
5. CONTRACTOR TO PROVIDE NECESSARY PROTECTION TO ALL EXISTING UTILITIES DURING DEMOLITION AND CONSTRUCTION.
6. ALL PERMANENT SANITARY SERVICE DISCONNECTIONS MUST BE DONE AT THE POINT OF CONNECTION TO THE PUBLIC SANITARY SEWER MAIN. ALL WORK MUST BE INSPECTED BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION. DISCONNECTIONS SHALL BE SCHEDULED AT LEAST 48 HOURS IN ADVANCE.
7. CONTRACTOR TO VERIFY IF ANY ON-SITE UTILITIES SERVICE OFF-SITE LOTS PRIOR TO CONSTRUCTION. IF NECESSARY, CONTRACTOR TO RELOCATE ALL ON-SITE EXISTING UTILITIES WHICH SERVICE OFF-SITE LOTS WITH MINIMAL SERVICE INTERRUPTIONS TO OFF-SITE LOTS.
8. CONTRACTOR TO PROVIDE NECESSARY PROTECTION TO ALL EXISTING UTILITIES DURING DEMOLITION AND CONSTRUCTION. IF NECESSARY, CONTRACTOR TO RELOCATE ALL ON-SITE EXISTING UTILITIES WHICH SERVICE OFF-SITE LOTS WITH MINIMAL SERVICE INTERRUPTIONS TO OFF-SITE LOTS.
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11. POWER TO EXISTING STREET LIGHTS IN AREA OF CONSTRUCTION IS TO BE MAINTAINED. CONTRACTOR TO PROVIDE NECESSARY PROTECTION TO ALL EXISTING UTILITIES DURING DEMOLITION AND CONSTRUCTION. IF NECESSARY, CONTRACTOR TO RELOCATE ALL ON-SITE EXISTING UTILITIES WHICH SERVICE OFF-SITE LOTS WITH MINIMAL SERVICE INTERRUPTIONS TO OFF-SITE LOTS.
12. PROPOSED SIGNAGE PERMITTING TO BE HANDLED BY CONTRACTOR UNDER SEPARATE COVER.
13. CONTRACTOR TO PROVIDE NECESSARY PROTECTION TO ALL EXISTING UTILITIES DURING DEMOLITION AND CONSTRUCTION. IF NECESSARY, CONTRACTOR TO RELOCATE ALL ON-SITE EXISTING UTILITIES WHICH SERVICE OFF-SITE LOTS WITH MINIMAL SERVICE INTERRUPTIONS TO OFF-SITE LOTS.
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LEGEND

- EXISTING ASPHALT/CONCRETE AND CURBING TO BE REMOVED
- EXISTING UTILITY TO BE REMOVED
- EXISTING CURB AND GUTTER TO BE REMOVED
- EXISTING BUILDING AND ASSOCIATED UTILITIES TO BE REMOVED

DOT RIGHT OF WAY REMOVAL TOTALS	
CURB	57 LF
DEPRESSED CURB	70 LF
DRIVEWAY	622 SF
PARKWAY	297 SF
SEWERSIDE	235 SF



1. 6'-3" CURB BASE, 6" DEPTH MINIMUM
2. FILTER FABRIC
3. COMPACTED SURFACE

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS IN MATERIAL SPECIFICATION 602 GEOTECHNICAL, TABLE 1 OR 2, CLASS 1, WITH A MINIMUM APPARENT DRAINING SIZE (AOS) OF 30 FOR NON-WOVEN AND 50 FOR WOVEN, AS DESCRIBED IN THE "LANDS DESIGN MANUAL", LANDS ENVIRONMENTAL PROTECTION AGENCY, 1996.
2. FILTER FABRIC SHALL BE INSPECTED, AND CLEANED OR REPLACED AFTER EVERY RAINFALL EVENT.

FILTER FABRIC INLET PROTECTION

N.T.S.

STABILIZED ENTRANCE DETAIL

N.T.S.

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DOWNERS GROVE POWER MART

2120 COOPER AVENUE
DOWNERS GROVE, ILL. 60120

DEMOLITION PLAN

DRAWN BY: TEP
CHECKED BY: CML
SCALE: 1" = 20'
DATE: 08-10-2017
SHEET: C-40

Consulting Civil Engineering
Larvin
19505 Rose Route 126
Pleasanton, Illinois 60444
Tel: 815-454-5188
Fax: 815-454-5188



1. REPAIR PAVED DRIVE PAVEMENT
2. U.S. 34 DE 6" CURB BASE ADDED
3. U.S. 34 DE 6" CURB BASE ADDED
4. FRAME AND GRATE REPLACEMENT

1. NO CHANGES THIS SHEET
2. REPAIR PAVED DRIVE PAVEMENT
3. U.S. 34 DE 6" CURB BASE ADDED
4. FRAME AND GRATE REPLACEMENT

CIVIL ENGINEER



1030 West Route 138
Downers Grove, IL 60515
630.583.1384
630.583.1385

ARCHITECT



ROBERT JURIS & ASSOCIATES

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1628 LINCOLN HIGHWAY
DOWNERS GROVE, ILLINOIS 60543
(630) 583-0149 FAX
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STATE OF ILLINOIS LICENSE #184-00067

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STRUCTURAL ENGINEER

B. P. MILLER CONSULTANTS
1100 W. 11TH STREET
MINNEAPOLIS, MN 55407

MECHANICAL ENGINEER

US & ASSOCIATES, INC.

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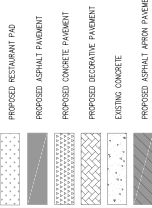
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MINNEAPOLIS, MN 55407



PROPOSED ASPHALT PAVEMENT

PROPOSED CONCRETE PAVEMENT

EXISTING CONCRETE

PROPOSED ASPHALT PAVEMENT

CENTER LINE OF OGDEN AVENUE R.O.M.

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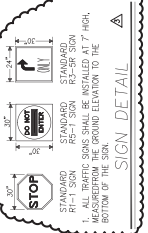
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EXISTING OR NEW CONSTRUCTION TOTALS
CURB 144 LF
DEPRESSED CURB 52 LF
SEWERWALK 377 SF
PRIVACY WALL 505 SF
PARKWAY 1254 SF

- 1. REWORKED PLANS PER CITY REVIEW
- 2. REWORKED PLANS PER CITY REVIEW
- 3. REWORKED PLANS PER CITY REVIEW
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DEVELOPMENT SUMMARY

TOTAL SITE AREA = 88 AC
RESTAURANT STORE LOT = 573 AC
RESTAURANT LOT = 31 AC
EXISTING ZONING = B-3
BUILDING - 116.5 FOOT FRONT FROM R.O.M. CENTERLINE
CANOPY - 68.4 FOOT WEST
DRIVE THRU - 30 FOOT REAR
DRIVE THRU - 17 FOOT
MAXIMUM FLOOR = 20
RESTAURANT STORE FLOOR-13
RESTAURANT LOT - 573 AC
MAXIMUM BUILDING HEIGHT - 60 FT

PARKING SUMMARY

zoning Code	Area	Required Spaces
Eating and Drinking	10 spaces per 1,000 sq. ft. or 1 space per 4 seats, whichever is greater, plus stacking spaces per section 7.130.	12
Carry-out restaurant	15 spaces per 1,000 sq. ft.	4
Fueling Station	1 space per pump island, plus 1 space per service bay, plus 3.33 spaces per 1,000 sq. ft. of retail sales area, plus stacking spaces per section 7.130.	13

PROPOSED COMMERCE STORE SPACES: 13

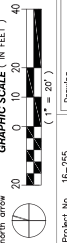
PROPOSED RESTAURANT SPACES: 10

NEW CONSTRUCTION
CONVENIENCE STORE & RESTAURANT
POWER MART
2125 OGDEN AVE.
DOWNERS GROVE, IL 60515

GEOMETRY PLAN

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Project No. 16-255
Drawing
Drawn By TEP
Checked By SKB
of NINE

CIVIL ENGINEER

CM Lavoie & Associates

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ARCHITECT

ROBERT JURIS & ASSOCIATES

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WWW.RJA-ARCHITECTS.COM
AIA LICENSE NUMBER: 001-000983

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STRUCTURAL ENGINEER

B. P. MILLER CONSULTANTS

105 S. MICHIGAN STREET
CHICAGO, IL 60601

MECHANICAL ENGINEER

US & ASSOCIATES, INC.

105 S. MICHIGAN STREET
CHICAGO, IL 60601

3 PER GOVERNMENT AGENCIES REVIEW

06/06/2017

2 PER VILLAGE REVIEW

06/16/2017

1 ISSUED FOR PLANNING & ZONING REVIEW

07/26/2017

1 ISSUED FOR SDP PROGRESS SET

07/24/2017

No. Issues & Revisions

Date

NEW CONSTRUCTION

CONVENIENCE STORE & RESTAURANT

POWER MART

2125 OGDEN AVE.

DOWNERS GROVE, IL 60515

UTILITY PLAN

17062_BASE.DWG

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GRAPHIC SCALE (IN FEET)

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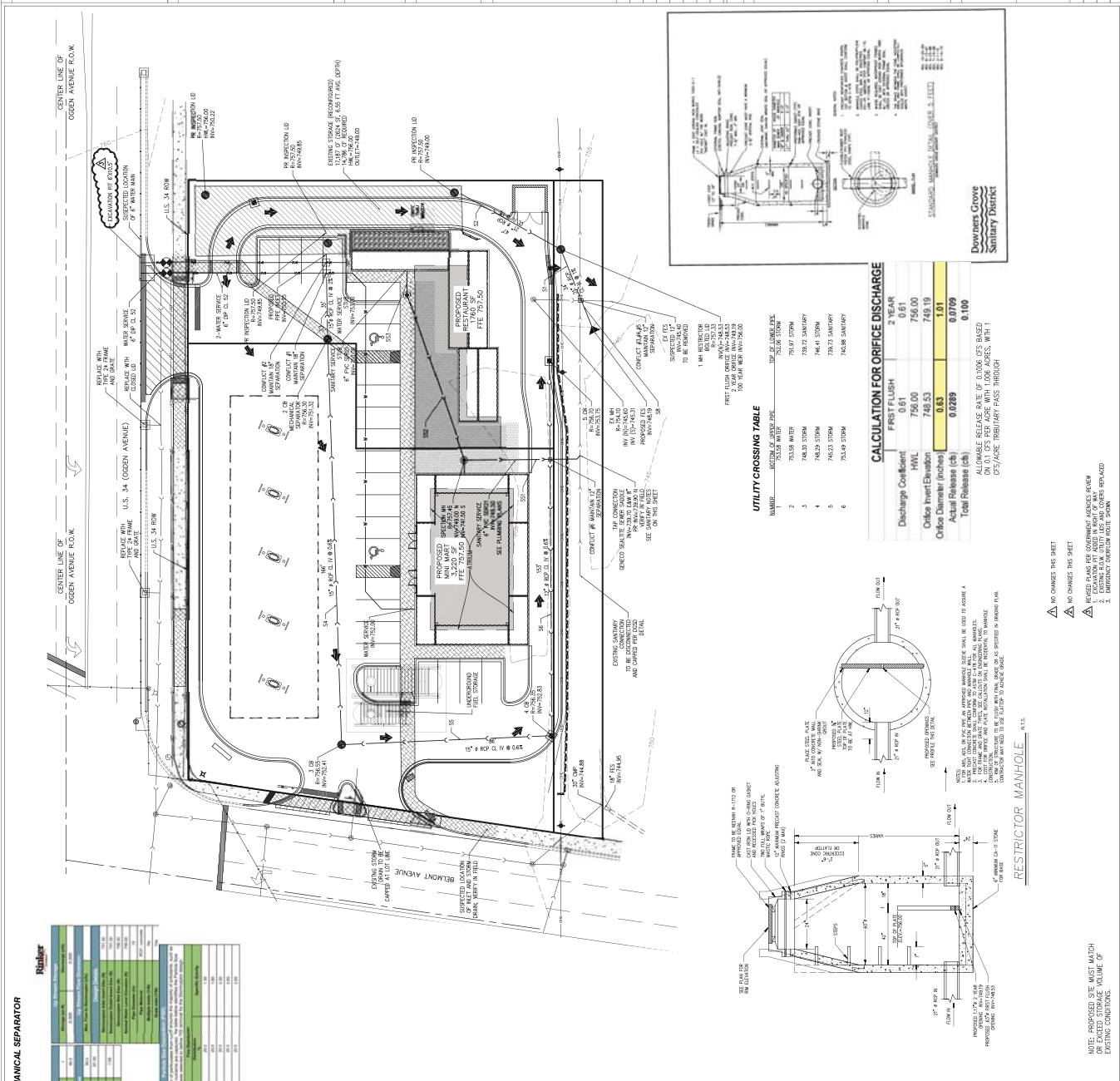
(1" = 20')

Project No. 16-255

Drawn By TEP

Drawn By SGB

Checked By CM



MECHANICAL SEPARATOR

RESTRICTOR MANHOLE

NOTES:

1. ALL UTILITIES MUST BE LOCATED AND DEPT. OF PUBLIC WORKS SHALL BE NOTIFIED OF ANY CHANGES TO THE EXISTING UTILITIES.

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EXISTING

PERVIOUS	AREA (SQ. FT.)	AREA (ACRES)	C
Pervious	6044.75	0.135	0.45
Pavement	35491.58	0.815	0.05
Impervious	39536.33	0.915	0.05
Total Impervious	37002.75	0.867	0.05
Total Lot	43020.70	1.006	0.83

PROPOSED

PERVIOUS	AREA (SQ. FT.)	AREA (ACRES)	C
Pervious	6060.51	0.133	0.45
Pavement	35829.19	0.821	0.05
Impervious	39536.33	0.915	0.05
Total Impervious	37760.52	0.867	0.05
Total Lot	43020.70	1.006	0.83

DETENTION FACILITY WORKSHEET

C.M. Lavoie & Associates, Inc.

PROJECT NO. 16-255

DATE: 10-26-17

JOB NO. 16-255

DEVELOPER	RANOFF	COEFFICIENT	C	C.V.A.
PERVIOUS AREA =	0.14	0.05	0.06	0.06
IMPERVIOUS AREA =	0.00	0.00	1.00	0.00
TOTAL AREA =	1.01	0.04	0.04	0.04

RELEASE RATE	Q (CFS)	Q (MGD)
Q = 0.101 CFS	0.101	0.001

STORAGE VOLUME DETERMINATION	STORAGE VOLUME
STORAGE VOLUME = 1.01 CFS	1.01 CFS

STORAGE VOLUME DETERMINATION	STORAGE VOLUME
STORAGE VOLUME = 1.01 CFS	1.01 CFS

CIVIL ENGINEER



ARCHITECT



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SUITE 100
MUNDOGA, IL 60447

MECHANICAL ENGINEER

US & ASSOCIATES, INC.

PROJECT

NO. ISSUES & REVISIONS

DATE

PER GOVERNMENT AGENCIES REVIEW

PER VILLAGE REVIEW

ISSUED FOR PLANNING & ZONING REVIEW

ISSUED FOR 50% PROGRESS SET

PROJECT

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PER GOVERNMENT AGENCIES REVIEW

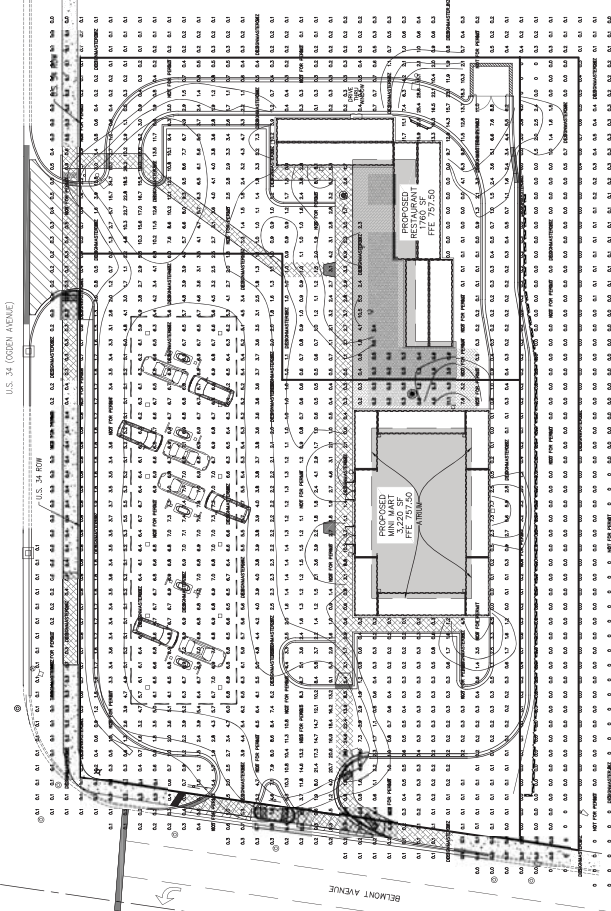
PER VILLAGE REVIEW

ISSUED FOR PLANNING & ZONING REVIEW

ISSUED FOR 50% PROGRESS SET

PROJECT

NO. ISSUES & REVISIONS



LUMINAIRE SCHEDULE				
NOT FOR PRODUCTION	SYMBOL	LAMP	DESCRIPTION	MODEL
Canopy		(1) 32 LED	LRC CANOPY LUMINAIRE, MOUNTED UNDER CANOPY	EXATON - DESIGN LIGHTING (FORMER COOPER)
Post Light		(2) 12000K CCT, 70 CRI LED	EPIC MODERN MEDIUM DECORATIVE LED LUMINAIRE, LIGHTBARS WITH ASSAILED LENS, MOUNT AT 16 FT. MAXIMUM	EXATON - INMAE (FORMER COOPER)
Wall mount		(4) 4000K CCT, 80 CRI LED	WAL-PAK LED WITH BOROSILICATE GLASS LENS, MOUNT 8 FT. OR AS PER ARCHITECTURAL PLANS	EXATON - STREETWORKS (FORMER COOPER)

PowerMart Downers Grove

REVIEW PLANS FOR 007 REVIEW
L. S.S. 34 AND E.C.W. LARSEN ADD

Project No.	16-255	Drawing	C 9.0
Drawn By	TEP	Drawn By	SKB
Checked By	SKB	Checked By	CM

CIVIL ENGINEER



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MIDGROVE, IL 60447

MECHANICAL ENGINEER

US & ASSOCIATES, INC.
1000 N. LAKE STREET
MIDGROVE, IL 60447

PROJECT

NEW CONSTRUCTION

CONVENIENCE STORE & RESTAURANT

POWER MART

2125 OGDEN AVE.

DOWNERS GROVE, IL 60515

Drawing Title

17005_BAISE.DWG

Project No.

6-255

Drawn By

TJP

Checked By

CM

Stacking Exhibit

of

17005_BAISE.DWG

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GRAPHIC SCALE (IN FEET)

(1" = 20')

20 0 10 20 40

north arrow

Project No.

6-255

Drawn By

TJP

Checked By

CM

Stacking Exhibit

of

17005_BAISE.DWG

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north arrow

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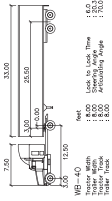
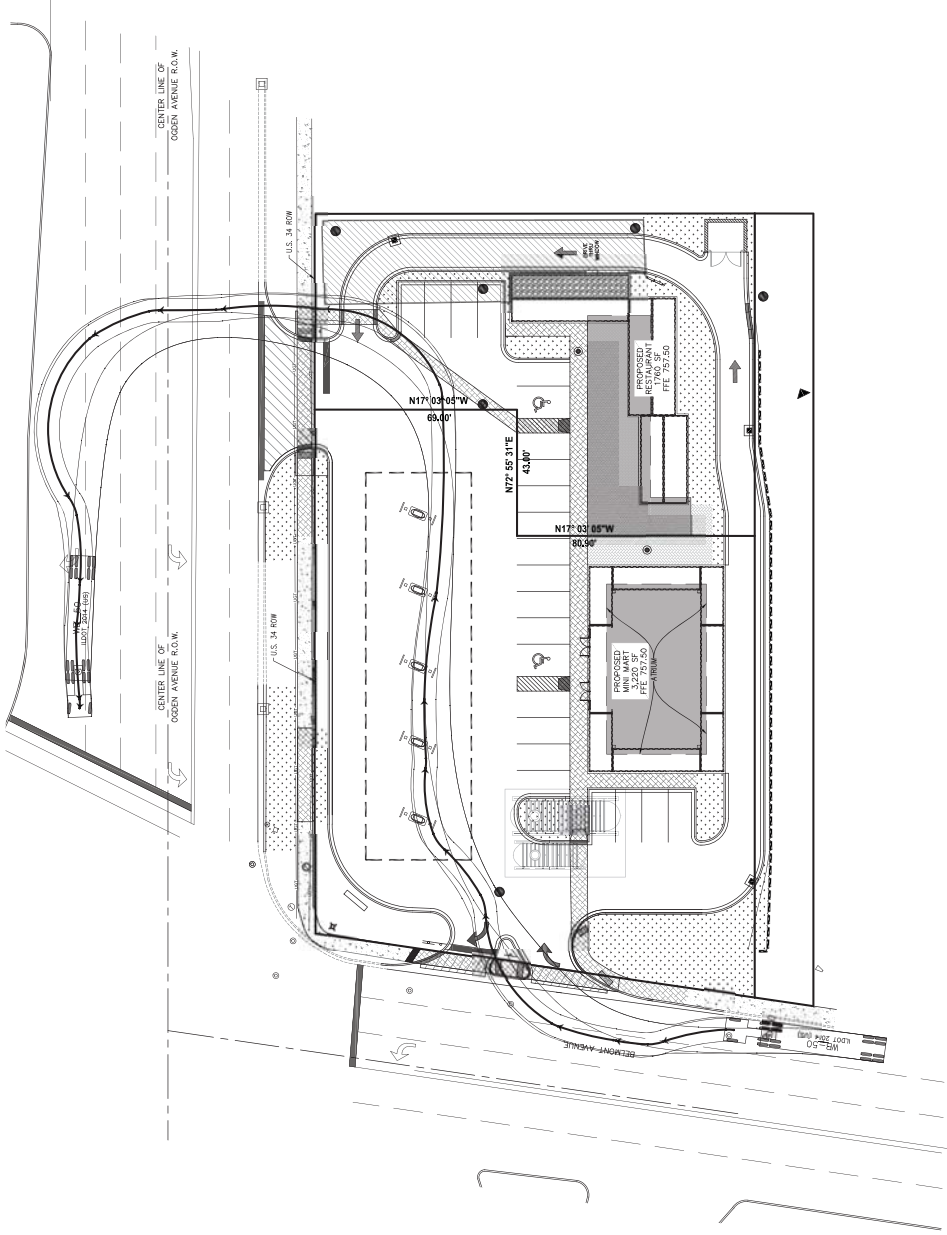
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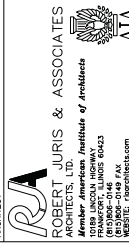
73

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CIVIL ENGINEER



ARCHITECT



ROBERT JURIS & ASSOCIATES
ARCHITECTS, LTD.
Member American Institute of Architects
10189 LINCOLN HIGHWAY
PRAIRIE RIDGE, ILLINOIS 60546
(815) 234-6505

ROBERT L. JURIS, AIA, LEED AP
Principal
WEBSITE: prarchitects.com
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PRAIRIE RIDGE, ILLINOIS 60546

MECHANICAL ENGINEER
US & ASSOCIATES, INC.
10189 LINCOLN HIGHWAY
PRAIRIE RIDGE, ILLINOIS 60546

PROJECT
NEW CONSTRUCTION
CONVENIENCE STORE & RESTAURANT
POWER MART
2125 OGDEN AVE
DOWNERS GROVE, IL 60515

PROJECT
NEW CONSTRUCTION
CONVENIENCE STORE & RESTAURANT
POWER MART
2125 OGDEN AVE
DOWNERS GROVE, IL 60515

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PROJECT
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CONVENIENCE STORE & RESTAURANT
POWER MART
2125 OGDEN AVE
DOWNERS GROVE, IL 60515

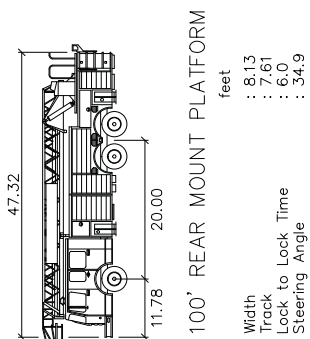
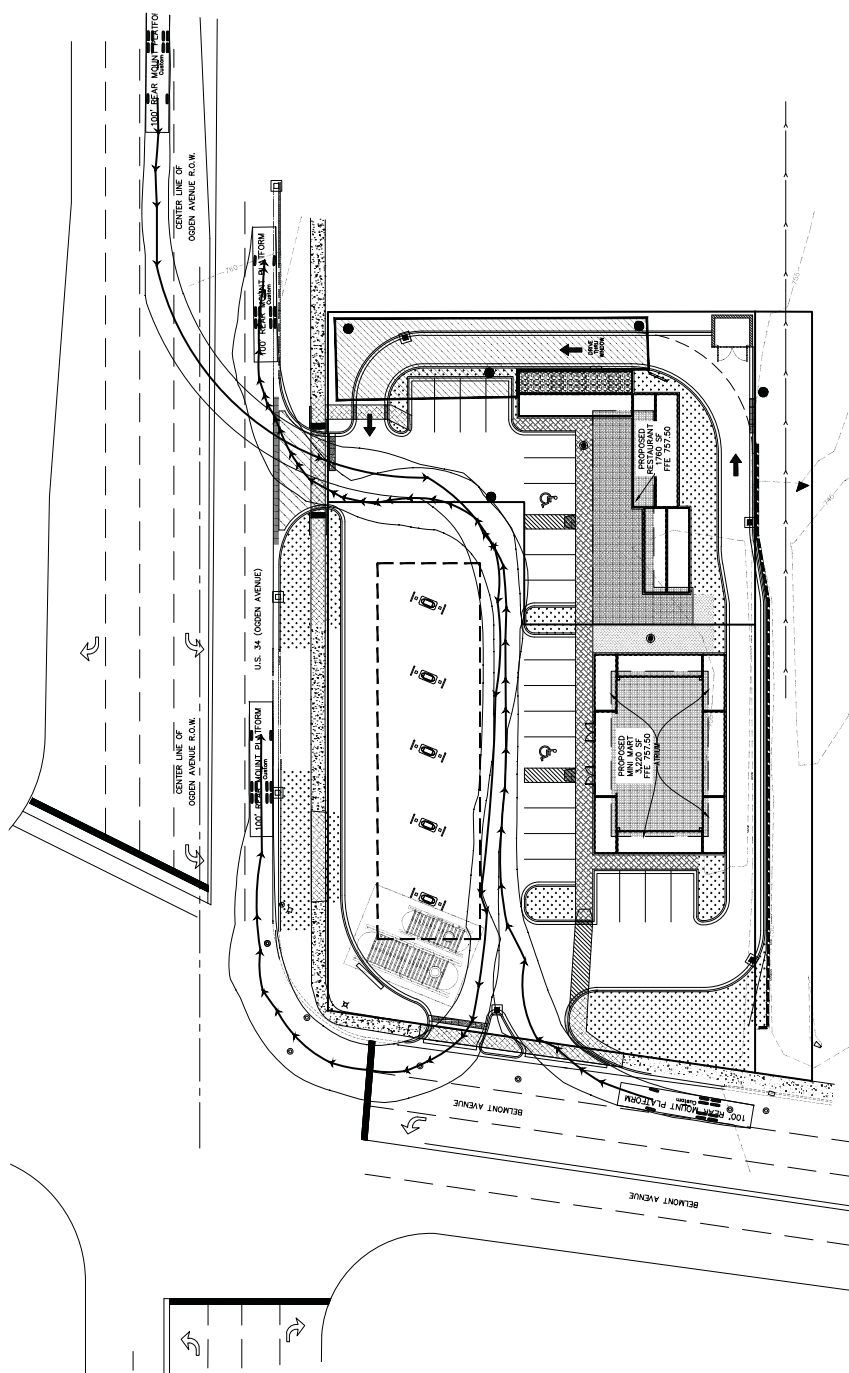
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NEW CONSTRUCTION
CONVENIENCE STORE & RESTAURANT
POWER MART
2125 OGDEN AVE
DOWNERS GROVE, IL 60515

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DOWNERS GROVE, IL 60515



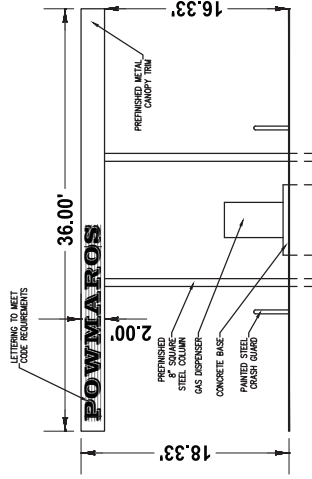
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ILLINOIS PROFESSIONAL ENGINEER NO. 0062-049582
Expires 12/31/2017

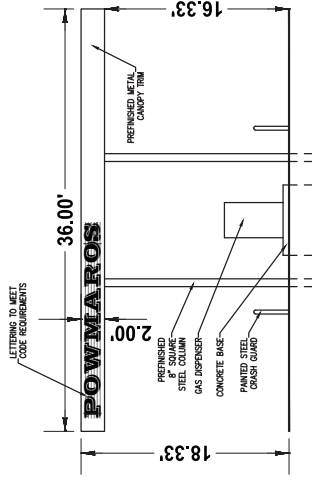


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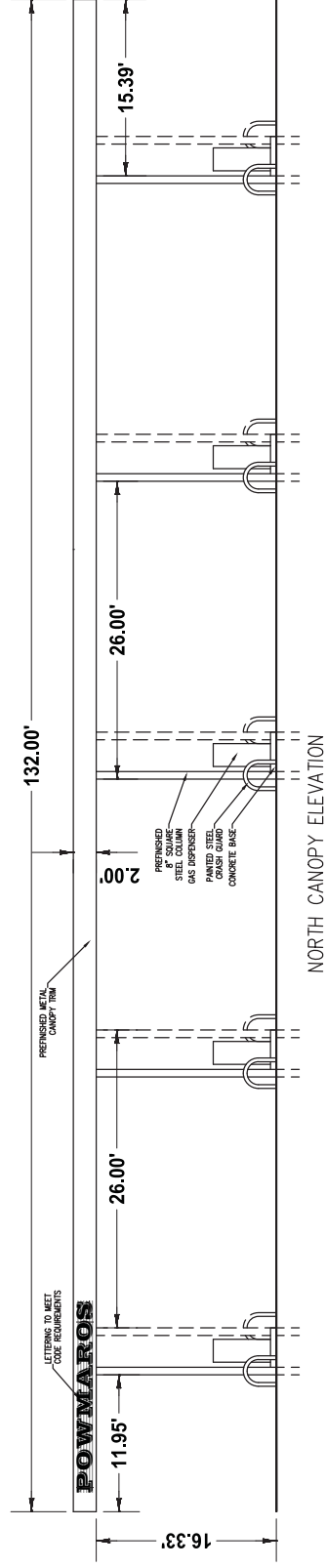
PROJECT NO. 16-255
DRAWING NO. AUTOTURN EXHIBIT
DRAWN BY SJS
CHECKED BY CME



EAST CANOPY ELEVATION



WEST CANOPY ELEVATION



NORTH CANOPY ELEVATION

DOWNS GROVE POWER MART

2128 DOWNS AVENUE
DOWNS GROVE, ILL. 60131

CANOPY ELEVATION

DRAWN BY: TEP CHECKED BY: CML

SCALE: 1" = 8'

DATE: 05-10-2017

SHEET: EXHIBIT

19-000

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Consulting Civil Engineering

Land Planning & Surveying

Professional Illinois 06044

Professional Illinois 06044

Professional Illinois 06044

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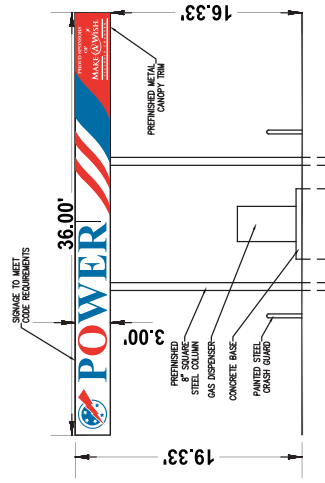
Professional Illinois 06044

CML

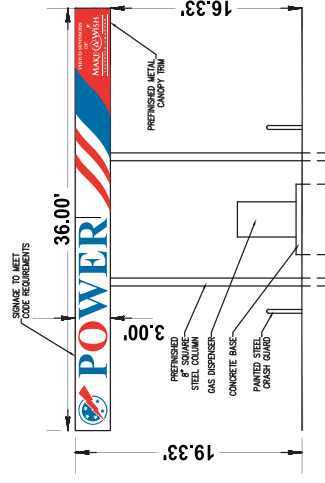
C.M. Lavoie

ASSOCIATES, INC.

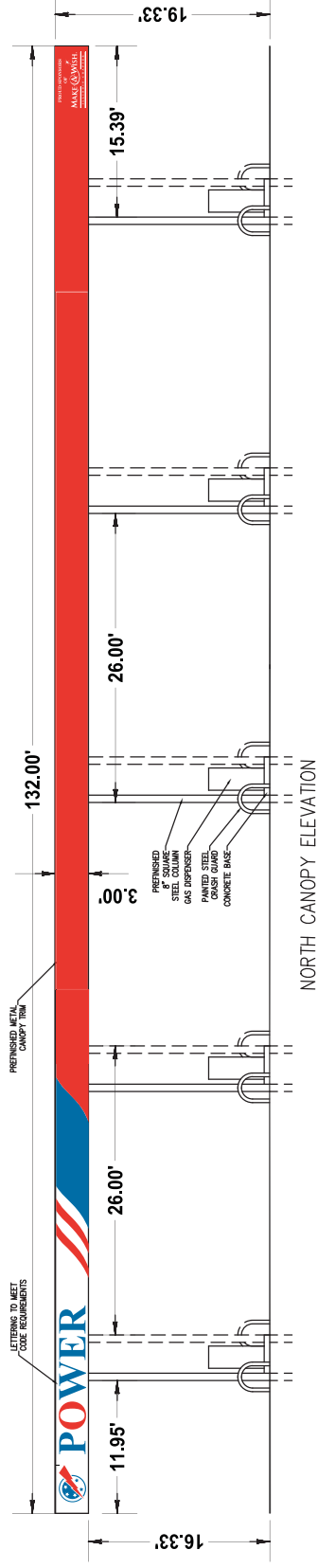
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EAST CANOPY ELEVATION



WEST CANOPY ELEVATION



NORTH CANOPY ELEVATION

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DOWNERS GROVE POWER MART

2128 OGDEN AVENUE
DOWNERS GROVE, IL 60015

CANOPY ELEVATION

DRAWN BY: TEP
CHECKED BY: CML

SCALE: 1" = 9'	DATE: 02-10-2017
JOB NUMBER: 19099	SHEET: EXHIBIT
Consulting Civil Engineering Land Planning & Survey 1850 East Route 126 Plainfield, Illinois 60544 Tel: 815-436-5188 Fax: 815-436-5188	<p>DATE: 02/10/2017 BY: TEP FOR: CML</p> <p>DATE: 02/10/2017 BY: TEP FOR: CML</p> <p>DATE: 02/10/2017 BY: TEP FOR: CML</p>

C.M. Lawrie & Associates, Inc.

CIVIL ENGINEER

CM

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LAVOIE & ASSOCIATES
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1447 Fleming Road, Springfield
Springfield, Illinois 62744
(313) 334-0505

ARCHITECT

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ILL. LICENSE NUMBER: 007-010993

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9	ISSUED FOR PLANNING 1	ZONING REVIEW	04/01/2017
9	ISSUED FOR PLANNING 1	ZONING REVIEW	08/25/2017
2	ISSUED FOR PLANNING 1	ZONING REVIEW	07/26/2017
1	ISSUED FOR 50% PROGRESS SET		07/24/2017
No.	Issued & Revisions	Date	
Project	NEW CONSTRUCTION CONVENIENCE STORE & RESTAURANT 2125 OGDEN AVE. DOWNERS GROVE, IL 60515		

Drawing Title: 17055_RACE.DWG

EXTERIOR RENDERINGS
CONVENIENCE STORE

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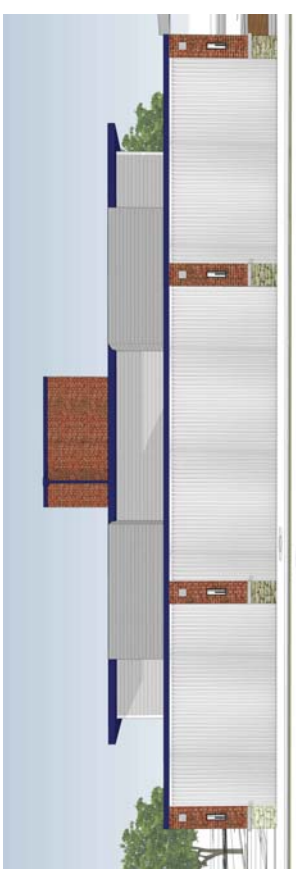
GRAPHIC SCALE 1" = 10'-0"

Project No. 17045
Drawn By EJP
Checked By RJL

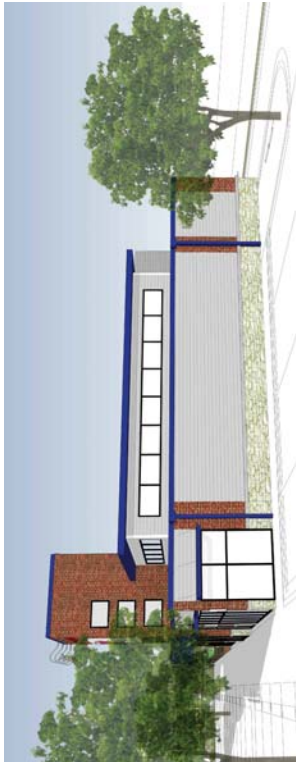
SP-1
of ONE



FRONT ENTRANCE - NORTH FACADE



SOUTH FACADE

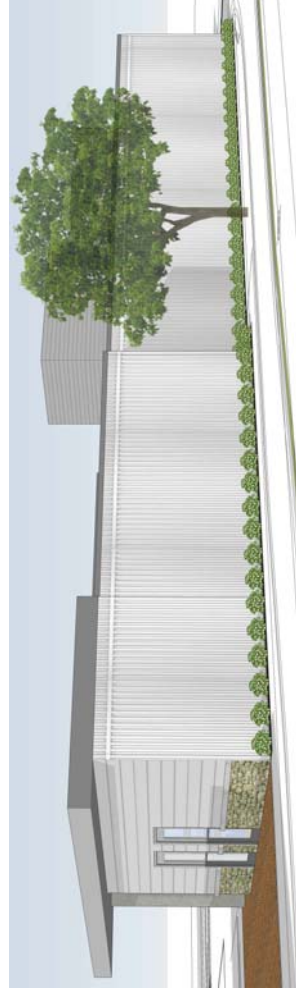


WEST FACADE

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SIGNATURE



SOUTH FACADE

XXXXXX/XXXX/XXXX



EXPIRES 11/30/2018

SIGNATURE

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Plainfield, Illinois 60544
(815) 234-0303

1030 West Avenue 120
Plainfield, Illinois 60544

101

ARCHITECT



ROBERT JURIS & ASSOCIATES

ARCHITECTS, LTD.
Member American Institute of Architects



10189 LINCOLN HIGHWAY
FRANKFORT, ILLINOIS 60423

(815) 506-0146

(815) 806-0149 FAX
WEBSITE: rjarchitects.com

ROBERT I. LIPKIS AIA NCARB

ROBERT L. JORDIS, JIA, NAKA
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PROFESSIONAL DESIGN FIRM

STATE OF ILLINOIS CORPORA

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No.	Issues & Revisions	Date
9	ISSUED FOR PLANNING & ZONING REVIEW	09/16/2017
9	ISSUED FOR PLANNING & ZONING REVIEW	09/25/2017
2	ISSUED FOR PLANNING & ZONING REVIEW	07/28/2017
1	ISSUED FOR 50% PROGRESS SET	07/24/2017

NEW CONSTRUCTION
**CONVENIENCE STORE &
RESTAURANT**

2125 OGDEN AVE.
DOWNERS GROVE, IL 60511

2125 OGDEN AVE.
DOWNERS GROVE, IL 60511

DOWNERS GROVE, IL 60511

Drawing Title	17065 BASE.DWG
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EXTERIOR RENDERINGS RESTAURANT

RESTAURANT

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Project No.	17065
Description of	

Project No.	005
Drawing	

Drawn By	BSP
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Drawn By	JRM
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Drawing
SP-2

of ONE



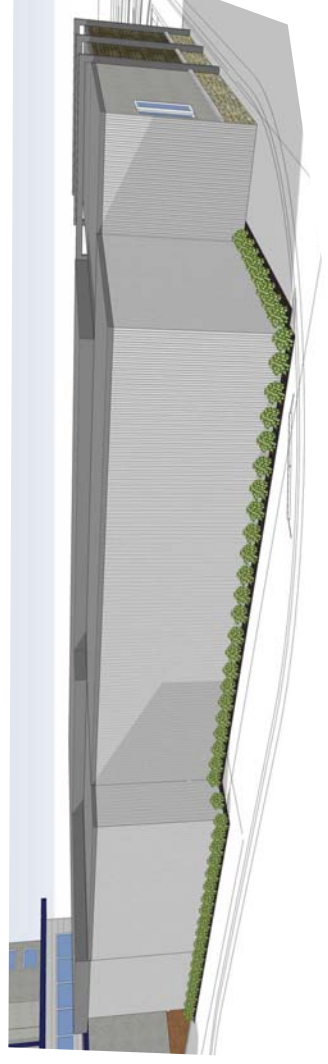
POWER MART DOWNERS GROVE CONVENIENCE STORE



CM CM
LAVOIE
& Associates
Consulting Civil Engineering
and Planning / Land Use Planning
1100 North State St.
Downers Grove, IL 60130
Phone: (630) 344-6800

RA
ROBERT JURIS & ASSOCIATES
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1000 N. WILSON ROAD
DOWNERS GROVE, IL 60130
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FAX: (630) 344-6800
WEBSITE: www.rjarchitects.com





OF
PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11 EAST, OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY,
ILLINOIS.

PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11 EAST, OF THE 3RD PRINCIPAL MERIDIAN, DUPAGE COUNTY,
ILLINOIS

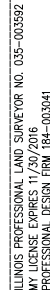
STATE OF ILLINOIS)
COUNTY OF DUPAGE) ss

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE _____ DAY OF _____ A.D. 2017, AT _____ O'CLOCK _____ M. AS DOCUMENT NUMBER _____

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

_____, KEITH E. BOLLINGER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-003592, HEREBY AUTHORIZE _____ AND/OR ITS DESIGNATED AGENTS TO RECORD THIS PLAT VACATION WITH THE OFFICE OF THE COUPOUGE COUNTY RECORDER OR DEEDS.

GIVEN UNDER MY HAND AND SEAL AT PLAINFIELD, ILLINOIS, THIS _____ DAY OF _____, 2017.



STATE OF ILLINOIS)
) ss.
COUNTY OF DUPAGE)

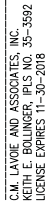
APPROVED BY THE VILLAGE OF DOWNERS VILLAGE BOARD, THIS _____ DAY OF _____
A.D. 2017.

MILAGE CIERK



WE, C.M. LAVOIE AND ASSOCIATES, INC., ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003041, HEREBY CERTIFY THAT THE PLAT VACATION DRAWN HEREON AND THE SURVEY THAT IT REPRESENTS, WERE PREPARED AND PERFORMED BY US, AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

DATED AT PLAINFIELD, ILLINOIS THIS 15TH DAY OF SEPTEMBER, 2017.



LEGAL DESCRIPTION

THAT PART OF THE EAST-WEST ALLEY LYING SOUTH OF AND CONTIGUOUS TO LOTS 4 THROUGH 8, INCLUSIVE, IN BLOCK 13 IN SECTION 1, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND SECTION 38 IN SECTION 1, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND SECTION 6, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 18, 1927 AS DOCUMENT 255837 IN DUPAGE COUNTY, ILLINOIS.

BELMONT AVE
DOWNERS GROVE IL 60515

(IN FEET)
1 inch = 30 ft.

1. DIMENSIONS SHOWN THUS: 50.25' ARE FEET AND DECIMAL PARTS THEREOF. ANGULAR DATA SHOWN THUS: 90°00'00" INDICATES DEGREES, MINUTES AND SECONDS.

2. NORTH ARROW AND BEARINGS BASED ON THE LLUNDS STATE PLANNING COORDINATE SYSTEM, ZONE EAST NAD83 , 2011 ADJUSTMENT.
3. IMPROVEMENT LOCATIONS ARE BASED ON A FIELD SURVEY BY BUREAU OF PUBLIC WORKS, INC. ON 2/23/17.
4. COMPARE YOUR POINTS BEFORE USING SAME AND REPORT ANY DIFFERENCES.
5. CHECK LEGAL DESCRIPTION WITH DEED OR TITLE POLICY AND REPORT ANY DISCREPANCY IMMEDIATELY. BUILDING LINES AND EASEMENTS, IF ANY, SHOWN HEREON ARE AS SHOWN ON THE RECORDED SURVEY(S) OR AS INDICATED.

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 AT&T TELEHOLDINGS INCORPORATED, ILLINOIS A.K.A.
ILLINOIS RETL TELEPHONE COMPANY GRANTEEES

[illegible]

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, 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 ONE OR MORE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH OTHERWISE DESIGNATED ON THE PLAT BY ITEMS 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 FINISHES, EXTERIOR FINISHES, OR OTHER FINISHES, INCLUDING BUT NOT LIMITED TO, PAVING, PAINTING, FINISHING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST

THE UNDERSIGNED OWNER HEREBY DECLARES THAT THE REAL PROPERTY DESCRIBED IN AND DEPICTED ON THIS PLAN OF SUBDIVISION SHALL BE HELD, TRANSFERRED, SOLD, CONVEYED AND OCCUPIED SUBJECT TO THE FOLLOWING COVENANTS AND RESTRICTIONS:

- [illegible]

2125 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS

PLAT OF VACATION

DRAWN BY: KB	CHECKED BY: TFF
SCALE: 1"=30'	DATE: 9/18/2017

JOB NUMBER: SHEET: 1 OF 1

ulting Civil Engineering

Planning & Surveying

1050 W. Route 126
Plainfield, Illinois 60544

voice 815-254-0505

fax 815-436-5158

C.M. Lavoie
Associates Inc.



September 20, 2017

Village of Downers Grove
301 Belmont Avenue
Downers Grove, IL 60515

RE: 2125 Ogden Avenue
Downers Grove

Please be advised that I have reviewed the information received from C.M. Lavoie and Associates, I by certified mail dated September 15, 2017. Based on the information received, I have no objection the PowerMart Real Estate Corporation acquiring the alley from the village of Downers Grove, descri in the information received.

If you have any questions, you may contact me at:

Print: Frank Roti

Sign: Frank Roti

Address: 4400 Pershing Ave

Phone: 630 241-1387

Downers Grove, IL 60515

Regards

Sam Odeh, Owner
PowerMart Corporation
Lake Street
Elmhurst, IL

Attachment: Site development and alley vacation

William Benda
2815 Centre Circle
Downers Grove, IL 60515

September 29, 2017

Tim Parmenter
C.M. Lavoie and Associates, Inc.
1050 West Route 126
Plainfield, IL 60544

RE: Correspondence regarding 2125 Ogden Avenue, Downers Grove

Tim,

I am the owner of record for 4400 S. Pershing Avenue, Apt. 1, Downers Grove, IL. Please take this as formal notice to modify your records for further correspondence. Notice should be forwarded to my office stated above. As the notice went to the wrong party I am just receiving this now.

I have several comments which may be potential objections. The plan copy sent is basically unreadable. You state this may affect our property rights, if so this is an issue and would be objectionable to me. There is not enough information for counsel to determine any impact to property rights.

If you should have any questions, I can be reached anytime at 800-204-7502.

Sincerely,



William Benda

WB/kk

cc: Rebecca Leitschuh
Swati Pandey
Downers Grove Community Development

DISCLAIMER STATEMENT

This appraisal report was prepared for the use and benefit of Power Mart Real Estate Corp (PMRE) (Argianas' client and the primary intended user). C.M. Lavoie & Associates is named as an additional intended user. The report is based in part upon documents, writing and information, analyses, conclusions, statements, and the appraised values contained within the report are confidential.

This report is provided for information purposes only to third parties authorized to receive it. This report should not be used for any purpose other than to understand the information available to Power Mart Real Estate Corp (PMRE) and C.M. Lavoie & Associates concerning the property.

REAL ESTATE APPRAISAL

**ASSUMED VACATED ALLEY
(PUBLIC UTILITY EASEMENT)
EAST SIDE OF BELMONT ROAD, SOUTH OF OGDEN AVENUE
DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS 60515**

**VALUATION IN COMPLIANCE
WITH USPAP STANDARDS**

DATE OF REPORT: AUGUST 17, 2017

VALUATION DATE: AUGUST 17, 2017

PROPERTY TYPE: 26

ARGIANAS 08-352-17

**APPRAISED BY
ARGIANAS & ASSOCIATES, INC.
5509 BELMONT ROAD, SUITE B
DOWNERS GROVE, ILLINOIS 60515**

**CLIENT:
POWER MART REAL ESTATE CORP. (PMRE)
ATTN: SAM ODEH, CHIEF EXECUTIVE OFFICER
2125 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515**

August 17, 2017

Sam Odeh, Chief Executive Officer
Power Mart Real Estate Corp. (PMRE)
2125 Ogden Avenue
Downers Grove, Illinois 60515

Re: Assumed Vacated Alley (Public Utility Easement)
Belmont Road, south of Ogden Avenue
Downers Grove, DuPage County, Illinois 60515

Dear Mr. Odeh:

At your request, we have inspected and appraised the captioned property, which consists of an approximately 20' x 267' (5,375 SF) assumed vacated alley (public utility easement).

Purpose of the Appraisal

The purpose of this appraisal is to express our opinion of the property's market value in fee simple (real estate only) subject to the definitions, assumptions, limiting conditions and certifications herein. The property was inspected on August 17, 2017 (effective value date).

Client, Intended User & Use of the Appraisal

This appraisal is to be used by Power Mart Real Estate Corp. (PMRE) (Argianas' client/ the primary intended user) and C.M. Lavoie & Associates (as an additional intended user) to establish an estimate of the property's market value (real estate only) for internal decision making purposes. Its use for any other purpose or valuation date is unauthorized. Neither the report nor its contents, nor any reference to our firm, may be included or quoted in any offering circular or registration statement, sales brochure, prospectus, or other agreement or document without our prior written consent © *Copyright 2017 Argianas & Associates, Inc.*

No purchaser of the property, borrower, seller or any party not identified as an intended user should use or rely on this appraisal for any purpose. Such parties are advised to obtain an appraisal from an appraiser of their own choosing if they require an appraisal for their own use. This appraisal report should not serve as a basis for any property purchase.

Appraisal Compliance

This appraisal complies with the Uniform Standards of Professional Appraisal Practice.

Environmental Disclaimer

We reserve the right to amend our findings if problematic environmental or legal issues should be discovered.

Extraordinary Assumptions

Our findings were predicated upon the following extraordinary assumptions and are subject to revision if these limitations are not fully satisfied.

- We assumed the property is currently a vacated alley; &
- The property (5,375 SF) will be subdivided and given an individual PIN number.

We reserve the right to revise our findings if the reader rejects these limitations.

Value Conclusion

We conclude the subject's market value as follows:

MARKET VALUE	
Effective Value Date:	August 17, 2017
Market Value In Fee Simple:	\$5,000

A copy of this report and the field data supporting it will remain in our files for review upon request.

Very truly yours,

ARGIANAS & ASSOCIATES, INC.



Charles G. Argianas, MAI
President & Chief Appraiser
Certified General Real Estate Appraiser
Illinois License # 553.000164
License Expires September 30, 2017

CERTIFICATION

I certify that to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice (USPAP).
- I have made an inspection of the property that is the subject of this report.
- Unless otherwise stated, no one provided significant real property appraisal assistance to the person signing this certification.
- The reported analyses, opinions, and conclusions in this report have been prepared in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of issuance of this appraisal, I have completed the continuing education program of the Appraisal Institute.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three year period immediately preceding acceptance of this assignment.



Charles G. Argianas
Certified General Real Estate Appraiser
Illinois License # 553.000164
License Expires September 30, 2017

CERTIFICATION

I certify that to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
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- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, I have completed the Standards and Ethics Education Requirement of the Appraisal Institute.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three year period immediately preceding acceptance of this assignment.



Michael P. Roth
Certified General Real Estate Appraiser
Illinois License # 553.002181
License Expires September 30, 2017

CONCLUSIONS

Client of Record:	Power Mart Real Estate Corp. (PMRE)
Property Type :	Assumed Vacated Alley (Public Utility Easement)
Location:	East side of Belmont Road, south of Ogden Avenue, Downers Grove, DuPage County, Illinois
Property Rights Appraised:	Fee Simple
Purpose:	To establish the property's market value (real estate only) for internal decision making purposes
Appraisal Compliance:	USPAP Standards Rule 2-2(a)
Land Area:	±5,375 SF or 0.12 acre
Personal Property:	None considered
Zoning:	None (vacated alley)
Flood Zone:	Flood Zone X, Areas of Minimal Flooding per FEMA Map 17043C 0803H, map dated December 16, 2004
Highest and Best Use:	
As vacant	To hold as vacant
Date of Inspection:	August 17, 2017
Effective Value Date:	August 17, 2017

MARKET VALUE	
Effective Value Date:	August 17, 2017
Market Value In Fee Simple:	\$5,000
Exposure & Marketing Periods:	12-months

The appraisers make no representations or warranties, either express or implied, that any of the exhibits are current, accurate, or complete with respect to the physical nature or condition of the property. Anyone who uses or relies upon any information in these exhibits does so at his own risk.

Neither the report nor its contents, nor any reference to our firm, may be included or quoted in any offering circular or registration statement, sales brochure, prospectus, or other agreement or document without our prior written consent.

AERIAL EXHIBIT



AERIAL VIEW

This aerial photograph is intended for illustrative purposes only and is not necessarily an actual depiction of property lines or of the subject's current site improvements



SUBJECT PROPERTY



SUBJECT PROPERTY



SUBJECT PROPERTY

TABLE OF CONTENTS

Cover Page	1
Letter of Transmittal	2
Certification	4
Conclusions	6
Subject Photographs.....	8
Table of Contents	10

Introduction

Identification of the Property	12
Legal Description.....	12
Purpose of the Appraisal	12
Property Interest Appraised	12
Inspection Date	12
Intended Use & User of the Appraisal.....	13
Environmental Issues	13
Scope of the Appraisal	13
Market Value Definition	15
Property History.....	15
Hypothetical Conditions	16
Extraordinary Assumptions	16
Exposure & Marketing Periods.....	16

Descriptive

Regional Analysis	17
Local Area.....	19
Site Data.....	22
Assessment and Taxes	26
Zoning	27
Highest and Best Use	28

Valuation

Appraisal Procedures	29
Sales Comparison Approach.....	30
Reconciliation	36

Addenda

Legal Description

Land Sale Data

Assumptions and Limiting Conditions

General Service Conditions

Qualifications and Licenses of the Appraisers

INTRODUCTION

IDENTIFICATION OF THE PROPERTY

The subject, an assumed vacated alley (public utility easement) is located along the east side of Belmont Road, south of Ogden Avenue, Downers Grove, DuPage County, Illinois.

LEGAL DESCRIPTION

A copy of the subject's legal description appears in the Addenda.

PURPOSE OF THE APPRAISAL

The purpose of this appraisal is to express our opinion of the property's market value in fee simple (real estate only), subject to the definitions, assumptions, limiting conditions and certifications herein.

PROPERTY INTEREST APPRAISED

The legal position appraised is the fee simple interest.

PROPERTY INTEREST DEFINITION

Fee Simple Estate is defined 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.

INSPECTION DATE

Charles Argianas & Michael Roth inspected the property on August 17, 2017 and the photographs were taken on that date. When the date of inspection differs from the effective date of appraised value, we have assumed no material change in the condition of the property unless otherwise noted.

EFFECTIVE VALUE DATE

Inspection Date:	August 17, 2017
------------------	-----------------

CLIENT, INTENDED USER AND INTENDED USE OF THE APPRAISAL

This appraisal is to be used by Power Mart Real Estate Corp. (PMRE) (Argianas' client/ the primary intended user) and C.M. Lavoie & Associates (as an additional intended user) to establish an estimate of the property's market value (real estate only) for internal decision making purposes. Its use for any other purpose or valuation date is unauthorized. Neither the report nor its contents, nor any reference to our firm, may be included or quoted in any offering circular or registration statement, sales brochure, prospectus, or other agreement or document without our prior written consent © *Copyright 2017 Argianas & Associates, Inc.*

ENVIRONMENTAL ISSUES

An environmental assessment exceeded the scope of services we were retained to provide. This appraisal assumes no environmental or contamination issues affect the subject property.

SCOPE OF THE APPRAISAL

For this appraisal, we:

- Analyzed regional, city, market area, site, and improvement data;
- Inspected the subject and market area;
- Reviewed data regarding real estate taxes, zoning, utilities, easements, and city services;
- Analyzed the highest and best use of the subject both as vacant and as improved, as applicable;
- Considered all three approaches to value (Cost, Sales Comparison, and Income Capitalization) and utilized those which were deemed appropriate;
- As a vacant land parcel, the only approach utilized is the Sales Comparison Approach;
- Considered vacant land sales in analyzing the subject;
- Confirmed data with reliable sources, public records, principals, managers, real estate agents and professionals;
- Analyzed the data to arrive at conclusions via each approach, as applicable;

- Reconciled the results of this analysis into a probable range of market data, and finally an estimate of market value for the subject, as defined herein; and
- Estimated reasonable exposure and marketing times associated with the value estimate.

Our conclusions reflect all known information about the property, market conditions and all available data.

SOURCE OF PROPERTY DATA

Property data provided to the appraiser is assumed accurate and Argianas & Associates assumes no responsibility for any incorrect, since updated, incomplete or falsified information. As part of the appraisal process we:

- Made, in writing, a formal, detailed request for all property data including a survey of the property that indicated total land and building size, building plans/floor plans/leasing plan drawings, as applicable;
- Were provided with a proposed Plat of Vacation and general property information (subject and surrounding properties), from Sam Odeh, CEO Power Buying Dealers USA Inc.
- Determined and confirmed the subject's zoning with the Downers Grove Zoning Department;
- Reviewed public record information as to land size, as available;
- Researched and chose to use the proposed Plat of Vacation for land size. We used our best judgment in determining total land size with the information provided and attained through our research; &
- Derived floodzone and wetland risks for the subject property based upon our research of FEMA and Wetland Mapper Maps.

In the event any information we were provided with proves incomplete or contrary to what actually exists, we reserve the right to amend our findings.

EXCLUSIONS FROM VALUE

Excluded from this appraisal are personal property, furniture fixtures and equipment, trade fixtures, intangibles and inventories that are not real property.

PROSPECTIVE INFORMATION

Any prospective information in the accompanying report, if applicable, was based on estimates and assumptions developed in connection with our appraisal research. Some assumptions inevitably may not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the projection period may vary from our

estimates and the variations may be material. We were not engaged to evaluate the effectiveness of management. We are not responsible for marketing efforts or management actions upon which actual results may depend.

MARKET VALUE DEFINITION

The following definition pertains to this report:

Market Value¹. The most probable price that a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. Buyer and seller are typically motivated;
2. Both parties are well-informed or well-advised, and acting in what they consider their best interests;
3. A reasonable time is allowed for exposure in the open market;
4. Payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and
5. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Market value is synonymous with the legal term fair market value and is equivalent to an as is value.

PROPERTY HISTORY

We requested property history information and documentation and utilized to the fullest extent all of the information available. We assume that the information provided accurately reflects the subject property's history; we reserve the right to amend this report at a later date in the event that there was any type of error or omission in the information provided to us.

According to the information provided by the DuPage County Recorder's office, the subject property has not sold or exchanged hands over the past three years.

¹ Federal Register, Volume 55, 12 C.F.R. Part 34.42(g), Page 34696, August 24, 1990, as amended at Federal Register, Volume 57 Page 12202, April 9, 1992, Federal Register, Volume 59 Page 29499, June 7, 1994.

HYPOTHETICAL CONDITIONS AND EXTRAORDINARY ASSUMPTIONS**Hypothetical Conditions**

These are defined as that which are contrary to what exists, but are supposed for the purpose of the analysis. Our appraisal was not prepared subject to hypothetical appraisal conditions.

Extraordinary Assumptions

These are defined as assumptions, directly related to a specific assignment, which, if found to be false, could alter the appraisers opinions or conclusions.

Our findings were predicated upon the following extraordinary assumptions and are subject to revision if these limitations are not fully satisfied.

- We assumed the property is currently a vacated alley; &
- The property (5,375 SF) will be subdivided and given an individual PIN number.

We reserve the right to revise our findings if the reader rejects these limitations.

EXPOSURE & MARKETING PERIODS

The Uniform Standards of Professional Appraisal Practice requires that value estimates be prepared assuming reasonable exposure and marketing times. Exposure time is defined as the estimated time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal. Marketing time is the anticipated time required to successfully market the property as of the effective value date.

Our findings were premised upon 12-month exposure and marketing times.

REGIONAL ANALYSIS

Area Overview

The metropolitan Chicago area is located in northeastern Illinois on the southwestern shore of Lake Michigan and encompasses 5,065 square miles.

Demographics and Housing

With a population of 9.8 million residents, metropolitan Chicago is the nation's third largest metropolitan area after Los Angeles and New York. Metro Chicago, which accounts for almost one-half of the population of Illinois and approximately 60% of employment.

Counties	Cook	DuPage	Lake	Kane	Will	McHenry	Kendall	Chicago MSA
Population								
2010 Census	5,194,675	916,924	703,462	515,269	677,560	308,760	114,736	9,633,519
2017 Census	5,313,828	940,072	709,599	541,814	697,215	311,424	123,322	9,847,060
2021-Projection	5,377,519	956,218	716,666	561,747	713,310	316,279	132,853	9,987,827
2010-2017 % Annual Change	0.32%	0.35%	0.12%	0.70%	0.40%	0.12%	0.99%	0.31%
2017 -2022 % Annual Change	0.24%	0.34%	0.20%	0.71%	0.45%	0.31%	1.43%	0.28%
Households								
2010 Census	1,966,356	337,132	241,712	170,479	225,256	109,199	38,022	3,542,265
2017 Census	2,014,981	345,039	246,031	177,964	231,372	110,891	40,724	3,623,989
2022-Projection	2,040,831	350,846	249,075	183,947	236,644	112,966	43,806	3,676,359
2010-2017 % Annual Change	0.34%	0.33%	0.25%	0.60%	0.38%	0.22%	0.95%	0.32%
2017-2022 % Annual Change	0.25%	0.33%	0.24%	0.65%	0.45%	0.37%	1.41%	0.28%
Income								
2017 Per Capita Income	\$33,208	\$41,995	\$42,770	\$32,877	\$33,714	\$35,648	\$34,451	\$34,093
2017 Median Household Income	\$57,978	\$83,599	\$85,415	\$75,476	\$81,279	\$80,275	\$87,551	\$64,165
2017 Average Household Income	\$86,287	\$113,107	\$121,505	\$98,764	\$100,522	\$99,567	\$104,139	\$91,360

Source: stdbonline.com

Unemployment

According to the Illinois Department of Employment Security, the State's jobless rate stood at 4.7% as of June 2017.

Conclusion

Illinois' current unemployment reflects prevailing patterns of the current national economic recession. Overall home prices and commercial service occupancy rates have been improving over the past several years. Illinois' outlook is promising; however, it will take years before demand catches back up to its pre-recession levels.

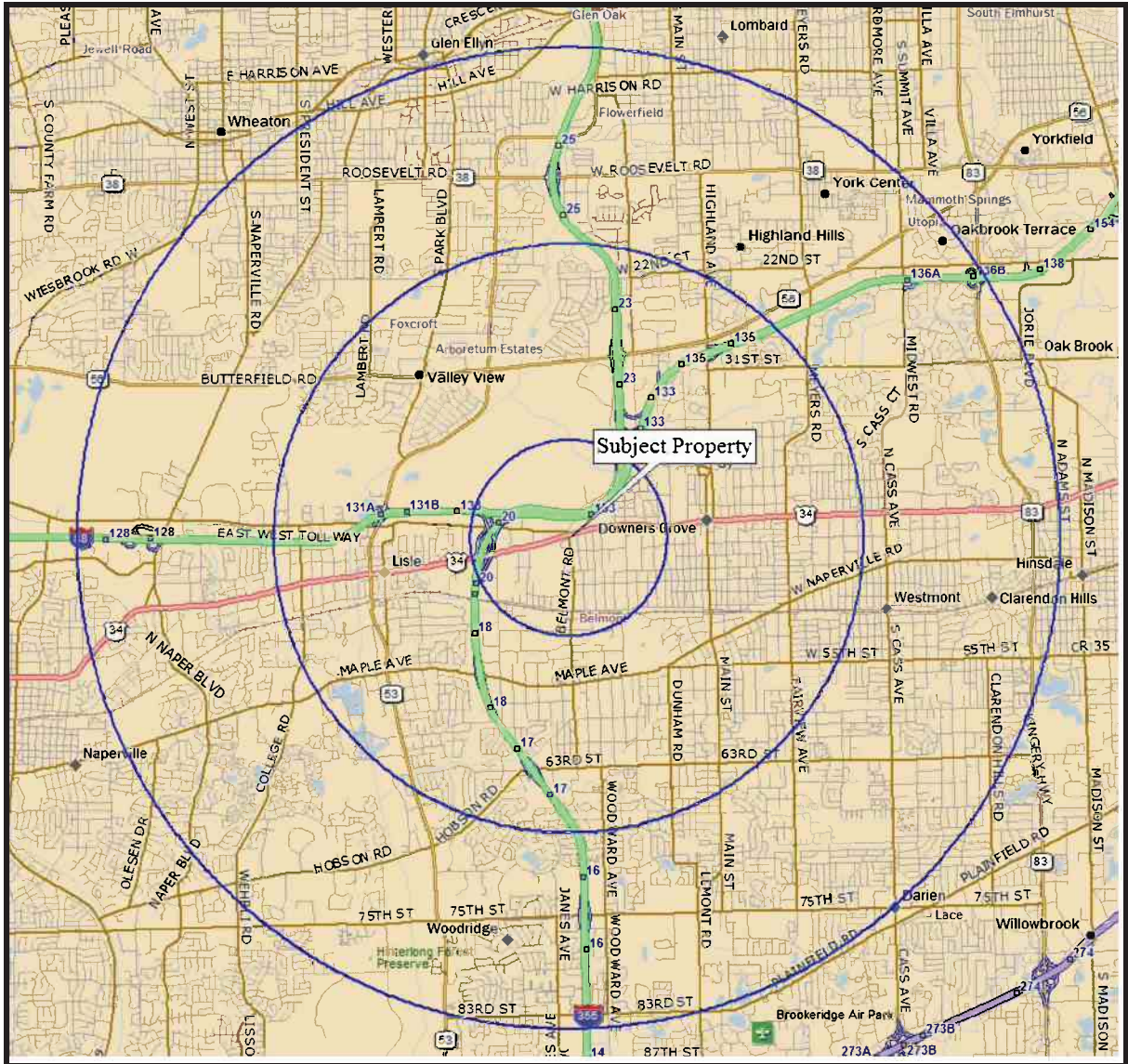
REGIONAL AREA



LOCAL AREA

The City of Downers Grove is located ± 25 miles southwest of Chicago's Central Business District.

DEMOGRAPHICS



The following table summarizes demographic information for the subject's 1, 3 and 5 mile radii:

AREA DEMOGRAPHICS

	RADII			CITY	COUNTY	MSA
	1 Mile	3 Miles	5 Miles	Downers Grove	DuPage	Chicago MSA
POPULATION						
2010	4,695	79,857	262,163	48,843	916,924	9,633,519
2017	4,781	82,023	268,621	49,990	940,072	9,847,060
2022	4,937	83,666	273,277	50,982	956,218	9,987,827
Annual Change %						
2010 - 2017	0.26%	0.38%	0.34%	0.33%	0.35%	0.31%
2017 - 2022	0.63%	0.39%	0.34%	0.39%	0.34%	0.28%
HOUSEHOLDS						
2010	1,802	32,667	104,312	19,551	337,132	3,542,265
2017	1,824	33,593	106,759	20,007	345,039	3,623,989
2022	1,890	34,273	108,580	20,395	350,846	3,676,359
Annual Change %						
2010 - 2017	0.17%	0.39%	0.33%	0.33%	0.33%	0.32%
2017 - 2022	0.70%	0.40%	0.34%	0.38%	0.33%	0.28%
Median Household Income	\$90,554	\$85,078	\$82,548	\$87,938	\$83,599	\$64,165
Average Household Income	\$116,098	\$111,823	\$112,614	\$116,264	\$113,107	\$91,360
Per Capita Income	\$45,768	\$46,410	\$45,185	\$46,494	\$41,995	\$34,093

Source: STDBonline.com

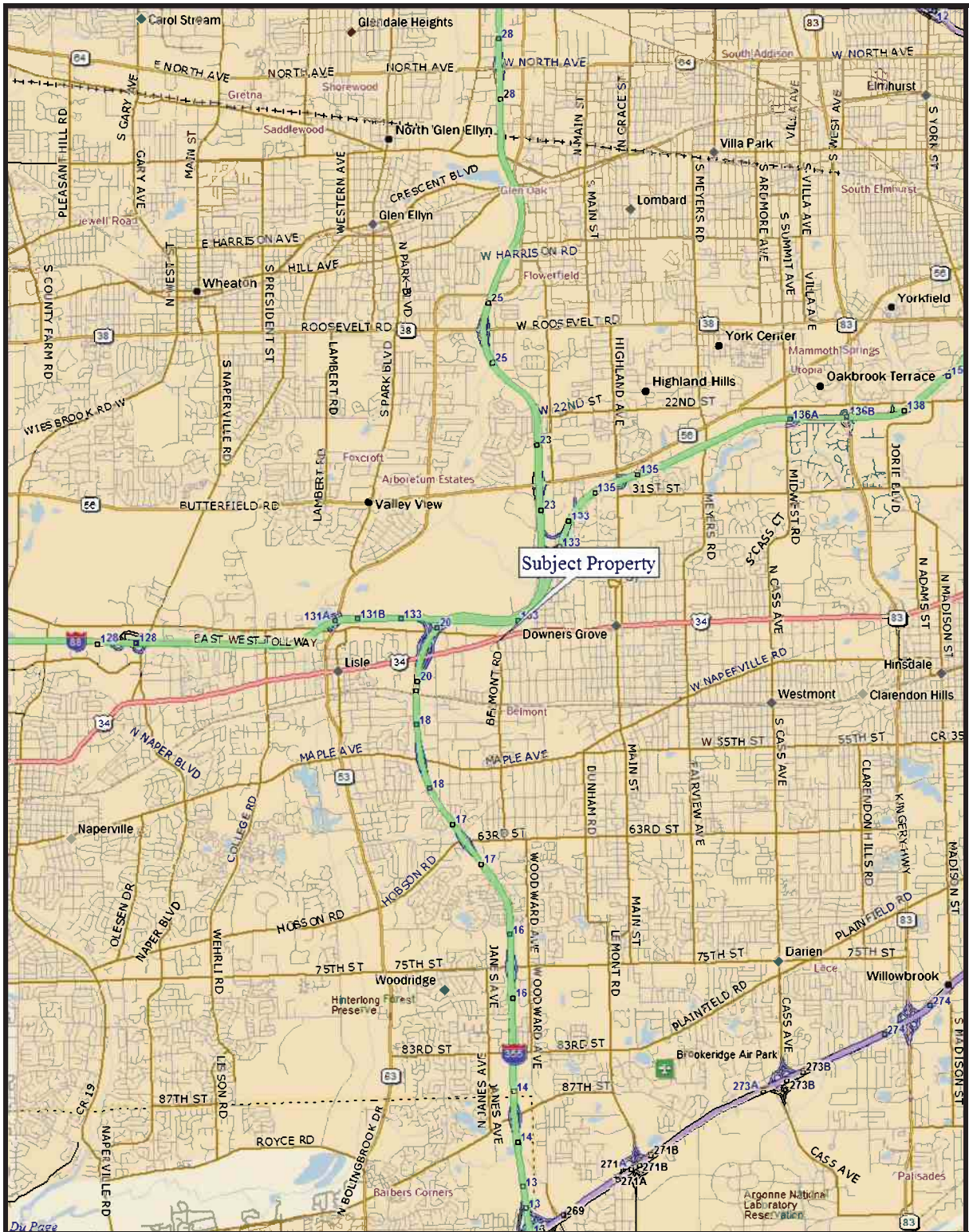
IMMEDIATE AREA

The appraisal property is located along the east side of Belmont Road, just south of Ogden Avenue. There is a former gas station to the north, vacant land and residential development to the south; residential to the east; and retail and multi-family residential to the west.

CONCLUSION

Community facilities, services, and amenities, including retailing, business services, public transportation, utilities, and telecommunication services, are adequate. The subject has adequate proximity to labor markets, commercial services, and regional arterial linkage.

LOCAL AREA



SITE DATA

Land Area:	±5,375 SF or 0.12 acre
Shape:	Irregular
Surrounding Uses:	Retail & residential
Prohibitive Easements, Encroachments, or Restrictions:	None noted
Ingress and Egress:	Access via Belmont Road
Topography and Drainage:	Generally level/ adequate
Soil and Subsoil Condition:	Assumed sound
Zoning:	None
Flood Zone:	Flood Zone X, Areas of Minimal Flooding per FEMA Map 17043C 0803H, map dated December 16, 2004
Relationship to Surroundings:	Compatible
Utilities:	Nearby

The site's characteristics are functional and marketable. Our findings are subject to revision should restrictive/private deed restrictions be discovered.

We were informed that the former gas station property to the immediate north had environmental issues. It is unsure if this condition plumed onto the subject property. The property to the immediate south contains wetlands, which suggests limited use for the appraisal property, due to runoff. These items were considered within our valuation.

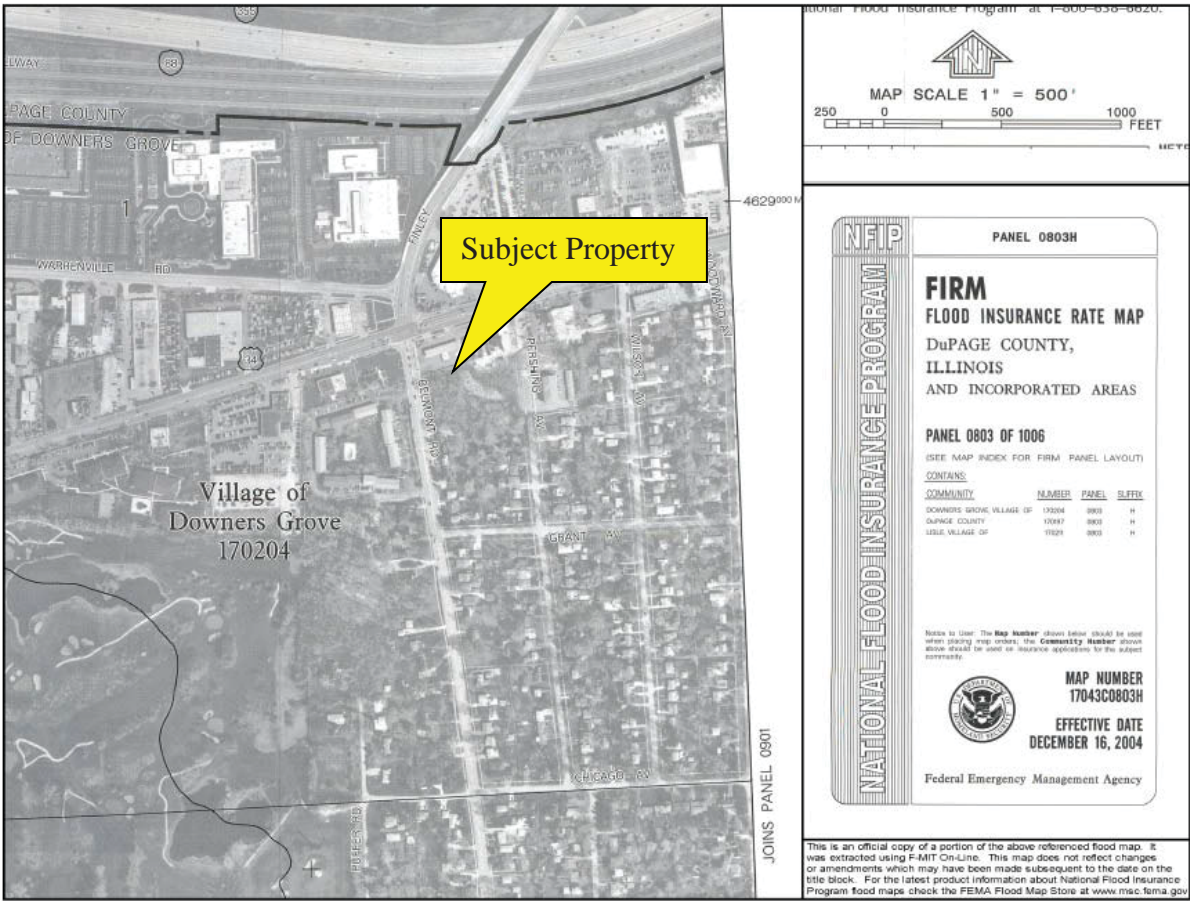
TAX MAP



Source: DuPage County GIS

Subject is outlined in yellow. This exhibit is intended for illustrative purposes only

FLOOD ZONE MAP



Source: fema.gov

WETLAND MAP



Source: National Wetland Mapper

ASSESSMENT AND TAXES

The property (a vacated alley) is owned by Village of Downers Grove a municipal corporation; the property is not assessed for real estate tax purposes.

ZONING

The site (a vacated alley) does not currently have an active zoning classification. The property to the north is Zoned B-3 while the property to the south is zoned as a planned residential development.

HIGHEST AND BEST USE

In developing a real estate appraisal, the land is valued as if vacant and available for development to its highest and best use. The value of the improvements is recognized based upon their actual contribution to the site.

The latest edition of *The Appraisal of Real Estate*, published by the Appraisal Institute, defines highest and best use as:

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value.²

Estimating highest and best use essentially involves four stages of analysis:

Legally Permissible Which use is permitted by zoning and deed restrictions on the site in question?

Physically Possible To which use is it physically possible to put the site in question?

Financially Feasible Which permissible and possible use will produce any net return to the owner of the site?

Maximally Productive Among the feasible uses, which use will produce the highest net return or the highest present worth?

HIGHEST AND BEST USE CONCLUSION AS VACANT

As Vacant: Development is legally permissible and physically possible; however, due to current market conditions coupled with the subject's shape, it is not financially feasible, and maximally productive. The subject property by itself is of negligible market value due to size, drainage, suspect contamination plume, the immediate proximity to a wetland. The most likely buyer would be an adjacent property owner or speculator.

²*The Appraisal of Real Estate* (Chicago: Appraisal Institute).

APPRAISAL PROCEDURES

Developing a reasonable opinion of the value of real estate generally involves considering these appraisal techniques:

The Cost Approach considers the current cost of reproducing a property, less accrued depreciation in the property. A summation of the market value of the land assumed vacant, and the depreciated replacement cost new (RCN) of the improvements, provides an indication of the total value of the property. The Cost Approach provides an estimate of value based upon the assumption that an informed buyer would not pay more for a particular property than the cost of purchasing land and constructing improvements with similar utility.

The Income Capitalization Approach is based upon an estimate of the property's possible net operating income. The net operating income is capitalized to arrive at an indication of value from the standpoint of an investment. This method measures the present worth of anticipated future benefits (net income) derived from the property. The Income Capitalization Approach is based upon the assumption that a typically informed buyer would not pay more for a property than the anticipated present worth of future benefits derived from the ownership.

The Sales Comparison Approach produces an estimate of value by comparing the sales and/or listings of similar properties in the same area as the subject or in competing areas. The Sales Comparison Approach is based upon the assumption that the typically informed buyer would not pay more for a particular property than the cost of purchasing similar properties with the same utility as the subject.

After considering these three approaches, the appraiser critically examines and weighs their value indications in a reconciliation of value before reaching a conclusion of value.

SALES COMPARISON APPROACH

DESCRIPTION OF APPROACH

The Sales Comparison Approach is an appraisal technique in which the appraiser estimates value by comparing the subject to similar recently sold or currently available properties.

UNDERLYING APPRAISAL PRINCIPLE

The Sales Comparison Approach draws heavily on the principle of substitution, which holds that a prudent investor will pay no more for any particular property than it would cost to acquire an equally desirable alternative property. A premise of this approach is that the market value of a property directly relates to the prices of properties. It interprets the actions of buyers, sellers, and investors in the market, and presumes that the price paid for a property is the result of an extensive shopping process in which available alternatives are compared based upon the buyer's purchase criteria.

The reliability of the approach depends upon the following:

- The degree of comparability of the property appraised with each sale or listing;
- The length of time since the sale;
- The accuracy of the sale data; and
- Absence of unusual conditions affecting the sale.

As its main strength, the Sales Comparison Approach reflects actual market behavior of typical purchasers under current market conditions.

SALES COMPARISON APPROACH METHODOLOGY

The Sales Comparison Approach involves making adjustments between the comparable properties and the subject. With the subject property as a standard, the appraiser adjusts the sale price of the comparables to arrive at an indication of value for the subject. Provided a sufficient number of similar property sales have occurred, the resulting unit pricing usually provides a good indication of value.

LAND SALE/OFFERING DATA

The following sales were considered in estimating the value of the land as if vacant:

Land Sale/Offering Data

No.	Location	Date	Price	Zoning	Land Area SF	Unit Price		Comments
						PSF		
1	4108 Grant Street, Westmont, DuPage County, Illinois	Oct-15	\$102,500	Commercial	12,632 SF	\$8.11		Property lacks street frontage from an arterial.
2	22 W. Willow Street, Lombard, DuPage County, Illinois	Jun-16	\$100,000	Residential	13,939 SF	\$7.17		Located along Willow Street, just west of Main Street.
3	702 N. Highland Avenue, Aurora, Kane County, IL	Jan-15	\$50,000	Industrial	13,939 SF	\$3.59		Located at the NWC of Highalnd & Illinois Avenues, adjacent to railroad tracks.
4	1810-1820 Taft Avenue, Wheaton, DuPage County, IL	Feb-16	\$38,000	Residential	14,519 SF	\$2.62		Located along Taft Avenue, east of Lorraine Road. There is a high pressure gas vault nearby, hindering the site's immediate development.
5	833 North Avenue, Glendale Heights, DuPage County, IL	Jun-15	\$135,000	Commercial	19,998 SF	\$6.75		Located along North Avenue, west of Swift Road, just west of Power Lines.
6	NEQ of Route 53 & Ogden Avenue, Lisle, DuPage County, IL	Asking	\$130,000	Commercial	13,068 SF	\$9.95		This property has been available for approximately 3 years.
Sub. Belmont Road, south of Ogden Avenue, Downers Grove, DuPage County, Illinois		Current	-	None	5,375 SF	-		

SALES COMPARISON APPROACH

Land Sale Adjustment Grid							
Sale No.	Sub.	1	2	3	4	5	6
	Belmont Road, south of Ogden Avenue, Downers Grove, DuPage County, Illinois	4108 Grant Street, Westmont, DuPage County, Illinois	22 W. Willow Street, Lombard, DuPage County, Illinois	702 N. Highland Avenue, Aurora, Kane County, IL	1810-1820 Taft Avenue, Wheaton, DuPage County, IL	833 North Avenue, Glendale Heights, DuPage County, IL	NEQ of Route 53 & Ogden Avenue, Lisle, DuPage County, IL
Address							
Size (SF)	5,375 SF	12,632 SF	13,939 SF	13,939 SF	14,519 SF	19,998 SF	13,068 SF
Zoning	None	Commercial	Residential	Industrial	Residential	Commercial	Commercial
Date	----	Oct-15	Jun-16	Jan-15	Feb-16	Jun-15	Asking
Price/SF		\$8.11	\$7.17	\$3.59	\$2.62	\$6.75	\$9.95
Property Rights							
%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Price After Adjustment		\$8.11	\$7.17	\$3.59	\$2.62	\$6.75	\$9.95
Financing							
%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Price After Adjustment		\$8.11	\$7.17	\$3.59	\$2.62	\$6.75	\$9.95
Condition of Sale							
%		0.0%	0.0%	0.0%	0.0%	0.0%	-20.0%
Price After Adjustment		\$8.11	\$7.17	\$3.59	\$2.62	\$6.75	\$7.96
Market Conditions							
%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Price After Adjustment		\$8.11	\$7.17	\$3.59	\$2.62	\$6.75	\$7.96
Other:							
Location		-10.0%	-15.0%	0.0%	-20.0%	-15.0%	-25.0%
Physical Characteristics		-50.0%	-50.0%	-50.0%	-25.0%	-50.0%	-50.0%
Size		-10.0%	-10.0%	-10.0%	-10.0%	-15.0%	-10.0%
Zoning		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Flood Zone		-10.0%	-10.0%	-10.0%	-10.0%	-10.0%	-10.0%
Total Other		-80.0%	-85.0%	-70.0%	-65.0%	-90.0%	-95.0%
Price After Adjustments		\$1.62	\$1.08	\$1.08	\$0.92	\$0.68	\$0.40
Analysis:							
High		\$1.62					
Low		\$0.40					
Average		\$0.96					
Median		\$1.00					
Conclude		\$1.00					

LAND SALE DATA

No two properties are identical. An indication of value for the subject site is obtained by adjusting the price of the comparable sites for any differences that influence value. If the comparable site is superior in some respect, a downward, or negative, adjustment is made; if the comparable is inferior, a positive, or upward, adjustment is made. The first series of adjustments is made to compensate for the influence of unconventional financing, unusual buyer or seller motivation, and changing market conditions.

- * **Property Rights Conveyed.** All sales involved the transfer or offering of the fee simple interest so that no adjustments are required for property rights.
- * **Financing.** No unusual financing conditions appear to have influenced the selling prices of any of the sales.
- * **Conditions of Sale.** Sale 1 through 5 are arm's length transactions and not affected by any undue influences. Land Sale 6 was adjusted downward as it is a current offering.
- * **Market Conditions (Date of Sale).** The date of sale is important in analyzing comparable sales in changing markets, and is of particular importance in times of rapid inflation or deflation. No market conditions adjustments were warranted.

After adjustments for property rights, financing, conditions of sale, and market conditions have been considered, any further adjustments for remaining differences between the sale properties and the subject site are considered.

LOCATION

Land sales 1, 2, 4, 5 and 6 are located in superior locations; therefore, downward adjustments were warranted.

PHYSICAL CHARACTERISTICS

The subject is a narrow strip (approximately 20' wide), limiting its development. Downward adjustments are warranted to all sales for physical characteristics (shape). Sale 4 required less of an adjustment due to the property having a high pressure gas value nearby.

Land Sales 1 through 6 are larger (more development options); therefore, downward adjustments were warranted.

The property is located in and/or adjacent to wetlands; therefore, downward adjustments were warranted.

LAND VALUE

The adjusted land sale data reflect an adjusted unit price range from \$0.40 PSF to \$1.62 PSF, with the average indicated at \$0.96 PSF and the median indicated at \$1.00 PSF. If the highest and lowest sales are given less weight the data ranges from \$0.68 PSF to \$1.08 PSF with an average of \$0.94 PSF.

We conclude the subject's as vacant value as follows:

ESTIMATED LAND VALUE

PARCEL SIZE SF		VALUE PER SF		MARKET VALUE	
5,375 SF	x	\$1.00 (Rounded)	=	\$5,375	\$5,000

RECONCILIATION

Depending on the circumstances of an appraisal, the three approaches to value apply to various degrees. The Cost Approach estimates the cost to replace or reproduce a specific property with one of like kind and utility, less depreciation; it generally provides a good means of estimating the value of new and/or special-purpose properties. In such instances, the Cost Approach usually receives the most weight. The Income Capitalization Approach indicates the amount at which a prudent investor might be interested in acquiring the property. The Sales Comparison Approach reflects demand and reasonable selling price expectancy as evidenced by sales and listings of similar properties.

As vacant land, we utilized the Sales Comparison Approach.

MARKET VALUE CONCLUSION

We conclude as follows:

MARKET VALUE	
Effective Value Date:	August 17, 2017
Market Value In Fee Simple:	\$5,000

Our value estimate is premised upon 12-month exposure and marketing periods.

Our findings were predicated upon the following extraordinary assumptions and are subject to revision if these limitations are not fully satisfied.

- We assumed the property is currently a vacated alley; &
- The property (5,375 SF) will be subdivided and given an individual PIN number.

We reserve the right to revise our findings if the reader rejects these limitations.

ADDENDA

LEGAL DESCRIPTION

The following legal description was provided to the appraiser by ownership and is believed to be accurate; however, it's verification by legal counsel is recommended prior to use in any legal document or conveyance:

<p>• LEGAL DESCRIPTION</p> <p>THAT PART OF THE EAST-WEST ALLEY LYING SOUTH OF AND CONTIGUOUS TO LOTS 4 THROUGH 8, INCLUSIVE, IN BLOCK 3 IN ARTHUR T. MCINTOSH AND COMPANY'S BELMONT COUNTRY CLUB ADDITION, BEING A SUBDIVISION OF PART OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND SECTION 6, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 18, 1927 AS DOCUMENT 235837, IN DUPAGE COUNTY, ILLINOIS.</p> <p>LOCAL MAILING ADDRESS: BELMONT ROAD DOWNERS GROVE, ILLINOIS</p>
<p>EASEMENT PROVISION</p> <p>A PUBLIC UTILITY EASEMENT IS HEREBY RESERVED BY THE VILLAGE OF DOWNERS GROVE, ITS SUCCESSORS, ASSIGNS AND FRANCHISEES OVER THAT PORTION OF THE ALLEY TO BE VACATED, AS SHOWN HEREON.</p>

Source: Plat of Vacation, prepared by Ruettiger, Tonelli & Associates, Inc., dated May 18, 2016

LAND SALE DATA

Land Sale 1	
Location	4108 Grant Street, Westmont, DuPage County, Illinois
Sale Data	
Grantor	Ghaben Auto Group, LLC
Grantee	Dennis Breen
Sale Date	October-15
Price	\$102,500
Recording	R15-118586
Property Data	
Land Area SF	12,632
Land Area Acres	0.29
Topo.	Level
Shape	Irregular
Utilities	All Avail
Zoning	Commercial
PIN	09-04-220-009
Comparison Data	
Price PSF	\$8.11
Comments	Property lacks street frontage from an arterial.

Land Sale 2	
Location	22 W. Willow Street, Lombard, DuPage County, Illinois
Sale Data	
Grantor	Sam Geroulis
Grantee	Vito & Gialo Vito
Sale Date	June-16
Price	\$100,000
Recording	R16-066396
Property Data	
Land Area SF	13,939
Land Area Acres	0.32
Topo.	Level
Shape	Rectangular
Utilities	All Avail
Zoning	Residential
PIN	06-07-403-006
Comparison Data	
Price PSF	\$7.17
Comments	Located along Willow Street, just west of Main Street.

Land Sale 3	
Location	702 N. Highland Avenue, Aurora, Kane County, IL
Sale Data	
Grantor	Schindlbeck Trust
Grantee	Gerardo Parra
Sale Date	January-15
Price	\$50,000
Recording	15K003280
Property Data	
Land Area Square Feet	13,939
Land Area Acres	0.32
Topography	Level
Shape	Irregular
Utilities	Available
Zoning	Industrial
Assessor's Parcel Number	15-16-406-007 & 15-16-406-008
Comparison Data	
Price per Sq. Ft.	\$3.59
Comments	Located at the NWC of Highland & Illinois Avenues, adjacent to railroad tracks.

Land Sale 4	
Location	1810-1820 Taft Avenue, Wheaton, DuPage County, IL
Sale Data	
Grantor	Donald Mattison, Jr.
Grantee	David Rachus
Sale Date	February-16
Price	\$38,000
Cash Equivalent Price	\$38,000
Recording	R16-011052
Property Data	
Land Area Square Feet	14,519
Land Area Acres	0.33
Topography	Level
Shape	Rectangular
Utilities	All Available
Zoning	Residential
Assessor's Parcel Number	05-22-204-002 & 05-22-204-003
Comparison Data	
Price per Sq. Ft.	\$2.62
Comments	Located along Taft Avenue, east of Lorraine Road. There is a high pressure gas vault nearby, hindering the site's immediate development.

Land Sale 5	
Location	833 North Avenue, Glendale Heights, DuPage County, IL
Sale Data	
Grantor	SB Pad Holdings I, LLC
Grantee	Advocate Properties, Inc.
Sale Date	June-15
Price	\$135,000
Cash Equivalent Price	\$135,000
Recording	R15-070456
Property Data	
Land Area Square Feet	19,998
Land Area Acres	0.46
Topography	Level
Shape	Rectangular
Utilities	All Available
Zoning	Commercial
Assessor's Parcel Number	05-01-103-003
Comparison Data	
Price per Sq. Ft.	\$6.75
Comments	Located along North Avenue, west of Swift Road, just west of Power Lines.

Land Offering 6	
Location	NEQ of Route 53 & Ogden Avenue, Lisle, DuPage County, IL
Sale Data	
Grantor	N/A
Grantee	N/A
Sale Date	Asking
Price	\$130,000
Recording	N/A
Property Data	
Land Area Square Feet	13,068
Land Area Acres	0.30
Topography	Level
Shape	Irregular
Utilities	Available
Zoning	Commercial
Assessor's Parcel Number	N/A
Comparison Data	
Price per Sq. Ft.	\$9.95
Comments	This property has been available for approximately 3 years.

ASSUMPTIONS AND LIMITING CONDITIONS

We have no present or contemplated future interest in the property appraised nor any personal interest or bias on the subject matter or the parties involved in the appraisal.

No responsibility is assumed for matters legal in nature. No investigation has been made of the title to or any liabilities against the property appraised. The appraisal presumes, unless otherwise noted, that the owner's claim is valid, the property rights are good and marketable, and there are no encumbrances which cannot be cleared through normal processes.

To the best of our knowledge, all data set forth in this report are true and accurate. Although gathered from reliable sources, no guarantee is made nor liability assumed for the accuracy of any data, opinions, or estimates identified as being furnished by others which have been used in formulating this analysis.

The value estimate contained within this report specifically excludes the impact of structural damage or environmental contamination resulting from earthquakes or other causes. It is recommended that the reader of this report consult a qualified structural engineer and/or industrial hygienist for the evaluation of possible structural/environmental defects, the existence of which could have a material impact on market value.

Land areas and descriptions used in this appraisal were obtained from public records and have not been verified by legal counsel or a licensed surveyor. The land description is included for identification purposes only and should not be used in a conveyance or other legal document without proper verification by an attorney.

No soil analysis or geological studies were ordered or made in conjunction with this report, nor were any water, oil, gas, coal, or other subsurface mineral and use rights or conditions investigated. Substances such as asbestos, urea-formaldehyde foam insulation, other chemicals, toxic wastes, or other potentially hazardous materials could, if present, adversely affect the value of the property. Unless otherwise stated in this report, the existence of hazardous substance, which may or may not be present on or in the property, was not considered by the appraiser in the development of the conclusion of fair market value. The stated value estimate is predicated on the assumption that there is no material on or in the property, that would cause such a loss in value. No responsibility is assumed for any such conditions, and the client has been advised that the appraiser is not qualified to detect such substances, quantify the impact on values, or develop the remedial cost.

No environmental impact study has been ordered or made. Full compliance with applicable federal, state, and local environmental regulations and laws is assumed unless otherwise stated, defined, and considered in this report. It is also assumed that all required licenses, consents, or other legislative or administrative authority from any local, state, or national government or private entity organization either have been or can be obtained or renewed for any use which the report covers.

Plats are presented only as aids in visualizing the property and its environment. Although the material was prepared using the best available data, it should not be considered as a survey or scaled for size. It is assumed that all applicable zoning and use regulations and restrictions have been complied with unless a nonconformity has been stated, defined, and considered in the appraisal report. Further, it is assumed that the utilization of the land and improvements is within the boundaries of the property described and that no encroachment or trespass exists unless noted in the report.

We have made a physical inspection to the property and noted visible physical defects, if any, in our report. This inspection was made by individuals generally familiar with real estate and building construction; however, these individuals are not architectural or structural engineers who would have detailed knowledge of building design and structural integrity. Accordingly, we do not opine on, nor are we responsible for, the structural integrity of the property including its conformity to specific governmental code requirements, such as fire, building and safety, earthquake, and occupancy, or any physical defects which were not readily apparent to the appraisers during their inspection.

The value or values presented in this report are based upon the premises outlined herein and are valid only for the purpose or purposes stated.

The date of value to which the conclusions and opinions expressed apply is set forth in this report. Unless otherwise noted, this date represents the last date of our field inspection to the property. The value opinion herein rendered is based on the status of the national business economy and the purchasing power of the U.S. dollar as of that date.

Financial operating statements, if provided for our review, were assumed accurate and complete.

Testimony or attendance in court or at any other hearing is not required by reason of this appraisal unless arrangements are previously made within a reasonable time in advance.

One or more of the signatories of this appraisal report is a member or candidate of the Appraisal Institute. The Bylaws and Regulations of the Institute require each member and candidate to control the use and distribution of each appraisal report signed by them.

Possession of this report or any copy thereof does not carry with it the right of publication. No portion of this report (especially any conclusion to use, the identity of the appraiser or the firm with which he/she is connected, or any reference to the Appraisal Institute, or the designations awarded by this organization) shall be disseminated to the public through prospectus, advertising, public relations, news, or any other means of communication without the written consent and approval of Argianas & Associates, Inc.

All opinions as to values stated are presented as the appraiser's considered opinion based on the information set forth in the report. We assume no responsibility for changes in market conditions or for the inability of the owner to obtain financing or to locate a purchaser at the appraised value. We do not warrant that the subject property will sell at our final conclusion of value.

The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property together with a detailed analysis of the requirements of the ADA could reveal that the property is not in compliance with one or more of the requirements of the act. If so, this fact could have a negative effect upon the value of the property. Since we have no direct evidence relating to this issue, we did not consider possible noncompliance with the requirements of ADA in estimating the value of the property.

Unless the time frame is shorter under applicable law, any legal action or claim relating to the appraisal or Appraiser's services shall be filed in court (or in the applicable arbitration tribunal, if the parties to the dispute have executed an arbitration agreement) within two (2) years from the date of delivery to Client of the appraisal report to which the claims or causes of action relate or, in the case of acts or conduct after delivery of the report, two (2) years from the date of the alleged acts or conduct. The timeframe stated in this section shall not be extended by any delay in the discovery or accrual of the underlying claims, causes of action or damages. The timeframe stated in this section shall apply to all noncriminal claims or causes of action of any type.

Legal claims or causes of action relating to the appraisal are not transferable or assignable to a third party, except (i) as the result of a merger, consolidation, sale or purchase of a legal

entity, (ii) with regard to the collection of a bona fide existing debt for services but then only to the extent of the total compensation for the appraisal plus reasonable interest, or (iii) in the case of an appraisal performed in connection with the origination of a mortgage loan, as part of the transfer or sale of the mortgage before an event of default on the mortgage or note or its legal equivalent.

Any use of or reliance on the appraisal by any party, regardless of whether the use or reliance is authorized or known by Appraiser, constitutes acceptance of, and is subject to, all appraisal statements, limiting conditions and assumptions stated in the appraisal report

GENERAL SERVICE CONDITIONS

The services provided by Argianas & Associates, Inc., have been performed in accordance with professional appraisal standards. Our compensation was not contingent in any way upon our conclusions of value. We assumed, without independent verification, the accuracy of all data provided to us. We have acted as at an independent contractor. All files, workpapers, or documents developed by us during the course of the engagement are our property. We will retain this data for at least five years.

Our report is to be used only for the purpose stated herein; any use or reliance for any other purpose, by you or third parties, is invalid. You may show our report in its entirety to those third parties who need to review the information contained herein. No reference to our name or our report, in whole or in part, in any document you prepare and/or distribute to third parties may be made without our written consent. Argianas has retain all copyrights © to the work product developed as part of this engagement, including licenses associated with use of the work product to the client for the intended use stated in the engagement letter and/or appraisal report.

We reserve the right to include your company/firm name in our client list, but we will maintain the confidentiality of all conversations, documents provided to us, and the contents of our reports, subject to legal or administrative process or proceedings. These conditions can only be modified by written documents executed by both parties.

QUALIFICATIONS OF APPRAISER

**CHARLES G. ARGIANAS, MAI, JD
ARGIANAS & ASSOCIATES, INC.
PRESIDENT/CHIEF APPRAISER**

Experience

Mr. Argianas specializes in the appraisal of all types of large institutional quality properties on a national basis. He has been involved in the valuation of several billion dollars worth of real property. He has also appraised proposed, stabilized, and distressed property situated in most U.S. major tier as well as numerous second and third-tier markets. Mr. Argianas has also appraised or provided investment analysis for properties in Canada and Mexico.

Major properties appraised by Mr. Argianas have included Chicago's mixed-use retail and office Water Tower Place, the 1,250,000-square-foot Chicago Mercantile Exchange Building, Chicago's 845,000-square-foot Quaker Tower, the 2,000,000-square-foot Chicago area Oak Brook Mall, two 500,000-square-foot twin office towers in downtown Philadelphia, Los Angeles's 4,600,000-square-foot Arco Towers Plaza, and Los Angeles's 700,000-square-foot Chase Plaza. Other engagements have included numerous proposed and existing hotels and motels that have included Holiday Inns, LaQuinta Inns, Days Inns, Embassy Suites, Ramada Inns, and Radisson Hotels.

A representative list of nationwide portfolios that Mr. Argianas has appraised or provided specialized investment analysis input (including senior MAI direction and final and full executive/professional review responsibility for services provided) have included a nationwide portfolio of 17 regional shopping centers for a large pension fund; a portfolio of 11 large downtown Chicago office buildings for a large real estate developer; a portfolio of 35 investment grade properties for a large Minneapolis insurance company; a 9 property office building portfolio with most of the properties located in downtown Pittsburgh; a portfolio of 27 hotels located throughout the U.S.; a portfolio of 13 hotels for a large Connecticut based pension fund; a portfolio of 15 nursing homes located throughout the Midwest; a portfolio of several large, major industrial parks located in California; a 13 building suburban Chicago-located office/warehouse park; and a portfolio of 80 mini-storage warehouses located throughout the south and southwestern U.S. Mr. Argianas has also either appraised or provided investment analysis cash flow projections for numerous special-purpose properties that have included a proposed luxury congregate-care facility, a proposed 500,000-square-foot "hypermarket" shopping center, subsidized housing facilities, a world

famous racetrack facility, and several large well-known golf courses. In addition, Mr. Argianas has extensive experience in valuing large tracts of vacant land on the wholesale/developmental approach premise.

Property interests he has appraised include fee simple, leased fee, leasehold, and partial interests. The purposes of these appraisals have been for internal asset management and decision making purposes, domestic financing, international financing, condemnation, ad valorem, and syndication due diligence support. In addition to fair market value opinions, he has also provided feasibility, marketability, and highest and best use studies for a 1,600,000-square-foot proposed downtown Chicago office building, a 1,280,000-square-foot proposed super-regional shopping center located in California, hotels, motels, golf courses, a proposed eight screen movie theater/cineplex, and various other special purpose type properties.

Education

John Marshall Law School - Chicago, Illinois

Juris Doctor of Law (1986)

Elmhurst College - Elmhurst, Illinois

Bachelor of Science, Business Administration (1977)

Professional Affiliations/Designations

Member, Appraisal Institute MAI #8167

Member, 1981-1995 American Society of Appraisers ASA, Real Property - Urban, ASA #00502700

Member, 1992, 1993, 1994, and 1995 Appraisal Institute National Research and Information Committee

Past Member, American Bar Association (ABA) #09971021

Past Member, ABA Forum on the Construction Industry

Past Member, Chicago Bar Association Real Estate Law Committee

Past Member, ABA, Section of Urban, State and Local Government Law

Member, Illinois Chapter of The Appraisal Institute 1991 Legislative and State Activities Committee

Past Member, Chicago Board of Realtors

Past Member, Chicago Bar Association

Past Member, International Association of Assessing Officers #ARG1A606010011

Past Member, International Council of Shopping Centers, Member #0125539

Past Member, Institute of Property Taxation

Past Member, National Council Of Real Estate Investment Fiduciaries (NACREIF)

Past Member, Pension & Real Estate Association (PREA)

Past Member, Urban Land Institute

Past Member, National Association for Senior Living Industries

Past Member, Illinois Association of Certified Real Estate Appraisers

Regional Panel Member, 1992, 1993, 1994, and 1995 Appraisal Institute Ethics and Counseling Panel

Past Member, Chicago Bar Association Real Estate Taxation Committee

Real Estate Appraisal State Licenses

California	Certified General Real Estate Appraiser, License #AG011909
Georgia	Certified General Real Property Appraiser, License #239169
Illinois	Certified General Real Estate Appraiser, License #553.000164
Indiana	Certified General Appraiser, License #CG69201384
Kentucky	Certified General Real Property Appraiser, License # 002415
Michigan	Certified General Appraiser, License #1201002546
Minnesota	Certified General Real Property Appraiser, License #20149592
New York	Real Estate General Appraiser, License #46000032068
Ohio	General Certified Real Estate Appraiser, License #000385948
Pennsylvania	General Appraiser, License #GA-000914-R
Texas	Certified General Real Estate Appraiser, License #TX-1322694-G
Wisconsin	Certified General Appraiser, License #402- 010

Other Professional Licenses

Licensed Attorney, State of Illinois, 1986

Licensed Real Estate Broker, State of Illinois License #075-074046

Court Testimony/Expert Witness Experience

Qualified Expert, Experienced Before Courts In the Following States:

Arizona; California; Illinois; Michigan; Nevada; Ohio; and Pennsylvania

Other

Keynote Panelist, 1992 Haztech International Environmental Conference,
Pittsburgh, Pennsylvania

Roundtable Discussion Leader, 1992 International Council of Shopping Centers
Financial Management Conference, New Orleans, Louisiana

In addition, Mr. Argianas has written or contributed to various publications that include The Appraisal Journal, The National Law Journal, The National Real Estate Investor, Building Profit, The Chicago Tribune, The Chicago Sun Times, and Chicago Crains Business Weekly.

LICENSE



QUALIFICATIONS OF APPRAISER

**MICHAEL P. ROTH, MAI
ARGIANAS & ASSOCIATES, INC.
SENIOR APPRAISER**

EXPERIENCE

Argianas & Associates, Downers Grove, Illinois, January 2006 to Present.

Mr. Roth has performed or assisted in the appraisal assignments throughout the United States including Illinois, Indiana, Iowa, Michigan, Pennsylvania, Ohio, Utah, Texas and Wisconsin.

Appraisal and consulting experience includes apartments, automotive dealerships, carwashes, residential condominium developments, commercial facilities, offices, medical offices, vacant land, industrial manufacturing facilities, truck terminals, cold storage facilities, USDA food processing facilities, golf courses, gas stations, marinas, religious facilities, funeral homes, residential and commercial subdivisions and restaurants.

Representative clients Mr. Roth has served include lenders, accounting firms, law firms and public agencies/municipalities.

Mr. Roth has appraised various legal interests including fee simple, leased fee and leasehold interest for a variety of purposes associated with internal asset management, estate planning, litigation support and financing.

EDUCATION

Mr. Roth attended Northern Illinois University and Triton Community College where he studied Mechanical Engineering. Mr. Roth is currently attending Waubensee Community College.

Successfully completed the following courses offered by the Appraisal Institute:

- Appraisal Principles; Appraisal Procedures; USPAP
- Real Estate Finance, Statistics and Valuation Modeling; Business Practices and Ethics
- General Appraiser Site Valuation and Cost Approach
- General Appraiser Sales Comparison Approach
- General Appraiser Income Approach Part I and Part II
- General Appraiser Market Analysis & Highest & Best Use
- General Appraiser Report Writing & Case Studies
- Advanced Concepts & Case Studies; Advanced Income Capitalization

REAL ESTATE LICENSE(S)

Illinois	Certified General Real Estate Appraiser, License # 553.002181
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LICENSE





**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
NOVEMBER 6, 2017 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
17-PLC-0027 3600-3800 Lacey	Final Plat of Subdivision	Scott Williams Planner

REQUEST

The petitioner is requesting final plat of subdivision approval to subdivide an existing lot into three buildable new lots and two outlots.

NOTICE

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

GENERAL INFORMATION

OWNERS: CV Land Holding, LLC
5500 W. Howard Street
Skokie, IL 60077

APPLICANT: c/o: Mark Houser
Bridge Industrial Acquisition, LLC
Suite 150
Itasca, IL 60143

PROPERTY INFORMATION

EXISTING ZONING: O-R-M, Office-Research-Manufacturing
EXISTING LAND USE: Vacant and Farmland
PROPERTY SIZE: 2,299,422 square feet (52.79 acres)
PIN: 06-31-300-009

SURROUNDING ZONING AND LAND USES

ZONING

NORTH: Forest Preserve District (DuPage County)
SOUTH: Nicor and Commonwealth Edison (DuPage County)
EAST: County ROW and Tollway
M-2, Restricted Manufacturing (Nicor)
WEST: R-1, Residential Detached House 1
(Forest Preserve District)
Morton Arboretum

FUTURE LAND USE

N/A
Office/Corporate Campus
N/A
N/A
Parks & Open Space

ANALYSIS

SUBMITTALS

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

1. Project Narrative
2. Plat of Survey
3. Final Plat of Subdivision
4. Proposed Facilities Plan
5. Engineering Plans
6. Truck Turning Exhibits
7. Landscape Plan

PROJECT DESCRIPTION

The petitioner is requesting approval of the Final Plat of Subdivision to subdivide an existing lot into three new buildable lots and two outlots. The property is located at the intersection of Lacey Road and Finley Road and is currently zoned O-R-M, Office-Research-Manufacturing.

Currently, the 52.79 acre property is mostly unimproved farmland surrounded by dense vegetation. The three buildable lots are located on the northern 36 acres of the property. The southern third of the property contains a designated county wetland and Lace Creek. To protect this wetland, the property owners have proposed a separate outlot (Outlot B) that will encompass the entire wetland and creek area. Outlot A is configured to only contain a stormwater basin to provide the development's proposed detention in an area separate from the developable lots. Neither of these lots will be developable in the future.

Three Class A office/industrial buildings with a total size of 680,420 square feet are proposed. These speculative buildings will be able to accommodate a combination of office, light manufacturing or warehousing uses. Parking areas, drive-aisles, and exterior loading docks will serve each building. The office areas of the buildings have been designed so the office areas of one building do not face the loading dock areas of an adjacent building, and influences the placement of the passenger vehicle parking areas around the buildings. Two curb cuts are proposed on Lacey Road to serve the two northern lots: the northern access point is meant for passenger vehicles whereas the southern access point will accommodate semi-trailers. The existing Finley Road access point will accommodate all traffic, including semi-trailers, that serve the largest building on the southern lot (Lot 3).

COMPLIANCE WITH COMPREHENSIVE PLAN

The Future Land Use Map identifies the property as Office/Corporate Campus. The Comprehensive Plan states large-scale buildings and office parks play an important role in the local economy, and the village should continue to support office development along the tollway corridors. The proposed buildings will be of high quality in a prominent area along major regional roadways; the proximity of which makes the subject property a desirable location. This development will assist in attracting new regional businesses.

The Comprehensive Plan also states that negative impacts on residential areas should be mitigated. The developed properties to the north are large-scale offices with no residential uses nearby. The proposed development is complementary to these existing uses. Improved stormwater management is also being addressed in a comprehensive manner with the use of storm water retention and detention basin areas.

The proposed subdivision is consistent with the Comprehensive Plan.

COMPLIANCE WITH ZONING ORDINANCE

The 52.79 acre size property is currently zoned O-R-M, Office-Research-Manufacturing which meets the minimum district area size of five acres. The three new lots also comply with the minimum lot area (20,000 square feet) per Section 3.030 of the Zoning Ordinance. Although conceptual at this point, the applicant has indicated a maximum building height of 44 feet. A zoning analysis on the preliminary building footprints was conducted based on this assumption. The finalized development and uses will have to comply with the zoning regulations at time of building permitting.

The subdivision is consistent with the Zoning Ordinance.

COMPLIANCE WITH THE SUBDIVISION ORDINANCE

The three new lots will meet the minimum lot dimension requirements outlined in Section 20.301 of the Village's Subdivision Ordinance. The lot dimensions are specified in the table below:

3600-3800 Lacey Subdivision	Lot Width (req. 100 ft.)	Lot Depth (req. 140 ft.)	Lot Area (req. 20,000 sq. ft.)
Lot 1	464.90 ft.	999.89 ft.	468,311 sq. ft. (10.75 acres)
Lot 2	443.5 ft.	1025.22 ft.	466,317 sq. ft. (10.71 acres)
Lot 3	759.5 ft.	1116.57 ft.	637,173 sq. ft. (14.63 acres)
Outlot A*	223 ft.	998 ft.	206,850 sq. ft. (4.75 acres)
Outlot B*	325 ft.	1096 ft.	533,572 sq. ft. (12.25 acres)

*Outlots are not developable, width and depth estimated.

The petitioner is providing the required five-foot wide public utility and drainage easements along the side lot lines and the ten-foot wide public utility and drainage easements along the rear lot lines, as applicable. There are no school and park donations required with this application. The proposed resubdivision is consistent with the Subdivision Ordinance.

ENGINEERING/PUBLIC IMPROVEMENTS

The development, because it is over 25,000 square-feet in size, is required to provide post-construction best management practices (PCBMPs) for volume control and water quality measures for stormwater runoff. The proposed engineering plans show that the detention basin on Outlot A will address PCBMPs and detention requirements. Storm sewers will lead to the detention basin that is sited downhill between the three buildable lots and Outlot B, containing the wetlands and the associated Lacey Creek. The engineering plans also show a bypass overflow route on the western side of the subject property to ensure the existing drainage towards the wetlands is not obstructed. The wetland and species analyses indicate there will be no negative impact. The petitioner will be required to obtain a stormwater permit for overall site grading and stormwater management.

If the Final Plat of Subdivision is approved, the petitioner will create an owners association which will be responsible for maintenance of the detention facilities and all associated drainage and stormwater easements. The Village will establish a dormant Special Service Area (SSA) for the subdivision in the event of default by the owners association, wherein the Village would assume responsibility for maintaining the detention basin and stormwater infrastructure. The SSA enables the Village to impose a tax on the property owners within the subdivision for the cost of the maintenance.

The petitioner is proposing to improve Lacey Road adjacent to the site to match Lacey Road north of the site. The improvements will convert this portion of Lacey Road into a boulevard and include a center

median and turn lanes. These improvements do not require additional right-of-way adjacent to the site but do require the dedication of approximately 2,000 square feet of land immediately north of the subject site. This land is currently owned by the Forest Preserve District of DuPage County. The Village has begun coordinating this process with the Forest Preserve District and the developer. The developer will coordinate final design details regarding Lacey Road during permitting.

No improvements to Finley Road are required. There is an existing sidewalk that the petitioner will tie into and an existing curb cut that will be utilized by the petitioner.

The proposal includes a public sidewalk that extends from the intersection of Lacey and Finley Roads to the existing sidewalk in front of 3500 Lacey Road. The public sidewalk also connects to private sidewalks on the subject site that provide access to all three buildings. There is an existing sidewalk along Finley Road that will remain. The existing street lighting is sufficient, although the petitioner may need to relocate some street lights as determined by the final site plan and Lacey Road improvements. The petitioner will pay a fee-in-lieu of providing twelve parkway trees for the subdivision at a cost of \$515 each, resulting in a total fee of \$6,180. The fee for the parkway trees will be collected upon issuance of the stormwater permit. The Downers Grove Sanitary District has provided conceptual approval of the subdivision.

Traffic

The petitioner's traffic study looked at the proposed development and holistically at the existing roadway network within proximity of the site location. Traffic conditions were analyzed for both existing and proposed conditions. The study found that the proposed development will generate additional traffic that will create minimal impacts on Lacey Road (Village jurisdiction) and Finley Road (County jurisdiction).

The study notes the majority of the proposed truck volume will utilize Finley Road to access the site and recommends the developer direct all truck traffic to Finley Road. The development's proposed Lacey Road improvements support truck turning movements. The study shows the Level of Service (LOS) at signalized intersections remaining the same. At unsignalized intersections the LOS decreases but remains within the acceptable range. The development's improvements look to properly mitigate impacts within the Village ROW.

Any minor impacts to Butterfield Road (IL Route 56) and associated improvements would need to be coordinated with IDOT as they are the controlling jurisdiction for these intersections. Staff provides feedback to IDOT whenever issues arise, but improvements are subject to IDOT's discretion.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners within 250 feet of the subject property in addition to posting a public hearing notice signage onsite and publishing the notice in *Downers Grove Suburban Life*. Staff has received two informational inquiries from neighboring properties. Another caller expressed concern with the potential traffic impact.

FINDINGS OF FACT

The proposed Final Plat of Subdivision to subdivide the existing lot into three lots and two outlots meets the standards of Sections 20.301 and 20.305 of the Subdivision Ordinance and Section 3.030 of the Zoning Ordinance.

RECOMMENDATION

The proposed Final Plat of Subdivision is consistent with surrounding uses and zoning classifications. Staff finds that the request is consistent with the Comprehensive Plan and meets the requirements of the Zoning

and Subdivision Ordinances. Based on the findings listed above, staff recommends that the Plan Commission make a positive recommendation to the Village Council subject to the following conditions:

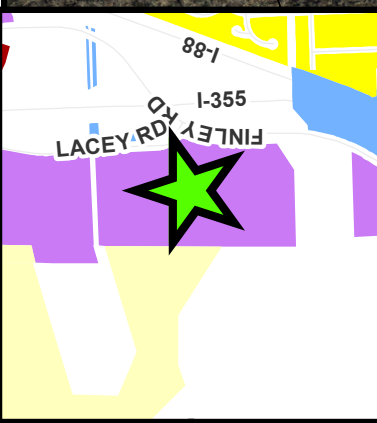
1. The Final Plat of Subdivision shall substantially conform to the Final Plat of Subdivision for the Bridge Point Downers Grove prepared by Spaceco, Inc, dated September 15, 2017, the Site Engineering and Improvement Plans for Bridge Point Downers Grove prepared by Spaceco, Inc, dated September 20, 2017, the Lacey Road Exhibit prepared by Spaceco, Inc, dated October 16, 2017 last revised on October 30, 2017, and the Proposed Facilities Plans prepared by Cornerstone Architects, Ltd dated October 17, 2017, except as such plans may be modified to conform to Village Codes and Ordinances.
2. The petitioner shall improve Lacey Road to create a boulevard with a central median as shown in the attached drawings, except as such plan may be refined during the permit process to conform to Village Codes and Ordinances.
3. The proposed Lacey Road sidewalk shall connect to the public sidewalk adjacent to 3500 Lacey Road.
4. The petitioner shall reimburse the Village for the purchase of approximately 2,000 square feet of Forest Preserve property immediately to the northeast of the subject property. This land will be dedicated as Lacey Road right-of-way.
5. A Special Service Area shall be established and recorded to ensure adequate maintenance of the stormwater detention area prior to issuance of any occupancy permits.
6. The Owners Association Declaration of Covenants, Conditions and Restrictions document for the subdivision shall be recorded with the plat of subdivision.
7. Upon issuance of the stormwater permit, the petitioner shall pay a \$6,180 fee-in-lieu for twelve new parkway trees.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development

SP:sw
-att



3600-3800 Lacey - Location Map



September 20, 2017

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

RE: West Side of Finley Road and Lacey Road Intersection, Downers Grove, IL

Dear Stan:

Bridge Industrial Acquisition, LLC is the contract purchaser of a 54.28 acre parcel located on the west side of the Finley and Lacey Road intersection in Downers Grove. The property is zoned O-R-M and is currently vacant and being farmed on a year to year lease. Bridge is proposing to develop the site with three Class A industrial buildings totaling 680,420 square feet. The state of the art facilities vary in size from 175,120 square feet to 213,460 square feet to 291,840 square feet. Ample parking and dock areas (which can be used for additional parking) allow each building to accommodate multiple users whose needs for office, light manufacturing or warehouse space vary. A final plat of subdivision dated 9/15/17 and a preliminary site improvement plan dated 9/20/17 are part of this submittal and further define the nature of the proposed development. Per the application, Bridge is seeking a Plat of Subdivision for the site under the current zoning with no variances.

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

Bridge appreciates your consideration of this project and looks forward to working with you to a successful completion.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Houser".

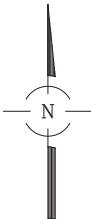
Mark Houser
Bridge Industrial Acquisition, LLC

AREA TABLE		
	SO. FT.	ACRES
LOT 1	468,514	10.756
LOT 2	466,298	10.705
LOT 3	624,188	14.329
OUTLOT 1	206,850	4.749
OUTLOT 2	535,572	12.248
TOTAL	2,299,422	52.787

FINAL PLAT OF SUBDIVISION OF BRIDGEPOINT DOWNERS GROVE

PART OF THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE
THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

NEW LOT LAYOUT



SCALE 1" = 100'
0 100 200

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC
OBSERVATION IL EAST ZONE

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

THIS IS TO CERTIFY THAT _____ IS THE RECORD
OWNER OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE AFFIXED HEREON, AND
DOES HEREBY CONSENT TO THE SUBDIVISION OF SAID PROPERTY, AND THE VARIOUS
DEDICATIONS, GRANTS AND RESERVATIONS OF EASEMENT AND RIGHTS-OF-WAY DEPICTED
HEREON.

THIS IS TO ALSO CERTIFY THAT THE PROPERTY BEING SUBDIVIDED AFORESAID, AND, TO THE
BEST OF OUR KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE LIMITS
OF SCHOOL DISTRICTS:
BELLE AIRE SCHOOL DISTRICT 83 (ELEMENTARY)
HERRICK MIDDLE SCHOOL DISTRICT 83 (MIDDLE SCHOOL)
COMMUNITY HIGH SCHOOL DISTRICT 99 (HIGH SCHOOL)
COLLEGE OF DUPAGE 502

DATED THIS _____ DAY OF _____, A.D. 20____.

SIGNED: _____

PRINTED NAME AND TITLE _____

ADDRESS: _____

NOTARY CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE

STATE AFORESAID, DO HEREBY CERTIFY THAT _____ IS
PERSONALLY KNOWN BY ME TO BE THE SAME PERSONS WHOSE NAMES ARE
SUBSCRIBED TO THE FOREGOING INSTRUMENT AS OWNERS, APPEARED BEFORE
ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND
DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY
ACT, FOR THE USES AND PURPOSES THEREIN SET FORTH.

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

NOTARY PUBLIC _____

PLANNING COMMISSION CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I, THE UNDERSIGNED, AS CHAIRMAN OF THE PLANNING COMMISSION OF THE VILLAGE OF
DOWNERS GROVE, DUPAGE, ILLINOIS, DO HEREBY CERTIFY THAT THIS DOCUMENT HAS BEEN
APPROVED BY SAID PLANNING COMMISSION

THIS _____ DAY OF _____, A.D. 20____.

CHAIRMAN _____

PLEASE PRINT NAME _____

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I, _____, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND _____
THE OWNER OF THE LAND DEPICTED HEREON, DO HEREBY STATE, THAT TO THE BEST OF OUR
KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR THE COLLECTION AND
DIVERSION OF SUCH SURFACE WATERS AND PUBLIC AREAS, OR DRAINS WHICH THE
SUBDIVIDER HAS A RIGHT TO USE, AND ENGINEERING PRACTICES SO AS TO REDUCE THE
LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF CONSTRUCTION OF THE
SUBDIVISION. FURTHERMORE, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY WHICH IS
THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS LOCATED WITHIN A SPECIAL
FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

DATED THIS _____ DAY OF _____, A.D. 20____.

ILLINOIS REGISTERED PROFESSIONAL ENGINEER _____

STATE REGISTRATION NUMBER AND EXPIRATION DATE _____

DATED THIS _____ DAY OF _____, A.D. 20____.

OWNER _____

DOWNERS GROVE VILLAGE COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I, THE UNDERSIGNED, COLLECTOR OF THE VILLAGE OF DOWNERS GROVE, 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
TRACT OF LAND INCLUDED IN THIS PLAT.

THIS _____ DAY OF _____, A.D. 20____.

DOWNERS GROVE VILLAGE COLLECTOR _____

PLEASE PRINT NAME _____

FOR REVIEW PURPOSES ONLY

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

WE DECLARE THAT THE ABOVE DESCRIBED PROPERTY WAS SURVEYED AND SUBDIVIDED BY
SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157, AND THAT
THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. ALL DISTANCES
ARE SHOWN IN FEET AND DECIMALS THEREOF.

SAID PROPERTY CONTAINS 2,299,422 SQUARE FEET OR 52.787 ACRES, MORE OR LESS.

WE FURTHER DECLARE THAT THE LAND IS WITHIN THE VILLAGE OF DOWNERS GROVE WHICH
HAS ADOPTED A CITY COMPREHENSIVE PLAN AND MAP AND IS EXERCISING THE SPECIAL
POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS
AMENDED.

WE FURTHER DECLARE, BASED UPON A REVIEW OF THE FLOOD INSURANCE RATE MAP (F.I.R.M.)
COMMUNITY MAP NUMBER 17043C060TH MAP REVISED DECEMBER 16, 2004, IT IS OUR
CONSIDERED OPINION THAT THIS PROPERTY LIES IN:

ZONE X (UNSHADED) AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE
FLOODPLAIN AS IDENTIFIED BY SAID F.I.R.M. MAP.

ZONE X (SHADED) AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE
FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN
1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD AS
IDENTIFIED BY SAID F.I.R.M. MAP.

ZONE AE BASE FLOOD ELEVATIONS DETERMINED AS IDENTIFIED BY SAID F.I.R.M. MAP.
FLOODWAY AREAS IN ZONE AE, THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY
ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1%
ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD
HEIGHTS.

APPROXIMATE LIMITS OF SAID FLOOD ZONES SHOWN HEREON FROM SCALED INSURANCE RATE
MAPS.

WE FURTHER DECLARE THAT STEEL REINFORCING RODS (UNLESS OTHERWISE NOTED) WILL BE
SET AT ALL LOT CORNERS.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR
A BOUNDARY SURVEY, AS APPLICABLE TO PLATS OF SUBDIVISION.

GIVEN UNDER OUR HAND AND SEAL THIS _____ DAY OF _____, 20____ IN
ROSEMONT, ILLINOIS.

C. BRIAN LOUNSBURY, I.P.L.S. No. 035-2841
clounsbu@spacecoinc.com
LICENSE EXPIRES 11-30-2018

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

REVISIONS:

SPACECO INC.



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 09/15/2017

JOB NO: 2529.03

FILENAME:
2529.03SUB-01

SHEET
1 OF 2

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I, THE UNDERSIGNED, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY
THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES AND NO
REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THIS PLAT. I FURTHER
CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THIS PLAT.

THIS _____ DAY OF _____, A.D. 20____.

COUNTY CLERK _____

PLEASE PRINT NAME _____

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY,
ILLINOIS, ON THE _____ DAY OF _____ A.D. 20____ AT _____ O'CLOCK _____ M. A.S.

DOCUMENT NUMBER _____

COUNTY RECORDER _____

PLEASE PRINT NAME _____

ACCESS EASEMENT PROVISIONS:

EACH OWNER HEREBY GRANTS AND CONVEYS TO THE OTHER OWNER, A NON-EXCLUSIVE EASEMENT FOR THE PASSAGE
OF VEHICLES OVER AND ACROSS THE "ACCESS EASEMENT" ON THE GRANTING OWNERS LAND AS SHOWN HEREON.

PLEASE PROVIDE/REVISE

DOWNERS GROVE SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

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 UNDEFERRED INSTALLMENT THEREOF THAT
HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND
INCLUDED IN THIS PLAT.

DATED THIS _____ DAY OF _____, 20____.

COLLECTOR _____

VILLAGE COUNCIL CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

APPROVED BY THE COUNCIL OF THE VILLAGE OF DOWNERS
GROVE, ILLINOIS.

DATED THIS _____ DAY OF _____, 20____.

MAYOR _____

VILLAGE CLERK _____

PREPARED FOR:
BRIDGE DEVELOPMENT PARTNERS LLC
1000 IRVING PARK ROAD
SUITE 150
ITASCAS, ILLINOIS 60143

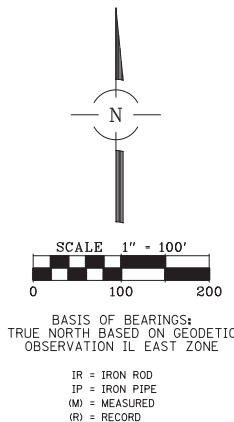
RETURN TO:

THIS PLAT SUBMITTED FOR RECORDING BY:

FINAL PLAT OF SUBDIVISION OF BRIDGEPOINT DOWNERS GROVE

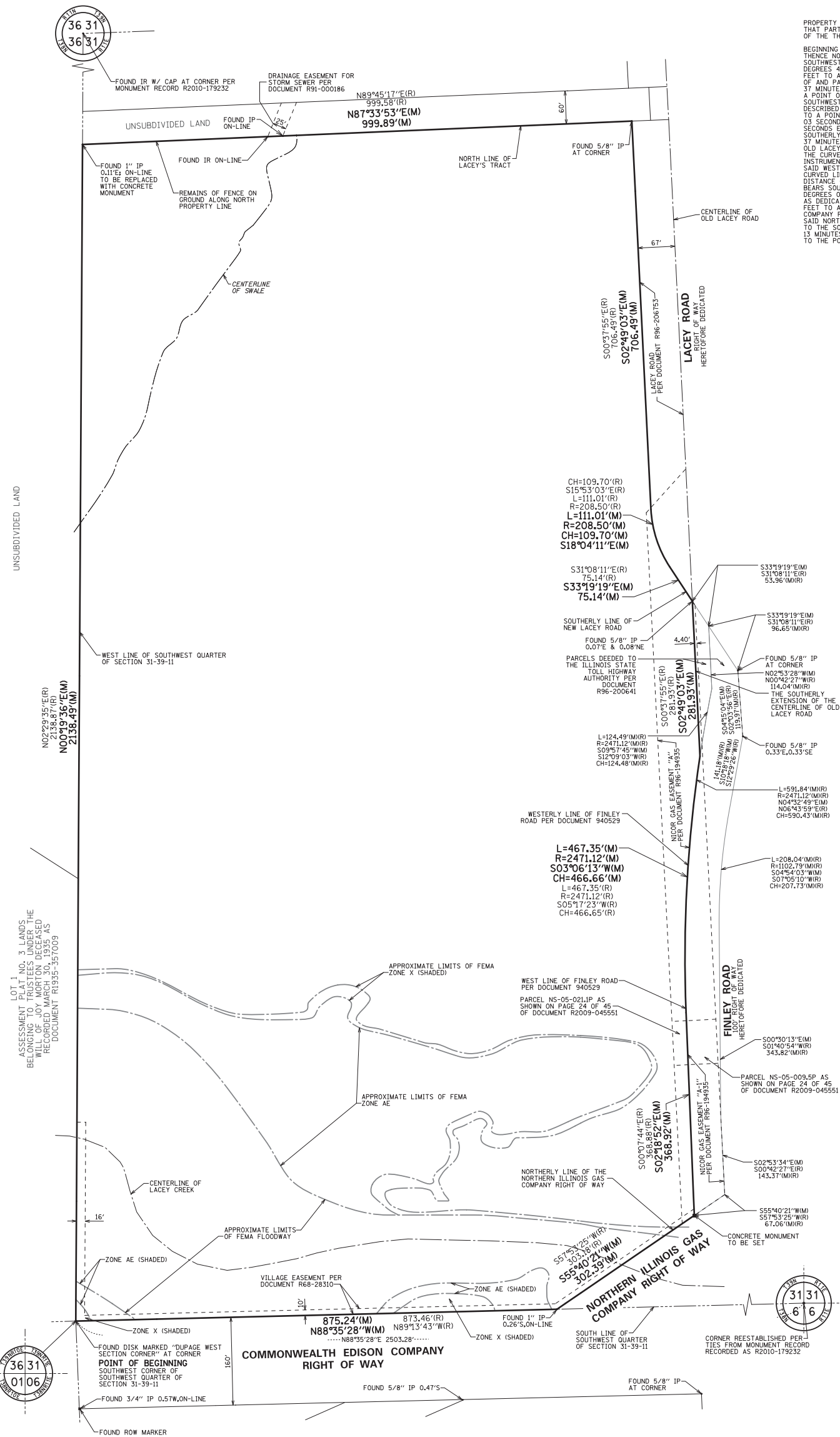
PART OF THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE
THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

EXISTING BOUNDARY INFORMATION



PROPERTY DESCRIPTION:
THAT PART OF THE SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 39 NORTH, RANGE 11, EAST
OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 31;
THENCE NORTH 02 DEGREES 29 MINUTES 35 SECONDS EAST ALONG THE WEST LINE OF SAID
SOUTHWEST 1/4, 2138.87 FEET TO THE NORTH LINE OF LACEY'S TRACT; THENCE NORTH 89
DEGREES 45 MINUTES 17 SECONDS EAST ALONG SAID NORTH LINE OF LACEY'S TRACT, 999.88
FEET TO AN INTERSECTION WITH A LINE 67.00 FEET, AS MEASURED AT RIGHT ANGLES, WEST
OF AND PARALLEL WITH THE CENTER LINE OF OLD LACEY ROAD; THENCE SOUTH 00 DEGREES
37 MINUTES 55 SECONDS EAST ALONG SAID LAST DESCRIBED PARALLEL LINE, 706.49 FEET TO
A POINT OF CURVATURE; THENCE SOUTHEASTERLY ALONG A CURVED LINE CONVEX
SOUTHWESTERLY, HAVING A RADIUS OF 208.50 FEET AND BEING TANGENT TO SAID LAST
DESCRIBED CURVED LINE AT SAID LAST DESCRIBED POINT, AN ARC DISTANCE OF 111.01 FEET
TO A POINT OF TANGENCY (THE CHORD OF SAID ARC BEARS SOUTH 15 DEGREES 53 MINUTES
03 SECONDS EAST, 109.70 FEET); THENCE SOUTH 31 DEGREES 08 MINUTES 11
SECONDS EAST, ALONG THE SOUTHERLY LINE OF NEW LACEY ROAD, 75.14 FEET TO THE
SOUTHERLY EXTENSION OF THE CENTER LINE OF OLD LACEY ROAD; THENCE SOUTH 00 DEGREES
37 MINUTES 55 SECONDS EAST ALONG THE SOUTHERLY EXTENSION OF THE CENTER LINE OF
OLD LACEY ROAD, 281.93 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY EXTENSION OF
THE CURVED WESTERLY LINE OF FINLEY ROAD (COUNTY ROAD 2) AS DEDICATED BY
INSTRUMENT RECORDED SEPTEMBER 21, 1959 AS DOCUMENT 940529; THENCE SOUTHERLY ALONG
SAID WESTERLY LINE OF FINLEY ROAD AND ALONG SAID WESTERLY LINE EXTENDED, BEING A
CURVED LINE CONVEX NORTHWESTERLY AND HAVING A RADIUS OF 2471.12 FEET, AN ARC
DISTANCE OF 467.35 FEET TO A POINT OF TANGENCY IN SAID LINE (THE CHORD OF SAID ARC
BEARS SOUTH 05 DEGREES 17 MINUTES 23 SECONDS WEST, 466.65 FEET); THENCE SOUTH 00
DEGREES 07 MINUTE 4 SECONDS EAST ALONG THE WEST LINE OF FINLEY ROAD (COUNTY ROAD 2)
AS DEDICATED BY INSTRUMENT RECORDED SEPTEMBER 21, 1959 AS DOCUMENT 940529, 368.88
FEET TO AN INTERSECTION WITH THE NORTHERLY LINE OF THE NORTHERN ILLINOIS GAS
COMPANY RIGHT OF WAY; THENCE SOUTH 57 DEGREES 53 MINUTES 25 SECONDS WEST ALONG
SAID NORTHERLY LINE OF THE NORTHERN ILLINOIS GAS COMPANY RIGHT OF WAY, 303.18 FEET
TO THE SOUTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 31; THENCE NORTH 89 DEGREES
13 MINUTES 43 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SOUTHWEST 1/4, 873.46 FEET
TO THE POINT OF BEGINNING, IN DU PAGE COUNTY, ILLINOIS.



PREPARED FOR:
BRIDGE DEVELOPMENT PARTNERS LLC
1000 IRVING PARK ROAD
SUITE 150
ITASCAS, ILLINOIS 60143

FOR REVIEW
PURPOSES ONLY

REVISIONS:

SPACED INC.

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

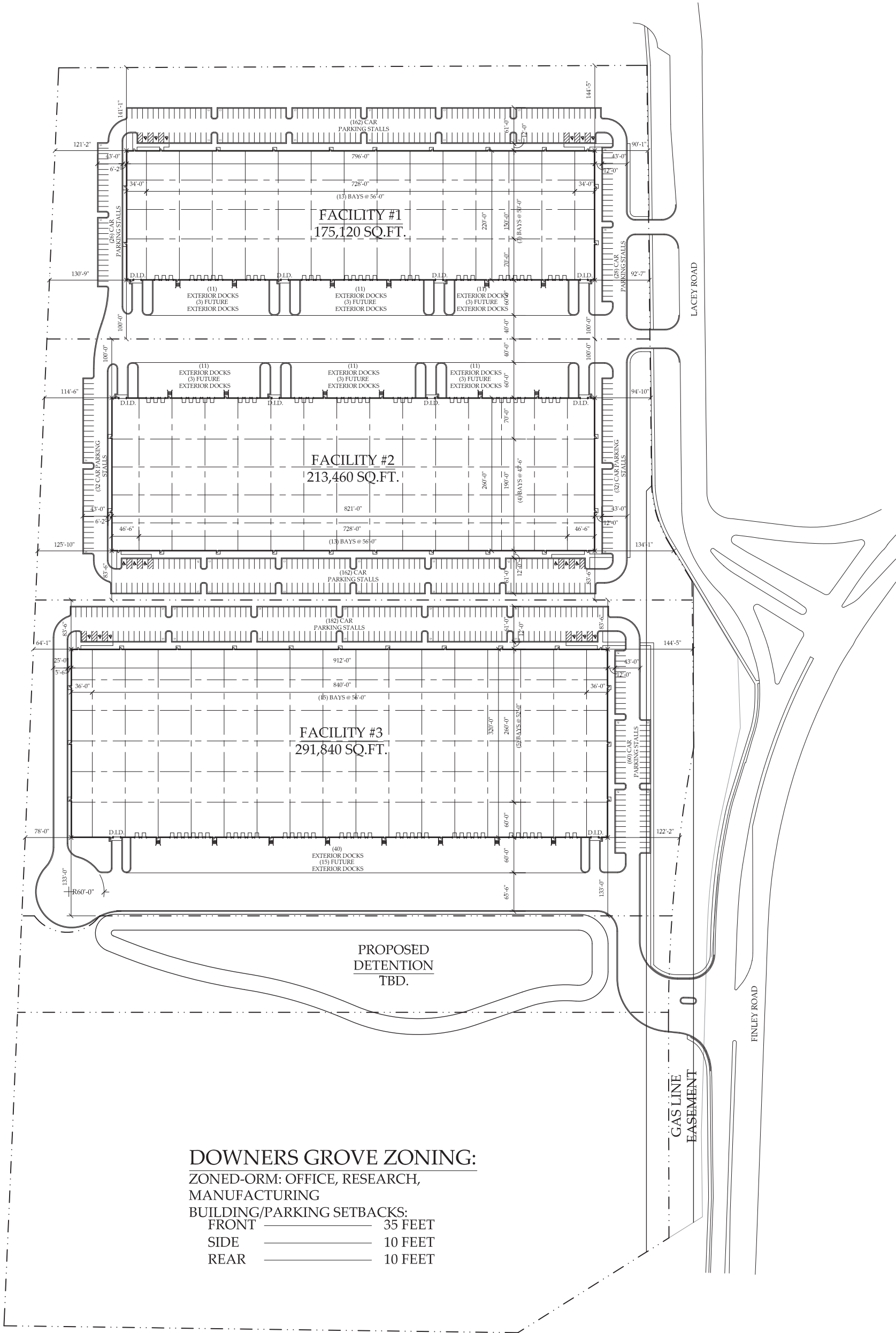
DATE: 09/15/2017

JOB NO: 2529.03

FILENAME:
2529.03SUB-01

SHEET
2 OF 2

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



FACILITY #1:

SITE AREA: _____ 468,311 SQ.FT.
10.75 ACRES

BUILDING AREA (GROSS): _____ 175,120 SQ.FT.
EXTERIOR DOCKS: _____ 33 DOCKS
DRIVE-IN-DOORS: _____ 2 DOORS
TRAILER POSITIONS: _____ 0 POSITIONS
CAR PARKING: _____ 216 CARS

CLEAR HEIGHT: _____ 32 FEET
F.A.R.: _____ .37

FACILITY #2:

SITE AREA: _____ 466,317 SQ.FT.
10.71 ACRES

BUILDING AREA (GROSS): _____ 213,460 SQ.FT.
EXTERIOR DOCKS: _____ 33 DOCKS
DRIVE-IN-DOORS: _____ 2 DOORS
TRAILER POSITIONS: _____ 0 POSITIONS
CAR PARKING: _____ 226 CARS

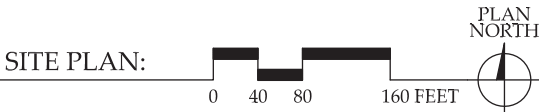
CLEAR HEIGHT: _____ 32 FEET
F.A.R.: _____ .46

FACILITY #3:

SITE AREA: _____ 637,173 SQ.FT.
14.63 ACRES

BUILDING AREA (GROSS): _____ 291,840 SQ.FT.
EXTERIOR DOCKS: _____ 40 DOCKS
DRIVE-IN-DOORS: _____ 2 DOORS
TRAILER POSITIONS: _____ 0 POSITIONS
CAR PARKING: _____ 242 CARS

CLEAR HEIGHT: _____ 36 FEET
F.A.R.: _____ .46



PROPOSED FACILITIES

DOWNERS GROVE, ILLINOIS

OCTOBER 17, 2017 #17170

NO.	DATE	REMARKS

NO.	DATE	REMARKS

NO.	DATE	REMARKS

OVERALL PROPOSED PRELIMINARY PLAN

BRIDGE POINT DOWNERS GROVE
DOWNERS GROVE, ILLINOIS

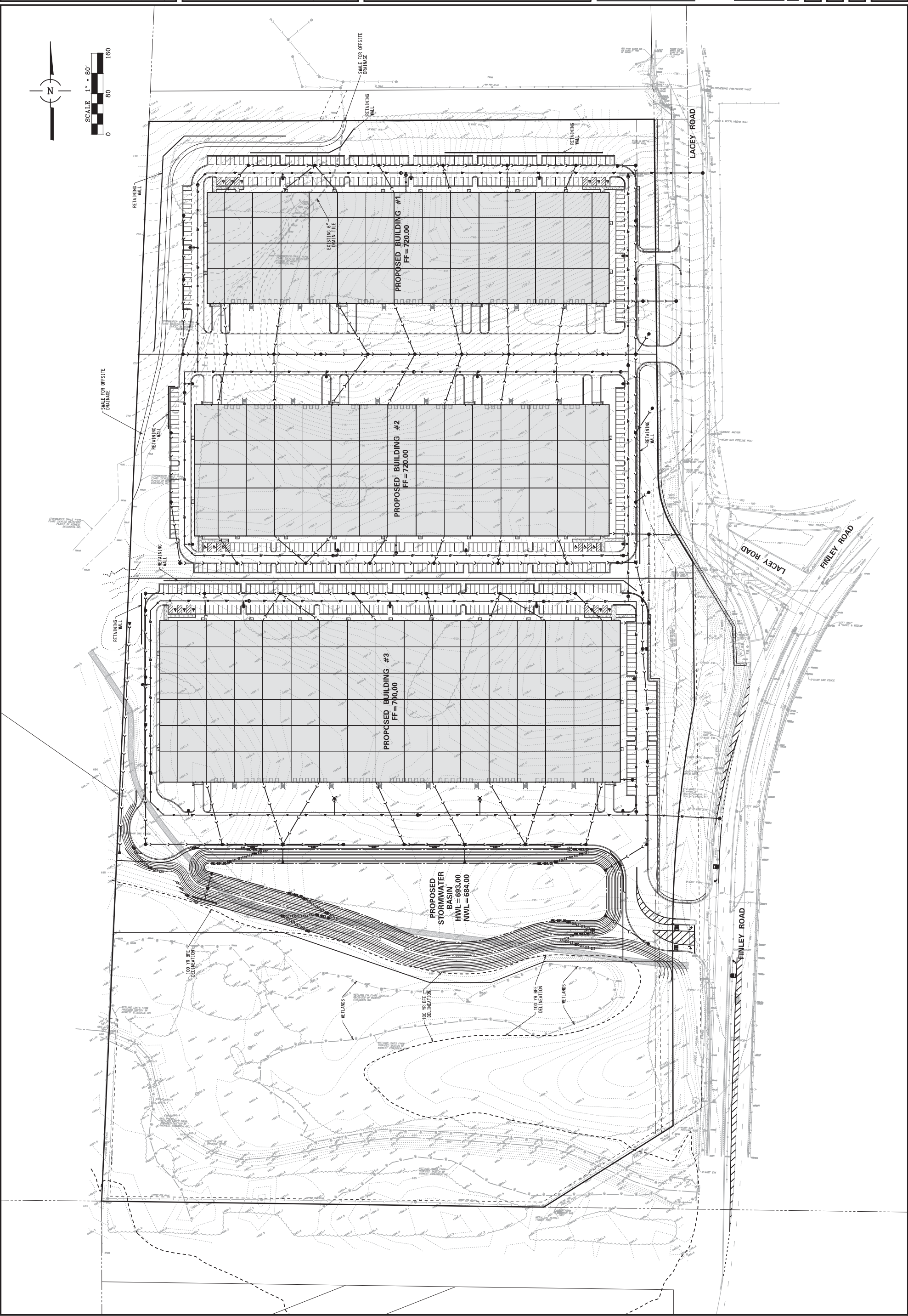
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

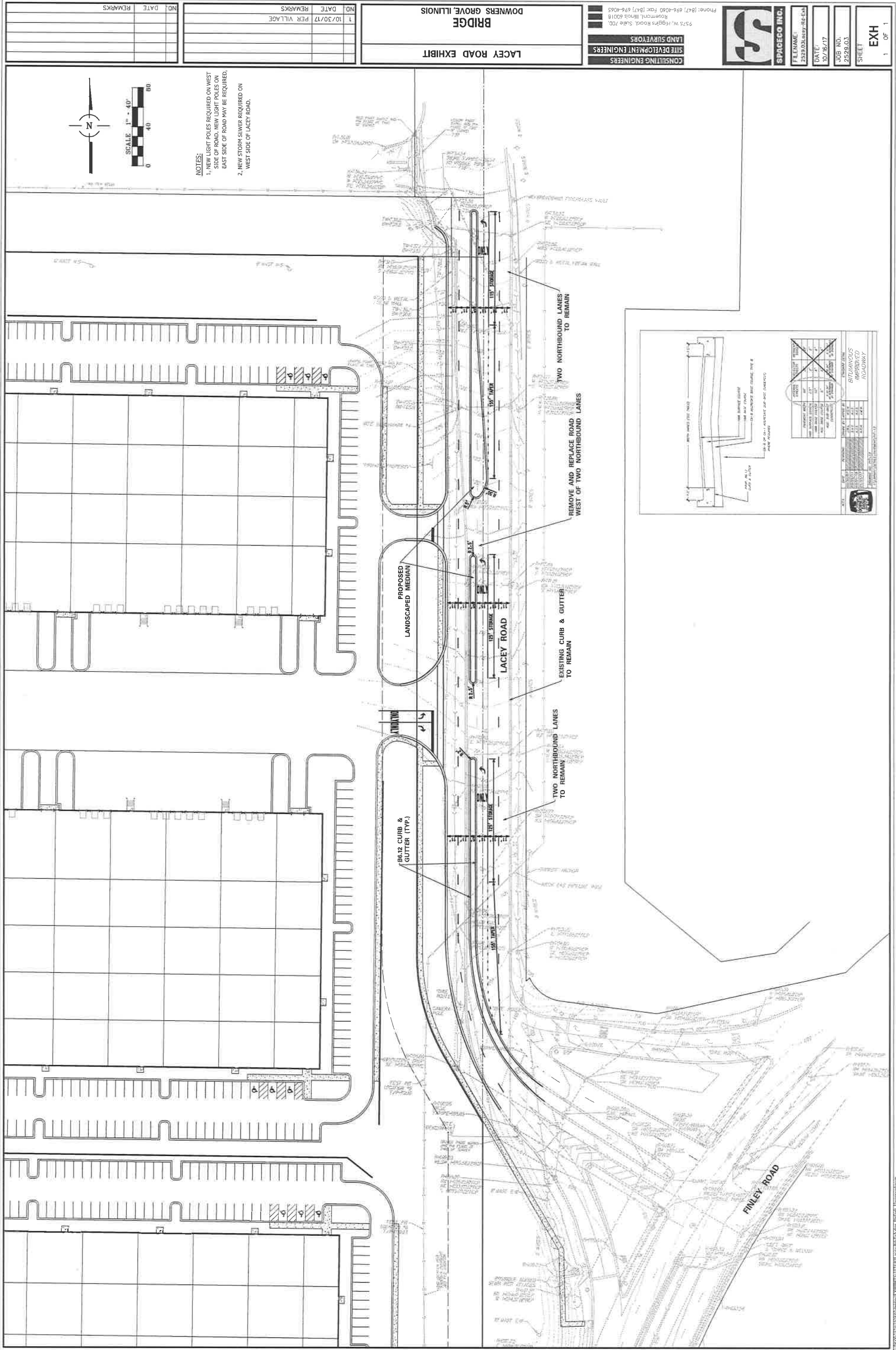
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 694-4060 Fax: (847) 694-4065

SPACECO INC.

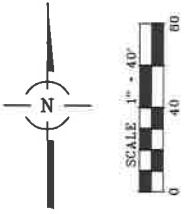
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DATE: 09/20/17
JOB NO. 2529.03
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OVSP
3 OF 6





NOTES:
1. NEW LIGHT POLES REQUIRED ON WEST SIDE OF ROAD. NEW LIGHT POLES ON EAST SIDE OF ROAD MAY BE REQUIRED.
2. NEW STORM SEWER REQUIRED ON WEST SIDE OF LACEY ROAD.



9525 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

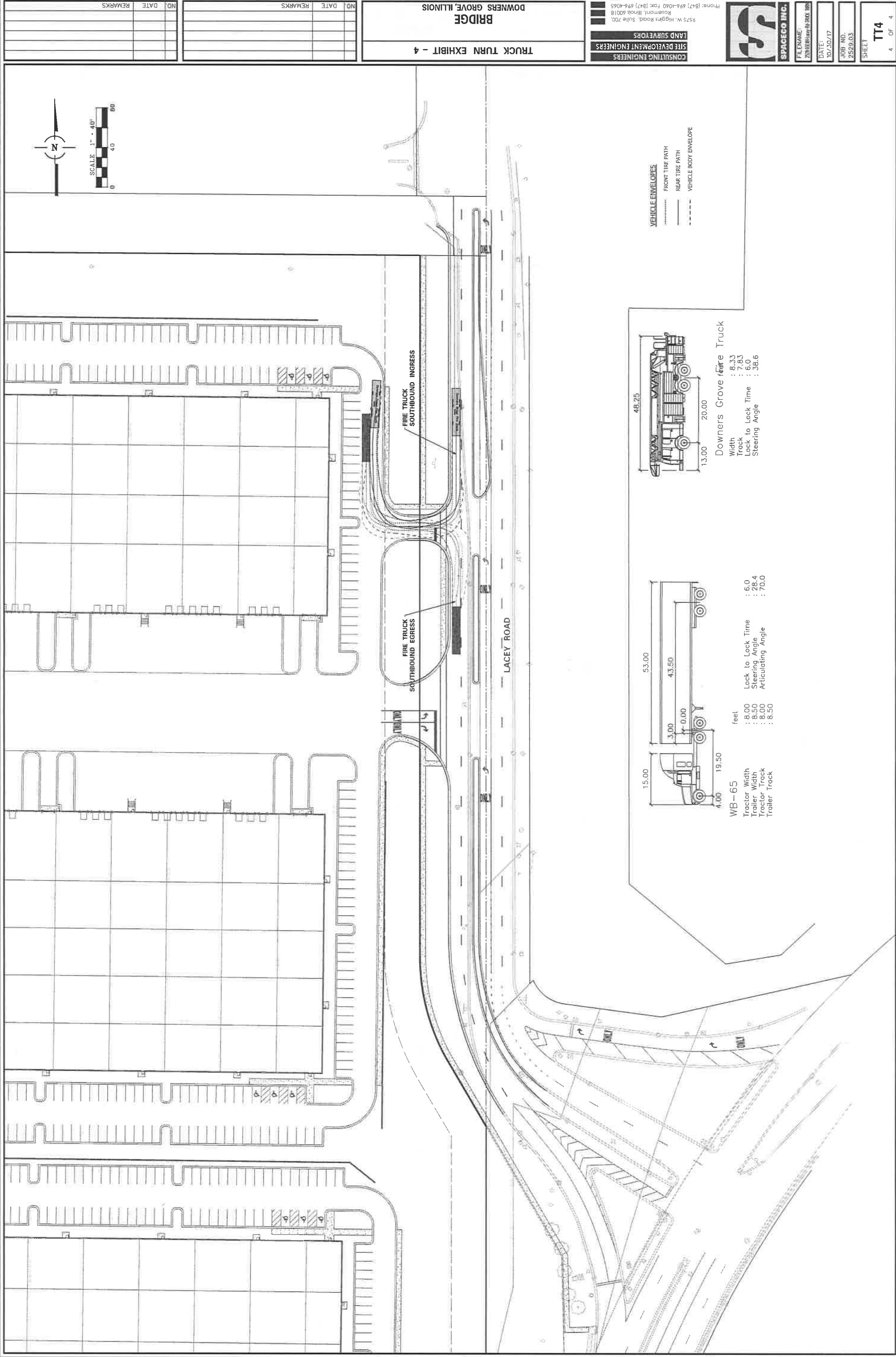


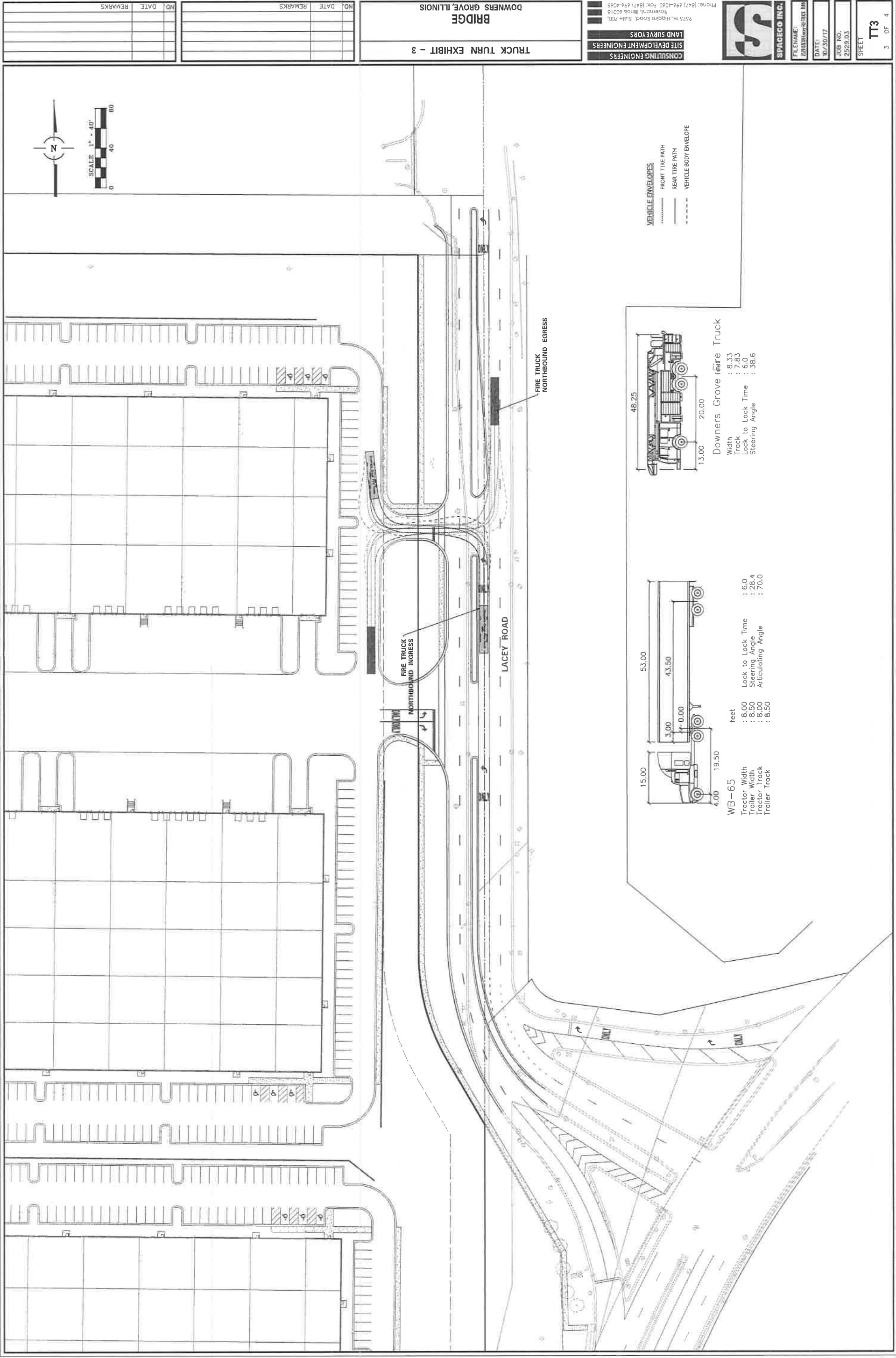
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DATE: 10/16/17		1 OF 1

LACEY ROAD EXHIBIT
BRIDGE
DOWNERS GROVE, ILLINOIS

NO.	DATE	REMARKS
1	10/30/17	PER VILLAGE

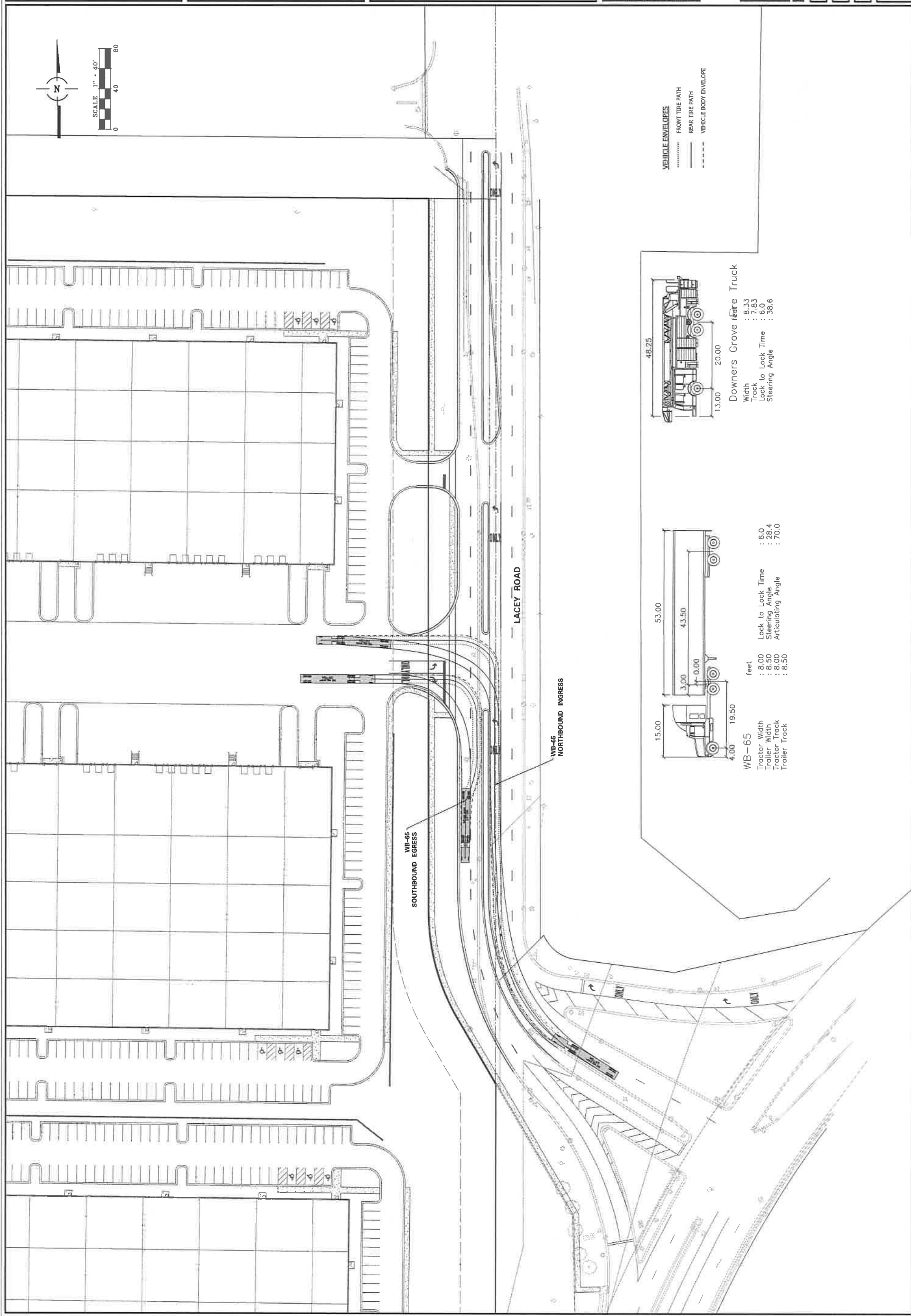
NO.	DATE	REMARKS





NO	DATE	REMARKS

NO	DATE	REMARKS



NO.	DATE	REMARKS

NO.	DATE	REMARKS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS


9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

BRIDGE POINT DOWNERS GROVE

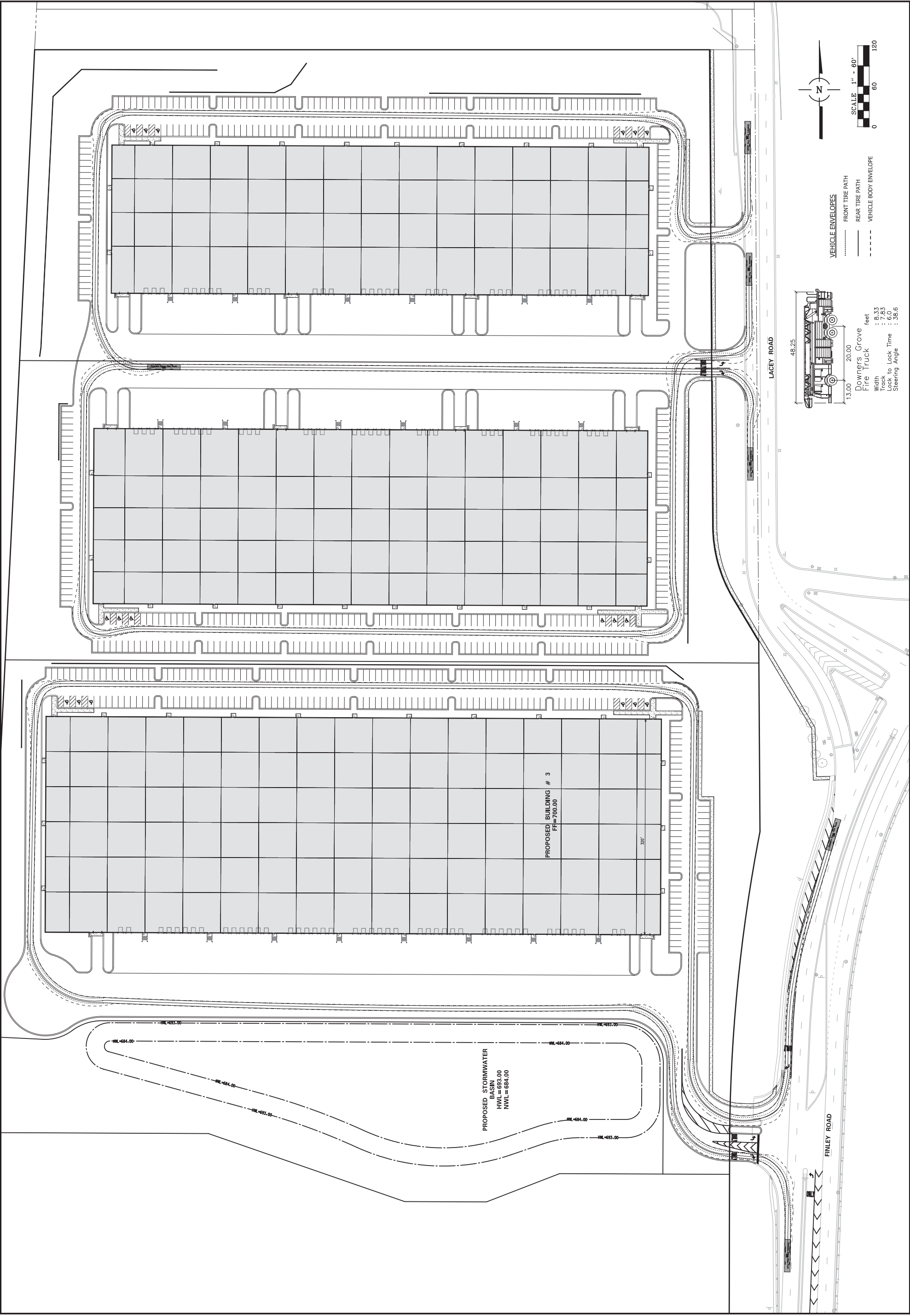
FIRE TURCK AUTOTURN EXHIBIT

BRIDGE POINT DOWNERS GROVE

DOWNERS GROVE, ILLINOIS

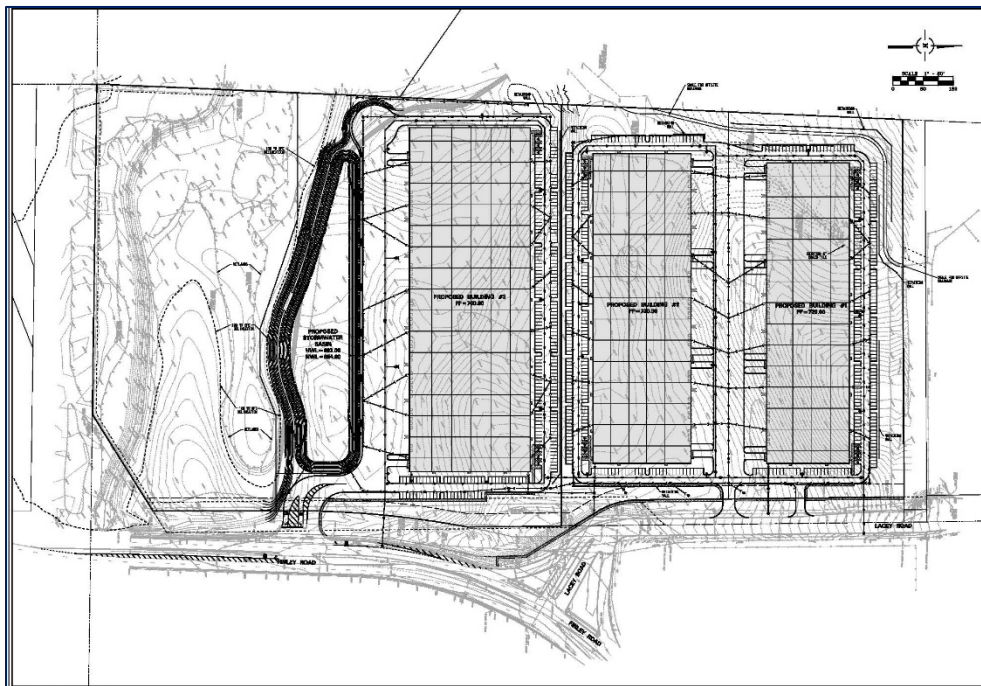


SPACECO INC.
FILENAME: 2529.03-P-AUTO-0103
DATE: 10/19/17
JOB NO. 2529.03
SHEET
FT
1 OF 1



Traffic Impact Study Bridgepoint Warehouse Development

Downers Grove, Illinois



Prepared For:



BRIDGE
DEVELOPMENT
PARTNERS, LLC

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

October 30, 2017

Table of Contents

1. Introduction.....	1
2. Existing Conditions.....	4
Site Location	4
Existing Roadway System Characteristics.....	4
Existing Traffic Volumes.....	6
3. Traffic Characteristics of the Proposed Development	10
Proposed Site and Development Plan	10
Directional Distribution	10
Peak Hour Traffic Volumes	14
4. Projected Traffic Conditions.....	15
Development Traffic Assignment.....	15
Background Traffic Conditions	15
Total Projected Traffic Volumes	15
5. Traffic Analysis and Recommendations	20
Traffic Analyses.....	20
Discussion and Recommendations	27
6. Conclusion	30

List of Figures and Tables

Figures

Figure 1 – Site Location.....	2
Figure 2 – Aerial View of Site Location.....	3
Figure 3 – Existing Roadway Characteristics	5
Figure 4 – Existing Traffic Volumes	8
Figure 5 – Existing Truck Traffic Volumes.....	9
Figure 6 – Passenger Vehicle Directional Distribution	12
Figure 7 – Truck Directional Distribution	13
Figure 8 – Passenger Vehicle Site-Generated Traffic Volumes	16
Figure 9 – Truck Site-Generated Traffic Volumes	17
Figure 10 – Year 2022 Background Traffic Volumes	18
Figure 11 – Year 2022 Total Projected Traffic Volumes	19

Tables

Table 1 – Projected Site-Generated Traffic Volumes.....	14
Table 2 – Capacity Analysis Results – Lacey Road with Finley Road	21
Table 3 – Capacity Analysis Results – Butterfield Road with Lacey Road/Lloyd Avenue	22
Table 4 – Capacity Analysis Results – Lacey Road with Woodcreek Drive.....	23
Table 5 – Capacity Analysis Results – Butterfield Road with Esplanade Road/ Home Depot Access Drive	24
Table 6 – Capacity Analysis Results – Existing Conditions - Unsignalized	25
Table 7 – Capacity Analysis Results – Future Conditions - Unsignalized	26

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 Bridgepoint Warehouse/Distribution development to be located in Downers Grove, Illinois. The site, which is currently vacant land, is located on the west side of the signalized intersection of Finley Road and Lacey Road. As proposed, the site will be developed with three buildings totaling 680,400 square feet in size. Access to the two northern buildings will be provided via two full ingress/egress access drives off Lacey Road while access to the southern building will be provided via one full ingress/egress access drive off Finley Road.

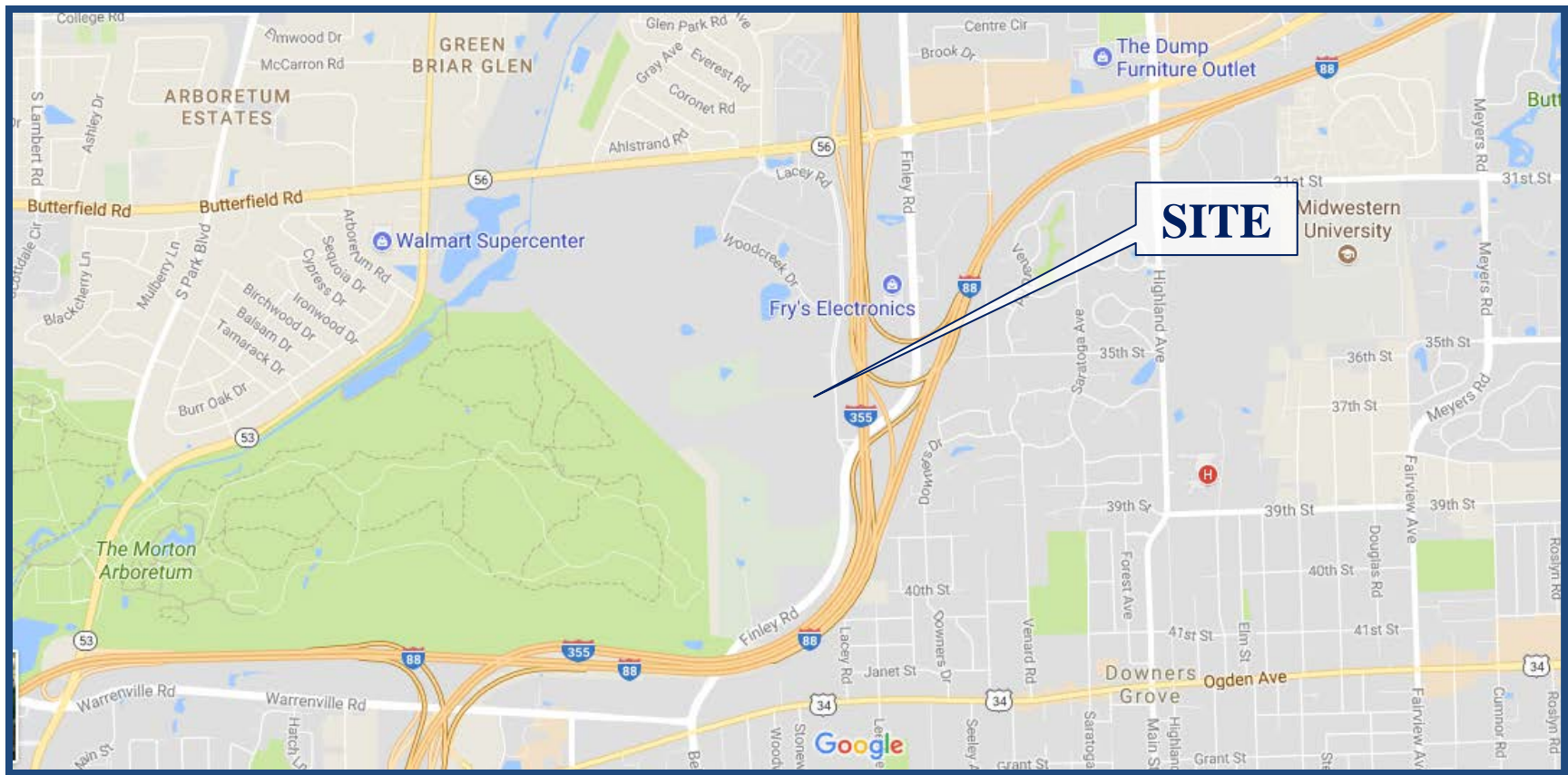
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 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 evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

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

1. Existing Conditions - Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.



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

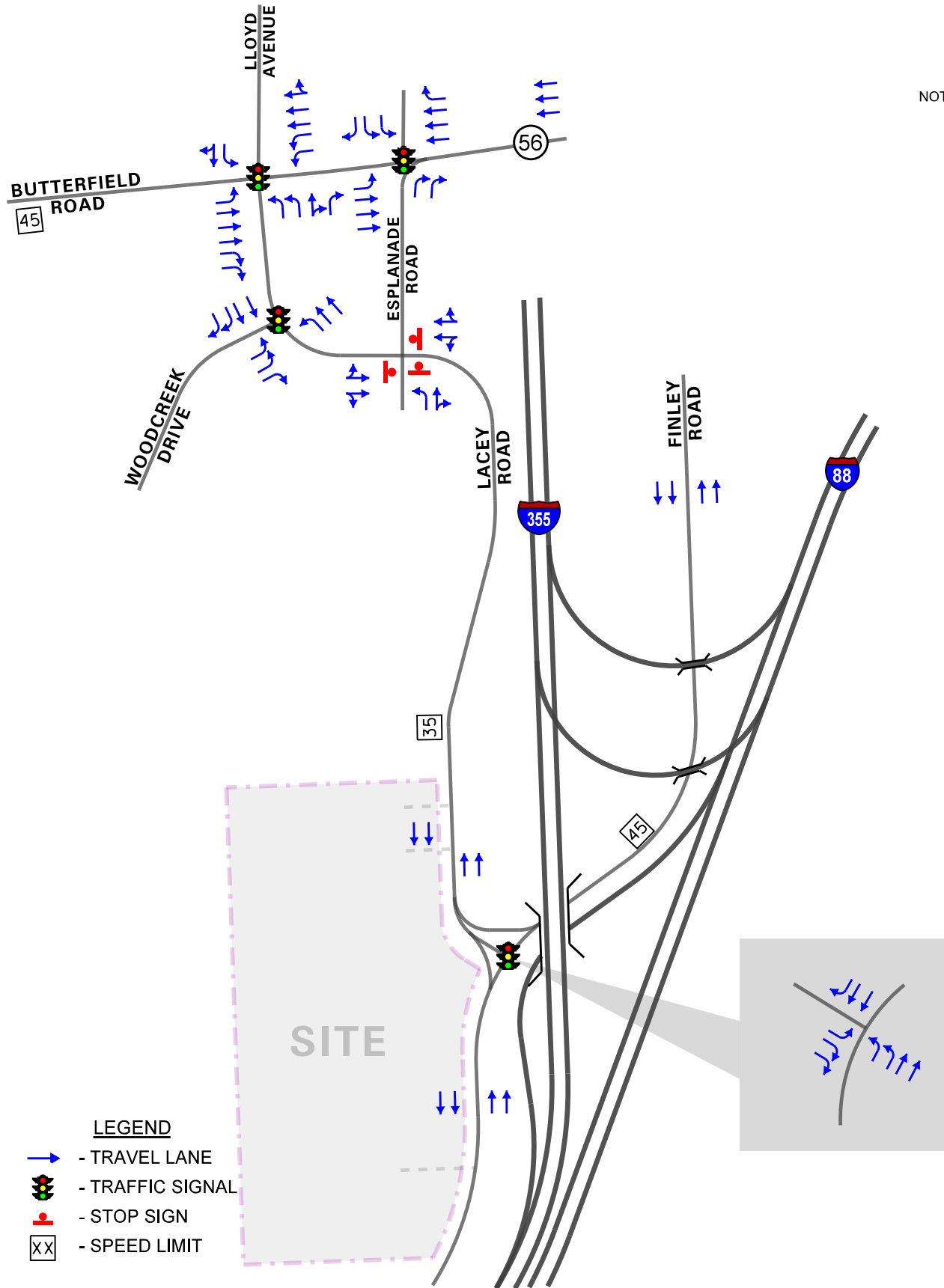
The development site is located on the west side of the signalized intersection of Finley Road and Lacey Road in Downers Grove, Illinois. The site is bounded by a parking structure to the north, Finley Road and Lacey Road to the east, and vacant land to the west and south. The site has an existing curb cut off Finley Road which will be used as the access drive serving the proposed southernmost building.

Existing Roadway System Characteristics

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

Finley Road is a north-south minor arterial that in the vicinity of the site provides two through lanes in each direction separated by a raised landscaped median. At its signalized intersection with Lacey Road, Finley Road provides dual left-turn lanes and two through lanes on the northbound approach. The southbound approach provides two through lanes and an exclusive right-turn lane. Finley Road has a posted speed limit of 45 mph, carries an ADT volume of approximately 20,800 vehicles, and is under the jurisdiction of the DuPage County Division of Transportation (DuDOT).

Lacey Road is a north-south minor collector road that extends from Butterfield Road south to Finley Road serving the Esplanade at Locust Point Business Park north of the site. The road generally provides two lanes in each direction separated by a landscaped median with on-street parking prohibited on both sides of the road. Along the site's frontage, the road provides a four lane undivided cross-section. At its signalized intersection with Butterfield Road, Lacey Road provides dual left-turn lanes, a combined through/right-turn lane, and an exclusive right-turn lane. The north leg of Lacey Road at its intersection with Butterfield Road becomes Lloyd Avenue and it provides an exclusive left-turn lane and a combined through/right-turn lane. At its signalized intersection with Woodcreek Drive, Lacey Road provides an exclusive left-turn lane and two through lanes on the northbound approach. The southbound approach provides two through lanes and dual right-turn lanes. At its unsignalized all-way stop controlled intersection, Lacey Road provides a combined left/through lane and a combined through/right-turn lane on both approaches. At its signalized intersection with Finley Road, Lacey Road provides an exclusive left-turn lane and dual right-turn lanes. Lacey Road has a posted speed limit of 35 mph, carries an ADT volume of 3,750 vehicles, and is under the jurisdiction of the Village of Downers Grove.



Proposed Bridgepoint
Development
Downers Grove, Illinois

Existing Roadway Characteristics

Butterfield Road (IL 56) is an east-west major arterial providing three through lanes in each direction separated by a raised median with curb/gutter provided on both sides of the roadway. Butterfield Road has a posted speed limit of 45 mph in the vicinity of the site and parking is prohibited on both sides of the roadway. At its signalized intersection with Lacey Road/Lloyd Avenue, Butterfield Road provides an exclusive left-turn lane, three through lanes, and dual right-turn lanes on the eastbound approach. The westbound approach provides dual left-turn lanes, two through lanes, and a combined through/right-turn lane. At its signalized intersection with Esplanade Road/Home Depot main access drive, the eastbound approach provides an exclusive left-turn lane and three through lanes. It should be noted that the intersection is located within the storage length of the westbound dual left-turn lane at Lacey Road and as such the westbound approach provides two lanes that are the remainder of the dual left-turn lanes, three through lanes and an exclusive right-turn lane. A full diamond interchange with I-355 is provided approximately 1,200 feet east of the intersection. Butterfield Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is designated as a Strategic Regional Arterial (SRA), and carries an average daily traffic (ADT) volume of 37,500 vehicles (Year 2016).

Woodcreek Drive is a circulatory private road that serves the majority of the buildings within the Esplanade at Locust Creek. At its signalized intersection with Lacey Road, Woodcreek Drive provides dual left-turn lanes and an exclusive right-turn lane. Woodcreek Drive is under the jurisdiction of the Village of Downers Grove.

Esplanade Road is a north-south private road that extends from Butterfield Road south to its terminus at the parking structure serving various businesses such as the US Internal Revenue Service, Siemens, northwestern Mutual, etc. At its all-way stop sign controlled intersection with Lacey Road, the northbound approach provides an exclusive left-turn lane and a combined through/right-turn lane. North of Lacey Road, Esplanade Road becomes one-way northbound and provides dual right-turn lanes at its signalized intersection with Butterfield Road. The southbound approach is the Home Depot main access drive and provides dual left-turn lanes and an exclusive right-turn lane.

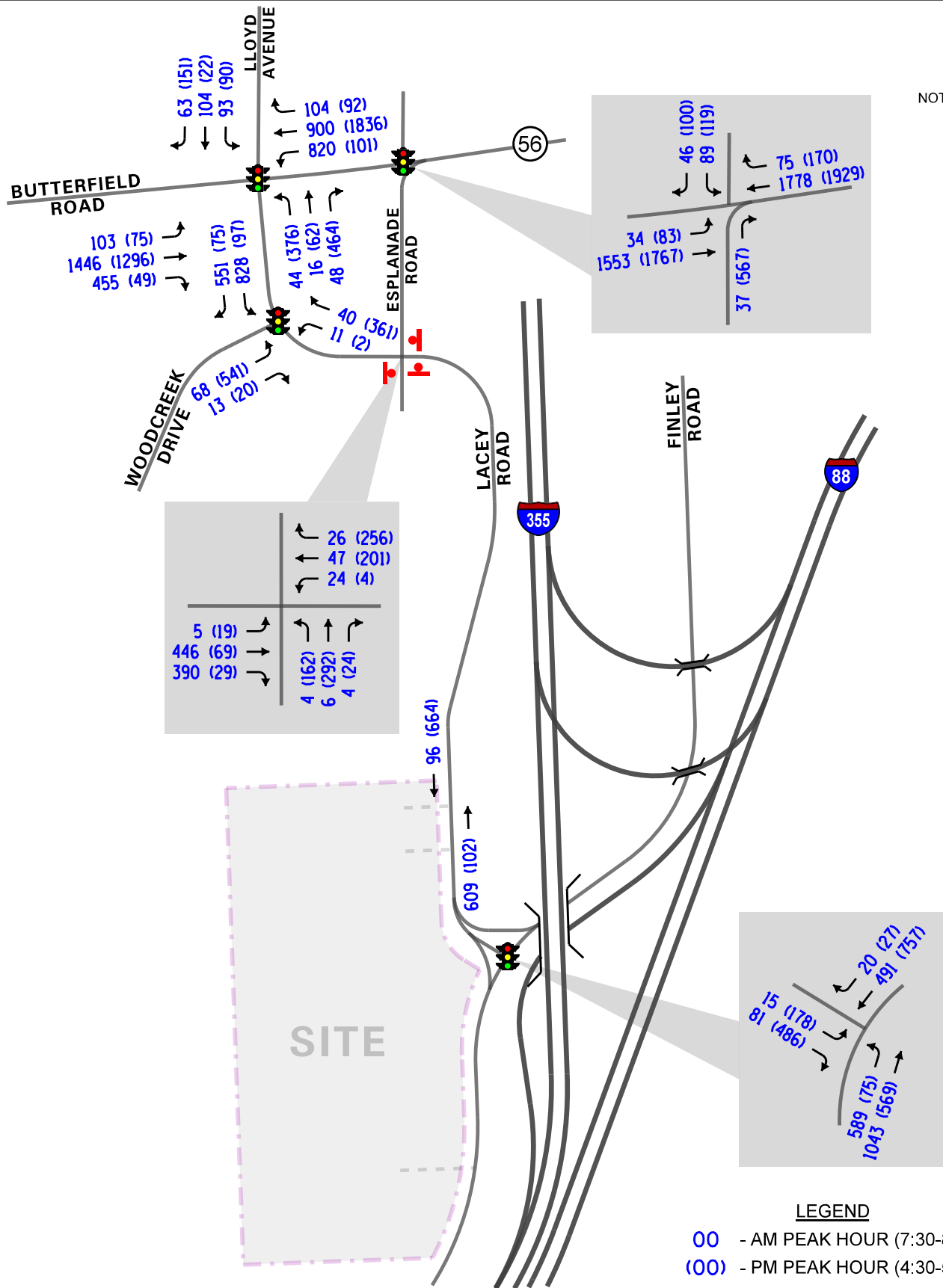
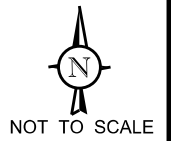
Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle traffic counts using Miovision Video Scout Collection Units during the weekday morning (6:00 to 9:00 A.M.) and weekday evening (3:00 to 6:00 P.M.) peak periods at the following five intersections:

1. Finley Road/Lacey Road (Thursday, August 10, 2017)
2. Butterfield Road/Lacey Road (Thursday, August 10, 2017)
3. Woodcreek Drive/Lacey Road (Thursday, August 10, 2017)
4. Butterfield Road/Esplanade Road/Home Depot drive (Tuesday October 24, 2017)
5. Lacey Road/Esplanade Road (Tuesday October 24, 2017)

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

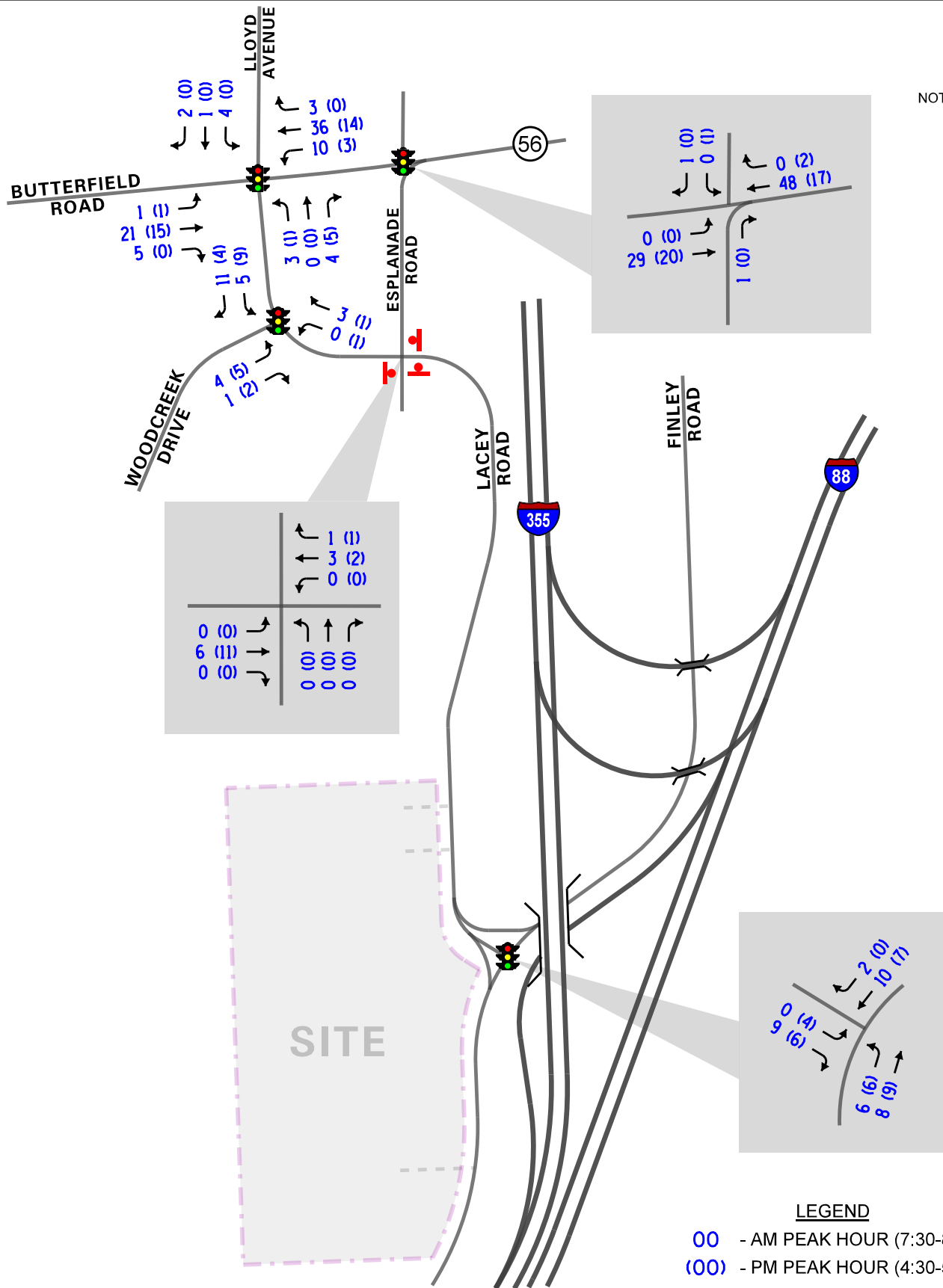
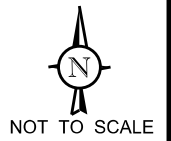
The existing peak hour vehicle traffic volumes inclusive of heavy vehicles are shown in **Figure 4**. The existing heavy vehicle peak hour volumes are shown in **Figure 5**.



Proposed Bridgepoint
Development
Downers Grove, Illinois

Existing Traffic Volumes
(Inclusive of Heavy Vehicles)

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Job No: 17-198 Figure: 4



Proposed Bridgepoint
Development
Downers Grove, Illinois

Existing Heavy Vehicle Traffic Volumes

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 Site and Development Plan

As proposed, the site will be developed with three warehouse/distribution buildings. The northern building will be approximately 175,120 square feet in size, the middle building will be approximately 213,460 square feet in size, and the southern building will be approximately 291,840 square feet in size for a total building area of 680,420 square feet.

Passenger vehicle accessibility to the northern building will be provided via a full ingress/egress access drive on Lacey Road located approximately 660 feet northwest of Finley Road. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Passenger vehicle and heavy vehicle accessibility to the northern and middle buildings will be provided via a full ingress/egress access drive on Lacey Road located approximately 465 feet northwest of Finley Road. This access drive will provide one inbound lane and two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane with outbound movements under stop sign control. At the request of the Village of Downers Grove, Lacey Road's cross-section of two lanes in each direction separated by a raised median will be extended from its terminus north of the site south to meet the existing landscaped median at its intersection with Finley Road. This will allow for the provision of a continuous northbound left-turn lane serving the middle and north access drives. The left-turn lane will provide 155x feet of taper and 125 feet of storage at the middle access drive and approximately 125 feet of storage will be provided at the north access drive.

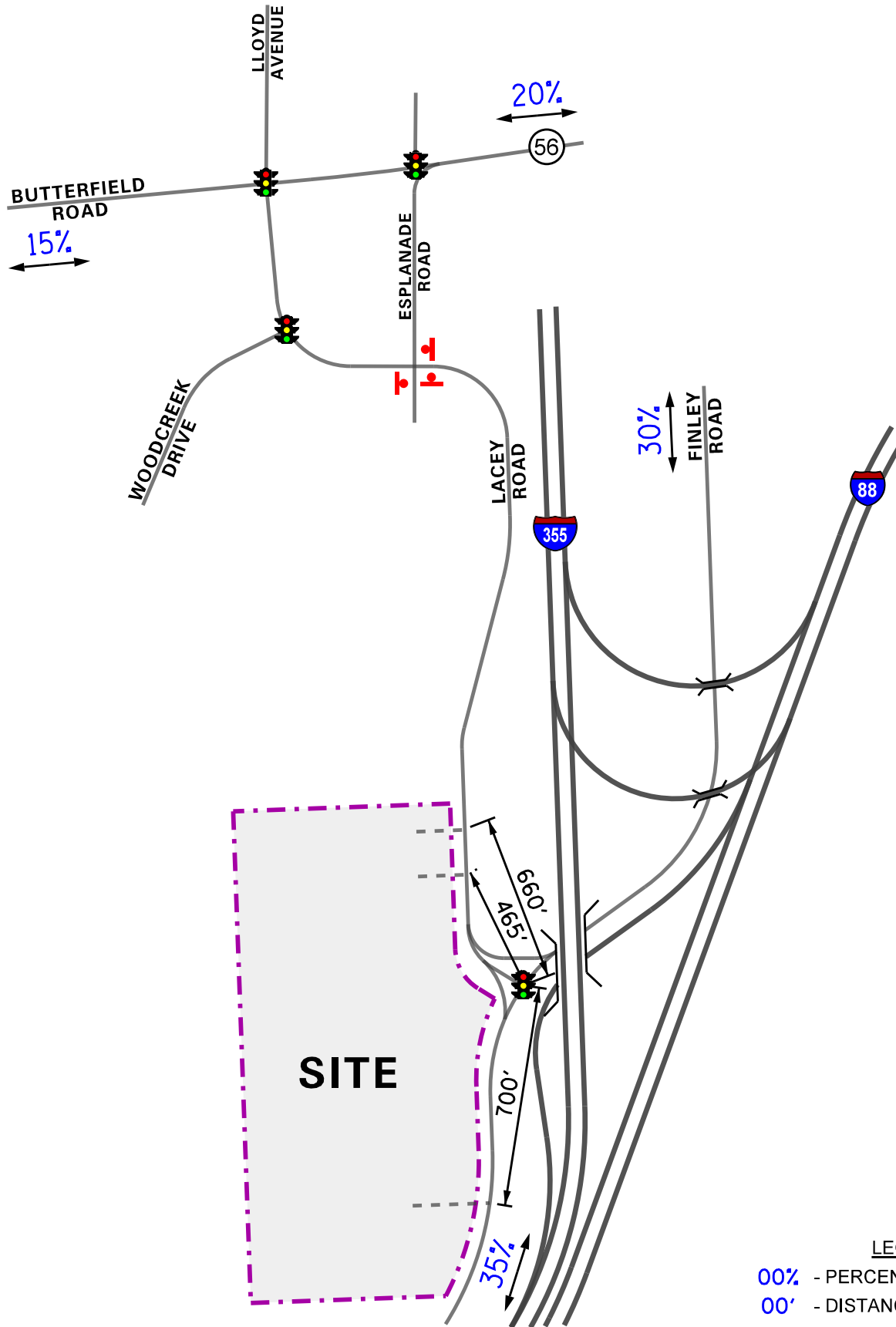
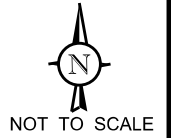
The southern building will have access to Finley Road via an existing curb cut. Finley Road has been improved to provide a northbound left-turn lane and a southbound right-turn lane. As proposed, the access drive will provide two inbound lanes and two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane with outbound movements under stop sign control.

Directional Distribution

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

The passenger vehicle estimated directional distribution for the proposed development is illustrated in **Figure 6**. The truck, or heavy vehicle, estimated directional distribution for the proposed development is illustrated in **Figure 7**.

It should be noted that although a small percentage of truck traffic is anticipated to enter and exit the site to/from the north on Lacey Road, consideration should be given to directing and/or restricting truck traffic to enter and exit the site via Finley Road in order to reduce the impact on the intersection of Butterfield Road with Lacey Road.



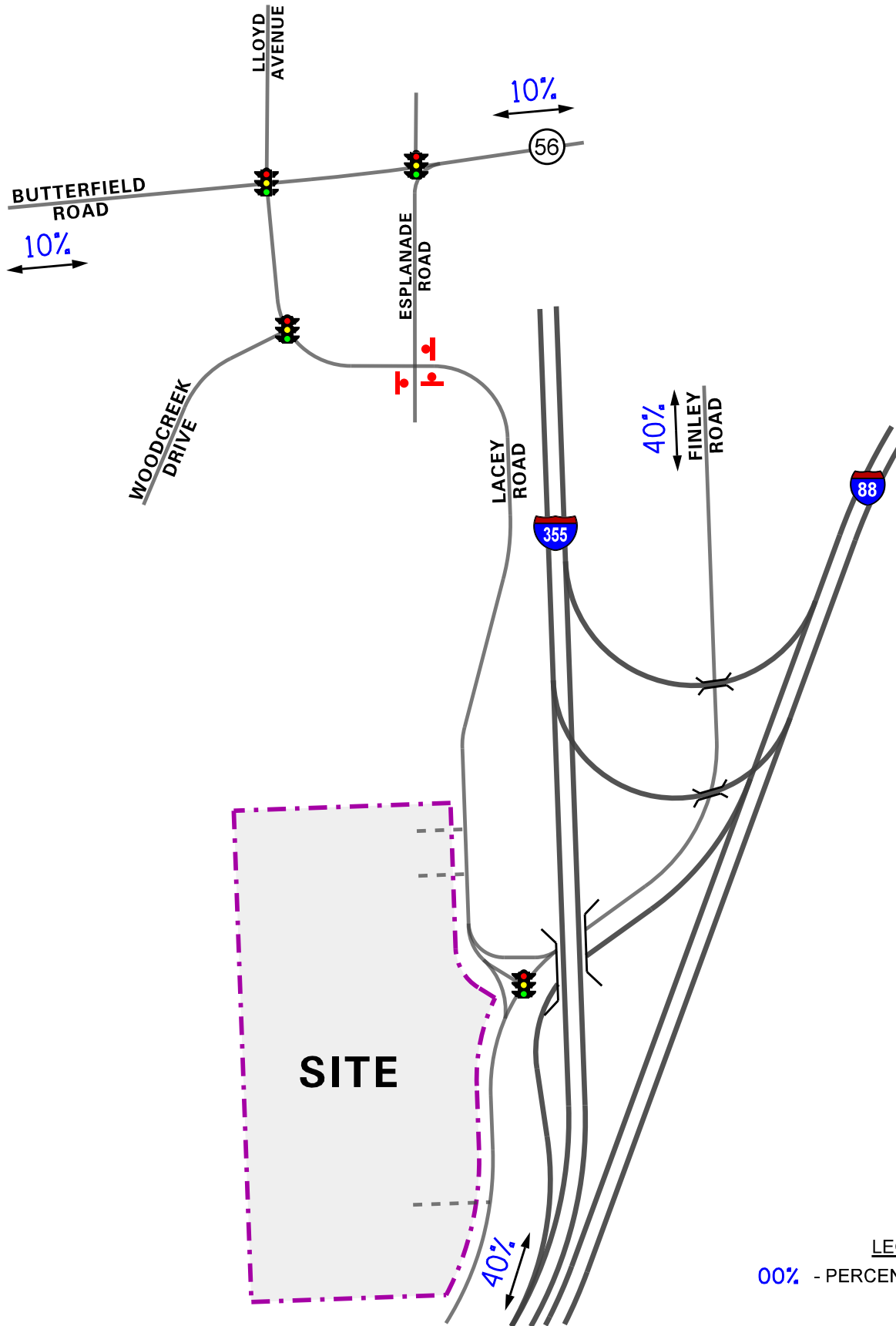
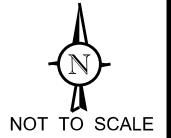
LEGEND

- 00% - PERCENT DISTRIBUTION
- 00' - DISTANCE IN FEET

Proposed Bridgepoint
Development
Downers Grove, Illinois

Passenger Vehicle
Estimated Directional Distribution

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Job No: 17-198 Figure: 6



Proposed Bridgepoint
Development
Downers Grove, Illinois

Heavy Vehicle
Estimated Directional Distribution

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Job No: 17-198 Figure: 7

Peak Hour Traffic Volumes

The estimates of traffic to be generated by the development are based upon the proposed land use type and size using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition Land Use Code 150 (Warehouse) was utilized which typically includes office and maintenance areas. Further, based on other studies of warehouse/distribution centers, it is estimated that approximately 20 percent of the traffic approaching and departing the development during the peak hours of the day will be trucks, with the remaining 80 percent being passenger vehicles.

Table 1 shows the truck and passenger vehicle trips estimated to be generated for the proposed ultimate buildout of the development during the weekday morning and weekday evening peak hours in addition to the weekday daily (two-way) volumes.

Table 1

PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily
		In	Out	Total	In	Out	Total	
150	680,420 s.f.	187	50	237	51	152	203	2,564
	Truck Traffic (20%)	37	10	47	10	30	40	512
	Passenger Vehicle Traffic (80%)	150	40	190	41	122	163	2,052

4. Projected Traffic Conditions

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

Development Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed development were assigned to the area roadways based on the established directional distributions (Figures 6 and 7).

Figure 8 shows the assignment of the development-generated passenger traffic volumes.

Figure 9 shows the assignment of the development-generated truck traffic volumes.

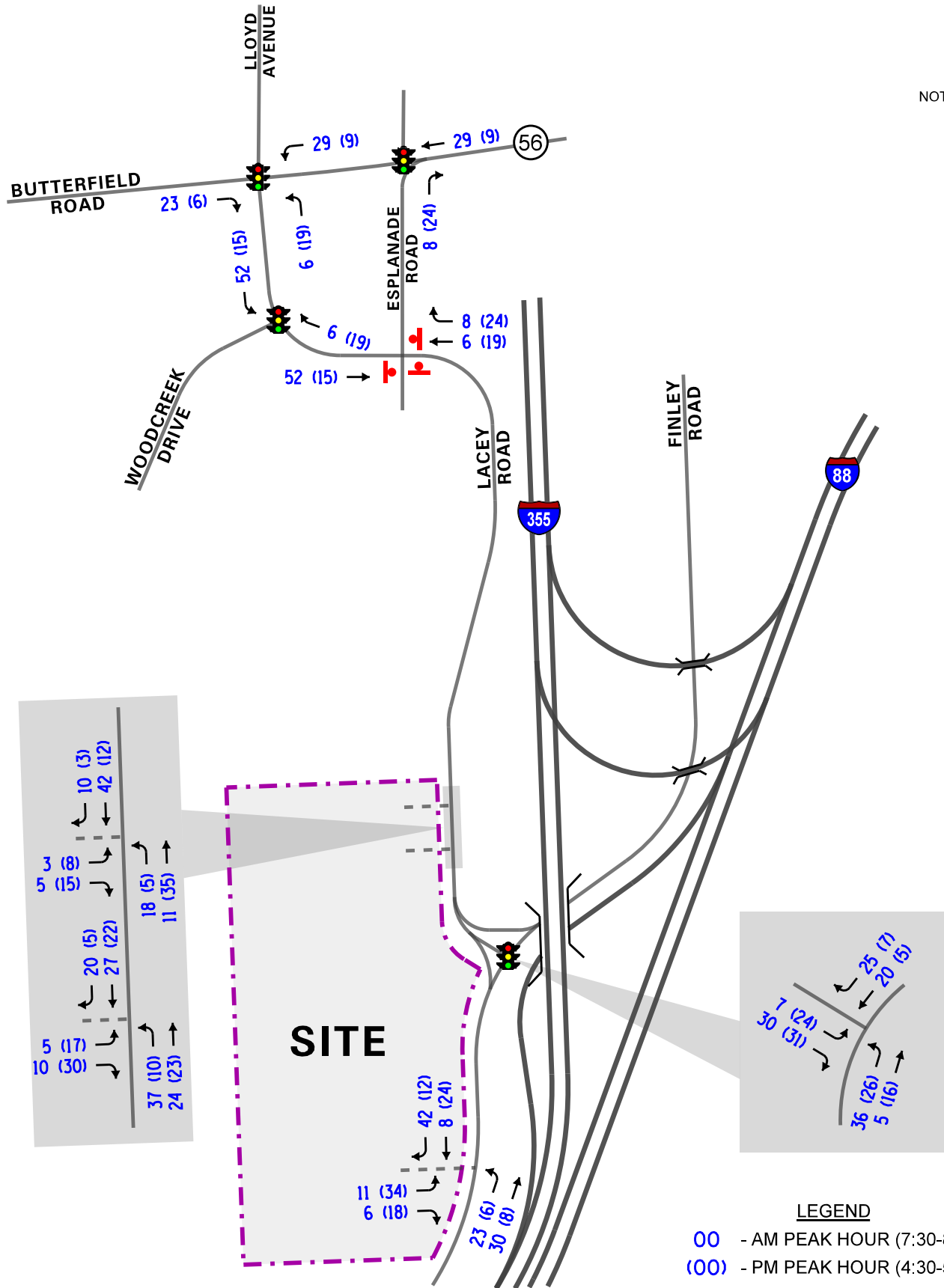
Background Traffic Conditions

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 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by one percent per year for five years for a total growth factor of five percent. **Figure 10** shows the Year 2022 background traffic volumes. A copy of the CMAP projections letter is included in the Appendix.

Total Projected Traffic Volumes

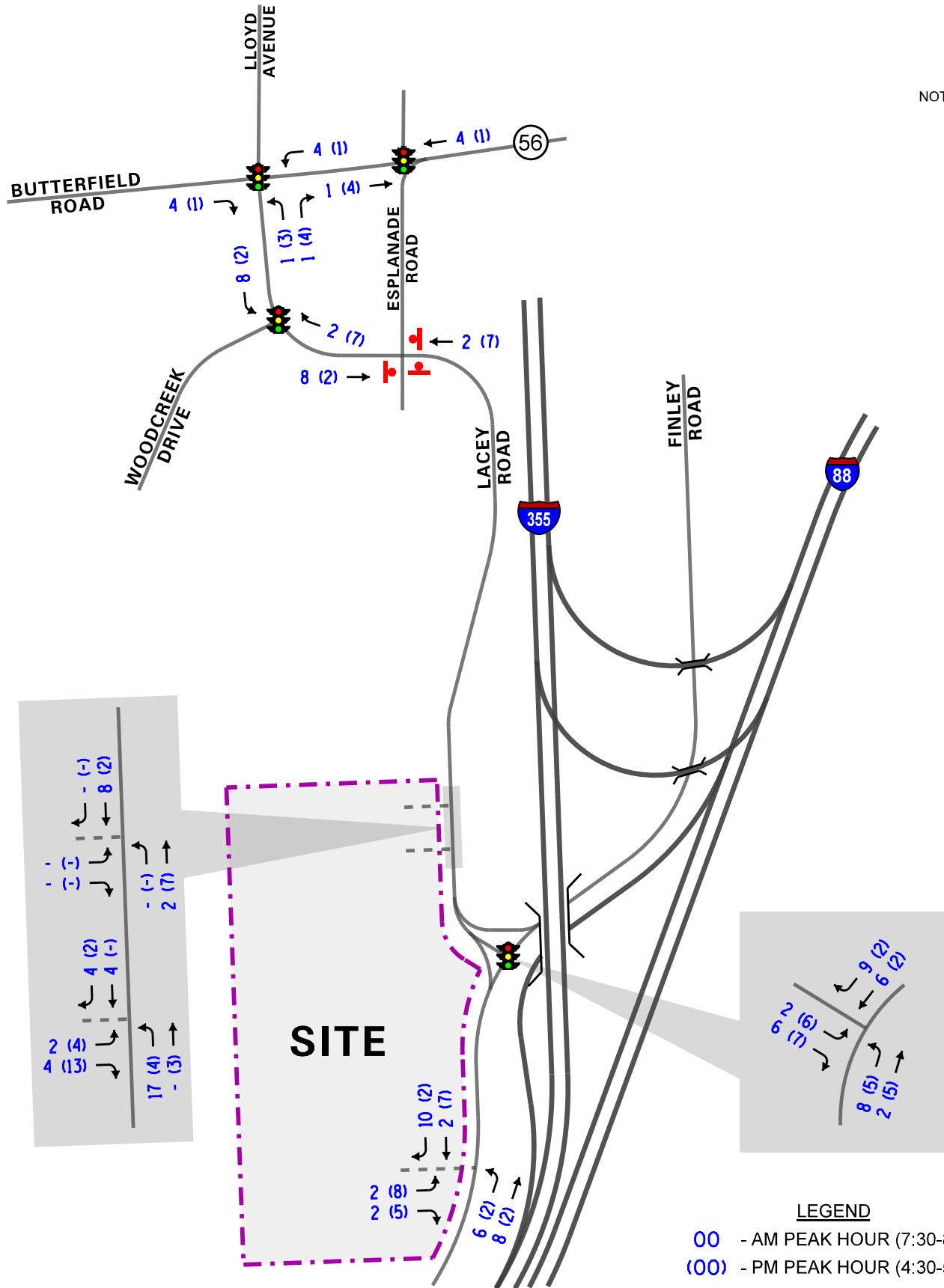
Total projected traffic volumes include the Year 2022 background traffic volumes (Figure 10) and the traffic estimated to be generated by the proposed development (Figure 8 and Figure 9).

Figure 11 shows the Year 2022 total projected traffic volume conditions.



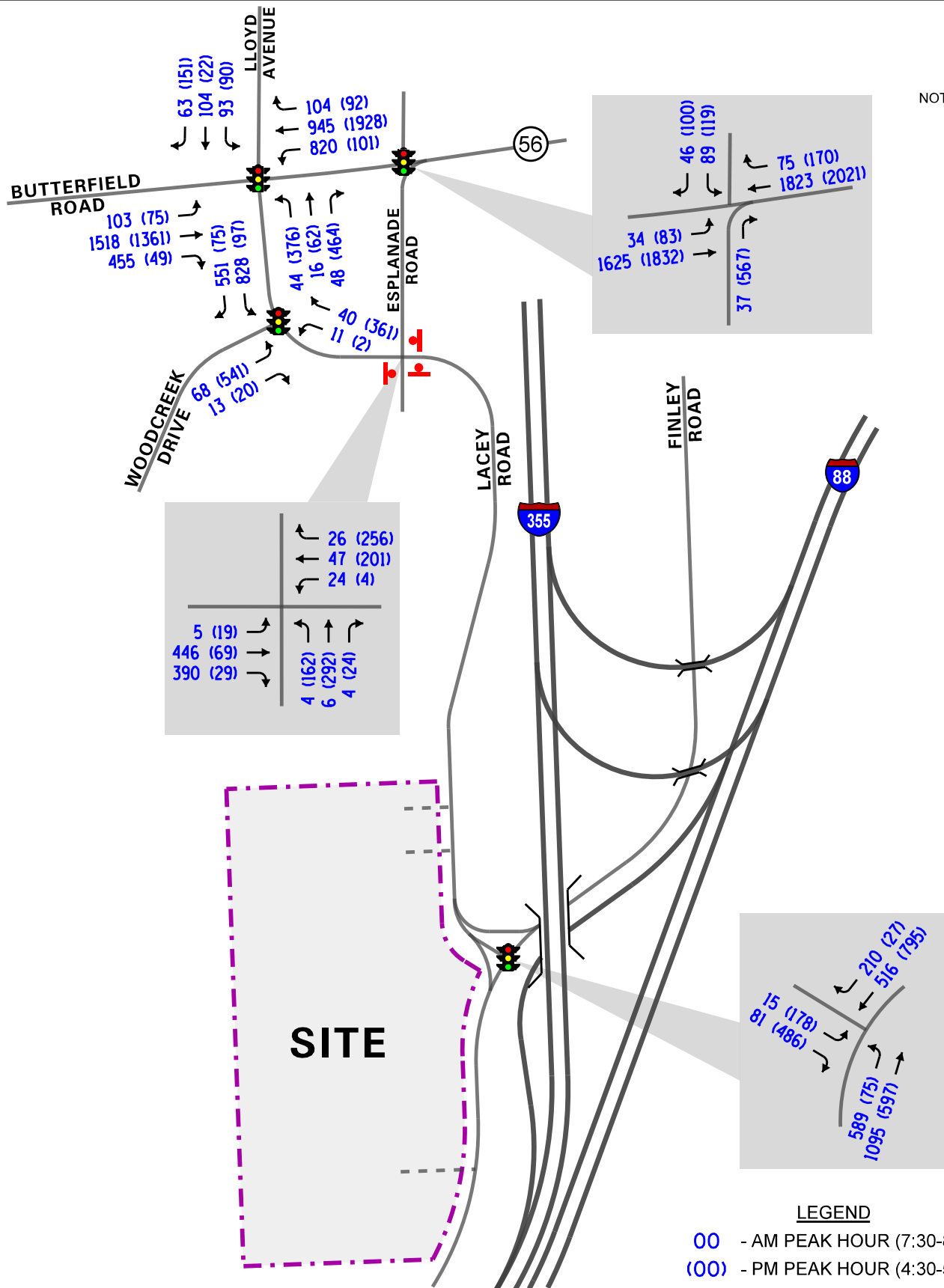
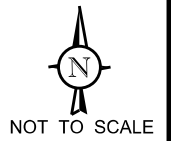
Proposed Bridgepoint
Development
Downers Grove, Illinois

Passenger Vehicle Site Traffic Assignment



Proposed Bridgepoint
Development
Downers Grove, Illinois

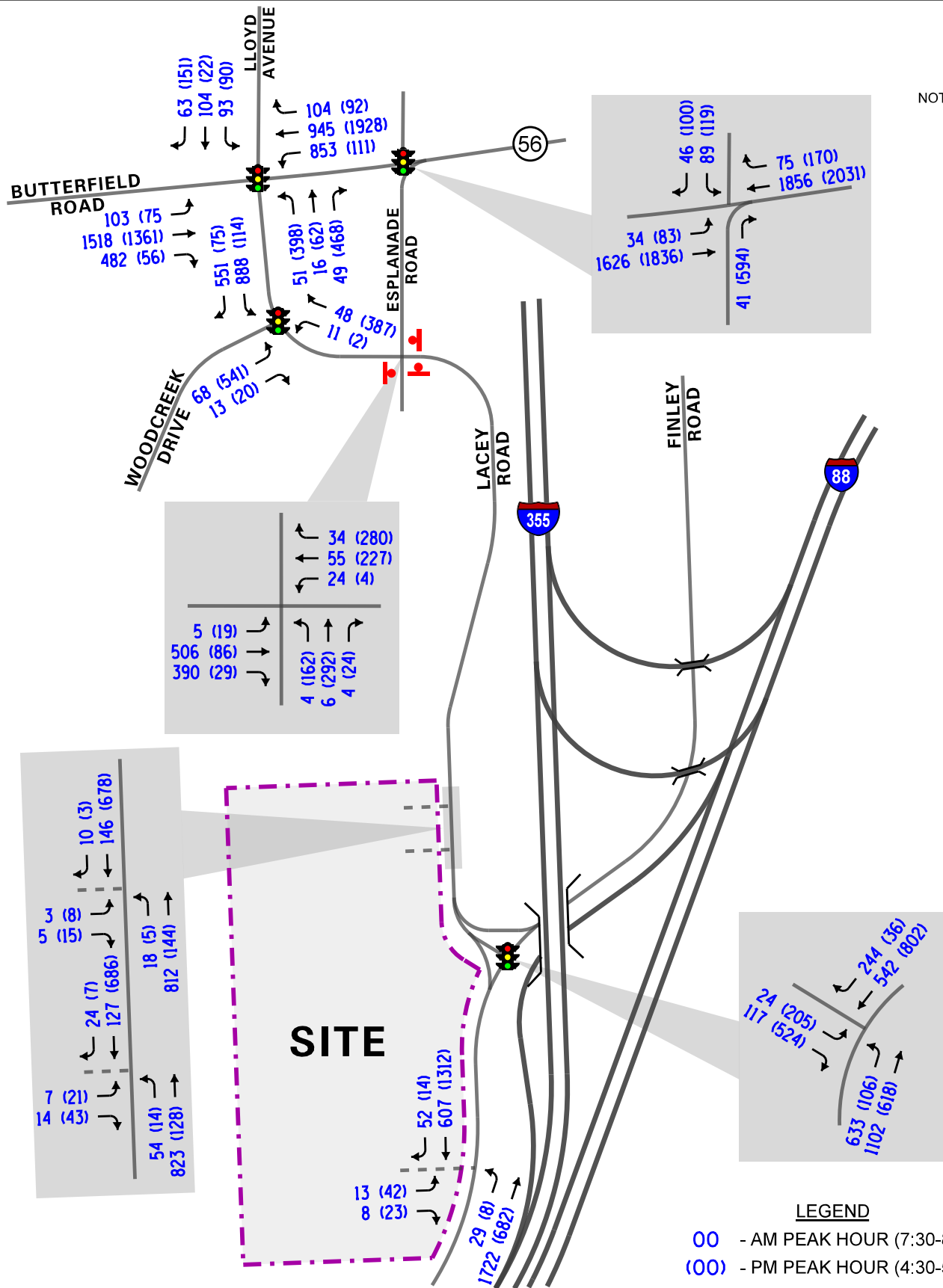
Heavy Vehicle Site Traffic Assignment



Proposed Bridgepoint
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Downers Grove, Illinois

2022 Background Traffic Volumes

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Job No: 17-198 Figure: 10



Proposed Bridgepoint
Development
Downers Grove, Illinois

Year 2022 Total Projected Traffic Volumes

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 17-198 Figure: 11

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2017) 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 Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using existing cycle lengths, phasings and offsets to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2022 total projected conditions are presented in **Tables 2** through **7**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2

CAPACITY ANALYSIS RESULTS – LACEY ROAD WITH FINLEY ROAD – SIGNALIZED

Year 2017 Existing Conditions	Peak Hour	Eastbound			Westbound		Northbound			Southbound		Overall	
		L		R			L	T		T	R		
	Weekday Morning Peak Hour	D 46.1		C 10.6			C 29.8	A 5.9		C 34.0	A 5.2	B – 17.7	
		B – 16.3					B – 14.5			C – 25.4			
	Weekday Evening Peak Hour	D 40.7		A 4.1			D 50.8	B 11.8		C 28.4	A 7.4	B – 19.8	
		B – 13.9					B – 16.3			C – 27.7			
	Year 2022 Projected Conditions	Weekday Morning Peak Hour	D 47.2		A 9.4			C 30.6	A 6.0		C 34.8	A 5.3	B – 18.2
			B – 16.2					B – 15.0			C – 25.7		
		Weekday Evening Peak Hour	D 43.7		A 4.8			D 52.0	B 12.0		C 29.0	A 6.6	C – 20.8
			B – 15.7					B – 18.2			C – 27.9		
Letter denotes Level of Service		L – Left-Turns			R – Right-Turns								
Delay is measured in seconds.		T – Through											

Table 3

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

Year 2017 Existing Conditions	Peak Hour	Eastbound			Westbound		Northbound			Southbound		Overall	
		L	T	R	L	TR	L	TR	R	L	TR		
	Weekday Morning Peak Hour	E 66.0	C 32.0	A 2.7	F 100.8	B 13.9	F 84.4	C 27.2	A 1.4	E 64.6	E 62.8	D – 41.0	
		C – 27.1			D – 53.0		D – 42.8			E – 63.5			
	Weekday Evening Peak Hour	F 89.0	B 19.6	A 0.0	F 99.6	A 9.7	F 82.7	D 42.0	A 8.4	F 103.0	D 43.0	C – 26.4	
		C – 22.5			B – 14.2		D – 49.3			E – 63.6			
	Year 2022 Projected Conditions	Weekday Morning Peak Hour	E 66.0	C 32.9	A 2.6	F 120.4	B 14.3	F 83.2	C 26.1	A 1.2	E 64.6	E 64.0	D – 45.9
			C – 27.6			E – 63.3		D – 45.4			E – 64.2		
		Weekday Evening Peak Hour	F 89.0	C 20.7	A 0.0	F 100.2	B 10.7	E 78.1	E 56.2	B 13.0	F 103.0	D 45.4	C – 28.1
			C – 23.3			B – 15.4		D – 54.0			E – 65.1		
Letter denotes Level of Service		L – Left-Turns			R – Right-Turns								
Delay is measured in seconds.		T – Through			TR – Through/Right								

Table 4

CAPACITY ANALYSIS RESULTS – LACEY ROAD WITH WOODCREEK DRIVE – SIGNALIZED

Year 2017 Existing Conditions	Peak Hour	Eastbound			Westbound		Northbound			Southbound		Overall	
		L		R			L	T		T	R		
	Weekday Morning Peak Hour	E 58.7		C 25.9			A 1.6	A 2.0		A 6.2	A 0.5	A – 6.5	
		D – 53.5					A – 1.9			A – 3.9			
	Weekday Evening Peak Hour	E 55.3		B 12.6			A 8.5	A 9.1		A 6.3	A 1.1	C – 31.2	
		D – 53.8					A – 9.1			A – 4.0			
	Year 2022 Projected Conditions	Weekday Morning Peak Hour	E 58.7		C 25.9			A 1.7	A 2.0		A 6.8	A 0.6	A – 6.8
			D – 53.5					A – 1.9			A – 4.4		
		Weekday Evening Peak Hour	E 55.5		B 12.6			A 8.5	A 9.2		A 4.4	A 0.1	C – 30.0
			D – 54.0					A – 9.2			A – 2.7		
Letter denotes Level of Service		L – Left-Turns			R – Right-Turns								
Delay is measured in seconds.		T – Through											

Table 5

CAPACITY ANALYSIS RESULTS – BUTTERFIELD ROAD WITH ESPLANADE ROAD/HOME DEPOT DR – SIGNALIZED

Year 2017 Existing Conditions	Peak Hour	Eastbound			Westbound		Northbound			Southbound		Overall	
		L	T		T	R			R	L	R		
	Weekday Morning Peak Hour	F 90.3	A 1.4		B 12.6	A 0.5			A 0.7	E 57.4	A 6.3	A – 9.2	
		A – 3.3			B – 12.1		A – 0.7			D – 40.2			
	Weekday Evening Peak Hour	E 77.3	A 6.5		B 16.4	A 0.5			F 294.8	E 65.5	A 8.9	D – 47.8	
		A – 9.7			B – 15.1		F – 294.8			D – 39.6			
	Year 2022 Projected Conditions	Weekday Morning Peak Hour	F 88.2	A 1.8		B 12.9	A 0.5			A 0.8	E 57.5	A 6.5	A – 9.4
			A – 3.5			B – 12.4		A – 0.8			D – 40.2		
		Weekday Evening Peak Hour	E 74.6	A 7.1		B 17.1	A 0.5			F 325.5	E 65.5	A 8.9	D – 51.9
			B – 10.0			B – 15.8		F – 325.5			D – 39.6		
Letter denotes Level of Service L – Left-Turns R – Right-Turns													
Delay is measured in seconds. T – Through													

Table 6
CAPACITY ANALYSIS RESULTS
EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lacey Road with Esplanade Road				
• Northbound Approach	A	9.1	C	15.6
• Eastbound Approach	C	15.1	B	10.5
• Westbound Approach	A	8.3	C	15.7
• Overall	B	14.3	C	15.1
LOS = Level of Service Delay is measured in seconds.				

Table 7
CAPACITY ANALYSIS RESULTS
FUTURE CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lacey Road with Esplanade Road				
• Northbound Approach	A	9.3	C	16.4
• Eastbound Approach	C	16.7	B	10.8
• Westbound Approach	A	8.4	C	18.1
• Overall	C	15.7	C	16.5
Lacey Road with North Access Drive				
• Northbound Left	A	7.6	A	9.1
• Eastbound Left/Right	B	10.6	B	12.9
Lacey Road with Middle Access Drive				
• Northbound Left	A	8.1	B	10.1
• Eastbound Left	C	17.0	C	19.3
• Eastbound Right	A	9.1	B	12.0
Finley Road with South Access Drive				
• Northbound Left	A	9.6	B	14.6
• Eastbound Left	D	26.1	E	43.7
• Eastbound Right	B	10.9	C	16.3
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-generated traffic.

Lacey Road with Finley Road

The traffic signal at this intersection is currently running free and operates at an acceptable LOS. Under future conditions, the intersection will continue operating at an acceptable LOS C or better with minimal increases in delay. Inspection of the capacity analyses and the results of the traffic simulations indicate that southbound queues on Lacey Road will not exceed 245 feet and the northbound queues will not exceed 190 feet. As such, the queues will not extend to the proposed middle access drive on Lacey Road or the access drive on Finley Road. Therefore, no roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Butterfield Road with Lacey Road/Lloyd Avenue

This intersection operates at an overall acceptable Level of Service (LOS) under existing conditions. Under future conditions, the intersection is projected to continue operating at an overall acceptable LOS with minimal increases in delay. It should be noted that northbound traffic on Lacey Road experiences long queues during the evening peak hour that extend past Woodcreek Drive. This is due to the long cycle length and the heavy outbound movement of traffic. However, given that the intersection already provides dual northbound left- and right-turn lanes as well as dual westbound left-turn lanes coupled with the results of the capacity analyses, no additional roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Lacey Road with Woodcreek Drive

The results of the capacity analyses indicate that this intersection is currently operating at an acceptable LOS and will continue to do so in the future. As previously indicated, the northbound queues on Lacey Road at its intersection with Butterfield Road extend past Woodcreek Drive during the evening peak hour, thus having an impact on the outbound movements from Woodcreek Drive. This queue is due to the heavy outbound movement of traffic and the long cycle length at the intersection of Butterfield Road with Lacey Road/Lloyd Avenue. It should be noted that this is an existing condition and is not caused by the proposed development traffic. In fact, it is important to note that the proposed development-generated traffic will amount to only four percent or less of the traffic volumes at this intersection and less than one percent at the intersection of Butterfield Road with Lacey Road/Lloyd Avenue, thus having a limited impact on the traffic operations. Furthermore, it is our understanding that the Village of Downers Grove currently has a project scheduled to rebuild this traffic signal and interconnect it to the Butterfield Road traffic signal as well as reoptimizing the signal timings. These changes should improve the traffic operations and reduce the current queues experienced.

Butterfield Road with Esplanade Road/Home Depot Access Drive

This intersection operates at an overall acceptable LOS under existing conditions and will continue to do so under future conditions with minimal increases in the overall delay. It should be noted that while the northbound right-turn movements during the evening peak hour experiences long queues and delays, field observations have confirmed that these queues typically clear with every cycle. This was corroborated by the results of the simulation that showed clearing of these queues. As such, no additional roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Lacey Road with Esplanade Road

The results of the capacity analyses indicate that this intersection operates at an acceptable LOS during the morning and evening peak hours. Under future conditions, the intersection is projected to operate at the same overall LOS with increases in overall delay of less than two seconds. It is important to note that based on our observations, eastbound traffic during the morning peak hour would occasionally back up close to Woodcreek Drive. This is due to the heavy volume of through and right-turning vehicles and the all-way stop sign control at the intersection. Inspection of the existing traffic volumes indicates that during the morning peak hour there are almost 400 vehicles turning right from a shared lane.

It is important to note that this is an existing condition that the proposed development will not add any traffic to the existing right-turning movement and that the proposed development traffic will add only between six and seven percent to the total traffic traveling the intersection. As such, no roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Lacey Road with North Access Drive

As previously indicated, the north access drive will be limited to passenger vehicles. Based on the results of the capacity analyses, all turning movements will operate at a LOS B or better. Northbound left-turn queues will be 25 feet or less and as such can be accommodated by the proposed left-turn lane. Inspection of the projected traffic volumes and the requirements for right-turn lanes found in IDOT's *Bureau of Design and Environment* (BDE) Manual indicate that an exclusive right-turn lane on Lacey Road at this access drive will not be necessary. As such no additional geometric or traffic improvements are necessary or recommended in conjunction with the proposed development.

Lacey Road with Middle Access Drive

As previously indicated, the middle access drive will serve both the northern and middle buildings and will accommodate passenger vehicles as well as truck traffic. Based on the results of the capacity analyses, all turning movements will operate at a LOS C or better. Furthermore, the northbound left-turn queues will be minimal and as such can be accommodated by the proposed left-turn lane. Inspection of the projected traffic volumes and the requirements for left-turn lanes and right-turn lanes found in IDOT's *Bureau of Design and Environment* (BDE) Manual indicate that an exclusive right-turn lane on Lacey Road at this access drive will not be necessary.

Finley Road with South Access Drive

The south access drive will only serve the southern building and will be located at an existing curb cut on Finley Road that is improved with a northbound left-turn lane and a southbound right-turn lane. Based on the results of the capacity analyses, all turning movements will operate at a LOS D or better with the exception of the eastbound left-turn movement during the weekday evening peak hour, which will operate at a LOS E. This is normal and expected when a minor access drive intersects a major road such as Finley Road. Further inspection of the capacity analyses indicate that the outbound queues will be minimal and as such will not have a negative impact on the internal circulation. Therefore, no additional roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

6. Conclusion

A traffic impact study was conducted for the proposed Bridgepoint Warehouse/Distribution facility to be located on the west side of Lacey Road and Finley Road within the Esplanade at Locust Point Business Park in Downers Grove, Illinois. The plans call for the site to be developed with three separate warehouse buildings totaling 680,420 square feet of building area.

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

- Overall, the development will have a low traffic impact on the surrounding roadway network.
- The proposed north full access drive on Lacey Road will serve passenger vehicles only. The access drive should provide one inbound lane and one outbound lane under stop sign control.
- The proposed middle access drive on Lacey Road will serve passenger vehicles and trucks and will provide one inbound lane and two outbound lanes under stop sign control.
- As part of the development, Lacey Road along the site's frontage will be widened to provide a landscaped median and a continuous northbound left-turn lane at the two proposed access drives.
- The proposed south access drive off Finley Road will only serve the southern building and will be utilized by passenger vehicles and trucks. The access drive will provide two inbound lanes and two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane under stop sign control. The left and right turning movements into the site will be accommodated by the existing left-turn and right-turn lanes on Finley Road.
- Southbound queues on Lacey Road at its intersection with Finley Road will not extend to or beyond the middle access drive.
- The northbound queues of traffic on Finley Road will be contained within the storage length provided and will not extend to or beyond the southern access drive.
- Consideration should be given to directing all truck traffic to enter and exit the site via Finley Road in order to reduce the amount of traffic traveling to and from the north on Lacey Road.

Appendix

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.
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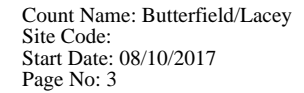
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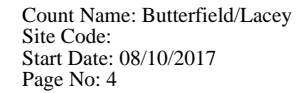
Count Name: Butterfield/Lacey
Site Code:
Start Date: 08/10/2017
Page No: 1

Turning Movement Data

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Lacey Road Northbound						Lloyd Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	5	138	17	0	160	0	21	87	11	0	119	0	4	0	5	0	9	0	19	1	9	1	29	317
6:15 AM	0	3	202	16	0	221	0	29	108	12	0	149	0	2	1	3	0	6	0	20	3	11	0	34	410
6:30 AM	0	5	274	39	0	318	0	48	142	10	0	200	0	3	2	6	0	11	0	19	7	15	0	41	570
6:45 AM	0	6	341	63	0	410	0	84	199	10	0	293	0	6	5	2	0	13	0	13	7	8	0	28	744
Hourly Total	0	19	955	135	0	1109	0	182	536	43	0	761	0	15	8	16	0	39	0	71	18	43	1	132	2041
7:00 AM	0	13	393	56	0	462	0	117	219	15	0	351	0	5	2	7	0	14	0	20	15	13	0	48	875
7:15 AM	0	28	389	95	0	512	0	153	236	14	0	403	0	7	0	9	0	16	0	21	16	11	0	48	979
7:30 AM	0	24	360	87	0	471	0	188	233	18	0	439	0	10	4	10	0	24	0	26	20	18	0	64	998
7:45 AM	0	27	389	124	0	540	0	186	245	30	0	461	0	14	4	7	0	25	0	29	31	14	0	74	1100
Hourly Total	0	92	1531	362	0	1985	0	644	933	77	0	1654	0	36	10	33	0	79	0	96	82	56	0	234	3952
8:00 AM	0	20	365	132	0	517	0	236	213	30	0	479	0	11	5	13	0	29	0	20	31	19	0	70	1095
8:15 AM	0	32	332	112	0	476	0	210	209	26	0	445	0	9	3	18	0	30	0	18	22	12	0	52	1003
8:30 AM	0	9	327	108	0	444	0	228	229	12	0	469	0	10	0	14	0	24	0	18	16	18	0	52	989
8:45 AM	0	20	305	88	0	413	0	197	169	12	0	378	0	15	2	9	0	26	0	14	11	12	0	37	854
Hourly Total	0	81	1329	440	0	1850	0	871	820	80	0	1771	0	45	10	54	0	109	0	70	80	61	0	211	3941
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	1	264	16	0	281	0	29	377	12	0	418	0	27	3	38	0	68	0	13	1	17	0	31	798
3:15 PM	0	7	308	18	2	333	0	34	355	18	0	407	0	23	8	28	0	59	0	18	4	23	0	45	844
3:30 PM	0	14	296	20	0	330	0	31	381	13	0	425	0	35	5	43	0	83	0	21	7	21	0	49	887
3:45 PM	0	13	319	19	0	351	1	26	397	20	0	444	0	32	7	43	0	82	0	18	7	27	0	52	929
Hourly Total	0	35	1187	73	2	1295	1	120	1510	63	0	1694	0	117	23	152	0	292	0	70	19	88	0	177	3458
4:00 PM	0	11	285	13	0	309	0	29	388	21	0	438	0	93	5	124	0	222	0	26	5	45	0	76	1045
4:15 PM	0	17	298	17	0	332	0	38	450	19	0	507	0	58	12	70	0	140	0	32	7	30	0	69	1048
4:30 PM	0	11	307	8	0	326	0	36	458	22	1	516	0	93	21	140	0	254	0	17	4	34	0	55	1151
4:45 PM	0	25	309	16	0	350	0	30	433	23	0	486	0	88	12	95	0	195	0	20	5	34	0	59	1090
Hourly Total	0	64	1199	54	0	1317	0	133	1729	85	1	1947	0	332	50	429	0	811	0	95	21	143	0	259	4334
5:00 PM	0	16	298	13	0	327	0	18	477	22	0	517	0	123	19	148	0	290	0	31	7	48	0	86	1220
5:15 PM	0	23	382	12	0	417	0	17	468	25	0	510	0	72	10	81	0	163	0	22	6	35	0	63	1153
5:30 PM	0	22	332	8	0	362	0	22	420	28	0	470	0	54	11	54	0	119	0	30	7	31	0	68	1019
5:45 PM	0	11	282	13	0	306	0	14	442	29	0	485	0	57	4	30	0	91	0	32	2	38	0	72	954
Hourly Total	0	72	1294	46	0	1412	0	71	1807	104	0	1982	0	306	44	313	0	663	0	115	22	152	0	289	4346
Grand Total	0	363	7495	1110	2	8968	1	2021	7335	452	1	9809	0	851	145	997	0	1993	0	517	242	543	1	1302	22072
Approach %	0.0	4.0	83.6	12.4	-	-	0.0	20.6	74.8	4.6	-	-	0.0	42.7	7.3	50.0	-	-	0.0	39.7	18.6	41.7	-	-	-
Total %	0.0	1.6	34.0	5.0	-	40.6	0.0	9.2	33.2	2.0	-	44.4	0.0	3.9	0.7	4.5	-	9.0	0.0	2.3	1.1	2.5	-	5.9	-
Lights	0	358	7381	1101	-	8840	1	1985	7209	445	-	9640	0	843	142	981	-	1966	0	510	239	540	-	1289	21735
% Lights	-	98.6	98.5	99.2	-	98.6	100.0	98.2	98.3	98.5	-	98.3	-	99.1	97.9	98.4	-	98.6	-	98.6	98.8	99.4	-	99.0	98.5
Buses	0	1	10	1	-	12	0	9	10	0	-	19	0	1	0	1	-	2	0	0	1	0	-	1	34

% Buses	-	0.3	0.1	0.1	-	0.1	0.0	0.4	0.1	0.0	-	0.2	-	0.1	0.0	0.1	-	0.1	-	0.0	0.4	0.0	-	0.1	0.2
Single-Unit Trucks	0	4	72	5	-	81	0	27	85	6	-	118	0	4	2	13	-	19	0	5	1	3	-	9	227
% Single-Unit Trucks	-	1.1	1.0	0.5	-	0.9	0.0	1.3	1.2	1.3	-	1.2	-	0.5	1.4	1.3	-	1.0	-	1.0	0.4	0.6	-	0.7	1.0
Articulated Trucks	0	0	28	1	-	29	0	0	30	1	-	31	0	0	0	2	-	2	0	2	0	0	-	2	64
% Articulated Trucks	-	0.0	0.4	0.1	-	0.3	0.0	0.0	0.4	0.2	-	0.3	-	0.0	0.0	0.2	-	0.1	-	0.4	0.0	0.0	-	0.2	0.3
Bicycles on Road	0	0	4	2	-	6	0	0	1	0	-	1	0	3	1	0	-	4	0	0	1	0	-	1	12
% Bicycles on Road	-	0.0	0.1	0.2	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	0.4	0.7	0.0	-	0.2	-	0.0	0.4	0.0	-	0.1	0.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-







Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Butterfield Road with Esplanade Road
Site Code:
Start Date: 10/24/2017
Page No: 1

Turning Movement Data

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Esplanade Road Northbound						Esplanade Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	8	413	0	0	421	1	0	311	17	0	329	0	0	0	5	0	5	0	25	0	4	0	29	784
7:15 AM	0	5	423	0	0	428	1	0	370	7	0	378	0	0	0	8	0	8	0	22	0	12	0	34	848
7:30 AM	0	6	403	0	0	409	0	0	441	17	0	458	0	0	0	6	0	6	0	26	0	9	0	35	908
7:45 AM	0	9	364	0	0	373	1	0	474	14	0	489	0	0	0	18	0	18	0	23	0	11	0	34	914
Hourly Total	0	28	1603	0	0	1631	3	0	1596	55	0	1654	0	0	0	37	0	37	0	96	0	36	0	132	3454
8:00 AM	0	9	295	0	0	304	0	0	367	16	0	383	0	0	0	5	0	5	0	19	0	11	0	30	722
8:15 AM	0	10	311	0	0	321	0	0	385	28	0	413	0	0	0	4	0	4	0	21	0	15	0	36	774
8:30 AM	0	17	349	0	0	366	0	0	408	31	0	439	0	0	0	8	0	8	0	18	0	14	0	32	845
8:45 AM	0	10	312	0	0	322	0	0	448	23	0	471	0	0	0	14	1	14	0	28	0	16	0	44	851
Hourly Total	0	46	1267	0	0	1313	0	0	1608	98	0	1706	0	0	0	31	1	31	0	86	0	56	0	142	3192
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	17	306	0	0	323	0	0	416	33	0	449	0	0	0	116	0	116	0	27	0	29	0	56	944
4:15 PM	0	22	327	0	0	349	0	0	505	46	0	551	0	0	0	108	0	108	0	21	0	19	0	40	1048
4:30 PM	0	17	356	0	0	373	0	0	489	49	0	538	0	0	0	124	0	124	0	36	0	27	0	63	1098
4:45 PM	0	17	304	0	0	321	0	0	481	40	0	521	0	0	0	146	0	146	0	22	0	23	0	45	1033
Hourly Total	0	73	1293	0	0	1366	0	0	1891	168	0	2059	0	0	0	494	0	494	0	106	0	98	0	204	4123
5:00 PM	0	21	412	0	0	433	1	0	452	32	0	485	0	0	0	153	0	153	0	31	0	26	0	57	1128
5:15 PM	0	28	414	0	0	442	0	0	422	49	0	471	0	0	0	147	0	147	0	30	0	24	0	54	1114
5:30 PM	0	14	381	0	0	395	0	0	523	31	0	554	0	0	0	114	0	114	0	27	0	32	0	59	1122
5:45 PM	0	19	350	0	0	369	0	0	441	38	0	479	0	0	0	67	0	67	0	22	0	23	0	45	960
Hourly Total	0	82	1557	0	0	1639	1	0	1838	150	0	1989	0	0	0	481	0	481	0	110	0	105	0	215	4324
Grand Total	0	229	5720	0	0	5949	4	0	6933	471	0	7408	0	0	0	1043	1	1043	0	398	0	295	0	693	15093
Approach %	0.0	3.8	96.2	0.0	-	-	0.1	0.0	93.6	6.4	-	-	0.0	0.0	0.0	100.0	-	-	0.0	57.4	0.0	42.6	-	-	-
Total %	0.0	1.5	37.9	0.0	-	39.4	0.0	0.0	45.9	3.1	-	49.1	0.0	0.0	0.0	6.9	-	6.9	0.0	2.6	0.0	2.0	-	4.6	-
Lights	0	227	5649	0	-	5876	4	0	6854	460	-	7318	0	0	0	1040	-	1040	0	384	0	290	-	674	14908
% Lights	-	99.1	98.8	-	-	98.8	100.0	-	98.9	97.7	-	98.8	-	-	-	99.7	-	99.7	-	96.5	-	98.3	-	97.3	98.8
Buses	0	1	14	0	-	15	0	0	23	1	-	24	0	0	0	0	-	0	0	3	0	1	-	4	43
% Buses	-	0.4	0.2	-	-	0.3	0.0	-	0.3	0.2	-	0.3	-	-	-	0.0	-	0.0	-	0.8	-	0.3	-	0.6	0.3
Single-Unit Trucks	0	1	43	0	-	44	0	0	44	8	-	52	0	0	0	3	-	3	0	7	0	4	-	11	110
% Single-Unit Trucks	-	0.4	0.8	-	-	0.7	0.0	-	0.6	1.7	-	0.7	-	-	-	0.3	-	0.3	-	1.8	-	1.4	-	1.6	0.7
Articulated Trucks	0	0	14	0	-	14	0	0	12	2	-	14	0	0	0	0	-	0	0	4	0	0	-	4	32
% Articulated Trucks	-	0.0	0.2	-	-	0.2	0.0	-	0.2	0.4	-	0.2	-	-	-	0.0	-	0.0	-	1.0	-	0.0	-	0.6	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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-

Start Time	Butterfield Road Eastbound						Butterfield Road Westbound						Esplanade Road Northbound						Esplanade Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	8	413	0	0	421	1	0	311	17	0	329	0	0	0	5	0	5	0	25	0	4	0	29	784
7:15 AM	0	5	423	0	0	428	1	0	370	7	0	378	0	0	0	8	0	8	0	22	0	12	0	34	848
7:30 AM	0	6	403	0	0	409	0	0	441	17	0	458	0	0	0	6	0	6	0	26	0	9	0	35	908
7:45 AM	0	9	364	0	0	373	1	0	474	14	0	489	0	0	0	18	0	18	0	23	0	11	0	34	914
Total	0	28	1603	0	0	1631	3	0	1596	55	0	1654	0	0	0	37	0	37	0	96	0	36	0	132	3454
Approach %	0.0	1.7	98.3	0.0	-	-	0.2	0.0	96.5	3.3	-	-	0.0	0.0	0.0	100.0	-	-	0.0	72.7	0.0	27.3	-	-	-
Total %	0.0	0.8	46.4	0.0	-	47.2	0.1	0.0	46.2	1.6	-	47.9	0.0	0.0	0.0	1.1	-	1.1	0.0	2.8	0.0	1.0	-	3.8	-
PHF	0.000	0.778	0.947	0.000	-	0.953	0.750	0.000	0.842	0.809	-	0.846	0.000	0.000	0.000	0.514	-	0.514	0.000	0.923	0.000	0.750	-	0.943	0.945
Lights	0	28	1591	0	-	1619	3	0	1563	55	-	1621	0	0	0	36	-	36	0	92	0	35	-	127	3403
% Lights	-	100.0	99.3	-	-	99.3	100.0	-	97.9	100.0	-	98.0	-	-	-	97.3	-	97.3	-	95.8	-	97.2	-	96.2	98.5
Buses	0	0	2	0	-	2	0	0	11	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	13
% Buses	-	0.0	0.1	-	-	0.1	0.0	-	0.7	0.0	-	0.7	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	6	0	-	6	0	0	18	0	-	18	0	0	0	1	-	1	0	4	0	1	-	5	30
% Single-Unit Trucks	-	0.0	0.4	-	-	0.4	0.0	-	1.1	0.0	-	1.1	-	-	-	2.7	-	2.7	-	4.2	-	2.8	-	3.8	0.9
Articulated Trucks	0	0	4	0	-	4	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	-	0.0	0.2	-	-	0.2	0.0	-	0.3	0.0	-	0.2	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

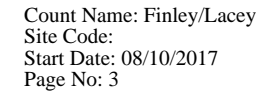
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Finley/Lacey
Site Code:
Start Date: 08/10/2017
Page No: 1

Turning Movement Data

Start Time	Lacey Road Eastbound					Finley Road Northbound					Finley Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	0	2	0	2	0	14	67	0	81	0	29	3	0	32	115
6:15 AM	0	0	4	1	4	0	25	125	0	150	0	54	6	0	60	214
6:30 AM	0	1	11	1	12	0	44	154	0	198	0	75	6	0	81	291
6:45 AM	0	1	13	1	14	0	46	192	0	238	0	114	18	0	132	384
Hourly Total	0	2	30	3	32	0	129	538	0	667	0	272	33	0	305	1004
7:00 AM	0	4	16	1	20	0	91	209	0	300	0	96	15	0	111	431
7:15 AM	0	3	19	1	22	0	112	247	0	359	0	113	41	0	154	535
7:30 AM	0	3	29	0	32	0	123	302	0	425	0	124	41	0	165	622
7:45 AM	0	4	13	0	17	0	149	268	0	417	0	119	59	0	178	612
Hourly Total	0	14	77	2	91	0	475	1026	0	1501	0	452	156	0	608	2200
8:00 AM	0	3	20	0	23	0	175	242	0	417	0	131	62	0	193	633
8:15 AM	0	5	19	0	24	0	142	231	0	373	0	117	48	0	165	562
8:30 AM	0	3	18	0	21	0	97	176	0	273	0	107	49	0	156	450
8:45 AM	0	2	29	0	31	0	95	201	0	296	0	117	36	0	153	480
Hourly Total	0	13	86	0	99	0	509	850	0	1359	0	472	195	0	667	2125
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	9	43	0	52	0	21	125	0	146	0	216	2	0	218	416
3:15 PM	0	8	34	0	42	0	15	150	0	165	0	164	4	0	168	375
3:30 PM	0	9	50	0	59	0	9	135	0	144	0	184	3	0	187	390
3:45 PM	0	17	56	0	73	0	15	147	0	162	0	204	4	0	208	443
Hourly Total	0	43	183	0	226	0	60	557	0	617	0	768	13	0	781	1624
4:00 PM	0	19	110	0	129	0	21	134	0	155	1	224	3	0	228	512
4:15 PM	0	36	108	0	144	0	21	129	0	150	0	176	5	0	181	475
4:30 PM	0	38	149	1	187	0	19	135	0	154	0	202	8	0	210	551
4:45 PM	0	45	94	1	139	0	24	159	0	183	0	194	6	0	200	522
Hourly Total	0	138	461	2	599	0	85	557	0	642	1	796	22	0	819	2060
5:00 PM	0	59	135	0	194	0	11	146	0	157	0	185	8	0	193	544
5:15 PM	0	29	90	0	119	0	16	125	0	141	0	169	5	0	174	434
5:30 PM	0	30	64	0	94	0	13	152	0	165	0	173	4	0	177	436
5:45 PM	0	12	67	0	79	0	20	129	0	149	0	172	2	0	174	402
Hourly Total	0	130	356	0	486	0	60	552	0	612	0	699	19	0	718	1816
Grand Total	0	340	1193	7	1533	0	1318	4080	0	5398	1	3459	438	0	3898	10829
Approach %	0.0	22.2	77.8	-	-	0.0	24.4	75.6	-	-	0.0	88.7	11.2	-	-	-
Total %	0.0	3.1	11.0	-	14.2	0.0	12.2	37.7	-	49.8	0.0	31.9	4.0	-	36.0	-
Lights	0	331	1168	-	1499	0	1293	4041	-	5334	1	3412	434	-	3847	10680
% Lights	-	97.4	97.9	-	97.8	-	98.1	99.0	-	98.8	100.0	98.6	99.1	-	98.7	98.6
Buses	0	7	14	-	21	0	15	5	-	20	0	4	1	-	5	46

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

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

Count Name: Lacey Road with Esplanade Road
Site Code:
Start Date: 10/24/2017
Page No: 1

Turning Movement Data

Start Time	Lacey Road Eastbound						Lacey Road Westbound						Esplanade Road Northbound						Esplanade Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	50	46	0	97	0	0	6	4	0	10	0	2	0	0	0	2	0	0	0	0	0	0	109
7:15 AM	0	3	67	54	0	124	0	7	18	5	0	30	0	0	0	0	0	0	0	0	0	0	0	0	154
7:30 AM	0	1	66	82	0	149	0	5	21	4	0	30	0	3	0	2	0	5	0	0	0	0	0	0	184
7:45 AM	0	3	89	73	0	165	0	8	26	13	0	47	0	0	2	1	0	3	0	0	0	0	0	0	215
Hourly Total	0	8	272	255	0	535	0	20	71	26	0	117	0	5	2	3	0	10	0	0	0	0	0	0	662
8:00 AM	0	1	95	110	0	206	0	6	17	6	0	29	0	0	1	1	0	2	0	0	0	0	1	0	237
8:15 AM	0	0	83	125	0	208	0	5	11	3	0	19	0	1	3	0	0	4	0	0	0	0	0	0	231
8:30 AM	0	0	85	113	0	198	0	8	15	5	0	28	0	2	4	1	0	7	0	0	0	0	0	0	233
8:45 AM	0	2	103	104	0	209	0	3	22	6	0	31	0	0	4	1	0	5	0	0	0	0	0	0	245
Hourly Total	0	3	366	452	0	821	0	22	65	20	0	107	0	3	12	3	0	18	0	0	0	0	1	0	946
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	4	12	5	0	21	0	1	29	56	0	86	0	17	52	6	0	75	0	0	0	0	0	0	182
4:15 PM	0	2	24	4	0	30	0	2	27	51	0	80	0	12	54	4	0	70	0	0	0	0	0	0	180
4:30 PM	0	2	20	12	0	34	0	0	50	70	0	120	0	34	50	11	0	95	0	0	0	0	0	0	249
4:45 PM	0	7	15	10	0	32	0	1	30	57	0	88	0	35	70	5	0	110	0	0	0	0	0	0	230
Hourly Total	0	15	71	31	0	117	0	4	136	234	0	374	0	98	226	26	0	350	0	0	0	0	0	0	841
5:00 PM	0	4	15	3	0	22	0	0	30	73	0	103	0	52	88	3	0	143	0	0	0	0	0	0	268
5:15 PM	1	6	13	4	0	24	0	3	32	56	0	91	0	41	84	5	0	130	0	0	0	0	0	0	245
5:30 PM	0	6	17	4	0	27	0	1	32	55	0	88	0	21	45	1	0	67	0	0	0	0	0	0	182
5:45 PM	0	1	16	4	0	21	0	0	15	37	1	52	0	13	30	3	3	46	0	0	0	0	1	0	119
Hourly Total	1	17	61	15	0	94	0	4	109	221	1	334	0	127	247	12	3	386	0	0	0	0	1	0	814
Grand Total	1	43	770	753	0	1567	0	50	381	501	1	932	0	233	487	44	3	764	0	0	0	0	2	0	3263
Approach %	0.1	2.7	49.1	48.1	-	-	0.0	5.4	40.9	53.8	-	-	0.0	30.5	63.7	5.8	-	-	NaN	NaN	NaN	NaN	-	-	-
Total %	0.0	1.3	23.6	23.1	-	48.0	0.0	1.5	11.7	15.4	-	28.6	0.0	7.1	14.9	1.3	-	23.4	0.0	0.0	0.0	0.0	-	0.0	-
Lights	1	42	761	751	-	1555	0	49	371	499	-	919	0	232	487	44	-	763	0	0	0	0	-	0	3237
% Lights	100.0	97.7	98.8	99.7	-	99.2	-	98.0	97.4	99.6	-	98.6	-	99.6	100.0	100.0	-	99.9	-	-	-	-	-	-	99.2
Buses	0	0	6	1	-	7	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	14
% Buses	0.0	0.0	0.8	0.1	-	0.4	-	0.0	1.8	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.4
Single-Unit Trucks	0	1	3	0	-	4	0	1	3	2	-	6	0	1	0	0	-	1	0	0	0	0	-	0	11
% Single-Unit Trucks	0.0	2.3	0.4	0.0	-	0.3	-	2.0	0.8	0.4	-	0.6	-	0.4	0.0	0.0	-	0.1	-	-	-	-	-	-	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	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
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.1	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-	-



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

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

Count Name: Lacey Road with Esplanade Road
Site Code:
Start Date: 10/24/2017
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Lacey Road Eastbound						Lacey Road Westbound						Esplanade Road Northbound						Esplanade Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	1	95	110	0	206	0	6	17	6	0	29	0	0	1	1	0	2	0	0	0	0	1	0	237
8:15 AM	0	0	83	125	0	208	0	5	11	3	0	19	0	1	3	0	0	4	0	0	0	0	0	0	231
8:30 AM	0	0	85	113	0	198	0	8	15	5	0	28	0	2	4	1	0	7	0	0	0	0	0	0	233
8:45 AM	0	2	103	104	0	209	0	3	22	6	0	31	0	0	4	1	0	5	0	0	0	0	0	0	245
Total	0	3	366	452	0	821	0	22	65	20	0	107	0	3	12	3	0	18	0	0	0	0	1	0	946
Approach %	0.0	0.4	44.6	55.1	-	-	0.0	20.6	60.7	18.7	-	-	0.0	16.7	66.7	16.7	-	-	NaN	NaN	NaN	NaN	-	-	-
Total %	0.0	0.3	38.7	47.8	-	86.8	0.0	2.3	6.9	2.1	-	11.3	0.0	0.3	1.3	0.3	-	1.9	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.375	0.888	0.904	-	0.982	0.000	0.688	0.739	0.833	-	0.863	0.000	0.375	0.750	0.750	-	0.643	0.000	0.000	0.000	0.000	-	0.000	0.965
Lights	0	3	365	451	-	819	0	22	60	19	-	101	0	3	12	3	-	18	0	0	0	0	-	0	938
% Lights	-	100.0	99.7	99.8	-	99.8	-	100.0	92.3	95.0	-	94.4	-	100.0	100.0	100.0	-	100.0	-	-	-	-	-	-	99.2
Buses	0	0	1	0	-	1	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	0.0	0.3	0.0	-	0.1	-	0.0	4.6	0.0	-	2.8	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	3.1	5.0	-	2.8	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	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
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.2	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Start Time	Lacey Road Eastbound						Lacey Road Westbound						Esplanade Road Northbound						Esplanade Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	2	20	12	0	34	0	0	50	70	0	120	0	34	50	11	0	95	0	0	0	0	0	0	249
4:45 PM	0	7	15	10	0	32	0	1	30	57	0	88	0	35	70	5	0	110	0	0	0	0	0	0	230
5:00 PM	0	4	15	3	0	22	0	0	30	73	0	103	0	52	88	3	0	143	0	0	0	0	0	0	268
5:15 PM	1	6	13	4	0	24	0	3	32	56	0	91	0	41	84	5	0	130	0	0	0	0	0	0	245
Total	1	19	63	29	0	112	0	4	142	256	0	402	0	162	292	24	0	478	0	0	0	0	0	0	992
Approach %	0.9	17.0	56.3	25.9	-	-	0.0	1.0	35.3	63.7	-	-	0.0	33.9	61.1	5.0	-	-	NaN	NaN	NaN	NaN	-	-	-
Total %	0.1	1.9	6.4	2.9	-	11.3	0.0	0.4	14.3	25.8	-	40.5	0.0	16.3	29.4	2.4	-	48.2	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.250	0.679	0.788	0.604	-	0.824	0.000	0.333	0.710	0.877	-	0.838	0.000	0.779	0.830	0.545	-	0.836	0.000	0.000	0.000	0.000	-	0.000	0.925
Lights	1	19	61	29	-	110	0	4	141	255	-	400	0	162	292	24	-	478	0	0	0	0	-	0	988
% Lights	100.0	100.0	96.8	100.0	-	98.2	-	100.0	99.3	99.6	-	99.5	-	100.0	100.0	100.0	-	100.0	-	-	-	-	-	-	99.6
Buses	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	0.0	0.0	3.2	0.0	-	1.8	-	0.0	0.7	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.4	-	0.2	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	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
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

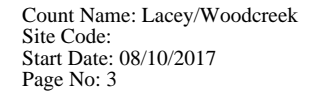
Rosemont, Illinois, United States 60018
(847)518-9990

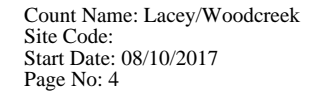
Count Name: Lacey/Woodcreek
Site Code:
Start Date: 08/10/2017
Page No: 1

Turning Movement Data

Start Time	Woodcreek Drive Eastbound					Lacey Road Northbound					Lacey Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	7	0	0	7	0	1	2	0	3	0	22	14	0	36	46
6:15 AM	0	4	1	0	5	0	1	2	0	3	0	19	31	0	50	58
6:30 AM	0	7	0	0	7	0	0	4	1	4	0	55	42	0	97	108
6:45 AM	0	5	2	0	7	0	0	7	0	7	0	83	74	0	157	171
Hourly Total	0	23	3	0	26	0	2	15	1	17	0	179	161	0	340	383
7:00 AM	0	9	1	0	10	0	0	10	0	10	0	101	88	0	189	209
7:15 AM	0	14	4	0	18	0	3	3	0	6	0	158	99	0	257	281
7:30 AM	0	18	3	0	21	0	4	8	0	12	3	150	128	0	281	314
7:45 AM	0	13	1	0	14	0	4	17	0	21	1	206	152	0	359	394
Hourly Total	0	54	9	0	63	0	11	38	0	49	4	615	467	0	1086	1198
8:00 AM	0	18	6	0	24	0	1	13	0	14	0	240	153	0	393	431
8:15 AM	0	18	3	0	21	0	2	6	0	8	1	221	125	0	347	376
8:30 AM	0	19	3	0	22	0	4	7	0	11	0	207	121	0	328	361
8:45 AM	0	16	5	0	21	0	4	11	0	15	0	176	105	0	281	317
Hourly Total	0	71	17	0	88	0	11	37	0	48	1	844	504	0	1349	1485
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	39	0	0	39	0	0	31	1	31	1	27	29	0	57	127
3:15 PM	0	27	4	1	31	0	0	29	0	29	0	37	19	0	56	116
3:30 PM	0	49	2	2	51	0	1	30	0	31	2	32	19	0	53	135
3:45 PM	0	48	0	1	48	0	1	39	0	40	0	39	18	0	57	145
Hourly Total	0	163	6	4	169	0	2	129	1	131	3	135	85	0	223	523
4:00 PM	0	145	4	0	149	0	1	74	0	75	0	26	13	0	39	263
4:15 PM	0	79	4	0	83	0	3	47	0	50	0	40	34	0	74	207
4:30 PM	0	177	6	0	183	0	0	99	0	99	0	29	24	0	53	335
4:45 PM	0	90	1	0	91	0	0	91	0	91	0	30	24	0	54	236
Hourly Total	0	491	15	0	506	0	4	311	0	315	0	125	95	0	220	1041
5:00 PM	0	172	9	0	181	0	2	128	0	130	0	23	16	0	39	350
5:15 PM	0	102	4	0	106	0	0	74	0	74	0	27	11	0	38	218
5:30 PM	0	81	5	0	86	0	3	41	0	44	0	21	13	0	34	164
5:45 PM	0	51	1	0	52	0	3	42	0	45	0	16	15	0	31	128
Hourly Total	0	406	19	0	425	0	8	285	0	293	0	87	55	0	142	860
Grand Total	0	1208	69	4	1277	0	38	815	2	853	8	1985	1367	0	3360	5490
Approach %	0.0	94.6	5.4	-	-	0.0	4.5	95.5	-	-	0.2	59.1	40.7	-	-	-
Total %	0.0	22.0	1.3	-	23.3	0.0	0.7	14.8	-	15.5	0.1	36.2	24.9	-	61.2	-
Lights	0	1187	62	-	1249	0	35	805	-	840	8	1975	1331	-	3314	5403
% Lights	-	98.3	89.9	-	97.8	-	92.1	98.8	-	98.5	100.0	99.5	97.4	-	98.6	98.4
Buses	0	1	7	-	8	0	2	2	-	4	0	0	10	-	10	22

% Buses	-	0.1	10.1	-	0.6	-	5.3	0.2	-	0.5	0.0	0.0	0.7	-	0.3	0.4
Single-Unit Trucks	0	18	0	-	18	0	0	3	-	3	0	9	25	-	34	55
% Single-Unit Trucks	-	1.5	0.0	-	1.4	-	0.0	0.4	-	0.4	0.0	0.5	1.8	-	1.0	1.0
Articulated Trucks	0	1	0	-	1	0	0	1	-	1	0	0	1	-	1	3
% Articulated Trucks	-	0.1	0.0	-	0.1	-	0.0	0.1	-	0.1	0.0	0.0	0.1	-	0.0	0.1
Bicycles on Road	0	1	0	-	1	0	1	4	-	5	0	1	0	-	1	7
% Bicycles on Road	-	0.1	0.0	-	0.1	-	2.6	0.5	-	0.6	0.0	0.1	0.0	-	0.0	0.1
Pedestrians	-	-	-	4	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

[illegible]

[illegible]

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

September 15, 2017

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

**Subject: Butterfield Road (IL 56) - Finley Road - Lacey Road
IDOT**

Dear Mr. Millan:

In response to a request made on your behalf and dated September 15, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Butterfield Rd (IL 56)	37,500	40,900
Finley Rd	20,800	25,900
Lacey Rd	3,750	4,900

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2017 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: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\TrafficForecasts_CY2017\DownersGrove\du-62-17\du-62-17.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

Lanes, Volumes, Timings

1: Finley Road & Lacey Road

10/26/2017



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	15	81	589	1043	491	210
Future Volume (vph)	15	81	589	1043	491	210
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Storage Length (ft)	0	205	310			0
Storage Lanes	1	1	2			1
Taper Length (ft)	25		195			
Lane Util. Factor	1.00	0.88	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	2561	3467	3762	3725	1599
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1805	2561	3467	3762	3725	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		84				219
Link Speed (mph)	30			30	30	
Link Distance (ft)	321			441	383	
Travel Time (s)	7.3			10.0	8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	11%	1%	1%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	84	614	1086	511	219
Turn Type	Prot	Prot	Prot	NA	NA	Prot
Protected Phases	7	7	5	2	6	6
Permitted Phases						
Detector Phase	7	7	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	22.5	24.0	24.0	24.0
Total Split (s)	25.0	25.0	53.0	100.0	47.0	47.0
Total Split (%)	20.0%	20.0%	42.4%	80.0%	37.6%	37.6%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	Max	Max	Max	C-Max	C-Max	C-Max
Act Effct Green (s)	19.0	19.0	48.5	94.0	41.0	41.0
Actuated g/C Ratio	0.15	0.15	0.39	0.75	0.33	0.33
v/c Ratio	0.06	0.18	0.46	0.38	0.42	0.33
Control Delay	46.1	10.6	29.8	5.9	34.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	10.6	29.8	5.9	34.0	5.2
LOS	D	B	C	A	C	A
Approach Delay	16.3			14.5	25.4	
Approach LOS	B			B	C	
Queue Length 50th (ft)	11	0	188	139	168	0
Queue Length 95th (ft)	33	26	241	168	220	55

Lanes, Volumes, Timings

1: Finley Road & Lacey Road

10/26/2017



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Internal Link Dist (ft)	241			361	303	
Turn Bay Length (ft)		205	310			
Base Capacity (vph)	274	460	1345	2829	1221	671
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.18	0.46	0.38	0.42	0.33

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 17.7

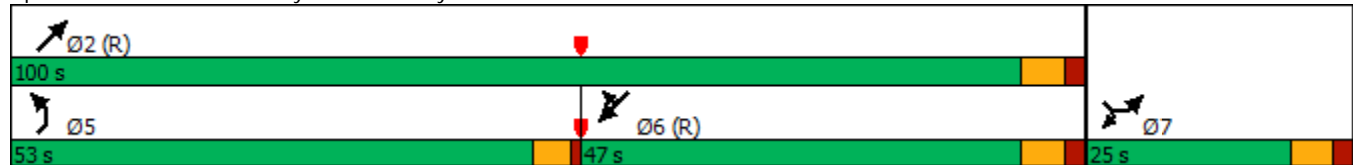
Intersection LOS: B

Intersection Capacity Utilization 47.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Finley Road & Lacey Road



Lanes, Volumes, Timings

2: Lacey Road & Woodcreek Drive

10/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	68	13	11	40	828	551
Future Volume (vph)	68	13	11	40	828	551
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Storage Length (ft)	160	0	125			0
Storage Lanes	2	1	1			2
Taper Length (ft)	100		90			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.88
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3303	1495	1805	3551	3762	2787
Flt Permitted	0.950		0.292			
Satd. Flow (perm)	3303	1495	555	3551	3762	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		14				605
Link Speed (mph)	30			30	30	
Link Distance (ft)	320			646	274	
Travel Time (s)	7.3			14.7	6.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	8%	0%	7%	1%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	14	12	44	910	605
Turn Type	Prot	Prot	pm+pt	NA	NA	pm+ov
Protected Phases	4	4	5	2	6	4
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	24.0
Total Split (s)	34.0	34.0	12.0	91.0	79.0	34.0
Total Split (%)	27.2%	27.2%	9.6%	72.8%	63.2%	27.2%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	8.6	8.6	106.9	104.4	100.7	118.9
Actuated g/C Ratio	0.07	0.07	0.86	0.84	0.81	0.95
v/c Ratio	0.33	0.12	0.02	0.01	0.30	0.23
Control Delay	58.7	25.9	1.6	2.0	4.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	1.3	0.0
Total Delay	58.7	25.9	1.6	2.0	6.2	0.5
LOS	E	C	A	A	A	A
Approach Delay	53.5			1.9	3.9	
Approach LOS	D			A	A	
Queue Length 50th (ft)	30	0	1	2	47	0
Queue Length 95th (ft)	54	21	4	6	m217	m0

Lanes, Volumes, Timings

2: Lacey Road & Woodcreek Drive

10/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	240			566	194	
Turn Bay Length (ft)	160		125			
Base Capacity (vph)	739	345	559	2965	3030	2787
Starvation Cap Reductn	0	0	0	0	1820	542
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.04	0.02	0.01	0.75	0.27

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 6.5

Intersection LOS: A

Intersection Capacity Utilization 35.9%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.




































Splits and Phases: 2: Lacey Road & Woodcreek Drive

Ø2 (R)	Ø4
91 s	34 s
Ø5	Ø6 (R)
12 s	79 s

Lanes, Volumes, Timings

3: Lacey Road/Lloyd Avenue & Butterfield Road













10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  	  	  	  		  			 	 	
Traffic Volume (vph)	103	1446	455	820	900	104	44	16	48	93	104	63
Future Volume (vph)	103	1446	455	820	900	104	44	16	48	93	104	63
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		465	0		0	118		0	0		0
Storage Lanes	1		2	2		0	2		1	1		0
Taper Length (ft)	85			300			45			25		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.985			0.923	0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	2787	3467	4918	0	3273	1600	1421	1736	1761	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	5406	2787	3467	4918	0	3273	1600	1421	1736	1761	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			479		21			18	183		20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2600			603			274			216	
Travel Time (s)		59.1			13.7			6.2			4.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	2%	1%	4%	3%	7%	0%	8%	4%	1%	3%
Shared Lane Traffic (%)									36%			
Lane Group Flow (vph)	108	1522	479	863	1056	0	46	35	33	98	175	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	17.5	17.5	9.5	23.5	
Total Split (s)	22.5	57.5	57.5	30.0	65.0		14.0	17.5	17.5	20.0	23.5	
Total Split (%)	18.0%	46.0%	46.0%	24.0%	52.0%		11.2%	14.0%	14.0%	16.0%	18.8%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effect Green (s)	12.8	51.5	51.5	31.3	69.9		7.2	11.0	11.0	13.0	16.0	
Actuated g/C Ratio	0.10	0.41	0.41	0.25	0.56		0.06	0.09	0.09	0.10	0.13	
v/c Ratio	0.59	0.68	0.34	1.00	0.38		0.24	0.22	0.11	0.54	0.72	
Control Delay	66.0	32.0	2.7	86.6	13.9		84.4	27.2	1.4	64.6	62.8	
Queue Delay	0.0	0.0	0.0	14.2	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	66.0	32.0	2.7	100.8	13.9		84.4	27.2	1.4	64.6	62.8	
LOS	E	C	A	F	B		F	C	A	E	E	
Approach Delay		27.1			53.0			42.8			63.5	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	85	364	0	~425	115		20	9	0	77	121	
Queue Length 95th (ft)	141	418	35	#587	134		41	22	0	133	199	

Lanes, Volumes, Timings

3: Lacey Road/Lloyd Avenue & Butterfield Road

10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	2520			523			194			136		
Turn Bay Length (ft)	265		465				118					
Base Capacity (vph)	257	2227	1429	867	2760		248	168	300	215	269	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	5	40	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.42	0.68	0.34	1.04	0.38		0.19	0.21	0.11	0.46	0.65	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 41.0

Intersection LOS: D

Intersection Capacity Utilization 80.1%

ICU Level of Service D

Analysis Period (min) 15

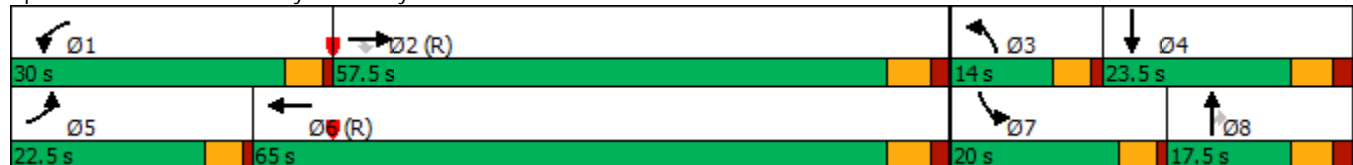
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.









Splits and Phases: 3: Lacey Road/Lloyd Avenue & Butterfield Road



Lanes, Volumes, Timings

19: Esplanade & Butterfield Road













10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1553	0	0	1778	75	0	0	37	89	0	46
Future Volume (vph)	34	1553	0	0	1778	75	0	0	37	89	0	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	0		175	0		0	0		0
Storage Lanes	1		0	0		1	0		2	2		1
Taper Length (ft)	210			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	5085	0	0	7544	1615	0	0	2787	3367	0	1568
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	5085	0	0	7544	1615	0	0	2787	3367	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						79			122			65
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		603			240			299			277	
Travel Time (s)		13.7			5.5			6.8			6.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	2%	2%	2%	0%	2%	2%	2%	4%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	1635	0	0	1872	79	0	0	39	94	0	48
Turn Type	Prot	NA			NA	custom			Prot	Prot		custom
Protected Phases	5	2			6	7 8			8	7		7 8
Permitted Phases						6			8	7		
Detector Phase	5	2			6	7 8			8	7		7 8
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0				5.0	5.0		
Minimum Split (s)	9.5	24.0			24.0				16.0	16.5		
Total Split (s)	15.0	92.5			77.5				16.0	16.5		
Total Split (%)	12.0%	74.0%			62.0%				12.8%	13.2%		
Yellow Time (s)	3.5	4.0			4.0				4.0	4.0		
All-Red Time (s)	1.0	2.0			2.0				2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0				0.0	0.0		
Total Lost Time (s)	4.5	6.0			6.0				6.0	6.0		
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max				Max	Max		
Act Effct Green (s)	7.9	86.5			78.3	113.2			10.0	10.5		26.5
Actuated g/C Ratio	0.06	0.69			0.63	0.91			0.08	0.08		0.21
v/c Ratio	0.32	0.46			0.40	0.05			0.12	0.33		0.13
Control Delay	90.3	1.3			12.6	0.5			0.7	57.4		6.3
Queue Delay	0.0	0.1			0.0	0.0			0.0	0.0		0.0
Total Delay	90.3	1.4			12.6	0.5			0.7	57.4		6.3
LOS	F	A			B	A			A	E		A
Approach Delay		3.3			12.1			0.7			40.2	
Approach LOS		A			B			A			D	
Queue Length 50th (ft)	31	13			191	0			0	37		0
Queue Length 95th (ft)	m48	17			225	7			0	65		22

Lanes, Volumes, Timings

19: Esplanade & Butterfield Road

10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		523			160			219			197	
Turn Bay Length (ft)	230					175						
Base Capacity (vph)	151	3518			4726	1470			335	282		383
Starvation Cap Reductn	0	535			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.24	0.55			0.40	0.05			0.12	0.33		0.13

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 9.2

Intersection LOS: A

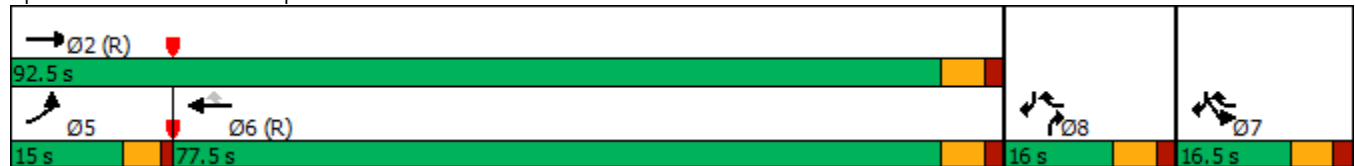
Intersection Capacity Utilization 50.8%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Esplanade & Butterfield Road



HCM 6th AWSC
16: Lacey Road & Esplanade

10/26/2017

Intersection

Intersection Delay, s/veh 14.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔				
Traffic Vol, veh/h	5	446	390	24	47	26	4	6	4	0	0	0
Future Vol, veh/h	5	446	390	24	47	26	4	6	4	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	1	0	0	6	5	0	0	0	0	0	0
Mvmt Flow	5	460	402	25	48	27	4	6	4	0	0	0
Number of Lanes	0	2	0	0	2	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	15.1	8.3	9.1
HCM LOS	C	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	2%	0%	51%	0%
Vol Thru, %	0%	60%	98%	36%	49%	47%
Vol Right, %	0%	40%	0%	64%	0%	53%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	10	228	613	48	50
LT Vol	4	0	5	0	24	0
Through Vol	0	6	223	223	24	24
RT Vol	0	4	0	390	0	26
Lane Flow Rate	4	10	235	632	49	51
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.008	0.018	0.299	0.728	0.075	0.07
Departure Headway (Hd)	6.898	6.111	4.585	4.146	5.492	4.971
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	521	588	778	866	655	724
Service Time	4.605	3.819	2.344	1.904	3.199	2.678
HCM Lane V/C Ratio	0.008	0.017	0.302	0.73	0.075	0.07
HCM Control Delay	9.7	8.9	9.3	17.3	8.6	8.1
HCM Lane LOS	A	A	A	C	A	A
HCM 95th-tile Q	0	0.1	1.3	6.6	0.2	0.2

Lanes, Volumes, Timings

1: Finley Road & Lacey Road

10/26/2017



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	178	486	75	569	757	27
Future Volume (vph)	178	486	75	569	757	27
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Storage Length (ft)	0	205	310			0
Storage Lanes	1	1	2			1
Taper Length (ft)	25		195			
Lane Util. Factor	1.00	0.88	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	2814	3242	3762	3762	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	2814	3242	3762	3762	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		512				28
Link Speed (mph)	30			30	30	
Link Distance (ft)	321			441	383	
Travel Time (s)	7.3			10.0	8.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	8%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	512	79	599	797	28
Turn Type	Prot	Prot	Prot	NA	NA	Prot
Protected Phases	7	7	5	2	6	6
Permitted Phases						
Detector Phase	7	7	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	22.5	24.0	24.0	24.0
Total Split (s)	45.0	45.0	25.0	90.0	65.0	65.0
Total Split (%)	33.3%	33.3%	18.5%	66.7%	48.1%	48.1%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	Max	Max	Max	C-Max	C-Max	C-Max
Act Effect Green (s)	39.0	39.0	20.5	84.0	59.0	59.0
Actuated g/C Ratio	0.29	0.29	0.15	0.62	0.44	0.44
v/c Ratio	0.37	0.44	0.16	0.26	0.48	0.04
Control Delay	40.7	4.1	50.8	11.8	28.4	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	4.1	50.8	11.8	28.4	7.4
LOS	D	A	D	B	C	A
Approach Delay	13.9			16.3	27.7	
Approach LOS	B			B	C	
Queue Length 50th (ft)	131	0	31	117	258	0
Queue Length 95th (ft)	202	45	56	147	317	19

Lanes, Volumes, Timings

1: Finley Road & Lacey Road

10/26/2017



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Internal Link Dist (ft)	241			361	303	
Turn Bay Length (ft)		205	310			
Base Capacity (vph)	511	1177	492	2340	1644	721
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.44	0.16	0.26	0.48	0.04

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 19.8

Intersection LOS: B

Intersection Capacity Utilization 47.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Finley Road & Lacey Road



Lanes, Volumes, Timings

2: Lacey Road & Woodcreek Drive

10/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↔	↔	↑↑	↑↑	↔↔
Traffic Volume (vph)	541	20	2	361	97	75
Future Volume (vph)	541	20	2	361	97	75
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Storage Length (ft)	160	0	125			0
Storage Lanes	2	1	1			2
Taper Length (ft)	100		90			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.88
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	1468	1203	3762	3486	2707
Flt Permitted	0.950		0.651			
Satd. Flow (perm)	3467	1468	825	3762	3486	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				91
Link Speed (mph)	30			30	30	
Link Distance (ft)	320			648	274	
Travel Time (s)	7.3			14.7	6.2	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	10%	50%	1%	9%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	660	24	2	440	118	91
Turn Type	Prot	Prot	pm+pt	NA	NA	pm+ov
Protected Phases	4	4	5	2	6	4
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	24.0
Total Split (s)	60.0	60.0	14.0	75.0	61.0	60.0
Total Split (%)	44.4%	44.4%	10.4%	55.6%	45.2%	44.4%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effect Green (s)	32.4	32.4	93.1	90.6	88.7	131.9
Actuated g/C Ratio	0.24	0.24	0.69	0.67	0.66	0.98
v/c Ratio	0.79	0.06	0.00	0.17	0.05	0.03
Control Delay	55.3	12.6	8.5	9.1	6.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	12.6	8.5	9.1	6.3	1.1
LOS	E	B	A	A	A	A
Approach Delay	53.8			9.1	4.0	
Approach LOS	D			A	A	
Queue Length 50th (ft)	281	0	1	70	9	0
Queue Length 95th (ft)	289	19	3	98	m64	m9

Lanes, Volumes, Timings

2: Lacey Road & Woodcreek Drive

10/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	240			568	194	
Turn Bay Length (ft)	160		125			
Base Capacity (vph)	1386	601	598	2524	2290	2701
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	53	0	0	173	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.04	0.00	0.19	0.05	0.03

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 31.2

Intersection LOS: C

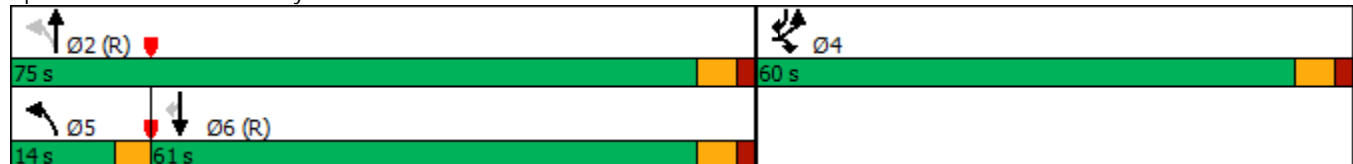
Intersection Capacity Utilization 34.9%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.


Splits and Phases: 2: Lacey Road & Woodcreek Drive



Lanes, Volumes, Timings

3: Lacey Road/Lloyd Avenue & Butterfield Road













10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1296	49	101	1836	92	376	62	464	90	22	151
Future Volume (vph)	75	1296	49	101	1836	92	376	62	464	90	22	151
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		465	0		0	118		0	0		0
Storage Lanes	1		2	2		0	2		1	1		0
Taper Length (ft)	85			300			45			25		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.993			0.885	0.850		0.869	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	2842	3400	5102	0	3467	1585	1519	1805	1651	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	5406	2842	3400	5102	0	3467	1585	1519	1805	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			170		9			107	273		117	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2600			640			274			216	
Travel Time (s)		59.1			14.5			6.2			4.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	0%	3%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)									44%			
Lane Group Flow (vph)	79	1364	52	106	2030	0	396	280	273	95	182	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	17.5	17.5	9.5	18.0	
Total Split (s)	13.5	59.0	59.0	32.5	78.0		25.5	30.0	30.0	13.5	18.0	
Total Split (%)	10.0%	43.7%	43.7%	24.1%	57.8%		18.9%	22.2%	22.2%	10.0%	13.3%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effect Green (s)	8.8	74.2	74.2	9.6	75.0		19.3	21.2	21.2	8.9	10.9	
Actuated g/C Ratio	0.07	0.55	0.55	0.07	0.56		0.14	0.16	0.16	0.07	0.08	
v/c Ratio	0.68	0.46	0.03	0.44	0.72		0.80	0.83	0.58	0.80	0.76	
Control Delay	89.0	19.6	0.0	99.6	9.7		76.1	36.2	7.7	103.0	43.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		6.6	5.8	0.7	0.0	0.0	
Total Delay	89.0	19.6	0.0	99.6	9.7		82.7	42.0	8.4	103.0	43.0	
LOS	F	B	A	F	A		F	D	A	F	D	
Approach Delay		22.5			14.2			49.3			63.6	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)	69	267	0	51	486		136	40	0	84	55	
Queue Length 95th (ft)	#146	321	0	82	552		194	#104	32	#182	#156	

Lanes, Volumes, Timings

3: Lacey Road/Lloyd Avenue & Butterfield Road

10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	2520			560			194			136		
Turn Bay Length (ft)	265		465				118					
Base Capacity (vph)	121	2973	1639	705	2838		539	369	494	120	254	
Starvation Cap Reductn	0	0	0	0	0		100	50	58	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.65	0.46	0.03	0.15	0.72		0.90	0.88	0.63	0.79	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 26.4

Intersection LOS: C

Intersection Capacity Utilization 80.4%








ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.


Queue shown is maximum after two cycles.

Splits and Phases: 3: Lacey Road/Lloyd Avenue & Butterfield Road

 Ø1	 Ø2 (R)	 Ø3	 Ø4
32.5 s	59 s	25.5 s	18 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
13.5 s	78 s	13.5 s	30 s

Lanes, Volumes, Timings
17: Esplanade & Butterfield Road













10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	1767	0	0	1929	170	0	0	567	119	0	100
Future Volume (vph)	83	1767	0	0	1929	170	0	0	567	119	0	100
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	0		170	0		0	0		0
Storage Lanes	1		0	0		1	0		2	2		1
Taper Length (ft)	210			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	5406	0	0	8020	1599	0	0	2842	3467	0	1615
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	5406	0	0	8020	1599	0	0	2842	3467	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						173			109			102
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			358			342			318	
Travel Time (s)		14.5			8.1			7.8			7.2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1803	0	0	1968	173	0	0	579	121	0	102
Turn Type	Prot	NA			NA	custom			Prot	Prot		custom
Protected Phases	5	2			6	7 8			8	7		7 8
Permitted Phases						6			8			
Detector Phase	5	2			6	7 8			8	7		7 8
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0				5.0	5.0		
Minimum Split (s)	9.5	24.0			24.0				19.0	11.0		
Total Split (s)	16.0	96.0			80.0				19.0	20.0		
Total Split (%)	11.9%	71.1%			59.3%				14.1%	14.8%		
Yellow Time (s)	3.5	4.0			4.0				4.0	4.0		
All-Red Time (s)	1.0	2.0			2.0				2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0				0.0	0.0		
Total Lost Time (s)	4.5	6.0			6.0				6.0	6.0		
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max				None	None		
Act Effct Green (s)	11.0	93.9			78.5	113.5			13.0	10.1		29.1
Actuated g/C Ratio	0.08	0.70			0.58	0.84			0.10	0.07		0.22
v/c Ratio	0.58	0.48			0.42	0.13			1.56	0.47		0.24
Control Delay	77.3	6.5			16.4	0.5			294.8	65.5		8.9
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay	77.3	6.5			16.4	0.5			294.8	65.5		8.9
LOS	E	A			B	A			F	E		A
Approach Delay		9.7			15.1			294.8			39.6	
Approach LOS		A			B			F			D	
Queue Length 50th (ft)	73	136			229	0			~357	53		0
Queue Length 95th (ft)	m125	172			270	11			#489	85		47

Lanes, Volumes, Timings

17: Esplanade & Butterfield Road

10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		560			278			262			238	
Turn Bay Length (ft)	230					170						
Base Capacity (vph)	162	3762			4661	1413			372	359		471
Starvation Cap Reductn	0	212			0	0			0	0		0
Spillback Cap Reductn	0	0			92	0			0	0		1
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.52	0.51			0.43	0.12			1.56	0.34		0.22

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 104 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.56

Intersection Signal Delay: 47.6

Intersection LOS: D

Intersection Capacity Utilization 69.0%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

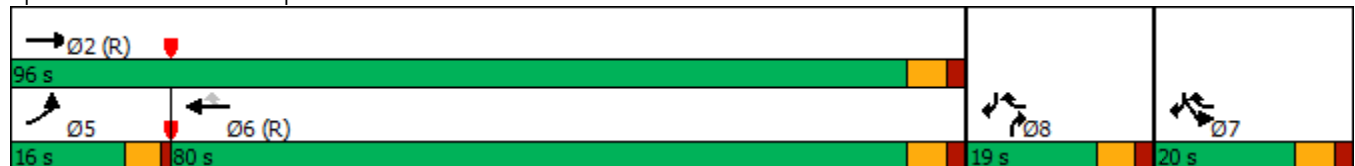
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: Esplanade & Butterfield Road



HCM 6th AWSC
15: Lacey Road & Esplanade

10/26/2017

Intersection

Intersection Delay, s/veh 15.1
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↗	↖				
Traffic Vol, veh/h	19	69	29	4	201	256	162	292	24	0	0	0
Future Vol, veh/h	19	69	29	4	201	256	162	292	24	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	16	0	0	1	1	0	0	0	0	0	0
Mvmt Flow	20	74	31	4	216	275	174	314	26	0	0	0
Number of Lanes	0	2	0	0	2	0	1	1	0	0	0	0













Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.5	15.7	15.6
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	36%	0%	4%	0%
Vol Thru, %	0%	92%	64%	54%	96%	28%
Vol Right, %	0%	8%	0%	46%	0%	72%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	316	54	64	105	357
LT Vol	162	0	19	0	4	0
Through Vol	0	292	35	35	101	101
RT Vol	0	24	0	29	0	256
Lane Flow Rate	174	340	58	68	112	383
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.324	0.58	0.111	0.127	0.195	0.612
Departure Headway (Hd)	6.7	6.142	6.928	6.698	6.26	5.747
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	588	516	534	573	629
Service Time	4.439	3.88	4.686	4.455	4.006	3.493
HCM Lane V/C Ratio	0.324	0.578	0.112	0.127	0.195	0.609
HCM Control Delay	12.6	17.1	10.6	10.4	10.5	17.2
HCM Lane LOS	B	C	B	B	B	C
HCM 95th-tile Q	1.4	3.7	0.4	0.4	0.7	4.2

Lanes, Volumes, Timings

1: Finley Road & Lacey Road







10/26/2017

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	633	1102	542	244	24	117
Future Volume (vph)	633	1102	542	244	24	117
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Storage Length (ft)	310			0	0	205
Storage Lanes	2			1	1	1
Taper Length (ft)	195				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3762	3725	1538	1583	2472
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3762	3725	1538	1583	2472
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				254		122
Link Speed (mph)		30	30		30	
Link Distance (ft)		650	382		321	
Travel Time (s)		14.8	8.7		7.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.90	0.96
Heavy Vehicles (%)	2%	1%	2%	5%	14%	15%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	659	1148	565	254	27	122
Turn Type	Prot	NA	NA	Prot	Prot	Prot
Protected Phases	5	2	6	6	7	7
Permitted Phases						
Detector Phase	5	2	6	6	7	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	24.0	24.0	24.0	24.0	24.0
Total Split (s)	53.0	100.0	47.0	47.0	25.0	25.0
Total Split (%)	42.4%	80.0%	37.6%	37.6%	20.0%	20.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max
Act Effect Green (s)	48.5	94.0	41.0	41.0	19.0	19.0
Actuated g/C Ratio	0.39	0.75	0.33	0.33	0.15	0.15
v/c Ratio	0.49	0.41	0.46	0.38	0.11	0.25
Control Delay	30.6	6.0	34.8	5.3	47.2	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	6.0	34.8	5.3	47.2	9.4
LOS	C	A	C	A	D	A
Approach Delay		15.0	25.7		16.2	
Approach LOS		B	C		B	
Queue Length 50th (ft)	205	151	190	0	19	0
Queue Length 95th (ft)	261	182	244	59	48	31

Lanes, Volumes, Timings

1: Finley Road & Lacey Road

10/26/2017

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Internal Link Dist (ft)		570	302		241	
Turn Bay Length (ft)	310					205
Base Capacity (vph)	1332	2829	1221	675	240	479
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.41	0.46	0.38	0.11	0.25

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 18.2

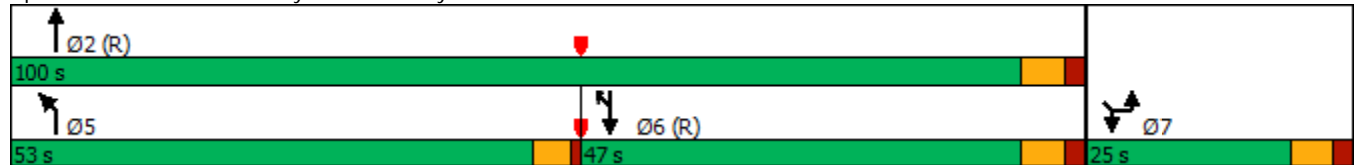
Intersection LOS: B

Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Finley Road & Lacey Road



Lanes, Volumes, Timings

2: Lacey Road & Woodcreek Drive

10/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	68	13	11	48	888	551
Future Volume (vph)	68	13	11	48	888	551
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Storage Length (ft)	160	0	125			0
Storage Lanes	2	1	1			2
Taper Length (ft)	100		90			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.88
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3303	1495	1805	3551	3762	2787
Flt Permitted	0.950		0.270			
Satd. Flow (perm)	3303	1495	513	3551	3762	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		14				605
Link Speed (mph)	30			30	30	
Link Distance (ft)	320			656	274	
Travel Time (s)	7.3			14.9	6.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	8%	0%	7%	1%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	14	12	53	976	605
Turn Type	Prot	Prot	pm+pt	NA	NA	pm+ov
Protected Phases	4	4	5	2	6	4
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	24.0
Total Split (s)	34.0	34.0	12.0	91.0	79.0	34.0
Total Split (%)	27.2%	27.2%	9.6%	72.8%	63.2%	27.2%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	8.6	8.6	106.9	104.4	100.7	118.9
Actuated g/C Ratio	0.07	0.07	0.86	0.84	0.81	0.95
v/c Ratio	0.33	0.12	0.02	0.02	0.32	0.23
Control Delay	58.7	25.9	1.7	2.0	5.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	1.5	0.0
Total Delay	58.7	25.9	1.7	2.0	6.8	0.6
LOS	E	C	A	A	A	A
Approach Delay	53.5			1.9	4.4	
Approach LOS	D			A	A	
Queue Length 50th (ft)	30	0	1	2	48	0
Queue Length 95th (ft)	54	21	4	6	m235	m0

Lanes, Volumes, Timings

2: Lacey Road & Woodcreek Drive

10/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	240			576	194	
Turn Bay Length (ft)	160		125			
Base Capacity (vph)	739	345	526	2965	3030	2787
Starvation Cap Reductn	0	0	0	0	1796	549
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.04	0.02	0.02	0.79	0.27

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 6.8

Intersection LOS: A

Intersection Capacity Utilization 37.5%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.




































Splits and Phases: 2: Lacey Road & Woodcreek Drive

Ø2 (R)	Ø4
91 s	34 s
Ø5	Ø6 (R)
12 s	79 s

Lanes, Volumes, Timings

3: Lacey Road/Lloyd Avenue & Butterfield Road













10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  	  	  	  		  	 	 	  		
Traffic Volume (vph)	103	1518	482	853	945	104	51	16	49	93	104	63
Future Volume (vph)	103	1518	482	853	945	104	51	16	49	93	104	63
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		465	0		0	118		0	0		0
Storage Lanes	1		2	2		0	2		1	1		0
Taper Length (ft)	85			300			45			25		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.985			0.921	0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	2787	3400	4917	0	3183	1587	1408	1736	1761	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	5406	2787	3400	4917	0	3183	1587	1408	1736	1761	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			507		20			19	183		20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2600			643			274			216	
Travel Time (s)		59.1			14.6			6.2			4.9	
Peak Hour Factor	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	2%	3%	4%	3%	10%	0%	9%	4%	1%	3%
Shared Lane Traffic (%)									36%			
Lane Group Flow (vph)	108	1598	507	948	1104	0	57	36	33	98	175	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	17.5	17.5	9.5	23.5	
Total Split (s)	22.5	57.5	57.5	30.0	65.0		14.0	17.5	17.5	20.0	23.5	
Total Split (%)	18.0%	46.0%	46.0%	24.0%	52.0%		11.2%	14.0%	14.0%	16.0%	18.8%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	12.8	51.5	51.5	31.1	69.8		7.6	11.2	11.2	13.0	15.8	
Actuated g/C Ratio	0.10	0.41	0.41	0.25	0.56		0.06	0.09	0.09	0.10	0.13	
v/c Ratio	0.59	0.72	0.35	1.12	0.40		0.30	0.23	0.11	0.54	0.73	
Control Delay	66.0	32.9	2.6	120.1	14.3		83.2	26.1	1.2	64.6	64.0	
Queue Delay	0.0	0.0	0.0	0.3	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	66.0	32.9	2.6	120.4	14.3		83.2	26.1	1.2	64.6	64.0	
LOS	E	C	A	F	B		F	C	A	E	E	
Approach Delay		27.6			63.3			45.4			64.2	
Approach LOS		C			E			D			E	
Queue Length 50th (ft)	85	389	0	~512	124		24	6	0	77	121	
Queue Length 95th (ft)	141	446	35	#671	143		48	24	0	133	201	

Lanes, Volumes, Timings

3: Lacey Road/Lloyd Avenue & Butterfield Road

10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	2520			563			194			136		
Turn Bay Length (ft)	265		465				118					
Base Capacity (vph)	257	2227	1446	846	2753		241	169	300	215	266	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	6	43	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.42	0.72	0.35	1.18	0.40		0.24	0.21	0.11	0.46	0.66	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 45.9

Intersection LOS: D

Intersection Capacity Utilization 82.3%

ICU Level of Service E

Analysis Period (min) 15

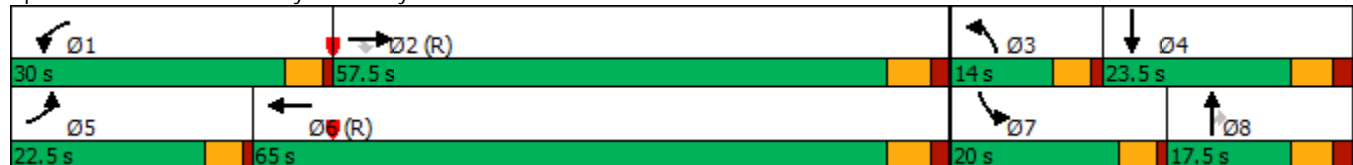
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



























Splits and Phases: 3: Lacey Road/Lloyd Avenue & Butterfield Road



Lanes, Volumes, Timings

22: Esplanade & Butterfield Road













10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			   				 	 		
Traffic Volume (vph)	34	1626	0	0	1856	75	0	0	41	89	0	46
Future Volume (vph)	34	1626	0	0	1856	75	0	0	41	89	0	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	0		170	0		0	0		0
Storage Lanes	1		0	0		1	0		2	2		1
Taper Length (ft)	215			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	5036	0	0	7471	1615	0	0	2787	3367	0	1568
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	5036	0	0	7471	1615	0	0	2787	3367	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						80			118			65
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		643			223			372			256	
Travel Time (s)		14.6			5.1			8.5			5.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	2%	2%	3%	0%	2%	2%	2%	4%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	1730	0	0	1974	80	0	0	44	95	0	49
Turn Type	Prot	NA			NA	custom			Prot	Prot		custom
Protected Phases	5	2			6	7 8			8	7		7 8
Permitted Phases						6						
Detector Phase	5	2			6	7 8			8	7		7 8
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0				8.0	8.0		
Minimum Split (s)	9.5	24.0			24.0				16.0	14.0		
Total Split (s)	15.0	92.5			77.5				16.0	16.5		
Total Split (%)	12.0%	74.0%			62.0%				12.8%	13.2%		
Yellow Time (s)	3.5	4.0			4.0				4.0	4.0		
All-Red Time (s)	1.0	2.0			2.0				2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0				0.0	0.0		
Total Lost Time (s)	4.5	6.0			6.0				6.0	6.0		
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max				Max	Max		
Act Effect Green (s)	7.9	86.5			78.3	113.2			10.0	10.5		26.5
Actuated g/C Ratio	0.06	0.69			0.63	0.91			0.08	0.08		0.21
v/c Ratio	0.32	0.50			0.42	0.05			0.13	0.34		0.13
Control Delay	88.2	1.7			12.9	0.5			0.8	57.5		6.5
Queue Delay	0.0	0.1			0.0	0.0			0.0	0.0		0.0
Total Delay	88.2	1.8			12.9	0.5			0.8	57.5		6.5
LOS	F	A			B	A			A	E		A
Approach Delay		3.5			12.4			0.8			40.2	
Approach LOS		A			B			A			D	
Queue Length 50th (ft)	31	20			206	0			0	38		0
Queue Length 95th (ft)	m45	20			242	7			0	66		23

Lanes, Volumes, Timings

22: Esplanade & Butterfield Road

10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		563			143			292			176	
Turn Bay Length (ft)	230					170						
Base Capacity (vph)	151	3484			4680	1470			331	282		383
Starvation Cap Reductn	0	501			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.24	0.58			0.42	0.05			0.13	0.34		0.13

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 9.4

Intersection LOS: A

Intersection Capacity Utilization 54.7%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Esplanade & Butterfield Road



HCM 6th AWSC
20: Esplanade & Lacey Road

10/26/2017

Intersection

Intersection Delay, s/veh 15.7

Intersection LOS C







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔				
Traffic Vol, veh/h	5	506	390	24	55	34	4	6	4	0	0	0
Future Vol, veh/h	5	506	390	24	55	34	4	6	4	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	1	0	0	6	5	0	0	0	0	0	0
Mvmt Flow	5	522	402	25	57	35	4	6	4	0	0	0
Number of Lanes	0	2	0	0	2	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	16.7	8.4	9.3
HCM LOS	C	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	2%	0%	47%	0%
Vol Thru, %	0%	60%	98%	39%	53%	45%
Vol Right, %	0%	40%	0%	61%	0%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	10	258	643	52	62
LT Vol	4	0	5	0	24	0
Through Vol	0	6	253	253	28	28
RT Vol	0	4	0	390	0	34
Lane Flow Rate	4	10	266	663	53	63
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.008	0.018	0.339	0.769	0.082	0.089
Departure Headway (Hd)	7.026	6.239	4.592	4.174	5.548	5.027
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	512	576	777	862	649	716
Service Time	4.737	3.95	2.358	1.94	3.251	2.73
HCM Lane V/C Ratio	0.008	0.017	0.342	0.769	0.082	0.088
HCM Control Delay	9.8	9.1	9.7	19.5	8.7	8.2
HCM Lane LOS	A	A	A	C	A	A
HCM 95th-tile Q	0	0.1	1.5	7.6	0.3	0.3

HCM 6th TWSC
13: Middle Access Drive & Lacey Road

10/26/2017







Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	14	54	823	127	24
Future Vol, veh/h	7	14	54	823	127	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	29	29	31	2	2	17
Mvmt Flow	7	15	57	866	134	25
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	694	80	159	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	7.38	7.48	4.72	-	-	-
Critical Hdwy Stg 1	6.38	-	-	-	-	-
Critical Hdwy Stg 2	6.38	-	-	-	-	-
Follow-up Hdwy	3.79	3.59	2.51	-	-	-
Pot Cap-1 Maneuver	323	884	1230	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	308	884	1230	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.7	0.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1230	-	308	884	-	-
HCM Lane V/C Ratio	0.046	-	0.024	0.017	-	-
HCM Control Delay (s)	8.1	-	17	9.1	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

HCM 6th TWSC
15: South Access Drive

10/26/2017

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	8	29	1722	697	52
Future Vol, veh/h	13	8	29	1722	697	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	400	-	-	220
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	9	32	1872	758	57





Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1758	379	815
Stage 1	758	-	-
Stage 2	1000	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	76	619	808
Stage 1	423	-	-
Stage 2	317	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	73	619	808
Mov Cap-2 Maneuver	185	-	-
Stage 1	406	-	-
Stage 2	317	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.3	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	185	619	-	-
HCM Lane V/C Ratio	0.039	-	0.076	0.014	-	-
HCM Control Delay (s)	9.6	-	26.1	10.9	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0	-	-

HCM 6th TWSC
18: Lacey Road & North Access Drive

10/26/2017

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	18	812	146	10
Future Vol, veh/h	3	5	18	812	146	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	3	5	19	855	154	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	626	83	165	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	421	966	1426	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	416	966	1426	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.6	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1426	-	646	-	-	
HCM Lane V/C Ratio	0.013	-	0.013	-	-	
HCM Control Delay (s)	7.6	0	10.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings

1: Finley Road & Lacey Road

10/26/2017



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	205	524	106	618	802	36
Future Volume (vph)	205	524	106	618	802	36
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Storage Length (ft)	0	205	310			0
Storage Lanes	1	1	2			1
Taper Length (ft)	25		195			
Lane Util. Factor	1.00	0.88	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	2656	3183	3762	3762	1468
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1719	2656	3183	3762	3762	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		604				40
Link Speed (mph)	30			30	30	
Link Distance (ft)	321			654	383	
Travel Time (s)	7.3			14.9	8.7	
Peak Hour Factor	0.85	0.85	0.90	0.95	0.95	0.90
Heavy Vehicles (%)	5%	7%	10%	1%	1%	10%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	241	616	118	651	844	40
Turn Type	Prot	Prot	Prot	NA	NA	Prot
Protected Phases	7	7	5	2	6	6
Permitted Phases						
Detector Phase	7	7	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	22.5	24.0	24.0	24.0
Total Split (s)	45.0	45.0	25.0	90.0	65.0	65.0
Total Split (%)	33.3%	33.3%	18.5%	66.7%	48.1%	48.1%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	Max	Max	Max	C-Max	C-Max	C-Max
Act Effect Green (s)	39.0	39.0	20.5	84.0	59.0	59.0
Actuated g/C Ratio	0.29	0.29	0.15	0.62	0.44	0.44
v/c Ratio	0.49	0.52	0.24	0.28	0.51	0.06
Control Delay	43.7	4.8	52.0	12.0	29.0	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	4.8	52.0	12.0	29.0	6.6
LOS	D	A	D	B	C	A
Approach Delay	15.7			18.2	27.9	
Approach LOS	B			B	C	
Queue Length 50th (ft)	175	4	47	129	278	0
Queue Length 95th (ft)	243	36	77	162	340	23

Lanes, Volumes, Timings

1: Finley Road & Lacey Road

10/26/2017



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Internal Link Dist (ft)	241			574	303	
Turn Bay Length (ft)		205	310			
Base Capacity (vph)	496	1196	483	2340	1644	664
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.52	0.24	0.28	0.51	0.06

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 20.8

Intersection LOS: C

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Finley Road & Lacey Road



Lanes, Volumes, Timings

2: Lacey Road & Woodcreek Drive

10/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	541	20	2	387	114	75
Future Volume (vph)	541	20	2	387	114	75
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Storage Length (ft)	160	0	125			0
Storage Lanes	2	1	1			2
Taper Length (ft)	100		90			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.88
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3467	1468	1203	3725	3455	2707
Flt Permitted	0.950		0.635			
Satd. Flow (perm)	3467	1468	804	3725	3455	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				91
Link Speed (mph)	30			30	30	
Link Distance (ft)	320			645	274	
Travel Time (s)	7.3			14.7	6.2	
Peak Hour Factor	0.82	0.82	0.82	0.80	0.80	0.82
Heavy Vehicles (%)	1%	10%	50%	2%	10%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	660	24	2	484	143	91
Turn Type	Prot	Prot	pm+pt	NA	NA	pm+ov
Protected Phases	4	4	5	2	6	4
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	24.0
Total Split (s)	60.0	60.0	14.0	75.0	61.0	60.0
Total Split (%)	44.4%	44.4%	10.4%	55.6%	45.2%	44.4%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effect Green (s)	32.4	32.4	93.1	90.6	88.7	131.9
Actuated g/C Ratio	0.24	0.24	0.69	0.67	0.66	0.98
v/c Ratio	0.79	0.06	0.00	0.19	0.06	0.03
Control Delay	55.3	12.6	8.5	9.2	4.4	0.1
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	12.6	8.5	9.2	4.4	0.1
LOS	E	B	A	A	A	A
Approach Delay	54.0			9.2	2.7	
Approach LOS	D			A	A	
Queue Length 50th (ft)	281	0	1	78	9	0
Queue Length 95th (ft)	289	19	3	105	20	m0

Lanes, Volumes, Timings

2: Lacey Road & Woodcreek Drive

10/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	240			565	194	
Turn Bay Length (ft)	160		125			
Base Capacity (vph)	1386	601	585	2499	2270	2701
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	207	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.04	0.00	0.19	0.06	0.03

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 118 (87%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 30.0

Intersection LOS: C

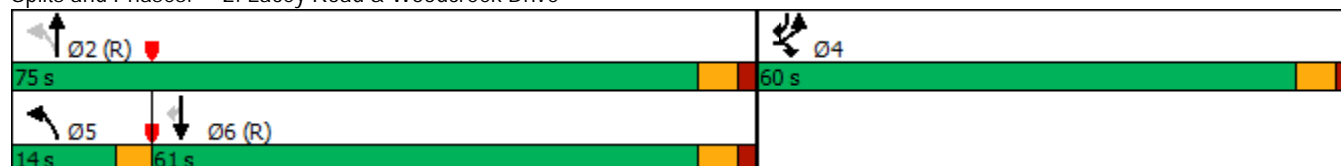
Intersection Capacity Utilization 35.6%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.
































Splits and Phases: 2: Lacey Road & Woodcreek Drive



Lanes, Volumes, Timings

3: Lacey Road/Lloyd Avenue & Butterfield Road













10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  	  	 	  		 					
Traffic Volume (vph)	75	1361	56	111	1928	92	398	62	468	90	22	151
Future Volume (vph)	75	1361	56	111	1928	92	398	62	468	90	22	151
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		465	0		0	118		0	0		0
Storage Lanes	1		2	2		0	2		1	1		0
Taper Length (ft)	85			300			45			25		
Lane Util. Factor	1.00	0.91	0.88	0.97	0.91	0.91	0.97	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.993			0.885	0.850		0.869	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5406	2787	3367	5102	0	3433	1573	1504	1805	1651	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	5406	2787	3367	5102	0	3433	1573	1504	1805	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			170		8			108	276		114	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2600			608			274			216	
Travel Time (s)		59.1			13.8			6.2			4.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	2%	4%	1%	0%	2%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)									44%			
Lane Group Flow (vph)	79	1433	59	117	2126	0	442	282	276	95	182	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0		3.0	8.0	8.0	3.0	8.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0		9.5	17.5	17.5	9.5	18.0	
Total Split (s)	13.5	59.0	59.0	32.5	78.0		25.5	30.0	30.0	13.5	18.0	
Total Split (%)	10.0%	43.7%	43.7%	24.1%	57.8%		18.9%	22.2%	22.2%	10.0%	13.3%	
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0	4.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	8.8	73.0	73.0	10.1	74.2		20.3	22.0	22.0	8.9	10.7	
Actuated g/C Ratio	0.07	0.54	0.54	0.07	0.55		0.15	0.16	0.16	0.07	0.08	
v/c Ratio	0.68	0.49	0.04	0.47	0.76		0.86	0.81	0.58	0.80	0.77	
Control Delay	89.0	20.7	0.0	100.2	10.7		56.2	36.4	11.9	103.0	45.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		21.8	19.8	1.1	0.0	0.0	
Total Delay	89.0	20.7	0.0	100.2	10.7		78.1	56.2	13.0	103.0	45.4	
LOS	F	C	A	F	B		E	E	B	F	D	
Approach Delay		23.3			15.4			54.0			65.1	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)	69	288	0	56	527		175	141	104	84	58	
Queue Length 95th (ft)	#146	346	0	90	594		#263	#303	152	#182	#161	

Lanes, Volumes, Timings

3: Lacey Road/Lloyd Avenue & Butterfield Road

10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)	2520			528			194			136		
Turn Bay Length (ft)	265		465				118					
Base Capacity (vph)	121	2921	1584	698	2806		534	368	494	120	250	
Starvation Cap Reductn	0	0	0	0	0		97	80	77	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.65	0.49	0.04	0.17	0.76		1.01	0.98	0.66	0.79	0.73	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 28.1

Intersection LOS: C

Intersection Capacity Utilization 82.8%









ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



























Splits and Phases: 3: Lacey Road/Lloyd Avenue & Butterfield Road

				
Ø1	Ø2 (R)		Ø3	Ø4
32.5 s	59 s		25.5 s	18 s
				
Ø5	Ø6 (R)		Ø7	Ø8
13.5 s	78 s		13.5 s	30 s

Lanes, Volumes, Timings

24: Esplanade & Butterfield Road













10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			   				 	 		
Traffic Volume (vph)	83	1836	0	0	2031	170	0	0	594	119	0	100
Future Volume (vph)	83	1836	0	0	2031	170	0	0	594	119	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	0		170	0		0	0		0
Storage Lanes	1		0	0		1	0		2	2		1
Taper Length (ft)	210			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	5136	0	0	7619	1599	0	0	2842	3467	0	1615
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	5136	0	0	7619	1599	0	0	2842	3467	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						173			109			102
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		608			242			352			276	
Travel Time (s)		13.8			5.5			8.0			6.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1873	0	0	2072	173	0	0	606	121	0	102
Turn Type	Prot	NA			NA	custom			Prot	Prot		custom
Protected Phases	5	2			6	7 8			8	7		7 8
Permitted Phases						6						
Detector Phase	5	2			6	7 8			8	7		7 8
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0				5.0	5.0		
Minimum Split (s)	9.5	24.0			24.0				19.0	11.0		
Total Split (s)	16.0	96.0			80.0				19.0	20.0		
Total Split (%)	11.9%	71.1%			59.3%				14.1%	14.8%		
Yellow Time (s)	3.5	4.0			4.0				4.0	4.0		
All-Red Time (s)	1.0	2.0			2.0				2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0				0.0	0.0		
Total Lost Time (s)	4.5	6.0			6.0				6.0	6.0		
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max				None	None		
Act Effct Green (s)	11.0	93.9			78.5	113.5			13.0	10.1		29.1
Actuated g/C Ratio	0.08	0.70			0.58	0.84			0.10	0.07		0.22
v/c Ratio	0.58	0.52			0.47	0.13			1.63	0.47		0.24
Control Delay	74.6	7.1			17.1	0.5			325.5	65.5		8.9
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Delay	74.6	7.1			17.1	0.5			325.5	65.5		8.9
LOS	E	A			B	A			F	E		A
Approach Delay		10.0			15.8			325.5			39.6	
Approach LOS		B			B			F			D	
Queue Length 50th (ft)	72	167			250	0			~385	53		0
Queue Length 95th (ft)	m123	189			294	11			#519	85		47

Lanes, Volumes, Timings

24: Esplanade & Butterfield Road

10/26/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		528			162			272			196	
Turn Bay Length (ft)	230					170						
Base Capacity (vph)	162	3573			4428	1413			372	359		471
Starvation Cap Reductn	0	94			0	0			0	0		0
Spillback Cap Reductn	0	0			175	0			0	0		2
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.52	0.54			0.49	0.12			1.63	0.34		0.22

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 104 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.63

Intersection Signal Delay: 51.9

Intersection LOS: D

Intersection Capacity Utilization 73.0%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: Esplanade & Butterfield Road



HCM 6th AWSC
13: Lacey Road & Esplanade

10/26/2017

Intersection

Intersection Delay, s/veh 16.5
Intersection LOS C






Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↵	↵				
Traffic Vol, veh/h	19	86	29	4	227	280	162	292	24	0	0	0
Future Vol, veh/h	19	86	29	4	227	280	162	292	24	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	16	0	0	1	1	0	0	0	2	2	2
Mvmt Flow	20	92	31	4	244	301	174	314	26	0	0	0
Number of Lanes	0	2	0	0	2	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.8	18.1	16.4
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	31%	0%	3%	0%
Vol Thru, %	0%	92%	69%	60%	97%	29%
Vol Right, %	0%	8%	0%	40%	0%	71%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	316	62	72	118	394
LT Vol	162	0	19	0	4	0
Through Vol	0	292	43	43	114	114
RT Vol	0	24	0	29	0	280
Lane Flow Rate	174	340	67	77	126	423
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.333	0.597	0.13	0.147	0.222	0.684
Departure Headway (Hd)	6.882	6.323	7.02	6.853	6.327	5.821
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	571	509	521	566	618
Service Time	4.628	4.069	4.789	4.622	4.08	3.573
HCM Lane V/C Ratio	0.333	0.595	0.132	0.148	0.223	0.684
HCM Control Delay	13	18.1	10.8	10.8	10.9	20.3
HCM Lane LOS	B	C	B	B	B	C
HCM 95th-tile Q	1.4	3.9	0.4	0.5	0.8	5.3

HCM 6th TWSC
15: Lacey Road & North Access Drive

10/26/2017

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	15	5	144	678	3
Future Vol, veh/h	8	15	5	144	678	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	8	16	5	152	714	3







Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	802	359	717	0	-	0
Stage 1	716	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	326	643	893	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	324	643	893	-	-	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	893	-	479	-	-
HCM Lane V/C Ratio	0.006	-	0.051	-	-
HCM Control Delay (s)	9.1	-	12.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-







HCM 6th TWSC
18: Middle Access Drive & Lacey Road

10/26/2017

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	43	14	128	686	7
Future Vol, veh/h	21	43	14	128	686	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	19	30	28	2	2	28
Mvmt Flow	22	45	15	135	722	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	824	365	729	0	-	0
Stage 1	726	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	7.18	7.5	4.66	-	-	-
Critical Hdwy Stg 1	6.18	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-	-	-	-
Follow-up Hdwy	3.69	3.6	2.48	-	-	-
Pot Cap-1 Maneuver	279	558	719	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	558	719	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.4	1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	719	-	273	558	-	-
HCM Lane V/C Ratio	0.02	-	0.081	0.081	-	-
HCM Control Delay (s)	10.1	-	19.3	12	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.3	-	-

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

10/26/2017

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	23	8	682	1312	14
Future Vol, veh/h	42	23	8	682	1312	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	400	-	-	215
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	19	22	25	1	1	14
Mvmt Flow	44	24	8	718	1381	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1756	691	1396	0	-	0
Stage 1	1381	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Critical Hdwy	7.18	7.34	4.6	-	-	-
Critical Hdwy Stg 1	6.18	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-	-	-	-
Follow-up Hdwy	3.69	3.52	2.45	-	-	-
Pot Cap-1 Maneuver	63	344	382	-	-	-
Stage 1	170	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	344	382	-	-	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	382	-	136	344	-	-
HCM Lane V/C Ratio	0.022	-	0.325	0.07	-	-
HCM Control Delay (s)	14.6	-	43.7	16.3	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	0.2	-	-



**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
NOVEMBER 6, 2017 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
17-PLC-0030 4340 Prince Street	Zoning Map Amendment	Swati Pandey Planner

REQUEST

The petitioner is requesting a Zoning Map Amendment to rezone the subject property from B-2, General Retail Business District and R-6, Residential Apartment/Condo 6 to INP-1, Neighborhood-scale Institutional and Public District.

NOTICE

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

GENERAL INFORMATION

OWNER & APPLICANT: Downers Grove Township
4340 Prince Street
Downers Grove, IL 60515

PROPERTY INFORMATION

EXISTING ZONING: B-2, General Retail Business and R-6, Residential Apartment/Condo 6
EXISTING LAND USE: Office & Vacant
PROPERTY SIZE: 52,864 square feet (1.21 acres)
PINS: 09-05-302-010, -003, -004, -005, -006

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-3, General Services and Highway Business B-2 General Retail Business	Corridor Commercial & Institutional/Public
SOUTH:	INP-2, Campus-scale Institutional and Public District	Institutional/Public
EAST:	INP-2, Campus-scale Institutional and Public District	Institutional/Public
WEST:	B-3, General Services and Highway Business, R-6, Residential Apartment/Condo 6 R-4, Residential Detached House 4	Corridor Commercial & Institutional/Public

ANALYSIS

SUBMITTALS

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

1. Application/Petition for Public Hearing
2. Plat of Survey
3. Project Narrative
4. Neighborhood Meeting Report

PROJECT DESCRIPTION

The subject property, commonly known as 4340 Prince Street, is located on the north side of Sherman Street, between Saratoga Avenue and Prince Street. Currently the property is zoned B-2, General Retail Business and R-6, Residential Apartment/Condo 6. The property consists of eight lots with a total of 1.21 acres and is improved with an office building on the east side of the property. The lots to west are vacant. The petitioner is requesting to rezone from B-2, General Retail Business and R-6, Residential Apartment/Condo 6 to INP-1, Neighborhood-scale Institutional and Public District. The INP-1 designation is intended for small, public, civic and institutional scale developments that are near residential neighborhoods.

The property is owned by the Downers Grove Township which contains an approximately 9,500 square-foot office building with administrative offices for the Township and a surface parking lot. There are four lots to the west of the building that are vacant. The INP-1 designation will allow the governmental facility to be zoned appropriately per the Zoning Ordinance and Comprehensive Plan.

The Comprehensive Plan and the Future Land Use Plan identifies the lots on the east side as Institutional/Public while the four lots on the west side are identified as Corridor Commercial. The petitioner wants to administratively consolidate and rezone the entire property under common ownership to a single zoning designation. Consolidation of multiple lots require that the lots be zoned under the same zoning designation. The current use as a governmental facility will not be impacted as a result of the rezoning from R-6 or B-3 zoning designations. The property will continue to be used by the Township and there are no current plans for a development by the Township.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plans' Future Land Use Map designates the property with the existing township offices as Institutional/Public and the adjacent vacant parcels as Corridor Commercial. The existing Township office use is an institutional use. Institutional uses are generally defined as public and semi-private facilities that service the community. A goal of the comprehensive plan is for the village to promote cooperation, interaction, and collaboration among the various agencies and organizations which serve Downers Grove. The parcels have proximity to the high school, another institutional use. The commercial properties to the north have been completely developed in recent years with no access or expansion to the south. The Township owns the vacant parcels and has no plans to develop the parcels.

Staff finds that the rezoning and continued use of this property as a governmental facility with accessory parking is consistent with the Comprehensive Plan.

COMPLIANCE WITH THE ZONING ORDINANCE

The property is currently zoned R-6, Residential Apartment/Condo 6 and B-2, General Retail Business with an existing office use. The proposed INP-1, Neighborhood-scale Institutional and Public District will allow the existing use to be appropriately zoned. There are no other changes proposed to the property. The petitioner has proposed to administratively consolidate all lots on the property which would help bring the property further into compliance.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners within 250 feet from the property in addition to posting the public hearing notice sign and publishing the legal notice in *Downers Grove Suburban Life*. Staff has not received any inquiries. The applicant hosted a neighborhood meeting on October 18th in accordance with Section 12.010.F.3 of the Zoning Ordinance. A summary of the meeting is attached.

FINDINGS OF FACT

Section 28.12.030.I. Review and Approval Criteria for Zoning Map Amendments

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

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

The INP-1 zoning designation is intended for small, institutional scale developments. The governmental facility is institutional in nature. The subject properties are bordered by similarly zoned INP-2 to the east and south side; the west is primarily residential with commercial to the north. Overall the property meets the intent of being closer to the residential neighborhood. This standard is met.

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

The proposed rezoning will not negatively affect property values. The land is under one ownership and the use will remain institutional, as existing. This standard has been met.

(3) *The extent to which any determination 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. The existing use is governmental facility and the proposed use will remain the same. The petitioner does not propose any expansion or change of use. This standard has been met.

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

The subject property is currently zoned commercial and multi-family; the property owner is proposing to rezone the property to INP-1, Neighborhood-scale Institutional and Public District. A governmental facility is a permitted use in INP-1. An institutional use is a good transition of intensity of use between residential and commercial uses in this area. 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.*

The property is not currently vacant, but the rezoning to INP-1 considers the context of the neighborhood. The existing R-6, Residential Apartment/Condo 6 zoning on the east side of Saratoga Avenue permits multi-family residential and B-2, General Retail Business permits commercial use in a residential neighborhood. By rezoning to INP-1, multi-family or commercial would no longer be permitted in a neighborhood with predominantly single family residential and institutional. This standard has been met.

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

The Downers Grove Township office exists and will continue to occupy the property which is a governmental entity. The Township provides several important services for all persons residing within the Township boundaries. This standard has been met.

(7) *The Comprehensive Plan.*

The eastern half of the subject property is designated for an institutional use in the Comprehensive Plan. The property to the west is zoned for Corridor Commercial, however, it is owned by the Township and will not be developed as a separate commercial business in the future. The future land use for the entire property is institutional. The petitioner wishes to consolidate all parcels held under common ownership and the Comprehensive Plan encourages consolidation of commonly held lots. In order to consolidate multiple lots, it is required that the zoning across multiple lots be the same. This standard has been met.

RECOMMENDATIONS

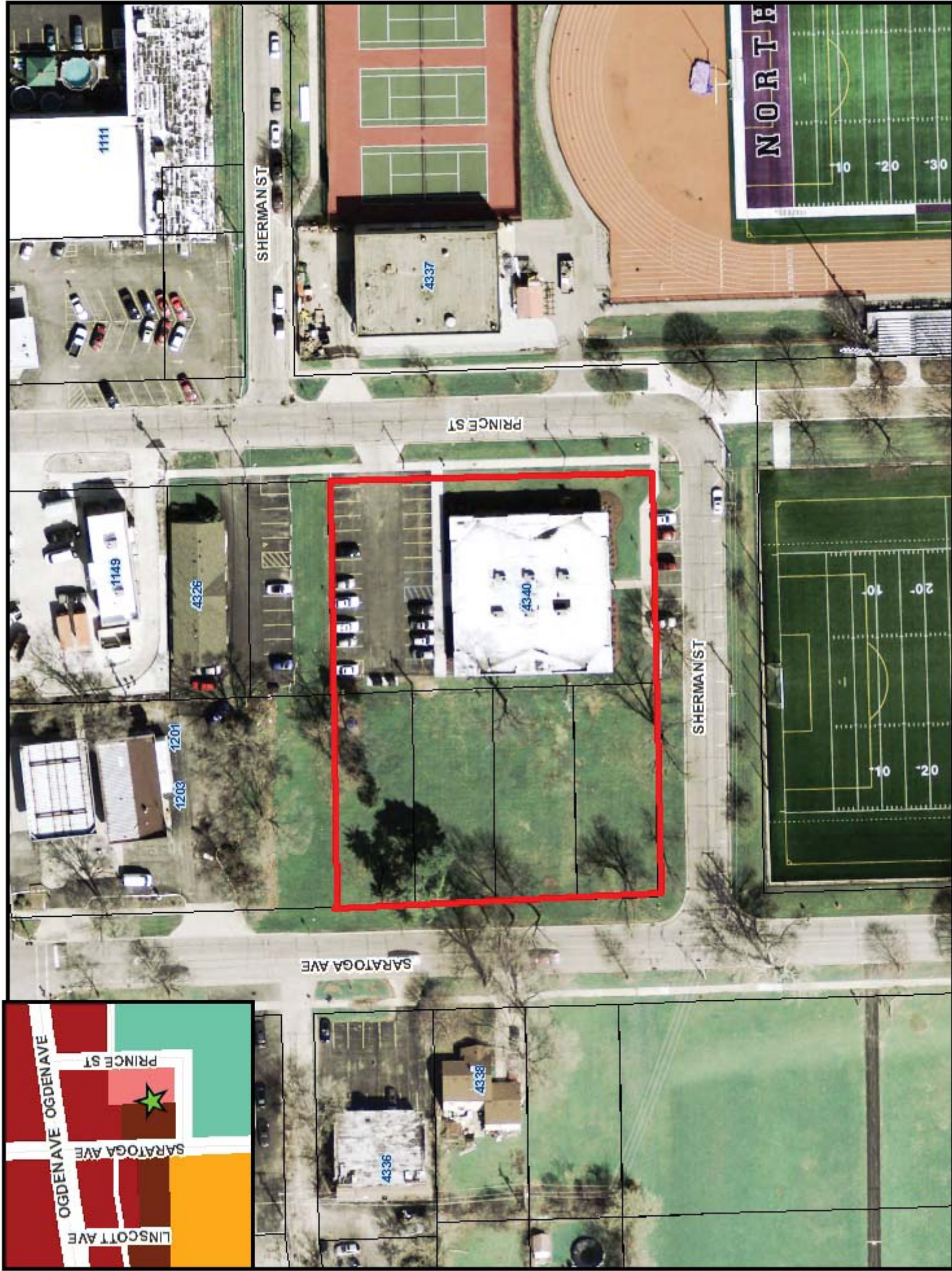
The proposed zoning map amendment of the property is compatible with the Comprehensive Plan and surrounding zoning and land use classifications. Based on the findings listed above, staff recommends the Plan Commission make a positive recommendation to the Village Council regarding this petition.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development

SP:sp
-att



4340 Prince Street - Location Map

0 30 60 Feet



Downers Grove Township

Supervisor's Office

Mark S. Thoman - Supervisor

Page 1 of 3

September 28, 2017

Mr. Scott Williams
Department of Community Development
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 650515

Dear Mr. Williams,

This document contains a Summary/Narrative and Review of Approval Criteria of the Downers Grove Township Consolidation and Rezoning Request.

Summary/Narrative

Downers Grove Township petitions the Village of Downers Grove to consider the consolidation of four R-6 zoned parcels plus one B-2 zoned parcel into a single INP-1 zoned parcel.

We request the petition receive a positive recommendation from the Plan Commission and approval by the Village Council. Please find the enclosed documents, which show compliance with the pertinent sections of the Village Zoning Ordinance:

- A completed petition with original signatures.
- Proof of ownership.
- Application fee.
- A current Plat of Survey.
- A list of current property owners within 250 feet of the furthest perimeter of each property.
- Certification of a neighborhood meeting held _____ where we reviewed our request, the reasons for our request, and the benefits of the request.

The properties in question are

PIN# 0905302010	4340 Prince, currently zoned B-2
PIN# 0905302003	4335 Saratoga, currently zoned R-6
PIN# 0905302004	4339 Saratoga, currently zoned R-6
PIN# 0905302005	4343 Saratoga, currently zoned R-6
PIN# 0905302006	4347 Saratoga, currently zoned R_6

We have no planned, but wish to bring these properties into alignment with the VoDG Comprehensive Plan, which seeks public institutions to be zoned INP-1 or INP-2

Email: mark.thoman@dgtownship.com



Downers Grove Township

Supervisor's Office

Mark S. Thoman - Supervisor

Page 2 of 3

Review and Approval Criteria as per Map Amendments 12.030.(I).

1. The existing use and zoning of nearby property.

Our largest neighbor is Downers Grove North, which encompasses both the east and south neighborhoods and was itself rezoned from a variety of R and B uses to INP-2 in 2015. Herrick Middle School (District 58) to the west, one residence at 4338 Saratoga to the west, and two residences further west at 4339 and 4343 Linscott make up the total of residential parcels within 250 feet. Commercial properties make up the entirety of neighbors to the north. The Township believes this criterion is met.

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

This consolidation and rezone will have no effect on the surrounding area. The existing structure and use has remained unchanged since 1978. The Township believes this criterion is met.

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

As there is no diminution of value of property, there is no need for offsetting improvements needed to the health, safety, and welfare of the area. The Township believes this criterion is met.

4. The suitability of the subject properties for the zoned purposes.

The current properties are imminently suited to the current purpose, and have been since 1978. The existing use, buildings, and location are well within the parameters of a desirable INP-1 zoning designation. The B-2 parcel is shown as institutional use in the Future Land Use Map, and the R-6 properties, due to redevelopment at the SE corner of Saratoga and Ogden, no longer provide access for Corridor Commercial use. The Township believes this criterion is met.

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

Prior to 1978 all four R-6 zoned properties contained primary residences, which contributed to flooding issues in the immediate area. The Township removed all residential housing on these four properties, reducing storm water problems. The trend of residence removal is slow but steady in this immediate area. The Township believes this criterion is met.

Email: mark.thoman@dgtownship.com



Downers Grove Township

Supervisor's Office

Mark S. Thoman - Supervisor

Page 3 of 3

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

We plan on continuing to use this property for Township government uses. The value to the community goes beyond the Village borders by necessity. The current uses include providing appraisal and valuation of over 58,000 parcels of property; Peer Jury, youth skills education, and additional support available to schools located within the Township; General Assistance to permanent Township citizen residents that meet means testing; senior citizen support services; a not for profit FISH Pantry that assists with food and clothes for those who meet their means testing; and maintaining two cemeteries. We have also recently been tasked by the county to work towards Township unified mosquito abatement and control with the ten communities partly or wholly within the Township borders. The Township believes this criterion is met.

7. The Comprehensive Plan.

The Village encourages conversion of inappropriately zoned properties to appropriate zoning. Both the Comp Plan and Future Land Use Plan designate the B-2 property as Institutional. The four R-6 zoned properties are envisioned as Corridor Commercial. With the recent expansion and redevelopment at the SE corner of Saratoga and Ogden, those properties are no longer appropriate for Corridor Commercial use. By asking for consolidation of inappropriately zoned properties into a single appropriate zoning, we are cooperating and furthering the goals of the Comprehensive Plan. The Township believes this criterion is met.

The Township at this time is ready to proceed with a neighborhood meeting. We can facilitate mailing the surrounding property owners. We are prepared to host the neighborhood meeting on a weekday evening or Saturday morning.

We will be petitioning the Plan Commission to forward a positive recommendation, and for Village Council to approve the consolidation and rezoning to INP-1. We are not proposing any new uses. No additional terms, special uses, and/or variances are being sought.

Thank you for your time and consideration.

Sincerely,

Mark S. Thoman

Supervisor, Downers Grove Township

Email: mark.thoman@dgtownship.com



Downers Grove Township

Supervisor's Office

Mark S. Thoman - Supervisor

October 19, 2017

Scott Williams
Community Development
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Dear Mr. Williams,

Last night we held the neighborhood meeting for our consolidation/rezone petition. On a relatively light note, the good news is there were no negative comments or issues...the bad news is no one attended.

Not totally unexpected as there are only three homes within the area, the rest being business owners and landlords.

Please place this letter indicating compliance with the meeting requirement in our packet. I will bring copies to the meeting November 6th if needed.

If we need to meet prior to the scheduled November 6th Plan Commission meeting let me know. If you want me to arrive early on the 6th let me know.

Sincerely,

Mark S. Thoman
Supervisor

email: mark.thoman@dgtownship.com

PLAT OF SURVEY

OF

LOTS 5, 6, 7 AND 8 OF BLOCK 32 OF THE E.H. PRINCE AND CO. ADDITION TO DOWNERS GROVE BEING IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN IN DUPAGE COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 4340 PRINCE STREET, DOWNERS GROVE, ILLINOIS

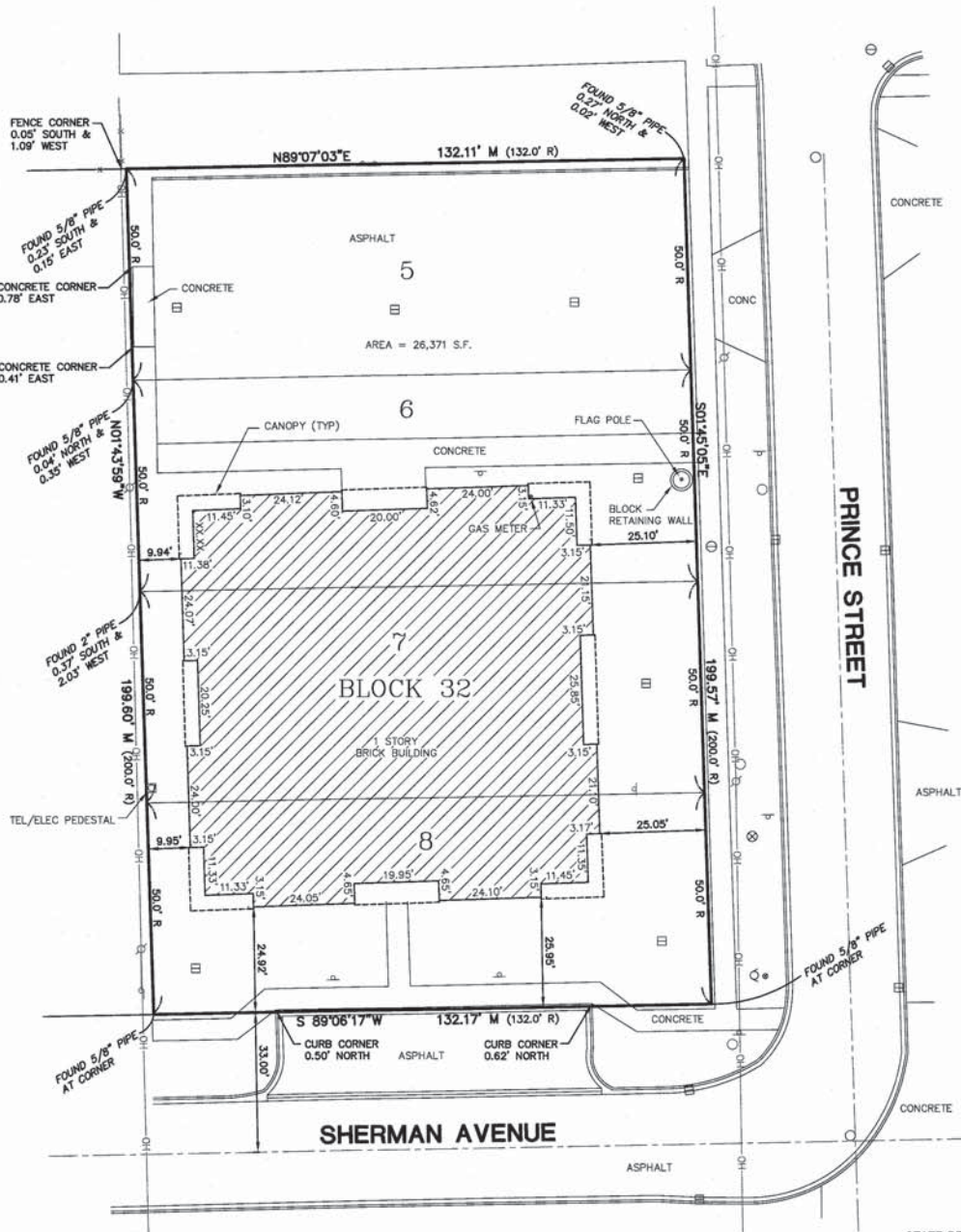


SCALE: 1" = 20'
BASIS OF BEARING
NORTH LINE SHERMAN AVENUE
S89°-06'-17"W

LEGEND

EXISTING

—	FENCE
⊙	FIRE HYDRANT
⊗	VALVE IN VAULT
⊖	INLET
⊕	MANHOLE WITH CLOSED LID
⊙	MANHOLE WITH OPEN LID
⊖	POWER POLE
⊗	GUY WIRE
⊕	PEDESTAL
⊙	SIGN
—	CURB & GUTTER



ABBREVIATIONS

M = MEASURED DIMENSION
R = RECORD DIMENSION

THIS PROFESSIONAL SERVICE CONFORMS
TO THE CURRENT ILLINOIS MINIMUM
STANDARD FOR A BOUNDARY SURVEY

ORDERED BY: DOWNERS GROVE TOWNSHIP

NOTE: COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY DIFFERENCE AT ONCE. EASEMENTS
AND BUILDING LINES INDICATED ARE TAKEN FROM ORIGINAL RECORDED SUBDIVISION PLAT. FOR
SUBSEQUENT EASEMENTS AND BUILDING LINES ADDED, ALTERED, OR NOT DEPICTED UPON
RECORDED SUBDIVISION PLAT, REFER TO TITLE POLICY, DEED OR INSTRUMENT CREATING SAME.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF DU PAGE)

WE, INTECH CONSULTANTS, INC. HEREBY STATE THAT WE HAVE SURVEYED
THE ABOVE DESCRIBED PROPERTY AND THE PLAT HEREON DRAWN IS A
CORRECT REPRESENTATION OF THE SAME.

DATED THIS 29th DAY OF JUNE A.D., 2017

Mark S. Stulac
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2587
MY LICENSE EXPIRES/RENEWES 11-30-2018



INTECH CONSULTANTS, INC.

1989 UNIVERSITY LANE, SUITE D ENGINEERS - SURVEYORS
LISLE, ILLINOIS 60532
PHONE: 630-964-5656 ILLINOIS REGISTRATION No. 184-001040

PREPARED: 6-29-17

SHEET No. 1 of 1 JOB No.: 7069

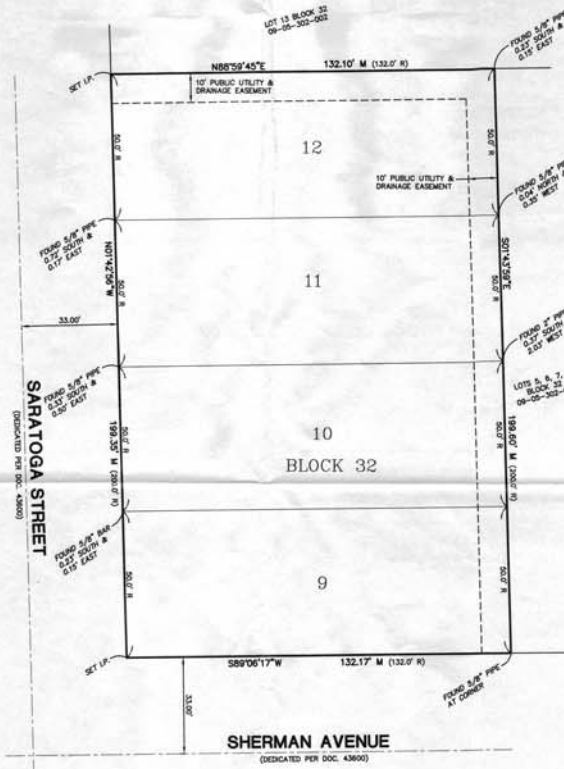
FINAL PLAT OF SUBDIVISION PLAT OF SURVEY

P.L.N. NO.: 09-05-302-003
09-05-302-004
09-05-302-005
09-05-302-006

OF DOWNERS GROVE TOWNSHIP SARATOGA/SHERMAN SUBDIVISION

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

SCALE: 1" = 20'
BASIS OF BEARING
NORTH LINE, SHERMAN AVENUE
S89°-06'-17"W



NOTES

1. IRON PIPES ARE AT ALL LOT CORNERS.
2. EXISTING STRUCTURES TO BE DEMOLISHED.

LEGEND

- CONCRETE MONUMENT SET
- - - EASEMENT LINE
- SUBDIVISION BOUNDARY LINE

SITE AREA = 26,355 S.F. = 0.6050 AC.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DU PAGE)

THIS IS TO CERTIFY THAT I, MARK S. STIMAC, ILLINOIS PROFESSIONAL LAND SURVEYOR #35-2587, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY AS SHOWN BY THIS PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION; ALL DIMENSIONS ARE IN FEET OR DECIMALS THEREOF:

LOTS 9, 10, 11 AND 12, IN BLOCK 32 IN E. H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7 AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1890 AS DOCUMENT 43600, IN DUPAGE COUNTY, ILLINOIS.

I FURTHER STATE THAT NONE OF THE PROPERTY INCLUDED IN THIS SUBDIVISION IS SITUATED IN ZONE "X" AS DESIGNATED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, DUPAGE COUNTY, ILLINOIS, PANEL NUMBER 1704302901H, DATED DECEMBER 14, 2004. ZONE "X" IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

DATED THIS 13th DAY OF October, A.D., 2016
Mark S. Stimac
ILLINOIS PROFESSIONAL LAND SURVEYOR #35-2587
LICENSE EXPIRATION/RENEWAL DATE 11-30-2018

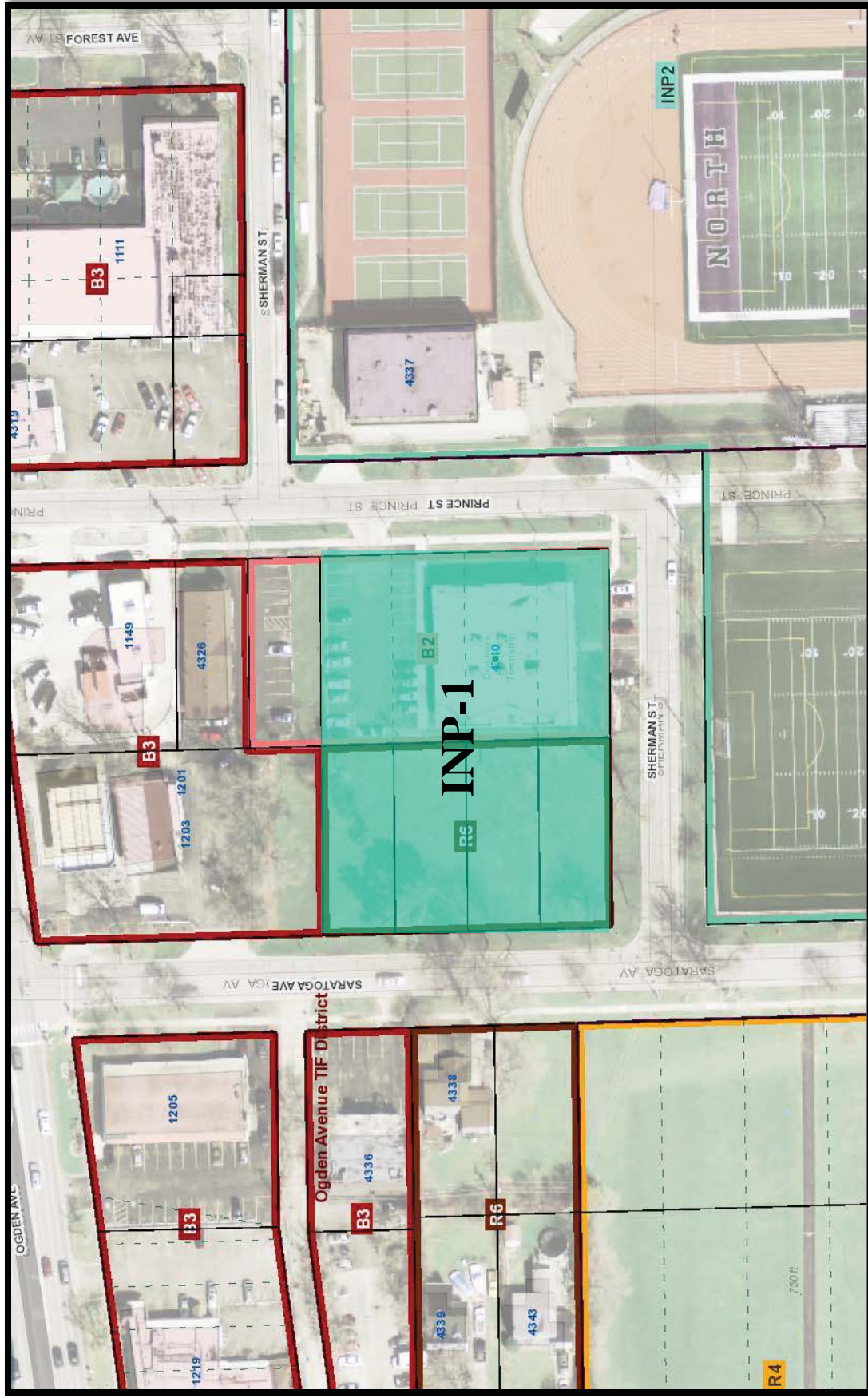


INTECH CONSULTANTS, INC.

1989 UNIVERSITY LANE, SUITE D ENGINEERS - SURVEYORS
Lisle, Illinois 60532
PHONE: 630-964-5056
ILLINOIS REGISTRATION NO. 154-001043

REVISED: 10-13-16
PREPARED: 9-9-16

SHEET No. 1 of 1 JOB No.: 7069



Proposed Zoning – 4340 Prince Street