

**VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL MEETING
NOVEMBER 5, 2013 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
Ordinances and Resolutions Regarding Sheltered Care Facility at 4200-4240 Lacey Road	<ul style="list-style-type: none"> ✓ Resolution ✓ Ordinance Motion Discussion Only 	Tom Dabareiner, AICP Community Development Director

SYNOPSIS

- An ordinance has been prepared to approve a zoning ordinance map amendment to rezone a portion of the subject property from M-1 Light Manufacturing to R-2 Single Family Residence.
- A resolution has been prepared to permit a final plat of subdivision to consolidate three lots into one lot of record for the subject properties at 4200 – 4240 Lacey Road.
- A special use ordinance has been prepared for a sheltered care facility at 4200 – 4240 Lacey Road.
- A resolution has been prepared authorizing execution of an agreement between the Village of Downers Grove, Delta Development Downers Grove LLC and Downers Grove SLF, LLC.

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the October 15, 2013 Village Council meeting. Staff recommends approval on the November 5, 2013 Active Agenda.

BACKGROUND

The petitioner is proposing to construct a 97,244 square foot, three-story, 120 unit sheltered care facility (Supportive Living Facility) for senior citizens located at 4200 – 4240 Lacey Road, on the west side of Lacey Road, approximately 330 feet north of Ogden Avenue.

This petition requires several actions:

- A zoning ordinance map amendment to rezone a portion of the property from M-1, Light Manufacturing to R-2, Single Family Residential,
- A plat of subdivision to consolidate three parcels into a single lot of record and
- A special use to permit a sheltered care facility for senior citizens in the R-2, Single Family Residence district.
- A resolution authorizing execution of an agreement between the Village of Downers Grove, Delta Development Downers Grove LLC and Downers Grove SLF, LLC.

The property currently consists of three lots of record: a northern lot with a single family home, a vacant wooded lot and a residentially zoned lot occupied by an excavation contractor. A court order (93 MR 0242) permits the excavation contractor's office to be located on this site. Should the proposed development be approved, the Village and petitioner will together pursue a petition for agreed order to rescind the court order for the portion of the proposed development that is bound by the court order.

Agreement to Rescind Consent Decree

The Village will enter into an agreement with Delta Development, LLC and Downer Grove SLF, LLC to provide for timely construction of the supportive living facility and rescind the 1993 Consent Decree that currently encumbers the land upon which the proposed supportive living facility is to be built. The agreement also provides that the Village will waive any permit and plan review fees associated with the construction of the facility, provided that the fees are not out-of-pocket costs to the Village. Additionally, the Village will be waiving its portion of the recapture fees owed to the Village pursuant to a 1998 recapture agreement with the Sanitary District in connection with the construction of the sanitary sewer at Lacey Road and Ogden Avenue.

Site and Subdivision

The building would be oriented north-south within the center of the site and will be alarmed and sprinkled in conformance with Village code requirements. The building will be primarily clad with a fiber cement cladding system with stone accents. The building will be three stories on the east, south and west elevations while a walk-out basement on the north will create a four-story north façade. The primary building entrance will be on the east façade facing Lacey Road. All service entries will be on the west façade.

Access to the site from Lacey Road will be through two entrances, the southern one of which lines up with Janet Street. A drive aisle extends around the east, south and west sides of the building and ends in a hammerhead at the northwest corner of the building. The hammerhead provides emergency vehicle access to the north façade of the building.

Site improvements include a stormwater detention basin and vegetative swales to capture on-site stormwater. All off-site stormwater that currently flows through the site will be bypassed around the facility. The petitioner will be responsible for public improvements, including the installation of a sidewalk adjacent to the property, a fee-in-lieu for 17 parkway trees and improving Lacey Road to a 24-foot wide edge-to-edge pavement along the entire length of the subject property. The proposed development meets all bulk requirements of the R-2 zoning district and those requirements specifically noted in Section 28.1013 of the Zoning Ordinance for sheltered care facilities.

The proposed Lacey Road improvements, sidewalk installation and parkway tree donations are consistent with the public improvement requirements of the Subdivision Ordinance. The plat of subdivision to consolidate the three lots of record into a single lot of record is consistent with the lot width, depth and area requirements of both the Subdivision and Zoning Ordinances as shown in the table below:

4200 - 4240 Lacey Road	Lot Width		Lot Depth		Lot Area	
	Required	Proposed	Required	Proposed	Required	Proposed
Lot 1	85 feet	651 feet (No change)	140 feet	270 feet (No change)	5 ac	5.77 ac (251,341 sq. ft.) (No change)

The petitioner undertook a traffic study and found that the proposed use will not significantly impact future traffic conditions along Lacey Road. It is anticipated that due to the close proximity of the site to Ogden Avenue the majority of traffic will use Lacey Road and avoid the adjacent street network which does not lend itself to cut-through traffic. Additionally, the expected increase in traffic at the intersection of Lacey Road and Ogden Avenue did not warrant improvements to this intersection.

Comprehensive Plan

The Comprehensive Plan designates the entire property as Corridor Commercial and calls for the creation of additional senior housing facilities. The proposed sheltered care facility is consistent with the Corridor Commercial designation as the use would serve a dual role by serving the needs of local residents while providing services to the larger region as noted in the Corridor Commercial description. Additionally, the sheltered care facility will provide housing opportunities for senior citizens.

The Comprehensive Plan also identifies the center parcel of the project and adjacent properties to the west as a catalyst site that could be developed in an automobile context. However, the Comprehensive Plan recommendation does not take into account the significant grade changes which would make a comprehensive redevelopment of the entire site difficult. The proposed sheltered care facility could be considered a catalytic type improvement to the neighborhood as it brings stability and may lead to additional investment in the neighborhood. The proposed development meets the goals and intent of the Comprehensive Plan.

The Plan Commission considered the petition at their August 5, 2013 meeting. At the Plan Commission meeting, supportive comments were offered along with other concerns, as noted below:

- The size of the building. As shown above, the building meets all Zoning Ordinance bulk requirements for the R-2, Single Family Residential zoning district and those additional bulk requirements for a sheltered care facility.
- A preference to see single family homes on the subject site. Section 28.504 of the Zoning Ordinance notes a sheltered care facility is a permitted Special Use in the R-2 zoning district.
- An increase in traffic along Lacey Road and at the intersection of Lacey Road and Ogden Avenue. The traffic study noted that the increase of traffic due to the development will not significantly impact Lacey Road or the adjacent street network. Additionally, the level of service currently experienced at the Lacey Road and Ogden Avenue intersection will remain in an acceptable level of service where a local street intersects with an arterial street.
- The loss of an open wooded space. The petitioner has included a landscape plan which provides for parkway trees and interior and perimeter site landscaping.

The Plan Commission found that the proposed sheltered care facility:

- Is compatible with the Comprehensive Plan.
- Meets the standards for approval of a Zoning Ordinance Map Amendment in Section 28.1702 of the Zoning Ordinance.
- Meets and exceeds the minimum lot dimension standards for a Plat of Subdivision in Sections 28.1103(b) and 28.1104(b) of the Zoning Ordinance and Sections 20.101 and 20.301(b) of the Subdivision Ordinance.
- Meets the standards of approval for a Special Use in Section 28.1902 of the Zoning Ordinance.

Based on its findings, the Plan Commission unanimously recommended approval of the Zoning Ordinance Map Amendment, Plat of Subdivision and Special Use request. Staff concurs with the Plan Commission recommendations.

ATTACHMENTS

Aerial Map

Ordinances

Resolution Authorizing Final Plat of Subdivision

Staff Report with attachments dated August 5, 2013

Draft Minutes of the Plan Commission Hearing dated August 5, 2013

State of Illinois site approval letter

Resolution Authorizing Agreement with Delta Development and Downers Grove SLF Agreement

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: Applicant **DATE:** November 5, 2013
(Name)

RECOMMENDATION FROM: _____ **FILE REF:** PC-17-13
(Board or Department)

NATURE OF ACTION:

- ☒ Ordinance
☐ Resolution
☐ Motion
☐ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE
AUTHORIZING A SPECIAL USE TO PERMIT A
SHELTERED CARE FACILITY FOR SENIOR
CITIZENS AT 4200-4240 LACEY ROAD", as
presented.

SUMMARY OF ITEM:

Adoption of the attached ordinance will authorize a special use for 4200-4240 Lacey Road to permit a sheltered care facility for senior citizens.

RECORD OF ACTION TAKEN:

ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING A SPECIAL USE TO PERMIT
A SHELTERED CARE FACILITY FOR SENIOR CITIZENS AT 4200-4240 LACEY ROAD**

WHEREAS, the following described property, to wit:

Parcel 2: The North 200 feet of Tract F of Lloyd A. Goding's plat of survey of part of Section 1, Township 38 North, Range 10, East of the Third Principal Meridian, and Section 6, Township 38 North, Range 11, East of the Third Principal Meridian, according to the plat thereof recorded June 27, 1952 as Document 655355, in DuPage County, Illinois.

Parcel 3: Part of Lot 7 in Lloyd A. Goding's Assessment Plat, being a subdivision of part of Section 1, Township 38 North, Range 10 East of the Third Principal Meridian, and part of Section 6, Township 38 North, Range 11 East of the Third Principal Meridian, according to the plat thereof recorded March 19, 1958 as Document 873882, described as follows: Beginning at the intersection of the West line of Lacey Road, 33 feet West of the centerline, with a southerly line of aforesaid Lot 7 and running thence South 89°-09'-39" West, along said South line, 342.05 feet; thence North 27°-55'-56" West, 422.03 feet, to a point on the southerly line of land taken for the East-West Tollway (I-88); thence North 62°-30'-59" East, along said southerly line, 55.70 feet to a bend point in said line; then North 59°-21'-35" East, along said southerly line, 94.56 feet, to the North line of said Lot 7; thence North 86°-11'-04" East, along said North line, 48.65 feet, to an easterly line of said Lot 7 and the West line of the North 200 feet of Tract F in Lloyd A. Goding's Survey of part of Section 1, Township 38 North, Range 10, East of the Third Principal Meridian, and Section 6, Township 38 North, Range 11, East of the Third Principal Meridian, according to the plat thereof recorded June 27, 1952 as Document 655355 and corrected by certificate recorded July 15, 1955 as Document 765107; thence South 2°-20'-21" East, along a East line of said Lot 7 and the aforesaid West line of the North 200 feet, to a North line of said Lot 7 and the South line of said North 200 feet; thence North 86°-10'-09" East, along said North line and the aforesaid South line of the North 200 feet, 342.02 feet, to the aforesaid West line of Lacey Road; thence South 2°-20'-44" East, 250.13 feet, more or less, to the point of beginning, all in DuPage County, Illinois.

Parcel 4: That part of Section 6, Township 38 North, Range 11 East of the Third Principal Meridian, described by commencing at a point in the West line of Section 6, which is 1271 feet South of the Northwest corner thereof; thence South 84 degrees West 346.5 feet; then South 7 degrees East 1708.9 feet to the centerline of Ogden Avenue; thence easterly along the center line of Ogden Avenue 1351.68 feet to the centerline of Lacey Road; thence North 1 degree West along the center line of Lacey Road 233 feet for a place of beginning; thence continuing North 1 degree West along the center line of Lacey Road 334.7 feet; thence South 87 degrees West 375 feet; then South 1 degree east parallel with the center line of Lacey Road 341.2 feet to the point of intersection of said line with a line drawn parallel to and 233 feet North 1 degree West of Ogden Avenue, thence easterly parallel with the center line of Ogden Avenue 375.32 feet to the place of beginning (excepting therefrom the south 134.0 feet thereof and also excepting therefrom the west 72 feet thereof and also excepting therefrom the East 33 thereof), in DuPage County, Illinois.

Commonly known as 4200 – 4240 Lacey Road , Downers Grove, IL 60515
PINs 09-06-102-005, -014 and -020

(hereinafter referred to as the "Property") is presently zoned "*R-2, Single Family Residence District*" under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28.504 of the Zoning Ordinance be granted to permit a sheltered care facility for senior citizens at 4200-4240 Lacey Road; and,

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove on August 5, 2013, and said Plan Commission has given the required public notice, has conducted a public hearing respecting said petition and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

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

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

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

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

SECTION 1. That a Special Use of the Property is hereby granted to permit a sheltered care facility for senior citizens at 4200-4240 Lacey Road within the R-2 zoning district.

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

1. The special use shall substantially conform to the staff report dated August 5, 2013, engineering plans prepared by C.M. Lavoie & Associates, Inc. as revised and dated July 16, 2013; plat of subdivision prepared C.M. Lavoie & Associates, Inc. dated July 18, 2013; and architectural and landscape plans prepared by Craft Architecture, LLC dated July 8, 2013 and revised July 18, 2013, except as such plans may be modified to conform to the Village codes and ordinances.

2. Prior to Village Council consideration, the petitioner shall provide documentation from the State of Illinois noting their approval of the subject site.
3. The Village and petitioner shall together pursue a petition for agreed order to rescind Court Order 93 MR 0242 for the portion of the proposed project that is bound by the court order.
4. At no time shall this site be converted from a sheltered care facility for senior citizens to any other use.
5. Decorative fencing is required around each of the proposed detention basin retaining walls.
6. Prior to the issuance of any development permits, the petitioner shall pay a \$8,500 fee in lieu payment for 17 new parkway trees.
7. The driveway beginning at the northeast corner of the building and ending at the northwest corner of the building along with the hammerhead at the northwest corner of the building shall be designated as a fire lane.
8. Fire hydrants shall be provided such that no portion of the building is greater than 600 feet from a hydrant as measured along an approved route.
9. The building shall include a fire alarm system and sprinkler system that meet the Village's code requirements.

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

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

Mayor

Passed:

Published:

Attest: _____

Village Clerk



**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
AUGUST 5, 2013 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
PC 17-13 4200 – 4240 Lacey Road Sheltered Care Facility	Zoning Ordinance Map Amendment, Plat of Subdivision, and Special Use for a Sheltered Care Facility	Stan Popovich, AICP Senior Planner

REQUEST

The petitioner is requesting approval of: 1) a Zoning Ordinance Map Amendment to rezone a portion of the property from M-1, Light Manufacturing to R-2, Single Family Residential, 2) a plat of subdivision to consolidate three parcels into a single lot of record and 3) a Special Use to permit a sheltered care facility for senior citizens in the R-2, Single Family Residence district.

NOTICE

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

GENERAL INFORMATION

OWNER: Stillwell Real Estate Limited Partnership
PO Box 3516
Lisle, IL 60532

Donnegal Excavating, Inc.
4240 Lacey Road
Downers Grove, IL 60515

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

PROPERTY INFORMATION

EXISTING ZONING: M-1, Light Manufacturing and R-2 Single Family Residence
EXISTING LAND USE: Single Family Residence, Undeveloped Woods, and an Excavation Contractor Shop
PROPERTY SIZE: 5.77 acres
PINS: 09-06-102-014, -020, -005

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	R-2, Single Family Residence and M-2, Restricted Manufacturing	Corridor Commercial
SOUTH:	R-2, Single Family Residence	Corridor Commercial

EAST:	R-2, Single Family Residence	Single Family Residential
WEST:	R-2, Single Family Residence and M-1, Light Manufacturing	Corridor Commercial

ANALYSIS

SUBMITTALS

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

1. Application/Petition for Public Hearing
2. Project Narrative
3. Plat of Survey
4. Architectural Plans
5. Engineering Plans
6. Stormwater Management Report
7. Landscape Plan
8. Photometric Plan
9. Traffic and Parking Study
10. Plat of Subdivision

PROJECT DESCRIPTION

The petitioner is requesting approval of: 1) a Zoning Ordinance Map Amendment to rezone a portion of the property from M-1, Light Manufacturing to R-2, Single Family Residential, 2) a plat of subdivision to consolidate three parcels into a single lot of record and 3) a Special Use to permit a sheltered care facility for senior citizens in the R-2, Single Family Residence district. The proposed sheltered care facility would be located at 4200 – 4240 Lacey Road. The subject site is located on the west side of Lacey Road, approximately 330 feet north of Ogden Avenue.

Existing Conditions

The existing site consists of three lots of record. The northernmost parcel is rectangular in shape and is zoned R-2, Single Family Residential. The heavily wooded parcel includes a single family home, detached garage and a drainage swale. The center parcel is an irregular shape that extends from Lacey Road on the east to the I-88 tollway on the west. This eastern two-thirds of the parcel adjacent to Lacey Road is zoned R-2, Single Family Residential. The western third of the parcel adjacent to I-88 is zoned M-1, Light Manufacturing. The center parcel is undeveloped and is heavily wooded with a drainage swale running south to north through the center of the parcel.

The southern parcel is rectangular in shape and houses an excavation contractor office and yard. The property contains a one-story office building and a one-story metal shed. A large paved parking lot and yard is located to the west of the office building. This property is zoned R-2, Single Family Residential. A court order (93 MR 0242) permits the excavation contractor's office to be located on this site. The court order also applies to the property immediately south and west of the southern parcel. If the proposed development is approved, the Village and petitioner will petition the court to have the court order rescinded for the subject parcel.

Proposed Conditions

The petitioner is proposing to demolish all the existing structures on the subject site and construct a three-story, 120 unit sheltered care facility on the subject site. The facility would have 60 studio and 60 one-bedroom (suite) residential units in a 97,244 square foot building and provide senior housing. The

sheltered care facility would be authorized under the State of Illinois' Supportive Living Facility (SLF) program. This program provides a long-term residence option for senior citizens who need extra help with their day to day lives but do not require full-time nursing skills. The use is similar to an assisted living facility. Residents are offered these standard services: health monitoring; eating, bathing, and dressing assistance; medication management; three prepared meals daily; health and exercise programs; social and recreational activities; transportation; and housekeeping and laundry services.

The sheltered care building would be oriented north-south within the center of the site. The building's primary entrance would be located on the east façade with a porte-cochere extending out from the east façade to provide a covered entry. The building is three stories on the east, south and west facades, while a walkout basement provides a fourth story on the north façade. The first level includes the administrative offices, dining hall, kitchen, computer and café lounges and 30 living units (14 studio and 16 suites). The basement, which is only located in the northern wing, includes a beauty salon, physical therapy room, housekeeping facilities, fitness room, movie theater and other ancillary uses. The second and third floors are primarily residential floors with 45 living units (23 studio and 22 suites) and other ancillary uses, including an attendant station, multi-purpose rooms and common laundry rooms. Each of the living units includes one bathroom with a shower and a kitchenette. The kitchenettes include a microwave, sink and refrigerator. As this project is a supportive living facility, primary meal preparation and service occurs in the main dining hall located on the lower level.

The exterior building materials will be primarily a fiber cement cladding system with stone accents. The finish will appear as brick, stone and stucco. The roof is a flat roof with hip elements to appear more residential and screen the mechanical units. Exterior amenities include a gazebo on the southeast side of the building, a patio for exterior dining on the west side of the building and a patio to the north of the basement overlooking the detention basin. An emergency generator and transformer pad are located to the west of the building. Service entries to the building, including kitchen deliveries and trash pick-up, are located on the west side of the building as well.

Two access points to the site are provided off of Lacey Road and are designed to accommodate to the Village's largest emergency vehicle. The southern access point is in-line with Janet Street. The second access point is approximately 240 feet north of Janet Street. A drive aisle wraps around the east, south and west sides of the building to provide emergency access to the rear of the building. A hammerhead is located at the northwest corner of the building which provides emergency access to the north façade of the building. The proposed site plan provides 51 parking spaces spread around the east, south and west sides of the building where 48 are required.

A wet-bottom stormwater detention basin is located within the northern portion of the lot. The basin is designed to accommodate all stormwater generated on-site.

Due to the site's grade changes, the building is 35 feet tall from the east elevation (facing Lacey Road). The building is taller (46 feet) on the north side of the building where the walkout basement is located. For zoning purposes the building height is measured from the east (front) elevation. As such, the proposed building complies with the height requirements.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan designates the entire property as Corridor Commercial and a portion of the site as Catalyst Site #26. Corridor Commercial land uses include a blend of neighborhood-oriented commercial retail, offices, service uses and multi-family uses. The Corridor Commercial uses should function in a dual role within the Village by serving the needs of local residents while providing services to the larger region. The proposed sheltered care facility is a specific type of senior citizen, multiple-

family residential development that will serve both local and regional residents who are looking to stay in or near their current community as they age.

The Comprehensive Plan identifies the central area of the subject site as being part of Catalyst Site #26. Catalyst Site #26 stretches from Ogden Avenue on the south to I-88 on the north and then eastward towards Lacey Road. The Comprehensive Plan notes this site could be developed in an automotive context, either a test drive facility or the relocation of an automobile dealership. The recommendation does not take into account the significant grade changes that in essence separate the subject site from the larger catalyst site. The significant grade changes would make a comprehensive redevelopment of the entire catalyst site difficult.

The proposed sheltered care facility could be considered a catalytic type improvement to the neighborhood. The construction of a sheltered care facility may bring stability to the area and may also lead to additional investment in the neighborhood, especially to the south. Additionally, the removal of an excavation contractor office in this close proximity to the adjacent residential neighborhood may spur additional private investment in the area.

The Comprehensive Plan also calls for the creation of additional senior housing facilities in convenient locations to allow residents to remain in the community as they age. The proposed sheltered care facility will create an opportunity for local residents to age in the community. The proposed zoning map ordinance amendment, plat of subdivision and special use meet the goals and intent of the Comprehensive Plan.

COMPLIANCE WITH ZONING ORDINANCE

The property is zoned R-2, Single Family Residential and M-1, Light Manufacturing. The proposed development requires three actions: 1) a Zoning Ordinance Map Amendment to rezone a portion of the property from M-1, Light Manufacturing to R-2, Single Family Residential, 2) a special use to permit a sheltered care facility for senior citizens in the R-2, Single Family Residence district, and 3) a plat of subdivision to consolidate three parcels into a single lot of record.

As described above, the supportive living facility is considered a sheltered care facility, which is permitted as a special use in the R-2 districts per Section 28.504 of the Zoning Ordinance. Shelter care facilities are also subject to additional regulations outlined in Section 28.1013 of the Zoning Ordinance. That section requires a minimum lots size of five acres as well as larger setbacks for the building (50 feet) and parking lots (30 feet) in addition to other requirements.

The bulk requirements of the proposed planned development are summarized in the following table:

Zoning Requirements for Sheltered Care Facility

	Required	Provided
Lot Size	5 ac	5.77 ac
North Setback (side)	50 ft	183 ft
East Setback (front)	50 ft	85 ft
South Setback (side)	50 ft	88 ft
West Setback (rear)	50 ft	67 ft
Building Height	35 ft	35 ft
Parking Spaces	48	51
Max Floor Area	130,680 sf	97,244 sf

Lot Coverage	25%	7.34%
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Zoning Requirements for Parking Lot		
North Setback (side)	30 ft	170 ft
East Setback (front)	30 ft	55 ft
South Setback (side)	30 ft	55 ft
West Setback (rear)	30 ft	30 ft

The petitioner is proposing lighting that is in accordance with the parking lot lighting requirements of the Zoning Ordinance. All lighting will be directed towards the building, driveways and parking areas.

As shown in the table above, the proposal meets all the requirements of the R-2 zoning district and Section 28.1013 and is consistent with the Village's Zoning Ordinance.

COMPLIANCE WITH THE SUBDIVISION CONTROL ORDINANCE

The subject property is made up of three lots of record. These lots of record are required to be consolidated into one lot of record. All new lots in the R-2 Single Family Residential zoning district must be at least 85 feet wide, 140 feet deep and a minimum of 15,000 square feet in size. As mentioned above, the minimum lot size for a sheltered care facility is five acres. The proposed plat of subdivision exceeds all of these requirements as shown in the table below:

4200 - 4240 Lacey Road	Lot Width		Lot Depth		Lot Area	
	Required	Proposed	Required	Proposed	Required	Proposed
Lot 1	85 feet	651 feet (No change)	140 feet	270 feet (No change)	5 ac	5.77 ac (251,341 sq. ft.) (No change)

The proposed plat of subdivision includes stormwater easements over all proposed stormwater improvements. These improvements include the detention basin, stormwater piping and vegetative swales. A public utility easement is also proposed over the proposed water main loop in front of the proposed building. These easements meet the Village's requirements for utility easements.

The subdivision ordinance requires that public improvements be installed in conjunction with the proposed plat of subdivision. The public improvements include street pavement, public sidewalks, and parkway trees. Lacey Road adjacent to the subject site is in poor condition with longitudinal and alligator cracking. The petitioner is required to improve Lacey Road to Village standards immediately adjacent to the subject site. Lacey Road will be improved with a 24-foot wide edge-to-edge pavement with two-foot wide concrete ribbons on either side. The improvements will be tapered to the existing pavement to the north and south.

The subject site does not currently have sidewalks installed. The petitioner has identified the installation of a sidewalk adjacent to the subject site within the Lacey Road right-of-way. The petitioner has also provided a sidewalk on-site which connects the building with the proposed and existing sidewalks on Lacey Road.

The Village Forester has determined that 17 new parkway tree are required along Lacey Road. The petitioner will pay a \$500 fee in-lieu of installation for the 17 trees prior to the Village executing the plat. The Village Forester collects the fee and will install the parkway trees at the time of construction.

The resulting lot and proposed improvements complies with the Subdivision Control Ordinance. As such, the proposal complies with the Subdivision Control Ordinance.

TRAFFIC & PARKING

The proposed development includes two access points from Lacey Road. The southern access point lines up with Janet Street to the east while the northern access point is approximately 240 feet to the north. Both access points have been designed to accommodate the entry and exit of the Village's largest emergency vehicle.

The proposed development provides 51 parking spaces, including three handicap spaces, where 48 are required by code. There are 11 parking spaces located east of the building that would primarily be used by visitors. Ten parking spaces are located south of the building with the remaining 30 spaces located to the west of the building.

A traffic study (attached) was completed to determine current conditions and examine future anticipated conditions along Lacey Road and at the intersection of Ogden Avenue and Lacey Road. In June 2013, manual traffic counts at the intersection of Ogden Avenue and Lacey Road were conducted during morning (7:00am – 9:00am) and evening (4:00pm – 6:00pm) peak periods. Additionally, automatic traffic recorder counts along Lacey Road were completed.

The study examined future 2019 traffic volumes based on existing conditions and trip generation data for senior living facilities from the Institute of Transportation Engineers. The proposed project is anticipated to generate 17 vehicle trips during the morning peak and 26 vehicle trips in the evening peak. The volume of traffic during peak hours is limited due to the employment of shift workers who arrive at off-peak hours, visitors who also arrive at off-peak hours and retired residents who tend to avoid travel during peak hours. The study determined that the proposed increase of vehicle trips generated by the proposed development would have minimal impact on the adjacent road network and would represent a less than one percent increase of traffic along Ogden Avenue.

It is anticipated that due to the close proximity of the site to Ogden Avenue the majority of traffic will use Lacey Road and avoid the adjacent side streets. The street network to the east does not easily lend itself to cut-through traffic and Lacey Road is the simplest access point to Ogden Avenue. Additionally, the intersection of Ogden Avenue and Lacey Road currently operates at an acceptable level of service and will continue to do so in the future.

While the proposed sheltered care building would generate new trips along Lacey Road, the anticipated volume would not have any measurable impacts on the operations of Lacey Road. Based on staff's review of the applicant's information, the proposed development would not have a significant impact on the public street network.

ENGINEERING/PUBLIC IMPROVEMENTS

There will be significant improvements to the site and public infrastructure. Water service will be provided via a looped water main in front of the building. The proposed main will connect to an existing Village water main on the east side of Lacey Road. The sanitary sewer service will connect with an existing sanitary sewer main located to the northwest of the subject site.

As noted above, the portion of Lacey Road adjacent to the subject site will be improved with a 24-foot wide street and two-foot wide concrete aprons on either side. The existing vegetation within the right-of-way will also be removed and replaced with turf and parkway trees. At this time, it has not been determined if the petitioner will be constructing the Lacey Road improvements or if the Village will collect a fee-in-lieu and construct the street.

Stormwater management infrastructure will also be constructed. A wet-bottom detention basin will be constructed along the northern edge of the subject site. The basin will collect all stormwater generated on-site. Vegetative swales are located to the east and northwest of the building to meet Stormwater Best Management Practices requirements. The petitioner is proposing to install storm sewers to collect all off-site stormwater that currently uses the drainage swale. All off-site stormwater will be bypassed around the south and west side of the property via a pipe and discharge at its current location. The proposed stormwater improvements will be required to meet the Village's Stormwater Management Ordinance.

PUBLIC SAFETY REQUIREMENTS

The Fire Department reviewed the proposed plans and determined that the proposed development provides sufficient access for emergency vehicles. The Fire Department would be able to access all four sides of the proposed building. The east façade has full access from the drive aisle in front of the building. The proposed porte-cochere on the east façade provides 14 feet of clearance which is sufficient to accommodate all emergency vehicles. The south and west sides of the building are accessible via the drive aisle around the building. The north façade is accessible via a hammerhead at the end of the drive aisle. As shown in the auto-turn exhibit, the Village's largest emergency vehicle can back up into the hammerhead adjacent to the north façade and reach the entire north façade.

Two fire hydrants are provided adjacent to the east façade. The fire pump room is located in the northwest corner of the building and each stairwell is equipped with standpipes. Additionally, the building itself would include a fire alarm system and sprinkler system that meet the Village's code requirements.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property in addition to posting the public hearing notice sign and publishing the legal notice in the *Downers Grove Reporter*. Staff has spoken to a few residents regarding the proposed project. The concerns expressed to staff regarded the planning process and the inclusion of the excavation contractor's property in the project.

The petitioner invited nearby property owners to an informational open house on July 11, 2013. The petitioner noted those in attendance inquired about traffic impacts, the type of SLF housing and the long term use of the building. The petitioner noted a traffic study was completed and documented the traffic issues. Additionally, the petitioner noted the SLF will not be Section 8 housing and explained that the SLF can not be converted to apartments due to building code, licensing and financial requirements. A summary of the neighborhood meeting is attached.

FINDINGS OF FACT

The applicant is requesting approval of 1) a Zoning Ordinance Map Amendment to rezone a portion of the property from M-1, Light Manufacturing to R-2, Single Family Residential, 2) a plat of subdivision to consolidate three parcels into a single lot of record and 3) a Special Use to permit a sheltered care facility for senior citizens in the R-2, Single Family Residence district. The development meets the standards for granting a zoning ordinance map amendment, a final plat of subdivision and a special use for a sheltered care facility as outlined below:

Section 28.1702 Standards for Approval of Amendments to the Zoning Ordinance

Village Council and Plan Commission consideration and approval of any amendment, whether text or map, is a matter of legislative discretion that is not controlled by any one standard. However, in making its decisions and recommendations regarding map amendments, the Village Council and Plan Commission shall consider the following factors:

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

The portion of the subject site that is zoned M-1, Light Manufacturing is the western third of the center parcel. The subject zoning area is a wooded area that is currently undeveloped. To the east, south and west of this area are undeveloped pieces of property that are heavily wooded. To the north is the I-88 tollway. The zoning adjacent to the subject area is R-2, Single Family Residential to the east; M-1, Light Manufacturing to the south and west; and M-2, Restricted Manufacturing to the north. The rezoning of the area to R-2 would create a single zoning classification for the center parcel within the proposed development. Based on existing topographical conditions, the subject area is cut-off from the rest of the M-1, Light Manufacturing district and is better aligned with the adjacent R-2 zoning classifications. This standard has been met.

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

The proposed rezoning will not negatively affect property values. In fact, the rezoning and proposed development may benefit property values in the residential neighborhood as the removal of an excavation company from the site and the development of a vacant piece of property may lead to additional investment in the existing single family housing stock. This standard has been met.

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

The proposed rezoning will not impact property values or the public health, safety and welfare of the community or neighborhood. This standard has been met.

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

The subject property is not suitable for the current M-1, Light Manufacturing zoning designation. Based on topographic conditions, the subject area is considerable lower than the adjacent M-1 zoned properties to the south and west. Access to the site would be only permitted through the R-2 zoned portion of the parcel to the east. Additionally, the triangular shape of the parcel would make any manufacturing use difficult to place within the subject area. The subject area is suitable for residential development. This standard has been met.

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

The property is currently and has historically been an undeveloped wooded area. The rezoning will allow the subject property to be consistent with the R-2 zoning classification that is already in place over the other two thirds of the subject parcel. The rezoning will assist in the development of a sheltered care facility to provide senior housing in the community, which is a goal of the Comprehensive Plan. The R-2 zoning is more appropriate for the subject area. This standard has been met.

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

The Comprehensive Plan has a goal of creating additional senior housing facilities to allow residents to remain in the community as they age. The rezoning of this parcel to R-2 Single Family Residential would assist in meeting this goal. This standard has been met.

(7) *The standard of care with which the community has undertaken to plan its land use development.*

The Village has carefully planned its land use development as evidenced by the recent adoption of the Comprehensive Plan. This standard has been met.

Plat of Subdivision

The proposed Final Plat of Subdivision to consolidate the subject property from three lots of record into one new lot of record meets and exceeds the minimum lot dimension standards of Sections 28.1103(b) (lot area) and 28.1104(b) (lot width) of the Zoning Ordinance and Sections 20.101 (definitions) and 20.301(b) (lot dimensions) of the Subdivision Ordinance. The proposal is consistent with surrounding uses and lot sizes. The request is consistent with the Comprehensive Plan and meets the requirements of the Zoning and Subdivision Ordinances of the Village.

Section 28.1902 Standards for Approval of Special Uses

The Village Council may authorize a special use by ordinance provided that the proposed Special Use is consistent and in substantial compliance with all Village Council policies and land use plans, including but not limited to the Comprehensive Plan, the Future Land Use Plan and Master Plans and the evidence presented is such as to establish the following:

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

The proposed sheltered care facility is desirable and will contribute to the general welfare of the neighborhood and community. The Comprehensive Plan notes the need for additional senior living facilities in the community to allow Downers Grove residents to age in place. The proposed sheltered care facility meets this need identified in the Comprehensive Plan. This standard is met.

- (b) That such use will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or injurious to property values or improvements in the vicinity.***

The proposed sheltered care facility will not have a negative impact on the health, safety, moral or general welfare of the general vicinity. The proposed use, a sheltered care facility for senior citizens, is an allowable special use in the R-2 zoning district where the property contains at least five acres. The proposed site would meet this requirement. In addition, the building would comply with all zoning regulations. The facility will contribute to the general welfare of the community by providing housing opportunities for senior residents who wish to age in their community. The development of senior housing in the community is a goal of Comprehensive Plan. As such, this standard is met.

- (c) That the proposed use will comply with the regulations specified in this Zoning Ordinance for the district in which the proposed use is to be located or will comply with any variation(s) authorized pursuant to Section 28-1802.***

As detailed above, the proposed development complies with all bulk and lot requirements of the Zoning Ordinance. No variations are necessary for this development. This standard is met.

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

The proposed sheltered care facility is listed in Section 28.504 of the Zoning Ordinance as an allowed special use in the R-2 zoning district. Additionally, the proposed sheltered care facility meets the specific requirements of Section 28.1013 of the Zoning Ordinance for sheltered care facilities. As such, this standard is met.

RECOMMENDATIONS

The proposed Zoning Ordinance Map Amendment, Plat of Subdivision and Special Use for a sheltered care facility are consistent with the Comprehensive Plan and surrounding zoning and land use classifications. Based on the findings listed above, staff recommends the Plan Commission recommend

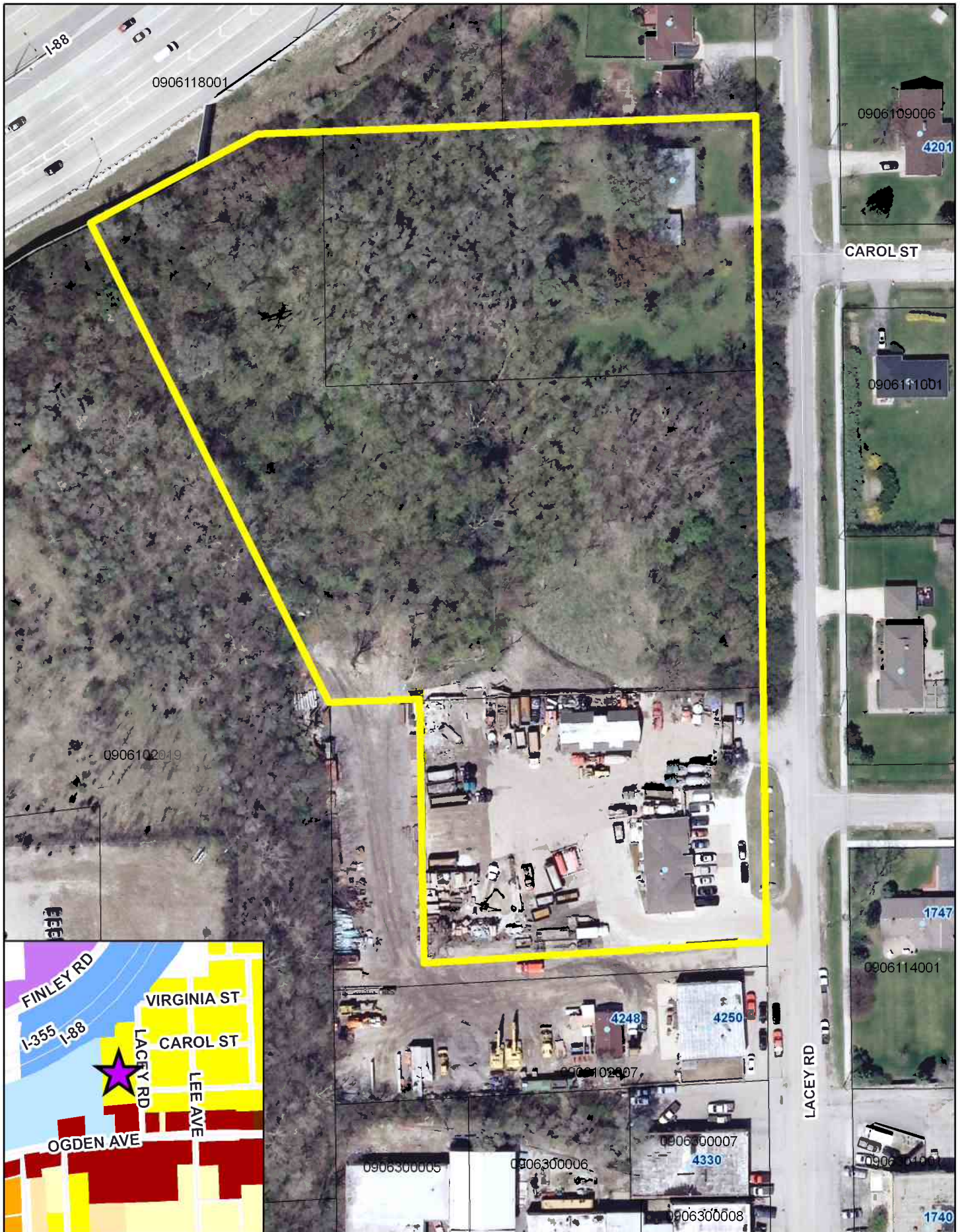
the Village Council **approve** the Zoning Ordinance Map Amendment, Plat of Subdivision and Special Use for a sheltered care facility and as requested in case PC-17-13 subject to the following conditions:

1. The special use, plat of subdivision and zoning ordinance map amendment shall substantially conform to the staff report, engineering plans prepared by C.M. Lavoie & Associates, Inc. as revised and dated July 16, 2013; plat of subdivision prepared C.M. Lavoie & Associates, Inc. dated July 18, 2013; and architectural and landscape plans prepared by Craft Architecture, LLC dated July 8, 2013 and revised July 18, 2013, except as such plans may be modified to conform to the Village codes and ordinances.
2. Prior to Village Council consideration, the petitioner shall provide documentation from the State of Illinois noting their approval of the subject site.
3. The Village and petitioner shall together pursue a petition for agreed order to rescind Court Order 93 MR 0242 for the portion of the proposed project that is bound by the court order.
4. At no time shall this site be converted from a sheltered care facility for senior citizens to any other use.
5. Decorative fencing is required around each of the proposed detention basin retaining walls.
6. Prior to the issuance of any development permits, the petitioner shall pay a \$8,500 fee in lieu payment for 17 new parkway trees.
7. The driveway beginning at the northeast corner of the building and ending at the northwest corner of the building along with the hammerhead at the northwest corner of the building shall be designated as a fire lane.
8. Fire hydrants shall be provided such that no portion of the building is greater than 600 feet from a hydrant as measured along an approved route.
9. The building shall include a fire alarm system and sprinkler system that meet the Village's code requirements.

Staff Report Approved By:

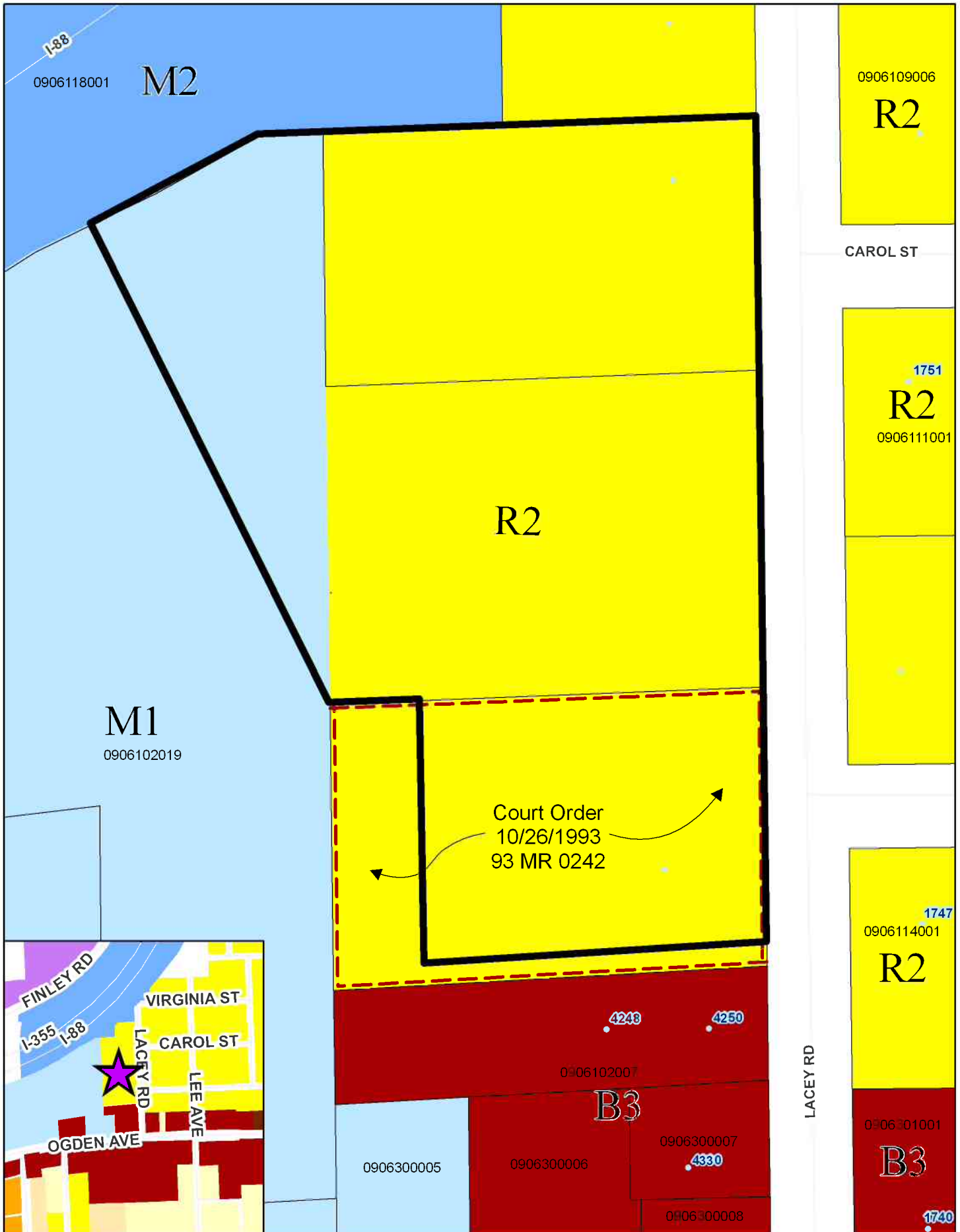
Tom Dabareiner, AICP
Director of Community Development

TD:sp
-att



0 75 150 Feet

4200 - 4240 Lacey Road - Location Map



0 75 150 Feet

4200 - 4240 Lacey Road - Zoning Map



PROJECT NARRATIVE

FOR

Downers Grove Sheltered Care Facility

**4100 - 4200 Lacey Road
Downers Grove, Illinois**

PREPARED BY:

**C.M. Lavoie & Associates, Inc.
1050 West Route 126
Plainfield, Illinois 60544
(815) 254-0505 T
(815) 436-5158 F**



PREPARED FOR:

**Delta Development of Downers Grove, LLC
6756 North Harlem Avenue
Chicago, Illinois 60631
(847) 912-9865 T**

Revised: April 26, 2013

CML JOB# 10-227

**Do Not Duplicate
C. M. Lavoie and Associates, Inc
Consulting Civil Engineering, Land Planning, & Surveying**

April 26, 2013

DOWNERS GROVE SHELTERED CARE FACILITY PROJECT SUMMARY

The State of Illinois developed the Supportive Living Program as an alternative to nursing home care for low-income older persons and persons with disabilities under Medicaid.

By combining apartment-style housing with personal care and other services, residents can live independently and take part in decision-making. Personal choice, dignity, privacy and individuality are emphasized.

The Department of Healthcare and Family Services has obtained a "waiver" to allow payment for services that are not routinely covered by Medicaid. These include personal care, homemaking, laundry, medication supervision, social activities, recreation and 24-hour staff to meet residents' scheduled and unscheduled needs. The resident is responsible for paying the cost of room and board at the facility. The following reference is attached:

**89 ILLINOIS Administrative Code 146
TITLE 89: SOCIAL SERVICES
CHAPTER I: DEPARTMENT OF HEALTHCARE AND FAMILY SERVICES
SUBCHAPTER d: MEDICAL PROGRAMS
PART 146 SPECILIZED HEALTH CARE DELIVERY SYSTEMS
SUBPART B: SUPPORTIVE LIVING FACILITIES**

Delta Development has been issued a SLF license by the Illinois Department of Health and Family Services ("HFS") to develop a facility in Downers Grove. SCF licenses are site specific and issued by HFS on a very limited and competitive basis. The last round that opened for SLF licenses was in 2006, where more than 100 applicants competed for a dozen or so licenses. There are currently 121 Supportive Living Facilities operating a total of 9,529 apartments across the State of Illinois. Only a few SLFs are currently being operated in Du Page County.

The proposed development will consist of 120 beds serving elderly households in need of certain personal care services not traditionally offered in an independent senior rental community. The SLF is unique and desirable because it is made affordable to seniors of any income because of project based subsidies provided by HFS. Once a SLF resident, the senior can rest easy knowing that he or she will never be displaced for financial reasons. The SLF is a successful state program because it utilizes Medicaid waivers to help subsidize affordable assisted living needs.

Supportive living is a type of professionally operated long term residence option that provides resident-centered care in a residential setting. It is designed for those who need extra help with their day to day lives, but who do not require full-time skilled nursing care. Types of standard services offered in a supportive living community include: a) access to health monitoring and medical services; b) assistance with eating, bathing, dressing, toileting and ambulating, c) medication management; d) three meals a day served in a common dining area; e) health promotion and exercise programs; f) social and recreational activities; g) housekeeping, laundry and transportation services; h) emergency call system in each resident's apartment and i) 24 hour security and licensed staff availability.

Management services for this development will be provided by Provena Life Connections ("Provena"). Provena is part of the Provena Health, an Illinois based Catholic health system. It is sponsored by the Franciscan Sisters of the Sacred Heart, the Servants of the Holy Heart of Mary and the Sisters of Mercy of the Americas. Provena Life Connections predecessor organizations began providing health care services in 1876.

The proposed Downers Grove Sheltered Care Facility site encompasses several lots (approximately 5.77 acres) on the west side of Lacey Road, at Carol Street. The subject site currently has one residential home, vacant wooded land, a staging yard for a construction company located on it. The subject site is border by a residential neighborhood to the east, a construction yard to the south, vacant land to the west and the Toll Way to the north.

The existing residential home on the site will be demolished along with any structures located on the property of the construction yard. Then the multi-story, multi unit sheltered care facility, associated parking lot and detention basin will be constructed.

Improvements associated with the proposed development include parking, sidewalks, water services, sanitary sewer services, lighting, and stormwater management areas.

The proposed development will conform to all of the Village of Downers Grove zoning requirements for R2 zoning including building height and setbacks as stipulated in the current Zoning Ordinance. The following is a list of how the proposed subdivision, special uses and Zoning Ordinance Map Amendment complies with the standards for approvals in the Downers Grove Municipal Code:

Section 28.1702. Standards for approval of amendments to the Zoning Ordinance

(a)(1) The existing uses and zoning of the nearby property:

- The properties to the north are the Illinois Tollway, zoned M2, and a single family residence, zoned R2.
- The property to the east is zoned R2 and is used as single family residential lots.
- The property to the south is zoned R2 and it appears that it is used as a staging yard for a construction company.
- The properties to the west are currently used as a parking lot/storage area for a car dealership, zoned M1 and what appears as a staging yard for a construction company, zoned R2.

(a)(2) The change in zoning of the M1 portion of the site to R2 will not impose any additional restrictions to the property because 83% of the site is already zoned R2.

(a)(3) 51% of the existing site is currently vacant. By amending the zoning on 0.97 acres of the site from M1 to R2, the safety and welfare of the community and neighborhood will be increased because the entire property will be occupied and maintained.

(a)(4) Currently the subject property has two zoning classifications M1 (0.97 acres) and R2 (4.8 acres). The zoning amendment request is to rezone the M1 portion of the property to R2. This zoning amendment is suitable for the subject property because it will give the property one zoning designation.

(a)(5) From reviewing aerial photos from 1993, the current vacant portions of the site have been vacant. All of the adjacent parcels to the site have been developed prior to 1993.

(a)(6) The proposed use of the site as a sheltered care facility will provide jobs, tax revenue and housing options to the community.

- (a)(7) The 0.97 acre portion of the site which is requested to be amended to R2 does not negatively affect the planned land use of the community, as the adjacent parcels included in the site are currently zoned R2.

Section 28.1901. Procedures.

- (a.) The Director and Village Staff were contacted by the Developer prior to the petition being filed. Village Staff has informed the applicant as to what information needs to be submitted prior to being placed on the Plan Commission agenda. Upon receipt of said materials, Village Staff will distribute the material to the Plan Commission and prepare a Staff Report.
- (b.) The applicant has requested to be placed on the next available Plan Commission agenda for the Public Hearing. The applicant will work with the Village Staff to incorporate any recommendations made by the Plan Commission.
- (c.) Upon Plan Commission approval, the applicant requests to be placed on the next available Village Council for the first read, followed by the second read when all engineering, architecture and construction documents are finalized.

Section 28.1902 Standards for Approval.

- (a.) The proposed use of the development is desirable at this location because it will serve as a residence for the occupants and it fits in with the surrounding properties. The sheltered care facility will provide a service which is in demand in the area and surrounding communities. The proposed development will contribute to the general welfare of the community in the form of jobs and tax dollars.
- (b.) The proposed development will not negatively affect the health, safety, morals or general welfare of persons residing or working in the area. It will provide a service for elderly residence in the area. The proposed development will be maintained in a manner that will not depreciate the property values of the surrounding properties in the area.
- (c.) The proposed development will comply with all the regulations specified in the Zoning Ordinance. No variances are being requested at this time.
- (d.) As specified in *Section 28.502. R-2 District-special uses.* of the Downers Grove Municipal Code, churches and sheltered care facilities are included as special uses for this zoning district.

PARKING FACILITIES

As part of the unique characteristics of a Sheltered Care Facility (SCF), the actual parking requirements are also quite different from similar residential buildings. Typically, zoning requirements have a ratio of 0.6 and above in order to handle residents, visitors, and staff.

In order to address the parking requirements, CML has obtained the following supporting data to evaluate the actual needs of the proposed parking facility on Lacey Road in Downers Grove:

1. CML has done data collection and observed actual parking facilities at other SCF facilities.
2. CML has also contacted Mr. Wayne Smallwood, Executive Director, Affordable Assisted Living Coalition, 601 W. Monroe Street, Springfield, Illinois for assistance. Mr. Smallwood is considered to be a Founder and Author of the SLF Program.
3. CML has contacted Managing Partners of other SLF Facilities outside of DuPage County to fully understand the parking facilities at other locations.

SUMMARY

1. DATA COLLECTION

FACILITY	Number Residents	Parking Provided	Parking Space Usage 8/9/12 3:00PM	Number Employees	Number Guests Per Day
Franciscan Court 1996 Franciscan Court West Chicago, Illinois	70	53+4HC	13	20	10
Tabor Hills Supportive Living Community 1439 McDowell Road Naperville, Illinois	95	71+8HC	38	SHARED	SHARED
Alden Gardens 285 East Army Trail Road, Bloomingdale, Illinois	86	60 SHARED PARKING	Employees use Public Lot	70	15

2. Mr. Wayne Smallwood-

In response to my request for data, Mr. Smallwood contacted one of the largest SLF Operators in the State of Illinois. According to Mr. Robert H. Helle, Principal Supportive Living Facilities, Pathway Senior Living, LLC. , Pathway SLF residents do not drive.

Across the entire Pathway portfolio, we only have a single driver at three facilities. Therefore parking is limited to visitors and staff. Our maximum staff requirement occurs at the end of the day shift / beginning of evening shift at which time we would have twenty to twenty five cars on site (for 120 unit building). We usually add an allowance for visitors. In general, we usually agree to .3 to .35 parking ratio.

3. CML contacted Mr. Thomas Trovato, Provena Healthcare,

The number of employees on each shift at the height of operations is 20 with a maximum of 10 visitors. Second shift from late afternoon into the evening has 10 employees and 10 visitors and third shift 3 employees and maybe 4 guests.

Note, nowhere in the attached code is there a specified requirement for the parking at the Sheltered Care Facilities.

APPENXIX A

**89 ILLINOIS Administrative Code 146
TITLE 89: SOCIAL SERVICES
CHAPTER I: DEPARTMENT OF HEALTHCARE AND FAMILY SERVICES
SUBCHAPTER d: MEDICAL PROGRAMS
PART 146 SPECILIZED HEALTH CARE DELIVERY SYSTEMS
SUBPART B: SUPPORTIVE LIVING FACILITIES**

Can be found at:
<http://www2.illinois.gov/hfs/agency/LawsRules/Documents/146.pdf>

SUMMARY OF NEIGHBORHOOD MEETING REGARDING DEVELOPMENT OF A SUPPORTIVE LIVING FACILITY ON LACEY ROAD

Delta Development of Downers Grove LLC ("Delta") conducted a town hall meeting on Thursday, July 11th, 2013 to receive input from neighbors regarding its proposal for a 120 unit supportive living facility (SLF) at 4200 Lacey Road. Notice was provided a week in advance of said meeting by way of flyers that were distributed to neighbors within 250 feet of the proposed development site.

The meeting took place at the Downers Grove Park District Recreation Center, 4500 Belmont Road, in the multipurpose room and approximately 15 neighbors attended. In attendance for the development team to answer questions was Chris Lavoie of C.M. Lavoie & Associates (civil engineering) and Chris Dasse of Studio D Architecture (architect). Poster board color elevations of the building and new site plans were displayed for viewing and comment.

The residents were elated to see the new site plan. Most gathered around the site plan board to verify with their own eyes that the plan includes the parcel where Donegal Construction is currently operates (the "Donegal parcel"). A resident by the name of Ernie asked if after acquiring the Donegal parcel if Delta would agree to execute a document which would effectively rescind, cancel and terminate the consent decree (court order) under which Donegal Construction operates. Other neighbors expressed the same concern in the event the SLF failed. Could the parcel be returned to a construction site? Mr. Lavoie assured the resident in attendance that said decree would have no further weight or authority once the new Subdivision Plat took effect. Notwithstanding said assurance, a resident insisted on a recording of cancellation to which Delta agreed.

Other issues discussed were the following:

- a. Traffic issues and Cueing at Ogden. Mr. Rich Janske and his wife Bobby expressed concern about the amount of traffic that will be generated by the SLF at its shift changes. Another resident shared his experiences

with the amount of trucks that are deployed by Donegal Construction. Delta explained that the SLF operation is conducted in three shifts and that the shifts are staggered so there should be no issues.

- b. Traffic Signal at Ogden. A resident inquired about a traffic light. Mr. Lavoie responded by indicating that traffic will most likely lessen as a result of the the SLF project and exit of Donegal Construction. He also shared with the residents the fact that our traffic study results do not lend support for a traffic light.
- c. Construction Traffic. Some residents were concerned with trucks traveling down side streets while the SLF project is under construction. Mr. Dasse assured the residents that this can be controlled. All contractors will be instructed not to travel via side roads.
- d. Snow Plowing. A resident voiced her concern that Donegal Construction snow plows near the road causing drainage issues when the snow melts. In response, Mr. Lavoie pointed to the slope of the site and indicated that the snow plowing will be done downhill, toward the back of the lot, toward the storm water filtration culvert.
- e. Section 8. In response to questions regarding the type of project that Delta is proposes, Delta assured the residents that this is not a Section 8 project.
- f. Conversion to Apartments. In response to a question regarding whether the SLF apartments could ever be converted to apartments (whether Section 8 or otherwise) Mr. Dasse assured the residents that it could not. He then went through the technical reasons why it could not be converted (no kitchen exhausts, parking requirements). Delta followed up by explaining the licensing requirements and financing requirements that mandate the project remain a SLF for a specific period.

- g. Wet Pond. While the residents liked the idea of a wet pond, one resident wanted assurance that the pond would have an aerator. She did not want any possible mosquito issue. Mr. Lavoie assured her that there would be an aerator.
- h. Contact Person. A few residents were concerned with identifying a contact person for the project. Who can the residents turn to if there are issues with maintenance of the SLF facility? If the lawn is not mowed or the landscape or building not maintained. Who will regulate the SLF project? Who can they complain to in the event there are issues? Delta responded by indicating that the SLF will be operated by Presence Health – a very experienced manager and that any complaint should be forwarded to it. Delta also added that because the SLF is licensed by the State of Illinois - State officials will be at the site on a regular basis.

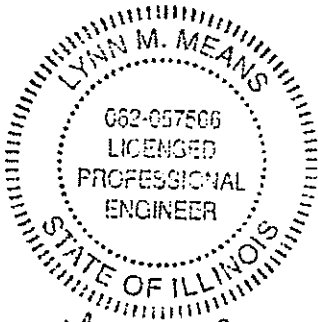
The appearance of the building was received well. One resident inquired about the set-backs and was pleased to hear that the building is set back 50 feet. The height of the building was also asked and answered without any negative follow up comments.

The meeting went exceptionally well. The residents seemed generally pleased with the project. Many asked how soon we could start and when Donegal would be leaving.

With the inclusion of the Donegal site now part of the development, all of the residents in attendance at this meeting appeared to be in strong support of the project.

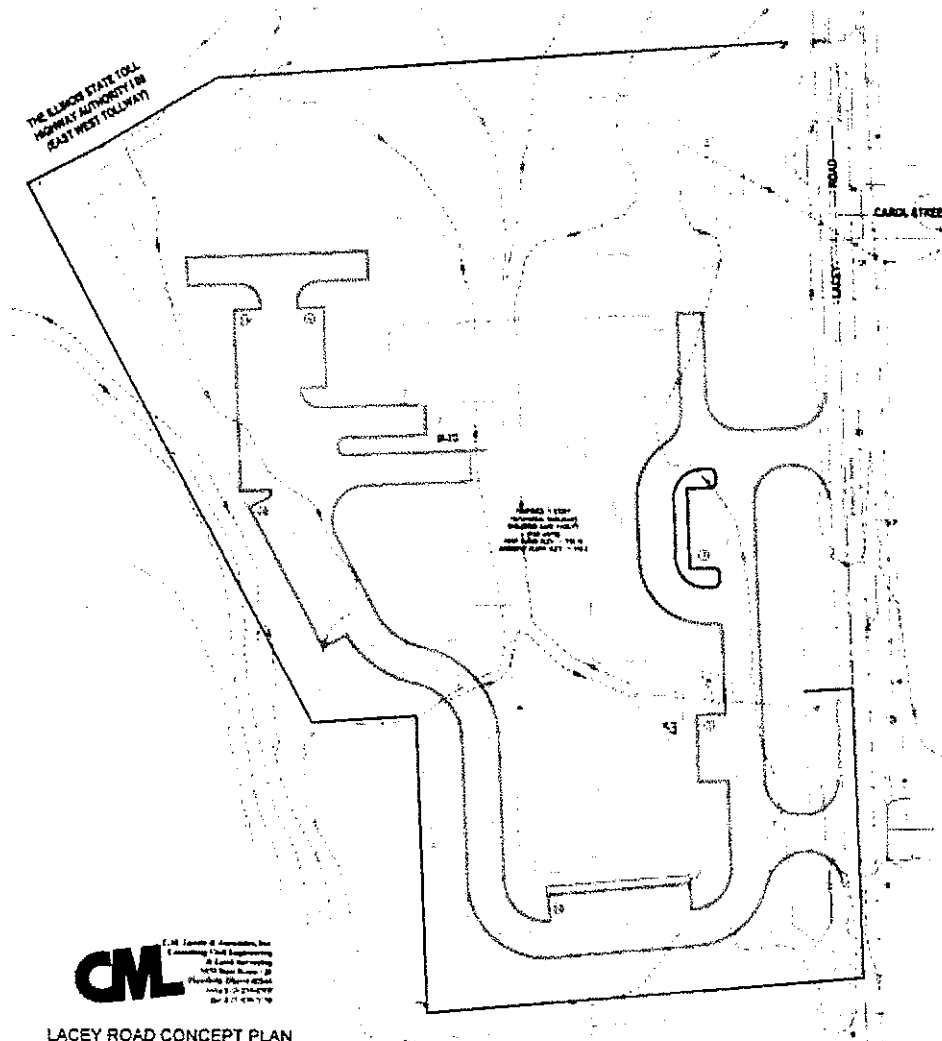
SAM SCHWARTZ
ENGINEERING

Engineer. Plan. Design.



Lynn M. Means

**Sheltered Care Facility
Traffic Impact Study
Downers Grove, Illinois
July 3, 2013**



LACEY ROAD CONCEPT PLAN

Ms. Lynn M. Means, P.E., PTOE



INTRODUCTION

Sam Schwartz Engineering, DPC (SSE) was retained by Delta Development of Downers Grove, LLC to conduct a traffic impact study for the proposed sheltered care facility in Downers Grove, Illinois. The proposed development is located on the west side of Lacey Road, north of US Route 34 (Ogden Avenue). The site location is illustrated on **Figure 1**.

As proposed, the project consists of the construction of a three-story structure containing a total of 120 units. Access to the site is proposed via two driveways on Lacey Road.

The following report presents and documents SSE's methodology, data collection, analyses, and identifies improvements, as necessary, to mitigate impacts the development's traffic may have on the adjacent roadway network.



SAM SCHWARTZ
ENGINEERING



FIGURE 1: SITE LOCATION MAP



EXISTING CONDITIONS

SSE conducted field visits to collect relevant information pertaining to existing land uses in the area, the surrounding roadway network, existing traffic volumes, traffic controls, and roadway lane usage at all critical intersections, as well as public transportation in the study area. This section of the report provides a description of these existing characteristics.

Site Location

The site currently contains vacant land, Donegal Excavating and a single-family residence served by one existing driveway on Lacey Road. Adjacent land uses include Commercial Car & Glass and D&M Corvette Specialists south of the site; residential north and east of the site; and Interstate-88 and Pugi Hyundai west of the site.

Existing Street Characteristics

The area roadways most directly affect by the proposed development are Lacey Road and Ogden Avenue. These roadways are described below in more detail.

Ogden Avenue is an east/west, five-lane principal arterial roadway under the jurisdiction of the Illinois Department of Transportation (IDOT) in the vicinity of the site. At its unsignalized intersection with Lacey Road, Ogden Avenue provide two lanes of travel in each direction, with a center two-way left-turn lane, operating under free flow condition. The posted speed limit on Ogden Avenue in the vicinity of the site is 35 miles per hour (MPH).

Lacey Road is a north/south local roadway in the site vicinity that extends from Ogden Avenue on the south to Virginia Street on the north. Adjacent to the site, Lacey Road provides one lane of travel in each direction and is under the jurisdiction of the Village of Downers Grove. The posted speed limit on Lacey Road in the vicinity of the site is 25 MPH. At its unsignalized T-intersection with Ogden Avenue, southbound Lacey Road is provided with a single, general purpose lane operating under STOP sign control. Lacey Road is a free-flow condition in the vicinity of the proposed sheltered care facility access driveways.

Existing Traffic Volumes

Existing traffic volumes were determined by manual traffic counts conducted in June 2013 during the weekday morning (7:00 to 9:00 AM) and weekday evening (4:00 to 6:00 PM) peak periods at the intersection of Ogden Avenue and Lacey Road. The time periods were chosen since they coincide with the anticipated peak periods of the surrounding roadway system.

In addition, automatic traffic recorder (ATR) counts were conducted in June 2013 on Lacey Road in the site vicinity. The ATR counts indicate that the average weekday traffic on Lacey Road is 175 with 5 trucks (2.9%) Based on traffic count data retrieved from the Illinois Department of Transportation's (IDOT) website, the average daily traffic (ADT) in the vicinity of the development is 34,400 vehicles with 1,225 trucks (3.6%) (year 2011) on Ogden Avenue.

The existing peak hour traffic volumes are illustrated on **Figure 2**. Summaries of the traffic count data are contained in the Appendix of this report.



SAM SCHWARTZ
ENGINEERING

- LEGEND**
- XX - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)
 - (XX) - WEEKDAY PM PEAK HOUR (4:45-5:45 PM)
 - - EXISTING STOP SIGN

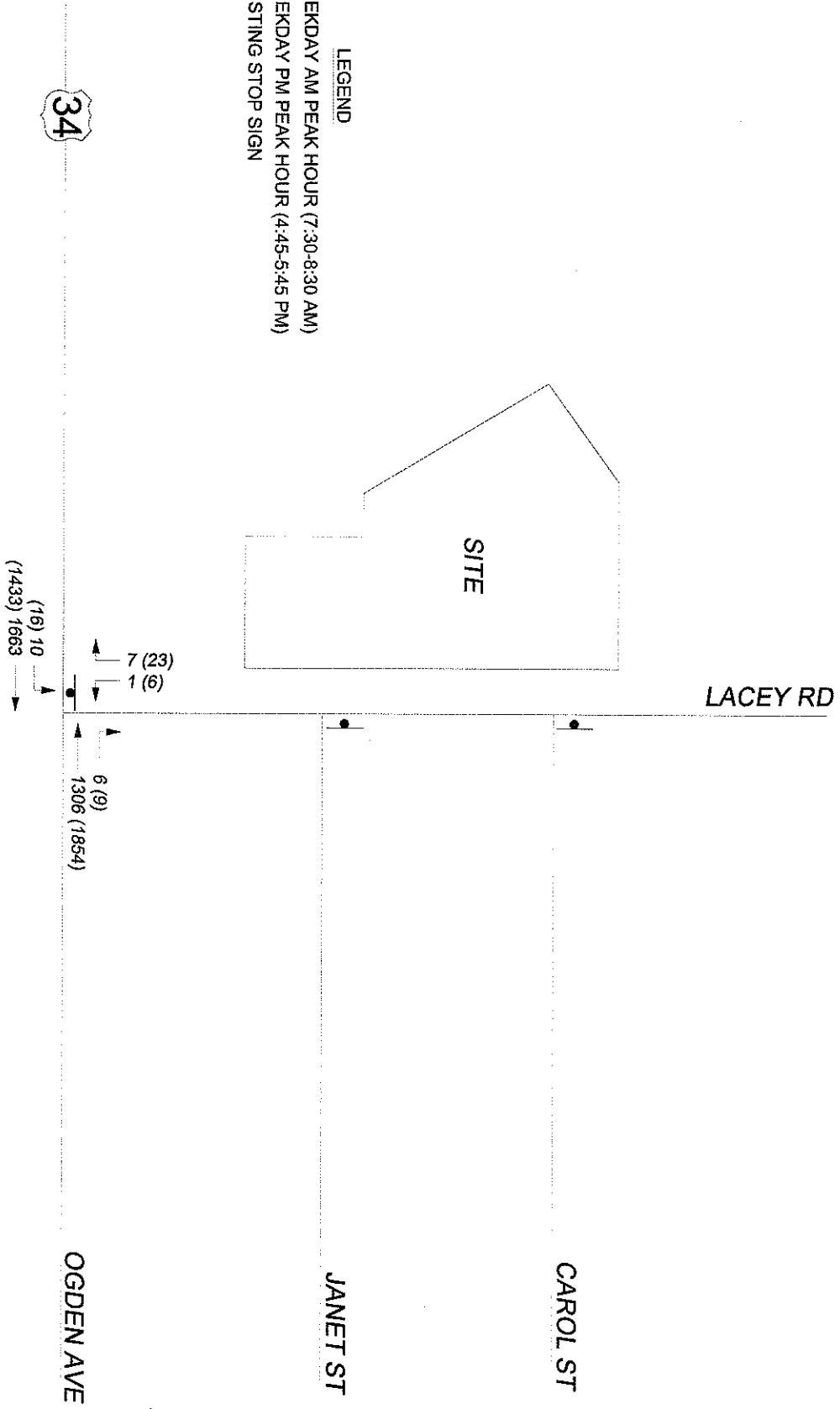


FIGURE 2: EXISTING TRAFFIC VOLUMES



FUTURE TRAFFIC CHARACTERISTICS

This section of the report presents the traffic characteristics associated with the proposed sheltered care facility and evaluates the impact of future traffic on the area street system. This includes discussions regarding site development plans, site-generated traffic volumes and their distributions on the surrounding roadway network. Site access, site traffic assignment, and future traffic volumes are also discussed.

Traffic Growth

The proposed sheltered care facility development is anticipated to be completed and occupied by the year 2014. In accordance with IDOT requirements, future traffic volume conditions were developed for the year 2019, build-out plus five (5) years. For the purpose of this study and based on a review of historical IDOT traffic volumes and recent studies performed in the area, traffic volumes along the roadways surrounding the site are assumed to experience an overall annual, compounded growth rate of approximately one (1) percent per year.

Planned Roadway Improvements

At this time, there is no substantial roadway improvement projects planned within the study area that would affect the traffic operating conditions.

2019 No-Build (Non-Site) Conditions

The 2019 No-Build peak hour traffic volumes were accordingly developed by applying a one percent annual growth rate to the existing traffic (Figure 2). The 2019 No-Build traffic-flow networks are graphically depicted on **Figure 3**.

Development Plans

The proposed development plan consists of the construction of a three-story structure containing a total of 120 units. Access to the proposed development is planned via two access drives on Lacey Road.

Trip Generation

The estimates of traffic to be generated by the site are based upon the proposed land use types and sizes. The Institute of Transportation Engineers (ITE) report, *Trip Generation, 9th Edition*¹ was used to estimate the volume of traffic generated by the proposed development. The ITE report is a compilation of national traffic data surveys utilized to estimate traffic volumes for various land uses.

The changing lifestyle of older adults affects their transportation needs and usage. Trip generation and parking demand within this age group vary significantly from traditional residential uses because residents no longer have to be at work, pick up their children, or do their shopping at specific times. The ITE report concluded that senior housing developments generate very little traffic during the peak hour of adjacent street traffic because most site employees' arrive/depart during off-peak periods (shifts typically occur at 7:00 AM, 3:00 PM, and 11:00 PM) and residents avoid the peak-hour congestion.

¹ *Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C., 2012.*

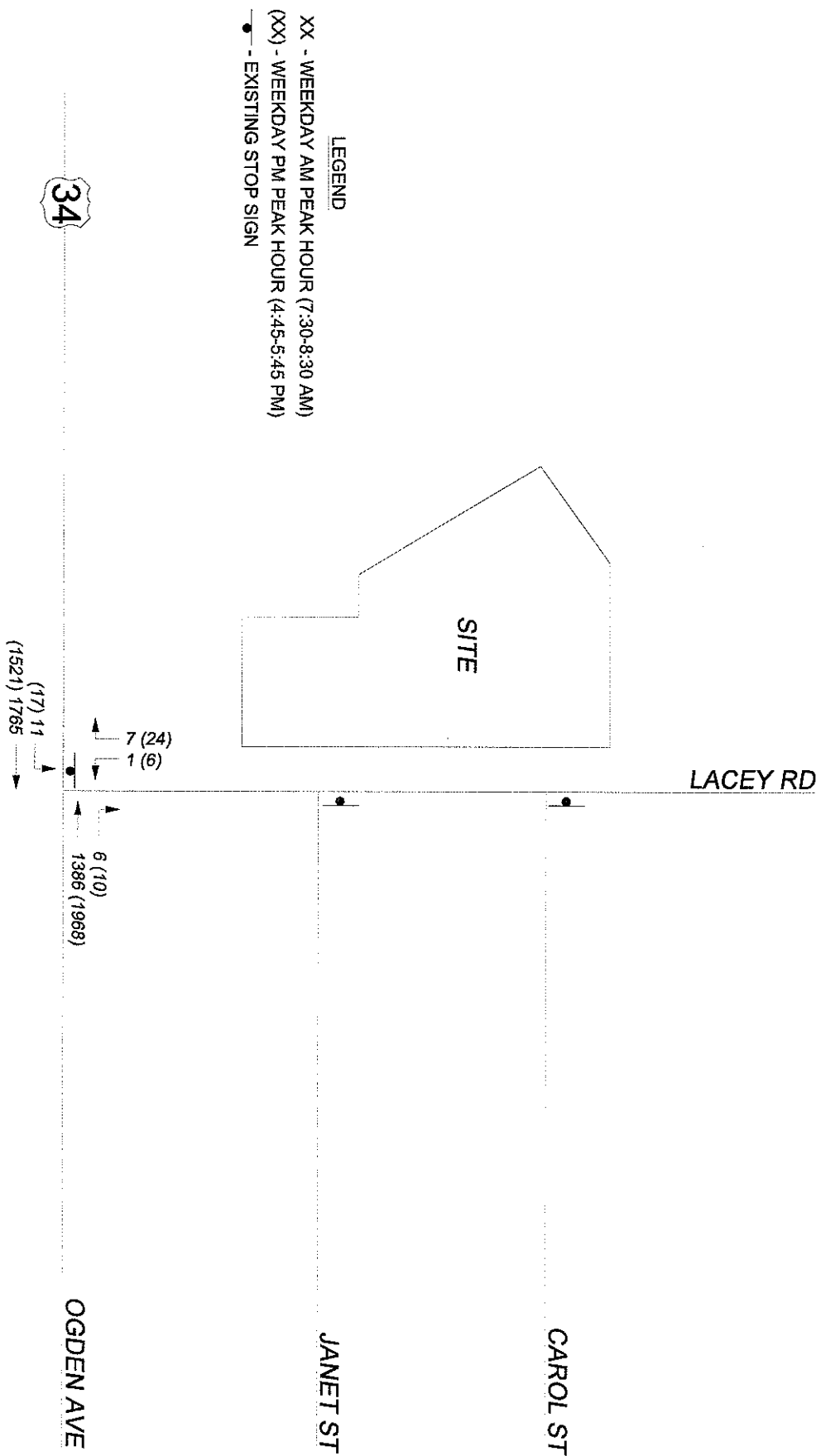
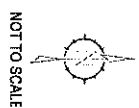


FIGURE 3: 2019 NO BUILD



The number of vehicle trips anticipated during the weekday morning, evening, and daily is displayed in **Table 1** and includes all traffic attributed to the proposed supportive living facility (residents, visitors, employees, licensed practitioners, etc.). All trip generation calculations are included in the Appendix.

Table 1: Estimated Trip Generation

Land Use / Size	Land Use Code	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Supportive Living Facility – 120 Beds	254	11	6	17	11	15	26	160	160	320

Accordingly, the proposed development is expected to generate 17 vehicle trips (11 entering, 6 exiting) during the weekday morning peak hour, 26 vehicle trips (11 entering, 15 exiting) during the weekday evening peak hour, and 320 total vehicle trips on a typical weekday.

To reduce site generated trips, this development provides a resident community bus service. The bus is specifically for resident use to provide alternative travel options and reduce trips throughout the community. Regularly scheduled trips are made to area attractions, shopping, and public service facilities (post office, village hall, etc.). Therefore, it is anticipated that the actual trip generation will be less than those stated in Table 1.

Directional Distribution

The directions from which the site traffic will approach and depart the site are a function of several variables including the operational characteristics of the street system, the ease that motorists can travel over various sections of the system, and the existing travel patterns within the study area. The anticipated directional distribution of the expected generated site traffic is shown in **Table 2** and on **Figure 4**.

Table 2: Directional Distribution

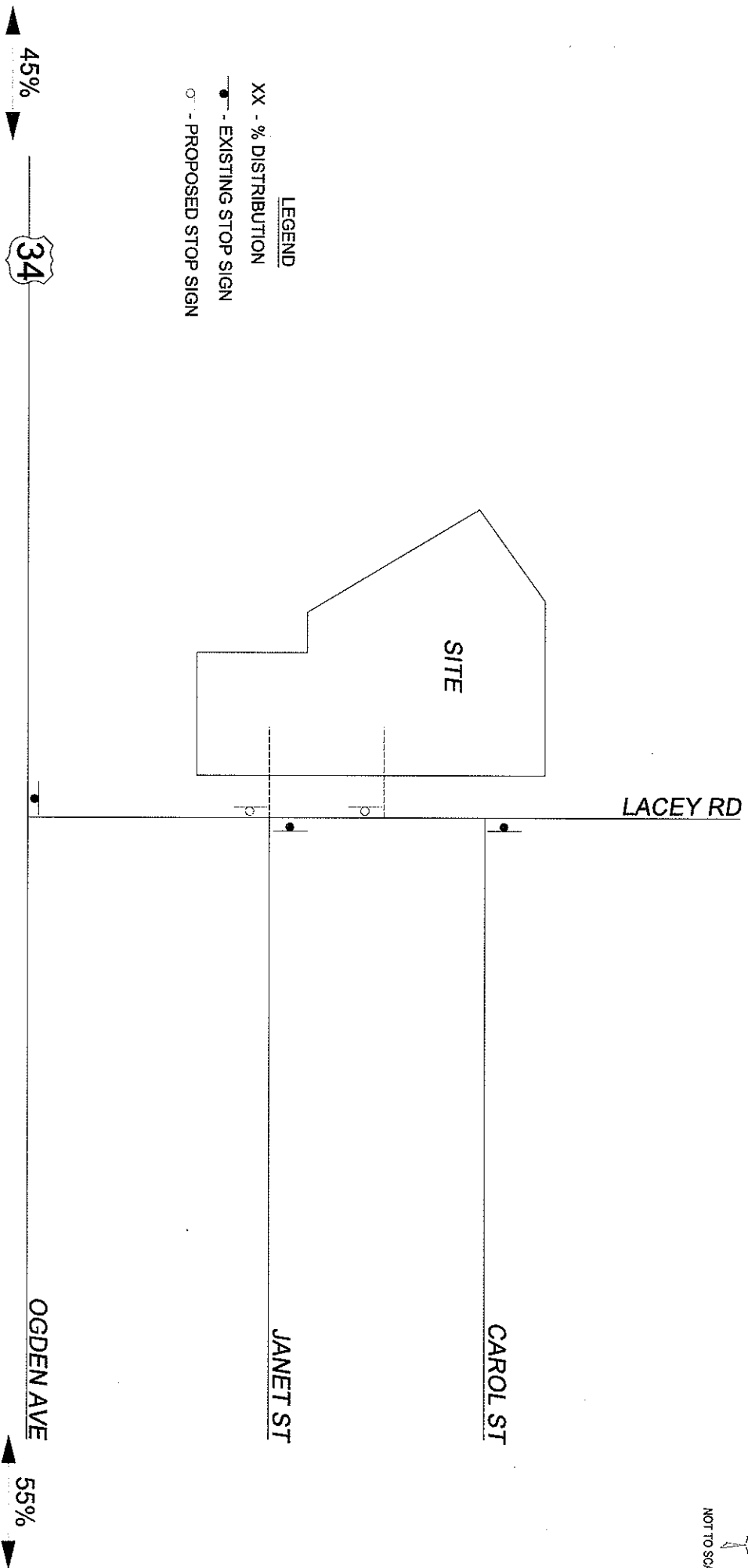
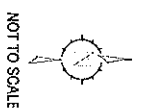
To/From the...	Percentage
West on Ogden Avenue	55%
East on Ogden Avenue	45%
Total	100%

Site Traffic Assignment

The site-generated traffic volumes were assigned to the external roadway system and proposed site access system based on the directional distribution as identified above. **Figure 5** illustrates the site traffic assignment to and from the proposed development upon completion of the project.

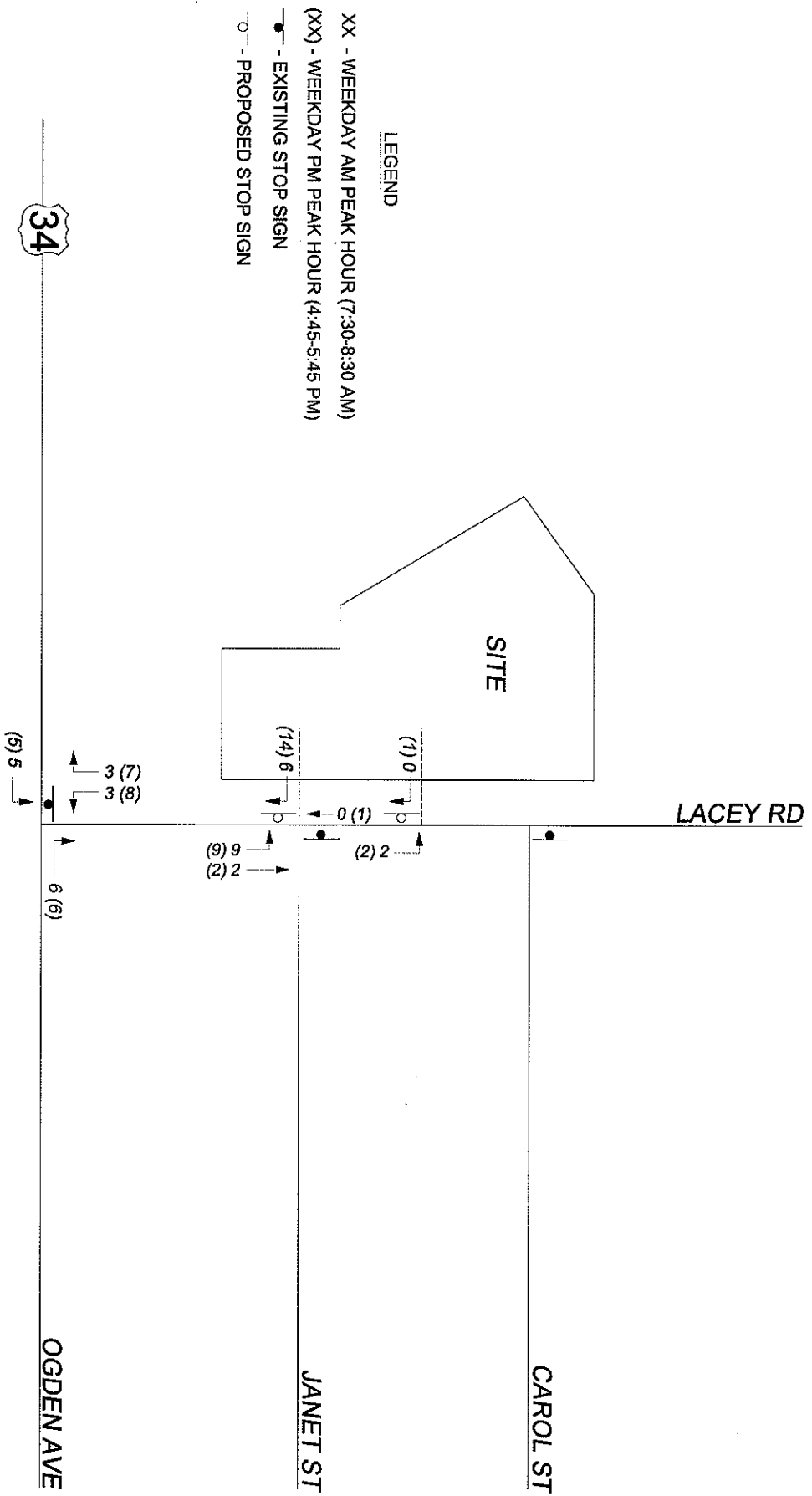
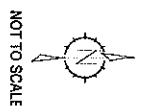
Total Traffic Assignment

The total traffic assignment represents the overall projected traffic volumes upon full construction of the project and was determined by combining the site-generated volumes (Figure 5) plus the 2019 No-Build traffic volumes (Figure 3). The 2019 total traffic volumes are shown on **Figure 6**.



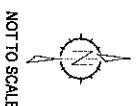
SAM SCHWARTZ
ENGINEERING

FIGURE 4: DIRECTIONAL DISTRIBUTION



SAM SCHWARTZ
ENGINEERING

FIGURE 5: SITE-GENERATED TRAFFIC



- LEGEND**
- XX - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)
 - (XX) - WEEKDAY PM PEAK HOUR (4:45-5:45 PM)
 - - EXISTING STOP SIGN
 - - PROPOSED STOP SIGN

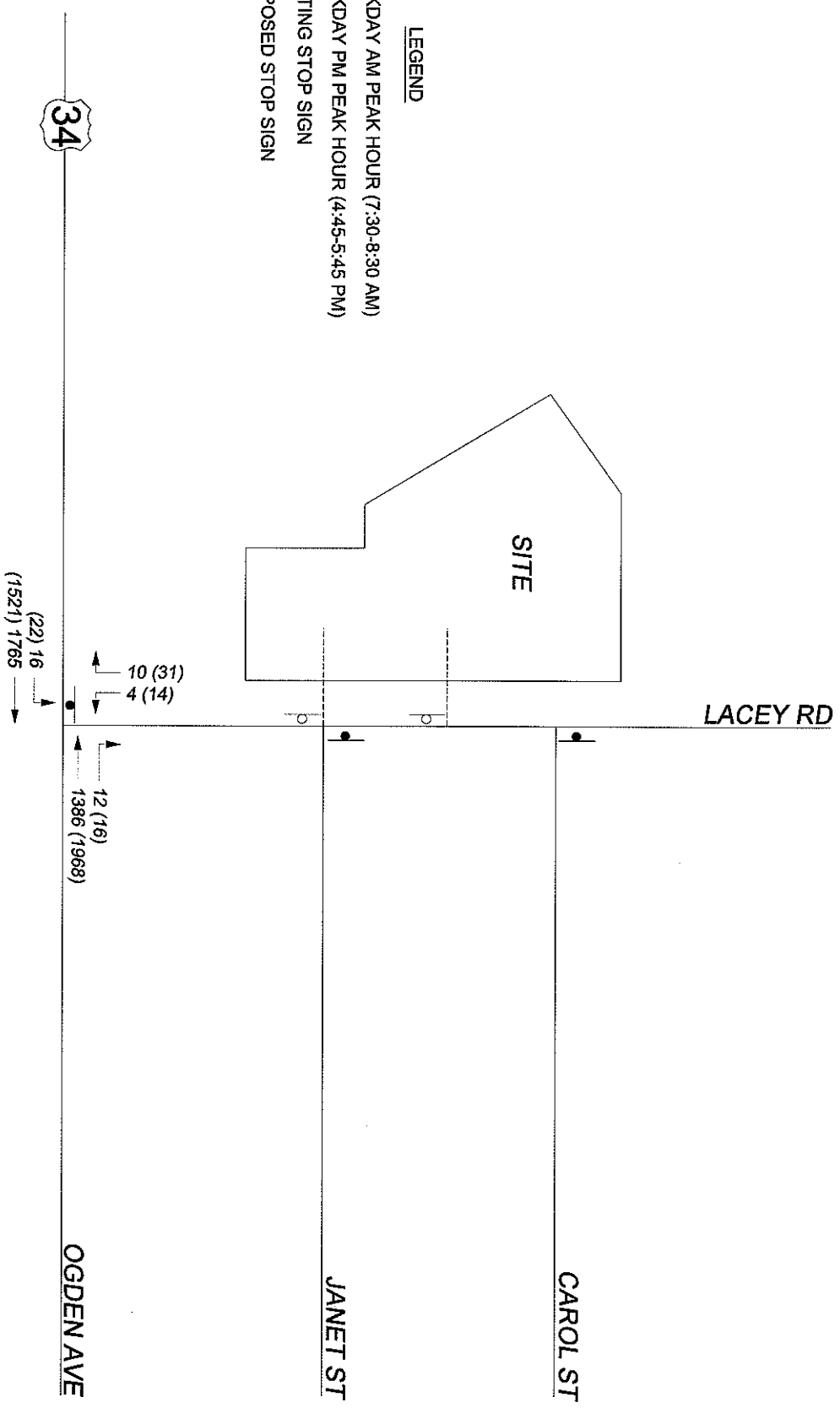


FIGURE 6: 2019 TOTAL TRAFFIC



ANALYSES AND RECOMMENDATIONS

Analyses were conducted to determine whether the adjacent roadway network would be able to accommodate the needs of the proposed supportive living facility. The analyses conducted include capacity analyses for the existing and future traffic conditions at the study intersections, as well as the need for auxiliary turn lanes.

Auxiliary Lane Analysis

Based on the preliminary site plan, access to the development is proposed onto Ogden Avenue via two access driveways on Lacey Road. This study examined whether a right-turn deceleration lane is required on Ogden Avenue at Lacey Road under future design year conditions. A two-way left-turn lane is currently provided along Ogden Avenue at Lacey Road.

IDOT's *Bureau of Design and Environment Manual (BDE)*² was utilized to determine the need for an exclusive right turn lane. *Section 36-3 – Auxiliary Turn Lanes* indicates that a right turn lane is considered at any unsignalized intersection that satisfies the criteria illustrated in Figure 36-3B for four-lane highways. Based on the geometric design and lane usage of Ogden Avenue, the estimated volume of traffic, and the capacity analysis provided below, an auxiliary right turn lane is not warranted at Lacey Road.

Capacity Analysis

Capacity and queue analyses were conducted for assessing the existing and future transportation conditions in the vicinity of the site, using the methodologies outlined in the *Highway Capacity Manual*³.

(LOS), which is assigned a letter from A to F based on the average total delay experienced by each vehicle passing through an intersection. Level of Service A is the highest (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest (oversaturated conditions). Typically, Level of Service D is the lowest satisfactory level accepted by public agencies in Northeastern Illinois for design of peak-hour conditions. The Highway Capacity Manual definition, for the level of service and the corresponding delay for unsignalized intersections, is contained in the Appendix of this report.

The capacity analysis results for each study intersection under the existing and future traffic conditions are presented in **Table 3**. All output worksheets used for these analyses are contained in the Appendix.

²Bureau of Design and Environment Manual, Illinois Department of Transportation, 2010 Edition.

³Highway Capacity Manual, Transportation Research Board, National Research Council, Washington, D.C., 2010.

**Table 3: Intersection Level-of-Service and Delay Summary**

Intersection/Peak Hour/Lane	Existing Conditions (Year 2013)		No-Build Conditions (Year 2019)		Build Conditions (Year 2019)	
	Delay ^A	LOS ^B	Delay	LOS	Delay	LOS
Ogden Avenue & Lacey Road						
<i>Weekday AM:</i>						
Ogden Ave EB left-turns	12.3	B	12.9	B	13.0	B
Lacey Rd SB approach	16.2	C	17.0	C	20.7	C
<i>Weekday PM:</i>						
Ogden Ave EB left-turns	21.4	C	23.1	C	23.1	C
Lacey Rd SB approach	28.2	D	31.1	D	38.9	E

^A Average control delay in seconds per vehicle.^B Level of service.

Under both existing and future conditions, turns entering Lacey Road from Ogden Avenue are expected to operate at acceptable LOS "B" during the weekday morning peak period and LOS "C" during the weekday evening peak period. The Lacey Road southbound movements at Ogden Avenue are expected to operate at LOS "E," during the weekday evening peak period. It should be noted, however, this is only 3.9 seconds over the LOS "D" threshold of 35.0 seconds of delay. Also, this is typical and acceptable level of service for local streets such as Lacey Road intersecting an arterial roadway such as Ogden Avenue. 95th percentile queue lengths for the subject movements are equivalent to one vehicle. Based on the existing low traffic volumes along Lacey Road and the estimated volume of site, the proposed site access intersections at Lacey Road are anticipated to operate at desirable levels of service.

The capacity analysis results for the study intersections as they relate to the supportive living facility indicate that the increase in projected site-generated traffic has little effect upon the operations of the area roadway network.

In regards to development traffic using the adjacent residential streets (Carol Street, Janet Street, Lee Avenue, etc.) to access Ogden Avenue, based on the lower travel speeds, with multiple turns and stops, and the associated longer travel times, it is expected that the cut-through traffic to be minimal, if any.



CONCLUSION

A traffic impact analysis was conducted for the proposed sheltered care facility in Downers Grove, Illinois. Based on the conducted analyses, the following conclusions were developed:

- The proposed senior housing development is expected to generate approximately 17 bi-directional AM peak hour trips, 26 bi-directional PM peak hour trips, and 320 total daily trips.
- Based upon existing travel patterns for residential traffic in this area, it is expected that 55% of the site-generated traffic would access the development to and from the east on Ogden Avenue and 45% to and from the west on Ogden Avenue.
- Development of the proposed project will result in increases in traffic on the roadways leading beyond the study area. The weekday AM and PM peak hour vehicle trips of 17 and 26, respectively, are expected on the study area roadways leading beyond the study area. This represents, on average, approximately one vehicle every two to three minutes during the peak hours. On a daily basis, volume increases in the range of approximately 320 vehicles are expected on the study area roadways, which represent less than a one percent increase on Ogden Avenue based on the exiting IDOT daily traffic volumes. The amount of site-generated traffic is expected to have minimal effects on the operations of the external street network.
- The intersection of Ogden Avenue and Lacey Road does not meet the warrants for installation of a right-turn lane. A two-way left-turn lane is currently provided along Ogden Avenue at Lacey Road.
- Analyses have been conducted for all study intersections to determine the impact from the proposed development. Peak-hour volume increases on study-area roadways as a result of the development will have minimal impact on intersection operations within the study area. Therefore, no off-site roadway improvements are necessary as a result of the proposed supportive living facility.

APPENDICES

**Trip Generation Calculations
Auxiliary Lane Analysis
Level of Service (LOS) Summary
Intersection Capacity Analysis
Traffic Counts**

Trip Generation Calculations

Part 1 - Study 1

LUC:254

**Avg. Rate
Equation**

Beds

120

AM Adj.Str.Tr

0.14

Not Given

#of studies:7

$R^2=?$,std=0.37

PM Adj.Str.Tr

0.22

Not Given

#of studies:7

$R^2=?$,std=0.47

Daily Trips

2.66

LnT=0.56lnX+3.07

#of studies:16

$R^2=0.55$,std=1.74

Trips By Rate:

17

26

319

Trips By Eqn:

315

Expected Trips

17

26

320

Directional Split

Enter

65%

44%

50%

Exit

35%

56%

50%

Expected Trips

AM Adj.Str.Tr

PM Adj.Str.Tr

Daily Trips

Total

17

26

320

Enter

11

11

160

Exit

6

15

160

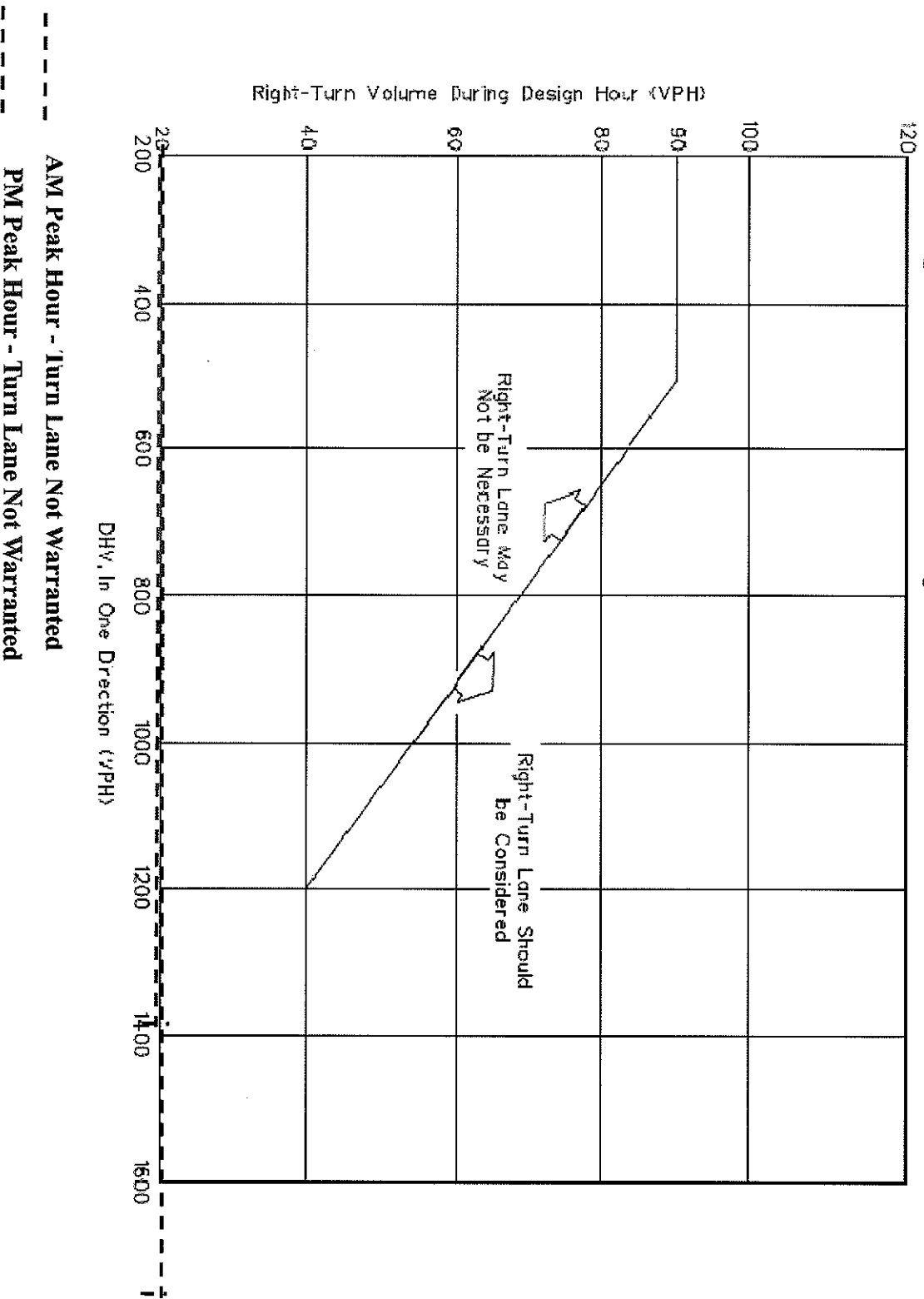
Auxiliary Lane Analysis

IDOT Bureau of Design and Environment Manual

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION
ON FOUR-LANE HIGHWAYS
(Design Speed of 50 mph (80 km/h) or Greater)

Figure 36-3.B

Ogden Ave at Lacey Rd – 2019 Total Traffic



Level of Service (LOS) Summary

UNSIGNALIZED INTERSECTIONS

The capacity analyses are summarized into levels of service (LOS) ranging from A (the best) to F (the worst). Immediately following is a more thorough description of each level of service.

- LOS A represents free flow. The general level of comfort and convenience provided to the motorists is excellent. Delay per vehicle is less than or equal to 10.0 seconds.
- LOS B is in the range of stable flow. The level of comfort and convenience provided is somewhat less than that of LOS A because the presence of others in the traffic stream begins to affect individual behavior. Delay per vehicle 10.1 to 15.0 seconds.
- LOS C is in the range of stable flow but marks the beginning of significant interference to an individual's movement caused by others in the traffic stream. The general level of comfort and convenience declines noticeably at this level. Delay per vehicle 15.1 - 25.0 seconds.
- LOS D represents high density, but stable, flow. The driver experiences a generally poor level of comfort and convenience. Delay per vehicle 25.1 - 35.0 seconds.
- LOS E represents operating conditions at or near the capacity level. Operations at this level are usually unstable and driver comfort and convenience levels are extremely poor. Delay per vehicle 35.1 - 50.0 seconds.
- LOS F represents forced or breakdown flow. It is the point at which arrival flow exceeds discharge flow thereby causing a queue to form. Operations within the queue are characterized by stop-and-go conditions. Delay per vehicle is greater than or equal to 50.1 seconds.

Intersection Capacity Analysis

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	SSE		Intersection	Ogden Ave & Lacey Rd
Agency/Co.	SSE		Jurisdiction	IDOT
Date Performed	7/2/2013		Analysis Year	Existing Conditions
Analysis Time Period	Weekday AM Peak			

Project Description 12-03-1370.3

East/West Street: Ogden Ave (US 34)

North/South Street: Lacey Road

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	10	1663			1306	6
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	10	1750	0	0	1374	6
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				1		7
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	7
Percent Heavy Vehicles	0	0	0	0	0	14
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	10					1		7
C (m) (veh/h)	503					132		413
v/c	0.02					0.01		0.02
95% queue length	0.06					0.02		0.05
Control Delay (s/veh)	12.3					32.5		13.9
LOS	B					D		B
Approach Delay (s/veh)	--	--				16.2		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	SSE		Intersection	Ogden Ave & Lacey Rd
Agency/Co.	SSE		Jurisdiction	IDOT
Date Performed	7/2/2013		Analysis Year	Existing Conditions
Analysis Time Period	Weekday PM Peak			

Project Description 12-03-1370.3

East/West Street: Ogden Ave (US 34)

North/South Street: Lacey Road

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	16	1433			1854	9
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	16	1508	0	0	1951	9
Percent Heavy Vehicles	19	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				6		23
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	6	0	24
Percent Heavy Vehicles	0	0	0	17	0	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	16					6		24
C (m) (veh/h)	235					63		297
v/c	0.07					0.10		0.08
95% queue length	0.22					0.30		0.26
Control Delay (s/veh)	21.4					68.1		18.2
LOS	C					F		C
Approach Delay (s/veh)	--	--				28.2		
Approach LOS	--	--				D		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	SSE		Intersection	Ogden Ave & Lacey Rd
Agency/Co.	SSE		Jurisdiction	IDOT
Date Performed	7/2/2013		Analysis Year	2019 No-Build
Analysis Time Period	Weekday AM Peak			

Project Description 12-03-1370.3

East/West Street: Ogden Ave (US 34)

North/South Street: Lacey Road

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	11	1765			1386	6
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	11	1857	0	0	1458	6
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				1		7
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	7
Percent Heavy Vehicles	0	0	0	0	0	14
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	11					1		7
C (m) (veh/h)	467					119		390
v/c	0.02					0.01		0.02
95% queue length	0.07					0.03		0.05
Control Delay (s/veh)	12.9					35.5		14.4
LOS	B					E		B
Approach Delay (s/veh)	--	--				17.0		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	SSE
Agency/Co.	SSE
Date Performed	7/2/2013
Analysis Time Period	Weekday PM Peak

Site Information

Intersection	Ogden Ave & Lacey Rd
Jurisdiction	IDOT
Analysis Year	2019 No-Build

Project Description 12-03-1370.3

East/West Street: Ogden Ave (US 34)

North/South Street: Lacey Road

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	17	1521			1968	10
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	1601	0	0	2071	10
Percent Heavy Vehicles	19	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				6		24
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	6	0	25
Percent Heavy Vehicles	0	0	0	17	0	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	17					6		25
C (m) (veh/h)	209					54		274
v/c	0.08					0.11		0.09
95% queue length	0.26					0.35		0.30
Control Delay (s/veh)	23.7					79.8		19.5
LOS	C					F		C
Approach Delay (s/veh)	--	--				31.1		
Approach LOS	--	--				D		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	SSE		Intersection	Ogden Ave & Lacey Rd
Agency/Co.	SSE		Jurisdiction	IDOT
Date Performed	7/2/2013		Analysis Year	2019 Total Traffic
Analysis Time Period	Weekday AM Peak			

Project Description 12-03-1370.3

East/West Street: Ogden Ave (US 34)

North/South Street: Lacey Road

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	16	1765			1386	12
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	16	1857	0	0	1458	12
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				4		10
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	4	0	10
Percent Heavy Vehicles	0	0	0	0	0	10
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	16					4		10
C (m) (veh/h)	465					117		398
v/c	0.03					0.03		0.03
95% queue length	0.11					0.11		0.08
Control Delay (s/veh)	13.0					36.9		14.3
LOS	B					E		B
Approach Delay (s/veh)	--	--				20.7		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	SSE		Intersection	Ogden Ave & Lacey Rd
Agency/Co.	SSE		Jurisdiction	IDOT
Date Performed	7/2/2013		Analysis Year	2019 Total Traffic
Analysis Time Period	Weekday PM Peak			

Project Description 12-03-1370.3

East/West Street: Ogden Ave (US 34)

North/South Street: Lacey Road

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	22	1521			1968	16
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	23	1601	0	0	2071	16
Percent Heavy Vehicles	14	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				14		31
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	14	0	32
Percent Heavy Vehicles	0	0	0	7	0	3
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	23					14		32
C (m) (veh/h)	222					60		274
v/c	0.10					0.23		0.12
95% queue length	0.34					0.80		0.39
Control Delay (s/veh)	23.1					82.4		19.9
LOS	C					F		C
Approach Delay (s/veh)	--	--				38.9		
Approach LOS	--	--				E		

Traffic Counts

PROJECT: 12.03.1370.3
DATE: 6/27/2013
DAY: THURSDAY
WEATHER: SUNNY
COUNT TIME: 7:00 AM - 9:00 AM

15 MINUTE SUMMARY OF ALL VEHICLE MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

15 MIN BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	0	0	0	0	0	0	5	5	2	276	0	278	0	216	2	217	500
7:15 AM	0	0	0	0	3	0	2	5	2	322	0	324	0	320	1	321	650
7:30 AM	0	0	0	0	0	0	1	1	0	403	0	403	0	329	2	331	735
7:45 AM	0	0	0	0	0	0	2	2	1	460	0	461	0	375	0	375	838
8:00 AM	0	0	0	0	1	0	1	2	5	394	0	399	0	293	3	296	697
8:15 AM	0	0	0	0	0	0	3	3	4	406	0	410	0	309	1	310	723
8:30 AM	0	0	0	0	2	0	5	7	3	390	0	393	0	329	1	330	730
8:45 AM	0	0	0	0	2	0	1	3	8	382	0	390	0	304	0	304	697
TOTAL:	0	0	0	0	8	0	20	28	25	3033	0	3058	0	2474	10	2484	5570

HOURLY SUMMARY OF ALL VEHICLE MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

HOUR BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	0	0	0	0	3	0	10	13	5	1461	0	1466	0	1239	5	1244	2723
7:15 AM	0	0	0	0	4	0	6	10	8	1579	0	1587	0	1317	6	1323	2920
7:30 AM	0	0	0	0	1	0	7	8	10	1663	0	1673	0	1306	6	1312	2993
7:45 AM	0	0	0	0	3	0	11	14	13	1650	0	1663	0	1306	5	1311	2988
8:00 AM	0	0	0	0	5	0	10	15	20	1572	0	1592	0	1235	5	1240	2847

PEAK HOUR SUMMARY

HOUR BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:30 AM	0	0	0	0	1	0	7	8	10	1663	0	1673	0	1306	6	1312	2993
																PHF =	0.89

PROJECT: 12.03.1370.3
DATE: 6/27/2013
DAY: THURSDAY
WEATHER: SUNNY
COUNT TIME: 7:00 AM - 9:00 AM

15 MINUTE SUMMARY OF INDIVIDUAL TRUCK MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

15 MIN BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	0	0	0	0	0	0	4	4	1	7	0	8	0	7	0	7	19
7:15 AM	0	0	0	0	1	0	1	2	0	17	0	17	0	4	0	4	23
7:30 AM	0	0	0	0	0	0	1	1	0	20	0	20	0	11	0	11	32
7:45 AM	0	0	0	0	0	0	0	0	0	12	0	12	0	8	0	8	20
8:00 AM	0	0	0	0	0	0	0	0	0	9	0	9	0	13	0	13	22
8:15 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	18	0	18	26
8:30 AM	0	0	0	0	0	0	1	1	0	11	0	11	0	21	0	21	33
8:45 AM	0	0	0	0	0	0	1	1	0	13	0	13	0	7	0	7	21
TOTAL:	0	0	0	0	1	0	8	9	1	97	0	98	0	89	0	89	198

HOURLY SUMMARY OF INDIVIDUAL TRUCK MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

HOUR BEGIN	LACEY RD.							US 34 (OGDEN AVE.)								INTER- SECTION TOTAL	
	NORTHBOUND				SOUTHBOUND			EASTBOUND				WESTBOUND					
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT		TOTAL
7:00 AM	0	0	0	0	1	0	6	7	1	56	0	57	0	30	0	30	94
7:15 AM	0	0	0	0	1	0	2	3	0	58	0	58	0	36	0	36	97
7:30 AM	0	0	0	0	0	0	1	1	0	49	0	49	0	50	0	50	100
7:45 AM	0	0	0	0	0	0	1	1	0	40	0	40	0	60	0	60	101
8:00 AM	0	0	0	0	0	0	2	2	0	41	0	41	0	59	0	59	102

PEAK HOUR SUMMARY

HOUR BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
8:00 AM	0	0	0	0	0	0	2	2	0	41	0	41	0	59	0	59	102
																PHF =	0.77

PROJECT: 12.03.1370.3
 DATE: 6/25/2013
 DAY: TUESDAY
 WEATHER: SUNNY
 COUNT TIME: 7:00 AM - 9:00 AM

15 MINUTE SUMMARY OF ALL PEDESTRIAN MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

15 MIN BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHLEG				SOUTHLEG				EASTLEG				WESTLEG				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3

HOURLY SUMMARY OF ALL PEDESTRIAN MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

HOUR BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHLEG				SOUTHLEG				EASTLEG				WESTLEG				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

PEAK HOUR SUMMARY

HOUR BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHLEG				SOUTHLEG				EASTLEG				WESTLEG				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2

PHF = 0.50

PROJECT: 12.03.1370.3
DATE: 6/25/2013
DAY: TUESDAY
WEATHER: SUNNY
COUNT TIME: 4:00 PM - 6:00 PM

15 MINUTE SUMMARY OF ALL VEHICLE MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

15 MIN BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	0	0	0	0	0	0	7	7	3	294	0	297	0	386	0	386	690
4:15 PM	0	0	0	0	2	0	6	8	2	262	0	264	0	338	2	340	612
4:30 PM	0	0	0	0	1	0	0	1	7	300	0	307	0	436	3	439	747
4:45 PM	0	0	0	0	3	0	9	12	4	350	0	354	0	467	3	470	836
5:00 PM	0	0	0	0	1	0	3	4	3	334	0	337	0	439	5	444	785
5:15 PM	0	0	0	0	1	0	4	5	5	411	0	416	0	491	1	492	913
5:30 PM	0	0	0	0	1	0	7	8	4	338	0	342	0	457	0	457	807
5:45 PM	0	0	0	0	2	0	2	4	1	324	0	325	0	391	1	392	721
TOTAL:	0	0	0	0	11	0	38	49	29	2613	0	2642	0	3405	15	3420	6111

HOURLY SUMMARY OF ALL VEHICLE MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

HOUR BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	0	0	0	0	6	0	22	28	16	1206	0	1222	0	1627	8	1635	2885
4:15 PM	0	0	0	0	7	0	18	25	16	1246	0	1262	0	1680	13	1693	2980
4:30 PM	0	0	0	0	6	0	16	22	19	1395	0	1414	0	1833	12	1845	3281
4:45 PM	0	0	0	0	6	0	23	29	16	1433	0	1449	0	1854	9	1863	3341
5:00 PM	0	0	0	0	5	0	16	21	13	1407	0	1420	0	1778	7	1785	3226

PEAK HOUR SUMMARY

HOUR BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:45 PM	0	0	0	0	6	0	23	29	16	1433	0	1449	0	1854	9	1863	3341
																PHF =	0.91

PROJECT: 12.03.1370.3
DATE: 6/25/2013
DAY: TUESDAY
WEATHER: SUNNY
COUNT TIME: 4:00 PM - 6:00 PM

15 MINUTE SUMMARY OF INDIVIDUAL TRUCK MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

15 MIN BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	0	0	0	0	0	0	2	2	1	5	0	6	0	4	0	4	12
4:15 PM	0	0	0	0	0	0	0	0	1	2	0	3	0	2	1	3	6
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	4	3	7	10
4:45 PM	0	0	0	0	1	0	1	2	1	2	0	3	0	5	1	6	11
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	5	1	6	7
5:15 PM	0	0	0	0	0	0	0	0	2	1	0	3	0	3	0	3	6
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	6	1	7	11
TOTAL:	0	0	0	0	1	0	3	4	5	19	0	24	0	32	7	39	67

HOURLY SUMMARY OF INDIVIDUAL TRUCK MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

HOUR BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	0	0	0	0	1	0	3	4	3	12	0	15	0	15	5	20	39
4:15 PM	0	0	0	0	1	0	1	2	2	8	0	10	0	16	6	22	34
4:30 PM	0	0	0	0	1	0	1	2	3	7	0	10	0	17	5	22	34
4:45 PM	0	0	0	0	1	0	1	2	3	5	0	8	0	16	2	18	28
5:00 PM	0	0	0	0	0	0	0	0	2	7	0	9	0	17	2	19	28

PEAK HOUR SUMMARY

HOUR BEGIN	LACEY RD.								US 34 (OGDEN AVE.)								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	0	0	0	0	1	0	3	4	3	12	0	15	0	15	5	20	39
																PHF = 0.81	

PROJECT: 12.03.1370.3
DATE: 6/25/2013
DAY: TUESDAY
WEATHER: SUNNY
COUNT TIME: 4:00 PM - 6:00 PM

15 MINUTE SUMMARY OF ALL PEDESTRIAN MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

[illegible]

HOURLY SUMMARY OF ALL PEDESTRIAN MOVEMENTS

LACEY RD. & US 34 (OGDEN AVE.)

[illegible]

PEAK HOUR SUMMARY

[illegible]

Site Code: LACEY
Station ID: ABSB

SB

[illegible]

Page 2

Site Code: LACEY
Station ID: ABSB

\$B

[illegible]

3100 W. Higgins Rd.
Hoffman Estates, IL 60169
Lacey Rd. north of US 34 (Ogden Ave.)

SB

[illegible]

3100 W. Higgins Rd.
Hoffman Estates, IL 60169
Lacey Rd. north of US 34 (Ogden Ave.)

SB[illegible]

3100 W. Higgins Rd.
Hoffman Estates, IL 60169
Lacey Rd. north of US 34 (Ogden Ave.)

Site Code: LACEY
Station ID: ABSB

SB[illegible]

3100 W. Higgins Rd.
Hoffman Estates, IL 60169
Lacey Rd. north of US 34 (Ogden Ave.)

NB

[illegible]

3100 W. Higgins Rd.
Hoffman Estates, IL 60169
Lacey Rd. north of US 34 (Ogden Ave.)

NB

[illegible]

3100 W. Higgins Rd.
Hoffman Estates, IL 60169
Lacey Rd. north of US 34 (Ogden Ave.)

NB

[illegible]

3100 W. Higgins Rd.
Hoffman Estates, IL 60169
Lacey Rd. north of US 34 (Ogden Ave.)

Site Code: LACEY
Station ID: ABSB

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
13:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
14:00	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	2	0	0	0	0	0	0	0	0	0	0	1	7
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
15:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
16:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
16:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	4	0	0	3	0	0	0	0	0	0	0	0	0	7
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	5	1	0	3	0	0	0	0	0	0	0	0	0	9
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	55	15	0	5	0	0	0	0	0	0	0	0	1	76
Percent	0.0%	72.4%	19.7%	0.0%	6.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	

Latitude: 0' 0.0000 Undefined

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
06/27/13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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07:45	0	0	1	0											

Legend

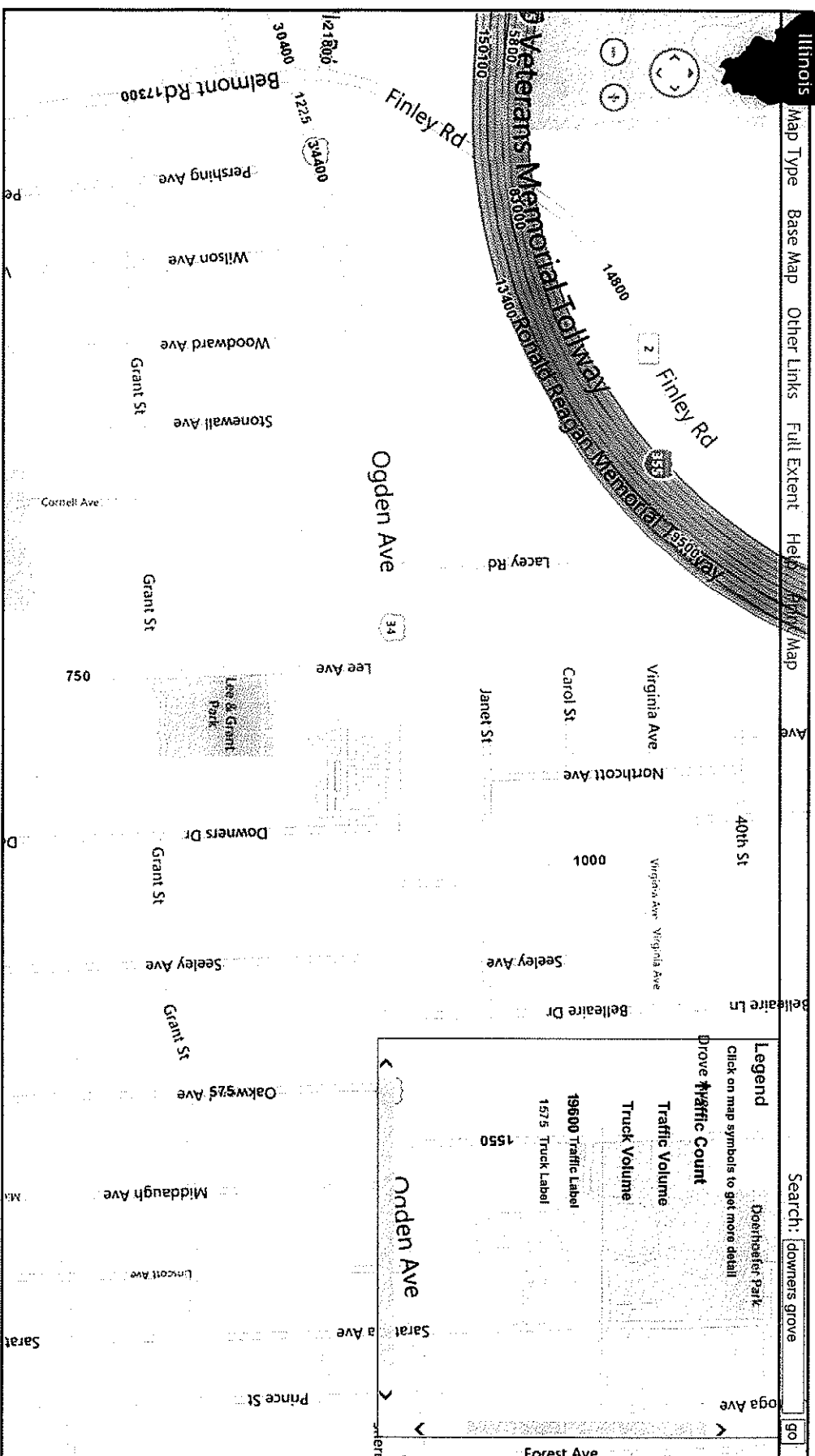
Click on map symbols to get more detail

Drive Traffic Count

Traffic Volume
Truck Volume

19600 Traffic Label
1575 Truck Label

1550



Illinois Department of Transportation 2300 S. Dirksen Parkway Springfield, IL 62764 - [Contact](#)

Disclaimer

The Illinois Department of Transportation and the State of Illinois hereby give notice to all users that these maps and the data included hereon, lack the accuracy required for site-specific uses. Since all boundaries and all data are based on information derived from multiple sources within and outside the Illinois Department of Transportation, the Department of Transportation and the State of Illinois make no representation, guarantee, or warranty, either express or implied, regarding the accuracy of these maps or the data furnished thereon, including, but not limited to, the condition of this product, this product's merchantability, or this product's fitness for any particular purpose or use.



Front Elevation (East)



Rear Elevation (West)



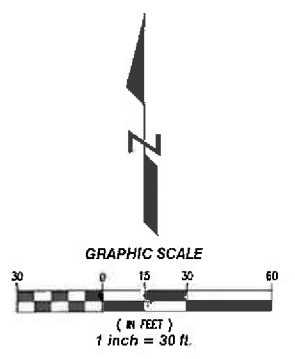
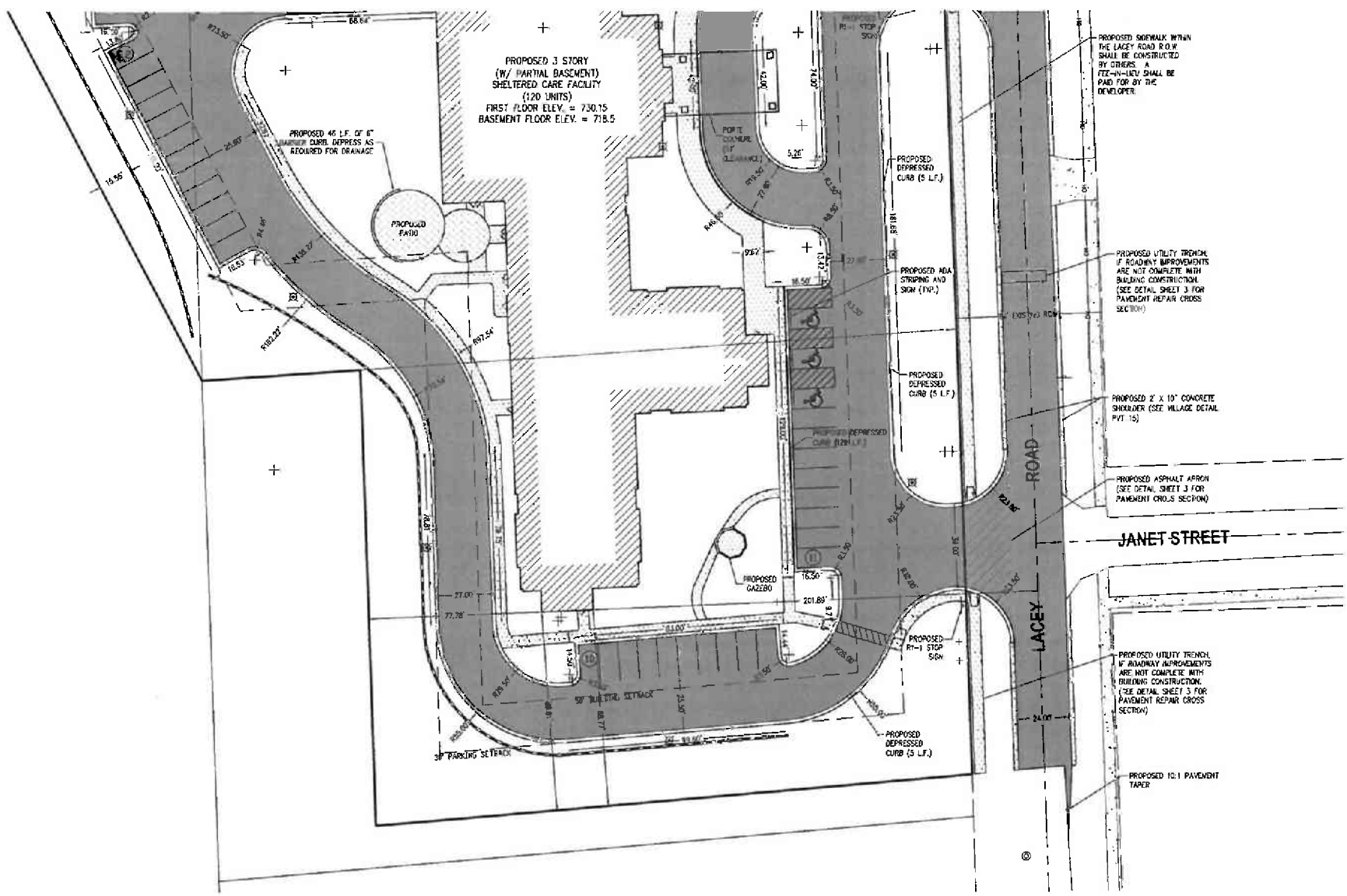
Right Side Elevation (North)



Left Side Elevation (South)



SEE SHEET 10 FOR CONTINUATION



SEE VILLAGE OF DOWNERS GROVE DETAIL PVT-15 FOR THE PROPOSED LACEY ROAD CROSS SECTION

BENCHMARKS

DUPAGE COUNTY BENCHMARKS
DUPAGE COUNTY 0166 - 3.5" BRASS DISK ON THE SOUTH END OF THE EAST BRIDGE WALL FOR THE OVERPASS LOCATED ALONG THE EAST SIDE OF FINLEY ROAD AT THE OVERPASS FOR INTERSTATE 88 110.0 FEET NORTH OF CENTERLINE OF A CAR DEALERSHIP ENTRANCE AND 32.0 FEET EAST OF THE CENTERLINE OF FINLEY ROAD NORTHEAST.
ELEVATION...771.01' NAVD83

ON-SITE BENCHMARK
OUT OF 117 IN THE CENTER OF THE WALK ON THE EAST SIDE OF LACEY ROAD SOUTH OF CAROL STREET 84.4' SOUTH EAST OF A POWERPOLE AND 33.4' NORTH OF A DRIVEWAY.
ELEVATION...732.08' NAVD83

DUPAGE COUNTY 0006 - 3.5" BRASS DISK LOCATED AT THE NORTHEAST CORNER OF WASHINGTON STREET AND WARREN AVENUE 57.4 FEET SOUTHEAST OF A POWERPOLE, 49.5 FEET EAST OF A LIGHT POLE, AND 75.4 FEET NORTHEAST OF A FIRE HYDRANT.
ELEVATION...718.78' NAVD83

ON-SITE BENCHMARK
OUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF LACEY ROAD NORTH OF CAROL STREET 39.4' SOUTH EAST OF A POWERPOLE AND 38.4' NORTH OF END OF SIDEWALK.
ELEVATION...733.85' NAVD83

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SHELTERED CARE FACILITY

4100 - 4200 LACEY ROAD
DOWNERS GROVE, ILLINOIS

GEOMETRY PLAN (2 OF 2)

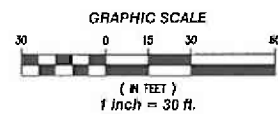
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SCALE: 1" = 30'	DATE: 03/28/2013
JOB NUMBER: 10-227	SHEET: 11 of 16

CML
C.M. Lavoie
& Associates, INC.

Consulting Civil Engineering
Land Planning & Surveying
1050 State Route 126
Plainfield, Illinois 60544
Phone: 815-254-0505
Fax: 815-436-3158

#	DATE	DESCRIPTION
1	07/28/2013	REVISED PER VILLAGE
2	07/27/2013	REVISED PER VILLAGE
3		
4		
5		
6		
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THE ILLINOIS STATE TOLL
HIGHWAY AUTHORITY
188



UTILITY CROSSING TABLE

#1	TOP SAN	BOTTOM STORM
711.07	711.16	
#2	TOP SAN	BOTTOM STORM
712.20	712.59	
#3	TOP SAN	BOTTOM STORM
714.05	714.42	
#4	BOTTOM WTR	TOP STORM
#5	TOP WTR	BOTTOM STORM
718.5	718.5	
#6	TOP WTR	BOTTOM STORM
718.5	718.5	
#7	BOTTOM WTR	TOP STORM
#8	BOTTOM WTR	TOP STORM
#9	BOTTOM WTR	TOP STORM
721.85	717.86	
#10	BOTTOM WTR	TOP SAN
722.14	713.25	
#11	TOP SAN	BOTTOM STM
709.60		

NOTES :

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, ETC., AS SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. HOWEVER, THE ENGINEER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO ANY WORK.
2. EXISTING GRADES AND IMPROVEMENTS ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCY WITH THE PLAN SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.
3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL EXPOSE ANY UTILITIES OR OTHER OBSTRUCTIONS TO BE CROSSED BY THE PROPOSED SEWER, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS WITH THE PROPOSED SEWER GRADE.
4. EXISTING WATER VALVES, BOXES, VAULTS AND HYDRANTS SHOWN IN PLAN HAVE BEEN LOCATED IN THE FIELD. CONTRACTOR TO FIELD VERIFY LOCATION PRIOR TO START OF CONSTRUCTION.
5. RESTRAIN JOINTS ACCORDINGLY, WHERE PROPOSED WATERMAIN IS TAPPING INTO EXISTING MAIN.
6. CONTRACTOR TO RESTRAIN WATERMAIN JOINTS AT ALL EXISTING CONNECTION POINTS TO THE SATISFACTION OF THE VILLAGE ENGINEER.
7. ALL HYDRANTS MUST BE WATERLOUS W6-67 (PAINTED YELLOW). ALL VALVES MUST BE RESILIENT WEDGE TYPE AND BE LOCATED IN VALVE VAULT.
8. ALL STORM SEWER FRAMES/GATES ARE TO BE LABELED "NO DUMPING - DUMPS TO CHECK" (OR SIMILAR).
9. THE SEWER CONTRACTOR SHALL SCHEDULE WITH THE DOWNERS GROVE SANITARY SEWER DISTRICT A MEETING PRIOR TO THE START OF CONSTRUCTION.
10. THE CONSTRUCTED SANITARY SEWERS MUST BE TESTED UNDER SIMULATED FLOW CONDITIONS. DISTRICT PERSONNEL MUST BE PRESENT DURING TESTING. NO SAGS GREATER THAN 25% OF THE PIPE DIAMETER WILL BE ACCEPTED. ALL UNACCEPTABLE SAGS MUST BE REPLACED IN A MANNER ACCEPTABLE TO THE DISTRICT.
11. CONTRACTOR TO COORDINATE WITH VILLAGE OF DOWNERS GROVE PUBLIC RESPONSE TEAM FOR PROPOSED LIGHTING CONNECTIONS. (630) 434-3561.
12. SEE PHOTOMETRIC PLAN FOR PROPOSED PARKING LOT LIGHTING AND POLE SPECIFICATIONS.
13. DOWNY SPOUTS ON PROPOSED BUILDING TO SPLASH ON GRADE.
14. ANY FIELD TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE RE-ROUTED TO THE PROPOSED STORM SEWER SYSTEM OR ABANDONED AS REQUIRED. IF NECESSARY, FIELD TILE SHALL BE REROUTED AROUND THE SITE DURING CONSTRUCTION SO THAT SERVICE OF TILE IS NOT INTERRUPTED.
15. PROPOSED WET BOTTOM DETENTION BASIN TO HAVE KASD MARINE, INC. 3400VX AIRATING FOUNTAIN INSTALLED WITH A 3/4 HP MOTOR OPERATING AT 120 VOLTS, SINGLE PHASE OR APPROVED EQUAL.

SEE SHEET 13 FOR CONTINUATION

BENCHMARKS

DUPAGE COUNTY BENCHMARKS
DUPAGE COUNTY 0150 - 3.5" BRASS DISK ON THE SOUTH END OF THE EAST BRIDGE WALL FOR THE OVERPASS LOCATED ALONG THE EAST SIDE OF FINLEY ROAD AT THE OVERPASS FOR INTERSTATE 88 1100 FEET NORTH OF CENTERLINE OF A CAR DEALERSHIP ENTRANCE AND 32.0 FEET EAST OF THE CENTERLINE OF FINLEY ROAD NORTHBOUND.
ELEVATION...771.01' NAVD83

DUPAGE COUNTY 0006 - 3.5" BRASS DISK LOCATED AT THE NORTHEAST CORNER OF WASHINGTON STREET AND WARREN AVENUE 57.4 FEET SOUTHWEST OF A POWER POLE, 49.5 FEET EAST OF A LIGHT POLE, AND 79.4 FEET NORTHEAST OF A FIRE HYDRANT.
ELEVATION...718.75' NAVD83

ON-SITE BENCHMARK

OUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF LACEY ROAD SOUTH OF CAROL STREET 8' +/- SOUTH EAST OF A POWERPOLE AND 33' +/- NORTH OF A DRIVEWAY.
ELEVATION...732.08' NAVD83

ON-SITE BENCHMARK

OUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF LACEY ROAD NORTH OF CAROL STREET 39' +/- SOUTH EAST OF A POWERPOLE AND 38' +/- NORTH OF END OF SIDEWALK.
ELEVATION...733.55' NAVD83

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SHELTERED CARE FACILITY

4100 - 4200 LACEY ROAD
DOWNERS GROVE, ILLINOIS

UTILITY PLAN (1 OF 2)

SCALE: 1" = 30'

JOB NUMBER: 10-227

DATE: 09/29/2013

DATE: 09/29/2013

DATE: 09/29/2013

DATE: 09/29/2013

DATE: 09/29/2013

DATE: 09/29/2013

DATE: 09/29/2013

DATE: 09/29/2013

DRAWN BY: TRH

CHECKED BY: TRH

DATE: 09/29/2013

DATE: 09/29/2013

DATE: 09/29/2013

DATE: 09/29/2013

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DATE: 09/29/2013

DATE: 09/29/2013

Consulting Civil Engineering
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C.M. Lavoie
& Associates, INC.

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CHECKED BY: TRH

DATE: 09/29/2013

DATE: 09/29/2013

DATE: 09/29/2013

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DATE: 09/29/2013

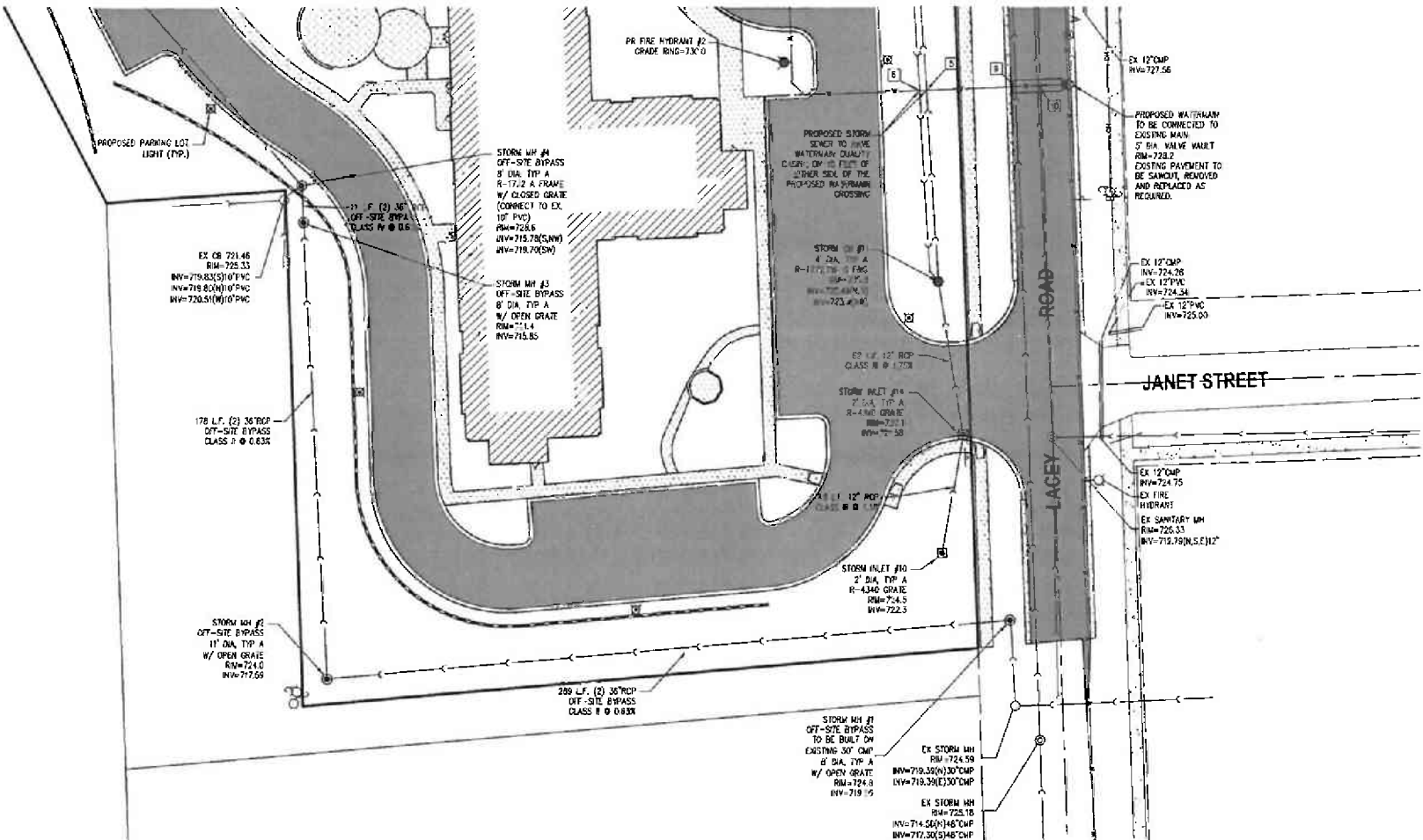
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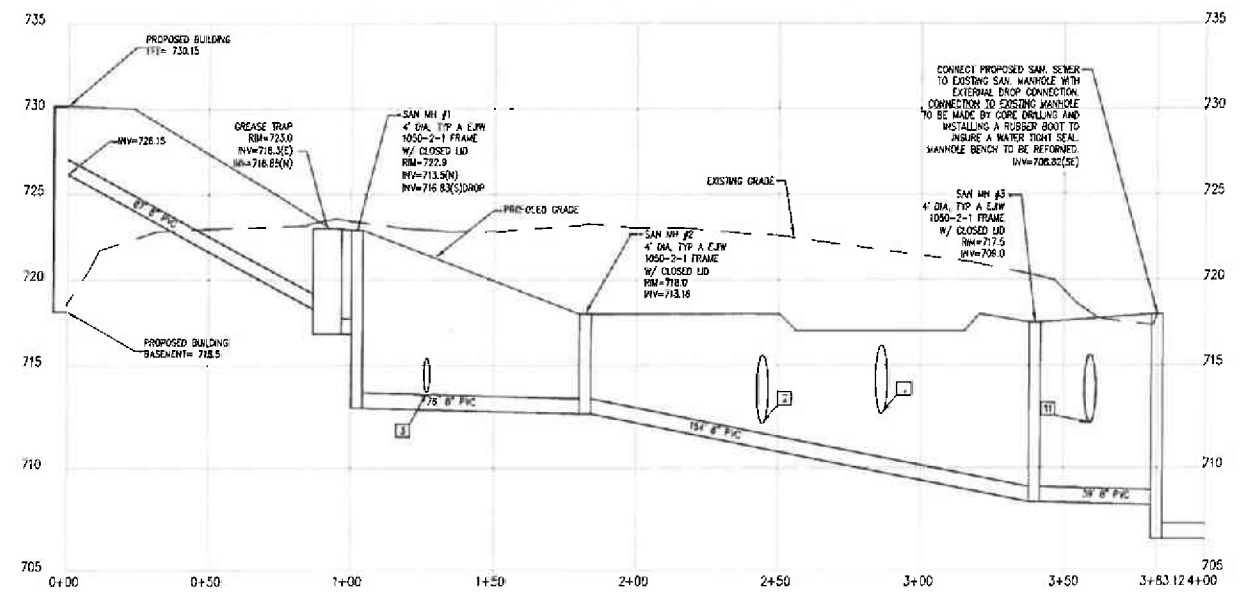
DATE: 09/29/2013

DATE: 09/29/2013

SEE SHEET 12 FOR CONTINUATION



PROPOSED SANITARY SEWER PROFILE



BENCHMARKS
DUPAGE COUNTY BENCHMARKS
DUPAGE COUNTY CISE - 3.5" BRASS DISK ON THE SOUTH END OF THE EAST BRIDGE WALL FOR THE OVERPASS LOCATED ALONG THE EAST SIDE OF PINLEY ROAD AT THE OVERPASS FOR INTERSTATE 88 110.0 FEET NORTH OF CENTERLINE OF A CAR DEALERSHIP ENTRANCE AND 52.0 FEET EAST OF THE CENTERLINE OF PINLEY ROAD (NORTHBOUND).
ELEVATION...771.01' NAVD88
DUPAGE COUNTY G306 - 3.5" BRASS DISK LOCATED AT THE NORTHEAST CORNER OF WASHINGTON STREET AND WARREN AVENUE 57.4 FEET SOUTHEAST OF A POWER POLE, 49.5 FEET EAST OF A LIGHT POLE, AND 79.4 FEET NORTHEAST OF A FIRE HYDRANT.
ELEVATION...718.78' NAVD88

ON-SITE BENCHMARK
OUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF LACEY ROAD SOUTH OF CAROL STREET 30' +/- SOUTH EAST OF A POWERPOLE AND 33' +/- NORTH OF A DRIVEWAY.
ELEVATION...732.08' NAVD88
ON-SITE BENCHMARK
OUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF LACEY ROAD NORTH OF CAROL STREET 30' +/- SOUTH EAST OF A POWERPOLE AND 38' +/- NORTH OF END OF SIDEWALK.
ELEVATION...733.85' NAVD88

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SHELTERED CARE FACILITY

4100 - 4200 LACEY ROAD
DOWNERS GROVE, ILLINOIS

UTILITY PLAN (2 OF 2)

SCALE: 1" = 30'

JOB NUMBER: 10-027

DRAWN BY: TRH
CHECKED BY: TRH

DATE: 03/28/2013

DATE: 03/28/2013

Consulting Civil Engineering
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1050 State Route 126
Plainfield, Illinois 60544
Phone: 815-254-0505
Fax: 815-436-5158

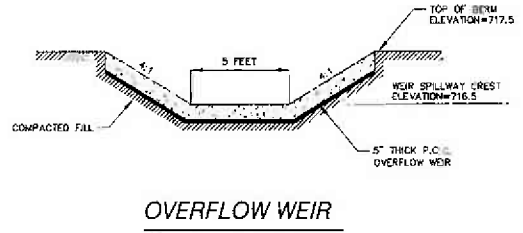
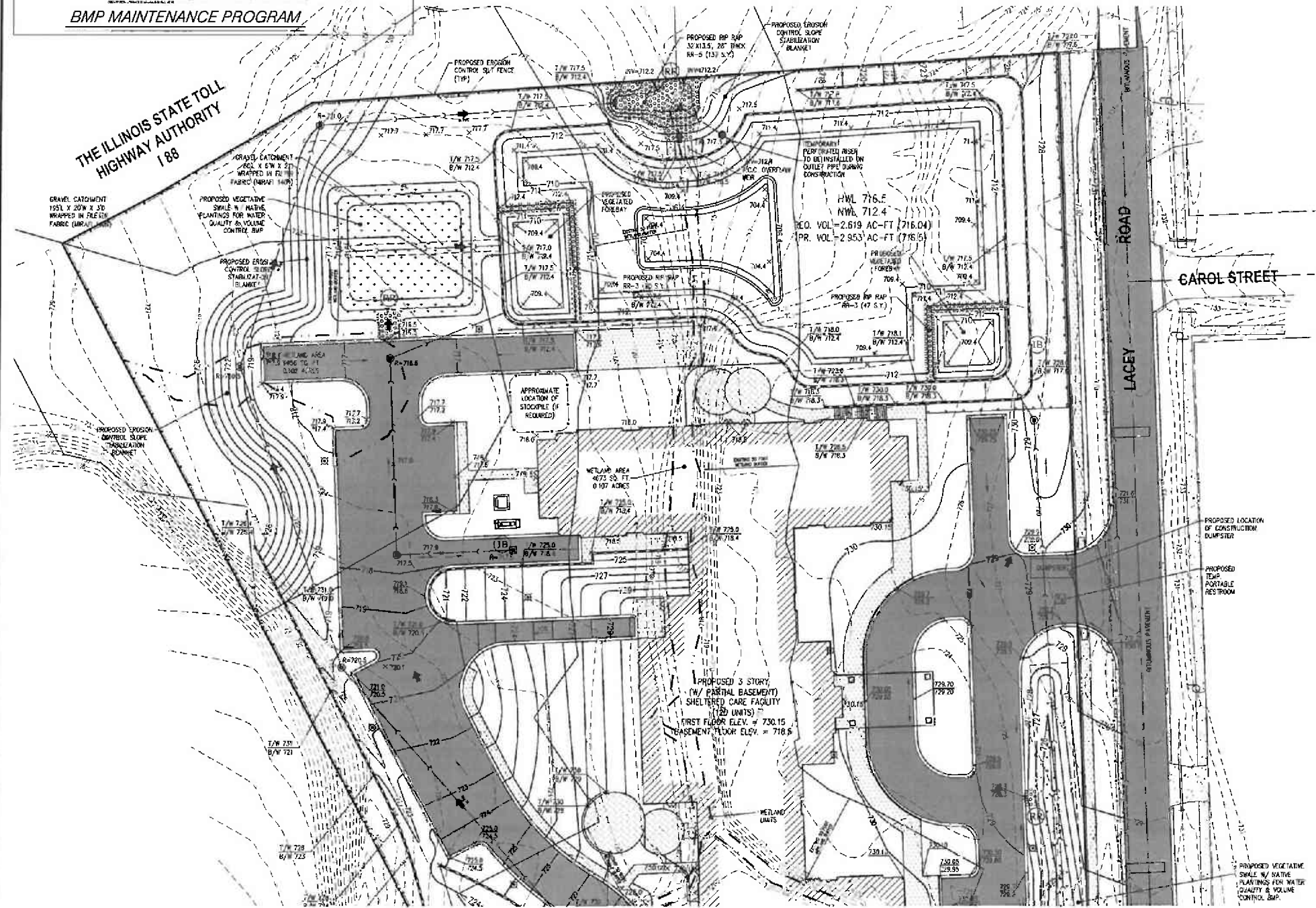
C.M. Lavoie
& Associates, INC.

#	DATE	REVISION
1	04/28/2013	REVISED PER VILLAGE
2	07/16/2013	REVISED PER VILLAGE
3		
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SHEET 13 OF 15

ITEM	QUANTITY	UNIT	REMARKS
1. EROSION CONTROL MEASURES			
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BMP MAINTENANCE PROGRAM



LEGEND

- (S) SDO
- (RR) RIP RAP
- (P) PAVEMENT
- (IB) INLET BASKET
- (SE) STABILIZED ENTRANCE
- (TS) TOPSOIL STOCKPILE
- PROPOSED SILT FENCE
- EXISTING TREE LINE
- EXISTING TREE
- EXISTING TREE TO BE PROTECTED
- VEGETATIVE SWALE
- PROPOSED RIP RAP

ITEM	QUANTITY	UNIT	REMARKS
1. EROSION CONTROL MEASURES			
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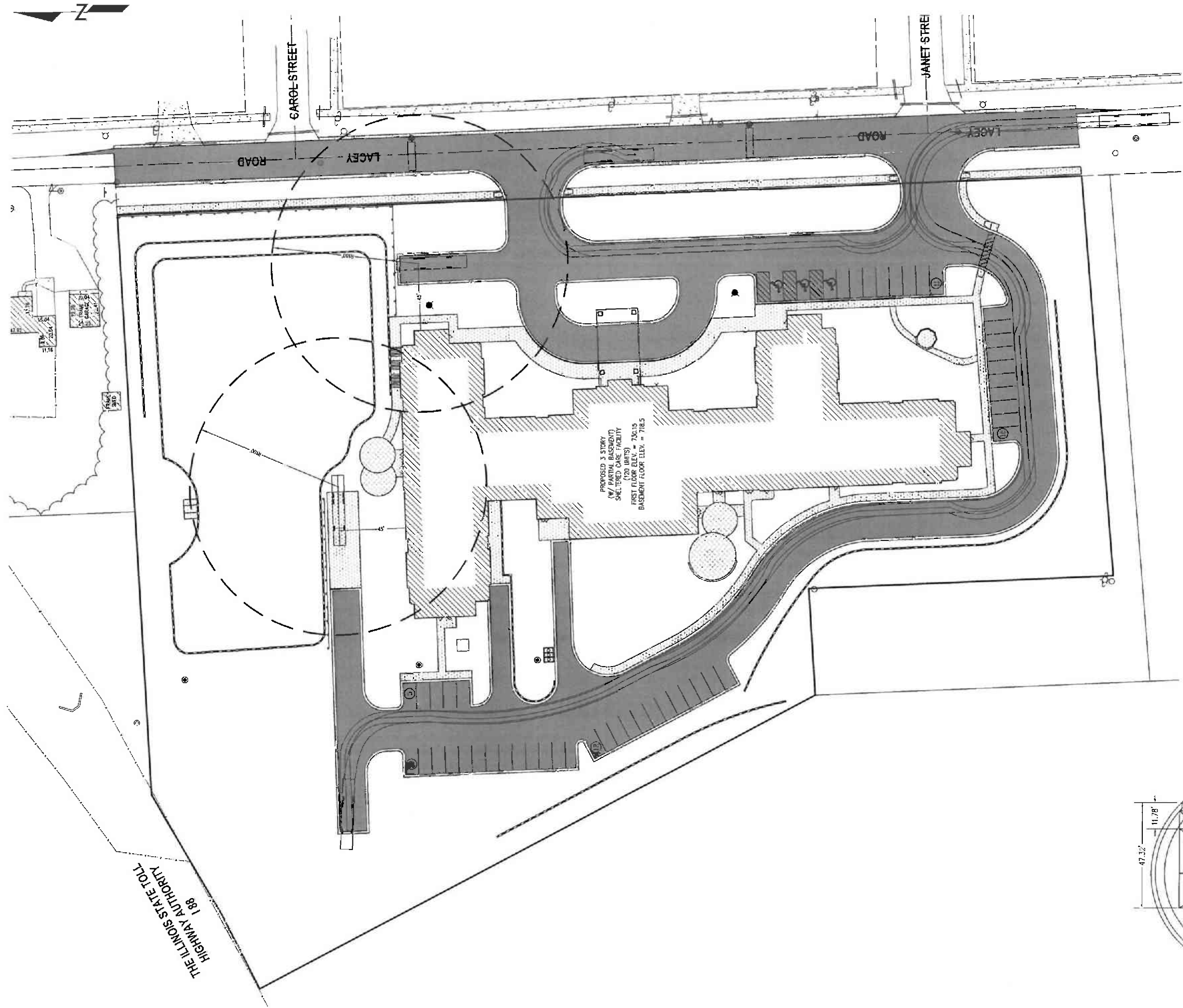
ITEM	QUANTITY	UNIT	REMARKS
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TASK	MONTH 1	MONTH 2	MONTH 3	MONTH 4	MONTH 5	MONTH 6	MONTH 7	MONTH 8
INSTALLATION OF PERIMETER CONTROLS, STABILIZED CONSTRUCTION ENTRANCE, AND SLOPE PROTECTION DITCH CHECKS AND SALT FENCE								
BUILDING & PACE REMOVAL								
UNDERGROUND UTILITY INSTALLATION								
WATER GRADING AND BUILDING CONSTRUCTION								
PAVEMENT, CURB AND SIDEWALK INSTALLATION								
FINAL GRADING								
SEEDING, SEEDING, LANDSCAPING & FINAL STABILIZATION								

(NOTE - SCHEDULE SUBJECT TO CHANGE DEPENDING ON START DATE AND WEATHER CONDITIONS)

APPROXIMATE INSTALLATION SCHEDULE

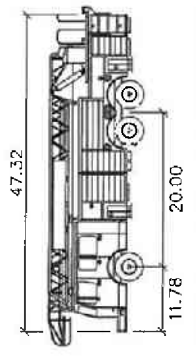
- NOTES:**
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, ETC., AS SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. HOWEVER, THE CONTRACTOR AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO ANY WORK.
 - EXISTING GRADES AND IMPROVEMENTS ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCY WITH THE PLAN SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.
 - PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL EXPOSE ANY UTILITIES OR OTHER OBSTRUCTIONS TO BE CROSSED BY THE PROPOSED SEWER, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS WITH THE PROPOSED SEWER GRADE.
 - SEE USPORE COUNTY DOT STANDARD FOR STABILIZED CONSTRUCTION ENTRANCE SPECIFICATIONS.
 - ACCESS TO THE SITE SHALL BE LIMITED TO THE STABILIZED CONSTRUCTION ENTRANCE, UNLESS PRIOR APPROVAL FROM THE VILLAGE OF DONALDSON GROVE.
 - EROSION CONTROL MEASURES SHALL CONFORM TO "PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL IN ILLINOIS" LATEST EDITION, AND FURTHER MEASURES AS DEMAND NECESSARY. ALL EROSION CONTROL MEASURES WHICH ARE NECESSARY TO MEET THE REQUIREMENTS OF THE VILLAGE ORDINANCE SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.
 - TEMPORARY VEGETATION OR, WHEN APPROPRIATE, MULCHING OR OTHER NONHARABLE COVER SHALL BE USED TO PROTECT AREAS EXPOSED DURING DEVELOPMENT.
 - PERMANENT SEEDING AREAS SHALL RECEIVE 16 LBS./ACRE CREEPING RED FESCUE AND 88 LBS./ACRE KENTUCKY BLUEGRASS.



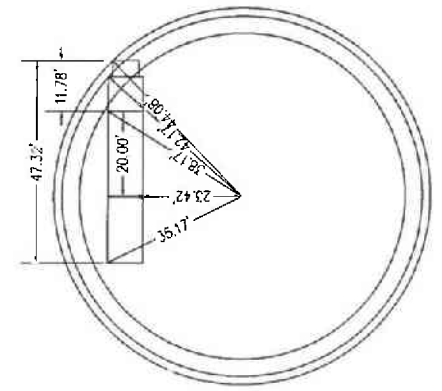
THE ILLINOIS STATE TOLL
HIGHWAY AUTHORITY

PROPOSED 3 STORY
(W/ PARTIAL BASEMENT)
SHELTERED CARE FACILITY
(120 UNITS)
FIRST FLOOR ELEV. = 750.13
BASEMENT FLOOR ELEV. = 718.5

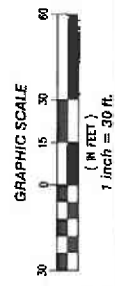
- PROPOSED ASPHALT PAVEMENT
- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED DECORATIVE PAVEMENT



- feet
- Width : 8.13
 - Track : 7.61
 - Lock to Lock Time : 6.00
 - Steering Angle : 40.2
 - Bumper Extension : 2.00
 - Input Wheel base : 20.0
- TRUCK SCHEMATIC
N.T.S.



TURNING RADII SCHEMATIC
1" = 20'



BENCHMARKS
DUKE COUNTY BENCHMARK
1.5" BRASS DISK ON THE SOUTH END OF
THE EAST BRIDGE WALL FOR THE OVERPASS LOCATED ALONG THE
EAST SIDE OF FINLEY ROAD AT THE OVERPASS FOR INTERSTATE 88
1150 FEET NORTH OF CENTERLINE OF A CAR DRIVELANE
ROAD NORTHBOUND
ELEVATION: 712.08' NAVD83

ON-SITE BENCHMARK
DUKE COUNTY DISK - 1.5" BRASS DISK LOCATED AT THE
NORTHEAST CORNER OF WASHINGTON STREET AND MAIN AVENUE
52.4 FEET SOUTHEAST OF A POWER POLE, 43.5 FEET EAST OF A
LIGHT POLE, AND 78.4 FEET NORTHEAST OF A FIRE HYDRANT.
ELEVATION: 718.78' NAVD83

ON-SITE BENCHMARK
CENTER OF THE WALK ON THE EAST SIDE OF
LACEY ROAD SOUTH OF CAROL STREET 5.4'-6" SOUTH EAST OF A
POWERPOLE AND 33'-1" NORTH OF A DRIVEWAY.
ELEVATION: 732.08' NAVD83

ON-SITE BENCHMARK
OUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF
LACEY ROAD NORTH OF CAROL STREET 39'-1" SOUTH EAST OF A
POWERPOLE AND 33'-1" NORTH OF END OF SIDEWALK
ELEVATION: 733.08' NAVD83

SHELTERED CARE FACILITY

8460 LACEY STREET ROAD
DOWNERS GROVE, ILLINOIS

EX12 - AUTOTURN PLAN

DRAWN BY: TMH	CHECKED BY: TMH
SCALE: 1" = 30'	DATE: 0-11-2012
JOB NUMBER: 10227	SHEET: 1 OF 1
DATE: 07-20-12	DATE: 07-20-12
DESIGNED BY: TMH	DESIGNED BY: TMH
DATE: 07-20-12	DATE: 07-20-12
DESIGNED BY: TMH	DESIGNED BY: TMH
DATE: 07-20-12	DATE: 07-20-12
DESIGNED BY: TMH	DESIGNED BY: TMH
DATE: 07-20-12	DATE: 07-20-12
DESIGNED BY: TMH	DESIGNED BY: TMH
DATE: 07-20-12	DATE: 07-20-12

C.M. Lavoie & Associates, Inc.
Consulting Civil Engineering
1400 State Route 125
Plainfield, Illinois 60544
voice 815-254-4008
fax 815-435-5158

C.M. Lavoie
& Associates, Inc.



Luminaire Schedule						
Symbol	Qty	Lamps	Arrangement	Total Lamp Lumens	LLF	Lum. Watts
□	1	FW40	SINGLE	40000	0.750	450
□	2	GWCS40	SINGLE	81000	0.750	440

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	AvgMin	MaxMin
Gas Use	Illustration	FC	1.11	28.9	0.0	N/A	N/A
PROPERTY LINE	Illustration	FC	1.8	2.3	0.0	N/A	N/A
PAVED AREA	Illustration	FC	0.53	12.0	0.0	4.22	21.00

ILLUMINATION RESULTS SHOWN ON THIS LIGHTING DESIGN ARE BASED ON PROJECT PARAMETERS PROVIDED TO AN ELECTRIC LLC USED IN CONJUNCTION WITH LUMINAIRE TEST PROCEDURES CONDUCTED UNDER LABORATORY CONDITIONS. ACTUAL PROJECT CONDITIONS DIFFERING FROM THESE DESIGN PARAMETERS MAY AFFECT FIELD RESULTS. THE CUSTOMER IS RESPONSIBLE FOR VERIFYING DIMENSIONAL ACCURACY ALONG WITH CONFORMANCE WITH ANY APPLICABLE ELECTRICAL, LIGHTING OR ENERGY CODE.



DUPAGE COUNTY 0166 - 3.5" BRASS DISK ON THE SOUTH END OF THE EAST BRIDGE WALL FOR THE OVERPASS LOCATED ALONG THE EAST SIDE OF FINLEY ROAD AT THE OVERPASS FOR INTERSTATE 88 110.0 FEET NORTH OF CENTERLINE OF A CAR DEALERSHIP ENTRANCE AND 32.0 FEET EAST OF THE CENTERLINE OF FINLEY ROAD NORTHBOUND. ELEVATION...771.01' NAVD88

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NOTE: PROPOSED LIGHT POLE TO BE PS430118Z. PROPOSED POLE LIGHT IS TO BE PR2640 AND PROPOSED BUILDING LIGHT TO BE GW03540, ALL BY RUUD LIGHTING OR APPROVED EQUAL.

PROPOSED 3 STORY
(W/ PARTIAL BASEMENT)
SHELTERED CARE FACILITY
(120 UNITS)
FIRST FLOOR ELEV. = 730.15
BASEMENT FLOOR ELEV. = 718.95

PROPOSED ASPHALT PAVEMENT
EXISTING CONCRETE PAVEMENT
PROPOSED CONCRETE PAVEMENT
PROPOSED DECORATIVE PAVEMENT

SHELTERED CARE FACILITY

4100 • 4200 LACEY ROAD
DINNERS GROVE, ILLINOIS

EX14 - PHOTOMETRIC PLAN

C.M. Lavole & Associates, Inc.
Consulting Civil Engineer/In-
T and Planning & Surveying
1050 State Route 17

Plainfield, Illinois 60544
voice 815-254-0500

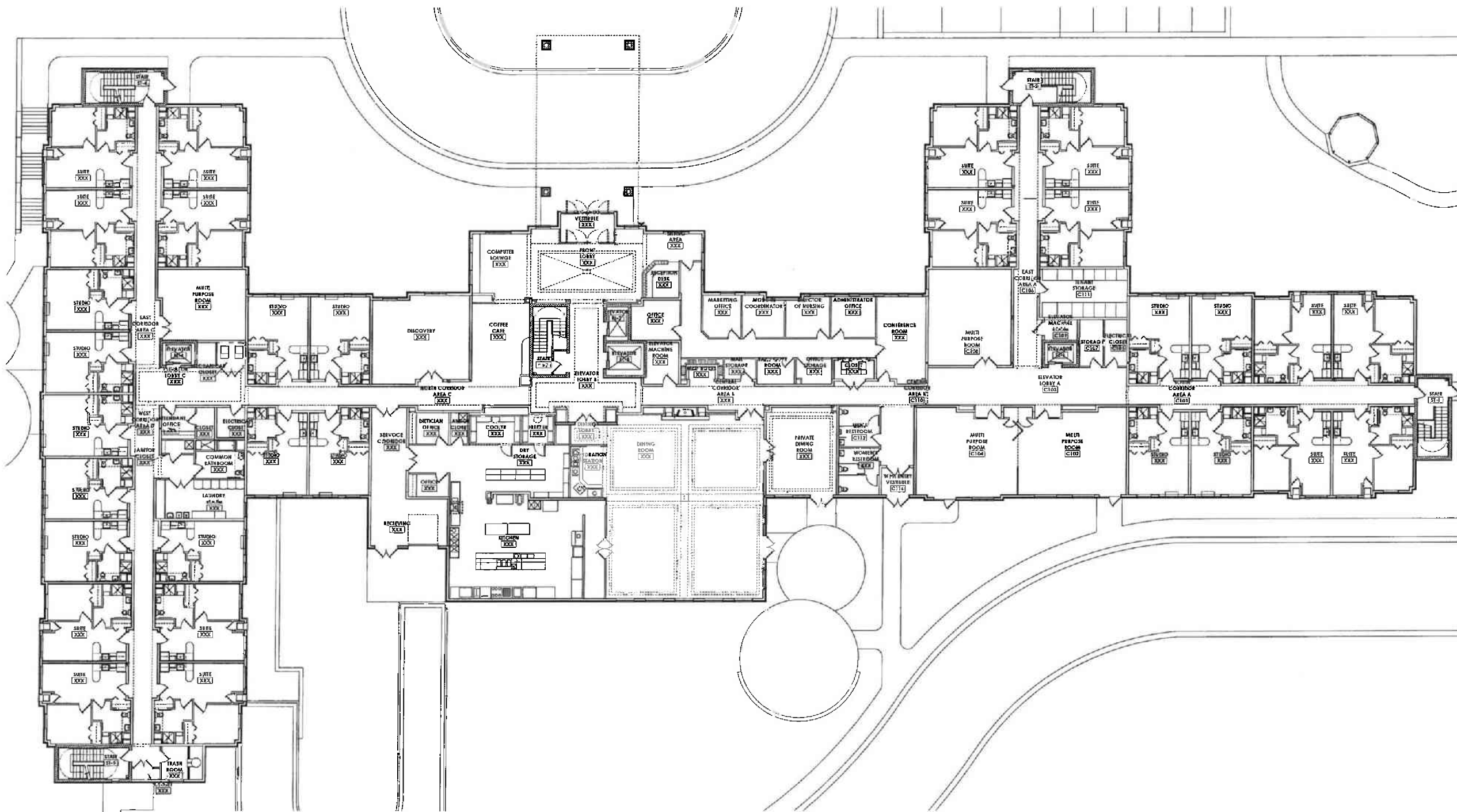
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no.

CUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF
LACEY ROAD SOUTH OF CARO. STREET 9' +/- SOUTH EAST OF A
POWERPOLE AND 33' +/- NORTH OF A DRIVEWAY.
ELEVATION...732.08' NAVD88

ON-SITE BENCHMARK
CUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF
LAUREY ROAD NORTH OF CAROL STREET 39' +/- SOUTH EAST OF
PIONEERPOLE AND 38' +/- NORTH OF END OF SIDEWALK.
ELEVATION: 722.60' MSL

EEB WA 11091... / 32.56 MAY 08



1 FIRST FLOOR PLAN



APPROVAL:	
SUBMITTAL / REVISION	
DATE	DATE
06.11.2013	06.11.2013
NOTES:	
1. ALL SPACE IS TO BE USED FOR THE PURPOSES OF THE FACILITY AND NOT FOR ANY OTHER PURPOSES.	
2. ALL SPACE IS TO BE USED FOR THE PURPOSES OF THE FACILITY AND NOT FOR ANY OTHER PURPOSES.	
3. ALL SPACE IS TO BE USED FOR THE PURPOSES OF THE FACILITY AND NOT FOR ANY OTHER PURPOSES.	
CONSULTING:	
CRAFT architecture LLC	
1008 South Halsted Street	
Chicago, Illinois 60608	
P. 312.455.8600	
www.craft-architecture.com	
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Chicago, Illinois 60608	
P. 312.455.8600	
www.craft-architecture.com	
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DESIGN PROFESSIONAL:	
DRAWN BY:	
JP	
DATE:	
06.11.2013	
CAD SAVED NAME:	
DG-SLF-PLANS	
PROJECT:	
DOWNERS GROVE SLF	
SUPPORTIVE LIVING /	
SHELTERED CARE	
FACILITY	
4200 LACEY ROAD	
DOWNERS GROVE, ILLINOIS 60515	
PROJECT NUMBER:	
DG-SLF	
GRAPHIC SCALE:	
KEY PLAN:	
SHEET TITLE:	
FIRST FLOOR PLAN	
SHEET NUMBER:	
A 2.2	

APPROVAL:

SUBMITTAL / REVISION	DATE:
PREPARED FOR CLIENT COMPANY:	7-17-2013

NOTES:

CONSULTING:

CRAFT architecture LLC
 1409 South Throop Street
 Chicago, Illinois 60608
 P 312.634.8500

www.craft-architecture.com

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CRAFT architecture LLC

DESIGN PROFESSIONAL:



EXPIRATION DATE: 12/31/2014

DRAWN BY: JP

DATE: 07-02-2013

CAD SAVED NAME:
 DG-SLF-ELEVATIONS

PROJECT:

DOWNERS GROVE SLF SUPPORTIVE LIVING / SHELTERED CARE FACILITY

4200 LACEY ROAD
 DOWNERS GROVE, ILLINOIS 60015

PROJECT NUMBER:
 DG-SLF

GRAPHIC SCALE:

- 1" = 0'-0"
- 1/8" = 1'-0"
- 1/16" = 1'-0"
- 1/32" = 1'-0"
- 1/64" = 1'-0"

KEY PLAN:



SHEET TITLE:

EXTERIOR ELEVATIONS AREA A

SHEET NUMBER:

A 3.2



EXTERIOR FINISH SCHEDULE					
NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
FM-1	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM	FM-2	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM	FM-3	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM
FM-4	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM	FM-5	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM	FM-6	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM
FM-7	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM	FM-8	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM	FM-9	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM
FM-10	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM	FM-11	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM	FM-12	FAIRFAX CLAY TILE ROOFING SYSTEM FAIRFAX CLAY TILE ROOFING SYSTEM COLOR: FAIRFAX CLAY TILE ROOFING SYSTEM



2 LEFT SIDE ELEVATION (SOUTH)

1 LEFT SIDE COURTYARD ELEVATION (SOUTH)

APPROVAL:

SUBMITAL / REVISION: 07-02-2013

DATE: 07-02-2013

CONSULTING:

CRAFT architecture LLC
1000 South Third Street
Chicago, Illinois 60605
P 312.638.8600
www.craft-architecture.com

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WITHOUT THE WRITTEN PERMISSION OF CRAFT architecture LLC

DESIGN PROFESSIONAL:
J.P. DOWNS
ARCHITECT
STATE OF ILLINOIS

EXPIRATION: 07-02-2014

DRAWN BY: JP

DATE: 07-02-2013

CAD SAVED NAME: DG-SLF-ELEVATIONS

PROJECT:
DOWNERS GROVE SLF
SUPPORTIVE LIVING /
SHELTERED CARE
FACILITY
4200 LACEY ROAD
DOWNERS GROVE, ILLINOIS 60515
PROJECT NUMBER: DG-SLF

GRAPHIC SCALE:
1" = 10'
1" = 20'
1" = 30'
1" = 40'
1" = 50'

KEY PLAN:
AREA A

SHEET TITLE:
EXTERIOR
ELEVATIONS
AREA A

SHEET NUMBER:
A 3.3

APPENDIX A

SUBMITTAL / REVISIONS:	DATE:
TYPED FOR PLAN CHECK ONLY	07-02-2013

NOTES:

CONSULTING:

CRAFT architecture LLC
 1808 South Throop Street
 Chicago, Illinois 60608
 P-012.636.9600
www.craftarchitecture.com

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DESIGN PROFESSIONAL:

EXISTING LOCATION: N42°W 20' E 40' S 20' W
 DRAWN BY: JP
 DATE: 07-02-2013
 CAD LAYER NAME: DG-SLF-ELEVATIONS
 PROJECT:

DOWNERS GROVE SLF SUPPORTIVE LIVING / SHELTERED CARE FACILITY

**4200 LACEY ROAD
 DOWNERS GROVE, ILLINOIS 60515**

PROJECT NUMBER:
DG-SLF

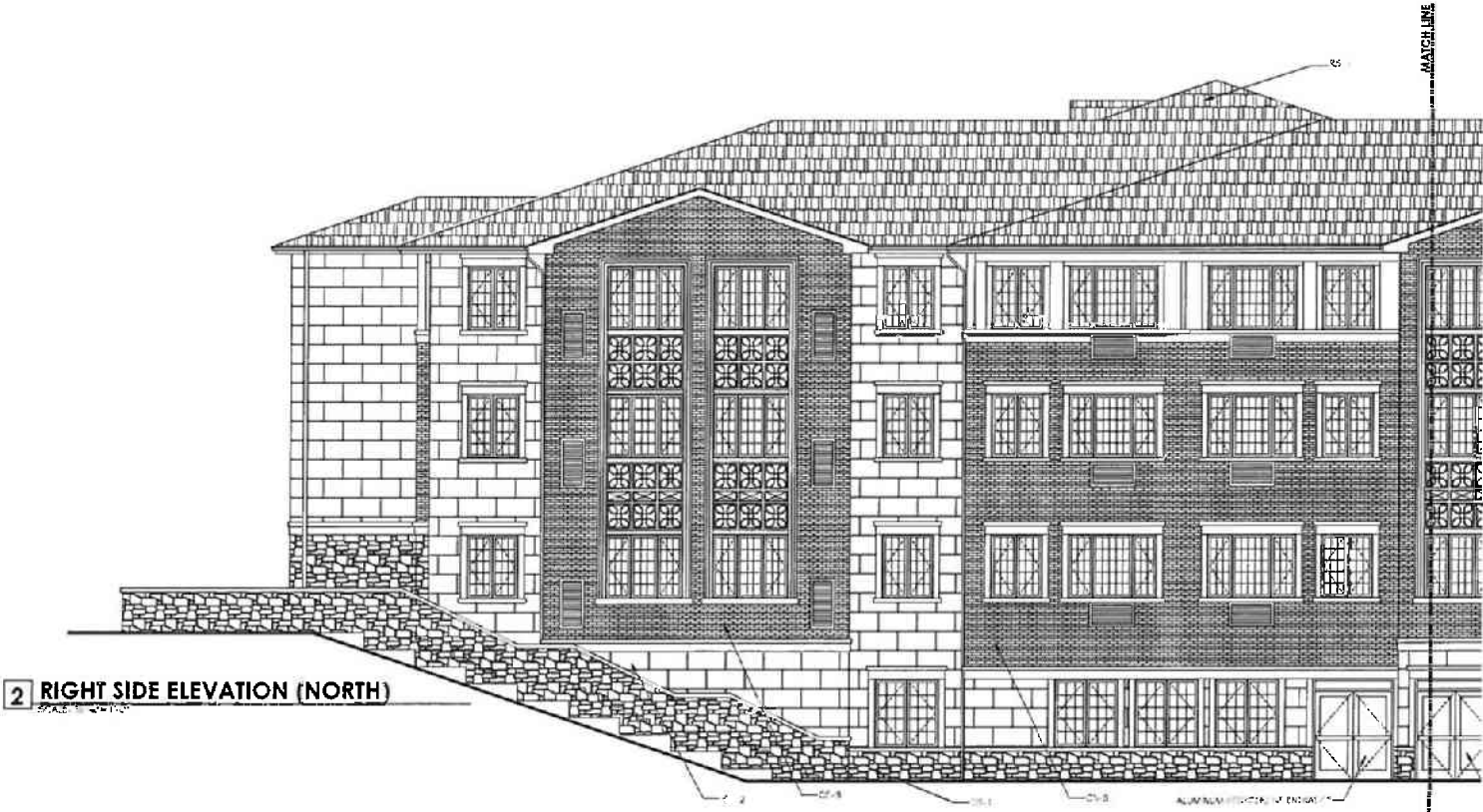
GRAPHIC SCALE:
 1" = 1'-0"
 1/2" = 1'-0"
 1/4" = 1'-0"
 1/8" = 1'-0"
 1/16" = 1'-0"

X/EY PLAN:

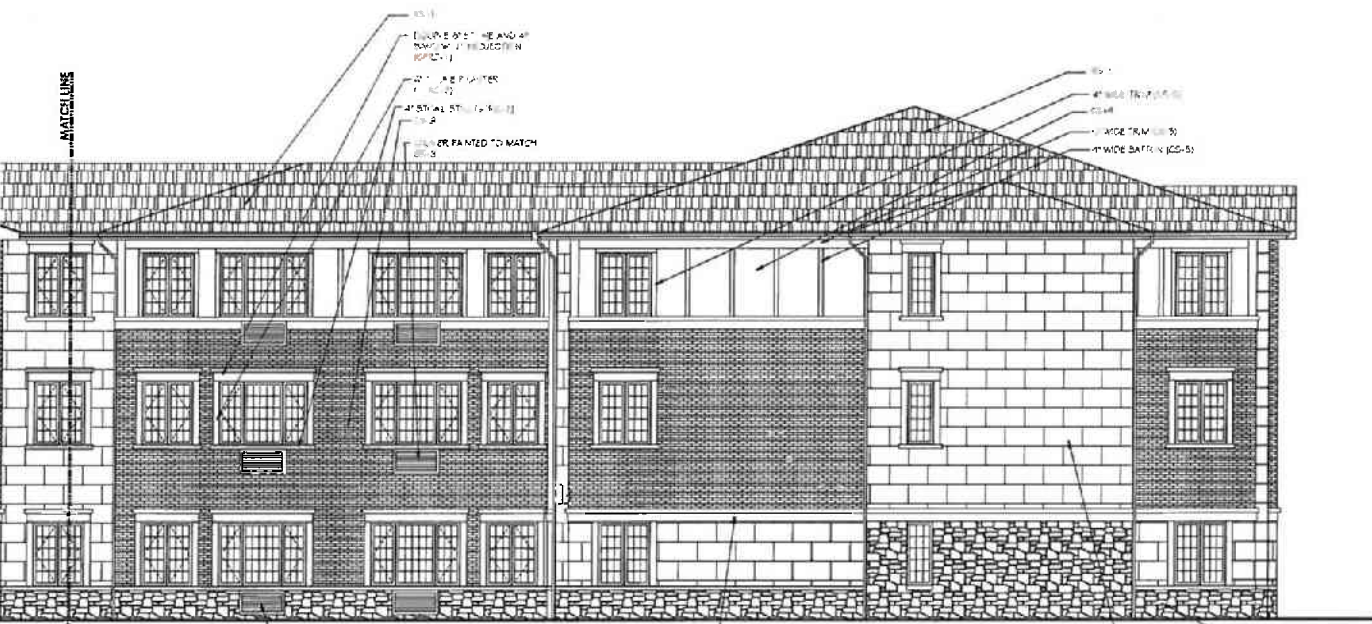
SHEET TITLE:
EXTERIOR ELEVATIONS AREA B

SHEET NUMBER:
A 3.4

EXTERIOR FINISH SCHEDULE							
NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
FS-1	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-2	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-3	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-4	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS
FS-5	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-6	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-7	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-8	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS
FS-9	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-10	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-11	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-12	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS
FS-13	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-14	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-15	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS	FS-16	PERMANENT GLASS SYSTEM W/ALUMINUM FRAME & TINTED GLASS



2 RIGHT SIDE ELEVATION (NORTH)



1 FRONT ELEVATION (EAST)

APPROVAL:

SUBMITTAL / REVISION:

DATE:

NOTES:

CONSULTING:

CRAFT architecture LLC

1406 South Throop Street
Chicago, Illinois 60606
P: 312.436.8800
www.craft-architecture.com

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DESIGN PROFESSIONAL:

LEONARD A. MICHAK

ARCHITECT

0-000

STATE OF ILLINOIS

EXP. DATE: 01/01/2014

DRAWN BY: JP

DATE: 07-02-2013

CAD SAVED NAME: OG-SLF-ELEVATIONS

PROJECT: DOWNERS GROVE SLF SUPPORTIVE LIVING / SHELTERED CARE FACILITY

4200 LACEY ROAD
DOWNERS GROVE, ILLINOIS 60515

PROJECT NUMBER: DG-SLF

GRAPHIC SCALE:
1" = 1'-0"
1/2" = 1'-0"
1/4" = 1'-0"
1/8" = 1'-0"
1/16" = 1'-0"
1/32" = 1'-0"

KEY PLAN:
AREA C

SHEET TITLE: EXTERIOR ELEVATIONS AREA C

SHEET NUMBER: A 3.5

APPROVAL:

SUBMITTAL / REVISION	DATE
ISSUED FOR AIA CREDIT	7-06-2013

NOTES:

CONSULTING:

CRAFT architecture LLC
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www.craftarchitecture.com

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DESIGN PROFESSIONAL:

EXPIRATION NUMBER: 27114

DRAWN BY: JP

DATE: 07-02-2013

CAD SAVED NAME: DG-SLF-ELEVATIONS

PROJECT:

DOWNERS GROVE SLF SUPPORTIVE LIVING / SHELTERED CARE FACILITY

4200 LACEY ROAD
DOWNERS GROVE, ILLINOIS 60515

PROJECT NUMBER: DG-Slf

GRAPHIC SCALE:

1" = 4'-0"

1" = 8'-0"

1" = 16'-0"

1" = 32'-0"

1" = 64'-0"

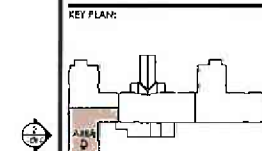
1" = 128'-0"

1" = 256'-0"

KEY PLAN:

SHEET TITLE: EXTERIOR ELEVATIONS AREA D

SHEET NUMBER: A 3.6



SHEET TITLE:

**EXTERIOR
ELEVATIONS
AREA D**

SHEET NUMBER: **A 3.6**

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VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING
PUBLIC HEARING

AUGUST 5, 2013, 7:00 P.M.

Chairman Webster called the August 5, 2013 meeting of the Plan Commission to order at 7:00 p.m. and led the Plan Commissioners and the public in the recital of the Pledge of Allegiance.

ROLL CALL:

PRESENT: Chairman Webster, Mr. Beggs, Mr. Cozzo, Mr. Matejczyk, Mr. Quirk, Mrs. Rabatah, Mr. Rickard, Ms. Urban

ABSENT: Mr. Waechtler

STAFF PRESENT: Community Development Planning Dir. Tom Dabareiner; Village Senior Planner Stan Popovich and Village Planner Damir Latinovic

VISITORS: Susan Ive, 1726 Carol St., Downers Grove; Sherrill Chillo, 1700 Virginia, Downers Grove; Jackie and John Wimmer, 4144 Lee St., Downers Grove; Alice Dornan, 5125 Blodgett, #317, Downers Grove; Sheila Pollock Bowlin, 4130 Lee Ave., Downers Grove; Shondra Bowlin, 4130 Lee Ave., Downers Grove; John Bell with Starbucks, Chicago, IL; Katie Gorin with Norr Architects, 325 N. LaSalle St., Chicago, IL; Ed Gebauer, Insite Real Estate, 1400 16th St. Oak Brook, IL; Stephen and Sharon Laisch, 1734 Janet St., Downers Grove; Lynn Means with Sam Schwartz Engineering, 3100 W. Higgins, Hoffman Estates; Corina Abdul, 4326 Prince St., Downers Grove; Chris Lavoie with Lavoie & Associates, 1050 Illinois St., Plainfield, IL; Marge Earl, 4720 Florence, Downers Grove; Chris Bobowski, Bobowski Commercial Real Estate, Naperville, IL; Tracy and Nick Janowitz, 4225 Lacey, Downers Grove; Garrett and Donna Anderson, 1723 Janet St., Downers Grove; Rick and Bobbie Janske, 1729 W. Janet, Downers Grove; Greg and Susan Wall, 1743 Virginia, Downers Grove; L. Hou, 4207 Lee, Downers Grove; Robert Joneyer, 4123 Northcutt Ave., Downers Grove; Karina Radu, 356 N. River Glen, Elmhurst, IL; and Dawn Rhodes with the Chicago Tribune

New commissioner, Mr. Rickard, was welcomed by Chairman Webster.

APPROVAL OF THE JULY 1, 2013 MINUTES

THE MINUTES OF JULY 1, 2013 WERE APPROVED ON MOTION BY MR. MATEJCZYK, SECONDED BY MR. COZZO. ROLL CALL:

AYE: MR. MATEJCZYK, MR. COZZO, MR. BEGGS, MR. QUIRK, MRS. RABATAH, MS. URBAN, CHAIRMAN WEBSTER

NAY: NONE

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ABSTAIN: MR. RICKARD

MOTION PASSED. VOTE: 7-0-1

A review of the meeting's protocol followed.

Chairman Webster swore in those individuals that would be speaking on the following petition.

PC 17-13 A petition seeking approval of a Special Use to permit a Sheltered Care Facility for senior citizens in the R-2 zoning district, a Zoning Ordinance Map Amendment to rezone a portion of the property from M-1, Light Manufacturing to R-2, Single Family Residential, and a Plat of Subdivision to consolidate three lots into a single lot of record. The property is located on the west side of Lacey Road, approximately 330 feet north of Ogden Avenue, commonly known as 4200 and 4240 Lacey Road, Downers Grove, IL (PIN 09-06-102-014, -020, -005). C.M. Lavoie & Associates, Inc., Petitioner; Stillwell Real Estate Limited Partnership and Donegal Excavating, Inc., Owners.

Village Planner Stan Popovich briefly reviewed the three requests from the petitioner and located the site on the aerial photograph, noting the site consists of three lots of record -- two parcels zoned R-2 and a third parcel zoned both R-2 and M-1. Structures located on the various parcels were pointed out. Per a 1993 court order, Mr. Popovich reported that a contractor's office was allowed in the R-2 zoning district. Next steps pertaining to the court order followed.

Proposed was the construction of a state-authorized supportive living facility ("SLF") consisting of a three-story, 120-unit sheltered care facility to house 60 studio and 60 one-bedroom units. Renderings were provided, noting the north facade included a walk-out basement which would look as if four stories existed. Building materials included fiber cement cladding with stone accents -- appearing as brick, stone and stucco. The building would be flat-roofed and have a maximum height of 35 feet. Service doors were pointed out and were located on the west elevation.

Mr. Popovich pointed out the two access points to the site, the drive aisle, and the emergency hammerhead for emergency vehicles. Parking spaces were pointed out on the site plan, as well as the wet bottom stormwater detention basin. The proposal met the Comprehensive Plan. Staff noted the center parcel as a catalytic site in the village's Comprehensive Plan; however, significant grade changes from the primary M-1 site to the center parcel was an issue and it would be difficult to develop the site as a whole. However, the proposed facility could be considered a catalytic-type improvement to the neighborhood and bring stability to the area as well as future investment.

Continuing, the bulk requirements of the zoning ordinance were being met, with no variations, and all requirements under the village's Subdivision Ordinance were being met. Required public improvements were referenced, as well as the traffic report included in the commissioners' packets. Specific traffic findings followed with Mr. Popovich stating that staff believed traffic would not be a significant issue at the site. Water, sanitary sewer, Lacey Road improvements, and stormwater management and drainage details also followed.

Per Mr. Popovich, the fire department reviewed the plans and were fine with the proposal as presented. The building would be alarmed and sprinklered, as required by code. Proper public notice was made regarding this proposal and a few residents inquired about the site. A

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neighborhood meeting was held by the petitioner with key points being traffic and Section 8 housing.

Mr. Popovich proceeded to review the Standards of Approval, concluding that the proposed Zoning Ordinance Map Amendment, Plat of Subdivision and Special Use for the facility were consistent with the Comprehensive Plan and surrounding zoning and land use classifications.

Per Mr. Matejczyk's question, Mr. Popovich explained in further detail the 1993 court order and confirmed there was no action being taken on the southern parcel (the L-shaped parcel) of the court order. Mr. Popovich confirmed that the zoning on the L-shaped parcel would not change as it is not a parcel under consideration. Community Development Director Dabareiner also added that any action the Plan Commission took tonight was not creating an unbuildable lot but would allow Swallow Construction to remain in place with no change. Mr. Popovich explained what activities could take place on the L-shaped parcel even though it was located very close to the proposed senior facility.

Mr. Beggs confirmed with staff that the commission had jurisdiction to hear the court order case, stating the village attorney reviewed it and, in fact, provided the language in staff's report.

Commissioner questions followed regarding the discharge of stormwater and where exactly it would discharge, the mention of an aerator, who would improve Lacey Road, and the site management procedures. Regarding Condition No. 5 in staff's report, as it related to decorative fencing around the detention areas, Mr. Popovich clarified he was asking that it be included as a safety feature.

Petitioner, Mr. Christopher Lavoie, C.M. Lavoie & Associates, Inc., 1050 W. 126th Street, Plainfield, Illinois, was invited to speak. Mr. Lavoie stated that the project had evolved through the collective efforts of staff and the residents and due to the input received, he believed what was being presented was a positive for everyone involved. He introduced his development team for the proposal and recalled for the commissioners that his first proposal before this commission did not include the Donegal excavation property, which he believed was a "misfit" property. However, through input received from the residents, he believed the proposal would work. Mr. Lavoie stated he was working with the owners of Donegal Excavation to relocate their business. For the record, Mr. Lavoie confirmed that all of staff's conditions listed in its report had been accepted by the developer.

Per Mrs. Rabatah, Mr. Lavoie stated he did consider purchasing the property that was part of the court order but it became a cost issue.

Chairman Webster invited the public to speak on this matter.

Nick Janowitz, 4225 Lacey Road, stated his residence is closest to the proposal and he supported the proposal very much, given the noise coming from the excavation business. He inquired if a traffic light would be installed if traffic increased and asked to ensure that drainage issues were addressed. Mr. Popovich addressed Mr. Janowitz's concerns.

Mr. Rich Jansky, 1739 W. Janet, Downers Grove, discussed the negative changes he saw in his neighborhood over the past seven years and emphasized that the nearby Donegal excavation

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business was a 24/7 business operation and he asked that the commission support the senior proposal because it was an improvement to the neighborhood.

Mr. Greg Wall, 1743 Virginia, Downers Grove, agreed that while the site will look better than what currently exists, he reminded the residents that there will be a negative impact to the area and he wanted to know that impact.

Mr. John Wimmer, 4144 Lee Ave., Downers Grove expressed concern about traffic exiting onto Ogden Avenue.

Mr. Robert Homeyer, 4123 Northcott, Downers Grove, was not sure that the senior facility was going to be the best proposal for the neighborhood and preferred that single-family homes be built there instead. He asked why the developer did not purchase the last parcel that backed up to the tollway.

Mr. Ernest Anderson, 1723 Janet St., Downers Grove, asked if there was a traffic speed study done and whether historic data existed regarding accidents, citations, etc. on Janet, Lacey, and Downers Drive. He had safety concerns. Mr. Anderson asked if consideration could be made for the displacement of animals living in the nearby woods.

In response to the questions, Mr. Lavoie clarified that speed was not considered in the traffic study but it focused on existing conditions, traffic counts, time of day, and peak hours, with the conclusion that the traffic increase will be less than one percent. Responding to Mr. Wimmer's question about traffic signals, Mr. Lavoie explained that as signals relate to his proposal, the traffic warrants were not being met at this time at the location he suggested. As to acquiring the north parcel, Mr. Lavoie stated he tried to purchase the site but the owner was content where he lived.

Ms. Susan Wall, 1743 Virginia, Downers Grove, was concerned about the noise the senior facility would hear since the site was near I-88. She believed the facility would impact her area since she lived near the woods and enjoyed the nature that lived there. Traffic would affect her street.

Ms. Alice Dornan, 5125 Blodgett, Downers Grove, noted that of all the meetings she attended on this matter, no one mentioned that such a facility was needed in Downers Grove, and she was a senior citizen. She cited the voices against a previous senior development near the First Christian Church, which ended up not being constructed.

Mr. Robert Homeyer, 4123 Northcott, Downers Grove, stated that ambulances would be traveling down the street. He asked if the sirens would be on, wherein Mr. Lavoie felt there would be lights but the sirens would probably be toned down while traveling through the residential neighborhood.

Mr. Lavoie then proceeded to discuss how the site lighting, as it related to the village's ordinance, would be met. He discussed the "light" traffic that would travel to and from the facility, the deliveries that would circulate to the west, behind the residential neighborhood, and explained how sound travelled from the wall barriers and from the expressway. He discussed the steps that would take place under the construction site management and stated the site would be supervised by a contractor. Operations of the actual facility were also addressed.

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Ms. Shondra Bowlin, 4130 Lee Ave., Downers Grove, supported the facility but not in a residential location. She preferred a single-family home in its place.

Hearing no further comments, Chairman Webster closed public participation.

Mr. Beggs commented on his visit to Marion Joy on Saratoga Avenue and asked if Mr. Lavoie made any comparisons to that facility as it related to traffic, wherein Mr. Lavoie stated he did visit the facility but did not look at the facility in that sense because it was a rehab facility. He commented that even with the study he did, some of the facilities shared sites with nursing homes or with other medical facilities, etc. and sometimes it was difficult to assess the shared parking. Mr. Beggs appeared to concur. Mr. Lavoie reminded the committee that the proposed facility was a permanent residence.

Asked if the commissioners had questions for the public, none responded. Mr. Lavoie had no questions for the public; however, he did thank the residents for their input and believed the project was good for this particular site. He stated the use was allowable under the special use in R-2 zoning and the facility was designed to fit into a residential neighborhood.

Mr. Popovich confirmed that the sheltered care facility was an allowable special use in the zoning district, as proposed, and that all standards were met by the applicant.

Ms. Urban closed by voicing her observations between the comprehensive plan and staff's report, noting that the site was zoned for Corridor Commercial in the Future Land Use Plan, and what was being proposed was a residential use but it fit within the Corridor Commercial definition in the Comprehensive Plan and in staff's report. She reminded the commissioners that future residents would be residing in this facility, receiving mail, and having family visits. It was a good transition between Residential and the M-1 zoning and it was consistent with the Comprehensive Plan.

Mr. Matejczyk agreed that turning onto Ogden Avenue from Lacey was a challenge and the fact that there was a need for this type of facility in the village. He was disappointed that the "L-shaped" property was not included. Mrs. Rabatah concurred and reminded the commissioners that what was under consideration was the rezoning of a small piece of property, a plat to consolidate, and a special use. And, as stated earlier by staff, all standards were met. Mr. Cozzo also concurred with his fellow commissioners and added that the stormwater seemed to be reasonably addressed for on-site as well as off-site. He believed the light, noise, and traffic issues were being addressed and would be minimal.

Mr. Quirk, upon reading staff's Condition No. 5, suggested replacing "decorative fencing" with "functional fencing" but the chairman pointed out the plans stated that a "guard rail" would be installed. He agreed with the earlier comments on the challenges of exiting onto Ogden Avenue. He commended the petitioner for responding to all of the residents' questions.

Mr. Beggs shared his comments that it appeared there was much positive input from the public, along with construction challenges, but the opposition was somewhat undecided.

WITH RESPECT TO PC FILE NO. 17-13, MR. MATEJCZYK MADE A MOTION THAT THE PLAN COMMISSION FORWARD A POSTIVIE RECOMMENDATION TO THE VILLAGE COUNCIL, SUBJEC TO THE FOLLOWING CONDITIONS:

1. **THE SPECIAL USE, PLAT OF SUBDIVISION AND ZONING ORDINANCE MAP AMENDMENT SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT, ENGINEERING PLANS PREPARED BY C.M. LAVOIE & ASSOCIATES, INC. AS REVISED AND DATED JULY 16, 2013; PLAT OF SUBDIVISION PREPARED C.M. LAVOIE & ASSOCIATES, INC. DATED JULY 18, 2013; AND ARCHITECTURAL AND LANDSCAPE PLANS PREPARED BY CRAFT ARCHITECTURE, LLC DATED JULY 8, 2013 AND REVISED JULY 18, 2013, EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES.**
2. **PRIOR TO VILLAGE COUNCIL CONSIDERATION, THE PETITIONER SHALL PROVIDE DOCUMENTATION FROM THE STATE OF ILLINOIS NOTING THEIR APPROVAL OF THE SUBJECT SITE.**
3. **THE VILLAGE AND PETITIONER SHALL TOGETHER PURSUE A PETITION FOR AGREED ORDER TO RESCIND COURT ORDER 93 MR 0242 FOR THE PORTION OF THE PROPOSED PROJECT THAT IS BOUND BY THE COURT ORDER.**
4. **AT NO TIME SHALL THIS SITE BE CONVERTED FROM A SHELTERED CARE FACILITY FOR SENIOR CITIZENS TO ANY OTHER USE.**
5. **DECORATIVE FENCING IS REQUIRED AROUND EACH OF THE PROPOSED DETENTION BASIN RETAINING WALLS.**
6. **PRIOR TO THE ISSUANCE OF ANY DEVELOPMENT PERMITS, THE PETITIONER SHALL PAY A \$8,500 FEE IN LIEU PAYMENT FOR 17 NEW PARKWAY TREES.**
7. **THE DRIVEWAY BEGINNING AT THE NORTHEAST CORNER OF THE BUILDING AND ENDING AT THE NORTHWEST CORNER OF THE BUILDING ALONG WITH THE HAMMERHEAD AT THE NORTHWEST CORNER OF THE BUILDING SHALL BE DESIGNATED AS A FIRE LANE.**
8. **FIRE HYDRANTS SHALL BE PROVIDED SUCH THAT NO PORTION OF THE BUILDING IS GREATER THAN 600 FEET FROM A HYDRANT AS MEASURED ALONG AN APPROVED ROUTE.**
9. **THE BUILDING SHALL INCLUDE A FIRE ALARM SYSTEM AND SPRINKLER SYSTEM THAT MEET THE VILLAGE'S CODE REQUIREMENTS.**

SECONDED BY MRS. RABATAH. ROLL CALL:

AYE: MR. MATEJCZYK, MRS. RABATAH, MR. BEGGS, MR. COZZO, MR. QUIRK, MR. RICHARD, MS. URBAN, CHAIRMAN WEBSTER

NAY: NONE

MOTION CARRIED. VOTE: 8-0

(The Plan Commission took a five minute recess at 9:00 p.m. and reconvened at 9:07 p.m.)

Chairman Webster swore in those individual who would be speaking on the petition below.

201 South Grand Avenue East
Springfield, Illinois 62763-0002

Telephone: (217) 782-0545
TTY: (800) 526-5812

August 28, 2013

Mr. Michael Fiandaca
Fiandaca & Associates
8 South Michigan Avenue, 31st Floor
Chicago, Illinois 60602

Dear Mr. Fiandaca:

This is to inform you that the Department has reviewed and approved the application you submitted for a change of location for Delta Life Services in Downers Grove. The location approved by the Department, 715-721 63rd Street, Downers Grove is being changed to 4200-4240 Lacey Avenue, Downers Grove. Note that this approval is contingent up the review and acceptance of a Phase I environmental study for the new site. Additionally, the operational deadline has been extended from January 20, 2014, to January 20, 2015.

You must report to the Department in writing any change to the application, including any changes in the development or implementation plans for the facility, as soon as such change becomes known to you.

If you have any questions, please contact me.

Sincerely,


Kelly Cunningham, Chief
Bureau of Long Term Care