

**VILLAGE OF DOWNERS GROVE
PLAN COMMISSION**

VILLAGE HALL COUNCIL CHAMBERS
801 BURLINGTON AVENUE

December 2, 2019
7:00 p.m.

AGENDA

1. Call to Order

a. Pledge of Allegiance

2. Roll Call

3. Approval of Minutes – November 4, 2019

4. Public Hearings

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

- b. **19-PLC-0033:** A petition seeking Special Use approval to expand an office medical use. The property is currently zoned DC, Downtown Core. The property is located directly southeast of the intersection of Main Street and Curtiss Street, commonly known as 5207 Main Street, Downers Grove, IL (PIN: 09-08-306-040, -041, and -044). DuPage Medical Group and Woodlawn Corner, LLC/Main 5207, LLC, Petitioner and Woodlawn Corner LLC/Main 5207, LLC, Owner.

5. Adjournment

THIS TENTATIVE REGULAR AGENDA MAY BE SUBJECT TO CHANGE

DRAFT

**VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MINUTES
NOVEMBER 4, 2019**

CALL TO ORDER:

Chairman Rickard called the November 4, 2019 meeting of the Plan Commission to order at 7:00 PM and led in reciting the Pledge of Allegiance.

ROLL CALL:

PRESENT: Mr. Dmytryszyn, Ms. Gassen, Ms. Johnson, Ms. Majauskas, Mr. Maurer, Mr. Patel, Ms. Rollins, Ch. Rickard

ABSENT: Mr. Boyle, Ex. Officio Members Olczyk, Livorsi & Menninga
A quorum was established.

Ch. Rickard reminded everyone present to silence any electronic devices during the meeting and noted that copies of the Agenda are available on the shelves at either side of the Chamber.

STAFF: Jason Zawila, Planning Manager
Flora Ramirez, Development Planner
Gabby Baldassari, Development Planner

VISITORS: Scott Richards, 1130 Warren Avenue
Barbara Whiting, 814 Warren Avenue
Paul Lagno, 404 Prairie Avenue
Brent Miller, 4736 Florence Avenue
Marge Earl, 4720 Florence Avenue
Carol Schmidt and George Joch, 4800 Florence Avenue
Jim and Wendy Kyser, 840 Rogers Street
Michael Cassa, DGEDC, 5159 Mochel
Jen Hense, Oakley Builders, 5216 Main Street
Steve Sobkowiak, Oakley Builders, 5216 Main Street
Todd Davies, Cadence, 5101 Mochel
Will Kreuzer, Tartan, 350 W. Hubbard Street, #640, Chicago
Richard Kasper, 4942 Elm Street
Lynn Scalia, 838 Rogers Street
Scott Uloswech and Kelsey Brar, 5007 Washington Street
Don Koegel, 832 Rogers Street
Steve Corcoran, Eriksson Engineering, Grayslake

APPROVAL OF MINUTES: October 7, 2019 meeting

Ms. Gassen moved, seconded by Ms. Dmytryszyn to approve the minutes for the October 7, 2019 meeting.

The Motion to approve the minutes passed by Voice Vote.

DRAFT

Ch. Rickard reviewed the procedures to be followed for the one scheduled public hearing, explaining that the Plan Commission is strictly a recommending body. The purpose of the meeting is to gather facts, information and testimony on items on the Agenda. The Plan Commission's decision is not final, but is strictly a recommendation to the Village Council for the Council's final decision. He said a report would be forwarded to the Council with a Motion to recommend approval, recommend approval with refinements, or recommend denial of the petition. The Village Council makes all final decisions.

Meeting procedures are as follows:

The Petitioner will present its case to the Plan Commission, followed by questions to the Petitioner by Commission members.

The Public will then have an opportunity to make comments before the Commission regarding the case under consideration. Chairman Rickard asked that each speaker provide his or her name and address for the record.

Following presentations by the Public, a member of the Community Development Department will present Staff's report.

Upon completion of presentations by the Staff and the Public, the Petitioner will have the opportunity to question statements made or provide a closing statement.

The Chairman will then close the public hearing portion of the meeting, and the Commission will review the information provided and ask questions of the speakers.

Upon completion of the Plan Commission's deliberation, a Motion will be made containing a recommendation to the Village Council regarding the case.

Ch. Rickard then asked everyone who intended to speak on the petition before the Commission to rise and be sworn in.

PUBLIC HEARINGS

19-PLC-0028: A petition seeking approval for the Right-of-Way Vacation of an Alley. The adjacent properties are zoned R-4, Residential Detached House 4. The subject property is currently zoned M-1, Light Manufacturing. The property is located between the properties at 304 Prairie Avenue, 4736 Florence Avenue and 4740 Florence Avenue, Downers Grove, IL (PIN 09-09-101-022, -014, -015) Paul Lagno, Petitioner and Village of Downers Grove, Owner.

Petitioner's Presentation:

Mr. Paul Lagno of 340 Prairie and Brent Miller, 4736 Florence Avenue, Downers Grove, IL introduced themselves as petitioners. Mr. Lagno referred to the location of his home

DRAFT

on the map on the screen. He indicated that they have used the gravel driveway and alleyway to access this property, which has been used for the last 25 years. He recognized that he started his improvements without permit and apologized to the Village. He felt the best way to proceed was the alley vacation and thanked the Village staff.

Ch. Rickard called upon the public to make any comments regarding this petition at this time.

Dan Blaney, 5406 Maplewood Place, indicated that his mother lives at 4740 Florence, immediately east of the proposed alley vacation. He indicated that he also lived there for 26 years and wanted to understand any ramifications for his mother's property if the alley was vacated. He also stated that it was great that they were paving the right-of-way and it is unfortunate that the previous homeowner, Mel Spohn, could not get the Village to pave the right-of-way. He felt that this was a better surface for the winter weather. Mr. Zawila indicated that he would cover how right-of-way vacation works as part of his presentation.

Mr. Maurer inquired if the Village is proposing to improve the alley.

Mr. Zawila clarified the petition in front of the Plan Commission is to vacate the right-of-way and property would be granted to adjacent property owners, which he will offer further detail as part of his presentation and their planned improvements.

Marge Earl, 4720 Florence Avenue, shared her understanding that the Village does not maintain or install right-of-way that is concrete and that alleys are generally constructed with asphalt and not with concrete as the applicant was proposing.

Mr. Zawila clarified that the Village does have specifications for concrete alleys, but asphalt is typically installed, as previously stated. He further clarified that the applicant started work without a permit in both the right of way and on private property.

Ms. Earl inquired if the petitioner checked if he needed a permit and that he still proceeded with the work, without the permit. Mr. Zawila confirmed that was correct on both accounts.

There were no further comments from the public.

Staff's Presentation:

Jason Zawila, Planning Manager with the Village, said that the petitioner is requesting vacation of a 16-foot wide by 104-foot deep alley immediately adjacent to and between the properties at 304 Prairie Avenue, 4736 Florence Avenue and 4740 Florence Avenue. The alley has been historically used for access to the property located at 304 Prairie Avenue. It was noted that the applicant started work without a permit and ultimately requested an alley vacation.

DRAFT

Mr. Zawila stated that if the alley vacation is approved, the applicant plans to move forward with completing construction of a concrete driveway that will be required to meet all Village codes and requirements. Per the Village's vacation policy, written consent was received from the two abutting property owners. He stated that the owners of 4736 Florence Avenue had provided written consent, subject to purchasing a 16 foot by 30 foot portion of the alley that abuts their property, while the applicant will purchase the remaining portion of the alley as depicted in the attached vacation plat.

Mr. Zawila further stated that the owners of 4740 Florence also provided written consent and are not interested in purchasing the portion of the alley that abuts their property. Per the Village's Right-of-Way Vacation Policy, staff contacted the utility companies, outside public agencies and other Village departments to determine if any rights to the public right-of-way should be retained. The utility providers and the Village do not object 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.

Mr. Zawila then referenced the cost of the alley vacation that will be the burden of the applicant and explained what encumbered value is for alley vacation purposes. He then referenced the standards that are required to be met for the vacation and recommended approval as stated on page 4 of the staff report.

Ms. Gassen asked if the Village received a letter from 4740 Florence. It was identified that written correspondence was received from the property owner, but there was typo in the letter regarding the address.

Ms. Majauskas stated that she does not have concern on the split of the alley, but questioned if there will be an issue with ingress and egress for the rest of the alley north of the property, for the portion that can still be vacated.

Mr. Zawila stated that when staff receives a request we attempt to prevent the limitation of access and work with multiple residents. In this case the alley north of the subject property is unimproved and all residents have access to the roadway in front of their home.

Ms. Majauskas further stated that with vacations there may be some point that the remaining right-of-way does not allow for ingress and egress and the Village should just give property to adjacent property owners. Mr. Zawila added that the current policy for vacations are property owner initiated.

Ms. Johnson inquired on who is responsible for maintenance and improvements of the driveway to Prairie Avenue from the proposed vacation area. Mr. Zawila replied that the owner will need to construct access to the right of way (road) that must meet Village standards and the homeowner is responsible for maintenance.

The petitioners stated they look forward to moving through the process and the opportunity to use more property and thanked the Commission for their time. There being no further discussion, Ch. Rickard closed the opportunity for further public comment.

DRAFT

Commission Deliberation:

Ch. Rickard asked if the Commissioners had any comments regarding this proposal.

Ms. Rollins stated that the Commission has seen this a couple times and it makes sense. It makes sense as nobody uses the right-of-way.

Ch. Rickard stated that it is the Village's desire to see that these alleys are consumed, and it is straight forward.

Ms. Gassen stated that based on the petitioner's submittal, the staff report, and the testimony presented, the proposed alley vacation complies with the alley vacation policy of the Village and is in the public interest, and therefore, moved that the Plan Commission recommend that Village Council approve 19-PLC-0028.

Subject to the following conditions:

- 1. The vacation shall substantially conform to the staff report dated November 4, 2019.**
- 2. Prior to final Village Council consideration, a Mylar copy of the Final Plat of Vacation shall be provided indicating a 16-foot public drainage, utility and utility access easement along the entire length and width of the alley to be vacated.**
- 3. No additional improvements proposed to the driveway may be placed until a permit has been reviewed and approved by the Village.**
- 4. The driveway, approach and all improvements made to proposed vacated portion of the right-of-way, shall be improved to meet all Village Code requirements.**
- 5. Prior to execution of the plat, the petitioners shall pay the Village a total of \$6,870.30.**

Motion seconded by Commissioner Dmytryszyn

AYES: Dmytryszyn, Gassen, Johnson, Majauskas, Maurer, Patel, Rollins, Ch. Rickard

NAYS: None

The Motion passed unanimously

19-PLC-0030: A petition seeking approval for a Planned Unit Development to operate an eating and drinking establishment. The property is currently zoned DB, Downtown Business. The property is located directly northeast of the intersection of Washington Street and Warren Avenue, commonly known as 844 Warren Street Avenue, Downers Grove, IL (PIN: 09-08-125-004). Steve Sobkowiak, Oakley Home Builders, Petitioner and Roger Andreen, Owner.

Petitioner's Presentation:

Mr. Steve Sobkowiak of 5319 Blodgett, Downers Grove, IL introduced himself and thanked staff for their efforts and thoroughness on this project. He stated as a resident and business owner it is good to know that there is a lot of forethought that goes into new development in town. He moved on to share the vision for 844 Warren. First Mr.

DRAFT

Sobkowiak introduced his team, he started by introducing himself as the owner of Oakley Home Builders; Jen Hense, licensed architect at Oakley Home Builders; Todd Davis, owner of Cadence Kitchen; Will Kreuzer, Tartan Realty; and Steve Corcoran, his parking expert.

Mr. Sobkowiak provided some background on Oakley Home Builders by sharing that he is originally from Downers Grove and started a company based in Downers Grove. Oakley Home Builders has constructed in fifteen years about 170 luxury homes and he was happy to tell the audience that 60 of those homes are in Downers Grove. Mr. Sobkowiak shared that he thinks a lot of this community, he loves what it brings, it has a great mix of people, and he is proud to raise his family in Downers Grove.

Mr. Sobkowiak then stated that their first office was George Swimmers previous location on Main Street. Oakley Home Builders was working on a few residential projects and were growing and needed a new location. Across the street from George's place was Nancy's Teahouse, and this would be Oakley's first entry into the world of commercial construction. Oakley needed more space and they needed a design showroom and staff. Mr. Sobkowiak expressed that it was a great project as he worked with Mark Mourek, who told him that Oakley would work on more and more commercial projects. While Mr. Sobkowiak believed that was unlikely, that project was successful. Oakley was successful and again outgrew that space. The second project Oakley took on was the old Carlson Paint building, similar to Nancy's tea house that property had sat vacant for many year. Mr. Sobkowiak looked at the building and thought it would be a great opportunity to improve Downers Grove since this was a great intersection and he expected future development in the area. Oakley Corporation is housed on the second floor and they rent to SPENGA on the first floor.

Mr. Sobkowiak then moved on to talk about the new project. As someone who lives in Downers Grove and spends a lot of time driving across the tracks, with his house south of the tracks and his office north of the tracks, he passes the intersection (Warren and Washington) a lot. He sees a lot of people, trains, and a bad looking building, so he spent a lot of time thinking about what he could do with this building. He mentioned that Jen would spend some time talking about some of the limitations associated with the existing conditions. Mr. Sobkowiak noted that future development cannot be residential. Previously the property had been under contract, however since it was a service station, there are environmental restraints that prohibit residential development so they are left with commercial. Oakley has spent time looking at the Downers Grove Comprehensive Plan, and the existing zoning, both which encourage downtown restaurants and walkable locations, and they thought this concept would be great.

Mr. Sobkowiak then went on to share that the concept is borrowed from a place called Big Star in the Chicago neighborhood of Bucktown. This restaurant was an old service station that they turned into an outdoor patio where tapas were served. The idea behind the concept was to ensure the design would add to the beauty of the Main Street train station. At Main Street development covers all four corners. The intersection of Washington Street and Warren Avenue is not pretty. So the idea was to add more landscaping, an outdoor patio, and create a space for families to spend more time.

DRAFT

Mr. Sobkowiak notes that most downtowns have large open patios and that Downers Grove does not currently have large patio spaces in the downtown. To ensure this vision came true Mr. Sobkowiak shared how he assembled his team. He first offered background on Will Kreuzer who is a commercial developer with over 20 years of experience, and has developed 40 properties in the Midwest and his company believes in a “build and hold strategy.” This last note is important to Mr. Sobkowiak because he wants to develop properties to ensure he can make Downers Grove a better place not simply to develop properties and sell them. From there, Mr. Sobkowiak shared that he reached out to Todd Davis since he is also a Downers Grove resident and has invested in this community also. Then, Mr. Sobkowiak explained after reaching out to Jen Hense in his office, who has 20 years of experience as an architect and was able to quickly draft a three-dimensional rendering for the site.

Jen Hense, 308 6th Street Downers Grove, IL, stated that she moved to Downers Grove five years ago looking for a neighborhood to raise her kids. She shared that the proximity to the train station allows her husband to commute into the city and the children are able to attend a District 58 school. Ms. Hense notes that she wishes there was a restaurant that her family could enjoy a with an outside and an inside. This site was one that she had thought about often.

Ms. Hense introduced the site located at the corner of Washington and Warren within the Downtown Business District. The neighbors to the east are in the Downtown Business District also, those to west are zoned Downtown Business District, and neighbors to the north are residential properties. The property is the only one in the area that is vacant, as it was previously a service station. Ms. Hense notes that almost the entire site is concrete and asphalt and currently has 14 parking stalls. The site is in poor condition including the retaining wall to the north of the site and the building has been broken into. The building is a single-story masonry building with garage doors and is setback 60' from Warren and 27' from Washington. In reviewing the potential for development Ms. Hense states that she saw the Phase I NFR letter which limits the development of this site to commercial and light industrial. No residential could ever be developed on this site. With this in mind the proposal includes keeping the building as is and pays homage to the service station. Two building additions are proposed. Ms. Hense explains that the first addition is directly to the east and will have similar materials to match the existing building. This section of the building will house indoor games including golf simulations. The second addition is a four-season glass and steel enclosure with a retractable roof and doors that can open up into the outdoor space. Lastly, an outdoor terrace is proposed all the way out to the sidewalk to fill the site without building up to the edge. The outdoor area would be programmed with games, outdoor seating, and fire pits.

Ms. Hense then showed the proposed elevations to indicate the significant grade change as you walk north on Washington. This grade change allows the design to create a multi-level and multi-layer landscaped area to include landscaped beds, railings, and retaining walls, to hold back the flat seating area. The existing materials will be kept and the brick will be painted. New garage doors and a new parapet to allow for rooftop equipment screening will be extended to the new addition. She then noted that

DRAFT

site will have two privacy screens which will be added to the north and east sides of the site from the edge of the building out to the sidewalk.

Ms. Hense then showed photos of outdoor concepts, highlighting Big Star in Chicago that served as inspiration for this design. A three-dimensional model was then shown to further describe the site. The main entrance is on Warren Avenue and it allows residents to interact with all of the landscape in the street yard. An overall shot at the corner of Washington and Warren shows a much different view than the existing view. From this angle the glass enclosure, additional landscaping, seating, fire pits, and dedicated game areas are visible. Finally, an overall shot of the outdoor concept was shown.

Ms. Hense went on to explain that in their narrative they believe they meet or exceed the five PUD criteria. She goes on to state that their inspiration is derived from the Comprehensive Plan of Downers Grove. The six major items they focused on were to ensure the development would be pedestrian oriented, that it would promote the walkability of downtown, utilize the existing setbacks and create large open spaces, reduce the stormwater runoff by removing all of the concrete at this site, and redevelop a vacant downtown site with infill development. Ms. Hense understands that they have requested a lot of relief. However, she notes that this concept, no matter where it is in the downtown, will require relief. She notes that they do not meet the build-to zone, but they want to consider the outdoor plaza as part of the overall structure. Lastly, Ms. Hense stated that they have worked with a parking consultant who is present tonight if any questions come up. She also notes that the Village provided a preliminary parking study that focused on the closest lots: Lot L, Lot F, and the 12-hour metered parking spots on Warren. Using this data, Ms. Hense stated that they believed the proposal has met its parking needs. She also notes that the study did not take into account any other parking downtown and they do not plan on utilizing any of the residential parking north of Rogers. Ms. Hense thanked the commission for their time and consideration.

Ch. Rickard opened the floor to questions from the Commission.

Ms. Rollins asked about the trash enclosures and how the garbage would be picked up. Ms. Hense explained that there is pedestrian alley by the trash enclosure. This was designed so the service can happen back there and the garbage dumpsters would be accessed from the side. Mr. Rickard further inquired if the containers would be wheeled out to a truck in the street, instead of a truck maneuvering onto the property to empty the dumpsters. Ms. Hense confirmed Mr. Rickard's understanding.

Ms. Gassen asked about the location of the property line in relation to the pedestrian alley. Ms. Hense showed the location of the property line and confirmed that the neighbor to the east has their driveway located east of the property line. Mr. Zawila added that the alley is a pedestrian alley not a Village right-of-way.

Mr. Maurer asked if the two parking lots, indicated as available parking, are not in fact commuter parking during the day. Ms. Hense confirmed this was correct. Mr. Maurer further indicated that the reduced lunch time parking count of 17-25 cars could not

DRAFT

actually park there during lunch. Ms. Hense confirms that parking may not be available there.

Mr. Maurer went on to state that this was also true for Lot L and concludes that those two lots are not really available for the majority of the day, while in the evening the spaces would be available. He wanted to clarify what spaces are actually available as he considers his understanding for parking and traffic in this area. Ms. Hense agrees that lunch is the most susceptible in parking inadequacy as opposed to evenings and weekends.

Mr. Maurer then requested that Ms. Hense go back to the parking diagram to try and figure out where the 17-25 cars might park during the lunch hour. Ms. Hense noted that they did not consider any other parking lots in the downtown area, so she imagined that those 17-24 cars could also be people walking. She offered the example that she lives and works downtown and rarely drives.

Mr. Maurer corrected Ms. Hense and stated that the 17-24 cars is part of the parking count so these people are not walking. Ms. Hense agreed with Mr. Maurer but noted that there is very little data on a national study scale of how many cars are parked versus how many people are walking and rideshare. Mr. Maurer understood, but mentioned that the 17-24 is the reduced estimate of what will be driving. He added that just to say there is no data and that we are just working in the dark does not give the community any comfort. Ms. Hense then requested that Mr. Corcoran answer additional parking questions.

Mr. Corcoran introduces himself as the Director of Traffic Engineering at Eriksson Engineering, Grayslake, IL. He then noted that for the evenings and weekends there is plenty of available parking in the area. The issue is the midday time for lunch. Mr. Corcoran referenced the preliminary parking data provided by the Village for Lot F, Lot L, and the twelve-hour parking worth a total of 32 empty spaces at midday. So, these available spaces would account for the required 17-24 vehicles during that time frame.

Mr. Maurer thanked Mr. Corcoran but noted that his question is that those lots are reserved for commuters so although no one is parked there, if he tried to park here he could be ticketed because he would be in a reserved commuter zone. Mr. Zawila clarified that the spaces are available to the public after 11 A.M.

Mr. Dmytryszyn asked if the study uses multiple sample times and what days of the week or times of the day are these results from. Mr. Corcoran clarified if Mr. Dmytryszyn meant the parking data or the demand for parking. Mr. Dmytryszyn clarified that his questions was about the data related to how many parking spots were available midday. Mr. Corcoran stated that the data was provided by the Village and he is unsure about what sample days were used for that information.

Mr. Maurer expressed his concern over special events such as events at the Tivoli or the high school choir. Rogers becomes a one-way street due to parked cars. He questioned that if there is in fact existing parking capacity that the Village may be suffering from crowding in that neighborhood. Mr. Corcoran shared that in order to

DRAFT

accommodate for special events, the restaurant has offered to provide valet parking. This way, the cars could be placed in parking lots that are further away if required.

Ch. Rickard asked staff if this was constructed new in this zoning district would parking be required. Mr. Zawila explained that if new construction was proposed and it met the bulk regulations of the zoning ordinance there would be no parking required for a restaurant use. However, with the PUD and the requested deviations this petition is appearing before the Plan Commission.

Ms. Gassen asked for staff to confirm if the lack of parking was a deviation from the zoning ordinance. Mr. Zawila confirmed that parking is not a code requirement for the restaurant use in the downtown. However, he added that the Comprehensive Plan recommendations include the requirement for a parking study for redevelopment projects and that is why the parking study is part of this discussion.

Mr. Maurer noted that he was attempting to read the staff report which stated that the Village parking requirement was 78 spaces and the estimated demand was 59 spaces. During lunch time there are 32 available spaces that will meet most of the projected demand which is estimated at 17-24 spaces. Mr. Maurer expressed concern over starting with a requirement of 78 spaces, decreased to 59 spaces, to 32 spaces, to 17-24 spaces. This said, Mr. Maurer asked Mr. Corcoran to explain the numbers.

Mr. Corcoran explained that the 78 spaces would be the Village requirement if this restaurant was built anywhere else in the Village. The next thing he looked at was national data for parking demands for a typical restaurant of this type and that is where they arrived at a required parking count of 110 spaces. This did not account for the downtown location of the restaurant. Adjustment were made to also account for the parking study conducted for the downtown in 2011 that focused on patron surveys. From these surveys, 53% indicated that they did not use an automobile to get to the downtown. Instead these patrons use public transit, carpooled, biked, or walked. This data was accounted for and the numbers were adjusted to reflect a parking demand of 44 spaces during lunch time. As compared to the national data, that indicates a demand of 32 spaces, their projections indicated that they are 12 spaces short. However, this did not account for weather and a reduction in seating and thus parking demand. Mr. Corcoran mentioned that the final option was to offer valet parking to make up for shortage in parking during the day.

Mr. Maurer asked Mr. Corcoran if they really reached a point where they took direction from their client who suggested that the parking demand was instead 17-24 spaces. Mr. Corcoran stated that he relied on his national data came up with a number that was not what his client wanted to see. So, if you looked at it that way there is only a shortage of 12 spaces. He also accounted for his clients' knowledge of the area and lowered the numbers. He then stated that the true question was if they should go with his data or the national data. The data showed they could be short twelve spaces and how do they accommodate for that. So, the solution for this area is to provide valet parking for the middle of the day. He further stated that is really a solution for the middle of the weekday, because once it is the evenings and the weekends, the commuters clear out, and there is not an issue.

DRAFT

Ms. Rollins asked the petitioner's where they would valet park.

Todd Davies, 5101 Mochel, stated that he operates Cadence and the soon to open Foxtail, which both have zero parking spaces. With the new restaurant they are starting to wrap their arms around how valet would work, but he expects to utilize private or public lots for his valet. He acknowledged that there were a lot of questions related to parking around the lunch hour during the week; if he needs to valet during the week that is good problem but does not expect more than 40 to 60 customers, which is reasonable.

Mr. Dmytryszyn wanted confirmation on how the percentage was reached regarding auto usage. He stated that the adjustment appeared to be made to also account for the parking study conducted for the downtown in 2011 that focused on patron surveys. From these surveys 53% indicated that they did not use an auto to get to the downtown. Instead these patrons use public transit, carpooled, biked, or walked. Mr. Corcoran confirm that is correct. Mr. Dmytryszyn further confirmed if the method that determined auto usage was similar to the how the 2011 parking study determined the percentage. Without it in front of him, Mr. Corcoran stated that he was not sure he knew exactly how the original survey was computed. He did state that in a suburban downtown, people like to park once within the downtown and go to multiple locations.

Ms. Majauskas stated that on one hand you don't need any parking for the use, as described by Jason, but she notices that you cannot find parking now and does not believe there is a lot of parking available in the evening with all the uses. She wanted clarification if those spots mentioned as available are for everyone. Chairman Rickard mentioned that that information was just provided to demonstrate what was adjacent to the site but doesn't provide what is available throughout the downtown. He further stated that the parking numbers available from the Village are in the middle day and evening. Ms. Majauskas further state that she is not saying that this is bad as the parking is available for all businesses.

Mr. Zawila clarified when the survey was conducted from the preliminary information that was provided to the petitioner. The survey was conducted during peak AM and PM hours for at least two instances on Thursdays and Saturday.

Mr. Sobkowiak further stated that the goal for this project is not to drive to it like other sites on Ogden and 75th; the point is that this is a walkable place which encourages walking, from the train, and from other businesses. He added that this would be a bar and they do not want to encourage drivers, and that ride share vehicles are prevalent in the downtown now. Chairmen Rickard echoed that point is reflected in the zoning ordinance which does not require parking in that district.

Ch. Rickard called upon the public to make any comments regarding this petition at this time.

Rick Hines, 922 Warren, stated that this a great idea and is in favor of the project. He stated that he looks forward to being able to walk to the restaurant. He did state that

DRAFT

he does not believe the 3-hour parking spots provided on the map exist and if there are special events or bowling those spots are not available; however, this is the downtown and they walk everywhere. He also mentioned that he thought there were plans to redevelop the Village Hall site and hopes that this intersection will see more redevelopment.

Barbara Whiting, 814 Warren Avenue, stated that she is located 5 lots west and wanted to make sure the Plan Commission received her letter. She said she read the summary of the neighborhood meeting, but it does not accurately reflect her comments at the meeting and felt the developer dismissed her concerns. The previous business did operate during the daytime and did have parking on site. She stated concerns that the proposed use would operate late in the night and there would be no onsite parking; the area just northeast is primarily residential and that is not being taken into consideration. This will introduce more foot and vehicle traffic and she is concerned about safety and security. Mr. Maurer indicated that they did receive the letter.

Jane Kagel, 832 Rogers, stated that she did not attend the neighborhood meeting, but wanted to reiterate previous speakers concerns. She also had additional concerns regarding outdoor activity, hours of operations and that nearby residential is not being taken into consideration.

Wendy Kaiser, 840 Rogers, stated that that with railroad construction earlier this year there was a big traffic situation and they could not leave their house because of traffic backups. She stated concern that during peak hours the use will cause a similar issue and blockade their vehicles in their homes.

Scott Richards, 1120 Warren Avenue, state that the project is attractive, but should be located in another area. This is too ambitious and is concerned that no parking will be provided on site and that there will be no parking available with other businesses in the area. He stated that people don't want to walk and will park in the closest location, which will include parking in the neighborhood, which is not fair. He also stated concerns about the hours of operation and that the petitioner will be taking existing parking from existing businesses.

Kelsey Brar, 5007 Washington Street, stated that she is the most affected resident of this project, as she lives right next door. She stated that she is a Millennial and that everyone in her generation ride shares and uses public transport. As part of the downtown everyone walks in the walkable environment. With her time living in the Village she personally had seen parking available east of the site that was not completely full. She stated that she does not see the issue, and that the property now is a public nuisance. She has four children and is concerned about their safety with the dilapidated building and potential toxic chemicals still there that have not been maintained. She stated that it is unfortunate how beautiful downtown is except this dilapidated building in the downtown. She said that everyone has to keep in mind that anything that locates will need parking no matter what opens there and feels that this a moot point. She originally thought that she would not want to live next to a bar, but as she is getting to know the community and more specifically the operators, she stated that she believes they have a high level of professional ethics and integrity and

DRAFT

believes what they are saying. Lastly, she stated that there is going to be traffic, and that is life, which you have to plan for. She would rather have these guys operate than what is there now.

Dan O Donnel, 835 Rogers, stated that he is located kitty corner to the subject property and would like to go on record his vote of confidence for the petitioner and their investment in the community. He further stated that you cannot build a house here and nobody will ever build a park here, but he feels this is a wonderful idea and is excited to see something happen here as he walks past the site every day and it has been an eye sore. He feels the petitioners will do a good job.

Michael Cassa, President of the Downers Grove Economic Development Corporation, stated that on the first day of the job on July 25th 2011, he was invited to the grand opening of Oakley Home Builders and met Steve and subsequently was able to also attend the grand opening of Steve's other facility he opened up further down Main Street and was able to get to know him well. Then 2.5 year ago, the late Linda Kunze said I have a guy that is going to turn Lemon Tree around, and his name is Todd Davies. He stated that he knew Todd from his Oswego days and that he was a professional restaurateur who is now opening a second restaurant after Cadence called Fox Tail and is looking to open this third restaurant. He stated that he has a lot of confidence in him.

Mr. Cassa went on to further state that this is a great concept for downtown and the Chicago area is embracing outdoor seating; it is what the public wants. He noted that Jason mentioned this is in a downtown district and is not residential and they are subject to all the rules and regulations for a downtown business property. He further stated that the Comprehensive Plan call for this this type of use which includes recommendations for restaurants and other commercial uses. He believes that they are proposing to transform a terrible building into something special. One question that he continues to get from residents and businesses on the north side, is when they are going to going to get some stuff. The north side lacks foot traffic that restaurants and shops provide; that is the whole idea. He further suggested that we need to get people on foot to the north of the tracks and that most of the new restaurants are on the south side where they create the synergy and energy needed. This will be a great addition and the Downers Grove Economic Development Corporation strongly supports this project.

Barbara Whiting returned to the podium and stated that she gets that this is zoned downtown business and that the neighbors should be taken into consideration.

Dick Kasper, 4942 Elm Street stated that the facility has been used for 20 years for auto repair and prior to that it was a gas station. He inquired if the tanks were removed. Chairman Rickard stated that they receive a letter from the State that no further remediation was required, but he was not sure if the tanks were removed. Mr. Zawila said that the petitioner can respond to that inquiry when they return to the podium, but reconfirmed that per the letter, residential could not be placed on the site, and the site could only be used for commercial or industrial purposes.

DRAFT

Mr. Maurer stated that is a very important point that was referenced in several locations in the agenda packet. It appears no further remediation is required and that a solid slab must be placed over the soil. Just as important that this cannot be used for residential use and that he understands that there is concern in the neighborhood about multi-family residential and that traffic is backed up at the lights in the area.

Will Kreuzer, Tartan Realty, stated that when the addition was added that the tanks were removed, and 6 feet of soil was removed from the site with the concrete slab being placed back. With the redevelopment they will ensure there are no conflicts with work completed and the environmental remediation that occurred on the site. The full phase 1 was completed and is available.

Chairman Rickard invited the petitioner back up to offer closing remarks.

Mr. Sobkowiak feels they addressed a lot of the concerns regarding parking and understands that this is a risky endeavor north of the tracks. They feel that they are meeting what the master plan recommends and this will drive foot traffic north of the tracks with a walkable space. He also admitted he has ulterior motives and wants to raise property values with this awesome opportunity that is great for the community. He thank the Commission and staff.

Mr. Davies returned to the podium to provide information on planned hours. As they learned being under a residential condo with Cadence, it is imperative that they are good neighbors. He feels they have been successful with that balance. He stated that the hours are not known yet, but this would not be 2:00 in the morning; that is not the idea. With Cadence they close their patio at 11:00PM and expect something similar. He stated that his current servers are respectful to the neighborhood and he is in the business to make people happy. He thinks his hours will be 11AM to midnight on the weekends and a little earlier in the week.

Staff's Presentation:

Ms. Ramirez, Development Planner with the Village, provided a location map and said that the property is located northeast of the intersection of Warren Avenue and Washington Street and it is zoned downtown business. The petition is seeking approval for a Planned Unit Development. Ms. Ramirez provided a photo of the site looking north on Warren Avenue. In response to the public hearing notice, staff received a letter from a concerned citizen last minute. She apologized for not including the letter in the packet and mentioned that a copy of that letter was placed on the counter for their review. Ms. Ramirez noted that the existing site was a former vehicle repair and maintenance facility. She then provided an image of the proposed site plan that indicates building additions and outdoor seating concept. She also provided an elevation indicating the material types and architectural features proposed.

Staff stated that they found that the petition complies with the Planned Unit Development criteria and therefore recommends that the Plan Commission provide a positive recommendation to the Village Council to approve this Planned Unit

DRAFT

Development for a restaurant 844 Warren Avenue, subject to the recommended conditions for approval.

Ms. Rollins noted that there is no east west pedestrian crossing at this intersection unless you cross the tracks or walk up to the closest corner. She asked if there were any considerations to add a cross walk or something to help the pedestrian traffic.

Mr. Zawila offered to look at those crosswalk options as part of this approval process. He explained that there were likely limitations based on the proximity to the BNSF but if the petition moved forward staff could review some crosswalk options during the permitting phase. Ms. Ramirez thanked Ms. Rollins for the comment and offered to consider this comment with the Public Works department.

Ch. Rickards asked if there were any other questions for staff.

Ms. Gassen noted that the petition was asking for a lot of relief which she understood was the main reason why the request was for a PUD. She then requested that the deviations be addressed. In response to Ms. Gassen's inquiry, Ms. Ramirez explained the deviations that were being requested. She stated in looking at the seating plan the Plan Commission will notice that there are several features that are not typically permitted in the street yard these include fire pits, anchored lawn furniture, and the trash enclosures. Ms. Ramirez also noted that the proposal did not meet the build-to zone requirements. Next, she explained the minimum building height was not being met and the reason for this was the NFR letter that restricted the construction of residential dwelling units on this property. Ms. Gassen noted that while residential development was prohibited other types of development could be added to a second floor. Ms. Ramirez confirmed that the development for limited industrial and commercial would be permitted on a second floor.

Mr. Maurer stated that one of the ironies of the proposal is that what is being proposed, with all of the requested reliefs, could be seen as a relief to the neighbor. He explained that while the code requires building to the street, the proposal wants less building and more open space. At another point the code requires a minimum height of 32 feet and the proposal includes a shorter building. So, it is rare that someone is in front of the commission requested to build and host less. This in turn could give comfort to the community there.

Ms. Gassen noted that the zoning district on this lot recently changed to Downtown Business and that this change was for a reason. The goal for this area was to continue the streetwall. She clarified that she was not against the project but there is a lot of relief that is being asked for. Ms. Gassen noted that the adjacent parcels are also zoned downtown business and in reality, you could have a six-story building at this location.

Ch. Rickard stated that while there are residential properties surrounding this property, they are zoned downtown transition. That said, people should expect uses typical to a downtown to be able to locate in this area. He then referenced Mr. Maurer's earlier point and stated that the fact that this building is smaller and shorter does generate additional thoughts. For instance, a restaurant use would have more rooftop equipment, exhaust,

DRAFT

steam, and smells from food. But residential uses directly adjacent will be affected by this. Ch. Rickard suggest that with so much relief being asked for additional screening should be looked at this level because of the relief for the short building. Mr. Zawila, noted that screening for the rooftop equipment will be provided. Mr. Maurer agreed that the elevations indicate a proposed parapet.

Ch. Rickard stated that parking is related to the nature of the zoning district. He shared that as a resident who lives north of the tracks when he frequents business in the downtown, he is always on foot to avoid parking and traffic. He also recognized that more people are walking and taking advantage of ride share and cycling. Ch. Rickard also realized that while parking is being removed, he is unsure if that can be held against the petitioner. Instead, he notes that if the business is good, he believed people would not mind walking a block or two even if they do choose to drive. Lastly, he said he was surprised with the amount of relief that was being asked for. Yet, he understood that the request was tied to being able to reuse the existing building. While most people are trying to maximize their footprint and height this proposal is trying to keep that to a minimum.

Ms. Gassen stated that this could mean the neighbors feel a lot better since it could be a lot worse. With regards to the property to the east, she stated that that it is unlikely to become a six-story building and if it did, she would not find it problematic.

Ms. Majauskas stated that this was an issue over the devil you know and the devil you do not know. She said that something was going to be built here and a resident of she weighs how bad it could be. If a six-story residential building comes in it may require 500 parking spaces. Based on what she has heard from staff it sounds like adding a parking requirement is not something the Village can control. While she is concerned with parking it is not within their purview to make the property a parking lot. Instead, the proposal is for a business that attracts families. The proposal could be a bar or office complex it could be much worse than what is being proposed. So, knowing the devil she suggested going with the devil they do know. Ms. Gassen kindly added that Ms. Majauskas is not saying the petitioner is the devil. Ms. Majauskas confirms that is correct and it is only a saying.

Mr. Dmytryszyn asked if the proposal met the bulk regulations and a PUD would not be required then the proposal would not have to appear before plan commission.

Mr. Zawila confirmed this was correct the proposal would follow the building permit requirements. Mr. Dmytryszyn appreciated the explanation and noted that the parking issue would be present even in that scenario. He also suggested that staff should consider more days for the parking data.

Ms. Gassen noted that while the overall parking discussion for the downtown is not appropriate for this meeting, she knows there have been talks of considering a future parking lot on the north side of the tracks, so in general the parking is an issue regardless of this project.

DRAFT

Mr. Boyle expressed support for the design and while he would drive to the establishment, he recognizes that several people would be able to walk there.

Ms. Johnson echoed previous comments stating that she would not be in favor of a 70-foot building at this intersection because it would not fit in. Instead the proposal would allow for a nice transition to the residential areas.

Mr. Maurer noted that he considered three different options for this property. One being the development of multi-family high density which would not fall in line with the requirements of the IEPA. The second issue was parking, but the code does not require parking because it is not part of the relief that the petition is looking for. The final issue is related to noise. He noted that there was no shortage of al fresco dining in the Village. The existing dining are all adjacent to residential uses. He then asked staff if there were any complaints related to al fresco dining.

Mr. Zawila stated that staff has not prepared that information at this point.

Mr. Maurer asked about the process for recourse. Mr. Zawila stated that resident can call the police and during business hours they can also contact the Community Development department.

Ms. Gassen asked if the petitioner could have outdoor live music or if they would need a special permit. Mr. Zawila explained that the outdoor patio permit is being request year-round as one the relief points. However, they are still subject to the other requirement in the ordinance for outdoor cafes. Amplified noise is not permitted and noise from a live band cannot go past 10 P.M.

There being no further discussion, Ch. Rickard closed the opportunity for further public comment.

Commission Deliberation:

Ch. Rickard asked if the Commissioners had any comments regarding this proposal.

Ms. Gassen thanked the petitioners for continuing to invest in the community and wished the petitioners success.

Ms. Johnson agreed with Ms. Gassen and noted that this is an area that is underserved.

Ms. Gassen stated that based on the petitioner's submittal, the staff report, and the testimony presented, she finds that the petitioner has met the standards of approval for a Planned Unit Development and accompanying rezoning as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, moved that the Plan Commission recommend to the Village Council approval of 19-PLC-0030, subject to the following conditions:

- 1. The Planned Unit Development and Rezoning shall substantially conform to the staff report; architectural and landscape drawings prepared by Oakley Home Builders dated September 6, 2019, and last revised on**

DRAFT

October 10, 2019 and engineering drawings prepared by Gabriel Group, Inc. September 6, 2019 and last revised on September 30, 2019, except as such plans may be modified to conform to the Village codes and ordinances.

- 2. The building shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.**
- 3. Outdoor seating is permitted year round as shown in the attached drawings.**

Motion seconded by Commissioner Rollins

AYES: Dmytryszyn, Gassen, Johnson, Majauskas, Maurer, Patel, Rollins, Ch. Rickard

NAYS: None

The Motion passed unanimously

19-PLC-0029: A petition seeking approval of text amendments to articles 5, 6, 7, 10, 11, 12, 14 and 15 of Chapter 28 (Zoning Ordinance) of the Municipal Code of the Village of Downers Grove. Village of Downers Grove, Petitioner.

Staff's Presentation:

Jason Zawila, Planning Manager with the Village, state that the Village is requesting review of multiple text amendments to the Zoning Ordinance. The proposed text amendments fall into two categories. The first being text amendments related to Adult Use Cannabis Business Establishments.

Mr. Zawila stated that the State of Illinois recently passed the Cannabis Regulation and Tax Act which has legalized the use of recreational marijuana beginning January 1, 2020. Between August and October 2019, the Village Council considered regulations and taxes on cannabis-based businesses across multiple meetings. At their October 8th meeting, the Village Council approved amendments to Chapter 8 (Business and Activity Licenses and Regulations) of the Downers Grove Municipal Code, effectively prohibiting adult use cannabis business establishments. This does not change the requirements for Medical Use Cannabis Business Establishments. The proposed amendments are intended to ensure consistency amongst the Zoning Ordinance and Business and Activity Licenses and Regulations Ordinance.

Mr. Zawila then referenced the screen and the allowable use table that demonstrates all Adult Use Cannabis Business Establishments will be prohibited. He also referred to the proposed definitions that references the definitions that were approved with the amendments to Chapter 8 of the Municipal Code.

Mr. Zawila stated that the second category of amendments updates and clarifies various sections of the Zoning Ordinance. The first set of amendments in this category is related to building mounted equipment. Earlier this year a resident approached the Village to install a building-mounted solar energy system on the street facing roof of their single-family home. It was identified that the home encroached into the street yard setback and a large portion of system could not be installed, as it would be placed into the required street yard, since the home was already within the required setback. The

DRAFT

proposed amendments would allow other residents in similar situations to take advantage of this technology.

Mr. Zawila then stated that telecommunications equipment mounted to existing buildings is currently permitted in all zoning districts. While the equipment is located on building rooftops, there is no mention of screening requirements. This proposal would require that telecommunication equipment located on the roof meet the screening requirements that are currently applicable to all rooftop mechanical equipment.

Mr. Zawila then provided an overview the next set of amendments related to parking. Bicycle parking is currently permitted so long as it is located within a certain distances of building entrances and is highly visible. Newer proposals have included a covered parking structures for bikes and while this appears to be an accessory structure there is no mention of required setbacks. This proposal would allow bicycle parking in all yards and will require that parking be set back distances consistent with other accessory structures allowed in the Village. He then provided an overview of the amendments to the parking requirements of two use categories that currently base requirements off of number of employees – car washes and trade schools. The proposed amendments will now be based on the number of wash bays, and will provide consistency with the requirement of basing parking off of service bays for vehicle uses. The other use that bases parking requirements off of number of employees is trade schools. This proposal would base the parking count off of maximum capacity per building code, and would provide consistency with similar institutional uses.

Mr. Zawila then stated that in 2018, the Illinois Accessibility Code (IAC) was updated for the first time in 20 years, which made certain sections of the Zoning Ordinance non-compliant. The proposed amendments correct this issue and proactively make references to the IAC in case future changes are made.

Mr. Zawila then provided an overview of amendments related to fence placement. It was stated that no new regulations are being created, but regulations were updated to provide consistency between the wording and diagrams provided in the Zoning Ordinance related to the placement of fences.

Mr. Zawila then provided an overview of amendments related to allowable encroachments. Currently, a table is provided in the Zoning Ordinance that specifies allowable encroachments into required setbacks. In this table there is a separate row for swimming pools, and a separate row for various types of accessory equipment, which can lead readers to thinking that the setback intended for the equipment actually applies to the pool. The amendments clarified this confusion. Related to encroachments, staff is also recommending amendments to front porch encroachments. Front porches are currently allowed to encroach a maximum of five feet into a required street yard and when 250 feet or less, the square footage does not count towards overall building coverage. In cases of homes located on a corner street yard, multiple frontages are available, but the resident is only allowed to encroach into one street yard. There has been feedback from the design community that this restriction may stifle design and a sense of community that this design feature can encourage in residential neighborhoods. The proposed amendment would allow that a front porch can

DRAFT

encroach into both available street yards. So that there is a balance between aesthetics and scale, the bonus provision of 250 square feet is proposed to remain.

Mr. Zawila then provided an overview of the next set of amendments related to preliminary meetings with staff regarding zoning cases. Currently Planned Unit Development (PUD) requests are the only type of application that requires a pre-application meeting through the Zoning Ordinance, although it is Village practice to require with all zoning approval applications. The preliminary meeting is scheduled with Community Development to discuss the proposed project and to outline the Plan Commission process. At this meeting the petitioner also receives preliminary feedback of the proposal based on the planning documents and policies of the Village of Downers Grove.

Mr. Zawila then provided an overview of the last set of amendments. The current ordinance has very specific parameters on amendments to approved PUDs and how the request must be processed, which in most cases requires submittal of a development application and moving through the Plan Commission and Village Council review process. The ordinance currently allows staff approval of minor changes to a PUD, that are not considered substantial changes to the purpose and intent of the approved PUD, while reducing processing time and cost and time to the external customers. These changes include such items as parking space reductions and building coverage or building height, however there is no provisions to allow reduction of open space. Minor reductions in open spaces are often requested with reconfiguration of parking lots or through the introduction of pedestrian amenities such as sidewalks, but staff does not have the ability to approve without submittal of a development application, which may prevent property owners from making improvements that are considered minor in nature and typically do not change the intent of the approved PUD.

No members of the public provided testimony and Ch. Rickard offered an opportunity for the petitioner to provide closing comments.

Mr. Zawila recommended approval of the proposed text amendments and referenced the standards for text amendments to the Zoning Ordinance and recommended approval as stated on page 4 of the staff report.

There being no further discussion, Ch. Rickard closed the opportunity for further public comment.

Commission Deliberation:

Ch. Rickard asked if the Commissioners had any comments regarding this proposal.

Mr. Maurer stated that he found it odd that DuPage County might be the States leader in addressing opioid use, but we sure get uptight with the green stuff. He felt that our zoning looks more favorable on methadone clinics than the clinic that gives his dog a rabies vaccine, but he would support these amendments.

DRAFT

Ms. Rollins state that she had frustration with the Village Council and the process should have allowed this issue to go to the Plan Commission to give the public an opportunity to speak, but they chose not to; with certain Council members suggesting that this should have been discussed at Plan Commission, but she will still recommend approval because the decision was made.

Ms. Gassen stated that based on the petitioner's submittal, the staff report, and the testimony presented, she finds that the petitioner has met the standards of approval for a Zoning Text Amendment as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, moved that the Plan Commission recommend to the Village Council approval of 19-PLC-0029 regarding the proposed amendments Articles 5, 6, 7, 10, 11, 12, 14 and 15 of the Zoning Ordinance.

Motion seconded by Commissioner Maurer

**AYES: Dmytryszyn, Gassen, Johnson, Majauskas, Maurer, Patel, Rollins,
Ch. Rickard**

NAYS: None

The Motion passed unanimously

Mr. Zawila provided updates on previous Plan Commission cases and noted there were two petitions for next month's meeting.

There being no further discussion, Ch. Rickard called for a Motion to adjourn.

**Ms. Gassen moved to adjourn the meeting, seconded by Ms. Johnson.
The Motion carried unanimously by voice vote.**

Ch. Rickard adjourned the meeting at 9:02 PM.

Respectfully submitted,

Community Development Staff
(Transcribed from mp3 recording)



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

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

REQUEST

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

NOTICE

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

GENERAL INFORMATION

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

PROPERTY INFORMATION

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

SURROUNDING ZONING AND LAND USES

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

ANALYSIS

SUBMITTALS

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

1. Project Summary/Narrative
2. Special Use Criteria

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

PROJECT DESCRIPTION

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

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

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

The parking lot will function in the following manner:

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

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

COMPLIANCE WITH THE COMPREHENSIVE PLAN

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

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

COMPLIANCE WITH THE ZONING ORDINANCE

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

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

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

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

Traffic and Parking

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

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

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

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

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

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

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

ENGINEERING/PUBLIC IMPROVEMENTS

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

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

PUBLIC SAFETY REQUIREMENTS

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

NEIGHBORHOOD COMMENT

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

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

STANDARDS OF APPROVAL

Special Use

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

Section 28.12.050.H Approval Criteria – Special Uses

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

- 1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;*
- 2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
- 3. That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

DRAFT MOTION

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

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

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

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

Staff Report Approved By:



Stanley J. Popovich, AICP
Community Development Director

SP:gb
-att

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



October 22, 2019

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

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

Dear Stan:

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

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

Sincerely,

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

Mark Houser
Bridge Development Partners

AMAZON LOGISTICS OPERATIONAL NARRATIVE

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

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

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

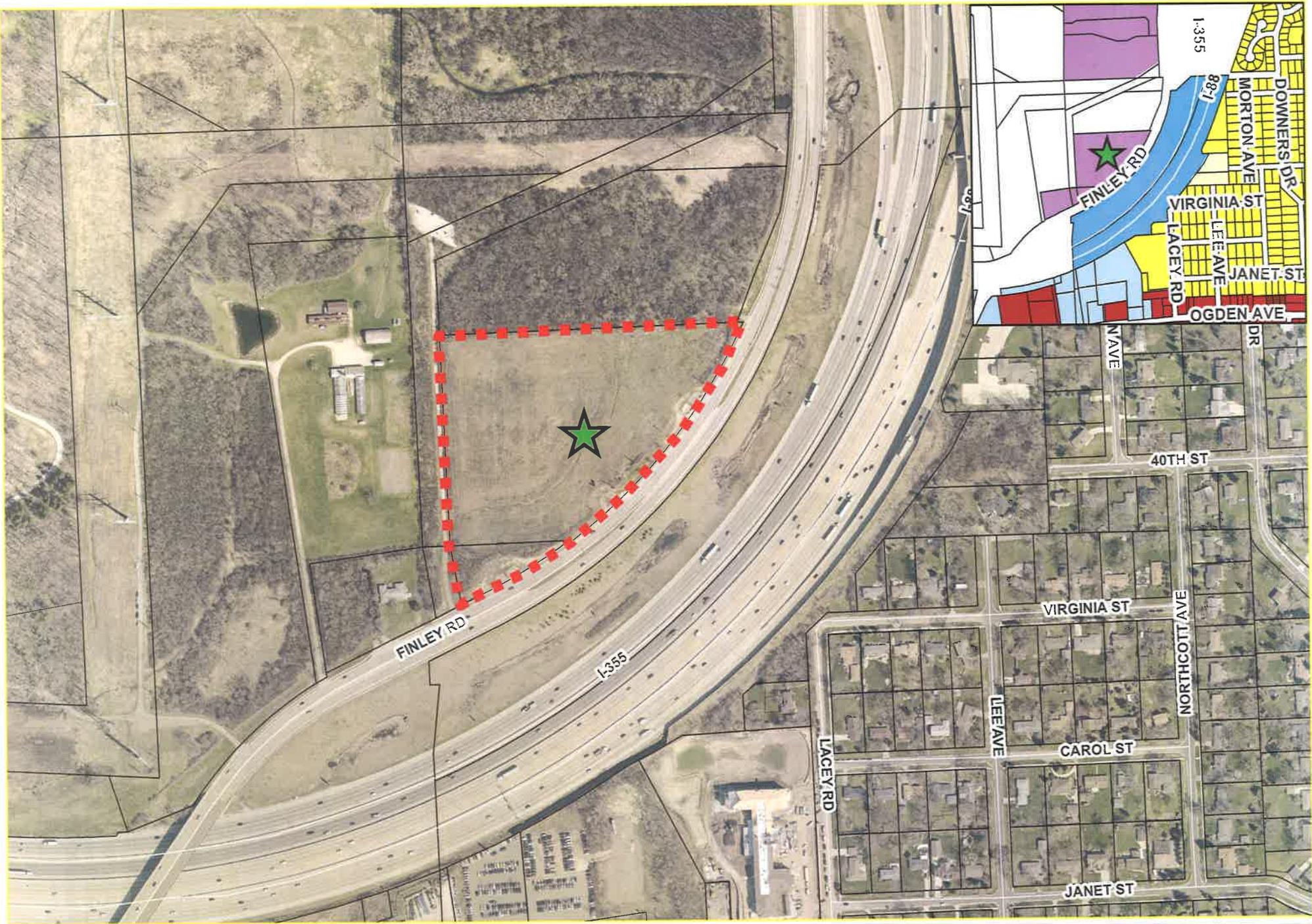
After DSP drivers complete their routes, they return to the delivery station with any packages that may have been non-deliverable. After proper checkout and release, the DSP drivers park the delivery van either onsite or at the offsite location, and leave using a personal vehicle or public transport.

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

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

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

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



4110 Finley Road - Location Map

-  Subject Property
-  Project Location

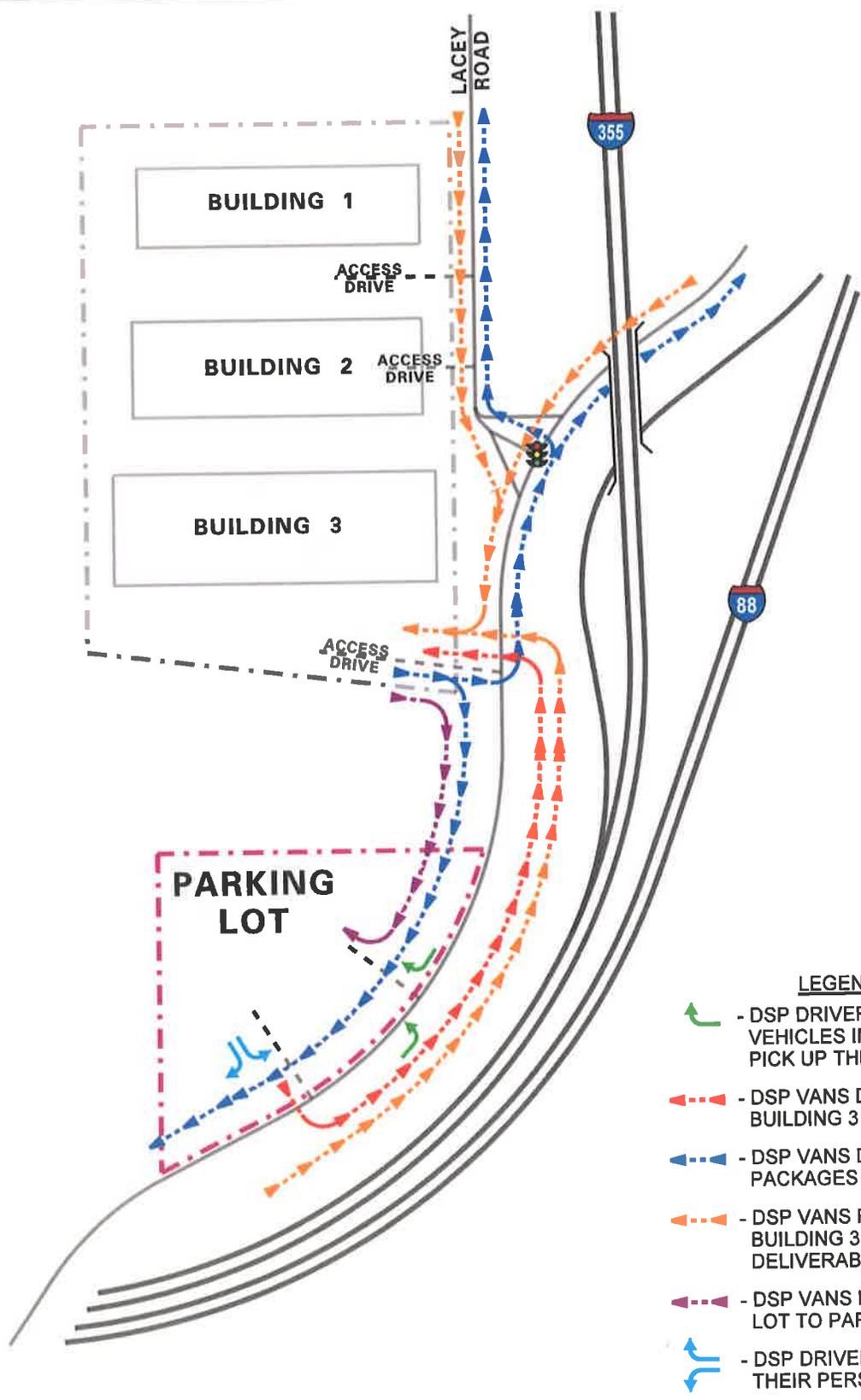
Traffic Movements

Exhibit A – Between Parking Lot and Building 3

Exhibit B – Between Buildings 2 and 3



NOT TO SCALE



LEGEND

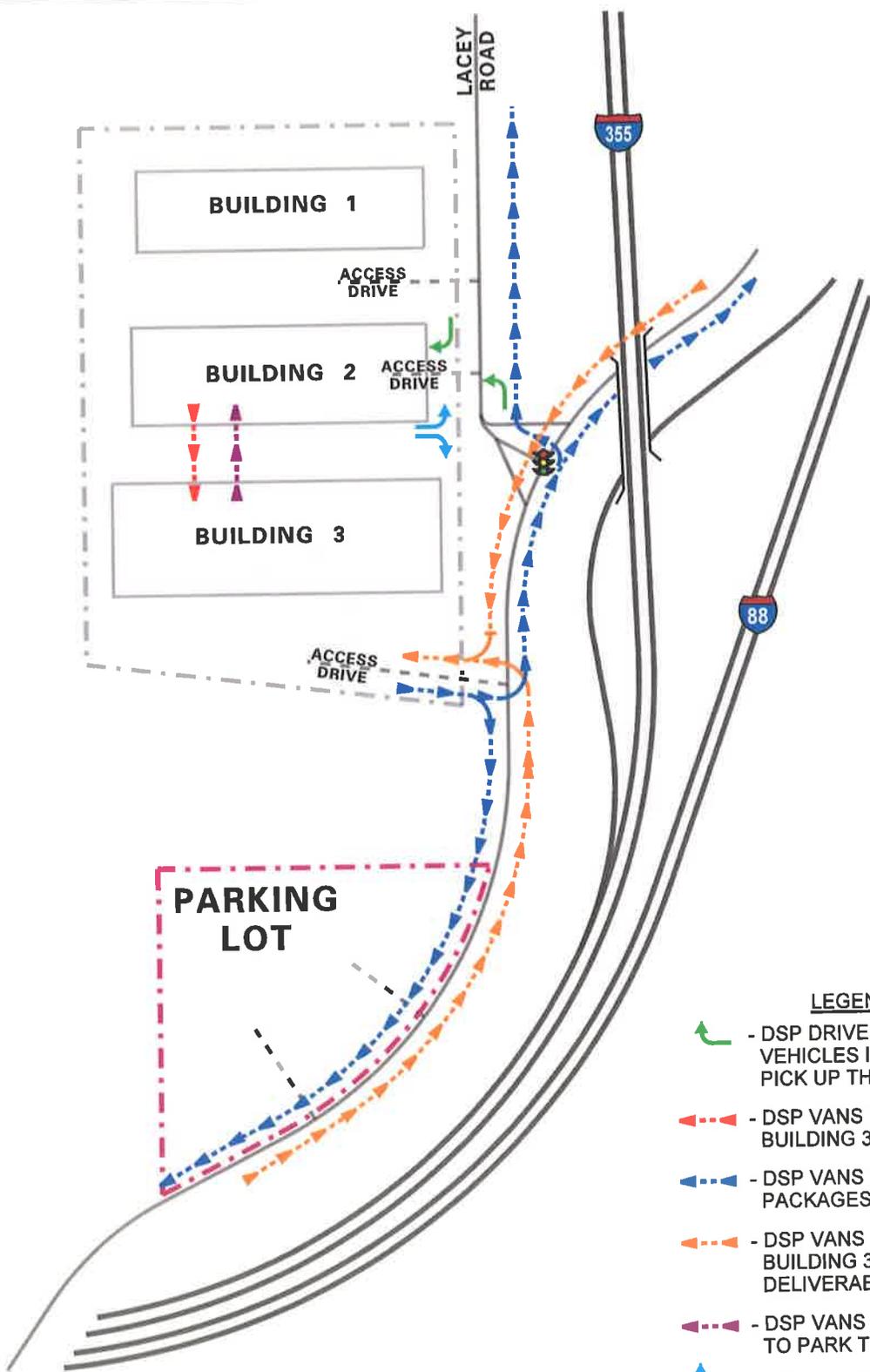
-  - DSP DRIVERS PARK THEIR PERSONAL VEHICLES IN THE PARKING LOT AND PICK UP THE DSP VANS
-  - DSP VANS DRIVE TO THE BUILDING 3 TO LOAD THE VANS
-  - DSP VANS DEPART TO DELIVER PACKAGES TO THE CUSTOMERS
-  - DSP VANS RETURN TO THE BUILDING 3 WITH NON DELIVERABLE PACKAGES
-  - DSP VANS DRIVE TO THE PARKING LOT TO PARK THE VANS
-  - DSP DRIVERS LEAVE USING THEIR PERSONAL VEHICLES

Proposed Surface Parking Lot
Downers Grove, Illinois

Traffic Movements Between
Parking Lot and Building 3



NOT TO SCALE



LEGEND

-  - DSP DRIVERS PARK THEIR PERSONAL VEHICLES IN BUILDING 2 AND PICK UP THE DSP VANS
-  - DSP VANS DRIVE TO THE BUILDING 3 TO LOAD THE VANS
-  - DSP VANS DEPART TO DELIVER PACKAGES TO THE CUSTOMERS
-  - DSP VANS RETURN TO THE BUILDING 3 WITH NON DELIVERABLE PACKAGES
-  - DSP VANS DRIVE TO BUILDING 2 TO PARK THE VANS
-  - DSP DRIVERS LEAVE USING THEIR PERSONAL VEHICLES

Proposed Surface Parking Lot
Downers Grove, Illinois

Traffic Movements Between Building 2 and Building 3
With Internal Connection

Special Use

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

Section 28.12.050.H Approval Criteria – Special Uses

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

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

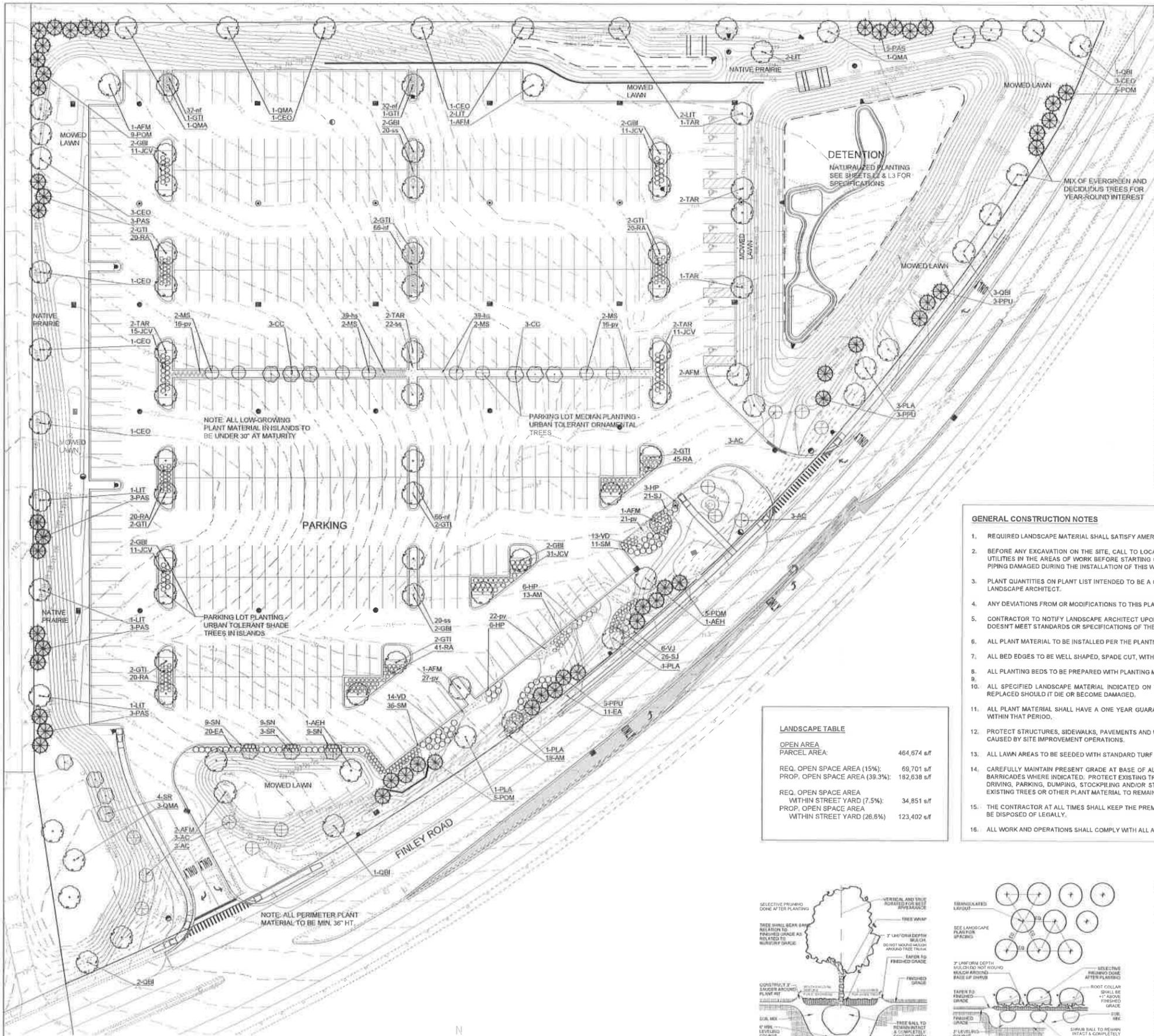
Off-site parking is allowed within the ORM district but a special use is required. A Special Use is needed in order to allow the entire site located at 4110 Finley ("Site") to be used as a parking lot so that it can accommodate the delivery vehicles needed for the product being delivered to the public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

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

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

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

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

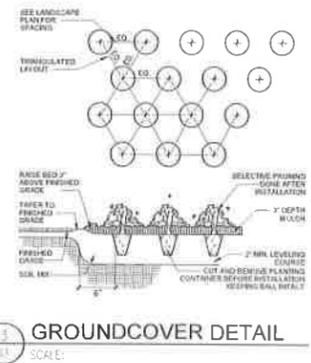
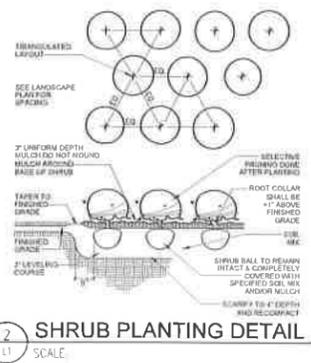
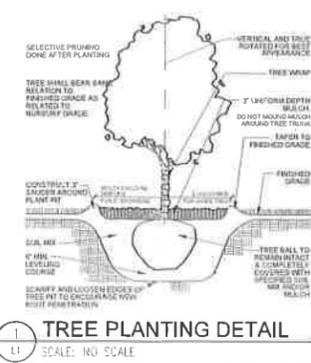


Plant List	Symbol	Quantity	Botanical Name	Common Name	Size	Notes
Shade Trees	AFM	8	ACER X FREEMAN MARMO	MARMO FREEMAN MAPLE	3" DB	
	AEH	2	AESCULUS HIPPOCASTANUM	HORSE CHESTNUT	3" DB	
	CEO	11	CELTIS OCCIDENTALIS	HACKBERRY	3" DB	
	GBI	18	QUERCUS BLOCA	CHINKWOOD	3" DB	MALE SPEC. ONLY
	GTI	12	QUERCUS TRICANTHOS F. REMIS	THORNTLESS HONEYLOCUST	3" DB	
	LIT	8	LIRIODENDRON TULIPIFERA	TULIP TREE	3" DB	
	PLA	6	PLATANUS X ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION LONDON PLANETREE	3" DB	
	QBI	7	QUERCUS BICOLOR	SWAMP WHITE OAK	3" DB	
	OMA	6	QUERCUS MACROCARPA	BUR OAK	3" DB	
	TAR	10	TILIA AMERICANA 'REDMOND'	REDMOND AMERICAN LINDEN	3" DB	
Evergreen Trees	PAS	17	PICEA ABIES	NORWAY SPRUCE	8" DB	
	POM	24	PICEA OMORICA	SERBIAN SPRUCE	8" DB	
	PPU	11	PICEA PUGENS	COLORADO SPRUCE	8" DB	
Ornamental Trees	AC	12	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	6" DB	
	CC	6	CRATAEGUS CRUGGALLI VAR. INERMIS	THORNTLESS HAWTHORN	6" DB	
	MS	3	MALUS SARGENT	SARGENT CRABAPPLE	6" DB	F. GREEN, PINK
	SRE	7	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	8" DB	
Evergreen Shrubs	JCV		JUNIPERUS CHAMENSIS 'VIRENS'	SPREADING JUNIPER	24" DB	24" GREEN
	JH		JUNIPERUS HORIZONTALIS 'PLUMOSA COMPACTA'	COMPACT ANDBORJA JUNIPER	5 GAL	
	ID		TARUS X MEDIA 'DENSE'	DENSE YEW	24" DB	
Deciduous Shrubs	AM		ARONIA MELANOCARPA 'PROUDS BEAUTY'	IROQUOIS BEAUTY BLACK CHOCHEBERRY	36" DB	
	HP		HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" DB	
	RF		ROSA 'KNOCKOUT'	KNOCKOUT SHRUB ROSE	2 GAL	DOUBLE PINK
	SP		SPIREA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIREA	24" DB	
	SN		SPIREA JAPONICA 'SNOW MOUND'	SNOW MOUND SPIREA	36" DB	
	SM		SYRINGA MEYERI 'SALUBR'	DWARF KOREAN LILAC	36" DB	
Groundcover	EL		ELONIMOUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS	
Perennials	HE		HEMEROCALLIS 'STELLA D'ORO'	SELLA D'ORO DAYLILY	1 GAL	18" YELLOW
	FA		HEPETA X FAASSENI	FAASSENS CATMINT	1 GAL	12" LAVENDER
Grasses	IV		PANICUM VIRGATUM 'NORTH WIND'	SWITCH GRASS	3 GAL	4"
	BL		SCHIZACHYRIUM SCOPARIUM 'PRAIRIE BLUES'	LITTLE BLUESTEM	1 GAL	18"-24"

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

LANDSCAPE TABLE

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



K M Talty DESIGN
LANDSCAPE ARCHITECTURE

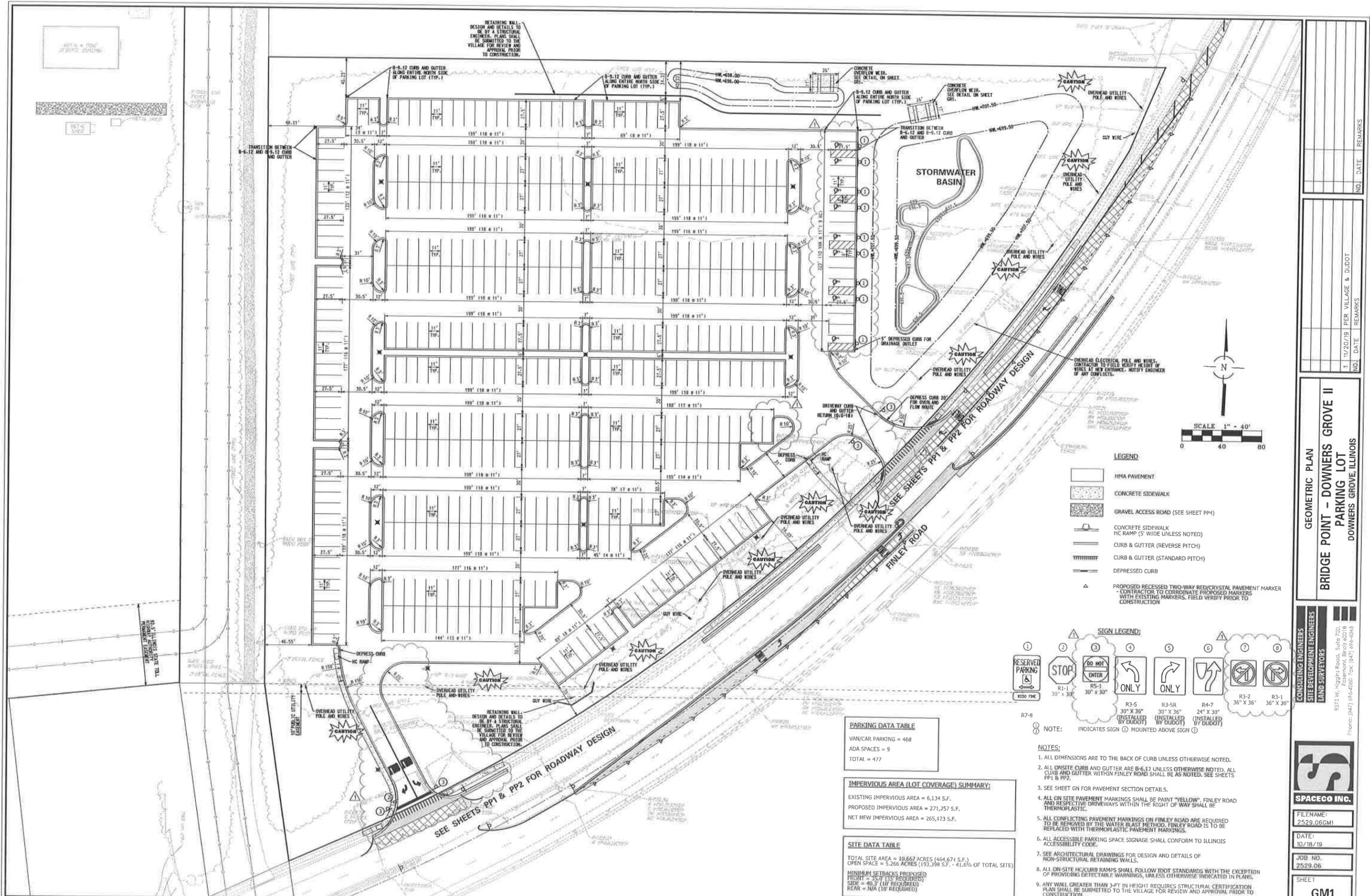
no.	revision description	initial	date
1	ISSUED FOR REVIEW	KMT	10/17/19
2	FOR RELEASE COMMENTS	KMT	11/15/19

BRIDGE POINT - DG II
PARKING LOT
DOWNS GROVE, ILLINOIS

CONCEPTUAL LANDSCAPE PLAN
PLANTING PLAN
PLANTING SPECIFICATIONS

job no. **19140**
sheet no. **L1**





RETAINING WALL DESIGN AND DETAILS TO BE BY A STRUCTURAL ENGINEER. PLANS SHALL BE SUBMITTED TO THE VILLAGE FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

TRANSITION BETWEEN 8-6.12 AND 8-9.12 CURB AND GUTTER

8-9.12 CURB AND GUTTER ALONG ENTIRE NORTH SIDE OF PARKING LOT (TYP.)

8-9.12 CURB AND GUTTER ALONG ENTIRE NORTH SIDE OF PARKING LOT (TYP.)

8-9.12 CURB AND GUTTER ALONG ENTIRE NORTH SIDE OF PARKING LOT (TYP.)

STORMWATER BASIN

5' DEPRESSED CURB FOR DRAINAGE OUTLET

DRIVEWAY CURB AND GUTTER RETURN (0-6-18)

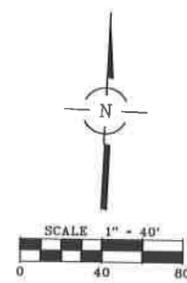
DEPRESS CURB 20' FOR OVERLAND FLOW ROUTE

DEPRESS CURB

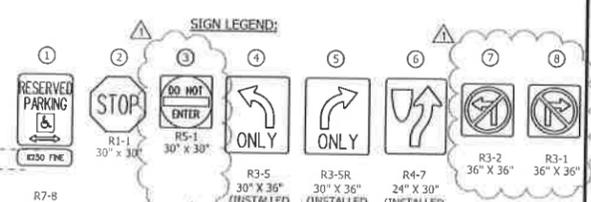
RETAINING WALL DESIGN AND DETAILS TO BE BY A STRUCTURAL ENGINEER. PLANS SHALL BE SUBMITTED TO THE VILLAGE FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

SEE SHEETS PP1 & PP2 FOR ROADWAY DESIGN

CONCRETE OVERFLOW WEIR. SEE DETAIL ON SHEET 011.



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



NOTE: INDICATES SIGN (1) MOUNTED ABOVE SIGN (2)

PARKING DATA TABLE

VAN/CAR PARKING = 468
ADA SPACES = 9
TOTAL = 477

IMPERVIOUS AREA (LOT COVERAGE) SUMMARY:

EXISTING IMPERVIOUS AREA = 6,134 S.F.
PROPOSED IMPERVIOUS AREA = 271,257 S.F.
NET NEW IMPERVIOUS AREA = 265,123 S.F.

SITE DATA TABLE

TOTAL SITE AREA = 10.667 ACRES (464,671 S.F.)
OPEN SPACE = 5,266 ACRES (193,398 S.F. - 41.6% OF TOTAL SITE)
MINIMUM SETBACKS PROPOSED
FRONT = 35.0' (35' REQUIRED)
SIDE = 40.3' (40' REQUIRED)
REAR = N/A (10' REQUIRED)

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

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

CONSULTING ENGINEERS
 SITE DEVELOPMENT ENGINEERS
 LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
 Downers Grove, IL 60120
 Phone: (630) 971-4000 Fax: (630) 971-4005

SPACECO INC.

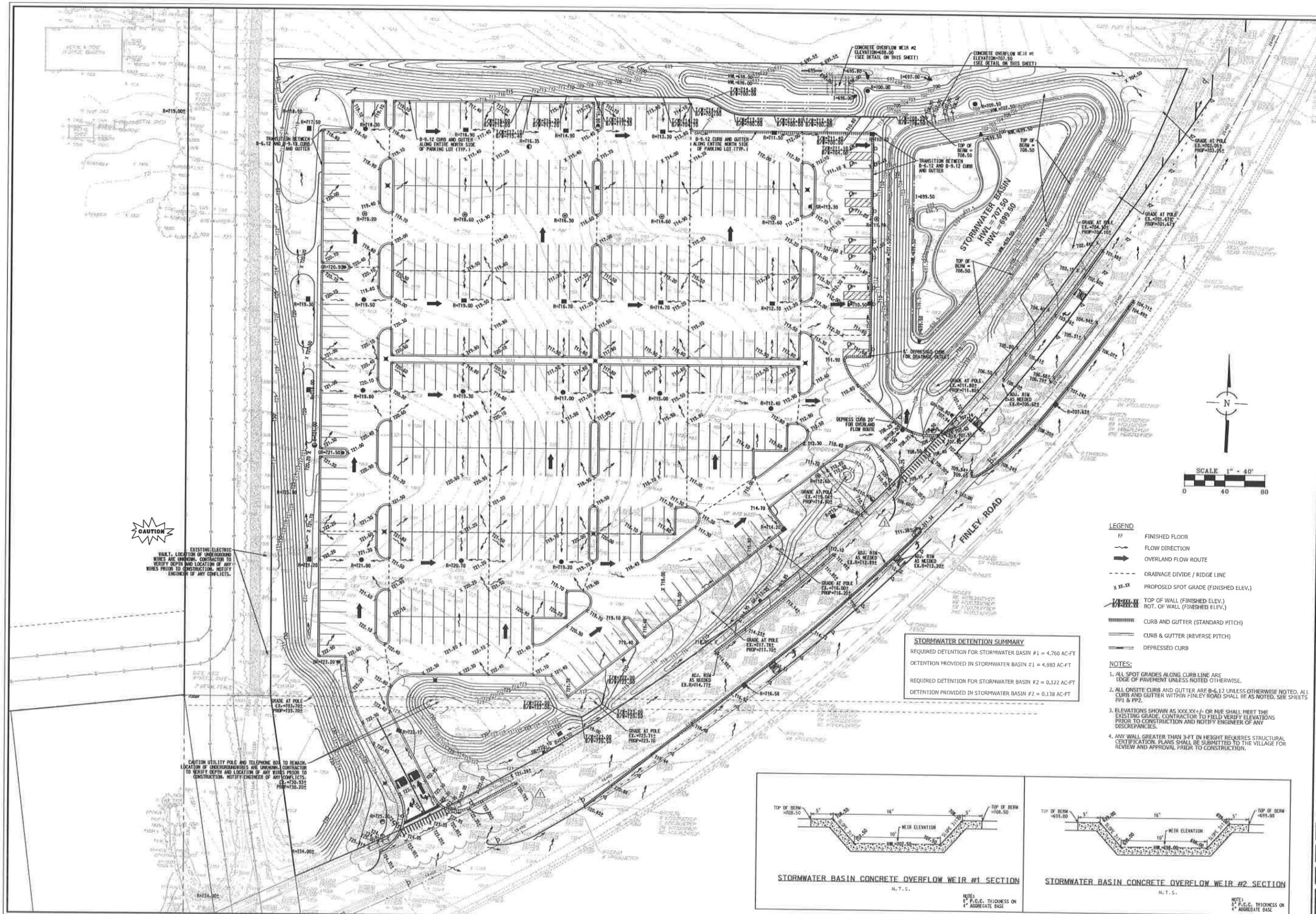
FILENAME:
 2529.06GM1

DATE:
 10/18/19

JOB NO.
 2529.06

SHEET
GM1
 7 OF 22

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

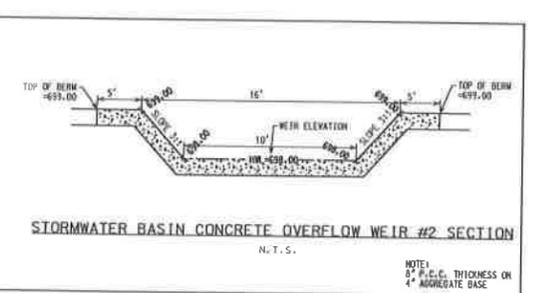
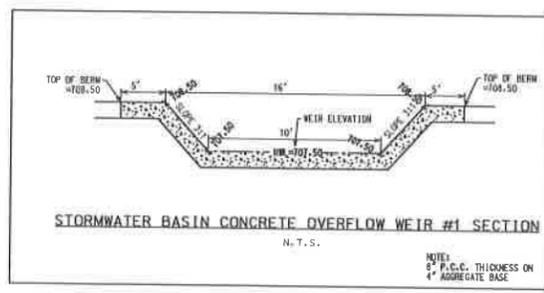


CAUTION
EXISTING ELECTRIC VAULT. LOCATION OF UNDERGROUND WIRES ARE UNKNOWN. CONTRACTOR TO VERIFY DEPTH AND LOCATION OF ANY WIRES PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS.

CAUTION UTILITY POLE AND TELEPHONE BOX TO REMAIN. LOCATION OF UNDERGROUND WIRES ARE UNKNOWN. CONTRACTOR TO VERIFY DEPTH AND LOCATION OF ANY WIRES PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS. EX. #730-591 PROP. #730-592

STORMWATER DETENTION SUMMARY
 REQUIRED DETENTION FOR STORMWATER BASIN #1 = 4,760 AC-FT
 DETENTION PROVIDED IN STORMWATER BASIN #1 = 4,980 AC-FT
 REQUIRED DETENTION FOR STORMWATER BASIN #2 = 0,122 AC-FT
 DETENTION PROVIDED IN STORMWATER BASIN #2 = 0,138 AC-FT

- LEGEND**
- FINISHED FLOOR
 - FLOW DIRECTION
 - OVERLAND FLOW ROUTE
 - - - DRAINAGE DIVIDE / RIDGE LINE
 - X XX.XX PROPOSED SPOT GRADE (FINISHED ELEV.)
 - TOP OF WALL (FINISHED ELEV.)
BOT. OF WALL (FINISHED ELEV.)
 - CURB AND GUTTER (STANDARD PITCH)
 - CURB & GUTTER (REVERSE PITCH)
 - DEPRESSED CURB
- NOTES:**
1. ALL SPOT GRADES ALONG CURB LINE ARE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
 2. ALL ONSITE CURB AND GUTTER ARE B-6, 12 UNLESS OTHERWISE NOTED. ALL CURB AND GUTTER WITHIN FINLEY ROAD SHALL BE AS NOTED, SEE SHEETS P91 & P92.
 3. ELEVATIONS SHOWN AS XXX.XX +/-, OR M/E SHALL MEET THE EXISTING GRADE. CONTRACTOR TO FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
 4. ANY WALL GREATER THAN 3-FT IN HEIGHT REQUIRES STRUCTURAL CERTIFICATION. PLANS SHALL BE SUBMITTED TO THE VILLAGE FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.



GRADING PLAN BRIDGE POINT - DOWNERS GROVE II PARKING LOT DOWNERS GROVE, ILLINOIS	CONSULTING ENGINEERS LAND SURVEYORS SPACECO INC. FILENAME: 2529.06GR DATE: 10/18/19 JOB NO. 2529.06 SHEET GR1 8 OF 22
--	---

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

Traffic Impact Study Proposed Surface Parking Lot

Downers Grove, Illinois



Prepared For:



BRIDGE
DEVELOPMENT
PARTNERS, LLC

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

November 21, 2019

1. Introduction

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

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

The sections of this report present the following:

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

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

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

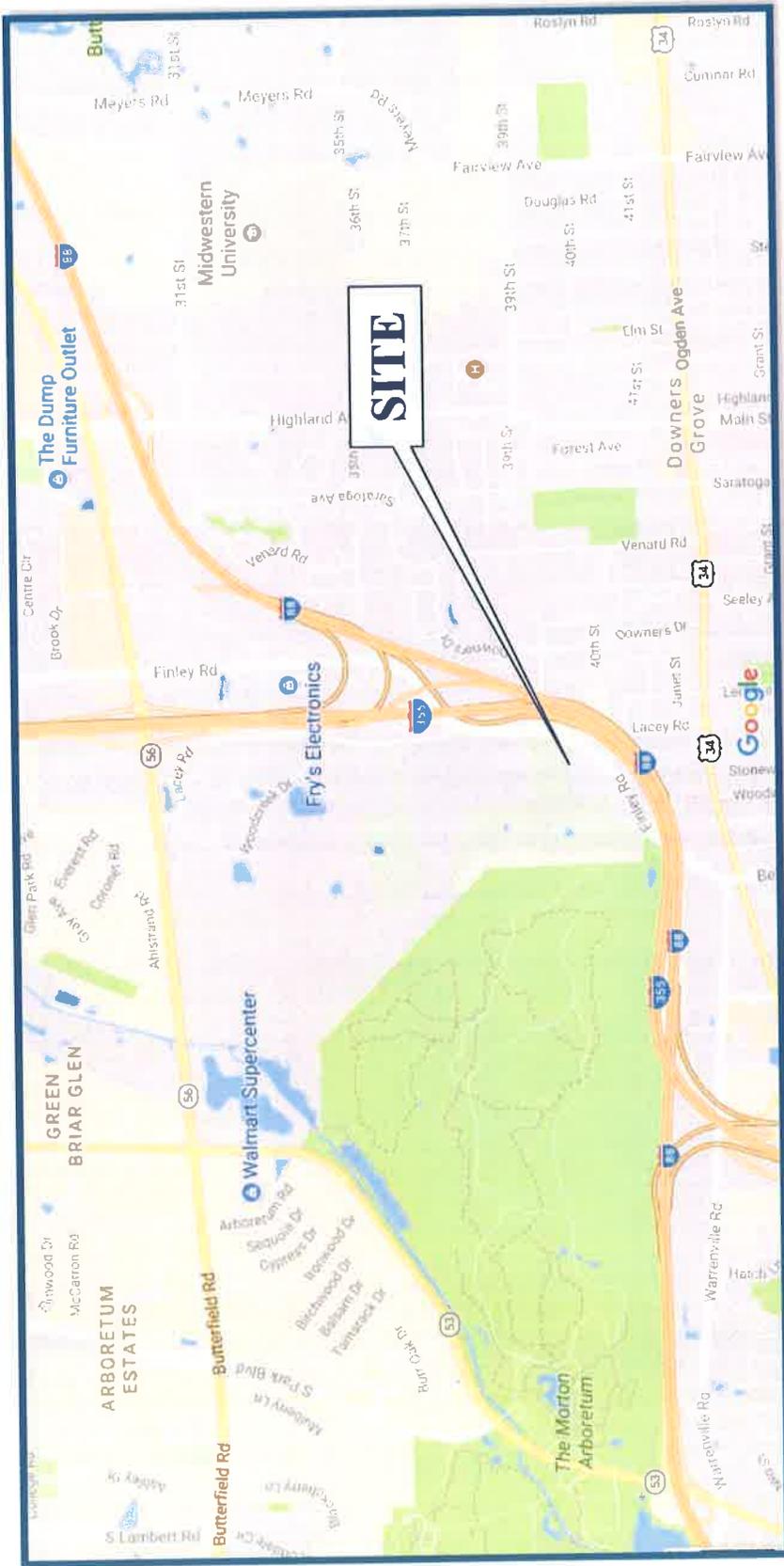
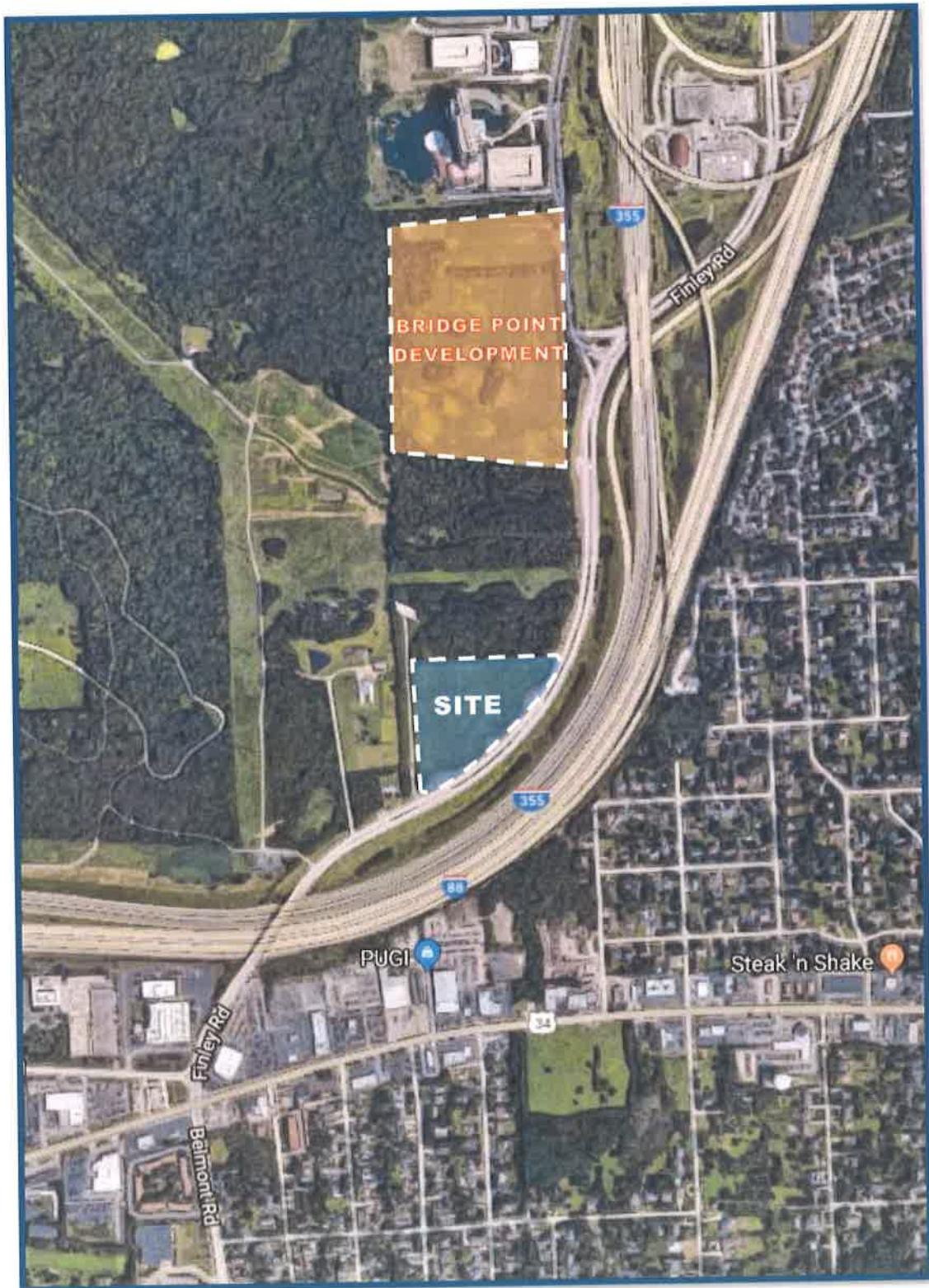


Figure 1

Site Location



Aerial View of Site Location

Figure 2

2. Existing Conditions

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

Site Location

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

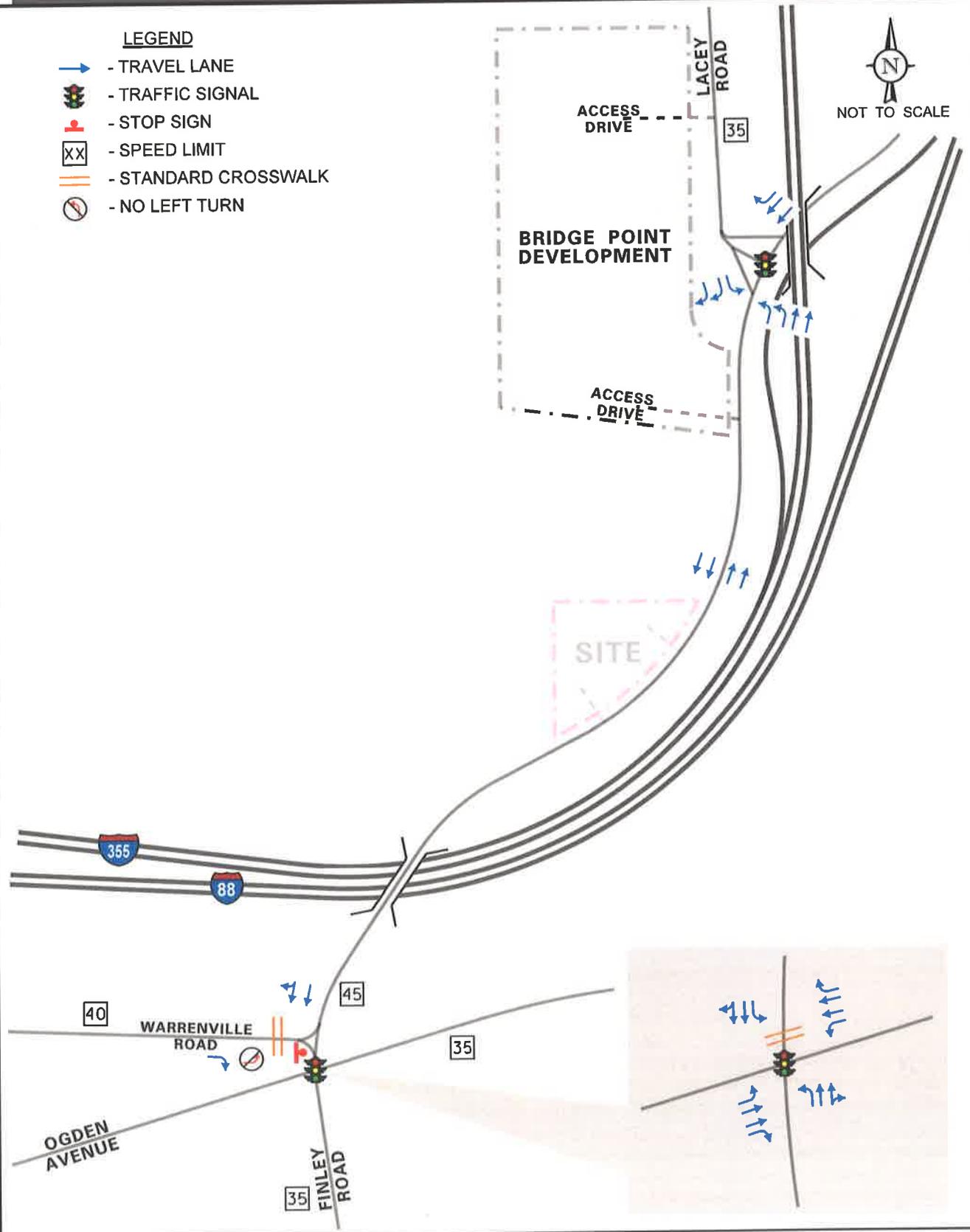
Existing Roadway System Characteristics

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

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

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

- LEGEND**
-  - TRAVEL LANE
 -  - TRAFFIC SIGNAL
 -  - STOP SIGN
 -  - SPEED LIMIT
 -  - STANDARD CROSSWALK
 -  - NO LEFT TURN



Proposed
Surface Parking Lot
Downers Grove, Illinois

Existing Roadway Characteristics

KLOA
Karrig, Lindgren, O'Hara, Aboona, Inc.
Job No: 18-198 Figure: 3

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

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

Existing Traffic Volumes

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

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

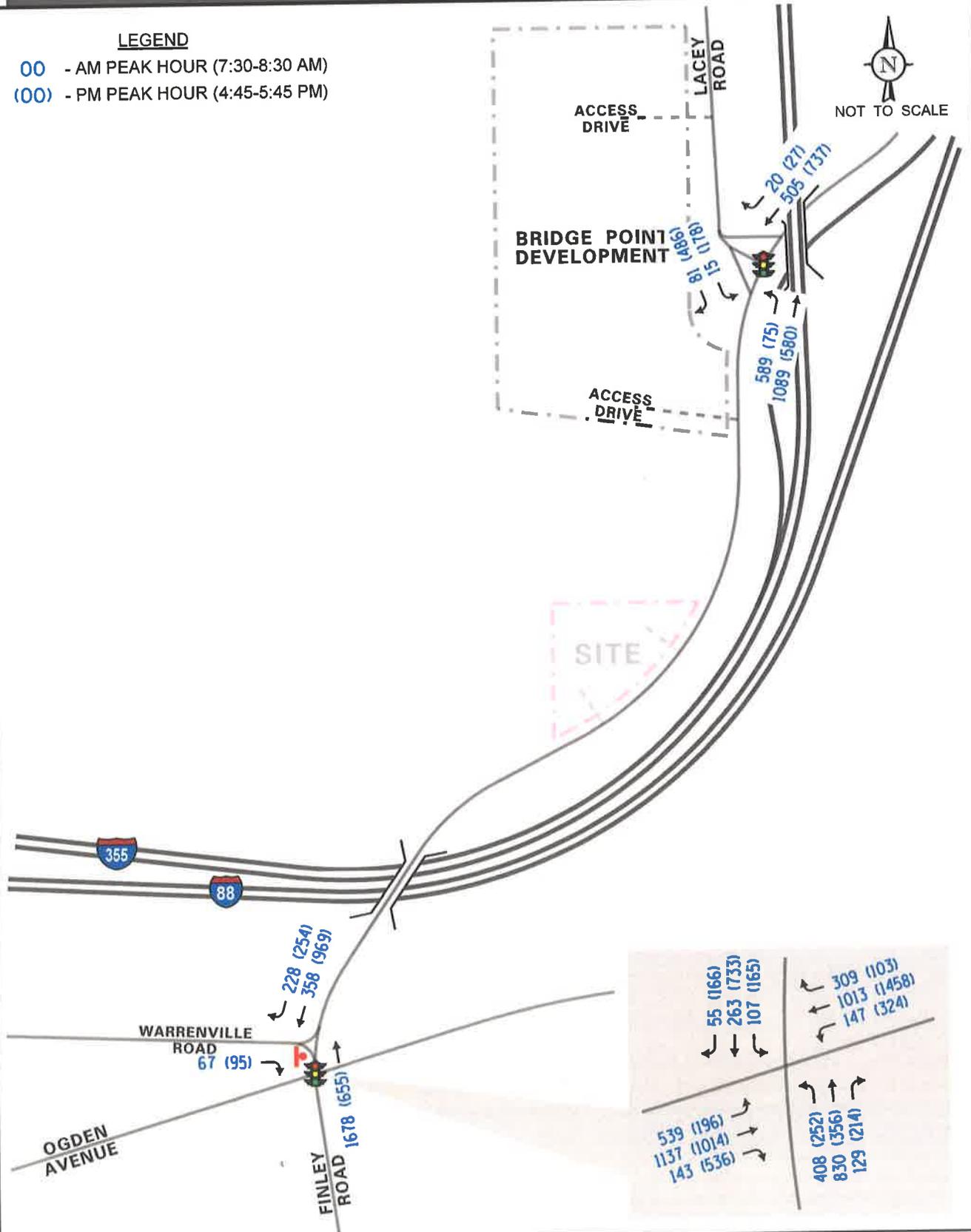
In addition, previous traffic counts conducted at the intersection of Finley Road with Lacey Road on Thursday, August 10, 2017 were utilized.

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

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

LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)



Proposed
Surface Parking Lot
Downers Grove, Illinois

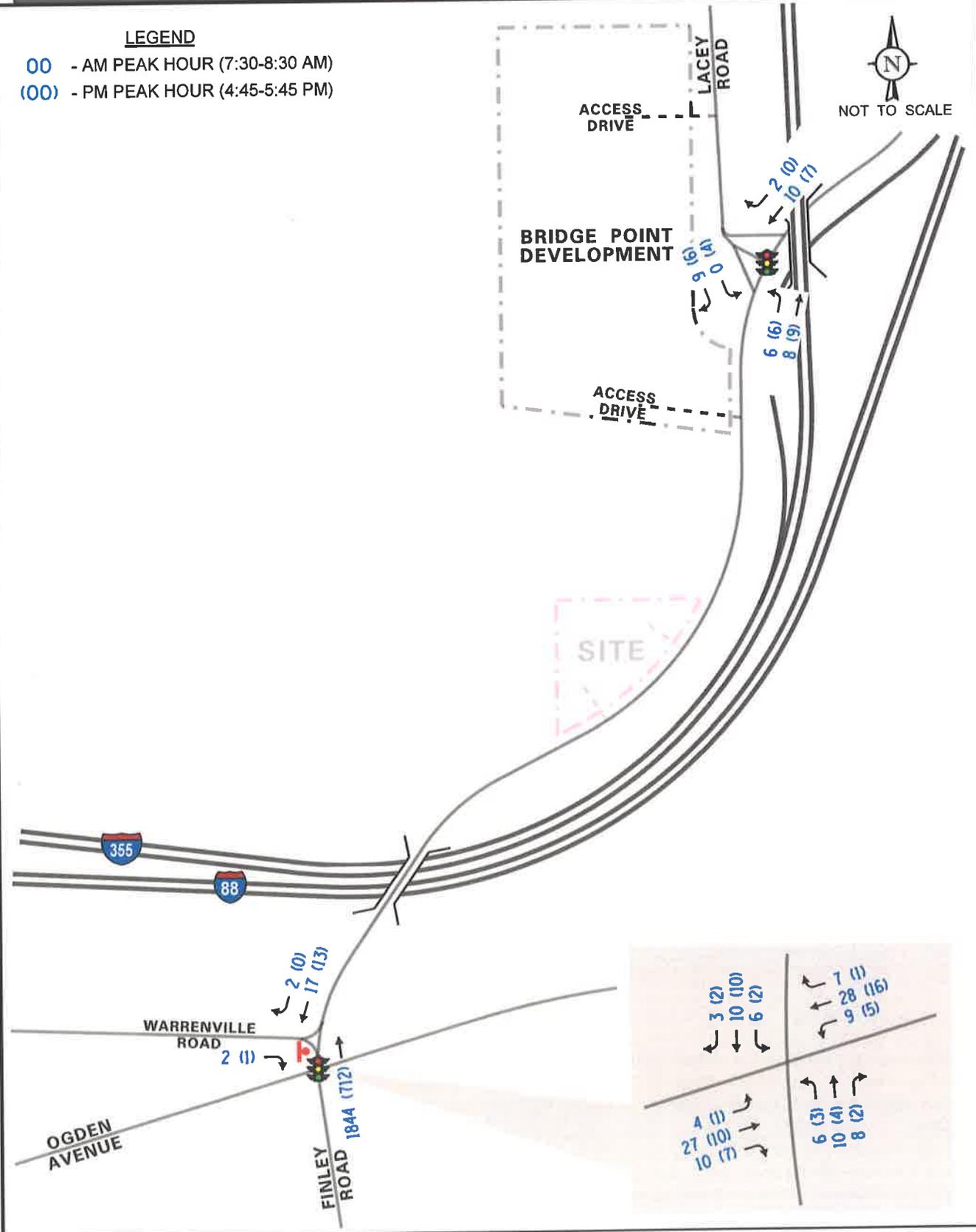
Existing Traffic Volumes
(Inclusive of Heavy Vehicles)



Job No: 18-198 Figure: 4

LEGEND

- 00** - AM PEAK HOUR (7:30-8:30 AM)
- (00)** - PM PEAK HOUR (4:45-5:45 PM)



Proposed
Surface Parking Lot
Downers Grove, Illinois

Existing Heavy Vehicle Traffic Volumes



Job No: 18-198

Figure: 5

3. Traffic Characteristics of the Parking Lot

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

Proposed Site and Parking Lot Plan

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

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

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

- An inbound-only access drive on Finley Road located approximately 2,400 feet southwest of the intersection of Finley Road with Lacey Road. This access drive will provide one inbound lane. "Do Not Enter" signs should be posted facing the parking lot to enforce the restriction. A northbound left-turn lane and a southbound right-turn lane will be provided on Finley Road at this access drive. The northbound left-turn lane will be accommodated utilizing the existing median.
- An outbound-only access drive on Finley Road to be located approximately 3,000 feet southwest of the intersection of Finley Road with Lacey Road. This access drive will provide two outbound lanes with outbound movements under stop sign control. "Do Not Enter" signs should be posted facing Finley Road to enforce the restriction.

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

Directional Distribution

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

Peak Hour Traffic Volumes

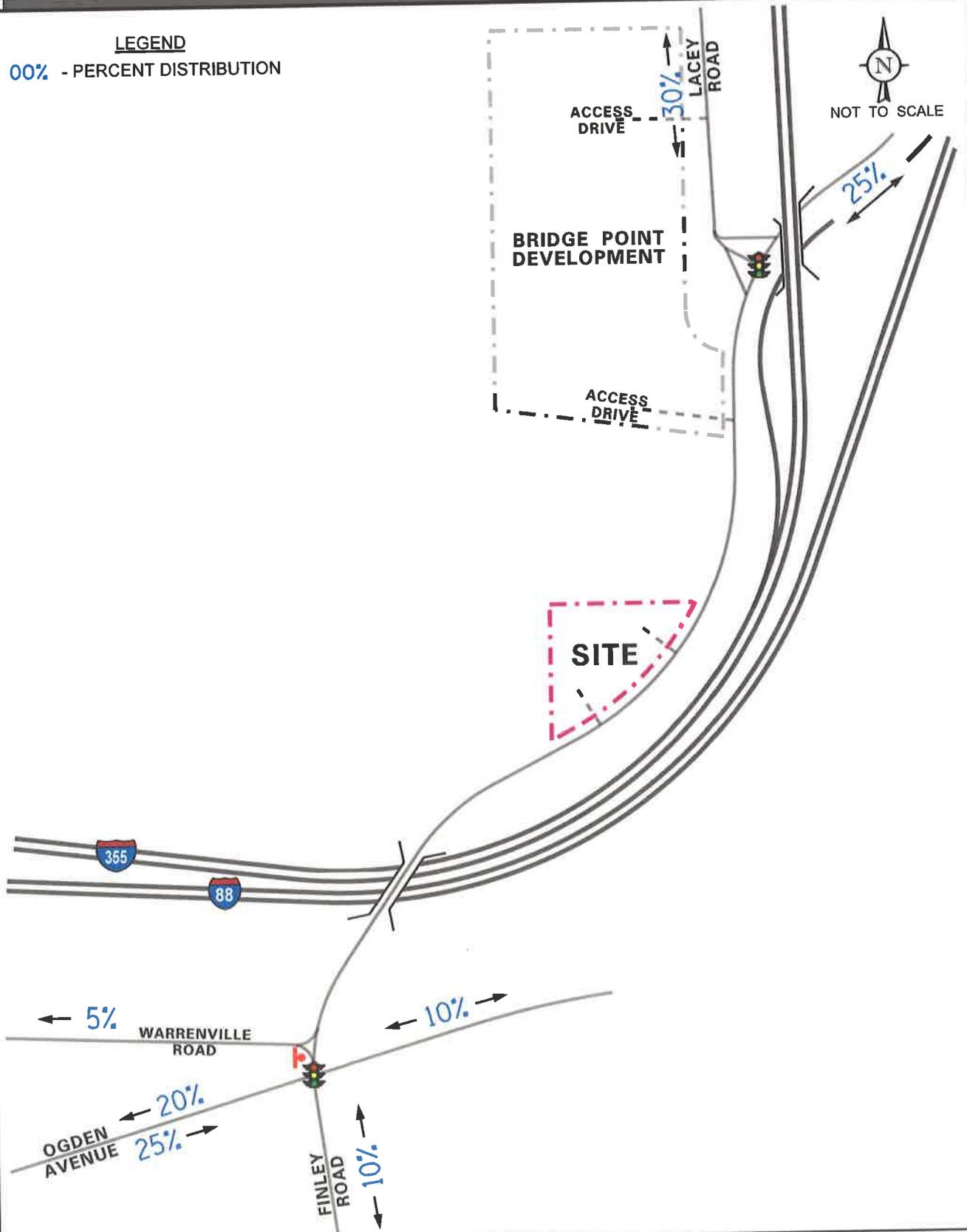
The estimates of traffic to be generated by the proposed parking lot are based on information provided by the operator reflecting the 95th percentile of the activity occurring at the distribution center during the weekday morning and evening peak hours. Based on that, it is estimated that the parking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

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

Table 1
PROJECTED TRAFFIC TO USE THE PARKING LOT

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

LEGEND
 00% - PERCENT DISTRIBUTION



Proposed
 Surface Parking Lot
 Downers Grove, Illinois

Estimated Directional Distribution



Job No: 18-198 Figure: 6

4. Projected Traffic Conditions

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

Site Traffic Assignment

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

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

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

Background Traffic Conditions

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

Ambient Traffic Growth

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

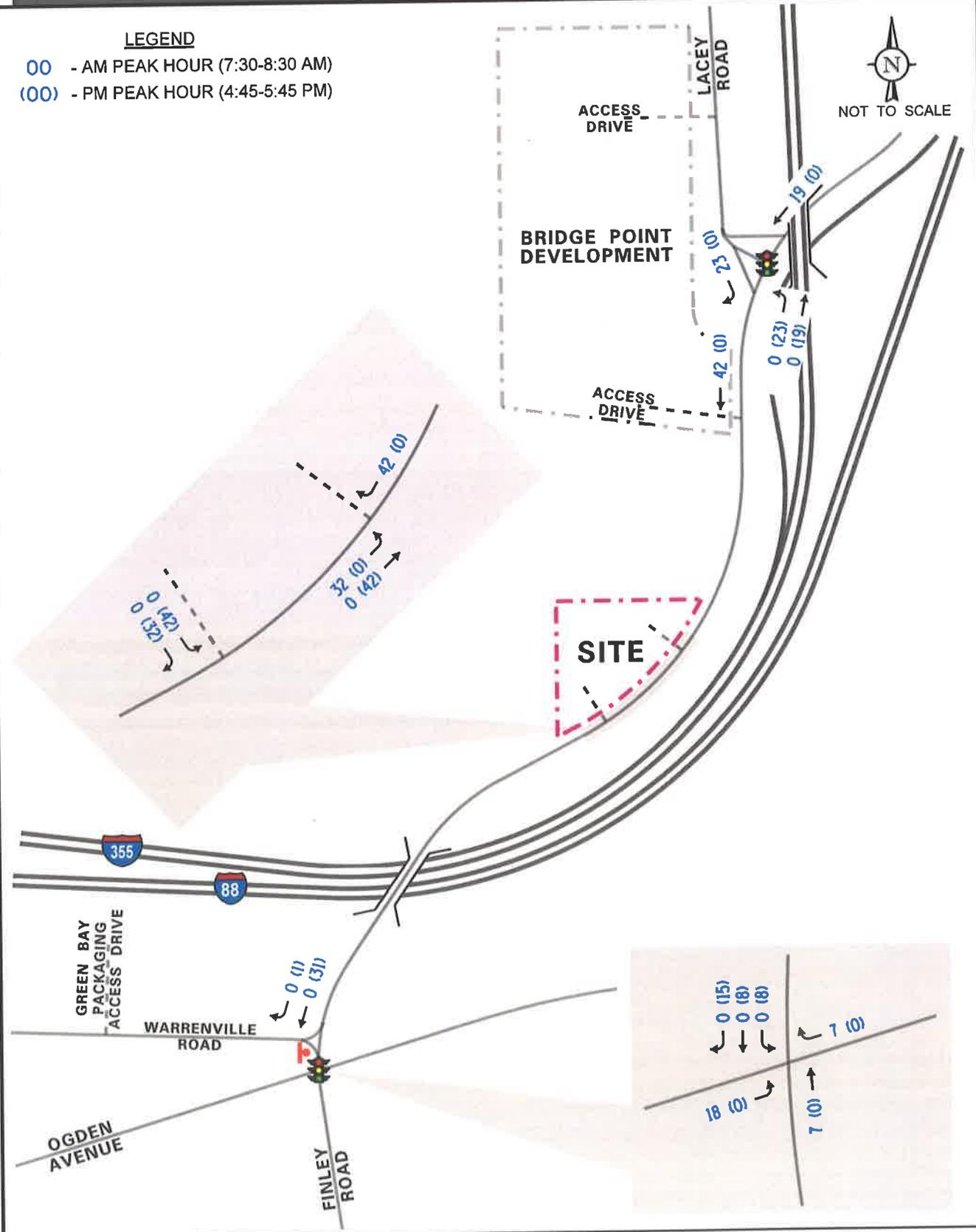
Other Area Developments

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

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

LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)

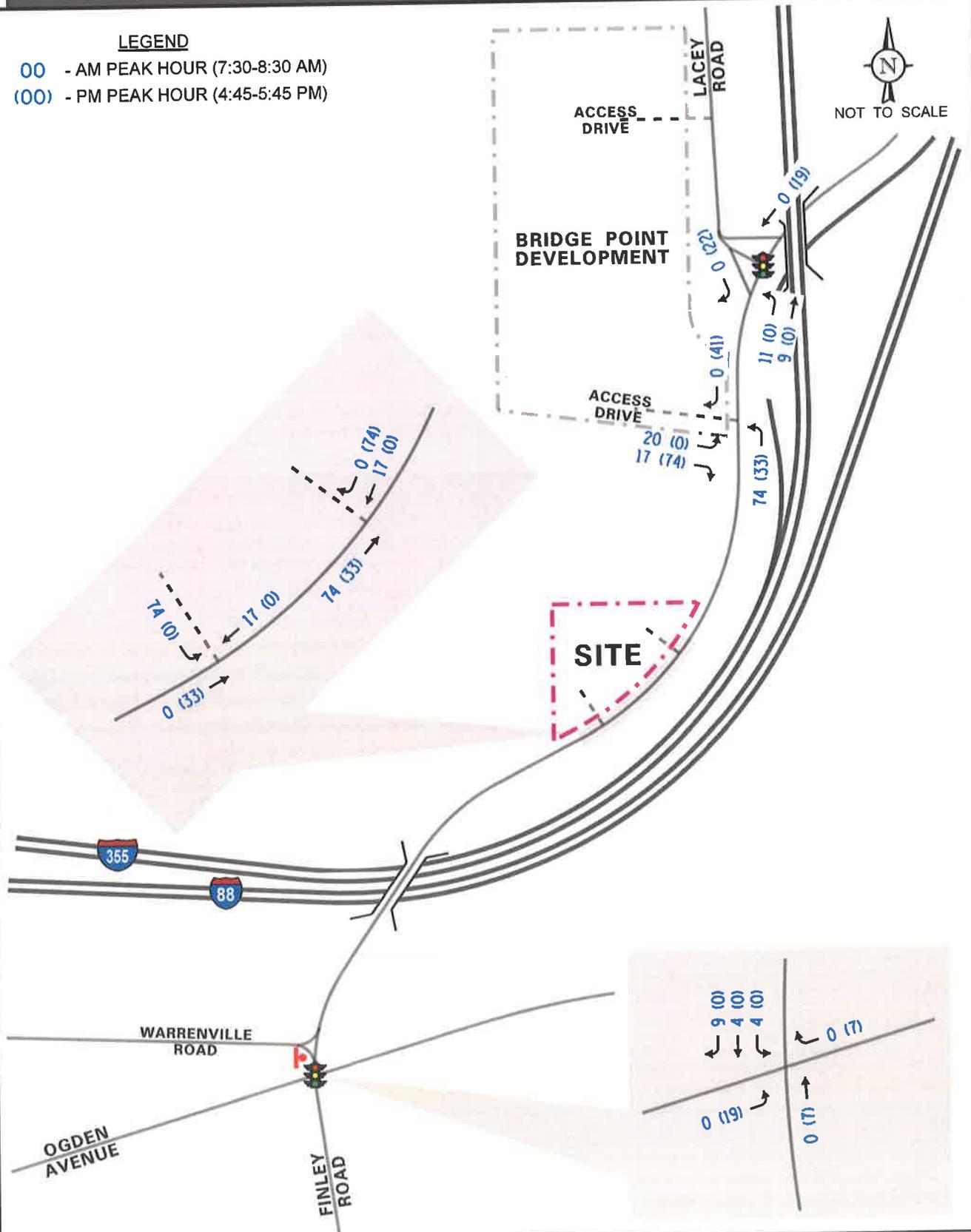


Proposed
Surface Parking Lot
Downers Grove, Illinois

Estimated Site-Generated
Traffic Volumes - Passenger Vehicles

KLOA
Kenig, Lindgren, O'Hara, Abson, Inc.
Job No: 18-198 Figure: 7

- LEGEND**
- 00 - AM PEAK HOUR (7:30-8:30 AM)
 - (00) - PM PEAK HOUR (4:45-5:45 PM)



Proposed
Surface Parking Lot
Downers Grove, Illinois

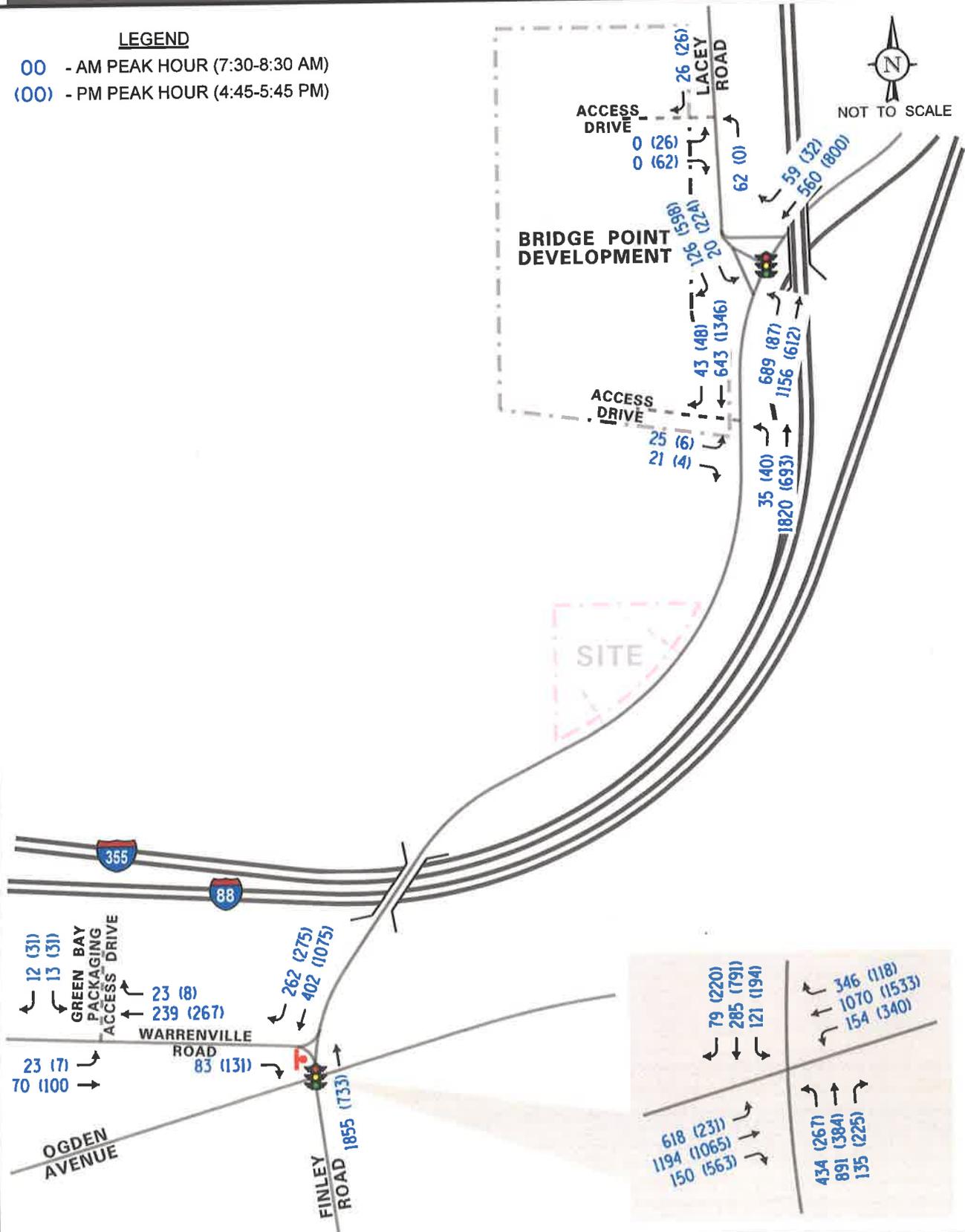
Estimated Site-Generated
Traffic Volumes - DSP Vans

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

Job No: 18-198 Figure: 8

LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)



Proposed Surface Parking Lot
Downers Grove, Illinois

Year 2024 Background Traffic Volumes



Job No: 18-198

Figure: 9

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

- The northern building (building #1) will continue to be a warehouse/distribution building of approximately 175,120 square feet in size. The estimates of traffic to be generated by the northern building were based on the Institute of Transportation (ITE) *Trip Generation Manual*, 9th Edition, Land Use Code 150.
- The southern building (building #3) will be a distribution facility. In addition to the traffic that it will generate from the remote parking lot, it will generate approximately 75 personal vehicle inbound trips and 5 inbound truck trips during the weekday morning peak hour and 10 personal vehicle outbound trips during the weekday evening peak hour.
- The middle building (building #2) will provide parking for DSP vans and the personal vehicles of the van drivers. The DSP drivers will drive to and from the distribution center (southern building) to pick up packages for delivery. Their travel path will be via Lacey Road and Finley Road. The middle building will generate approximately 88 inbound personal vehicle trips and 44 outbound DSP van trips during the weekday morning peak hour, 88 inbound DSP van trips and 88 outbound personal vehicle trips during the weekday evening peak hour. It is important to note that an internal connection will be provided between buildings 2 and 3, thus allowing DSP vans to travel internally without impacting the external roadway system. Exhibit B showing the DSP traffic movements between building 2 and building 3 is included in the Appendix.

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

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

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Northern Warehouse/Distribution Building (175,120 s.f.)¹ (Building #1)						
Personal Vehicles (80%)	39	10	49	11	31	42
Trucks (20%)	10	3	13	3	8	11
Subtotal	49	13	62	14	39	53
Middle Building² (Building #2)						
Personal Vehicles	88	0	88	0	88	88
DSP Vans	0	44	44	88	0	88
Subtotal	88	44	132	88	88	176
Southern Building² (Building #3)						
Employees	75	0	75	0	10	10
Trucks	3	2	5	0	0	0
Subtotal	78	2	80	0	10	10
Total	215	59	274	102	137	239
1- Based on ITE <i>Trip Generation Manual</i> , 9 th Edition, Land Use Code 150. 2- Based on the information provided by the operator						

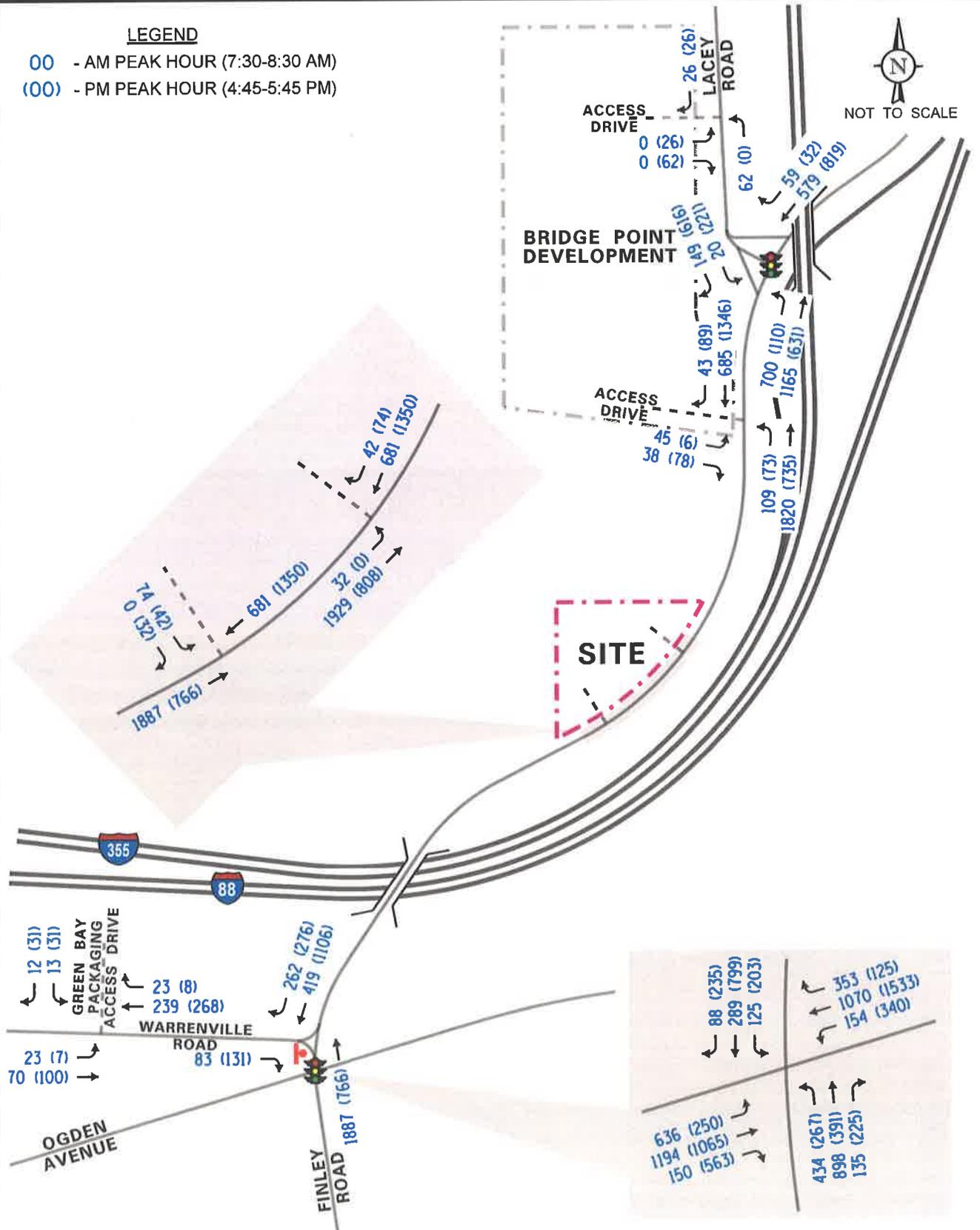
Total Projected Traffic Volumes

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

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

LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)



Proposed
Surface Parking Lot
Downers Grove, Illinois

Year 2024 Total Projected Traffic Volumes

KLOA
König, Lindgren, O'Hara, Aboona, Inc.
Job No: 18-198 Figure: 10

5. Traffic Analysis and Recommendations

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

Traffic Analyses

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

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

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

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

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

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

Year	Conditions	Peak Hour	Eastbound (Lacey Road)			Northbound (Finley Road)			Southbound (Finley Road)			Overall
			L	R	L	T	L	T	R			
			A - 9.8			B - 13.2			B - 12.2			
Year 2018 Existing	Weekday Morning Peak Hour	D	A	C	A	B	A	B	A	B	A	B 12.8
		39.7	4.1	33.2	2.4	12.6	3.2	12.7	1.0			
		A - 9.8			B - 13.2			B - 12.2				
Year 2024 Projected	Weekday Evening Peak Hour	D	B	D	A	B	A	B	A	B	A	B 15.0
		39.3	18.4	36.0	5.6	12.7	1.0	12.7	1.0			
		C - 24.0			A - 9.0			B - 12.3				
Year 2024 Projected	Weekday Morning Peak Hour	D	A	C	A	B	A	B	A	B	A	B 14.4
		42.9	2.9	34.5	3.0	16.1	2.7	16.1	2.7			
		A - 7.7			B - 14.8			B - 14.9				
Year 2024 Projected	Weekday Evening Peak Hour	D	C	D	A	B	A	B	A	B	A	B 17.7
		40.4	21.1	37.6	6.6	15.5	1.0	15.5	1.0			
		C - 26.2			B - 11.2			B - 15.0				
Letter denotes Level of Service			L - Left-Turns			R - Right-Turns						
Delay is measured in seconds.			T - Through									



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

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

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



Table 5
 CAPACITY ANALYSIS RESULTS
 EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Finley Road with Warrenville Road				
• Eastbound Approach	B	11.3	C	17.4
LOS = Level of Service Delay is measured in seconds.				

Table 6
 CAPACITY ANALYSIS RESULTS
 PROJECTED CONDITIONS – UNSIGNALIZED

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

Discussion and Recommendations

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

Finley Road with Lacey Road

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

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

Finley Road with Ogden Avenue

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

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

Finley Road with Warrenville Road

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

Finley Road with Parking Lot North Access Drive

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

Finley Road with Parking Lot South Access Drive

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

Finley Road with Bridge Point Development Access Drive

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

Lacey Road with Bridge Point Development Access Drive

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

6. Conclusion

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

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

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

Appendix

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

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

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

Turning Movement Data

Start Time	Ogden Road Eastbound					Ogden Road Westbound					Finley Road Northbound					Finley Road Southbound									
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	43	97	14	0	154	0	20	94	13	0	127	0	45	59	21	0	125	0	10	24	8	0	42	448
6:15 AM	0	52	162	25	1	239	0	25	131	16	0	172	0	46	98	44	0	188	0	8	36	5	0	49	648
6:30 AM	0	72	182	30	0	284	0	23	132	29	0	184	0	77	141	65	0	283	0	22	50	12	0	84	845
6:45 AM	0	110	230	33	0	373	0	39	148	32	0	219	0	93	163	57	0	313	0	16	68	11	0	95	1000
Hourly Total	0	277	681	102	1	1060	0	107	505	90	0	702	0	281	461	187	0	909	0	56	178	36	0	270	2941
7:00 AM	0	101	242	30	0	373	0	26	195	42	1	263	0	103	176	32	0	311	0	19	64	15	0	98	1045
7:15 AM	0	149	278	48	0	475	0	23	210	53	1	286	0	101	176	34	0	311	0	24	73	15	1	112	1184
7:30 AM	0	107	304	35	0	446	0	30	269	91	0	390	0	110	200	38	1	348	0	34	66	13	0	113	1297
7:45 AM	0	157	330	39	0	526	0	42	254	73	0	369	0	91	197	36	1	324	0	19	86	18	0	123	1342
Hourly Total	0	514	1154	152	0	1820	0	121	928	259	2	1308	0	405	749	140	1	1294	0	96	289	61	1	445	4866
8:00 AM	0	141	229	36	0	406	0	51	251	75	0	377	0	94	206	22	0	322	0	21	51	12	2	84	1189
8:15 AM	0	134	274	33	0	441	0	24	239	70	0	333	0	113	227	33	0	373	0	33	60	12	0	105	1252
8:30 AM	0	117	253	24	0	394	0	33	239	63	0	335	0	94	175	25	0	294	0	28	58	20	0	106	1129
8:45 AM	0	102	280	21	0	403	0	38	209	40	0	287	0	102	191	36	0	329	0	28	62	18	0	108	1127
Hourly Total	0	494	1036	114	0	1644	0	146	938	248	0	1332	0	403	799	116	0	1318	0	110	231	62	2	403	4697
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	43	211	75	0	329	0	51	249	37	0	337	0	58	77	42	0	177	0	44	115	36	0	195	1038
3:15 PM	0	37	242	73	0	352	0	72	285	27	0	384	0	56	62	35	0	153	0	31	118	24	0	173	1062
3:30 PM	0	49	235	65	0	349	0	65	309	26	0	400	0	57	84	45	1	186	0	40	134	37	0	211	1146
3:45 PM	0	40	202	77	0	319	0	81	308	37	0	426	0	57	99	57	0	213	0	34	159	33	0	226	1184
Hourly Total	0	169	890	290	0	1349	0	269	1151	127	0	1547	0	228	322	179	1	729	0	149	528	130	0	805	4430
4:00 PM	0	37	251	80	0	368	0	80	346	36	0	462	0	62	91	49	0	202	0	34	164	41	0	239	1271
4:15 PM	0	57	235	103	1	395	0	70	349	35	0	454	0	56	89	50	0	195	0	44	179	49	0	272	1316
4:30 PM	0	58	251	91	0	400	0	80	387	23	0	470	0	54	96	50	0	200	0	42	177	40	0	259	1329
4:45 PM	0	45	271	132	0	448	0	80	372	27	0	479	0	72	83	52	0	207	0	47	161	48	0	256	1390
Hourly Total	0	187	1008	406	1	1611	0	310	1454	121	0	1885	0	244	359	201	0	804	0	167	681	178	0	1026	5306
5:00 PM	0	53	220	117	0	390	0	85	344	23	0	452	0	61	107	65	0	233	0	41	196	42	0	279	1354
5:15 PM	0	54	267	152	0	473	0	82	409	25	0	516	0	59	75	42	0	176	0	41	177	32	0	250	1415
5:30 PM	0	44	266	135	0	435	0	77	333	28	0	438	0	80	91	55	0	206	0	36	199	44	0	279	1356
5:45 PM	0	55	250	128	0	433	0	91	340	18	0	449	0	49	82	67	0	198	0	40	155	35	1	230	1310
Hourly Total	0	206	993	532	0	1731	0	335	1426	94	0	1855	0	229	355	229	0	813	0	156	727	153	1	1038	5437
Grand Total	0	1857	5762	1596	2	9215	0	1288	6382	939	2	8609	0	1770	3045	1052	2	5667	0	736	2632	620	4	3988	27679
Approach %	0.0	20.2	62.5	17.3	-	-	0.0	15.0	74.1	10.9	-	-	0.0	30.2	51.9	17.9	-	-	0.0	18.5	66.0	15.5	-	-	-
Total %	0.0	6.7	20.8	5.8	-	33.3	0.0	4.7	23.1	3.4	-	31.1	0.0	6.4	11.0	3.8	-	21.2	0.0	2.7	9.5	2.2	-	14.4	-
Lights	0	1640	5626	1555	-	9021	0	1243	6220	919	-	6382	0	1730	2994	1018	-	5742	0	720	2580	610	-	3910	27055
% Lights	0	99.1	97.6	97.4	-	97.9	-	96.5	97.5	97.9	-	97.4	-	97.7	96.3	96.6	-	97.9	-	97.8	96.0	98.4	-	98.0	97.7
Buses	0	1	26	12	-	39	0	11	21	4	-	36	0	11	15	6	-	32	0	3	16	0	-	19	126

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



Kenig Lindgren O'Hara Aboona, Inc.
 9575 W. Higgins Rd., Suite 400
 Rosemont, Illinois, United States 60018
 (847)518-9990

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

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ogden Road Eastbound						Ogden Road Westbound						Finley Road Northbound						Finley Road Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total
	7:30 AM	0	107	304	35	0	446	0	30	269	91	0	390	0	110	200	38	0	348	0	34	66	13	0
7:45 AM	0	157	330	39	0	526	0	42	254	73	0	369	0	91	197	36	0	324	0	19	86	18	0	123
8:00 AM	0	141	229	36	0	406	0	51	251	75	0	377	0	94	206	22	0	322	0	21	51	12	2	84
8:15 AM	0	134	274	33	0	441	0	24	239	70	0	333	0	113	227	33	0	373	0	33	60	12	0	105
Total	0	539	1137	143	0	1819	0	147	1013	309	0	1469	0	408	830	129	0	1367	0	107	263	55	0	425
Approach %	0.0	29.6	62.5	7.9	-	-	0.0	10.0	69.0	21.0	-	-	0.0	29.8	60.7	9.4	-	-	0.0	25.2	61.9	12.9	-	-
Total %	0.0	10.6	22.4	2.8	-	35.8	0.0	2.9	19.9	6.1	-	28.9	0.0	8.0	16.3	2.5	-	26.9	0.0	2.1	5.2	1.1	-	8.4
PHF	0.000	0.858	0.861	0.917	-	0.865	0.000	0.721	0.841	0.849	-	0.842	0.000	0.903	0.914	0.849	-	0.916	0.000	0.787	0.765	0.764	-	0.864
Lights	0	535	1110	131	-	1776	0	138	985	302	-	1425	0	402	820	121	-	1343	0	101	253	53	-	407
% Lights	-	99.3	97.6	91.6	-	97.6	-	93.9	97.2	97.7	-	97.0	-	98.5	98.8	93.8	-	98.2	-	94.4	96.2	96.4	-	95.8
Buses	0	0	4	3	-	7	0	5	4	2	-	11	0	1	2	3	-	6	0	1	4	0	-	5
% Buses	-	0.0	0.4	2.1	-	0.4	-	3.4	0.4	0.6	-	0.7	-	0.2	0.2	2.3	-	0.4	-	0.9	1.5	0.0	-	1.2
Single-Unit Trucks	0	3	18	7	-	28	0	2	16	4	-	22	0	3	4	3	-	10	0	3	2	2	-	7
% Single-Unit Trucks	-	0.6	1.6	4.9	-	1.5	-	1.4	1.6	1.3	-	1.5	-	0.7	0.5	2.3	-	0.7	-	2.8	0.8	3.6	-	1.6
Articulated Trucks	0	1	5	2	-	8	0	2	8	1	-	11	0	2	4	2	-	8	0	2	4	0	-	6
% Articulated Trucks	-	0.2	0.4	1.4	-	0.4	-	1.4	0.8	0.3	-	0.7	-	0.5	0.5	1.6	-	0.6	-	1.9	1.5	0.0	-	1.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

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

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Ogden Road Eastbound						Ogden Road Westbound						Finley Road Northbound						Finley Road Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total
	4:45 PM	0	45	271	132	0	448	0	80	372	27	0	479	0	72	83	52	0	207	0	47	161	48	0
5:00 PM	0	53	220	117	0	390	0	85	344	23	0	452	0	61	107	65	0	233	0	41	196	42	0	279
5:15 PM	0	54	267	152	0	473	0	82	409	25	0	516	0	59	75	42	0	176	0	41	177	32	0	250
5:30 PM	0	44	256	135	0	435	0	77	333	28	0	438	0	60	91	55	0	206	0	36	199	44	0	279
Total	0	196	1014	536	0	1746	0	324	1458	103	0	1885	0	252	356	214	0	822	0	165	733	166	0	1064
Approach %	0.0	11.2	58.1	30.7	-	-	0.0	17.2	77.3	5.5	-	-	0.0	30.7	43.3	26.0	-	-	0.0	15.5	66.9	15.6	-	-
Total %	0.0	3.6	18.4	9.7	-	31.6	0.0	5.9	26.4	1.9	-	34.2	0.0	4.5	6.5	3.9	-	14.9	0.0	3.0	13.3	3.0	-	18.3
PHF	0.000	0.907	0.935	0.882	-	0.923	0.000	0.953	0.891	0.920	-	0.913	0.000	0.875	0.832	0.823	-	0.882	0.000	0.878	0.921	0.865	-	0.953
Lights	0	195	1004	529	-	1728	0	319	1442	102	-	1863	0	249	352	212	-	813	0	164	727	165	-	1056
% Lights	-	99.5	99.0	98.7	-	99.0	-	98.5	96.9	99.0	-	98.8	-	98.8	98.9	99.1	-	98.9	-	99.4	99.2	99.4	-	99.2
% Buses	0	1	1	1	-	3	0	0	2	0	-	2	0	0	1	0	-	1	0	0	3	0	-	3
% Buses	0	0.5	0.1	0.2	-	0.2	0	0.0	0.1	0.0	-	0.1	0	0.0	0.3	0.0	-	0.1	0	0.0	0.4	0.0	-	0.3
Single-Unit Trucks	0	0	5	5	-	10	0	3	8	1	-	12	0	1	2	1	-	4	0	0	1	0	-	1
% Single-Unit Trucks	-	0.0	0.5	0.9	-	0.6	-	0.9	0.5	1.0	-	0.6	-	0.4	0.6	0.5	-	0.5	-	0.0	0.1	0.0	-	0.1
Articulated Trucks	0	0	4	1	-	5	0	2	5	0	-	8	0	2	1	1	-	4	0	1	1	1	-	3
% Articulated Trucks	-	0.0	0.4	0.2	-	0.3	-	0.6	0.4	0.0	-	0.4	-	0.8	0.3	0.5	-	0.5	-	0.6	0.1	0.6	-	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
 9575 W. Higgins Rd., Suite 400
 Rosemont, Illinois, United States 60018
 (847)518-9990 epurguette@kloainc.com

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

Direction (Westbound)

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



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

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

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

Direction (Eastbound)

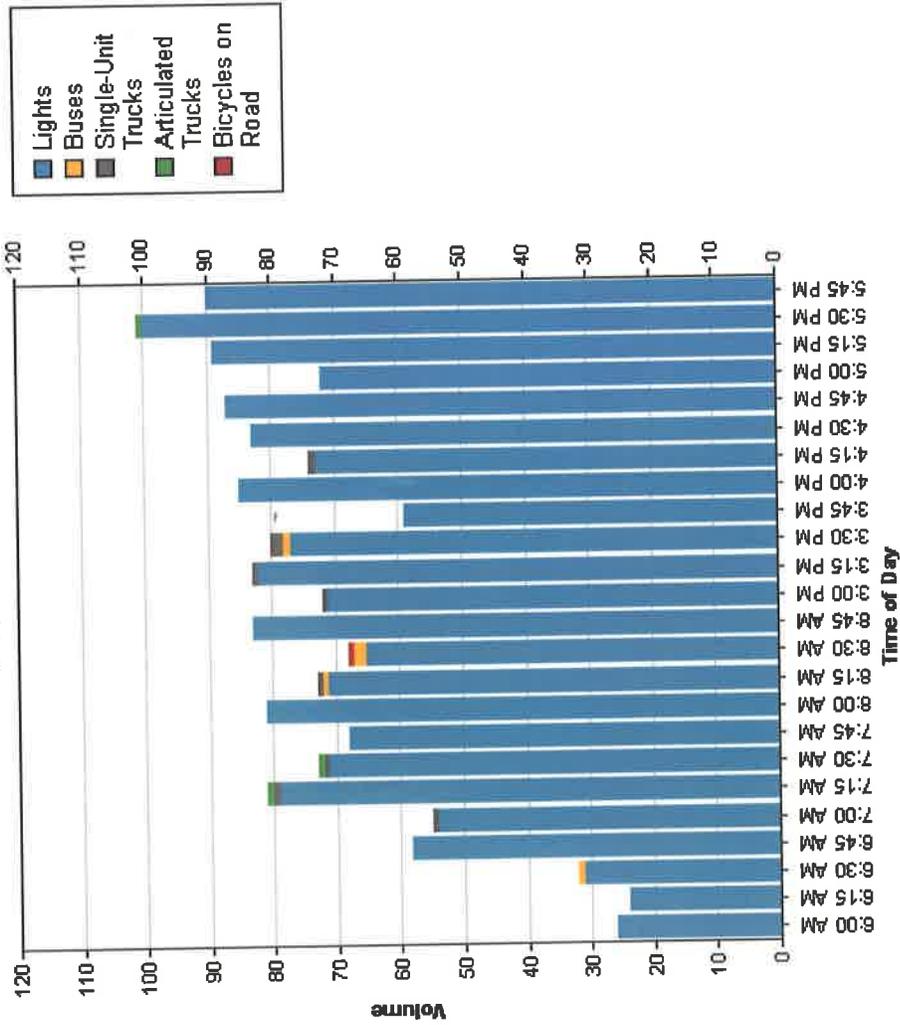
Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	13	0	0	0	0	13
6:15 AM	3	0	0	0	0	3
6:30 AM	12	1	0	0	0	13
6:45 AM	14	0	0	0	0	14
7:00 AM	12	0	0	0	0	12
7:15 AM	24	0	1	1	0	26
7:30 AM	13	0	0	1	0	14
7:45 AM	20	0	0	0	0	20
8:00 AM	20	0	0	0	0	20
8:15 AM	12	0	1	0	0	13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



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

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

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



Preliminary Site Plan

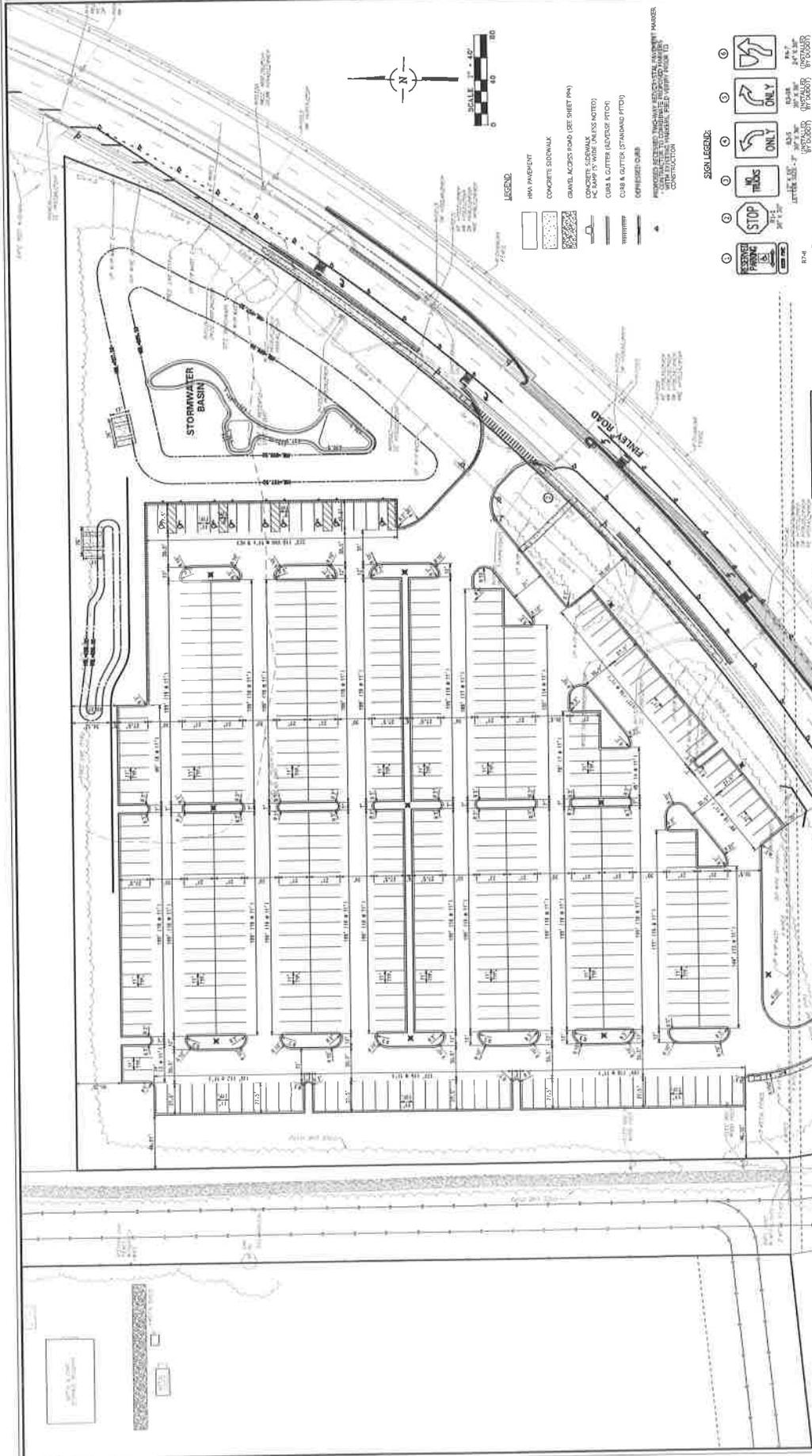
NO.	DATE	REVISIONS

**BRIDGE POINT - DOWNERS GROVE II
PARKING LOT**

CONSULTING ENGINEERS
LAND SURVEYORS
PLANNING ENGINEERS
5975 W. 118th Street, Suite 700
Franklin Park, Illinois 60131
PHONE (847) 639-4200 FAX (847) 671-8015

SPARDECK'S INC.

DATE: 11/11/11
SHEET: 27 OF 27



- NOTES:**
1. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 2. ALL CURBS AND GUTTERS ARE 6" HIGH UNLESS OTHERWISE NOTED. ALL CURB AND GUTTERS WITHIN FINLEY ROAD SHALL BE AS NOTED. SEE SHEETS 27-01 THROUGH 27-05.
 3. SEE SHEET FOR PAVEMENT SECTION DETAILS.
 4. ALL ON-STREET PARKING SPACES SHALL BE PAINTED "YELLOW" FINLEY ROAD THROUGHOUT.
 5. ALL CONCRETE PAVEMENT SHALL BE 4" THICK AND SHALL BE REINFORCED WITH #4 BARS AT 18" ON CENTER.
 6. ALL CONCRETE CURBS SHALL BE 6" HIGH AND 12" WIDE.
 7. SEE ARCHITECTURAL DRAWINGS FOR DESIGN AND DETAILS OF NON-STRUCTURAL RETAINING WALLS. FOLLOW FOOT STANDARDS WITH THE EXCEPTION OF PROVIDING DETECTABLE WALKWAYS, UNLESS OTHERWISE INDICATED IN PLANS.
 8. ALL WALLS SHALL BE CONSTRUCTED TO THE FACE OF THE RETAINING WALL AND SHALL BE FINISHED TO THE FACE OF THE RETAINING WALL AND SHALL BE FINISHED TO THE FACE OF THE RETAINING WALL.

PARKING DATA TABLE

VEHICLE PARKING	498
ADA SPACES	9
TOTAL	477

IMPERVIOUS AREA (NET COVERAGE) SUMMARY:

ASPHALT PAVED AREA	1,134,165 S.F.
CONCRETE PAVED AREA	371,217 S.F.
NET IMPERVIOUS AREA	1,505,382 S.F.

SITE DATA TABLE

TOTAL SITE AREA	1,647,000 S.F.
IMPERVIOUS AREA	1,505,382 S.F.
PERMEABLE SURFACE IMPROVEMENT	141,618 S.F.
PERMITS REQUIRED	

CMAP Projections Letter



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

October 9, 2019

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

Subject: *Finley Road from Lacey Road to Ogden Avenue*
IDOT

Dear Ms. Purguette:

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

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

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

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

Sincerely,

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

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour Conditions

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

10/29/2019

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

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

10/29/2019

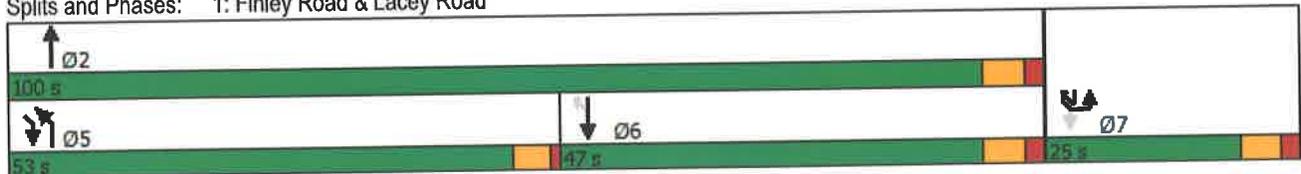


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.72	0.35	0.27	0.02	0.11	0.09
Control Delay	33.2	2.4	12.6	3.2	39.7	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	2.4	12.6	3.2	39.7	4.1
LOS	C	A	B	A	D	A
Approach Delay		13.2	12.2		9.8	
Approach LOS		B	B		A	
Queue Length 50th (ft)	154	72	81	0	8	0
Queue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

Intersection Summary

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

Splits and Phases: 1: Finley Road & Lacey Road



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

10/29/2019

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

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

10/29/2019

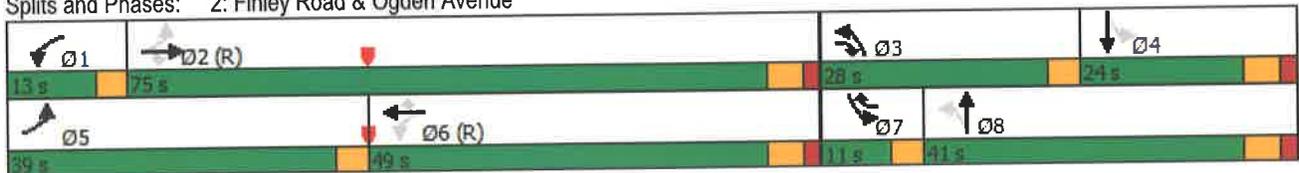
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.11	0.65	0.14	0.67	0.94	0.46	1.08	1.15		0.76	0.75	
Control Delay	113.6	28.5	1.8	33.8	63.2	22.5	106.6	126.1		67.0	67.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	113.6	28.5	1.8	33.8	63.2	22.5	106.6	126.1		67.0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

Intersection Summary

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

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Finley Road & Ogden Avenue



HCM 6th TWSC
3: Finley Road & Warrenville Road

09/10/2019

Intersection

Int Delay, s/veh 0.4

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

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

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

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

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour Conditions

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

10/29/2019



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

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

10/29/2019

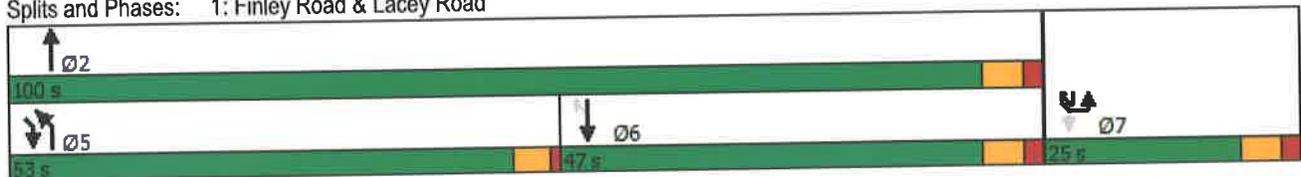


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.25	0.24	0.39	0.02	0.61	0.50
Control Delay	36.0	5.6	12.7	1.0	39.3	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	5.6	12.7	1.0	39.3	18.4
LOS	D	A	B	A	D	B
Approach Delay		9.0	12.3		24.0	
Approach LOS		A	B		C	
Queue Length 50th (ft)	18	51	110	0	84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

Intersection Summary

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

Splits and Phases: 1: Finley Road & Lacey Road



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

10/29/2019

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

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

10/29/2019

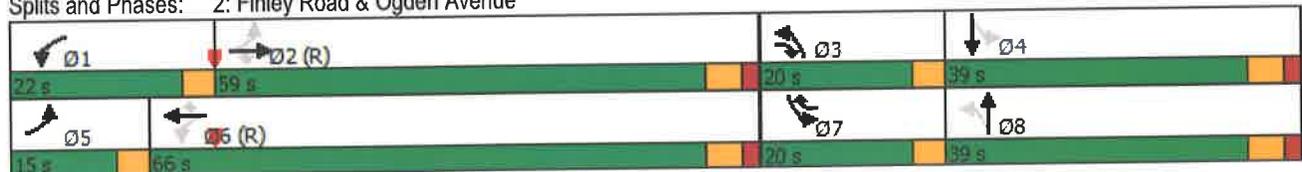
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.02	0.76	0.67	1.16	0.97	0.12	1.00	0.67		0.61	1.17	
Control Delay	105.3	42.1	24.4	135.6	55.9	7.3	95.2	45.0		38.5	135.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	105.3	42.1	24.4	135.6	55.9	7.3	95.2	45.0		38.5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

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 3 (2%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 68.9
 Intersection Capacity Utilization 105.3%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service G

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Finley Road & Ogden Avenue



HCM 6th TWSC
 3: Finley Road & Warrenville Road

09/09/2019

Intersection

Int Delay, s/veh 0.9

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

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

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

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

Capacity Analysis Summary Sheets
Projected Weekday Morning Peak Hour Conditions

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

11/20/2019

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

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

11/20/2019

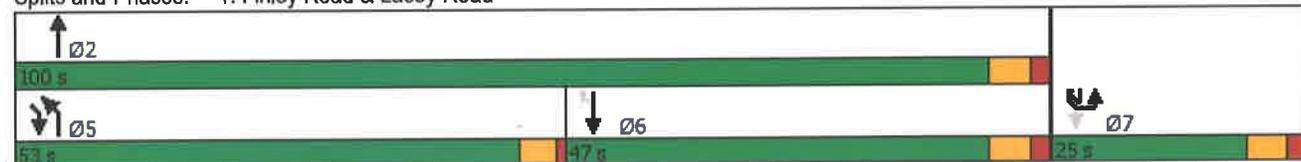


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.76	0.39	0.33	0.06	0.15	0.14
Control Delay	34.5	3.0	16.1	2.7	42.9	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	3.0	16.1	2.7	42.9	2.9
LOS	C	A	B	A	D	A
Approach Delay		14.8	14.9		7.7	
Approach LOS		B	B		A	
Queue Length 50th (ft)	191	82	108	0	11	0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

Intersection Summary

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

Splits and Phases: 1: Finley Road & Lacey Road



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

11/20/2019

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

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

11/20/2019

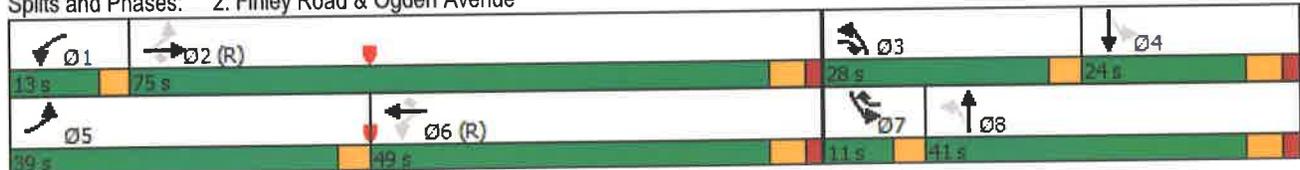
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.31	0.68	0.14	0.75	0.99	0.53	1.23	1.24		0.89	0.88	
Control Delay	189.8	29.5	2.8	43.6	73.4	25.3	160.5	160.0		87.3	77.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	189.8	29.5	2.8	43.6	73.4	25.3	160.5	160.0		87.3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

Intersection Summary

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

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Finley Road & Ogden Avenue



HCM 6th TWSC
3: Finley Road & Warrenville Road

11/20/2019

Intersection						
Int Delay, s/veh	0.4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗		↕↕	↕↗	
Traffic Vol, veh/h	0	83	0	1887	419	262
Future Vol, veh/h	0	83	0	1887	419	262
Conflicting Peds, #/hr	0	0	3	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	95	95	95	82
Heavy Vehicles, %	0	6	0	1	4	1
Mvmt Flow	0	101	0	1986	441	320

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

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

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

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

11/20/2019



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations			↘	↕	↕	↗
Traffic Volume (veh/h)	0	0	32	1929	681	42
Future Volume (Veh/h)	0	0	32	1929	681	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	34	2031	717	44
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1800	358	761			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1800	358	761			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	96			
cM capacity (veh/h)	70	644	860			
Direction, Lane #	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	34	1016	1016	358	358	44
Volume Left	34	0	0	0	0	0
Volume Right	0	0	0	0	0	44
cSH	860	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.60	0.60	0.21	0.21	0.03
Queue Length 95th (ft)	3	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					
Approach Delay (s)	0.2		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			62.9%	ICU Level of Service	B	
Analysis Period (min)			15			

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

11/20/2019

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↓	↓
Traffic Vol, veh/h	0	1887	681	0	74	0
Future Vol, veh/h	0	1887	681	0	74	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	1986	717	0	78	0

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

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

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

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

11/20/2019

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↕	↕	↗
Traffic Vol, veh/h	45	38	109	1820	685	43
Future Vol, veh/h	45	38	109	1820	685	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	400	-	-	220
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	2	1	1	2
Mvmt Flow	47	40	115	1916	721	45
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1909	361	766	0	0	
Stage 1	721	-	-	-	-	
Stage 2	1188	-	-	-	-	
Critical Hdwy	6.84	6.96	4.14	-	-	
Critical Hdwy Stg 1	5.84	-	-	-	-	
Critical Hdwy Stg 2	5.84	-	-	-	-	
Follow-up Hdwy	3.52	3.33	2.22	-	-	
Pot Cap-1 Maneuver	60	633	843	-	-	
Stage 1	443	-	-	-	-	
Stage 2	252	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	52	633	843	-	-	
Mov Cap-2 Maneuver	109	-	-	-	-	
Stage 1	383	-	-	-	-	
Stage 2	252	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	38.3	0.6	0			
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	843	-	109	633	-	-
HCM Lane V/C Ratio	0.136	-	0.435	0.063	-	-
HCM Control Delay (s)	9.9	-	61.3	11.1	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.5	-	1.9	0.2	-	-

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

11/20/2019

Intersection

Int Delay, s/veh 0.7

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

Major/Minor

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

Approach

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

Minor Lane/Major Mvmt

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

Capacity Analysis Summary Sheets
Projected Weekday Evening Peak Hour Conditions

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

11/19/2019

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

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

11/19/2019

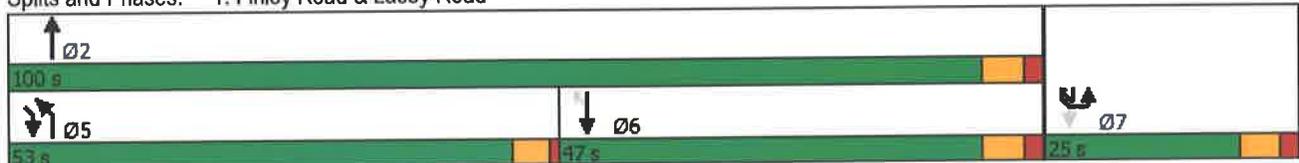


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
v/c Ratio	0.33	0.27	0.46	0.03	0.66	0.59
Control Delay	37.6	6.6	15.5	1.0	40.4	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	6.6	15.5	1.0	40.4	21.1
LOS	D	A	B	A	D	C
Approach Delay		11.2	15.0		26.2	
Approach LOS		B	B		C	
Queue Length 50th (ft)	29	71	155	0	114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

Intersection Summary

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

Splits and Phases: 1: Finley Road & Lacey Road



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

11/19/2019

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

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

11/19/2019

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

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 3 (2%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.34

Intersection Signal Delay: 93.1

Intersection LOS: F

Intersection Capacity Utilization 115.2%

ICU Level of Service H

Analysis Period (min) 15

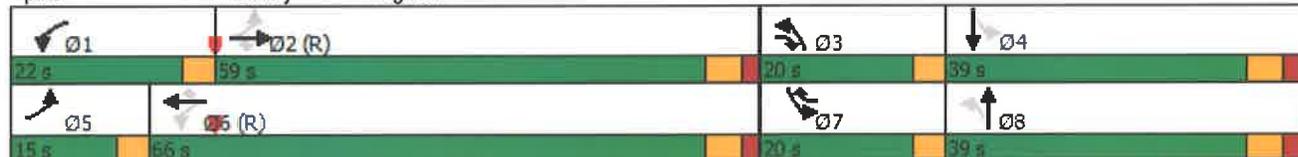
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Finley Road & Ogden Avenue



HCM 6th TWSC
3: Finley Road & Warrenville Road

11/19/2019

Intersection

Int Delay, s/veh 1.6

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

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

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

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

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

11/19/2019



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations			↶	↕	↕	↷
Traffic Volume (veh/h)	0	0	0	808	1350	74
Future Volume (Veh/h)	0	0	0	808	1350	74
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	851	1421	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1846	710	1499			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1846	710	1499			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	68	380	453			
Direction, Lane #	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	0	426	426	710	710	78
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	78
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.25	0.25	0.42	0.42	0.05
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			47.3%	ICU Level of Service	A	
Analysis Period (min)			15			

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

11/19/2019

Intersection

Int Delay, s/veh 0.9

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

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

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

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

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

11/19/2019

Intersection

Int Delay, s/veh 1.1

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

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

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

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

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

11/19/2019

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↕	↕	
Traffic Vol, veh/h	26	62	0	142	775	26
Future Vol, veh/h	26	62	0	142	775	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	27	65	0	149	816	27

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

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

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



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

SUBJECT:	TYPE:	SUBMITTED BY:
19-PLC-0033 5207 Main Street	Special Use for a Medical Office Use	Flora Ramirez Planner

REQUEST

The petitioner is requesting Special Use approval for a 15,956 square foot medical office use in the Downtown Core Zoning District, at 5207 Main Street.

NOTICE

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

GENERAL INFORMATION

OWNER: Woodlawn Corner LLC/Main 5207 LLC
9440 Enterprise Drive
Mokena, IL 60448

APPLICANT: DuPage Medical Group & Woodlawn Corner LLC/Main 5207 LLC
9440 Enterprise Drive
Mokena, IL 60448

PROPERTY INFORMATION

EXISTING ZONING: DC, Downtown Core
EXISTING LAND USE: Medical Office, Retail, and Restaurant
FUTURE LAND USE: Downtown
PROPERTY SIZE: 53,324 square feet (1.22 acres)
PINS: 09-08-306-040,-041, and -044

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	DB, Downtown Business	Downtown
SOUTH:	DC, Downtown Core	Downtown
EAST:	DB, Downtown Business	Downtown
WEST:	DB, Downtown Business DC, Downtown Core	Downtown Downtown

ANALYSIS

SUBMITTALS

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

1. Application/Petition for Public Hearing
2. Location Map
3. Project Summary/Narrative
4. Special Use Criteria
5. ALTA/N.S.P.S. Land Title Survey
6. Site Plan
7. Elevations
8. 3D Elevations
9. Floor Plan
10. Landscape Plan
11. Painted Brick Sample

PROJECT DESCRIPTION

The petitioner is proposing to operate a medical office use at 5207 Main Street. The subject property is located northeast of the intersection of Main Street and Grove Street and is zoned DC, Downtown Core. Medical offices are permitted by right in the DC, Downtown Core, up to 3,000 square feet; larger than 3,000 square feet requires a special approval. The petitioner is requesting Special Use approval to operate a medical office use with an area of 15,956 square feet.

The petitioner is proposing to maintain the existing building footprint and remodel the interior space to expand the medical office uses throughout the entire ground floor for DuPage Medical Group. DuPage Medical Group is proposing to operate a multi-disciplinary practice. The existing building is currently occupied by various medical offices, a pharmacy and a vacant restaurant space. The existing basement will continue to be used for storage for DuPage Medical Group.

The primary materials used for the exterior of the building will consist of cast stone base, mullion and glass design, metal panels, and awnings. The petitioner also proposes to paint the exterior brick façade, as shown in the submitted elevations.

The site contains one curb cut along Main Street, with vehicular access from the west to the Village's downtown parking garage and adjacent properties. Modifications are also proposed to bring the existing parking lot into further compliance with Village Code, which includes the installation of landscaping islands, a bicycle rack and a new pedestrian connection that will transverse the site, connecting Main Street to the downtown Village Parking Garage. Lastly, a wrought iron fence will be installed along Main Street, with associated landscaping.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan designates the subject property as a Key Focus Area - Downtown. The downtown focus area concepts include:

- A reduction of concrete and asphalt, which contributes to stormwater runoff.
- Development that is pedestrian-oriented
- Support for additional bike parking at both public and private facilities.
- Promotion of diverse mix of uses
- Promotion and encouragement of shared parking arrangements and facilities, wherever feasible, to

minimize the land area within downtown dedicated to parking

The plan adds landscaping, a pedestrian connection, and a bike rack. The proposed landscaping fosters a walkable environment. Improvements to the façade and parking lot will maintain visual interest and generate foot traffic and streetscape vitality. The Comprehensive Plan also states that the downtown should be characterized as an environment within which to shop, dine, work and live. The proposed development is consistent with the intent of the Comprehensive Plan.

COMPLIANCE WITH THE DOWNTOWN DESIGN GUIDELINES

This property is in the Downtown Core Zoning District. Exterior improvements proposed in this district are recommended to follow design elements outlined in the Downtown Business District Design Guidelines. The petitioner proposed to meet the Design Guidelines in the following manner:

- The proposed construction will contain high-quality building materials that differentiate the base and top of the building.
- The original brick will be maintained and painted.
- The proposed 16" cast stone base and sill creates a consistent knee wall below the store front.
- The majority of the Main Street facade incorporates the use of windows to provide interest and activity at the street.
- The use of a canopy at the front entrance helps identify the entrance and provides pedestrians with shelter from the elements.
- The proposed decorative wrought iron fencing and landscaping will contribute to the continuation of the street wall and will help to separate vehicles from pedestrians.
- Awnings are proposed to create visual interest.
- Landscaping along Main St. creates friendly sidewalks by separating vehicles from pedestrians.
- All mechanical equipment will be effectively screened from the public view.

COMPLIANCE WITH THE ZONING ORDINANCE

The subject property is zoned DC, Downtown Core. Medical offices are permitted by right in the Downtown Core Zoning District, up to 3,000 square feet; larger than 3,000 square feet requires special approval. The petitioner is requesting Special Use approval to expand the existing space allocated for medical office, to a total area of 15,956 square feet. This is an allowable Special Use per Section. 5.010 of the Zoning Ordinance. It should be noted that the proposed use requires 72 parking spaces. With the proposed parking lot improvements, 76 spaces are proposed that will meet the required parking stalls required for the use.

Landscaping along the exterior of the property and within the parking lot is provided to bring the site further into compliance with the Village's Zoning Ordinance. Additionally, a four foot decorative wrought iron fence is provided along the west property line adjacent to Main Street. The petitioner will provide site lighting in accordance with Section 10.030 of the Zoning Ordinance. All signage will be required to comply with the sign regulations.

TRAFFIC AND CIRCULATION

This site is currently served by a public sidewalk on Main Street that will be enhanced by a direct connection to the main entrance. The proposed use will not have a negative impact on the existing parking and traffic patterns in the area. As noted above sufficient parking is provided for the proposed use. Additionally, the Village and petitioner are currently evaluating the possibility of a shared parking agreement that would allow downtown visitors to use this parking lot after the hours of operation for DuPage Medical Group.

ENGINEERING/PUBLIC IMPROVEMENTS

The existing utilities servicing the office building are sufficient for the proposed medical office use expansion. Parking lot improvements include new landscaped islands and a landscaped buffer adjacent to Main Street, thereby reducing the impervious area. No additional on-site stormwater detention is required and the site will comply with all provisions of the Stormwater Ordinance.

This site is currently served by a public sidewalk along Main Street. A new pedestrian connection is proposed to connect the south façade (main entrance) to the public sidewalk on Main Street. Additionally, the pedestrian connection will wrap around the east façade and connect to a painted pedestrian crosswalk that will then connect to the sidewalk to the downtown Village parking garage.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division has reviewed the proposed plans and determined that the development has sufficient access for emergency vehicles. The proposed building will be required to be fully sprinkled and equipped with a manual and automatic fire alarm system.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property line in addition to posting the public hearing sign and publishing a legal notice in *Enterprise Newspapers, Inc. (The Bugle)*. Staff received one inquiry from a resident who was concerned that these lots would be developed into a very tall multi-unit residential building. It was explained that the existing building would remain and the proposal was limited to expanding the medical office use to the full area of the building, upgrade architectural features on the exterior of the building and improve the existing parking lot.

STANDARDS OF APPROVAL

The petitioner is requesting a Special Use to expand a medical office use, which will exceed 3,000 square feet, in the DC zoning district. The review and approval criteria is listed below.

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

Section 28.12.050.H Approval Criteria – Special Uses

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

- (1) That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.*
- (2) That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
- (3) That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

Staff will provide a recommendation at the December 2, 2019 meeting. Should the Plan Commission find that the request meets the standards of approval for a Special Use, staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 19-PLC-0033:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Special Use as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 19-PLC-0033, subject to the following conditions:

1. The proposed Special Use request to expand the office medical use shall substantially conform to the Elevations, 3D Renderings, Site Plan, and Floor Plan prepared by Eckenhoff Saunders Architects, dated September 12, 2019 and last revised on November 20 and the Landscape Plan prepared by Kimley Horn, dated October 22 last revised on November 14, 2019, attached to this report except as such plans may be modified to conform to Village codes, ordinances, and policies.
2. The building shall be equipped with an automatic suppression and an automatic and manual fire alarm system.
3. The property owners shall cooperate and enter into a shared parking agreement in a manner acceptable to the Village.
4. The retaining wall and railing along Main Street shall be replaced.
5. The basement shall be permitted for storage only.

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development

SP:fr
-att

NARRATIVE OF PROPOSED EXTERIOR RENOVATION OF 5207 MAIN STREET

10/23/2019

The following narrative of the proposed exterior renovation to 5207 Main Street, for the use as a medical office building by DuPage Medical Group, is in accordance with the Design Guidelines for the Downers Grove Downtown Business District dated January 20, 2009.

SITE DESIGN

The building is an existing one-story building and, therefore, the building mass has been predetermined. Despite a lack of desired height, the front building façade is up along the sidewalk and maintains the sense of enclosure consistent with the Design Guidelines for the Downtown Business District. While the parking lot creates a gap in the 'continual street wall' the proposed landscaping help to define the urban sidewalk space.

BUILDING DESIGN

The existing building does not offer much in the way of architectural style. We propose enhancing the building façades facing both the street and the parking lot by providing a cast stone base at the masonry and storefront locations, replacing the storefront with a mullion and glass design that creates pattern and rhythm, expressing the horizontality of the building with a painted metal sunshade, leaving a small and balanced portion of the existing painted brick, and applying a prefinished metal panel band at the top of the facade that appears to expand the height of the one-story building, further expressing the horizontality of the building and unifying the entire façade.

BUILDING BASE

In stark contrast to the Design Guidelines for the Downtown Business District, the existing storefront windows sit right at grade. We propose removing the existing storefront and build a 16" high cast stone base and sill. This creates a consistent knee wall below the storefront windows which is consistent with the Design Guidelines for the Downtown Business District. We are also extending the line of the base where the grade drops off at the North corner of the building which creates an approximate 3' high base. The 16" base also wraps along the South façade of the building which faces the parking lot. The cast stone is selected because it is durable and compliments the existing brick masonry.

ENTRY FEATURES and FAÇADE ELEMENTS IN THE BUILDING MIDDLE

The existing building has large blank areas with no variation or proportion. The proposed façade materials and components have been selected to provide detail and to articulate the storefront windows with a variety of complimentary materials. The main building entrance is on the South façade where it is most convenient to the medical clinic patient parking. We propose enhancing the entrance with a canopy that not only serves to protect visitors from the elements, but visually articulates the entrance and invites patients toward the entrance. Additionally, the sunshade over the storefront on the street and parking facades add to the character of the building and help create scale and proportion at the pedestrian level and tie the street front to the entrance.

BUILDING TOP

The existing masonry parapet and metal coping lack detail. The proposed metal panels and cornice provide relief from the masonry façade. The horizontality of the building is expressed by the panels and the cornice detailing add subtle character as encouraged by the Design Guidelines for the Downtown Business District.



PETITION FOR PLAN COMMISSION

Department of Community Development
801 Burlington Avenue - Downers Grove, IL 60515
Phone: 630.434.5515 Fax: 630.434.6873

Office Use Only:

File No. _____

Date Filed _____

Petition includes request(s) for the following (please check all that apply):

- Annexation (\$462)
Zoning Map Amendment/Re-Zoning (\$554)
Special Use (\$554 Residential, \$1,078 Non-residential)
Special Use - minor amendment (\$232)
Variation in Conjunction with Special Use (\$462 Residential, \$554 Non-residential)
Planned Unit Development/Planned Unit Development Amendment (\$1,846)
Planned Unit Development Site Plan Approval (\$232)
Plat of Subdivision (\$870, \$232 if Preliminary Plat approved and valid)
With Exception(s) (\$117 per exception, not to exceed \$585)
Lot Consolidation/Reconfiguration (\$232 - Administrative)
Lot Consolidation (\$495 - Plan Commission/Village Council Review)
With Exception(s) (\$117 per exception, not to exceed \$585)
Right-of-Way Vacation of Street or Alley (\$300)
Appeal from Administrative Decision (\$554)

1. Applicant DuPage Medical Group & Woodlawn Corner LLC/Main 5207 LLC Daytime Phone 708-390-1648

Mailing Address 9440 Enterprise Drive, Mokena, IL, 60448

E-Mail Address dhene@lfirealestate.com

2. Owner(s) of Record Woodlawn Corner LLC/Main 5207 LLC Daytime Phone 708-390-1648

Mailing Address 9440 Enterprise Drive, Mokena, IL, 60448

Owner(s) of Record _____ Daytime Phone _____

Mailing Address _____

3. Applicant is: [X] Owner [] Attorney [X] Other Agent (please specify) DuPage Medical Group will be building occupant
(Note: A letter of authorization from the owner(s) of record must be attached)

4. Address/Location of Subject Property 5207 Main Street

5. Property Index Number(s) of Subject Property 09-08-306-040, 09-08-306-041, 09-08-306-044

6. Present Zoning Classification DC Downtown Core

7. Describe the relief requested Applicant seek a special use permit to expand the medical use from the existing four suites into the remaining two suites

I hereby certify that the above statements and all accompanying statements and drawings are true and correct to the best of my knowledge. I hereby consent to the entry in or upon the premises described in this application by any authorized official of the Village of Downers Grove for the purpose of securing information, posting, maintaining and removing such notices as may be required by law.

[Handwritten Signature]
Applicant Signature

10-23-2019
Date

Please note that advertisement of proposed projects prior to Village approval in no way creates an obligation for Village approval. Any advance promotion of a project is done at the risk of the petitioner.



Review and Approval Criteria **SPECIAL USES**

Plan Commission Number & Title: _____

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

Section 28.12.050.H Approval Criteria (Special Uses)

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

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

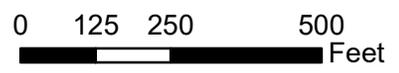
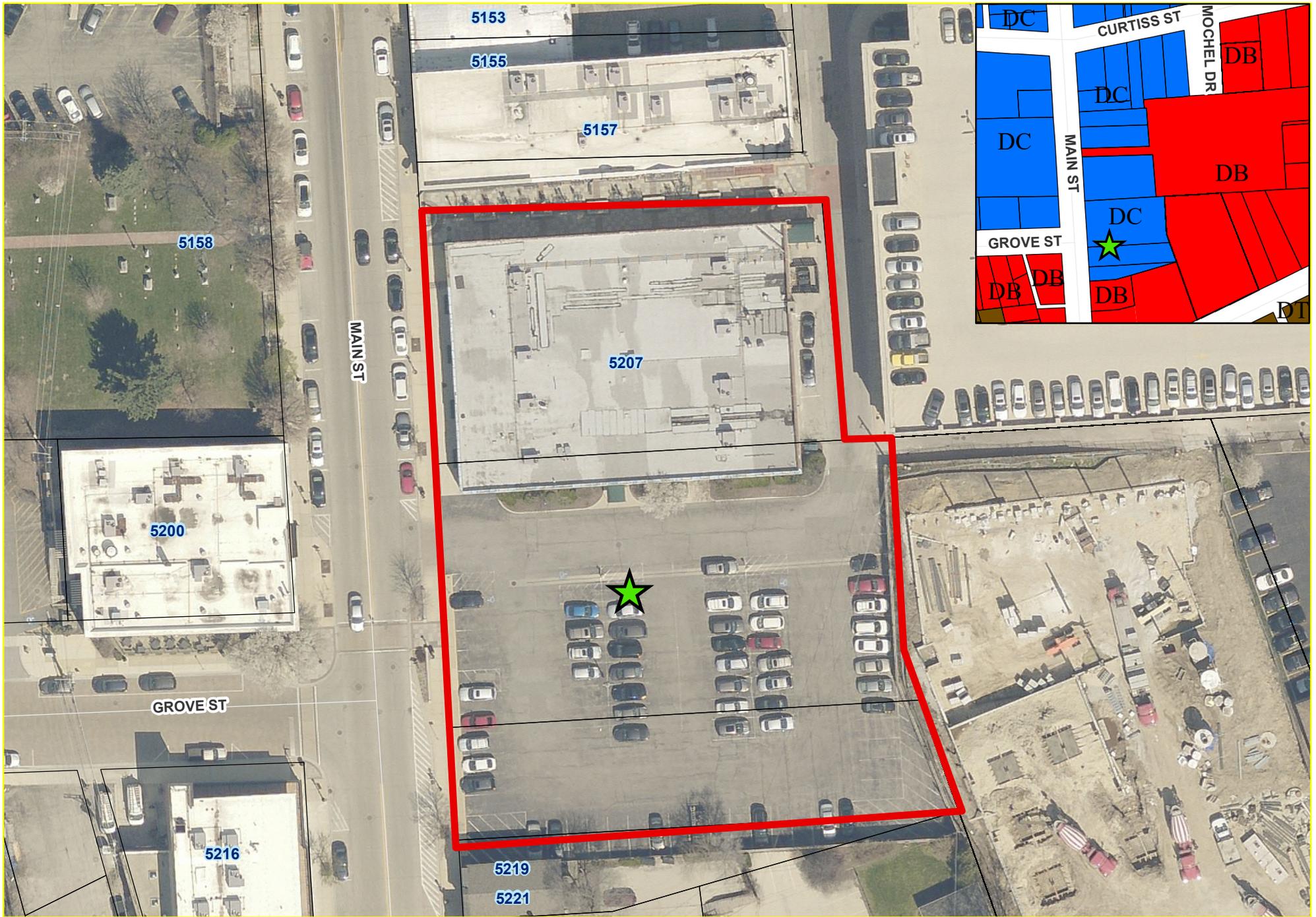
Per Section 28.5.010 Allowed Uses in the Zoning Ordinance, Medical Office is a permitted use up to 3,000 square feet in the Downtown Core District. Anything larger than 3,000 square feet requires a Special Use. Currently, the building's use is existing non-conforming with medical office comprising approximately 10,000 square feet of the overall 16,538 square feet on the ground floor. The existing non-medical use space is a pharmacy and a failed fast-food restaurant. The approximate 4,400 square foot basement is not occupied and used only for storage which will not change with the new building tenancy. A medical practice did lease the entire building in 1985.

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.

DuPage Medical will provide stable employment opportunities to its associates while offering essential health care services to neighbors, residents of the community at-large and others outside the Village who may not appreciate the many working, shopping, entertainment, recreation and living options in Downtown Downers Grove. DuPage Medical Group's employees, patients, and vendors will patronize local businesses and enhance the overall environment thus further stabilizing Downtown Downers Grove and the community overall as an attractive and convenient place to work, shop, seek services and live. The growing population proximate to the site will be able to walk to their appointments or jobs without using private transportation, and therefore, reduce congestion on the public roads. The property will remain available for the Summer Friday evening car show, the annual Bonfield Express 5K race, and other special events.

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

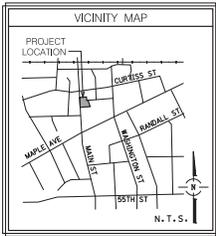
The proposed use only increases the medical use by approximately a third of the building. DuPage Medical Group and the substantial building and site improvements will positively impact the health, safety and general welfare of persons residing or working in the vicinity. Renovations to the building exterior and landscaping will enhance the built environment and attractiveness of the neighborhood. The investment in the property and health care services provided will be accretive to property values and improvements in the vicinity. The site meets the required parking and will not burden either the on-street parking nor the public garage immediately adjacent and east.



5207 Main Street - Location Map

-  Subject Property
-  Project Location

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



LEGEND	
—	OVERHEAD WIRE OR UTILITY POLES
—	FENCE
—	BURNING
—	SMOKE WINDMILL
—	STONE WINDMILL
—	CATCH BASIN
—	WELL
—	ELECTRIC WINDMILL
—	TELEPHONE WINDMILL
—	ELECTRIC WINDMILL
—	CABLE TV WINDMILL
—	FIRE HYDRANT
—	WATER AND WELT
—	8 INCH PIPE
—	4 INCH PIPE
—	WELL
—	WELL
—	HAND HOSE
—	STREET LIGHT
—	UTILITY POLE
—	TRAFFIC SIGNAL
—	TRAFFIC SIGNAL BOX
—	SEWER
—	UNIDENTIFIED WINDMILL
—	IRON / STEEL ROD
—	IRON ROD
—	PI / 800 WIRE
—	TOP OF CONCRETE
—	BUILDING CORNER
—	EDGE OF CONC CORNER
—	FEEDER CONDUIT
—	IRON PIPE
—	IRON ROD
—	PROTECTION CONTROL VALVE
—	LINE
—	RECORD FILE
—	RECORD FILE
—	CONCRETE FOUND IN 206
—	CONCRETE HAS BEEN DESTROYED
—	BRICK
—	CONCRETE
—	BRICK

PROPERTY DESCRIPTION

PARCELS 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

NOTES:

THIS SURVEY REFLECTS MATTERS OF TITLE AS LISTED ON A COMMITMENT FOR TITLE INSURANCE BY CHICAGO TITLE INSURANCE COMPANY, CHICAGO, ILLINOIS, DATED AND RECORDED AS FOLLOWS:

AS REQUIRED UNDER THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALIENATED LAND TITLE SURVEYS, THE SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE SURVEYED PROPERTY AND HAS FOUND NO MATTERS OF TITLE THAT WOULD AFFECT THE SURVEYED PROPERTY HAS BEEN SHOWN HEREON.

REARINGS SHOWN HEREON ARE BASED ON THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALIENATED LAND TITLE SURVEYS, IN ADDITION TO THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALIENATED LAND TITLE SURVEYS.

SPACED, INC. IS AN ILLINOIS PROFESSIONAL DESIGNER REGISTERED UNDER LICENSE NUMBER 184-00117.

TAX PARCELS PER TITLE COMMITMENT:

08-08-306-043

08-08-306-044

08-08-306-045

08-08-306-046

MONUMENTS WERE FOUND/SET AT THE PARCEL CORNERS AS SHOWN.

(TABLE A ITEM 1)

ADDRESS:

8007 MAIN STREET

ROSEMONT, ILLINOIS 60015

(TABLE A ITEM 2)

NEEDS FROM A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) MAP NUMBER 17A02000M WITH AN EFFECTIVE DATE OF DECEMBER 16, 2004. IT IS OUR CONSIDERED OPINION THAT THE SURVEYED PROPERTY IS NOT LOCATED IN A FLOOD HAZARD ZONE AS IDENTIFIED BY SAID FIRM MAP.

(TABLE A ITEM 3)

PROPERTY SURVEYED CONTAINS 52,829 SQUARE FEET, OR 1.213 ACRES, MORE OR LESS.

(TABLE A ITEM 4)

SUBSTANTIAL FEATURES ARE SHOWN HEREON.

(TABLE A ITEM 5)

THERE ARE 71 STRIPED PARKING SPACES ON THE SURVEYED PROPERTY, 6 OF WHICH ARE MARKED HANDICAPPED.

(TABLE A ITEM 6)

NAME OF THE ADJACENTS SHOWN HEREON ARE CURRENT OWNERS AND/OR TAXPAYERS AS LISTED ON THE DUPAGE COUNTY ASSESSOR'S RECORDS ACCESSED ON JULY 11, 2019.

(TABLE A ITEM 7)

THE DISTANCE TO THE NEAREST INTERSECTION IS APPROXIMATELY 250' SOUTHERLY TO THE INTERSECTION OF MAIN STREET AND MAIN STREET.

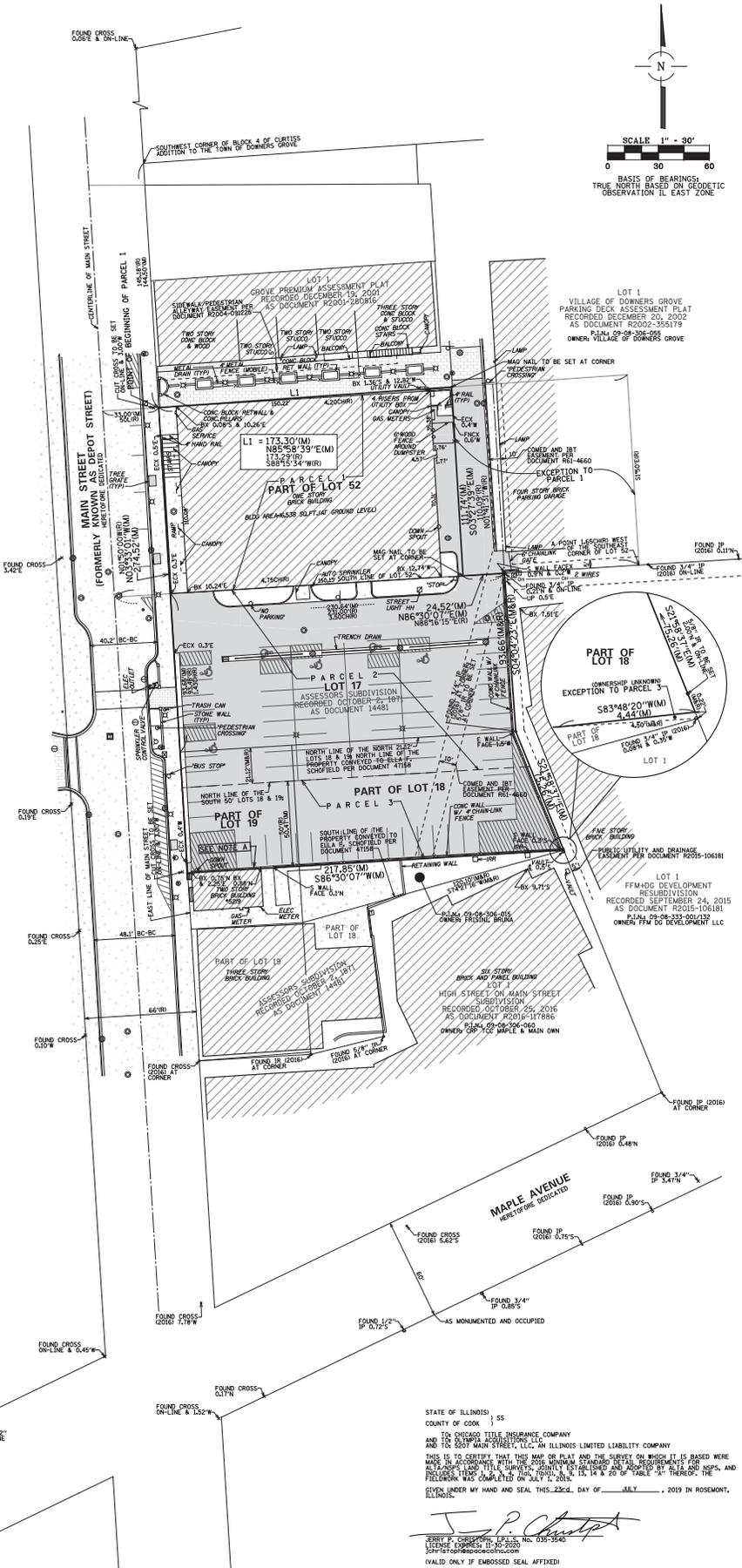
(TABLE A ITEM 8)

NOTES FROM TITLE COMMITMENT:

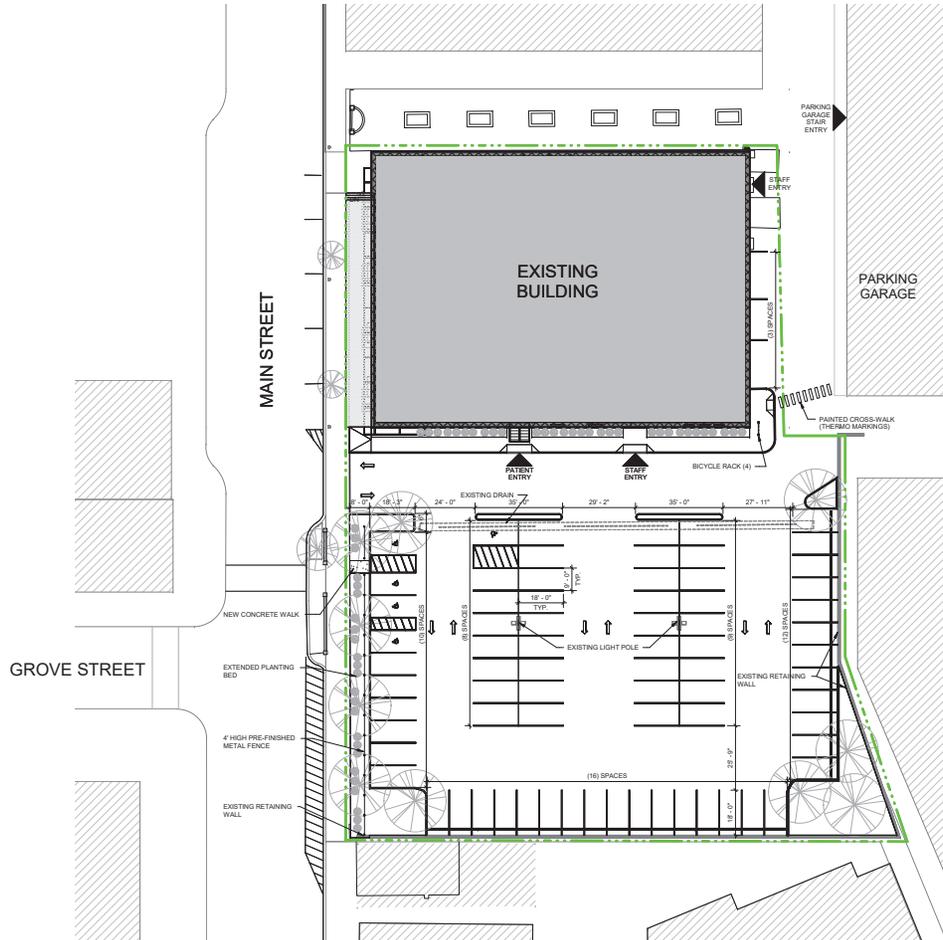
D. IN, RIGHTS OF THE PUBLIC UTILITIES AND THE MUNICIPALITY IN AND TO SO MUCH OF THE LAND WHICH PARCELS 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

NOTE A:

POSSIBLE BUILDING ENCROACHMENT ALLOWED PER PARTY WALL AGREEMENT AS STATED IN DEED DOCUMENT REFERENCE TO SAID DOCUMENT IS MOSTLY ILLINOIS AND HAS BEEN TRANSMITTED BY THE SURVEYOR TO THE RECORDS OFFICE. THE RECORDS OFFICE HAS ALSO SHOWN ON SURVEY BY OTHERS PROVIDED BY THE CLIENT TO THIS SURVEYOR.



BUILDING & SITE DATA					
PROJECT NAME:	DUPAGE MEDICAL GROUP				
ADDRESS:	5207 MAIN STREET				
PIN(s):	09-08-606-040 09-08-606-041 09-08-606-044				
ZONING DISTRICT:	DC - DOWNTOWN CORE				
EXISTING USE:	MEDICAL OFFICE, RETAIL, VACANT				
PROPOSED USE:	MEDICAL OFFICE				
BUILDING SIZE (SF)					
TOTAL:	21,432 SF				
GROUND FLOOR:	16,538 SF				
BASEMENT:	4,894 SF (ALL STORAGE)				
USABLE:	15,956 SF (PER SEC. 28.7.040C)				
PETITION TYPE:	SPECIAL USE				
DEVIATIONS:	NONE				
REQUIREMENT:	FACTOR:	REQUIRED:	PROPOSED/ EXISTING:	MEETS REQ.:	DIFFERENCE:
LOT FRONTAGE	MINIMUM	0'	274.52'	YES	274.52'
LOT AREA	MINIMUM	0'	52,829 SF	YES	52,829 SF
LOT WIDTH	MINIMUM	0'	274.52'	YES	274.52'
STREET YARD	MINIMUM	0'	274.52'	YES	274.52'
REAR YARD	MINIMUM	0'	12'	YES	12'
SIDE YARD	MINIMUM	0'	0'	YES	0'
HEIGHT	MAXIMUM	40'	20'	YES	20'
OPEN SPACE	MINIMUM	0'	36,291 SF	YES	36,291 SF
FAR	MAXIMUM	NONE	0.3	YES	0.3
PARKING	MINIMUM	72 (4.5/1000)	76 (4.76/1000)	YES	76
DONATIONS	MINIMUM	NONE	N/A	N/A	N/A
NOTES:					
1) THE BASEMENT WILL HAVE NO MEDICAL OFFICE USE AND WILL BE USED FOR STORAGE AND MECHANICAL AND ELECTRICAL SERVICES ONLY.					
2) OF THE 76 PARKING STALLS PROVIDED, 5 STALLS ARE ACCESSIBLE INCLUDING 3 VAN STALLS.					



SCALE: 1" = 20'





STREET VIEW FACADE



PARKING VIEW FACADE

Dupage Medical Group, Downers Grove.

Finishes Exhibit

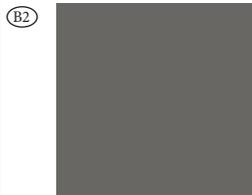
Date: 11.25.2019



Manufacturer: Match Concreteworks East
Color: Sterling
Material description: Cast Stone



Manufacturer: Benjamin Moore
Color: Tamarind AF-120
Material description: Brick Paint



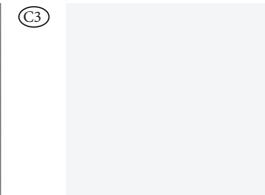
Manufacturer: Benjamin Moore
Color: Kendall Charcoal
Material description: Metal Canopy Paint (Field Painted) & Railings



Manufacturer: Pac-Clad
Color: Musket Gray
Material description: Pre-finished Aluminum used at Coping and Storefront Framing



Manufacturer: Pac-Clad
Color: Musket Gray
Material description: Pre-finished Aluminum Sheet Panels



Manufacturer: Match Pac-Clad
Color: Bone White
Material description: Aluminum Fascia



Manufacturer: Trulite
Color: 1/4" Grey & 1/4" Clear
Material description: Storefront 1" Insulating Glass

Dupage Medical Group, Downers Grove.

Surrounding context: Painted Brick Precedents

Date: 11.25.2019



1121 Warren Ave



1102 Curtis St.

Proposed Brick Paint: Tamarind AF-120



1005 Curtis St.



5200 Main St.

Enlarged Painted Brick:



5149 Main St.



5141 Main St.

Enlarged Painted Brick:

