

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

<b>SUBJECT:</b>	<b>TYPE:</b>	<b>SUBMITTED BY:</b>
Ordinances and Resolutions Regarding Sheltered Care Facility at 4200-4240 Lacey Road	✓ 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

  X   Resolution

    Motion

    Other

**STEPS NEEDED TO IMPLEMENT ACTION:**

Motion to Adopt "A RESOLUTION APPROVING  
THE FINAL PLAT OF SUBDIVISION FOR 4200-  
4240 LACEY ROAD", as presented.

**SUMMARY OF ITEM:**

Adoption of the attached resolution shall approve the final plat of subdivision for the property located at 4200-4240 Lacey Road.

**RECORD OF ACTION TAKEN:**

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## RESOLUTION \_\_\_\_\_

### **A RESOLUTION APPROVING THE FINAL PLAT OF SUBDIVISION FOR 4200-4240 LACEY ROAD**

WHEREAS, application has been made pursuant to the provisions of Chapter 20 of the Downers Grove Municipal Code for the approval of the Final Plat of Subdivision to consolidate three parcels into one lot for Delta Development of Downers Grove Subdivision, located on the west side of Lacey Road approximately 330 feet north of Ogden Avenue, commonly known as 4200-4240 Lacey Road, Downers Grove, Illinois, legally described as follows:

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

WHEREAS, notice has been given and a public hearing held on August 5, 2013 regarding this plat application pursuant to the requirements of the Downers Grove Municipal Code; and,

WHEREAS, the Plan Commission has recommended approval of the Final Plat of Subdivision of Delta Development of Downers Grove Subdivision, located at 4200-4240 Lacey Road, Downers Grove, Illinois, as requested, subject to certain conditions.

NOW, THEREFORE, BE IT RESOLVED by the Village Council of the Village of Downers Grove that the Final Plat of Subdivision of Delta Development of Downers Grove Subdivision, located at 4200-4240 Lacey Road, Downers Grove, Illinois, be and is hereby approved subject to the following condition:

1. The plat of subdivision shall substantially conform to the plat of subdivision prepared C.M. Lavoie & Associates, Inc. dated July 18, 2013, except as such plans may be modified to conform to the Village codes and ordinances.

BE IT FURTHER RESOLVED, that the Mayor and Village Clerk are authorized to sign the final plat.

BE IT FURTHER RESOLVED, that this resolution shall be in full force and effect from and after its adoption in the manner provided by law.

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Mayor

Passed:

Attest: \_\_\_\_\_  
Village Clerk



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

<b>SUBJECT:</b>	<b>TYPE:</b>	<b>SUBMITTED BY:</b>
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**

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**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**

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**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**

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

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

## **ANALYSIS**

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### **SUBMITTALS**

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

1. Application/Petition for Public Hearing
2. Project 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**

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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.

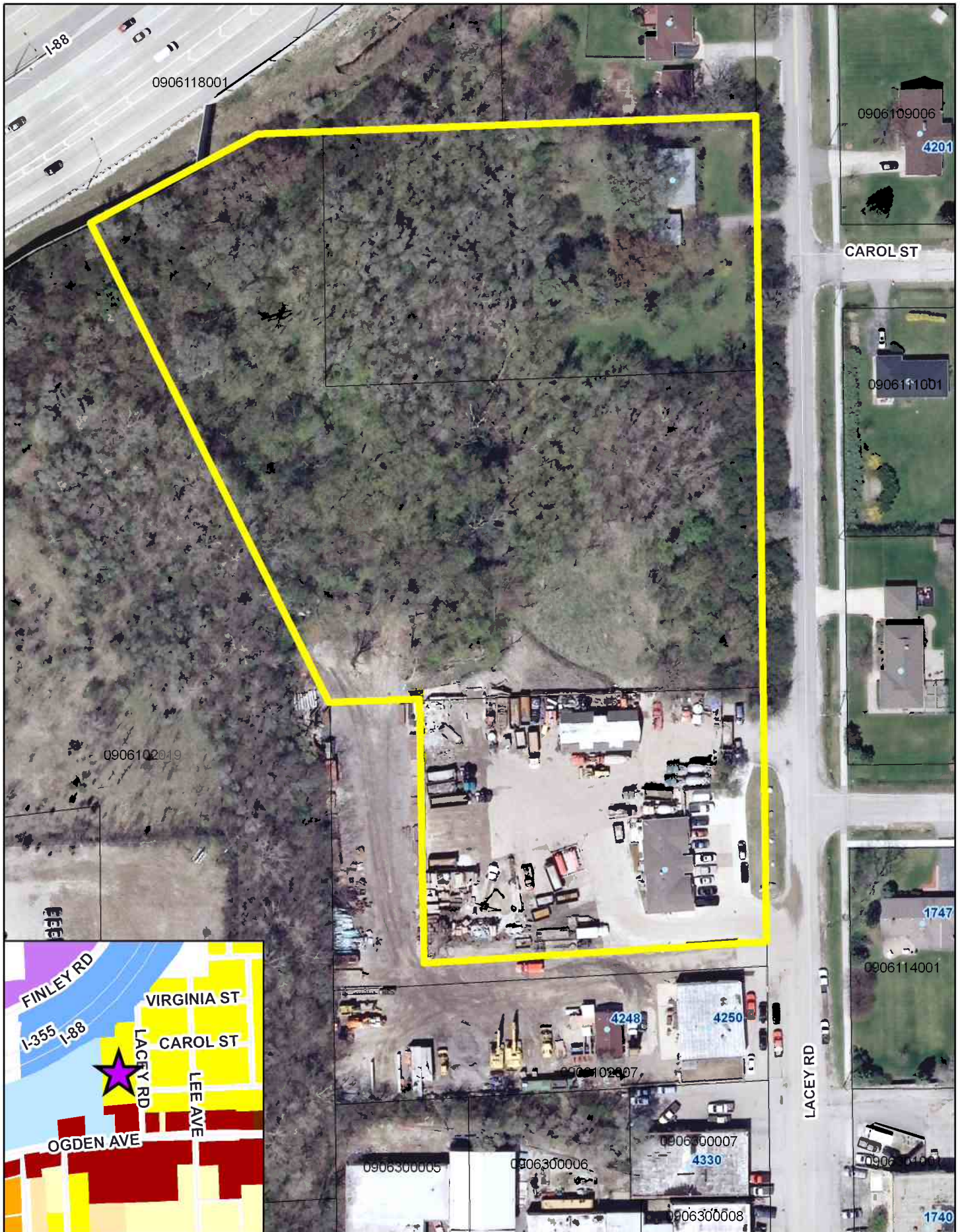
Staff Report Approved By:

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Tom Dabareiner, AICP  
Director of Community Development

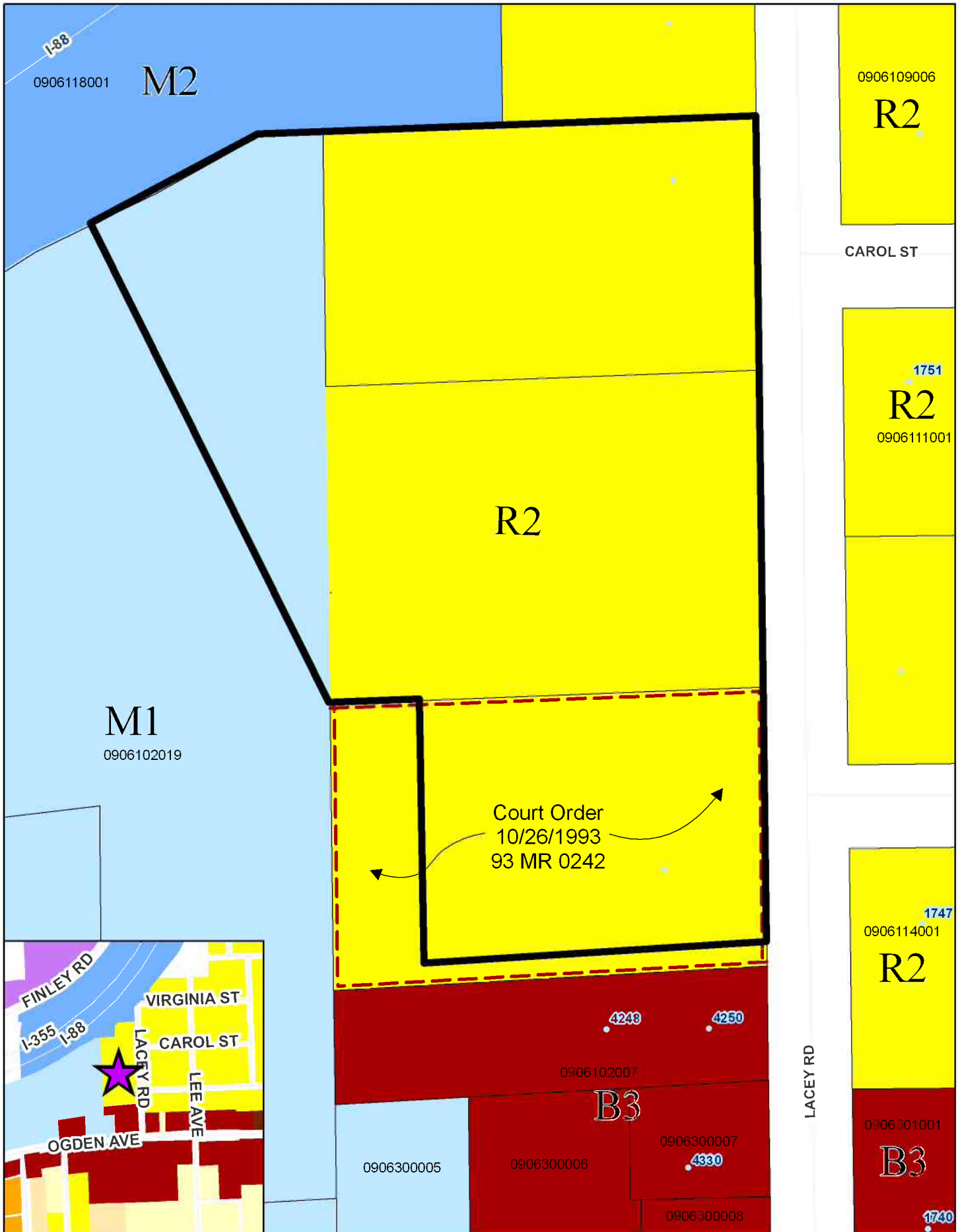
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0 75 150 Feet

**4200 - 4240 Lacey Road - Location Map**



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

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

## **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 11<sup>th</sup>, 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.

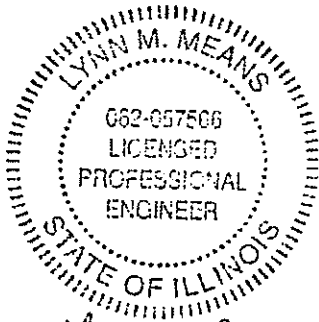
The appearance of the building was received well. One resident inquired about the set-backs and was pleased to hear that the building is set back 50 feet. The height of the building was also asked and answered without any negative follow up comments.

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.

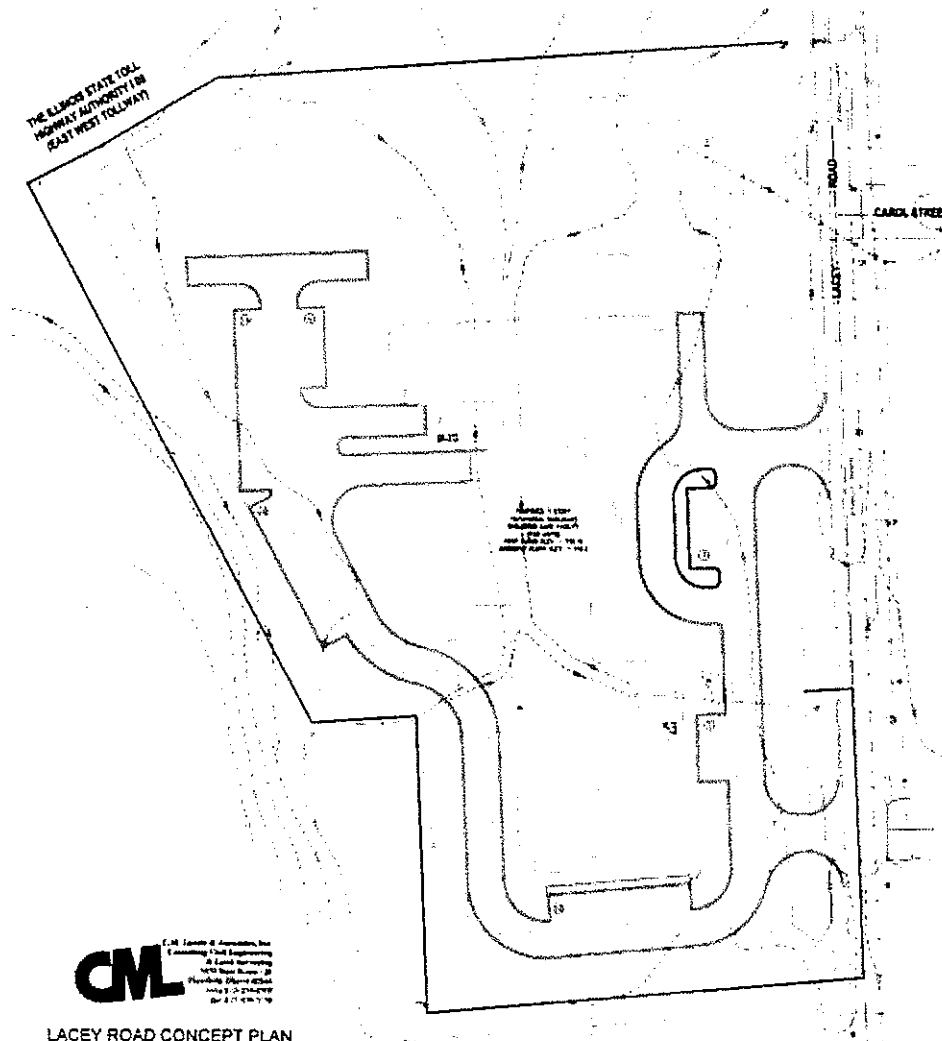
SAM SCHWARTZ  
ENGINEERING

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

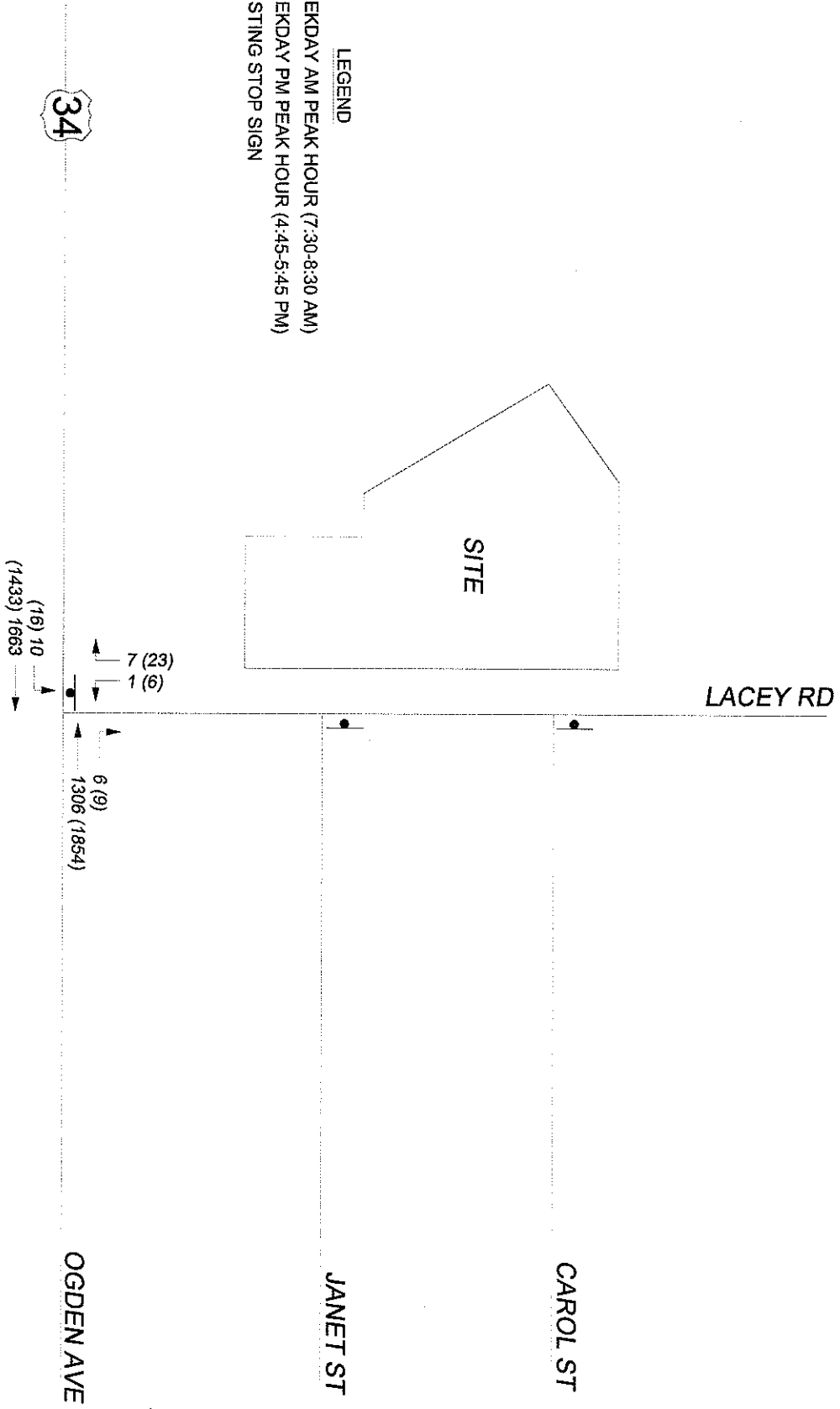


FIGURE 2: EXISTING TRAFFIC VOLUMES



## 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, 9<sup>th</sup> Edition*<sup>1</sup> 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.

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



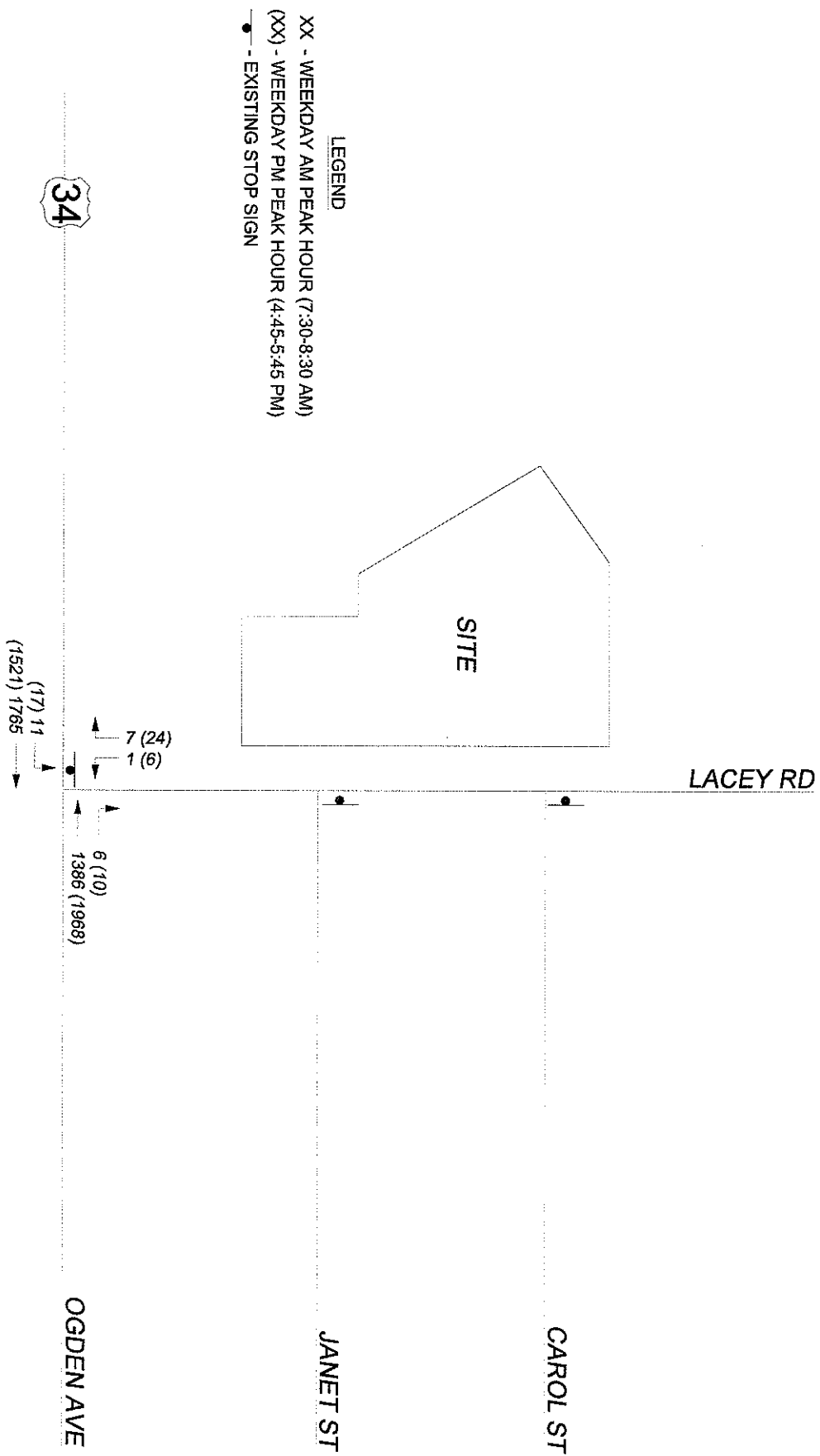
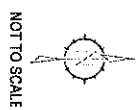


FIGURE 3: 2019 NO BUILD



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**

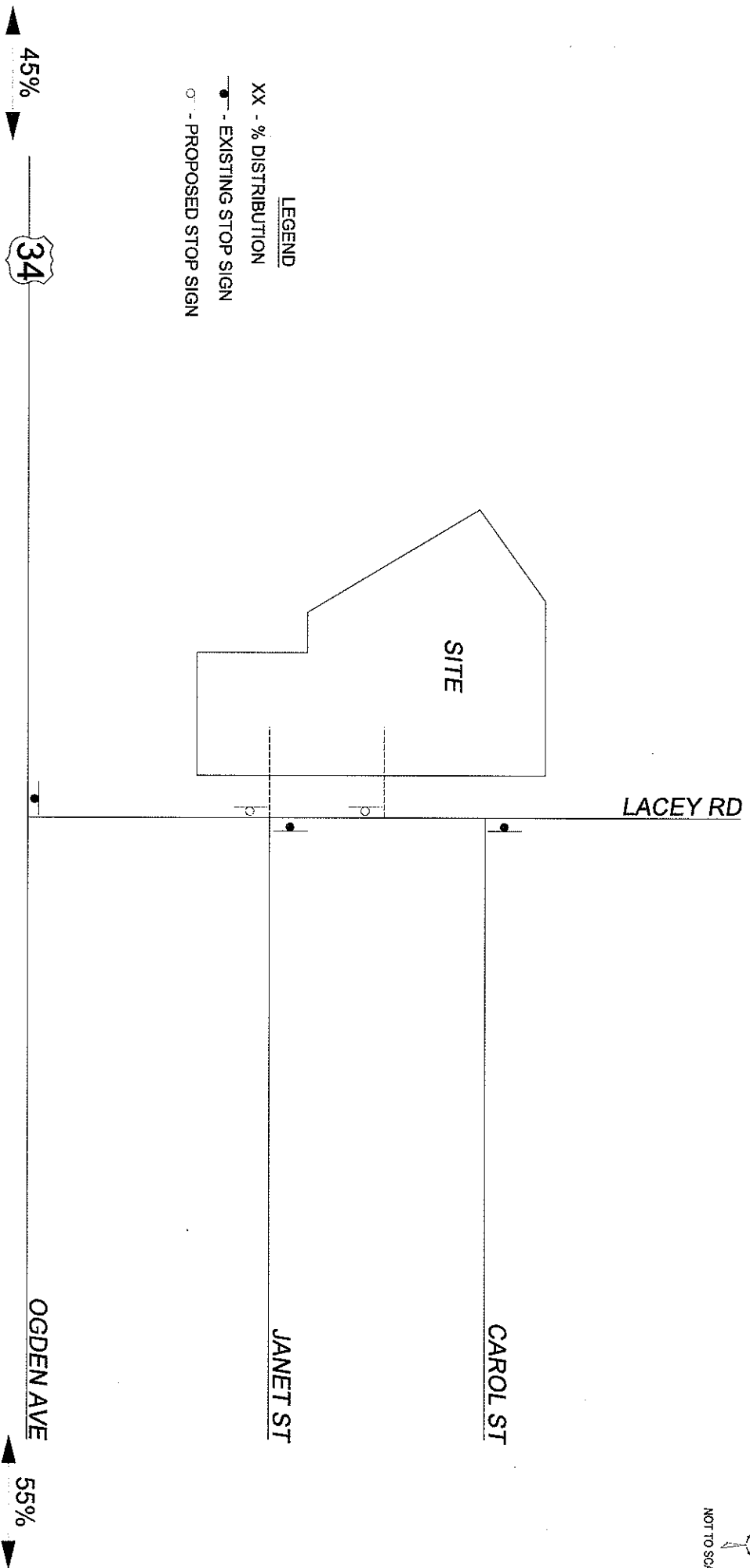
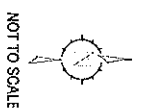
To/From the...	Percentage
West on Ogden Avenue	55%
East on Ogden Avenue	45%
<b>Total</b>	<b>100%</b>

### 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.

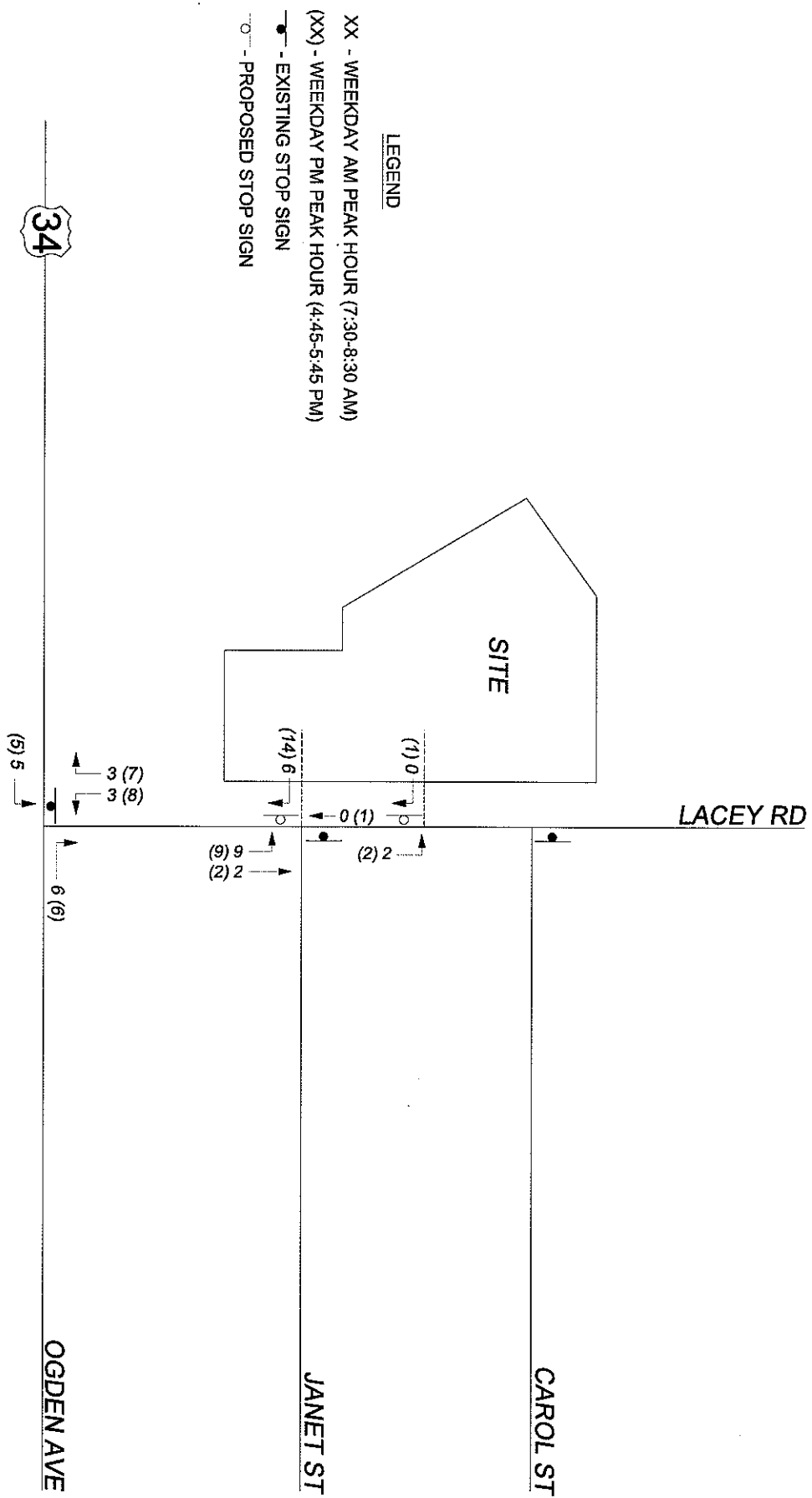
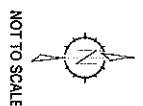
### Total Traffic Assignment

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**.



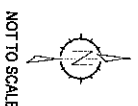
SAM SCHWARTZ  
ENGINEERING

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

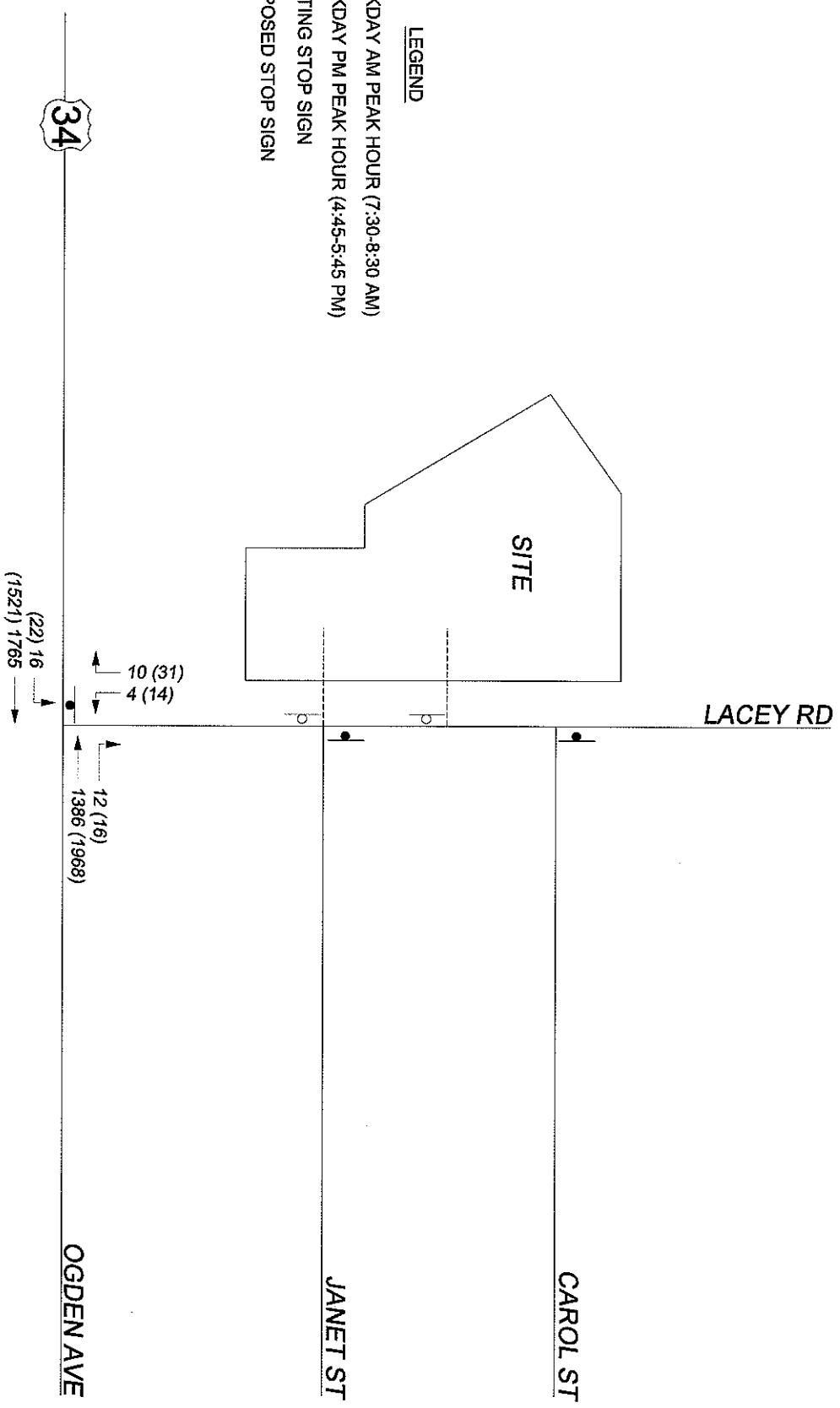


FIGURE 6: 2019 TOTAL TRAFFIC



## 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)*<sup>2</sup> 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*<sup>3</sup>.

(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.

<sup>2</sup>Bureau of Design and Environment Manual, Illinois Department of Transportation, 2010 Edition.

<sup>3</sup>Highway 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 <sup>A</sup>	LOS <sup>B</sup>	Delay	LOS	Delay	LOS
<b>Ogden Avenue &amp; Lacey Road</b>						
<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

<sup>A</sup> Average control delay in seconds per vehicle.<sup>B</sup> 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. 95<sup>th</sup> 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**

**$\ln T = 0.56 \ln X + 3.07$**

#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

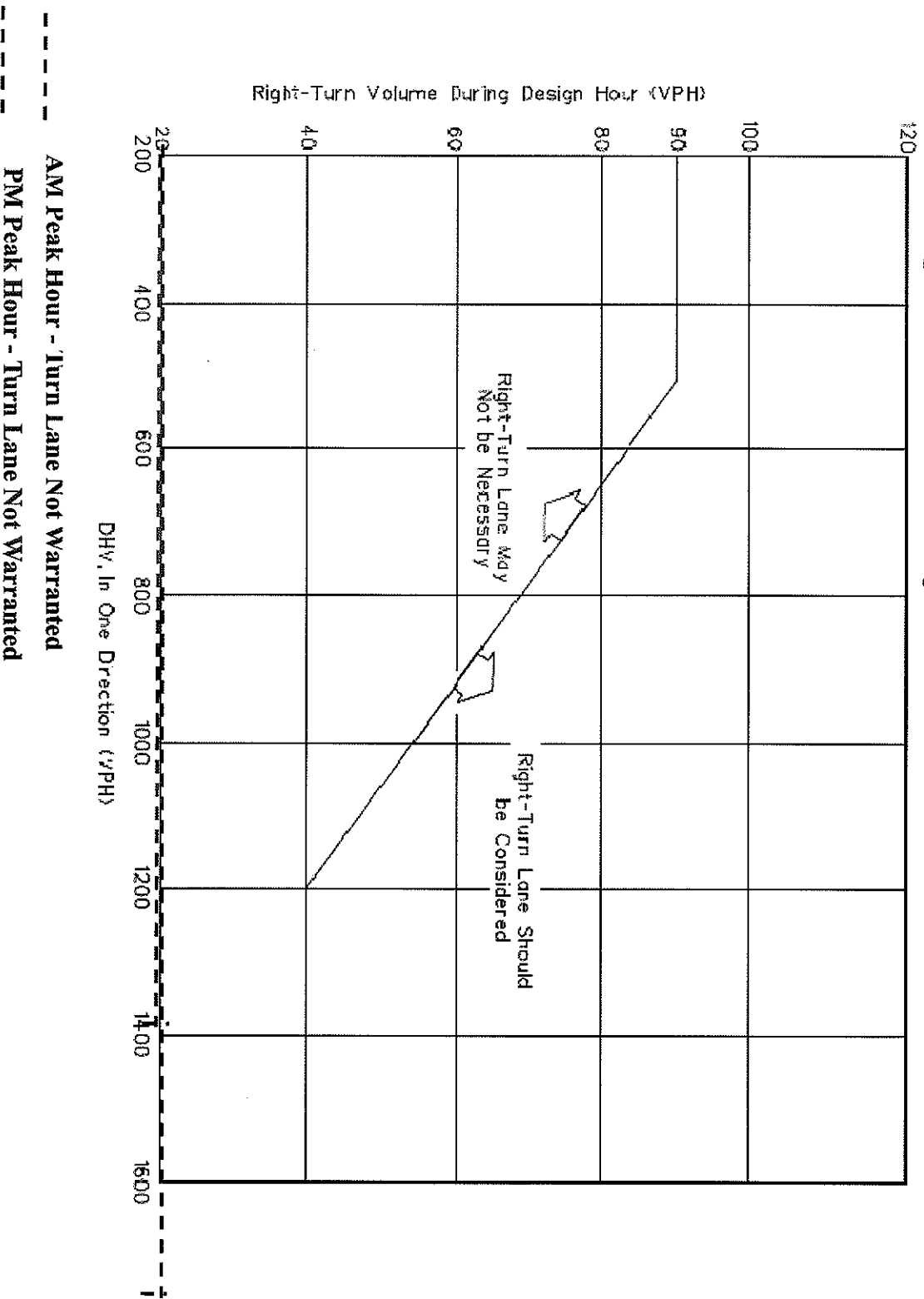
## Auxiliary Lane Analysis

# 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
<b>TOTAL:</b>	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
<b>TOTAL:</b>	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
<b>TOTAL:</b>	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]

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

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

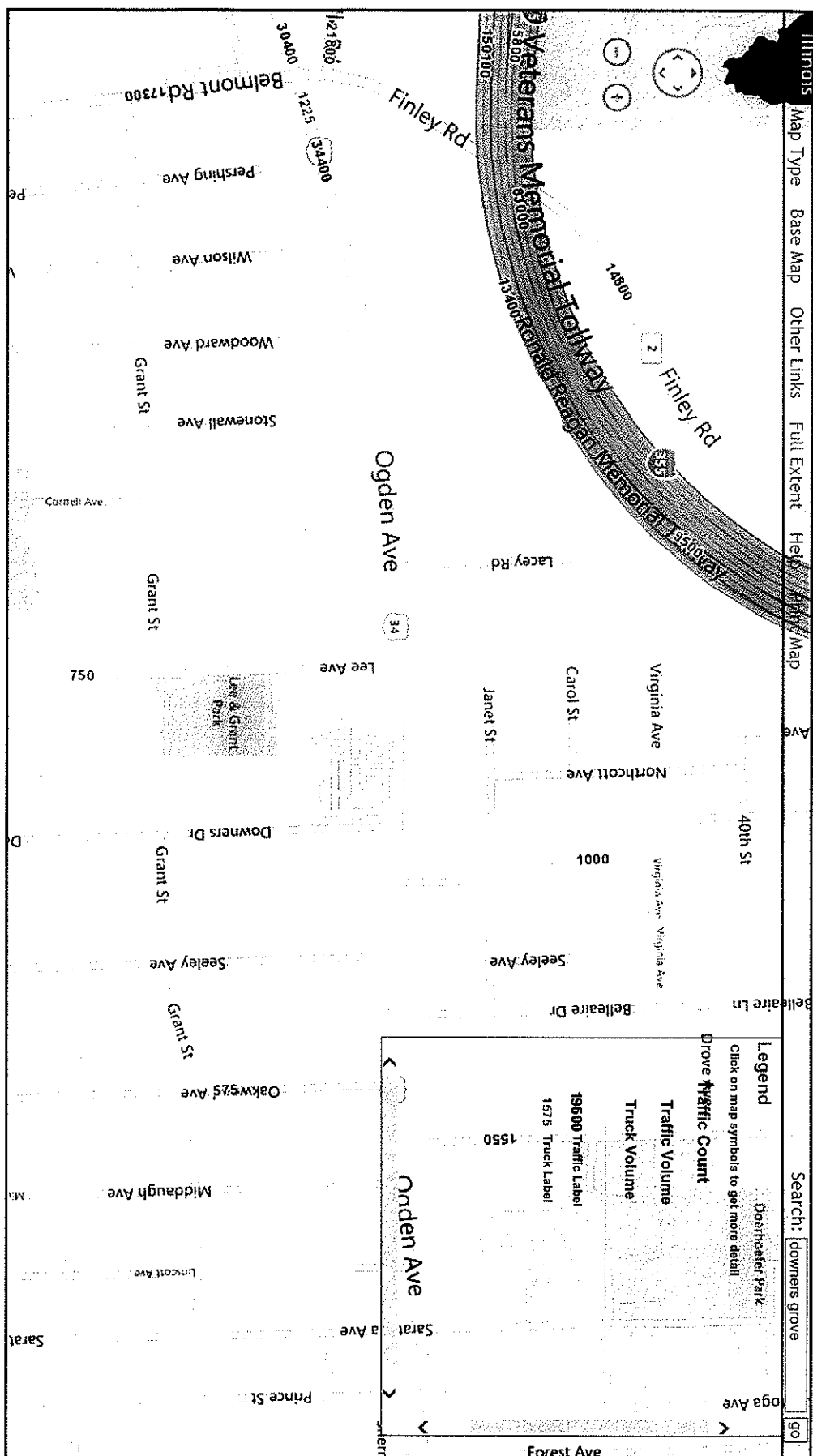
NB

[illegible]

Site Code: LACEY  
Station ID: ABSB

NB

[illegible]



## Disclaimer

The Illinois Department of Transportation and the State of Illinois hereby give notice to all users that these maps and the data included herein, 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 warrant, 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)

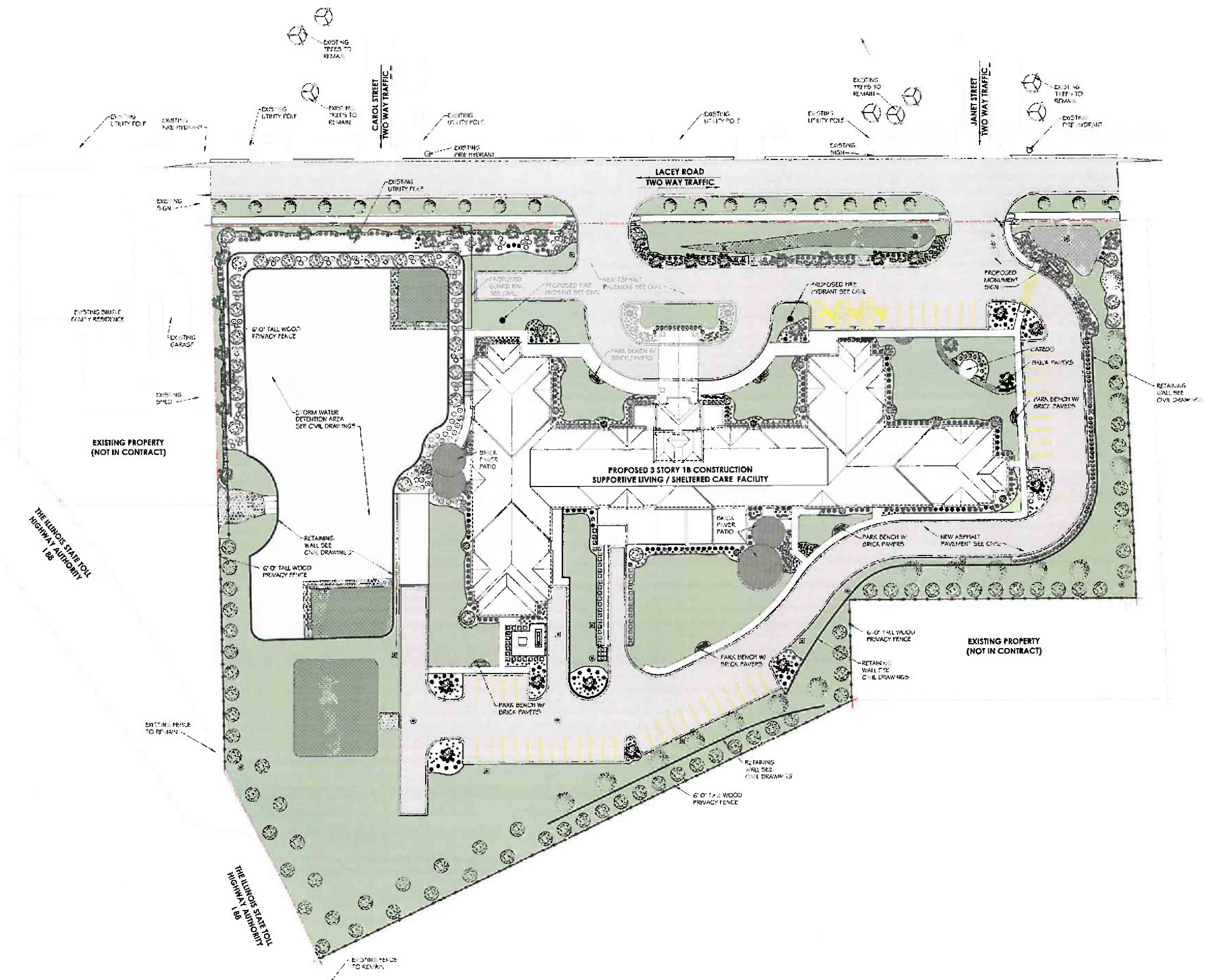


Right Side Elevation (North)



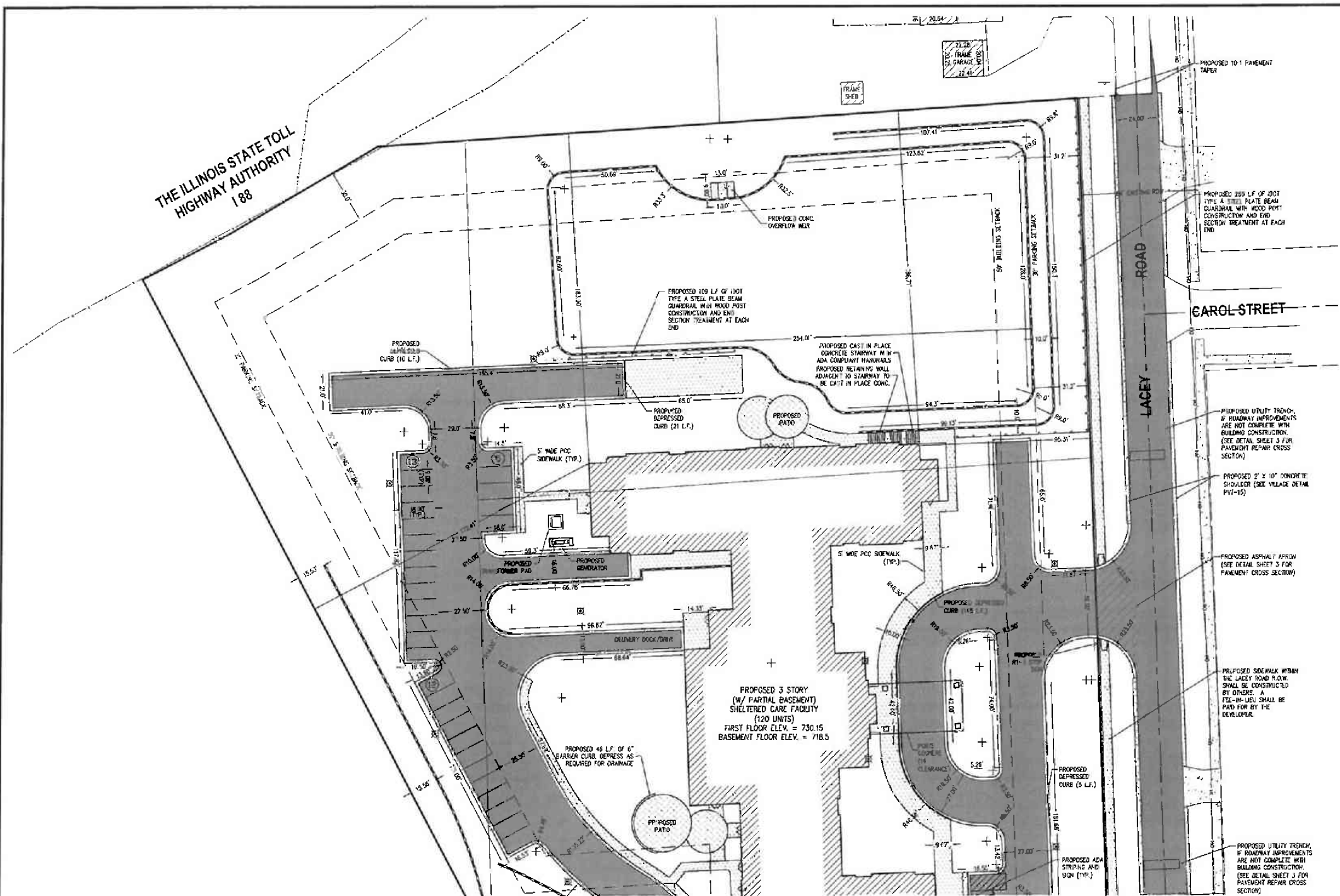
Left Side Elevation (South)











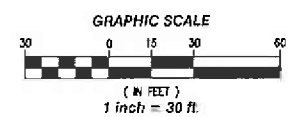
SEE SHEET 11 FOR CONTINUATION

DEVELOPMENT SUMMARY

TOTAL SITE AREA = 5.77 AC  
EXISTING ZONING: R2  
PROPOSED ZONING: R2 (SPECIAL USE)  
SETBACK  
BUILDING - 50 FOOT (MINIMUM)  
PARKING - 30 FOOT (MINIMUM)

PARKING SUMMARY

PERMITTED SHELTERED CARE FACILITY PARKING SPACES: 120 x 8.4 = 48  
PROPOSED SHELTERED CARE FACILITY PARKING SPACES: 53 (INCLUDING 3 ADA SPACES)



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

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

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 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.
- NORTH ARROW AND BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, NAD83 (2011 ADJUSTMENT), EAST ZONE.
- 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.
- IMPROVEMENT LOCATIONS ARE BASED ON A FIELD SURVEY BY C.M. LAVOIE AND ASSOCIATES, INC. ON MARCH 26, 2013.
- ALL DIMENSIONS ARE TO BACK OF CURB OR LOT CORNER, UNLESS OTHERWISE NOTED.
- FOR ACCURATE BOUNDARY INFORMATION, SEE FINAL SURVEYOR'S PLAT.
- ALL PROPOSED STRIPS SHALL BE 4 INCH WIDE WHITE PAINT UNLESS NOTED OTHERWISE.
- ALL PROPOSED CURB SHOWN HEREON IS 0-6.12 CURB AND GUTTER UNLESS OTHERWISE NOTED.
- DEPRESS ALL CURB & GUTTER WHERE PROPOSED PCC SIDEWALK MEETS PROPOSED BACK OF CURB. ADA DETECTABLE WARNING TO BE ARROW-TILE, CAST-IN-PLACE SYSTEM, OR ACCESS TILE TACTILE SYSTEM OR APPROVED EQUAL.
- A FEE-IN-LIEU SHALL BE PROVIDED FOR THE REQUIRED STREET TREES ALONG LACEY ROAD.
- ALL SIDEWALKS ADJACENT TO RETAINING WALLS, STAIRWAYS AND RETAINING WALLS OVER THREE FEET IN HEIGHT TO HAVE HANDRAILS AND GUARDS WHICH MEET THE FOLLOWING BUILDING CODES AND SECTIONS: 2006 INTERNATIONAL BUILDING CODE & I.B.C. AMENDMENTS; SECTION 1009 (STAIRWAYS), SECTION 1013 (HANDRAILS) AND SECTION 1003 (GUARDS).
- GARAGE ENCLOSURE TO BE INSIDE OF PROPOSED STRUCTURE.
- A FEE-IN-LIEU SHALL BE PROVIDED FOR THE REQUIRED PUBLIC SIDEWALK ALONG THE ENTIRE WIDTH OF THE PROPERTY.

BENCHMARKS

DUPAGE COUNTY BENCHMARK  
DUPAGE COUNTY 0066 - 3.5" BRASS DISK ON THE SOUTH END OF THE EAST BRIDGE WALL FOR THE OVERPASS FOR INTERSTATE 88 112.0 FEET NORTH OF CENTERLINE OF A CAR DEALERSHIP ENTRANCE AND 32.0 FEET EAST OF THE CENTERLINE OF FINLEY ROAD NORTHBOUND. ELEVATION...717.01' NAVD83  
DUPAGE COUNTY 0066 - 3.5" BRASS DISK LOCATED AT THE NORTHEAST CORNER OF BASHING STREET AND WILSON AVENUE 57.4 FEET SOUTHEAST OF A POWER POLE AND 79.4 FEET EAST OF A LIGHT POLE AND 79.4 FEET NORTHEAST OF A FIRE HYDRANT. ELEVATION...718.76' NAVD83

ON-SITE BENCHMARK  
CUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF LACEY ROAD SOUTH OF CAROL STREET 39' +/- SOUTH EAST OF A POWERPOLE AND 33' +/- NORTH OF A DRIVEWAY. ELEVATION...732.00' NAVD83  
ON-SITE BENCHMARK  
CUT 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...733.86' NAVD83

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SHELTERED CARE FACILITY

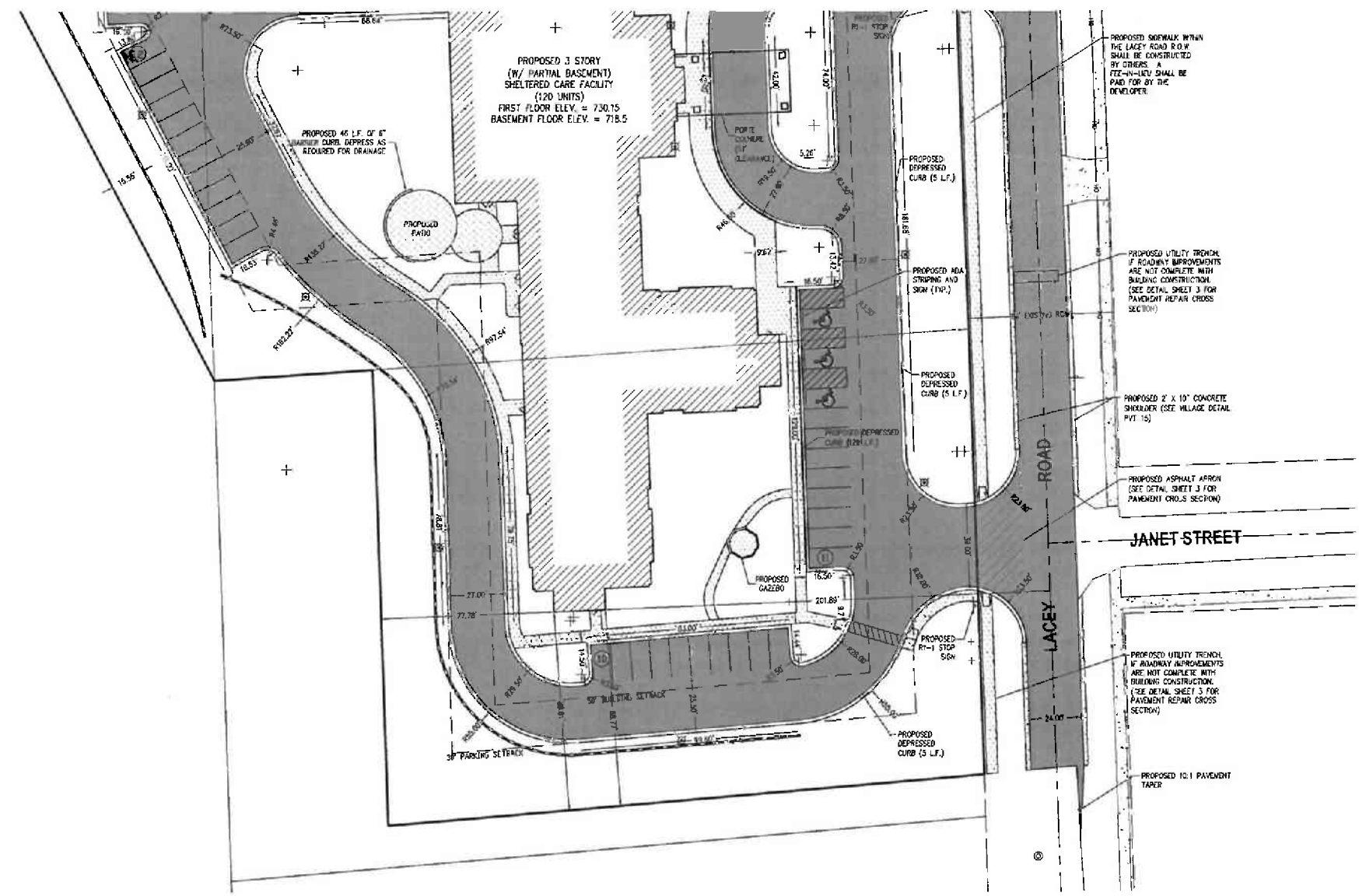
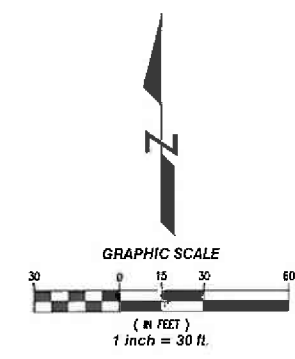
4100 - 4200 LACEY ROAD  
DOWNERS GROVE, ILLINOIS

GEOMETRY PLAN (1 OF 2)

DRAWN BY: TRH	CHECKED BY: TRH
SCALE: 1" = 30'	DATE: 01/09/2013
JOB NUMBER: 10-227	SHEET: 10 of 16
DATE	DESCRIPTION
01/28/2013	REVISED PER VILLAGE
07/16/2013	REVISED PER VILLAGE
08/15/2013	
09/16/2013	
10/16/2013	
11/16/2013	
12/16/2013	

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1050 State Route 126  
Plainfield, Illinois 60544  
PHONE: 815.254.0805  
FAX: 815.254.5138

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)**

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

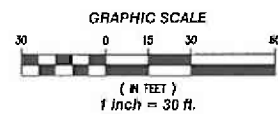


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#	DATE	DESCRIPTION
1	07/28/2013	REVISED PER VILLAGE
2	07/27/2013	REVISED PER VILLAGE
3		
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THE ILLINOIS STATE TOLL  
HIGHWAY AUTHORITY  
188



#### UTILITY CROSSING TABLE

#	TOP SAN	BOTTOM STORM
#1	711.07	713.16
#2	712.20	712.59
#3	714.05	714.42
#4	BOTTOM WTR	TOP STORM
#5	TOP WTR	BOTTOM STORM
#6	TOP WTR	BOTTOM STORM
#7	BOTTOM WTR	TOP STORM
#8	BOTTOM WTR	TOP STORM
#9	BOTTOM WTR	TOP STORM
#10	BOTTOM WTR	TOP STORM
#11	TOP SAN	BOTTOM STM

#### 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 KASO 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

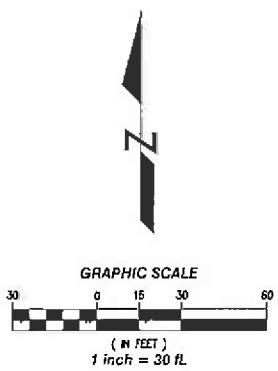
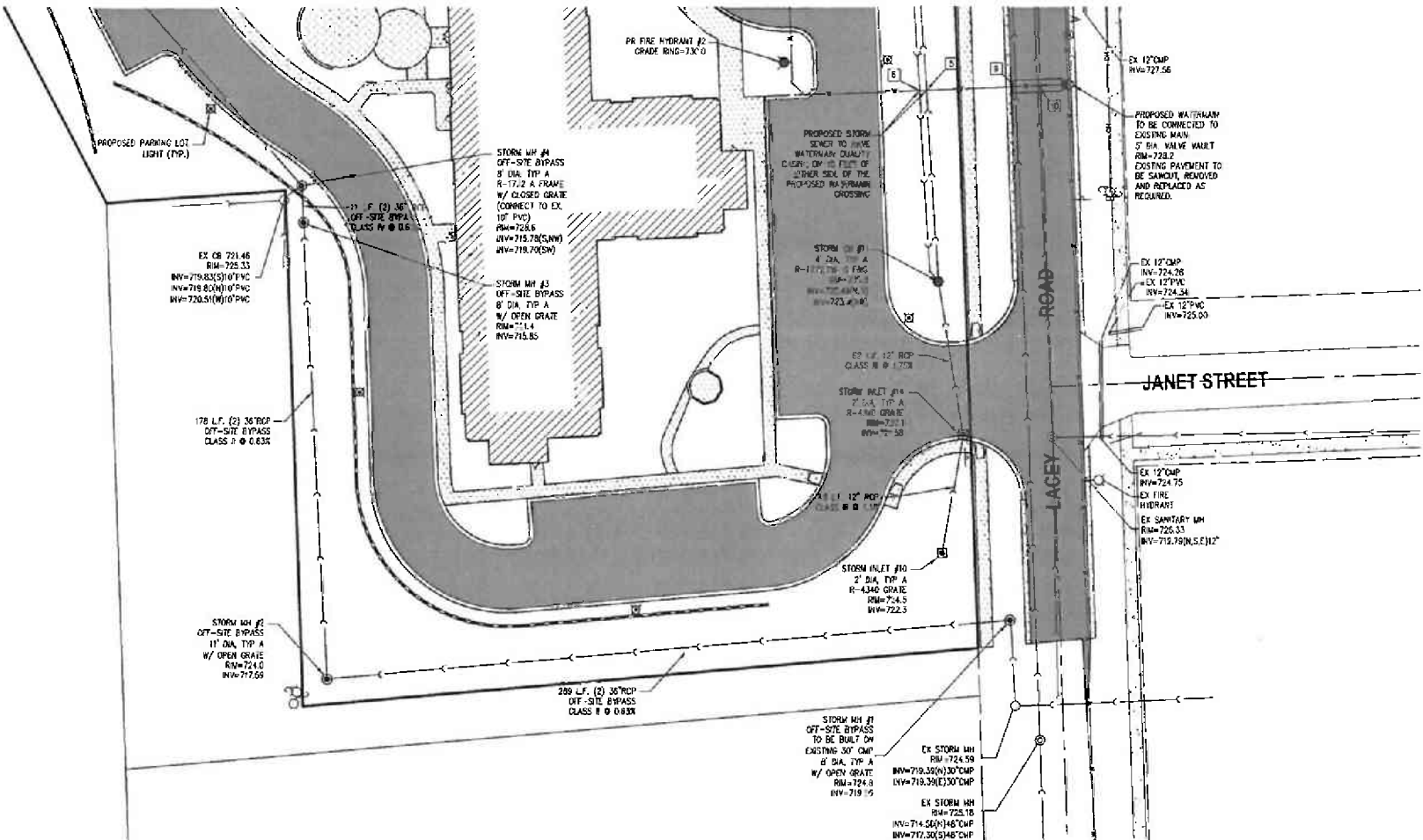
SHEET: 12 OF 15

**CML**  
C.M. Lavoie  
& Associates, INC.

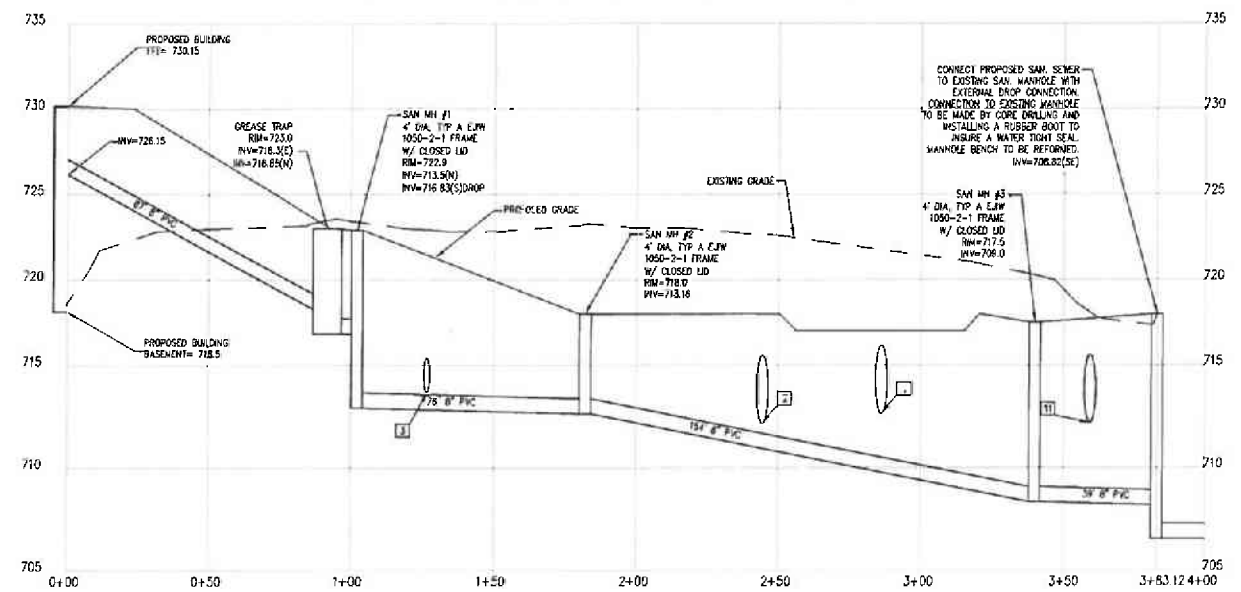
Consulting Civil Engineering  
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1050 State Route 126  
Plainfield, Illinois 60544  
Phone: 815-254-0203  
Fax: 815-436-5198

DRAWN BY:	TRH	CHECKED BY:	TRH
DATE:	09/29/2013	DATE:	09/29/2013
DESCRIPTION:		REVISION:	
1	09/29/2013	REVISED PER VILLAGE	
2	09/15/2013	REVISED PER VILLAGE	
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SEE SHEET 12 FOR CONTINUATION



PROPOSED SANITARY SEWER PROFILE



**BENCHMARKS**  
DUPAGE COUNTY BENCHMARKS  
DUPAGE COUNTY CISE - 3.5\"/>

**ON-SITE BENCHMARK**  
OUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF LACEY ROAD SOUTH OF CAROL STREET 8'1\"/>

**ON-SITE BENCHMARK**  
OUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF LACEY ROAD NORTH OF CAROL STREET 30'4\"/>

### SHELTERED CARE FACILITY

4100 - 4200 LACEY ROAD  
DOWNERS GROVE, ILLINOIS

**UTILITY PLAN (2 OF 2)**

DRAWN BY: TRH  
SCALE: 1" = 30'  
JOB NUMBER: 10-027

CHECKED BY: TRH  
DATE: 03/28/2013  
SHEET 13 OF 15

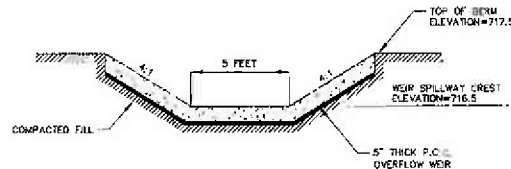
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Plainfield, Illinois 60544  
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Fax: 815-436-5158

**C.M. Lavoie**  
& Associates, INC.

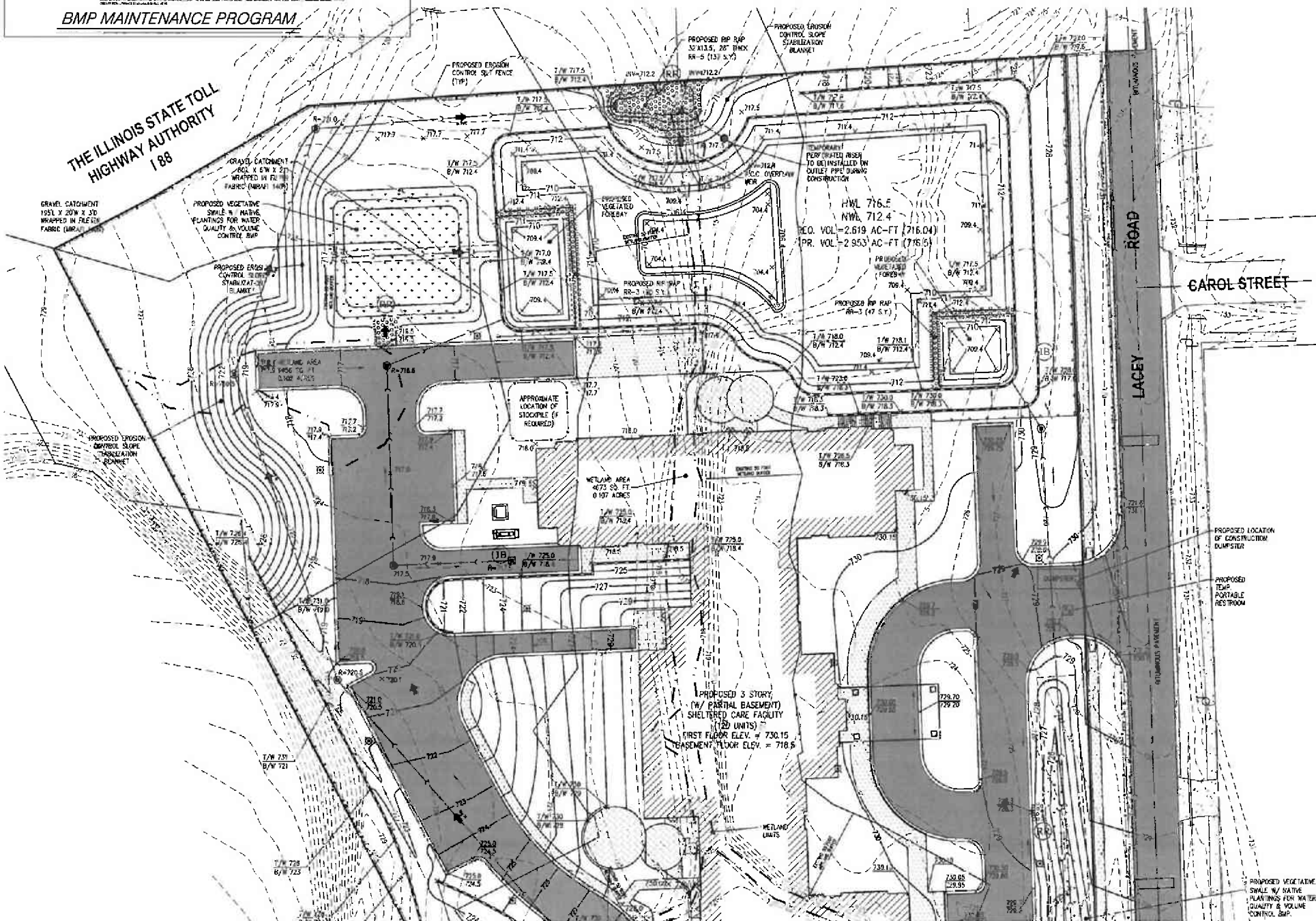
#	DATE	REVISION
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[illegible]

### OVERFLOW WEIR



- 
- LEGEND**
- (S) SLO
  - (RR) RIP RAP
  - (P) PAVEMENT
  - (IB) INLET BASKET
  - (SE) STABILIZED ENTRANCE
  - (TS) TOPSOIL STOCKPILE
  - — — — — PROPOSED SALT FENCE
  - ~~~~~ EXISTING TREE LINE
  - ⊗ EXISTING TREE
  - ⊠ EXISTING POLE TO BE PROTECTED
  - [Pattern of dots] VEGETATIVE SWALE
  - [Pattern of circles] PROPOSED RIP RAP

TASK	MONTH 1	MONTH 2	MONTH 3	MONTH 4	MONTH 5	MONTH 6	MONTH 7	MONTH 8
INSTALLATION OF PERIMETER CONTROLS, STABILIZED CONSTRUCTION ENTRANCE, WHEEL PROTECTION DITCH CREEKS AND SILT FENCE								
BUILDING & TREE 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 :**

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. SEE DRAINAGE CUNYI DOT STANDARD FOR STABILIZED CONSTRUCTION ENTRANCE SPECIFICATIONS.
5. ACCESS TO THE SITE SHALL BE LIMITED TO THE STABILIZED CONSTRUCTION ENTRANCE, UNLESS PRIOR APPROVAL FROM THE VILLAGE OF HONOLULU IS OBTAINED.
6. EROSION CONTROL MEASURES SHALL CONFORM TO "PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL IN RECENTLY DISTURBED AREAS" AND FURTHER MEASURES AS DEEMED 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 DISBURSANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.
7. TEMPORARY VEGETATION OR, WHEN APPROPRIATE, MULCHING OR OTHER NONMOVABLE COVER SHALL BE USED TO PROTECT AREAS EXPOSED DURING DEVELOPMENT.
8. PERMANENT SEEDING AREAS SHALL RECEIVE 16 LBS./ACRE CREeping GRASS PERSU AND 49 LBS./ACRE PERENNIAL BLUEGRASS.
9. STORM DRAINS SHALL BE SPREAD AT A RATE OF TWO BALES/ACRE IN ALL PERMANENT SEEDING AREAS.
10. FERTILIZER SHALL BE APPLIED PRIOR TO SEEDING AT THE FOLLOWING RATES:

NITROGEN	130 LBS./ACRE
PHOSPHORUS	300 LBS./ACRE
POTASSIUM	100 LBS./ACRE
11. ALL AREAS BETWEEN THE CURB AND THE WALK ARE TO BE SEEDDED.
12. PROTECTIVE GRATES ARE REQUIRED FOR ALL FLARED END SECTIONS.
13. PLACE MURKIN 14 ON GEOTEXTILE FABRIC OR APPROVED EQUAL UNDER R/W JUMP AT BOTH OUTLETS OF FLARED END SECTIONS AND AT OVERFLOW R/W. INSTALL PER MANUFACTURER'S SPECIFICATIONS.
14. ALL PATHWAYS DISTURBED DURING CONSTRUCTION TO BE RESTORED TO VILLAGE SPECIFICATIONS WITH SOO.
15. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE. ALL Silt FENCE SHALL BE ERECTED AND APPROVED BY THE VILLAGE OF HONOLULU BEFORE GRONE PRIOR TO CONSTRUCTION.
16. ALL MAINTENANCE AND INSPECTION OF DESCRIBED EROSION CONTROL MEASURES SHOWN ON THIS PLAN SHALL BE IN ACCORDANCE WITH CHAPTER 6 OF "PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL IN ILLINOIS".
17. PLEASE REFER TO SHEET 3 & 5 FOR FURTHER SPECIFICATIONS AND DETAILS OF DESCRIBED EROSION CONTROL MEASURES.
18. IF A STORMPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, THEN SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE PROVIDED FOR THE STORMPILE.
19. GRAVELED ROADS, ALLEYS, DRIVEWAYS, PARKING AREAS OF SUPPORTING MOVS AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REMAINING IN PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY. CONTRACTOR TO CLEAN GRAD STREET DAILY OR AS DIRECTED BY ENGINEER OR VILLAGE.
20. IF THE YOUNG, VELOCITY, SEDIMENT LOAD OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION, THE PROPERTIES AND SPECIAL MANAGEMENT AREAS DOWNSTREAM FROM SUCH DEVELOPMENT SHALL BE PROTECTED FROM EROSION.
21. THE SURFACE OF STOPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN FIFTEEN DAYS AFTER FINAL GRADE IS REACHED. STOPPED AREAS THAT WILL REMAIN UNDEVELOPED FOR MORE THAN FIFTEEN DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION. TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS OBTAINED.
22. WATER PUMPED ON OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEVELOPMENT SHALL BE FILTERED.
23. ALL STORM SEWER STRUCTURES TO HAVE INLET BASINS TO COLLECT ANY Silt WHICH MAY FLOW INTO STRUCTURES. INLET BASKETS TO REMAIN IN PLACE UNTIL SITE IS PERMANENTLY STABILIZED.
24. 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.
25. 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.
26. 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.
27. ALL R/W ELEVATIONS OF STORM STRUCTURES LOCATED IN CURB & GUTTER ARE TO FOLLOW LINE UNLESS NOTED.
28. ALL SLOPES 1:4 OR GREATER TO HAVE GEOTEXTILE FABRIC INSTALLED IMMEDIATELY FOLLOWING FINAL GRADING.
29. PROPOSED STORM SEWER STRUCTURES ARE TO BE BACKFILLED TO ONE FOOT BELOW THE R/W ELEVATION TO ALLOW FOR SETTLEMENT TO SETTLE OUT PRIOR TO INTERING THE STORM SEWER. SEDIMENT TO BE EXCAVATED AND DISPOSED OF PRIOR TO AS REQUIRED UNTIL FINAL STABILIZATION HAS OCCURRED.
30. A FEE-IN-PLACE SHALL BE PROVIDED FOR THE REQUIRED SHELTER TREES ALONG LANEY ROAD.

SHELTERED CARE FACILITY

4100 - 4200 LACEY ROAD  
DOWNERS GROVE, ILLINOIS

GRADING & EROSION PLAN (1 OF 2)

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 Consulting Civil Engineering  
Land Planning & Surveying

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Plainfield, Illinois 60544

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fax 815-436-5155

C. M. Lavoie

C.M. LAVOIE  
& Associates, INC.

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DRAWN BY: TRH	CHECKED BY: TRH
SCALE: 1" = 4'	DATE: 02/20/2012

JOB NUMBER:	SHEET: 14 OF 16
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R	10-227								
C	DATE								

6	1	04/28/2013	REMOVED PER VILLAGE
4	2	07/18/2013	REMOVED PER VILLAGE

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SEE SHEET 15 FOR CONTINUATION

ON-SITE BENCHMARK  
CUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF  
LACEY ROAD SOUTH OF CAROL STREET 8' +/- SOUTH EAST OF A  
POWER POLE AND 33' +/- NORTH OF A DRIVEWAY.  
ELEVATION: 732.08' NAVD83

ON-SITE BENCHMARK  
CUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF  
LACEY ROAD NORTH OF CAROL STREET 36' +/- SOUTH EAST OF A  
POWER POLE AND 38' +/- NORTH OF END OF SIDEWALK.  
ELEVATION: 733.86' NAVD83

CONTRACTOR TO EXCAVATE DETENTION BASIN PRIOR TO DISTURBING REST OF SITE. DETENTION BASIN TO SERVE AS A SEDIMENTATION BASIN DURING CONSTRUCTION. ALL RUNOFF FROM DISTURBED AREAS SHALL BE CONVEYED TO DETENTION BASIN VIA OVERLAND SWALES. AFTER STORM EVENTS THE DETENTION BASIN SHALL BE DEWATERED, UTILIZING SILT BAGS. ANY SEDIMENTATION WITHIN THE DETENTION BASIN SHALL BE REMOVED PRIOR TO FINAL STABILIZATION OF THE SITE.

GRAPHIC SCALE

( IN FEET )

1 inch = 30 ft.

---

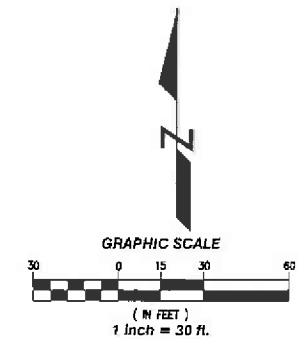


A. - KENTUCKY BLUEGRASS 60 LBS/ACRE MIXED WITH CREEPING RED PERSIC 18 LBS/ACRE  
B. - KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE PLUS 2 TONS STRAW MULCH PER ACRE  
C. - SPRING CATS 100 LBS/ACRE  
D. - WHEAT OF CEREAL RYE 150 LBS/ACRE  
E. - 500  
F. - STRAW MULCH 2 TONS/ACRE

\* IRRIGATION NEEDED DURING JUNE AND JULY  
\*\* IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING: 2.0

Diagram illustrating the cross-section of a trench with the following dimensions and labels:

- TOP OF WALL:** 717.5
- 6" TOPSOIL**
- DIET. WIRE 1**
- 100 YEAR R.W.L. = 716.5**
- 4' BOUNSET**
- 16" LEDGE**
- 10'**
- R.W.L. = 712.4**
- BOTTOM OF WALL:** 712.4
- 10'**
- 711.4**
- 3'**
- 1'**
- DIET. WIRE 2**
- PORE BOTTOM 708.4-708.4**
- WALL BOTTOM 701.6**



**DETENTION BASIN CROSS SECTION** N.T.S.



Species	Common Name	Relative
<i>Asclepias incarnata</i>	Swamp milkweed	0.175
<i>Asclepias tuberosa</i>	Orange-cupped milk	0.125
<i>Aster amurens</i>	Mountain aster	0.15
<i>Aster multiflorus</i>	Golden aster	0.25
<i>Cornus villosa</i>	Red-spined dogwood	0.25
<i>Cornus rugosa</i>	Brown dogwood	0.125
<i>Elaeagnus argentea</i>	Red-flowered white oleaster	0.125
<i>Erythronium albidum</i>	White tulip	0.125
<i>Erythronium americanum</i>	Yellow tulip	0.125
<i>Erythronium perfoliatum</i>	Bellwort	0.100
<i>Hieracium autumnale</i>	Swallowweed	0.5
<i>Hieracium cicutaria</i>	Dragon's mouth	0.25
<i>Juncus effusus</i>	Common rush	0.125
<i>Juncus tenuis</i>	Thin-leaved rush	0.125
<i>Lonicera xylosteum</i>	River hollyhock	0.250
<i>Monarda mollis</i>	Monarda	0.125
<i>Platanus virginiana</i>	Swamp sycamore	0.5
<i>Pennisetum glaucum</i>	Common millet	0.25
<i>Polygonum persicaria</i>	Common knotweed	0.100
<i>Polygonum virginicum</i>	Common knotweed	0.100
<i>Solidago canadensis</i>	Golden rod	0.125
<i>Solidago nemoralis</i>	Less golden rod	0.100
<i>Solidago rigida</i>	Less golden rod	0.100
<i>Urtica dioica</i>	Stinging nettle	0.125

Cover L-up, Re4 up @ 14 lbs. acre

**NATIVE PLANTING PLAN FOR VEGETATIVE SHALE & DETENTION BASIN:**  
 ALL BMP NATIVE PLANTING AREAS SHALL HAVE AT LEAST 12" OF CLEAN, UN-COMPACTED TOPSOIL. GRADED PORTIONS OF THE PLANTING AREA THAT DO NOT EXPOSE SUITABLE PLANTING MEDIUMS SHALL BE OVER EXCAVATED AND RE-SPREAD WITH 12" OF TOPSOIL. THE SUBSOIL SHALL BE LOOSENEED AND TOPSOIL APPLIED TO MINIMIZE COMPACTION. ALL CLUMPS, STONES AND DEBRIS SHALL BE REMOVED AND DISPOSED OF LEGALLY OFF-SITE. THE TOP 2" OF THE SOIL SHALL BE RAKED PRIOR TO SEEDING WITHIN THE PLANTING AREAS.

THE COVER CROP MATRIX WILL BE SEEDING AND MATTED WITH 100% BIODEGRADABLE SOIL EROSION CONTROL. BLANKET THROUGHOUT THE STORMWATER DETENTION AREAS AND TEMPORARY IMPACT AREAS IMMEDIATELY AFTER PROJECT COMPLETION TO PREVENT EROSION. ALL SEEDING SHALL BE HAND BROADCAST AT TWICE THE DRILL SEED RATE. THE COVER CROP MATRIX WILL BE PLANTED THROUGHOUT THE TEMPORARY IMPACT AREAS IMMEDIATELY AFTER PROJECT COMPLETION TO PREVENT EROSION IF CONDITIONS ARE NOT FAVORABLE FOR NATIVE SPECIES SEEDING. PERMANENT NATIVE SPECIES SHALL BE SOLELY SEEDING OR SEEDING DURING THE FIRST AVAILABLE GROWING SEASON AT THE APPROPRIATE TIME AND CONDITIONS FOR SUCH PLANTINGS. THE SEED WILL BE LIGHTLY RAKED IN, ROLLED AND WATERED.

30" DEEP LUMBY SAND PLANTING MEDIUM SHALL CONSIST OF 50% SAND, 30% PLANTING SOIL WITH MINIMAL CLAY CONTENT AND 20% SHREDDED HARDWOOD MULCH.

## BENCHMARKS

DUPAGE COUNTY BENCHMARKS:  
DUPAGE COUNTY 0198 = 3.5" BRASS DISK ON THE SOUTH END OF  
THE EAST BRIDGE WALK 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 NORTH-BOUND  
ELEVATION: 771.01' NAD83

DUPAGE COUNTY 0006 - 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' NAVD83

ON-SITE BENCHMARK  
CUT 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  
CUT CROSS IN THE CENTER OF THE WALK ON THE EAST SIDE OF  
LACEY ROAD NORTH OF CAROL STREET 39'±/- SOUTH EAST OF  
POWERPOLE AND 38'±/- NORTH OF END OF SIDEWALK.  
ELEVATION: 733.66' NAVD88

CONTRACTOR TO EXCAVATE DETENTION BASIN PRIOR TO DISTURBING REST OF SITE. DETENTION BASIN TO SERVE AS A SEDIMENTATION BASIN DURING CONSTRUCTION. ALL RUNOFF FROM DISTURBED AREAS SHALL BE CONVEYED TO DETENTION BASIN VIA OVERLAND SWALES. AFTER STORM EVENTS THE DETENTION BASIN SHALL BE DEWATERED, UTILIZING SILT BAGS. ANY SEDIMENTATION WITHIN THE DETENTION BASIN SHALL BE REMOVED PRIOR TO FINAL STABILIZATION OF THE SITE.

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4100 - 4200 LACEY ROAD  
DOWNERS GROVE, ILLINOIS

GRADING & EROSION PLAN (2 OF 2)

GRADING & EROSION PLAN (2 OF 2)

--	--

 Consulting Civil Engineering  
Land Planning & Surveying

1050 State Route 12  
Plainfield, Illinois 60544

voice 815-254-0500  
fax 815-236-5155

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C.M. Lavoie  
& Associates, INC.

DRAWN BY: TRH	CHECKED BY: TRH
---------------	-----------------

SCALE: 1" = 30'	DATE: 05/29/2013
DWG. NUMBER:	SHEET:

JOB NUMBER: 10-227 SHEET: 15 OF 16

#	DATE	DESCRIPTION
1	06-28-2003	REVISED PER VILLAGE

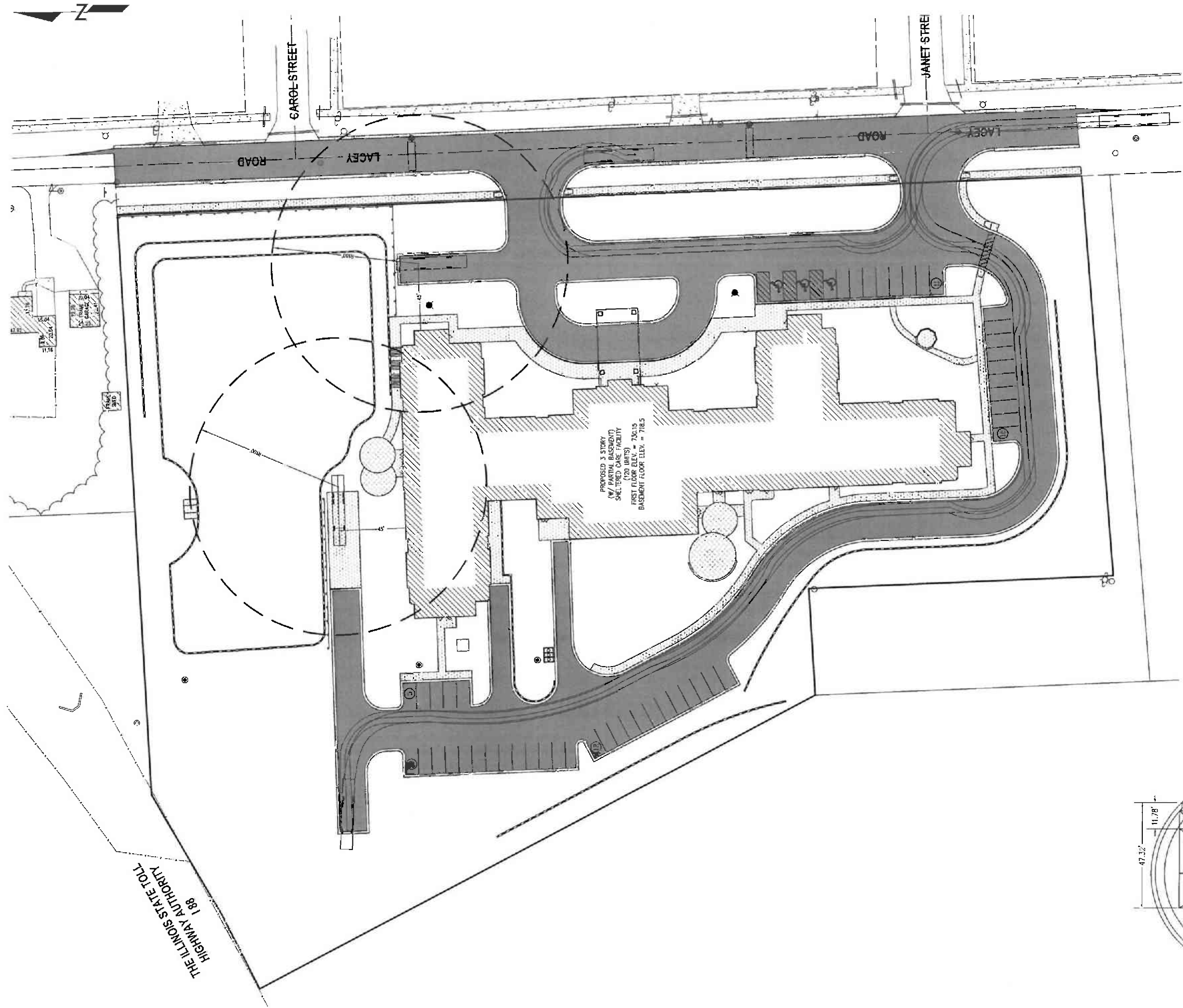
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505	3		

58		

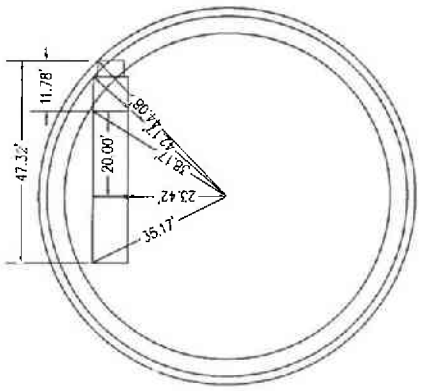
2	
6	
2	

7		
8		

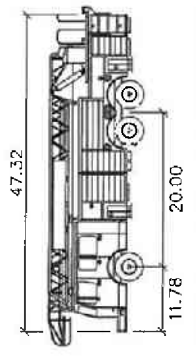




THE ILLINOIS STATE TOLL  
HIGHWAY AUTHORITY 188



TURNING RADII SCHEMATIC  
1" = 30'



100' REAR MOUNT PLATFORM  
N.T.S.

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.

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

GRAPHIC SCALE  
0 15 30 60  
1" = 30 ft.  
( IN FEET )

**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 100 FEET EAST OF THE CENTERLINE OF FINLEY  
ROAD NORTHBOUND  
ELEVATION: 711.01' NAVD83  
DUKE COUNTY BENCHMARK  
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**  
1.5" BRASS DISK LOCATED ON THE EAST SIDE OF  
LACEY ROAD SOUTH OF CAROL STREET 5.4'-6" SOUTH EAST OF A  
POWERPOLE AND 33'-4" NORTH OF A DRIVEWAY.  
ELEVATION: 732.06' NAVD83  
**ON-SITE BENCHMARK**  
1.5" BRASS DISK LOCATED 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 28'-4" NORTH OF THE END OF SIENKA  
ELEVATION: 733.06' 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: 10/22/12	DATE: 10/22/12
DESIGNED BY: TMH	DESIGNED BY: TMH
DATE: 10/22/12	DATE: 10/22/12
CHECKED BY: TMH	CHECKED BY: TMH
DATE: 10/22/12	DATE: 10/22/12

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.**

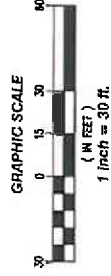




Luminaire Schedule						
Symbol	Qty	Lamps	Arrangement	Total Lamp Lumens	LLF	Lum. Watts
	1	FW40	SINGLE	40000	0.750	450
	2	GWCS40	SINGLE	81000	0.750	440

Calculation Summary							
Label	Calc Type	Units	Avg	Max	Min	AvgMin	MaxMin
Gas Use	Illustrative	Ft	1.11	28.9	0.0	N/A	N/A
PROPERTY LINE	Illustrative	Ft	1.8	1.8	0.0	N/A	N/A
PAVED AREA	Illustrative	Ft	2.53	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.



DUNPAGE 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' NAVD08

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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 CONCRETE PAVEMENT  
PROPOSED DECORATIVE PAVEMENT

4100 - 4200 LACEY ROAD  
DOWNERS GROVE ILLINOIS

EX14 - PHOTOMETRIC PLAN

DRAWN BY: TRH ; CHECKED BY: TRH

SCALE: 1" = 30'	DATE: 07/01/2013
JOB NUMBER:	SHEET: 1 OF 1

#	DATE	DESCRIPTION
10-227		

[illegible][illegible]

1	
0	
5	

[illegible]



## A 2.1

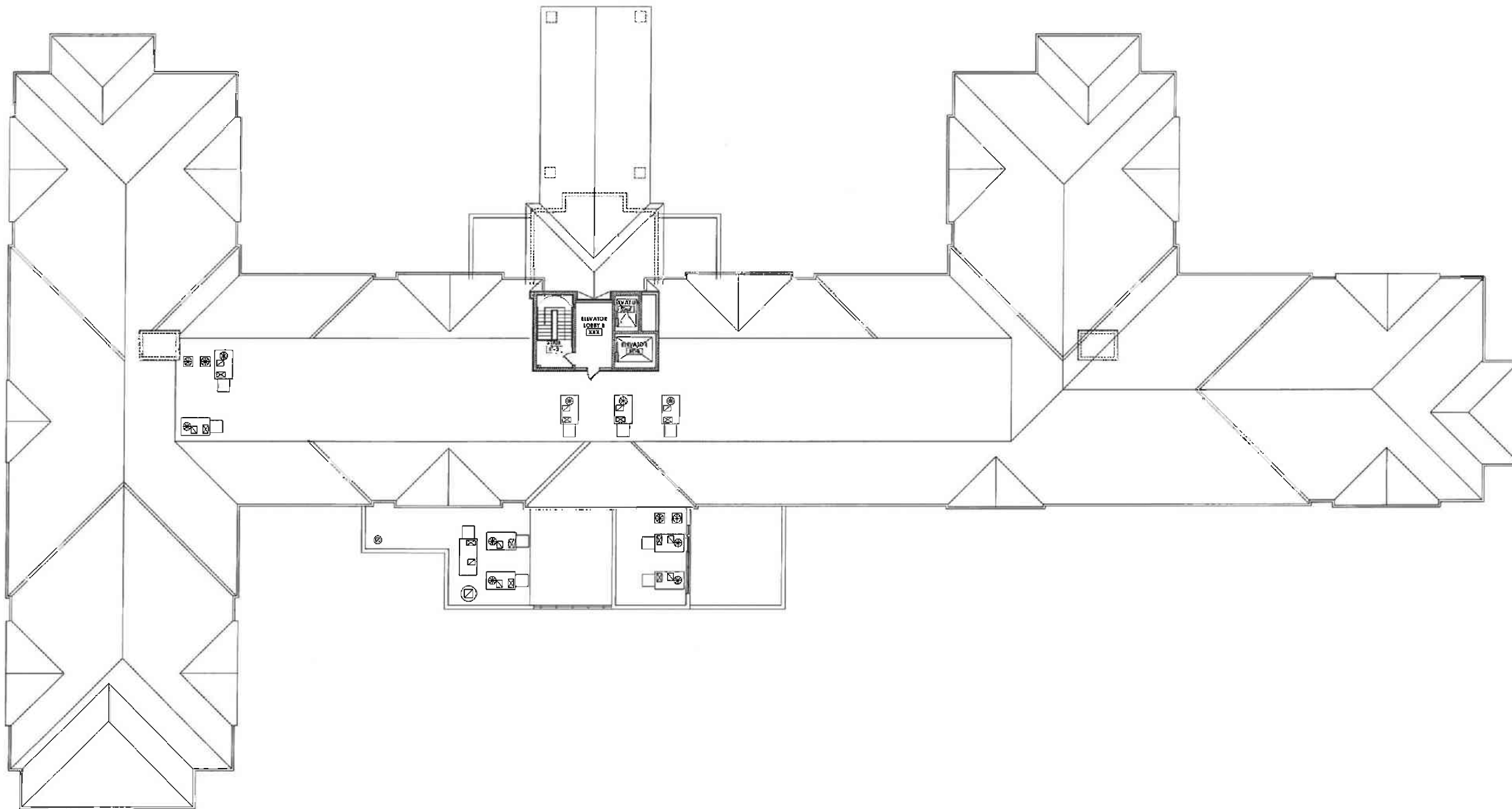












1 ROOF PLAN



APPROVAL:	
SUBMITAL / REVISION:	DATE:
FOR: COMPANY:	11/14/2013
NOTES:	
<p>1. SEE SHEET A-2.5 FOR ALL ROOFING AND DRAINAGE DETAILS.</p> <p>2. ALL ROOFING SHALL BE 30 YEAR MINIMUM LIFE EXPECTANCY.</p> <p>3. ALL ROOFING SHALL BE 30 YEAR MINIMUM LIFE EXPECTANCY.</p> <p>4. ALL ROOFING SHALL BE 30 YEAR MINIMUM LIFE EXPECTANCY.</p> <p>5. ALL ROOFING SHALL BE 30 YEAR MINIMUM LIFE EXPECTANCY.</p> <p>6. ALL ROOFING SHALL BE 30 YEAR MINIMUM LIFE EXPECTANCY.</p> <p>7. ALL ROOFING SHALL BE 30 YEAR MINIMUM LIFE EXPECTANCY.</p> <p>8. ALL ROOFING SHALL BE 30 YEAR MINIMUM LIFE EXPECTANCY.</p> <p>9. ALL ROOFING SHALL BE 30 YEAR MINIMUM LIFE EXPECTANCY.</p> <p>10. ALL ROOFING SHALL BE 30 YEAR MINIMUM LIFE EXPECTANCY.</p>	
CONSULTING:	
<p><b>CRAFT</b> architecture LLC</p> <p>1406 South Throop Street Chicago, Illinois 60608 P. 312.456.8600 www.craft-architecture.com</p> <p>© 2013 CRAFT architecture LLC All Rights Reserved</p>	
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DESIGN PROFESSIONAL:	
<p>STATE OF ILLINOIS No. 001234567 D.C. 14</p>	
DRAWN BY: JP	
DATE: 06.11.2013	
CAD LAYER NAME: DG-SLF-PLANS	
PROJECT:	
<p><b>DOWNERS GROVE SLF</b> <b>SUPPORTIVE LIVING /</b> <b>SHELTERED CARE</b> <b>FACILITY</b></p> <p>4200 LACEY ROAD DOWNERS GROVE, ILLINOIS 60516</p>	
PROJECT NUMBER: DG-SLF	
GRAPHIC SCALE:	
<p>1" = 1'-0"</p> <p>1/2" = 1'-0"</p> <p>3/8" = 1'-0"</p> <p>1/4" = 1'-0"</p> <p>1/8" = 1'-0"</p> <p>1/16" = 1'-0"</p> <p>1/32" = 1'-0"</p> <p>1/64" = 1'-0"</p>	
KEY PLAN:	
SHEET TITLE: ROOF PLAN	
SHEET NUMBER: A 2.5	







EXTERIOR FINISH SCHEDULE					
NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
CS-1	1. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE	CS-2	2. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE	CS-3	3. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE
CS-4	4. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE	CS-5	5. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE	CS-6	6. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE
CS-7	7. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE	CS-8	8. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE	CS-9	9. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE
CS-10	10. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE	CS-11	11. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE	CS-12	12. EXTERIOR PLASTER SYSTEM MANUFACTURED PLASTER OVER GYPSUM BOARD COLOR: WHITE



2 FRONT ELEVATION (EAST)



REAR ELEVATION (WEST)

APPROVAL:

SUBMITTAL / REVISION: DATE:

NOTES:

CONSULTING:

CRAFT architecture LLC  
1609 South Thompson Street  
Chicago, IL 60608  
P 312.656.8800  
www.craft-architecture.com

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DESIGN PROFESSIONAL:

EXPIRATION DATE: 07-02-2018

DRAWN BY: JP

DATE: 07-02-2018

CAD FILE NAME: DG-SIF-ELEVATIONS

PROJECT: DOWNERS GROVE SIF SUPPORTIVE LIVING / SHELTERED CARE FACILITY

4200 LACEY ROAD  
DOWNERS GROVE, ILLINOIS 60515

PROJECT NUMBER: DG-SIF

GRAPHIC SCALE:

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 COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM	FM-2	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM	FM-3	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM
FM-4	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM	FM-5	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM	FM-6	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM
FM-7	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM	FM-8	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM	FM-9	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM
FM-10	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM	FM-11	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM	FM-12	FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER SYSTEM FAIRFAX COUNTY PLASTER 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 60607  
P 312.638.8600  
www.craft-architecture.com

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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'-0"  
1" = 20'-0"  
1" = 30'-0"  
1" = 40'-0"  
1" = 50'-0"  
1" = 60'-0"  
1" = 70'-0"  
1" = 80'-0"  
1" = 90'-0"  
1" = 100'-0"

KEY PLAN:  
AREA A

SHEET TITLE:  
EXTERIOR  
ELEVATIONS  
AREA A

SHEET NUMBER:  
A 3.3



APPENDIX A

SUBMITTAL / REVISIONS:	DATE:
1. SUBMIT FOR PLAN CHECK ONLY	08/07/20

NOTES:

CONSULTING:

**CRAFT architecture LLC**  
1606 South Throop Street  
Chicago, Illinois 60608  
P-012-436-9600  
[www.craftarchitecture.com](http://www.craftarchitecture.com)

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CRAFT design + build LLC

**DESIGN PROFESSIONAL:**



CHRYSTOPHER D. ENGEL  
001-047895  
STATE OF ILLINOIS

EXPLANATION: NOT TO SCALE • 20' = 1"

DRAWN BY: JP

DATE: 07-02-2013

CAD LAVED 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"  
3/8" = 1'-0"  
1/4" = 1'-0"  
3/16" = 1'-0"  
1/8" = 1'-0"  
1/16" = 1'-0"

X/EY PLAN:



SHEET TITLE:  
EXTERIOR ELEVATIONS AREA B

SHEET NUMBER:  
A 3.4



AFFIDAVIT

SUBMITTAL / REVISION:	DATE:
INSULATOR FIRM COMMENTS	7/19/20

NOTES:

CONSULTING:

CRAFT architecture LLC  
1608 South Thompson Street  
Chicago Illinois 60608  
P 312.634.8600  
[www.craft-architecture.com](http://www.craft-architecture.com)

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CRAFT Architecture LLC

**DESIGN PROFESSIONAL:**



DAVID M. SMITH  
No. 121222  
STATE OF ILLINOIS

EXPIRATION DATE: MAY 31, 2014

DRAWN BY: JP

DATE: 07-02-2013

CAD SAVE NAME:  
DG-SUP-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" = 1'-0"  
1" = 1'-0"  
1" = 1'-0"  
1" = 1'-0"  
1" = 1'-0"

**KEY PLAN:**



**SHEET TITLE:**  
EXTERIOR  
ELEVATIONS  
AREA C

**SHEET NUMBER:**  
A 3.5



**APPROVAL:**

SUBMITTAL / REVISION	DATE
ISSUED FOR CONSTRUCTION	7-08-2013

NOTES:

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**CONSULTING:**

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**CRAFT architecture LLC**  
 200 South Morgan Street  
 Chicago, Illinois 60606  
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**DESIGN PROFESSIONAL:**



L.P. Davis, Inc., N.E.W.A.S.T.E.C., LTD.  
 DRAWN BY: JP  
 DATE: 07-02-2013  
 CAD SAVED NAME: DG-SLF-ELEVATIONS  
 PROJECT:


**DOWNS GROVE SLF SUPPORTIVE LIVING / SHELTERED CARE FACILITY**

4200 LACEY ROAD  
 DOWNS GROVE, ILLINOIS 60515

PROJECT NUMBER: DG-SLF

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

KEY PLAN:



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 16<sup>th</sup> 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. 126<sup>th</sup> 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, 31<sup>st</sup> Floor  
Chicago, Illinois 60602

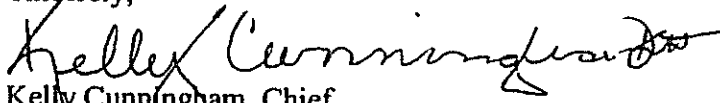
Dear Mr. Fiandaca:

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 63<sup>rd</sup> 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