

**VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL MEETING
FEBRUARY 20, 2006 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
Special Use for a Pharmacy Drive-Through (Jewel-Osco)	Resolution ✓ Ordinance Motion Discussion Only	David Fieldman Deputy Village Manager

SYNOPSIS

An Ordinance has been prepared to approve a Special Use in the B-3 District to allow the permitted pharmacy use to add a drive-through facility. The project is located at 1148 Ogden Avenue, the northeast corner of Ogden Avenue and Saratoga Street.

FISCAL IMPACT

N/A.

UPDATE & RECOMMENDATION

This item was discussed at the February 14, 2006 Village Council Workshop and approval of the Ordinance as recommended by the Plan Commission is proposed.

BACKGROUND

The petitioner, Sav-On Realty, Inc., a Delaware Corporation, is proposing a Special Use to allow for a drive-through facility for the pharmacy. The facility will include a drive-through located on the west side of the store along Saratoga Street. The operating hours of the proposed drive-through facility are 8:00 a.m. to 10:00 p.m. Monday – Friday, 9:00 a.m. to 6:00 p.m. Saturday and 9:00 a.m. to 5:00 p.m. on Sunday.

The property is currently zoned B-3, General Services and Highway Business. The proposed use, drive-through, is a Special use in this zoning district. The proposed use is allowed subject to approval of a Special Use, and the proposal would be consistent with the existing zoning. The proposed site and building plans meet the zoning requirements for building setbacks, height, parking, open space, etc.

The proposed site plan indicates that the drive-through will be situated on the west side of the building. Individuals will be able to access the drive-through from Saratoga Street and will be able to exit back onto Saratoga Street or if needed exist onto Ogden Avenue.

The petitioner is proposing to access the drive-through from Saratoga Street. A full traffic study for the site was completed previously. The petitioner has submitted a refined traffic study by Gewalt Hamilton Associates dated January 11, 2006. This traffic study details only the drive-through facility operations. Staff believes that traffic generated from the drive-through will be minimal.

The Plan Commission considered the project on January 9, 2006 and unanimously recommended approval of the proposed Special Use subject to the conditions identified in the proposed ordinance.

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: _____ Applicant _____ **DATE:** _____ February 20, 2006 _____
(Name)

RECOMMENDATION FROM: _____ Plan Commission _____ **FILE REF:** _____ PC-02-06 _____
(Board or Department)

NATURE OF ACTION:

- Ordinance
- Resolution
- Motion
- Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE AUTHORIZING A SPECIAL USE FOR JEWEL-OSCO TO PERMIT A DRIVE-THROUGH FACILITY", as presented.

SUMMARY OF ITEM:

At their meeting of January 9, 2006, the Plan Commission unanimously recommended that a Special Use be granted for the property located at 1148 Ogden Avenue, for a drive-through facility.

RECORD OF ACTION TAKEN:

ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING A SPECIAL
USE FOR JEWEL-OSCO
TO PERMIT A DRIVE-THROUGH FACILITY**

WHEREAS, the following described property, to wit:

Lot 1 in Besser’s Resubdivision of H. Besser Plat of Survey of parts of Lots 2 and 3 of Kalbrier and Cassidy’s Survey of part of Section 5 and Section 6, Township 38 North, Range 11, East of the Third Principal Meridian, according to the plat of said Besser’s Resubdivision recorded July 10, 1956 as Document 807309, in DuPage County, Illinois,

Commonly known as the 1148 Ogden Avenue, Downers Grove, IL (PIN 09-05-115-008)

(hereinafter referred to as the "Property") is presently zoned in the *"B-3, General Services and Highway Business District"* under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28-609 of the Zoning Ordinance be granted to allow a drive-through component operated in conjunction with a pharmacy.

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing respecting said petition and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, the Plan Commission has recommended approval of the requested special use, subject to certain conditions; and,

WHEREAS, the Village Council finds that the evidence presented in support of said petition, as stated in the aforesaid findings and recommendations of the Plan Commission, is such as to establish the following:

1. The proposed use at that particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.
2. The proposed use will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or injurious to property values or improvements in the vicinity.
3. The proposed use will comply with the regulations specified in this Zoning Ordinance for the district in which the proposed use is to be located.
4. The proposed use is one of the special uses specifically listed for the district in which it is to be located and, if approved with restrictions as set forth in this ordinance, will comply with the provisions of the Downers Grove Zoning Ordinance regulating this Special Use.

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

SECTION 1. That a Special Use of the Property is hereby granted to permit the pharmacy with drive-through facility.

SECTION 2. This approval is subject to the following conditions:

1. The Special Use shall substantially conform to the staff report dated January 9, 2006 and the plans incorporated herein by reference as Group Exhibit A, except as such plans shall be changed to conform to Village Codes and Ordinances.
2. Any changes to the conditions represented by the Petitioner as the basis for this petition, whether those changes occur prior to or after Village approval, shall be promptly reported to the Village. Changes may require additional review of the Special Use; and
3. This recommendation is further conditioned upon the understanding that it is the Petitioner's obligation to maintain compliance with all applicable Federal, State, County, and Village laws, ordinances, regulations, and policies.

SECTION 3. The above conditions are hereby made part of the terms under which the Special Use is granted. Violation of any or all of such conditions shall be deemed a violation of the Village of Downers Grove Zoning Ordinance, the penalty for which may include, but is not limited to, a fine and or revocation of the Special Use granted herein.

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

SECTION 5. That this ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

Mayor

Passed:

Published:

Attest: _____

Village Clerk

ANALYSIS

SUBMITTALS

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

1. Response to Staff Review Comments
2. Application/Petition for Public Hearing
3. Affidavit of Ownership
4. Property Deed and Legal Description
5. Project Summary
6. Site Plan
7. Engineering Plans
8. Building Elevations
9. Traffic Study dated September 28, 2004
10. Declaration of Restrictions and Easements dated September 20, 2004
11. IDOT District Permit No. 1-05-0408
12. Kane – DuPage Soil & Water Conservation District Land Use Opinion dated March 21, 2005

DESCRIPTION

The petitioner is seeking approval of a Special Use in the B-3 District to allow the grocery store a drive-through facility. The subject property is located at the northeast corner of Ogden Avenue and Saratoga Street. The proposed project will have a single lane drive-through located at the west end of the store along Saratoga Street. The operating and peak hours of the proposed drive-through facility are 8:00 am to 10:00pm Monday – Friday, 9:00am to 6:00pm Saturday, and 9:00am to 5:00pm Sunday.

COMPLIANCE WITH THE FUTURE LAND USE PLAN

According to the Future Land Use Plan, the subject property is designated Commercial. The proposal is consistent with the Village's planning documents. The use of the property as a grocery store is consistent with the surrounding uses.

COMPLIANCE WITH THE ZONING ORDINANCE

The proposed use is compatible and consistent with those listed for the B-3, General Services and Highway Business District.

COMPLIANCE WITH THE OGDEN AVENUE MASTER PLAN

The redevelopment of the site incorporates key components of the Ogden Avenue Master Plan. The site has eliminated one curb cut along Ogden Avenue. Additionally, sidewalks are also being installed along Saratoga Street and Ogden Avenue. These two components will provide additional safety elements along Ogden Avenue by providing a safe path for pedestrians and improved traffic movements along Ogden Avenue. The site will also improve the appearance of Ogden Avenue by providing additional landscaping, new signage and a new building.

ENGINEERING/PUBLIC IMPROVEMENTS

Sidewalks

The petitioner is proposing to install sidewalks on the east side of Saratoga Street and the north side of Ogden Avenue.

Stormwater Management/Wetlands

Permit has been issued for the construction of the building.

Traffic

The Traffic Division has reviewed the proposed plans and the traffic study submitted by the

petitioner's traffic consultant. The Traffic Division has found that the submitted traffic study is acceptable. The Traffic Division notes that all deliveries will be using the Saratoga/Ogden signalized location, in lieu of the uncontrolled driveways off Ogden/Avenue. This is seen as a positive safety feature.

Forestry/Landscaping

The Forestry Division has no comments.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division of the Fire Department has reviewed the proposed plans, and has no additional comments provided that all Village requirements for fire access, safety and water distribution contained within the October 4, 2005 memorandum (attached as background information) are met.

NEIGHBORHOOD COMMENT

Staff has received no negative comment about the project.

RECOMMENDATIONS

The proposed Special Use is compatible with the surrounding land uses and zoning. Based on the above, staff recommends that the Plan Commission make the following motion recommending approval of this petition:

Based on the submitted petition and the testimony presented, the proposal complies with the standards required by the Downers Grove Zoning Ordinance; and, therefore, I move that the Plan Commission find that the findings included as part of the Staff Report be the findings of the Plan Commission and therefore, I recommend to the Village Council **approval** of the Special Use associated with PC 02-06 for the subject property, subject to the following conditions:

1. Compliance with all other technical issues outlined in the Public Works memorandum dated October 4, 2005.
2. Compliance with all Fire Prevention Division requirements and conditions as outlined in their memorandum dated October 3, 2005;
3. Any changes to the conditions represented by the petitioner as the basis for this petition, whether those changes occur prior to or after Village approval, shall be promptly reported to the Village. Changes may require additional review of the subdivision and/or exceptions; and

Staff Report Approved By:



Dave Fieldman
Deputy Village Manager
Interim Director of Planning & Community Development

DF:LAS
-att



**INTEROFFICE CORRESPONDENCE
DEPARTMENT OF PUBLIC WORKS**

RECEIVED

OCT - 6 2005

Planning and Community
Development

TO: Keith R. Sbiral, AICP, Planning & Community Development
FROM: David H. Barber, P.E., Director of Public Works *DHB*
BY: Michael D. Millette, P.E., Asst. Director of Public Works – Engineering *MDM*
Jonathan C. Hall, P.E., Development Engineer
DATE: October 4, 2005
RE: Planning / Zoning Request
Proposed Jewel/Osco with Drive-Through (Special Use)
Public Works Department - **Second Review**

Documents Reviewed:

- Traffic Planning Study – Draft dated September 28, 2004
- Special Use Application Package dated September 12, 2005
- Rathje & Woodward letter dated September 12, 2005
- Land Use Enhancement Analysis dated September 20, 2005
- Illinois Department of Natural Resources Consultation Agency Action Report dated March 18, 2005
- Plan Commission Application Packet dated September 20, 2005
- Declaration of Restrictions and Easements dated October 5, 2005
- Jewel – Osco letter dated August 26, 2004
- Gewalt Hamilton letter addressed to Kelsey Knowles dated March 10, 2005
- Gewalt Hamilton letter addressed to Anne Haaker Knowles dated March 10, 2005
- Land Title Survey dated August 29, 2002
- Site Engineering Package dated September 2, 2005
- *Building elevations & details dated March 5, 2005*

Attachments:

- Village traffic review memo dated 1/25/05

Public Works Review Summary:

Division	Representative	Date	Conclusion	Comments included
Engineering	M. Millette	01/03/05	See Comments	X
Stormwater	J. Hall	1/24/05	See Comments	X
Water	D. Bird	12/21/04	See Comments	X
Traffic	D. Fera	09/23/05	No Comments	
Forestry	K. von der Heide	-	No Comments	
Street	J. Tucker	09/29/05	No Comments	

Findings:

The Public Works Department recommends that the petition be revised prior to placement on the Plan Commission Agenda.

Public Works Department Review Details:

Engineering Review Comments:

1. Sidewalk must be installed between drive and existing sidewalk on Saratoga (leading to Ogden Avenue)
2. We would advise researching a different material for the stormsewer retention manifold. CMP will be a maintenance problem for the owner in the future.

Stormwater Review Comments:

1. The stormwater permit was previously recommended for approval by our consultant (CBBEL); however, they are currently performing an additional review to assess the permit documentation based on the submitted site design revisions.
2. As discussed during the previous review phase, the primary stormwater concerns are maintenance of the underground detention facility and implementation of water quality best management practices.
 - a. Please reevaluate detention facility material and design, taking into consideration soil conditions (including corrosivity), construction quality control concerns, truck loading, construction loading, and related safety concerns.
 - b. Reevaluate detention facility material and design to maximize maintenance efficiency. Provide a written maintenance plan for the proposed final design.
 - c. Provide for water quality treatment of pollutants typically found in commercial parking environments (e.g. oil, grease, suspended solids, and trash).
3. Prior to issuance of the Village Occupancy Permit, dedicate via plat stormwater easements covering the following:
 - a. All storm sewer pipes and structures.
 - b. Stormwater detention facility and overflow area.

The Village will provide standard easement language, allowing Village access but requiring private maintenance.

Water Division Review Comments from 09/23/05:

Sheet 8 - Utility Plan

1. Eliminate the proposed fire hydrant being connected off the 6" main on Ogden. This 6" main is a dead-end main and there is no need to connect another hydrant to it.
2. All other proposed water mains and hydrants are acceptable.

Water Division Review Comments from 12/21/05:

1. All water services to the existing buildings that are to be demolished must be disconnected at the main.
2. Eliminate the two proposed pressure connections on the 6" main and cut-in tee's at those locations.
3. Install a resilient wedge type valve (Waterous or Mueller) at each tap location.
4. Valves must be installed in a 5' valve vault as per village specifications.
5. Proposed water main should be 6" ductile iron CL 52 and poly wrapped per village specifications.
6. Domestic water service must be 2" type K copper or 4" ductile iron. Eliminate the 3" line.
7. Domestic water service must have a B-Box or valve box located outside the building.
8. Both fire and domestic must have proper RPZ located after the water meter.
9. The two fire hydrants must be waterous WB-100 as per village specifications.
10. The 6" fire line must be pressure tested at 200 PSI for two hours then chlorinated.

Traffic Review Comments:

See attached memo dated 1/25/05.

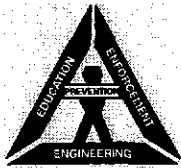
Forestry Review Comments:

No Comments

Pavement Division Review Comments:

No Comment

- c: PW Division Managers
 - D. Rosenthal, Director of Code Services
 - A. Humphries, Stormwater Management Engineer
 - S. Connell, Administrative Technician



DOWNERS GROVE FIRE DEPARTMENT PREVENTION DIVISION

801 Burlington Ave., Downers Grove, IL 60515
Phone: 630-434-5983 Fax: 630-434-5593



SITE PLAN REVIEW

TO: Lori Sommers, Planning & Community Development
FROM: William A. Mierzejewski, Fire Marshal
DATE: October 3, 2005
RE: 1148 Ogden Ave., Jewel Osco Special Use – Drive Through

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Pursuant to a recent plan review of the above reference submission, I have the following comments:

1. A minimum of 14 feet in height shall be required for any canopies, overhangs or the like for fire apparatus access.
2. A minimum of 45 feet measured from curb to curb shall be required for fire apparatus turning radius.
3. Canopies shall have Fire Sprinkler protection.
4. Curbs shall not exceed nine (9) inches in height.

This is a review for fire protection and prevention concerns **only**. Other Village departments may have issues that need to be addressed.

Please feel free to call me at 434-5983 with any questions or concerns.

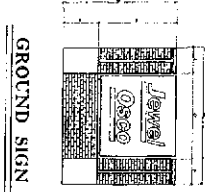
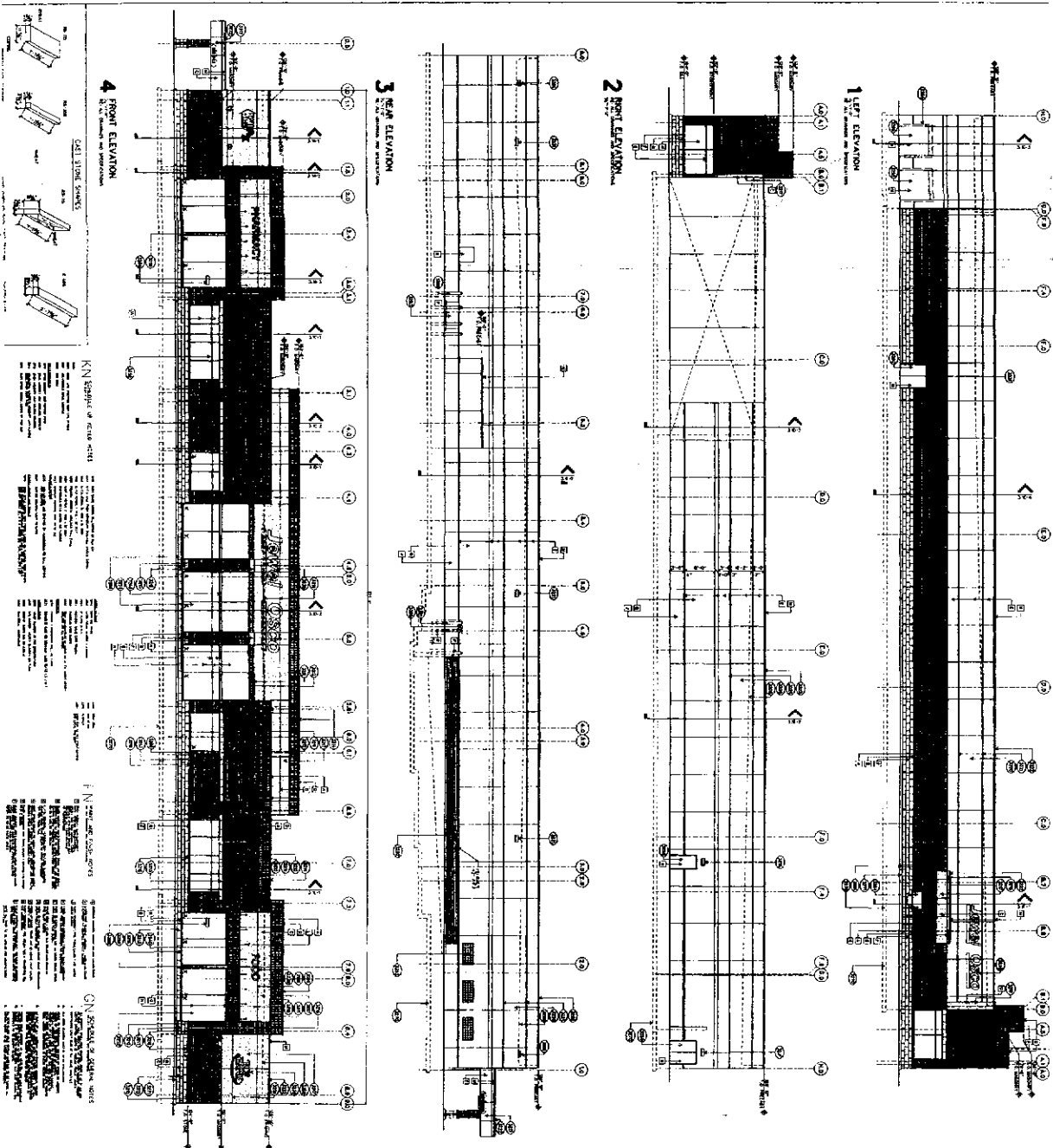


VILLAGE OF DOWNERS GROVE
INTEROFFICE MEMORANDUM

TO: Keith Sbiral, Director of Planning and Community Development
FROM: Dorin Fera, Traffic Engineering Manager
DATE: October 11, 2005
RE: Traffic Review
Jewel/Osco Redevelopment
Ogden Avenue at Saratoga Avenue – NE corner

The Traffic Division has reviewed the subject new Jewel/Osco improvement plans (53,963 sq. ft.), and the accompanying Traffic Study (dated September 28, 2004) prepared by Gewalt Hamilton Associates, Inc., and have the following comments:

- The traffic volume counts original taken in July 2002, have been updated with newer counts in September 2004. This is a useful verification of the previous counts, and GWE has utilized the higher counts as a conservative measure in the analysis.
- The trip generation, distribution, and site analyses are all acceptable.
- The pharmacy drive-thru analysis, including queuing needs, is based on similar operations in Illinois and Iowa, is based on industry research, and is acceptable.
- Proposed delivery frequencies and times are focused during normal business hours, minimizing early morning and late evening operations. This practice is acceptable.
- Overall parking, circulation, and aisles, and layout are found to be acceptable.
- Per Village request, all deliveries will be using the Saratoga/Ogden signalized location, in lieu of the uncontrolled driveways off Ogden Avenue. This is seen as a positive safety feature.
- This proposed re-development of the Jewel/Osco facility will generally be adding only 3,900 square feet of new structure. The resultant traffic impacts are seen to be about the same as the old facility.
- The Traffic Division has no other comments at this time, and supports placing this item on an agenda.



3.2A SHEET STORE FRONT ELEVATION & DETAILS		ALBERTSONS NO. 3097 OGDEN AVE. & SARATOGA AVE.		DOWNERS GROVE, IL

RECEIVED
 SEP 11 2006
 Planning and Community
 Development

RATHJE & WOODWARD

ATTORNEYS AT LAW

300 EAST ROOSEVELT

P.O. BOX 786

WHEATON, ILLINOIS 60189-0786

ESTABLISHED 1938

BERTRAM E. RATHJE (1900-1972)

JOHN S. WOODWARD (1903-1990)

TELEPHONE
(630) 668-8500

TELEFAX
(630) 668-9218
(630) 668-7350

WRITER'S DIRECT E-MAIL:

R. TERENCE KALINA
HENRY S. STILLWELL III
GARY L. TAYLOR
JOHN F. GARROW
REESE J. PECK
TRACY D. KASSON
MARK W. DANIEL
JOHN R. ZEMENAK
SCOTT E. POINTNER

CAROL A. WATKISS
KEVIN M. CARRARA
ELIZABETH A. HAMBRICK-STOWE*
*MEMBER IL, PA & MD BARS

OF COUNSEL
TIMOTHY D. ELLIOTT

September 12, 2005

RECEIVED

SEP 20 2005

Planning and Community
Development

Plan Commission
Village of Downers Grove
801 Burlington Ave.
Downers Grove, IL 60515-4776

Re: Sav-On Realty (Jewel-Osco)
Special Use For Drive Thru as Part of Food and Drug Store
NEC Ogden Ave. And Saratoga, Downers Grove, Illinois

Board Members:

Sav-on Realty ("Jewel-Osco") submits this special use application to construct a drive-thru window for its drugstore as part of the redevelopment of its existing Jewel-Osco store.

As part of the redevelopment, Jewel-Osco will demolish the existing 39,023 square foot building and the adjacent vacant building which contained the former Burpee's store. The Jewel facility opened in 1960 and the Osco Drug Store in 1972. These facilities are extremely outdated. It will be replaced with a 55,102 square foot state-of-the-art facility. Some of the many improvements to this facility include: i) combining the Jewel-Osco into one store rather than two separate stores with separate entrances; ii) dramatically improved exterior and interior architecture and layout; iii) creation of on-site detention (none presently exists); iv) relocation of the delivery area from the North end of the building to the East end; v) significant increase in the amount and quality of the landscaping, with the percentage of green space increasing from 0.20% to 11.5%; vi) adding a turn lane on Saratoga Avenue and closing the western curb cut on Ogden Avenue closest to the Saratoga traffic light to minimize traffic conflicts; vii) creation of a drive-thru window to service the drug store.

Except for the special use for the drive-thru, the redevelopment of the Jewel-Osco is a permitted use in the B-3 district and does not require any other zoning approvals. The drive-thru will contain one window, two drive-thru lanes, have stacking for seven cars, will be open twenty-four hours and will only be for prescription drug drop-off and pick-up. As can be seen from the newer

drug stores on Ogden Avenue in Downers Grove, such as the Walgreens and CVS, drive-thru's are a necessary facility to today's drug store. They add virtually no additional trip to the road network. The trips tend to be spread rather evenly throughout the day with a maximum of about 10 to 15 in any one hour.

Before addressing the special use standards contained in the Downers Grove zoning ordinance, the standards for special uses as directed by the Illinois Supreme Court in The City of Chicago Heights v. Living Word Outreach Full Gospel Church and Ministries, 196 Ill.2nd 1, 2001 must be addressed. The Illinois Supreme Court in Living Word held that a special use must be approved unless the requested special use at the proposed location has adverse effects above and beyond those inherently associated with the requested special use, irrespective of its location within the zone. In this case, the proposed drive-thru for the Osco has no adverse effects, let alone any that are any different than all other drive-thru's for a drug store located in the B-3 District. Consequently, approval of the special use is warranted.

Even though the drive-thru meets the requirements of a special use under Illinois law, Jewel-Osco will address how the drive-thru meets the standards contained in the Downers Grove zoning ordinance:


- (i) **The proposed use is necessary or desirable to provide a service or facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.** A drive-thru for a drug store is a necessary convenience for sick customers or those with sick customers in the car to pick-up their prescriptions.
- (ii) **Such use will not be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity or injurious to property values in the vicinity.** The drive-thru generates minimal trips and is located adjacent to Saratoga Avenue. It will have adequate circulation and by-pass areas. These drive-thru's exist in several other B-3 districts on Ogden Avenue that adjoin residential property. Consequently, the drive-thru will not be detrimental to the health, safety and welfare of persons residing or working in the vicinity or injurious to property values in the vicinity.
- (iii) **The proposed use will comply with the regulations specified in the Zoning Ordinance for the district in which the proposed use is to be located, or will comply with any variations authorized under 28-1802.** No variances are requested. The drive-thru will comply with all specified zoning regulations.

Plan Commission
Village of Downers Grove
August 24, 2005
Page 3

- (iv) **That it is one of the special uses specifically listed for the district in which it is to be located.** It is.

Attached to this letter is a Land Use Enhancement Analysis showing how the development complies with the Ogden Avenue commercial corridor.

Sincerely,
RATHJE & WOODWARD



Tracy D. Kasson

TDK/pcp
Enclosures

SEP 20 2005

Planning and Community
Development**LAND USE ENHANCEMENT ANALYSIS**

The proposed Jewel-Osco redevelopment is consistent with the Village's land use goals for the Ogden Avenue corridor. It complies with the Ogden Avenue Commercial Corridor Master Plan, and the Zoning Ordinance. How and why this proposal meets these plans will be addressed below.

I. Ogden Avenue Commercial Corridor Master Plan ("Master Plan").**A. Planning Goals (P. 3)**

The Village adopted the Master Plan in March 1999. The Master Plan overview established the following planning goals. The proposed redevelopment Jewel-Osco satisfies all of the planning Goals.

i) Enhance and beautify the Corridor's physical conditions.

Pictures better than words best describe how this criteria is met. Specifically, the current store was constructed in the late 1950's and is drastically outdated, both inside and out. The outside contains an inconsistent palate of non-compatible architecture that does not conform with the Ogden Avenue corridor plan. It also contains a vacant Burpee's store just to the east. Deliveries currently are delivered in the back of the building on the north side. Outside dumpsters are also located on the north side of the building. An old fence separates the Jewel-Osco from the property line to the north. On the inside, the Jewel and the Osco are separated by a wall. Consequently, shoppers must exit the one store to go into the other. Also, on the inside, outdated departments and decor diminish the overall shopping experience.

The proposed Jewel-Osco dramatically improves the inside and outside appearance of the store. On the outside expanded glass areas, masonry detailing and foundation landscaping create a pedestrian friendly building. Landscaping is increased in quality and amount. The current site contains 0.20% landscaping and the proposed plan 11.5%. The existing pole signs are replaced with tasteful shoebox down lighting with *light cut off at the property lines*. Delivery trucks are relocated from the rear of the building to the east side. All outside dumpsters will be replaced with inside compactors. The inside of the store incorporates the latest technology in lighting, specialty departments, graphics and materials.

ii) Establishes Streetscape elements and traffic patterns that enhance the commercial viability through good design practices.

Thoughtful massing coupled with color and textural variation add beauty and lasting quality enriching and complimenting surrounding architecture of the Corridor. The improved signage and architecture of the building will greatly enhance the streetscape elements. Additionally, the landscape yards on Ogden Avenue and Saratoga Avenue will greatly enhance the streetscape elements. The setback on Ogden Avenue currently is 0 feet and contains 4 street trees, while the setback on Saratoga is 0 feet and contains 6 street trees. The parking lot contains 6 street trees.

Conversely, Saratoga contains an approximately 30 foot landscape. The percentage of landscape area is increased from 0.20% to 12.30%. Traffic patterns will be improved by adding a northbound turn lane on Saratoga and eliminating the western curb cut on Ogden to reduce conflicts at the Ogden and Saratoga intersection.

- iii) Strengthen the Village's economic base by maintaining Ogden Avenue as a viable, attractive and convenient shopping area that continues to attract shoppers from the Village and the region.

As described in detail in i and ii above, the proposed redevelopment will greatly strengthen the Village's and other taxing districts economic base. Also, as the pictures of the inside and outside of the proposed store compared to the current store clearly show, the proposed store will create a much more pleasant and enjoyable shopping experience for Downers Grove residents. It will also make this development a much more viable and profitable one, rather than one with declining sales, outdated amenities and a failed Burpee's store which continues to remain vacant. If this store closes or continues to deteriorate, it will remove from the Village an extremely convenient amenity to the multiple family residents located in close proximity to it and the other residences in this area. The Master Plan on Page 1 specifically identifies the Jewel-Osco as an activity generator on Ogden Avenue. The proposed redevelopment will greatly enhance this intersection as an activity center.

B. Corridor Master Plan (P.11)

The proposed Jewel-Osco meets all of the corridor master plan goals.

- i) Land Use Recommendations

- Encourage redevelopment of locations whose value to the corridor and community would be enhanced through redevelopment.

As noted, the proposed Jewel-Osco redevelopment would greatly enhance the visual appearance of this corridor from Ogden Avenue, greatly enhance the visual shopping experience for Village residents on the inside and outside and provide additional revenue to all taxing districts.

- ii) Building Condition Recommendations

- Improve the facades of unattractive and/or deteriorating buildings to improve the general appearance of Ogden Avenue.
- Encourage redevelopment of sites with buildings in poor physical condition or whose sites/layout makes them inefficient or unusable. This would create opportunities for new buildings or interconnected/expanded parking areas.

The proposed redevelopment of the Jewel/Osco meets both these criteria. The current building is an outdated/deteriorating building along with a vacant store. The proposed redeveloped store will create a state of the art facility with a beautiful exterior. It also will make for a more efficient and usable site with the grocery store and drugstore combined into one store and the relocation of the delivery area. It also will create a permanent easement between this lot and the lot to the east for cross access.

iii) Business Signage Conditions Recommendations

- Improved business signage to reduce sign clutter and enhance the Corridor's physical character and traffic safety, while maintaining individual business identification.
- Consolidate multiple business signs into a vertical sign to further reduce sign clutter.
- Install signs that are compatible with a building's architecture and incorporate, where possible, the new Ogden Avenue logo into the sign.
- Where feasible, provide signage that is a uniform distance from Ogden Avenue.

Both the proposed ground signs and wall signage satisfy this criteria and meet the existing Code requirements.

iv.) Streetscape/Landscape Recommendations

- Establish a common landscape/streetscape design theme along Ogden Avenue to enhance the visual quality of the Corridor for shoppers, visitors and residents. Improve the parkway with new trees, plantings, signage and sidewalks.
- In locations where it is not feasible to increase screen buffers along Ogden, use a low "masonry theme" wall or decorative metal fence on private property to screen parking areas.
- Consider a common program for maintaining existing and new landscape/streetscape improvements in the Corridor on a more regular and consistent basis.
- Improve landscaping in and around parking lots.

The proposed landscape setback along Ogden Avenue is consistent with the setbacks that have been established along Ogden Avenue for all new developments over the past several years. This establishes a more common landscape/streetscape design theme along Ogden Avenue. It also improves the parkway, adding a mix of deciduous, evergreen, and perennial plantings, reducing the size of the signage, and enhancing the architectural quality of the signage. The new landscaping will

be irrigated so that the new landscape/streetscape improvements will be maintained on a more regular and consistent basis. Lastly, the landscaping is drastically improved in and around the parking lots by adding landscape islands with trees and foundation plantings at the front of the store.

v.) Vehicular Circulation

- Where feasible, consolidate driveways to more efficient, shared locations to reduce curb cuts along Ogden Avenue and improve turning movements.
- Where possible, business signs should be relocated from parking lots and driveways to landscape areas to increase parking spaces, to improve traffic circulation and improve sign visibility.

As permitted, the Jewel-Osco redevelopment closes the western curb cut on Ogden Avenue to meet this goal.

vi.) Pedestrian Circulation Recommendations

- Provide interconnected sidewalks along the entire length of the corridor.
- Improve cross walks and pedestrian controls at major intersections.

These recommendations are met by the new sidewalks on Ogden Avenue and on portions of Saratoga Avenue.

vii.) Parking Recommendations

- Improve the corridor's parking supply by:
 - Redesigning parking areas.
 - Consolidating and linking parking lots.
 - Creating diagonal and perpendicular parking on side streets.
 - Encouraging sharing of parking between businesses and adjacent properties.
 - Closing some minor side streets and using vacated rights of way.

These goals are met by the redesigned parking area which provides wider aisles and larger parking stalls. Also, a permanent access easement will be created linking the parking lot of the Jewel/Osco with the bank parking lot to the east.

TRAFFIC PLANNING STUDY - Draft

1000 North Dearborn Street
Chicago, Illinois 60610
Phone: 773.334.1111
Fax: 773.334.1112
www.gewalthamilton.com

To: **Jim Hornecker**
Albertson's

Peter Theodore
Camburas & Theodore

From: Bill Grieve *BG*

Date: September 28, 2004

Subject: **Jewel - Osco Redevelopment**
Ogden Avenue @ Saratoga Street - NE Corner
Downers Grove, Illinois

RECEIVED

SEP 20 2005

Planning and Community
Development

PART 1. PROJECT CONTEXT AND SUMMARY STATEMENT

GEWALT HAMILTON ASSOCIATES, INC. (GHA) has investigated the traffic planning requirements of the above captioned project. *Jewel Foods* and *Osco Drug* operate adjacent, but separate, stores in the northeast corner of the Ogden Avenue / Saratoga Avenue intersection in Downers Grove, Illinois (see *Exhibit 1*): *Osco Drug* is currently using the former Burpee's seed store immediately to the east for their garden center and seasonal sales.

Albertson's wants to redevelop the site with a modern combination food / drug store to provide their customers with the most current amenities and services, such as a pharmacy drive-thru for *Osco*. A reduced copy of the proposed site plan is provided in *Appendix A*.

Our study findings are discussed below and various recommendations are offered for your consideration. *Exhibits* and *Appendices* referenced in the text are centrally located in the Technical Addendum at the end of this report. Briefly summarizing, we believe that the adjacent roadways can accommodate *Jewel-Osco* redevelopment traffic. Reasons include...

- Our analyses incorporated many safeguards to ensure that the maximum potential traffic impacts were tested. For example, no "sales volume" discount was taken.
- The access system has been designed to minimize the impacts at any one intersection.
- Per the Village's direction, deliveries will be focused to the safety of the Ogden / Saratoga traffic signal via the service drive on Saratoga. There will not be the need for any *Jewel-Osco* deliveries to use the less safe, unsignalized drives on Ogden.

PART 2. BACKGROUND INFORMATION

Roadway Network Discussion

Ogden Avenue (US 34) is a major east-west route that is under Illinois Department of Transportation (IDOT) jurisdiction. It is not classified as a Strategic Regional Arterial (SRA) route, which generally allows for more access flexibility. Ogden has a 5-lane pavement section along the site, with two through lanes in each direction and a center 2-way left turn lane. Separate left turn lanes are striped at the signalized intersection with Saratoga Avenue.

Saratoga Avenue is a north-south street that is under Village jurisdiction that "collects" traffic from the adjoining businesses and residential neighborhoods. Saratoga has one travel lane in each direction, but widens near Ogden to provide separate left turn lanes at the south site drive and Ogden.

Exhibit 2 provides a photo inventory of the site vicinity.

Existing Traffic

GHA originally conducted weekday morning / evening and Saturday midday peak period traffic counts in July 2002. Our counts included all of the existing *Jewel-Osco* drives and intersecting streets / drives in the site vicinity. The weekday evening and Saturday times were chosen, because they coincide with busy access and background traffic activity. The weekday morning was counted to ensure that we considered any shifts in traffic volumes and travel patterns that could impact our findings.

Exhibit 3A illustrates the existing peak hour traffic volumes. The weekday peak hours occurred from 7:30 to 8:30 AM in the morning and from 5:00 to 6:00 PM in the evening and on Saturday from 12:30 to 1:30 PM. No unusual delays occurred during the traffic counts such as foul weather (e.g. heavy snowfall or rain), road construction, or emergency vehicle activity that would adversely affect the volumes or travel patterns. Pertinent observations made during our counts include...

- The weekday evening peak hour had the highest volumes, when over 4200 vehicles traveled through the Ogden / Saratoga intersection. The weekday morning and Saturday volumes were up to 40% lower.
- Over 65% of *Jewel* and *Osco* traffic used the south drive on Saratoga. Minimal site traffic entered and exited via the north drive on Saratoga, nor the west drive on Ogden.
- There is a large disparity in the percentage of site trips originating from the east on Ogden versus those exiting back during the peak hours. The lack of available gaps in Ogden through traffic make left turns out of the site very difficult to negotiate. Most *Jewel* and *Osco* patrons headed east exit left onto Saratoga, then left again at the Ogden signal.

Point of Discussion. GHA updated the traffic counts in September 2004. Traffic volumes traveling through the Ogden / Saratoga intersection actually decreased slightly from 2002 during all three peak hours (see *Exhibit 3B*). This may be partly attributable to *Jewel-Osco* customers finding alternate food and drug stores to do their shopping. Thus, we decided to maintain the higher 2002 volumes to help ensure that the maximum *Jewel-Osco* redevelopment impacts were tested.

PART 3. PROJECT TRAFFIC CHARACTERISTICS

Traffic Generations

There are about 63,000 square feet in buildings currently on the site. Discounting the inefficiencies of the Burpee area, *Jewel Foods* and *Osco Drug* have about 50,000 “usable” square feet of floor space. As proposed, the redeveloped *Jewel-Osco* store will add only about 3900 square feet for a total store size of 53,900 square feet. The existing traffic counts (see *Exhibit 3*) and our site observations yielded the trip generating characteristics, which were compared to rate information published by the Institute of Transportation Engineers (ITE).

As can be seen from *Exhibit 4 – Part A*, the count data is much lower during the Saturday peak hour. This suggests that *Jewel* and *Osco* are attracting local trips “passing by on the way home” on the weekday, but aren’t generally attracting “destination” shoppers from the neighborhoods on Saturday.

The expanded store area will help enhance merchandising presentations and will improve services offered to *Jewel-Osco* patrons. For example, a prescription drive-thru service is planned for *Osco* customers. The added space will allow *Jewel* to have more specialty goods available for purchase while shopping. Thus, it is very doubtful that the new floor space will generate *all* new vehicle trips. Based on GHA surveys at other expanded / redeveloped *Jewel-Osco* stores (e.g. River Forest and Lake Forest), the enhanced merchandising displays and customer services provided generates traffic at a 50% factor to account for increased sales in the same shopping trip.

Point of Discussion. The higher rates were used, whether via the counts or ITE, to generate the increase in *Jewel-Osco* traffic. In addition, available discounts for pass-by trips or increased sales per shopping trip were *not* applied to help ensure that: 1) the maximum redevelopment traffic impacts were tested and 2) other area growth was generally considered.

Trip Distribution

The market area and travel patterns currently associated with *Jewel* and *Osco* are not expected to change appreciably. The existing traffic counts (see *Exhibit 3*) were used to determine the trip distribution, which is listed in *Exhibit 4 – Part B*. Pertinent observations include...

- The vast majority of *Jewel-Osco* trips (about 75%) should continue to be oriented along Ogden.
- The directions of approach and departure tend to reflect the stop to shop “on the way home”. For example, 40% of *Jewel-Osco* traffic approaches from the east on Ogden, but 25% departs back to the east. The other trips either continue to their residences to the west on Ogden or to the north on Saratoga Avenue.

PART 4. TRAFFIC EVALUATION

Site Access Discussion

Two drives are currently provided each on Ogden and Saratoga. The two drives on Ogden will be combined into one full access drive that will be located at the eastern edge of the *Jewel-Osco* parcel. IDOT has provided their acceptance of this access management plan on Ogden via their correspondence of August 14, 2002 (see *Appendix B*). The two drives on Saratoga will remain. The south drive will continue to be the main patron access. The primary use of the north drive will be for deliveries, but will also provide secondary patron access, in particular to providing flexibility for the *Osco* drive-thru.

Traffic Assignments

Additional *Jewel-Osco* traffic was assigned to the adjacent roadways based on the project characteristics (see *Exhibit 4*) and the modified site access system (see *Exhibit 5*). Site traffic was combined with the background volumes (see *Exhibit 3*) to yield the total traffic assignment, which is presented, in *Exhibit 6*.

The total traffic assignment is undoubtedly overstated, because the 50% "sales volume" discount for the larger *Jewel-Osco* was not taken. Thus, it can be concluded that this analysis has considered the maximum potential site redevelopment traffic impacts.

Intersection Capacity Analyses

Capacity analyses were conducted at the Ogden / Saratoga intersection. The analysis parameters are listed in *Exhibit 7*, as published in the Transportation research Board's (TRB) 2000 Highway Capacity Manual (HCM). At signalized intersections, Level of Service (LOS) "reports" traffic operations using the letter designations "A" (best) through "F" (worst) and measures the "control delay" per vehicle in seconds. LOS C is often referred to as the intersection "design" guideline and LOS D is usually considered as providing the lower threshold of "acceptable" operations. LOS E and F are usually considered "unacceptable".

The current lane designations and signal timings were used as the base condition. Various geometric improvements (e.g. adding travel lanes) and operational modifications (e.g. traffic signal timing changes) were considered, as necessary. *Exhibit 7* summarizes the results. Copies of the capacity analysis worksheets are provided in *Appendix C*.

Key Finding. As can be seen from *Exhibit 7*, all movements at the Ogden / Saratoga intersection will continue to operate at or better than the "acceptable" LOS D during all three peak hours after the *Jewel-Osco* is redeveloped.

Traffic Operations Plan

Based on the results of the capacity analyses, no additional improvements are needed at the Ogden / Saratoga intersection to specifically accommodate *Jewel-Osco* redevelopment traffic. Thus, the recommended traffic operations plan will tend to focus on the site access operations. Generally, the access drives should be designed to meet IDOT and Village of Downers Grove standards. Also, exiting *Jewel-Osco* traffic should have stop control.

The recommended traffic plan elements are illustrated in *Exhibit 8* and include...

Ogden Avenue

- The existing west drive will be closed. However, it may be beneficial to use this drive for the primary construction vehicle access during the building demolition and until such time the other site drives are built.
- At the remaining east drive, one inbound and two outbound lanes striped for separate left and right turns should be provided. Since this drive will also accommodate deliveries, ample curb radii and a wider inbound lane (about 20-foot) are needed. Per IDOT driveway design standards, this will require a 4-foot mountable median be provided between the inbound and outbound lanes. A lot line agreement may be needed with the bank to the south to provide the preferred curb radii.
- It should also be noted that the wider inbound lane will also benefit *Jewel-Osco* customers. A customer vehicle will be able to readily pass by and proceed to the storefront while another negotiates a left turn into the parking area.

Saratoga Street

- The north drive should be designed to provide access flexibility, but not attract significant site traffic oriented toward the Ogden / Saratoga intersection. One inbound and one outbound lane and smaller curb radii for exiting traffic will help emphasize the north drive as a more "local" choice. Installing an informational sign, indicating "Right Turns Local Traffic Only" could also be considered for exiting traffic.
- The south drive will continue to be aligned opposite the commercial drive on the west side of Saratoga. It is expected that it will continue to serve the majority of *Jewel-Osco* trips due, in part, to its proximity to the Ogden signal. Based on the existing and future traffic demands (see *Exhibits 3 and 6*), a separate right turn lane from northbound Saratoga Avenue into the *Jewel-Osco* drive would be beneficial. The right turn lane should have at least 100 feet of vehicle storage.
- To facilitate customer accessibility, the design of this drive should be similar to the drive on Ogden, with a wider inbound lane. This will allow an entering store customer to pass by, while another negotiates a left turn toward the *Oscos* pharmacy drive-thru.

PART 5. SITE PLAN ELEMENTS

Jewel – Osco Parking and Circulation

The parking supply / design will meet or exceed Village requirements. For example, to assist customer parcel loading, Albertson's prefers to use 10-foot wide stalls in the prime parking areas versus the Village 9-foot wide standard. Two-way parking aimed perpendicularly toward the storefront will be provided. Thus, customers will not have to walk or navigate grocery carts through parked cars.

The aisle in front of *Jewel-Osco* will be 30 feet wide. This will allow for one travel lane in each direction plus a parcel pick-up / fire lane. Other shopping center circulation aisles should be at least 24 feet wide for two-way operations.

Pharmacy Drive-Thru

Osco Drug will operate a drive-thru pharmacy for their customers. The drive-thru offers a convenient service for parents with children who are ill, the elderly, and for those who are handicapped.

Two drive-thru lanes will be provided. Customers drop off their prescription at the outer lane and are told by the pharmacist on duty when to return for pick-up. Many prescriptions are also called in for later pick-up, such as on the way home from work or after a doctor visit. The inner lane is primarily for pick-up and payment, but may be used for prescription drop-off during less busy hours of the day.

Based on survey data collected by GHA and HNTB at several pharmacies in Illinois, Iowa, and Wisconsin and on information provided by *Albertson's* (see *Exhibit 9*)...

- Drive-thru activity will range from 50 to 60 trips on an average day and from 80 to 100 trips on a peak day (e.g. inclement weather).
- The trips tend to be spread rather evenly throughout the day with a maximum of about 10 to 15 in any one hour.
- As noted, the prescription drop-off / pick-up operations will be separated to help minimize transaction and waiting times.
- GHA observations at many drive-thru pharmacies throughout the Chicago metropolitan area indicate that there are typically fewer than 2 vehicles queued at either of the drive-thru windows at any one time.

Service Area Operations

Albertson's surveyed the existing *Jewel Foods* and *Osco Drug* truck activity in August 2002 for the entire week. The delivery arrival time and departure and the type / size of truck were all recorded. Pertinent observations include...

- A maximum of 29 deliveries were counted on Monday, as product was restocked after the weekend. Large, semi-tractor trailers, only 4 of which were *Jewel* or *Osco* trucks, made 9 of the deliveries. Single unit and smaller panel trucks made up the remainder of deliveries.

- The other weekdays tended to have 20 to 25 deliveries. Large trucks comprised 3 to 7 of the trips.
- Limited weekend deliveries occurred. In fact, only 1 truck was logged in on Sunday.
- Over 70% of all deliveries occurred prior to Noon.
- Only 2 deliveries the *entire* week occurred prior to 7 AM.
- Delivery times were as short as 5 minutes and as long as an hour-plus. Most deliveries took from 15 to 30 minutes to complete.
- There were a maximum of 6 delivery vehicles on-site at any one time.

Key Finding. Although the combined food / drug store is somewhat larger than the existing separate stores, it is anticipated that a similar number of deliveries will be made to the new store. Efficiencies will be realized by improved dock operations and the ability to more easily move product from delivery vehicles to the store shelves.

The service area is to be relocated to the east side from the rear, and the truck docks will be recessed. Thus, the delivery operations will be better screened from the store's neighbors to the north.

Two loading berths and a ramp will be provided. To reinforce its good neighbor policy, *Albertson's* should work closely with its suppliers to establish a delivery schedule that minimizes delivery times and the number of trucks on-site at any one time. Refuse pick-up should also be scheduled accordingly.

PART 6. TECHNICAL ADDENDUM

The following *Exhibits* and *Appendices* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

Exhibits

1. Site Location Map
2. Photo Inventory
3. Existing Traffic and Traffic Volume Comparison
4. Project Traffic Characteristics
5. Additional *Jewel-Osco* Traffic
6. Total Traffic
7. Intersection Capacity Analyses
8. Traffic Operations Plan
9. Pharmacy Drive-thru Activity

Appendices

- A. Site Plan
- B. IDOT August 14, 2002 Access Memo
- C. Capacity Analysis Worksheets



October 25, 2005

Village of Downers Grove
Code Services Department
801 Burlington Ave.
Downers Grove, IL 60515

RE: Jewel-Osco, Special Use (Drive-Through)
1148 Ogden Ave.
Downers Grove, Illinois

Code Services:

These are our responses to your review comments, dated October 11, 2005, for the above referenced facility Special Use.

General

1. A preliminary signage plan was provided. However, the proposed signage will be reviewed and approved when the sign permit is applied for.

Answer: The signage has been reviewed as a separate submittal.

2. Ogden Avenue is under the jurisdiction of Illinois Department of Transportation (IDOT) coordination with IDOT will be required regarding the reconfiguration of driveways and curb cuts on Ogden Avenue. Documentation regarding coordination with IDOT has not been submitted to date.

Answer: Please find enclosed a copy of the IDOT District Permit No. 1-05-0408.

3. Given the proposed drive-up window location and traffic patterns along Ogden Avenue, site circulation/traffic is of concern. Expected times of loading and deliveries in relation to peak times for drive-through should also be addressed. Albertson's should work closely with its suppliers to establish a delivery schedule that minimizes delivery times and the number of trucks on-site at any one time. Refuse pick-up should also be scheduled accordingly.

Answer: The approved traffic study has a section on the drive-thru and a chart with vehicles. Basically, the drive-thru is limited (maybe 10-15 peak hour trips or one trip every 4-6 minutes during the evening peak hour). In comparison, at the old store, 7- percent of deliveries occurred before noon. A maximum of 6 vehicles were there at any one time and not all trucks are large ones. Please note that the "Interoffice Memorandum" prepared by Dorin Fera, dated October 11, 2005 and attached to the staff comments supports the placement of the special use on the agenda. The pharmacy drive-thru analysis is specifically recognized in the referenced memorandum and was found acceptable as were all other Traffic Division concerns.

4. A project summary and statement addressing compliance with the conditions for approval of a Special Use was provided. In addition to addressing issued such as traffic considerations, site layout, etc., this summary should include information pertaining to operational aspects of the pharmacy for instance, the proposed hours of operation of the drive-up, as well as to any measures being taken to mitigate potential impacts on the neighboring residential properties such as noise resulting from speakers utilized by tellers within the building, glare from headlights, fencing along the north property line, etc. This project summary should then also be verbally presented to the Plan Commission at the public hearing.

Answer: Drive-thru hours are: 8:00 am to 10:00 pm Monday – Friday, 9:00 am to 6:00 pm Saturday, and 9:00 am to 5:00 pm Sunday.

Noise Levels:

Input: Frequency response: 300Hz – 3500Hz

Signal input level: 200mv P-P

Output: Frequency response: 100 Hz – 10,500Hz (output band restricted by input filter)

Signal output range: 1dBW @ 8 ohm load

Car headlights: There is an 6'-0" tall, board on board cedar fence along the north property line, which would block glare from headlights. The existing neighboring building is also set back from Saratoga Ave beyond the drive-thru lane.

5. The Fire Prevention Division of the Fire Department has reviewed the preliminary plans as noted in the attached memorandum dated October 3, 2005.

Answer: See attached response for Fire Department Comments.

6. The Public Works Department has reviewed the preliminary plans as noted in the attached memorandum dated October 4, 2005.

Answer: See attached for Public Works Comments.

7. Future submittals should include seven full-sized collated sets of revised plans per the above comments, which will be redistributed Public Works for review and comment prior to placement on a Plan Commission agenda. Future submittals should also include written correspondence addressing each of the above comments.

Answer: Documents shall be submitted as required.

If you have any further concerns or comments, please fell free to contact us.

Sincerely,



Eric Pangle
Camburas & Theodore, Ltd.

October 25, 2005

Village of Downers Grove
William A. Mierzejewski, Fire Marshal
Fire Department Prevention Division
5101 Walnut Ave.
Downers Grove, IL 60515

RE: Jewel-Osco, Special Use (Drive-Through)
1148 Ogden Ave.
Downers Grove, Illinois

William A. Mierzejewski:

These are our responses to your review comments, dated October 3, 2005, for the above referenced facility Special Use.

1. A minimum of 14 feet in height shall be required for any canopies, overhangs or the like for fire apparatus access.

Answer: The lowest element of the drive-thru canopy has been raised to +14'-0" above grade.

2. A minimum of 45 feet measured from curb to curb shall be required for fore apparatus turning radius.

Answer: We comply.

3. Canopies shall have Fire Sprinkler protection.

Answer: A dry sprinkler system has been added to the drive-thru canopy.

4. Curbs shall not exceed nine (9) inches in height.

Answer: The tallest curb shall be eight (8) inches tall.

If you have any further concerns or comments, please feel free to contact us.

Sincerely,



Eric Pangle
Camburas & Theodore, Ltd.