

**VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL MEETING
MAY 13, 2014 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
Two Zoning Ordinance Map Amendments, Plat of Subdivision, Special Use, Planned Development Designation and Redevelopment Agreement for properties at 317-327 Ogden Avenue, 4325 Fairview Avenue and 4322 Florence Avenue	<ul style="list-style-type: none"> ✓ Resolution ✓ Ordinances Motion Discussion Only 	Tom Dabareiner, AICP Community Development Director

SYNOPSIS

The following items have been prepared for the comprehensive redevelopment of the subject property:

- An ordinance for a Zoning Ordinance Map Amendment to rezone 4325 Fairview Avenue from R-5, Two Family Residential to B-3, General Services and Highway Business
- An ordinance for a Zoning Ordinance Map Amendment to rezone 4322 Florence Avenue from R-6, Multiple Family Residential to B-3, General Services and Highway Business
- A resolution for a Final Plat of Subdivision
- A Special Use ordinance to permit a drive-through restaurant
- An ordinance designating the Fresh Thyme Development a Planned Development (#52)
- An ordinance authorizing the execution of a Redevelopment Agreement with SDG Downers Grove, LLC for the Fresh Thyme redevelopment

STRATEGIC PLAN ALIGNMENT

The goals for 2011-2018 include *Strong and Diverse Local Economy*.

<p>UPDATE & RECOMMENDATION</p> <p>Based on Council discussion at the May 6, 2014 meeting, staff discussed additional signage with the developer. The developer shall install "Local Traffic Only" signage for southbound traffic exiting the site along Florence Avenue, in addition to the "No Trucks" southbound signage previously proposed. The developer shall also place additional signage at the Lake Avenue entrance facing east noting "No Outlet." Staff recommends approval on the May 13 Active Agenda.</p>

FISCAL IMPACT

The Redevelopment Agreement would require the Village to make a one-time reimbursement to the developer of no more than \$550,000 upon substantial completion of the redevelopment project. The payments would be made from the Ogden Avenue Redevelopment Tax Increment Fund. The FY14 budget includes \$1.5 million in the Ogden TIF Fund for redevelopment expenses.

BACKGROUND

Zoning Request

The petitioner is proposing to construct a 29,000 square foot Fresh Thyme Market grocery store and a 4,500 square foot out-building at the southwest corner of Florence and Ogden Avenues. The request requires approvals of two zoning ordinance map amendments, a plat of subdivision to subdivide ten lots into two lots of record, a special use for a drive through within the out-building and a planned development designation to facilitate the entire development.

Redevelopment Agreement Request

The developer has requested the execution of a redevelopment agreement which includes the following key terms:

- The developer shall complete the development project by July 1, 2015
- The developer shall construct the project in accordance with the approved plans which include stormwater management improvements and burial of existing overhead utility lines.
- The Village shall reimburse the developer for the costs of stormwater management improvements and utility burial in an amount not to exceed \$550,000.

Property Information & Zoning

The property is located at the southwest corner of Florence and Ogden Avenues and includes a single lot on Fairview Avenue. The site is 3.09 acres in size and is currently zoned R-5, Two Family Residential, R-6, Multiple Family Residential and B-3, General Services and Highway Business. The site includes two vacant commercial buildings, foundations of a previously demolished commercial building, a single-family house and a multi-family house.

Development Plan

The petitioner is proposing to demolish all existing buildings and structures on the site and rezone the two residential properties from R-5 and R-6 to B-3 so that the entire property is zoned B-3. The petitioner will create two new lots, Lot 1 which encompasses the majority of the site and Lot 2 at the corner of Florence and Ogden Avenues. The petitioner is proposing to construct the Fresh Thyme Building in the center of Lot 1 and the out-building on Lot 2. The out-building will include a drive-through restaurant on the east side of the building.

The petitioner is proposing to reduce the number of curb cuts onto Ogden Avenue from six to two, with the new easternmost curb cut being a right-in / right-out access only. IDOT has reviewed the proposal and concurred with the design. The property will also have secondary entrances onto both Fairview and Florence Avenues.

Compliance with the Zoning Ordinance

The proposal meets the vast majority of the B-3 zoning district bulk requirements but deviates from three zoning regulations as shown below:

Deviation requested	Necessity of deviation
Allow a 43-foot parking setback from the centerline of Ogden	<ul style="list-style-type: none"> • Allows installation of code-compliant parking spaces and drive aisles in front of both buildings.

Avenue where a 50-foot parking lot setback is required	<ul style="list-style-type: none"> • Allows the Fresh Thyme building to be located farther away from the residential uses to the south.
Allow seven drive-through stacking spaces where eight are required.	<ul style="list-style-type: none"> • The Florence Avenue curb cut has been located as far north as possible to separate it from adjacent residential uses to the south. • Additional stacking will occur within the site if necessary.
Allow a three-foot side yard sign setback where 25 feet is required for the sign along Fairview Avenue	<ul style="list-style-type: none"> • The sign is needed to direct customers and deliveries into the site from Fairview Avenue which is a heavily traveled minor arterial street. • The sign is purposefully located adjacent to a commercial use and is approximately 45 feet from the nearest residential property. • The sign is 10 feet from the Fairview Avenue property line and the deviation will not affect visibility.

Compliance with the Subdivision Ordinance

The proposed lot sizes for both lots meet the requirements of the subdivision ordinance. The petitioner will provide a blanket public utility and stormwater easement and an access easement that encompasses the majority of both lots. These easements meet the requirements of the subdivision ordinance.

Public Improvements

The proposed public improvements identified in the petition include:

- Reduction of Ogden Avenue curb cuts from six to two
- Reduction of Florence Avenue curb cuts from two to one
- Installation of a sidewalk along Ogden Avenue
- Relocation of ComEd utility lines that currently transverse the site
- Installation of an eight inch water main to service both buildings
- Installation of Post Construction Best Management Practices (PCBMPs) that meet the Village’s Stormwater Ordinance.
- Connection of PCBMPs to the existing detention basin within the Florence Avenue right-of-way
- A \$3,000 fee-in-lieu for six parkway trees along Florence Avenue

Traffic

The petitioner found that 89 new vehicles would access the site during morning peak periods and an additional 155 new vehicles would access the site during evening peak periods. The study found that there are adequate gaps within the Ogden Avenue traffic stream that allowed both inbound and outbound maneuvers from the subject site. The petitioner’s supplemental traffic evaluation memorandum identified that the access points to the site and surrounding intersections would continue to operate at an acceptable level of service if the proposed development were constructed. The full access point to Ogden Avenue will operate less efficiently during the evening peak period but that is not uncommon along Ogden Avenue. The ability to use alternate access points will alleviate some of the inefficiency.

Compliance with the Comprehensive Plan

The proposed redevelopment is consistent with the Comprehensive Plan as shown below:

- Develops Catalyst Site #32 with a development that will complement the existing neighborhood retail with new retail uses that are targeted towards nearby residents.
- Develops an underutilized commercial property that has been vacant for many years.
- Provides a blend of retail uses that are consistent with the Corridor Commercial designation.

- Expands the commercial depth of Ogden Avenue to facilitate a development of this size.
- Provides perimeter landscape screening of parking areas, a high level of design, adds value to surrounding properties and improves Ogden Avenue access management.

Public Comment

During the Plan Commission meeting, multiple residents expressed concerns about the proposal. The concerns included traffic back-ups at the intersection of Fairview Avenue and the south drive aisle and increased traffic along both Florence and Lake Avenues. The petitioner's supplemental traffic evaluation noted the intersection at Fairview and the south drive aisle will operate at an acceptable level of service and delivery vehicles will access the site during off-peak hours. The study further identified minimal increases of traffic along Florence Avenue and no increases to Lake Avenue traffic due to the proposed development.

Based on Plan Commissioner comments, the petitioner reduced the sign size along Fairview Avenue to 26 square feet of sign area and eight feet in height; enhanced the east façade with additional architectural features; and added a sidewalk along the west side of the building.

The commissioner with the dissenting vote did not agree with the proposed access point to Fairview Avenue. Based on this point, the dissenter did not support the petition.

ATTACHMENTS

Aerial Map

Ordinances

Staff Report with attachments dated March 3, 2014

Draft Minutes of the Plan Commission Hearing dated March 3, 2014

Revised site plan

Revised Fresh Thyme elevation drawing

Supplemental Traffic Evaluation Memorandum

Redevelopment Agreement

**VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY**

INITIATED: Petitioner **DATE:** May 13, 2014
(Name)

RECOMMENDATION FROM: _____ **FILE REF:** PC-05-14
(Board or Department)

NATURE OF ACTION:

- Ordinance
- Resolution
- Motion
- Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, CODIFIED AS CHAPTER 28 OF THE DOWNERS GROVE MUNICIPAL CODE, AS AMENDED TO REZONE THE PROPERTY LOCATED AT 4322 FLORENCE AVENUE", as presented.

GS

SUMMARY OF ITEM:

Adoption of the attached ordinance shall rezone 4322 Florence Avenue from "R-6 Multi Family Residence District" to "B-3" General Service Highway Business District".

RECORD OF ACTION TAKEN:

ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE COMPREHENSIVE ZONING ORDINANCE
OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, CODIFIED AS
CHAPTER 28 OF THE DOWNERS GROVE MUNICIPAL CODE, AS AMENDED
TO REZONE THE PROPERTY LOCATED AT 4322 FLORENCE AVENUE**

WHEREAS, the real estate located at 4322 Florence Avenue, on the west side of Florence Avenue, approximately 300 feet south of Ogden Avenue, hereinafter described has been classified as “R-6 Multi Family Residence District” under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and,

WHEREAS, the owner or owners of said real estate have requested that such property be rezoned as hereinafter provided; and

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing respecting said petition on March 3, 2014 and has made its findings and recommendations respecting said requested rezoning in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, making due allowance for existing conditions, the conservation of property values, the development of the property in conformance to the official Comprehensive Plan of the Village of Downers Grove, and the current uses of the property affected, the Council has determined that the proposed rezoning is for the public good.

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

SECTION 1. The Comprehensive Zoning Ordinance of the Village of Downers Grove, Illinois, codified as Chapter 28 of the Downers Grove Municipal Code (which ordinance as heretofore amended, is hereinafter referred to as the "Zoning Ordinance"), is hereby further amended by changing to "B-3, General Services and Highway Business District" the zoning classification of the following described real estate, to wit:

The North ½ of Lot 9 in Block 4 in Arthur T. McIntosh and Co’s Ogden Avenue Subdivision being a subdivision in the southwest ¼ of Section 4, Township 38 North, Range 11, East of the Third Principal Meridian, according to the plat thereof recorded December 7, 1923 as Document No. 172336, in DuPage County, Illinois.

Commonly known as: 4322 Florence Avenue, Downers Grove, IL 60515
(PIN 09-04-300-030)

SECTION 2. The official zoning map shall be amended to reflect the change in zoning classification effected by Section 1 of this ordinance, subject to the following conditions:

1. Any changes to the conditions represented by the Petitioner as the basis for this petition, whether those changes occur prior to or after Village approval, shall be promptly reported to the Village. The Village reserves the right to re-open its review process upon receipt of such information; and

2. It is the Petitioner's obligation to maintain compliance with all applicable Federal, State, County and Village laws, ordinances, regulations, and policies.

SECTION 3. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 4. This ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

Mayor

Passed:

Published:

Attest: _____

Village Clerk



0 50 100 Feet



317 – 327 Ogden Avenue, 4314 – 4322 Florence Avenue and 4325 Fairview Avenue



**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
MARCH 3, 2014 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
PC 05-14 Comprehensive Redevelopment at 317-327 Ogden Avenue, 4314 – 4322 Florence Avenue, and 4325 Fairview Avenue	Zoning Ordinance Map Amendments, Plat of Subdivision, Special Use for a Drive and Planned Development	Stan Popovich, AICP Senior Planner

REQUEST

The petitioner is requesting approval of:

1. A Zoning Ordinance Map Amendment to rezone 4325 Fairview Avenue from R-5, Two Family Residential to B-3, General Services and Highway Business;
2. A Zoning Ordinance Map Amendment to rezone 4322 Florence Avenue from R-6, Multiple Family Residential to B-3, General Services and Highway Business;
3. A Final Plat of Subdivision to subdivide ten lots of record into two lots of record;
4. A Special Use to permit a drive-through restaurant in the B-3, General Services and Highway Business district; and
5. A Planned Development designation to complete a comprehensive redevelopment of the site.

NOTICE

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

GENERAL INFORMATION

OWNER: Joseph Perillo
834 N. Rush Street
Chicago, IL 60611

Andrew and Pamela Chernivsky
7980 Tremain Road
Maple City, MI 49664

APPLICANT: Greenberg Farrow
Attn: Jennifer Mowen
21 S. Evergreen Avenue #200
Arlington Heights, IL 60005

PROPERTY INFORMATION

EXISTING ZONING: B-3, General Services and Highway Business, R-5, Two Family Residence and R-6 Multiple Family Residence

EXISTING LAND USE: Single Family Residential, Multiple Family Residential and Vacant Commercial

PROPERTY SIZE: 3.09 acres (134,608 square feet)

PINS: 09-04-300-004, -005, -006, -007, -012, -028, -029, -030 and -052

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-3 General Services & Highway Business	Corridor Commercial
SOUTH:	R-5, Two Family Residence & R-6, Multiple Family Residence	Single Family Residential
EAST:	B-3 General Services & Highway Business & R-4, Single Family Residence	Corridor Commercial & Single Family Residential
WEST:	B-3 General Services & Highway Business & R-4, Single Family Residence	Corridor Commercial & Single Family Residential

ANALYSIS

SUBMITTALS

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

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

PROJECT DESCRIPTION

The petitioner is proposing to construct a 29,000 square foot Fresh Thyme Market grocery store and a 4,500 square foot out-building at the southwest corner of Florence and Ogden Avenues. The subject site is commonly known as 317-327 Ogden Avenue, 4314 – 4322 Florence Avenue, and 4325 Fairview Avenue. The petitioner is requesting approval of the following items:

1. A Zoning Ordinance Map Amendment to rezone 4325 Fairview Avenue from R-5, Two Family Residential to B-3, General Services and Highway Business;
2. A Zoning Ordinance Map Amendment to rezone 4322 Florence Avenue from R-6, Multiple Family Residential to B-3, General Services and Highway Business; and
3. A Final Plat of Subdivision to subdivide ten lots of record into two lots of record
4. A Special Use to permit a drive-through restaurant in the B-3, General Services and Highway Business district. A restaurant with a drive-through use is listed in Section 28.609 of the Zoning Ordinance as an allowed Special Use in the B-3
5. A Planned Development designation to complete a comprehensive redevelopment of the site. Planned Developments are permitted in the B-3 zoning district.

Existing Conditions

The property consists of ten lots of record. Seven lots of record front Ogden Avenue and are zoned B-3, General Services and Highway Business. These lots include two vacant commercial buildings and a large, empty parking lot which include the foundation of a demolished building. These lots also provide

six curb cuts onto Ogden Avenue.

Two lots of record have frontage onto Florence Avenue. The northern lot is vacant and includes a lawn and parking lot while the southern lot includes a multi-family residential dwelling and detached garage. The northern lot is zoned B-3, General Services and Highway Business while the southern lot is zoned R-6, Multiple Family Residential. The single lot along Fairview Avenue includes a single family home and is zoned R-5, Two Family Residential.

Proposed Development

The petitioner is proposing to demolish all the existing structures and foundations on the subject site, then construct a 29,000 square foot Fresh Thyme Market grocery store and a 4,500 square foot out-building on the property. The petitioner is proposing to subdivide the property into two lots of record, Lot One for the Fresh Thyme building and Lot 2, at the corner of Florence and Ogden Avenues, for the out-building.

The Fresh Thyme building will be located in the center of Lot 1, with its customer entrance facing Ogden Avenue. The service and loading areas will be located on the south side of the building, with the loading dock at the southeast corner of the building. The exterior building materials will be primarily pre-cast concrete panels with a brick design accented by two finish colors, stacked stone and vertical siding. A standing seam metal roof along the north facade will add an architectural element to the parapet of the flat roof. The north façade also includes a covered colonnade and entry.

The 4,500 square foot out-building will be located within Lot 2. The one-story out-building will be clad in brick and stacked stone. The customer entrances will be off the north façade with service entrances on the south façade. The building is designed to accommodate two users, including a drive-through restaurant on the east side. The seven car stacking lane for the drive-through is along the east side of the property adjacent to Florence Avenue. The stacking lane will be screened from adjacent properties via a four-foot ornamental fence and continuous landscaping.

The petitioner is proposing two curb cuts onto Ogden Avenue, a reduction from the existing six. The Illinois Department of Transportation (IDOT) reviewed the proposed Ogden Avenue improvements and concurs with the design. The petitioner will provide a total of 142 parking spaces across both lots where 142 are required by the Zoning Ordinance.

Two masonry trash enclosures are provided in the development. The out-building's trash enclosure will be located immediately south of the building while the Fresh Thyme's enclosure will be located to the southeast of their building. Landscaping will surround both enclosures.

The petitioner has provided landscaping within and around the parking lot as required by the Zoning Ordinance. The petitioner is proposing to install a solid six-foot tall fence along the south property line adjacent to the residential properties. This area will also include continuous landscaping with arborvitae and sugar maples. Six parkway trees are proposed along Florence Avenue in addition to the two existing parkway trees that are to be maintained.

The petitioner is proposing to install three monument signs for the development. The primary 60 square foot monument sign will be located immediately adjacent to the western Ogden Avenue curb cut. A 26 square foot monument sign will be located at the corner of Florence and Ogden Avenues. The final monument sign, also measuring 26 square feet, will be located at the entry drive along Fairview Avenue. The petitioner is also proposing code-compliant wall signs on both the Fresh Thyme building and the out-building. All signage will be required to meet the Village's Sign Ordinance.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan identifies the subject site as being a part of Catalyst Site #32. The Plan notes this site is underutilized with vacant buildings. The catalyst site presents an opportunity to complement the neighborhood retail nature of this area by providing new retail or service uses targeted towards nearby residents. The Plan also promotes redevelopment of underutilized commercial properties in areas that can provide convenient general commercial needs to the community. The proposed development of a grocery store with an outlot dedicated to retail users is consistent with the goals of the Comprehensive Plan and its specific goals for Catalyst Site #32.

The Comprehensive Plan identifies the northern 300 feet of the site as Corridor Commercial and southern 50 feet as single family residential. 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. Similarly, the Plan notes the Ogden Avenue corridor should continue to function in its dual role by serving the daily needs of local residents and providing commercial services to the larger region. The proposed grocery store and retail development will serve the needs of local residents and also provide services to the larger region.

While the proposed development does not follow the single family residential designation along the southern 50 feet of the property, the proposal does meet the intent of the Comprehensive Plan to expand commercial lot depth along Ogden Avenue to encourage commercial expansion on a case-by-case basis given the location, context, use and screening. The proposed development requires the expansion of the B-3 zoning district to the south to facilitate a development of this size. The expanded depth is beneficial to the development by creating adequate space for parking and circulation throughout the site. The proposed development is adjacent to commercial operations to the north, east and west. Furthermore, the petitioner is proposing to install a six-foot tall fence and landscaping along the southern property line to screen the commercial development from adjacent residential properties.

The Comprehensive Plan calls for perimeter landscape screening of parking areas, a high level of design that blends with surrounding properties, adds value to the adjacent properties and improves access management along Ogden Avenue. Landscaping is provided within the parking lot and along its edges to screen the parking from properties. The two buildings are a high quality. The proposed development improves access management by reducing the number of curb cuts along Ogden Avenue from six to two. The proposed development and plan are consistent with the Comprehensive Plan.

COMPLIANCE WITH ZONING ORDINANCE

The property is zoned R-5, Two Family Residential, R-6, Multiple Family Residential and B-3, General Services and Highway Business. If approved, the redevelopment of the subject site will be completed within the B-3 zoning district. As such, the bulk requirements of the proposed planned development in the B-3 zoning district are summarized in the following table:

Zoning Requirements for the Comprehensive Redevelopment

Lot 1 - Fresh Thyme Lot	Required	Proposed
North Setback (Front Yard)	75 ft from CL of Ogden Avenue	160 ft from CL of Ogden Avenue
East Setback (Front Yard)	26 ft	137 ft
South Setback (Rear Yard)	9 ft	50.5 ft
West Setback (Side Yard)	9 ft	10.7 ft
Building Height	60 ft	22.67 ft
Floor Area Ratio	0.75	0.27

Lot 2 - Out Building Lot	Required	Proposed
North Setback (Front Yard)	75 ft from CL of Ogden Avenue	117 ft from CL of Ogden Avenue
East Setback (Front Yard)	25 ft	26.2 ft
South Setback (Rear Yard)	n/a	102 ft
West Setback (Side Yard)	n/a	16 ft
Building Height	60 ft	16 ft
Floor Area Ratio	0.75	0.17

Planned Development Elements	Required	Proposed
Parking Spaces	142 (shared)	142 (shared)
Open Space (Total Lot 1 and 2)	15% (20,206 sq ft)	15% (20,228 sq ft)
Parking Lot Setbacks		
North Setback	50 ft from CL of Ogden Avenue	43 ft from CL of Ogden Avenue
East Setback	8 ft	13 ft
Rear Setback	6 ft	10 ft
West Setback	0 ft (north parking lot) 25 ft (south drive aisle)	5 ft (north parking lot) 54 ft (south drive aisle)

The proposed planned development departs from three zoning regulations, the vehicle parking setback along Ogden Avenue, the number of stacking spaces associated with the drive through restaurant and the side yard sign setback requirement along Fairview Avenue. The Ogden Avenue parking lot setback departure is necessary to permit the installation of code compliant parking spaces and drive aisles in front of the two buildings. Additionally, the proposed parking setback allows the Fresh Thyme building to be farther away from the residential properties to the south. If the required setback were met, the building, south drive aisle and south parking spaces would be closer to the residential properties. This deviation is necessary.

The seven stacking spaces are also the result of the installation of code compliant parking spaces and drive aisles in front of the out-building. Another stacking space could not be added without relocating the access drive to Florence Avenue at least 20 feet to the south and closer to the residential neighborhood. The petitioner has attempted to locate the Florence Avenue curb cut away from the residential areas to the south and as near Ogden Avenue and adjacent commercial properties as possible. In any case, additional stacking will occur on-site within the parking lot. This deviation is necessary.

The proposed Fairview Avenue sign is three feet from the north property line where 25 feet is required. The sign is necessary along Fairview Avenue to direct customer and delivery traffic into the development. Fairview Avenue is a minor arterial street that is heavily traveled. The sign is purposefully located along the north side of the drive aisle to separate the sign from the residential uses to the south. This deviation is necessary.

The petitioner is proposing parking lot lighting that is in accordance with the parking lot lighting requirements of the Zoning Ordinance. Particular care has been taken along the south drive aisle to limit the light spill onto the residential properties and to face all lights north towards the commercial properties. All lighting will be directed towards the buildings, driveways and parking areas and away from the adjacent residential properties.

As shown in the table above, the planned development meets the vast majority of the B-3 zoning district bulk requirements. The three deviations are necessary to limit the impact of the development on the surrounding residential uses. The proposal is consistent with the Village’s Zoning Ordinance.

COMPLIANCE WITH THE SUBDIVISION CONTROL ORDINANCE

The subject property is made up of ten lots of record. The petitioner is proposing to subdivide these ten lots into two lots of record. All new business lots must be at least 75 feet wide by 140 feet deep for a total area of 10,500 square feet. The proposed plat of subdivision exceeds all of these requirements as shown in the table below:

317 – 327 Ogden Ave	Lot Width		Lot Depth		Lot Area	
	Required	Proposed	Required	Proposed	Required	Proposed
Lot 1	75 feet	274.18 feet	140 feet	350.14 feet	10,500 sf	108,103 sf (2.48 acres)
Lot 2	75 feet	99.28 feet	140 feet	267.00 feet	10,500 sf	26,605 sf (0.61 acres)

The Subdivision Ordinance requires that public improvements, including curb and gutter, sidewalks and parkway trees, be installed in conjunction with the proposed plat of subdivision. The petitioner is proposing to remove six curb cuts along Ogden Avenue and replace them with two new curb cuts. The petitioner is also reducing curb cuts on Florence Avenue from two to one. A new sidewalk will be installed along the entire width of the property along Ogden Avenue. Existing sidewalks along Fairview and Florence Avenues will be replaced as needed in conjunction with the new curb cuts that are being proposed.

The Village Forester has determined that six new parkway tree are required along Florence Avenue. Parkway trees are not required along Ogden Avenue as the petitioner is proposing to install eight trees within their property along Ogden Avenue. The limited parkway depth and lot width along Fairview Avenue does not allow the installation of a parkway tree along Fairview Avenue. The petitioner will pay a \$500 fee in-lieu of installation for the six parkway 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 Final Plat of Subdivision includes a blanket public utility and drainage easement over the majority of the property. The only portions of the property not covered by the blanket easement are the two building pad locations. This easement encompasses all proposed stormwater improvements, stormwater piping, water piping, ComEd and Nicor utilities. These easements meet the Village’s requirements for utility easements.

The proposed development, resulting lots and proposed improvements comply with the Subdivision Ordinance.

TRAFFIC & PARKING

The proposed development includes two curb cuts along Ogden Avenue, a single curb cut onto Florence Avenue and a single curb cut Fairview Avenue. The Ogden Avenue curb cuts replace six existing curb cuts and will have a positive impact on the traffic conditions along Ogden Avenue. The western curb cut will have full access while the eastern curb cut will be right-in and right-out only.

The proposed curb cut onto Florence Avenue is a full access curb cut and will be located approximately 270 feet south of the intersection of Ogden and Florence Avenues. The Fairview Avenue curb cut will line up with Lake Avenue to the west. This curb cut will also be full access in and out.

The proposed development includes internal circulation aisles that connect all four curb cuts. The Fairview and Florence Avenue curb cuts are connected via a southern drive aisle. The southern drive aisle will include speed bumps in an effort to thwart cut-through traffic. It is anticipated that delivery vehicles will use the southern drive aisle to access the site, as the loading dock for the Fresh Thyme building is located at the southeast corner of the building.

The petitioner is proposing 142 parking spaces where 142 parking spaces are required. Twenty-two parking spaces are provided on Lot 2 with the remaining spaces being provided on Lot 1. The parking will be shared across both lots to meet the parking requirements.

The petitioner is providing seven stacking spaces for the drive-through lane. Typically eight spaces are required. The deviation is necessary based on the location of parking along Ogden Avenue and the petitioner's desire to have the Florence Avenue curb cut as close to Ogden Avenue as possible. The addition of another stacking space would push the Florence Avenue curb cut farther to the south and closer to the residential neighborhood.

The petitioner undertook a traffic review of the proposed development. The study reviewed trip generation rates based on the Institute of Traffic Engineers (ITE) 9th Edition of the *Trip Generation Manual*. The study found that an additional 89 vehicles would access the site during morning peak periods and an additional 155 vehicles would access the site during evening peak hours. The majority of traffic would access the site via the two Ogden Avenue curb cuts. The review found that there are adequate gaps in the Ogden Avenue traffic stream that allowed both inbound and outbound maneuvers from the subject site.

Traffic using the Florence Avenue access point is primarily generated from Ogden Avenue traffic. Minimal amounts of local traffic would travel south along Florence Avenue. The Fairview Avenue access point would see similar amounts of traffic exiting the site both north and south. The study found that the additional traffic generated by the proposed development can be accommodated by the area roadway system and that the four access points disperse traffic in an efficient manner.

The review also examined the proposed stacking spaces and found that for similar fast casual restaurants, peak vehicle queuing was between two and four vehicles. As such, the seven proposed stacking spaces will be sufficient for the proposed drive through lane.

ENGINEERING/PUBLIC IMPROVEMENTS

There will be significant improvements to the site and public infrastructure. The petitioner is proposing to reduce the curb cuts along Ogden Avenue from six to two. The petitioner is proposing a western full

access point and an eastern right-in and right-out only access point. IDOT has approved the curb cut locations along Ogden Avenue.

The petitioner will reduce the curb cuts along Florence Avenue from two to one. The new curb cut will provide full access to Florence Avenue. The proposed curb cut along Fairview Avenue will replace an existing residential curb cut and will also be full access in line with Lake Avenue.

The petitioner will construct a sidewalk along Ogden Avenue that ties into the existing sidewalk to the west and the existing sidewalk along Florence Avenue. Sidewalks along both Fairview and Florence Avenues will be replaced as necessary based on the new curb cut locations.

The petitioner is proposing to relocate the existing ComEd utility lines that run through the center of the site. The utilities will be relocated so that they run along the south property line. Sanitary sewer lines from each of the proposed buildings will tie into an existing sanitary sewer service within the Florence Avenue right-of-way.

The petitioner is proposing to install an eight inch water main within the south drive aisle to service both buildings. The water main will connect to the existing water mains within the Fairview and Florence Avenue rights-of-way.

The proposed development does not require on-stormwater detention because the development does not add more than 25,000 square feet of new impervious area. However, the petitioner is providing Post Construction Best Management Practice (PCBMPs) as required. These PCBMPs are located throughout the site and will capture stormwater and allow it to infiltrate into the ground. Stormwater will then be conveyed to the existing detention basin that is located within the Florence Avenue right-of-way. This Storm Trap detention facility was designed and installed in 2008. It was built per the requirements of the 2008 Stormwater Ordinance and to meet the detention requirements for a redevelopment of the north 300 feet of the subject site. The current Stormwater Management Ordinance, adopted in 2012, does not require additional stormwater storage, but PCBMPs are now required to meet the Village's Stormwater Management Ordinance and will be provided. The proposal will meet the Village's Stormwater Management Ordinance.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division has reviewed the proposed plans and determined that the proposed development provides sufficient access for emergency vehicles. As shown in the truck turning plan, the Village's largest emergency vehicle can maneuver throughout the site. The Village will have access to all four sides of each building.

Both proposed buildings will include a fire alarm system and sprinkler system that meet the Village's code requirements. A fire department connection is provided on the front of each building façade. An existing fire hydrant at the corner of Ogden and Florence Avenues will remain and the petitioner will install a new hydrant within a landscape island south of the out-building and east of the Fresh Thyme building. The two hydrants meet the requirements of the Fire Prevention Division.

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 Suburban Life*. Staff spoke to the two adjacent commercial property owners to the west of the subject site who expressed no concerns regarding the development. Staff also spoke to two residential neighbors who wanted to learn more information about the proposal. One resident expressed concern about the Florence Avenue curb cut.

FINDINGS OF FACT

The petitioner is requesting approval of:

1. A Zoning Ordinance Map Amendment to rezone 4325 Fairview Avenue from R-5, Two-Family Residential to B-3, General Services and Highway Business.
2. A Zoning Ordinance Map Amendment to rezone 4322 Florence Avenue from R-6, Multiple-Family Residential to B-3, General Services and Highway Business.
3. A plat of subdivision to subdivide ten lots of record into two lots of record.
4. A Special Use to permit a drive-through restaurant in the B-3 zoning district.
5. A Planned Development designation for the comprehensive redevelopment of the subject property.

The proposed development meets the standards for each of these requests 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 property at 4325 Fairview Avenue is currently zoned R-5, Two Family Residential and is used as a single family residence. The property at 4322 Florence Avenue is currently zoned R-6, Multiple Family Residential and is used as a multiple family residence. Residential uses are located to the east, south and west of both parcels. The parcels to the north of both parcels are used for commercial purposes.

The rezoning of these two parcels will meet multiple Comprehensive Plan goals, including the expansion of commercial depth along Ogden Avenue, the redevelopment of a catalyst site and the redevelopment of an underutilized commercial property. This standard has been met.

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

The proposed rezonings at 4325 Fairview Avenue and 4322 Florence Avenue will not negatively affect property values. In fact, the rezoning to foster a comprehensive redevelopment may benefit property values along the Ogden Avenue corridor. The petitioner has taken great care to provide significant landscaping and fencing along the perimeter of the development to screen the proposed development from the adjacent residential uses. 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 two proposed rezonings 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 two properties could remain residential; however, they are better suited to commercial development in accordance with the Comprehensive Plan's goal to provide additional commercial depth along Ogden Avenue. If the subject properties were to remain in the residential zoning districts, the redevelopment of the vacant commercial property at 317 – 327 Ogden Avenue would be severally limited in size and scope. The redevelopment of this site requires additional commercial depth to accommodate the size and scale of the proposed development. The ability to

redevelop a catalyst site is dependent on the rezoning of these two residential properties. 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 properties at 4325 Fairview Avenue and 4322 Florence Avenue are currently residential rentals. The surrounding area includes single family residential to the east, south and west and commercial uses to the north. Although these two properties are not vacant, the majority of the subject site is vacant and underutilized. The rezoning of these two properties to B-3 will facilitate the redevelopment of an underutilized commercial property that is identified in the Comprehensive Plan as a catalyst site. The redevelopment of the subject property will meet multiple Comprehensive Plan goals. This standard has been met.

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

The rezoning of 4325 Fairview Avenue and 4322 Florence Avenue will enable the Village to meet multiple goals of the Comprehensive Plan. The Plan identified the subject site as a catalyst site that should complement the neighborhood retail nature of the area. The rezoning will permit the development of a new grocery store and two additional retail spaces which will be beneficial to the neighborhood and community. The Plan also promoted the redevelopment of underutilized commercial properties and the expansion of the commercial depth along Ogden Avenue. The two proposed rezonings would assist in meeting these goals. 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 October 2011 adoption of the Comprehensive Plan. This standard has been met.

Plat of Subdivision

The proposed Final Plat of Subdivision to subdivide the ten existing lots of record into two lots of record meets and exceeds the minimum lot dimension standards of Sections 20.101 (definitions) and 20.301(b) (lot dimensions) of the Subdivision Ordinance. The proposal is consistent with surrounding commercial uses and lot sizes. The request is consistent with the Comprehensive Plan and meets the requirements of the Subdivision Ordinance 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 restaurant with a drive-through use provides a desirable service that contributes to the general welfare of the community. The proposed use is also consistent with the Comprehensive Plan's recommendation for redevelopment of underutilized commercial properties in areas that provide convenient and general commercial needs to both local residents and the residents from a wider region.

The proposal is compatible with surrounding uses and will contribute to the general welfare of the neighborhood and the community. The proposal will redevelop a vacant underutilized site, will

include a high quality masonry design building and will provide landscape screening and fencing on the perimeter of the parking lot to screen the parking areas from adjacent residential uses. 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 drive-through restaurant will not be detrimental to the health, safety or the general welfare of persons in the vicinity of the site. The drive-through restaurant is similar in nature to other automobile oriented uses along Ogden Avenue. The anticipated site-generated traffic from the drive-through will have a minimal impact on the existing traffic pattern along Ogden Avenue and the Florence and Ogden Avenue intersection. The traffic study found the stacking lane was adequate for the proposed use. 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.***

The proposed drive-through use complies with the requirements of the Zoning Ordinance. The proposal provides seven stacking spaces where eight are typically required. This deviation is unavoidable based on the location of the building, adjacent parking and the petitioner's desire to provide a Florence Avenue curb cut as near to Ogden Avenue as possible. The addition of another stacking space would push the Florence Avenue curb cut farther to the south and closer to the residential neighborhood. The traffic study documented that seven spaces are adequate for the proposed use. 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 drive-through restaurant is listed in Section 28.609 of the Zoning Ordinance as an allowed special use in the B-3 zoning district. This standard is met.

Section 28.1607 Standards for Approval of a Planned Development

Planned Development approval requests require evaluation per Section 28.1607 of the Zoning Ordinance, *Standards for Approval of Planned Developments*: “*The Plan Commission may recommend a planned development designation, plan or amendment based upon the following findings:*”

- (1) The extent to which the planned development meets the standards of this Article.***

The proposed Planned Development designation is consistent with the Comprehensive Plan. The proposal develops a catalyst site as desired, redevelops an underutilized parcel and expands the commercial depth along Ogden Avenue. Further, as demonstrated below, the request meets all standards of Section 28.1607. This standard is met.

- (2) The extent to which the planned development departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to, the density, dimension, area, bulk, and use, and the reasons why such departures are deemed to be in the public interest.***

The proposed Planned Development meets or exceeds the majority of the bulk requirements of the B-3 zoning district. The proposal has minor deviations from the parking setback along Ogden Avenue, the sign setback along Fairview Avenue and the required eight stacking spaces for the drive through. These deviations are necessary to facilitate the comprehensive redevelopment of the site and to limit its impact on the adjacent residential neighborhood.

The deviation from the parking setback is in the public interest to permit code compliant parking spaces and drive aisles in front of the store and to eliminate the need to push the Fresh Thyme building farther to the south side of the property and closer to the residential uses. The sign setback deviation along Fairview Avenue is necessary based on the 50-foot width of the property along Fairview Avenue and the desire to have the sign located closer to the commercial uses to the north versus the residential uses to the south. The stacking space deviation is directly related to the location of the out-building. If the outbuilding was pushed farther to the north, adequate parking would not be provided. If an additional stacking space was added, the Florence Avenue curb cut would have to be pushed farther south and closer to the residential neighborhood. The three deviations are necessary to limit the impact of the development on the residential neighborhood.

The remaining bulk requirements have been met. The proposal complies with setbacks, height, lot coverage, floor area ratio, open space and parking requirements. This standard is met.

(3) *The method by which the proposed plan makes adequate provision for public services, provides adequate control over vehicular traffic, provides for and protects designated common open space, and furthers the amenities of light and air, recreation and visual enjoyment.*

The development makes adequate provisions for public services by providing a blanket utility easement over the vast majority of the site. The proposal reduces the curb cuts along Ogden Avenue from six to two and improves access management. The proposal adds a public sidewalk and green space along Ogden Avenue to create a better visual appearance than what currently exists. Additionally, the petitioner is providing significant landscaping and screening from adjacent residential properties. This standard is met.

(4) *Conformity with the planning objectives of the Village.*

The comprehensive redevelopment of this property will meet the following goals of the Comprehensive Plan:

- Redevelopment of Catalyst Site #32 with new retail uses targeted towards nearby residents
- Expand the commercial depth along Ogden Avenue
- Promote redevelopment of underutilized commercial properties
- Provide perimeter landscape screening of parking areas
- Provide a high level of design that blends with surrounding properties
- Improve access management to Ogden Avenue

This standard is met.

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

The proposed redevelopment of these parcels is necessary and desirable. The existing vacant commercial property has been vacant for a number of years and was identified in the Comprehensive Plan as Catalyst Site #32. The redevelopment of the subject site will contribute to the general welfare of the community by adding a new grocery store and two new retail establishments. The establishment of a Planned Development is necessary to meet the unique parking, access and landscaping requirements of the development. This standard is met.

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

The proposed Planned Development will not be detrimental to the health, safety, morals or general welfare of the surrounding neighborhood and community. The applicant has made provisions to screen the development from adjacent residential properties. The development will reduce the number of curb cuts along Ogden Avenue which will improve safety and better manage access to Ogden Avenue. This standard is met.

- (7) That the planned development is specifically listed as a special use in the district in which it is to be located.**

Planned Developments are specifically listed as an allowable Special Use in the B-3 zoning district per Section 28.609(a) of the Zoning Ordinance. This standard is met.

- (8) That the location and size of the planned development, the nature and intensity of the operation involved in or conducted in connection with said planned development, the size of the subject property in relation to the intensity of uses proposed, and the location of the site with respect to streets giving access to it, shall be such that it will be in harmony with the appropriate, orderly development of the district in which it is located.**

The proposed redevelopment of the subject site is consistent with similar commercial developments along Ogden Avenue. The size of the subject site is adequate for the intended commercial uses and intensity of such uses. The development is orderly and provides for access to three adjacent streets. The proposal identifies significant landscaping and screening from adjacent residential properties. The proposal is in harmony with the orderly development of the B-3 zoning district. This standard is met.

- (9) That the planned development will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair other property valuations within the neighborhood.**

The Planned Development and proposed building will not be injurious to the use and enjoyment of other properties in the immediate vicinity. The redevelopment of a vacant underutilized commercial property may improve adjacent property values. The location of the two proposed buildings will not diminish the enjoyment and use of other properties in the immediate neighborhood. This standard is met.

- (10) That the nature, location, and size of the structures involved with the establishment of the planned development will not impede, substantially hinder, or discourage the development and use of adjacent land and structures in accord with the zoning district in which it is located.**

The establishment of a Planned Development will not be detrimental to the surrounding residential districts. The proposed development will redevelop a commercial property that has sat vacant for a number of years. The proposed buildings are located and sized in a manner that will not have negative impacts on surrounding developments and uses. This standard is met.

- (11) That adequate utilities, access roads, drainage, and other necessary facilities have been or will be provided for the planned development.**

The petitioner is proposing to reduce the number of curb cuts onto Ogden Avenue from six to two which will improve access management along Ogden Avenue. The petitioner has made appropriate provisions for utilities to service the site. Existing ComEd utility lines that transverse the center of the site will be relocated to the south property line to accommodate the location of

the Fresh Thyme building. The petitioner will meet all requirements of the Village's Stormwater Ordinance. This standard is met.

(12) That parking areas shall be of adequate size for that particular planned development, which areas shall be properly located and suitably screened from adjoining residential uses.

The petitioner is providing 142 parking spaces where 142 spaces are required. The parking spaces, 120 on Lot 1 and 22 on Lot 2, will be shared by both lots. The petitioner is meeting the landscape requirements for both the interior of the parking lot and around the exterior of the parking lot. Significant landscaping and a six-foot tall fence are located along the south property line. The Planned Development designation provides clear parking and access regulations. This standard is met.

(13) That the planned development shall in all other respects conform to the applicable regulations of the zoning district in which it is located.

The Planned Development complies with the underlying regulations of the B-3 zoning district except for the three necessary deviations noted above in Standard 2. These deviations are necessary to limit the impact of the development on the adjacent residential neighborhood. This standard is met.

RECOMMENDATIONS

The proposed Zoning Ordinance Map Amendment at 4325 Fairview Avenue, the Zoning Ordinance map Amendment at 4322 Florence Avenue, Final Plat of Subdivision, Special Use and Planned Development designation for the Comprehensive Redevelopment of 317-327 Ogden Avenue, 4314 – 4322 Florence Avenue, and 4325 Fairview Avenue is 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 two Zoning Ordinance Map Amendments, Final Plat of Subdivision, Special Use and Planned Development Designation for the Comprehensive Redevelopment as requested in case PC-05-14 subject to the following conditions:

1. The two zoning ordinance map amendments, final plat of subdivision, special use and planned development shall substantially conform to the staff report; architectural, engineering and landscape plans prepared by Greenberg Farrow dated January 31, 2014 and revised on February 21, 2014; final plat of subdivision prepared Compass Surveying, Ltd. dated January 21, 2014 and revised on February 20, 2014, except as such plans may be modified to conform to the Village codes and ordinances.
2. Prior to the issuance of any development permits, the petitioner shall pay a \$3,000 fee in lieu payment for six new parkway trees.
3. The two buildings shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.
4. All proposed signage shall comply with the Village's Sign Ordinance.
5. The menu order board shall be equipped with automatic volume control.

Staff Report Approved By:

Tom Dabareiner, AICP
Director of Community Development

TD:sp
-att

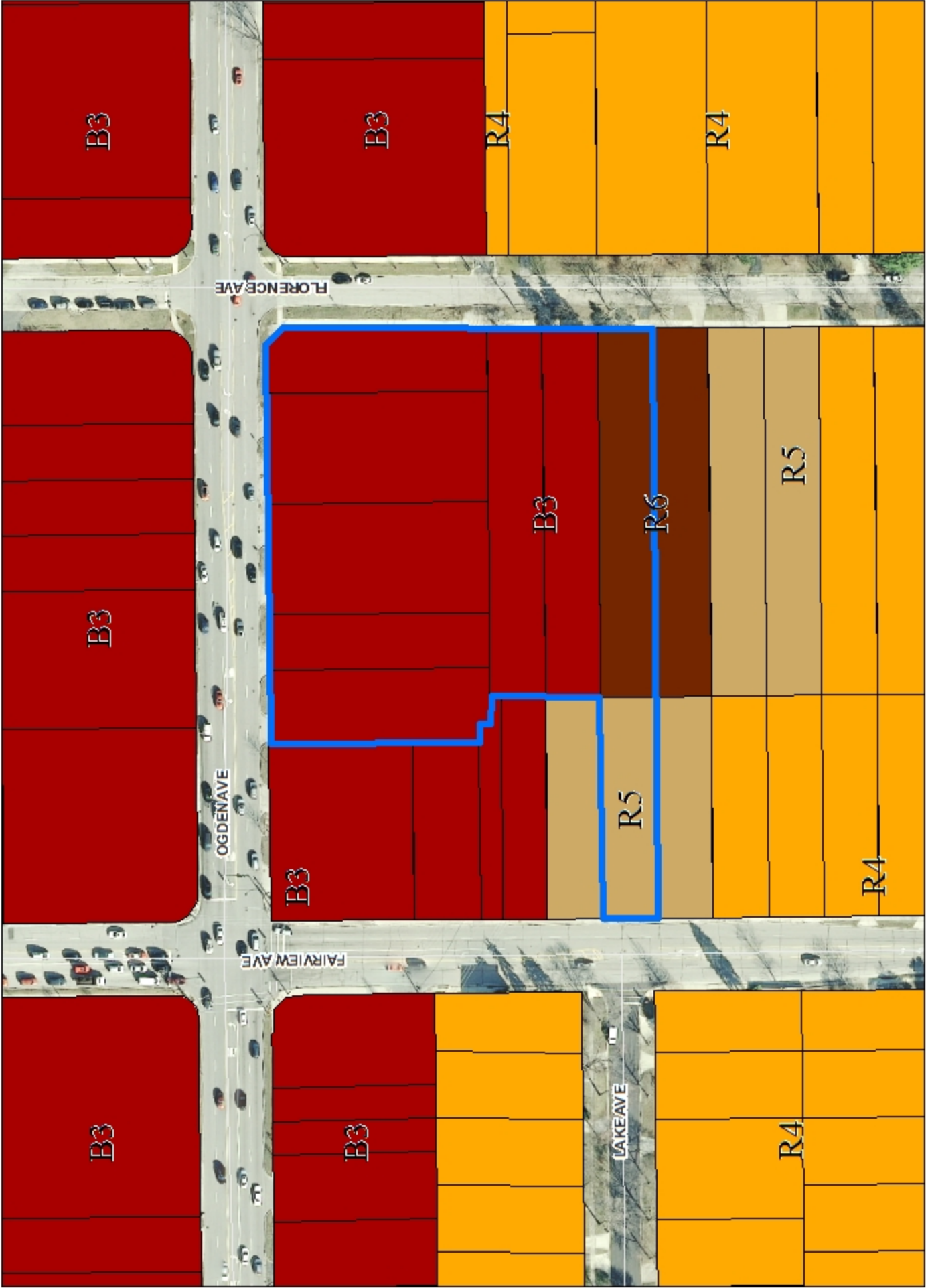
P:\P&CD\PROJECTS\PLAN COMMISSION\2013 PC Petition Files\PC-17-13 4200 Lacey - SLF\Staff Report PC 17-13.doc



0 50 100 Feet



317 – 327 Ogden Avenue, 4314 – 4322 Florence Avenue and 4325 Fairview Avenue



Existing Zoning





Project Summary / Narrative Letter

February 25, 2014

To	Mr. Stan Popovich, AICP Senior Planner Village of Downers Grove 801 Burlington Avenue Downers Grove, IL 60515	Project	Shorewood Dev. Downers Grove, IL
		Project #	20130576.0
		From	Jennifer Mowen
		Re	Project Summary / Narrative & Relief Request Letter
		Copies	

On behalf of Shorewood Development Group, please reference the required submittal application, fee, documents and plans as noted on the Cover Transmittal as our Petition for Plan Commission for the redevelopment of the properties located at 317–327 Ogden Avenue. The Petition for Plan Commission includes requests for Zoning Ordinance Map Amendment, Special Use, Planned Development with Relief, and Lot Consolidation/Reconfigurations in order to redevelop the site from multiple parcels with a mix of business and residential zoning designations into two lots under a Planned Development District for commercial use.

The proposed Lot 1 will consist of a 29,055 square foot Fresh Thyme Farmers Market grocery store, and the proposed Lot 2 will consist of a two-unit commercial building to accommodate a 2,500 square foot retail use, and a 2,000 square foot restaurant use with a drive-thru. The development will be accessed via four full ingress/egress points including one off of Fairview Avenue, one off of Florence Avenue, and two off of Ogden Avenue. Both lots will provide the associated parking for the proposed uses and breaks down as follows per the Overall Site Plan, Sheet C3.0:

Lot 1 (Parking Required)
Fresh Thyme: 29,055 SF*
 $17,613 \text{ GFA} / 1,000 \times 6 = 105.7 = 106$

Lot 1 (Parking Provided)
120 spaces

Lot 2 (Parking Required)
Retail A: 2,500 SF*
 $2,125 \text{ GFA} / 1,000 \times 3.5 = 7.4 = 8$

Lot 2 (Parking Provided)
22 spaces

Restaurant B: 2,000 SF*
 $1,700 \text{ GFA} / 1,000 \times 16 = 27.2 = 28$

Total Lot 1 and Lot 2 Parking Required
142 spaces

Total Provided
142 spaces

**Please refer to Site Data Table Notes 1-4 on Overall Site Plan, Sheet C3.0 for further details on GFA breakdown and parking calculations.*

Shared parking has been discussed with staff as a viable option to resolve the parking shortage for Lot 2. Although Lot 2 is short on the parking provided by 14 spaces, Lot 1 provides for 14 additional spaces than what is required. Due to the proximity of both buildings and the layout of parking for the overall development, it will be adequately parked based on the 142 spaces being provided.

In order to accommodate the proposed uses and redevelopment, a breakdown and summary of each request for approval by the Plan Commission and Village Council is outlined below.

1. Request for Zoning Ordinance Map Amendment:

The site is currently composed of 9 parcels with a mix of zoning:

- 09-04-300-012: R5 Two-Family Residential District
- 09-04-300-030: R6 Multiple Family Residential District
- 09-04-300-029: B3 General Services and Highway Business District
- 09-04-300-028: B3 General Services and Highway Business District
- 09-04-300-007: B3 General Services and Highway Business District
- 09-04-300-006: B3 General Services and Highway Business District
- 09-04-300-005: B3 General Services and Highway Business District
- 09-04-300-004: B3 General Services and Highway Business District
- 09-04-300-052: B3 General Services and Highway Business District

In order to accommodate the redevelopment of the site for commercial uses, parcels 09-04-300-012 and 09-04-300-030 which are zoned R5 and R6 residential designations will need to be rezoned into the B3 General Services and Highway Business District. Per Section 28.1702: Standards for approval of amendments to the Zoning Ordinance listed below, and we offer the following comments in **bold**:

1. The existing uses and zoning of nearby property; **The development fronts the Ogden Avenue corridor, Fairview Avenue and Florence Avenue, and is surrounded by B3 District properties to the east, west and north. The rezoning into the B3 District seems appropriate for the subject parcels.**
2. The extent to which the particular zoning restrictions affect property values; **The redevelopment of the parcels will not have a negative effect to property values in the area. It will be an improvement for the Ogden Avenue Corridor and asset to the community.**
3. The extent to which any determination in property value is offset by an increase in the public health, safety and welfare; **The rezoning and redevelopment of the properties will not have a negative impact in the public health, safety and welfare of the area.**
4. The suitability of the subject property for the zoned purposes; **Per the Commercial Areas Plan on page 44 of the Village Comprehensive Plan, the intersection of Fairview Avenue and Ogden Avenue including the subject properties for rezoning and the proposed development are noted as a Gateway and a Commercial Corridor of the community.**
5. The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity; **To the best of my knowledge and based upon information provided by Shorewood Development Group, the property has been vacant for approximately six (6) years.**
6. The value to the community of the proposed use, and; **The addition of retail and restaurant uses will provide additional sales tax revenue for the community.**
7. The standard of care with which the community has undertaken to plan its land use development. **Per the Village Comprehensive Plan, the site is noted as a Catalyst Redevelopment Opportunity in the East Ogden Avenue Key Focus Area.**

- 2. Request for Special Use:** The redevelopment of Lot 2 involves a two-unit building with a 2,500 square foot retail unit, and a 2,000 square foot restaurant unit with a drive-thru operation. Per Section 28.609(a) B-3 District – Special Uses are listed as *“Any special uses of the B-2 General Retail Business District unless already allowed as permitted uses in the B-3 District”*. Per Section 28.606(f) B-2 District – Special Uses include *“drive-in, drive-up and drive-through uses, including but not limited to banks and restaurants”*. We are requesting approval of a special use for the drive-thru operation accessory to the restaurant user on Lot 2. Per Section 28.1902: Standards for Approval listed below, we offer the following comments in **bold**:

- 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 addition of a restaurant with a drive-thru is suitable and easy access for food service which will interest and serve the public convenience within and outside of the community.**
- 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 drive-thru will not be detrimental to 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 addition of the drive-thru will be an improvement along with the rest of the development.**
- 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. **The proposed drive-thru will not require any variations from the Zoning Ordinance, but relief is requested under the PUD to allow for 7 stacking spaces when 8 stacking spaces are required. This is to ensure the location of the drive aisle off of Florence Avenue is as north as possible from the adjacent residential properties while still providing for adequate stacking.**
- d) That it is one of the special uses specifically listed for the district in which it is to be located. **Per Section 28.609(a) B-3 District – Special Uses are listed as “Any special uses of the B-2 General Retail Business**

District unless already allowed as permitted uses in the B-3 District". Per Section 28.606(f) B-2 District – Special Uses include “drive-in, drive-up and drive-through uses, including but not limited to banks and restaurants”.

- 3. Request for Planned Development with Relief:** Based on discussion with staff, it was recommended to pursue a request for Planned Development for the proposed project. As mentioned previously, the site is noted as a Catalyst Redevelopment Opportunity along the East Ogden Avenue corridor, and additionally it is within the Ogden Avenue TIF District. The redevelopment will comply with the following standards for approval per Section 28.1607.
1. That the planned development at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.
 2. That the planned development will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or injurious to property values or improvements in the vicinity.
 3. That the planned development is specifically listed as a special use in the district in which it is to be located.
 4. That the location and size of the planned development, the nature and intensity of the operation involved in or conducted in connection with said planned development, the size of the subject property in relation to the intensity of uses proposed, and the location of the site with respect to streets giving access to it, shall be such that it will be in harmony with the appropriate, orderly development of the district in which it is located.
 5. That the planned development will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair other property valuations within the neighborhood.
 6. That the nature, location, and size of the structures involved with the establishment of the planned development will not impede, substantially hinder, or discourage the development and use of adjacent land and structures in accord with the zoning district in which it is located.
 7. That adequate utilities, access roads, drainage, and other necessary facilities have been or will be provided for the planned development.
 8. That parking areas shall be of adequate size for that particular planned development, which areas shall be properly located and suitably screened from adjoining residential uses.
 9. That the planned development shall in all other respects conform to the applicable regulations of the zoning district in which it is located.

As part of our proposed Planned Development, we request relief from the Zoning Ordinance for the following:

1. Relief from Section 28.1502.01.A(2): No monument sign shall be located closer than twenty-five (25) feet from the lot line of any adjacent zoning lot. The proposed monument sign on Fairview Avenue is located in between the drive aisle into the development and the north property line. We are requesting relief to permit the reduced setback for the proposed monument sign to be located three (3) feet from the north property line which abuts an adjacent zoning lot.

Justification for Request: As part of the redevelopment of the site, there will be a new ingress/egress point off of Fairview Avenue to serve the development. Fairview Avenue is a minor arterial with approximately 13,500 Average Daily Trips according to IDOT's GIS Map application for Average Daily Traffic Counts. The monument sign will provide awareness of the businesses and access into the development for vehicles from Fairview Avenue.

2. Relief from Section 28.1410: 8 stacking spaces required per drive-through lane. We are requesting relief to allow 7 stacking spaces for the drive-through lane.

Justification for Request: The layout for the drive-through was necessary in order to maintain the distances of the Florence Avenue drive aisle as far north as possible from the residential properties to the south. Additionally the length of the drive thru is designed to accommodate the turning radius required for cars to enter the drive thru from southbound Florence.

3. Relief from Section 28.1110(h)(4): Off-street parking shall comply with minimum setback of not less than 50 feet from the center line of Ogden Avenue. We are requesting relief to allow a parking setback of 43 feet from the centerline of Ogden Avenue.

Justification for Request: By reducing the parking setback from the centerline of Ogden Avenue, the overall site layout allows the buildings to be located closer towards Ogden Avenue while maintaining the building setback but also putting greater distance between the buildings and the residential properties to the south.

- 4. Request for Lot Consolidation/Reconfigurations:** As it was referenced above under the Request for Zoning Map Amendment, the site currently consists of nine (9) parcels. The redevelopment of the site will require a consolidation of the parcels into two (2) lots. The proposed Final Plat of Subdivision of SDG Downers Grove Subdivision for the

new Lot 1 and Lot 2 complies with both Subdivision and Zoning Ordinance with respect to lot area, frontage, and depth requirements as outlined below, please reference the Final Plat of Subdivision for further details.

Proposed Lot 1

Site Area: 2.48 acres or 108,102 square feet
Lot Width (frontage on Ogden Avenue): 274.18 feet
Lot Depth: 330.05 feet

Proposed Lot 2

Site Area: .61 acres or 26,605 square feet
Lot Width: 99.28 feet
Lot Depth: 267 feet

Additionally, Shorewood Development Group is considering the Post Construction Best Management Practices (PCBMP) fee-in-lieu pertaining to Section 26.1000.B.1 and B.3 of the code in regards to full or partial PCBMPs to be provided for the project. While the applicant is obtaining documentation to support this request for fee-in-lieu, the engineering plans depict locations designed for proposed PCBMPs.

For further clarification requested by staff, early morning deliveries to the tenants are expected to take place around 5 / 6 am. Should you have any questions or require additional information regarding the project proposal and requests under our Petition for Plan Commission, please do not hesitate to contact our office.

MEMORANDUM TO: Dan Angspatt, PE
Shorewood Development Corp.

FROM: Javier Millan
Senior Consultant

Luay R. Aboona, PE
Principal

DATE: February 24, 2014

SUBJECT: Traffic Evaluation Summary
Proposed Fresh Thyme Farmers Market
Downers Grove, Illinois

This memorandum summarizes the results of a traffic evaluation summary prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) regarding the proposed Fresh Thyme Farmers Market development to be located in the southwest quadrant of the intersection of Ogden Avenue (U.S. Route 34) and Florence Avenue in Downers Grove, Illinois. The plans call for developing the approximate three-acre site with the following land uses:

- 29,055 square foot grocery store (Fresh Thyme Farmers Market)
- 2,500 square feet of retail
- 2,000 square foot fast food casual restaurant with a drive-through lane

Access to the proposed development will be provided on Ogden Avenue, Florence Avenue and Fairview Avenue.

The purpose of this memorandum is to address the following:

- The number of trips generated
- Assign site traffic to the proposed access drives
- Review on-site circulation and drive-through usage/stacking requirements

Existing Conditions

As indicated earlier, the proposed development is located in the southwest quadrant of the intersection of Ogden Avenue and Florence Avenue. The site (please see **Figure 1**) is currently vacant and provides multiple full ingress/egress curb cuts (approximately five) on Ogden Avenue.

The land use surrounding the site is single-family residential to the south and retail to the north, east and west. The A-Len Automotive Service is located immediately west of the site. The Perillo Pre-Owned Dealer is located on the north side of Ogden Avenue. An Auto Zone and L.A. Tan are located east of the site.

Site Accessibility

The roadways adjacent to the site are illustrated in Figure 1 and are described below.

Ogden Avenue (U.S. Route 34) is an east-west arterial that provides two lanes in each direction separated by a center two-way left-turn lane with a posted speed limit of 35 mph. No exclusive right-turn lanes are provided on either approach at its intersection with Florence Avenue. Ogden Avenue is under traffic signal control at its intersection with Fairview Avenue. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation and carries an average daily traffic (ADT) of 38,100 vehicles east of Fairview Avenue and 35,800 west of Fairview Avenue.

Florence Avenue is a north-south two-lane local road that extends from Otis Avenue north to its terminus approximately 580 feet north of Ogden Avenue. At its unsignalized intersection with Ogden Avenue, Florence Avenue is under stop sign control. On-street parking is not allowed on the west side of the street. Florence Avenue has a posted speed limit of 25 mph, carries an ADT of 600 vehicles and is under the jurisdiction of the Village of Downers Grove.

Fairview Avenue is a north-south major collector that provides two lanes in each direction separated by a center two-way left-turn in the vicinity of the site. The roadway has a posted speed limit of 35 mph. Fairview Avenue north of Ogden Avenue is under the jurisdiction of the DuPage County Division of Transportation and under the jurisdiction of the Village of Downers Grove south of Ogden Avenue. Fairview Avenue carries an ADT 16,400 vehicles north of Ogden Avenue and 14,000 vehicles south of Ogden Avenue.



Imagery Date: 4/2/2013 41°48'52.64" N 87°59'38.77" W elev. 760 ft eye alt. 2921 ft

Google earth

© 2013 Google

Aerial View of Site

Figure 1

Proposed Development Plans

The plans call for developing the approximate three-acre vacant site with the following land uses:

- 29,055 square foot grocery store (Fresh Thyme Farmers Market)
- 2,500 square feet of retail
- 2,000 square foot fast food casual restaurant with a drive-through lane

Access to the proposed development will be provided on Ogden Avenue, Florence Avenue and Fairview Avenue (opposite Lake Avenue). The site reduce the number of curb cuts on Ogden Avenue from five full ingress/egress access drives to one full ingress/egress access drive and one right-in/right-out access drive. This reduction in the number of access drive will have a positive impact on traffic conditions along Ogden Avenue by reducing the number of curb cuts and conflict points within close proximity. It should be noted that IDOT has reviewed the concept plan and has conceptually agreed to the type and location of access drives on Ogden Avenue.

The drive-through lane for the proposed fast food casual restaurant will be located on the east side of the building with vehicles entering from the south and exiting internally to the north.

Trip Generation

The amount of traffic that will be generated by the proposed development was based on trip generation rates published by the Institute of Transportation Engineers (ITE) in its 9th Edition of the *Trip Generation Manual*. **Table 1** summarizes the trips that will be generated during the weekday morning and evening peak hours as well as the daily trip generation. It should be noted that the trip generation for the fast casual restaurant with drive-through was based on previous surveys of other fast casual restaurants with drive through conducted by KLOA, Inc. A 10 percent interaction reduction factor was assumed to take into account customers that will visit two or more land uses in one trip. It should also be noted that a pass-by reduction rate of approximately 20 percent for retail developments is typical. Pass-by trips are vehicles that travel next to a development and are “captured” from the immediately adjacent roadway system. However, in order to provide for a conservative evaluation, pass-by reduction was not applied to the proposed site-generated traffic

Table 1
TRIP GENERATION SUMMARY

ITE Land- Use Code	Land Use	Size	A.M.		P.M.		Daily Traffic	
			In	Out	In	Out	In	Out
850	Supermarket	29,055 s.f.	61	38	138	137	1,485	1,485
826	Specialty Retail	2,500 s.f.	2	--	12	15	72	72
--	Fast Casual with Drive-Through	2,000 s.f.	<u>36</u>	<u>39</u>	<u>22</u>	<u>18</u>	<u>496</u>	<u>496</u>
	Sub Total		99	77	172	170	2,053	2,053
	10 percent Interaction		<u>-10</u>	<u>-10</u>	<u>-17</u>	<u>-17</u>	<u>-205</u>	<u>-205</u>
	Total Trips		89	67	155	153	1,848	1,848

Traffic Assignments

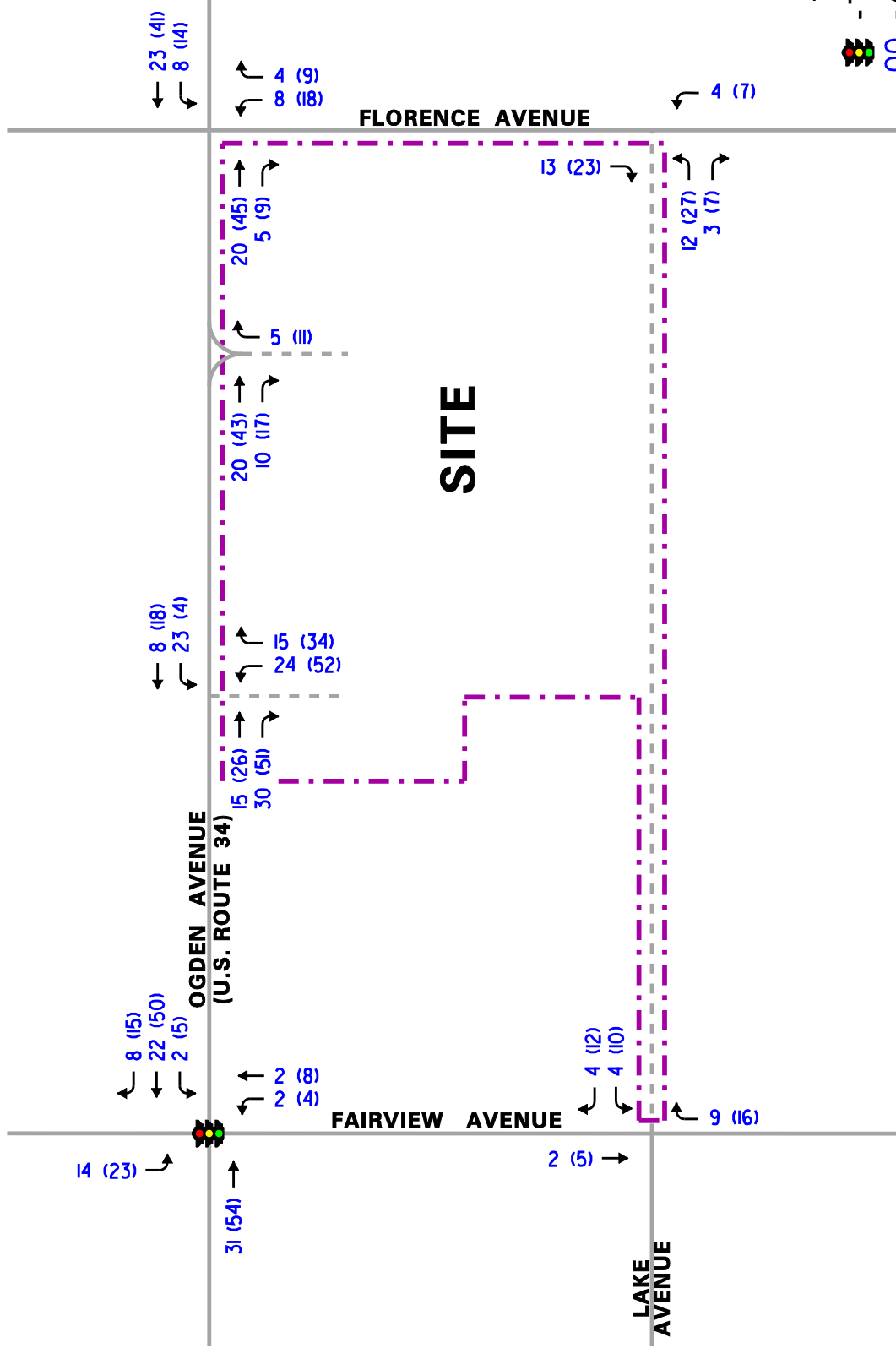
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the various roadways serving the site in accordance with existing traffic patterns in the area and based on the proposed access system. **Figure 2** shows the estimated site traffic assignment.

Based on KLOA, Inc. observations, Ogden Avenue westbound traffic during the evening peak period backs up beyond Florence Avenue. However, it was also noted that these queues always cleared with the green phase for westbound traffic at the Ogden Avenue traffic signal with Fairview Avenue. It was also observed that traffic along Ogden Avenue was well platooned and as such, there were numerous gaps in the through traffic stream that allowed inbound and outbound maneuvers from Florence Avenue to occur with relative ease. Therefore, the outbound left-turn traffic from the site will operate efficiently for the following reasons:

- The site has four different ways of accessing the site and three different ways for vehicles desiring to travel west to exit (via Florence Avenue, the full ingress/egress access drive on Ogden Avenue or via the service drive on Fairview Avenue).
- Traffic along Ogden Avenue is well platooned
- There is a two-way left-turn lane on Ogden Avenue that allows exiting vehicles the opportunity to perform a two-part left-turn maneuver.



NOT TO SCALE



LEGEND

- TRAFFIC SIGNAL
- 00 - AM PEAK HOUR
- (00) - PM PEAK HOUR

KLOA
Job No: 14-XXX

Figure: 2

PROJECT:	TITLE:	Proposed Fresh Thyme Farmers Market Downers Grove, Illinois
Estimated Site Traffic Assignment		

On-Site Circulation and Drive-through Usage

Based on a review of the proposed site development plans, the development will provide 24 feet wide two-way driving aisles with 90 degree parking. A double berth loading dock will be located at the southeast corner of the Fresh Thyme Farmers Market. Trucks will enter from the west via the proposed service drive intersection with Fairview Avenue and backup into the loading docks. Once trucks have finished unloading, they will exit onto Florence Avenue and drive north towards Ogden Avenue. It is recommended that stop signs for outbound traffic be provided at each access drive.

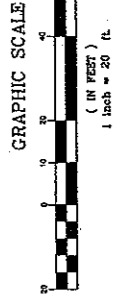
As part of the development plan, a fast casual restaurant with a drive-through lane is proposed on the east side of the site. The drive-through operation will operate in a counter-clockwise traffic circulation pattern. The pick-up window and the ordering board will be located on the east side of the building with vehicles entering from the south and driving north. The drive-through lane should be under stop sign control at its intersection with the northerly east-west drive aisle. A “DO NOT ENTER” sign should be provided at the exit of the drive-through lane facing north to deter traffic from entering the one-way northbound drive-through operation. It is recommended that wayfinding signage be posted to guide vehicles to the drive-through stacking area to minimize vehicle turning movements within the internal site circulation area.

The drive-through lane will provide stacking for eight vehicles (three vehicles from the order board and five vehicles from the pick-up window before reaching Florence Avenue). Based on surveys conducted by KLOA, Inc. at other fast casual restaurants with drive-through lane, the following was found:

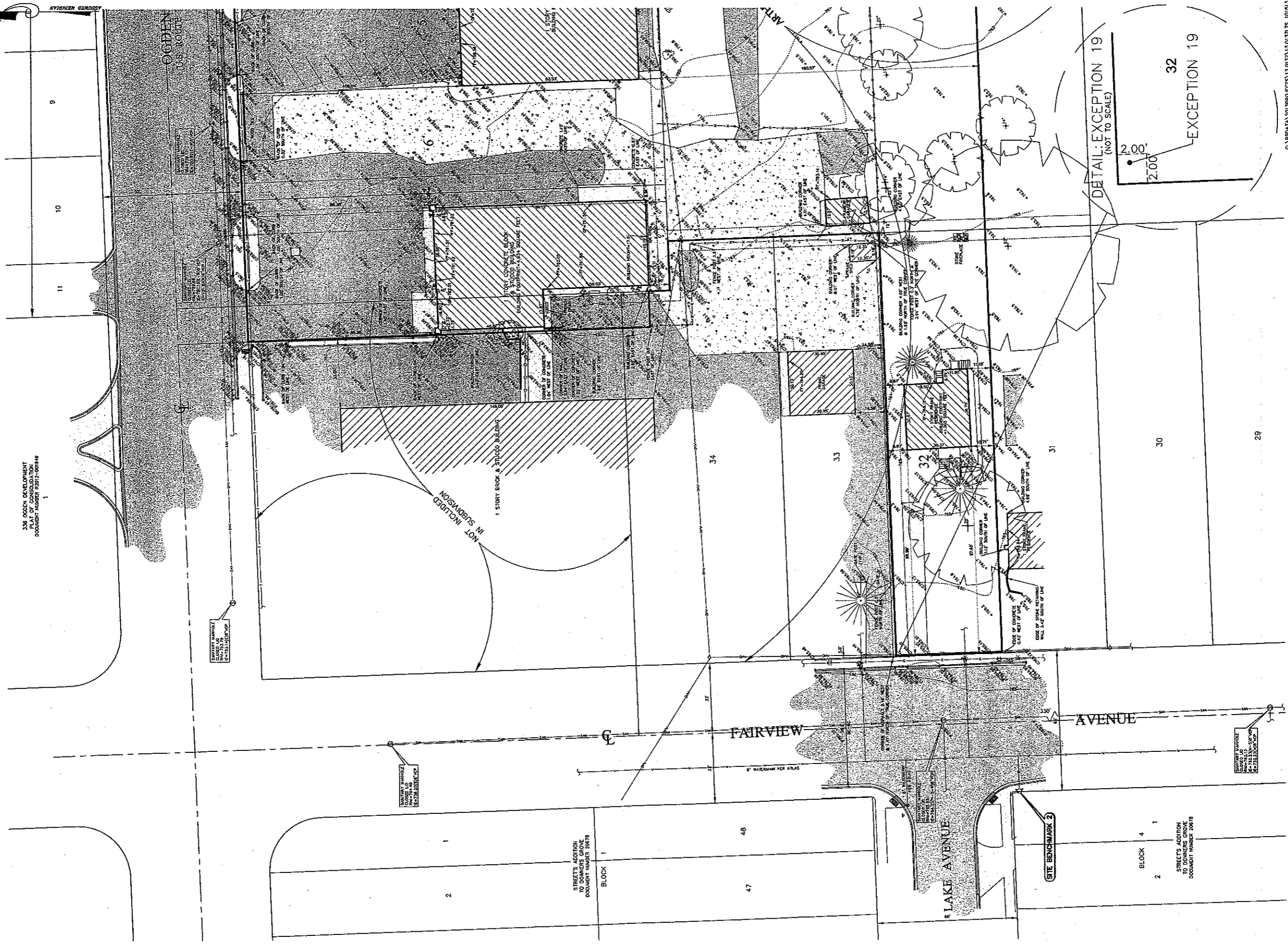
- The average queue at the ordering board during the lunch peak period was four vehicles with a maximum queue of six vehicles occurring only once.
- The average queue at the pick-up window during the lunch peak period was two vehicles with a maximum queue of three vehicles.

Based on the survey results, the proposed stacking of approximately eight vehicles will be adequate.

ALTA/ACSM LAND TITLE AND TOPOGRAPHIC SURVEY



338 OGDEN DEVELOPMENT
PLAN OF CONSOLIDATION
DOCUMENT NUMBER R201-00144



STREET'S ADDITION
TO DOWNERS GROVE
DOCUMENT NUMBER 20678

STREET'S ADDITION
TO DOWNERS GROVE
DOCUMENT NUMBER 20678

COMPASS SURVEYING LTD
ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-5100 FAX: (630) 820-1000 EMAIL: ADMIN@COMPASSSURVEYING.COM

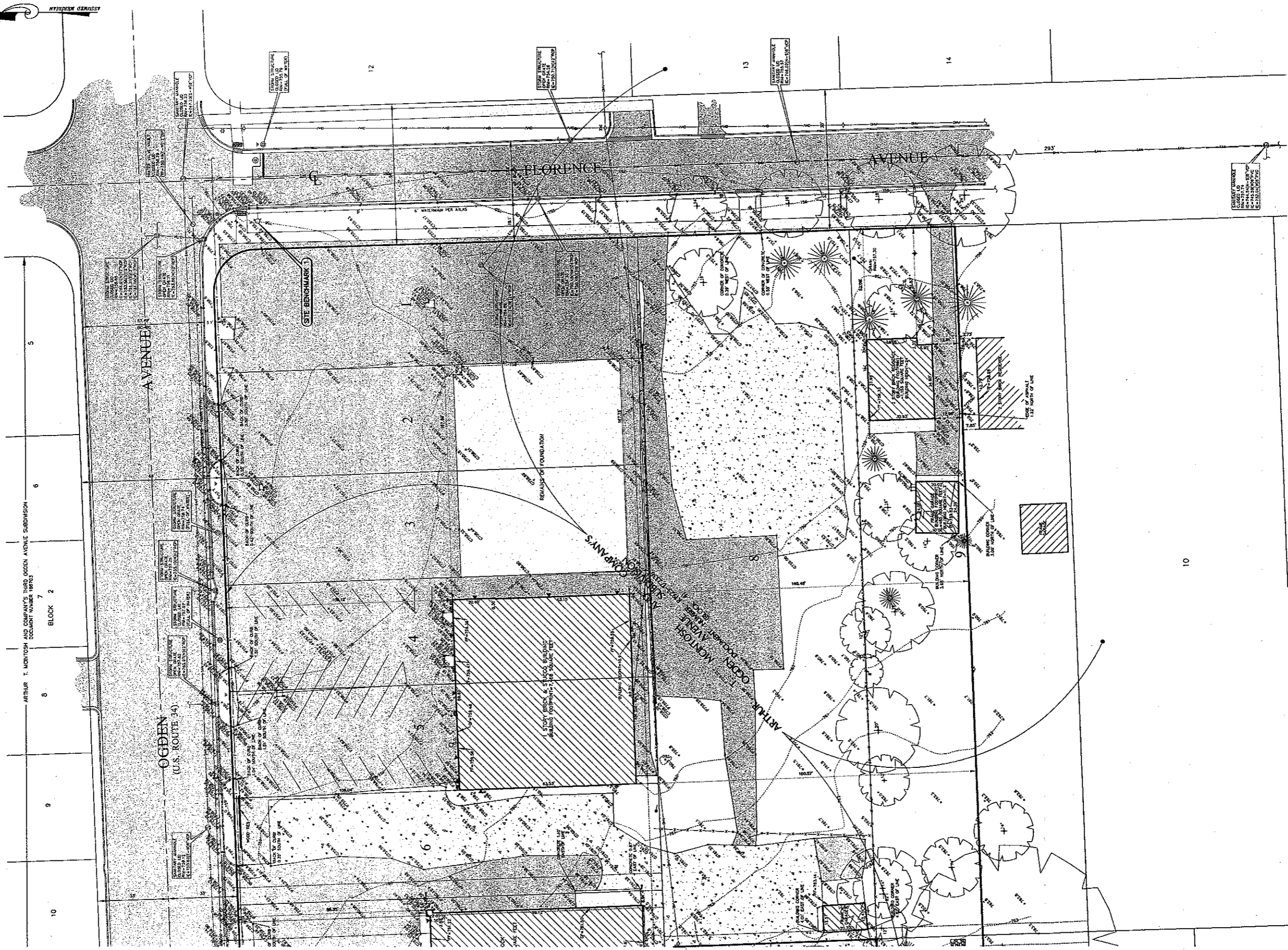
PROJECT: MCINTOSH & CO'S OGDEN AVENUE SUBDIVISION
Block 4
Downers Grove, Illinois
CLIENT: GREENBERG FARROW ARCHITECTS
Arlington Heights, Illinois 60005

NO.	DATE	BY	REVISIONS	CHECKED BY	DATE	BY
1	8-15-13	PC	IN HOUSE REVIEW	DK	10-21-13	BRK

UTILITY STATEMENT
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM RECORDS SUPPLIED TO SURVEYOR. IN CERTAIN AREAS NO RECORDS WERE AVAILABLE. SURVEYOR HAS VISUALLY INSPECTED ALL UTILITIES IN THE AREA, WITHIN THE SCOPE OF THE UNDERGROUND UTILITIES SHOWN AND IN THE EXISTING LOCATION. SURVEYOR HAS VISUALLY INSPECTED ALL UTILITIES IN THE AREA, WITHIN THE SCOPE OF THE UNDERGROUND UTILITIES SHOWN AND IN THE EXISTING LOCATION. SURVEYOR HAS VISUALLY INSPECTED ALL UTILITIES IN THE AREA, WITHIN THE SCOPE OF THE UNDERGROUND UTILITIES SHOWN AND IN THE EXISTING LOCATION.

SCALE: 1" = 20'
2 OF 3
PROJ. NO.: 13.0137

ALTA/ACSM LAND TITLE AND TOPOGRAPHIC SURVEY



UTILITY STATEMENT
THE UNDERSIGNED HAS CONDUCTED A VISUAL SURVEY OF THE PROJECT AREA TO IDENTIFY EXISTING UTILITIES. THE SURVEY WAS CONDUCTED ON THE DATE SHOWN HEREON. THE SURVEYOR HAS OBSERVED THE UTILITIES SHOWN ON THIS DRAWING. THE SURVEYOR HAS NOT OBTAINED ANY RECORD DRAWINGS OR INFORMATION FROM ANY OTHER SOURCE. THE SURVEYOR HAS NOT INVESTIGATED THE DEPTH, CHARACTER, OR LOCATION OF UTILITIES SHOWN ON THIS DRAWING. THE SURVEYOR HAS NOT INVESTIGATED THE DEPTH, CHARACTER, OR LOCATION OF UTILITIES SHOWN ON THIS DRAWING. THE SURVEYOR HAS NOT INVESTIGATED THE DEPTH, CHARACTER, OR LOCATION OF UTILITIES SHOWN ON THIS DRAWING.

DATE	BY	PC	TR	CHKD	BY	NO.
8-10-13	PC	TR	CHKD	BY	NO.	1

PROJECT
MCINTOSH & CO'S OGDEN AVENUE SUBDIVISION
Block 4

CLIENT
GREENBERG FARROW ARCHITECTS
Arlington Heights, Illinois 60005

COMPASS SURVEYING LTD
ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
PHONE: (630) 620-4100 FAX: (630) 620-3892 EMAIL: ADMIN@COMPASSURV.COM

EASEMENT PROVISIONS

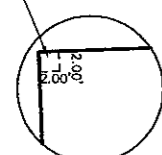
AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO COMMONWEALTH EDISON COMPANY AND SBC-AMERITECH, ILLINOIS, A.K.A., ILLINOIS BELL TELEPHONE COMPANY, GRANTEEES, THEIR RESPECTIVE LICENSEES, SUCCESSORS, AND ASSIGNS, JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING", AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS" AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

COMMONWEALTH EDISON COMPANY EASEMENT
DOCUMENT NUMBER R73-41670



DETAIL A
(NOT TO SCALE)

STREET'S ADDITION
TO DOWNERS GROVE
DOCUMENT NUMBER 20678
BLOCK 1

STREET'S ADDITION
TO DOWNERS GROVE
DOCUMENT NUMBER 20678
BLOCK 4

- LEGEND**
- SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
 - SET CONCRETE MONUMENT
 - + CROSS IN CONCRETE

- LINE LEGEND**
- SUBDIVISION BOUNDARY LINE
 - - - ADJACENT LAND PARCEL LINE
 - - - EASEMENT LINE
 - - - CENTERLINE
 - - - BUILDING SETBACK LINE
 - - - SECTION LINE

- ABBREVIATIONS**
- (R) = RECORD BEARING OR DISTANCE
 - (M) = MEASURED BEARING OR DISTANCE
 - (C) = CALCULATED BEARING OR DISTANCE
 - (D) = DEED BEARING OR DISTANCE
 - A = ARC LENGTH
 - R = RADIUS
 - CH = CHORD
 - CB = CHORD BEARING
 - B.L. = BUILDING LINE
 - U.E. = UTILITY EASEMENT
 - D.E. = DRAINAGE EASEMENT
 - P.U.E. = PUBLIC UTILITY EASEMENT
 - P.O.C. = POINT OF COMMENCEMENT
 - P.O.B. = POINT OF BEGINNING
 - P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

AREA SUMMARY	
GROSS	134,708 SQUARE FEET OR 3.092 ACRES
R.O.W. DEDICATION	0 SQUARE FEET OR 0.00 ACRES
NET AREA	134,708 SQUARE FEET OR 3.092 ACRES (TO HEAVY LINES) (BASED ON MEASURED VALUES)

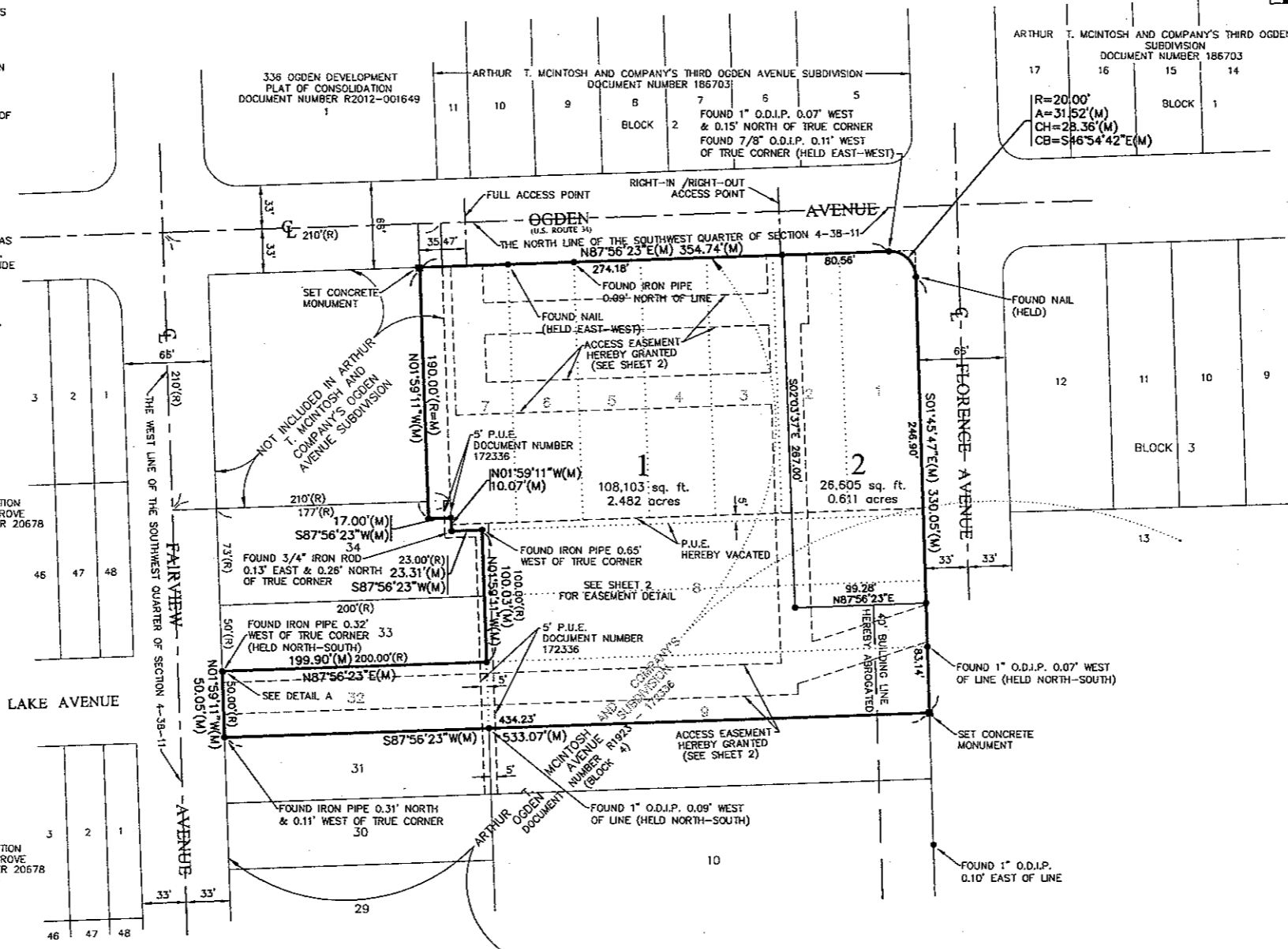
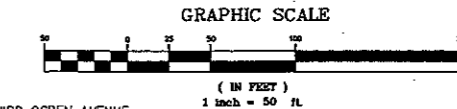
ACCESS NOTE:

ACCESS TO OGDEN AVENUE (U.S. ROUTE 34) FROM THIS SUBDIVISION SHALL BE LIMITED TO ONE (1) FULL ACCESS POINT AND ONE (1) RIGHT-IN/RIGHT-OUT ACCESS POINT AT THE LOCATIONS SHOWN HEREON.

FINAL PLAT OF SUBDIVISION OF SDG DOWNERS GROVE SUBDIVISION

IN THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

- P.L.N. 09-04-300-004
- P.L.N. 09-04-300-005
- P.L.N. 09-04-300-006
- P.L.N. 09-04-300-007
- P.L.N. 09-04-300-012
- P.L.N. 09-04-300-028
- P.L.N. 09-04-300-029
- P.L.N. 09-04-300-030
- P.L.N. 09-04-300-052



NICOR EASEMENT PROVISIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO NORTHERN ILLINOIS GAS COMPANY, ITS SUCCESSORS AND ASSIGNS ("NI-GAS") TO INSTALL, OPERATE, MAINTAIN, REPAIR, REPLACE AND REMOVE, FACILITIES USED IN CONNECTION WITH THE TRANSMISSION AND DISTRIBUTION OF NATURAL GAS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THIS PLAT MARKED "EASEMENT", "COMMON AREA OR AREAS" AND STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, AND THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, AND TO SERVE OTHER PROPERTY, ADJACENT OR OTHERWISE, AND THE RIGHT TO REMOVE OBSTRUCTIONS, INCLUDING BUT NOT LIMITED TO, TREES, BUSHES, ROOTS AND FENCES, AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER NI-GAS' FACILITIES OR IN, UPON OR OVER THE PROPERTY IDENTIFIED ON THIS PLAT FOR UTILITY PURPOSES WITHOUT THE PRIOR WRITTEN CONSENT OF NI-GAS. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THAT MEANING SET FORTH FOR SUCH TERM IN SECTION 605/2(E) OF THE "CONDOMINIUM PROPERTY ACT" (ILLINOIS COMPILED STATUTES, CH. 765, SEC. 605/2(E), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, INCLUDING REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PROPERTY, EVEN THOUGH SUCH AREAS MAY BE DESIGNATED ON THIS PLAT BY OTHER TERMS.

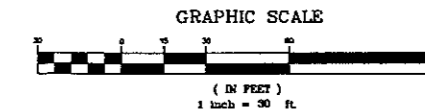
PROJECT	FINAL PLAT OF SUBDIVISION SDG DOWNERS GROVE SUBDIVISION Downers Grove, Illinois
CLIENT	GREENBERG FARROW ARCHITECTS Aurora, Illinois 60005
DATE	1-21-14
NO.	1
PC	1
CHKD BY	TFS
DATE	2-20-14
BY	TFS
REVISED	FOR LATER DATED FEBRUARY 14, 2014
BOOK	
PG	

COMPASS SURVEYING LTD.
ALTA SURVEYS & TOPOGRAPHY & CONSTRUCTION STAKING
261 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60005
PHONE: (630) 830-0100 FAX: (630) 830-0101 EMAIL: ADMIN@COMPASSSURVEYING.COM

SCALE: 1" = 50'
1 OF 3
PLOT NO.: 13.0137-01

FINAL PLAT OF SUBDIVISION OF SDG DOWNERS GROVE SUBDIVISION

IN THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL
MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.



BLANKET UTILITY AND DRAINAGE EASEMENT PROVISIONS

PERMANENT, NON-EXCLUSIVE BLANKET UTILITY AND DRAINAGE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE, MAINTAIN AND REMOVE, FROM TIME TO TIME, FACILITIES USED IN CONNECTION WITH THE UNDERGROUND SANITARY SEWER, WATER MAIN, STORM SEWER AND DRAINAGE IN, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY EXCEPT THOSE AREAS IDENTIFIED HEREON AS "NON EASEMENT AREA" OR "NEA". FOR PUBLIC UTILITIES, DRAINAGE, STORM WATER DETENTION AND INGRESS, EGRESS ON THIS PLAT, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER OR ON THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHT HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL THESE PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON OR OVER GRANTEE'S FACILITIES, AFTER INSTALLATION OF ANY SUCH FACILITIES THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. THE LOCATION OF FACILITIES BY GRANTEE'S SHALL NOT CONFLICT OR INTERFERE WITH OTHER PUBLIC IMPROVEMENTS AND ANY CONFLICTS IN USE SHALL BE SUBJECT TO FORMAL RESOLUTION AND APPROVAL BY THE VILLAGE. NO PERMANENT BUILDINGS AND OTHER STRUCTURES, EXCEPT FOR DRIVEWAYS, PARKING LOTS, SIDEWALKS, BIKE PATHS AND FENCES, ARE TO BE ERRECTED OR MAINTAINED UPON SAID PERMANENT EASEMENT.

UTILITY EASEMENT CLAUSES

- 1) GRANTEE WILL CONSTRUCT THE FACILITIES IN A GOOD AND WORKMANLIKE MANNER, AND WILL KEEP THE FACILITIES IN GOOD MAINTENANCE AND REPAIR AT ITS SOLE COST AND EXPENSE.
- 2) GRANTEE WILL GIVE WRITTEN NOTICE TO GRANTOR AT LEAST 10 DAYS BEFORE BEGINNING ANY WORK IN THE EASEMENT AREA, WHICH NOTICE WILL SPECIFY THE WORK TO BE PERFORMED AND AN ESTIMATED DATE WHEN THE WORK WILL BE COMPLETED. GRANTEE WILL USE ITS BEST EFFORTS TO COMPLETE THE WORK BY THAT DATE.
- 3) UNLESS OTHERWISE AGREED IN WRITING, IMMEDIATELY AFTER GRANTEE COMPLETES ANY WORK IN THE EASEMENT AREA, GRANTEE WILL RESTORE THE EASEMENT AREA TO AT LEAST THE SAME CONDITION AS IT WAS IN BEFORE GRANTEE BEGAN THE WORK AND TO A SAFE CONDITION, AND WILL REMOVE ALL OF ITS EQUIPMENT, TOOLS, TRASH AND DEBRIS FROM THE EASEMENT AREA.
- 4) UNLESS OTHERWISE AGREED IN WRITING, GRANTEE WILL NOT MOVE, REMOVE OR DEMOLISH ANY OF GRANTOR'S SIGNS, ACCESS DRIVES CURBING OR OTHER IMPROVEMENTS LOCATED WITHIN THE EASEMENT AREA.
- 5) GRANTEE WILL SEPARATE BY CONES OR OTHER APPROPRIATE CONSTRUCTION SAFETY BARRIERS ("CONE OFF") THE EASEMENT AREA WHILE GRANTEE PERFORMS ANY WORK IN THE EASEMENT AREA.
- 6) GRANTEE WILL PERFORM ALL WORK IN SUCH A MANNER SO AS TO NOT UNDULY DISRUPT THE OPERATION OF THE BUSINESSES ON GRANTOR'S PROPERTY. GRANTEE WILL "CONE OFF" NO MORE THAN 4 PARKING SPACES, UNLESS MORE ARE NEEDED AND AGREED TO IN WRITING, AT ANY ONE TIME, AND WILL NOT "CONE OFF" OR BLOCK IN ANY MANNER MORE THAN HALF OF ANY ACCESS DRIVE AT ANY TIME, ALLOWING AT LEAST ONE LANE OPEN AT ALL TIMES IN EACH ACCESS DRIVE FOR VEHICULAR TRAFFIC.
- 7) GRANTEE WILL NOT PARK ON OR STORE ANY CONSTRUCTION VEHICLES, EQUIPMENT OR MATERIALS WITHIN THE EASEMENT AREA OR ON GRANTOR'S OTHER PROPERTY.
- 8) IF ANY DAMAGE OCCURS TO GRANTOR'S PROPERTY OR ANY IMPROVEMENTS THEREON ARISING OUT OF, RELATED TO, OR AS A CONSEQUENCE OF ANY OF GRANTEE'S WORK IN THE EASEMENT AREA, GRANTEE WILL PROMPTLY NOTIFY GRANTEE IN WRITING OF THE DAMAGE. UNLESS OTHERWISE AGREED BY THE PARTIES, GRANTEE WILL REPAIR THE DAMAGE (OR COMMENCE AND DILIGENTLY PURSUE REPAIRING THE DAMAGE) WITHIN 30 DAYS AFTER RECEIPT OF GRANTOR'S NOTICE.
- 9) GRANTEE WILL HOLD HARMLESS AND INDEMNIFY GRANTOR, ITS LESSEES, LICENSEES, EMPLOYEES, AGENTS, CONTRACTORS AND ASSIGNS, AND EACH OF THEIR LESSEES, LICENSEES, EMPLOYEES, AGENTS, CONTRACTORS AND ASSIGNS, AGAINST ANY AND ALL CLAIMS, DAMAGES AND COSTS (INCLUDING, BUT NOT LIMITED TO, REASONABLE ATTORNEY'S FEES) FOR INJURIES TO ANY PERSON AND DAMAGE TO ANY PROPERTY ARISING OUT OF, IN CONNECTION WITH, OR AS A RESULT OR CONSEQUENCE OF GRANTEE'S WORK IN AND/OR USE OF THE EASEMENT AREA.

ACCESS EASEMENT PROVISIONS

AN ACCESS EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO ALL OWNERS WITHIN THIS SUBDIVISION, THEIR HEIRS, SUCCESSORS, ASSIGNS AND VISITORS, OVER ALL AREAS HEREON PLATTED AND DESIGNATED "ACCESS EASEMENT" FOR THE PURPOSE OF INGRESS AND EGRESS TO A PUBLIC ROADWAY.

LINE LEGEND

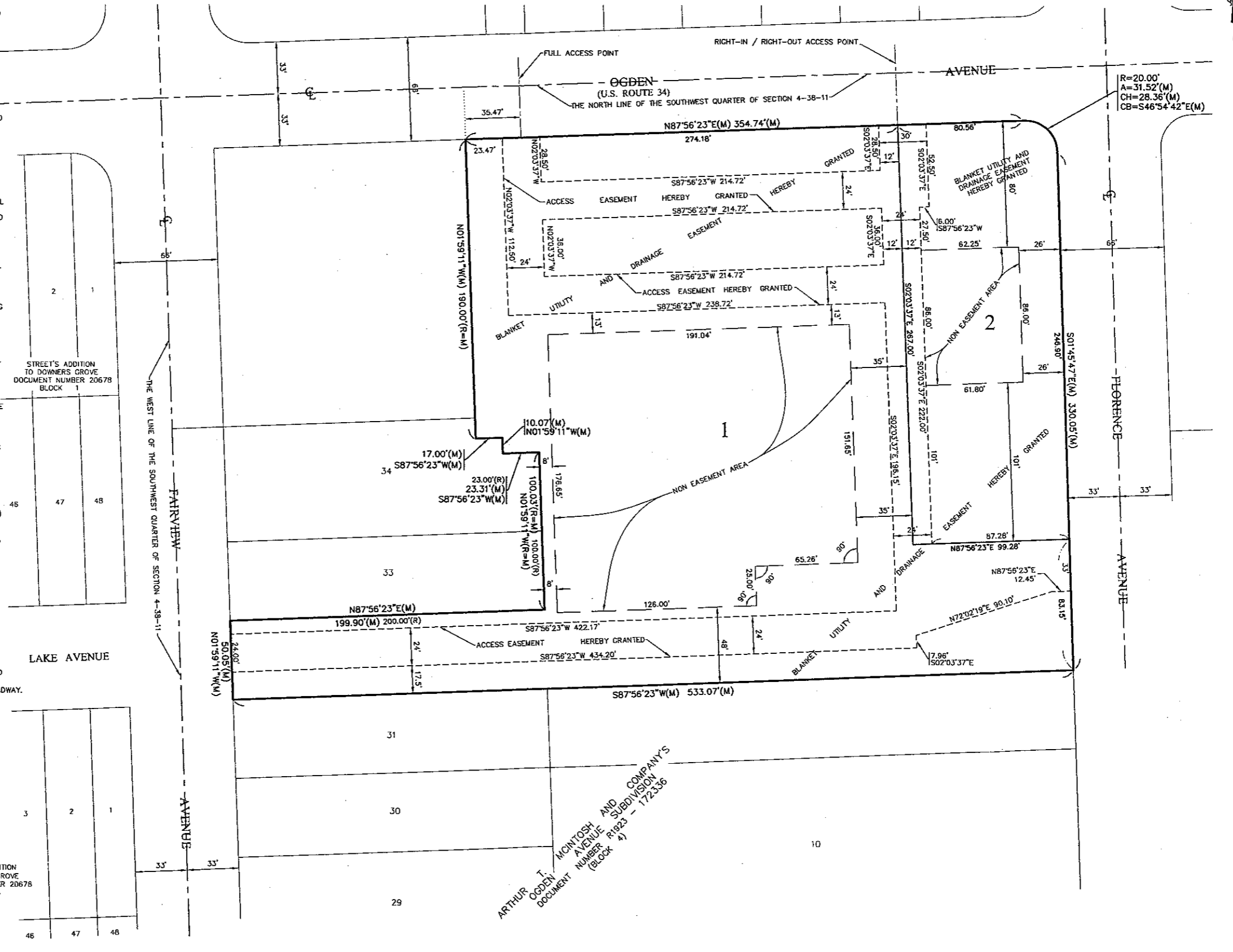
- SUBDIVISION BOUNDARY LINE
- ADJACENT LAND PARCEL LINE
- - - EASEMENT LINE
- CENTERLINE
- - - BUILDING SETBACK LINE
- - - SECTION LINE

ABBREVIATIONS

- (R) = RECORD BEARING OR DISTANCE
- (M) = MEASURED BEARING OR DISTANCE
- (C) = CALCULATED BEARING OR DISTANCE
- (D) = DEED BEARING OR DISTANCE
- A = ARC LENGTH
- R = RADIUS
- CH = CHORD
- CB = CHORD BEARING
- B.L. = BUILDING LINE
- U.E. = UTILITY EASEMENT
- D.E. = DRAINAGE EASEMENT
- P.U.E. = PUBLIC UTILITY EASEMENT
- P.O.C. = POINT OF COMMENCEMENT
- P.O.B. = POINT OF BEGINNING
- P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

LEGEND

- SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- SET CONCRETE MONUMENT
- + CROSS IN CONCRETE



STREET'S ADDITION TO DOWNERS GROVE DOCUMENT NUMBER 20678 BLOCK 1

LAKE AVENUE

STREET'S ADDITION TO DOWNERS GROVE DOCUMENT NUMBER 20678 BLOCK 4

ARTHUR T. OGDEN
MONTOUSH AND COMPANY'S
SURVEYING AND CONSTRUCTION STAKING
1000 N. WILSON AVENUE
SUITE 100
DOWNERS GROVE, ILLINOIS 60402
PHONE: (630) 581-9900 FAX: (630) 581-9901
WWW.MONTOUSHANDCOMPANY.COM

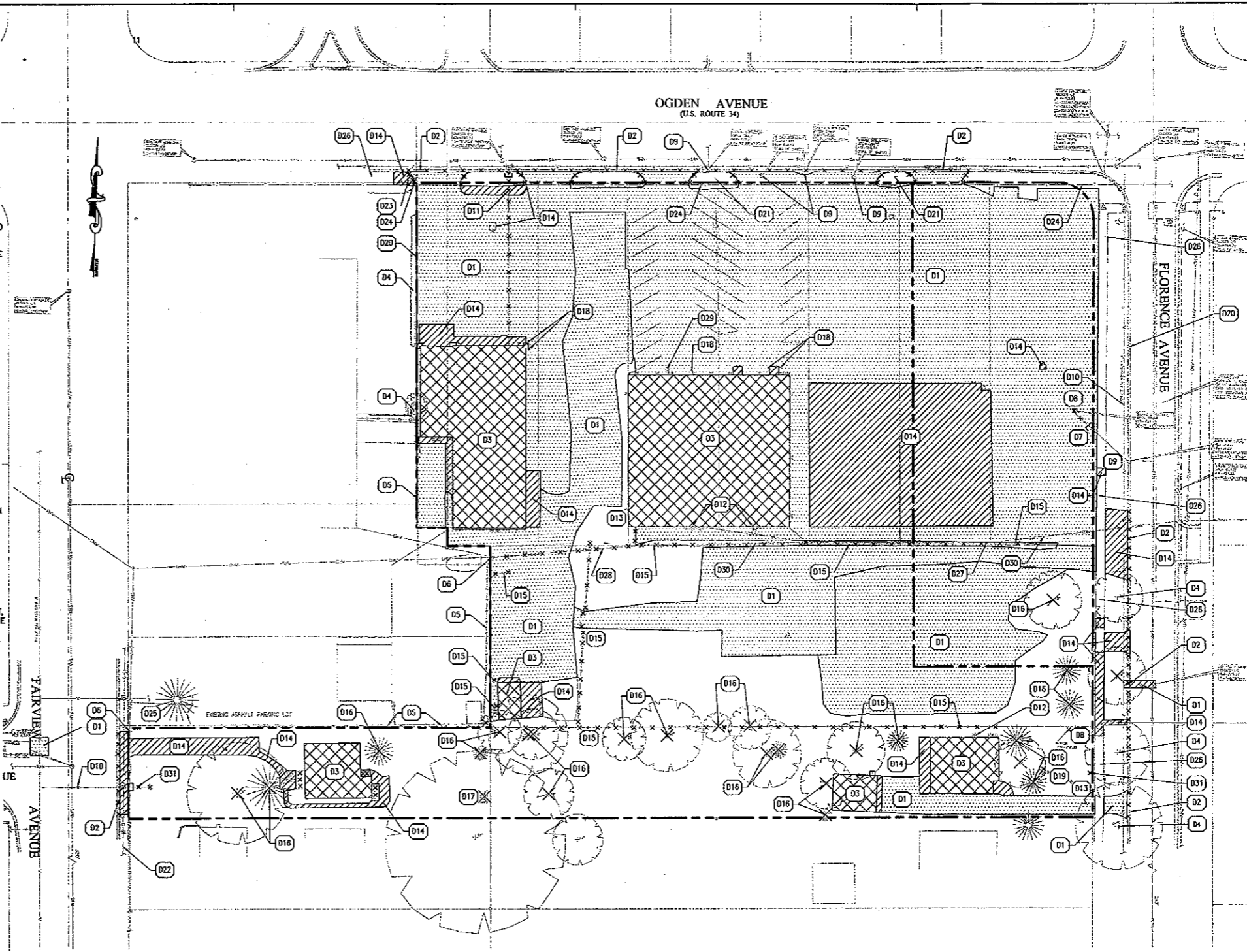
PROJECT FINAL PLAT OF SUBDIVISION SDG DOWNERS GROVE SUBDIVISION	
DATE: 1-21-14	PC: []
BY: []	BOOK: []
DATE: 2-20-14	REVISIONS: []
PERMIT SET DATE: FEBRUARY 11, 2014	
CLIENT GREENBERG FARROW ARCHITECTS	
3501 GINGER WOODS PARKWAY, STE. 100 AURORA, ILLINOIS 60014 PHONE: (630) 581-9900 FAX: (630) 581-9901 WWW.MONTOUSHANDCOMPANY.COM	
SCALE: 1" = 30'	
2 OF 3	
FD01 NO: 13.0137-01	

GENERAL DEMOLITION NOTES:

1. ANY DEMOLITION IS TO BE PERFORMED IN STRICT CONFORMANCE WITH ALL APPLICABLE LOCAL, STATE, AND/OR GOVERNING BODY'S STANDARDS.
2. THE DEMOLITION PLAN SHALL BE DONE IN CONJUNCTION WITH THE GEOTECHNICAL INVESTIGATION REPORT.
3. EROSION AND SEDIMENT CONTROL MEASUREMENTS SHALL BE MAINTAINED AT ALL TIMES DURING DEMOLITION.
4. THE PURPOSE OF THIS DRAWING IS TO CONVEY THE OVERALL SCOPE OF WORK AND IT IS NOT INTENDED TO COVER ALL DETAILS OR SPECIFICATIONS REQUIRED TO COMPLETELY DEMOLITION PRACTICES. CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH THE SITE, SCOPE OF WORK, AND ALL EXISTING CONDITIONS AT THE JOB SITE PRIOR TO BIDDING AND COMMENCING THE WORK. THE DEMOLITION CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MEANS, METHODS, TECHNIQUES, OR PROCEDURES USED TO COMPLETE THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS AND IS LIABLE FOR THE SAFETY OF THE PUBLIC OR CONTRACTOR'S EMPLOYEES DURING THE COURSE OF THE PROJECT.
5. THE DEMOLITION PLAN IS INTENDED TO SHOW REMOVAL OF KNOWN SITE FEATURES AND UTILITIES AS SHOWN ON THE SURVEY. THERE MAY BE OTHER SITE FEATURES, UTILITIES, STRUCTURES, AND MISCELLANEOUS ITEMS BOTH BURIED AND ABOVE GROUND THAT ARE WITHIN THE LIMITS OF WORK THAT MAY NEED TO BE REMOVED FOR THE PROPOSED PROJECT THAT ARE NOT SHOWN HEREON. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF SUCH ITEMS AT NO ADDITIONAL COST TO THE OWNER.
5. THE CONTRACTOR SHALL CONTACT RESPECTIVE UTILITY COMPANIES PRIOR TO DEMOLITION TO COORDINATE DISCONNECTION AND REMOVAL OF EXISTING UTILITIES WITHIN THE AREA OF WORK.
6. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES THAT ARE INTENDED TO CONTINUE TO PROVIDE SERVICE WHETHER THESE UTILITIES ARE SHOWN ON THE PLAN OR NOT.
7. UPON DISCOVERY OF ANY UNDERGROUND TANKS, CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE. NO REMOVAL OF TANKS SHALL OCCUR UNTIL AUTHORIZED BY OWNER.
8. BUILDING AND APURTENANCES DESIGNATED FOR DEMOLITION SHALL NOT BE DISTURBED BY THE CONTRACTOR UNTIL HE HAS FURNISHED WITH NOTICE TO PROCEED BY THE OWNER. AS SOON AS SUCH NOTICE HAS BEEN GIVEN, THE CONTRACTOR SHALL PERFORM THE DEMOLITION, UNDER THE DIRECTION OF THE OWNER'S REPRESENTATIVE.
9. ALL EXISTING UTILITIES WITHIN THE EXISTING BUILDING ARE TO BE REMOVED, WHERE CONFLICTS OCCUR WITH GRADE, BEAMS, PILES, PROPOSED UTILITIES AND TRENCH BACKFILLED AND COMPACTED IN ACCORDANCE WITH THE SPECIFICATIONS AND GEOTECHNICAL REPORT.
10. FOUNDATIONS, FLOORS, FLOOR SLABS, AND ANY OTHER UNDERGROUND BUILDING STRUCTURES SHALL BE REMOVED IN ACCORDANCE WITH THE SPECIFICATIONS. AREAS OF STRUCTURE REMOVAL SHALL BE BACKFILLED IN ACCORDANCE WITH SPECIFICATIONS AND THE GEOTECHNICAL REPORT.
11. DEBRIS SHALL NOT BE BURIED ON THE SUBJECT SITE. ALL UNSUITABLE MATERIAL AND DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL LAWS AND ORDINANCES.
12. ALL MATERIAL EXCEPT THAT BELONGING TO A PUBLIC UTILITY COMPANY OR DENOTED FOR SALVAGE, SHALL BECOME PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE OWNER OF WATER, ELECTRIC, OR GAS METERS WHEN THE METERS ARE READY FOR REMOVAL, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISCONNECTING ALL UTILITIES IN COMPLIANCE WITH LOCAL REQUIREMENTS. DISCONNECT TRANSFORMERS AS REQUIRED FOR BUILDING DEMOLITION.
13. AS SOON AS DEMOLITION WORK HAS BEEN COMPLETED, THE FINAL GRADE OF BACKFILL IN DEMOLITION AREAS SHALL BE COMPACTED PER THE GEOTECHNICAL REPORT TO PRESENT A NEAT, WELL DRAINED APPEARANCE, AND TO PREVENT WATER FROM DRAINING UNNECESSARILY ONTO ADJACENT PROPERTIES. CONTRACTOR SHALL GRADE SITE TO EXISTING STORM DRAINAGE SYSTEM TO REMAIN ON SITE.
14. EXISTING TREES TO REMAIN SHOULD BE PROTECTED FROM DAMAGE DURING DEMOLITION AND CONSTRUCTION.
15. THE CONTRACTOR IS TO COORDINATE WORK IN THIS PROJECT TO ENSURE ACCESS TO ADJACENT PROPERTIES AT ALL TIMES.
16. THE USE OF EXPLOSIVES SHALL NOT BE PERMITTED.
17. CONTRACTOR TO DETERMINE LOCATION OF ALL EXISTING UTILITIES PRIOR TO DEMOLITION WORK (FIELD VERIFY).
18. EXISTING ABANDONED UTILITIES WITHIN THE PROPOSED BUILDING AREA SHALL BE REMOVED. IF SUCH UTILITIES ARE PRESENT, THEY SHOULD BE REMOVED AND RELOCATED OR ABANDONED IN PLACE. IF ABANDONED IN PLACE, IT IS RECOMMENDED THAT THE UTILITY PIPE BE FILLED WITH CEMENT GROUT TO AVOID POTENTIAL COLLAPSE IN THE FUTURE. SIMILAR TO THE UTILITY LINES BE REMOVED FROM THE SITE, THE RESULTANT TRENCH EXCAVATIONS SHOULD BE BACKFILLED WITH WELL-COMPACTED GRANULAR MATERIAL, PLACED AND COMPACTED IN ACCORDANCE WITH THE RECOMMENDATIONS OF SECTION 5.3.
19. TRENCH EXCAVATIONS ASSOCIATED WITH ABANDONMENT OF EXISTING UTILITIES OR INSTALLATION OF NEW UTILITIES SHOULD BE BACKFILLED WITH WELL-COMPACTED GRANULAR MATERIAL MEETING THE LOCAL STANDARDS AND SPECIFICATIONS.

DEMOLITION KEY NOTES

- D1 REMOVE EXISTING PAVEMENT
- D2 SAW-CUT AND REMOVE EXISTING CURB, FIELD VERIFY.
- D3 DEMOLISH AND REMOVE EXISTING BUILDING. THIS INCLUDES BUT IS NOT LIMITED TO THE CONCRETE SLAB, FOUNDATION WALLS, FOOTINGS, SUPPORT POSTS AND ALL ABOVE GROUND. DEMOLITION CONTRACTOR MUST COORDINATE WITH EXISTING UTILITY COMPANIES FOR DISCONNECTION BEFORE COMMENCING THE DEMOLITION WORK. FIELD VERIFY.
- D4 EXISTING LANDSCAPING TO BE PROTECTED DURING CONSTRUCTION. FIELD VERIFY.
- D5 EXISTING FENCE TO BE PROTECTED DURING CONSTRUCTION. FIELD VERIFY.
- D6 EXISTING POWER POLE AND GUY WIRE TO BE PROTECTED DURING CONSTRUCTION. CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY PRIOR TO ANY REMOVAL OF UTILITIES.
- D7 EXISTING STORM SEWER TO BE REMOVED (CONTRACTOR SHALL PROVIDE TEMPORARY PLUG UNTIL NEW STORM SEWER CONNECTION IS NEEDED)
- D8 REMOVE EXISTING STORM STRUCTURE.
- D9 EXISTING STORM LINE TO BE PROTECTED DURING CONSTRUCTION.
- D10 EXISTING WATER LINE TO BE PROTECTED DURING CONSTRUCTION. CONTRACTOR SHALL FIELD VERIFY LOCATION OF EXISTING WATER LINE.
- D11 REMOVE EXISTING B-BOX AND DISCONNECT WATER SERVICE AT MAIN. CONTRACTOR SHALL FIELD VERIFY LOCATION AND SIZE OF EXISTING WATER LINE.
- D12 CONTRACTOR TO SALVAGE EXISTING GAS METER. CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY PRIOR TO ANY REMOVAL OF UTILITIES.
- D13 EXISTING LIGHT POLE TO BE REMOVED. FIELD VERIFY.
- D14 SAW-CUT AND REMOVE EXISTING CURB, CONCRETE SIDEWALK, STEPS, DOCK, SIGN POST FOUNDATION, AND ALL ABANDONED FOUNDATIONS ON SITE SHALL BE REMOVED. FIELD VERIFY.
- D15 REMOVE EXISTING FENCE.
- D16 REMOVE EXISTING TREE.
- D17 REMOVE EXISTING FIRE PIT.
- D18 REMOVE EXISTING BOLLARDS. FIELD VERIFY.
- D19 REMOVE EXISTING SANITARY CLEANOUT.
- D20 EXISTING CURB TO REMAIN.
- D21 PROTECT EXISTING IDOT SIGNAGE.
- D22 PROTECT EXISTING GAS LINE.
- D23 REMOVE EXISTING DETECTABLE WARNING SURFACE.
- D24 EXISTING PHONE, FIBER OPTIC LINES TO BE PROTECTED DURING CONSTRUCTION.
- D25 CONTRACTOR SHALL MAINTAIN ACCESS TO COMMERCIAL DRIVEWAY DURING CONSTRUCTION.
- D26 EXISTING CONCRETE SIDEWALK TO REMAIN AND TO BE PROTECTED
- D27 EXISTING POWER POLE AND GUY WIRE TO BE REMOVED. CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY PRIOR TO REMOVAL OF POLE OR ANY UTILITIES.
- D28 EXISTING POWER SERVICE LINE SHALL STAY IN SERVICE TO ADJACENT EXISTING BUILDING UNTIL NEW/TEMP POWER IS PROVIDED. CONTRACTOR SHALL COORDINATE WITH POWER COMPANY
- D29 REMOVE EXISTING CLEAN OUT AND CAP AND PLUG SANITARY SERVICE LINE AT PROPERTY LINE. CONTRACTOR SHALL FIELD VERIFY LOCATION AND SIZE OF EXISTING SANITARY SERVICE LINE.
- D30 EXISTING POWER SERVICE LINE SHALL STAY IN SERVICE TO ADJACENT EXISTING BUILDING UNTIL NEW TEMPORARY POWER IS PROVIDED. CONTRACTOR SHALL COORDINATE WITH POWER COMPANY.
- D31 EXISTING B-BOX TO REMAIN AND TO BE ADJUSTED TO NEW FINISHED GRADE. DISCONNECT WATER SERVICE AT B-BOX, CONTRACTOR SHALL FIELD VERIFY LOCATION AND SIZE OF EXISTING WATER SERVICE AND COORDINATE WITH VILLAGE PRIOR TO DISCONNECTION.

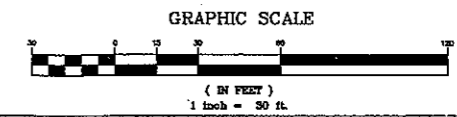


DEMOLITION LEGEND:

- PROPERTY LINE
- x-x-x- EXISTING CURB TO BE REMOVED
- * * * EXISTING CONCRETE WHEEL STOPS TO BE REMOVED
- x-x-x- SAW-CUT AND REMOVE EXISTING SANITARY LINE
- x-x-x- SAW-CUT AND REMOVE EXISTING STORM LINE
- x-x-x- SAW-CUT AND REMOVE EXISTING WATER LINE
- x-x-x- SAW-CUT AND REMOVE EXISTING GAS LINE
- x-x-x- REMOVE EXISTING OVERHEAD ELECTRIC LINES.
- ⊗ REMOVE EXISTING BOLLARDS
- ⊗ REMOVE EXISTING STORM STRUCTURE
- ⊗ REMOVE EXISTING LIGHT POLE
- ⊗ REMOVE EXISTING POWER POLE
- UTILITY PLUG
- D1 REMOVE EXISTING PAVEMENT
- D3 DEMOLISH AND REMOVE EXISTING BUILDING
- D14 SAW-CUT AND REMOVE EXISTING CONCRETE, SIDEWALK, STEPS AND DOCK.

EXISTING LEGEND:

- TRUNK LINE
- BRANCH LINE
- SANITARY SERVICE LINE
- WATER SERVICE LINE
- GAS SERVICE LINE
- POWER SERVICE LINE
- TELEPHONE SERVICE LINE
- FIBER OPTIC SERVICE LINE
- SANITARY CLEANOUT
- WATER METER
- GAS METER
- POWER METER
- TELEPHONE METER
- FIBER OPTIC METER
- SANITARY SERVICE LINE AT MAIN
- WATER SERVICE LINE AT MAIN
- GAS SERVICE LINE AT MAIN
- POWER SERVICE LINE AT MAIN
- TELEPHONE SERVICE LINE AT MAIN
- FIBER OPTIC SERVICE LINE AT MAIN
- SANITARY SERVICE LINE AT MAIN
- WATER SERVICE LINE AT MAIN
- GAS SERVICE LINE AT MAIN
- POWER SERVICE LINE AT MAIN
- TELEPHONE SERVICE LINE AT MAIN
- FIBER OPTIC SERVICE LINE AT MAIN



**PRELIMINARY PLANS
(NOT FOR CONSTRUCTION)**

GreenbergFarrow
 21 South Evergreen Avenue
 Suite 200
 Arlington Heights, IL 60005
 T: 847 788 9200 F: 847 788 9537
PROJECT TEAM

ISSUE/REVISION RECORD

DATE	DESCRIPTION
1-31-14	PLAN COMMISSION SUBMITTAL
2-21-14	PLAN COMMISSION RE-SUBMITTAL

PROFESSIONAL SEAL

PROFESSIONAL IN CHARGE
KERI WILLIAMS, PE
 PROFESSIONAL ENGINEER
 022-058662
PROJECT MANAGER
 LARRY DEHL
QUALITY CONTROL
 JEFF BATH
DRAWN BY
 ERIC CARRANZA

PROJECT NAME
 shorewood
 DEVELOPMENT GROUP

DOWNERS GROVE, ILLINOIS (SW) OGDEN AVE & FLORENCE AVE

PROJECT NUMBER
 20130576.0

SHEET TITLE
DEMOLITION PLAN

SHEET NUMBER
C2.0

COPYRIGHT NOTICE
This drawing is the property of the author and is not to be used for any purpose other than the specific project and site named herein, and cannot be reproduced in any manner without the express written permission from the author.

ISSUE/REVISION RECORD

Table with columns: DATE, DESCRIPTION, and REVISIONS.

PROFESSIONAL SEAL



PROFESSIONAL IN CHARGE
KERI WILLIAMS, PE
PROFESSIONAL ENGINEER
62065573 062-058662

PROJECT MANAGER
LARRY DEHL

QUALITY CONTROL
JEFF BATH
DRAWING BY
ERIC CARRANZA

PROJECT NAME

shorewood
DEVELOPMENT GROUP

DOWNERS GROVE,
ILLINOIS
(SW) OGDEN AVE &
FLORENCE AVE

PROJECT NUMBER
20130576.0

SHEET TITLE
OVERALL
SITE PLAN

SHEET NUMBER

C3.0

GENERAL SITE NOTES:

- 1. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE AND ADEQUATE WORKING CONDITIONS THROUGHOUT THE DURATION OF CONSTRUCTION OF THE PROPOSED SITE IMPROVEMENTS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL SITE SETBACKS, EASEMENTS AND DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
4. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LATEST STATE AND LOCAL GOVERNMENT CONSTRUCTION STANDARDS AND SPECIFICATIONS.
5. ALL HANDICAP ACCESSIBLE SITE IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL CODES AND REQUIREMENTS.
6. IF DURING THE COURSE OF CONSTRUCTION THE CONTRACTOR FINDS ANY DISCREPANCIES OR CONFLICTS BETWEEN THE PROPOSED SITE IMPROVEMENTS INDICATED ON THE PLANS AND THE PHYSICAL CONDITIONS OF THE SITE, OR ANY ERRORS OR OMISSIONS WITHIN THE PLANS OR IN THE SITE LAYOUT AS PROVIDED BY THE ENGINEER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IMMEDIATELY NOTIFY THE ENGINEER, UNTIL AUTHORIZED TO PROCEED, ANY WORK PERFORMED BY THE CONTRACTOR AFTER SUCH A DISCOVERY WILL BE AT THE CONTRACTOR'S SOLE RISK AND EXPENSE.
7. CONTRACTOR SHALL COORDINATE ALL SITE IMPROVEMENTS WITH ARCHITECTURAL PLANS. ARCHITECTURAL PLANS SHALL BE USED FOR BUILDING STAKEOUT.
8. CONTRACTOR SHALL COORDINATE ALL LANDSCAPE IMPROVEMENTS, INCLUDING NEW PLANTINGS AND TURF AREA RESTORATION REQUIREMENTS, WITH LANDSCAPE PLANS.
9. CONSTRUCTION SURVEY AND STAKEOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
10. ALL DIMENSIONS SHOWN ARE MEASURED FROM FACE OF CURB TO FACE OF CURB OR EDGE OF PAVEMENT TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
11. ALL CURB RADI ARE MEASURED AT 3' AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
12. ALL NEW ASPHALT AND/OR CONCRETE PAVING SHALL MATCH EXISTING PAVEMENTS FLUSH.
13. CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS OUTSIDE OF CONSTRUCTION LIMITS TO ORIGINAL CONDITION OR BETTER.
14. CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC., RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
15. ALL FIRE ACCESS LANES WITHIN THE PROJECT AREA SHALL REMAIN IN SERVICE, CLEAN OF DEBRIS, AND ACCESSIBLE FOR USE BY EMERGENCY VEHICLES.
16. ALL DETECTIBLE WARNING PLATES SHALL BE PERFORMED PLASTIC INSERTS UNLESS OTHERWISE NOTED.
17. ALL EXISTING TREES SHOWN ARE TO REMAIN UNLESS OTHERWISE NOTED.
18. STANDARD/HEAVY DUTY PAVEMENT AND CONCRETE SECTIONS SHALL FOLLOW THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT AND MEET CITY MINIMUM STANDARDS.
19. SEE GENERAL NOTES SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SITE DATA TABLE

Table with columns: CATEGORY, VALUE, and UNIT. Includes Overall Site Area, Existing Impervious Area, Proposed PerVIOUS Area, etc.

FAR (FLOOR AREA RATIO)
FAR = FLOOR AREA OF BUILDINGS DIVIDED BY THE NET SITE AREA
B-3 ZONING: MAX. FLOOR AREA RATIO OF BUILDINGS SHALL NOT EXCEED 0.75
FAR (LOT 1): 29,055 SF/108,103 SF = 0.27
FAR (LOT 2): 4,500 SF/26,605 SF = 0.17
FAR (TOTAL): 0.44

Table for Lot 1 (Fresh Thyme) Site Area, Proposed Impervious Area, Proposed PerVIOUS Area.

EXISTING ZONING: B-3 GENERAL SERVICE AND HIGHWAY BUSINESS PUD PLANNED UNIT DEVELOPMENT
PROPOSED ZONING: GROCERY
PROPOSED USE: GROCERY
TOTAL BUILDING SQUARE FOOTAGE: 29,055 SF

Table for Lot 1 Parking Required vs Provided. Fresh Thyme 29,055 SF (Note 2).

Table for Lot 2 (Retail A & Restaurant B) Site Area, Proposed Impervious Area, Proposed PerVIOUS Area.

EXISTING ZONING: B-3 GENERAL SERVICE AND HIGHWAY BUSINESS PUD PLANNED UNIT DEVELOPMENT
PROPOSED ZONING: RETAIL/RESTAURANT
PROPOSED USE: RETAIL/RESTAURANT
TOTAL BUILDING SQUARE FOOTAGE: 4,500 SF

Table for Lot 2 Parking Required vs Provided. Retail A 2,500 SF (Note 4), Restaurant B 2,000 SF (Note 3).

Table for Total Parking Required vs Provided. 106 (Lot 1) + 36 (Lot 2) = 142.

* PER THE ILLINOIS ACCESSIBILITY CODE WHEN 101 TO 150 OFF STREET PARKING SPACES ARE PROVIDED A MINIMUM NUMBER OF 5 ACCESSIBLE SPACES ARE REQUIRED.

- 1. LOT 1 AND LOT 2 WILL HAVE A SHARED PARKING AGREEMENT RECORDED.
2. GROCERY STORE (OVER 20,000 SQUARE FEET): 6 SPACES PER 1,000 SF OF GFA. RESTAURANTS: 16 SPACES PER 1,000 SF OF GFA OR 1 PER 4 SEATS, WHICHEVER IS GREATER, ASSUMED 15% REDUCTION OF GROSS AREA.
3. RETAIL: 3.5 SPACES PER 1,000 SF OF GFA. ASSUMED 15% REDUCTION OF GROSS AREA.
4. FOR THE PURPOSE OF CALCULATING THE MINIMUM NUMBER OF PARKING SPACES, GROSS FLOOR AREA (GFA) IS THE SUM OF THE GROSS HORIZONTAL AREAS OF SEVERAL FLOORS OF A BUILDING OR PORTION THEREOF DEVOTED TO A USE REQUIRING OFF STREET PARKING OR LOADING. GFA SHALL NOT INCLUDE FLOOR SPACE DEVOTED PRIMARILY TO THE HOUSING OF MECHANICAL OR ELECTRICAL EQUIPMENT, ELEVATOR SHAFTS, STAIRWELLS, STORAGE (EXCEPT AS OTHERWISE NOTED HEREIN), COMMERCIAL KITCHEN AREAS, RAMPS, AGILES, AND MANUEVERING SPACE DEVOTED TO OFF-STREET PARKING OR LOADING FACILITIES, OR BASEMENT FLOOR SPACE UNLESS THE AREA IS DEVOTED TO MERCHANDISING ACTIVITIES, THE PRODUCTION OR PROCESSING OF GOODS, BUSINESS OR PROFESSIONAL OFFICES, OR DWELLING USES.

BUILDING SETBACKS:
FRONT: 75' FROM C/L OGDEN AVENUE
SIDE: NONE
REAR: NONE

PROPOSED LEGEND:

- PROPERTY LINE
PROPOSED CURB & GUTTER
PROPOSED CURB & GUTTER (REVERSE PITCH)
PROPOSED PARKING SPACES
PROPOSED ACCESSIBLE PARKING SIGN
PROPOSED MONUMENT SIGN
PROPOSED WHEEL STOP
PROPOSED CART CORRAL
PROPOSED LIGHT POLE
PROPOSED GREASE TRAP
PROPOSED STORM INLET
PROPOSED STORM MANHOLE
PROPOSED TRANSFORMER
PROPOSED SPEED BUMP

EXISTING LEGEND:

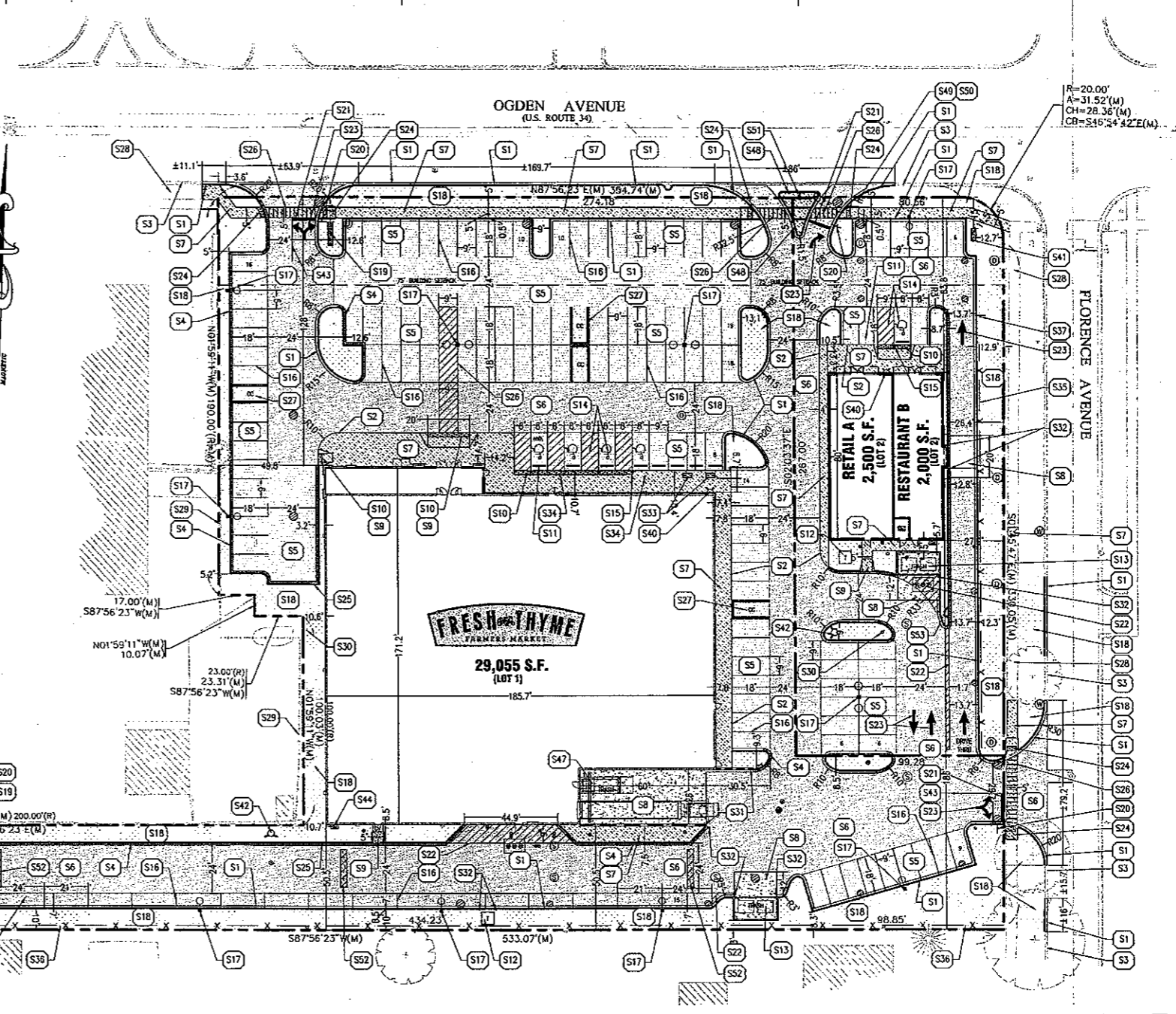
- EXISTING CURB & GUTTER
EXISTING PARKING SPACES
EXISTING MONUMENT SIGN
EXISTING WHEEL STOP
EXISTING CART CORRAL
EXISTING LIGHT POLE
EXISTING GREASE TRAP
EXISTING STORM INLET
EXISTING STORM MANHOLE
EXISTING TRANSFORMER
EXISTING SPEED BUMP

PAVEMENT SECTION DETAILS

- S5 PROPOSED STANDARD DUTY BITUMINOUS PAVEMENT
S6 PROPOSED HEAVY DUTY BITUMINOUS PAVEMENT
S7 PROPOSED 5.0" CONCRETE SIDEWALK AND INTEGRAL CURB WITH 4.0" GRAVEL BASE
S8 PROPOSED HEAVY DUTY CONCRETE PAVEMENT
S18 PROPOSED LANDSCAPE AREA

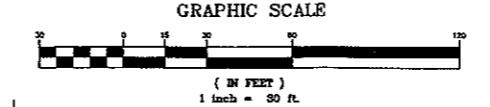
*REFER TO GEOTECHNICAL REPORT PREPARED BY TERRACON CONSULTANTS, INC., PROJECT NO. 11135091 DATED SEPTEMBER 26, 2013.

PRELIMINARY PLANS
(NOT FOR CONSTRUCTION)



SITE KEY NOTES

- S1 PROPOSED 66.12 CONCRETE CURB & GUTTER (TYP.)
S2 PROPOSED MONUMENT CONCRETE CURB & SIDEWALK (TYP.)
S3 EXISTING CURB & GUTTER TO REMAIN (TYP.)
S4 PROPOSED REVERSED PITCH CURB & GUTTER (TYP.)
S5 PROPOSED STANDARD DUTY BITUMINOUS PAVEMENT. SEE PAVEMENT SECTION DETAILS.
S6 PROPOSED HEAVY DUTY BITUMINOUS PAVEMENT. SEE PAVEMENT SECTION DETAILS.
S7 PROPOSED 5.0" CONCRETE SIDEWALK WITH 4.0" AGGREGATE BASE COURSE. (TYP.)
S8 PROPOSED HEAVY DUTY CONCRETE PAVEMENT. SEE PAVEMENT DETAILS.
S9 PROPOSED SIDEWALK RAMP @ 8.33% MAXIMUM SLOPE (TYP. PER ADA AND LOCAL REQUIREMENTS).
S10 PROPOSED DETECTABLE WARNING PER ADA REQUIREMENTS.
S11 PROPOSED CONCRETE WHEEL STOPS (TYP.)
S12 PROPOSED TRANSFORMER PAD WITH BOLLARDS. CONTRACTOR SHALL COORDINATE WITH ELECTRIC COMPANY TO INSTALL TRANSFORMER PAD PER ELECTRIC COMPANY'S SPECIFICATION AND VERIFY LOCATION.
S13 PROPOSED BUMPER-STER ENCLOSURE (SEE ARCHITECTURAL PLANS)
S14 PROPOSED ADA ACCESSIBLE PARKING SPACE STRIPING & SYMBOL (TYP. PER ADA AND LOCAL REQUIREMENTS)
S15 PROPOSED ACCESSIBLE PARKING SIGN (TYP. PER ADA AND LOCAL REQUIREMENTS)
S16 PROPOSED 4" PARKING STALL STRIPING PER LOCAL CODES. (TYP.)
S17 PROPOSED LIGHT POLE (TYP.) SEE PHOTOMETRIC PLAN FOR ADDITIONAL INFORMATION.
S18 PROPOSED LANDSCAPE AREA (TYP.). SEE LANDSCAPE PLAN FOR DETAIL.
S19 PROPOSED 14" HIGH MONUMENT SIGN (SEE ARCHITECTURAL PLANS)
S20 PROPOSED STOP SIGN (TYP. PER LOCAL CODES)
S21 PROPOSED WHITE STOP BAR (TYP. PER LOCAL CODES)
S22 PROPOSED STRIPED AREA (TYP. PER LOCAL CODES).
S23 PROPOSED DIRECTIONAL TRAFFIC ARROWS. (TYP. PER LOCAL CODES).
S24 PROPOSED SIDEWALK RAMP @ 8.33% MAX SLOPE (TYP. PER IDOT REQUIREMENTS) WITH DETECTABLE WARNING DOMES.
S25 PROPOSED 4" WIDE CURB OPENING FOR DRAINAGE.
S26 PROPOSED STRIPED CROSSWALK (TYP. PER LOCAL CODES)
S27 PROPOSED CART CORRAL.
S28 EXISTING CONCRETE SIDEWALK TO REMAIN
S29 EXISTING FENCE TO REMAIN
S30 EXISTING UTILITY POLE TO REMAIN AND TO BE PROTECTED
S31 PROPOSED RETAINING WALL WITH HANDRAIL (SEE ARCHITECTURAL PLANS)
S32 PROPOSED BOLLARD (TYP.)
S33 PROPOSED PIERS FOR CANOPY (SEE ARCHITECTURAL PLANS)
S34 PROPOSED COLUMNS FOR CANOPY (SEE ARCHITECTURAL PLANS)
S35 PROPOSED 4" HIGH ORNAMENTAL FENCE (SEE L2.0 FOR DETAIL)
S36 PROPOSED 6" HIGH BOARD ON BOARD FENCE (SEE L2.0 FOR DETAIL)
S37 PROPOSED "DO NOT ENTER" SIGN
S40 PROPOSED FIRE DEPARTMENT CONNECTION WITH 5" STORZ. PER LOCAL CODES.
S41 PROPOSED 8" HIGH MONUMENT SIGN (SEE ARCHITECTURAL PLANS)
S42 PROPOSED FIRE HYDRANT WITH AUXILIARY VALVE (TYP.)
S43 PROPOSED 4" YELLOW SINGLE STRIP LINE (TYP. PER LOCAL CODES).
S44 PROPOSED GAS METER
S46 PROPOSED 6" BARRIER CURB
S47 PROPOSED COMPACTOR
S48 PROPOSED M4.18 MOUNTABLE CURB
S49 PROPOSED DO NOT ENTER SIGN (IDOT STANDARD R5-1)
S50 PROPOSED RIGHT TURN ONLY SIGN (IDOT STANDARD R3-5)
S51 PROPOSED NO LEFT TURN SIGN (IDOT STANDARD R3-2)
S52 PROPOSED SPEED BUMP WITH STRIPING PER LOCAL CODE
S53 PROPOSED MENU BOARD



FLOOD NOTE:

THE SUBJECT PARCEL LIES WITHIN "ZONE X" - AREAS OF MINIMAL FLOODING. SOURCE: NFIP (NATIONAL FLOOD INSURANCE PROGRAM) FIRM (FLOOD INSURANCE RATE MAP) MAP NUMBER 17043C0092H, EFFECTIVE DECEMBER 16, 2004.

COPYRIGHT NOTICE
This drawing is the property of the above referenced Professional and is not to be used for any purpose other than the specific project and site named herein, and cannot be reproduced in any manner without the express written permission from the Professional.

ISSUE/REVISION RECORD

DATE	DESCRIPTION
1-31-14	PLAN COMMISSION SUBMITTAL
2-21-14	PLAN COMMISSION RE-SUBMITTAL

PROFESSIONAL SEAL



PROFESSIONAL IN CHARGE
KERI WILLIAMS, PE
PROFESSIONAL ENGINEER
62065573 02/21/14

PROJECT MANAGER
LARRY DEHL

QUALITY CONTROL
JEFF RATH

DRAWN BY
ERIC CARANZA

PROJECT NAME

shorewood
DEVELOPMENT GROUP

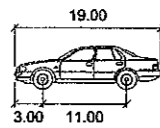
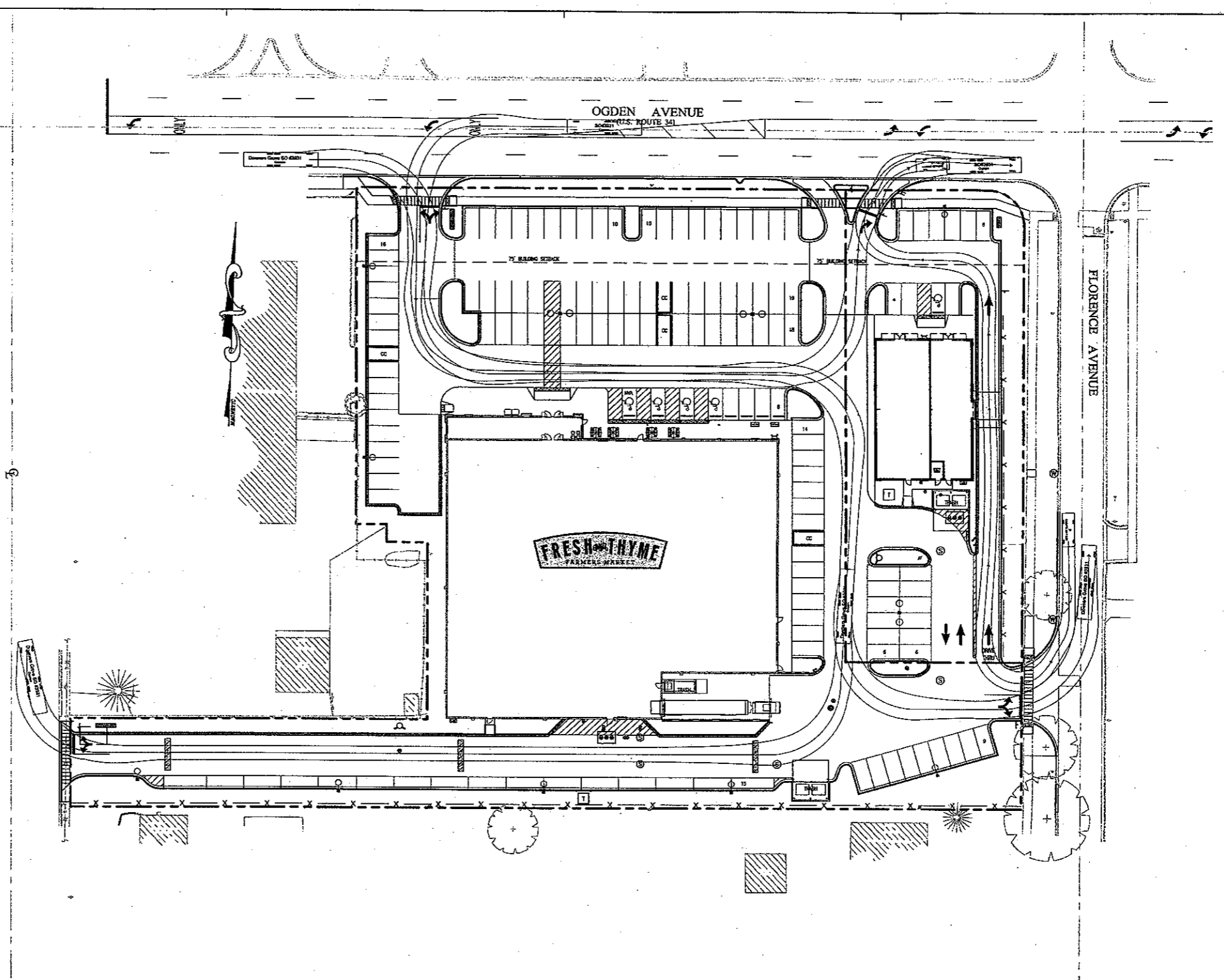
**DOWNERS GROVE,
ILLINOIS
(SWC) OGDEN AVE &
FLORENCE AVE**

PROJECT NUMBER
20130576.0

SHEET TITLE
TRUCK TURN
PLAN

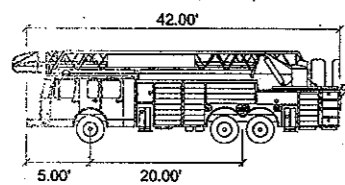
SHEET NUMBER

C3.3



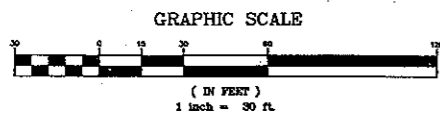
P feet

Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



SO #3931 feet

Width	: 8.33
Track	: 7.33
Lock to Lock Time	: 6.0
Steering Angle	: 28.9



**PRELIMINARY PLANS
(NOT FOR CONSTRUCTION)**

COPYRIGHT NOTICE
This drawing is the property of the above referenced Professional and is not to be used for any purpose other than the specific project and site named herein, and cannot be reproduced in any manner without the express written permission from the Professional.

ISSUE/REVISION RECORD

DATE	DESCRIPTION
1-21-14	PLAN COMMISSION SUBMITTAL
2-21-14	PLAN COMMISSION RE-SUBMITTAL

PROFESSIONAL SEAL



PROFESSIONAL IN CHARGE
KERI WILLIAMS, P.E.
PROFESSIONAL ENGINEER
02205573 02-05-86
PROJECT MANAGER
LARRY DEM
QUALITY CONTROL
JEFF BAH
DRAWN BY
ERIC CARRANZA

PROJECT NAME

shorewood
DEVELOPMENT GROUP

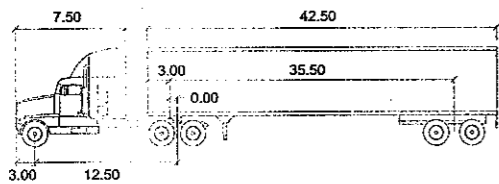
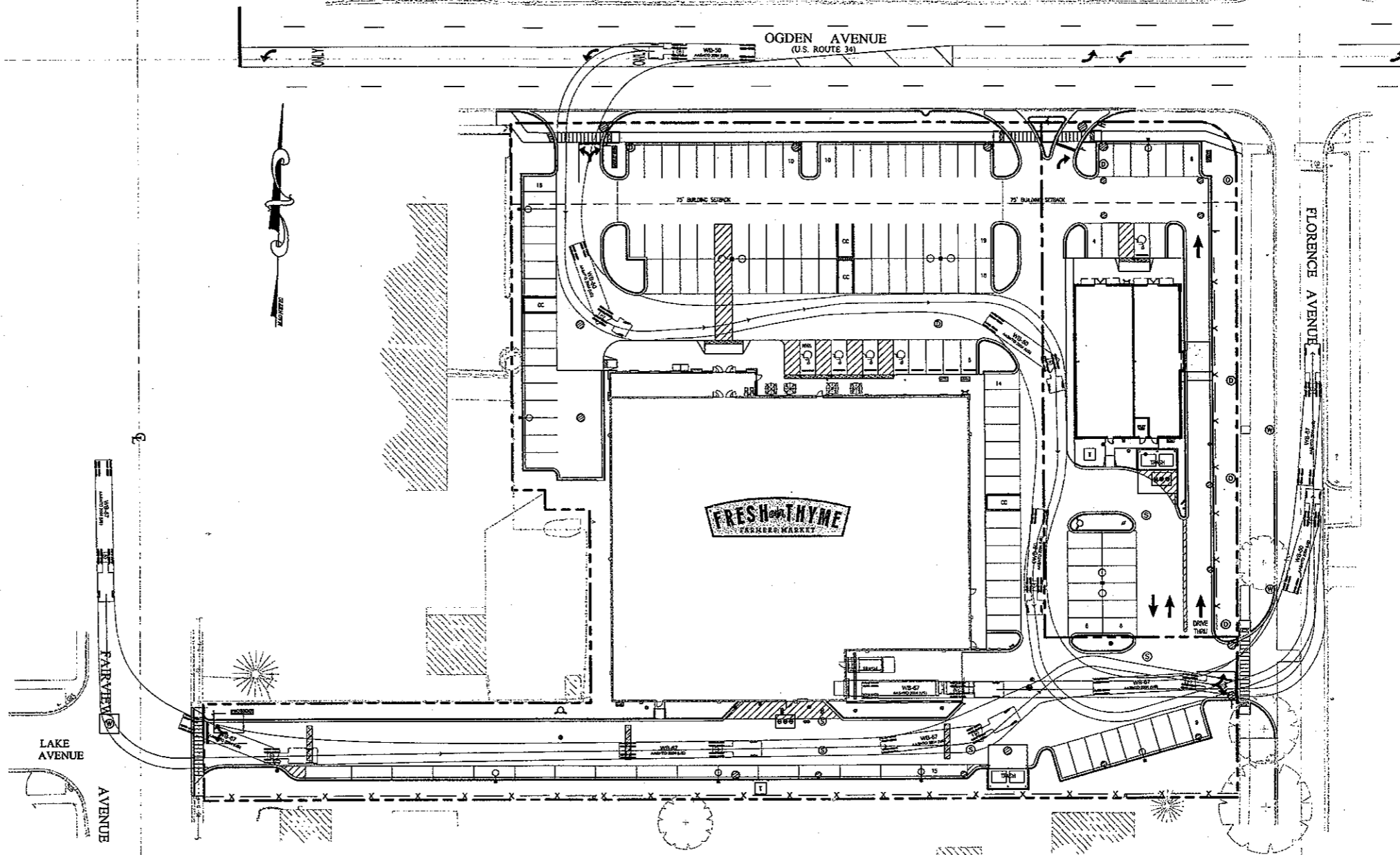
DOWNERS GROVE, ILLINOIS (SW) OGDEN AVE & FLORENCE AVE

PROJECT NUMBER
20130576.0

SHEET TITLE
TRUCK TURN PLAN

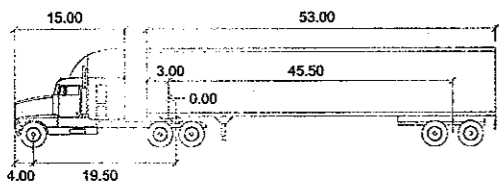
SHEET NUMBER

C3.4



WB-50

feet	
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 17.7
Articulating Angle	: 70.0



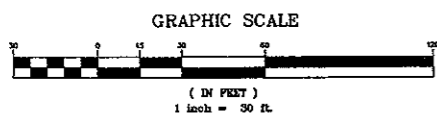
WB-67

feet	
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0

ACCESS FOR FRESH THYME WB-67 DELIVERY TRUCK ONLY AVAILABLE OFF FAIRVIEW AVENUE MOVING EAST-WEST THRU THE SITE AND EXISTING ON TO FLORENCE AVENUE.

APPROXIMATE DELIVERY TIME
FRESH THYME FRESH MARKET
• 53' TRAILER: 1-2 TIMES PER DAY OCCURRING IN THE EARLY MORNING AND/OR MID-AFTERNOON
• MEDIUM SIZE (26') BOX TRUCK: 5 TIMES PER DAY OCCURRING THROUGHOUT THE DAY

OUTLOT BUILDING (TENANTS TBD)
• SMALL (15' TO 18') TO MEDIUM (26') BOX TRUCK: TWICE A WEEK OCCURRING IN THE MORNING.



PRELIMINARY PLANS
(NOT FOR CONSTRUCTION)

COPYRIGHT NOTICE
This drawing is the property of the above
referenced Professional and is not to be used
for any purpose other than the specific
project and site named herein, and control
or responsibility in any manner without the
express written permission from the Professional.

ISSUE/REVISION RECORD

Table with columns: DATE, DESCRIPTION
1-13-14 PLAN COMMISSION SUBMITTAL
2-21-14 PLAN COMMISSION RE-SUBMITTAL

PROFESSIONAL SEAL



PROFESSIONAL IN CHARGE
KERI WILLIAMS, PE
PROFESSIONAL ENGINEER
62055773 002-058662

PROJECT MANAGER
LARRY DEHL
QUALITY CONTROL
JEFF RATH
DRAWN BY
ERIC CARRANZA

PROJECT NAME

shorewood
DEVELOPMENT GROUP

DOWNERS GROVE,
ILLINOIS
(SWC) OGDEN AVE &
FLORENCE AVE

PROJECT NUMBER
20130576.0

SHEET TITLE
OVERALL
GRADING PLAN

SHEET NUMBER

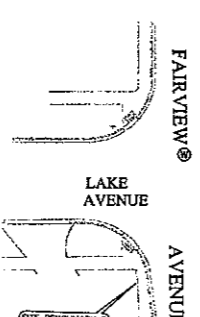
C4.0

GENERAL GRADING NOTES:

- 1. ALL GRADING AND SITE PREPARATION WORK SHALL CONFORM WITH THE RECOMMENDATIONS AND SPECIFICATIONS CONTAINED IN THE GEOTECHNICAL REPORT. CONTRACTOR SHALL CAREFULLY PRESERVE ALL SITE BENCHMARKS AND REFERENCE POINTS DURING CONSTRUCTION OPERATIONS.
- 2. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST FORTY-EIGHT (48) HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED SITE IMPROVEMENTS SHOWN ON THE PLANS.
- 3. CONTRACTOR SHALL INSTALL APPROPRIATE TREE PROTECTION MEASURES PRIOR TO COMMENCEMENT OF SITE GRADING OPERATIONS.
- 4. ALL PROPOSED GRADING, PAVEMENT, APRONS, CURBS, WALKS, ETC. SHALL MATCH EXISTING GRADES FLUSH.
- 5. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE TO ALL STORM DRAINAGE STRUCTURES. AREAS OF SURFACE PONDING SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
- 6. ALL EXISTING AND PROPOSED TOP OF FRAME ELEVATIONS FOR STORM, SANITARY, WATER AND OTHER UTILITY STRUCTURES SHALL BE ADJUSTED TO MEET FINISHED GRADE WITHIN THE PROJECT LIMITS.
- 7. CONTRACTOR SHALL UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT NOTED TO BE REMOVED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
- 8. CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC. RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
- 9. CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS OUTSIDE OF CONSTRUCTION LIMITS TO ORIGINAL CONDITION OR BETTER.
- 10. MAXIMUM CROSS SLOPES AND LONGITUDINAL SLOPES FOR ALL CONCRETE SIDEWALKS AND HANDICAP ACCESSIBLE ROUTES SHALL NOT EXCEED 2% AND 5%, RESPECTIVELY.
- 11. MAXIMUM SLOPES WITHIN THE HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2% IN ANY DIRECTION.
- 12. MAXIMUM GRADE DIFFERENCE BETWEEN PAVEMENT SURFACES AND ADJACENT CONCRETE SIDEWALKS FOR THE ACCESSIBLE ROUTE TO THE BUILDING SHALL NOT EXCEED 1/4" VERTICAL OR 1/2" WHEN BEVELED.
- 13. ALL HANDICAP ACCESSIBLE EXTERIOR DOORWAY LOCATIONS REQUIRE AN EXTERIOR LANDING THAT IS A MINIMUM OF FIVE (5) FEET IN LENGTH WITH A SLOPE NOT EXCEEDING 2% IN ANY DIRECTION.
- 14. EXCAVATION SHORING SHALL BE DONE AS NECESSARY FOR THE PROTECTION OF THE WORK AND FOR THE SAFETY OF PERSONNEL. SHORING SHALL BE IN ACCORDANCE WITH ALL O.S.H.A. AND LOCAL REGULATIONS.
- 15. SEE GENERAL NOTES SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

PROPOSED LEGEND:

- PROPERTY LINE
- STM --- PROPOSED STORM SEWER
- 533 --- PROPOSED CONTOUR
- DRAINAGE SLOPE AND DIRECTION
- PROPOSED GAS METER
- PROPOSED GATE VALVE AND POST INDICATOR
- PROPOSED REMOTE FIRE DEPARTMENT CONNECTION (FDC)
- PROPOSED WATER PRESSURE CONNECTION
- PROPOSED WATER SERVICE CONNECTION
- PROPOSED CURB STOP IN CURB BOX
- PROPOSED TRENCH DRAIN
- PROPOSED SANITARY STRUCTURE
- PROPOSED GREASE TRAP
- PROPOSED CLEANOUT
- PROPOSED ELECTRIC METER
- PROPOSED TRANSFORMER WITH BOLLARDS



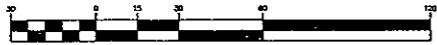
EXISTING LEGEND:

- EXISTING PROPERTY LINE
- EXISTING STORM SEWER
- EXISTING CONTOUR
- EXISTING DRAINAGE SLOPE AND DIRECTION
- EXISTING GAS METER
- EXISTING GATE VALVE AND POST INDICATOR
- EXISTING REMOTE FIRE DEPARTMENT CONNECTION (FDC)
- EXISTING WATER PRESSURE CONNECTION
- EXISTING WATER SERVICE CONNECTION
- EXISTING CURB STOP IN CURB BOX
- EXISTING TRENCH DRAIN
- EXISTING SANITARY STRUCTURE
- EXISTING GREASE TRAP
- EXISTING CLEANOUT
- EXISTING ELECTRIC METER
- EXISTING TRANSFORMER WITH BOLLARDS



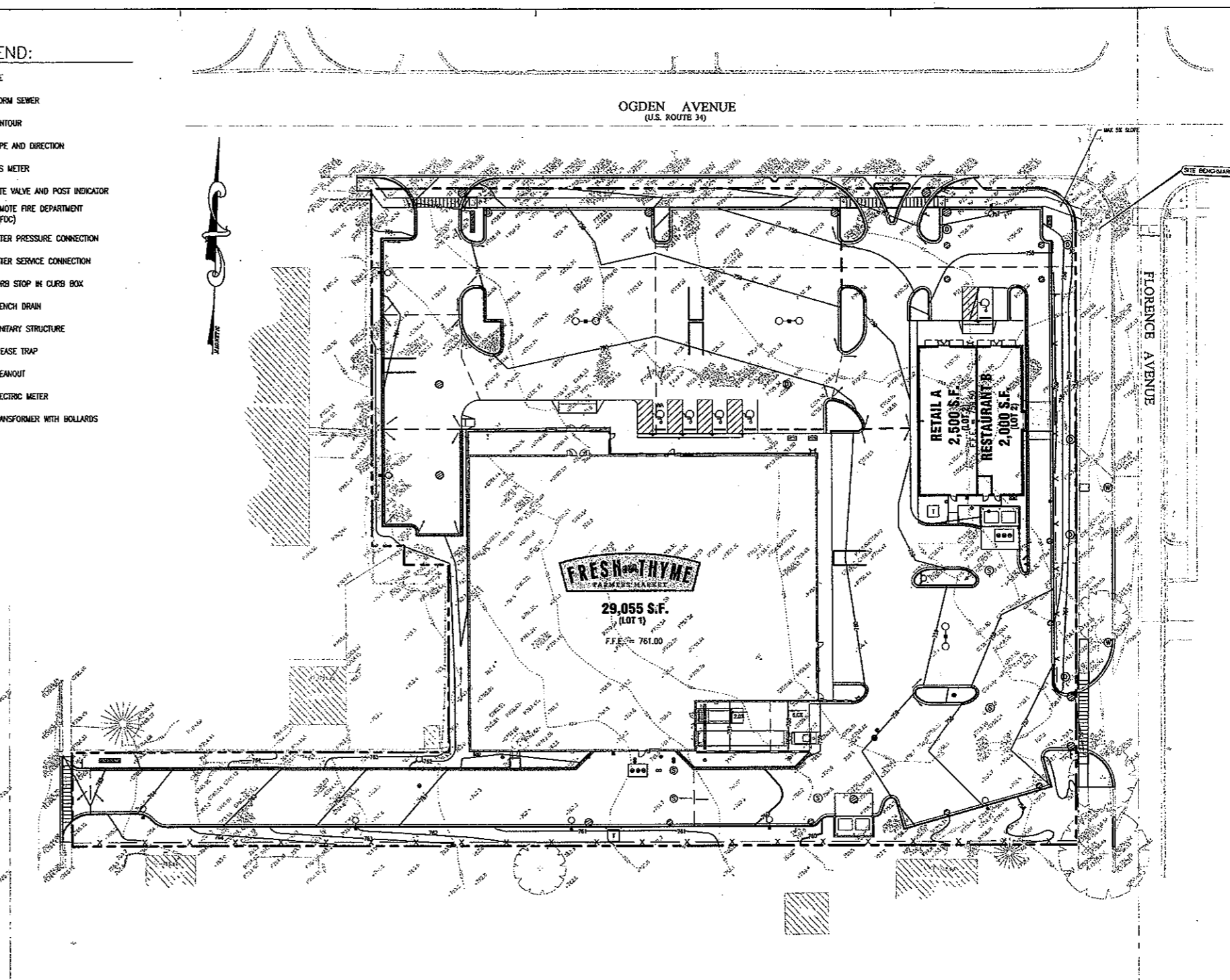
CHICAGO: 312-744-7000

GRAPHIC SCALE



1 inch = 30 ft

PRELIMINARY PLANS
(NOT FOR CONSTRUCTION)



FRESH & THYME
FARMER MARKET
29,055 S.F.
(LOT 1)
F.F.E. = 761.00

RETAIL A
2,500 S.F.
(LOT 2)

RESTAURANT B
2,000 S.F.
(LOT 2)

COPYRIGHT NOTICE
 This drawing is the property of the above-referenced Professional Engineer and is not to be used for any purpose other than the specific project and site noted herein, and cannot be reproduced in any manner without the express written permission from the Professional Engineer.

ISSUE/REVISION RECORD

DATE	DESCRIPTION
1-31-14	PLAN COMMISSION SUBMITTAL
2-21-14	PLAN COMMISSION RE-SUBMITTAL

PROFESSIONAL SEAL



PROFESSIONAL IN CHARGE
 KERI WILLIAMS, PE
 PROFESSIONAL ENGINEER
 62065573 062-058662

PROJECT MANAGER
 LARRY DICK
QUALITY CONTROL
 JEFF BATH
DRAWN BY
 ERIC CARRANZA
PROJECT NAME

shorewood
 DEVELOPMENT GROUP

DOWNERS GROVE, ILLINOIS (SW) OGDEN AVE & FLORENCE AVE

PROJECT NUMBER
 20130576.0

SHEET TITLE
OVERALL UTILITY PLAN

SHEET NUMBER

C5.0



CHICAGO: 312-744-7000

GENERAL UTILITY NOTES:

- CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST FORTY-EIGHT (48) HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED SITE IMPROVEMENTS SHOWN ON THE PLANS.
- CONTRACTOR SHALL UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT NOTED TO BE REMOVED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
- CONTRACTOR SHALL EXCAVATE AND VERIFY IN FIELD ALL EXISTING UTILITY LOCATIONS, SIZES, CONDITIONS AND ELEVATIONS AT PROPOSED POINTS OF CONNECTION PRIOR TO COMMENCING ANY UNDERGROUND CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES OR CONFLICTS PRIOR TO PROCEEDING WITH CONSTRUCTION.
- ALL PROPOSED CONNECTIONS TO EXISTING UTILITY STRUCTURES OR PIPING SHALL BE IN ACCORDANCE WITH THE APPLICABLE GOVERNING AUTHORITY REQUIREMENTS AND SPECIFICATIONS.
- CONTRACTOR SHALL CONTINUOUSLY MAINTAIN ALL EXISTING SEWER SYSTEMS DURING CONSTRUCTION OPERATIONS AS NECESSARY TO PREVENT SILT OR DEBRIS ACCUMULATION.
- SEE THE GENERAL NOTES SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS INCLUDING ALL PIPE MATERIAL AND JOINT SPECIFICATIONS.

BENCHMARKS:

REFERENCE BENCHMARK:
 DUPAGE COUNTY BENCHMARK DGN03001/PID DK3126 (NAVDSB)
 BRONZE DISK IN THE WEST SIDE OF A CONCRETE TRAFFIC SIGNAL BASE LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF ROUTE 34 (OGDEN AVENUE) AND CASS AVENUE. ELEVATION = 746.26

SITE BENCHMARKS:
SITE BENCHMARK 1
 NORTHWEST BONNET BOLT OF FIRE HYDRANT LOCATED AT THE SOUTHWEST CORNER OF OGDEN AVENUE AND FLORENCE AVENUE. ELEVATION = 757.16

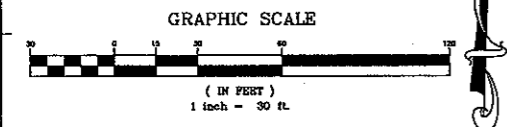
SITE BENCHMARK 2
 NORTHWEST BONNET BOLT OF FIRE HYDRANT LOCATED AT THE SOUTHWEST CORNER OF LAKE AVENUE AND FAIRVIEW AVENUE. ELEVATION = 766.91

FLOOD NOTE:

THE SUBJECT PARCEL LIES WITHIN "ZONE C" - AREAS OF MINIMAL FLOODING. SOURCE: NFP (NATIONAL FLOOD INSURANCE PROGRAM) FIRM (FLOOD INSURANCE RATE MAP) MAP NUMBER 390120 0001-0005, EFFECTIVE JULY 2, 1992.

EXISTING LEGEND:

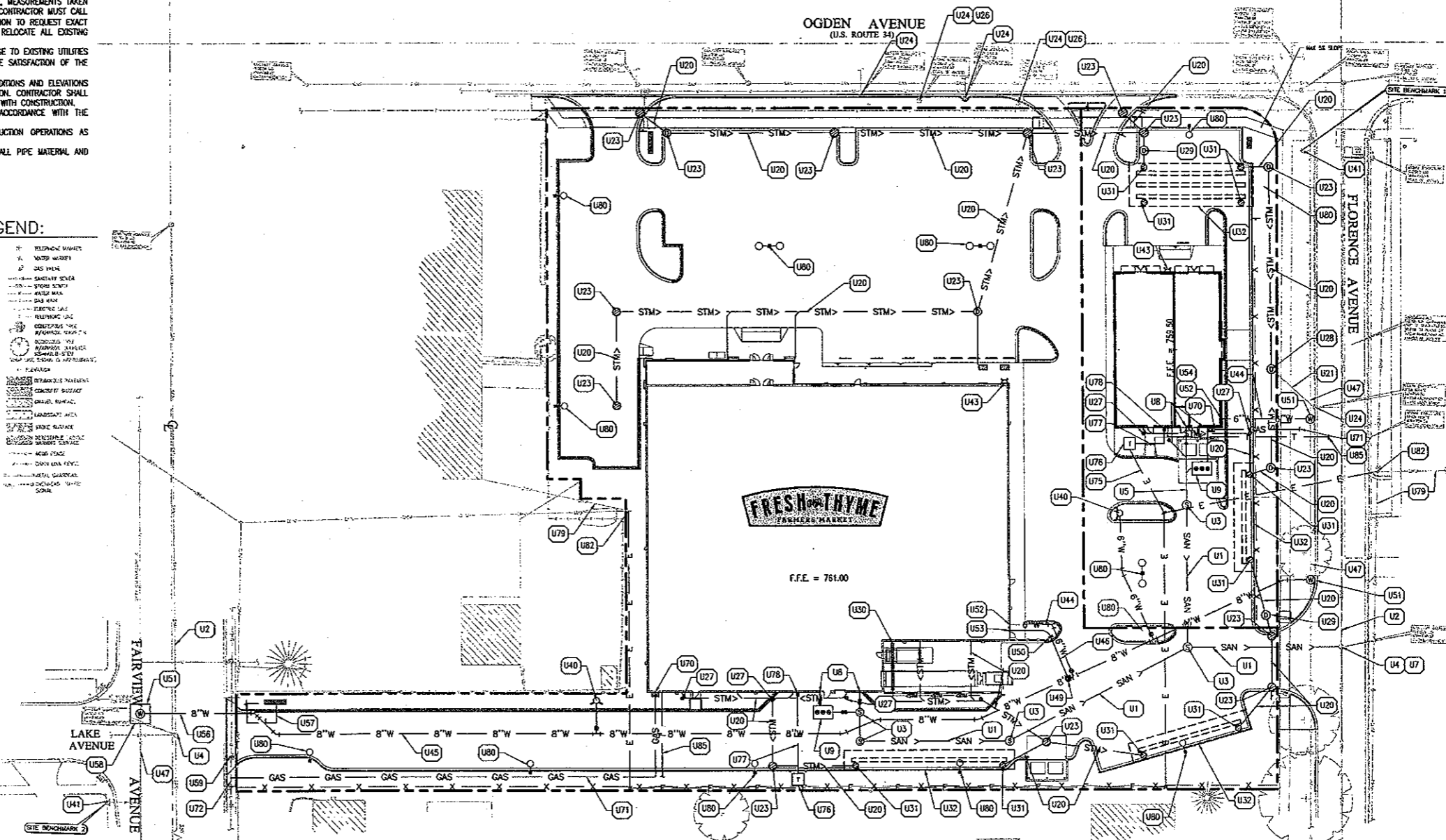
U	UTILITY	W	WATER SERVICE CONNECTION
U2	EXISTING SANITARY SEWER LINE TO REMAIN AND BE PROTECTED.	W	PROPOSED TAPPING SLEEVE AND VALVE IN VAULT
U3	PROPOSED SANITARY SEWER MANHOLE.	W	PROPOSED WATER SERVICE CONNECTION
U4	EXISTING SANITARY SEWER STRUCTURE TO REMAIN AND BE PROTECTED.	W	PROPOSED CURB STOP IN CURB BOX
U7	CONNECT PROPOSED SANITARY SEWER SERVICE LINE TO EXISTING SANITARY MANHOLE PER LOCAL CODES (FIELD VERIFY LOCATION AND ELEVATION PRIOR TO INSTALLING PROPOSED SANITARY SEWER LINES).	W	PROPOSED FIRE HYDRANT
U8	PROPOSED SANITARY SEWER POINT OF ENTRY. (SEE MEP PLANS FOR ADDITIONAL INFORMATION)	W	PROPOSED TRENCH DRAIN
U9	PROPOSED 1800-GALLON GREASE TRAP.	W	PROPOSED STORM SEWER STRUCTURES
U20	PROPOSED STORM SEWER LINE. (TYP.)	W	PROPOSED SANITARY STRUCTURE
U21	EXISTING STORM SEWER LINE TO REMAIN AND BE PROTECTED.	W	PROPOSED GREASE TRAP
U22	PROPOSED STORM SEWER STRUCTURE.	W	PROPOSED CLEANOUT
U24	EXISTING STORM SEWER STRUCTURE TO REMAIN AND BE PROTECTED.	W	PROPOSED ELECTRIC METER
U26	ADJUST EXISTING FRAME AND GRATE. FIELD VERIFY.	W	PROPOSED TRANSFORMER WITH BOLLARDS
U27	PROPOSED STORM SEWER CLEANOUT.	W	PROPOSED POWER POLE
U28	PROPOSED 74" PRECAST CONCRETE MANHOLE WITH NEEDHAM R-2502-D FRAME AND GRATE (CONTRACTOR SHALL FIELD VERIFY EXISTING LOCATION AND ELEVATION OF EXISTING 24" STORM SEWER PRIOR TO INSTALLING NEW CATCH BASIN)		
U29	PROPOSED CONTECH CDS-2015 WATER QUALITY UNIT.		
U30	PROPOSED STORM SEWER TRENCH DRAIN. NEEDHAM R-4990-CX, TYPE C OR APPROVED EQUAL. CONTRACTOR TO PROVIDE A MINIMUM OF 0.5% SLOPE IN BOTTOM OF TRENCH DRAIN.		
U31	30" DIA. RISER W/ CONCRETE COLLAR AND NEEDHAM R-2540 FRAME AND GRATE OR EQUAL.		
U32	CONTECH 48" DIA. PERFORATED CAP INFILTRATION SYSTEM.		
U40	PROPOSED FIRE HYDRANT AND AUXILIARY VALVE PER LOCAL CODES		



PRELIMINARY PLANS (NOT FOR CONSTRUCTION)

UTILITY KEY NOTES

- | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> U1 PROPOSED SANITARY SEWER LINE (TYP.) U2 EXISTING SANITARY SEWER LINE TO REMAIN AND BE PROTECTED. U3 PROPOSED SANITARY SEWER MANHOLE. U4 EXISTING SANITARY SEWER STRUCTURE TO REMAIN AND BE PROTECTED. U7 CONNECT PROPOSED SANITARY SEWER SERVICE LINE TO EXISTING SANITARY MANHOLE PER LOCAL CODES (FIELD VERIFY LOCATION AND ELEVATION PRIOR TO INSTALLING PROPOSED SANITARY SEWER LINES). U8 PROPOSED SANITARY SEWER POINT OF ENTRY. (SEE MEP PLANS FOR ADDITIONAL INFORMATION) U9 PROPOSED 1800-GALLON GREASE TRAP. U20 PROPOSED STORM SEWER LINE. (TYP.) U21 EXISTING STORM SEWER LINE TO REMAIN AND BE PROTECTED. U22 PROPOSED STORM SEWER STRUCTURE. U24 EXISTING STORM SEWER STRUCTURE TO REMAIN AND BE PROTECTED. U26 ADJUST EXISTING FRAME AND GRATE. FIELD VERIFY. U27 PROPOSED STORM SEWER CLEANOUT. U28 PROPOSED 74" PRECAST CONCRETE MANHOLE WITH NEEDHAM R-2502-D FRAME AND GRATE (CONTRACTOR SHALL FIELD VERIFY EXISTING LOCATION AND ELEVATION OF EXISTING 24" STORM SEWER PRIOR TO INSTALLING NEW CATCH BASIN) U29 PROPOSED CONTECH CDS-2015 WATER QUALITY UNIT. U30 PROPOSED STORM SEWER TRENCH DRAIN. NEEDHAM R-4990-CX, TYPE C OR APPROVED EQUAL. CONTRACTOR TO PROVIDE A MINIMUM OF 0.5% SLOPE IN BOTTOM OF TRENCH DRAIN. U31 30" DIA. RISER W/ CONCRETE COLLAR AND NEEDHAM R-2540 FRAME AND GRATE OR EQUAL. U32 CONTECH 48" DIA. PERFORATED CAP INFILTRATION SYSTEM. U40 PROPOSED FIRE HYDRANT AND AUXILIARY VALVE PER LOCAL CODES | <ul style="list-style-type: none"> U41 EXISTING FIRE HYDRANT AND AUXILIARY VALVE TO REMAIN AND BE PROTECTED U43 PROPOSED REMOTE FIRE DEPARTMENT CONNECTION (FDC) WITH 5" STORZ PER LOCAL CODES. U44 PROPOSED 6" D.I.P. CLASS 52 FIRE PROTECTION LINE. U44 PROPOSED 8" D.I.P. CLASS 52 WATER LINE. U46 PROPOSED 2" TYPE K COPPER DOMESTIC WATER LINE. U47 EXISTING WATER MAIN TO REMAIN AND BE PROTECTED. U49 PROPOSED 2" WATER TAP SERVICE CONNECTION TO PROPOSED 8" WATERMAIN PER LOCAL CODES. FIELD VERIFY LOCATION. U50 PROPOSED CURB STOP AND CURB BOX PER LOCAL CODES. U51 PROPOSED TAPPING SLEEVE AND VALVE CONNECTION TO EXISTING 8" WATERMAIN IN VAULT. FIELD VERIFY LOCATION. U52 PROPOSED FIRE LINE BACKFLOW PREVENTOR TO BE LOCATED INSIDE BUILDING PER LOCAL JURISDICTION (SEE PLUMBING PLANS FOR ADDITIONAL INFORMATION). U53 PROPOSED DOMESTIC BACKFLOW PREVENTION DEVICE TO BE LOCATED INSIDE BUILDING PER LOCAL CODES (SEE PLUMBING PLANS FOR ADDITIONAL INFORMATION). U54 PROPOSED 2" TYPE K COPPER DOMESTIC WATER LINE TO BE TAPPED OFF OF 6" FIRE PROTECTION LINE INSIDE BUILDING MECHANICAL ROOM (SEE PLUMBING PLANS FOR ADDITIONAL INFORMATION AND DETAILS). U56 BORE AND JACK PROPOSED 8" WATER LINE UNDER FAIRVIEW AVENUE (CONTRACTOR SHALL FIELD VERIFY LOCATION OF EXISTING 8" WATER LINE PRIOR TO BORING UNDER ROAD) U57 PROPOSED BORE PIT U58 PROPOSED RECEIVING PIT U59 EXISTING VALVE BOX TO REMAIN. ADJUST TO PROPOSED GRADE. U70 PROPOSED GAS METER (CONTRACTOR SHALL COORDINATE METER LOCATION WITH THE GAS COMPANY AND THE BUILDING MECHANICAL PLANS). | <ul style="list-style-type: none"> U71 PROPOSED GAS SERVICE LINE (CONTRACTOR SHALL COORDINATE INSTALLATION REQUIREMENTS WITH GAS COMPANY. SEE BUILDING MECHANICAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS). U72 EXISTING GAS LINE TO REMAIN AND BE PROTECTED. FIELD VERIFY U75 PROPOSED PRIMARY ELECTRIC SERVICE (CONTRACTOR SHALL COORDINATE WITH ELECTRIC COMPANY FOR REQUIREMENTS PRIOR TO ANY EXCAVATION OR INSTALLATION OF CONDUITS) U76 PROPOSED ELECTRIC TRANSFORMER WITH BOLLARDS. (CONTRACTOR TO INSTALL TRANSFORMER PAD CONTRACTOR SHALL COORDINATE TRANSFORMER LOCATION, SIZE AND DESIGN WITH ELECTRIC COMPANY PRIOR TO INSTALLATION). U77 PROPOSED SECONDARY ELECTRIC SERVICE LINE CONTRACTOR SHALL INSTALL 3" PVC SCHEDULE 40 CONDUIT WITH PULL STRING (CONTRACTOR SHALL COORDINATE NEW BUILDING ELECTRIC SERVICE INSTALLATION WITH ELECTRIC COMPANY PRIOR TO ANY EXCAVATION OR INSTALLATION OF CONDUITS. SEE BUILDING ELECTRICAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS). U78 PROPOSED ELECTRIC METER LOCATION (SEE BUILDING ELECTRICAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS). U79 EXISTING ELECTRIC LINE TO REMAIN AND BE PROTECTED. ANY CHANGES TO THE EXISTING ELECTRIC LINE SHALL BE COORDINATED WITH THE UTILITY PROVIDER AND MEP PLANS. U80 PROPOSED LIGHT POLE LOCATIONS (SEE PHOTOMETRIC PLAN FOR ADDITIONAL INFORMATION). U82 EXISTING ELECTRIC POLE TO REMAIN AND BE PROTECTED. U85 PROPOSED TELEPHONE SERVICE LINE (CONTRACTOR TO COORDINATE INSTALLATION REQUIREMENTS WITH TELEPHONE COMPANY. SEE BUILDING ELECTRICAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS). |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



GENERAL SWPPP NOTES:

1. COPIES OF THE APPROVED STORM WATER POLLUTION PREVENTION PLANS SHALL BE MAINTAINED ON THE SITE AT ALL TIMES ALONG WITH ALL NECESSARY PERMITS AND INSPECTION FORMS.
2. ALL EROSION AND SEDIMENTATION CONTROL MEASURES AND DEVICES SHALL BE INSTALLED AND FUNCTIONAL BEFORE THE SITE IS OTHERWISE DISTURBED. THEY SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SITE STABILIZATION HAS BEEN ACHIEVED.
3. CONTRACTOR SHALL IMPLEMENT SITE SPECIFIC BEST MANAGEMENT PRACTICES (SWPPS) AS SHOWN AND REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED BY THE CONTRACTOR AS DICTATED BY SITE CONDITIONS OR THE PROJECT GOVERNING AUTHORITIES AT NO ADDITIONAL COST TO THE OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
4. ALL BEST MANAGEMENT PRACTICES AND CONTROLS SHALL CONFORM TO THE APPLICABLE FEDERAL, STATE, OR LOCAL REQUIREMENTS, STANDARDS, AND SPECIFICATIONS OR MANUAL OF PRACTICE.
5. IF AFTER REPEATED FAILURE ON THE PART OF THE CONTRACTOR TO PROPERLY CONTROL SOIL EROSION, SEDIMENT AND/OR POLLUTION FROM THE PROJECT SITE, THE GOVERNING AUTHORITIES RESERVE THE RIGHT TO EFFECT NECESSARY CORRECTIVE MEASURES AND CHARGE ANY COSTS TO THE CONTRACTOR.
6. INLET PROTECTION SHALL BE INSTALLED AROUND EACH INLET OR CATCH BASIN WITHIN THE VICINITY OF THE DISTURBED AREA LIMITS AS SHOWN ON THE PLANS. THESE SHALL BE MAINTAINED UNTIL THE TRIBUTORY DRAINAGE AREAS HAVE ADEQUATE GRASS COVER AND/OR APPROPRIATE GROUND STABILIZATION.
7. ALL STREETS ADJACENT TO THE PROJECT SITE SHALL BE KEPT FREE OF DIRT, MUD AND DEBRIS. CONTRACTOR SHALL CLEAN ADJACENT PAVEMENTS AT THE END OF EACH WORKING DAY WHEN NECESSARY.
8. CONTRACTORS SHALL MINIMIZE BARE EARTH SURFACES DURING CONSTRUCTION TO THE EXTENT PRACTICABLE.
9. ALL DISTURBED AREAS SHALL BE SEEDED OR SOODED AS SOON AS IS PRACTICABLE.
10. IF DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIALS ARE DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, OR DITCHES SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THIS LOOSE MATERIAL SHALL BE REMOVED.
11. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY EXISTING STORM DRAINAGE SYSTEMS BY THE USE OF INLET PROTECTION OR OTHER APPROVED FUNCTIONAL METHODS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT RESULTING FROM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS PROJECT.
12. CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT TRACKING OF MUD OR SOIL ONTO PUBLIC THOROUGHFARES. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC THOROUGHFARES MUST BE REMOVED IMMEDIATELY BY THE CONTRACTOR.
13. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLotation BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
14. DUST SHALL BE ADEQUATELY CONTROLLED ON THE PROJECT SITE AT ALL TIMES DURING CONSTRUCTION.
15. RUBBISH, TRASH, CARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED TRASH CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
16. DURING DEWATERING OPERATIONS, WATER SHALL BE PUMPED OR OTHERWISE DISCHARGED FROM THE SITE INTO SEDIMENT BASINS, SILT TRAPS, DEWATERING BAGS OR POLYMER MIXING SHALES. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER SYSTEMS IS PROHIBITED.
17. ALL DISTURBED AREAS SHALL BE SEEDED OR SOODED WITHIN THREE (3) DAYS OF FINAL DISTURBANCE.
18. ALL SOIL STOCKPILES SHALL BE STABILIZED WITHIN THREE (3) DAYS OF FORMING THE STOCKPILE.
19. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN SEVEN (7) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED AS FOLLOWS:
 19.1. WHEN THE INITIATION OF STABILIZATION MEASURES BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
 19.2. WHEN CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED (I.E. THE TOTAL TIME PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 14 DAYS), THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASES.
20. PRE-QUALIFIED PERSONNEL (PROVIDED BY THE CONTRACTOR) SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED. STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS OF THE END OF A RAINFALL EVENT THAT IS 0.5 INCH OR GREATER (OR EQUIVALENT SNOWFALL). REQUIRED REPAIRS SHOULD BE COMPLETED WITHIN FORTY-EIGHT (48) HOURS OF THE INSPECTION.
21. EROSION CONTROL BLANKETS SHALL BE USED IN AREAS OF 4:1 SLOPE OR STEEPER.
22. ALL TEMPORARY EROSION CONTROL AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PROPERLY STABILIZED OR DISPOSED OF OFF SITE BY THE CONTRACTOR.
23. PRIOR TO DISTURBING LAND OR ACTIVITIES IN AREAS OTHER THAN THOSE INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY STORM WATER POLLUTION PREVENTION PLAN SHALL BE SUBMITTED TO THE OWNER AND ENGINEER FOR REVIEW.

SWPPP CONSTRUCTION SCHEDULE:

1. OBTAIN ALL APPLICABLE SITE PERMITS AND THOROUGHLY REVIEW PROJECT'S STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PRIOR TO COMMENCEMENT OF CONSTRUCTION OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND UPDATING THE SWPPP THROUGHOUT THE DURATION OF CONSTRUCTION AS NECESSARY UNTIL FINAL SITE STABILIZATION IS ACHIEVED.
2. INSTALL PERIMETER SEDIMENT CONTROL MEASURES (I.E. SILT FENCE).
3. INSTALL INLET PROTECTION DEVICES FOR EXISTING STORM SEWER INLETS AND DRAINAGE STRUCTURES.
4. PERFORM STORMWATER POLLUTION PREVENTION SITE INSPECTIONS ON A WEEKLY BASIS AND WITHIN TWENTY-FOUR (24) HOURS OF THE END OF A RAINFALL EVENT THAT IS 0.5 INCH OR GREATER (OR EQUIVALENT SNOWFALL). AT A MINIMUM, THE INSPECTIONS SHALL INCLUDE THE DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, ALL STRUCTURAL CONTROL MEASURES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND ANY ADDITIONAL BEST MANAGEMENT PRACTICES IDENTIFIED IN THE SWPPP.
 4.1. ALL SITE EROSION AND SEDIMENT CONTROL MEASURES AND BEST MANAGEMENT PRACTICES SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND SHALL BE CONTINUOUSLY MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION. CONTRACTOR SHALL MAKE AND COMPLETE THE REQUIRED REPAIRS WITHIN FORTY-EIGHT (48) HOURS OF THE INSPECTION.
 4.2. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL STRUCTURAL CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE SITE INSPECTIONS.
5. INSTALL NEW STORM SOWERS AND OTHER SITE UTILITIES AS INDICATED ON THE PLANS.
6. PROVIDE TEMPORARY SEEDING AND/OR MULCHING FOR ALL DISTURBED SITE AREAS THAT WILL NOT BE WORKED ON FOR MORE THAN FOURTEEN (14) DAYS.
7. INSTALL TEMPORARY CONCRETE WASHOUT BIN PRIOR TO COMMENCEMENT OF ANY CONCRETE WORK ON SITE.
8. INSTALL CURBS AND BEGIN SITE PAVING OPERATIONS (I.E. DRIVEWAYS, SIDEWALKS, ETC.).
9. PERFORM STREET CLEANING OPERATIONS AND OTHER BEST MANAGEMENT PRACTICES AS NEEDED FOR AREAS ADJACENT TO THE PROJECT SITE.
10. INSTALL BUILDING FOUNDATION AND COMPLETE BUILDING CONSTRUCTION AND REMAINING SITE IMPROVEMENTS.
11. REMOVE ALL TEMPORARY SITE EROSION AND SEDIMENT CONTROL MEASURES WITHIN THIRTY (30) DAYS OF FINAL SITE STABILIZATION.

EXISTING LEGEND:

- 1. FOUND TYPE GOLF GREENS
- 2. EXISTING DRIVEWAYS
- 3. EXISTING SIDEWALKS
- 4. EXISTING DRIVEWAYS
- 5. EXISTING SIDEWALKS
- 6. EXISTING DRIVEWAYS
- 7. EXISTING SIDEWALKS
- 8. EXISTING DRIVEWAYS
- 9. EXISTING SIDEWALKS
- 10. EXISTING DRIVEWAYS
- 11. EXISTING SIDEWALKS
- 12. EXISTING DRIVEWAYS
- 13. EXISTING SIDEWALKS
- 14. EXISTING DRIVEWAYS
- 15. EXISTING SIDEWALKS
- 16. EXISTING DRIVEWAYS
- 17. EXISTING SIDEWALKS
- 18. EXISTING DRIVEWAYS
- 19. EXISTING SIDEWALKS
- 20. EXISTING DRIVEWAYS
- 21. EXISTING SIDEWALKS
- 22. EXISTING DRIVEWAYS
- 23. EXISTING SIDEWALKS
- 24. EXISTING DRIVEWAYS
- 25. EXISTING SIDEWALKS
- 26. EXISTING DRIVEWAYS
- 27. EXISTING SIDEWALKS
- 28. EXISTING DRIVEWAYS
- 29. EXISTING SIDEWALKS
- 30. EXISTING DRIVEWAYS
- 31. EXISTING SIDEWALKS
- 32. EXISTING DRIVEWAYS
- 33. EXISTING SIDEWALKS
- 34. EXISTING DRIVEWAYS
- 35. EXISTING SIDEWALKS
- 36. EXISTING DRIVEWAYS
- 37. EXISTING SIDEWALKS
- 38. EXISTING DRIVEWAYS
- 39. EXISTING SIDEWALKS
- 40. EXISTING DRIVEWAYS
- 41. EXISTING SIDEWALKS
- 42. EXISTING DRIVEWAYS
- 43. EXISTING SIDEWALKS
- 44. EXISTING DRIVEWAYS
- 45. EXISTING SIDEWALKS
- 46. EXISTING DRIVEWAYS
- 47. EXISTING SIDEWALKS
- 48. EXISTING DRIVEWAYS
- 49. EXISTING SIDEWALKS
- 50. EXISTING DRIVEWAYS
- 51. EXISTING SIDEWALKS
- 52. EXISTING DRIVEWAYS
- 53. EXISTING SIDEWALKS
- 54. EXISTING DRIVEWAYS
- 55. EXISTING SIDEWALKS
- 56. EXISTING DRIVEWAYS
- 57. EXISTING SIDEWALKS
- 58. EXISTING DRIVEWAYS
- 59. EXISTING SIDEWALKS
- 60. EXISTING DRIVEWAYS
- 61. EXISTING SIDEWALKS
- 62. EXISTING DRIVEWAYS
- 63. EXISTING SIDEWALKS
- 64. EXISTING DRIVEWAYS
- 65. EXISTING SIDEWALKS
- 66. EXISTING DRIVEWAYS
- 67. EXISTING SIDEWALKS
- 68. EXISTING DRIVEWAYS
- 69. EXISTING SIDEWALKS
- 70. EXISTING DRIVEWAYS
- 71. EXISTING SIDEWALKS
- 72. EXISTING DRIVEWAYS
- 73. EXISTING SIDEWALKS
- 74. EXISTING DRIVEWAYS
- 75. EXISTING SIDEWALKS
- 76. EXISTING DRIVEWAYS
- 77. EXISTING SIDEWALKS
- 78. EXISTING DRIVEWAYS
- 79. EXISTING SIDEWALKS
- 80. EXISTING DRIVEWAYS
- 81. EXISTING SIDEWALKS
- 82. EXISTING DRIVEWAYS
- 83. EXISTING SIDEWALKS
- 84. EXISTING DRIVEWAYS
- 85. EXISTING SIDEWALKS
- 86. EXISTING DRIVEWAYS
- 87. EXISTING SIDEWALKS
- 88. EXISTING DRIVEWAYS
- 89. EXISTING SIDEWALKS
- 90. EXISTING DRIVEWAYS
- 91. EXISTING SIDEWALKS
- 92. EXISTING DRIVEWAYS
- 93. EXISTING SIDEWALKS
- 94. EXISTING DRIVEWAYS
- 95. EXISTING SIDEWALKS
- 96. EXISTING DRIVEWAYS
- 97. EXISTING SIDEWALKS
- 98. EXISTING DRIVEWAYS
- 99. EXISTING SIDEWALKS
- 100. EXISTING DRIVEWAYS

PROPOSED LEGEND:

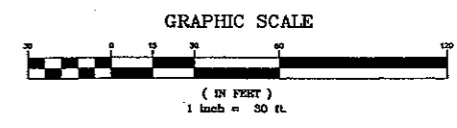
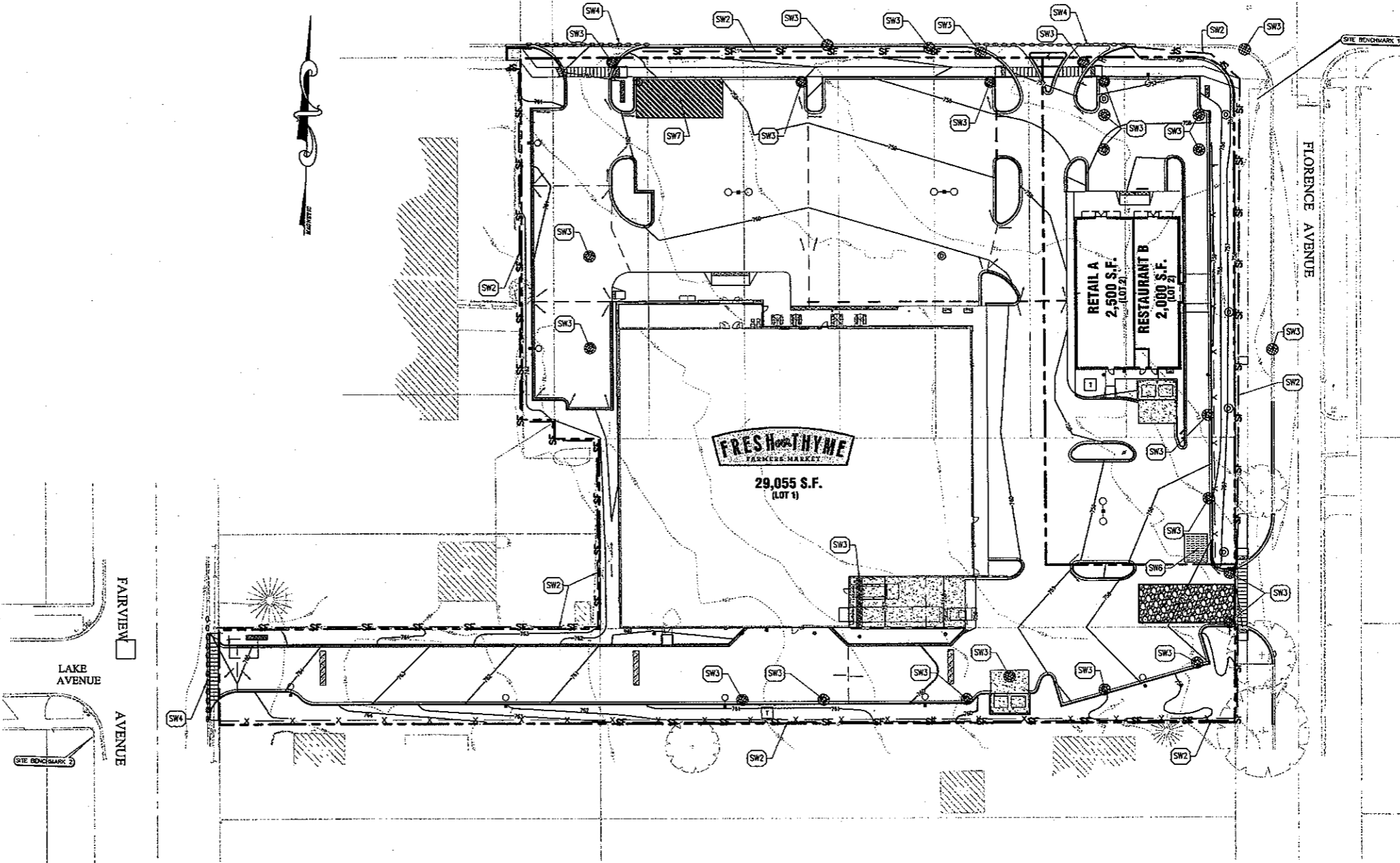
- PROPERTY LINE
- PROPOSED CURB & GUTTER
- S33 --- PROPOSED CONTOUR
- SF --- PROPOSED SILT FENCE
- PROPOSED FLEXSTORM INLET PROTECTION
- PROPOSED GRADING RIDGE LINE
- PROPOSED DRAINAGE FLOW DIRECTION
- PROPOSED STRAW BALE BARRIER
- PROPOSED CONCRETE WASHOUT BIN (SUGGESTED LOCATION)
- PROPOSED CONTRACTOR STAGING AREA (SUGGESTED LOCATION)

SWPPP KEY NOTES:

- SW2 PROPOSED SILT FENCE
- SW3 PROPOSED FLEXSTORM INLET PROTECTION
- SW4 PROPOSED STRAW BALE BARRIER
- SW6 PROPOSED CONCRETE WASHOUT BIN WITH MINIMUM 30-MIL POLYETHYLENE LINING
- SW7 PROPOSED CONTRACTOR STAGING AREA INCLUDING BUILDING MATERIALS STORAGE, COVERED TRASH DUMPSTER, AND PORTABLE TOILET FACILITIES.

BENCHMARKS:

- REFERENCE BENCHMARK:
 DUPAGE COUNTY BENCHMARK DGN03001/PID DK3126 (N48088)
 BRONZE DISK IN THE WEST SIDE OF A CONCRETE TRAFFIC SIGNAL BASE LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF ROUTE 34 (OGDEN AVENUE) AND CASS AVENUE.
 ELEVATION = 746.26
- SITE BENCHMARKS:
 SITE BENCHMARK 1
 NORTHWEST BONNET BOLT OF FIRE HYDRANT LOCATED AT THE SOUTHWEST CORNER OF OGDEN AVENUE AND FLORENCE AVENUE.
 ELEVATION = 757.16
- SITE BENCHMARK 2
 NORTHWEST BONNET BOLT OF FIRE HYDRANT LOCATED AT THE SOUTHWEST CORNER OF LAKE AVENUE AND FAIRVIEW AVENUE.
 ELEVATION = 766.91



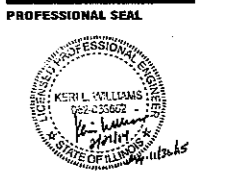
PRELIMINARY PLANS
 (NOT FOR CONSTRUCTION)



COPYRIGHT NOTICE
 This drawing is the property of the above referenced Professional and is not to be used for any purpose other than the specific project and site named herein, and cannot be reproduced in any manner without the express written permission from the Professional.

ISSUE/REVISION RECORD

DATE	DESCRIPTION
1-31-14	PLAN COMMISSION SUBMITTAL
2-21-14	PLAN COMMISSION RE-SUBMITTAL



PROFESSIONAL IN CHARGE
 KERI WILLIAMS, P.E.
 PROFESSIONAL ENGINEER
 62065573 062-058662

PROJECT MANAGER
 LARRY DEHL

QUALITY CONTROL
 JEFF BATH

DRAWN BY
 ERIC CARRANZA

PROJECT NAME

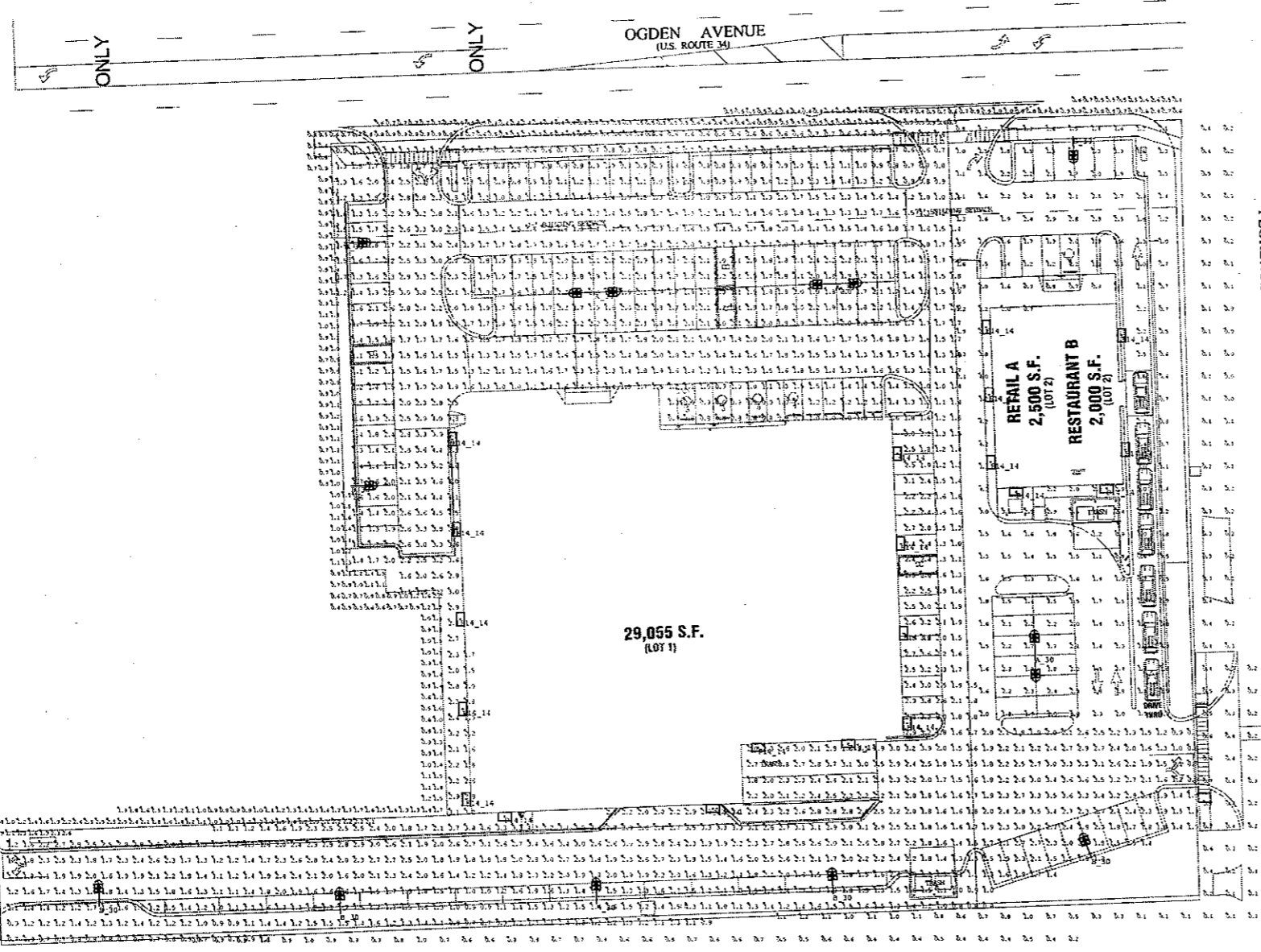
shorewood
 DEVELOPMENT GROUP

DOWNERS GROVE, ILLINOIS
(SWC) OGDEN AVE & FLORENCE AVE

PROJECT NUMBER
 20130576.0

SHEET TITLE
STORMWATER POLLUTION PREVENTION PLAN

SHEET NUMBER
C6.0



LINE#	Label	X	Y	Z	Orient	File
2	A 30	1076829	1873283	30	181.619	0
3	A 30	1076722	1873279	30	181.619	0
4	A 30	1076918	1873117	30	271.619	0
5	B 30	1076611	1873301	30	0	0
6	B 30	1076614	1873152	30	0	0
7	B 30	1076925	1873348	30	270.427	0
8	B 30	1076942	1873028	30	111.801	0
9	B 30	1076827	1873012	30	91.77	0
10	B 30	1076722	1873008	30	91.77	0
11	B 30	1076608	1873004	30	91.77	0
12	B 30	1076501	1873007	30	91.77	0
13	F14 14	1076664	1873054	14	180	0
14	F14 14	1076663	1873094	14	180	0
15	F14 14	1076662	1873134	14	180	0
16	F14 14	1076660	1873174	14	180	0
17	F14 14	1076658	1873214	14	180	0
18	F14 14	1076661	1873046	14	270	0
19	F14 14	1076794	1873077	14	270	0
20	F14 14	1076860	1873087	14	0	0
21	F14 14	1076859	1873127	14	0	0
22	F14 14	1076858	1873167	14	0	0
23	F14 14	1076856	1873207	14	0	0
24	F14 14	1076774	1873050	14	270	0
25	F14 14	1076834	1873078	14	270	0
27	F14 14	1076949	1873192	14	270	0
28	F14 14	1076956	1873260	14	0	0
29	F14 14	1076958	1873209	14	0	0
30	F14 14	1076956	1873263	14	180	0
31	F14 14	1076898	1873232	14	180	0
32	F14 14	1076898	1873203	14	180	0
33	F14 14	1076909	1873190	14	270	0

Symbol	Qty	Label	Arrangement	TOTAL Luminaire	LLF	Description
—	8	B 30	SINGLE	N.A.	0.765	1-PASAP455798AL/200P 27ft pole on 3ft base
—	20	F14 14	SINGLE	N.A.	0.720	2-PASAP455798AL/200P 27ft pole on 3ft base
—	3	A 30	BCK-BCK	N.A.	0.765	2-PASAP455798AL/200P 27ft pole on 3ft base

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
5 feet beyond property line	Illuminance	Fc	0.43	1.2	0.0	N.A.	N.A.
5 feet beyond property line 1	Illuminance	Fc	0.96	2.6	0.4	2.40	6.50
Fresh Thyme - Interior Property	Illuminance	Fc	1.81	5.2	0.6	3.02	8.67
Outparcel - Interior Property	Illuminance	Fc	1.72	4.3	0.5	3.44	8.60

COPYRIGHT NOTICE
 This drawing is the property of the referenced Professional and is not to be reproduced in any manner without express written permission from the Professional.

ISSUE/REVISION RECORD

DATE	DESCRIPTION
1-31-14	PLAN COMMISSION SUBMIT

PROFESSIONAL SEAL

PROFESSIONAL IN CHARGE
 ELEC PROF IN CHARGE
 PROFESSIONAL ENGINEER
 62065573

PROJECT MANAGER
 CUDRO INDIA ALVAREZ

QUALITY CONTROL
 CUDRO INDIA ALVAREZ

DRAWN BY
 LATONIA HUNTER

PROJECT NAME

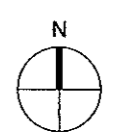
shorewood
 DEVELOPMENT GROUP

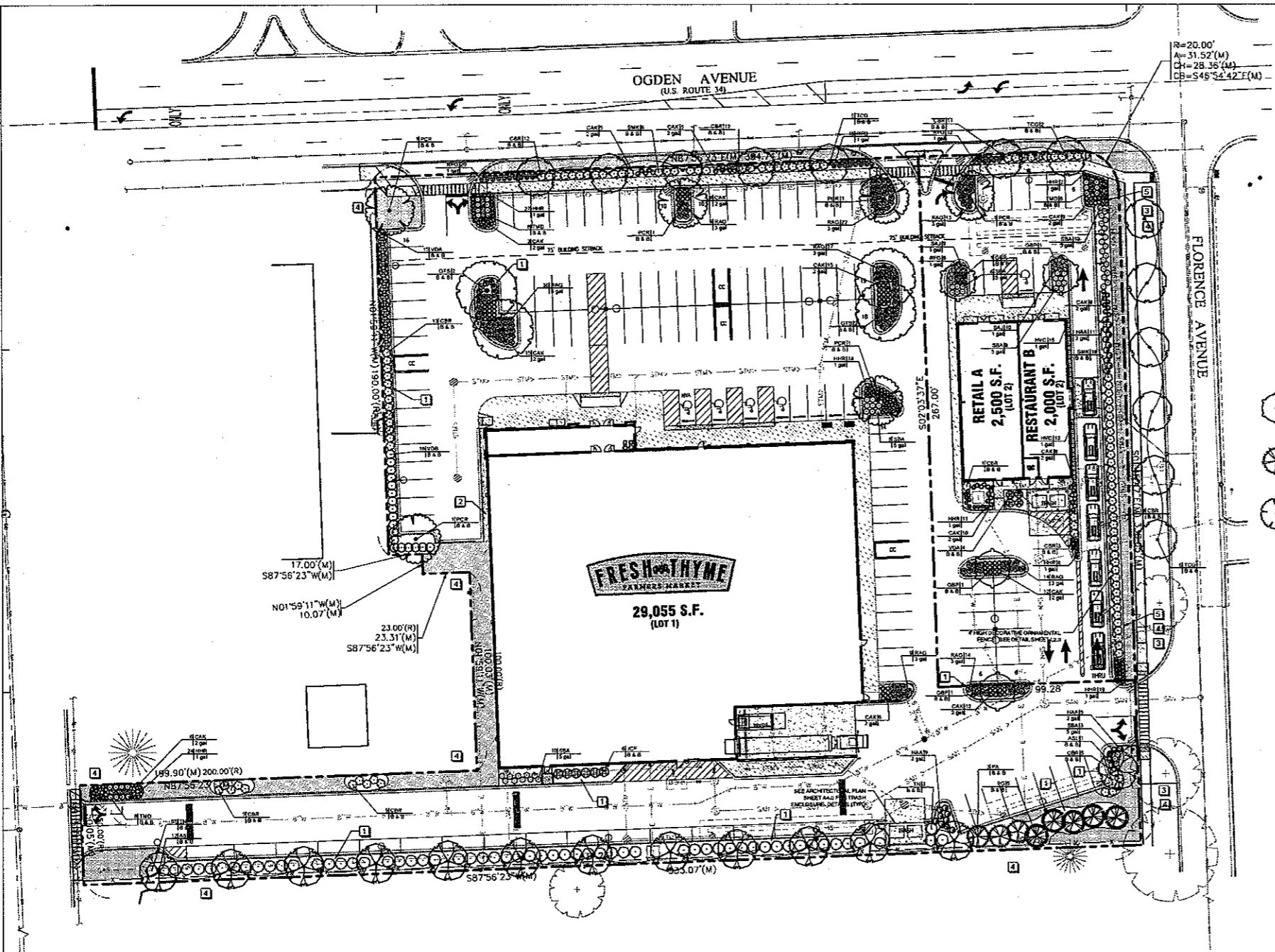
DOWNERS GROVE, ILLINOIS
 (SWC) OGDEN AVE & FLORENCE AVE

PROJECT NUMBER
 20130576.0

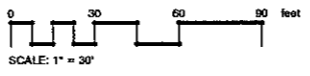
SHEET TITLE
 PHOTOMETRIC PLAN

SHEET NUMBER
 SL1-1



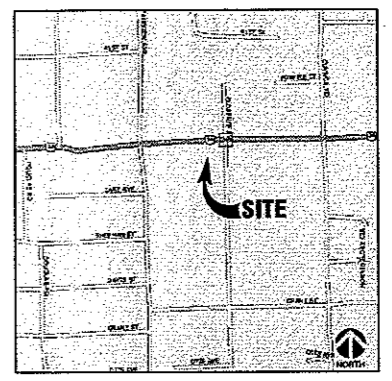


LANDSCAPE PLAN



REFERENCE NOTES SCHEDULE

- | SYMBOL | DESCRIPTION |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | INSTALL 3" SHREDDED BARK MULCH IN ALL LANDSCAPE BEDS. |
| 2 | 3" DEPTH GRAVEL MAINTENANCE STRIP ON WEED BARRIER |
| 3 | EXISTING LAWN AREA TO REMAIN. REPAIR AS NECESSARY DUE TO CONSTRUCTION BY SEEDING WITH LAWN GRASSES COMMON TO SITE AND LOCALITY. |
| 4 | CONTRACTOR IS TO RESTORE ANY AREAS DAMAGED DURING CONSTRUCTION ON ADJACENT PARCELS. PLANT MATERIAL IS TO BE REPLACED WITH LIKE TYPE, SIZE AND SPECIES. ALL EXISTING LANDSCAPE IS TO REMAIN PROTECTED DURING THE ENTIRE CONSTRUCTION PERIOD. |
| 5 | CULTIVATED BECULINE 4" DEPTH. |



LOCATION MAP

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SIZE	
	ASL	13	Acer saccharum 'Legacy' FULL BRANCHING	Legacy Sugar Maple	B & B	2" Cal. DBH	
	GBP	4	Ginkgo biloba 'Princeton Sentry' STRONG CENTRAL LEADER	Princeton Sentry Ginkgo	B & B	2" Cal. DBH	
	GTS	4	Cladonia blackthorn inermis 'Shademaster' TM STRONG LEADER	Shademaster Honey Locust	B & B	2" Cal. DBH	
	PA	3	Picea abies	Norway Spruce	B & B	6'-7' HL	
	PG	5	Picea glauca FULL BRANCHING	White Spruce	B & B	6'-8' HT. MIN.	
	PCR	6	Pyrus calleryana 'Redspire' STRONG LEADER	Redspire Pear	B & B	2" Cal. DBH	
	TCG	13	Tilia cordata 'Greenspire' FULL BRANCHING, STRONG CENTRAL LEADER	Greenspire Littleleaf Linden	B & B	2" Cal. DBH	
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	HEIGHT	SPREAD
	CAK	123	Calamagrostis x acutiflora 'Karl Foerster'	Feather Reed Grass	2 gal		
	GBR	85	Cornus sericea 'Bailey's Redtwig'	Bailey's Redtwig Dogwood	B & B	36" Ht. Min.	
	NHR	154	Homocallis x 'Happy Returns'	Happy Returns Daylily	1 gal		
	HVC	28	Heuchera villosa 'Caramel'	Coral Bells	1 gal		
	HAA	25	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	3 gal	24" HT. MIN.	
	JCF	6	Juniperus chinensis 'Fairview'	Fairview Juniper	B & B	6' HT. MIN.	
	RAG	141	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	3 gal	24" SPR. MIN.	
	RFG	57	Rutbeckia filipita 'Goldsturm'	Goldsturm Black-eyed Susan	1 gal		
	SAJ	19	Sedum x 'Autumn Joy'	Autumn Joy Sedum	1 gal		
	SBA	54	Spiraea x bumalda 'Anthony Waterer'	Anthony Waterer Spirea	5 gal	24" Ht. Min.	
	SMK	24	Syringa patula 'Miss Kim'	Miss Kim Lilac	B & B	36" Ht. Min.	
	TMD	22	Taxus x media 'Densiformis'	Dense Yew	B & B	24" HT. MIN.	
	TN	58	Thuja occidentalis 'Nigra'	Nigra Cedar	B & B	6' HT. MIN.	
	VDA	19	Viburnum dentatum 'Autumn Jazz'	Southern Arrowwood	B & B	36" Ht. Min.	
	VDB	18	Viburnum dentatum 'Blue Muffin'	Blue Muffin Viburnum	B & B	36" Ht. Min.	
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	
	PP	8,359 sf	Lawn Grasses	Kentucky Bluegrass	sod		

GENERAL NOTES:

- GRAPHIC SYMBOLS TAKE PRECEDENCE OVER WRITTEN QUANTITIES AND KEYS ON PLAN.
- CONTRACTOR TO REPAIR AND REPLACE ANY PLANT MATERIAL DAMAGED BY THIS CONSTRUCTION OUTSIDE PROJECT LIMITS. ANY EXISTING PLANT MATERIAL DAMAGED BY CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED WITH LIKE MATERIAL OF SIMILAR SPECIES AND SIZE AT THE CONTRACTOR'S EXPENSE WITH NO ADDITIONAL COST TO OWNER OR TENANT.

GreenbergFarrow
21 S. Evergreen Ave, Suite 200
Arlington Heights, Illinois 60005
t: 847 788 9200 f: 847 788 9536

COPYRIGHT NOTICE
This drawing is the property of the above referenced Professional and is not to be used for any purpose other than the specific project and site named herein, and cannot be reproduced in any manner without the express written permission from the Professional.

ISSUE/REVISION RECORD

DATE	DESCRIPTION
07/31/14	PLAN COMMISSION SUBMITAL
02/23/14	VILLAGE RESUBMISSION

PROFESSIONAL SEAL

PROFESSIONAL IN CHARGE
DAVID DEPRENS, PLA
PROJECT MANAGER
LARRY EISEL
QUALITY CONTROL

PROJECT NAME
FRESH THYME FARMERS MARKET
DOWNS GROVE, ILLINOIS
(SWC) OGDEN AVE & FLORENCE AVE.

shorewood DEVELOPMENT GROUP

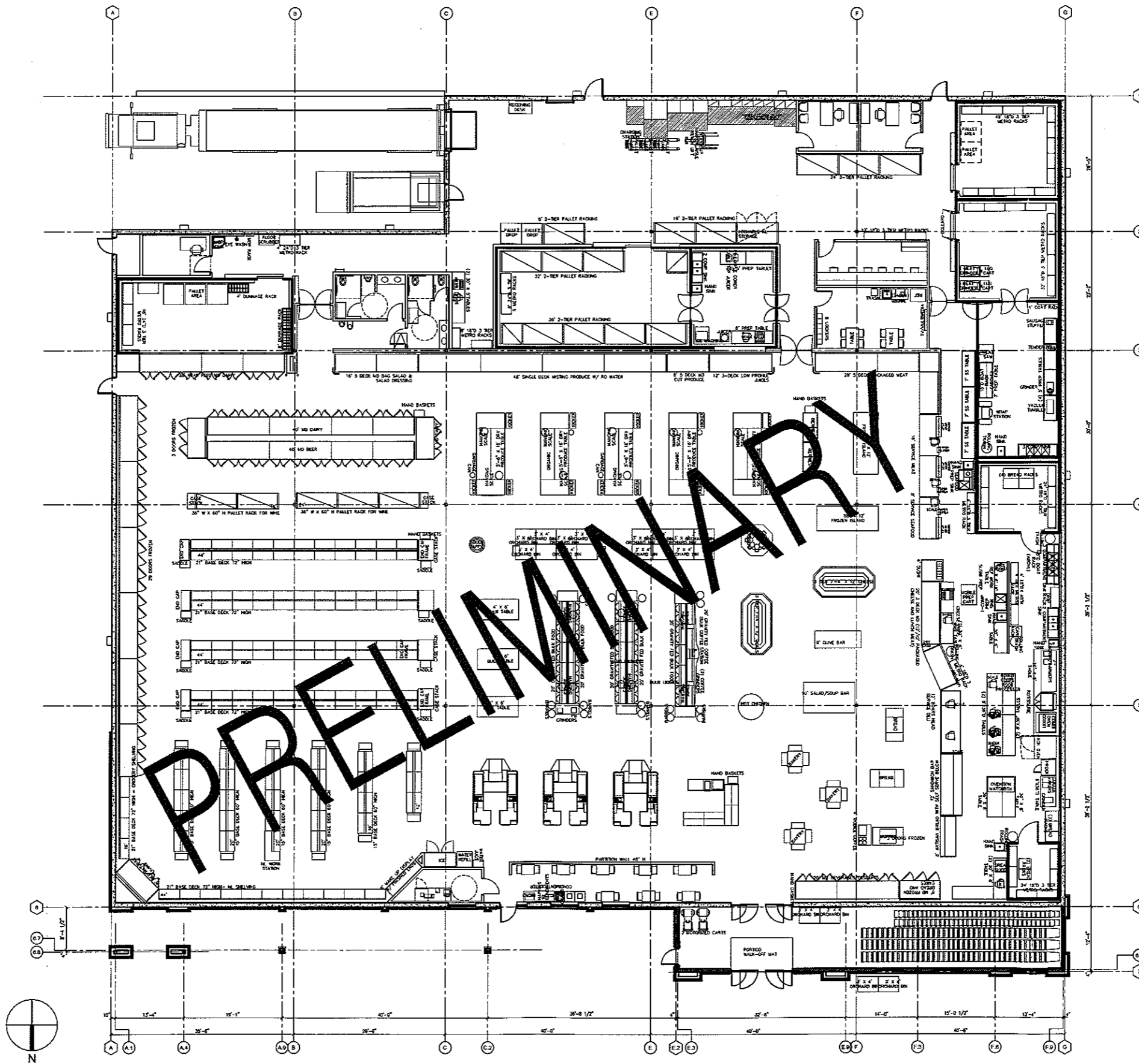
PROJECT NUMBER
20130576.0

SHEET TITLE
LANDSCAPE PLAN

SHEET NUMBER
L1.0
NOT ISSUED FOR CONSTRUCTION

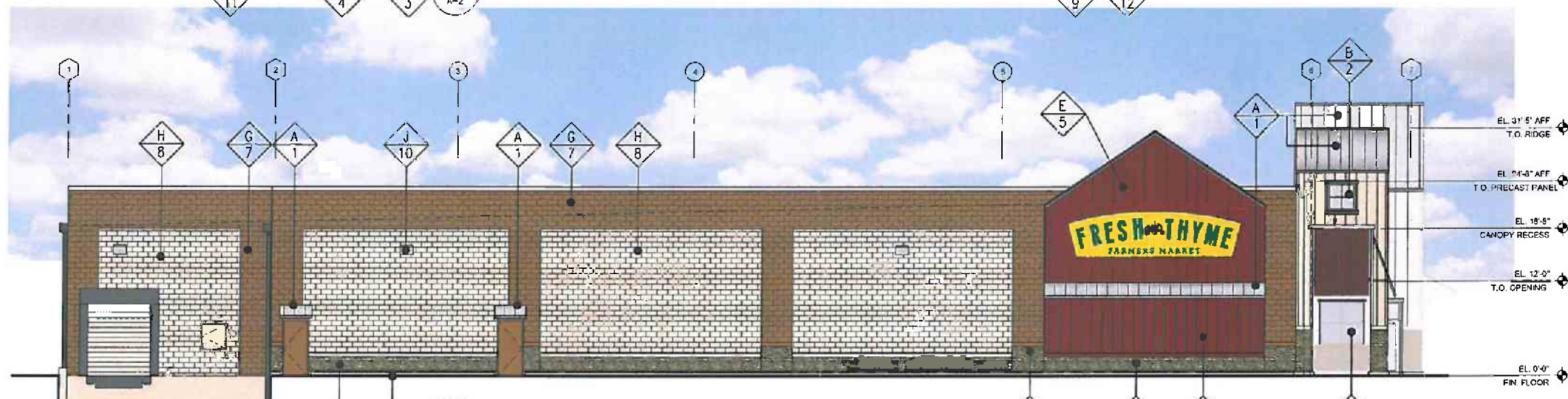


CHICAGO: 312-744-7000





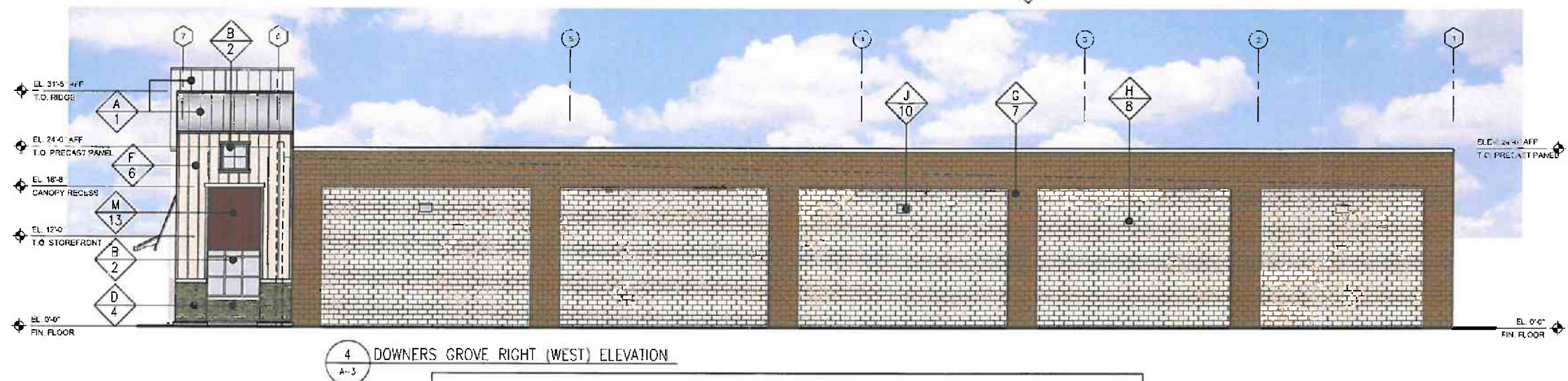
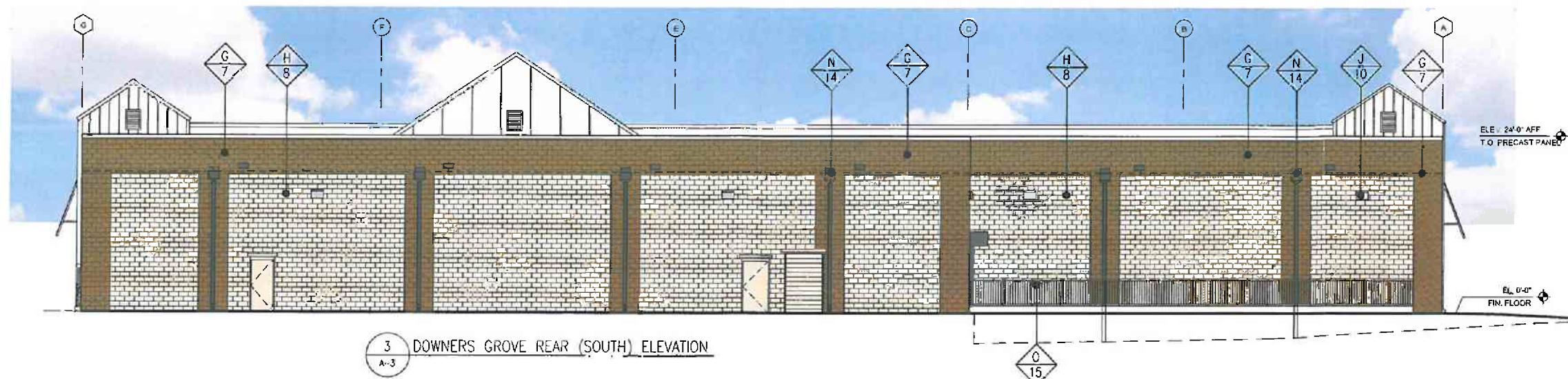
1 DOWNERS GROVE FRONT (NORTH) ELEVATION FACES OGDEN



2 DOWNERS GROVE LEFT (EAST) ELEVATION FACES FLORENCE

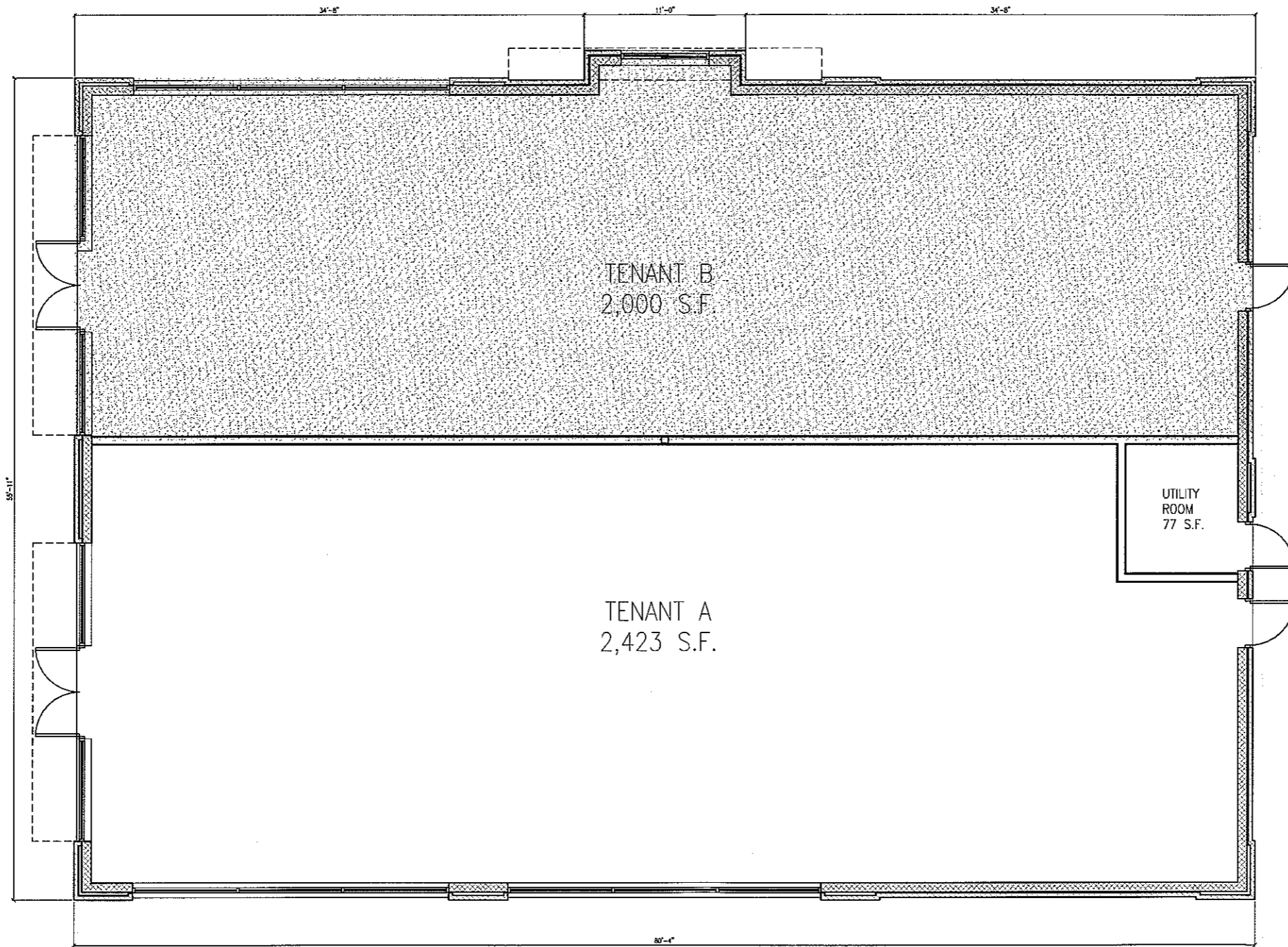
FINISH MATERIAL		FINISH COLOR	
A	PRE-FINISHED STANDING SEAM METAL RIBBED ROOF	1	BERRIDGE-CEE-LOCK ZINC-COTE
B	ALUMINUM & GLASS STOREFRONT SYSTEM	2	CLEAR ANODIZED
C	CERTAINTED CEDAR LAP SIDING 6" EXPOSURE	3	SHERWIN WILLIAMS 7684 CONCORD BUFF
D	STACKED STONE	4	NICHIHA KURASTONE DESERT
E	CERTAINTED VERTICAL SIDING WITH BATTONS	5	SHERWIN WILLIAMS 2839 ROYCROFT COPPER RED
F	CERTAINTED VERTICAL SIDING WITH BATTONS	6	SHERWIN WILLIAMS 7684 CONCORD BUFF
G	INSULATED PRECAST PANELS WITH IMPRINT	7	SHERWIN WILLIAMS 6116 LEATHER BOUND
H	INSULATED PRECAST PANELS WITH IMPRINT	8	SHERWIN WILLIAMS 7684 CONCORD BUFF
I	AUTOMATIC ENTRANCE SYSTEM	9	CLEAR ANODIZED
J	EXTERIOR LIGHT FIXTURE	10	COLOR AS SELECTED
K	CONCRETE CURB	11	NATURAL
L	SIMULATED BARN DOOR	12	SHERWIN WILLIAMS 6116 LEATHER BOUND
M	PREMANUFACTURED METAL CANOPY SYSTEM	13	SHERWIN WILLIAMS 2839 ROYCROFT COPPER RED
N	METAL ROOF DRAIN AND CONDUCTOR BOX	14	SHERWIN WILLIAMS 2816 ROCKWOOD DARK GREEN
O	METAL GUARD RAIL	15	SHERWIN WILLIAMS 7684 CONCORD BUFF





FINISH MATERIAL		FINISH COLOR	
A	PRE-FINISHED STANDING SEAM METAL RIBBED ROOF	1	BERRIDGE-CEE-LOCK ZINC-COTE
B	ALUMINUM & GLASS STOREFRONT SYSTEM	2	CLEAR ANODIZED
C	CERTAINTEED CEDAR LAP SIDING 6" EXPOSURE	3	SHERWIN WILLIAMS 7684 CONCORD BUFF
D	STACKED STONE	4	NICHIHA KURASTONE DESERT
E	CERTAINTEED VERTICAL SIDING WITH BATTONS	5	SHERWIN WILLIAMS 2839 ROYCROFT COPPER RED
F	CERTAINTEED VERTICAL SIDING WITH BATTONS	6	SHERWIN WILLIAMS 7684 CONCORD BUFF
G	INSULATED PRECAST PANELS WITH IMPRINT	7	SHERWIN WILLIAMS 6116 LEATHER BOUND
H	INSULATED PRECAST PANELS WITH IMPRINT	8	SHERWIN WILLIAMS 7684 CONCORD BUFF
I	AUTOMATIC ENTRANCE SYSTEM	9	CLEAR ANODIZED
J	EXTERIOR LIGHT FIXTURE	10	COLOR AS SELECTED
K	CONCRETE CURB	11	NATURAL
L	SIMULATED BARN DOOR	12	SHERWIN WILLIAMS 6116 LEATHER BOUND
M	PREMANUFACTURED METAL CANOPY SYSTEM	13	SHERWIN WILLIAMS 2839 ROYCROFT COPPER RED
N	METAL ROOF DRAIN AND CONDUCTOR BOX	14	SHERWIN WILLIAMS 2816 ROCKWOOD DARK GREEN
O	METAL GUARD RAIL	15	SHERWIN WILLIAMS 7684 CONCORD BUFF





GreenbergFarrow

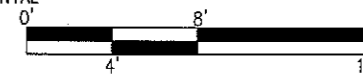
21 S. Evergreen Ave., Suite 200
Arlington Heights, Illinois 60005
t: 847 788 9200 f: 847 788 9536

shorewood
DEVELOPMENT GROUP

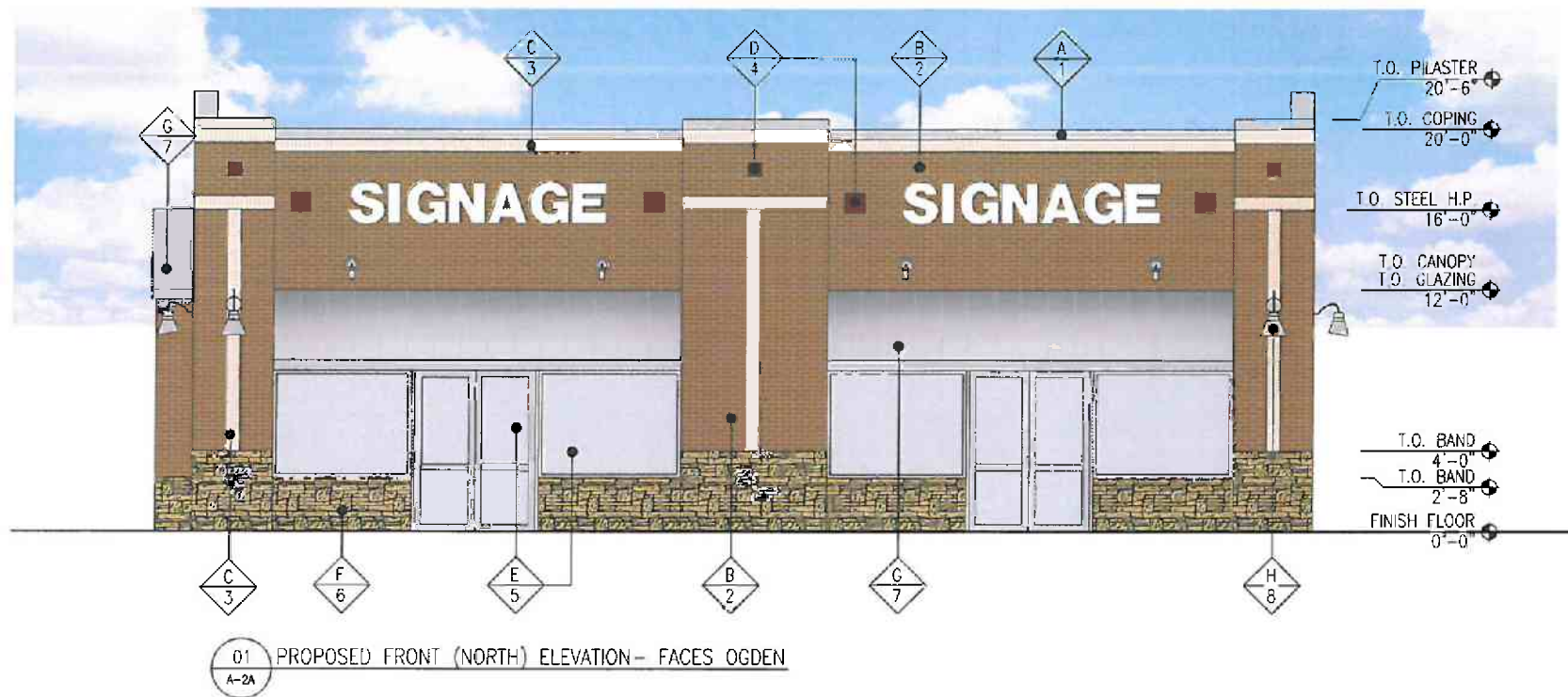
PROPOSED OUT BUILDING
DOWNERS GROVE, ILLINOIS
SHOREWOOD DEVELOPMENT GROUP
20130576.6

PROPOSED PLAN
VILLAGE RESUBMITTAL

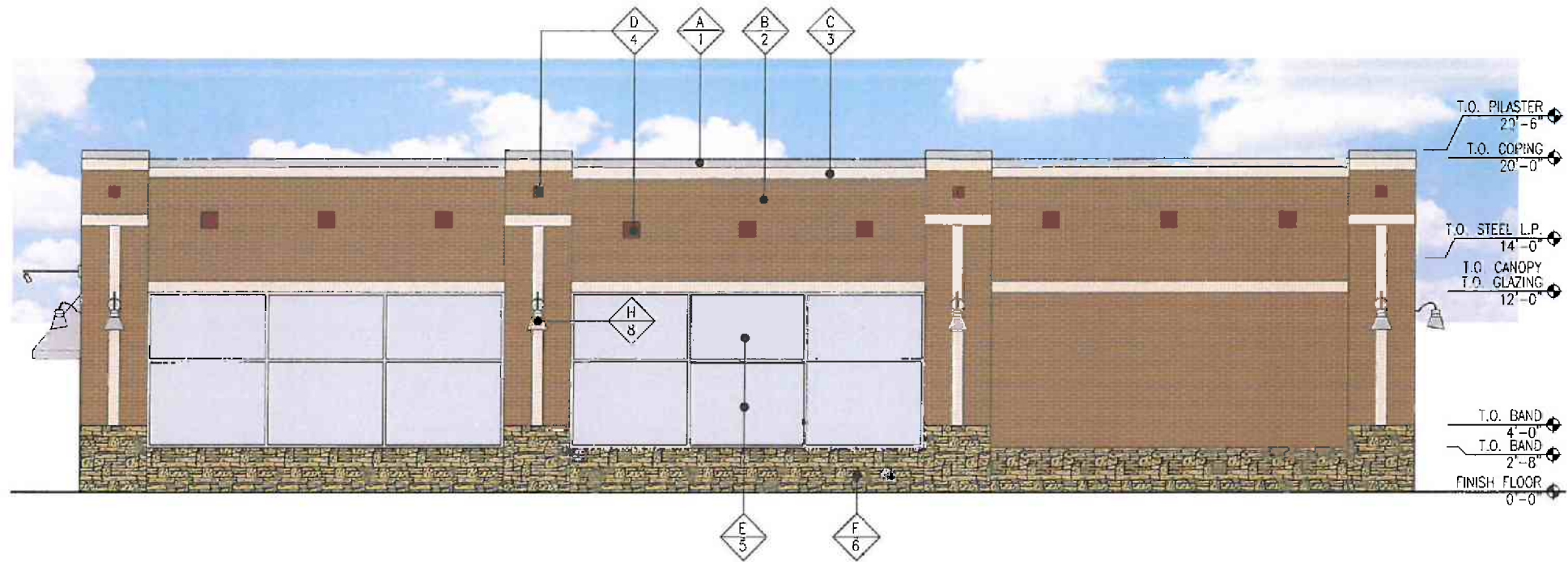
A-1A



21 FEBRUARY 2014



LEGEND		
FINISH MATERIAL		FINISH COLOR
A	ALUMINUM COPING	1 COLOR TO MATCH METAL ROOFING
B	BRICK	2 COLOR TO MATCH SHERWIN WILLIAMS 6116 LEATHER BOUND
C	BRICK	3 COLOR TO MATCH SHERWIN WILLIAMS 7684 CONCORD BUFF
D	ACCENT INLAY	4 COLOR TO MATCH SHERWIN WILLIAMS 2839 ROYCROFT COPPER RED
E	ALUMINUM AND GLASS STOREFRONT SYSTEM	5 CLEAR ANODIZED
F	STACKED STONE	6 NICHHA KURASTONE DESERT
G	PRE-FINISHED STANDING SEAM RIBBED METAL	7 BERRIDGE-CEE-LOCK ZINC-COTE
H	DECORATIVE LIGHT FIXTURE	8 COLOR AS SELECTED
I	METAL ROOF DRAIN AND CONDUCTOR BOX	9 COLOR TO MATCH SHERWIN WILLIAMS 2839 ROYCROFT COPPER RED



03 PROPOSED RIGHT SIDE (WEST) ELEVATION
A-3A



04 PROPOSED REAR (SOUTH) ELEVATION
A-3A

LEGEND			
FINISH MATERIAL		FINISH COLOR	
A	ALUMINUM COPING	1	COLOR TO MATCH METAL ROOFING
B	BRICK	2	COLOR TO MATCH SHERWIN WILLIAMS 6116 LEATHER BOUND
C	BRICK	3	COLOR TO MATCH SHERWIN WILLIAMS 7684 CONCORD BUFF
D	ACCENT INLAY	4	COLOR TO MATCH SHERWIN WILLIAMS 2839 ROYCROFT COPPER RED
E	ALUMINUM AND GLASS STOREFRONT SYSTEM	5	CLEAR ANODIZED
F	STACKED STONE	6	NICHIHA KURASTONE DESERT
G	PRE-FINISHED STANDING SEAM RIBBED METAL	7	BERRIDGE-CEE-LOCK ZINC-COTE
H	DECORATIVE LIGHT FIXTURE	8	COLOR AS SELECTED
I	METAL ROOF DRAIN AND CONDUCTOR BOX	9	COLOR TO MATCH SHERWIN WILLIAMS 2839 ROYCROFT COPPER RED

COLOR REFERENCE CHART



ILLUMINATED FRONT AND BACK
LIT CHANNEL LETTERS AND
LOGO ON BACKER.

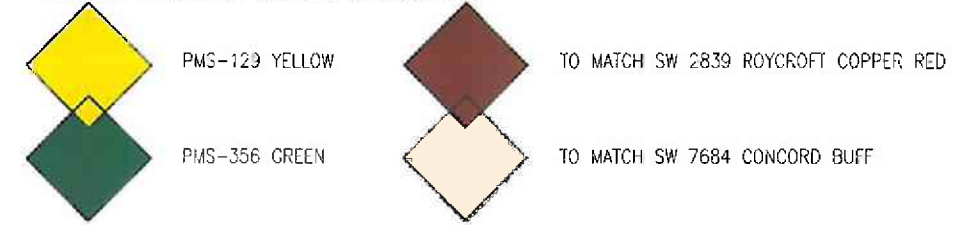
150 S.F. MAX



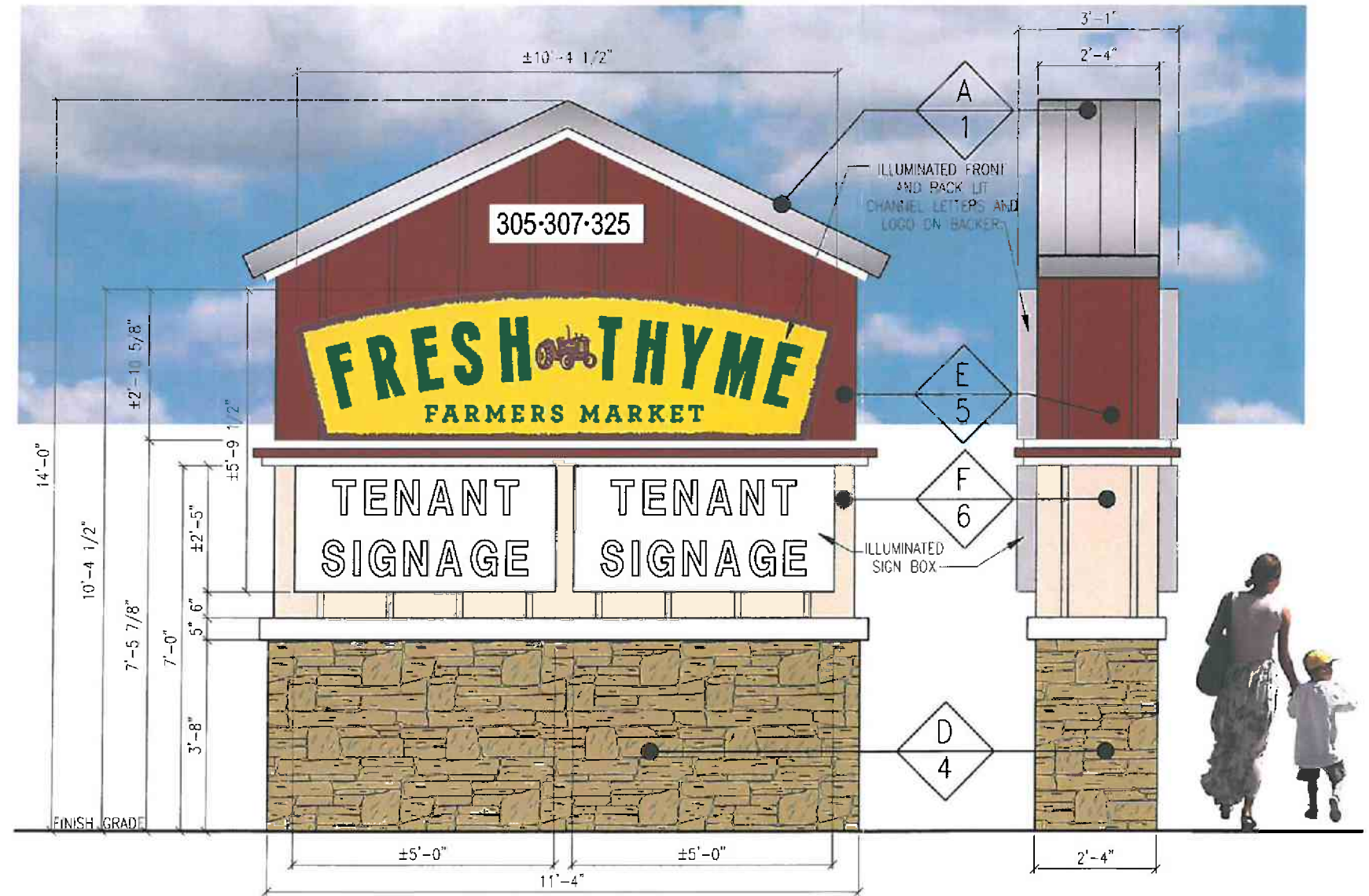
02 BUILDING SIGN FACING OGDEN
AND FACING FLORENCE
SE-1 SCALE: 1/4" = 1' 0"
TYPICAL FOR (2)

ILLUMINATED FRONT LIT/BACK LIT CHANNEL
LETTERS & LOGO/BACKER CL18-10B

COLOR REFERENCE CHART



TYPICAL- SEE A-2 FOR
MATERIAL LEGEND FOR
FINISHES AND COLORS.



FRONT AND REAR VIEWS

SIDE VIEW

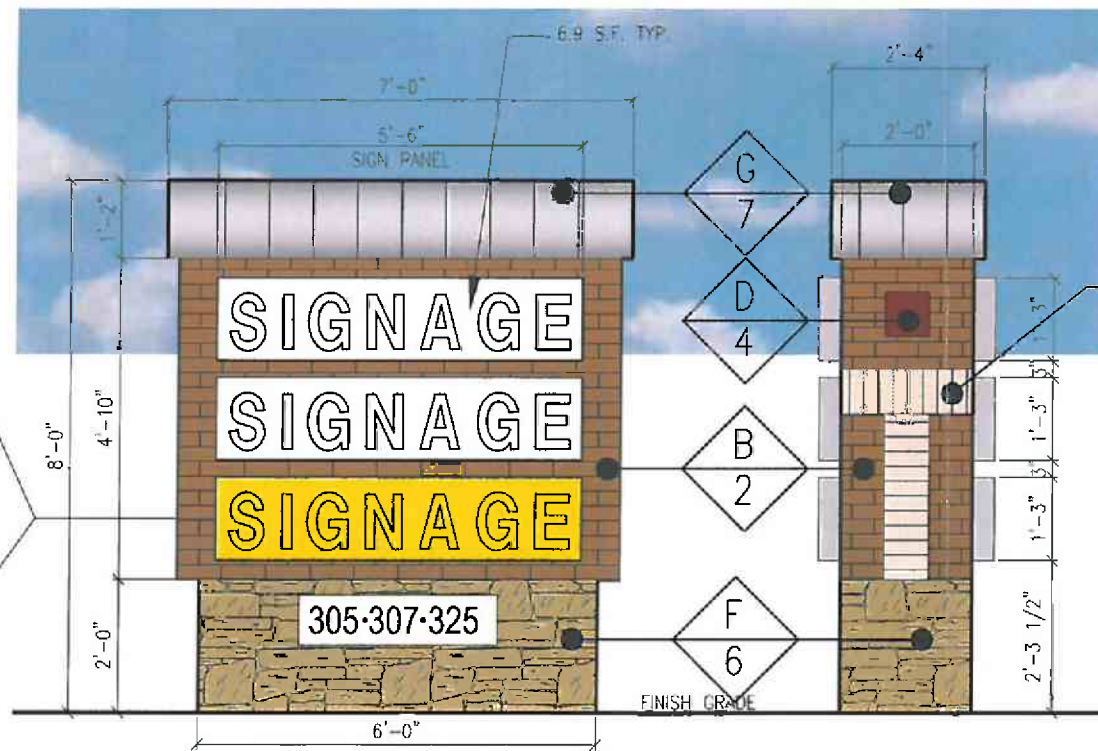
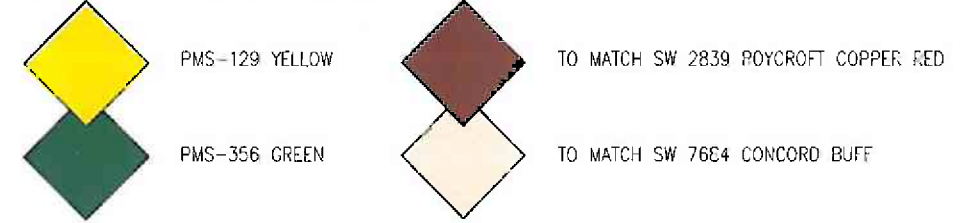
01 ILLUMINATED MONUMENT SIGN- TYP. FOR (2)
SE-1 SCALE: 3/8" = 1' 0"

COLOR REFERENCE CHART



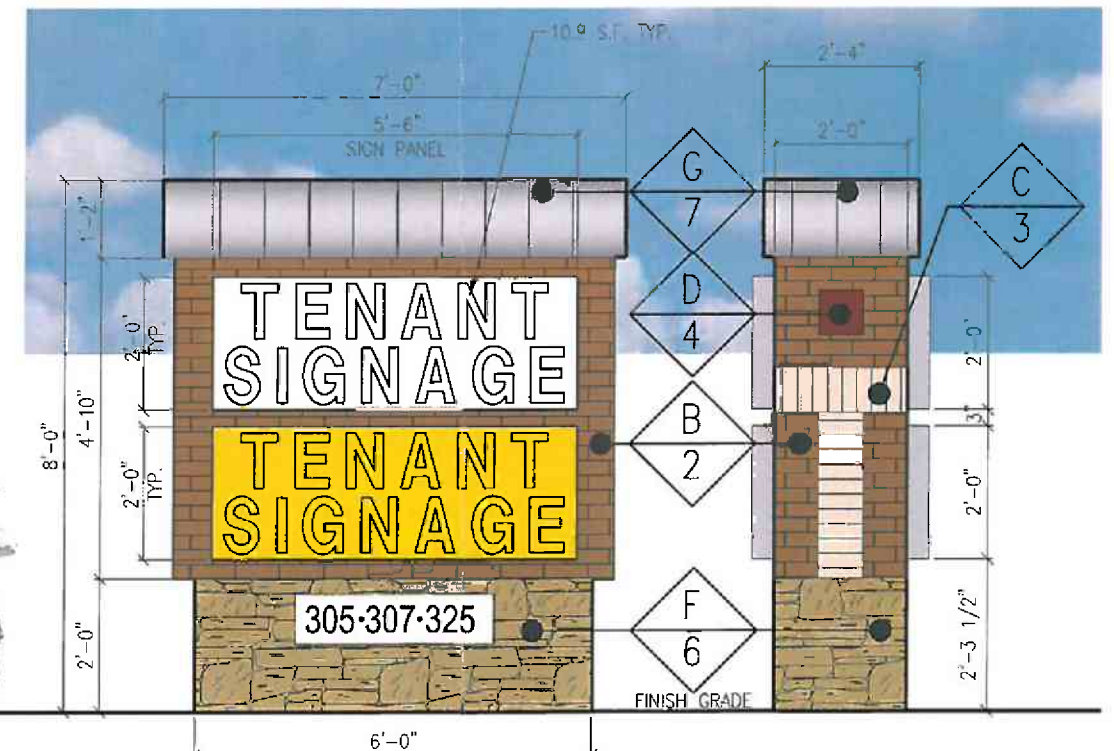
TYPICAL- SEE A-2A FOR MATERIAL LEGEND FOR FINISHES AND COLORS.

COLOR REFERENCE CHART



FRONT AND REAR VIEWS
(3) PANEL OPTION

SIDE VIEW



FRONT AND REAR VIEWS
(2) PANEL OPTION

SIDE VIEW

02 FTFM SIGN PANEL OPTIONS
SE-2 SCALE: N.T.S.

01 ILLUMINATED MONUMENT SIGN- TYP. FOR (1)
SE-2 SCALE: 3/8" = 1' 0"

GENERAL SITE NOTES:

- 1. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE AND ADEQUATE WORKING CONDITIONS THROUGHOUT THE DURATION OF CONSTRUCTION OF THE PROPOSED SITE IMPROVEMENTS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL SITE SETBACKS, EASEMENTS AND DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

SITE DATA TABLE

Table with columns for Overall Site Area, Existing Impervious Area, Proposed Impervious Area, FAR, and Site Data for Lot 1 and Lot 2.

TOTAL PARKING REQUIRED: 106 (LOT 1) + 36 (LOT 2) = 142. TOTAL PARKING PROVIDED: 116 (LOT 1) + 21 (LOT 2) = 137. PER THE ILLINOIS ACCESSIBILITY CODE WHEN 101 TO 150 OFF STREET PARKING SPACES ARE PROVIDED A MINIMUM NUMBER OF 5 ACCESSIBLE SPACES ARE REQUIRED.

BUILDING SETBACKS: FRONT: 75' FROM C/L OGDEN AVENUE, SIDE: NONE, REAR: NONE

PROPOSED LEGEND:

- PROPERTY LINE
PROPOSED DEPRESSED CURB
PROPOSED CURB & GUTTER
PROPOSED CURB & GUTTER (REVERSE PITCH)
PROPOSED PARKING SPACES
PROPOSED ACCESSIBLE PARKING SIGN

EXISTING LEGEND:

- FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
CONCRETE MONUMENT
CROSS IN CONCRETE
SANITARY MANHOLE
STORM STRUCTURE
SANITARY MANHOLE VALVE VAULT

PAVEMENT SECTION DETAILS

- PROPOSED STANDARD DUTY BITUMINOUS PAVEMENT*
PROPOSED HEAVY DUTY BITUMINOUS PAVEMENT*
PROPOSED 5.0" CONCRETE SIDEWALK AND INTEGRAL CURB WITH 4.0" GRAVEL BASE

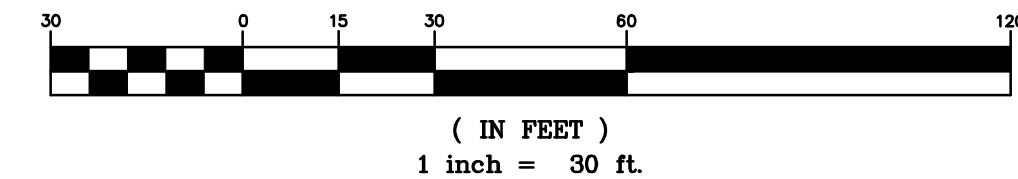
*REFER TO GEOTECHNICAL REPORT PREPARED BY TERRACON CONSULTANTS, INC., PROJECT NO. 11135091 DATED SEPTEMBER 26, 2013.

PRELIMINARY PLANS (NOT FOR CONSTRUCTION)

SITE KEY NOTES

- S1 PROPOSED B6.12 CONCRETE CURB & GUTTER (TYP.)
S2 PROPOSED MONOLITHIC CONCRETE CURB & SIDEWALK (TYP.)
S3 EXISTING CURB & GUTTER TO REMAIN (TYP.)
S4 PROPOSED REVERSED PITCH CURB & GUTTER (TYP.)

GRAPHIC SCALE



21 South Evergreen Avenue
Suite 200
Arlington Heights, IL 60005
t: 847 788 9200 f: 847 788 9537

PROJECT TEAM

ISSUE/REVISION RECORD
DATE DESCRIPTION
1-31-14 PLAN COMMISSION SUBMITTAL
2-21-14 PLAN COMMISSION RE-SUBMITTAL

PROFESSIONAL SEAL

PROFESSIONAL IN CHARGE
KERI WILLIAMS, PE
PROFESSIONAL ENGINEER
62065573 062-058662
PROJECT MANAGER
LARRY DIEHL

shorewood DEVELOPMENT GROUP

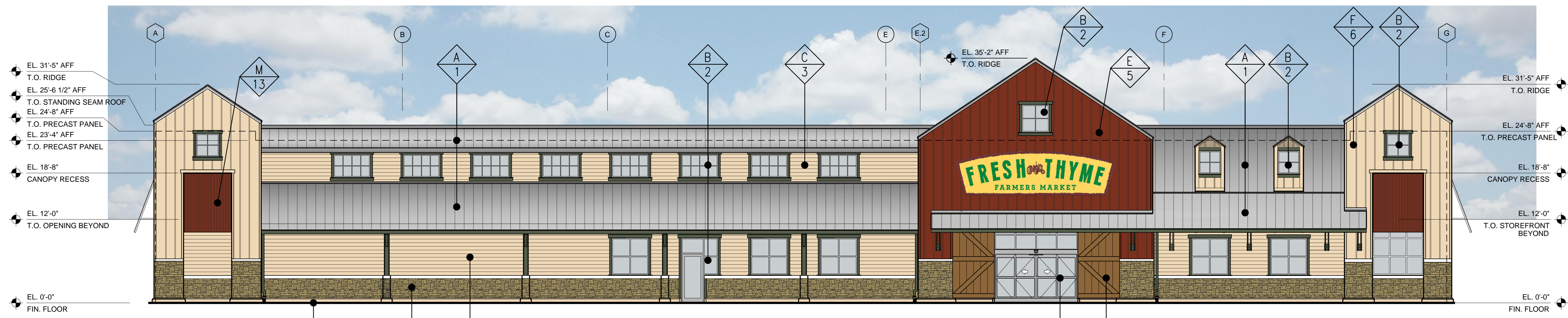
DOWNERS GROVE, ILLINOIS (SWC) OGDEN AVE & FLORENCE AVE

PROJECT NUMBER 20130576.0

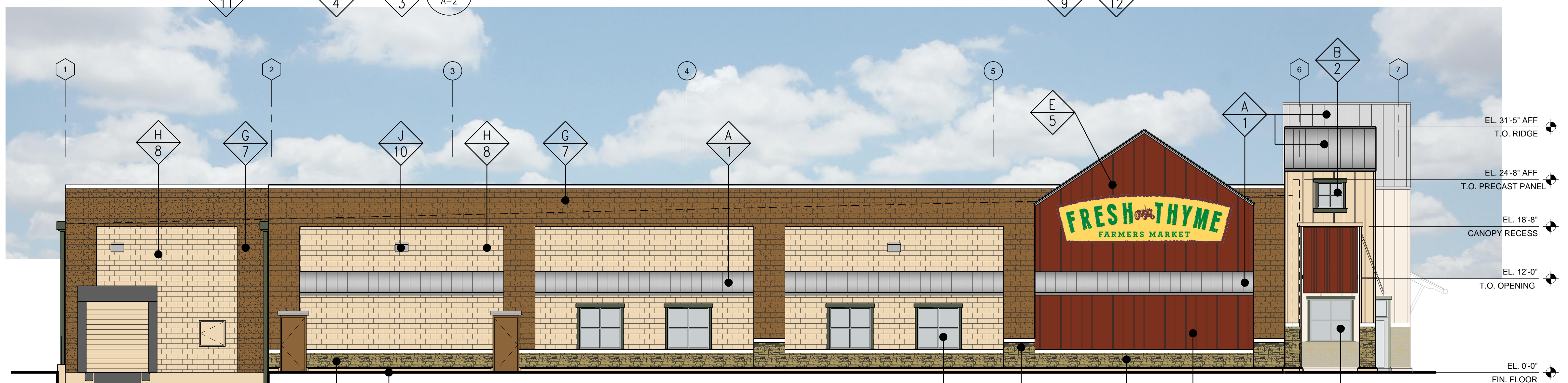
SHEET TITLE OVERALL SITE PLAN

SHEET NUMBER C3.0

FLOOD NOTE: THE SUBJECT PARCEL LIES WITHIN "ZONE X" - AREAS OF MINIMAL FLOODING. SOURCE: NFIP (NATIONAL FLOOD INSURANCE PROGRAM) FIRM (FLOOD INSURANCE RATE MAP) MAP NUMBER 1704300902H, EFFECTIVE DECEMBER 16, 2004.

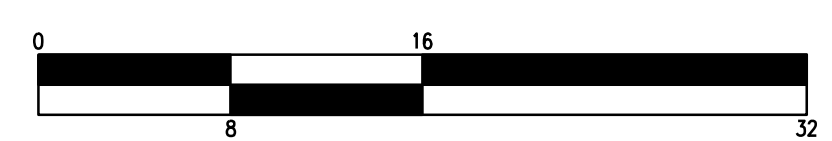


1 DOWNERS GROVE FRONT (NORTH) ELEVATION FACES OGDEN



2 DOWNERS GROVE LEFT (EAST) ELEVATION FACES FLORENCE

FINISH MATERIAL		FINISH COLOR	
A	PRE-FINISHED STANDING SEAM METAL RIBBED ROOF	1	BERRIDGE-CEE-LOCK ZINC-COTE
B	ALUMINUM & GLASS STOREFRONT SYSTEM	2	CLEAR ANODIZED
C	CERTAINTEED CEDAR LAP SIDING 6" EXPOSURE	3	SHERWIN WILLIAMS 7684 CONCORD BUFF
D	STACKED STONE	4	NICHIHA KURASTONE DESERT
E	CERTAINTEED VERTICAL SIDING WITH BATTONS	5	SHERWIN WILLIAMS 2839 ROYCROFT COPPER RED
F	CERTAINTEED VERTICAL SIDING WITH BATTONS	6	SHERWIN WILLIAMS 7684 CONCORD BUFF
G	INSULATED PRECAST PANELS WITH IMPRINT	7	SHERWIN WILLIAMS 6116 LEATHER BOUND
H	INSULATED PRECAST PANELS WITH IMPRINT	8	SHERWIN WILLIAMS 7684 CONCORD BUFF
I	AUTOMATIC ENTRANCE SYSTEM	9	CLEAR ANODIZED
J	EXTERIOR LIGHT FIXTURE	10	COLOR AS SELECTED
K	CONCRETE CURB	11	NATURAL
L	SIMULATED BARN DOOR	12	SHERWIN WILLIAMS 6116 LEATHER BOUND
M	PREMANUFACTURED METAL CANOPY SYSTEM	13	SHERWIN WILLIAMS 2839 ROYCROFT COPPER RED
N	METAL ROOF DRAIN AND CONDUCTOR BOX	14	SHERWIN WILLIAMS 2816 ROCKWOOD DARK GREEN
O	METAL GUARD RAIL	15	SHERWIN WILLIAMS 7684 CONCORD BUFF



MEMORANDUM TO: Dan Angspatt, PE
Shorewood Development Corp.

FROM: Javier Millan
Senior Consultant

Luay R. Aboona, PE
Principal

DATE: March 19, 2014

SUBJECT: Traffic Evaluation Summary
Proposed Fresh Thyme Farmers Market
Downers Grove, Illinois

This memorandum summarizes the results of a traffic evaluation summary prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) regarding the proposed Fresh Thyme Farmers Market development to be located in the southwest quadrant of the intersection of Ogden Avenue (U.S. Route 34) and Florence Avenue in Downers Grove, Illinois. The plans call for developing the approximate three-acre site with the following land uses:

- 29,055 square foot grocery store (Fresh Thyme Farmers Market)
- 2,500 square feet of retail
- 2,000 square foot fast food casual restaurant with a drive-through lane

Access to the proposed development will be provided on Ogden Avenue, Florence Avenue and Fairview Avenue.

The purpose of this memorandum is to address the following:

- The number of trips generated
- Assign site traffic to the proposed access drives
- Review on-site circulation and drive-through usage/stacking requirements

Existing Conditions

As indicated earlier, the proposed development is located in the southwest quadrant of the intersection of Ogden Avenue and Florence Avenue. The site (please see **Figure 1**) is currently vacant and provides multiple full ingress/egress curb cuts (approximately five) on Ogden Avenue. The land use surrounding the site is single-family residential to the south and retail to the north, east and west. The A-Len Automotive Service is located immediately west of the site. The Perillo Pre-Owned Dealer is located on the north side of Ogden Avenue. An Auto Zone and L.A. Tan are located east of the site.

Site Accessibility

The roadways adjacent to the site are illustrated in Figure 1 and are described below.

Ogden Avenue (U.S. Route 34) is an east-west arterial that provides two lanes in each direction separated by a center two-way left-turn lane with a posted speed limit of 35 mph. No exclusive right-turn lanes are provided on either approach at its intersection with Florence Avenue. Ogden Avenue is under traffic signal control at its intersection with Fairview Avenue. Ogden Avenue is under the jurisdiction of the Illinois Department of Transportation and carries an average daily traffic (ADT) of 38,100 vehicles east of Fairview Avenue and 35,800 west of Fairview Avenue.

Florence Avenue is a north-south two-lane local road that extends from Otis Avenue north to its terminus approximately 580 feet north of Ogden Avenue. At its unsignalized intersection with Ogden Avenue, Florence Avenue is under stop sign control. On-street parking is not allowed on the west side of the street. Florence Avenue has a posted speed limit of 25 mph, carries an ADT of 600 vehicles and is under the jurisdiction of the Village of Downers Grove.

Fairview Avenue is a north-south major collector that provides two lanes in each direction separated by a center two-way left-turn in the vicinity of the site. The roadway has a posted speed limit of 35 mph. Fairview Avenue north of Ogden Avenue is under the jurisdiction of the DuPage County Division of Transportation and under the jurisdiction of the Village of Downers Grove south of Ogden Avenue. Fairview Avenue carries an ADT 16,400 vehicles north of Ogden Avenue and 14,000 vehicles south of Ogden Avenue.

Existing Traffic Volumes

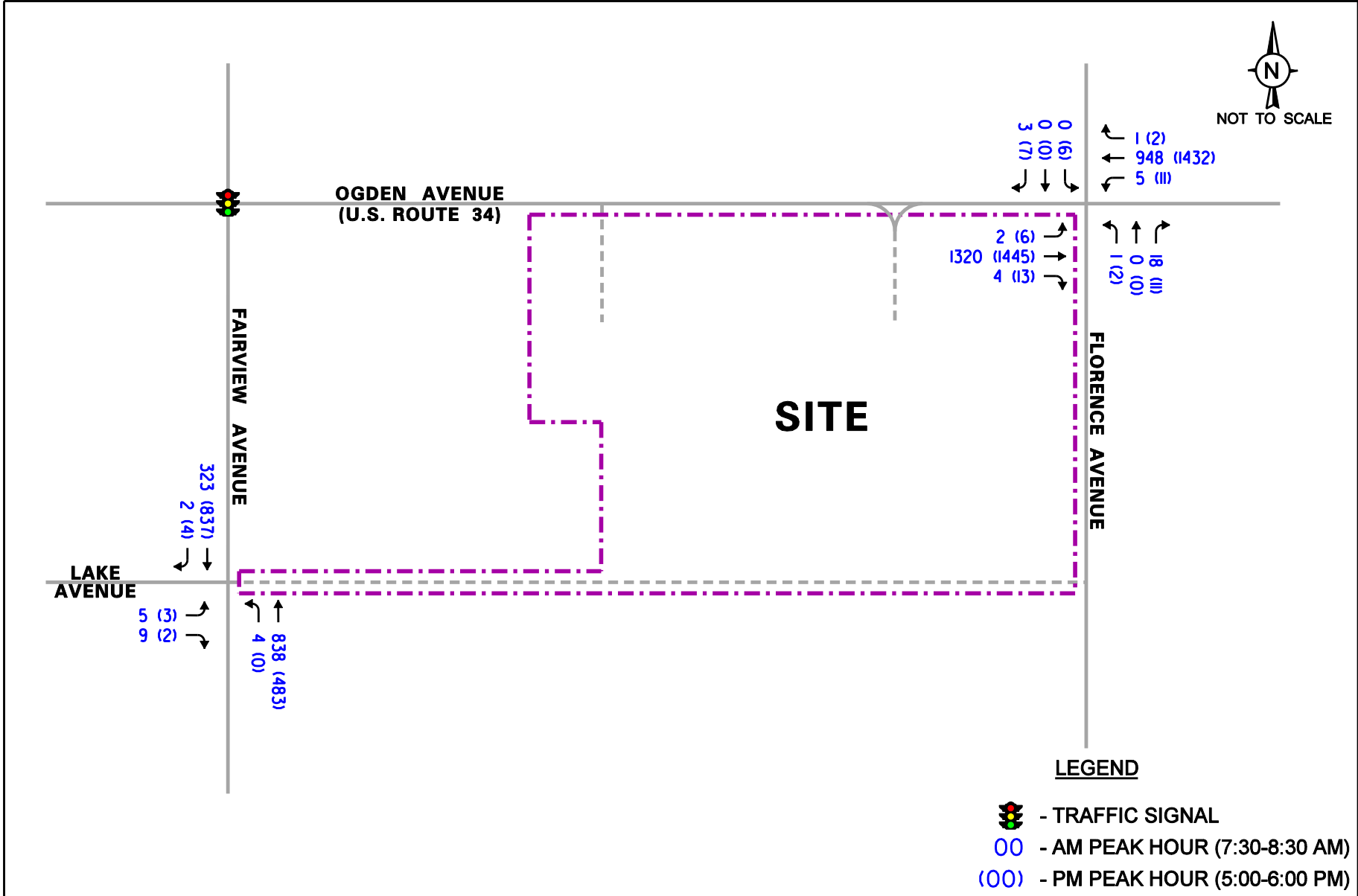
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts at the intersections of Ogden Avenue with Florence Avenue and Fairview Avenue with Lake Avenue.

The traffic counts were conducted on Tuesday, March 11, 2014 during the morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 to 8:30 A.M. and the evening peak hour of traffic occurs from 5:00 to 6:00 P.M. **Figure 2** illustrates the existing peak hour traffic volumes.



Aerial View of Site

Figure 1



PROJECT:
**Proposed Fresh Thyme
 Farmers Market
 Downers Grove, Illinois**

TITLE:
Existing Traffic Volumes

KLOA
 Job No: 14-051
 Figure: 2

Proposed Development Plans

The plans call for developing the approximate three-acre vacant site with the following land uses:

- 29,055 square foot grocery store (Fresh Thyme Farmers Market)
- 2,500 square feet of retail
- 2,000 square foot fast food casual restaurant with a drive-through lane

Access to the proposed development will be provided on Ogden Avenue, Florence Avenue and Fairview Avenue (opposite Lake Avenue). The site reduce the number of curb cuts on Ogden Avenue from five full ingress/egress access drives to one full ingress/egress access drive and one right-in/right-out access drive. This reduction in the number of access drive will have a positive impact on traffic conditions along Ogden Avenue by reducing the number of curb cuts and conflict points within close proximity. It should be noted that IDOT has reviewed the concept plan and has conceptually agreed to the type and location of access drives on Ogden Avenue.

The drive-through lane for the proposed fast food casual restaurant will be located on the east side of the building with vehicles entering from the south and exiting internally to the north.

On-Site Truck Circulation

Based on a review of the site plan, a double berth loading dock will be located at the southeast corner of the Fresh Thyme Farmers Market. Trucks will enter from the west via the proposed service drive intersection with Fairview Avenue and backup into the loading docks. Once trucks have finished unloading, the primary exit route will be via the right-in/right-out access drive with the secondary route via Florence Avenue and driving north towards Ogden Avenue. It is recommended that a sign for outbound traffic at the access drive intersection with Florence Avenue be posted prohibiting truck traffic from turning right. In addition, stop signs for outbound traffic should be provided at each access drive. Below is a summary of the anticipated truck patterns.

- The majority of the deliveries will occur Monday through Friday with some light deliveries occurring on Saturdays
- No deliveries will occur on Sundays
- The frequency of the deliveries is as follows:
 - Medium size box truck - five times per day
 - Large 53 foot trailer - one to two times per day occurring in the early morning and/or mid-afternoon
 - Smaller trucks – three to five times per week between 6:00 A.M. and 2:00 P.M.
- Delivery routes to the location will be conveyed to the vendor by Fresh Thyme Farmers Market

Directional Distribution of Site Traffic

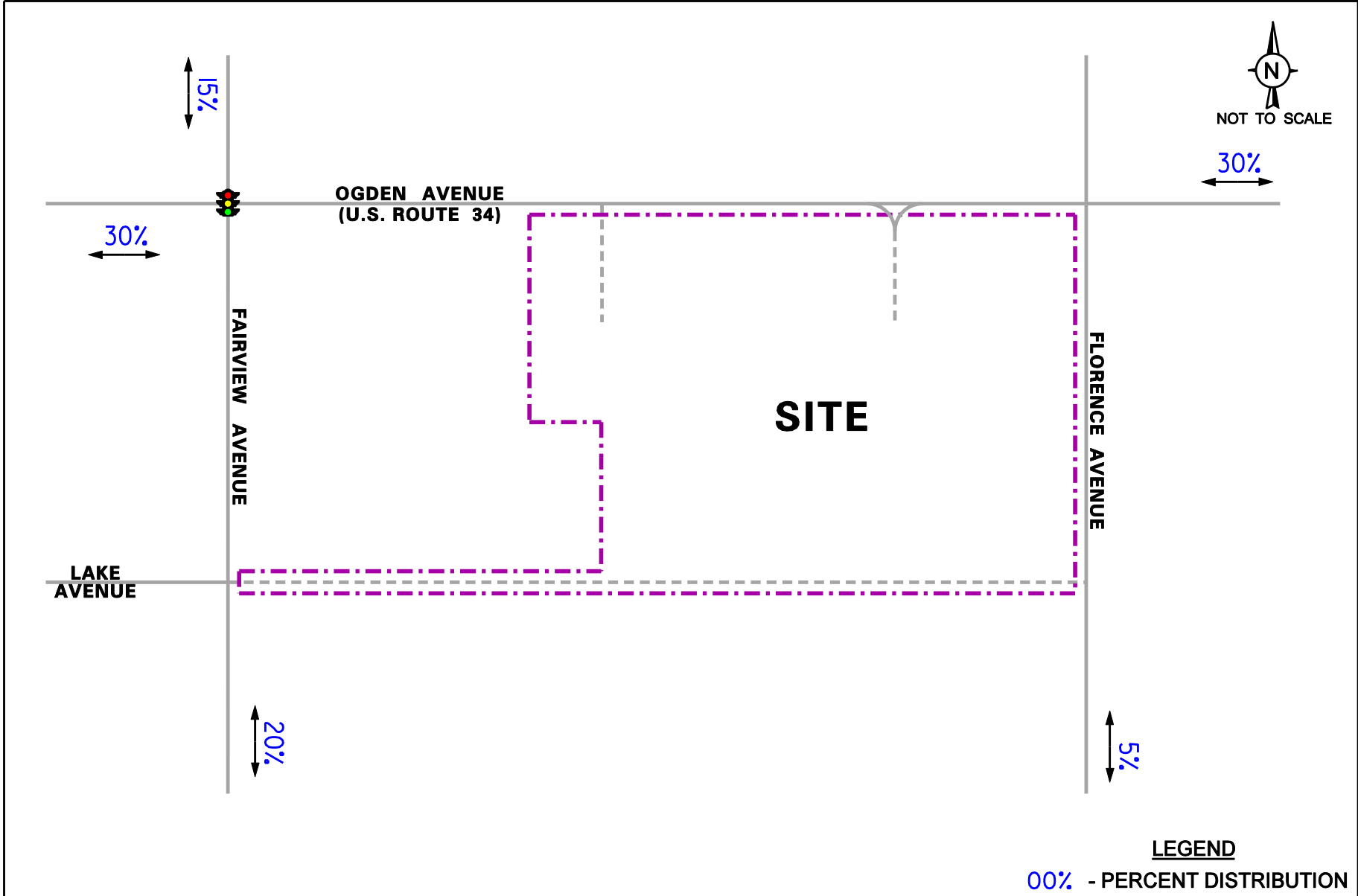
The directional distribution of future site-generated trips on the roadway system is a function of several variables including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system without encountering congestion. The directions from which vehicles will approach and depart the site were estimated based on the existing travel patterns, as determined from the traffic counts. **Figure 3** shows the estimated directional distribution of traffic.

Trip Generation

The amount of traffic that will be generated by the proposed development was based on trip generation rates published by the Institute of Transportation Engineers (ITE) in its 9th Edition of the *Trip Generation Manual*. **Table 1** summarizes the trips that will be generated during the weekday morning and evening peak hours as well as the daily trip generation. It should be noted that the trip generation for the fast casual restaurant with drive-through was based on previous surveys of other fast casual restaurants with drive through conducted by KLOA, Inc. A ten percent interaction reduction factor was assumed to take into account customers that will visit two or more land uses in one trip. It should also be noted that a pass-by reduction rate of approximately 20 percent for retail developments is typical. Pass-by trips are vehicles that travel next to a development and are “captured” from the immediately adjacent roadway system. However, in order to provide for a conservative evaluation, pass-by reduction was not applied to the proposed site-generated traffic

Table 1
TRIP GENERATION SUMMARY

ITE Land- Use Code	Land Use	Size	A.M.		P.M.		Daily Traffic	
			In	Out	In	Out	In	Out
850	Supermarket	29,055 s.f.	61	38	138	137	1,485	1,485
826	Specialty Retail	2,500 s.f.	2	--	12	15	72	72
--	Fast Casual with Drive-Through	2,000 s.f.	<u>36</u>	<u>39</u>	<u>22</u>	<u>18</u>	<u>496</u>	<u>496</u>
	Sub Total		99	77	172	170	2,053	2,053
	10 percent Interaction		<u>-10</u>	<u>-10</u>	<u>-17</u>	<u>-17</u>	<u>-205</u>	<u>-205</u>
	Total Trips		89	67	155	153	1,848	1,848



PROJECT:
Proposed Fresh Thyme
Farmers Market
Downers Grove, Illinois

TITLE:

Estimated Directional Distribution

KLOA
Job No: 14-051
Figure: 3

Traffic Assignments

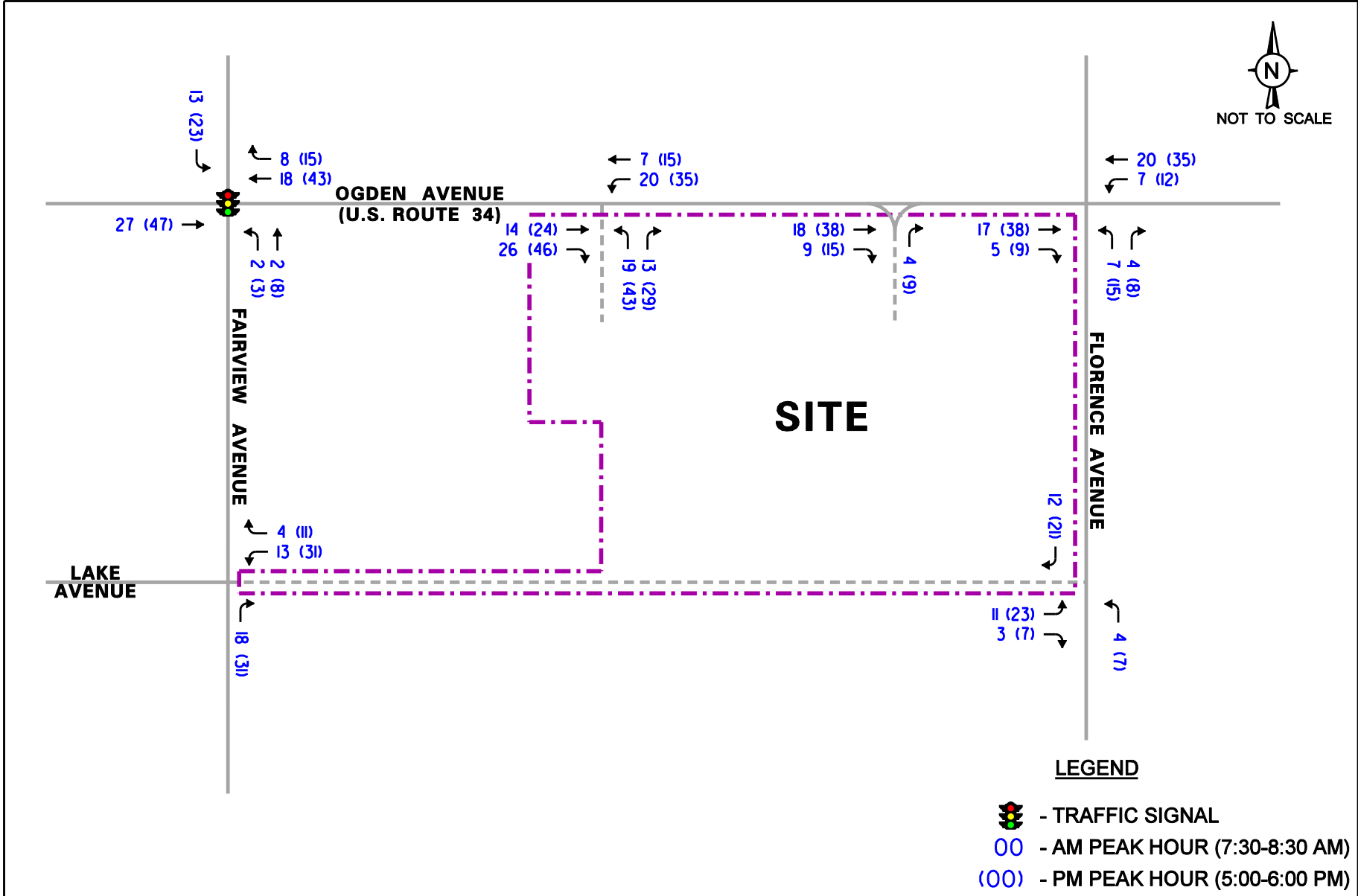
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the various roadways serving the site in accordance with existing traffic patterns in the area and based on the proposed access system. **Figure 4** shows the estimated site traffic assignment. **Figure 5** shows the future traffic volumes.

Traffic Analysis

Traffic analyses were performed for the intersections of Ogden Avenue with Florence Avenue, Fairview Avenue with Lake Avenue and the access drives intersections with Ogden Avenue, Florence Avenue and Fairview Avenue to determine the operation of the existing roadway system, evaluate the impact of the proposed development, and determine the ability of the existing roadway system to accommodate projected traffic demands. Analyses were performed for the weekday morning and evening peak hours for the existing traffic volumes and the projected traffic volumes.

The traffic analyses were performed using Synchro/SimTraffic 8 computer software, which is based on the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2000*. The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Level of Service A is the highest grade (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest grade (oversaturated conditions, extensive delays).

The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for unsignalized intersections is shown in **Table 2**. The results of the capacity analysis are summarized in **Table 3** for the existing traffic volumes and **Table 4** for the projected traffic volumes.

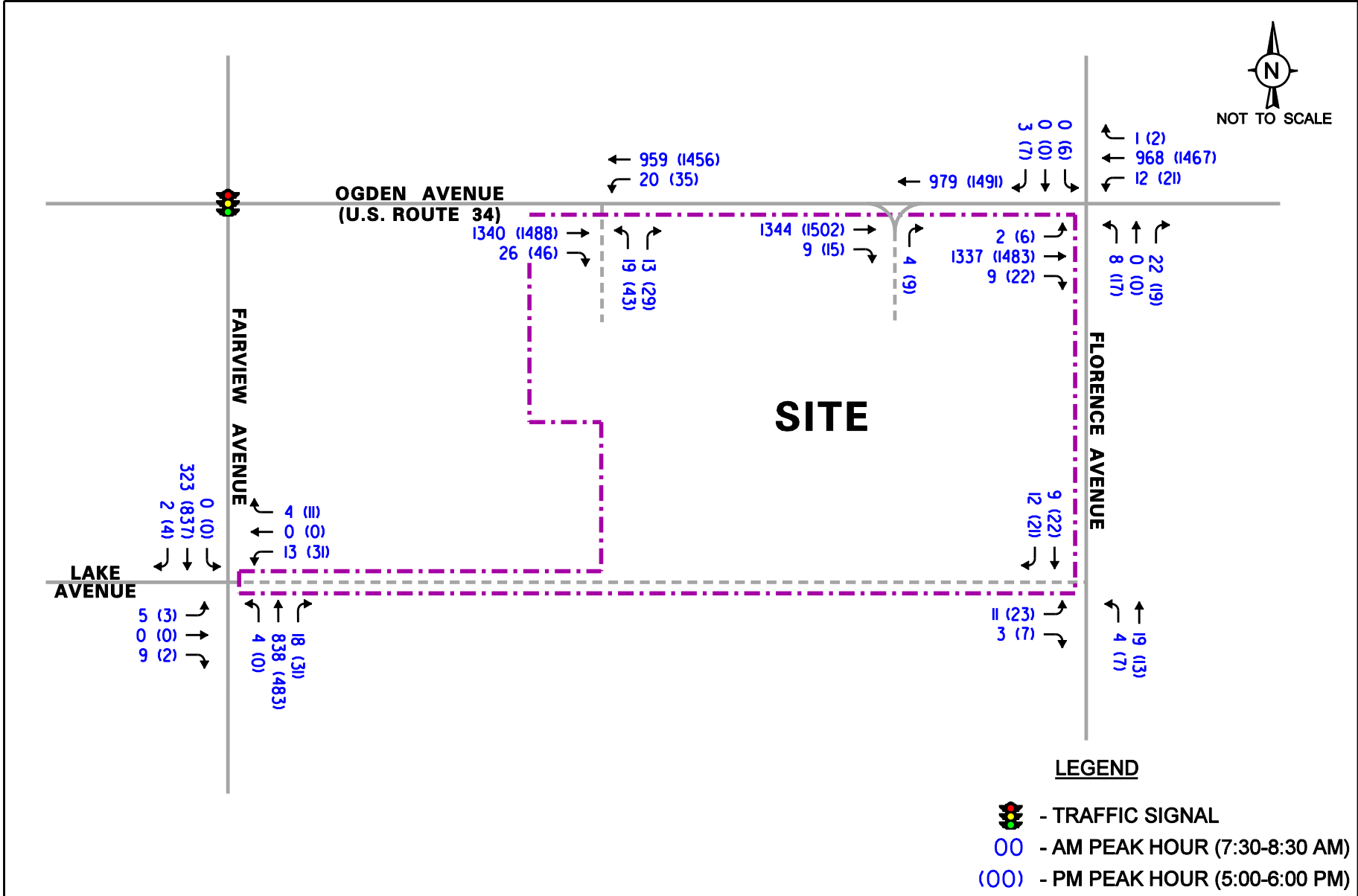


PROJECT:
**Proposed Fresh Thyme
 Farmers Market
 Downers Grove, Illinois**

TITLE:
Estimated Site Traffic Assignment



Figure: 4



PROJECT:
**Proposed Fresh Thyme
 Farmers Market
 Downers Grove, Illinois**

TITLE:
Total Traffic Volumes

KLOA
 Job No: 14-051
Figure: 5

Table 2
 LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual, 2010.*

Table 3
 CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS

Intersection	Existing A.M. Peak Hour		Weekday P.M. Peak Hour	
	LOS	Delay	LOS	Delay
Ogden Avenue and Florence Avenue				
• Eastbound Left-Turn	B	10.2	B	12.5
• Westbound Left-Turn	B	12.3	B	13.4
• Northbound Approach	C	15.7	C	19.4
• Southbound Approach	B	11.9	C	24.8
Fairview Avenue and Lake Avenue				
• Northbound Left-Turn	A	8.0	A	0.0
• Eastbound Approach	B	11.9	C	18.9

LOS - Level of Service

Delay - Measured in seconds.

Table 4
CAPACITY ANALYSIS RESULTS - FUTURE CONDITIONS

Intersection	Existing A.M. Peak Hour		Weekday P.M. Peak Hour	
	LOS	Delay	LOS	Delay
Ogden Avenue and Florence Avenue				
• Eastbound Left-Turn	B	10.2	B	13.4
• Westbound Left-Turn	B	12.6	B	14.0
• Northbound Approach	C	20.8	D	33.6
• Southbound Approach	B	12.0	D	29.4
Fairview Avenue and Lake Avenue				
• Northbound Left-Turn	A	8.0	A	0.0
• Eastbound Approach	B	12.6	C	22.3
• Westbound Approach	C	24.4	C	22.0
Ogden Avenue and Full Ingress/Egress Drive				
• Westbound Left-Turn	B	13.1	B	14.7
• Northbound Approach	C	24.0	E	38.5
Ogden Avenue and Right-In/Right-Out				
• Right-Out	B	14.7	C	16.3
Florence Avenue and Access Drive				
• Eastbound Approach	A	8.7	A	8.9
LOS - Level of Service				
Delay - Measured in seconds.				

Traffic Evaluation

The results of the capacity analyses indicate that the intersection of Ogden Avenue with Florence Avenue is operating at acceptable levels of service and will continue to do so in the future. Based on KLOA, Inc. observations, Ogden Avenue westbound traffic during the evening peak period backs up beyond Florence Avenue. However, it was also noted that these queues always cleared with the green phase for westbound traffic at the Ogden Avenue traffic signal with Fairview Avenue. It was also observed that traffic along Ogden Avenue was well platooned and as such, there were numerous gaps in the through traffic stream that allowed inbound and outbound maneuvers from Florence Avenue to occur with relative ease. As such, no additional geometrics or traffic control improvements will be necessary.

The intersection of Fairview Avenue and Lake Avenue is currently operating at acceptable levels of service. Based on KLOA, Inc.'s observations, northbound queues on Fairview Avenue during the morning peak hour extend regularly to and sometimes past Lake Avenue. However, it was also observed that the majority of these queues cleared with every cycle length. In the afternoon, the northbound queues extending to Lake Avenue or beyond were less frequent and all of them cleared with every cycle length. Based on the results of the capacity analyses, outbound movements from Lake Avenue and the proposed access drive will operate at acceptable levels of service. As such no additional geometric or traffic control improvements will be necessary.

All of the access drives serving the proposed development will operate at acceptable levels of service with the exception of the outbound movement from the full ingress/egress access drive at its intersection with Ogden Avenue during the evening peak hour. The outbound movement will operate at level of service E. This is not uncommon and is expected at an unsignalized intersection with a major road like Ogden Avenue. Based on our observations, this outbound movement will operate more efficiently and at a better level of service than what is indicated for the following reasons:

- The site has four different ways of accessing the site and three different ways for vehicles desiring to travel west to exit (via Florence Avenue, the full ingress/egress access drive on Ogden Avenue or via the service drive on Fairview Avenue).
- Traffic along Ogden Avenue is well platooned
- There is a two-way left-turn lane on Ogden Avenue that allows exiting vehicles the opportunity to perform a two-part left-turn maneuver.

On-Site Circulation and Drive-through Usage

Based on a review of the proposed site development plans, the development will provide 24 feet wide two-way driving aisles with 90 degree parking. As previously indicated, a double berth loading dock will be located at the southeast corner of the Fresh Thyme Farmers Market. Trucks will enter from the west via the proposed service drive intersection with Fairview Avenue and backup into the loading docks. Once trucks have finished unloading, they will exit onto Florence Avenue and drive north towards Ogden Avenue.

As part of the development plan, a fast casual restaurant with a drive-through lane is proposed on the east side of the site. The drive-through operation will operate in a counter-clockwise traffic circulation pattern. The pick-up window and the ordering board will be located on the east side of the building with vehicles entering from the south and driving north. The drive-through lane should be under stop sign control at its intersection with the northerly east-west drive aisle. A “Do Not Enter” sign should be provided at the exit of the drive-through lane facing north to deter traffic from entering the one-way northbound drive-through operation. It is recommended that wayfinding signage be posted to guide vehicles to the drive-through stacking area to minimize vehicle turning movements within the internal site circulation area.

The drive-through lane will provide stacking for eight vehicles (three vehicles from the order board and five vehicles from the pick-up window before reaching Florence Avenue). Based on surveys conducted by KLOA, Inc. at other fast casual restaurants with drive-through lane, the following was found:

- The average queue at the ordering board during the lunch peak period was four vehicles with a maximum queue of six vehicles occurring only once.
- The average queue at the pick-up window during the lunch peak period was two vehicles with a maximum queue of three vehicles.

Based on the survey results, the proposed stacking of approximately eight vehicles will be adequate.

Conclusion

Based on the preceding evaluation, the following are our findings and conclusions.

- The proposed development plan will reduce the number of existing curb cuts on Ogden Avenue from five to two
- The additional traffic that will be generated by the proposed development can be accommodated by the area roadway system.
- The proposed access system coupled will disperse traffic in an efficient manner without overloading any access drive.
- The proposed design of the drive-through lane is sufficient to accommodate the peak demand of the drive-through operation with limited, if any, impact on the internal circulation system.

DRAFT

Ms. Lupescu leaves the room.

PC- 05-14: A petition seeking approval of a Final Planned Development designation, Special Use approval for a drive-through restaurant, a Zoning Ordinance Map Amendment to rezone a portion of the property from R-5, Two-Family Residential to B-3 General Services and Highway Business, a second Zoning Ordinance Map Amendment to rezone a portion of the property from R-6, Multiple Family Residential to B-3, General Services and Highway Business, and a Final Plat of Subdivision to subdivide ten lots of record into two lots of record. The property is located at the southwest corner of Florence and Ogden Avenues, commonly known as 317-327 Ogden Avenue, 4314-4322 Florence Avenue and 4325 Fairview Avenue all in Downers Grove, IL (PINs 09-04-300-004, -005, -006, -007, -012, -028, -029, -030 and -052). Greenberg Farrow, Petitioner; Joseph Perillo and Andrew and Pamela Chernivsky, Owners.

Mr. Popovich reviewed the five requests before the commission in detail, locating the site on the overhead map, the structures that existed, if any; the mismatch of zoning on the various lots in question; and the fact that seven lots of record faced Ogden Avenue. To date, six curb cuts on Ogden Avenue existed but the request was to reduce those to two curb cuts. There were two lots of record facing Florence Avenue and one lot facing Fairview Avenue.

The petitioner was proposing to demolish all structures and construct a 29,000 sq. foot Fresh Thyme Market building in the middle of the site, facing Ogden Avenue, as well as construct a 4,500 sq. foot out- building (with drive-through) closer to the intersection of Florence and Ogden Avenues. Two lots of record would be created with Fresh Thyme Market being on one lot and the out- building with drive-through on the other lot. Staff pointed out the property lines, access easements, and stormwater and utility easements. The site would have shared parking across both lots. Elevation details of the Fresh Thyme Market were pointed out and the building's materials would consist of stacked stone, concrete panels, and vertical siding with a couple of roof elements.

The smaller outlot building would consist of two tenants and include entrances facing Ogden Avenue. The drive-through would be located on the east facade with seven stacking spaces proposed where there should be eight. Building material would also consist of stacked stone. Various elevations followed, along with a review of the landscaping plan. Mr. Popovich stated that the drive-through lane would be heavily screened, with an ornamental fence and landscaping, for buffering purposes as well as the south property line with trees and an arborvitae shrub line and six foot solid fence in order to screen the residents to the south.

Addressing the two curb cuts that were proposed, Mr. Popovich indicated that IDOT recommended that the proposed eastern curb cut be right-in/right-out only (for eastbound access/exit on Ogden Ave.). The petitioner has complied with that request. Also, IDOT approved the configuration of curb cuts planned for the development. Per Mr. Popovich, the petitioner worked with staff to relocate the curb cut on Florence Avenue as far north as possible in order to relocate movement toward the commercial use and reduce cut-through traffic. As for parking, 142 spaces were provided and required, which would be shared by the three tenants. Two trash enclosures, with six-foot screening, were pointed out by staff. Proposed signage was also pointed out, noting a 14-foot sign would be located along the western entrance along Ogden Avenue as well as along Fairview Avenue.

DRAFT

Per staff, the proposal met the goals and intent of the village's Comprehensive Plan, specifically, as it related to the site being Catalyst Site No. 32, which identified the site as needing to be a new retail and service user for nearby residents. It met the Corridor Commercial designation, which called for retail/office and service uses along Ogden Avenue, etc., and it met the requirement for expanded commercial depth in selected locations along Ogden Avenue, on a case by case basis. Additionally, the development met four goals of the Comprehensive Plan: 1) the perimeter was heavily landscaped; 2) the buildings had a high level of design; 3) the development would add value to the adjacent properties; and 4) the development would improve access management along Ogden Avenue by reducing the number of curb cuts from six to two.

The proposal met a majority of the village's bulk requirements, with three exceptions, that staff felt were necessary. First, the required parking setback along Ogden Avenue is 50 feet from the center line of Ogden, but the petitioner was proposing 43 feet. Staff felt this deviation was necessary because it provided code-compliant parking spaces and drive aisles in front of the store but it also allowed the building to be set further from the south property line. Second, the petitioner was proposing seven stacking spaces versus eight for the drive-through. Staff did not feel there was a feasible option to provide an eighth stacking space, and if the Florence Avenue curb cut was moved further south, it would cut into the residential neighborhood. The third deviation included a sign setback along Fairview Avenue where the sign was relocated to the north side of the drive aisle, closer to the commercial area, versus placing it on the south side of the drive aisle. Staff supported that deviation.

Staff further summarized how the development met the village's code requirements for lighting; met the Subdivision Ordinance; and met the fire department's codes, noting the building will have sprinklers and alarms installed. Fresh Thyme also demonstrated that delivery vehicles could get in and out of the site at multiple locations. A traffic review of the site was done and it was found that an additional 89 vehicles would be on-site during the morning peak hours and 155 vehicles during the evening peak hours but would be distributed along Ogden Avenue. Mr. Popovich described how vehicles would be entering and exiting the site in more detail, noting that staff felt the primary traffic movement on Florence would be northbound toward the commercial area and to Ogden Avenue.

Continuing, Mr. Popovich reported that any repairs to the Florence Avenue sidewalk that were due to the removal and/or addition of curb cuts would be borne by the petitioner as would improvements along Fairview Avenue. The petitioner would be relocating the current utility lines that ran through the center of the site to the south and around the building and tie back into the utility lines in the alley to the west. An 8-inch water main would be provided by the petitioner along the back, south drive aisle, that would tie both into the water main along Florence and Fairview Avenues. The petitioner would also be providing a new fire hydrant with 100 feet of the Fresh Thyme building, as required by the fire department while the existing hydrant near the intersections of Florence and Ogden Avenue would be maintained. While stormwater detention was not required for the site, the proposal would tie into the detention basin within the Florence Avenue right-of-way. Post-Construction Best Management Practices would be applied. The proposal met the village's Stormwater Ordinance.

Regarding residents' comments, Mr. Popovich indicated staff spoke to two businesses -- the A-Len Automotive owners and the Bob Carter repair shop owner, and both owners were supportive of the proposal. Two other residents expressed concern about the proposal and they were directed to the

DRAFT

village's web site for additional information, including tonight's meeting. A resident along Florence Avenue expressed concern about the Florence Avenue curb cut and staff explained that the curb cut on Florence was necessary in order to limit its impact by keeping it as far north as possible.

As to the amendments to the Zoning Ordinance map, Mr. Popovich believed all of the amendments were met and he proceeded to review the zoning in the area but concluded that the subject properties were better suited to be commercially zoned, which would promote development of an under-utilized commercial property; also it was a catalyst site identified under the village's Comprehensive Plan. Staff believed the approval standards under the Plat of Subdivision and the Special Use were met and the proposal would not be detrimental to the health, safety and general welfare of the public. Lastly, Mr. Popovich reviewed the 13 standards for the planned development which he believed were met. Staff concluded and recommended that the Plan Commission forward a positive recommendation to the Village Council.

Per Mr. Matejczyk's question, Mr. Popovich explained how a vehicle would exit the site to the west, using three available options. Mr. Matejczyk voiced concern about the northwest exit onto Ogden Avenue since a vehicle would have to traverse three lanes of traffic just to get to the left turn lane for Fairview Avenue. Mr. Popovich agreed that the level of service could be compromised by someone not being able to get out as quickly onto Ogden Avenue, but he believed as more time went by, vehicles would be exiting onto Fairview and then stacking into the Fairview left-turn lane or using the full access Florence curb cut to exit to get to Ogden Avenue.

Asked if consideration was given for the northwest exit to be a right-in/right-out and the northeast exit a full access, since it could be an easier left-hand turn onto Ogden, Mr. Popovich explained that it was IDOT who made the changes. General questions followed regarding the distance the signage was off the property line, the size of the signage, and the signs' locations and height. Asked if the signs were cumulative, Mr. Popovich clarified it was strictly frontage and due to the size of the building. Because the development was a shopping center, Fresh Thyme was allowed 300 sq. feet of signage and the panels did not count toward their total allowed, so the Market could have 300 sq. feet of signage on the building. The petitioner was proposing signage of 150 sq. feet facing on the north elevation and then 150 sq. feet on the east elevation, facing Florence.

Per Mr. Quirk's question, Mr. Popovich did not believe there were any semi-truck restrictions for Fairview Avenue since it was a minor arterial road. He also confirmed with staff that the property in question (outlined in blue) on the overhead had been a residential property for many years and that the nearby B-3 properties were rezoned in 2008 from R-6. Asked if any issues would be created by rezoning the property from residential to business, Mr. Popovich did not believe so because it would tie into the village's goals for commercial depth and it would be practical to rezone the Bob Carter site. Mr. Quirk felt that it would be beneficial to rezone all of the lots as one group instead of piece-meal.

Mr. Cozzo inquired whether there was consideration to restrict a right-turn onto Florence and having a left-turn only onto Florence to deter vehicles traveling into the residential area wherein staff had not, since the traffic study indicated that there would only be three additional cars in the morning peak hours and seven additional cars in the evening peak hours traveling down Florence Avenue. And those vehicles traveling south on Florence would find that it dead-ends and make their way back to Ogden. Mr. Cozzo expressed concern about the location of the trash enclosure and suggested relocating it to the north. Mr. Popovich indicated the trash matter was explored and

DRAFT

there were challenges to the site and trucks having access to the enclosures. Parking spaces would have to be considered. Mr. Cozzo also voiced concern about safety and security regarding the truck dock area. Mr. Popovich stated that lighting would be provided there. Regarding the parking stalls on Ogden Avenue, it was confirmed by staff that the vehicles could potentially park and hang over the five-foot sidewalk, but that the commissioners could ask for parking blocks.

Petitioner, Ms. Jennifer Mowen with Greenberg Farrow Architecture, 21 S. Evergreen St., Arlington Heights was available to ask questions. Regarding the site circulation, she envisioned that truck traffic would enter the site off the western-most access from Ogden, circulate to the dock and then exit onto Florence and back to Ogden. Because this was the first time for the market to open in Illinois, she expected there would be several typical truck deliveries made in the morning (5:00 a.m. to 7:00 a.m.) with smaller, box truck deliveries, 4 to 5 times throughout the day, as needed. For the out lot building she expected a small box truck to deliver once or twice a week between 5:00 a.m. to 7:00 a.m. but expected no evening deliveries. As to limiting the exit out onto Florence Avenue with a right-out only, Ms. Mowen anticipated that the only cars traveling south on Florence would be local traffic to the neighborhood.

As to the Florence side elevation, Chairwoman Urban voiced concern that the elevation was not as pedestrian friendly and asked to make it more inviting, wherein Ms. Mowen reviewed the site plan and pointed out that the positioning of the out lot building from the Ogden Avenue view corridor obstructed most of the market's elevation and the landscaping and fence would screen it well from street level. Chairwoman Urban asked for additional consideration for the Florence side elevation.

Asked why the vacant Dominick's site was not considered, Mr. Lewis Schriber of Shorewood Development, 2150 E. Lake-Cook Ave., #820, Buffalo Grove, the developer for the site, explained the Dominick's site was not considered because the required frontage and depth required for the Fresh Thyme Market would leave a gap in the oversized space that was undesirable for other uses. Since the parallel parking spaces along the south drive aisle would be designated for employees only, Chairwoman Urban asked that a 3 ft. sidewalk be installed on the west property line for the employees. Ms. Mowen would work with staff on that.

Asked if the signage could be reduced on Fairview due to the nearby residents and due to its height and illumination, Mr. Schriber stated that he and Fresh Thyme were willing to keep the main large sign on the northwest corner of Ogden but could duplicate the smaller, 8 ft. sign, and locate it on Fairview. Mr. Schriber stated it was the intention to construct the out lot simultaneously with the Fresh Thyme building.

Chairwoman Urban opened up the meeting to public comment.

Mr. Ken Gould, 408 Lake Avenue, believed that the developer was promoting the extension of Lake Avenue in order for the trucks to make their deliveries. He discussed the existing challenges of the traffic in the area. He asked for better clarification of the signage.

Mr. Williams Natale, 422 Lake Avenue, voiced concern about Fairview Avenue being described as a minor arterial street, the fact that there would be increased traffic traveling south on Fairview to catch the train, and another fast food restaurant in the immediate area which would increase traffic. He did not support the proposal.

DRAFT

Mr. Tom Wagner, 503 Lake Avenue, also agreed there would be additional traffic and with Fairview being reduced to two lanes it caused traffic to sit. He voiced concern that when traffic comes down Lake Street vehicles would be making U-turns in the residents' driveways. He believed there would be no issues if there was a road across the south. He did not support the proposal.

Mr. Don Clouston, 4332 Fairview Avenue, disagreed with the presenters, noting that Ogden and Fairview was a heavily traversed corner and a semi-truck would not be entering the site off of Ogden Avenue from the north due to parked cars. The truck would have to enter on Fairview. He suggested making the alleyway a one-way eastbound to allow the trucks in which would stop any Ogden/Fairview bypass traffic that came down Florence and cut through the drive-through to avoid the red light on Ogden and Fairview. Mr. Clouston also added that school buses stopped currently at the corner of Lake and Fairview. He did not support the proposal.

Ms. Bonnie Christerson, 4332 Florence, voiced concern about cut-through traffic on Florence Street, the children on her street, lighting, noise and the smell of garbage.

Mr. Myki Romano, a resident of Lake Avenue, stated he worked in the food industry and was pleased that an organic store was coming to Downer Grove. However, he voiced concern about the traffic flow and the challenges of trucks maneuvering in the area and did not believe an entrance/exit should be placed on Fairview.

Mr. Joe Fisher, 4332 Florence, was pleased to see the development come in; however, the negative was the access on Florence. He also voiced concern about increased traffic, the safety of children on Florence, another grocery store that no one has heard of, as well as another fast food restaurant and their life expectancies.

Ms. Jeanne Bostedt, 438 Lake Avenue, voiced concern about the current traffic that travels her street already in the wrong direction and believed the vehicles would try to get out on Lake Street by avoiding Ogden Avenue.

Mr. Joe Schreiberreif, 430 Lake St., was sworn in, and stated trucks traveling down Fairview would block traffic while trying to enter the site causing a challenge for emergency vehicles. He voiced concern about the traffic there already. He suggested using the old Dominick's.

Mr. Paul Barr, 402 Sherman St., thought the project was a bad idea given the congestion already and agreed with the previous speakers. He resides where Fairview decreases from four lanes down to two lanes and noted that drivers usually speed to get ahead of each other. He asked for the traffic engineer to speak to the matter and sign off on it. Lighting, property values, and reduced curb cuts were also a concern. Traffic was the issue.

Mr. Robert Adams, 4322 Florence, asked when construction would begin since his landlord told him he had to move out of the house. He also worked for a similar grocery store which had signage on a minor arterial road. He noted that no one will want to turn left out of the proposed site because it will not be possible unless there is a light. He believed the parking situation would be terrible and the site was not laid out well.

DRAFT

Petitioner, Ms. Mowen, responded that her company was currently under contract to purchase the land and the closing would be determined by the seller. She planned to have the store open early next year. Regarding circulation, she has worked with staff, the traffic consultant and IDOT to put together the best plan from an access perspective. She was cognizant about emergency vehicles being able to circulate the building. As far as the use for the out building, she explained she was not at liberty to discuss that yet but envisioned something like a Panera restaurant versus an intense use such as a McDonalds-type restaurant. She agreed with a prior resident that because of the open hour of operation was at 7:00 a.m. the intention was that the trucks would be able to arrive and maneuver through the parking lot since no vehicles would be in the lot that early in the morning.

Mr. Quirk commented about his own personal challenge of getting across Fairview Avenue at 8:00 a.m., the fact that the store would be patronized by the local residents, and everyone to the east would exit Florence, head north or south and take Ogden or circle back to Fairview and head south. Everyone to the west would exit south and exit to Fairview and either travel north on Ogden or south on Fairview. He envisioned the traffic on Fairview, from 7:30 to 8:30 a.m., Monday through Friday would be challenging.

Mr. Lewis Schriber of Shorewood Development, again, discussed the background of the Fresh Thyme Market store for the members and reiterated that the operations of the store were considered carefully and the business planned to expand into other markets in the next three to five years.

Mr. Al Rosenbostel, 618 Franklin Street, was sworn in and stated he is the master broker for Fresh Thyme and addressed the questions about peak hour travel times relative to rush-hour travel times for morning and afternoon. For Fresh Thyme, he stated the peak hours during weekdays were 3:30 p.m. to 6:30 p.m. Truck traffic was much earlier. He shared that the market would dictate and the truck drivers would determine the best delivery times for themselves. He also clarified that trucks would not be backing into the dock off of Florence. He shared that a normal grocery store has 8% of produce while Fresh Thyme will have 30% fresh produce at a lower price.

Resident, Mr. Donald Clouston inquired about the number of pop vendor and bread vendor deliveries, wherein Mr. Schriber explained there would only be wine, beer and pop vendors. Mr. Rosenbostel also reminded the commissioners that the store was focused on organic and natural foods, so not every pop vendor would be visiting the store. Mr. Clouston pointed out that the earlier statement of 3 to 4 trucks per day, mentioned earlier was incorrect. However, Mr. Rosenbostel clarified that there would be limited size semi trucks throughout the day with the smaller trucks making many deliveries. He further pointed out there was a truck study that was done to reflect the movements of a full size tractor trailer if they entered off of Ogden.

Mr. Tom Wager, 503 Lake, voiced concern that the Lake Street extension would be used by vehicles traveling west and that the residents would just like to get out of their street onto Fairview, wherein Mr. Schriber pointed out speed bumps would be used to deter everyday common use.

Mr. Joe Fisher, 4332 Florence, stated that regarding the truck trailer traffic that would be turning south on Fairview and attempting to make the turn into the site, he saw semis struggling to get around that corner when cars were sitting at the light. He voiced concern about the distance from Ogden to that entrance being one block and decreasing down to two lanes. He voiced concerns about congestion and trucks choosing to exit out onto Florence. He believed there were too many negatives against the petitioner.

DRAFT

Chairwoman Urban closed the public hearing portion of the meeting and asked for deliberation.

Chairwoman Urban summarized that the testimony included significant comments about traffic from the functionality of Fairview; how Florence was used; and whether Fairview was a designated truck route. She explained Ogden Avenue was a truck route and trucks did have to follow truck routes or risk receiving tickets on non-truck routes, which she believed would limit them to Ogden and Fairview Avenues. She believed the reduction of six curb cuts down to two would help the site disburse the traffic for what she considered a neighborhood grocery store.

Other commissioner comments/suggestions included limiting deliveries; reducing the signage on Fairview; the development was a good use for the site; traffic would be a challenge; it would be more logical to have the full access on Ogden to the east and the right in/right out to the west; could signage be posted at the west exit onto Fairview for vehicles to turn right or left turn only; limit the exit to the south on Florence to a No Right Turn since no one would be turning anyway (Dir. Tom Dabareiner confirmed that was limited by law.) Other comments included that it was a well conceived project but it was a small footprint; exiting the site to the west would be a challenge for vehicles; and the fact that any new development on Ogden would have a traffic issue along with the residential areas.

Mr. Beggs stated he could not support the plan as long as there was an exit out to Fairview but if it was reconfigured he would reconsider the plan. He cited the challenges of the traffic there. Mr. Quirk stated he would be fine if an exit-only existed onto Fairview for service vehicles only; Mr. Matejczyk concurred. A suggestion was made by Mr. Cozzo to install a right in/right out on Fairview; however, Dir. Dabareiner stated that he could ask the petitioner to look at turn restrictions but cautioned the commissioners that they were forcing residential traffic that wants to travel southbound on Fairview to use Florence and to circulate through the neighborhood.

Asked if there was any prior precedence of a case being referred to the Traffic and Parking Commission to review the specific site, Dir. Dabareiner indicated that the Traffic and Parking Commission was limited to reviewing public streets rather than access issues. Due to the comments and concerns raised, staff was asked on how to proceed with so many variables.

Mr. Popovich suggested the commission could have a traffic study completed prior to the proposal going to council to investigate the Fairview exit or the commission could make multiple motions. Asked if it would be appropriate to vote on the Fairview access points first, he believed if it was the largest issue, it made sense.

MR. BEGGS MADE A MOTION THAT THE PLAN COMMISSION REJECT THE ENTRANCE/EXIT ONTO FAIRVIEW AVENUE.

SECONDED BY CHAIRWOMAN URBAN. ROLL CALL:

AYE: MR. BEGGS,

NAY: CHAIRWOMAN URBAN, MR. COZZO, MR. MATEJCZYK, MR. QUIRK, MR. RICKARD, MR. WEBSTER

MOTION FAILED. VOTE: 6-1

Discussion followed by Mr. Webster that no matter what the land becomes there would be issues at the intersection, or until the village and department worked together to do something different. Vehicles would continue to maneuver in various way to enter and exit the site and it was not in the commission's purview to second-guess where the vehicles would navigate on the site because different activities took place at different times of the day. He believed the traffic professionals were doing their job and he would put his trust in them. He supported the proposal knowing the traffic issues would resolve themselves.

WITH RESPECT TO PC 05-14, MR. WEBSTER MADE A MOTION THAT THE PLAN COMMISSION FORWARD A POSTIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO APPROVE THE TWO ZONING ORDINANCE MAP AMENDMENTS, FINAL PLAT OF SUBDIVISION, SPECIAL USE AND PLANNED DEVELOPMENT DESIGNATION FOR THE COMPREHENSIVE REDEVELOPMENT AS REQUESTED IN CASE PC-05-14 SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. THE TWO ZONING ORIDINANCE MAP AMENDMENTS, FINAL PLAT OF SUBDIVISION, SPECIAL USE AND PLANNED DEVELOPMENT SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT; ARCHITECTURAL, ENGINEERING AND LANDSCAPE PLANS PREPARED BY GREENBERG FARROW DATED JANUARY 31, 2014 AND REVISED ON FEBRUARY 21, 2014; FINAL PLAT OF SUBDIVISION PREPARED COMPASS SURVEYING, LTD. DATED JANUARY 21, 2014 AND REVISED ON FEBRUARY 20, 2014, EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES.**
- 2. PRIOR TO THE ISSUANCE OF ANY DEVELOPMENT PERMITS, THE PETITIONER SHALL PAY A \$3,000 FEE IN LIEU PAYMENT FOR SIX NEW PARKWAY TREES.**
- 3. THE TWO BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC SUPPRESSION SYSTEM AND AN AUTOMATIC AND MANUAL FIRE ALARM SYSTEM.**
- 4. ALL PROPOSED SIGNAGE SHALL COMPLY WITH THE VILLAGE'S SIGN ORDINANCE.**
- 5. THE MENU ORDER BOARD SHALL BE EQUIPPED WITH AUTOMATIC VOLUME CONTROL.**
- 6. FOR STAFF TO REVIEW A SMALLER SIGN AND ILLUMINATION AREA ON FAIRVIEW AVENUE AREA THAT THE DEVELOPERS CAN ACCEPT**
- 7. ENHANCE THE BUILDING'S ELEVATOIN ON THE FLORENCE AVENUE SIDE OF THE FRESH THYME BUILDING TO INCLUDE SOME ADDITIONAL PEDESTRIAN-SCALE ELEMENTS TO MAKE IT MORE FRIENDLY**
- 8. TO ADD A SIDEWALK CONNECTION FROM THE REAR (SOUTH) PARKING AISLE TO THE REAR OF THE STORE BUT IF NOT POSSIBLE THEN TO THE FRONT ENTRANCE.**

SECONDED BY MR. MATEJCZYK. ROLL CALL:

DRAFT

Mr. Beggs stated he would not support the motion, even with the additional conditions as added. He was voting Nay because the development included the entrance and exit on Fairview Avenue.

**AYE: MR. WEBSTER, MR. MATEJCZYK, MR. COZZO, MR. QUIRK, MR. RICKARD,
CHAIRWOMAN URBAN**

NAY: MR. BEGGS

MOTION CARRIED. VOTE: 6-1

OTHER BUSINESS:

Mr. Popovich announced the next meeting was on April 7th with two petitions so far.

**THE MEETING WAS ADJOURNED AT 10:24 P.M. ON MOTION BY MR. COZZO,
SECONDED BY MR. QUIRK. MOTION CARRIED BY VOICE VOTE OF 7-0.**

/s/ Celeste K. Weilandt

Celeste K. Weilandt

(As transcribed by MP-3 audio)