

**VILLAGE OF DOWNERS GROVE  
REPORT FOR THE VILLAGE COUNCIL MEETING  
AUGUST 7, 2012 AGENDA**

<b>SUBJECT:</b>	<b>TYPE:</b>	<b>SUBMITTED BY:</b>
A one-year extension of a Planned Development Amendment to PD #31, Esplanade at Locust Point	Resolution ✓ Ordinance Motion Discussion Only	Tom Dabareiner, AICP Community Development Director

**SYNOPSIS**

An ordinance has been prepared to grant a one-year extension to Planned Development Ordinance No. 5205 to permit the construction of two five-story additions to the existing parking garage and the construction of a new six-level parking garage at 3500 Lacey Road.

**STRATEGIC PLAN ALIGNMENT**

The Strategic Goals for 2011-2018 identified *Strong, Diverse Local Economy*.

**FISCAL IMPACT**

N/A.

**RECOMMENDATION**

Approval on the August 14, 2012 active agenda.

**BACKGROUND**

On August 16, 2011 the Village Council approved a Planned Development Amendment to Planned Development #31 for the construction of two five-story additions to the existing parking garage and the construction of a new six-level parking garage at 3500 Lacey Road. The property is zoned ORM, Office Research and Manufacturing.

On July 2, 2012, the petitioner, Hamilton Partners, requested the Village Council grant a one-year extension of the Planned Development Amendment for this development because construction has yet to begin on either the garage additions or the new parking garage. Since the original approval in 2011, the primary tenant of the building informed Hamilton Partners of their intention to vacate the 3500 Lacey Road building. As such, Hamilton Partners has been working diligently to locate new tenants to occupy the building and anticipates bringing 3500 Lacey Road up to capacity in 2013. Hamilton Partners anticipates construction of the garages occurring in 2014.

Section 28.1609(b)(2) of the Zoning Ordinance identifies specific time limitations with respect to Planned Development approvals. Specifically, Planned Development approvals are valid for a period of one year from the date of the adoption of the ordinance unless construction is diligently pursued. One year extensions may be granted at the sole discretion of the Village Council.

*Staff Analysis*

Staff recognizes the amount of time it takes to locate and negotiate leases for new office tenants. The 3500 Lacey Road property is a vital office component within the Village. Given the importance of having 3500 Lacey Road fully occupied, staff believes a one-year extension to August 16, 2013 is warranted.

**ATTACHMENTS**

Petitioner's request letter dated July 2, 2012

Ordinance No. 5205

Manager Memo with attachments dated August 9, 2011

Staff Report with attachments dated July 11, 2011

Forest Preserve letter dated July 8, 2011

Minutes of the Plan Commission Hearing dated July 11, 2011

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AUTHORIZING AN EXTENSION  
OF A FINAL PLANNED DEVELOPMENT AMENDMENT  
FOR PLANNED DEVELOPMENT #31  
FOR ADDITIONS TO THE EXISTING PARKING GARAGE  
AND THE CONSTRUCTION OF A NEW  
SIX-LEVEL PARKING GARAGE AT 3500 LACEY ROAD**

WHEREAS, the Village Council has previously adopted Ordinance No. 3302 on April 30, 1990, designating the property described therein as Planned Development #31; and

WHEREAS, on August 16, 2011, the Village of Downers Grove approved Ordinance No. 5205 entitled “An Ordinance Approving a Final Planned Development Amendment to Planned Development #31 for Additions to the Existing Parking Garage and the Construction of a New Six-level Parking Garage”; and

WHEREAS, pursuant to the Downers Grove Zoning Ordinance, Section 26-1609(c), “One year extensions of the time period for seeking final planned development approval, or the construction schedule, may be granted by the Village Council as provided herein.”; and

WHEREAS, the owners of the Property have made a request for an extension of the construction schedule under Ordinance No. 5205; and

WHEREAS, the Village Council has considered such request and has determined that it is in the best interest of the Village of Downers Grove to extend the Final Planned Development Amendment approval as requested.

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

**SECTION 1.** That the Final Planned Development Amendment approval as set forth in Ordinance No. 5205, permitting construction of additions to the existing parking garage and the construction of a new six-level parking garage at 3500 Lacey Road, is hereby extended to August 16, 2013.

**SECTION 2.** That this Ordinance shall be in full force and effect from and after its adoption in the manner provided by law.

\_\_\_\_\_  
Mayor

Passed:

Published:

Attest: \_\_\_\_\_

Village Clerk

**HAMILTON  
PARTNERS**

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**1901 Butterfield Road, Suite 270  
Downers Grove, IL 60515  
(630) 963-0700**

July 2, 2012

Village of Downers Grove Council  
C/O Stan Popovich  
Planner

Dear Mr. Popovich:

Please accept this letter to serve as a request for an extension of 3500 Lacey Road, Parking Expansion Project PUD approval per Ordinance 5205 for One (1) Year until August 2013. We would prefer to have a two (2) year extension due to our anticipated schedule, but understand that the Village Ordinance only allows for one (1) year. This PUD approval included the construction of expansion of the existing garage deck and addition of a 6 level parking deck at the 3500 Lacey Facility (known as Sara Lee Building) in order to provide market standard parking ratios. The anticipated schedule for the parking expansion comes from the strategy for leasing the building and attracting large users to Downers Grove.

Sara Lee, now known as Hillshire Brands, has announced they are leaving the 3500 Lacey facility to relocate to a downtown Chicago facility. We will be working hard to lease the facility back up to capacity in the next year, which would most likely require the increased parking ratios by year 2014.

On behalf of 3500 Lacey Road LLC and Hamilton Partners, we appreciate your consideration and assistance with this request for a PUD approval extension.

Sincerely,



Beth Simmons  
Construction Manager and Authorize Representative  
for 3500 Lacey Road, LLC

cc: Patti Pierce, Hamilton Partners  
Robert Coulman, Bentall Kennedy (U.S.) LP

**VILLAGE OF DOWNERS GROVE**  
**REPORT FOR THE VILLAGE COUNCIL MEETING**  
**AUGUST 9, 2011 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
Final Planned Development Amendment to Planned Development #31, Esplanade at Locust Point	Resolution ✓ Ordinance Motion Discussion Only	Tom Dabareiner, AICP Community Development Director

**SYNOPSIS**

An ordinance has been prepared for a Final Planned Development Amendment to Planned Development #31, Esplanade at Locust Point, to construct a five-story addition to the south side of the existing parking garage with a side-yard setback variation, a five-story addition to the north side of the existing parking garage and a new six-level parking garage with a side-yard setback variation for the property at 3500 Lacey Road.

**STRATEGIC PLAN ALIGNMENT**

The Goals 2011 - 2018 identified *Strong, Diverse Local Economy*.

**FISCAL IMPACT**

N/A

**RECOMMENDATION**

Approval on the August 16, 2011 active agenda.

**BACKGROUND**

The petitioner is proposing to construct two five-story additions to the existing parking garage (Phase A and B) and a new six-level parking garage (Phase C) at 3500 Lacey Road with the Esplanade Planned Development. The petitioner is requesting side yard setback variations for both Phase A and C. The petitioner is not proposing any expansion or construction of new office spaces. The property is zoned ORM, Office, Research and Manufacturing and includes a detention basin on the west side of the parcel, a 658,370 square foot office building that runs north-south in the center of the parcel and a parking garage, detention basin and the main site entrance on the east side of the parcel.

The petitioner is requesting approval of the three construction phases but does not intend to pursue immediate construction of these improvements. If approved, the Planned Development Amendment would need to be reviewed and renewed annually by the Village Council until such time that the parking garages are built.

When the office building was originally approved, the building housed a mix of office and warehouse space. These uses have different parking requirements and the existing 2.5 parking spaces per 1,000 square feet of gross floor area met the parking requirements of the tenant. Subsequent tenant changes have changed the distribution of interior spaces to include office, research and development and vacant spaces. The current parking meets the requirements of the current tenant mix. However, if the existing tenants were to expand

into the vacant spaces or new tenants were to occupy portions of the building, the current parking ratio may not be adequate. Based on the petitioner’s parking study, additional parking would be necessary to accommodate more general office uses. As such, the petitioner is proposing three phases of construction with Phase A and C planned to be constructed first.

Phase A is the construction of a 62-foot by 300-foot addition to the south side of the existing garage. The garage would stretch over the existing drive aisle that services the loading dock and south side of the office building. As such, the first two stories at grade would be open to allow clearance for emergency and service vehicles to access to the loading dock and south side of the building. Three levels of parking would be located above the opening. The petitioner is requesting a side yard setback to permit the garage to be eight feet from the south property line where 22 feet is required.

Phase B is the construction of a 62-foot by 167-foot addition to the north side of the existing parking garage. Phase C is the construction of a new six level 203,634 parking garage along the north property line. The garage will replace an existing surface parking lot and open green space. The petitioner is requesting a side yard setback variation to permit the garage to be ten feet from the north property line where 24 feet is required.

The following tables identify how the phases comply with Section 28.1100 of the Zoning Ordinance:

Zoning Requirements for Phase A	Required / Permitted	Provided
East Setback (Front)	37.5 ft	51.59 ft
<b>South Setback (Side)</b>	<b>22 ft</b>	<b>8 ft (variance requested)</b>
West Setback (Rear)	20 ft	810 ft
North Setback (Side)	22 ft	631 ft
Building Height	210 ft	40 ft

Zoning Requirements for Phase B	Required / Permitted	Provided
East Setback (Front)	37.5 ft	47.34 ft
South Setback (Side)	22 ft	315 ft
West Setback (Rear)	20 ft	975 ft
North Setback (Side)	22 ft	322 ft
Building Height	210 ft	40 ft

Zoning Requirements for Phase C	Required / Permitted	Provided
East Setback (Front)	41.5 ft	124.25 ft
South Setback (Side)	24 ft	760 ft
West Setback (Rear)	20 ft	710 ft
<b>North Setback (Side)</b>	<b>24 ft</b>	<b>10 ft (variance requested)</b>
Building Height	210 ft	48 ft

Zoning Requirements for Overall Parcel	Required / Permitted	Proposed
Open Space	165,789 sq ft	500,000 sq ft (approx.)
Parking	1646 (existing)	2,535
FAR	1.00	0.79 (no change)

Engineering improvements to the site include a 20-foot wide grass paver system on the south and east side of Phase C for emergency vehicle access. Phase C will also require the relocation of some utilities. The Downers Grove Sanitary District has provided a conceptual approval for the relocation of their sewer and

easement. The existing stormwater detention basins will be able to accommodate the additional stormwater as a result of the three phases.

Per the Village's request, the petitioner provided a traffic study that determined the two existing curb cuts onto Lacey Road have enough capacity to operate without failure if all three phases were constructed and each parking space was occupied. The study also noted a potential site distance concern for vehicles exiting the southern access drive and turning left onto Lacey Road. The petitioner has agreed that prior to construction of Phase A, this intersection would be examined and modifications would be made to address the issue.

The Forest Preserve District of DuPage County reviewed the proposed development and objected to the requested side yard setback variation associated with Phase A. The Forest Preserve objected as they rely on municipal regulations to provide minimum protection against potential impacts from adjacent users. The Forest Preserve parcel in question is a 60-foot wide forested strip of land that connects the larger Forest Preserve property to the west of the subject property to Lacey Road. Staff does not believe the requested side yard setback will adversely impact the 60-foot wide strip of Forest Preserve property immediately south of the subject parcel for the following reasons: 1) the area is a strip access parcel for the Hidden Lake Forest Preserve and 2) the area is approximately eight feet higher than the subject property. Staff received no other public comments.

The Plan Commission considered the petition at their July 11, 2011 meeting where no additional public comment was received. The Plan Commission considered the Forest Preserve's objection to the variation and concurred with staff's analysis. The Plan Commission found the proposal meets the standards of approval for a final planned development amendment per Section 28.1607 of the Zoning Ordinance. The Commission found that the variance requests promote an integrated site plan per Section 28.1615 of the Zoning Ordinance. The proposal meets all bulk requirements of the Zoning Ordinance per Section 28.1100, is listed as a permitted use in the Zoning Ordinance and conforms to the Village's planning objectives. The petitioner has made provisions for common open space, public services, parking, utilities, access roads and stormwater management. The proposal is desirable and will contribute to the general welfare of the Village. The development will not be detrimental to the health, safety, morals or general welfare of the community. The two proposed parking garage additions and new parking garage are in harmony with other developments within the Esplanade at Locust Point and will not impede the development of the adjoining land. Based on their analysis, the Plan Commission recommended approval of the special use. Staff concurs.

#### **ATTACHMENTS**

Aerial Map

Ordinance

Staff Report with attachments dated July 11, 2011

Forest Preserve letter dated July 8, 2011

Minutes of the Plan Commission Hearing dated July 11, 2011

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE APPROVING A  
FINAL PLANNED DEVELOPMENT AMENDMENT TO  
PLANNED DEVELOPMENT #31, FOR ADDITIONS TO THE EXISTING PARKING GARAGE  
AND THE CONSTRUCTION OF A NEW SIX-LEVEL PARKING GARAGE**

WHEREAS, the Village Council has previously adopted Ordinance No. 3302 on April 30, 1990, designating the property described therein as Planned Development #31; and,

WHEREAS, the following property, to wit:

Lot 5 in Esplanade Assessment Plat No. 1 of part of the southwest  $\frac{1}{4}$  of Section 30 and the northwest  $\frac{1}{4}$  of Section 31, Township 39 North, Range 11, east of the Third Principal Meridian, and part of the southeast  $\frac{1}{4}$  of Section 25 and the northeast  $\frac{1}{4}$  of Section 36, Township 39 North, Range 10, East of the Third Principal Meridian, according to the plat thereof recorded November 9, 1990 as Document R90-153511, in DuPage County, Illinois; also described as: that part of Section 31, Township 39 North, Range 11, East of the Third Principal Meridian and Section 36, Township 39 North, Range 10, East of the Third Principal Meridian, described as follows: commencing at the northwest corner of the southwest  $\frac{1}{4}$  of said Section 31; thence south 89 degrees 54 minutes 10 seconds east along the north line of said southwest  $\frac{1}{4}$ , 1037.28 feet to the center line of Old Lacey Road; thence south 00 degrees 49 minutes 13 seconds east along said center line of Old Lacey Road, 435.42 feet to an intersection with a line 60.00 feet, as measured at right angles, north of and parallel with the north line of Lacey's Tract; thence south 89 degrees 45 minutes 17 seconds west along said last described parallel line, 67.00 feet to a point for a place of beginning; thence continuing south 89 degrees 45 minutes 17 seconds west along said last described parallel line, 996.06 feet to the west line of the southwest  $\frac{1}{4}$  of said Section 31; thence north 02 degrees 31 minutes 59 seconds east along said last described west line, being also the east line of the southeast  $\frac{1}{4}$  of said section 36, 5.51 feet to an intersection with a line 120.00 feet, as measured at right angles, northerly of and parallel with a line hereinafter referred to as line "A" and described as bearing south 75  $\frac{3}{4}$  degrees west from a point hereinafter referred to as point "B" on the east line of the southeast  $\frac{1}{4}$  of said Section 36, said point "B" being 91 links south of another point on the east line of the southeast  $\frac{1}{4}$  of said Section 36 which is 7.63 chains south of the quarter section post in the east line of said Section 36; thence south 75 degrees 17 minutes 41 seconds west along said last described parallel line, 201.53 feet to an intersection with a line drawn parallel with the east line of the southeast  $\frac{1}{4}$  of said Section 36 from a point on said line "A", said point being 3.06 chains, as measured along said line "A", westerly of said point "B"; thence north 02 degrees 31 minutes 59 seconds east parallel with the east line of the southeast  $\frac{1}{4}$  of said Section 36, 496.61 feet to the north line of said southeast  $\frac{1}{4}$ , being also the south line of the northeast  $\frac{1}{4}$  of said Section 36; thence north 02 degrees 41 minutes 44 seconds east parallel with the east line of the northeast  $\frac{1}{4}$  of said Section 36, 187.55 feet; thence north 79 degrees 45 minutes 17 seconds east, 657.26 feet; thence south 76 degrees 14 minutes 48 seconds east, 204.02 feet; thence north 89 degrees 45 minutes 17 seconds east, 344.03 feet to the westerly line of relocated Lacey Road; thence south 11 degrees 56 minutes 24 seconds west along said westerly line of relocated Lacey Road, 80.79 feet to a point of curvature in said westerly line; thence southerly along the westerly line of relocated Lacey Road, being a curved line convex westerly, having a radius of 859.86 feet and being tangent to said last described line at said last described point, an arc distance of 191.50 feet to a point of tangency in



said westerly line (the chord of said arc bears south 05 degrees 33 minutes 36 seconds west, 191.10 feet); thence south 00 degrees 49 minutes 13 seconds east along the westerly line of relocated Lacey Road, 434.22 feet to the place of beginning, all in DuPage County, Illinois (containing 828,980 square feet of 19.031 acres),

Commonly known as: 3500 Lacey Road, Downers Grove, IL (PINs 06-31-300-007 & 05-36-400-017).

is presently zoned in the “ORM, Office Research Manufacturing District”, under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the Owners have filed with the Director of Community Development, a written petition conforming to the requirements of the Comprehensive Zoning Ordinance and requesting approval of a final planned development amendment to Planned Development #31 for the construction of two additions with a variation to the existing parking garage and the construction of a six-level parking garage with a variation; and,

WHEREAS, the Owners have filed with the Director of Community Development, a written petition conforming to the requirements of the Comprehensive Zoning Ordinance and requesting Variations per Section 28.1802 of the Zoning Ordinance be granted to allow the construction of two additions to the existing parking garage and the construction of a six-level parking garage including the following variations:

1. Variation from Chapter 28, Section 1111(n), *side yard setback*, to reduce the (south) side yard setback to eight (8) feet versus the minimum twenty-two (22) foot side yard setback in the ORM Zoning District, specifically for Phase A of the construction project; and
2. Variation from Chapter 28, Section 1111 (n), *side yard setback*, to reduce the (north) side yard setback to ten (10) feet versus the minimum twenty-four (24) foot side yard setback in the ORM Zoning District, specifically for Phase C of the construction project.

WHEREAS, such request was referred to the Plan Commission of the Village of Downers Grove, and the Plan Commission has given the required public notice, conducted a public hearing respecting the petition on July 11, 2011, 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 finds that the planned development amendment is consistent with the final planned development; and,

WHEREAS, the Plan Commission had recommended approval of the requested petition, subject to certain conditions; and,

WHEREAS, the Village Council has considered the record before the Plan Commission, as well as the recommendations of the Plan Commission.

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

SECTION 1. That the provisions of the preamble are incorporated into and made a part of this ordinance as if fully set forth herein.

SECTION 2. That a Final Planned Development Amendment is hereby authorized for the construction of two additions with a variation to the existing parking garage and the construction of a six-level parking garage with a variation; and,

SECTION 3. That approval set forth in Section 2 of this ordinance is subject to the findings and recommendations of the Downers Grove Plan Commission regarding File PC-22-11 as set forth in the minutes of their July 11, 2011 meeting, a copy of which is attached hereto and incorporated herein by reference as Exhibit A.

SECTION 4. The approval set forth in Section 2 of this ordinance is subject to the following conditions:

1. The Final Planned Development Amendment shall substantially conform to the staff report dated July 11, 2011 and with the preliminary engineering plans and stormwater report prepared by Cowhey Gudmundson Leder, Ltd. dated June 6, 2011; architectural plans and elevations prepared by The Jenkins Group dated June 6, 2011; and landscape drawings prepared by Hitchcock Design Group dated June 6, 2011 except such plans may be modified to conform to Village Codes and Ordinances.
2. An additional 20-foot wide geogrid grass pave fire lane shall be installed along the entire length of the east facade of Phase C.
3. There shall be no parking permitted within the service drive underneath the Phase A parking garage addition. No parking signs shall be installed on both sides of the service drive.
4. A construction staging plan and narrative with specific access provisions for emergency, delivery and service vehicles while maintaining a safe construction operation shall be provided to the Village prior to the construction of Phase A.
5. Stormwater and utility easements shall be provided to the Village through a plat of easement prior to the issuance of a Certificate of Occupancy for each phase of development. If the abrogation of easements is required, this shall be completed in conjunction with the plat of easement.
6. All three phases shall have a manual and automatic fire detection system installed throughout in a manner acceptable to the Village. All areas of the building shall be protected.
7. All three phases shall have a complete automatic sprinkler system installed throughout in a manner acceptable to the Village. All areas of the building shall be protected.
8. Prior to construction, the petitioner shall further examine and address the safety recommendation regarding the southern curb cut onto Lacey Road that was documented within the preliminary traffic study completed by Traffic Analysis & Design, Inc dated July 5, 2011.

SECTION 5. That the construction of two additions to the existing parking garage with a variation and the construction of a six-level parking garage with a variation is consistent with and complimentary to the overall planned development site plan and with the requirements of the “ORM Office-Research-Manufacturing District” zoning district.

SECTION 6. That the Mayor and Village Clerk are authorized to sign the above described plans.

SECTION 7. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 8. That this ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

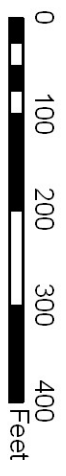
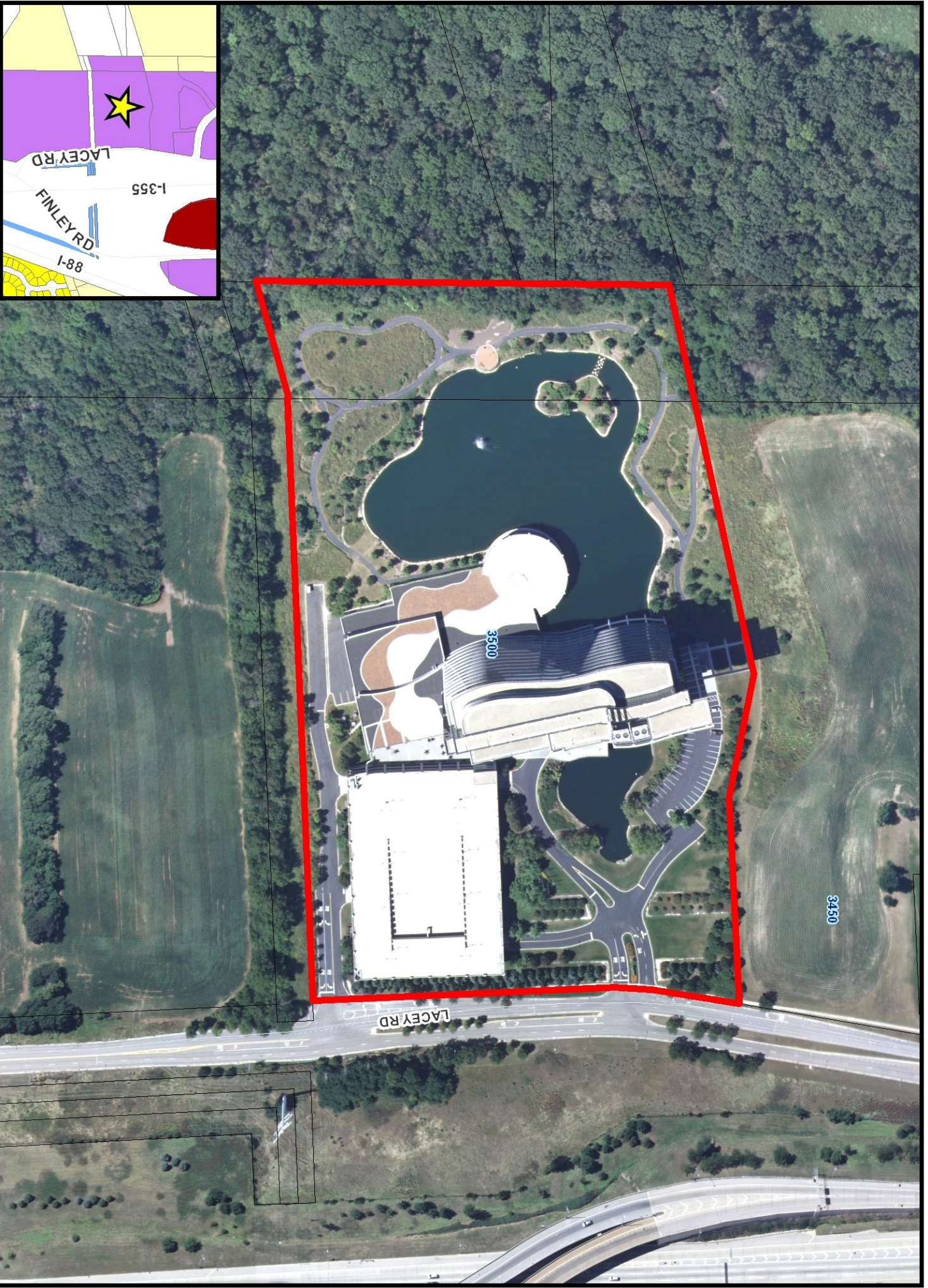
\_\_\_\_\_  
Mayor

Passed:

Published:

Attest: \_\_\_\_\_

Village Clerk



# 3500 Lacey Road Location Map





**VILLAGE OF DOWNERS GROVE  
REPORT FOR THE PLAN COMMISSION  
JULY 11, 2011 AGENDA**

<b>SUBJECT:</b>	<b>TYPE:</b>	<b>SUBMITTED BY:</b>
PC-22-11 3500 Lacey Road	Final Planned Development Amendment for parking garage additions and a new parking garage with variations	Stan Popovich, AICP Planner

**REQUEST**

The petitioner is requesting approval of a final planned development amendment to Planned Development #31, Esplanade at Locust Point and two side yard setback variations for the construction of two additions to the existing parking garage and the construction of a new six-level parking garage at 3500 Lacey Road.

**NOTICE**

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

**GENERAL INFORMATION**

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**OWNER:** 3500 Lacey Road, LLC  
Attn: Beth Simmons  
1901 Butterfield Road, Suite 270  
Downers Grove, IL 60515

**APPLICANT:** Hamilton Partners / 3500 Lacey Road, LLC  
1901 Butterfield Road, Suite 270  
Downers Grove, IL 60515

**PROPERTY INFORMATION**

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**EXISTING ZONING:** ORM, Office, Research & Manufacturing  
**EXISTING LAND USE:** Office building and parking garage  
**PROPERTY SIZE:** 19.03 acres (828,947 square feet)  
**PINS:** 06-31-300-007 & 05-36-400-017

**SURROUNDING ZONING AND LAND USES**

	<b>ZONING</b>	<b>FUTURE LAND USE</b>
<b>NORTH:</b>	ORM, Office, Research & Manufacturing and R1, Single Family Residential	Office Research and Open Space
<b>SOUTH:</b>	OR, Office Research (Unincorporated)	Office Research
<b>EAST:</b>	I-355 Right-of-Way	I-355 Right-of-Way
<b>WEST:</b>	R-2, Single Family Residential (Unincorporated)	Open Space

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## ANALYSIS

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### 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 Summary
3. Traffic Study
4. Plat of Survey
5. Site Plan
6. Engineering Plans
7. Tabbed Stormwater Report
8. Architectural Plans
9. Landscape Plans

### PROJECT DESCRIPTION

The petitioner is requesting: 1) a final planned development amendment approval for two additions (Phase A and B) to the existing six-level parking garage and a new six-level parking garage (Phase C); 2) a side yard setback variation for Phase A; and 3) a side yard setback variation for Phase C. The property in question is located at 3500 Lacey Road within Planned Development #31, Esplanade at Locust Point. The 19.03 acre lot is located along the west side of Lacey Road, approximately 530 feet south of Woodcreek Drive. The property consists of two parcels with the eastern parcel being the larger parcel and both being zoned ORM, Office, Research and Manufacturing.

The petitioner is requesting approval of the two parking garage additions to the existing deck (Phase A and B) and new garage (Phase C) but does not intend to pursue construction of these improvements at this time. The petitioner indicated the construction of Phase A and C would most likely occur first and would meet the Village's parking requirements for an office building. The expansion and construction of additional office space is not proposed under this petition. The Planned Development amendment would need to be reviewed and renewed annually by the Village Council until such time that the additions are built.

Currently, a 12-story, 658,370 square foot office building that runs north-south is located in the center of the parcel. To the west of the existing building is a large detention pond and natural area bordering the Forest Preserve. A six-level, including a basement level, 493,470 square foot parking garage is located in the southeast corner of the site. The northeast corner of the site includes the main entrance drive into the site, visitor parking, open green space and a detention pond.

As noted in their narrative letter, the property currently complies with the parking requirements of the planned development and the existing tenant needs. However, the existing parking ratio of 2.5 parking spaces per 1,000 square feet of gross floor area (1,646 existing spaces for 658,370 square feet of building) may not meet the needs of future tenants.

When the office building was constructed, the building included large amounts of warehousing in addition to office uses. As noted in Section 28.1410 of the Zoning Ordinance, parking requirements for warehousing uses are significantly different than parking requirements for office uses; 0.67 parking spaces per 1,000 square feet for warehousing versus 3.3 parking spaces per 1,000 square feet for offices. As such, the 2.5 spaces per 1,000 square feet was sufficient to serve the multi-use building. Currently, the building is used primarily as office space with some research and development uses and other areas that are vacant. The current parking ratio adequately serves the existing tenants needs.

However, if a new tenant were to occupy the vacant space or the existing tenant were to expand and increase the amount of office space in the building, the parking ratio may not meet the needs of the tenants. As such, the petitioner is requesting approval of the three phases of construction to allow the flexibility necessary to provide sufficient parking opportunities for future tenants.

Per the petitioners narrative letter, if Phases A and C were constructed the parking ratio would increase to 3.6 spaces per 1,000 square feet. If all three Phases were constructed the parking ratio would increase to 3.85 spaces per 1,000 square feet. Based on the applicant's traffic study, the parking increase would be necessary to accommodate more general office users. The increased parking spaces and more general office uses will not impact the traffic flow on Lacey Road, on site circulation or the existing access drives to the site.

Phase A is the construction of a 62-foot by 330-foot addition to the south side of the existing garage. The exterior of the addition will be constructed to match the color and texture of the existing garage. The five-story addition would stretch over the existing south access and service drive that runs west from Lacey Road to the loading dock of the existing office building. The first two stories at grade would be open to allow clearance for emergency and service vehicles and maintain access to the building, loading dock and existing parking structure. Three levels of parking, netting 207 parking spaces, would be provided beginning on the third level above grade. The petitioner is requesting a variation to allow this addition to be located eight feet from the south property line where 22 feet is required. The characteristics of Phase A are outlined in the table below:

Zoning Requirements for Phase A	Required / Permitted	Provided
East Setback (Front)	37.5 ft	51.59 ft
<b>South Setback (Side)</b>	<b>22 ft</b>	<b>8 ft (variance requested)</b>
West Setback (Rear)	20 ft	810 ft
North Setback (Side)	22 ft	631 ft
Building Height	210 ft	40 ft

Phase B is the construction of a 62-foot by 167-foot addition to the northeast corner of the existing garage. The five-story addition would provide parking on all levels and provide a net gain of 134 parking spaces. The exterior of the addition will be constructed to match the color and texture of the existing garage. The primary entrance to the parking garage is currently located in this corner of the garage and would be maintained with the addition. Phase B complies with the bulk requirements of the Zoning Ordinance as outlined in the tables below:

Zoning Requirements for Phase B	Required / Permitted	Provided
East Setback (Front)	37.5 ft	47.34 ft
South Setback (Side)	22 ft	315 ft
West Setback (Rear)	20 ft	975 ft
North Setback (Side)	22 ft	322 ft
Building Height	210 ft	40 ft

Phase C is the construction of a new six-level, 203,634 square foot parking garage along the north property line to the east of the existing office building. The exterior of the garage will be constructed to match the color and texture of the existing garage. The proposed garage would replace an existing visitor surface parking lot and open green space. The 109-foot wide by 330-foot long parking garage would net 548 new parking spaces. The existing access to the surface parking lot would be used for access to the

new garage. The petitioner is requesting a variation to allow the new garage to be 10 feet from the north property line where 24 feet is required. The characteristics of Phase C are outlined in the table below:

Zoning Requirements for Phase C	Required / Permitted	Provided
East Setback (Front)	41.5 ft	124.25 ft
South Setback (Side)	24 ft	760 ft
West Setback (Rear)	20 ft	710 ft
<b>North Setback (Side)</b>	<b>24 ft</b>	<b>10 ft (variance requested)</b>
Building Height	210 ft	48 ft

**COMPLIANCE WITH FUTURE LAND USE PLAN**

The Future Land Use Plan designates the site as Office and Research. Staff believes the proposed parking garage additions and the new proposed parking garage is consistent with the future land use designation of Office and Research. As such, staff believes the proposal is consistent with the Future Land Use Plan.

**COMPLIANCE WITH ZONING ORDINANCE**

The property is zoned ORM, Office, Research and Manufacturing and is within Planned Development #31, Esplanade at Locust Point. Parking garages are permitted uses within the ORM district. As shown above, with the exception of the variance requests, the proposed garage additions and new garage meet the bulk standards of the Zoning Ordinance. As shown in the table below, the overall development meets the bulk standards for the parcel:

Zoning Requirements for Overall Parcel	Required / Permitted	Proposed
Open Space	165,789 sq ft	500,000 sq ft (approx.)
Parking	1646 (existing)	2,535
FAR	1.00	0.79 (no change)

**ENGINEERING/PUBLIC IMPROVEMENTS**

The petitioner is proposing to maintain the two existing entrance drives off of Lacey Road. The new entrance to the Phase C parking garage will use the current drive aisle that provides access to the surface parking lot. A new 20-foot wide geogrid grass paving system fire lane will be installed between the existing pond and the proposed garage. This fire lane will provide access for Village fire fighting equipment to service both the proposed garage and existing northern entrance of the office building. As noted below, a second 20-foot wide geogrid grass paving fire lane will be required to the east of the proposed new garage to provide Fire Department access to this portion of the garage.

Phase B will relocate the primary entrance to the existing garage slightly north but utilize the existing drive aisle. The southern drive aisle into the site would become a covered drive with parking located above the drive aisle. The underside of the garage will be at least 16 feet above grade to allow for emergency and service vehicle clearance. Parking along the service drive will be prohibited. Additionally, prior to construction of Phase A, the petitioner will be required to submit a construction plan that identifies how emergency, service and delivery vehicles will be able to access the loading dock during construction while maintaining a safe and operational construction site.

The proposed parking spaces within all three phases are to be 8'-6" wide by 18'-0" deep, in conjunction with existing spaces that are between 8'-3" and 8'-6" in width. The Village standard is for 9' by 18' spaces with an allowance for spaces to be six inches smaller if the parking activity is projected at medium to low turnover and if the typical parking spaces will be occupied by no more than one or two different vehicles during a business day. The petitioner has provided documentation noting that the parking



activities would meet these standards.

Existing pedestrian connections between the building and existing parking garage will remain as is with the addition of Phase A and B. A new landscaped plaza area between the Phase C parking garage and the existing northern building entrance will be constructed. The plaza will provide access to two levels of the garage.

Phases A and B will not require the removal or relocation of any existing utilities. Two additional sanitary sewer services and two additional stormwater services will be constructed as part of these two phases. These services will tie into the existing utility system.

Phase C will require the relocation of a sanitary sewer line. The sanitary sewer line will be relocated so that the line will run around the northeast corner of the parking garage. The existing sanitary sewer easement will be vacated and a new easement will be provided. The Downers Grove Sanitary District has provided conceptual approval for the entire project.

An existing water main will also be relocated as part of the Phase C parking garage. The new main will now run perpendicularly under the new parking garage and be encased in steel.

The existing stormwater structures that are located around the existing surface parking lot will be relocated to accommodate the Phase C parking garage. An existing stormwater sewer that runs into the site from the 3450 Lacey Road property will be relocated around the northwest corner of the garage. As is the current practice, stormwater associated with this area of the site will be directed to the existing detention basin to the east of the office building. The existing detention basins would be able to accommodate the increased impervious areas. The proposed new construction will be required to meet the Village's Stormwater Management Ordinance and the Village's Stormwater Best Management Practices requirements.

#### **PUBLIC SAFETY REQUIREMENTS**

The Fire Prevention Division of the Fire Department has reviewed the proposed plans. Phase A is designed with adequate clearance height to allow the Village's largest emergency vehicle to drive underneath the parking garage. The Fire Prevention Division is requiring that no parking be permitted within this drive aisle. The Division has no concerns with Phase B. In addition to the proposed geogrid grass pave system on the south side of Phase C, the Fire Prevention Division is requiring a 20-foot wide geogrid grass pave fire lane be installed on the east side of Phase C to allow fire truck access to the northeast corner of the building.

All three phases of construction will be required to have manual and automatic detection systems installed throughout. Additionally, a complete and automatic sprinkler system will also be required in all three phases.

#### **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 the legal notice. Staff provided the petitioner's submittal to the Downers Grove Forest Preserve District of DuPage County for comment. The petitioner is also working with the Forest Preserve District to resolve any concerns that the Forest Preserve District may have. At this time, the Forest Preserve District has not provided a formal response to the proposal.

At this time, staff has received no additional public comments.

## **FINDINGS OF FACT**

Staff believes the standards for approval of a Final Planned Development Amendment, as shown below, have been met. The proposed development meets all bulk requirements of the Zoning Ordinance except for those variations that have been requested. Parking garage uses are listed as a permitted use in the Zoning Ordinance and the proposal conforms to the planning objectives of the Village. The petitioner has made provisions for common open space, public services, parking, utilities, access roads and stormwater management. The requested amendment is desirable and will contribute to the general welfare of the Village. The development will not be detrimental to the health, safety, morals or general welfare of the community. The proposed parking garage additions and new parking garage are in harmony with other developments within the Esplanade Planned Development and will not impede the development of the adjoining land.

### ***Section 28.1607 Standards for Approval of Planned Developments***

*The Plan Commission may recommend a planned development designation, plan or amendment based upon the following findings:*

- (1) The extent to which the planned development meets the standards of this Article.*
- (2) The extent to which the planned development departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to, the density, dimension, area, bulk, and use, and the reasons why such departures are deemed to be in the public interest.*
- (3) The method by which the proposed plan makes adequate provision for public services, provides adequate control over vehicular traffic, provides for and protects designated common open space, and furthers the amenities of light and air, recreation and visual enjoyment.*
- (4) Conformity with the planning objectives of the Village.*

*The Village Council may authorize a planned development designation, plan or amendment with findings such as, but not limited to, the following:*

- (1) That the planned development at the 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) That the planned development 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) That the planned development is specifically listed as a special use in the district in which it is to be located.*
- (4) That the location and size of the planned development, the nature and intensity of the operation involved in or conducted in connection with said planned development, the size of the subject property in relation to the intensity of uses proposed, and the location of the site with respect to streets giving access to it, shall be such that it will be in harmony with the appropriate, orderly development of the district in which it is located.*
- (5) That the planned development will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair other property valuations within the neighborhood.*
- (6) That the nature, location, and size of the structures involved with the establishment of the planned development will not impede, substantially hinder, or discourage the development and use of adjacent land and structures in accord with the zoning district in which it is located.*
- (7) That adequate utilities, access roads, drainage, and other necessary facilities have been or will be provided for the planned development.*
- (8) That parking areas shall be of adequate size for that particular planned development, which areas shall be properly located and suitably screened from adjoining residential uses.*
- (9) That the planned development shall in all other respects conform to the applicable regulations of the zoning district in which it is located.*

## **RECOMMENDATIONS**

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The proposed Final Planned Development Amendment and setback variations are compatible with surrounding zoning and land use classifications and meets the standards for approval. Based on the findings listed above, staff recommends the Plan Commission make a positive recommendation to the Village Council regarding this petition subject to the following conditions:

1. The Final Planned Development Amendment shall substantially conform to the staff report dated July 11, 2011 and with the preliminary engineering plans and stormwater report prepared by Cowhey Gudmundson Leder, Ltd. dated June 6, 2011; architectural plans and elevations prepared by The Jenkins Group dated June 6, 2011; and landscape drawings prepared by Hitchcock Design Group dated June 6, 2011 except such plans may be modified to conform to Village Codes and Ordinances.
2. A 20-foot wide geogrid grass pave fire lane shall be installed along the entire length of the east façade of Phase C.
3. There shall be no parking permitted within the service drive underneath the Phase A parking garage addition. No parking signs shall be installed on both sides of the service drive.
4. A construction staging plan and narrative with specific access provisions for emergency, delivery and service vehicles while maintaining a safe construction operation shall be provided to the Village prior to the construction of Phase A.
5. Stormwater and utility easements shall be provided to the Village through a plat of easement prior to the issuance of a Certificate of Occupancy for each phase of development. If the abrogation of easements is required, this shall be completed in conjunction with the plat of easement.
6. All three phases shall have a manual and automatic fire detection system installed throughout in a manner acceptable to the Village. All areas of the building shall be protected.
7. All three phases shall have a complete automatic sprinkler system installed throughout in a manner acceptable to the Village. All areas of the building shall be protected.

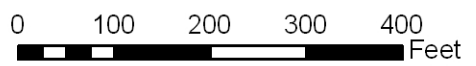
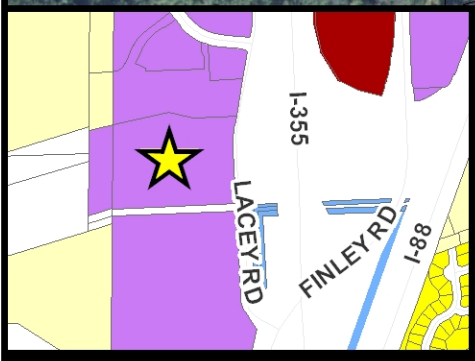
Staff Report Approved By:

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Tom Dabareiner, AICP  
Director of Community Development

TD:sjp  
-att

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**3500 Lacey Road Location Map**



## **HAMILTON PARTNERS**

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1901 Butterfield Road, Suite 270  
Downers Grove, IL 60515  
(630) 963-0700

June, 6, 2011

Plan Commission for Village of Downers Grove  
C/O Jeff O'Brien  
801 Burlington Avenue  
Downers Grove, IL 60515

Re: Preliminary & Final Planning Development Submission for the 3500 Lacey Road  
Parking Expansion at Esplanade at Locust Point.

Dear Plan Commission,

As an authorized agent for Bentall Kennedy LP, the owners of 3500 Lacey Road, LLC, Hamilton Partners is pleased to submit information about the proposed expansion of the existing parking structure and new parking structure for the 3500 Lacey Road building for your preliminary and final review and approval. We have included the required drawings as well as the Petition for Plan Commission with required documentation.

### **PROJECT INTENT**

As a significant building in the suburban commercial office market, the 3500 Lacey Road building in Downers Grove sits at the cross roads of I-355 and I-88 and currently houses the corporate headquarters for Sara Lee Corporation. The facility was originally constructed as a build-to suit, single tenant corporate headquarters for Spiegel in 1991. At the time, the parking ratio of 2.5 spaces per 1,000 square feet was compliant with the "Planned Unit Development" as well as the requirements of the occupant, since much of first floor and lower levels was designed for storage space. When the Sara Lee Corporation relocated to 3500 Lacey Road, available parking matched their corporate requirements. However, due to economic conditions in the real estate market, as well as uncertainty of the current occupants longevity in the facility, Bentall Kennedy, the owners of the building, believe it is prudent to investigate and design for the potential of expanding parking on site to meet current market parking space requirements.

Our intent for this project is to submit designs for maximum parking expansion at 3500 Lacey Road through plan commission process as well as continue with the design & engineering process up to 80% completed design drawings. However, we do not intend at this time to submit for permit & construction until such time as additional parking is required. With Plan Commission approval and 80% completed design, we would be in a positive position to react in a timely manner to potential future occupants that require higher parking requirements. Approval of all three proposed parking expansion options provides the greatest flexibility.

We understand that Plan Commission approval is normally only for a one year duration, and then the project must be presented for renewal or proceed with permit submission. This is a unique situation in that we may proceed to submit for permit within a year or two, or we may never submit for permits in order to construct the parking structure expansion. However, the ability to expand parking at 3500 Lacey Road is a critical issue due to the constraints on the site, uncertainty of future occupants to match the current parking ratio, as well as market conditions that require ownership to be able to react and/or construct quickly.

## **PROJECT SUMMARY/ DESCRIPTION**

3500 Lacey Road (aka the Sara Lee Building) is a 12 story, 658,370 gross square foot office building that is supported by a six story parking structure at the southwest corner of the property and surface parking lot at the northern end of the building. The existing site is zoned O-R-M (office-research-manufacturing). The existing parking ratio is 2.5 spaces per 1,000 square feet of building area. No additional office building area is being proposed however a majority of the building is, or will be used, as office use with limited building area dedicated to research, cafeteria, or storage uses. We are proposing the following items in this submission:

- Potential to Increase the number of available parking spaces to between 3.3 and 3.8 spaces per 1,000 gross square feet of building area to address market conditions as well as to conform to the Village of Downers Grove requirement of 3.3 spaces per 1,000 square feet for office buildings.
- Requesting a variance to the zoning ordinance as it relates to building setback for a portion of the work on the south property line.
- Requesting a variation to the minimum width of parking spaces located within proposed structured parking facilities.

We are proposing two additions to the existing parking structure as well as one new parking structure on the site. Phase A to the south side of the existing deck will net an additional  $\pm 207$  spaces. Phase B, located on the partial north side of the existing deck will net an additional  $\pm 134$  spaces. Phase C is a new six story parking structure proposed in place of the existing surface lot that will support  $\pm 548$  spaces. The total number of available parking spaces will increase from 1,646 to  $\pm 2,500$  resulting in a ratio of 3.78 spaces per 1,000 gross square feet of office building area.

Phase A, the south addition, will be constructed over the existing service drive at the south end of the site. The existing service drive provides access to the receiving docks for the office building and serves as secondary entry and exit-ways to the existing deck. The addition will extend the top three levels of the existing parking structure  $\pm 62$  feet to the south. Vertical clearances at the existing service drive will be in excess of sixteen (16) feet to allow passage of service and emergency vehicles.

Phase B, the north addition, is a five story addition at the eastern half of the north edge of the existing deck. The addition will extend the grade level and top four supported levels of the existing parking deck  $\pm 62$  feet to the north. The existing vehicle entry and exit way will be maintained.

Phase C is a new six level parking structure to be constructed in place of the existing surface lot just northeast of the north entrance to the existing office building. Vehicle access to the parking structure will be from the main entrance drive just opposite the entrance to the existing parking deck to the south. The first floor of the deck measures approximately 108

feet by 310 feet or  $\pm 33,989$  square feet in area. Besides providing parking for  $\pm 548$  vehicles, an enclosed pedestrian lobby with elevator and stair will be constructed at the west end of the structure. The pedestrian lobby will provide at grade access from the first two levels to the existing north entrance of the office building. Support rooms, i.e., electrical and mechanical rooms will be located on the grade level of the facility. The parking structure is set back from the north property line by 10 feet minimum.

Landscaping plans have been provided within the submittal to show impact on existing vegetation for the proposed parking expansion locations as well as the intent of matching much of the generous landscaping, maturity levels, color, and plantings the site exhibits.

## **PARKING ANALYSIS**

3500 Lacey Road was originally planned and constructed with 2.5 parking spaces per 1,000 gross square feet of building space in the early 1990s. At the time, parking was determined by three factors:

1. Planned Unit Development minimum criteria parking ratio at 2.5/1000gsf.
2. Single Tenant, build-to-suit occupant, no future change anticipated.
3. Amount of square footage to be used for office functions versus storage use.
4. Future adjacent land availability for expansion within the Esplanade complex.

The Planned Unit Development agreement has a minimum parking ratio of 2.5 spaces per 1,000 gross square feet for any development at Esplanade at Locust Point. In a large office or research development situation where there is a large mix of types of occupants, parking requirements vary by tenant, future land availability, and the ability for multiple buildings to be serviced by multiple parking facilities, a 2.5/1000 parking ratio has proven to be more than adequate and has weathered the past years of economic hardship for real estate development.

Specifically at the 3500 Lacey Road facility, there are currently 1,646 spaces to provide the minimum required parking. However, in the past 10 years, three of the four factors that originally were used as criteria for parking space requirements for the building have drastically changed. First, the facility was originally constructed as a build-to suit, single tenant corporate headquarters as a long-term lease for Spiegel in 1991. With the bankruptcy of Spiegel, ownership was forced to make provisions to convert a single occupant building into a multi-tenant facility. When the Sara Lee Corporation relocated into approximately 75% of the office space at 3500 Lacey Road, the available parking ratio matched their corporate requirements. As the remaining 25% of rentable space has been marketed and/or occupied, the request and potential need for a higher parking ratio has become a concern. However, the need for additional parking is not immediate, since at 90% occupancy of the building and with Sara Lee occupying the majority of space, parking counts have been accommodated with existing facilities averaging 900 cars that ranges from 700 -1,100 cars on a daily basis.

Secondly, the original single tenant utilized most of the first floor and lower level spaces as designated storage spaces, with very low occupancy. When the building was converted into a multi-tenant building, these once storage spaces have become leased office or research spaces with higher occupancy. The amount of square footage used for office or research space within the facility has increased from the original plans causing an increased parking requirements. So even though the original parking ratio is based on gross square footage for the PUD, in reality, the parking spaces are spread over leasable square footage

(Rentable Square Footage) in rental agreements. So a current 2.5/1000 ratio spread over 85% of the space in the building was closer to a 3.1/1000 ratio. Now that all the spaces in the building are available for full occupancy, the ratio is closer to the original 2.5/1000 which may or may not be enough for the future of the facility and occupants.

Third, the potential of available adjacent land as an option to provide expanded parking facilities has recently been eliminated as a viable option. The undevelopment land to the north of the 3500 Lacey Road property was recently sold to Midwestern University. The desired development of the Midwestern University site limits the potential for expanding parking facilities on adjacent sites for 3500 Lacey. Property to the south and west belongs to DuPage County Forest Preserve and is un-buildable for parking facilities due to the layout of the current 3500 complex. All existing parking is on east side of the 3500 Lacey site, the building itself divides the site from north to south, creating only room for a stormwater basin at the west of the site, thus drastically limiting locations for building new parking structures. Access into the facility is from the existing parking garage, main east entrance, or from the north surface lot. So the south and west portion of the site is also not functionally feasible for parking facilities. Without the ability to accommodate additional parking facilities on adjacent properties as well as the limits of the existing site, the submitted design is the best solution available.

Economic changes in the real estate market in recent years has effected parking requirements in two ways. First, potential tenants request much higher parking ratios in the suburban market as a way to enable them to plan their lease space densely to save costs on rentable square footage yet still accommodate increased occupancy counts. The requests range from 3.0/1000 to 4.0/1000 parking ratios. Secondly and specifically for 3500 Lacey Road, there is an uncertainty surrounding the current major occupant's longevity in the facility as openly reported in business news. If the current major occupant were to vacate any or all of space at 3500 Lacey Road, there is no guarantee that another large corporation would match the parking ratios for the facility. In order to keep 3500 Lacey marketable and viable for the future, ownership is prudent to investigate, gain approvals and design the potential of expanding parking on site to meet current leasing market parking space requirements as well as meeting the village code requirements.

Basic Parking Ratio Information:

Existing PUD:	1,646 spaces	658,370 GSF	2.5/1000 Ratio
Existing RSF:	1,646 spaces	583,980 RSF	2.8/1000 Ratio

Potential Expansion of Parking Ratio Information:

Phase A, B & C (889)	2,535 spaces	658,370 GSF	3.85/1000 Ratio
	2,535 spaces	583,980 RSF	4.34/1000 Ratio
Phase A & C Only (755)	2,401 spaces	658,370 GSF	3.6/1000 Ratio
	2,401 spaces	583,980 RSF	4.1/1000 Ratio

A traffic study should not be necessary since we are not increasing the occupancy of the site, only providing accommodating in parking for existing potential occupancy.



## **COMPLIANCE WITH FUTURE LAND USE PLAN**

The total site area for Planned Development #31 consists of 4,443,691 sf. Including the existing office building at 3500 Lacey Road with the proposed improvements, the overall site totals are as follows.

- Ground or Built-up Footprint: 1,104,958 sf
- Paved Area: 1,052,024 sf
- Landscaped Open Area: 1,761,050 sf
- Water Elements: 525,659 sf

Total Open Space (Landscape and Water) percentage of 51.4% is well above the 20% minimum noted in Article XVI Section 28-1612 of the Zoning Ordinance.

## **COMPLIANCE with the ZONING ORDINANCE**

The Planned Development #31 is zoned O-R-M and is regulated under Article XIII of the Downers Grove Zoning Ordinance. Section 28-001, in Article XIII, permits uses within an O-R-M district including but not limited to office uses and structured parking facilities. The proposed plan is in substantial conformance to the requirements of the Downers Grove Zoning Ordinance and the Planned Development Agreement but we are requesting two (2) variations.

Variation 1.- Building Setback. The side yard between the south property line and the south face of the proposed south expansion, Phase A, varies from 10.41 feet to 8.71 feet. Village ordinance requires a setback of twenty-two (22) feet (as based upon building height). We are requesting a minimum setback of 8 feet from the south property line in lieu of the calculated 22'-0" to allow the construction of Phase A. The south adjacent property owner is the DuPage County Forest Preserve, and we are currently in discussion with them regarding this request.

Variation 2- Parking stall width size. The size of parking stalls within structured parking facilities are typically 8'-6" by 18'-0" with drive aisles of 24 feet in width. The Downers Grove Zoning Ordinance notes the minimum stall width to be nine (9) feet. We are requesting a variance to allow the minimum width of a typical parking stall located within a parking structure to be 8'-6" in lieu of the required 9'-0". The existing parking structure is currently providing 8'-3" to 8'-6" wide spaces.

Regarding the proposed north parking structure, Phase C, it is positioned 10 feet minimum off the north property line and  $\pm$ 124 feet from the western edge of the Lacey Road right of way and is in compliance with Village ordinances and/or allowances permitted within Planned Unit Development #31 (10-foot interior sideyard setbacks permitted per Agreement).

## **PUBLIC SAFETY REQUIREMENTS**

The proposed expansions to the existing parking structure (Phase A and B) will match the construction classification and requirements of the existing structure. Existing stairways provide the required number exitways within building code required travel distances. The proposed expansion will be a fully protected dry sprinkler system.

Phase A, which expands parking over the current service drive, will provide a 16' clear drive through to maintain access to both the loading dock facilities as well as access for emergency vehicles.

The proposed new parking structure, Phase C, will be a precast concrete reinforced parking structure with two stairways, elevator and support rooms. The construction classification will be similar to the existing structure and the entire structure will be protected by a dry sprinkler system that is independent from the other structures on the site. A fire lane fronts the south face of the new parking structure and is accessed from the main entrance off Lacey Road. The support structure of the fire lane will be a geo-grid material which allows turf growth. All specification information for the geo-grid structure was previously submitted for approval with Village staff on a preliminary basis. Safety Bollards and identification signage designating the fire lane are planned.

## **ENGINEERING/ PUBLIC IMPROVEMENTS**

Adequate public utility mains (water, sanitary and storm sewers) are located at the site to service the proposed expansions. Underground electric service will be extended to a pad mounted transformer to service Phase C, the proposed new parking structure. Adequate stormwater detention is already provided at the site with no additional detention required.

Existing utilities within the existing Service Drive at the Phase A south expansion will be modified as required to accommodate the additional structure. Besides extending and/or modifying the existing storm and sanitary connections to include the additional surface area no additional work is anticipated. There are minimal changes required for the Phase B, north expansion, except for extending and/or modifying existing storm and sanitary connections to include the additional surface area.

The construction of the proposed Phase C parking structure would require a portion of an existing 10" public sanitary sewer along the north property line to be rerouted around the structure. An existing 12" public water-main, running parallel to the existing sanitary sewer, will also be rerouted. The water-main will be routed under the parking structure, in a casing pipe, and continue along the proposed fire lane at the south side of the parking structure. Additionally, an existing 18" storm sewer conveying offsite flows will be rerouted around the proposed parking structure on north and west side. This storm sewer will be capable of intercepting and conveying the offsite 100-year storm event flows. Emergency overland flood routes to the existing detention basin will be maintained as well.

New services required for the proposed Phase C parking structure will connect onto the proposed rerouted sanitary and water mains. Storm sewer with mechanical Best Management Practices (BMP's) will be provided to service the parking structure and treat the stormwater runoff as required by the DuPage County Countywide Stormwater and Flood Plain Ordinance. The Stormwater Tab Submittal documents have been included.

Hamilton Partners has been a developer in Downers Grove for many years. Our reputation for well designed, Class A buildings and developments, our cooperation with the Village, as well as the understanding relationships we have established over the years should provide confidence in our ability to enhance the economic and community development of Downers Grove. Specifically for this project, Hamilton Partners is an authorized representative and consultant for Bentall Kennedy LP, for 3500 Lacey Rd., LLC. We continue to look forward to our continued long-term partnership with the Village of Downers Grove and the continued success of the 3500 Lacey Road and Esplanade at Locust Point development.

Thank you for your cooperation and efforts. Please do not hesitate to call with any questions you might have about the proposed work or the enclosed documents.

Sincerely,

A handwritten signature in black ink that reads "Beth Simmons". The signature is written in a cursive, flowing style.

Beth Simmons  
Construction Manager  
Hamilton Partners  
Authorized Representative for 3500 Lacey Road, LLC

cc: Robert Coulman, Bentall Kennedy

# The Jenkins Group

Architecture | Interiors | Planning

300 Park Boulevard | Suite 250 | Itasca, Illinois 60143-2655  
630-250-9100 | Fax 630-250-9177



## Memorandum

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To:	Hamilton Partners 1901 Butterfield Road, Suite 270 Downers Grove, IL 60515	Date:	June 28, 2011
		Project No.:	
Attn:	Beth Simmons	Project:	Parking Structures 3500 Lacey Road Downers Grove, IL
From:	David Olsen	Copies To:	
Subject:	Parking Turnover		

---

### Remarks:

We are requesting a six (6) inch reduction in the width of the parking stalls located within the proposed structured parking facilities serving the office building at 3500 Lacey Road.

### Justification for reduced spaces:

A. The anticipated parking activity will most likely be less than 2 turnovers per day for about half of the available parking spaces. The remaining half will most likely be parked by a single vehicle thru out the entire business day.

B. The existing and proposed parking structures serve a single office building that is almost entirely office use with limited retail functions.

C. Users of the parking facility are "repeat users" and very much familiar with the layout and conditions.

D. Anticipated travel speeds within the parking structures is low, 10-15 mph.

E. There will be a low percentage of light trucks or full size vans using the facility. Periodic parking of vehicles used by tradesman is provided in a designated area not within the existing or proposed structured parking facilities.

If you have any questions or need additional information please call me.

END OF MEMORANDUM



July 5, 2011

Ms. Beth Simmons, Construction Manager  
Hamilton Partners  
1901 Butterfield Road, Suite 270  
Downers Grove, Illinois 60515

RE: Preliminary Traffic Assessment - 3500 Lacey Road

Dear Ms. Simmons:

As requested, Traffic Analysis & Design, Inc. (TADI) has performed a preliminary evaluation of the traffic and parking conditions of the corporate office building at 3500 Lacey Road in Downers Grove, Illinois. The following summarizes the work completed as well as conclusions that can be drawn based on the observations performed.

### **Introduction & Existing Conditions**

Per the request of Hamilton Partners, TADI was retained to perform existing turning movement counts at the two access driveways to the 3500 Lacey Road facility. TADI was also asked to evaluate existing site conditions relative to the potential expansion of the parking supply on the corporate campus.

The site is provided with two full access driveways to Lacey Road. The northern driveway is the primary entrance to the facility, providing access to surface parking areas for staff and visitors, two parking structure access points, a circular courtyard area adjacent to the building lobby for pick-up/drop-off activity, and a staging area for taxi/towncar/limo services. The southern driveway provides access to two additional parking structure entrances as well as access to the facility's loading and delivery area. Both driveways include separate left- and right-turn lanes for outbound vehicles, allowing turning movements to operate with a high level of efficiency. Due to the close proximity of the first internal intersection, the northern access is equipped with two inbound lanes - one for left-turns into the parking garage and one for shared thru/right movements. The southern access provides a single lane for all inbound movements.

Adjacent to and north of the site, Lacey Road operates as a four-lane boulevard, providing two travel lanes in each direction, a landscaped median, and channelized left-turn lanes at most access points. South of the site, an undivided four-lane section is provided. At the two access points, channelized left- and right-turn lanes are both provided to allow entering vehicles to



limit their impact on thru traffic on the major street. Both access intersections operate under minor-leg stop control.

Sight distance at the northern access appears to be adequate, but the southern access has a number of existing challenges. Due to an extremely large variation in topography between the subject site and the adjacent forest preserve property, a retaining wall was constructed immediately south of the southern radius return for the access point. The visual obstruction caused by this retaining wall, combined with significant vertical and slight horizontal curvature on Lacey Road, forces outbound left-turning vehicles to move into the southbound travel lanes in order to gain a better view of approaching northbound traffic. On over half a dozen occasions during the observation periods, outbound vehicles drove halfway out onto Lacey Road and then reversed back into the site in order to avoid conflicts with southbound thru vehicles or northbound left-turners. Irrespective of the potential parking supply modifications at the facility, the current configuration of this access intersection represents a safety issue and should be more thoroughly reviewed.

To understand the trip generation characteristics of the existing site, vehicle turning movement counts were conducted at the two site access driveways from 7:00-9:00AM and 4:00-6:00PM on Thursday, June 30<sup>th</sup>, 2011. Directional inbound and outbound vehicles were tabulated in 15-minute intervals to determine the morning and evening peak hours of site activity. During the evening peak hour, outbound vehicle queuing was also observed to quantify the effects of vehicular delay at the access driveways on internal vehicle circulation and stacking. Licensed Professional Engineers were on site throughout the data collection period to observe site characteristics and vehicle behaviors.

Based on these observations, the morning peak hour occurs from 7:15-8:15AM with nearly 580 vehicles entering or exiting the site. The directional distributions of inbound traffic is split nearly evenly between north (Butterfield Road) and south (Finley Road) with the majority of southbound traffic entering at the northern access (right turn) and the majority of northbound traffic entering at the southern driveway (left turn). Thru traffic on Lacey Road was very light and observations suggest that inbound left-turning vehicles faced minimal delays due to opposing traffic.

The evening peak hour was observed to take place between 4:30 and 5:30PM with just under 510 vehicles utilizing the two site driveways. Outbound traffic was again split nearly evenly between north and south Lacey Road. In the evening peak hour, outbound traffic was much more heavily concentrated at the northern access with over 70% of departing vehicles utilizing this location. Differences in parking garage exits (northern access is split between two levels while the southern driveway has exits only on a single level) and driver discomfort likely experienced at the southern access due to sight distance limitations may be reasons behind this change in access utilization between the morning and evening peak hours.



During both peak periods, vehicle circulation within the site was favorable. Pedestrians are largely segregated from vehicles, improving both circulation efficiency and safety. While the spacing between Lacey Road and the first internal intersection at the north access is slightly less than ideal, the two inbound and outbound lanes provided add both storage capacity and delineation to the vehicle movements. Queue observations would suggest that the provided turn lane storage bays are sufficient to accommodate outbound queuing.

To provide some measure of parking utilization, a brief survey of parking activity within the parking deck was conducted at 9:30AM and again at 3:30PM. The morning observation indicated that over 940 vehicles (including 3 motorcycles) were utilizing the parking structure while the afternoon observation was just over 890. With nearly 1,650 spaces available on site, parking was readily available during both observations and utilization was largely clustered on the lower levels and adjacent to pedestrian access points on the northwest and southwest quadrants of the structure.

### **Capacity Analysis**

Due to the proximity to the holiday weekend, full traffic counts were not conducted at the site access driveways or adjacent intersections. However, a draft copy of a Traffic Impact Study conducted for the Midwestern University Dental and Medical Institute (by James J. Benes & Associates and dated January 11, 2011) was provided and reviewed. Traffic counts conducted in December 2010 and tabulated within the report were used to provide a preliminary understanding of operations at site access driveways. While numerous factors (time of year, differing peak hours, holiday proximity, etc.) would likely result in slightly different volumes on Lacey Road and the site itself, the analysis does provide some level of context as to overall operations.

Based on an analysis of each driveway during the morning and evening peak hours, all movements are shown to operate at LOS A or B. Vehicle queuing is largely contained to two car lengths and most movements operate with less than 10 seconds of delay. Even the outbound left turn at the northern access during the evening peak hour (highest volume for an opposed movement) operates at LOS B with just under 13 seconds of control delay. The relatively low volume of thru traffic on Lacey Road, combined with the wide boulevard cross-section, makes movements into and out of the 3500 Lacey site operate very efficiently from a capacity perspective.

### **Future Operations**

Based on discussions with Hamilton Partners, the potential need for additional parking spaces stems largely from the uncertainty regarding the long-term status of the facility's primary corporate tenant as well as a shift in tenant requirements for suburban office space. As the



building square footage will not change, TADI was asked to examine how the additional parking supply may impact traffic operations within the site and at the site access points.

Two national resources are widely used by transportation engineers to determine the parking needs and traffic impacts of proposed construction. These resources, the Trip Generation manual (currently in its 8<sup>th</sup> edition) and the Parking Generation manual (4<sup>th</sup> Edition), are published by the Institute of Transportation Engineers (ITE) and report the results of national surveys of traffic and parking generation for a variety of specific land uses. A review of these documents suggests that Land Use Code (LUC) 714 (Corporate Headquarters Building) and 701 (General Office Building) best represent the current utilization of the 3500 Lacey Road in the Trip Generation and Parking Generation manuals respectively. A summary of the expected values based on ITE national averages, and recently observed conditions, is reported in **Table 1** below.

**Table 1: ITE Expected vs. Observed Conditions @ 3500 Lacey Road (658,370 GSF)**

	ITE Expected Value	Observed Value
<b>Trip Generation</b>		
Morning Peak Hour	921	577
Evening Peak Hour	778	508
<b>Parking Generation</b>		
Peak Period	1,870	942

The table suggests that the current facility is generating significantly less vehicular traffic and parking demand than national averages would suggest. It should be noted that the building is not 100% occupied and the data collection effort was performed immediately before a holiday weekend. That said, historical data provided by Hamilton Partners suggests that the parking observations conducted closely match average occupancies experienced throughout the year, with the highest peak count showing 1,100 vehicles. Fortunately, significant excess capacity exists in both the parking structure and at the access intersections to accommodate normal seasonal and tenant fluctuations. Recent increases in telecommuting, alternate work schedules, transit usage, and gas prices may all be playing a role in reducing the trip generation and parking demand characteristics of the site. As such, the observations performed may be representative of an “average day”, and as such, appropriate for analysis and context.

With excess capacity in the facility’s transportation infrastructure, it would seem logical to raise the following questions:





1. With nearly 750 parking spaces available under average conditions, why add more parking when the building square footage will remain unchanged?
2. If 850 new spaces are added to meet tenant demands (and potentially needs), what will the impact of the additional vehicles be on the adjacent access intersections?

As Hamilton Partners explains in their June 6<sup>th</sup> submission to the Downers Grove Plan Commission, there is often a difference between parking ratios required by prospective tenants as part of a leasing arrangement and actual utilization of said spaces by the tenant's clients and employees. Current Village Ordinance specifies the need for 3.3 spaces per 1,000 SF but the existing site rarely sees actual utilization that approaches 50 percent of that requirement. Excess parking supply provides flexibility to accommodate the unexpected and atypical without having to go through significant and costly planning for off-site parking, shuttling, or pick-up/drop-off services. Village Ordinance reflects this level of contingency planning and it is appropriate and reasonable for Hamilton Partners to plan for potential future needs and market requirements.

Equally important to understand is the potential relationship between increased parking supply and peak hour traffic. With the excess parking supply available, it is unlikely that parking constraints are having any impact on current driver behavior. As such, if the additional parking spaces were constructed and the current tenants remain, it would be unrealistic to assume traffic would increase simply as a result of the new construction. However, the request for an increase in parking ratios would presumably be driven by changes in the existing tenant makeup, potentially transitioning the facility to one with higher occupancy counts and greater parking requirements. The ITE Trip Generation manual actually provides insight into this by providing a separate Land Use Code (710) for General Office Buildings. As opposed to Corporate Headquarter (LUC 714), General Office provides for a wider range of building users, less storage and low density executive space, and higher resultant trip generation. Based on the size of the existing 3500 Lacey Road building, evening peak hour trip generation would be expected to increase by approximately five percent to 816 trips. Applying that same level of increase to the observed traffic volumes would result in an additional 25 evening peak hour trips.

To provide some measure of comfort in the capabilities of the existing site configuration, an unrealistic, "worst-case" scenario was evaluated based on the existing parking utilization, observed evening peak hour trip generation, and future parking supply. The peak parking demand observed on June 30<sup>th</sup>, 2011, was 942 vehicles with 508 evening peak hour trips resulting. With a maximum of 2,535 spaces proposed, parking utilization would have to increase by 2.69 times to fully utilize every available space. To simulate the impact of this truly unlikely scenario, evening peak hour traffic was also increased by 2.69 times to nearly 1,400 vehicles. Even under these extreme circumstances, the existing access points were still able to



operate without failure (LOS F) without signalization, additional traffic lanes, or intersection modifications. This scenario is highly improbable, but the analysis reveals that the current access configuration provides the flexibility to accommodate even these extreme demands.

### **Conclusion and Recommendations**

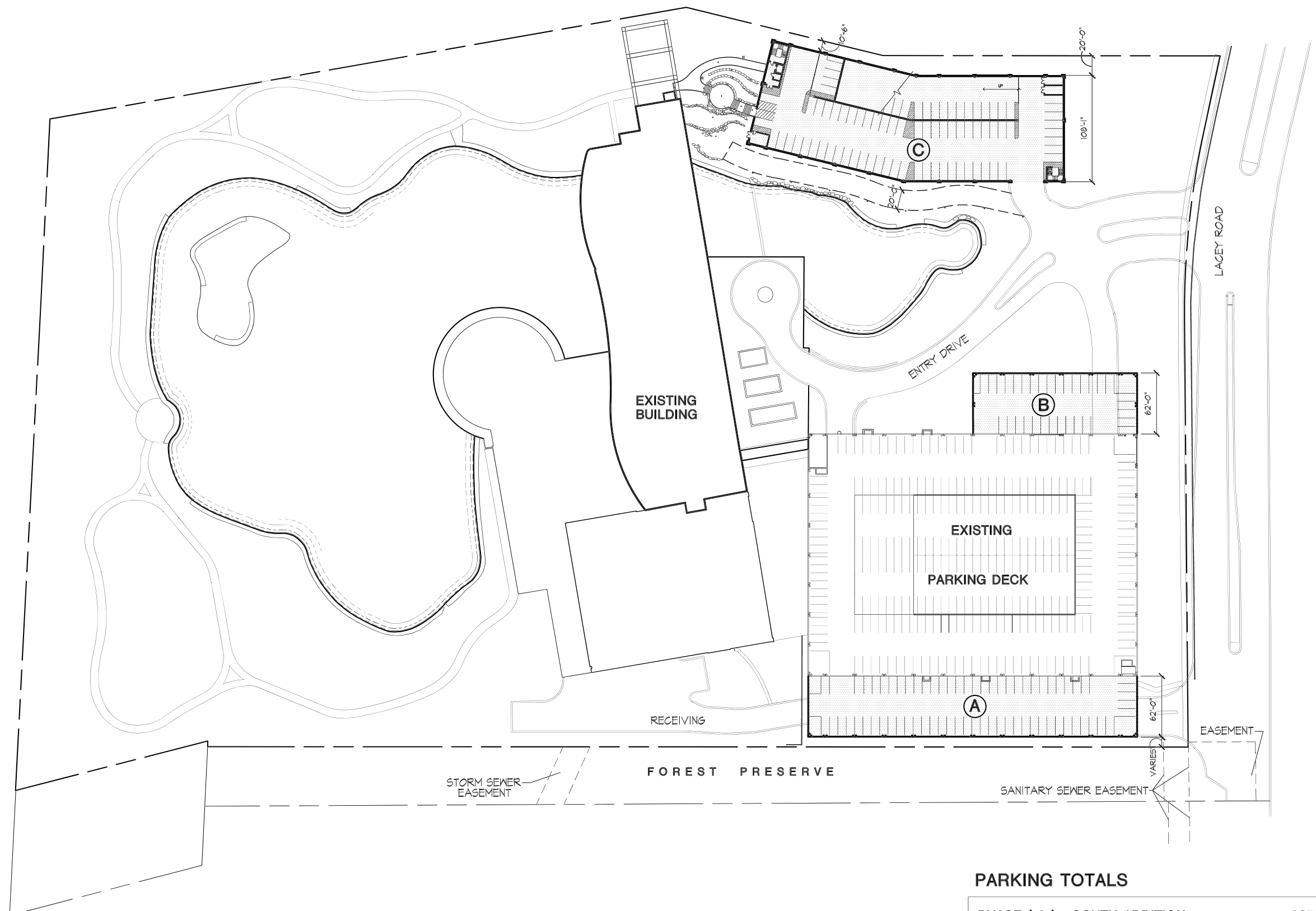
Time constraints and schedule limited TADI's ability to gather sufficient data to prepare an in-depth and widely researched impact study for the proposed improvement. However, based on site observations, industry experience, and data provided by Hamilton Partners, TADI believes it is reasonable to assume that the site could accommodate the additional traffic that may be generated as a result of a potentially new tenant mix within 3500 Lacey Road. Multiple access points, a high capacity adjacent street, and low existing traffic volumes all provide flexibility to accommodate a variety of parking and traffic demands that may be placed upon the site infrastructure. Given the diversity of tenants that may choose to occupy the building space should it become available, it is difficult to quantify the specific impact that additional requested spaces may have. However, TADI is confident that the existing access configuration should allow for adequate operations within the site as well as the external access points based on these preliminary findings. Appropriate mitigation measures, including potential signalization, lane configuration, and/or intersection geometric modifications could be developed if such improvements are warranted in the future.

Thank you for the opportunity to review this site and offer our perspective. Please feel free to contact this office with any questions related to the above matter.

Sincerely,  
Traffic Analysis & Design, Inc.

Timothy P. Sjogren, P.E., PTOE  
Illinois Office Manager





**PROPOSED SITE PLAN**

1" = 50'

**PARKING TOTALS**

PHASE ( A ) - SOUTH ADDITION	207 SPACES
PHASE ( B ) - NORTH ADDITION	134 SPACES
PHASE ( C ) - NORTH PARKING STRUCTURE	548 SPACES
<b>TOTAL SPACES</b>	<b>889 SPACES</b>

Proj. Mgr.	DJO
Job Capt.	MDM
Drawn by	MDM
Rev'd by	DJO
Signature	
Current Date	
License Expiration Date	

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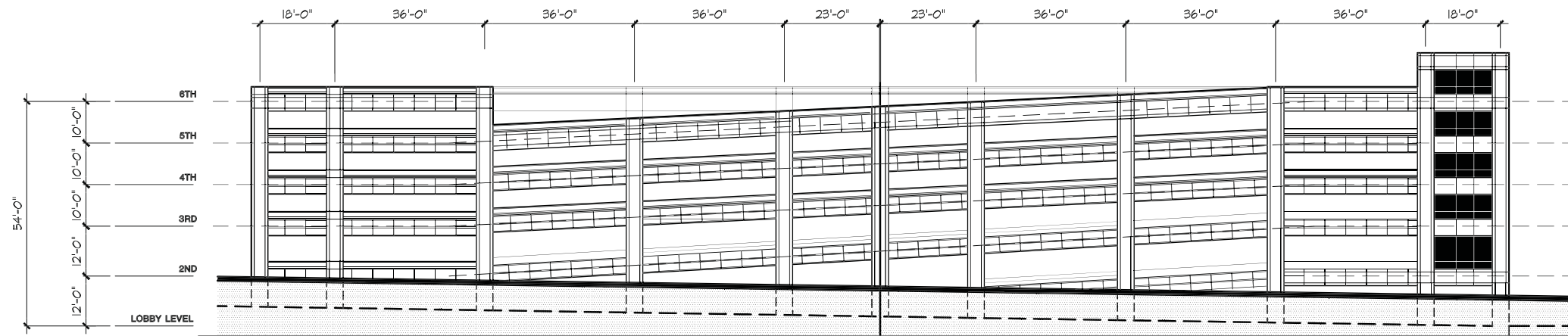
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Project  
3500 LACEY RD.  
PARKING EXPANSION:  
3500 LACEY RD. LLC  
REPRESENTED BY:  
HAMILTON PARTNERS

3500 LACEY RD.  
DOWNERS GROVE, ILLINOIS

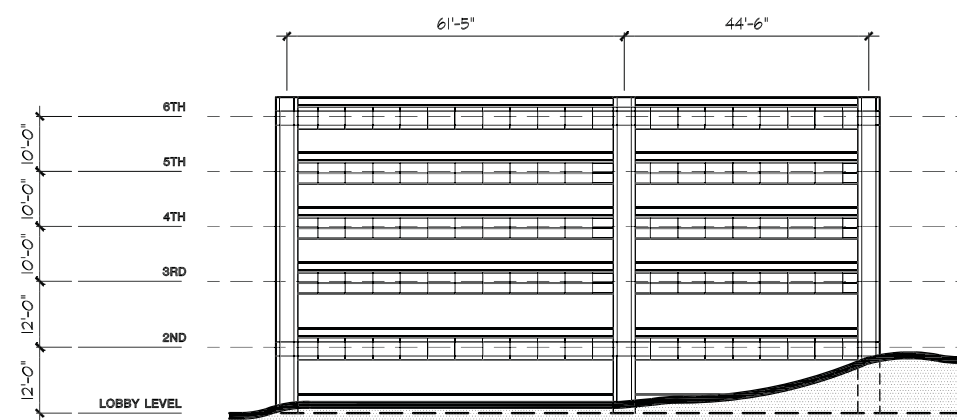
Sheet Title  
**SITE PLAN**

Date	06 JUN 11	Sheet No.	AS.2
Project No.		Sheet	_ of _



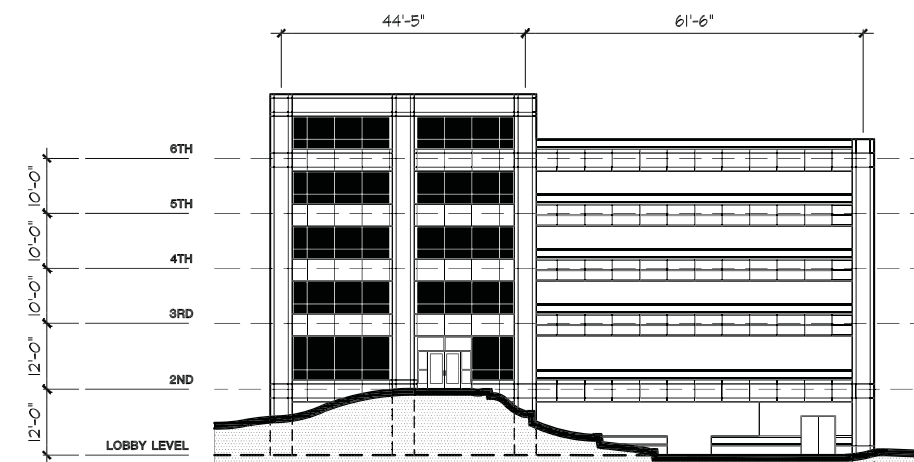
**NORTH - ELEVATION AT PARKING STRUCTURE**

1/16" = 1'-0"



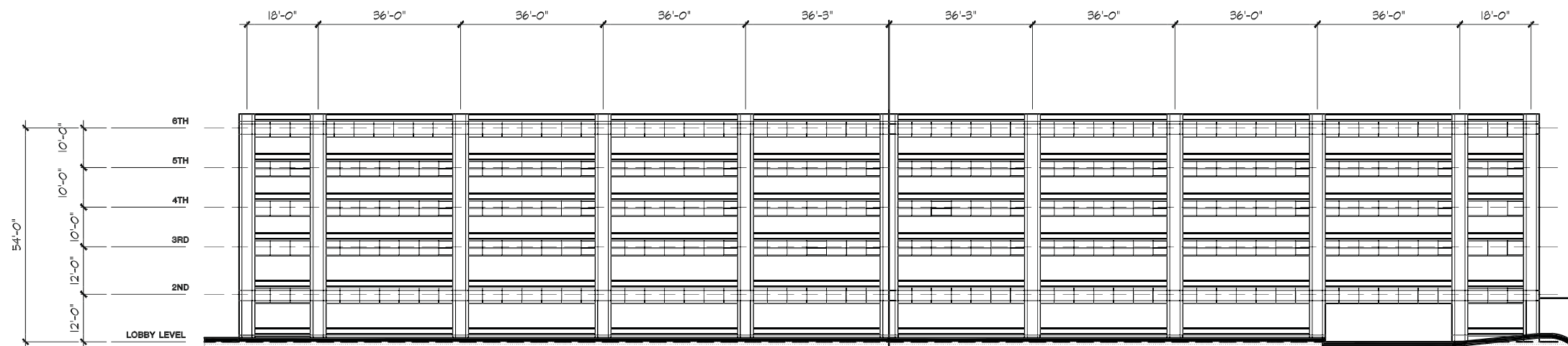
**EAST - ELEVATION AT PARKING STRUCTURE**

1/16" = 1'-0"



**WEST - ELEVATION AT PARKING STRUCTURE**

1/16" = 1'-0"



**SOUTH - ELEVATION AT PARKING STRUCTURE**

1/16" = 1'-0"

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Drawn by	MDM
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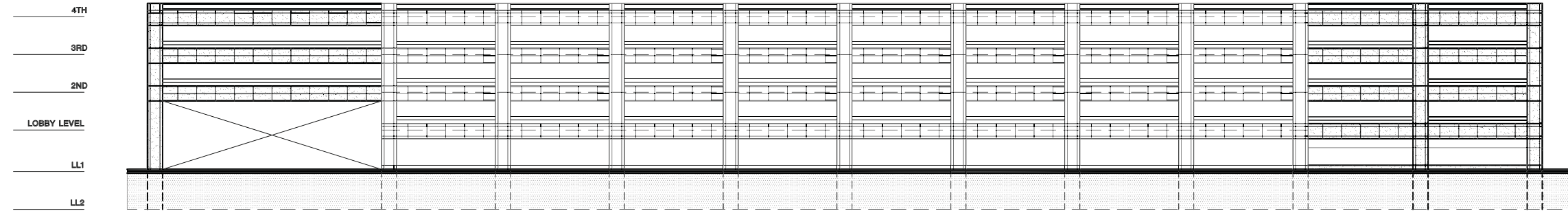
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REPRESENTED BY:  
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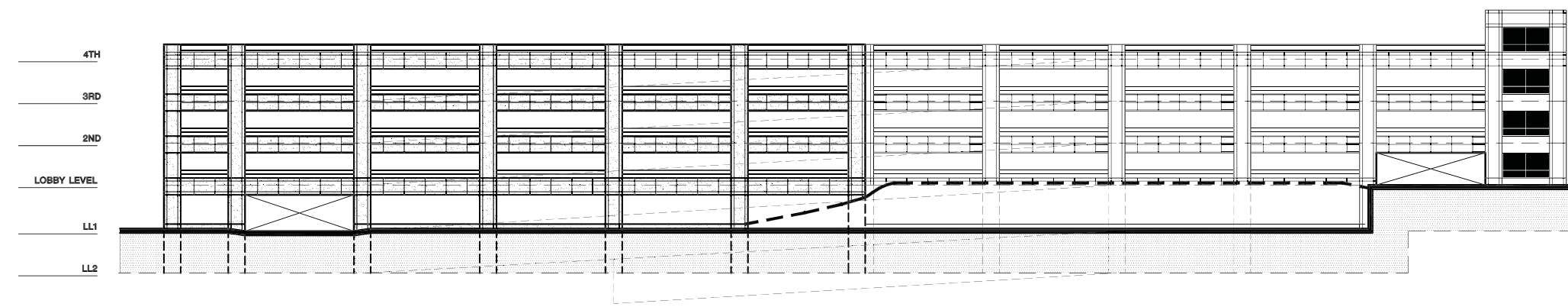
Sheet Title  
**NEW NORTH  
PARKING DECK  
ELEVATIONS**

Date	06 JUN 11	Sheet No.	
Project No.		<b>A5.0</b>	
		Sheet _ of _	



**EAST ELEVATION - NORTH AND SOUTH ADDITIONS**

1/16" = 1'-0"



**NORTH ELEVATION - NORTH ADDITION**

1/16" = 1'-0"

Proj. Mgr.	DJO
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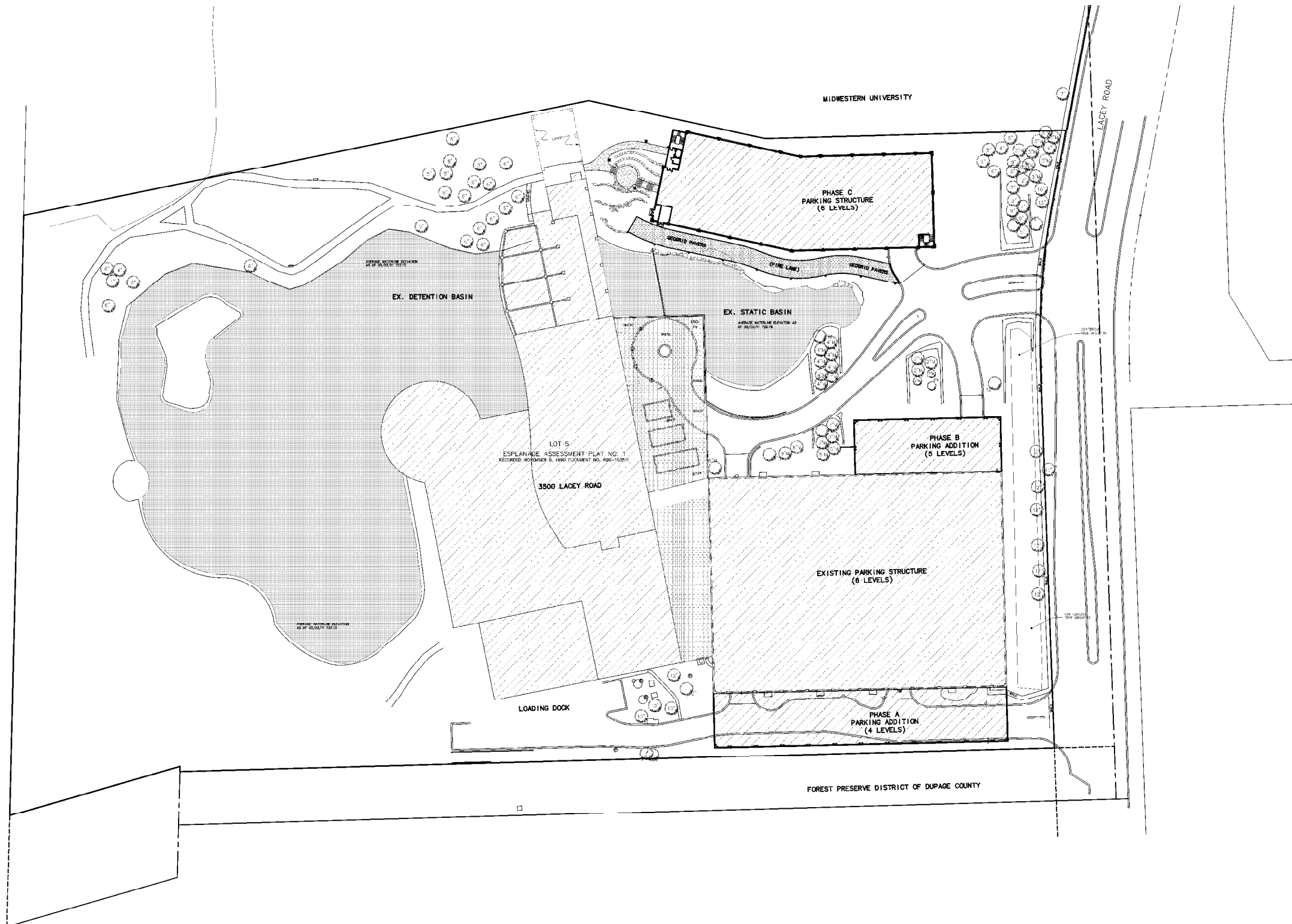
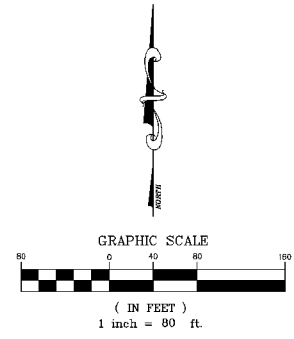
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 3500 LACEY RD. LLC  
 REPRESENTED BY:  
 HAMILTON PARTNERS  
 3500 LACEY RD.  
 DOWNERS GROVE, ILLINOIS

Sheet Title  
**PARKING DECK  
 ELEVATIONS -  
 NORTH AND SOUTH  
 ADDITIONS**

Date	06 JUN 11	Sheet No.	A5.1
Project No.		Sheet	_ of _



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 DRAWN BY MJG  
 CHECKED BY RWG

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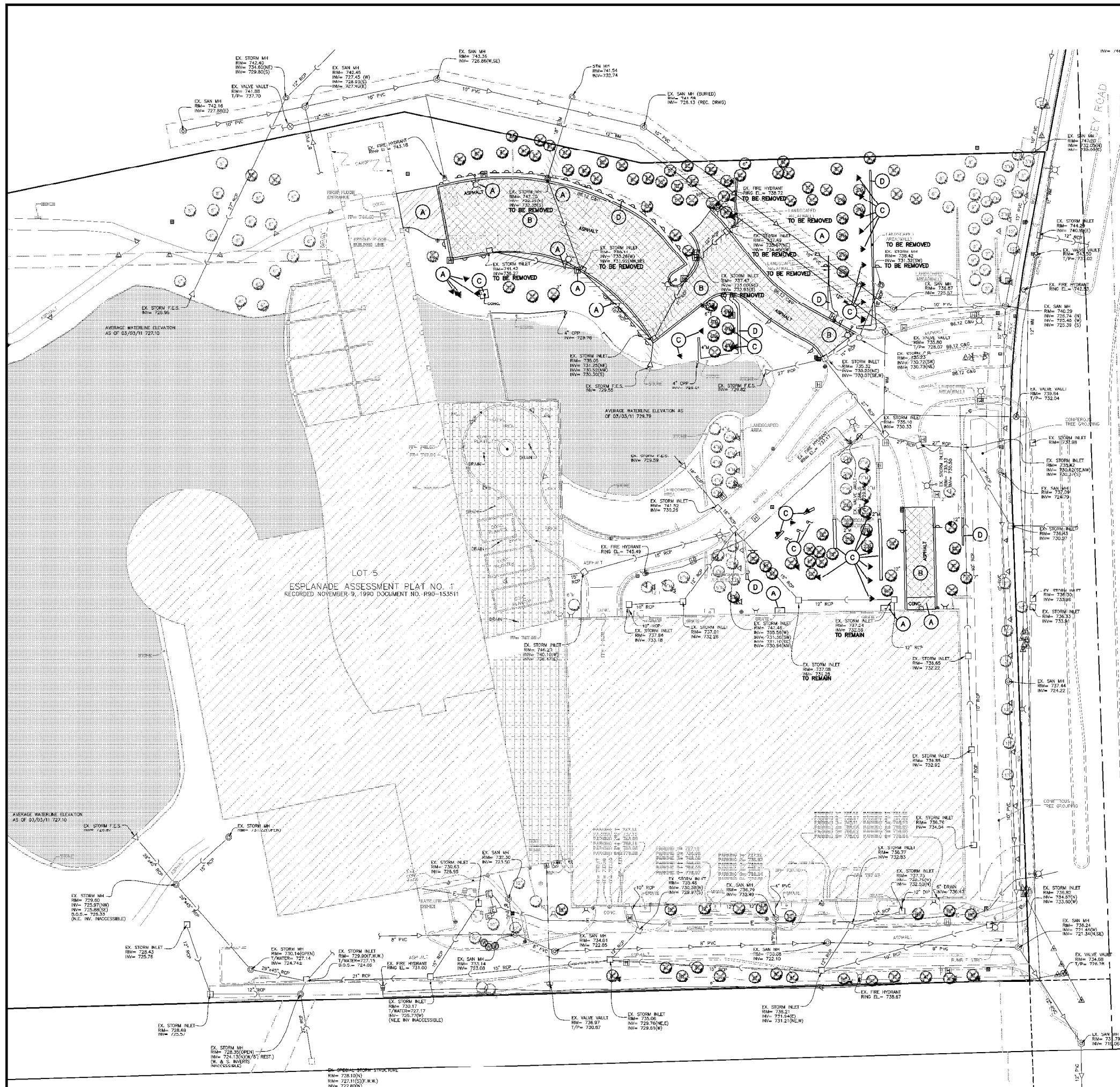
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**Project**  
 ADDITIONAL PARKING  
 STRUCTURES  
 FOR:  
**3500 LACEY RD.  
 LLC**  
 3500 LACEY RD.  
 DOWNERS GROVE, ILLINOIS

**Sheet Title**  
 MASTER SITE  
 PLAN

Date 06 JUN 11	Sheet No. C-3
Project No. 80184	Sheet <u>1</u> of <u>11</u>



**SITE DEMOLITION LEGEND**

- (A) EX. CONCRETE TO BE REMOVED
- (B) EX. PAVEMENT AND ADJACENT CURB TO BE REMOVED
- (C) EX. STRUCTURE/FEATURE TO BE REMOVED
- (D) EX. WALL TO BE REMOVED
- (E) EX. TREE TO BE REMOVED

**GENERAL LEGEND**

- |                                      |  |                            |  |
|--------------------------------------|--|----------------------------|--|
| SANITARY MANHOLE                     |  | STREET SIGN                |  |
| STORM MANHOLE WITH CLOSED LID        |  | ELEC. VAULT                |  |
| DRAIN/CLEANOUT                       |  | GAS MAIN WITH SIZE         |  |
| MANHOLE WITH OPEN LID                |  | TELEPHONE LINE             |  |
| INLET                                |  | COMMONWEALTH EDISON LINE   |  |
| PRECAST FLARED END SECTION           |  | FENCE LINE                 |  |
| CONCRETE HEADWALL                    |  | CONCRETE SIDEWALK          |  |
| WATER VALVE VAULT                    |  | CURB AND GUTTER            |  |
| FIRE HYDRANT                         |  | OVERHEAD UTILITY LINE      |  |
| WATER VALVE BOX                      |  | UNDERGROUND GAS LINE       |  |
| SANITARY SEWER                       |  | UNDERGROUND TELEPHONE LINE |  |
| STORM SEWER                          |  | MISC. FEATURE              |  |
| WATERMAIN                            |  | BOLLARD                    |  |
| STREET LIGHT                         |  | WATER LEVEL OF LAKE        |  |
| EX. TREE W/ TAG NUMBER AND CONDITION |  | BOUNDARY                   |  |
| POWER POLE                           |  |                            |  |

**DEMOLITION NOTES**

- ALL EXISTING STRUCTURES AND PIPE DESIGNATED TO BE REMOVED SHALL BE DONE IN CONFORMANCE TO ART. 605.03 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION LATEST EDITION.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE ALL UNDERGROUND UTILITIES, EVEN IF NOT SHOWN ON THESE PLANS, LOCATED PRIOR TO DEMOLITION WORK.
- CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID DAMAGING EXISTING UTILITIES THAT WILL REMAIN IN PLACE.
- EXISTING UTILITIES SHALL BE PROPERLY ABANDONED BEFORE ANY NEW UTILITY WORK IS STARTED.
- PAVEMENT AND DEBRIS TO BE REMOVED AND HAULLED OFF SITE.
- FOR TREE PRESERVATION PLAN REFER TO PLANS PREPARED BY HITCHCOCK DESIGN GROUP.
- CONTRACTOR SHALL TAKE SPECIAL CARE TO PRESERVE AND MAINTAIN ALL EXISTING TREES SHOWN TO REMAIN.
- EXISTING PUMP STATION LOCATED AT THE SOUTHWEST CORNER OF THE EXISTING SURFACE PARKING LOT SHALL BE REMOVED. COORDINATION OF EXISTING PIPING AND ELECTRIC SERVICES SHALL BE COORDINATED WITH THE OWNERS REPRESENTATIVE.

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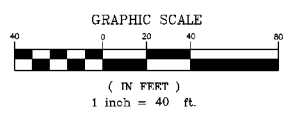
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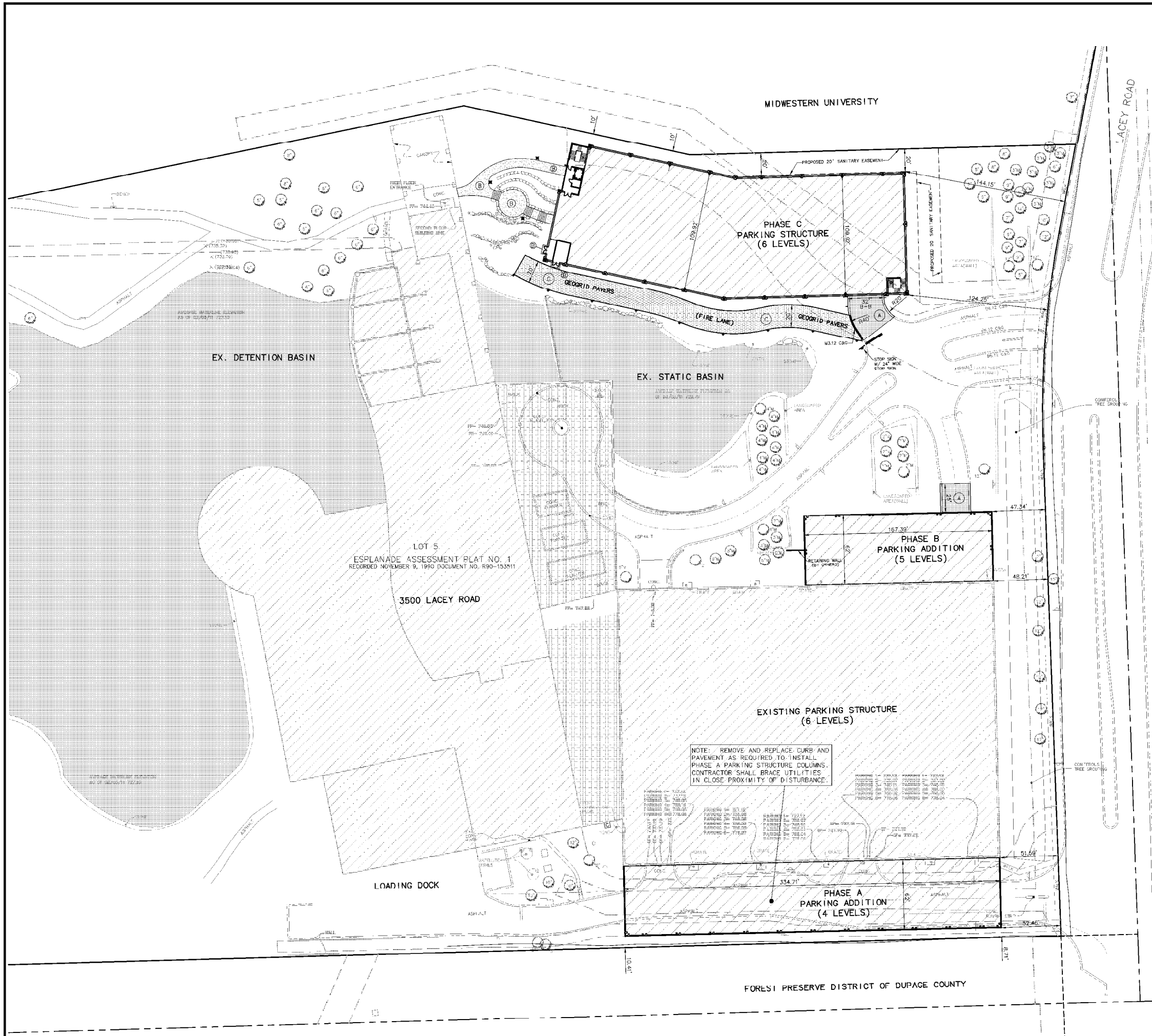
Project  
 ADDITIONAL PARKING STRUCTURES FOR:  
**3500 LACEY RD. LLC**  
 3500 LACEY RD.  
 DOWNERS GROVE, ILLINOIS

Sheet Title  
 EXISTING CONDITIONS AND DEMOLITION PLAN

Date	06 JUN 11	Sheet No.	
Project No.			C-4
	80184		Sheet 4 of 11







**SURFACE IMPROVEMENT LEGEND**

- A ASPHALT PAVEMENT - DRIVE AISLES**
    - 1.5" - HOT-MIX ASPHALT SURFACE COURSE P664-22, MIX C, N50
    - 2" - HOT-MIX ASPHALT BINDER COURSE P664-22, R-19, N50
    - 0.30 GAL/SY BITUMINOUS PRIME COAT (MC-30)
    - 10" - CRUSHED AGGREGATE BASE COURSE CA-6 (TYPE B)
  - B CONCRETTE SIDEWALKS**
    - 5" - PCC SIDEWALK (SEE SPECIFICATIONS FOR MIXTURE)
    - 2" - CRUSHED AGGREGATE BASE COURSE CA-6 (TYPE B)
  - C AIRDRYAN POROUS PAVING**
    - AIRDRYAN POROUS PAVING GEOTEXTILE (REFER TO LANDSCAPE PLAN BY HITCHCOCK DESIGN GROUP FOR DETAILS)
    - 12" - CRUSHED AGGREGATE BASE COURSE CA-6 (TYPE B)
- B6.12 CURB AND GUTTER  
 REVERSE PITCH B6.12 CURB AND GUTTER  
 DEPRESSED CURB  
 EX. CURB AND GUTTER

**NOTES**

1. IN ALL NOTES, UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING OR PROPERTY LINES.
2. ALL CURB RADIUS TO BE 4' UNLESS NOTED OTHERWISE.
3. ALL BUILDING DIMENSIONS ARE AS OBTAINED FROM ARCHITECTURAL PLANS BY THE JENKINS GROUP. CONTRACTOR SHALL VERIFY ALL ARCHITECTURAL BUILDING DIMENSIONS WITH FINAL ARCHITECTURAL PLANS BEFORE BUILDING BY SAME. COWHEY GUDMUNDSON LEDER, LTD. ASSUMES NO LIABILITY FOR BUILDING DIMENSIONS.
4. ALL SIGN TO BE 18" (MINIMUM) BY 11" (2" SQUARE) ALUMINUM POST, 11" (MINIMUM) ENAMEL FINISH, SET 1'-0" INTO CONCRETE PIER AND POST CAP. BACK OF THE SIGN TO BE POWDER COATED BLACK.

Description Date

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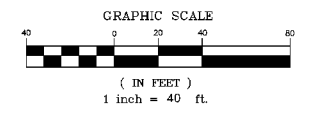
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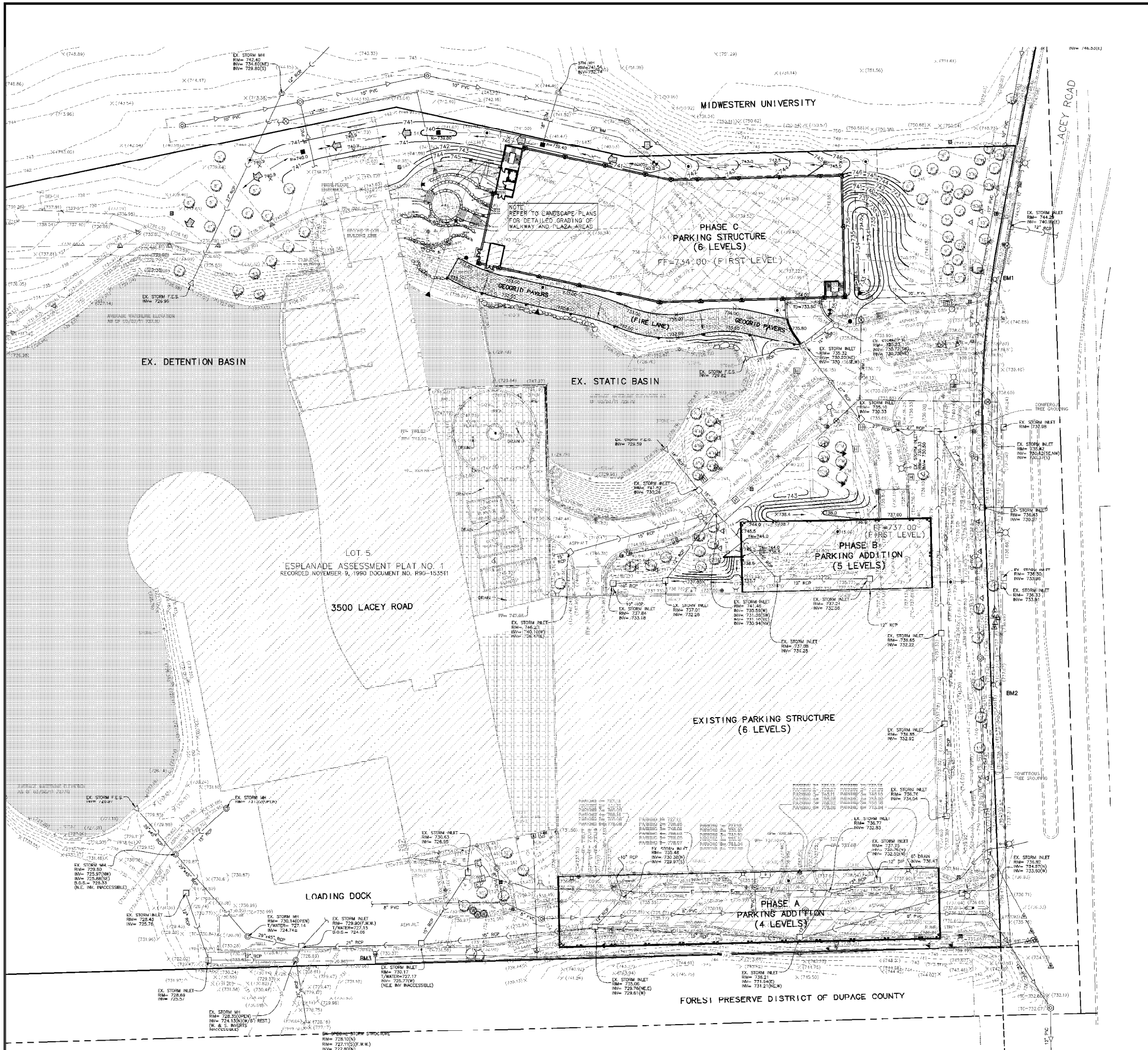
Project

ADDITIONAL PARKING STRUCTURES FOR:  
**3500 LACEY RD. LLC**  
 3500 LACEY RD.  
 DOWNERS GROVE, ILLINOIS

Sheet Title  
**SITE DIMENSIONAL PLAN**

Date 06 JUN 11 Sheet No. C-5  
 Project No. 80184 Sheet 5 of 11





**GRADING LEGEND:**

- STORM DRAINAGE STRUCTURE W/ FABRIC INLET PROTECTION
- CONTOUR
- SPOT ELEVATION
- OVERFLOW RELIEF ROUTING
- SILT FENCE
- EASEMENT LINE
- SILT FENCE AROUND STRUCTURE AND/OR FILTER BASKET
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET NAG S75

NOTE:  
1. REFER TO LANDSCAPING PLANS FOR SEED MIXTURES AND FOR EXACT LOCATION OF PLANTINGS.

**GRADING NOTES:**

1. ALL SPOT ELEVATIONS REFLECT THE FINISHED PAYMENT GRADE OR FINISHED GROUND ELEVATION AS APPLICABLE UNLESS OTHERWISE NOTED (E.G. TO=729.00, INDICATES TOP OF CURB ELEVATION).
2. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE GUTTER OR PAVEMENT (AS APPLICABLE).
3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH ALL THE SOIL EROSION CONTROL SPECIFICATIONS, DETAILS, AND STORMWATER POLLUTION PREVENTION PLANS.
4. ALL STRUCTURES SHALL BE PROTECTED IMMEDIATELY AFTER INSTALLATION.
5. ADJUST ALL EXISTING STRUCTURES TO MEET PROPOSED ELEVATIONS.

Description Date

**Revisions**

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PROJECT NO. 4382.00  
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CHECKED BY RWG

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**Project**

ADDITIONAL PARKING STRUCTURES FOR:  
**3500 LACEY RD. LLC**

3500 LACEY RD.  
DOWNERS GROVE, ILLINOIS

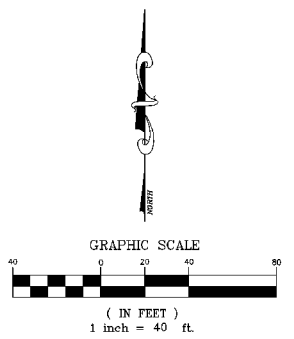
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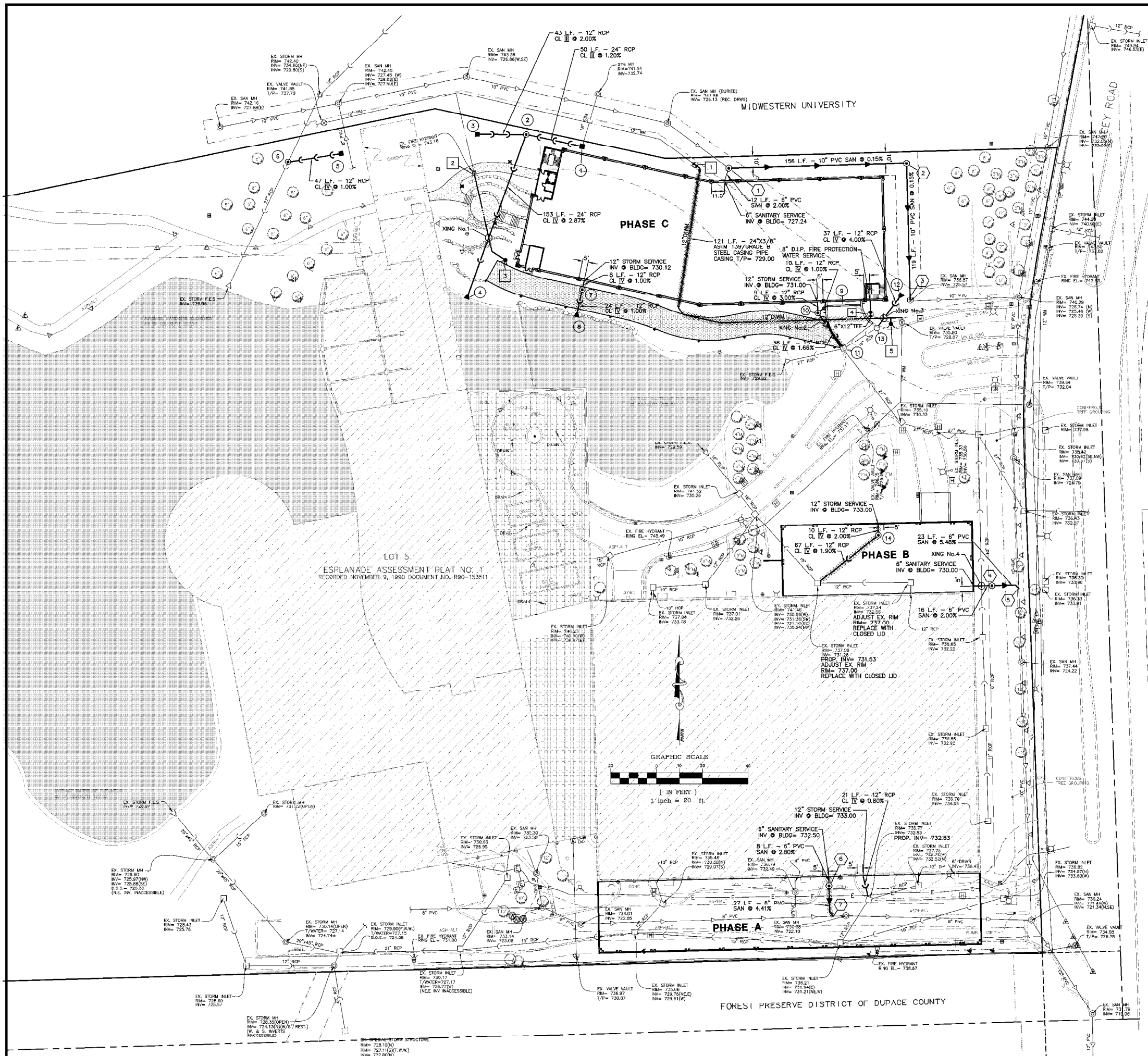
GRADING AND S.E.S.C PLAN

Date 06 JUN 11 Sheet No. C-6

Project No. 80184

Sheet 5 of 11





**SANITARY SEWER**

- 1 SAN MH TYPE A (48" DIA) RIM= 741.70 INV= 727.00 (6" SW) INV= 725.99± (10" NW±) CONSTRUCT MH ONTO EXISTING 10" SEWER
- 2 SAN MH TYPE A (48" DIA) RIM= 747.05 INV= 725.76
- 3 EX. SAN MH RIM= 736.87 INV= 725.57 PROP. INV= 725.57 CORE DRILL PROP. INV ADJUST EX. RIM RIM= 735.00
- 4 SAN MH TYPE A (48" DIA) RIM= 738.10 INV= 729.88
- 5 PROPOSED WYE CONNECTION TO EXISTING 10" SEWER INV= 724.42± W/ 4.0' VERT. RISER
- 6 SAN MH TYPE A (48" DIA) RIM= 736.70 INV= 732.34
- 7 PROPOSED WYE CONNECTION TO EXISTING 8" SEWER INV= 722.15± W/ 9.0' VERT. RISER

NOTE: SEE SHEET C-7 FOR SANITARY SERVICE PROFILES

**STORM SEWER**

- 1 STORM SPECIAL STRUCTURE 5'x3' SLOPED GRATE BOX RIM= 739.40 INV= 732.49 (18" N) INV= 731.09 (24" W) SEE SHEET C-10 FOR DETAIL
- 2 STORM MH TYPE C (60" DIA) RIM= 740.50 INV= 735.94 (12" W) INV= 731.39 (24" E±)
- 3 STORM INLET TYPE A (24" DIA) RIM= 739.80 INV= 736.80
- 4 24" STORM F.E.S. W/ GRATING RIM= 740.00 INV= 727.00
- 5 STORM INLET TYPE A (24" DIA) W/ GRATING RIM= 730.64 INV= 737.00
- 6 STORM MH TYPE C (60" DIA) RIM= 740.70 INV= 736.53 (12" E) INV= 729.80± (24" W) CONNECT ONTO EX. 27" STORM SEWER W/ OFFSET JOINT
- 7 STORM SPECIAL STRUCTURE CDS2015-4-C INLINE UNIT RIM= 732.95 INLET INV= 730.04 OUTLET INV= 730.04 SEE SHEET C-11 FOR DETAIL
- 8 12" STORM F.E.S. W/ GRATING INV= 729.80
- 9 18" INCH UHAIN RIM= 733.50 INV= 731.09 (E) INV= 730.50 (W) 29' L.F. WITH BOTTOM SLOPED @ 1.0% TO WEST
- 10 STORM SPECIAL STRUCTURE CDS2015-4-C INLINE UNIT RIM= 733.50 INLET INV= 730.70 (12" N) INV= 730.70 (15" E) OUTLET INV= 730.70 (15" E) SEE SHEET C-11 FOR DETAIL
- 11 EX. STORM INLET EX. RIM= 744.70 EX. INV= 730.22 (NE) EX. INV= 730.07 (SEW) PROP. INV= 730.07 (15" NW)
- 12 12" STORM F.E.S. W/ GRATING INV= 732.50
- 13 EX. STORM CB EX. RIM= 735.23 EX. INV= 730.72 PROP. INV= 731.02 (12" NE)
- 14 STORM SPECIAL STRUCTURE CDS2015-4-C INLINE UNIT RIM= 737.00 INLET INV= 732.80 OUTLET INV= 732.80 SEE SHEET C-11 FOR DETAIL

**WATER MAIN**

- 1 10" VALVE IN 48" VAULT RIM= 741.80
- 2 EX. FIRE HYDRANT TO BE REMOVED AND RELOCATED TO PROP. HYDRANT NO. 3 LOCATION
- 3 FIRE HYDRANT RING EL= 733.25
- 4 10" VALVE IN 48" VAULT RIM= 735.00
- 5 FIRE HYDRANT RING EL= 736.15

**UTILITY CROSSING SCHEDULE**

UTILITY XING	SIZE (IN.)	MATERIAL	UTILITY	BOTTOM OF PIPE	TOP OF PIPE	CLEARANCE
1*	24	RCP	STM	728.4	726.9	1.5'
2*	15	RCP	STM	730.4	728.9	1.5'
3*	12	RCP	STM	731.3	729.0	1.5'
4	10	RCP	STM	731.5	730.5	1.0'

\* INDICATES WATER MAIN TO BE DEPRESSED FOR VERTICAL CLEARANCE PER ILL. SPECIFICATIONS. UTILITIES CROSSING OVER WATERMAIN MUST EITHER BE OF WATER MAIN QUALITY PIPE, OR WATER MAIN MUST BE SLEEVED

**NOTES**

- RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE GUTTER OF PAVEMENT (AS APPLICABLE).
- FIRE HYDRANT SHALL BE SET A MINIMUM OF 3.5 FEET BEHIND BACK OF THE CURB.
- ALL WATERMAIN (MAINLINE & SERVICES) SHALL BE INSTALLED A MINIMUM OF 5.5 FEET BELOW THE PROPOSED FINISHED GROUND ELEVATION (5.5' MIN. FROM F.G. TO TOP OF WATERMAIN PIPE).
- ALL UTILITIES TO BE CONSTRUCTED BENEATH PROPOSED PAVEMENT. NEAR BUILDING'S FOOTINGS, SIDEWALKS, OR CURB AND GUTTER SHALL INCORPORATE SELECT GRANULAR TRENCH BACKFILL COMPACTED IN 6" LIFT DEPTH @ 95% AFG AND IN ACCORDANCE WITH THE SPECIFICATIONS.
- ALL STORM SEWER GRATES SHALL BEAR THE WORDS "DRAINS TO RIVER - DUMP NO WASTE" AND SHALL INCLUDE A "DRAINS TO RIVERS" LOGO.
- CONTRACTOR TO VERIFY INVERTS OF ALL EXISTING PIPES BEFORE STARTING CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
- ALL EXISTING FRAMES TO BE ADJUSTED TO MEET PROPOSED FINISHED GRADE.
- CORE DRILL BRICK AND MORTAR ALL STORM SEWER CONNECTIONS INTO EXISTING STRUCTURES.
- CONTRACTOR SHALL CONTACT DOWNERS GROVE PUBLIC WORKS DEPARTMENT TO COORDINATE WATER SHUT DOWNS AND CONNECTIONS.

**Description**      **Date**

**Revisions**

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PROJECT NO. 4362.00  
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**Project**

ADDITIONAL PARKING STRUCTURES FOR:

**3500 LACEY RD. LLC**

3500 LACEY RD.  
DOWNERS GROVE, ILLINOIS

**Sheet Title**

UTILITY PLAN

**Date** 06 JUN 11      **Sheet No.**

**Project No.** C-8

80184      **Sheet 2 of 11**

# Plant Materials List

Code	Botanical Name	Common Name	Size	Qty
<b>Shade Trees</b>				
GBA2.5	Ginkgo biloba 'Autumn Gold' (male)	Autumn Gold Ginkgo	2 1/2" C	8
GD2.5	Gymnocladus dioica 'male'	Kentucky Coffeetree	2 1/2" C	8
QD2.5	Quercus bicolor	Swamp White Oak	2 1/2" C	2
QRU2.5	Quercus rubra	Red Oak	2 1/2" C	1
ULM2.5	Ulmus japonica x wilsniana 'Morton'	Accolade™ Elm	2 1/2" C	9
<b>Intermediate Trees</b>				
AML06	Amenanther laevis	Allegheny Sencoberry	8" HT	3
CCD06	Cercis canadensis	Eastern Redbud	8" HT	7
CCI06	Crataegus crusgalli var. inermis	Thornless Cockspur Hawthorn	8" HT	10
MGR06	Malus 'Schmidtoutlet'	Golden Raindrops Flowering Crabapple	8" HT	3
<b>Evergreen Trees</b>				
PAP06	Picea pungens	Colorado Spruce	8" HT	20
PME06	Pseudotsuga menziesii	Douglas Fir	8" HT	18
<b>Deciduous Shrubs</b>				
CSA30	Cornus sericea 'Allema's Compact'	Allema's Compact Redosier Dogwood	30" HT	62
LD24	Ilex verticillata 'Jim Dandy'	Jim Dandy Winterberry	24" HT	1
NR24	Ilex verticillata 'Red Sprite'	Red Sprite Winterberry	24" HT	11
NL24	Ilex virginica 'Little Henry'	Little Henry Sweetspire	24" HT	128
RAG24	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	24" HT	65
RKA24	Rosa 'Knock out'	Knock out Rose	24" HT	37
VDE36	Viburnum dentatum	Arrowwood Viburnum	36" HT	20
<b>Evergreen Shrubs</b>				
CK36	Juniperus chinensis 'Kallay Compact'	Kallay Compact Chinese Juniper	36" HT	7
JG36	Juniperus chinensis 'Sea Green'	Sea Green Chinese Juniper	36" HT	30
TMT24	Taxus x media 'Tauroni'	Taunton Intermediate Yew	24" HT	26
<b>Groundcovers</b>				
LSP3	Liriope spicata	Creeping Lilyturf	3" POT	63
<b>Perennials</b>				
CAK8	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 GAL	265
CLX10	Carex lurida	Bottlebrush Sedge	PLUG	42
HRR8	Hemerocallis 'Happy Returns'	Happy Returns Daylily	1 GAL	479
IPG10	Iris pseudacorus 'Golden Queen'	Golden Queen Yellow Flag Iris	PLUG	42
ISU10	Iris sibirica 'Butter & Sugar'	Butter & Sugar Siberian Iris	PLUG	42
IRS0	Iris virginica 'var. sibirica'	Wild Blue Flag Iris	1 GAL	74
LCA10	Lobelia cardinalis	Cardinal Flower	PLUG	42
NFW10	Nipeta x lasa emili 'Walker's Low'	Walker's Low Catmint	1 GAL	510
NYT8	Nymphaea tuberosa	White Water Lily	1 GAL	108
PCO10	Pontederica cordata	Pickersweed	PLUG	42
SCS6	Schizachyrium scoparium	Little Bluestem	1 GAL	160

# Native Prairie Seed Mix

## FPD DuPage County MESIC Prairie Seed Mix - 2011

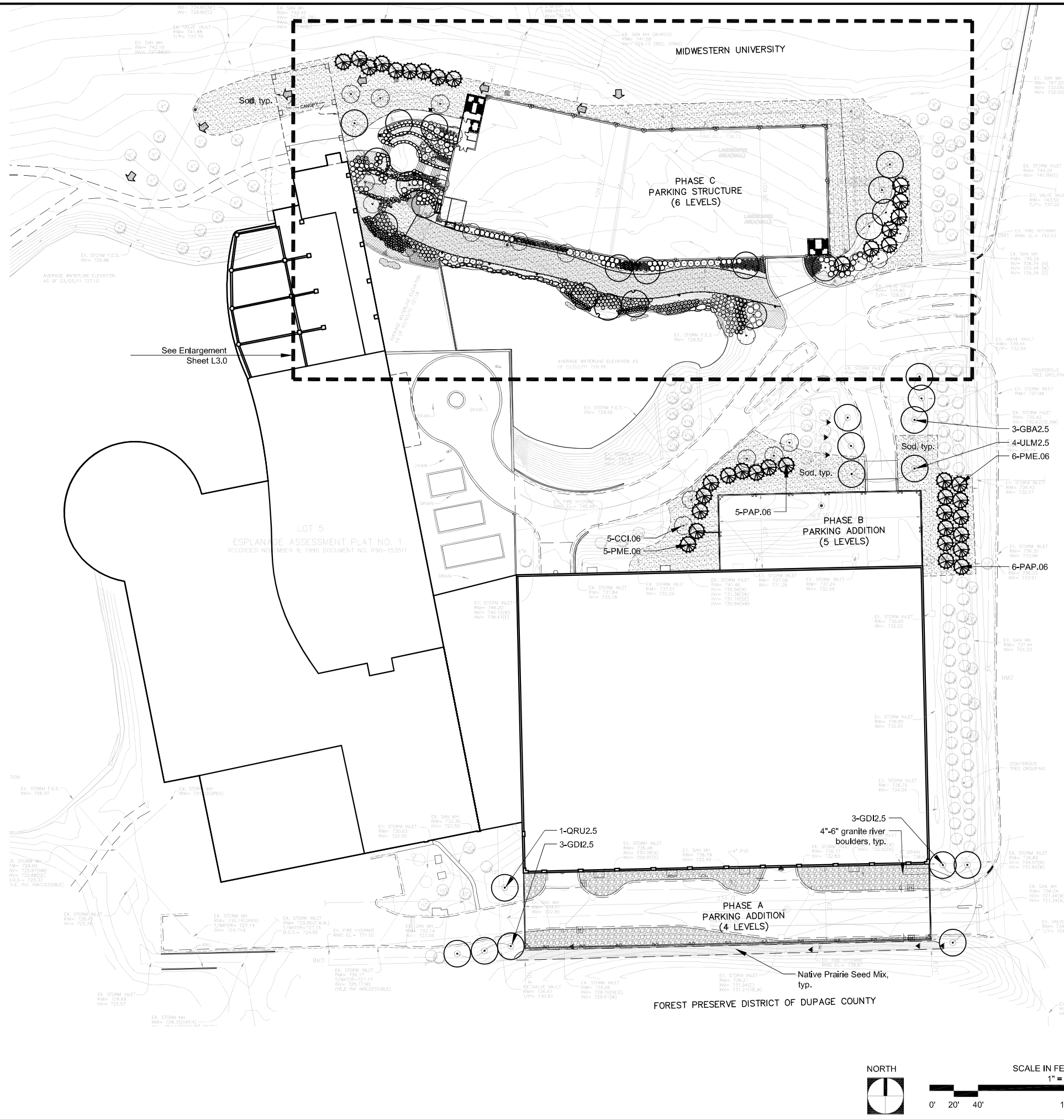
Scientific Name	Common Name	Lb. per Acre	Oz per acre
Andropogon gerardii	big bluestem	2.000	32
Andropogon scoparius	little bluestem	5.000	80
Bouteloua curtipendula	Side Oats Gramma	3.000	48
Elymus canadensis	Canada wild rye	3.000	48
Sorghastrum nutans	indian grass	0.500	8
Asclepias tuberosa	butterfly weed	0.031	0.496
Aster laevis	smooth blue aster	0.062	0.992
Aster novae-angliae	New England aster	0.100	1.6
Baptisia leucantha*	white wild indigo	0.062	0.992
Coreopsis tripteris	tall coreopsis	0.125	2
Desmodium canadense	showy tick trefoil	0.125	2
Echinacea pallida	pale purple coneflower	0.420	6.72
Eryngium yuccifolium	rattlesnake master	0.188	3.008
Heliopsis helianthoides	ox-eye sunflower	0.031	0.496
Lespedeza capitata*	roundhead bushclover	0.125	2
Liatris aspera	button blazing star	0.188	3.008
Liatris pycnostachya	prairie blazing star	0.200	3.2
Monarda fistulosa	bergamot	0.065	1.04
Parthenium integrifolium	wild quinine	0.063	1.008
Penstemon digitalis	foxglove beardtongue	0.125	2
Petalostemum purpureum*	purple prairie clover	0.125	2
Potentilla arguta	prairie cinquefoil	0.063	1.008
Ratibida pinnata	yellow coneflower	0.125	2
Rudbeckia hirta	black-eyed susan	0.250	4
Rudbeckia subtomentosa	sweet coneflower	0.250	4
Silphium integrifolium	rosin weed	0.168	3.008
Silphium laciniatum	compass plant	0.188	3.008
Silphium terebinthinacum	prairie dock	0.188	3.008
Solidago nemoralis	old-field goldenrod	0.125	2
Solidago rigida	stiff goldenrod	0.063	1.008
Tradescantia ohimensis	spiderwort	0.125	2
Vernonia fasciculata	common ironweed	0.188	3.008
Veronicastrum virginicum	Culver's root	0.125	2
Zizia aurea	golden alexanders	0.125	2
<b>Total Weight of Seeds (lbs)</b>		<b>17.538</b>	<b>280.608</b>

\* = innoculant required

77/23 % Grasses

## Planting Notes

- Base map information obtained from plans prepared by Cowhey Gudmundson Leder, dated 06-02-2011.
- Sod limit line is approximate. Sod to limits of grading and disturbance.
- Tree mulch rings are 5' diameter, typ.
- Place erosion control blanket along all slopes greater than 4 to 1 and all swales.
- Contractor responsible for erosion control in all seeded and sodded areas.
- Plants and other materials are quantified and summarized for the convenience of the Owner and jurisdictional agencies only. Confirm and install sufficient quantities to complete the work as drawn. No additional payments will be made for materials required to complete the work as drawn.

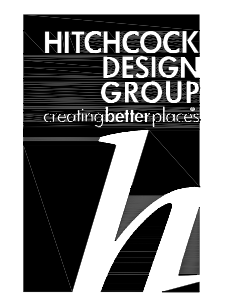


Proj. Mgr. **TCK**  
 Job Capt. **MDM**  
 Drawn by **TRR**  
 Rev'd by  
 Signature: *Thomas R. Runkle*  
 Current Date: 06-06-11  
 License Expiration Date: 08-31-11

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Project  
**ADDITIONAL PARKING STRUCTURES FOR: 3500 LACEY RD. LLC**  
 3500 LACEY RD. DOWNERS GROVE, ILLINOIS

Sheet Title  
**OVERALL LANDSCAPE PLAN**

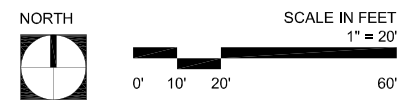
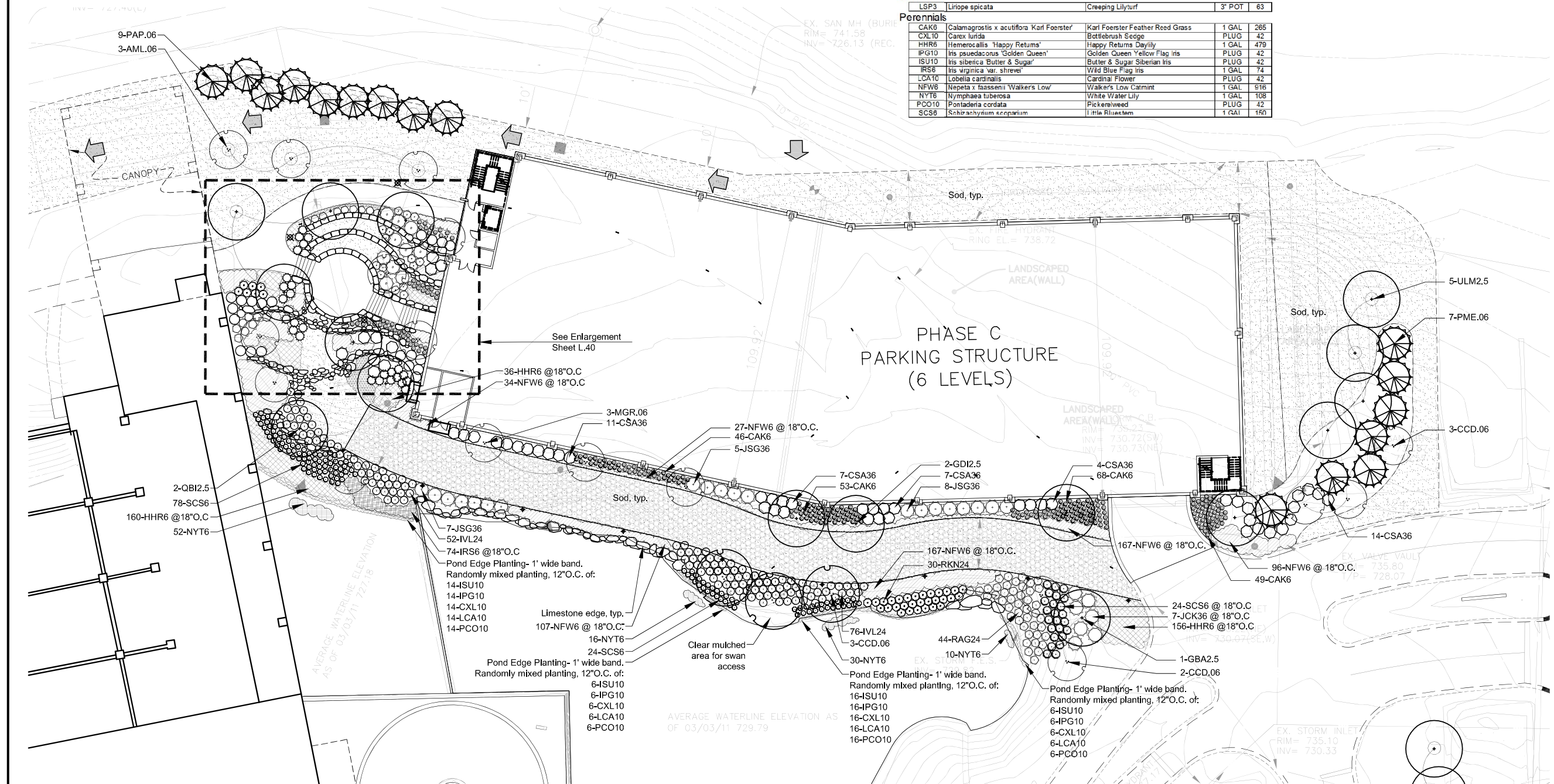
Date: 06 JUNE 11  
 Project No.: 80184  
 Sheet No.: L2.0  
 Sheet \_ of XX

### Plant Materials List

Code	Botanical Name	Common Name	Size	Qty
<b>Shade Trees</b>				
GBA2.5	Ginkgo biloba 'Autumn Gold' (male)	Autumn Gold Ginkgo	2 1/2" C	9
GDI2.5	Gymnocladus dioica (male)	Kentucky Coffeetree	2 1/2" C	8
QBI2.5	Quercus bicolor	Swamp White Oak	2 1/2" C	2
QRU2.5	Quercus rubra	Red Oak	2 1/2" C	1
ULM2.5	Ulmus japonica x wilsoniana 'Morton'	Accolade™ Elm	2 1/2" C	9
<b>Intermediate Trees</b>				
AML06	Amelanchier laevis	Allegheny Serviceberry	8" HT	3
CCD06	Carus canadensis	Eastern Redbud	8" HT	7
CCI06	Cataegus cuscutha var. inermis	Thornless Cockspur Hawthorn	8" HT	10
MGR06	Malus 'Schmidtculleaf'	Golden Raindrops Flowering Crabapple	8" HT	3
<b>Evergreen Trees</b>				
PAP06	Picea pungens	Colorado Spruce	8" HT	20
PME06	Pseudotsuga menziesii	Douglas Fir	8" HT	18
<b>Deciduous Shrubs</b>				
CSA36	Comus sericea 'Allema's Compact'	Allema's Compact Redosier Dogwood	36" HT	52
JD24	Ilex verticillata 'Jim Dandy'	Jim Dandy Winterberry	24" HT	1
IVR24	Ilex verticillata 'Red Sprite'	Red Sprite Winterberry	24" HT	11
IVL24	Itea virginica 'Little Henry'	Little Henry Sweetpire	24" HT	128
RAG24	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	24" HT	65
RKN24	Rosa 'Knockout'	Knockout Rose	24" HT	37
VDE36	Viburnum dentatum	Arrowwood Viburnum	36" HT	20
<b>Evergreen Shrubs</b>				
JCK36	Juniperus chinensis 'Kallay Compact'	Kallay Compact Chinese Juniper	36" HT	7
JSG36	Juniperus chinensis 'Sea Green'	Sea Green Chinese Juniper	36" HT	30
TMT24	Taxus x media 'Tauntoni'	Tauntoni Intermediate Yew	24" HT	28
<b>Groundcovers</b>				
LSP3	Lilupe spicata	Creeping Lilyturf	3" POT	63
<b>Perennials</b>				
CAK6	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 GAL	265
CXL10	Carex lurida	Bottlebrush Sedge	PLUG	42
HHR6	Hemerocallis 'Happy Returns'	Happy Returns Daylily	1 GAL	479
IPG10	Iris pseudacorus 'Golden Queen'	Golden Queen Yellow Flag Iris	PLUG	42
ISU10	Iris siberica 'Butter & Sugar'	Butter & Sugar Siberian Iris	PLUG	42
IRS6	Iris virginica var. shrevei	Wild Blue Flag Iris	1 GAL	74
LCA10	Lobelia cardinalis	Cardinal Flower	PLUG	42
NFW6	Nepeta x faassenii 'Walkers Low'	Walker's Low Catmint	1 GAL	916
NYT6	Nymphaea tuberosa	White Water Lily	1 GAL	108
PCO10	Pontederia cordata	Pickersweed	PLUG	42
SCS6	Schizachysium scoparium	Little Bluestem	1 GAL	150

### Planting Notes

1. Base map information obtained from plans prepared by Cowhey Gudmundson Leder, dated 06-02-2011.
2. Sod limit line is approximate. Sod to limits of grading and disturbance.
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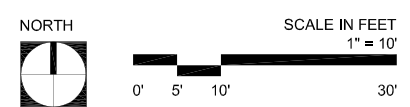
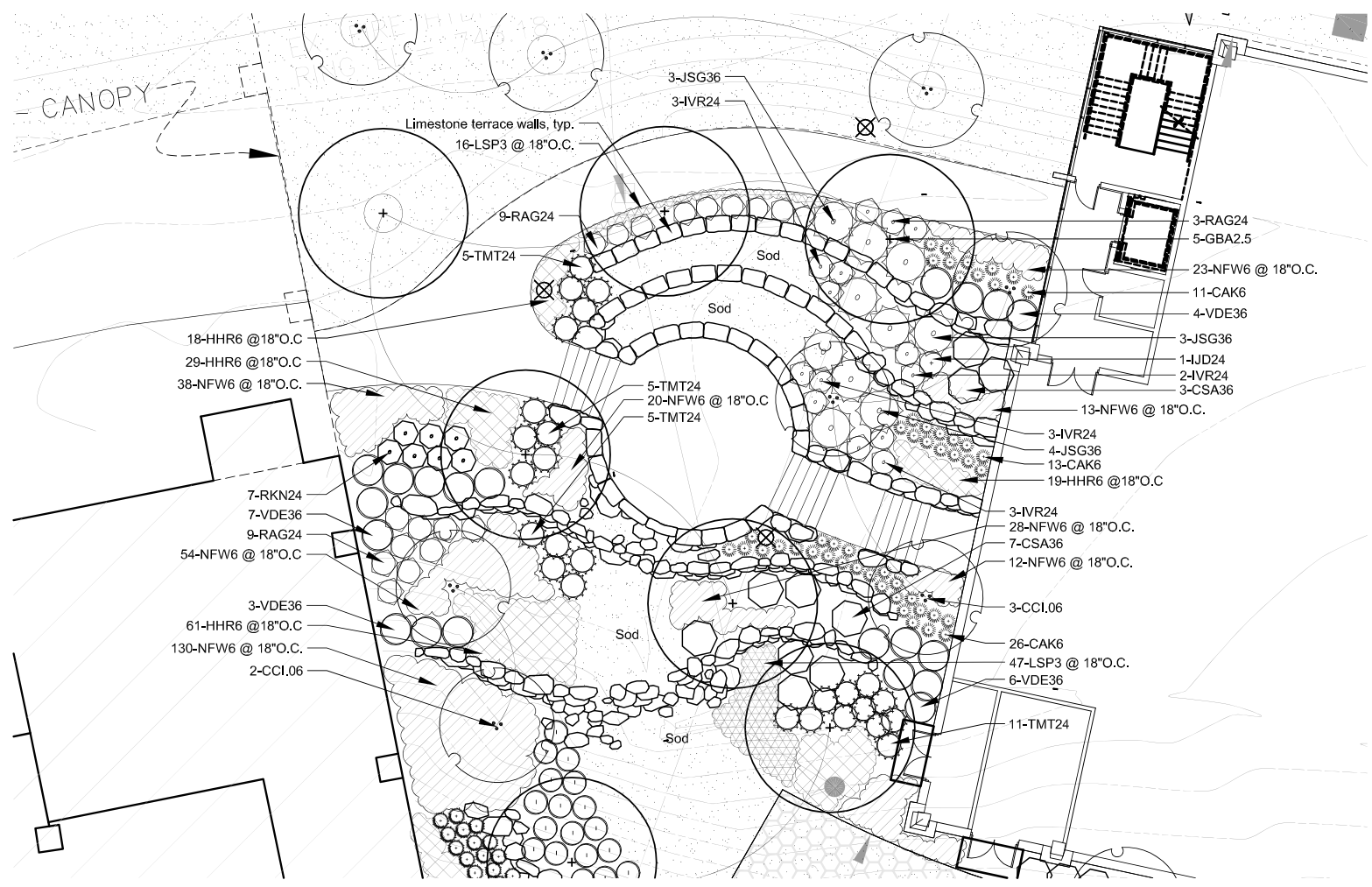
Project  
**ADDITIONAL PARKING STRUCTURES FOR:**  
**3500 LACEY RD. LLC**  
 3500 LACEY RD.  
 DOWNERS GROVE, ILLINOIS  
 Sheet Title  
**LANDSCAPE ENLARGEMENT PLAN**  
 Date: 06 JUNE 11  
 Project No.: 80184  
 Sheet No.: **L3.0**  
 Sheet \_ of XX

### Plant Materials List

Code	Botanical Name	Common Name	Size	Qty
<b>Shade Trees</b>				
GBA2.5	Ginkgo biloba 'Autumn Gold' (male)	Autumn Gold Ginkgo	2 1/2" C	9
GDZ.5	Gymnocladus dioica (male)	Kentucky Coffeetree	2 1/2" C	8
QBZ.5	Quercus bicolor	Swamp White Oak	2 1/2" C	2
QRJ2.5	Quercus rubra	Red Oak	2 1/2" C	1
ULM2.5	Ulmus japonica x wilsniana 'Mortb'n'	Accolade™ Elm	2 1/2" C	9
<b>Intermediate Trees</b>				
AML.06	Amelanchier laevis	Allegheny Serviceberry	6" HT	3
CCD.06	Cercis canadensis	Eastern Redbud	6" HT	7
CCI.06	Crataegus crusgalli var. inermis	Thornless Cockspur Hawthorn	6" HT	10
MGR.06	Malus Schmidtcutleaf	Golden Raindrops Flowering Crabapple	6" HT	3
<b>Evergreen Trees</b>				
PAP.06	Picea pungens	Colorado Spruce	6" HT	20
PME.06	Pseudotsuga menziesii	Douglas Fir	6" HT	18
<b>Deciduous Shrubs</b>				
CSA36	Comus sericea 'Allema's Compact'	Allema's Compact Redosier Dogwood	36" HT	52
JD24	Ilex verticillata 'Jim Dandy'	Jim Dandy Winterberry	24" HT	1
IVR24	Ilex verticillata 'Red Sprite'	Red Sprite Winterberry	24" HT	11
IVL24	Itea virginica 'Little Henry'	Little Henry Sweetspire	24" HT	128
RAG24	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	24" HT	65
RKN24	Rosa 'Knockout'	Knockout Rose	24" HT	37
VDE36	Viburnum dentatum	Aronwood Viburnum	36" HT	20
<b>Evergreen Shrubs</b>				
JKC36	Juniperus chinensis 'Kalay Compact'	Kalay Compact Chinese Juniper	36" HT	7
JSG36	Juniperus chinensis 'Sea Green'	Sea Green Chinese Juniper	36" HT	30
TMT24	Taxus x media 'taurtonii'	Taunton Intermediate Yew	24" HT	26
<b>Groundcovers</b>				
LSP3	Liriope spicata	Creeping Lilyturf	3" POT	83
<b>Perennials</b>				
CAK6	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 GAL	265
CXL10	Carex lurida	Bottlebrush Sedge	PLUG	42
HHR6	Hemerocallis 'Happy Returns'	Happy Returns Daylily	1 GAL	479
IPG10	Iris pseudacorus 'Golden Queen'	Golden Queen Yellow Flag Iris	PLUG	42
ISU10	Iris siberica 'Butter & Sugar'	Butter & Sugar Siberian Iris	PLUG	42
IRS6	Iris virginica 'var. shrevei'	Wild Blue Flag Iris	1 GAL	74
LCA10	Lobelia cardinalis	Cardinal Flower	PLUG	42
NFW6	Napeta x bassensis 'Walker's Low'	Walker's Low Catmint	1 GAL	916
NY18	Nymphaea tuberosa	White Water Lily	1 GAL	108
PCC10	Pontederia cordata	Pickeralweed	PLUG	42
SCS6	Schizanthus scoparium	Little Bluestem	1 GAL	160

### Planting Notes

1. Base map information obtained from plans prepared by Cowhey Gudmundson Leder, dated 06-02-2011.
2. Sod limit line is approximate. Sod to limits of grading and disturbance.
3. Tree mulch rings are 5' diameter, typ.
4. Place erosion control blanket along all slopes greater than 4 to 1 and all swales.
5. Contractor responsible for erosion control in all seeded and sodded areas.
6. Plants and other materials are quantified and summarized for the convenience of the Owner and jurisdictional agencies only. Confirm and install sufficient quantities to complete the work as drawn. No additional payments will be made for materials required to complete the work as drawn.



Proj. Mgr.  
**TCK**

Job Capt.  
**MDM**

Drawn by  
**TRR**

Rev'd by

Signature: *Thomas R. Runkle*

Current Date: 06-06-011

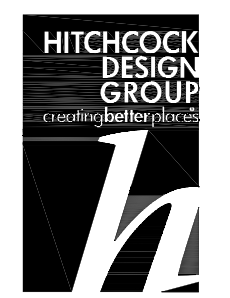
License Expiration Date: 08-31-11



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Revisions	

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Project

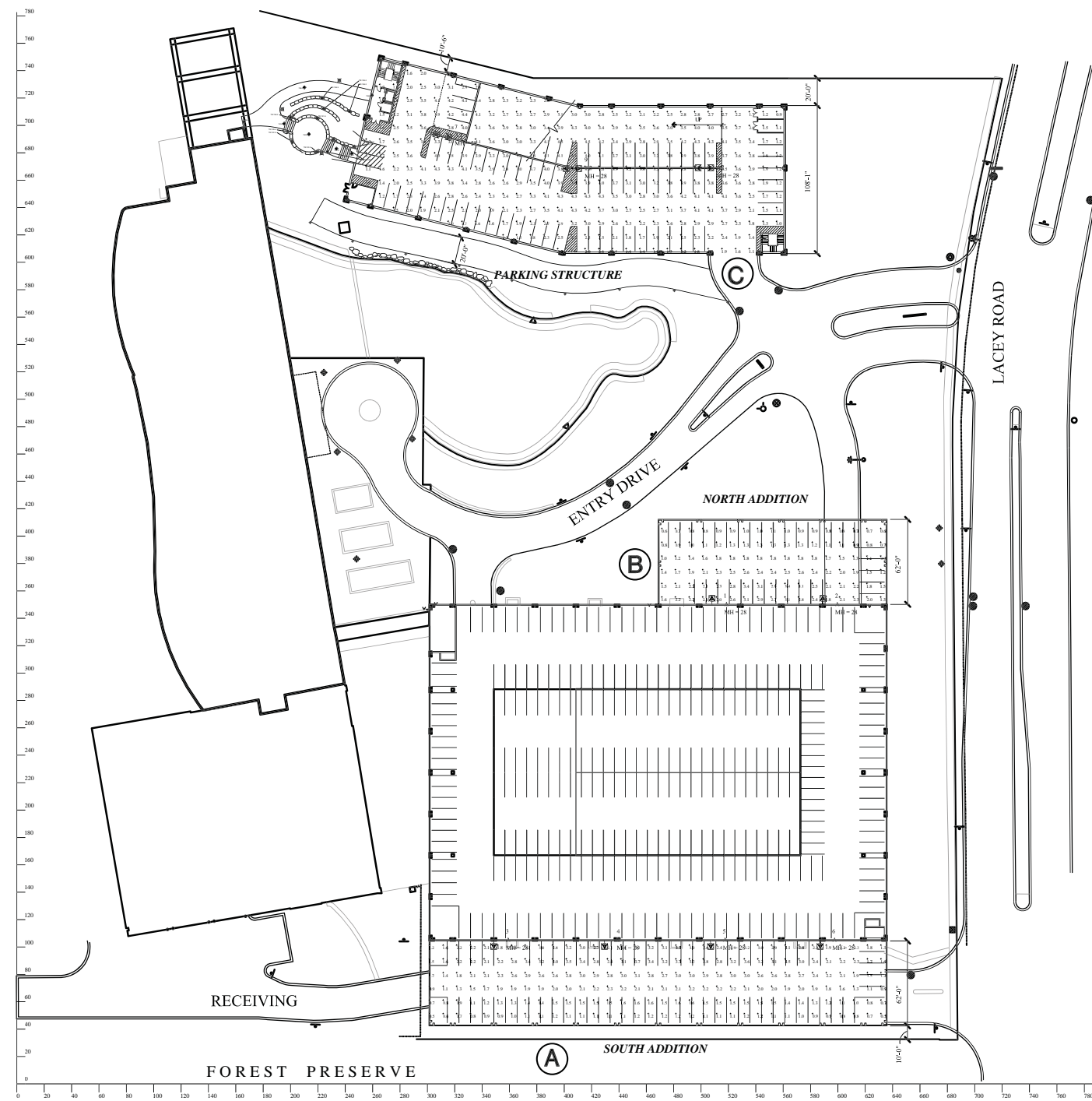
**ADDITIONAL PARKING STRUCTURES FOR:**  
**3500 LACEY RD. LLC**  
3500 LACEY RD.  
DOWNERS GROVE, ILLINOIS

Sheet Title  
**PLAZA ENLARGEMENT PLAN**

Date 06 JUNE 11	Sheet No.
Project No. 80184	<b>L4.0</b>
	Sheet <u>  </u> of <u>  XX  </u>

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Lumens/Lamp	LLF	Description
	6	A	SINGLE	4000	0.800	GSM-AM-400-MP-MT-3V-SG-400W PULSE START
	3	A2	BACK-BACK	4000	0.800	GSM-AM-400-MP-MT-3V-SG-400W PULSE START 20 180

Calculation Summary										
Label	Description	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	PtSp/Lr	PtSp/Tb
NORTH ADDITION	EXISTING LOCATIONS	Illuminance	Fc	1.71	3.4	0.6	2.85	5.67	10	10
PARKING STRUCTURE	EXISTING LOCATIONS	Illuminance	Fc	2.85	4.5	0.9	3.17	5.00	10	10
SOUTH ADDITION	EXISTING LOCATIONS	Illuminance	Fc	2.00	3.7	0.5	4.00	7.40	10	10



Luminaire Location Summary					
LumNo	Label	X	Y	Z	Orient
1	A	508	350	28	90
2	A	589	350	28	90
3	A	348.5	105	28	270
4	A	429.5	105	28	270
5	A	507	105	28	270
6	A	587	105	28	270
7	A2	311	692.5	28	347.56
8	A2	502.5	669	28	0
9	A2	406	668.5	28	0

**PHOTOMETRICS PLAN**

1" = 50'

Proj. Mgr. <b>DJO</b>
Job Capt. <b>MDM</b>
Drawn by <b>MDM</b>
Rev'd by <b>DJO</b>
Signature _____ Current Date _____ License Expiration Date _____

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Project  
3500 LACEY RD.  
PARKING EXPANSION:  
3500 LACEY RD. LLC  
REPRESENTED BY:  
HAMILTON PARTNERS  
3500 LACEY RD.  
DOWNERS GROVE, ILLINOIS

Sheet Title  
**PHOTOMETRICS PLAN**

Date 06 JUN 11	Sheet No.
Project No.	<b>E10</b>
Sheet ___ of ___	



# Forest Preserve District of DuPage County

35580 Naperville Road • Wheaton, IL 60189-8761 • 630.933.7200 • Fax 630.933.7204 • TTY 800.526.0857

July 8, 2011

Mr. Alan Jirik, Chairman  
Plan Commission  
Village of Downers Grove  
801 Burlington Avenue  
Downers Grove, IL 60515

Re: Proposed Parking Deck Expansion - 3500 Lacey Road

Dear Mr. Jirik:

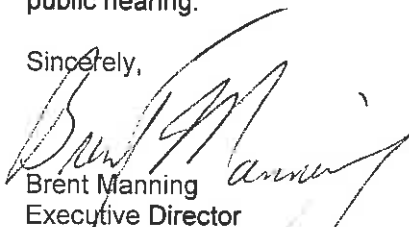
We recently received notice of a proposed parking deck expansion on property located at 3500 Lacey Road, Downers Grove. We appreciate receiving timely notification of such projects that may have an impact on our adjacent property, and thank you for the opportunity to comment.

District Staff has reviewed the proposed project and has the following comments. We received an initial drawing last November from the owner's representative that differs significantly from the plans that were recently sent to us. The original drawing showed the setback being reduced to 20 feet. We did not see a problem with that minimal change from the required 22 foot setback, so our response to them stated that we had no comments at that time. The current plans show that the setback will be reduced to between 8.7 and 10.4 feet. District staff recently met with representatives of the owner and their engineer. We appreciated the opportunity to meet and discuss the details of the proposed parking deck expansion. One concern that we mentioned was the potential for construction equipment and personnel encroaching onto District property. We requested that the owner provide a temporary chain link construction fence along the property line to prevent any encroachments.

Although most of the District's concerns have been addressed, we still have a general concern with having a five story structure located 8.7 feet from our property. The District reviews adjacent uses when considering the acquisition of property and relies on municipal zoning regulations to provide minimum protection against potential impacts from adjacent uses. The District has been consistent in the past to object to variances to setback requirements adjacent to Forest Preserves. As such, the District recommends that the Village honors its zoning requirements and not approve a setback variance.

We thank you again for the opportunity to express our concerns. Please accept this as the Forest Preserve District's request that this letter be entered into the record at the upcoming public hearing.

Sincerely,



Brent Manning  
Executive Director

cc: Stan Popovich, Planner  
D. "Dewey" Pierotti, Jr., President  
Joseph Cantore, District 2 Commissioner  
Bob Vick, Deputy Director of Natural Resources  
Kevin Stough, Director of Land Preservation



DRAFT

VILLAGE OF DOWNERS GROVE  
PLAN COMMISSION MEETING  
PUBLIC HEARING

JULY 11, 2011, 7:00 P.M.

**PC-22-11** A petition seeking a Final Planned Development Amendment to Planned Development #31, Esplanade, for the construction of a five-story addition to both the south and north side of the existing parking garage and the construction of a new six-level parking garage for the property located on the west side of Lacey Road approximately 530 feet south of Woodcreek Drive, commonly known as 3500 Lacey Road, Downers Grove, IL (PIN 06-31-300-007 & 05-36-400-017); Hamilton Partners / 3500 Lacey Road, LLC, petitioners; 3500 Lacey Road, LLC Owner

Chairman Jirik swore in those individuals who would be speaking on File PC-22-11.

Mr. Popovich summarized the petitioner was seeking a Final Planned Development Amendment to Planned Development #31, Esplanade, for the construction of two additions to the existing parking garage with a side-yard setback variation on one addition and a new six-level parking garage with a side yard setback. The property is currently zoned ORM, Office, Research and Manufacturing and is located at 3500 Lacey Road, approximately 500 feet south of Woodcreek intersection.

The petitioner was requesting approval of two additions to the existing deck (Phase A and B) and a new garage (Phase C) to the north but would not begin construction at this time. However, the petitioner indicated that Phase A and C would probably occur first followed by Phase B. No expansion of the office building was planned. Should no construction within a year, Mr. Popovich conveyed that the petitioner would be required to get the plan development reviewed and renewed annually by the Village Council. The petitioner was fine with this process.

Mr. Popovich reviewed the current building, parking spaces, green space, and ponds on the site, noting that the existing building had a parking ratio of 2.5 parking spaces per 1,000 square feet of gross floor area (1,646 existing spaces for 658,370 square feet of building) which met current tenant needs but he noted that should tenants or the use change, the proposal may not meet future parking needs, which was why the additions were being requested at this time. Mr. Popovich reviewed the history of the building, as it was originally constructed, and the appropriate parking ratio that was provided.

The new garage will accommodate the general office uses for the foreseeable future. Petitioner's traffic study indicted there would not be any impact on the traffic flow on Lacey Road and the two intersections would continue to operate accurately.

Mr. Popovich reviewed the expansion area for Phase A in detail which was the construction of a 62-foot by 330-foot addition to the south side of the existing garage and it would provide 207 parking spaces. A variation was being requested to allow this addition to be located eight feet from the south property line where 22 feet was required. Phase B was a five-story, 62-foot by 167-foot addition to the northeast corner of the existing garage and would provide parking on all levels and providing 134 parking spaces. Both additions (A and B) would match the color and texture of the existing garage.

## DRAFT

The Phase C proposal was for the construction of a new six-level, 203,634 sq. foot parking garage and would replace the existing surface parking lot and open green space and would net 548 parking spaces. A variation was being requested to allow the new garage to be 10 feet from the north property line where 24 feet was required.

The Future Land Use Plan (“FLUP”) designated the property as Office and Research and staff believed the proposed additions and the new proposed parking garage was consistent with the FLUP. Additionally, the property and permitted use request within the zoned ORM, Office, Research and Manufacturing met the village’s zoning requirements and overall bulk standards.

As to engineering details, Mr. Popovich reported the petitioner was proposing to maintain the two existing curb cuts on Lacey Road. The new entrance to the Phase C parking garage would use the current drive aisle that services the existing surface parking lot. A new 20-foot wide geogrid fire lane south of the building would provide emergency access to the north entrance to the building and along the south. The Fire Prevention Division was requesting a second geogrid east of the garage.

Phase B will utilize the existing drive aisle. For Phase A, two levels of the building will be open with three levels above ground. Staff is requiring that the petitioner provide a construction plan prior to construction to identify how emergency services and delivery vehicles can access the loading dock and rear of the office building during the construction of Addition A.

Turning to parking spaces, all proposed parking spaces will be 8 feet-6 inches wide by 18 feet deep, which is an acceptable change from the Village’s zoning ordinance. Documentation was provided by the petitioner that the parking spaces would be occupied by less than two vehicles. Pedestrian access would remain the same to the existing garage. A new landscaped plaza will be created in the Phase C addition. The plaza would provide access to two levels of the garage.

Mr. Popovich reviewed the following: the relocation of the sanitary sewer line; the new easement to be provided; the relocated water main; the stormwater structures that will be relocated; the existing detention basins (to remain), and the stormwater proposal, which would meet the stormwater ordinance and best management practices.

The Fire Prevention Division reviewed the proposed plans and were fine with Phase A provided that no parking be permitted within the drive aisle. Phase B had no concerns. And lastly, the Fire Prevention Division was requiring a 20-foot wide geogrid fire lane to be installed on the east side of Phase C.

Notices were sent to property owners and a public hearing sign was posted, in addition to the published legal notice. The petitioner did meet with the Downers Grove Forest Preserve District regarding the proposal and staff forwarded the petitioners proposal to the Forest Preserve as well. In response, the Forest Preserve District provided in writing (on dais) its objection to the variation and voiced concerns about constructing buildings close to its property. Staff believed there would be no impact of the additions on forest preserve property and the variation would not adversely affect the property itself. Additionally, the village’s Demolition and Construction Site Management Plan required fencing around the property. No further public comments were received.

Staff believed the proposal met the standards for approval of a Final Planned Development Amendment, and the construction of the additions and new garage were desirable and would not be

## DRAFT

detrimental to the health, safety, or general welfare of the community. The proposal met the village's zoning requirements and was consistent with the surrounding developments and newly approved Midwestern development to the north. Staff recommended a positive recommendation to Village Council, subject to the conditions listed on page 7 of its report.

Mr. Webster confirmed with Mr. Popovich that the zoning to the south of the site continued the Office, Research, and Manufacturing zoning but the forest preserve owned an adjacent strip of land. Mr. Waechtler seemed to recall that the Plan Commission approved similar variation requests even when forest preserve land was adjacent to a development, wherein, Mr. O'Brien recalled the Midwestern University development at 31<sup>st</sup> Street was adjacent to Lyman Woods and had a height issue but a variation was granted. Chairman Jirik called attention to the fact that the proposal on the table was not encroaching anything of high quality and if someone could define the terms "harm" or "impact" one could have grounds to challenge the variation. He characterized the letter from the forest preserve as having no justification or proof provided.

Mrs. Rabatah asked staff for clarification on the size of the parking stalls, wherein Mr. O'Brien explained per the Zoning Ordinance, that if a petitioner could provide documentation that the proposed parking spaces would primarily be used by only one or two cars during the day that the width of the stalls could be reduced to 8'-6".

Petitioner, Beth Simmons, Hamilton Partners, 1901 Butterfield Rd., Dowers Grove, construction manager, discussed she is representing Bendel Kennedy, owner of 3500 Lacey LLC. Ms. Simmons introduced David Olson, architect with the Jenkins Group; Bob Gundmonson, civil engineer with Couhey Gundmonson Leder; Tom Runkle landscape designer with Hitchcock Design Landscape; and Tim Sjogren the traffic engineer from Traffic Analysis and Design Company

Ms. Simmons explained that the 3500 Lacey proposal has been important in their development due to the cross roads location of major intersections, its strong architecture, and the ability to recruit corporate headquarters. The request for the parking expansion, she explained, was an insurance policy for the location. The site was very limited to parking expansion and with the turnover in real estate, the plan was proactive in that it maximized parking locations on the site and can quickly respond to the market. She reiterated there was no need to construct presently but she had to be ready for the mixed use of office, if it ceases being a corporate facility. She noted her team was working with staff regarding the geogrid to align it with the landscaping as well as the contour of the land. She confirmed she did meet with the forest preserve and a fence would be provided as part of the construction plan. She closed by asking for the commission's support on the proposal.

Asked if Hamilton Partners had anything to do with the sale of the property of Midwestern University, Ms. Simmons stated in the affirmative and explained the sale of the northern property was the reason she was before this commission for the parking. She stated there was always the possibility of building a new garage off the north end of the property, but since that land was sold to Midwestern University, there was no shared agreement between the two properties and now she was creating a plan to have parking specific to this site. Mr. Beggs expressed concern that if the petitioner were to build on the north side of the proposal, what would the impact be on Midwestern's building? He wanted to know how the buildings worked together, wherein Ms. Simmons explained both her engineer and Midwestern's engineer were speaking to try to determine at the property line if there could be shared grading or utilities. She discussed the different look that Midwestern had at its property line and the general difference in topography

## DRAFT

between the two properties, the service drive, and that the coordination was difficult because of this. She also pointed out that Midwestern was constructing what was exactly intended for their parcel of land in the original PUD #31. She reiterated that the new parking deck on her site was well needed in order to increase parking and no other land existed to construct.

Ms. Simmons further explained that the setback from Lacey Road was very deep as she did not want to block the view to the Midwestern building from either direction nor the 3500 Lacey building. Mr. Beggs appreciated her pointing out the large setback which he had not noticed prior.

Ms. Simmons discussed the various phases, noting Phase A was the best priority for an addition and the least expensive. Phase B she may not want to construct; while Phase C would have to be constructed to get the increased parking counts.

Chairman Jirik summarized that in order for the petitioner to get the most out of her building, she had to invest the money for the necessary parking. Mr. Webster also pointed out that one gets used to the seeing the openness of these developments when all along the plan is usually for the land to become more dense. He believed the project was very forward-thinking.

Mr. Dave Olson, architect with the Jenkins Group, briefly explained the proposed parking structure in relation to Midwestern as it related to height.

Chairman Jirik opened the meeting to public comment. No comments. Public comment was closed. Ms. Simmons had no closing statement to provide.

Clarification followed from staff on why the second geogrid on the east side was being requested in staff's recommendation, as well as why the fire department was requiring it, i.e., to actually depict the lane on the site plan and so that the Fire Prevention District could have access on three sides of a building. The sprinkler system's location was briefly explained.

**WITH RESPECT TO FILE PC-22-11, MR. BEGGS MADE A MOTION THAT THE PLAN COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL REGARDING THIS PETITION SUBJECT TO THE FOLLOWING CONDITIONS:**

- 1. THE FINAL PLANNED DEVELOPMENT AMENDMENT SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT DATED JULY 11, 2011 AND WITH THE PRELIMINARY ENGINEERING PLANS AND STORMWATER REPORT PREPARED BY COWHEY GUDMUNDSON LEDER, LTD. DATED JUNE 6, 2011; ARCHITECTURAL PLANS AND ELEVATIONS PREPARED BY THE JENKINS GROUP DATED JUNE 6, 2011; AND LANDSCAPE DRAWINGS PREPARED BY HITCHCOCK DESIGN GROUP DATED JUNE 6, 2011 EXCEPT SUCH PLANS MAY BE MODIFIED TO CONFORM TO VILLAGE CODES AND ORDINANCES.**
- 2. A 20-FOOT WIDE GEOGRID GRASS PAVE FIRE LANE SHALL BE INSTALLED ALONG THE ENTIRE LENGTH OF THE EAST FAÇADE OF PHASE C.**
- 3. THERE SHALL BE NO PARKING PERMITTED WITHIN THE SERVICE DRIVE UNDERNEATH THE PHASE A PARKING GARAGE ADDITION. NO PARKING SIGNS SHALL BE INSTALLED ON BOTH SIDES OF THE SERVICE DRIVE.**

DRAFT

4. **A CONSTRUCTION STAGING PLAN AND NARRATIVE WITH SPECIFIC ACCESS PROVISIONS FOR EMERGENCY, DELIVERY AND SERVICE VEHICLES WHILE MAINTAINING A SAFE CONSTRUCTION OPERATION SHALL BE PROVIDED TO THE VILLAGE PRIOR TO THE CONSTRUCTION OF PHASE A.**
5. **STORMWATER AND UTILITY EASEMENTS SHALL BE PROVIDED TO THE VILLAGE THROUGH A PLAT OF EASEMENT PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR EACH PHASE OF DEVELOPMENT. IF THE ABROGATION OF EASEMENTS IS REQUIRED, THIS SHALL BE COMPLETED IN CONJUNCTION WITH THE PLAT OF EASEMENT.**
6. **ALL THREE PHASES SHALL HAVE A MANUAL AND AUTOMATIC FIRE DETECTION SYSTEM INSTALLED THROUGHOUT IN A MANNER ACCEPTABLE TO THE VILLAGE. ALL AREAS OF THE BUILDING SHALL BE PROTECTED.**
7. **ALL THREE PHASES SHALL HAVE A COMPLETE AUTOMATIC SPRINKLER SYSTEM INSTALLED THROUGHOUT IN A MANNER ACCEPTABLE TO THE VILLAGE. ALL AREAS OF THE BUILDING SHALL BE PROTECTED.**

**SECONDED BY MR. WAECHTLER. ROLL CALL:**

**AYE: MR. BEGGS, MR. WAECHTLER, MR. MATEJCZYK, MRS. RABATAH, MR. WEBSTER, CHAIRMAN JIRIK.**

**NAY: NONE**

**MOTION CARRIED. VOTE: 6-0**

Mr. O'Brien reported on the upcoming agenda. He encouraged commissioners to attend the Illinois Chapter of the American Planning Association's state conference in October, being held in Evanston, Illinois, since there was money in the budget to do so. Details followed. Staff would forward the conference information to the commissioners.

**THE MEETING WAS ADJOURNED AT 11:30 P.M. ON MOTION BY MR. WEBSTER, SECONDED BY MRS. RABATAH. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

/s/ Celeste K. Weilandt  
Celeste K. Weilandt  
(As transcribed by MP-3 audio)