

**VILLAGE OF DOWNERS GROVE
PLAN COMMISSION**

VILLAGE HALL COUNCIL CHAMBERS
801 BURLINGTON AVENUE

June 3, 2019
7:00 p.m.

AGENDA

1. Call to Order

a. Pledge of Allegiance

2. Roll Call

3. Approval of Minutes – May 6, 2019

4. Public Hearings

- a. **19-PLC-0011:** A petition seeking Special Use approval to operate a personal vehicle sales. The property is currently zoned M-1, Light Manufacturing. The property is located on the north side of Wisconsin Avenue, approximately 500 feet west of Belmont Road, commonly known as 2300 Wisconsin Avenue, Unit 101, Downers Grove, IL (PIN 08-12-407-006). Florencio Arrieta, Petitioner and MacNeil Real Estate Holdings, Owner.
- b. **19-PLC-0012:** A petition seeking Special Use approval to operate a fueling station. The property is located on the southeast corner of Main Street and 63rd Street, commonly known as 6301 Main Street, Downers Grove, IL (PIN 09-20-114-019). Vequity LLC Series LX Downers Grove, Petitioner and Orontes Properties, Owner.

5. Adjournment

THIS TENTATIVE REGULAR AGENDA MAY BE SUBJECT TO CHANGE

DRAFT

**VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING**

MINUTES FOR May 6, 2018

CALL TO ORDER:

Chairman Rickard called the March 6, 2019 meeting of the Plan Commission to order at 7:00 PM and led in reciting the Pledge of Allegiance.

ROLL CALL:

PRESENT: Ch. Rickard, Ms. Gassen, Mr. Boyle, Mr. Kulovany, Mr. Maurer, Mr. Quirk, Ms. Rollins

ABSENT: Ms. Johnson, Ms. Majauskas, Ex. Officio Members Davenport, Livorsi & Menninga

STAFF: Jason Zawila, Planning Manager

APPROVAL OF MINUTES: April 1, 2019 meeting

Ms. Gassen moved, seconded by Mr. Maurer to approve the minutes for the April 1, 2019 meeting.

Ch. Rickard called for a voice vote to approve the minutes. The Motion passed unanimously.

Planning Manager Jason Zawila offered an update on previous Plan Commission cases. Mr. Kulovany offered some parting words as this was his last Plan Commission meeting before his first official meeting as a Village Council member.

There being no further business, Ch. Rickard called for a Motion to Adjourn.

Mr. Kulovany moved to adjourn the meeting, seconded by Mr. Quirk. The Motion carried unanimously by voice vote.

Ch. Rickard adjourned the meeting at 7:04 PM.

Respectfully submitted,

Jason Zawila,
Planning Manger
(transcribed from mp3 recording)



VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
JUNE 3, 2019 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
19-PLC-0011 2300 Wisconsin Avenue Unit 101	Special Use for Personal Vehicle Sales	Devin Kamperschroer Planning Intern

REQUEST

The petitioner is requesting approval of a Special Use to operate a personal vehicle sales business at 2300 Wisconsin Avenue.

NOTICE

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

GENERAL INFORMATION

OWNER: MacNeil Real Estate Holdings
1 MacNeil Court
Bolingbrook, IL 60440

APPLICANT: Florencio Arrieta
Arrieta Motor Group
203 Millcreek Lane
Naperville, IL 60540

PROPERTY INFORMATION

EXISTING ZONING: M-1, Light Manufacturing
EXISTING LAND USE: Light Industrial Business Park
PROPERTY SIZE: 5.07 acres (220,899 square feet)
PIN: 08-12-407-006

SURROUNDING ZONING AND LAND USES

ZONING

NORTH: M-1, Light Manufacturing
SOUTH: M-1, Light Manufacturing
EAST: M-1, Light Manufacturing &
ORM, Office, Research & Manufacturing
WEST: M-1, Light Manufacturing

FUTURE LAND USE

Light Industrial / Business Park
Light Industrial / Business Park

Light Industrial / Business Park
Light Industrial / Business Park

ANALYSIS

SUBMITTALS

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

1. Application/Petition for Public Hearing
2. Project Narrative
3. Special Use Criteria
4. Plat of Survey
5. Floor Plan Layout

PROJECT DESCRIPTION

The petitioner is requesting approval of a Special Use to operate a Personal Vehicle Sales business at 2300 Wisconsin Avenue, Unit 101. The property is zoned M-1, Light Manufacturing. The proposed use is an allowable Special Use in the M-1 district. The property consists of three light industrial buildings with 55 total units, cumulatively totaling 91,250 square feet with 147 off-street surface parking spaces. The off-street parking spaces are not assigned to any individual unit.

The purpose of the petitioners business is the sale of used high-end luxury cars. The petitioner plans on storing no more than 6 to 7 vehicles at a time, all of which will be stored on the interior of the 1,600 square foot unit. Accessory to the primary use of vehicle sales, the petitioner will provide a detailing service to prepare the cars for sale.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan designates the land use of the property as light industrial/business park, which primarily includes uses dedicated to design, assembly, processing, packaging, storage and transportation of products. Additionally, the Comprehensive Plan promotes attracting contemporary industrial users in the Ellsworth Industrial Park.

COMPLIANCE WITH THE ZONING ORDINANCE

The 2300 Wisconsin Avenue property is zoned M-1, Light Manufacturing. Per Section 5.010 of the Zoning Ordinance, personal vehicle sales is an allowable Special Use. There are no exterior modifications proposed with the petitioner's application; therefore, there are no bulk regulations to evaluate.

With regards to off-street parking, the petitioner is required to provide three parking spaces. The current tenant mix requires 90 parking spaces where 150 are currently located at the site. The property will be able to accommodate the three required spaces.

ENGINEERING/PUBLIC IMPROVEMENTS

There are no public improvements proposed or required.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division of the Fire Department has reviewed the application and has no concerns.

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 the *Enterprise Newspapers, Inc. (The Bugle)*. Staff has not received any comments regarding the proposal at this time.

STANDARDS OF APPROVAL

The petitioner is requesting a Special Use approval for a personal vehicle sales facility. 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 Standards for Approval of 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 petitioner 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 June 3, 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-0011:

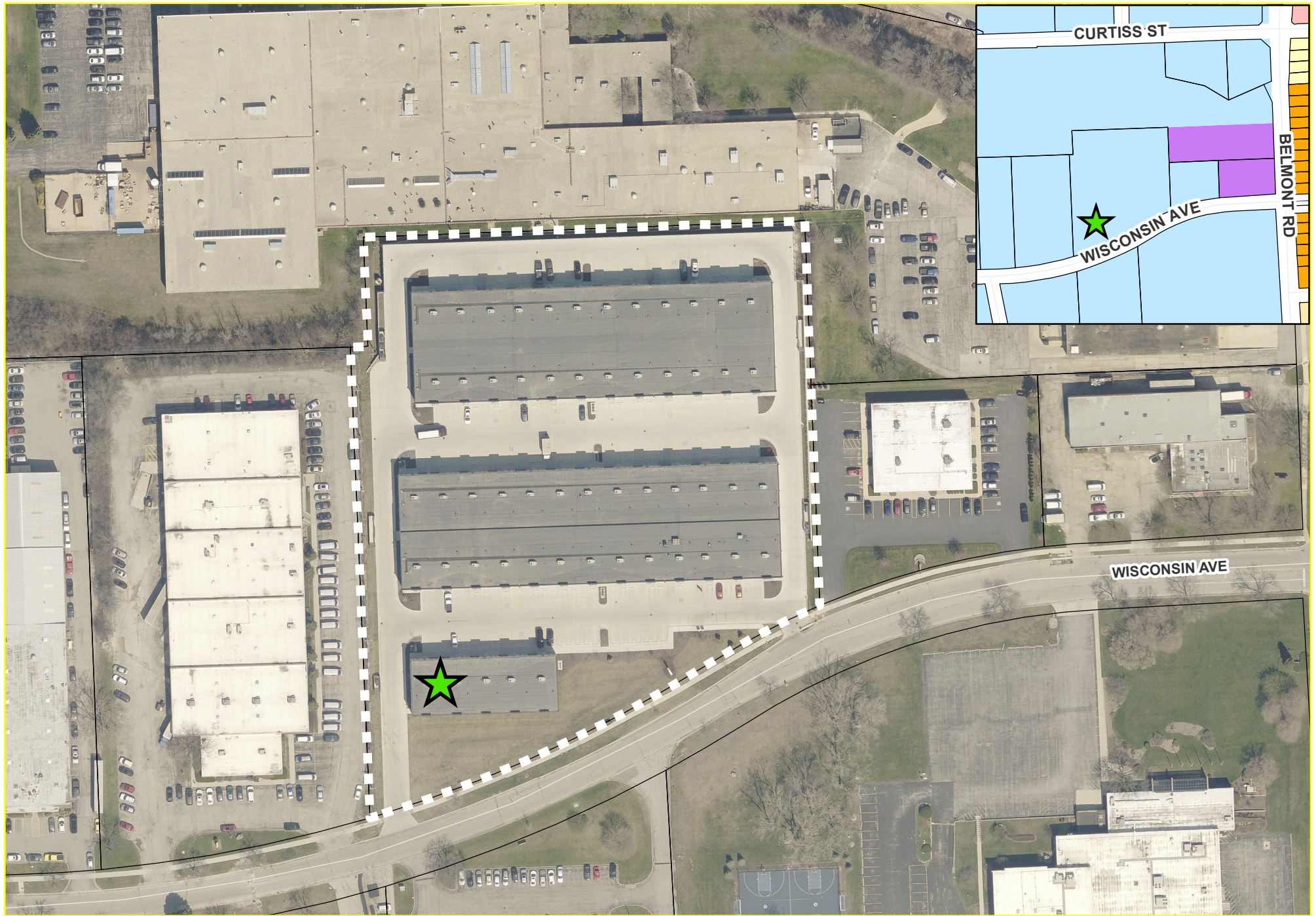
Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Special Use as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 19-PLC-0011, subject to the following conditions:

1. The Special Use shall substantially conform to the staff report, plans and documents attached to this report except as such plans may be modified to conform to the Village codes and ordinances;
2. All test drives are limited to arterial streets as defined by the Comprehensive Plan. Arterial streets include: Ogden Avenue, Belmont Road, Warren Avenue, and Main Street.
3. All vehicle deliveries must be completed on private property. Deliveries may not take place on Wisconsin Avenue.
4. No vehicles for sale may be stored outside. All vehicle storage must be within the building.

Staff Report Approved By:



Stanley J. Popovich, AICP
Community Development Director



0 75 150 300 Feet

2300 Wisconsin Avenue - Location Map



Subject Property



Project Location



203 Millcreek Lane
Naperville, Illinois, 60540

Village of Downers Grove

801 Burlington Avenue

Downers Grove, Illinois, 60515

Attention: Mr. Devin Kamperschroer – Downers Grove Village Planner

Ms. Flora Ramirez – Downers Grove Village Planner

Mr. Jason R. Zawila – Downers Grove Planning Manager

Ms. Gabriella Baldassari – Village Planner Intern

Subject: M-1 for Online Dealership, Car Sales, Storage, and Detailing (Revised Submittal)

CC: Mr. Florencio M. Arrieta – Owner Arrieta Motor Group LLC.

Date: May 20 2019

Dear Mr. Devin Kamperschroer,

Arrieta Motor Group LLC is requesting a special use permit titled “M-1 for Online Dealership, Car Sales, Storage and Detailing.” We are asking for the following use, which is a “Special Use Permit” in the M-1 District for Personal Vehicle Sales and Rentals, per Section 5.010.

It is our wish to seek approval for this special use permit for Arrieta Motor Group LLC to expand our online used car dealership sales at 2300 Wisconsin Avenue, Unit#101. It is the intent and purpose of this letter to provide the Village of Downers Grove a clear and concise overview of the nature and operation of Arrieta Motor Group LLC., and how we intend to make use of the special use permit.

My company ARRIETA MOTOR GROUP L.L.C. was established April 10 2015 and located in the township of Rockdale, Illinois. The primary purpose of my business is selling used high-end luxury cars (i.e., Porsche, Audi, McLaren, Mercedes Benz, BMW, Ferrari, Lamborghini, etc.) costing upwards of \$100,00.00 on up. I typically sell limited and numbered Porsche cars which are rarer to find and seen in the automotive industry. Part of the business is to establish a detailing shop and provide secured and climate-controlled storage for high-end luxury cars we sell.



This will be the second location while our primary location for now is still located in Rockdale, Illinois. We are also continuing to look for bigger facilities in the township of Downers Grove and eventually make Downers Grove as the main facility location.

I am also addressing the comments you have identified from your written letter dated May 14 2019:

1. List the property owner under "Owner(s) of Record."
 - a. A copy of Warranty Deed from DuPage County Recorder is provided.
2. Provide a letter of authorization from the property owner for this special use.
 - a. Attached please see "Lease Agreement" between Landlord (i.e., MacNeil Real Estate Holdings, LLC., and Tenant (i.e., Arrieta Motor Group LLC). On Page-ii it is noted, signed, and agreed upon by Landlord Property Manager (Mr. Richard Curran) that tenant applied and seeks approval to the Village of Downers Grove, "Special Permit – Car Storage and Internet car sales and car detailing only.
3. Complete the Review and Approval Criteria sheet included with the packet. An example of a previously approved case is attached.
 - a. Adhered and completed per your comments and recommendation now included as the last page on the Application Packet.

Please review for your comments, concurrence, and or approval. We look forward in expanding our business in the township of Downers Grove in the county of DuPage. I look forward in adding my business and contribute to the growth of Downers Grove.

Sincerely,

A handwritten signature in blue ink, appearing to read 'F. Arrieta', followed by the date '05/20/19'.

Florencio M. Arrieta
ARRIETA MOTOR GROUP L.L.C.
President and Owner
630-991-0715
Farrieta60540@yahoo.com

electric panel

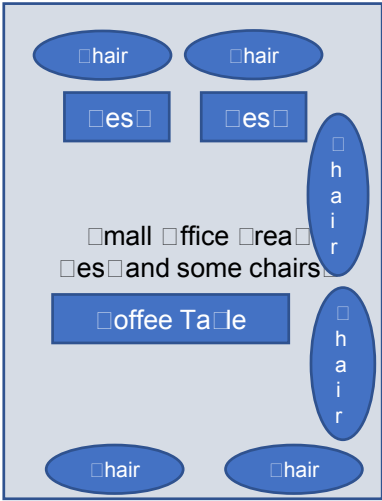


Meter room



restroom

ash area



Triangle basin rain

Unit 101 Layout
Arrieta Motor Group

area door

front door

indo

indo



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 5.010

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.*

- 1.) Store is minimal foot/vehicle traffic as volume of cars stored is seven or less.
- 2.) Hours of operations is 10:00CST through 15:00CST, Monday through Saturday, or by appointment only.
- 3.) Noise will be kept at minimum since cars sold are of low volume select buyers.

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.*

- 1.) There is no foreseeable event over the course of day to day business operations that can be thought of detrimental to the health, safety, and welfare of the general public.
- 2.) No vehicles for sale will be parked outside, besides prospective buyers who will be onsite to view the car of their interest.
- 3.) In the interest of keeping the image "High-end" and luxurious, facility will be cleaned daily and mimic the cleanliness of a hospital environment.
- 4.) All business dealings will be conducted inside the confines of the Business Unit#101 at all times.
- 5.) Road test will be only be conducted on routes approved by the village, and road tests are allowed only when the prospective buyer is almost sure and qualifies in buying the vehicle.



**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
JUNE 3, 2019 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
19-PLC-0012 6301 Main Street	Special Use for a Fueling Station	Flora Ramirez Planner

REQUEST

The petitioner is requesting Special Use approval to redevelop the subject property, 6301 Main Street, with a fueling station.

NOTICE

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

GENERAL INFORMATION

OWNER: Orontes Properties
5909 Garfield Avenue
Burr Ridge, IL 60527

APPLICANT: Vequity LLC Series LX Downers Grove
400 N. State Street, Suite 400
Chicago, IL 60654

PROPERTY INFORMATION

EXISTING ZONING: B-2, General Retail Business
EXISTING LAND USE: Fueling Station
FUTURE LAND USE: Neighborhood Commercial
PROPERTY SIZE: 28,365 square feet (0.6512 acres)
PINS: 09-20-114-019

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-2, General Retail Business	Neighborhood Commercial
SOUTH:	R-3, Residential Detached House 3	Single-Family Detached
EAST:	B-2, General Retail Business	Single-Family Detached
WEST:	B-2, General Retail Business	Neighborhood Commercial

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/ACSM Land Title Survey
6. Preliminary Engineering Site Plan
7. Preliminary Architectural Plans
8. Preliminary Landscape Plans
9. Preliminary Photometric Plan
10. Traffic Study
11. Auto-Turn Exhibits

PROJECT DESCRIPTION

The petitioner is proposing to construct a new fueling station and convenience store at 6301 Main Street. The subject property is located at the southeast corner of 63rd Street and Main Street and is zoned B-2, General Retail Business. The existing 28,365 square foot site is currently occupied by a fueling station with an automotive service center. The petitioner is proposing to demolish the entire site and construct a new convenience store with fuel dispensers. The new development will not include an automotive service center. The number of curb cuts on both 63rd Street and Main Street is proposed for reduction to one new curb cut each. The petitioner is requesting Special Use approval to redevelop the site with a fueling station.

The site contains four curb cuts, two each on 63rd Street and Main Street. Public sidewalks along both 63rd Street and Main Street are located in the right-of-way.

The convenience store will be located along the southern property line with parking immediately north and west of the building. The twelve fuel dispensers are located north of the building, parallel with 63rd Street. The primary materials used for the exterior of the building will consist of various shades of fiber cement panels and metal canopies. A screened trash enclosure will be located between the store and east lot line. Immediately west of the convenience store is a bike rack and an air and vacuum stand.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan designates the property as Neighborhood Commercial. Neighborhood commercial areas serve local resident and provide goods and services needed on a daily basis. These areas include a mix of independent storefronts and small retail centers with a single anchor tenant. The proposed fueling station use supports the Comprehensive Plan's goal to maintain neighborhood commercial areas throughout the community to minimize the need for residents to travel long distances to meet routine retail and service needs. The Comprehensive Plan also designates 63rd Street as a Key Focus Area and calls for landscape beautification and enhancements at major intersections along 63rd Street. The Plan notes commercial areas should be improved to enhance their access and vitality.

COMPLIANCE WITH THE ZONING ORDINANCE

The subject property is zoned B-2, General Retail Business. The proposed development includes redevelopment of a fueling station, a use that is listed as an allowable Special Use in the B-2 zoning district.

The proposal complies with the bulk requirements of the Zoning Ordinance as outlined in the following table:

Zoning Requirements	Required	Proposed	
		Convenience Store	Canopy
Street Setback (63 rd Street)	25 ft.	125 ft.	35.3 ft.
Street Setback (Main Street)	25 ft.	57 ft.	49 ft.
Rear Setback (South)	20 ft.	20.1 ft.	119 ft.
Side Setback (East)	0 ft.	20.9 ft.	25 ft.
Height	35 ft.	13.5 ft.	17.5 ft.
FAR	0.75 max. (21,273.75 sq. ft.)	0.107 (3,900 sq. ft.)	
Open Space - Total	10 % max. (2,836.5 sq. ft.)	18 % (5,346 sq. ft.)	
Parking Setback – Street Yard (63 rd Street)	25 ft.	101 ft.	
Parking Setback – Street Yard (Main Street)	25 ft.	32 ft.	
Parking	13 total (1 per pump island and 3.33/1,000 sq. ft. of retail)	13 total	
Accessible Parking	1	1	
Stacking	24 (2 per pump, per side)	24	

Landscaping along the exterior of the property and within the parking lot is provided in accordance with the Village's Zoning Ordinance. Additionally, a fence is provided along the south property line adjacent to the residential uses. 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

Site circulation will include reducing the number of curb cuts on 63rd Street and Main Street. The new curbs will be installed as rolled curbs to allow fuel tanker trucks the ability to use these access points to refill the underground storage tanks. The DuPage County Department of Transportation has jurisdiction to review and approve the modifications on 63rd Street and Main Street.

The applicant completed a traffic impact study for the proposed redevelopment. The study finds that the proposed site improvements will have limited impacts on the adjacent roadways and the function of the site as a whole. The consolidation of the four existing curb cuts to two proposed curb cuts (one along 63rd Street and one along Main Street) will reduce potential conflict points and improve internal site circulation.

ENGINEERING/PUBLIC IMPROVEMENTS

This site is currently served by public sidewalks along 63rd Street and Main Street. As noted previously, the number of curb cuts on both 63rd Street and Main Street will be reduced to one new curb cut along each frontage. Two new pedestrian connections are proposed, which will create safe access points onto both 63rd Street and Main Street. The proposal also includes new landscaped islands, 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.

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 that questioned why a special use permit would be required to establish a use that is already existing. It was explained that because the existing building was being demolished and a new building was being constructed, a special use is required.

STANDARDS OF APPROVAL

The petitioner is requesting a Special Use to operate a fueling station in the B-2 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.*

DRAFT MOTION

Staff will provide a recommendation at the June 3, 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-0012:

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-0012, subject to the following conditions:

1. The proposed Special Use request to redevelop the existing fueling station shall substantially conform to the Architectural and Photometric Plans prepared by Ileakis Associates, dated May 20, 2019, last revised on May 23, 2019; Landscape Plan prepared by LG Workshop, LLC, dated May 20, 2019, last revised on May 23, 2019; Engineering Plan prepared by V3 Companies, Ltd., date May 21, 2019, last revised on May 23, 2019, attached to this report except as such plans may be modified to conform to Village codes, ordinances, and policies.
2. The approval from DuPage County Department of Transportation shall be submitted prior to the issuance of a building permit.

3. The building shall be equipped with an automatic suppression and an automatic and manual fire alarm system.

Staff Report Approved By:

A handwritten signature in black ink, appearing to read "Stanley J. Popovich", written over a horizontal line.

Stanley J. Popovich, AICP
Director of Community Development

SP:fr
-att

P:\P&CD\PROJECTS\PLAN COMMISSION\2019 PC Petition Files\19-PLC-0012 - 6301 Main Street - Special Use\19-PLC-0012 - Staff Report.docx



0 50 100 200 Feet

6301 Main Street - Location Map

-  Subject Property
-  Project Location

**VEQUITY**

400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com

+ 312.985.0987

5/2/2019

RE: The redevelopment of the property located at 6301 N. Main Street, Downers Grove, IL

The petition for plan commission includes the following:

- + Twelve (12) collaged packets of 11x17 plans
- + One (1) VD with electronic versions of the plans (PDF)
- + The completed application for petition
- + Application Fee:
 - o \$1,078 (Non-Residential Special Use)
- + Six (6) copies of a Certified Plat of Survey
- + Project Summary
- + Certification of Public Notice & List of Surrounding Properties
- + Six (6) Colored Renderings/Elevations
- + One (1) set of plans for the Downers Grove Sanitary District

Introduction

Vequity is submitting plans for a proposed single tenant gas + convenience store. The proposed store is set to be 3,090 SF with 13 parking spaces and six (6) mpd's (multiple product dispenser). The lot is currently a Shell Gas Station with significant contamination and zoned B-2, General Retail District.

Location

The proposed development is located at 6301 N. Main Street. The lot is located on southeast corner of Main & 63rd Streets. The proposed lot is .6512 acres.

Tenant

The proposed development will be a single tenant 7-Eleven Gas + Convenience store.

Architecture

The proposed retail center is 3,090 Sf predominately masonry building with undulating roof lines, which we believe is a nice fit with the adjacent buildings.

Landscape Plans

The development has landscaping beds of shrubs, ornamental grasses, and perennials all around in keep with the Village's landscape ordinance.



VEQUITY

400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com

+ 312.985.0987

Signage

To be handled by Tenant

Requested Relief

In order to proceed with this development, Vequity requires a special use permit

- + A Special-Use permit for the Gas + Convenience Store Usage

Please let us know if you have any further questions.

Kim Ward
Vequity LLC Series LX Downers Ogden
312.985.0987
k.ward@vequity.com

THE WEST 150 FEET OF LOT 10 IN DOWNERS GROVE MEADOW LAWN, BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 11, 1951 AS DOCUMENT 628245, (EXCEPT THAT PORTION OF THE PROPERTY TAKEN IN CONDEMNATION CASE 99ED44) IN DUPAGE COUNTY, ILLINOIS.

THE WEST 150 FEET OF LOT 10 IN DOWNERS GROVE MEADOW LAWN, BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 11, 1951 AS DOCUMENT 628245, (EXCEPT THAT PORTION OF THE PROPERTY TAKEN IN CONDEMNATION CASE 99ED44) IN DUPAGE COUNTY, ILLINOIS.

THE BASIS OF BEARINGS IS THE STATE PLANE
COORDINATE SYSTEM (SPCS) NAD 83 (2007) ZONE
1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 41-46-20.69736 N
LONGITUDE: 88-00-31.11152 W
ELLIPSOIDAL HEIGHT: 868.536 SFT
GROUND SCALE FACTOR: 1.0000479370
ALL MEASUREMENTS ARE ON THE GROUND.

1" = 20'

STATE PLANE MENDIAN

[illegible]

TABLE 1	LISTING OF THE DATA ELEMENTS OF THE PAYMENT ELIGIBILITY TEST
1. ACCESSIBLE FINANCING	
2. 12 MONTHS OF PAYMENT HISTORY	
3. 12 MONTH FOUNDATION	
4. NON-REINFORCED CONCRETE PIPE	
5. 18" INFORMED CONCRETE PIPE	
6. VIO VIO VIO VIO VIO VIO VIO	
7. TRUE FAILURE	
8. MIN. LENGTH	
9. 12" TO 18" CLUMP	
10. DEFERRED CLOSURE	
11. OUT OF ORDER	
12. EVID OF PAYMENT	
13. FL. PL. CL. IN	
14. CONC. CONDITION	
15. MIN. BATHROOM	
16. MIN. GARAGE	
17. ON CHARGEABLE	
18. 12" TO 18" HALL	
19. MIN. BATHROOM	
20. 12" TO 18" PIPE	
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97. 12" TO 18" PIPE	
98. 12" TO 18" PIPE	
99. 12" TO 18" PIPE	
100. 12" TO 18" PIPE	

THIS PROPERTY IS IN AN AREA OUTSIDE THE 0.2% CHANCE FLOODPLAIN (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF DUPAGE COUNTY, ILLINOIS (COMMUNITY PANEL NO. 17043C0904H) EFFECTIVE DATE AUGUST 18, 2004.

STANDARD PARKING STALLS = 11
ACCESSIBLE PARKING STALLS = 01
TOTAL PARKING STALLS = 12

28,365 SQ. FT.
0.6512 ACRES

1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
3. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE TITLE COMMITMENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
4. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. THE LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS OF THE RIM. NO UNDERGROUND OBSERVATIONS HAVE BEEN MADE TO VERIFY THE ACTUAL USE OR EXISTENCE OF UNDERGROUND UTILITIES. UNDERGROUND UTILITY LINES SHOWN HEREON, IF ANY, ARE BASED ON FIELD LOCATED STRUCTURES IN COORDINATION WITH ATLAS INFORMATION PROVIDED BY UTILITY COMPANIES THROUGH J.U.L.I.E.'S DESIGN STAGE PROCESS. SEE "UTILITY ATLAS NOTES" HEREON FOR SPECIFICS.
5. THIS SURVEY MAY NOT REFLECT ALL UTILITIES OR IMPROVEMENTS IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS, CARS, DIRT, PAVING OR SNOW, AT THE TIME OF THIS SURVEY, SNOW DID NOT COVER THE SITE. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
6. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE.
7. CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
8. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION, OVERHEAD WIRES AND POLES (IF ANY EXIST) ARE SHOWN HEREON, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
9. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHTS AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION PLAT OR IN THE TITLE COMMITMENT HAS BEEN SHOWN.
10. A CURRENT TITLE COMMITMENT WAS PROVIDED FOR SURVEYOR'S USE AT THE TIME OF PREPARATION OF THIS SURVEY. SEE "NOTES FROM SCHEDULE B" SHOWN HEREON FOR DETAILS.

PER CHICAGO TITLE INSURANCE COMPANY - COMMITMENT NO. 7002371
EFFECTIVE DATE: JANUARY 2, 2019 - PROVIDED BY THE CLIENT.

EXCEPTIONS		PLOTTED HEREON
14	BUILDING SETBACK LINE; DOC R1951-628245	yes
15	UTILITY EASEMENT; DOC. R1951-628245	yes

ALL OTHER SCHEDULE B ITEMS ARE NON-PLOTTABLE

SOURCE:
STATION DESIGNATION: ME1251 (DUPAGE COUNTY DGN#0002)
ESTABLISHED BY: DUPAGE COUNTY
DATE: 1983

ELEVATION: 745.39 (PUBLISHED AND HELD)
DATUM: NAVD83
DESCRIPTION: STATION IS LOCATED NEAR THE SOUTHWEST CORNER OF THE INTERSECTION OF 63RD STREET AND DUNHAM ROAD. STATION IS 145 FT SOUTH OF THE CENTERLINE OF 63RD STREET AND 42 FT WEST OF THE CENTERLINE OF DUNHAM ROAD. MONUMENT IS AT STREET GRADE AND IS A STEEL ROD WITH A BERNTSEN LID AND PVC SLEEVE.

SITE:

STATION DESIGNATION: SBMM1
ESTABLISHED BY: V3 COMPANIES
DATE: 04-06-19

ELEVATION: 774.88 (MEASURED)
DATUM: NAVD83
DESCRIPTION: CUT SQUARE ON LIGHT POLE BASE LOCATED 3.9' NORTH OF THE NORTH LINE OF 63RD ST AND 122.2' EAST OF THE EAST LINE OF MAIN ST.

STATION DESIGNATION: SBMM2
ESTABLISHED BY: V3 COMPANIES
DATE: 04-06-19

ELEVATION: 771.67 (MEASURED)
DATUM: NAVD83
DESCRIPTION: CUT CROSS ON TRAFFIC LIGHT POLE BASE LOCATED 8.2' SOUTH OF THE SOUTH LINE OF 63RD ST AND 7.6' EAST OF THE WEST LINE OF MAIN ST.

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING ELEVATIONS. REMAIN ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON Pertain TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY IF ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

J.U.L.I.E. DESIGN STAGE REQUEST
DIG NUMBER X0922353 RECEIVED 04/02/19.

CONTACTS PROVIDED BY J.U.L.I.E. & LISTED BELOW WERE
CONTACTED BY V3 VIA FAX, REQUESTING UTILITY ATLAS
INFORMATION ON 04/02/19.

RESPONSE

TT/DISTRIBUTION
OMED
OMCAST
UPAGE COUNTY DOT
OWNERS GROVE SANIT. DIST.
OWNERS GROVE, VILLAGE OF
BK ENGINEERING
ENTURYLINK
ICI
ICOR GAS
TT / T-TCG

NO RESPONSE
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NO RESPONSE

STATE OF ILLINOIS)
COUNTY OF DUPAGE)

TO: VEQUITY
CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 7(a), 8, 9 AND 11(b) OF TABLE A THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS
MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

THE FIELD WORK WAS COMPLETED ON APRIL 9, 2019.

DATED THIS 17TH DAY OF APRIL, A.D., 2019.


CHRISTOPHER D. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3189
MY LICENSE EXPIRES ON NOVEMBER 30, 2020.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2021.
CDBARTOSZ@V3CO.COM



Engineers 7325 Janes Avenue, Suite 100
Woodridge, IL 60517
Scientists 630.724.9200 voice
Surveyors 630.724.0384 fax
v3co.com

PREPARED FOR:

VEQUITY
400 N. STATE ST. - SUITE 400
CHICAGO, IL 60654
312-985-0987

[illegible]

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

FUEL STORE - DOWNERS GROVE, IL

DRAFTING COMPLETED: 04-17-19	DRAWN BY: EJM	PROJECT MANAGER: CDB
FIELD WORK COMPLETED: 04-08-19	CHECKED BY: CDB	SCALE: 1" = 20'

Project No: 19113.001

Group No: VP01.1

SHEET NO. _____
of 1

1. ***That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;***
That the proposed property is expressly authorized as a Special Use in the district in which it is to be located; The property is located in B-2, General Retail Business District. Under Sec. 5.010 of the zoning ordinance, Fueling Station is listed as an allowable Special Use in the B-2 zoning district. The standard has been met.

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

The proposed plan will allow the petitioner to redevelop an existing fueling station on the subject property which will in turn enhance the corner property along 63rd and Main St. The proposed development will continue to provide fueling services to local residents, businesses and visitors. The proposed use is in the interest of the public convenience and will contribute to the general welfare of the area as the petitioner will further invest in this property. The petitioner's proposed use will meet various Comprehensive Plan goals including the addition of landscaping, pedestrian access, and the reduction of curb cuts along Main St. and 63rd St. This standard has been met.

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

The proposed plan will allow the petitioner to redevelop an existing fueling station on the subject property which will in turn enhance the corner property along 63rd and Main St. The proposed development will continue to provide fueling services to local residents, businesses and visitors. The proposed use is in the interest of the public convenience and will contribute to the general welfare of the area as the petitioner will further invest in this property. The proposed use will pose no health, safety or general welfare of the residents of Downers Grove. In fact, our tenant, uses the highest safety standards to ensure all residents are safe. This includes a strict truck route that doesn't allow the fueling trucks to pass in front of the store itself. The tenant also does not allow fuel extenders when refueling the tanks making sure everyone on site and surrounding areas are safe. The petitioner's proposed use will meet various Comprehensive Plan goals including the addition of landscaping, pedestrian access, and the reduction of curb cuts along Main St. and 63rd St. This standard has been met.

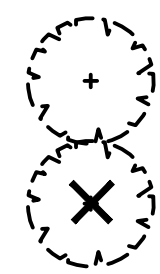
RECOMMENDATIONS

The proposed Special Use to redevelop an existing gas station at 6301 N. Main Street is consistent with the Comprehensive Plan, the Zoning Ordinance and surrounding zoning and land use classifications.

FREE PROTECTION & REMOVAL NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PROVISIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.
2. DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.
3. DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH BARRIER FENCING.
4. BARRIER FENCING SHALL BE OF A RIGID MATERIAL SUCH AS WOODEN SNOW FENCING, BRIGHTLY COLORED PLASTIC CONSTRUCTION FENCING, CHAINLINK FENCING, AND SHALL BE INSTALLED AT THE PERIPHERY OF THE DRIP LINE OF THE TREE OR AT A DISTANCE OF ONE FOOT (1') FOR EVERY CALIPER INCH AS MEASURED AT TWELVE INCHES (12") ABOVE THE ESTABLISHED GROUND LEVEL, WHICHEVER IS GREATER. SUCH FENCING SHALL BE SECURELY FASTENED TO METAL FENCE POSTS SPACED A MAXIMUM OF EIGHT FEET (8') APART.
5. BARRIER FENCING SHOWN ON THE PLAN IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION OF BARRIER TO POSITION OUTLINED IN COMMENT 4.
6. NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.
7. NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.
8. NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.
9. TREES MARKED FOR PRUNING SHALL HAVE OVERGROWTH AND UP TO 30% MAX. OF SECONDARY AND TERTIARY LIMBS REMOVED BY A CERTIFIED ARBORIST, FOR LONG TERM TREE HEALTH, PROPER GROWTH, AND HABIT.
10. STUMPS OR TREE REMAINS NOT TO BE FULLY EXCAVATED SHALL BE REMOVED. A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL, WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.
11. IF EXCAVATION ON SITE WILL IMPACT MORE THAN 25% OF THE ROOT SYSTEM OF AN EXISTING TREE, A CERTIFIED ARBORIST SHALL CONDUCT ROOT PRUNING OF THE IMPACTED TREE TO PROMOTE A HEALTHY ROOT SYSTEM.

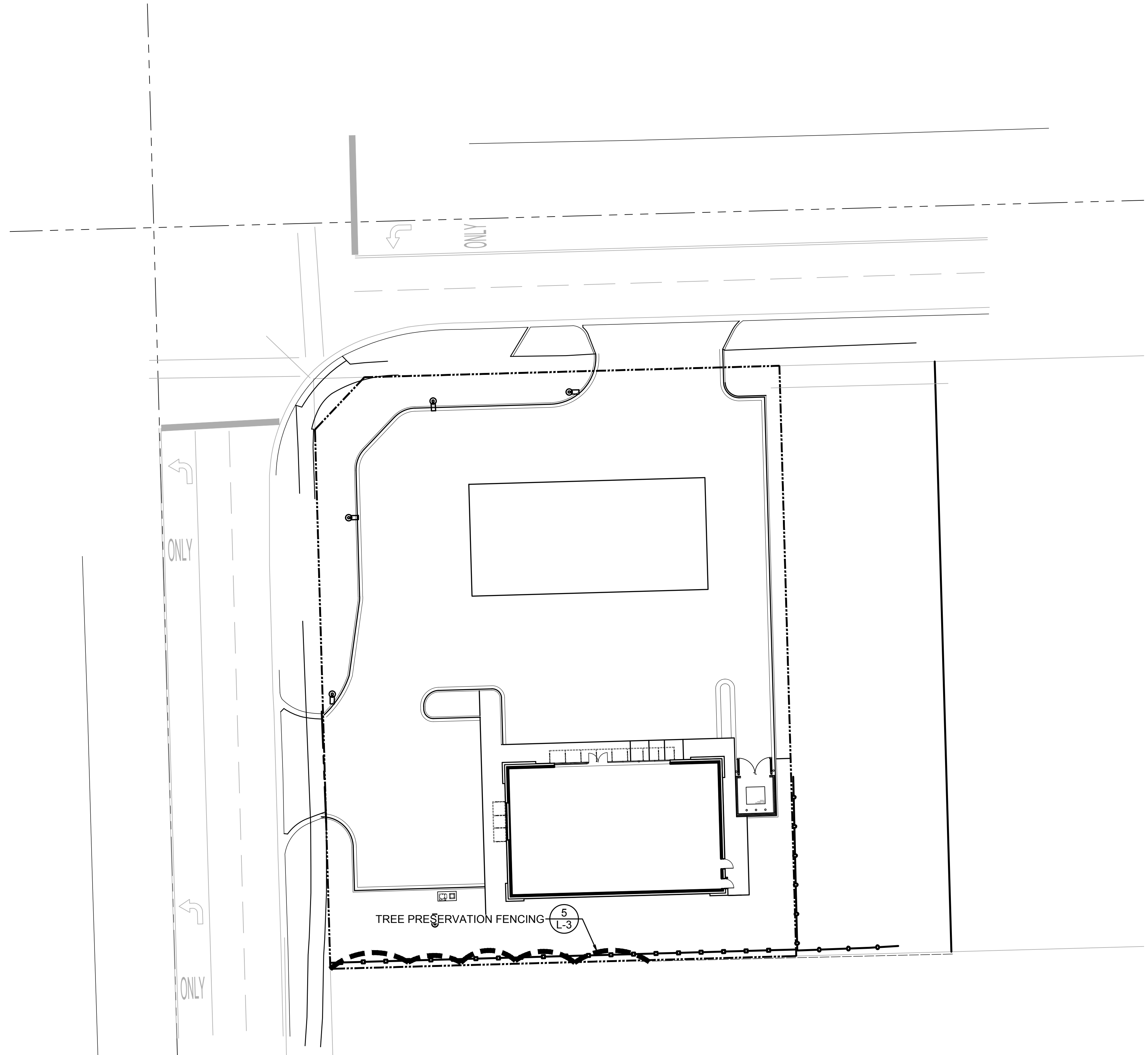
TREE PROTECTION & REMOVAL LEGEND



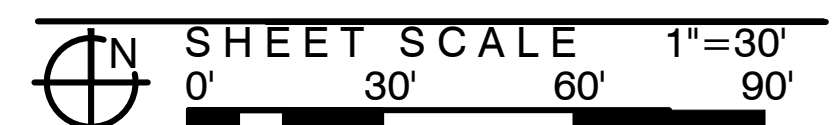
EXISTING TREE TO REMAIN

EXISTING TREE TO BE REMOVED

BARRIER FENCING TO BE INSTALLED



1 TREE REMOVAL & PROTECTION PLAN



CITY APPROVAL

CLIENT: **wequity** | real estate. redefined.

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

PROJECT TEAM:



ILEKIS
architects + planners

ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.ILEKIS.com
THESE DOCUMENTS WERE PREPARED UNDER MY
SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE,
COMPLY WITH THE APPLICABLE CODES AND BUILDING
REGULATIONS.
ALPHONSE A. ILEKIS, AIA
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LANDSCAPE ARCHITECT:

LG Landscape Architecture
Site Planning
Illustration
Workshop, LLC
324 W. Armitage Avenue
Chicago, IL 60647
Ph. 773.697.4388
www.LGWLA.com



EXPIRES 08/2019

NOTE:

7-ELEVEN
PROJECT # 1914-04
6301 MAIN ST.
DOWNERS GROVE, IL 60516

THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE ALL APPLICABLE CODES.

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DATE:	ISSUED FOR:
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[illegible]

05/20/19	ISSUED PER CITY COMMENTS
05/03/19	ISSUED FOR CITY REVIEW

TREE REMOVAL AND PROTECTION PLAN

1.

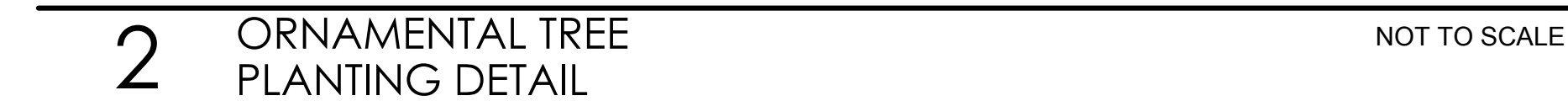
1. CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
2. ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH LOCAL LANDSCAPING CODES AND ZONING ORDINANCES.
3. PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE J.U.L.I.E (811) LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.
4. ALL PLANT MATERIALS (EXCEPT FOR GROUNDCOVER, ANNUALS, AND PERENNIALS) SHALL BE BALLED AND BURLAPPED STOCK AND MEET CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK (ANSI 260.1-1986) OR EQUAL. PLANT MATERIALS MUST BE SUPPLIED WITHIN A 150 MILE RADIUS OF PROJECT SITE WITHIN NORTHEAST ILLINOIS. CONTRACTOR MAY SUBSTITUTE CONTAINER STOCK FOR SHRUBS IF SIZES ARE EQUAL TO SPECIFIED B&B STOCK, WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT.
5. IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT AND VILLAGE STAFF.
6. SOIL IN GROUNDCOVER AND PERENNIAL BEDS SHALL BE AMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 4 INCHES OF SOIL.
7. DISTURBED AREAS TO RECEIVE SOD SHALL BE TILLED TO 6" DEPTH AND FINE GRADED TO PROVIDE SMOOTH BASE SURFACE. IF EXISTING SOIL IS A MAJORITY OF CLAY OR UNSUITABLE, 2" OF FINE GRADED TOPSOIL SHALL BE ADDED PRIOR TO TILLING. EXISTING SOD AREAS SHALL HAVE TURF REMOVED WITH AUTOMATED SODCUTTER OR HAND SPACE TO REMOVE ALL BLADES AND ROOTS. 1" OF FINE GRADED TOPSOIL SHALL BE TILLED AND GRADED.
8. TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.
9. ALL SHRUB BEDS AND INDIVIDUAL TREE PLANTINGS, UNLESS OTHERWISE NOTED, SHALL RECEIVE A 3 INCH LAYER OF SHREDDED HARDWOOD MULCH. ALL GROUNDCOVER, ANNUAL AND PERENNIAL BEDS SHALL RECEIVE A 2 INCH LAYER OF THE SAME MULCH MATERIAL. COSTS FOR MULCH SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF PLANTINGS.
10. NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL FINAL APPROVAL FROM VILLAGE.
11. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT (BEGINNING ON THE OWNER'S POSSESSION DATE). THIS AGREEMENT SHALL COVER MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL DEAD OR DAMAGED LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.
12. CONTRACTOR SHALL PROVIDE A SEPARATE ESTIMATE FOR AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM FOR COMPLETE EFFECTIVE COVERAGE OF ALL LAWN AREAS AND SHRUB BEDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL AND APPLY FOR ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK. IRRIGATION PLANS SHALL INCLUDE HUNTER PRO-C CONTROLLER W/WIRELESS SOLAR SYNC STATION AND HUNTER SPRAYHEADS AND NOZZLES, AND AN RPZ BACKFLOW PREVENTER. IRRIGATION WORK SHALL BE WARRANTY ALL LABOR AND MATERIALS FOR 1 FULL YEAR AFTER INSTALLATION AND TESTING.
13. SEEDED LAWN AREAS SHALL BE BID WITH A BID ALTERNATE FOR HYDROSEEDING LAWN. PRIOR TO SEEDING 2" OF FINE TOPSOIL SHALL BE TILLED INTO EXIST SOIL MIXTURE. A MIX CONSISTING OF ROUGHLY 30 % BLUEGRASS / 30% FINE FESCUES / 40% RYE GRASSES (AND TACKIFIER FOR HYDROSEEDING) SHALL BE APPLIED AT MANUFACTURERS SPECIFIED RATES FOR NEW LAWNS BETWEEN 5 AND 10 LBS PER 1,000 SQ. FT.
14. TREES AND LARGE SHRUBS SHALL NOT BE LOCATED CLOSER THAN TEN (10) FEET TO FIRE HYDRANTS, LIGHT AND TELEPHONE POLES, TRANSFORMERS OR OTHER ABOVE GROUND UTILITIES. ANY DISCREPANCY ON THE PLAN RELATED TO THESE PROXIMATE UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.



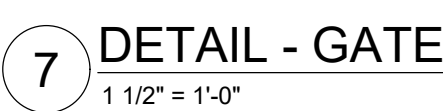
Sec. 3.030.10	STREET YARD OPEN SPACE	2180 SF / 7.6%
Sec. 28.8.020	SHADE OR ORNAMENTAL TREES MUST BE PROVIDED WITHIN THE REQUIRED PARKING LOT PERIMETER LANDSCAPE AREAS AT A RATE OF AT LEAST ONE TREE PER 30 LINEAR FEET OF STREET FRONTAGE.	MAIN ST = 174' / 30 = 5.8 6 TREES PROVIDED 63RD ST=129'/30 = 4.3 4 TREES PROVIDED



NEVER CUT LEADERS TREE
SHALL BEAR SAME RELATION TO
FINISHED GRADE AS IT BORE TO
PREVIOUS GRADE.



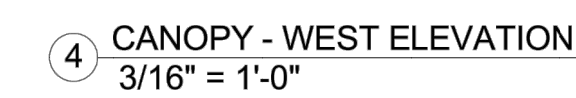
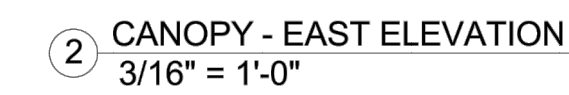
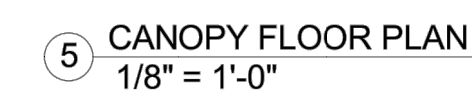
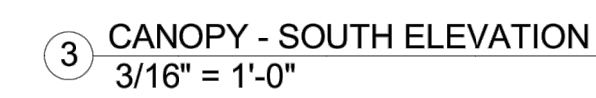
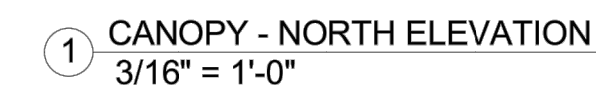
L.3



AS1.02







CITY APPROVAL

CLIENT: **vequity** | real estate. redefined.

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

PROJECT TEAM:



ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.ILEKIS.com

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NOTE:

7-ELEVEN
PROJECT # 1914-04
6301 MAIN ST.
DOWNERS GROVE, IL 60516

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DATE:	ISSUED FOR:
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05/20/19	ISSUED PER CITY COMMENTS
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06/26/10	ISSUED PER CITY COMMENTS
06/03/10	ISSUED FOR CITY REVIEW

05/03/19 ISSUED FOR CITY REVIEW

FUEL CANOPY

ELEVATIONS

10. *Journal of the American Medical Association*, 2000; 283: 2686-2692.

A3 03

AS.03

PRELIMINARY ENGINEERING PLANS

FOR

7-ELEVEN

DOWNERS GROVE, ILLINOIS

PROJECT TEAM

OWNER/DEVELOPER

Vequity
400 North State Street, Suite 400
Chicago, Illinois 60654
312 985 0987
Contact: Kim Ward

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Brad Prischman
bprischman@v3co.com
Project Engineer: Matt Brolly
mbrolly@v3co.com

ARCHITECT

Ilekis Associates
223 West Jackson Blvd, Suite 1000
Chicago, IL 60606
312 419 0009
Contact: Artur Uchanski

BENCHMARKS

SOURCE:

STATION DESIGNATION: ME1251 (DUPAGE COUNTY DGN19002)
ESTABLISHED BY: DUPAGE COUNTY
DATE: 1983

ELEVATION: 745.59 (PUBLISHED AND HELD)
DATUM: NAVD88
DESCRIPTION: STATION IS LOCATED NEAR THE SOUTHWEST CORNER OF THE INTERSECTION OF 63RD STREET AND DUNHAM ROAD. STATION IS 145 FT SOUTH OF THE CENTERLINE OF 63RD STREET AND 42 FT WEST OF THE CENTERLINE OF DUNHAM ROAD. MONUMENT IS AT STREET GRADE AND IS A STEEL ROD WITH A BERNTSEN LID AND PVC SLEEVE.

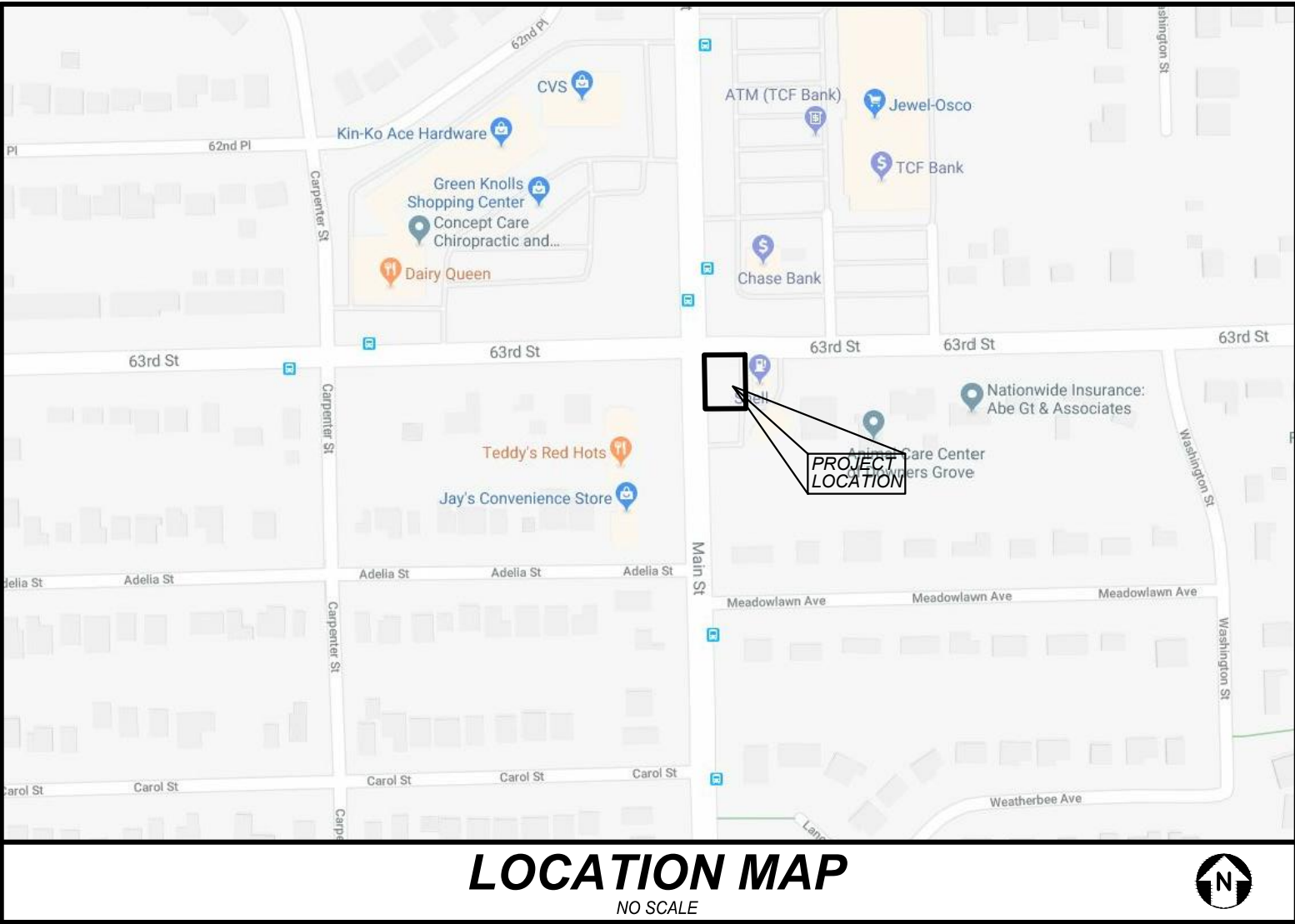
SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3 COMPANIES
DATE: 04-09-19

ELEVATION: 774.69 (MEASURED)
DATUM: NAVD88
DESCRIPTION: CUT SQUARE ON LIGHT POLE BASE LOCATED 3.9' NORTH OF THE NORTH LINE OF 63RD ST AND 122.7' EAST OF THE EAST LINE OF MAIN ST.

STATION DESIGNATION: SBM#2
ESTABLISHED BY: V3 COMPANIES
DATE: 04-09-19

ELEVATION: 771.67 (MEASURED)
DATUM: NAVD88
DESCRIPTION: CUT CROSS ON TRAFFIC LIGHT POLE BASE LOCATED 9.2' SOUTH OF THE SOUTH LINE OF 63RD ST AND 7.6' EAST OF THE WEST LINE OF MAIN ST.



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CIVIL ENGINEERING PLANS

- C0.0 TITLE SHEET
C1.0 PRELIMINARY SITE PLAN
C2.0 PRELIMINARY GRADING PLAN
C3.0 PRELIMINARY UTILITY PLAN

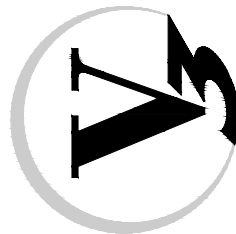
TITLE SHEET

7-ELEVEN

DOWNERS GROVE

ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com



DRAWING NO.

C0

REVISIONS

ORIGINAL ISSUE DATE: MAY 3, 2019

PROJECT NO.: 19113.001

PROJECT MANAGER: BP

DESIGNED BY: MDC

DRAWN BY: MDI

NO. DATE DESCRIPTION

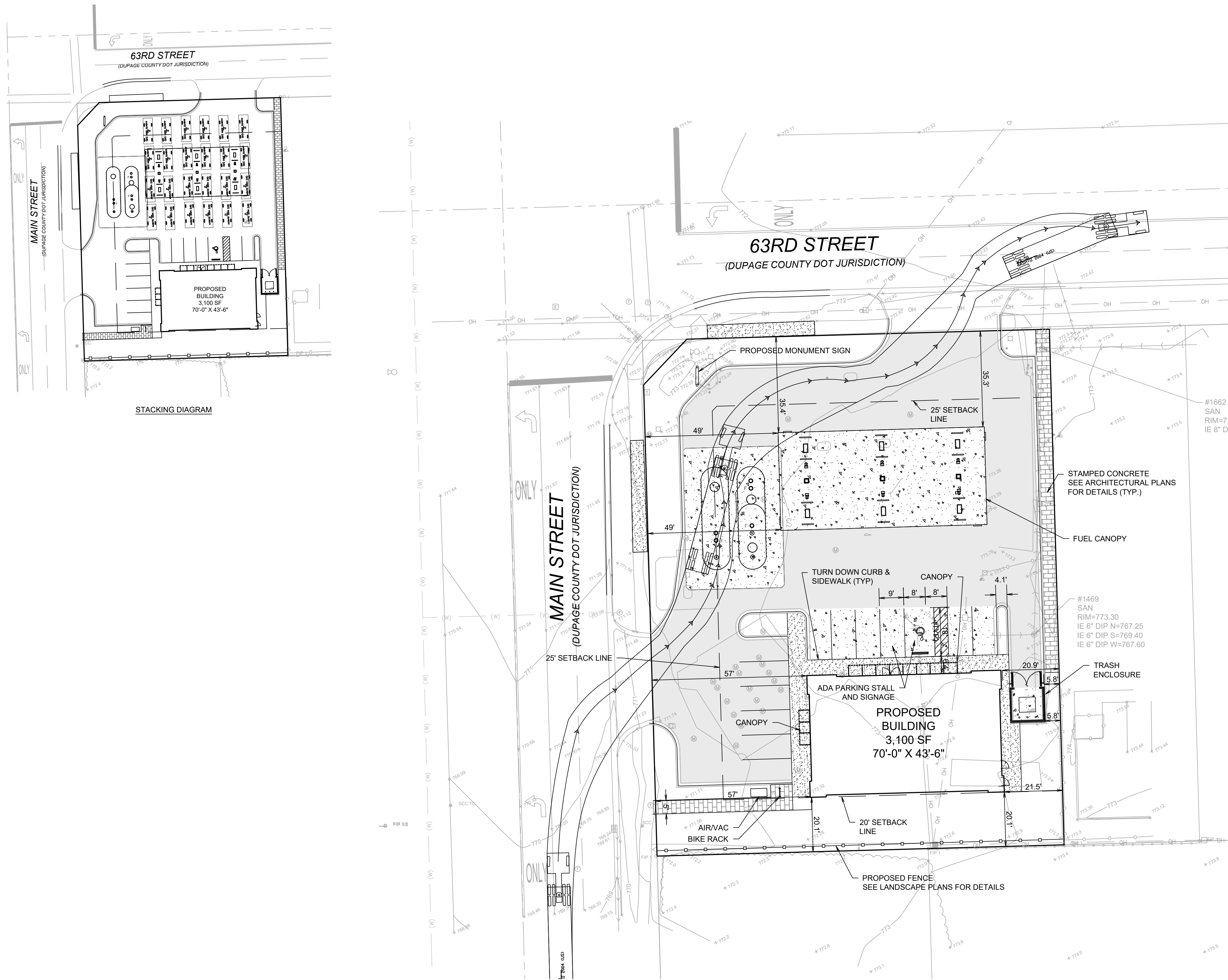
1 05-03-19 ISSUED FOR VILLAGE REVIEW

2 05-21-19 REVISED PER VILLAGE COMMENTS

NO. DATE DESCRIPTION

1 05-03-19 ISSUED FOR VILLAGE REVIEW

2 05-21-19 REVISED PER VILLAGE COMMENTS



STACKING DIAGRAM

- NOTES:
1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
 2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
 3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
 4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
 5. SIGNS ARE TO BE PERMITTED SEPARATELY.

PAVING LEGEND

HEAVY DUTY HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX C N50
3.0" HMA BINDER COURSE, IL 19.0
10" AGGREGATE BASE COURSE - CA6
GEOTEXTILE FABRIC

REGULAR HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX C N50
2.5" HMA BINDER COURSE, IL 19.0
8" AGGREGATE BASE COURSE - CA6
GEOTEXTILE FABRIC

CONCRETE PAVEMENT

8" P.C. CONCRETE PAVEMENT WITH (6X6/W2.9=W2.9) W.W.F.
4" AGGREGATE BASE COURSE - CA6
GEOTEXTILE FABRIC

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

CURB LEGEND

- B6.18 REGULAR PITCH CURB AND GUTTER
B6.18 REVERSE PITCH CURB AND GUTTER
B6.18 DEPRESSED CURB AND GUTTER

SITE SUMMARY

ZONING
B-2. GENERAL RETAIL BUSINESS

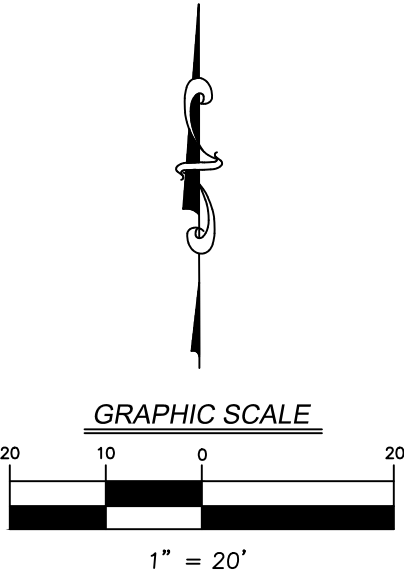
LOT AREA
28,365 SF (0.65 AC)
PROPOSED BUILDING
3,090 SF

PARKING SUMMARY

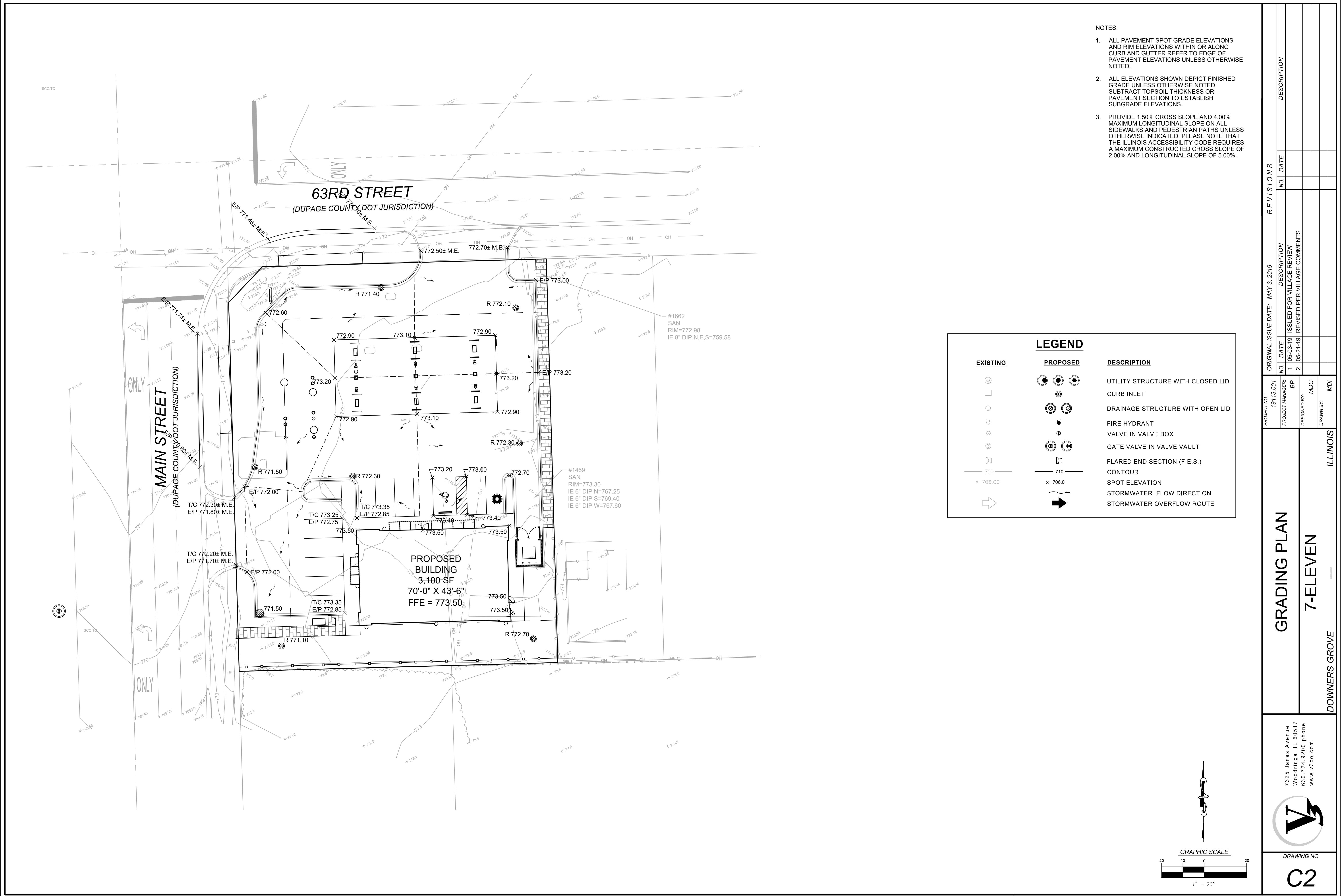
PROVIDED STALLS
STANDARD STALLS = 12
ACCESSIBLE STALLS = 1
TOTAL PARKING PROVIDED = 13
REQUIRED STALLS
1 SPACE PER PUMP ISLAND + 3.33/1000 SF = 13 SPACES

STORMWATER SUMMARY

STORMWATER DETENTION AND BMP NOT
REQUIRED PER VILLAGE OF DOWNERS GROVE
ORDINANCE.



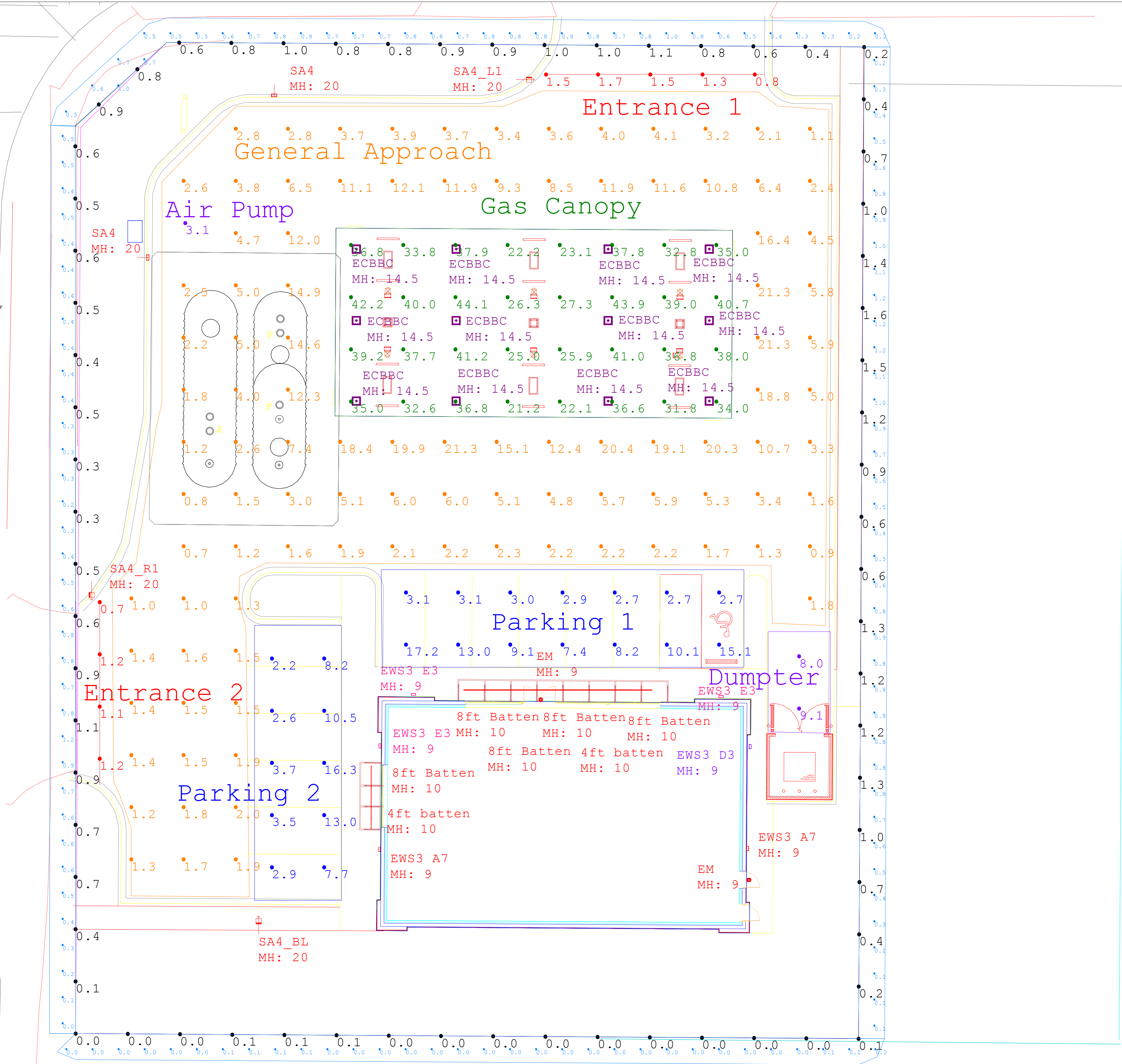
7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com		DRAWING NO. C1		DOWNERS GROVE		ILLINOIS		DRAWN BY: MDI		DESIGNED BY: MDC		PROJECT MANAGER: BP		PROJECT NO.: 19113.001		REVISIONS		ORIGINAL ISSUE DATE: MAY 3, 2019				
																NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION	
																1	05-03-19	ISSUED FOR VILLAGE REVIEW				
																2	05-21-19	REVISED PER VILLAGE COMMENTS				



ONLY

ONLY

Scale: 1 inch= 10.94 Ft.



current
powered by GE

Calculated light levels are based on specific information that has been supplied to GE. Any differences in luminaire installation, lighted area geometry and obstructions in the lighted area may produce different results from the provided values. Normal tolerances of voltage, lamp output, and ballast and luminaire manufacturers will affect results.
Ref: IES LM-61-06

Provided for:
John Downing
CURRENT, POWERED BY GE

Provided BY:
Application Solution Center
Current, Powered by GE
NELA Park, East Cleveland OH
P: 1-216-266-4660

Designer: Joshua Watkins

Date: 5/2/2019

GE Drawing #: A190664-7-Eleven #1045271 Downers Grove, IL AGI

7-ELEVEN STORE #1045271
6301 Main Street, Downers Grove, IL
MOUNTING HEIGHT AS NOTED
MAINTAINED LIGHTING LEVELS INDICATED

TRAFFIC IMPACT STUDY

REPORT FOR:

7-11 / GAS STATION REDEVELOPMENT



6301 NORTH MAIN STREET DOWNERS GROVE, ILLINOIS

PREPARED BY:



V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517

V3 Project No. 19113.001

May 3, 2019



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Appendix D	Capacity Analysis Worksheets – Background
Appendix F	Capacity Analysis Worksheets – Future with Project
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I. INTRODUCTION

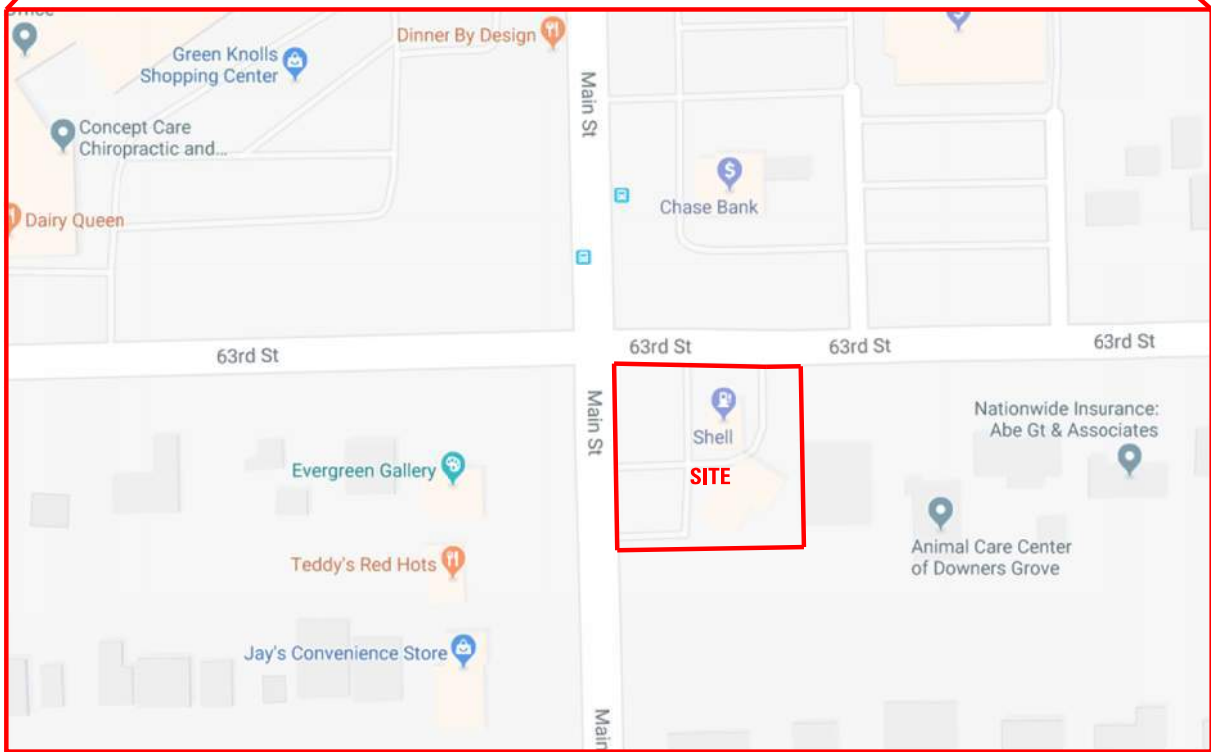
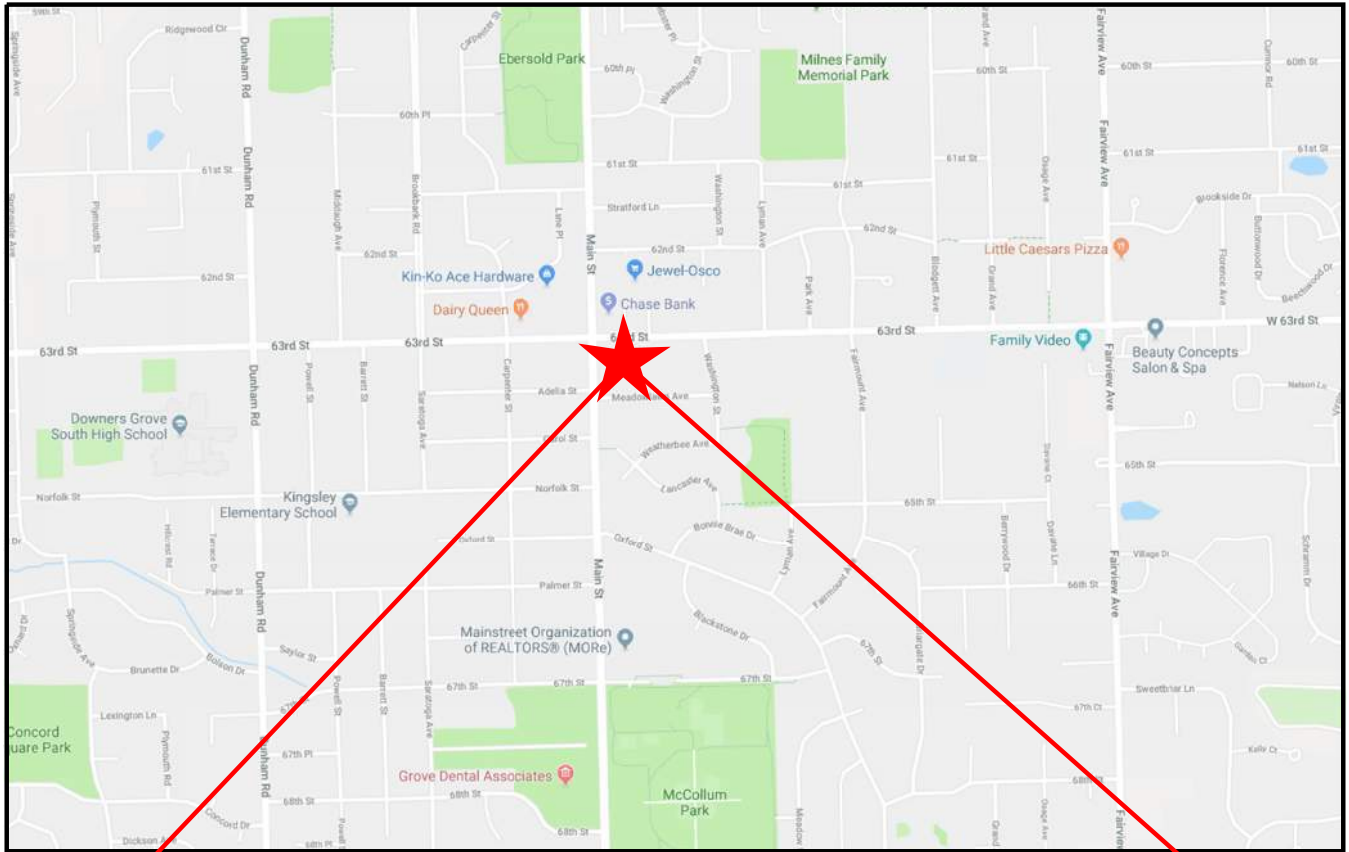
V3 Companies has been contracted by Vequity to prepare a traffic impact study for the proposed redevelopment of a Shell gas station located at the southeast corner of 63rd Street and Main Street in Downers Grove, IL. The property is bounded by Main Street to the west, 63rd Street to the north, an Animal Care Center to the east, and single family homes to the south. A site location map is included as Figure 1.

The site currently consists of a gas station with eight fueling positions and an approximate 2,800 square foot building placed diagonally in the southeast portion of the site. The building houses a small convenience store area and an automobile service center with three service bays. The site is accessed via two full access driveways on 63rd Street and two full access driveways on Main Street.

The proposed redevelopment will consist of entirely removing all parts of the existing gas station and reconfiguring the site. The proposed site will consist of a gas station with twelve fueling positions and a 3,010 square foot 7-11 convenience store placed in the southeast corner of the site. The proposed site will not include an automobile service center. The proposed redevelopment also includes consolidating the four driveways to one full access driveway on 63rd Street and one full access driveway on Main Street. A conceptual site plan is included as Figure 2.

The purpose of this report is to evaluate the potential traffic impacts of the proposed redevelopment, which is expected to be built out in 2020. Traffic estimates are projected for 2025, which is five years beyond the opening date. The study area consists of the signalized intersection of Main Street and 63rd Street and the four unsignalized Shell gas station driveways.

This report includes a description of existing conditions, data collection, capacity analysis, evaluation of data, and conclusions.



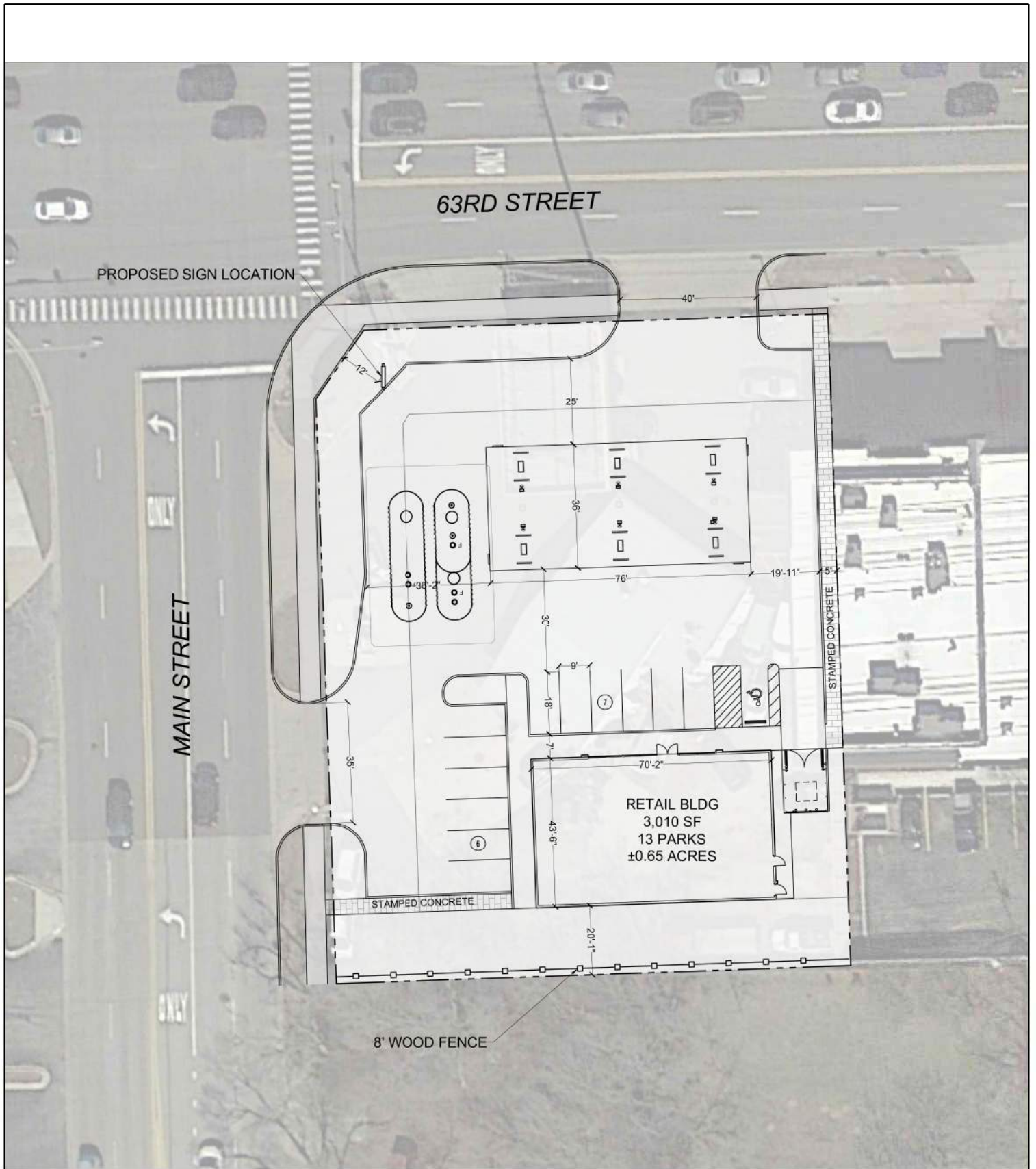
SHELL GAS STATION REDEVELOPMENT

FIGURE 1 SITE LOCATION MAP

DOWNERS GROVE

ILLINOIS





NOT TO SCALE

SHELL GAS STATION REDEVELOPMENT

FIGURE 2 CONCEPTUAL SITE PLAN

DOWNERS GROVE

ILLINOIS





II. PROJECT CONDITIONS

Land Uses

A variety of land uses exist near the project site, primarily consisting of office, retail, residential, and service uses. The surrounding land uses are illustrated in Figure 3.

Roadway System

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configurations at the study area intersections are illustrated in Figure 4.

Main Street is a two-lane, north-south minor arterial with a striped median and a posted speed limit of 40 mph. Both the northbound and southbound approaches to 63rd street consist of dual left turn lanes, one through lane, and one through/right turn lane. The median on both approaches is striped, allowing for full access driveways on Main Street. Main Street is under DuPage County DOT jurisdiction.

63rd Street is generally a two-lane, east-west minor arterial with a posted speed limit of 40 mph. 63rd street widens at the approach to Main Street to consist of one left turn lane, one through lane, one through/right turn lane, and two receiving lanes on both the eastbound and westbound approaches. Striped medians on both approaches, allow for full access driveways on 63rd Street. 63rd street is under DuPage County DOT jurisdiction.

The intersection of *Main Street and 63rd Street* is signalized with an actuated, uncoordinated timing scheme. Based on video taken during the am and pm peak hours, the traffic signal appears to be programmed with a 120 second maximum cycle length. The observed cycle length is shortened when there is not continuous demand on all approaches and the signal rests on the Lockport Street approaches. All left turn movements operate as protected-permitted left turns. All four approaches of one left turn lane, one through lane, and one shared through/right turn lane. All four legs of the intersection also include pedestrian signals with marked crosswalks.

For the purposes of this report, the four existing site driveways are numbered starting with the driveways on 63rd Street. All four driveways are roughly 35 feet wide with no lane markings and were observed to generally operate as one left turn lane, one right turn lane and one receiving lane.



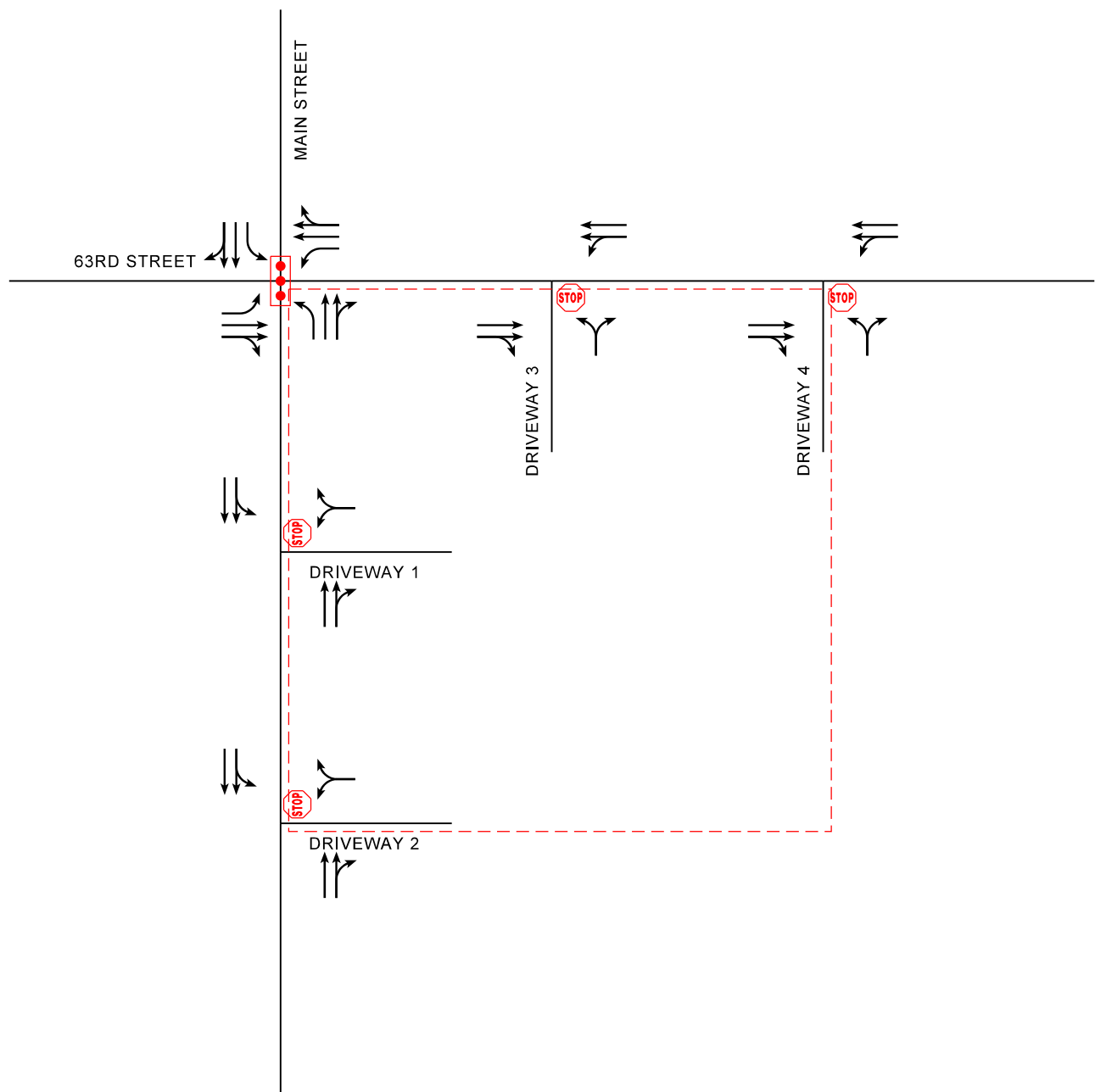
SHELL GAS STATION REDEVELOPMENT

FIGURE 3 LAND USE MAP

DOWNERS GROVE

ILLINOIS





SHELL GAS STATION REDEVELOPMENT

FIGURE 4 EXISTING LANE CONFIGURATION

DOWNERS GROVE

ILLINOIS





Observed Traffic Volumes

To assist in the evaluation of the traffic impact on the roadway system resulting from the proposed redevelopment, existing vehicular volumes were collected at the intersection of Main Street and 63rd street and the four site driveways.

Manual vehicle counts were conducted at the intersection of 63rd Street and Main Street on Tuesday, April 24th, 2019. The morning peak period counts occurred from 7:00 am to 9:00 am and the evening peak period counts occurred from 4:00 pm to 6:00 pm. The count periods were selected to be consistent with traditional peak hours for arterial roadways and when gas stations tend to generate significant trips.

The traffic volumes collected indicate that the weekday peak hours occur from 7:30 am to 8:30 am and 4:30 pm to 5:30 pm. The existing peak hour vehicular volumes at the study area intersections are illustrated in Figure 5. A summary of the traffic volumes collected in fifteen minute increments is provided in Appendix A.

Existing Gas Station Traffic

Trip Generation

Daily and peak hour volumes at gas stations are highly volatile and can vary from day to day based on numerous factors. Rather than collecting a single data point at the existing gas station, the estimated traffic of the gas station is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The following land use category is used to determine project traffic:

Gasoline/Service Station (ITE Land Use Code 944) – This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. These service stations may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash

The *Trip Generation Manual, 10th Edition* assigns trip generation rates based on a peak period and an independent variable. The independent variable for this analysis will be the number of fueling positions. The am and pm trip generation rates are selected as the average rate for weekday, peak hour of adjacent street traffic for one hour from 7 am to 9 am and 4 pm to 6 pm.

As documented in the *Trip Generation Manual, 10th Edition*, a gas station does not typically generate all new traffic on a roadway system. The total traffic generation is a combination of pass-by trips, which represent existing traffic drawn directly from the passing traffic flow on the adjacent trips, and primary trips, which represent new traffic drawn to the roadway network by the new development. Data published in the ITE *Trip Generation Handbook* is used to estimate



the pass-by percentages for this land use. It should be noted that that pass-by trip reductions do not reduce the total number of trips into the site, but decreases the number of new trips on the adjacent roadway network.

The Handbook provides pass-by rates of 58 percent during the am peak hour and 42 percent during the pm peak hour for LUC 944. These rates are applied to the total trip generation. Table 1 provides a summary of the total trip generation with pass-by reductions for the proposed development.

Table 1: Trip Generation – Existing Gas Station

Size	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
New Trips	17	17	34	32	32	64
Pass-by Trips	(24)	(24)	(48)	(24)	(24)	(48)
Total Trips	41	41	82	56	56	112

Trip Distribution and Assignment

The direction from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent roadways.

The distribution of the existing gas station trips is based on existing traffic patterns in the area and on the relative convenience of each movement. Existing traffic volumes along 63rd Street are higher than Main Street. Therefore, 63rd Street is anticipated to carry a higher percentage of existing gas station project trips. The highest percentage is assumed to originate from the west, since this traffic can enter the site via a right turn. Traffic originating from the east is assumed to be somewhat lower. The lowest portion of trips is assumed to originate from the north.

Pass-by trips are likely to be impulse or convenience stops and less likely to be planned. The pass-by trips are assigned in a manner consistent with driver convenience. The largest percentage of pass-by trips will occur for eastbound and northbound vehicle trips, since those movements consist of a right-turn in and a right-turn out. Total volumes are higher in the eastbound direction, so a larger portion of pass-by trips are assigned to the driveways on 63rd Street.



The existing peak hour vehicular volumes at the study area intersections are illustrated in Figure 5. The peak hours observed in the traffic count are used as the volumes at the intersection of 63rd Street and Main Street. The estimated gas station trips are applied to the site driveways. The observed volumes from the traffic count are applied to the through movements at the gas station driveways.

Proposed Development

Land Use Development

There are no known proposed land development projects in the vicinity of the site that will impact the study area.

Roadway Development

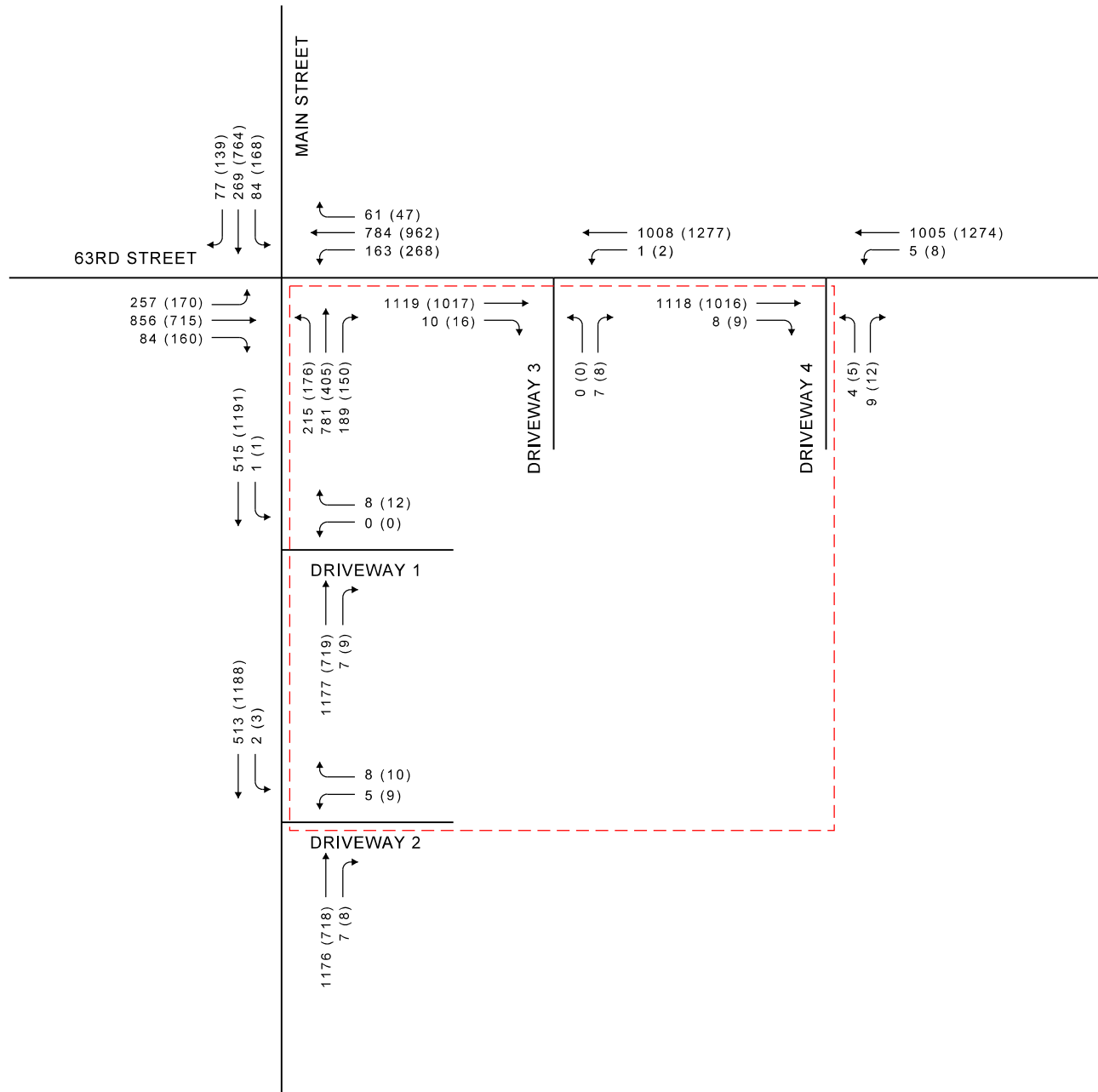
The conceptual site plan includes two proposed driveways. Driveway 1 is proposed as a full access driveway on Main Street approximately 115 feet south 63rd Street. Driveway 2 is a proposed full access driveway on 63rd Street approximately 90 feet east of Main Street. This represents in a reduction in total access points from the four that are currently present on the site.

There are no other known roadway developments in the area that will impact this study.

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM



**SHELL GAS STATION
REDEVELOPMENT**

**FIGURE 5
EXISTING TRAFFIC VOLUMES**

DOWNERS GROVE

ILLINOIS





III. TRAFFIC FORECASTS

Project Traffic Volumes

Trip Generation

The conceptual site plan consists of a 3,010 square foot gas station with convenience market and 12 fueling positions. Project traffic is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The following land use category is used to determine project traffic:

Gasoline/Service Station with Convenience Market (ITE Land Use Code 945) – This land use includes gasoline/service stations with convenience markets where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles and may have a carwash. Some commonly sold convenience items are newspapers, coffee, or other beverages, and snack items that are usually consumed in the car. The sites included in this land use category have the following two specific characteristics:

- The gross floor area of the convenience market is between 2,000 and 3,000 square feet
- The number of vehicle fueling positions is at least 10

The *Trip Generation Manual, 10th Edition* assigns trip generation rates based on a peak period and an independent variable. The independent variable for this analysis will be the number of fueling positions. The am and pm trip generation rates are selected as the average rate for weekday, peak hour of adjacent street traffic for one hour from 7 am to 9 am and 4 pm to 6 pm.

As documented in the *Trip Generation Manual, 10th Edition*, a gas station with convenience market does not typically generate all new traffic on a roadway system. The total traffic generation is a combination of pass-by trips, which represent existing traffic drawn directly from the passing traffic flow on the adjacent trips, and primary trips, which represent new traffic drawn to the roadway network by the new development. Data published in the ITE *Trip Generation Handbook* is used to estimate the pass-by percentages for this land use. It should be noted that that pass-by trip reductions do not reduce the total number of trips into the site, but decreases the number of new trips on the adjacent roadway network.

The ITE *Trip Generation Handbook* includes specific pass-by rates for this land use. The Handbook provides pass-by rates of 62 percent during the am peak hour and 56 percent during the pm peak hour for LUC 945. These rates are applied to the total trip generation. Table 2 provides a summary of the total trip generation with pass-by reductions for the proposed development.



Table 2: Trip Generation – Proposed Gas Station

Size	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
New Trips	29	27	56	54	50	104
Pass-by Trips	(47)	(47)	(94)	(32)	(32)	(64)
Total Trips	76	74	150	86	82	168

Trip Distribution and Assignment

It is assumed that the trips distribution and assignment of the proposed gas station will be similar to the assumed existing gas station patterns. 63rd Street is anticipated to carry a higher percentage of existing gas station trips project trips. The highest percentage is assumed to originate from the west, since this traffic can enter the site via a right turn. Traffic originating from the east is assumed to be somewhat lower. The lowest portion of trips is assumed to originate from the north. The proposed development includes consolidating the driveways to one full-access on both 63rd Street and Main Street, which requires modifying the distributions at the site driveways. The assignment of new project trips is illustrated in Figure 6.

Pass-by trips are also assumed to follow a similar pattern to the existing gas station, with an adjustment made for the consolidated driveways. The largest percentage of pass-by trips will occur for eastbound and northbound vehicle trips, since those movements consist of a right-turn in and a right-turn out. Total volumes are higher in the eastbound direction, so a larger portion of pass-by trips are assigned to the Driveways on 63rd Street. The assignment of pass-by trips is illustrated in Figure 7.

The total project trips consist of the sum of new project trips and pass-by trips. Total project trips are illustrated in Figure 8.

Background Traffic Volumes

Traffic is projected to 2025, which is five years beyond the anticipated build out in 2020. The anticipated growth rates in the area are based on projections from the Chicago Metropolitan Agency for Planning (CMAP). The AADT for 63rd Street and Main Street were obtained from the IDOT website. A summary of the CMAP growth rates is provided in Table 3. CMAP correspondence, including supporting historical AADT information is provided in Appendix B.



Table 3: CMAP Growth Rates

Street	AADT		Total Growth from Count Year to 2050	Non Compounded Yearly Rate	Total Growth from 2019 to 2025
	Existing AADT (Year)	2050 Proj.			
63rd St West of Main St	22,100 (2016)	24,700	11.8%	0.35%	2.1%
63rd St East of Main St	22,500 (2016)	25,400	12.9%	0.38%	2.3%
Main St North of 63rd St	15,500 (2016)	18,500	19.4%	0.57%	3.4%
Main St South of 63rd St	13,400 (2016)	16,100	20.1%	0.59%	3.6%

The CMAP projections indicate that the yearly growth rate varies between 0.35% and 0.59% percent per year. This amounts to total growths of 2.1% to 3.6% from 2019 to 2025. The growth factors for each leg are applied to the existing volumes to obtain the background traffic volumes.

The 2025 background traffic volumes are illustrated in Figure 9.

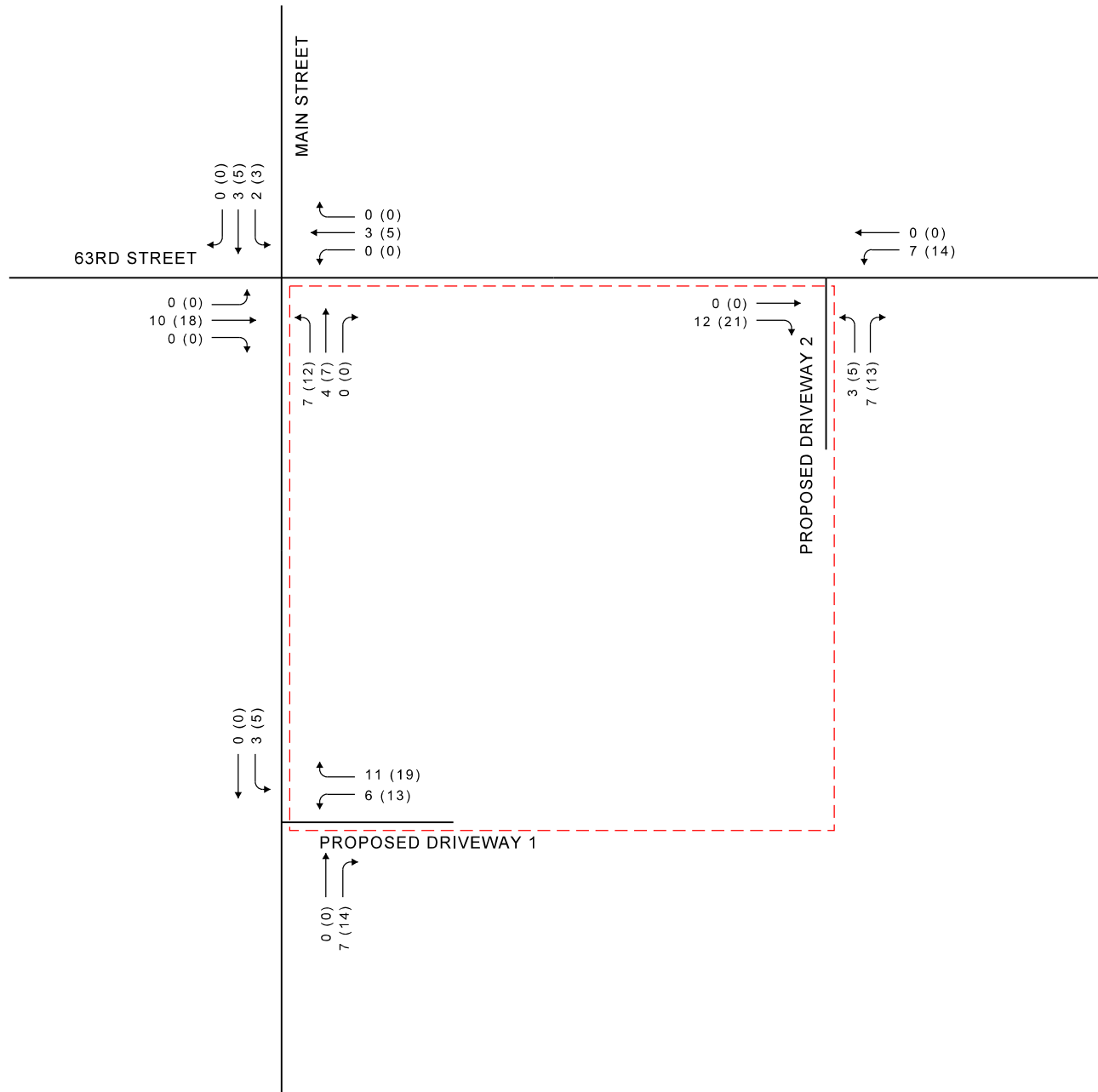
Future Traffic Volumes

Since the existing gas station is being redeveloped, the existing gas station trips are removed from the network. The total project traffic volumes are added to the background volumes with the existing trips removed to obtain the future with project traffic volumes for the study intersections. Future with project traffic volumes are depicted in Figure 10.

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM



**SHELL GAS STATION
REDEVELOPMENT**

**FIGURE 6
NEW PROJECT
TRAFFIC VOLUMES**

DOWNERS GROVE

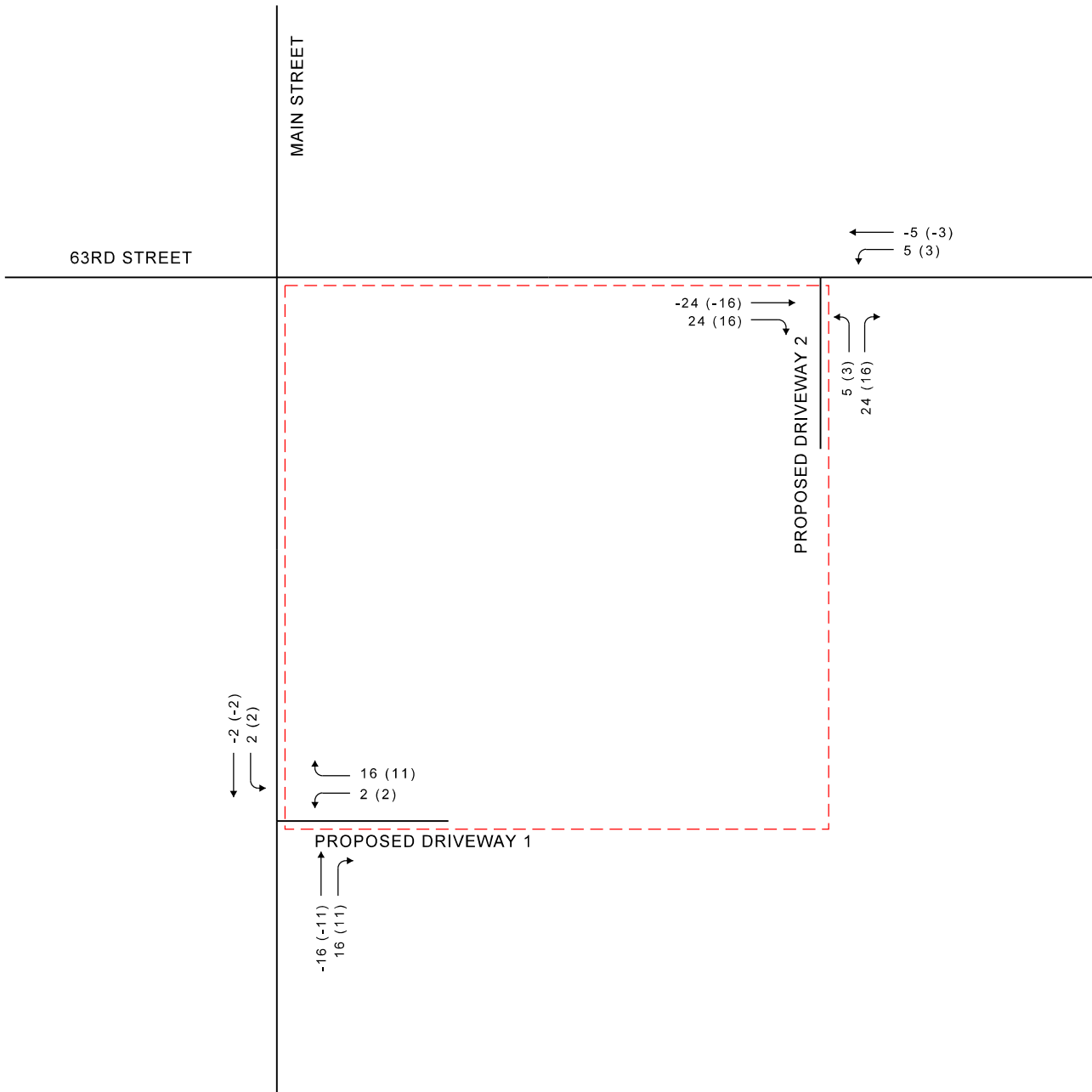
ILLINOIS



LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM



**SHELL GAS STATION
REDEVELOPMENT**

**FIGURE 7
PASS BY
TRAFFIC VOLUMES**

DOWNERS GROVE

ILLINOIS



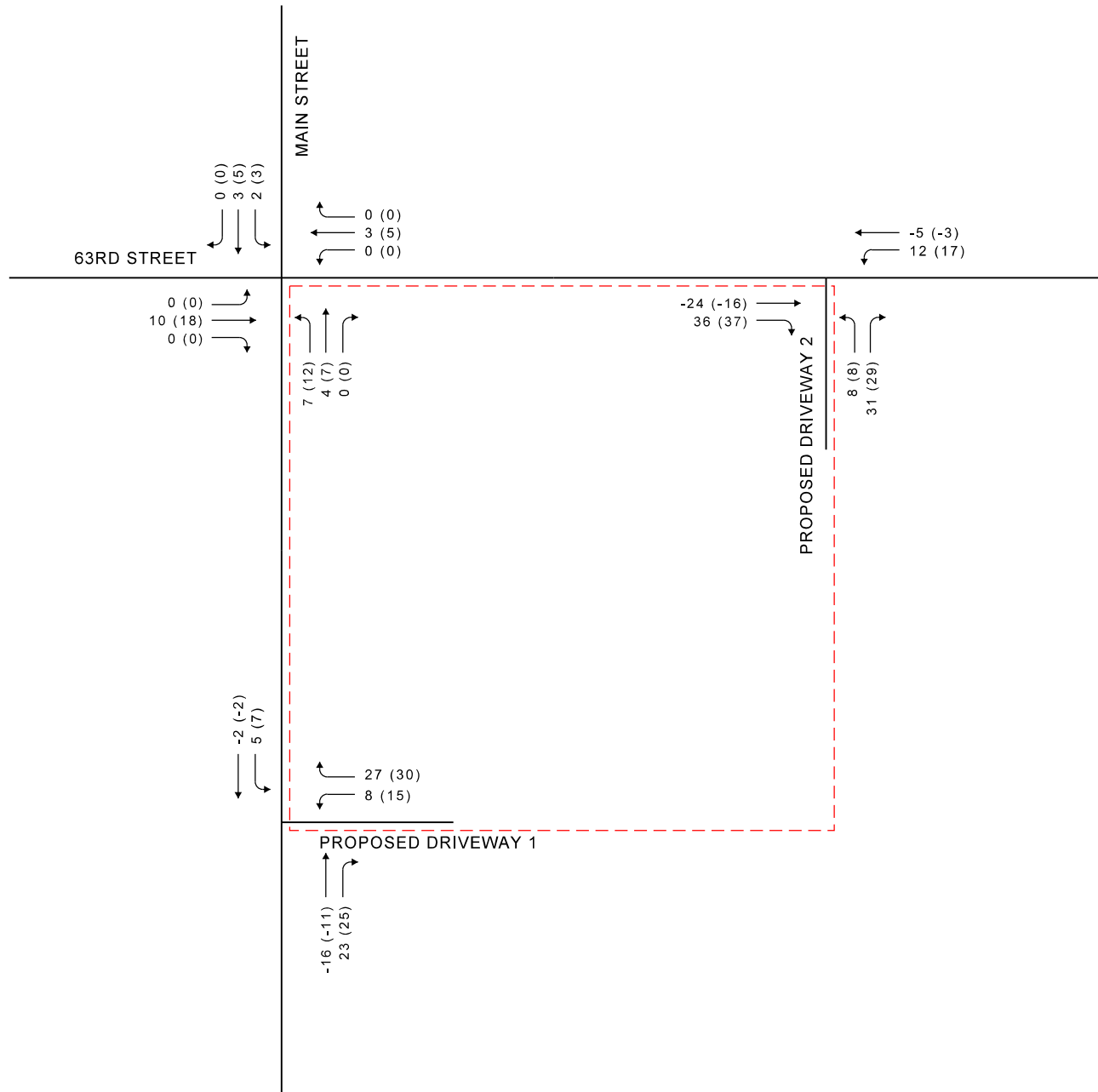
LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM

NOTE:

TOTAL TRIP GENERATION = NEW PROJECT TRAFFIC VOLUME (FIGURE 6) + PASS-BY TRAFFIC VOLUME (FIGURE 7)



**SHELL GAS STATION
REDEVELOPMENT**

**FIGURE 8
TOTAL
TRAFFIC VOLUMES**

DOWNERS GROVE

ILLINOIS



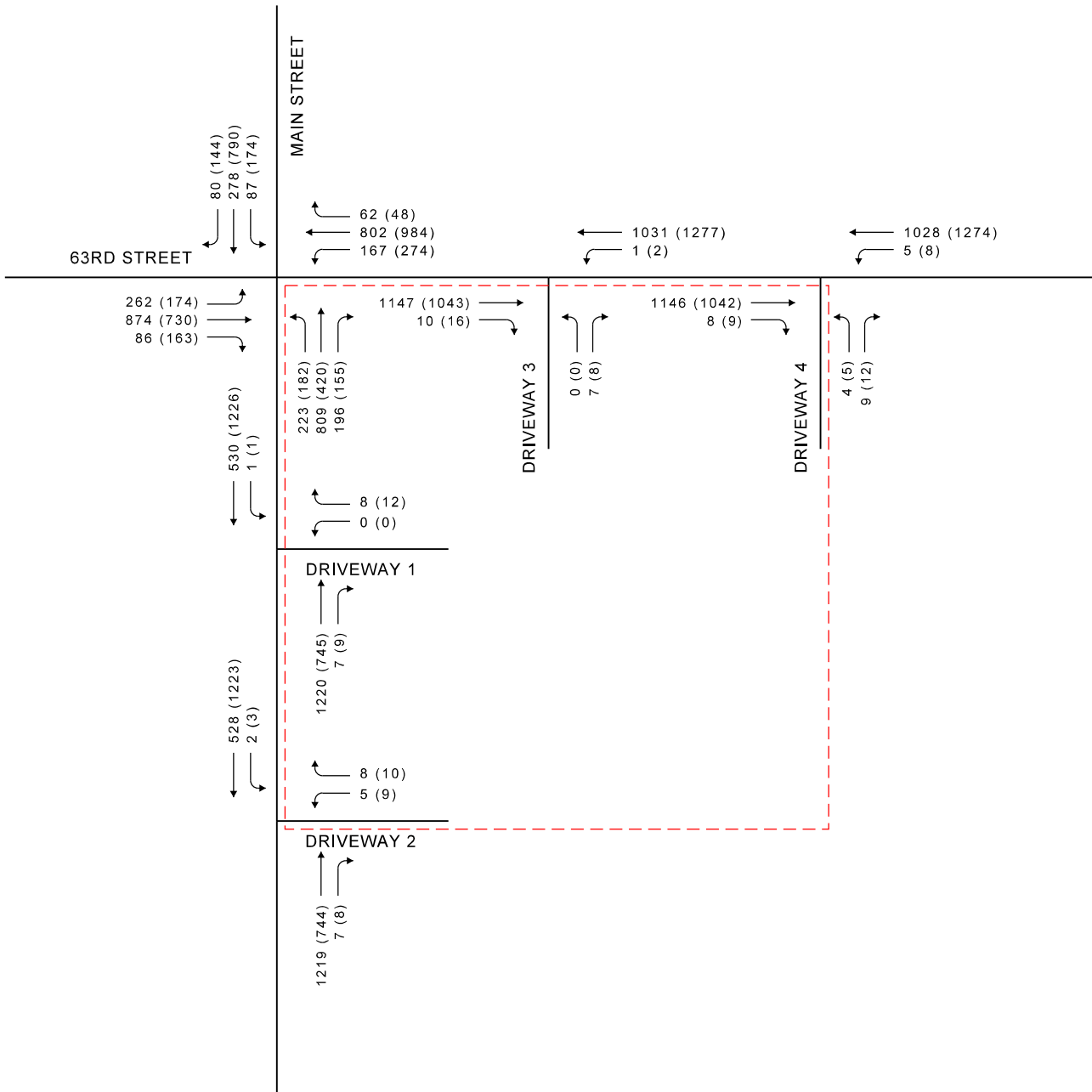
LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM

NOTE:

2025 BACKGROUND = EXISTING + CMAP GROWTH
TRAFFIC VOLUME TRAFFIC PROJECTIONS
VOLUME TO 2025
(FIGURE 5)



SHELL GAS STATION
REDEVELOPMENT

FIGURE 9
BACKGROUND
TRAFFIC VOLUMES



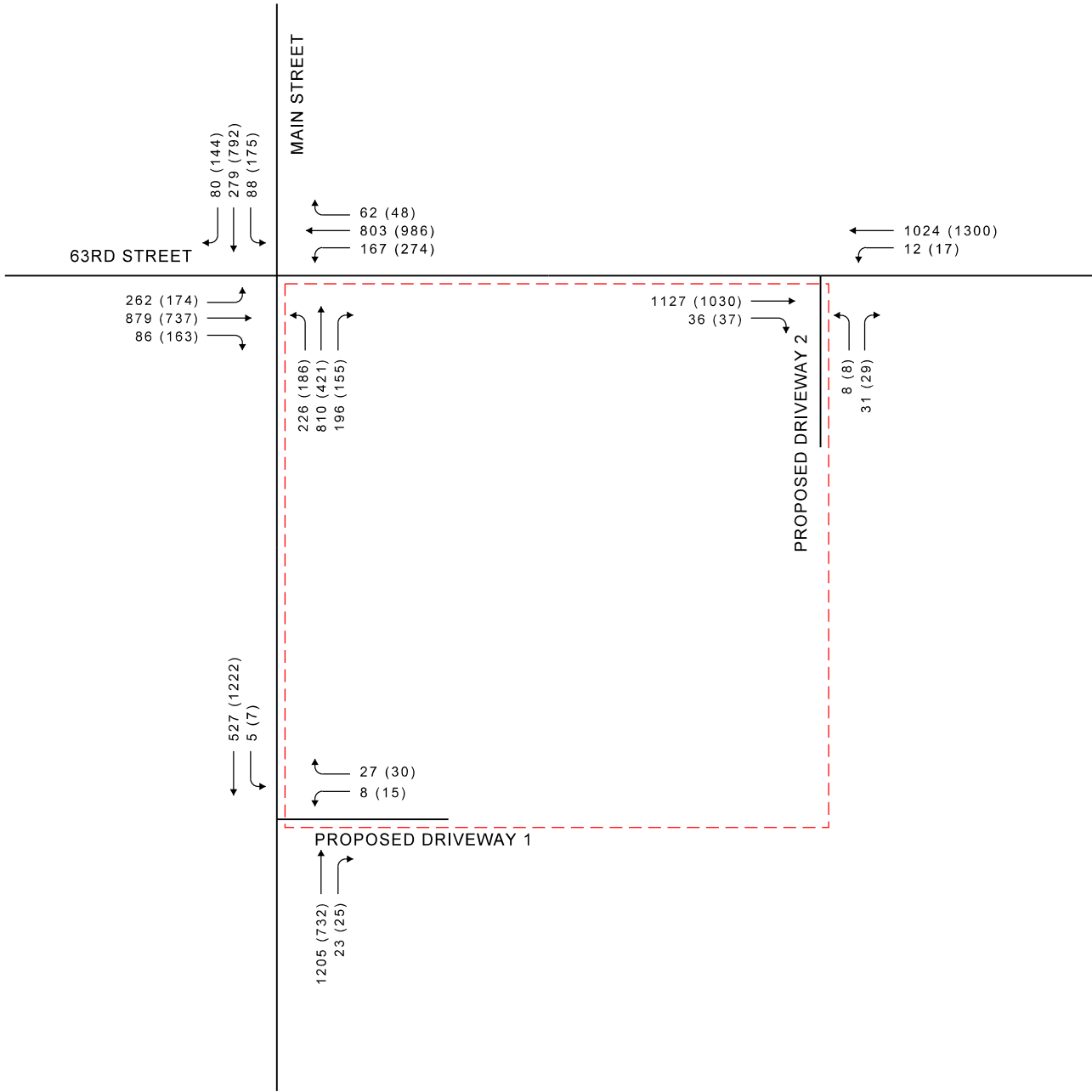
LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM

NOTE:

2025 FUTURE WITH PROJECT TRAFFIC VOLUME = 2025 BACKGROUND TRAFFIC VOLUME (FIGURE 9) - EXISTING GAS STATION + PROJECT TRAFFIC VOLUME (FIGURE 8)



**SHELL GAS STATION
REDEVELOPMENT**

**FIGURE 10
FUTURE WITH PROJECT
TRAFFIC VOLUMES**

DOWNERS GROVE

ILLINOIS





IV. TRAFFIC ANALYSIS

Capacity Analysis

The operation of a facility is evaluated based on level of service (LOS) calculations obtained by analytical methods defined in the Transportation Research Board's Highway Capacity Manual (HCM), 2010 Edition. The concept of LOS is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided in Table 4.

Table 4: Level of Service Definitions for Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual 2010*, National Research Council, 2010.

Typically, various state and local governments adopt operating standards varying between LOS C and LOS E, depending on the area's size and roadway characteristics.

The study area consists of the existing signalized intersection at 63rd Street and Main Street and the unsignalized intersections at the gas station driveways. Capacity analysis was performed with Synchro 9.1 (9.1.912.4). Models were created for the weekday am and weekday pm peak hours for the existing, 2025 background, and 2025 future with project scenarios. Signal timing



is based on field observation, where it was concluded that the intersection of 63rd Street and Main Street operates as an actuated-uncoordinated signal with a maximum cycle length of 120 seconds. Results for the signalized intersection of 63rd Street and Main Street are summarized in Table 5 and results for the unsignalized intersections are summarized in Table 6. Supporting HCS analysis worksheets for the existing, background and future with project traffic conditions are provided in Appendices C, D and E, respectively.

Table 5: Signalized LOS – 63rd Street and Main Street

Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
AM	Existing (2019)	48.4	D	41.8	D	41.3	D	30.1	C	42.4	D
	Background (2025)	50.4	D	42.8	D	50.5	D	30.6	C	46.2	D
	Future with Project (2025)	50.5	D	42.8	D	50.9	D	30.6	C	46.4	D
PM	Existing (2019)	42.1	D	52.1	D	37.5	D	51.3	D	46.8	D
	Background (2025)	42.9	D	55.8	E	38.7	D	57.3	E	49.9	D
	Future with Project (2025)	43.2	D	56.5	E	39.2	D	58.1	E	50.4	D
	Future with Project (2025) - Retimed	52.2	D	46.6	D	41.9	D	53.6	D	49.0	D

Under existing conditions, all approaches and the overall intersection all operate at LOS D or better during both the weekday am and pm peak hours. Despite relatively small growth in traffic in the background condition, delays increase for all movements by 2025. This results in the westbound and southbound approaches falling to LOS E. Slight further increases in delay occur with the addition of the proposed gas station traffic, but there are no changes in level of service from the background condition.

A significant factor in the high delay on the some approaches is the high volume of left turns and limited available green time. To mitigate this issue, it is recommended that the signal is retimed during the weekday pm peak hour to allow for longer protected phases for the highest volume left turn movements. With an optimized signal timing implemented, all approaches return to LOS D during the pm peak hour.



Table 6: Unsignalized LOS

Intersection / Approach	AM Peak Hour						PM Peak Hour					
	Existing (2019)		Background (2025)		Future w/ Project (2025)		Existing (2019)		Background (2025)		Future w/ Project (2025)	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Main Street and Driveway 1												
WB Left	0.0	A	0.0	A	-	-	0.0	A	0.0	A	-	-
WB Right	15.0	C	15.4	C	-	-	12.0	B	12.2	B	-	-
SB Left	17.2	C	17.8	C	-	-	12.1	B	12.3	B	-	-
Main Street and Driveway 2/Proposed Driveway 1												
WB Left	32.7	D	34.8	D	36.1	E	29.2	D	30.8	D	33.3	D
WB Right	15.0	C	15.4	C	16.0	C	12.0	B	12.1	B	12.5	B
SB Left	17.2	C	17.8	C	18.0	C	12.1	B	12.3	B	12.5	B
63rd Street and Driveway 3												
NB Left	0.0	A	0.0	A	-	-	0.0	A	0.0	A	-	-
NB Right	13.2	B	13.4	B	-	-	12.6	B	12.7	B	-	-
WB Left	11.2	B	11.3	B	-	-	10.7	B	10.8	B	-	-
63rd Street and Driveway 4/Proposed Driveway 2												
NB Left	36.9	E	38.7	E	41.9	E	39.0	E	41.1	E	46.5	E
NB Right	13.2	B	13.4	B	13.9	B	12.6	B	12.8	B	13.2	B
WB Left	11.2	B	11.4	B	11.5	B	10.7	B	10.8	B	11.0	B

In the existing conditions, the level of service varies across the four site driveways. The highest delays occur for the outbound left turn movements, including the northbound left turn at Driveway 4 which operates at LOS E. All inbound movements and outbound right turn movements operate at LOS C or better.

Delay increases on all movements in the background condition, but there are no changes in levels of service on any movements.

In the future condition, the four driveways are consolidated to two driveways. Delays on the proposed driveways are higher than the background condition due to the higher trip generation of the proposed site and the consolidation of the driveways. However, there are no changes in level of service.

While LOS E is not ideal for unsignalized intersections, high delay during peak hours is typical at similar sites. 63rd Street and Main Street are roadways with significant peak hour volumes. Unsignalized driveways and intersections typically experience higher delay times during peak



hours as acceptable gaps are limited. Gas station developments typically target high traffic areas. Overall, the consolidation of the four existing driveways to two proposed driveways will remove potential conflict points.

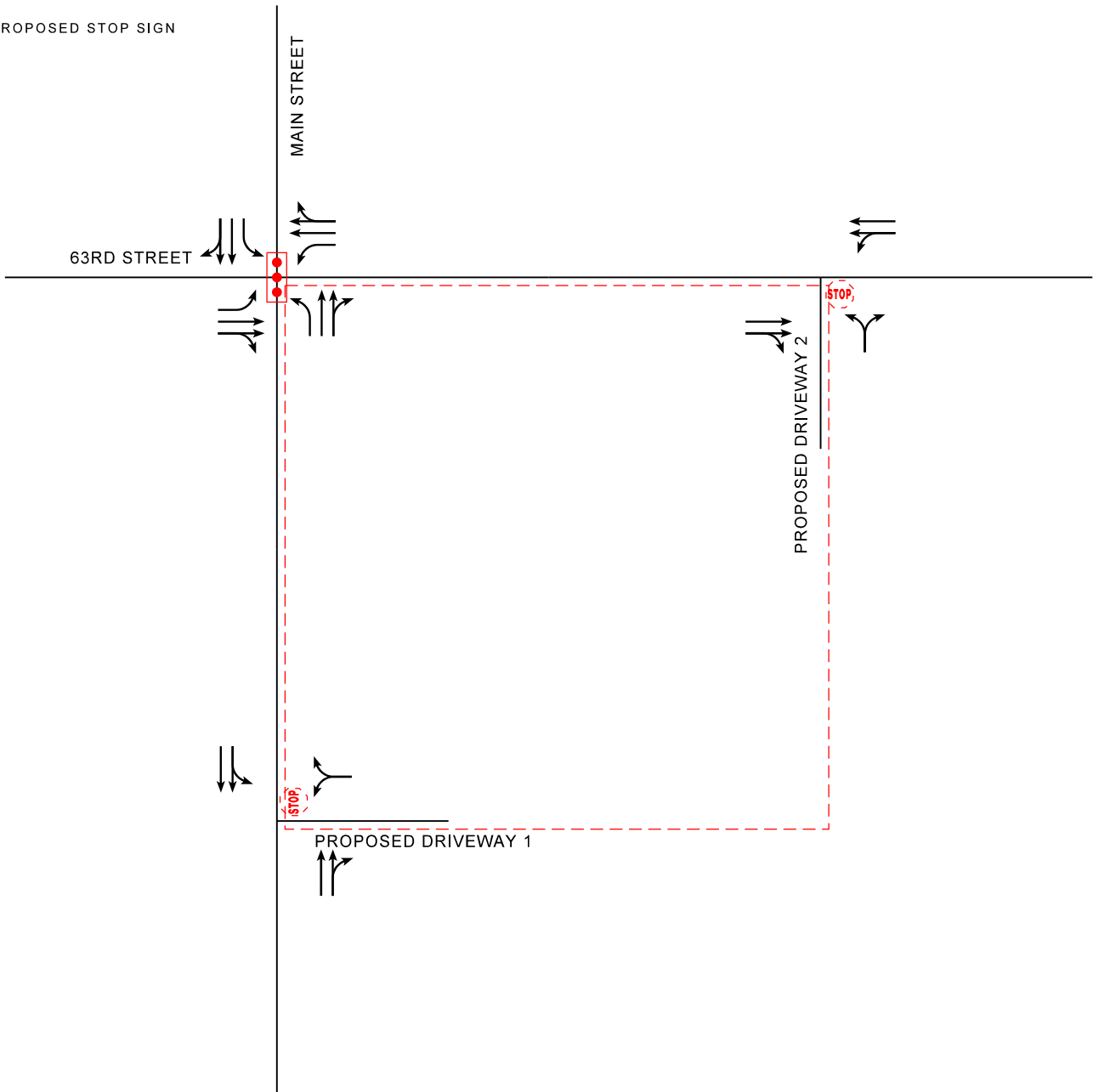
On-Site Circulation

Traffic is allowed to circulate the site in either the clockwise or counterclockwise directions through the site. The closure of Driveways 2 and 3 will reduce the number of conflict points within the site and improve circulation. Drive aisles on the site are generally wide enough to allow two-way circulation. Customers that park at a pump and walk to the convenience store will cross the drive aisle at a perpendicular angle, maximizing their visibility.

Figure 11 illustrates the proposed lane configuration for the study area intersections.

LEGEND

-  - EXISTING TRAFFIC SIGNAL
-  - EXISTING STOP SIGN
-  - PROPOSED STOP SIGN





V. CONCLUSIONS

The purpose of this study is to evaluate the potential traffic impacts of redeveloping the existing gas station located at the southeast corner of 63rd Street and Main Street in Downers Grove. The site currently consists of a gas station with eight fueling positions and an approximate 2,800 square foot building with a small convenience market and three automobile service bays.

The proposed redevelopment will consist of entirely removing all parts of the existing gas station and reconfiguring the site. The proposed site will consist of a gas station with twelve fueling positions and a 3,010 square foot 7-11 convenience store placed in the southeast corner of the site. The proposed site will not include an automobile service center. The proposed redevelopment also includes consolidating the four driveways to one full access driveway on 63rd Street and one full access driveway on Main Street.

Capacity analysis was conducted for existing, background, and future with project conditions during the am and pm peak hours at the signalized intersection of 63rd Street and Main Street, and the unsignalized existing and proposed driveways. Traffic was estimated to the year 2025, which is five years beyond the anticipated opening date of 2020.

Under existing conditions, all approaches and the overall intersection of 63rd Street and Main Street all operate at LOS D or better during both the weekday am and pm peak hours. Despite relatively small growth in traffic in the background condition, delays increase for all movements by 2025. This results in the westbound and southbound approaches falling to LOS E. Slight further increases in delay occur with the addition of the proposed gas station traffic, but there are no changes in level of service from the background condition. A significant factor in the high delay on the some approaches is the high volume of left turns and limited available green time. To mitigate this issue, it is recommended that the signal is retimed during the weekday pm peak hour to allow for longer protected phases for the highest volume left turn movements. With an optimized signal timing implemented, all approaches return to LOS D during the pm peak hour.

Performance at the unsignalized intersections varies. The highest delays occur for the outbound left turn movements, including the northbound left turn at Driveway 4 which operates at LOS E. All inbound movements and outbound right turn movements operate at LOS C or better. Delays increase in the background and future with project conditions, but there are no changes in levels of service. The future with project scenario includes consolidation of the driveways.

While LOS E is not ideal for unsignalized intersections, high delay during peak hours is typical at similar sites. 63rd Street and Main Street are arterials with significant peak hour volumes. Unsignalized driveways and intersections typically experience higher delay times during peak hours as acceptable gaps are limited. Gas station developments target high traffic areas. Overall, the consolidation of the four existing driveways to two proposed driveways will remove potential conflict points.



Traffic is allowed to circulate the site in either the clockwise or counterclockwise directions through the site. The closure of Driveways 2 and 3 will reduce the number of conflict points within the site and improve circulation. Drive aisles on the site are generally wide enough to allow two-way circulation. Customers that park at a pump and walk to the convenience store will cross the drive aisle at a perpendicular angle, maximizing their visibility.