VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
8/11/2015

SUBJECT:	SUBMITTED BY:
Special Use, Planned Unit Development and Rezoning for an apartment building at 5100 Forest	Stan Popovich, AICP Planning Manager

SYNOPSIS

Ordinances have been prepared for the following actions:

1. Approve a Planned Unit Development
2. Rezone the subject property from DB, Downtown Business to DB/PUD, Downtown Business / Planned Unit Development
3. Approve a Special Use to construct a multi-family structure with 89 apartment units.

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

n/a

RECOMMENDATION

Approval on the August 18, 2015 active agenda per the Plan Commission's 4-1 positive recommendation. The Plan Commission found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan and meets all standards for approval of a Zoning Map Amendment for a PUD Overlay per Section 28.12.030, a Planned Unit Development with deviations per Section 28.12.040 and a Special Use per Section 28.12.050. The dissenting commissioner stated the development was too dense, did not provide sufficient parking and did not adequately providing loading and unloading space.

BACKGROUND

This development proposal is for a five-story, 89-unit apartment building at 5100 Forest (the northwest corner of Gilbert and Forest Avenues). The application requires approval of a special use. The applicant is also seeking a Planned Unit development and an associated rezoning from Downtown Business to Downtown Business/PUD.

Property Information & Zoning Request

The subject property sits at the northwest corner of Gilbert and Forest Avenues and is also situated at the terminus of Burlington and Forest Avenues. This 1.1 acre property is located in the DB, Downtown Business Zoning District and is currently improved with a vacant one-story commercial building with an attached drive-through canopy and an asphalt parking lot. The applicant is proposing to construct a five story, 89-unit apartment building on the subject property. This application is also requesting Special Use approval for the

use of an apartment building which is an allowable Special Use in the DB zoning district. The applicant is applying for a Planned Unit Development to accommodate higher density than would be allowed under the Downtown Zoning district. As part of the PUD approval, a rezoning from DB to DB/PUD is required.

Development Plan

The applicant is proposing to replace the vacant commercial building with a five story, 89-unit multi-family building with the following features and amenities:

- 58 one bedroom units
- 31 two bedroom units
- 106 enclosed off-street parking spaces
- Club/lounge room, fitness center, indoor bicycle parking and outdoor amenity roof-top patio
- On-site Management Office
- Public sidewalk connecting Commuter Lot D to the Forest Avenue sidewalk

The five story building would be improved with a variety of high quality building materials including two types of brick and high gloss metal finishes.

Compliance with the Comprehensive Plan

The subject property is identified in the Comprehensive Plan as Catalyst Site #8 and is prime for a redevelopment to advance the vision for downtown. The proposed development advances several of the goals and objectives found in the Comprehensive Plan including:

- Redevelops a key catalyst site and underutilized downtown site
- Removes an automobile-oriented use and replaces it with a transit and pedestrian-oriented development
- Creates a terminating vista on Burlington Avenue and creates a sense of enclosure to enhance the pedestrian environment in the downtown district
- Enhances the downtown district as the cultural and social center of the community

Compliance with the Zoning Ordinance

The proposed project meets most zoning requirements for the DB zoning district. However, the applicant is requesting four deviations to increase density, reduce the number of required parking spaces, locate the loading zone within the Gilbert Avenue right-of-way, and allow for a curved façade at the corner of Forest and Gilbert. The proposed deviations are consistent with the intent of the Zoning Ordinance and necessary to meet the intent of the Comprehensive Plan.

Compliance with the Subdivision Ordinance

The applicant will meet all requirements of the Subdivision Ordinance. The applicant will administratively consolidate the two existing lots, provide a fee-in-lieu for one parkway tree and provide the required park district and school district donations.

Compliance with the Downtown Design Guidelines

The proposed development meets the design guidelines in the following manner:

- Provides visual interest and high quality materials throughout the building
- Creates a terminating vista to provide a pedestrian friendly environment
- Creates a distinctive building through the cornice and corner tower elements

Public Improvements

The proposed public improvements identified in the petition include:

- Removal of the Forest Avenue curb cut
- Installation of a drop-off space on Forest Avenue
- Installation of a flex loading and parking space on Gilbert Avenue
- Installation of a sidewalk between Lot D and Forest Avenue

The subject property is not required to provide on-site detention as the proposed development increases the amount of open-green space as compared to the current vacant building and asphalt parking lot. Post Construction Best Management Practices will be provided in accordance with the Village's Stormwater Ordinance.

Traffic and Parking

A traffic and parking impact study for the proposed development was completed by the petitioner. Based on the development's location and transit-oriented development approach, the study projected less daily trips than would be anticipated if the drive-through bank were re-established on the site. The study examined surrounding intersections and found that all the intersections will continue to operate at acceptable levels after the development is completed. The study also found that the proposed development will have minimal impact on the queues associated with the closure of railroad gates along the BNSF railroad.

The petitioner has revised their interior parking plan to provide an additional four parking spaces, bringing their total to 106 interior parking spaces for a 1.19 parking space to unit ratio. This ratio is similar to the Institute of Traffic Engineers estimated peak demand of 107 parking spaces for 89 apartment units. This ratio is also within the range of provided parking in other Chicagoland multi-family developments.

Public Comment

During the Plan Commission meeting, the public expressed concerns. The petitioner has addressed these concerns in a response letter. The Village offers the following comments:

Concern	Response
Inadequate parking for visitors, overnight guests and building support vehicles.	• Petitioner submitted a revised basement parking level that provides four additional spaces, bringing the number of parking spaces up to 106 • Commuter parking lots are open to the general public after 11:00 am on weekdays and all day on weekends and holidays • Overnight parking is currently available in Commuter Lot L and the Parking Deck
Use of Lot D for overflow parking	• Through contractual obligations with Metra, the Village must maintain these parking spaces for commuters • The lot is available to the general public after 11:00 am on weekdays and all day on weekends and holidays • The Village Council has the discretion to permit overnight parking in this lot • Staff is supportive of providing overnight parking in Lot D should the Council direct staff to make that

	change
Density	• The proposed development meets the goals of the Comprehensive Plan to develop a catalyst site • The Comprehensive Plan notes higher density multi-family uses should be located near commercial areas
Collection of garbage and loading and unloading of moving trucks	• The Gilbert Avenue loading zone is designed to accommodate garbage trucks and mid-sized moving vehicles • The Gilbert Avenue loading zone can be designated and signed for both loading and parking • The loading and parking zone combinations are currently used on Curtiss Street and along Highland Avenue adjacent to Station Crossing.

ATTACHMENTS

Ordinance
Aerial Map
Staff Report with attachments dated July 6, 2015
Draft Minutes of the Plan Commission Hearing dated July 6, 2015
Petitioner response letter
Revised lower level parking plan

5100 Forest PUD#53
15-PLC-0019

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS TO DESIGNATE BURLINGTON STATION APARTMENTS AT 5100 FOREST AVENUE (LOCATED AT THE NORTHWEST CORNER OF GILBERT AND FOREST AVENUES) AS PLANNED UNIT DEVELOPMENT #53 AND AUTHORIZE CONSTRUCTION OF A MULTI-FAMILY STRUCTURE WITH DEVIATIONS

WHEREAS, the owner(s) of the property located on the northwest corner of Gilbert and Forest Avenues, commonly known as 5100 Forest, Downers Grove, IL (PIN 09-08-126-005); (hereinafter referred to as the "Property" and legally described below) have requested that such real estate be designated as a Planned Development to be known as "Burlington Station Apartments at 5100 Forest Avenue Planned Development #53" pursuant to the provisions of the Comprehensive Zoning Ordinance of the Village of Downers Grove, as set forth in Chapter 28 of the Downers Grove Municipal Code (hereinafter referred to as the "Zoning Ordinance"); and

WHEREAS, the owner(s) have also filed a written petition with the Village conforming to the requirements of the Comprehensive Zoning Ordinance and requesting approval of Burlington Station Apartments at 5100 Forest Avenue plans for construction of a multi-family structure as provided under the Comprehensive Zoning Ordinance; and,

WHEREAS, the Property is to be zoned DB/PUD, Downtown Business District with a Planned Unit Development Overlay pursuant to the Downers Grove Zoning Ordinance; and,

WHEREAS, the Plan Commission of the Village of Downers Grove has given the required public notice and has conducted a public hearing on July 6, 2015 respecting a final plan for the Burlington Station Apartments at 5100 Forest Avenue Planned Development #53 on the Property in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove and has reported its findings and recommendations to the Village Council of the Village of Downers Grove pursuant to the provisions of the Zoning Ordinance; and,

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that deviations per section 28.12.040 of the Zoning Ordinance be granted to allow construction of a multi-family structure including the following deviations:

1) Deviation from zoning ordinance Section 28.4.010.D; Lot and Building Regulations, to reduce the minimum lot area per dwelling unit from 800 square feet to 540.85 square feet

2) Deviation from zoning ordinance Section 28.7.030; Minimum Motor Vehicle Parking, to reduce the required off-street motor vehicle parking ratio from 1.4 spaces per dwelling unit to 1.15 spaces per dwelling unit

3) Deviation from zoning ordinance Section 28.7.140; Off-Street Loading, to reduce the minimum required number of off-street loading spaces from one to zero

4) Deviation from zoning ordinance Section 28.14.110.C; Build-To Zone, to reduce the corner lot build-to zone requirement from 100% to 68%

WHEREAS, the Plan Commission recommended that the Property be designated as a Planned Development and authorizing a permitted use, with approval of the Burlington Station Apartments at 5100 Forest Avenue planned development plans as the documents submitted are consistent with the requirements of the Comprehensive Zoning Ordinance and the character of the planned development; and

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

SECTION 1. That the provisions of the preamble are incorporated into this ordinance.

SECTION 2. The following documents are attached hereto and incorporated herein by reference as a part of this ordinance as Group Exhibit A, and are hereafter collectively referred to as the "Burlington Station Apartments at 5100 Forest Avenue planned development plans", all of which are incorporated by reference.

SECTION 3. That the Village Council hereby finds as follows:

(1) That Planned Unit Development #53 meets the requirements of the Zoning Ordinance as follows:

a. the zoning map amendment review and approval criteria of Sec. 28.12.030.I;

b. the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area;

c. the PUD development plan complies with the PUD overlay district provisions of Sec. 28.4.030;

d. the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations; and

e. the appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.

(2) That the proposed devlopment conforms with the requirements of the Comprehensive Zoning Ordinance.

SECTION 4. The Zoning Ordinance is hereby amended by adding to the Zoning Map the boundaries of the following described real estate and by designating said real estate as a Planned Unit Development under the title and style "Burlington Station Apartments at 5100 Forest Avenue Planned Unit Development #53" to be stated on the face of said map within the boundaries of the real estate hereinafter described, to wit:

PARCEL 1:

THAT PART OF THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (BEING PART OF LOT 57 OF

ASSESSOR'S SUBDIVISION OF SECTION 8 AFORESAID) DESCRIBED AS FOLLOWS: COMMENCING AT THE QUARTER SECTION STAKE IN THE WEST LINE OF SECTION 8 AFORESAID, THENCE NORTH ON THE SECTION LINE 30 FEET; THENCE EAST ALONG THE NORTH LINE OF GILBERT AVENUE, 386.76 FEET FOR A POINT OF BEGINNING; THENCE NORTH 258 FEET TO THE SOUTH LINE OF RAILROAD LAND; THENCE SOUTH 56 DEGREES 15 MINUTES EAST ALONG THE LINE OF THE RAILROAD LAND, 236 FEET TO THE WEST LINE OF FOOTE STREET; THENCE SOUTH ALONG THE WEST LINE OF FOOTE STREET, 24.25 FEET; THENCE SOUTH 9 DEGTREES 30 MINUTES WEST ALONG THE WEST LINE OF FOOTE STREET, 108.25 FEET TO THE NORTH LINE OF GILBERT AVENUE; THENCE WEST ALONG THE NORTH LINE OF GILBERT AVENUE, 179.5 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:

PART OF THE NORTHWEST QUARTER OF SECTION 8 TOWNSHIP 38 NORTH RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTH LINE OF GILBERT AVENUE IN THE VILLAGE OF DONWERS GROVE, ILLINOIS, WITH THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 8, WHICH POINT IS 30.00 FEET DISTANT NORTHELY, AS MEASURED AT RIGHT ANGLES FROM THE CENTER LINE OF GILBERT AVENUE; THENCE SOUTH 89 DEGREES 16 MINUTES 00 SECONDS EAST ALONG THE NORTH LINE OF GILBERT AVNEUE, A DISTANCE OF 386.76 FEET TO AN IRON PIPE AT THE SOUTHWEST CORNER OF LAND NOW OR FORMERLY OWNED BY GEORGE AND MABEL STAIGER; THENCE NORTH 0 DEGREES 01 MINUTES 20 SECONDS EAST ALONG THE WEST LINE OF SAID STAIGER PROPERTY A DISTANCE OF 258.60 FEET TO THE TRUE POINT OF BEGINNING AT AN IRON PIPE AT THE NORTHWEST CORNER OF THE STAIGER PROPERTY WHICH IS 54.15 FEET DISTANCE SOUTH 0 DEGREES 01 MINUTES 20 SECONDS WEST FROM THE CENTER MAIN TRACT (THERE BEING THREE MAIN LINE TRACTS) OF THE CHICAGO BURLINGTON AND QUINCY RAILROAD COMPANY; THENCE FROM SAID TRUE POINT OF BEGINNING SOUTH85 DEGREES 33 MINTUES 30 SECONDS EAST A DISTANCE OF 185.25 FEET TO A POINT THAT IS 62.35 FEET DISTANT SOUTH 1 DEGREES 53 MINUTES 58 SECONDS WEST FROM THE CENTER LINE OF THE CENTER MAIN LINE RAILROAD TRACK AFORESAID AND 14.00 FEET DISTNACE 89 DEGREES 14 MINUES 20 SECONDS WEST FROM THE WEST LINE OF FOREST AVENUE (FORMERLY FOOTE STREET) IN SAID VILLAGE OF DOWNERS GROVE; THENCE SOUTH 6 DEGREES 02 MINUTES 58 SECONDS EAST A DISTANCE OF 118.03 FEET TO THE NORTHEAST CORNER OF SAID STAIGER PROPERTY (WHICH IS ON THE WEST LINE OF SAID FOREST AVENUE AND IS 22.35 FEET DISTANT NORTH 0 DEGREES 45 MINUTES 40 SECONDS EAST FROM AN ANGLE POINT IN SAID STREET LINE); THENCE NORTH 56 DEGREES 15 MINUTES 00 SECONDS WEST ALONG THE NORTH LINE OF SAID STAIGER PROPERTY A DISTANCE OF 237.09 FEET TO THE POINT OF BEGINNING, AFORESAID, IN DUPAGE COUNTY, ILLINOIS

Commonly known as 5100 Forest Avenue, Downers Grove, IL 60515 (PIN 09-08-126-005)

SECTION 5. The Burlington Station Apartment at 5100 Forest Avenue development plans be and are hereby approved to permit a Planned Development authorizing construction of a multi-family structure, subject to the conditions and restrictions contained therein, and subject to the following:

1. The PUD and Special Use shall substantially conform to the staff report; architectural and landscape drawings prepared by BSB Design dated May 19, 2015, last revised on June 22, 2015 and engineering drawings prepared by C.M. Lavoie dated April 28, 2015, and last revised on June 18, 2015, except as such plans may be modified to conform to the Village codes and ordinances.

2. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $543,814.40 ($483,491.20 to the Park District, $43,444.54 to Elementary School District 58, and $16,878.66 to High School District 99).

3. Prior to issuing any site development or building permits, the petitioner shall pay a $500 fee for payment of one (1) new parkway tree.

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

5. The existing fire hydrant along Gilbert Avenue shall be relocated within the Gilbert Avenue right-of-way in a manner that is no more than 100 feet from the fire department connection.

6. The petitioner shall submit a photometric plan which identifies light levels that are compliant with the Village's lighting standards.

7. The proposed loading zone off of Forest Avenue shall be improved with a depressed curb and an alternate paving material to clearly distinguish it from Forest Avenue.

8. Pedestrian scale lighting shall be added to the sidewalk along the north property line as well as all plaza spaces along Forest Avenue.

9. The sidewalk that intersects with the garage entrance shall be improved with a different paving material so as to distinguish this area for pedestrians and motorists.

10. An Encroachment License shall be entered into between the applicant and the Village for any proposed improvements within the Village right-of-way.

11. The applicant shall construct the sidewalk and ADA compliant ramp to connect Commuter Lot D to Forest Avenue.

12. The sidewalk easement that runs along the north property line shall be increased from five feet to seven feet.

13. The applicant shall improve Forest Avenue right-of-way with a crosswalk that meets the Village engineering standards.

14. The applicant shall be required to maintain all sidewalks and plaza areas that are on and immediately adjacent to the subject property.

15. The applicant shall administratively consolidate the two lots into one lot of record prior to issuing a building permit.

SECTION 6. That all ordinances or resolutions, or parts thereof, in conflict with the provisions of this ordinance be and are hereby repealed.

SECTION 7. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

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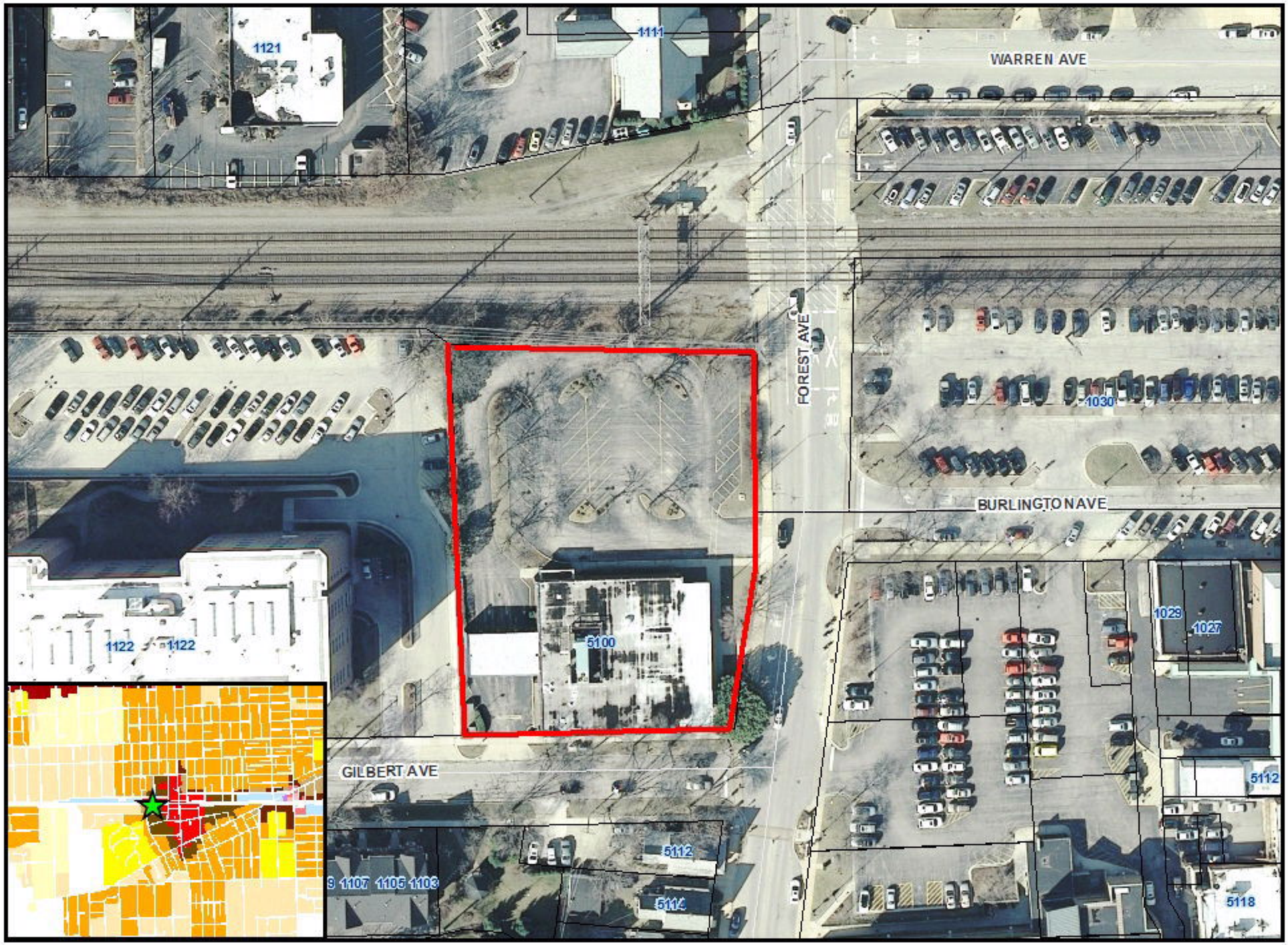


5100 Forest Avenue Location Map

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
JULY 6, 2015 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
15-PLC-0019 5100 Forest Avenue	Planned Unit Development and Special Use	Patrick Ainsworth, AICP Planner

REQUEST
The petitioner is requesting approval for a Planned Unit Development and a Special Use to construct an 89 unit apartment building at 5100 Forest Avenue which is located in the Downtown Business (DB) zoning district.

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

GENERAL INFORMATION

OWNER: DG Burlington Partners, LP.
227 South Main Street Suite #300
South Bend, IN 46601

APPLICANT: T. Drew Mitchell
Holladay Properties
6370 AmeriPlex Drive Suite #1100
Portage, IN 46368

PROPERTY INFORMATION

EXISTING ZONING: DB, Downtown Business
EXISTING LAND USE: Vacant Commercial Building
PROPERTY SIZE: 48,136 sq ft (1.1 acres)
PINS: 09-08-126-005

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	DB, Downtown Business	Downtown/Mixed Use
SOUTH:	DB, Downtown Business &	Downtown/Mixed Use
	DT, Downtown Transition	Downtown/Mixed Use
EAST:	DB, Downtown Business	Downtown/Mixed Use
WEST:	DT, Downtown Transition	Downtown/Mixed Use

ANALYSIS

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

1. Project Narrative
2. Plat of Survey
3. Architectural Plans
4. Engineering Plans
5. Landscape Plan
6. Traffic Impact Study
7. Plat of Consolidation

PROJECT DESCRIPTION

The applicant is proposing to construct a 113,000 square foot, five story, 89 unit apartment building at the northwest corner of Gilbert and Forest Avenues, commonly known as 5100 Forest Avenue. This Downtown Business (DB) zoned property is also located at the terminus of Forest and Burlington Avenue, approximately 500 feet west of the Main Street Metra Train Station. The applicant is proposing a multi-family residential structure with deviations from the Zoning Ordinance. As such the applicant is applying for a Planned Unit Development (PUD) as well as a Special Use. An apartment building is an allowable Special Use in the DB zoning district per Section 5.010 of the Zoning Ordinance and the PUD is appropriate based on the proposed development providing additional housing variety on a catalyst site that promotes the goals and policies of the Comprehensive Plan.

Currently, the subject property is improved with a vacant, one-story commercial building and a surface parking lot. The existing building was previously a bank with a drive-through canopy located on the western portion of the subject property. This property is also situated between Metra Commuter Lot D and the Main Street Train Station where commuters traverse through this lot to utilize the downtown train station. The subject property contains two lots of record which will require the applicant to administratively consolidate the lots if the project is approved.

Proposed Development

The petitioner is proposing to demolish the existing vacant building and build a five story, 89 unit apartment building on the subject site. This building will consist of following features and amenities:

- 58 one bedroom units
- 31 two bedroom units
- 102 enclosed off-street parking spaces
- Club/Lounge Room
- Fitness center
- Outdoor roof-top patio with several seating areas, a putting green and an outdoor kitchen
- Indoor bicycle parking
- On-site Management Office
- Public sidewalk connecting Commuter Lot D to the Forest Avenue sidewalk
- Public plaza

The proposed building is comprised of five stories. Based on the topography of the site, only four stories will be visible from Forest Avenue while all five levels can be seen from the elevation along Gilbert Avenue. The lowest level will contain enclosed off-street vehicle and bicycle parking. The enclosed parking area will consist of 102 vehicle parking spaces with the following type of spaces provided:

Accessible Parking Spaces with Access Aisles	5 spaces
Compact Parking Spaces	22 spaces
Standard Vehicle Spaces	75 spaces

The first floor proposes the following features: the management office, a club room, a fitness room, access to the outdoor roof-top patio, 13 one bedroom apartment units and 7 two bedroom apartment units. Floors 2 through 4 are identical and each floor will contain 15 one bedroom apartment units and 8 two bedroom apartment units. The total number of apartment dwelling units proposed for this property is 89 units.

The subject site sits on a corner lot and is centered at the T-intersection of Forest and Burlington Avenues which is reflected in the building's architecture. The east elevation, off of Forest Avenue, emphasizes the terminating vista of Burlington and Forest Avenues by aligning the main entrance to the centerline of Burlington Avenue. This is achieved by an emphasized cornice line at the roof, fenestration that symmetrically flanks the main doors and an ornamental entry sign stating, "Burlington Station" above the top floor. This same elevation contains various roof heights and façade projections to provide variety and add visual emphasis to the primary street façade. The secondary street façade is the south elevation along Gilbert Avenue. This elevation contains another residential entrance as well as the only garage door entrance access the enclosed parking area. The north and west elevations do not face the public right-of-way, but the applicant is proposing similar façade treatments on the north and west facades as found on the two street facing facades for 360 degree architecture.

The five story corner building will be improved with various building materials which consist of brick and fiber cement panels. The various building materials and projections are utilized in a manner that both visually articulates the main parts of the building as well as accessory elements such as the public plazas, but also responds to the context of the surrounding properties. More specifically, the southeast corner of the building contains a curving glass wall that respects the corner of Gilbert and Forest Avenues as well as sets the building back in a manner that respects the intersection visibility of the vehicles and pedestrians in this area.

The petitioner is also proposing extensive landscaping around the perimeter of the building with a tiered landscape bed system in order to blend the façades of the building into the existing topography. Other public amenities will be provided around various parts of the property including a new sidewalk available to the public running along the north property line, which will connect Commuter Lot D to Forest Avenue and public plaza areas with outside seating.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan identifies the subject site as Downtown Catalyst Site #8 under the Key Focus Areas. Catalyst sites are specifically identified in the Comprehensive Plan as prime properties for redevelopment that will further the vision created in the Comprehensive Plan. The Comprehensive Plan notes this site should be a pedestrian- and transit-oriented development that fronts along Forest Avenue to orient the building towards downtown and provides a terminating vista on Burlington Avenue from the east. The proposed development meets the goals of Catalyst Site #8. The proposed development:

- Removes an automobile-oriented use from the downtown and replaces it with a transit-oriented and pedestrian-friendly development
- Creates a transit-oriented development that takes advantage of the close proximity to multi-modal transportation such as the Metra train station and nearby bus routes
- Orients the building front to face Forest Avenue
- Creates a well-designed terminating vista on Burlington Avenue

The proposed development also meets other goals in the Comprehensive Plan. These goals include:

- Redevelops a key catalyst site that will assist in maximizing the downtown's potential
- Redevelops an underutilized downtown site
- Redevelops an existing non-pedestrian-oriented business in the downtown
- Creates a pedestrian-oriented development
- Creates a sense of enclosure to enhance the pedestrian environment in the downtown district
- Provides high quality architecture
- Promotes a development that further enhances the downtown district as the cultural and social center of the community
- Reinforces the walkable nature of downtown by orienting the building towards the street near the property line
- Takes advantage of the various transportation opportunities while maintaining pedestrian access to Commuter Lot D
- Provides additional residents in close proximity to the downtown commercial core
- Follows transit-oriented development guidelines for downtown redevelopment

The Comprehensive Plan's Residential Policy Recommendations section identifies that future multi-family development should be located near significant activity centers. The proposed apartment development is located in the downtown activity center as it is located immediately adjacent to the Main Street Metra Station, the Downers Grove Public Library and the surrounding local shops and restaurants. This proposed development will bring additional residential units to the downtown and more patrons to the downtown businesses. The Residential Areas Plan also calls for a diversity of housing types, sizes and prices to cater to the growing demographics such as young households and empty nesters. This proposal provides new apartment units in the downtown that is looking to attract both millennials and empty nesters to the site. The proposed project is consistent with the Comprehensive Plan.

COMPLIANCE WITH ZONING ORDINANCE

The property is zoned DB, Downtown Business. The bulk requirements of the proposed development in the DB zoning district are summarized in the following table:

Zoning Requirements

5100 Forest Avenue	**Required**	**Proposed**
Lot area per dwelling unit	800 sq ft (min)	**540.9 sq ft***
North Setback (Side Yard)	0 ft	14.96 - 23.83 ft
East Setback (Street Yard)	0 ft	5.44 -12 ft
South Setback (Street Yard)	0 ft	6.41 - 14 ft
West Setback (Rear Yard)	0 ft	10.31 - 10.41 ft
Build-to Zone (BTZ)		
Minimum / Maximum	0 / 10 ft	10 ft
Minimum % of building in BTZ (Forest Avenue)	80%	89%
Minimum % of building in BTZ (Gilbert Avenue)	30%	59%
Corner Build-To Zone	100%	**68%***
Floor Area Ratio	n/a	2.35
Building Height	32 ft (min) / 70 ft (max)	61.6 ft
Parking Spaces	125	**102***

Building Coverage	n/a	80%
Off-Street Loading Zoning	1 space	**0***

***Indicates a deviation from the Zoning Ordinance requirement.

The proposed residential development is compliant with the vast majority of the bulk regulations in the DB zoning district. However, the applicant is applying for a Planned Unit Development in order to deviate from the following Zoning Ordinance regulations:

1. A deviation from Zoning Ordinance Section 4.010 – minimum lot area per dwelling unit
2. A deviation from Zoning Ordinance Section 7.030 – minimum motor vehicle parking
3. A deviation from Zoning Ordinance Section 7.7.140 – off-street loading
4. A deviation from Zoning Ordinance Section 14.110.C. – corner lot build-to zone requirement

In order for the applicant to apply for a Planned Unit Development, the applicant's proposal must meet one or more objectives identified in Zoning Ordinance Section 4.030.A.2. These objectives work to balance the needs of the applicant and the additional public benefits gained from permitting the Planned Unit Development. The added density, reduction of parking, elimination of the required off-street loading space and the deviation from the corner build-to zone requirement will result in several public benefits that meets the following identified Planned Unit Development Objectives:

- Implementation of and consistency with the comprehensive plan and other relevant plans and policies
- Efficient and economical provision of public facilities and services
- Variety in housing types and sizes to accommodate households of all ages, sizes, incomes and lifestyle choices
- Compact, mixed-use development patterns where residential, commercial, civic and open spaces are located in close proximity to one another
- A coordinated transportation system that includes an inter-connected hierarchy of facilities for motorized and non-motorized travel

The proposed development meets the provisions of a Planned Unit Development as, according to the applicant, the additional density allows both private and public amenities to be added to the site that would not be found in other similar properties. The required parking deviation is offset by close proximity to the train and bus services, the off-street loading space is countered by two on-street drop-off/loading zones, one off of Gilbert Avenue and the other off of Forest Avenue. Also, the petitioner is requesting a deviation from the build-to zone requirement for the first 25' at the corner in order to allow for more intersection visibility. Even though the southeast corner of the building does not 'hold the corner' as required in the Zoning Ordinance, the applicant has proposed an alternative design that equally emphasizes this portion of the building. The proposed curved wall provides visual appeal, high quality architecture and enhanced intersection visibility for all pedestrians, motorists and bicyclists. In essence, all of the deviation requests have resulted in another enhancement to the project or a public amenity being offered.

The applicant's project narrative also explains how the added density and reduction of off-street parking spaces add to the existing transit-oriented environment. To further enhance the existing transportation network, the applicant has proposed to connect Metra Commuter Lot D and Forest Avenue via sidewalk along the north property line as a public amenity. Additionally, the applicant will provide indoor bicycle parking that can accommodate dozens of bikes in order to increase access to alternative transportation. While the applicant is requesting a deviation from the required amount of parking, the subject property is strategically located next to several public parking lots and on-street parking spaces that can temporarily

accommodate guests. Moreover, the Village contains an established parking lot system where overnight guests can park their vehicles in designated spaces for a nominal fee. There is capacity to accommodate future guests generated by this proposed project.

In addition to the required parking deviation, the applicant is proposing 22 of the 102 enclosed parking spaces as compact vehicle parking only. Per Section 12.7.100.B of the Zoning Ordinance, compact spaces may be provided as long as the parking activity is projected at medium to low turnover conditions as defined by the Institute of Transportation Engineers (ITE) and that the typical space will be occupied by no more than one or two different vehicles during the day. The petitioner has provided documentation that the spaces are in fact low turnover because the garage is restricted to residents of the property and each space will be assigned to a specific building occupant at all times. Due to the assignment of parking spaces, each parking space will only be used by the same resident on a daily basis. The compact spaces meet the standards for inclusion per Section 12.7.100.B.

Since the subject property is located in the DB zoning district, the proposal is required to meet the Build-To Zone requirements. The BTZ specifies that 80% of the façade facing the primary street facing building façade, which is Forest Avenue and the east elevation, must be located within 10 feet of the public right-of-way. As shown in the table above, 89% of the elevation façade is located with 0 to 10 feet of the property line. Since this property is a corner lot, the BTZ requires the secondary street façade, along Gilbert Avenue with the south elevation, contain at least 30% of the façade within the 0 to 10 foot setback. The proposed design results in 59% of the south façade within the 0 to 10 foot setback. The Zoning Ordinance also requires a 32 foot minimum building height requirement while the 70 foot maximum height remains for new buildings in the DB zoning district. The 61.6-foot proposed height falls within the required building height range.

With all the above analysis considered, the applicant's proposal is consistent with the Village's Zoning Ordinance.

COMPLIANCE WITH DOWNTOWN DESIGN GUIDELINES

The Downtown Design Guidelines provide guidance for building design which will assist in creating a vibrant downtown. The guidelines divide the building's design into three sections, the base, middle and top. The base should include windows along the street, use of high quality building materials, provide visual interest, create outdoor spaces to create active streets, and establish a horizontal expression to reinforce the pedestrian friendly space. The proposed building meets these requirements. The proposed materials are high quality materials which will include brick, fiber cement board and accent metal framing. The proposed planters and sidewalk extensions provide for an area for active streets. The window and open deck layouts create visual interest along the base of the building. The building itself is broken up into vertical expressions with the primary entrance module extending from the ground to the top of the parapet to create a terminating vista as desired in the Comprehensive Plan.

The middle of the building should include windows in rhythm with the base level, reflect proportionate shapes and patterns and should be visually appealing through detailing, openings and materials. The middle of the proposed building meets these guidelines. The windows and decks are in rhythm with the base level and provide proportionate shapes. The use of brick and fiber cement panels create vertical shapes and patterns that are visually appealing.

The guidelines note the top of the building should be an expression of form as the building meets the sky. Additionally, the roof should give distinction to the entire building. The proposed cornice height varies based on the vertical expression that it is attached to. The varying heights provide a distinct feature of the building.

The proposed development meets the intent of the Downtown Design Guidelines.

COMPLIANCE WITH THE SUBDIVISION CONTROL ORDINANCE

Currently, the subject property is made up of two lots of record. The petitioner will be required to complete an administrative lot consolidation to consolidate both parcels into a single lot if the proposed Special Use and Planned Unit Development is approved. As part of the consolidation, the petitioner will provide a seven-foot wide pedestrian easement along the north property line for the proposed sidewalk connection to Lot D located to the west of the subject site. A 10-foot wide public utility easement already exists along the west property line. Additionally, a sidewalk easement will be provided along the east and south side of the building for the proposed plaza and sidewalk areas.

The Village recently removed three parkway trees from the north side of Gilbert Avenue as part of its Emerald Ash Bore tree removal program. The Village will replant two trees along Gilbert Avenue around the proposed flex parking / loading area. The petitioner will be required to pay a $500 fee in-lieu for a parkway tree prior to issuance of a building permit.

The Subdivision Ordinance establishes the schedule of School and Park District donations to offset the impact of new residential units. The proposed development will include 89 apartments (58 one bedroom units and 31 two bedroom units). Based upon the number of units and the number of bedrooms, the total donation is $543,814.40 ($483,491.20 to the Park District, $43,444.54 to Elementary School District 58, and $16,878.66 to High School District 99). Payment of these donations must be made to the Village prior to the issuance of any site development or building permits.

ENGINEERING/PUBLIC IMPROVEMENTS

Based on the existing impervious area on the site and the proposed impervious area, stormwater detention is not required for the proposed development. However, Volume Control Best Management Practices (VCBMPs) and Post Construction Best Management Practices (PCBMPs) are required. A mechanical water quality unit will be provided between the detention basin and the connection to the Village's stormsewer.

Water and sanitary sewer connections will be connected to mains within the Gilbert Avenue right-of-way. Public sidewalks are currently provided along both Forest and Gilbert Avenues. The proposed plaza areas will extend the width of the sidewalk along both streets as well. The petitioner is proposing to construct a sidewalk along the north property line to connect Forest Avenue to Commuter Parking Lot D to the west. The sidewalk will be placed within an easement to ensure commuters have access between Lot D and Forest Avenue. The applicant shall also improve the Forest Avenue right-of-way with a cross walk to further connect the new sidewalk along the north property line to the Main Street Metra Station.

The petitioner is proposing a drop-off area within the Forest Avenue right-of-way immediately in front of the main entrance to the building. This drop-off zone is available for deliveries and other short-term drop-offs. No extended parking will be allowed within the drop-off area. The petitioner is proposing a flex parking / loading zone within the Gilbert Avenue right-of-way. This area will be available to visitors, a potential car-sharing program and for delivery or moving vehicles. Note, at this time, the applicant will not be providing shared vehicles on the Gilbert Avenue drop off area; however, the applicant is continuing to explore car sharing opportunities.

TRAFFIC

A traffic and parking impact study for the proposed development was completed by the petitioner. Based on the developments location and transit-oriented development style, the study projected 464 site-generated

trips based on the proposed 89-unit residential development per day. The trips generated from the proposed apartment building will be less than the 560 site-generated trips that could be expected if the drive-through bank were re-established on the site. The proposed development will generate less traffic than the previous use.

The study examined the intersections of Burlington and Forest Avenues, Forest and Gilbert Avenues and the existing site access and the Lot D access drive along Gilbert Avenue. The study found that all the intersections are currently operating at acceptable levels. The proposed development will have a limited impact on the operations of these three intersections. Using both the proposed residential development traffic and traffic volume projections from the Chicago Metropolitan Agency for Planning (CMAP), the study concluded that the intersections will continue to operate at an acceptable level in the future.

The study also observed the queue along Forest Avenue due to the closure of railroad gates along the BNSF railroad. The study found that the queue on Forest Avenue quickly dissipated after the gates were raised. Minimal back-ups were observed on Gilbert Avenue during the closure of the railroad gates. It is not anticipated that the proposed development would significantly alter these queues.

The study also examined the proposed parking levels and found them to be consistent with the transit-oriented nature of the development and the auto ownership trend of rental units in downtown areas throughout the country. While the Village requires 1.4 parking spaces per unit (125 total spaces) in the Downtown Business District, the petitioner is proposing 1.15 parking spaces per unit (102 total spaces). According to the most recently available census data and an analysis by the Center for Transit-Oriented Development, auto ownership of rental units within ¼ mile of a train station is 1.05 vehicles per unit. Several empirical studies found downtown parking rates between 0.95 to 1.05 spaces per dwelling unit while the Institute of Transportation Engineers note a peak period parking demand of 1.2 vehicles per apartment unit.

Staff concurs with the findings of the traffic and parking study and finds that the proposed development provides adequate parking and will not negatively impact adjacent traffic patterns.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division has reviewed the proposed plans and will require the building include a fire alarm and sprinkler system that meet the Village's code requirements. A fire department connection is also required along the Gilbert Avenue façade. The existing fire hydrant located on the north side of Gilbert Avenue will be relocated to the west side of the parking garage entry to accommodate the flex parking/ loading zone. The hydrant will be within 100 feet of the fire department connection.

The Fire Prevention Division has also determined that the proposed development provides sufficient access for emergency vehicles. The drop-off zone along Forest Avenue and the flex parking/loading zone are sufficient for ambulance parking. Any larger equipment that is called to the site can stage along both Forest and Gilbert Avenues and if need be, could also stage within the entry driveway to Commuter Lot D to the west.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property in addition to posting public hearing notice signs and publishing the legal notice in the *Downers Grove Suburban Life*. There have been no public comments received by Staff.

As required by the Zoning Ordinance, the petitioner held a neighborhood meeting on June 17, 2015. Visitor parking was a concern that was brought up during the meeting. Accommodations for visitor parking are

discussed on page 6 of this Staff Report. A summary of the meeting is attached.

FINDINGS OF FACT

The petitioner is requesting a Planned Unit Development and a Special Use to construct an 89 unit apartment building with several amenities. Staff finds that the proposal meets the standards for granting a Planned Unit Development and a Special Use as outlined below:

Section 28.12.040.C.6 Review and Approval Criteria

The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

a. The zoning map amendment review and approval criteria of Sec. 12.030.I.
See the analysis of rezoning review and approval criteria below. This standard has been met.

b. Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.
The proposed project is consistent with the Comprehensive Plan. The Plan identifies this area as Catalyst Site #8. This property is prime for redevelopment as the Comprehensive Plan recommends replacing the former auto-oriented with a pedestrian friendly, transit-oriented development. The proposed development takes advantage of the close proximity to the Metra Train Station and other downtown activity centers. This design orients the building toward both streets and advances many other goals and objectives found in the Comprehensive Plan. The proposed design meets the requirements laid out in the Downtown Design Guidelines by providing visually appealing architecture, utilizing high quality building materials and creating a terminating vista at the T-intersection of Burlington and Forest Avenues. The subject property has been vacant for a number of years and the proposed redevelopment of the property will enhance the Downtown Business zoning district. This standard has been met.

c. Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.
The proposed project meets several of the PUD overlay district provisions and objectives as found in Section 4.030 of the Zoning Ordinance. One of the objectives of a PUD is to provide a variety of housing that meets the needs of a variety of demographics. The applicant is proposing a project that appeals to both the young professional and the aging in place population with a variety of unit types. This project will advance the objective to enhance the existing transportation system with an inter-connected hierarchy of facilities for both motorized and non-motorized travel by providing off-street bicycle parking, installing a public sidewalk to allow Commuter Lot D users to easily connect to the Main Street Metra Station. Additionally, this project meets another objective of constructing a high-quality building that contains lush vegetation and that respects the scale and massing of the neighboring properties. The proposed design contains a variety of architectural features that respects the DB zoning district and will contain an extensive series of landscape beds that transition the building facades into the existing topography. This standard has been met.

d. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.
The proposed development will result in a redevelopment of a currently vacant and underutilized commercial property with several improvements that will directly benefit the public. These improvements include: the installation of a sidewalk through the subject property that connects Commuter Lot D to Forest Avenue, providing several public plaza areas with outside seating,

constructing a building with high quality architecture that reinvigorates this portion of the DB zoning district and providing the future residents of Downers Grove with a variety of apartment housing types. The Comprehensive Plan identified this property as Catalyst Site #8 which, if redeveloped, could provide several public benefits and further the vision created by the community. The petitioner is providing numerous public benefits that would not be possible under the conventional zoning regulation. There are four deviations being requested; however, there are more than four benefits that will be provided to the public if the development is constructed. This standard has been met.

e. Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.

There are several requirements that the applicant will have to accomplish in order to both construct the proposed project and protect the interests of the surrounding property owners, residents, future residents and the general public. The conditions below are being requested to ensure that the proposed development satisfies all applicable codes and requirements as well as ensure that the development continues to provide benefits to the public after the building is occupied. The impact of the project will result in numerous improvements to the immediate area including providing various plazas and making connections to existing land uses that have historically been disconnected. This project will advance many goals and objective laid out in several adopted documents and the conditions below will ensure that those goals and objectives are advanced. This standard has been met.

Section 12.030.I. Zoning Map Amendment Review and Approval Criteria

The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision-making bodies must consider at least the following factors:

1. ***The existing use and zoning of nearby property.***

   The existing use of the subject is currently a vacant commercial building, but the applicant is proposing a multi-family residential structure in the DB, Downtown Business zoning district. The surrounding properties consist a variety of uses including, single family attached, civic/institutional uses, commercial and multi-family residential. The current zoning of the development is DB, Downtown Business. All adjacent properties are also zoned DB except for the abutting property to the west. The proposed use and development is appropriate as compared to the surrounding zoning and uses. This standard has been met.

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

   The PUD overlay and the proposed project will protect the character and integrity of adjacent properties by requiring subsequent approvals for major changes, which will assist in maintaining property values. Also, the subject property currently contains a vacant commercial property that has no benefit to the neighboring property values. The proposed project will improve the property with a modern, high quality building which, in turn, should raise property values. This project will include PUD overlay restrictions which will not negatively affect property values but should protect property values. This standard has been met.

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

   The proposed rezoning will not impact property values or the public health, safety and welfare of the community or neighborhood. The property is currently vacant and is not providing any benefit to the neighboring property values or the public health, safety and welfare. The applicant is proposing numerous improvements, features and public amenities to increase the public health,

safety and welfare to reduce any inclination of reducing neighboring property values. This standard has been met.

4. ***The suitability of the subject property for the zoned purposes.***
Currently, the property is zoned DB, Downtown Business and the proposed use of a multi-family residential structure is an allowable Special Use in the Db district. Additionally, the proposed PUD overlay will enhance the suitability of the proposed use for the subject property. The DB district is intended to maintain and promote a vibrant and compact district that supports living, shopping, dining civic and entertainment uses. The subject property is suited for the development of multi-family residential which will help promote a vibrant downtown. This standard has been met.

5. ***The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.***
The property has been vacant for a number of years. The rezoning of the property for the PUD overlay will enhance the subject site, provide numerous benefits to the public and allow for zoning flexibility to be offered in order for several property enhancements to take place. This standard has been met.

6. ***The value to the community of the proposed use.***
The redevelopment of this specific property has been an established community goal as cited in the Comprehensive Plan. Specifically this site is identified as Catalyst Site #8 which identifies this property as one of the prime redevelopment opportunities within the Village and downtown. Rezoning the property for the PUD overlay will permit the applicant to create a product that will advance several other goals and objectives identified in the Comprehensive Plan as well as provide public benefits that do not currently exist. This standard has been met.

7. ***The comprehensive plan.***
The proposed PUD overlay and the proposed project are consistent with the Comprehensive Plan. This standard has been met.

Section 28.12.050.H Approval Criteria
No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:

1. *That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;*
The property is located in the DB, Downtown Business zoning district. Under Section 5.010 of the Zoning Ordinance, apartment residential is listed as an allowable Special Use in the DB zoning district. This standard has been met.

2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
The proposed redevelopment of this site into an 89 unit apartment development is desirable within the downtown and will contribute to the general welfare of the community. The proposed development will meet various Comprehensive Plan goals to provide a diversity of housing types, sizes and prices while providing multi-family development near the downtown which is an activity center. The close proximity of this site to the Main Street Metra train station provides additional housing options that are consistent

with a transit-oriented development approach and will generate less traffic as compared to the former drive-through bank. This standard has been met.

Additionally, the project site is identified as a catalyst site in the Comprehensive Plan. This catalyst site is a prime property for redevelopments which can further the vision created in the Comprehensive Plan. As desired in the Comprehensive Plan, the proposal creates a pedestrian-oriented development, is sensitive to nearby residential areas, and fronts on Forest Avenue and thus provides a terminating vista on Burlington Avenue. This standard has been met.

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

The proposed residential development will not be detrimental to the health, safety or general welfare of persons residing in or working in the vicinity and will not be injurious to property values or improvements in the vicinity. The proposed development will convert a vacant auto-oriented commercial property into a multi-family housing development that will contribute to the ongoing enhancement of the downtown. The development will increase the overall value of the downtown based on an increase in the subject properties value and by bringing additional residents to the downtown to support local businesses. The proposed development will assist in maintaining and enhancing the already active downtown. Property values will not be negatively impacted as the conversion of a vacant commercial property into a vibrant occupied property may in fact increase property values in the area. This standard is met.

RECOMMENDATIONS

The proposed Special Use and Planned Unit Development for a 89 unit apartment building at 5100 Forest Avenue is consistent with the Comprehensive Plan, the Zoning Ordinance and surrounding zoning and land use classifications. Based on the findings listed above, staff recommends the Plan Commission recommend the Village Council **approve** the requested Planned Unit Development and Special Use as requested in case 15-PLC-0019 subject to the following conditions:

1. The PUD and Special Use shall substantially conform to the staff report; architectural and landscape drawings prepared by BSB Design dated May 19, 2015 and last revised on June 22, 2015 and engineering drawings prepared by C.M. Lavoie dated April 28, 2015 and last revised on June 18, 2015, except as such plans may be modified to conform to the Village codes and ordinances.
2. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $543,814.40 ($483,491.20 to the Park District, $43,444.54 to Elementary School District 58, and $16,878.66 to High School District 99).
3. Prior to issuing any site development or building permits, the petitioner shall pay a $500 fee in lieu payment for one new parkway tree.
4. The building shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.
5. The existing fire hydrant along Gilbert Avenue shall be relocated within the Gilbert Avenue right-of-way in a manner that is no more than 100 feet from the fire department connection.
6. The petitioner shall submit a photometric plan which identifies light levels that are compliant with the Village's lighting standards.
7. The proposed loading zone off of Forest Avenue shall be improved with a depressed curb and an alternate paving material to clearly distinguish it from Forest Avenue.
8. Pedestrian scale lighting shall be added to the sidewalk along the north property line as well as all plaza spaces along Forest Avenue.
9. The sidewalk that intersects with the garage entrance shall be improved with a different paving

material so as to distinguish this area for pedestrians and motorists.

10. An Encroachment License shall be entered into between the applicant and the Village for any proposed improvements within the Village right-of-way.
11. The applicant shall construct the sidewalk and ADA compliant ramp to connect Commuter Lot D to Forest Avenue.
12. The sidewalk easement that runs along the north property line shall be increased from five feet to seven feet.
13. The applicant shall improve Forest Avenue right-of-way with a crosswalk that meets the Village Engineering Standards.
14. The applicant shall maintain all sidewalks and plaza areas that are on and immediately adjacent to the subject property.
15. The applicant shall administratively consolidate the two lots into one lot of record prior to issuing a building permit.

Staff Report Approved By:

_____

Stanley J. Popovich, AICP
Planning Manager

SP; pa
-att

5. PROJECT SUMMARY /NARRATIVE LETTER

EXECUTIVE SUMMARY

5100 Forest Ave. located one block west of Main Street along Burlington Ave. in Downtown Downers Grove is the location of a single story bank building which is currently vacant and underutilized.

The petitioner proposes to demolish the existing building and construct a five story 113,000SF residential building to be known as "Burlington Station," comprising of enclosed parking and lobby at the ground floor with four stories of luxury residential units on floors 2-5. The building will serve as the termination of the westerly view along Burlington Ave, thereby provided a "Terminating Vista" as called for in the Village of Downers Grove Comprehensive Plan.

The ground floor lobby area of the building will include active uses such as a business center, fitness center, leasing office and building common entertainment and amenity space. These spaces will present themselves to the intersection of Forest Avenue and Burlington Avenue and will activate this street frontage, providing a lively and attractive visual connection to the downtown, while creating a sense of enclosure to downtown pedestrians.

The parking component of the project is partially below grade in order to fit into the natural contour of the land and to reduce the building height and scale. The project will also include a dedicated, lit pedestrian walkway along the northern edge of the site connecting commuter lot D with Forest Avenue. No such permanent connection exists currently as commuters must randomly traverse the now vacant bank parking lot and landscape areas in order to access Forest Ave and the municipal train station. This enhances pedestrian safety for commuters and residents.

Based upon the results of a comprehensive residential market study, prepared by Tracy Cross Inc., the residential units are designed to appeal to the "millennial" demographic group of young professionals who may commute daily to the City for work. In addition, the units are designed to appeal to the "empty nester" demographic group who no longer wish to maintain a larger single family home in Downers Grove, but do wish to remain in the community and enjoy the walk-able downtown neighborhood with easy access to the City for further entertainment options.

The project has been designed to address each of the Downers Grove Comprehensive Plan goals for the Key Focus Area Downtown.

- To continue Downtown success and vibrancy a diverse mix of uses should be promoted including... **Residential** uses.
- A sense of enclosure should be maintained to provide comfort to pedestrians
- Village access to transit identified as key strength. Create a pedestrian oriented development given its proximity to the railroad.

The plan specifically addresses the Comprehensive Planning Goals for this site which is known as Catalytic Site Number 8 as follows:

- Create pedestrian oriented and transit oriented development
- Sensitive to nearby residential areas
- Fronting the Development on Forest Ave with orientation to downtown
- Provide Terminating Vista on Burlington Ave.

The project has also been designed to address Transportation System Policy and Commercial Policy Recommendations as follows:

- Work with property owners to consolidate curb cuts
- Provide connections to Community Assets
- Promote redevelopment of underutilized properties
- Redeveloped properties should be encouraged to provide 360 degree architecture
- Reinforce the walk-able nature of Downtown with buildings oriented to the street at or near sidewalk.
- Facilitate shared parking areas to reduce total number of parking spaces required within a given commercial area
- Future multi-family development should be located near significant activity centers
- Location of multi-family development should function as an important transitional land use
- As development occurs sidewalks should be provided ...to maintain continuity
- Provide for Authentic Downtown with the objective of: More People attracted to Downtown

REQUIRED APPROVALS

In order to achieve the goals of the Village Comprehensive Plan while addressing the needs of the prospective residents of Burlington Station, The Petitioner is requesting approval of a Zoning Map Amendment to a Planned Unit Development for the site and a corresponding special use to allow a residential development on the parcel within the Downtown District as well as a departure from four of the current zoning requirements for the site. The current zoning indicates a Minimum Lot Area per Dwelling Unit of 800 SF. For the approximate 1.1 acre site this equates to a maximum of 60 units allowable. The Petitioner is requesting approval of an 89 unit development which equates to a Lot Area per Dwelling Unit of approximately 538 SF. The current zoning indicates a minimum parking space ratio of 1.4 parking spaces per unit and the petitioner is requesting approval of a parking space ratio of 1.15 parking spaces per unit. The current zoning indicates that an off street loading zone is required for residential developments of 60 units or more and the petitioner is requesting approval to exclude the off street loading zone requirement. The current zoning indicates that the building façade on corner lots must be located within the "build to" zone for the first 25 feet from the intersection. The Petitioner is requesting approval of its architectural design which meets the "build to" zone for 68% of the corner lot requirement.

The Petitioner is requesting that the approval of the special use and the departures from the four zoning requirements are to be granted in the form of a Planned Unit Development approval. The Petitioner presents the following information as evidence that the standards for approval have been met in accordance with Sections 4.030, 12.030, 12.040, 12.050 and 14.110 of the Downers Grove Zoning Ordinance.

PUD District Approval- Zoning Ordinance Sec. 4.030:

The PUD Overlay District is intended to accommodate development that may be difficult if not impossible to carry out under otherwise applicable zoning district standards. The ordinance cites as an example developments which help advance the goals and objectives of the Comprehensive Plan. In support of this request the Petitioner calls reference to **Section 4.030e Comprehensive Plan-** "Developments that are consistent with and help advance the goals and policies of the comprehensive plan."

The proposed Burlington Station development is consistent with and advances the goals and policies of the Village Comprehensive Plan as follows:

a. Provides residential use in downtown
b. Provides sense of enclosure by presenting building to the street at the termination of Burlington Ave at Forest Avenue.
c. Provides Pedestrian Oriented Development due to proximity to train station
d. Provides a design which is sensitive to nearby residential uses
e. Provides a terminating vista on Burlington Ave.
f. Consolidates 2 existing curb cuts into 1.
g. Provides connection to community assets by adding a lit pedestrian walk way to commuter lot D thereby improving public safety.
h. Provides redevelopment of underutilized property as the existing building has been vacant for an extended period.
i. Provides 360 degree architecture for benefit of surrounding properties
j. Reinforces walk-able nature of downtown with main building entry oriented to Burlington Ave and inviting residents to walk to downtown attractions.
k. Facilitates shared parking through promotion of car sharing opportunities for residents of the development and the surrounding community. The Petitioner is working with IGO car sharing service to make this service available in the community.
l. Locates new multi-family development adjacent to activity centers located downtown.
m. Provides continuity for pedestrians by maintaining existing sidewalks and expanding pedestrian sidewalk to include safe connection to commuter lot D which does not currently exist.
n. Promotes Strategic Plan Objective of attracting more people to Downtown.

The Proposed Development achieves objectives for Planned Unit Developments per Section 4.030A2 including:

a. Implementation and consistency with the Comprehensive Plan and other relevant plans and policies;
b. Flexibility and creativity in responding to changing social, economic and market conditions allowing greater public benefits than could be achieved using conventional zoning and development regulations;
c. Efficient and economic provision of public facilities and services;
d. Variety of housing types and sizes to accommodate households of all ages, sizes, incomes and lifestyle choices;
f. A coordinated transportation system that includes an inter-connected hierarchy of facilities for motorized and non-motorized travel;
g. High quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing , form, character and landscaping;
i. The incorporation of sustainable development features including green infrastructure practices in landscapes and parking area, to maximize aesthetic and water quality benefits of best practices in stormwater management; and
j. Attractive, high quality landscaping, lighting, architecture and signage, including the use of native landscaping that reflects the unique character of the village and the surrounding area.

Zoning Map Amendment- Zoning Ordinance Section 12.030:

The Petitioner notes that the decision to amend the zoning map is a matter of legislative discretion not controlled by any single standard but must consider the following factors:

1. *The existing use and zoning of nearby property*-the Petitioner notes that the site adjoins the existing downtown area as well as adjacent multi-family and single family land uses. The proposed rezoning to Planned Unit Development provides a thoughtful and effective transition between the Downtown and the neighboring residential land uses.
2. *The extent to which the particular zoning restrictions affect property values*- The proposed rezoning to Planned Unit Development will have a positive impact on surrounding property values as compared to the current vacant status of the site by providing a high quality development serving as a thoughtful and high quality transition between the downtown and neighboring residential uses.
3. *The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare*- The proposed rezoning to Planned Unit Development will increase the public health, safety and welfare by accomplishing many of the goals and objectives of the Comprehensive Plan of the community including improvements to public sidewalks and providing pedestrian connections between community assets specifically the connection between the commuter lot D and downtown sidewalks accessing the train station.
4. *The suitability of the subject property for the zoned purposes*- The proposed rezoning to Planned Unit Development will result in a development well suited for the property and its location in the downtown particularly given the specific goals and objectives of the Comprehensive Plan for the community which are met by the proposed development.

5. *The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity*- the Petitioner notes that the parcel has been vacant for nearly 10 years and is surrounded by fully developed property adjacent to the downtown and neighboring residential areas.
6. *The value to the community of the proposed use*-the proposed rezoning to Planned Unit Development will create considerable value to the community by providing a development which meets the goals of the Comprehensive Plan of the community including improvements to the pedestrian circulation in the downtown and by providing improved pedestrian access between community assets. Further value to the community is derived from the re-development of a vacant and underutilized property and its replacement with a well-designed, high quality residential community whose residents will contribute a significant positive economic impact to the downtown and its existing businesses. In addition, the proposed development adds value to the community by providing a unique residential living opportunity which is in demand by the community.
7. *The comprehensive plan*- the Petitioner notes that the proposed rezoning to Planned Unit Development will enable development of the site in accordance with the Comprehensive Plan of the community by providing a pedestrian oriented development, sensitive to nearby residential areas, fronting on Forest Ave. with orientation to downtown, providing a terminating vista on Burlington Ave., providing a sense of enclosure, reinforcing the walk-able nature of the downtown and by providing a transitional land use between the downtown and neighboring residential areas.

Planned Unit Development Review and Approval Criteria Section 12.040.C.6

When considering approval of planned unit developments, review and decision making bodies must consider the following factors:

a. *The zoning map amendment review and approval criteria of Section 12.030*- this criteria and evidence presented by Petitioner are described above.
b. *Whether the proposed PUD would be consistent with the comprehensive plan and any other adopted plans for the subject area*- the goals and policies of the Comprehensive Plan for the community per Section 4.030 and the evidence in this regard as presented by the Petitioner are described above.
c. *Whether the PUD plan complies with the PUD overlay district provisions of section 4.030*- the objectives for Planned Unit Development and evidence presented by the Petitioner are described above.
d. *Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations*- the Petitioner submits that the proposed development provides public benefits far greater than potential development under conventional zoning including the following:

1. Locating new multi-family development adjacent to activity centers downtown
2. Attracting more people and positive economic activity to downtown businesses
3. Providing a high quality design consistent with the Comprehensive Plan including creation of terminating vista on Burlington Ave., creation of sense of enclosure, providing 360 degree architecture
4. Reinforcing walk-able nature of the downtown area
5. Providing a true pedestrian oriented development including pedestrian connection to public assets and improved pedestrian safety

e. *Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public*- The Petitioner submits that it has diligently responded to the suggestions of the Village Staff and members of the surrounding Community and has adapted the PUD plan to protect the interests of the surrounding community and future residents including the following:

1. Promoting alternative solutions for transportation
2. Providing pedestrian streetscape improvements to improve safety and convenience for residents and the public
3. Providing landscape improvements to improve the aesthetic interests of the community
4. Providing a high quality design which achieves the goals and objectives of the Comprehensive Plan for the community

Special Use Approval- Zoning Ordinance Section 12.050:

The Petitioner notes that approval of a Special Use to allow a Residential Use in the Downtown may be granted if the proposed Special Use is consistent with and in substantial compliance with all village council policies and plans. The Petitioner hereby presents the following evidence:

1. *That the proposed use is expressly authorized as a special use in the district in which it is located*- The Petitioner references Section 5.010 which indicates the proposed Residential use of the property is considered a Special Use within the Downtown District.

2. *That the proposed use at the proposed location is necessary or desirable to provide a service or facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community*- The Petitioner submits its plan which is consistent with the Comprehensive Plan of the community by providing residential use to downtown, providing a sense of enclosure and a terminating vista on Burlington Avenue through the development of an underutilized asset, provides a pedestrian oriented development and enhances pedestrian connections to community assets and most importantly promotes the Strategic Plan Objective of attracting more people to Downtown.

3. *That the proposed use will not, in the particular case, be detrimental to the health, safety and general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity-* The Petitioner submits its plan as a thoughtful and effective design solution to provide a high quality residential facility integrated into the Downtown. The pedestrian and transit oriented features of the development will serve to reduce the impact of the development on the surrounding neighborhood. The sidewalk improvements proposed as part of the development will improve public safety for the residents and commuters utilizing the adjacent commuter lot D.

Minimum lot area per dwelling unit –Section 4.010 :

The current zoning requires a Minimum Lot Area per Dwelling Unit of 800 SF which equates to an allowable 60 Dwelling Units on the subject parcel. The Petitioner submits that this requested departure be approved based upon the following:

- The Petitioner submits that the subject 1.1 acre property if developed under the current Minimum Lot Area per Dwelling Unit requirement would not yield enough units as required to support the amenity level, architectural quality and on-site management burden of similar high quality transit oriented developments and would fall short of achieving the goals and objectives of the Comprehensive Plan.

- A practical difficulty would be imposed if the project were to be limited to 60 dwelling units as the project would not support introduction of common amenities and architectural quality necessary to compete for tenants in the market. The competitive properties in the market are typically 150 to 200 units which can support a higher amenity level and architectural quality.

- If limited to only 60 units it would not be feasible to have a full time on-site manager which is another amenity which larger competitive developments can provide. The on-site manager is able to respond to tenant needs and provides additional services such as concierge and package delivery as an added benefit to tenants.

- The Petitioner submits that the property has remained vacant and underutilized for a number of years and that its current market analysis supports the feasibility of the proposed development. Achievement of each of the Goals and Objectives of the Village Comprehensive Plan necessitates a tradeoff of a reduced Lot Area per Dwelling Unit in return for gaining the Village's architectural and planning vision for the site and Downtown.

- The Petitioner submits that the proposed variation will enable development of a thoughtful and effective transition between the Downtown and surrounding residential areas thereby preserving the essential character of neighboring properties.

- The Petitioner submits that the size of the parcel at 1.1 acres and its infill location constrained by existing downtown and neighboring residential and in consideration of the market demand for smaller units serving millennials and empty nesters warrants the requested departure from the required Minimum Lot Area per Dwelling Unit in order to enable the financial feasibility of the development.

- The Petitioner submits that despite the requested departure from the required Minimum Lot Area per Dwelling Unit, the proposed project fits well within other applicable measures of density such as Building Height and Floor Area Ratio as the proposed development is considerably beneath maximum requirements. The proposed building height of 51.5 feet is 26.4 % beneath the 70 foot maximum allowable height in the Downtown District while the Floor Area Ratio of the proposed development is 2.36. Based upon the measures of Building Height and Floor Area Ratio the proposed project and the requested departure from the required Minimum Lot Area per Dwelling Unit will not impair an adequate supply of air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.

Minimum Parking Spaces per Dwelling Unit – section 7.030:

The current zoning requires Minimum Vehicle Parking Ratio of 1.4 spaces per dwelling unit. The petitioner is proposing a vehicle parking ratio of 1.15 spaces per dwelling unit and submits that the requested departure be approved based upon the following:

- As described in the attached comprehensive Traffic and Parking Impact Study prepared by KLOA, transit oriented development is characterized by less dependence upon automobiles and lower vehicle ownership thus reducing parking demand. Data is presented which indicates vehicle ownership is equal to 1.05 vehicles per dwelling unit for Downers Grove residents located within ¼ mile of the train station. This condition is unique to the property due to its location immediately adjacent to the train station. The proposed project provides a parking quantity approximately 10 percent greater than the actual vehicle ownership per dwelling unit ratio in the vicinity.

- Leasing of a parking space within the development is separated from the leasing of the residential units thereby allowing residents to make choices about their transportation solutions. Alternative transportation options are promoted including on-site bike storage and promotion of ride sharing opportunities. The petitioner is currently working with IGO, a car sharing provider which will make their service available to residents of the development

and the surrounding community. However, ride sharing vehicle parking spaces are not to be located in the parking garage of the project so that vehicles will be available to the public as well as the residents of the development.

- This site is constrained on all sides and the single level of parking planned as partially below grade has been optimized to provide as many parking spaces as possible on one level.

- Due to the size and configuration of the property, providing additional parking spaces would require expensive subterranean or above grade structure which would dramatically increase the cost of the project to an extent beyond financial feasibility and/or alter the architecture and overall building height.

- In the case of the addition of an above grade level of parking the building architecture and height would be compromised to the point that the project would not achieve some of the objectives of the Comprehensive Plan concerning the minimization of impact upon surrounding properties.

- Despite the requested departure from the required Minimum Parking Spaces per Dwelling Unit, the proposed project fits well within other measures of density such as Building Height and Floor Area Ratio as the proposed development is considerably beneath maximum requirements. The proposed building height of 51.5 feet is 26.4 % beneath the 70 foot maximum allowable height in the Downtown Business District while the Floor Area Ratio of the proposed development is 2.36. By the measures of Building Height and Floor Area Ratio the proposed project and the departure from the required Minimum Parking Spaces per Dwelling Unit will not impair an adequate supply of air to adjacent property , or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.

Off-street Loading Space- Section 7.140 The current zoning requires one off-street loading space for the development. The Petitioner is requesting that off-street loading be excluded from this development. The Petitioner submits that the requested departure be approved based upon the following:

- In lieu of providing an off –street loading space the petitioner proposes an alternative loading scheme which would be consistent with the intent of the zoning ordinance. The Petitioner proposes the addition of three on-street parallel parking spaces on Gilbert Ave adjacent to the site. Through active management by the building staff, these spaces would be used for parking of a loading vehicle for tenant move-in/out. The tenant move –in/out activity will be by appointment only and will be strictly controlled by the building

management. This activity will be scheduled during off-peak hours only so as not to interfere with traffic movement.

- The Petitioner submits that providing an off-street loading space would cause the reduction of the quantity of passenger vehicle parking spaces, reduce the number of dwelling units and/or increase the building height by requiring an additional floor of parking or building. These conditions would burden the project and limit the feasibility of the development.
- Opportunities for placement of an off-street loading space are limited due to adjacent streets, buildings and railroad tracks. Therefore the proposed solution utilizing active management of the three new on-street parking spaces as a loading area represents the most practical solution for loading activity and will serve to maintain the essential character of the adjacent residential neighborhood.

Build to Zone- Section 14.110 – The current zoning requires the building façade must be within the required "build- to" zone for the first 25 feet from the intersection of the two rights of way. The Petitioner is requesting a departure from this requirement to allow a design which provides 68% of the façade to be located within the corner lot "build-to" zone. The Petitioner proposes that 32% of the corner façade will be located beyond the corner "build- to" zone in order to provide improved site lines for pedestrian and vehicle traffic and to accommodate an important architectural feature of the building. The Petitioner submits that the requested departure be approved based upon the following:

- The spirit and intent of the ordinance have been met based upon the building position meeting the build to zone requirement for 68% of the corner. (only 32 % of the corner façade falls beyond the build to zone)
- The building architecture includes a curved element at the corner in order to provide improved site lines for pedestrian and vehicle traffic. The proposed design creates an important and visually appealing element of the architecture and reduces monotony in the design through the addition of this unique feature.
- By introducing the curved building element an opportunity for a pedestrian plaza is created which will include a planter bed which provides a softening, green edge as a transition between the sidewalk/plaza and the building wall at the corner.
- This curved building element and associated plaza and planter area responds to the context of the downtown to improve site lines for vehicles turning onto Gilbert and Forest Ave and for pedestrians travelling between the downtown and the adjacent residential neighborhood to the south and west.

BOUNDARY & TOPOGRAPHIC SURVEY

OF

THAT PART OF THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN

LEGAL DESCRIPTION

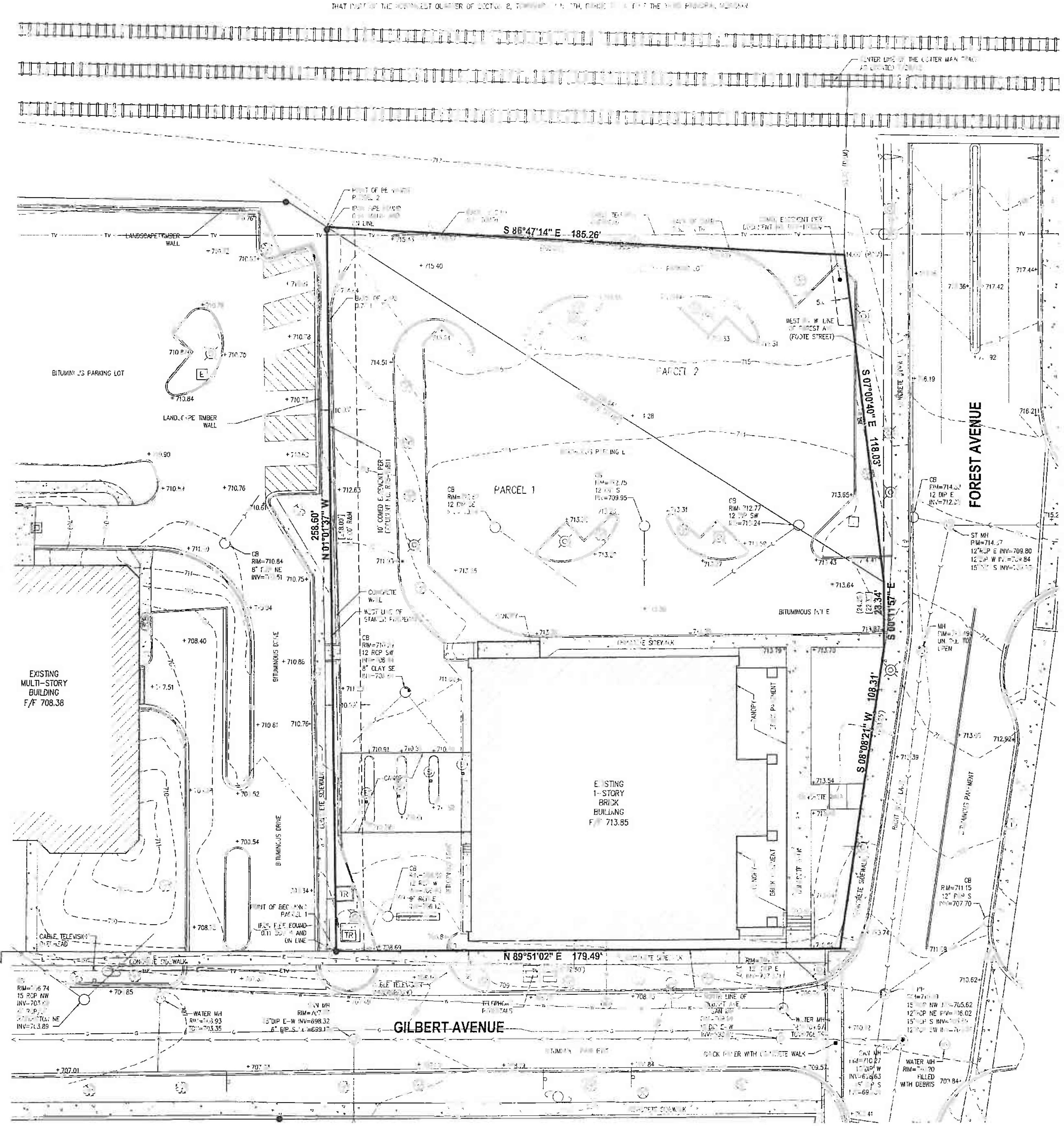
PARCEL 1:

THAT PART OF THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN BEING A PART OF LOT [illegible] OF ASSESSOR'S SUBDIVISION OF SECTION 8 AFORESAID DESCRIBED AS FOLLOWS: COMMENCING AT THE QUARTER SECTION STAKE IN THE WEST LINE OF SECTION 8, AFORESAID; THENCE NORTH ON THE SECTION LINE 30 FEET; THENCE EAST ALONG THE NORTH LINE OF GILBERT AVENUE, [illegible] FEET FOR A POINT OF BEGINNING; THENCE NORTH 2[illegible]8 FEET TO THE SOUTH LINE OF RAILROAD LAND; THENCE SOUTH [illegible] DEGREES [illegible] MINUTES EAST ALONG THE LINE OF THE RAILROAD LAND, 2[illegible] FEET TO THE WEST LINE OF FOOTE STREET; THENCE SOUTH ALONG THE WEST LINE OF FOOTE STREET, 24.[illegible] FEET; THENCE SOUTH 9 DEGREES [illegible] MINUTES WEST ALONG THE WEST LINE OF FOOTE STREET, 108.[illegible] FEET TO THE NORTH LINE OF GILBERT AVENUE; THENCE WEST ALONG THE NORTH LINE OF GILBERT AVENUE, 1[illegible]5 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:

PART OF THE NORTHWEST QUARTER OF SECTION 8 TOWNSHIP 38 NORTH RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTH LINE OF GILBERT AVENUE IN THE VILLAGE OF DOWNERS GROVE, ILLINOIS, WITH THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 8, WHICH POINT IS [illegible]00 FEET DISTANT NORTHERLY, AS MEASURED AT RIGHT ANGLES FROM THE CENTER LINE OF GILBERT AVENUE; THENCE SOUTH [illegible] DEGREES 16 MINUTES [illegible] SECONDS EAST ALONG THE NORTH LINE OF GILBERT AVENUE, A DISTANCE OF 383.76 FEET TO AN IRON PIPE AT THE SOUTHWEST CORNER OF LAND NOW OR FORMERLY OWNED BY GEORGE AND MABEL STAIGER; THENCE NORTH 0 DEGREES [illegible] MINUTES [illegible] SECONDS EAST ALONG THE WEST LINE OF SAID STAIGER PROPERTY A DISTANCE OF 258.60 FEET TO THE TRUE POINT OF BEGINNING AT AN IRON PIPE AT THE NORTHWEST CORNER OF THE STAIGER PROPERTY WHICH IS 54.15 FEET DISTANCE SOUTH 0 DEGREES 01 MINUTES 20 SECONDS WEST FROM THE CENTER LINE OF THE CENTER MAIN TRACK (THERE BEING THREE MAIN LINE TRACKS) OF THE CHICAGO BURLINGTON AND QUINCY RAILROAD COMPANY; THENCE FROM SAID TRUE POINT OF BEGINNING SOUTH [illegible] DEGREES 37 MINUTES [illegible] SECONDS EAST A DISTANCE OF 18[illegible] FEET TO A POINT THAT IS [illegible] FEET DISTANT SOUTH 1 DEGREES 53 MINUTES 58 SECONDS WEST FROM THE CENTER LINE OF THE CENTER MAIN LINE RAILROAD TRACK AFORESAID AND 14.00 FEET DISTANCE [illegible] DEGREES 14 MINUTES 2[illegible] SECONDS WEST FROM THE WEST LINE OF FOREST AVENUE (FORMERLY FOOTE STREET) IN SAID VILLAGE OF DOWNERS GROVE; THENCE SOUTH 6 DEGREES 02 MINUTES 5[illegible] SECONDS EAST A DISTANCE OF 118.03 FEET TO THE NORTHEAST CORNER OF SAID STAIGER PROPERTY (WHICH IS ON THE WEST LINE OF SAID FOREST AVENUE AND IS 22.35 FEET [illegible] NORTH 0 DEGREES 45 MINUTES 40 SECONDS EAST FROM AN ANGLE POINT IN SAID STREET LINE); THENCE NORTH 56 DEGREES 15 MINUTES 00 SECONDS WEST ALONG THE NORTH LINE OF SAID STAIGER PROPERTY A DISTANCE OF 2[illegible] FEET TO THE POINT OF BEGINNING, AFORESAID, IN DUPAGE COUNTY, ILLINOIS.

SAID PARCEL OF LAND CONTAINING 48,1[illegible] SQUARE FEET OR 1.105 ACRES, MORE OR LESS.



GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

LEGEND

0.00'	MEASURED DATA	●	EXISTING MONUMENTATION
(0.00')	RECORD DATA PARCEL 1		EXISTING AIR CONDITIONING UNIT
[0.00']	RECORD DATA PARCEL 2		EXISTING B-BOX
	LIMIT OF SURVEY		EXISTING BOLLARD
	SECTION LINE		EXISTING BENCHMARK
	EXISTING RIGHT-OF-WAY LINE		EXISTING BUSH
	EXISTING CENTER LINE		EXISTING CABLE PEDESTAL
	EXISTING EASEMENT LINE		EXISTING CATCH BASIN
	EXISTING SETBACK LINE		EXISTING CLEAN OUT
	EXISTING CONTOUR LINE		EXISTING CULVERT
	EXISTING UNDERGROUND CATV LINE		EXISTING DRAIN
E	EXISTING UNDERGROUND ELECTRIC LINE		EXISTING ELECTRIC MANHOLE
G	EXISTING UNDERGROUND GAS LINE		EXISTING ELECTRIC METER
	EXISTING OVERHEAD WIRE		EXISTING ELECTRIC PEDESTAL
	EXISTING UNDERGROUND SANITARY LINE		EXISTING FIRE HYDRANT
	EXISTING UNDERGROUND STORM LINE		EXISTING FLAG POLE
	EXISTING UNDERGROUND TELEPHONE LINE		EXISTING FLARED END SECTION
W	EXISTING UNDERGROUND WATER LINE		EXISTING GAS METER
			EXISTING GAS VALVE
			EXISTING GROUND LIGHT
			EXISTING GUY WIRE
			EXISTING HAND HOLE
			EXISTING HANDICAPPED PARKING SPACE
			EXISTING INLET
			EXISTING LIGHT STANDARD
			EXISTING MAILBOX
			EXISTING MANHOLE
			EXISTING POWER POLE
			EXISTING POWER POLE W/ LIGHT
			EXISTING POWER POLE W/ TRANSFORMER
			EXISTING SIGN
			EXISTING STUMP
			EXISTING TELEPHONE MANHOLE
			EXISTING TELEPHONE PEDESTAL
			EXISTING TRAFFIC LIGHT
			EXISTING TRAFFIC PEDESTAL
			EXISTING TRANSFORMER
			EXISTING TREE
			EXISTING VALVE BOX
			EXISTING VALVE VAULT
			EXISTING WATER VALVE
			EXISTING WELL
			EXISTING WETLAND FLAGS

SURVEYOR'S NOTES

1. DIMENSIONS SHOWN THUS: 50.25' ARE FEET AND DECIMAL PARTS THEREOF. ANGULAR DATA SHOWN THUS 0°00'00" INDICATES DEGREES, MINUTES AND SECONDS.
2. NORTH ARROW AND BEARINGS BASED ON THE NORTH LINE OF GILBERT AVENUE HAVING A BEARING OF N89°51'02"E.
3. IMPROVEMENT LOCATIONS ARE BASED ON A FIELD SURVEY BY C.M. LAVOIE AND ASSOCIATES, INC. ON MAY 13, 2015.
4. COMPARE YOUR POINTS BEFORE USING SAME AND REPORT ANY DIFFERENCES IMMEDIATELY.
5. CHECK LEGAL DESCRIPTION WITH DEED OR TITLE POLICY AND REPORT ANY DISCREPANCY IMMEDIATELY. BUILDING LINES AND EASEMENTS, IF ANY, SHOWN HEREON ARE AS SHOWN ON THE RECORDED SUBDIVISION OR AS INDICATED.
6. THE LOCATION OF UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND COMPILED FROM FIELD SURFACE OBSERVATION, UTILITY MARKINGS LOCATED IN THE FIELD AND UTILITY ATLASES. SOME OF THE PROVIDED ATLASES INDICATE LOCATIONS BY GRAPHIC REPRESENTATION ONLY AND THESE ARE SHOWN TO THE BEST OF OUR ABILITY. UNDERGROUND UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. ANY CONTRACTOR CONTEMPLATING WORK ON THIS SITE SHOULD CONFIRM THE LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF EXCAVATION.
7. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS PROPERTY.

BENCHMARKS

COUNTY BENCHMARK:
ID - DG[illegible]
A BRONZE DISK MONUMENT EMBEDDED IN CONCRETE BASE OF TRAFFIC CONTROL LIGHT STAMPED DU PAGE COUNTY MAPS AND PLATS.
ELEVATION 743.[illegible] NGVD29

ON-SITE BENCHMARKS:
ID - A CUT CROSS IN THE CONCRETE SIDEWALK AT THE SOUTHWEST CORNER OF GILBERT AVE. AND FOREST AVE.
ELEVATION 709.53' NGVD29
ID - A CUT CROSS IN THE CONCRETE SIDEWALK ON THE SOUTH SIDE OF GILBERT AVE [illegible] FROM THE BANK ENT.
ELEVATION 708.[illegible] NGVD29

STATE OF ILLINOIS)
)SS
COUNTY OF KENDALL)

WE, C.M. LAVOIE AND ASSOCIATES, INC., ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-003041, HEREBY CERTIFY THAT THE PLAT DRAWN HEREON AND THE SURVEY THAT IT REPRESENTS, WERE PREPARED AND PERFORMED BY US AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

DATED AT PLAINFIELD, ILLINOIS THIS 18TH DAY OF MAY, 2015.

C.M. LAVOIE AND ASSOCIATES, INC.
KEITH E. BOLLINGER, IPLS NO. 35-3592
LICENSE EXPIRES 11-30-2016

PROFESSIONAL LAND SURVEYOR No. 035-3592 KEITH E. BOLLINGER PLAINFIELD, ILLINOIS STATE OF ILLINOIS

5100 FOREST AVENUE

5100 FOREST
DOWNERS GROVE, ILLINOIS

BOUNDARY & TOPOGRAPHIC SURVEY

DRAWN BY: MC	CHECKED BY: KEB
SCALE: 1"=20'	DATE: 05/14/2015
JOB NUMBER: 15-123	SHEET: 1 OF 1

CML C.M. Lavoie & Associates, INC.
Consulting Civil Engineering
Land Planning & Surveying
1050 State Route 126
Plainfield, Illinois 60544
voice 815-254-0505
fax 815-436-5158

#	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		

BURLINGTON STATION PLAT OF SUBDIVISION

OF

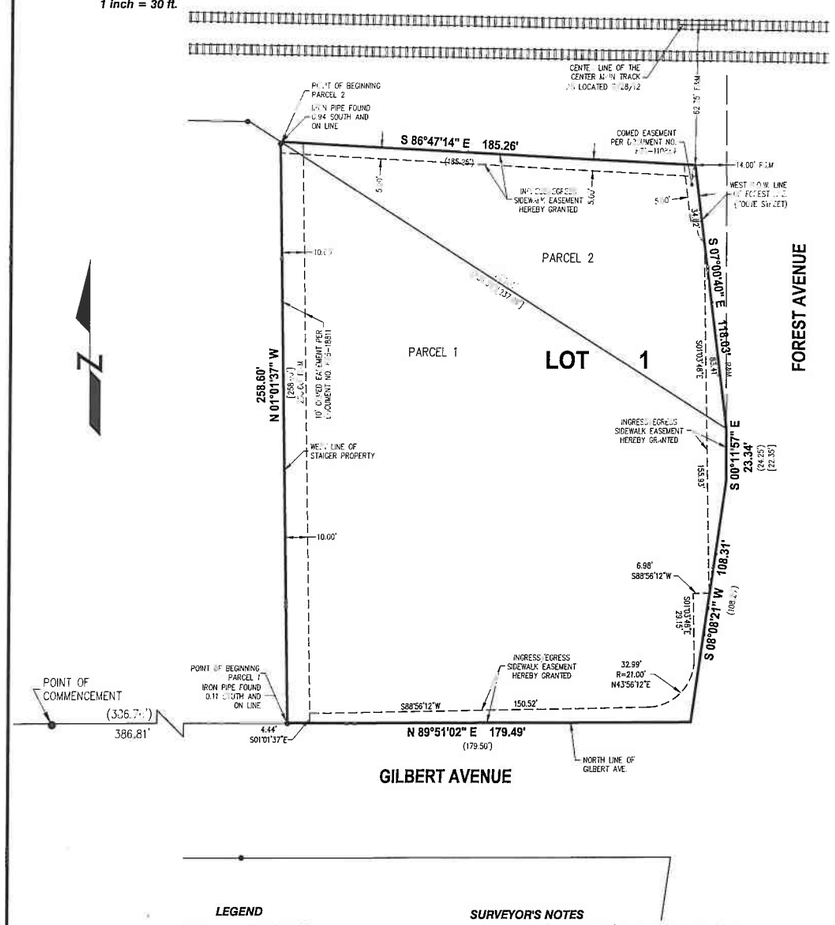
THAT PART OF THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN.

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)

1 inch = 30 ft.



LEGEND

0.00'	MEASURED DATA
(0.00')	RECORD DATA
	LIMIT OF SURVEY
	SECTION LINE
	EXISTING RIGHT-OF-WAY LINE
	LOT LINE
	EXISTING EASEMENT LINE

SURVEYOR'S NOTES

1. DIMENSIONS SHOWN THUS: 50.25' ARE FEET AND DECIMAL PARTS THEREOF, ANGULAR DATA SHOWN THUS: 9°45'30" INDICATES DEGREES, MINUTES AND SECONDS.
2. NORTH ARROW AND BEARINGS BASED ON THE NORTH LINE OF WILSON STREET.
3. IMPROVEMENT LOCATIONS ARE BASED ON A FIELD SURVEY BY C.M. LAVOIE & ASSOCIATES, INC. ON 06/09/15.
4. COMPARE YOUR POINTS BEFORE USING SAME AND REPORT ANY DIFFERENCES IMMEDIATELY.
5. CHECK LEGAL DESCRIPTION WITH DEED OR TITLE POLICY AND REPORT ANY DISCREPANCY IMMEDIATELY. BUILDING LINES AND EASEMENTS, IF ANY, SHOWN HEREON ARE AS SHOWN ON THE RECORDED SUBDIVISION OR AS INDICATED.

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

I, _____, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND _____ THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS AND PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION. FURTHER, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY ON WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PARTS THEREOF IS (IS NOT) LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

THIS ____ DAY OF _____, A.D. 2015.

_____ _____
ENGINEER OWNER / ATTORNEY

RECORDATION OF PLAT CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

I, KEITH E. BOLLINGER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003592, HEREBY AUTHORIZE _____ AND HIS DESIGNATED AGENTS TO RECORD THIS PLAT OF SUBDIVISION WITH THE OFFICE OF THE DUPAGE COUNTY RECORDER OF DEEDS.

GIVEN UNDER MY HAND AND SEAL AT PLAINFIELD, ILLINOIS, THIS _____ DAY OF _____, 2015.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003512
MY LICENSE EXPIRES 11/30/2016
PROFESSIONAL DESIGN FIRM 184-003041

DIRECTOR OF COMMUNITY DEVELOPMENT

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

APPROVED BY THE VILLAGE OF DOWNERS GROVE DIRECTOR OF COMMUNITY DEVELOPMENT, THIS _____ DAY OF _____, A.D. 2015

_____
DIRECTOR OF COMMUNITY DEVELOPMENT

_____
VILLAGE CLERK

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

WE, _____, DO HEREBY CERTIFY THAT WE ARE THE OWNERS OF RECORD OF THE PROPERTY DESCRIBED HEREON, AND THAT WE HAVE CAUSED THE SAME TO BE SURVEYED AND RESUBDIVIDED AS SHOWN ON THE PLAT HEREON DRAWN.

DATED THIS _____ DAY OF _____, 2015.

_____ _____

NOTARY'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ ARE PERSONALLY KNOWN BY ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON, AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL, THIS _____ DAY OF _____, 2015

_____
NOTARY PUBLIC

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

THE UNDERSIGNED, _____, AS OWNERS OF THE PROPERTY DESCRIBED HEREON IN THE SURVEYOR'S CERTIFICATE, TO THE BEST OF THEIR KNOWLEDGE, IT LOCATED WITHIN THE BOUNDARIES OF DISTRICT 99 AND DISTRICT 58, IN DUPAGE COUNTY, ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____, 2015.

_____ _____

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

I, _____, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT CURRENT SPECIAL ASSESSMENTS AND NO FORFEITED TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THIS PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THIS PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS THIS _____ DAY OF _____, 2015.

_____
COUNTY CLERK

COLLECTOR FOR THE VILLAGE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

I, _____, COLLECTOR FOR THE DOWNERS GROVE, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND, INCLUDED IN THIS PLAT.
THIS _____ DAY OF _____, A.D. 2015

_____
COLLECTOR

CERTIFICATE OF THE COUNTY RECORDER

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON THE ____ DAY OF _____ A.D. 2015, AT _____ O'CLOCK _____ M. AS DOCUMENT NUMBER _____

_____
RECORDER OF DEEDS

INGRESS/EGRESS SIDEWALK EASEMENT PROVISIONS

THE AREA SHOWN AS THE PEDESTRIAN INGRESS/EGRESS EASEMENT ARE HEREBY DEDICATED TO THE PUBLIC FOR THE PURPOSE OF PEDESTRIAN INGRESS AND EGRESS. NO FENCE, WALL, PLANTING, STRUCTURE OR OTHER OBSTRUCTION MAY BE PLACED OR MAINTAINED IN THE SAID PEDESTRIAN INGRESS EGRESS EASEMENT. THE PEDESTRIAN INGRESS/EGRESS EASEMENT SHALL BE USED ONLY TO WALK, JOGGING AND HIKING FOR THE GENERAL PUBLIC. NO MOTORIZED VEHICLES SUCH AS CARS, TRUCKS, SNOWMOBILES OR OFF-ROAD VEHICLES SHALL BE OPERATED ON THE PEDESTRIAN INGRESS EGRESS EASEMENT; PROVIDED THAT THE GRANTEE OR GRANTOR MAY ENTER WITH A LOW-IMPACT MOTORIZED VEHICLES FOR THE PURPOSES OF MAINTENANCE, REPAIR AND SNOW REMOVAL. THE OWNER SHALL CONSTRUCT WITHIN THE PEDESTRIAN INGRESS EGRESS EASEMENT A SIDEWALK IN COMPLIANCE WITH THE VILLAGE OF DOWNERS GROVE STANDARDS AND SHALL MAINTAIN THE SAME IN A STATE OF GOOD REPAIR AT ALL TIMES. THE MAINTENANCE OF THE PEDESTRIAN INGRESS EGRESS EASEMENT, SIDEWALK, LANDSCAPING WITHIN THE PEDESTRIAN INGRESS EGRESS EASEMENT IS THE RESPONSIBILITY OF THE OWNER.

LIMITATION OF LIABILITY- THIS EASEMENT IS OPEN FOR RECREATIONAL USE AND THE GRANTEE SHALL BE PROTECTED FROM ANY AND ALL LIABILITY IN ACCORDANCE WITH STATE STATUES, AS SET FORTH THEREIN. NEITHER GRANTOR NOR GRANTEE SHALL ASSUME OR HAVE A DUTY TO CARE TO KEEP THE PEDESTRIAN EASEMENT SAFE FOR ENTRY OR USE BY OTHER FOR THE FORTUITOUS ACTIVITIES PERMITTED HEREUNDER, OR TO GIVE WARNING TO PERSONS ENTERING FOR SUCH PURPOSES OF ANY HAZARDOUS CONDITION, USE, STRUCTURE OR ACTIVITY ON THE PROPERTY OF GRANTOR, OR TO ASSUME OR INCUR LIABILITY FOR ANY INJURY OR HARM TO PERSON OR PROPERTY CAUSED BY ANY ACT OF OTHER PERSONS TO THE MAXIMUM EXTENT POSSIBLE. IT IS THE INTENT OF THIS TERM AND AGREEMENT TO PROVIDE TO GRANTOR AND GRANTEE THE PROTECTIONS OF SAID STATE STATUES.

DECLARATION OF RESTRICTIVE COVENANTS

THE UNDERSIGNED OWNER HEREBY DECLARES THAT THE REAL PROPERTY DESCRIBED IN AND DEPICTED ON THIS PLAT OF SUBDIVISION SHALL BE HELD, TRANSFERRED, SOLD, CONVEYED AND OCCUPIED SUBJECT TO THE FOLLOWING COVENANTS AND RESTRICTIONS:

(A) ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED UNDERGROUND, EXCEPT FOR TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS, AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE PRIOR TO RECORDATION OF THIS PLAT OF SUBDIVISION.

(B) AN EASEMENT FOR SERVING THE SUBDIVISION, AND OTHER PROPERTY WITH STORM DRAINAGE, SANITARY SEWER, STREET LIGHTING, POTABLE WATER SERVICE AND OTHER PUBLIC UTILITY SERVICES, IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE AND DOWNERS GROVE SANITARY DISTRICT, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEPERATELY, TO INSTALL, OPERATE AND MAINTAIN AND REMOVE, FROM TIME TO TIME, FACILITIES AND EQUIPMENT USED IN CONNECTION WITH THE PUBLIC WATER SUPPLY, TRANSMISSION LINES, SANITARY SEWERS, STORM DRAINAGE ON, OVER, ACROSS, BELOW OR THROUGH THE GROUND SHOWN WITHIN THE DOTTED LINES ON THE PLAT MARKED "PUBLIC UTILITY AND/OR DRAINAGE EASEMENT", OR SIMILAR LANGUAGE DESIGNATING A STORMWATER OR SEWER EASEMENT, AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, TOGETHER WITH THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS 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 GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE GRADED OR DOTTED LINES (OR SIMILAR DESIGNATION), IF ANY, SHOWN HEREON WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. 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.

WHEREAS, LOTS WILL BE OFFERED FOR PURCHASE SUBJECT TO THIS DECLARATION TO THE END THAT THE RESTRICTIONS IMPOSED SHALL INURE TO THE BENEFIT OF EACH AND ALL OF THE PURCHASERS OF SUCH LOTS WHETHER THEY SHALL HAVE BECOME SUCH BEFORE OR AFTER THE DATE THEREOF, AND THEIR RESPECTIVE HEIRS AND ASSIGNS, AND

WHEREAS, THE AFORESAID PROPERTY DESCRIBED ON THE ATTACHED PLAT IS LOCATED ENTIRELY WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, AND

WHEREAS, ALL OF THE COVENANTS, RESTRICTIONS, CONDITIONS, COVENANTS, AGREEMENTS, AND CHARGES HEREIN CONTAINED SHALL RUN WITH AND BIND ALL OF SAID LOTS AND LAND AND SHALL INURE TO THE BENEFIT OF, AND BE ENFORCEABLE BY THE VILLAGE OF DOWNERS GROVE, ILLINOIS, AND THE OWNERS OR OWNER OF ANY OF THE LOTS OF LAND COMPRISED WITHIN THIS PLAT, AND THEIR RESPECTIVE HEIRS, EXECUTORS, ADMINISTRATORS, SUCCESSORS AND ASSIGNS.

NOW, THEREFORE, ALL PERSONS, FIRMS OR CORPORATIONS NOW OWNING THE AFORESAID PROPERTY DO COVENANT AND AGREE THAT THEY OR ANY PERSON, FIRM OR CORPORATION HEREAFTER ACQUIRING ANY PROPERTY OR LOTS SHOWN UPON THE ATTACHED PLAT OF SUBDIVISION ARE HEREBY SUBJECTED TO THE FOLLOWING RESTRICTIONS RUNNING WITH SAID PROPERTY TO WHOM SOEVER OWNED, TO WIT:

1. NO IMPROVEMENTS SHALL BE MADE ON OR UPON THE STORMWATER EASEMENT, INCLUDING DETENTION OR RETENTION AREAS, AS DESCRIBED IN THE PLAT OF SUBDIVISION, EXCEPT FOR LANDSCAPE INSTALLATION OF TREES, SHRUBS, BUSHES AND GRASS, AND THE INSTALLATION OF UNDERGROUND UTILITY LINES, AND DRIVEWAYS.
2. EACH OWNER OR PURCHASER SHALL BE RESPONSIBLE FOR MAINTAINING THE STORMWATER EASEMENT, INCLUDING DETENTION OR RETENTION AREAS, APPLICABLE TO HIS LOT IN SUCH MANNER AS TO INSURE THE FREE AND UNINTERRUPTED FLOW OF STORMWATER THROUGH THE DRAINAGE SYSTEM OF THE SUBDIVISION, AND SHALL NOT DESTROY OR MODIFY GRADES AND SLOPES WITHOUT HAVING FIRST RECEIVED PRIOR WRITTEN APPROVAL OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS.
3. IN THE EVENT ANY OWNER OR PURCHASER FAILS TO PROPERLY MAINTAIN THE STORMWATER EASEMENT, INCLUDING DETENTION OR RETENTION AREAS, THE VILLAGE OF DOWNERS GROVE, ILLINOIS, SHALL UPON TEN DAYS' PRIOR WRITTEN NOTICE, RESERVE THE RIGHT TO PERFORM, OR HAVE PERFORMED ON ITS BEHALF, ANY MAINTENANCE WORK TO BE UPON THE STORMWATER EASEMENT, INCLUDING DETENTION AND RETENTION AREAS, REASONABLY NECESSARY TO INSURE ADEQUATE STORMWATER SURFACE AND FREE FLOW OF STORMWATER THROUGH THE STORMWATER EASEMENT, INCLUDING DETENTION OR RETENTION AREAS.
4. IN THE EVENT THE VILLAGE OF DOWNERS GROVE, ILLINOIS, SHALL BE REQUIRED TO PERFORM, OR HAVE PERFORMED ON ITS BEHALF, ANY MAINTENANCE WORK UPON THE STORMWATER EASEMENT, INCLUDING DETENTION OR RETENTION AREAS, THE COST TOGETHER WITH THE ADDITIONAL SUM OF TEN PERCENT SHALL UPON RECORDATION OF A NOTICE OF LIEN WITHIN SIXTY DAYS OF COMPLETION OF THE WORK, CONSTITUTE A LIEN AGAINST ANY LOT WHICH MAY BE FORECLOSED BY AN ACTION BROUGHT BY OR ON BEHALF OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS.
5. THE AFORESAID RESTRICTIONS AND COVENANTS, AND EACH AND EVERY ONE OF THEM, ARE HEREBY EXPRESSLY MADE AN ESSENTIAL PART OF THIS INSTRUMENT, AND SHALL BE AND REMAIN OF PERPETUAL EFFICACY AND OBLIGATION IN RESPECT TO THE SAID PREMISES AND THE PARTIES HEREIN DESIGNATED, THEIR AND EACH OF THEIR SUCCESSORS, HEIRS AND ASSIGNS.

IN WITNESS WHEREOF, THE OWNERS HAVE SET THEIR HANDS UPON THE ATTACHED PLAT THE DAY AND DATE FIRST WRITTEN THEREON. DATED THIS ____ DAY OF _____, A.D. 2015.

_____
OWNER

NOTARY'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ ARE PERSONALLY KNOW BY ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL, THIS _____ DAY OF _____, 2015

_____
NOTARY PUBLIC

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, GRANTEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEPERATELY, 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 AREAS 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 USE OBSTRUCTIONS FROM THE SURFACE, AND ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES 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 GRANTEES. 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 IN PART AN APPURTENANCE TO THE SEPERATELY 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 AREAS". 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 BUILDING, DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

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

DOWNERS GROVE SANITARY DISTRICT

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

I, _____, COLLECTOR OF THE DOWNERS GROVE SANITARY DISTRICT, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THIS PLAT.
THIS _____ DAY OF _____, A.D. 2015.

_____
COLLECTOR

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF KENDALL)

THIS IS TO CERTIFY THAT I, KEITH E. BOLLINGER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003592, HAVE SURVEYED AND RESUBDIVIDED THE PROPERTY DESCRIBED AS FOLLOWS:

PARCEL 1:
THAT PART OF THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (BEING A PART OF LOT 57 OF ASSESSOR'S SUBDIVISION OF SECTION 8 AFORESAID) DESCRIBED AS FOLLOWS: COMMENCING AT THE QUARTER SECTION STAKE IN THE WEST LINE OF SECTION 8, AFORESAID; THENCE NORTH ON THE SECTION LINE 30 FEET; THENCE EAST ALONG THE NORTH LINE OF GILBERT AVENUE, 386.76 FEET FOR A POINT OF BEGINNING; THENCE NORTH 258 FEET TO THE SOUTH LINE OF RAILROAD LAND; THENCE SOUTH 56 DEGREES 15 MINUTES EAST ALONG THE LINE OF THE RAILROAD LAND, 236 FEET TO THE WEST LINE OF FOOTE STREET; THENCE SOUTH ALONG THE WEST LINE OF FOOTE STREET, 24.25 FEET; THENCE SOUTH 9 DEGREES 30 MINUTES WEST ALONG THE WEST LINE OF FOOTE STREET, 108.25 FEET TO THE NORTH LINE OF GILBERT AVENUE; THENCE WEST ALONG THE NORTH LINE OF GILBERT AVENUE, 179.5 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
PART OF THE NORTHWEST QUARTER OF SECTION 8 TOWNSHIP 38 NORTH RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOW: COMMENCING AT THE INTERSECTION OF THE NORTH LINE OF GILBERT AVENUE IN THE VILLAGE OF DOWNERS GROVE, ILLINOIS, WITH THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 8, WHICH POINT IS 30.00 FEET DISTANT NORTHERLY, AS MEASURED AT RIGHT ANGLES FROM THE CENTER LINE OF GILBERT AVENUE; THENCE SOUTH 89 DEGREES 16 MINUTES 00 SECONDS EAST ALONG THE NORTH LINE OF GILBERT AVENUE, A DISTANCE OF 386.76 FEET TO AN IRON PIPE AT THE SOUTHWEST CORNER OF LAND NOW OR FORMERLY OWNED BY GEORGE AND MABEL STAIGER; THENCE NORTH 0 DEGREES 01 MINUTES 20 SECONDS EAST ALONG THE WEST LINE OF SAID STAIGER PROPERTY A DISTANCE OF 258.60 FEET TO THE TRUE POINT OF BEGINNING AT AN IRON PIPE AT THE NORTHWEST CORNER OF THE STAIGER PROPERTY WHICH IS 54.15 FEET THE DISTANCE SOUTH 0 DEGREES 01 MINUTES 20 SECONDS WEST FROM THE CENTER LINE OF THE CENTER MAIN TRACK (THERE BEING THREE MAIN LINE TRACKS) OF THE CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY; THENCE FROM SAID TRUE POINT OF BEGINNING SOUTH 89 DEGREES 23 MINUTES 30 SECONDS EAST A DISTANCE OF 185.26 FEET TO A POINT THAT IS 62.35 FEET DISTANT SOUTH 1 DEGREES 53 MINUTES 58 SECONDS WEST FROM THE CENTER LINE OF THE CENTER MAIN LINE RAILROAD TRACK AFORESAID AND 14.00 FEET DISTANCE 89 DEGREES 14 MINUTES 20 SECONDS WEST FROM THE WEST LINE OF FOREST AVENUE (FORMERLY FOOTE STREET) IN SAID VILLAGE OF DOWNERS GROVE; THENCE SOUTH 0 DEGREES 02 MINUTES 58 SECONDS EAST A DISTANCE OF 118.03 FEET TO THE NORTHEAST CORNER OF SAID STAIGER PROPERTY (WHICH IS ON THE WEST LINE OF SAID FOREST AVENUE AND IS 22.35 FEET DISTANT NORTH 0 DEGREES 45 MINUTES 40 SECONDS EAST FROM AN ANGLE POINT IN SAID STREET LINE); THENCE NORTH 56 DEGREES 15 MINUTES 00 SECONDS WEST ALONG THE NORTH LINE OF SAID STAIGER PROPERTY A DISTANCE OF 237.09 FEET TO THE POINT OF BEGINNING, AFORESAID, IN DUPAGE COUNTY, ILLINOIS

SAID PARCEL OF LAND CONTAINING 48,136 SQUARE FEET OR 1.105 ACRES, MORE OR LESS.

THE PARCEL DESCRIBED HEREIN LIES WITHIN THE VILLAGE LIMITS OF DOWNERS GROVE

THE SUBJECT PROPERTY IS SITUATED WITHIN "ZONE X" AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FEMA FLOOD INSURANCE RATE MAPS, MAP NUMBER 17043C0076H, WITH AN EFFECTIVE DATE OF DECEMBER 16, 2004.

I FURTHER CERTIFY THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

GIVEN UNDER MY HAND AND SEAL AT PLAINFIELD, ILLINOIS THIS 19TH DAY OF JUNE, 2015.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003592
MY LICENSE EXPIRES 11/30/2016
PROFESSIONAL DESIGN FIRM 184-003041

PROFESSIONAL LAND SURVEYOR
No. 035-3592
KEITH E. BOLLINGER
PLAINFIELD, ILLINOIS
STATE OF ILLINOIS

BURLINGTON STATION

5100 FOREST AVENUE
DOWNERS GROVE, ILLINOIS

PLAT OF SUBDIVISION

DRAWN BY: KB	CHECKED BY: CL
SCALE: 1"=30'	DATE: 06/18/2015
JOB NUMBER: 15-123	SHEET: 1 OF 1

C.M. Lavoie & Associates, INC.
Consulting Civil Engineering
Land Planning & Surveying
1050 State Route 126
Plainfield, Illinois 60544
voice 815-254-0505
fax 815-436-5158

#	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		

4 Story Residential Above Podium Parking

AMENITY:

Club, Fitness and Leasing Center

RESIDENTIAL UNITS:

1 BR Units	50
1 BR + Den Units	8
2 BR Units	27
2 BR + Den Units	4
Residential Units	89

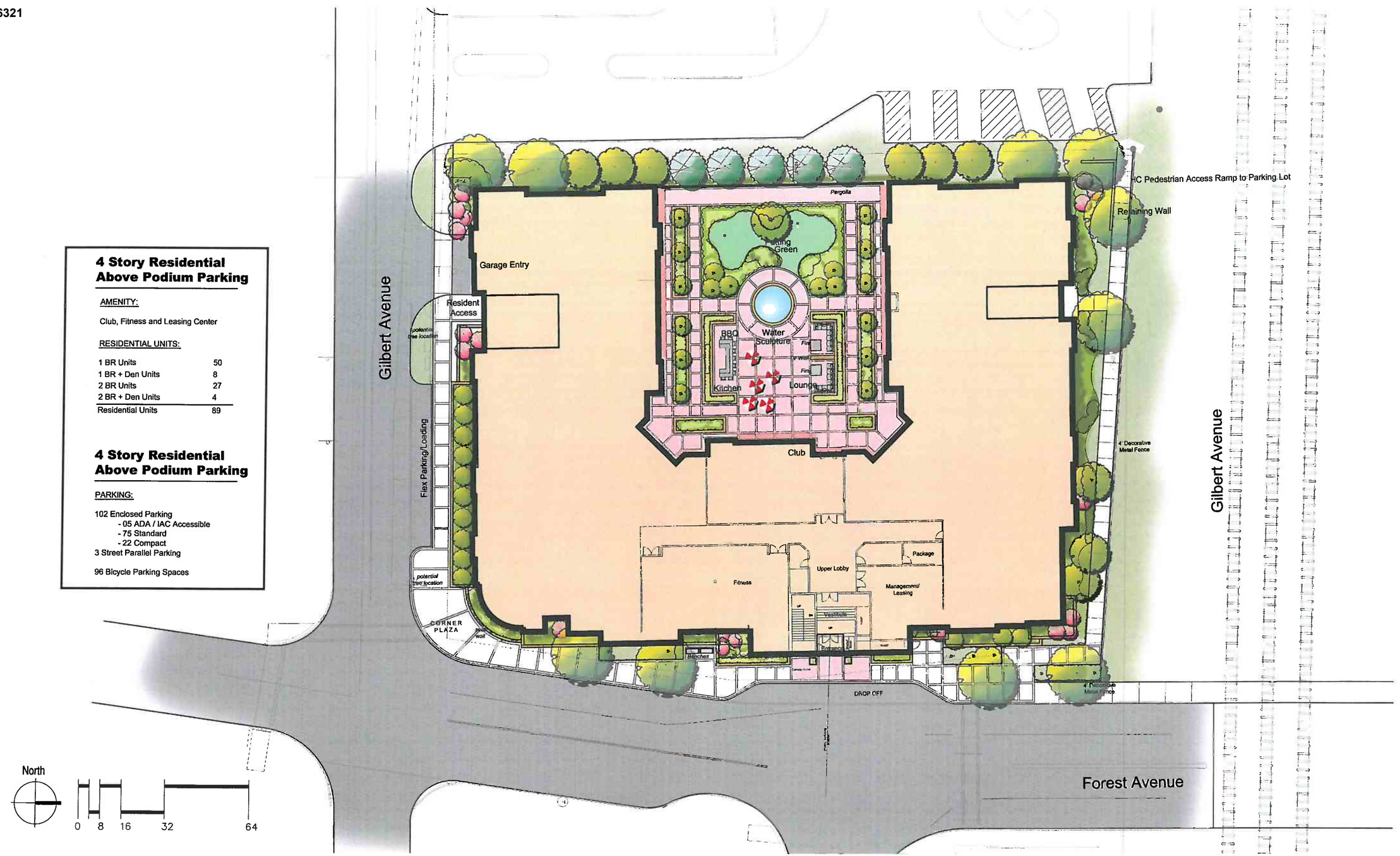
4 Story Residential Above Podium Parking

PARKING:

102 Enclosed Parking
- 05 ADA / IAC Accessible
- 75 Standard
- 22 Compact

3 Street Parallel Parking

96 Bicycle Parking Spaces



Site Plan

Holladay Properties

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

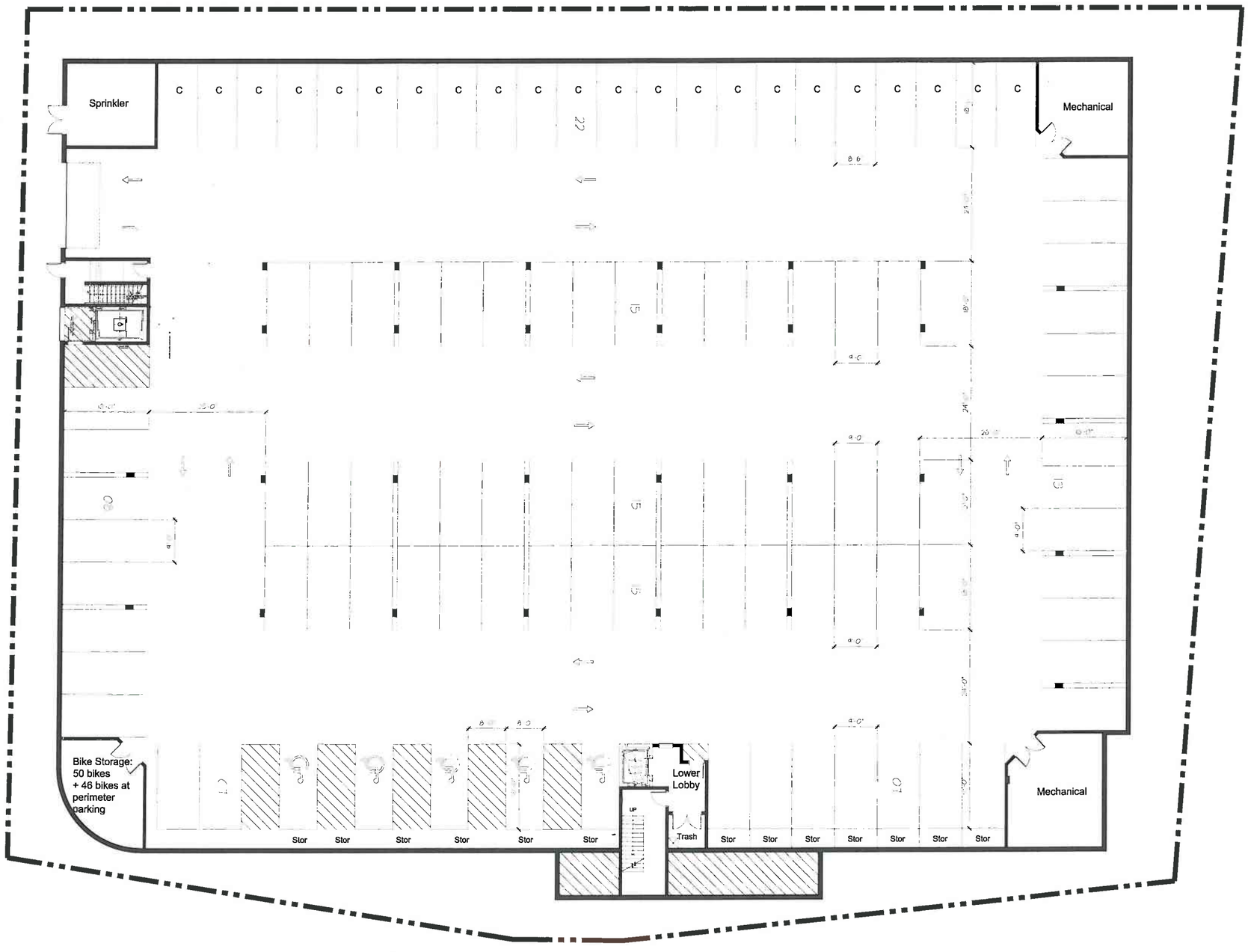
06-18-2015

4 Story Residential
Above Podium Parking

PARKING:

102 Enclosed Parking
- 05 ADA / IAC Accessible
- 75 Standard
- 22 Compact

3 Street Parallel Parking



Lower Level Parking
3/32" = 1'-0"

Holladay Properties
Burlington Station

HOLLADAY PROPERTIES

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

06-22-2015

BSB DESIGN

4 Story Residential Above Podium Parking

AMENITY:

Club, Fitness and Leasing Center

RESIDENTIAL UNITS:

1 BR Units	50
1 BR + Den Units	8
2 BR Units	27
2 BR + Den Units	4

89 Residential Units

First Floor

3/32" = 1'-0"

HOLLADAY PROPERTIES

bsbdesign.com

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Holladay Properties
Burlington Station
Downers Grove, IL

06-22-2015

BSB DESIGN

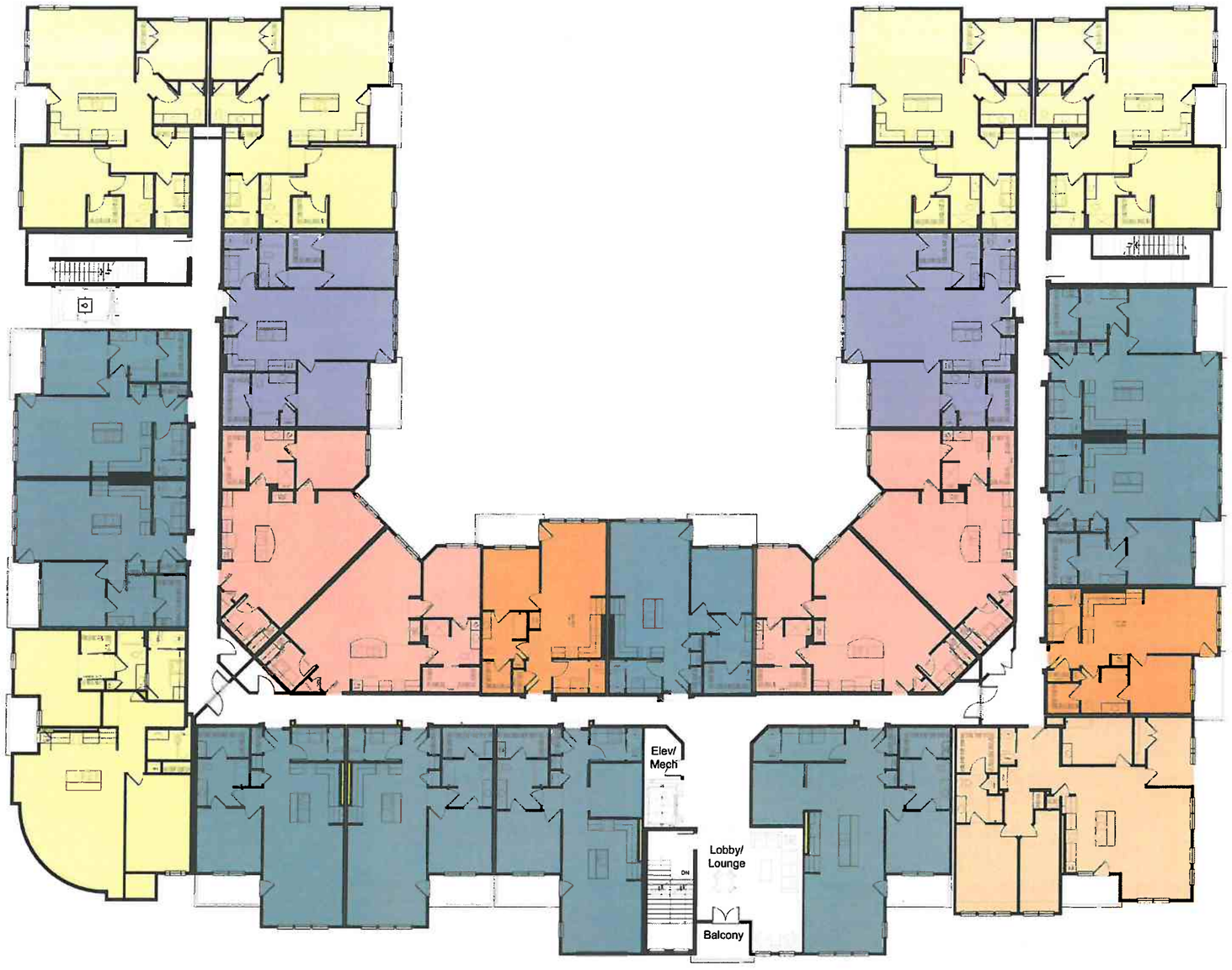
4 Story Residential Above Podium Parking

AMENITY:

Club, Fitness and Leasing Center

RESIDENTIAL UNITS:

1 BR Units	50
1 BR + Den Units	8
2 BR Units	27
2 BR + Den Units	4
89 Residential Units	



2nd, 3rd and 4th Floors

3/32" = 1'-0"

HOLLADAY PROPERTIES

bsbdesign.com

The drawings presented are illustrative of character and design intent only and are subject to change based upon final design considerations (e.g. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

Holladay Properties
Burlington Station

Downers Grove, IL

06-22-2015

BSB DESIGN

PLANT LIST

SHADE TREES

TOT.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	NOTES
2	AF	Acer freemanii 'Celebration'	Celebration Red Maple	3" BB	Single Stem
1	CO	Celtis occidentalis 'Chicagoland'	Chicagoland Hackberry	3 BB	Single Stem
3	QR	Quercus rubrum	Red Oak	3" BB	Single Stem
1	TAr	Tilia americana 'Redmond'	Redmond Linden	3" BB	Single Stem

INTERMEDIATE AND EVERGREEN TREES

TOT.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	NOTES
16	AC	Amelanchier canadensis	Serviceberry	8' HT, BB	Clump Form
3	CC	Cercis canadensis	Upright Hornbeam	3" BB	Single Stem
13	CCI	Crataegus crus galli inermus	Thornless Cockspur Hawthorn	8' BB	Clump Form
7	MS	Magnolia stellata	Star Magnolia	6' HT, BB	Clump Form
11	MF	Malus floribunda	Floribunda Crab	3" BB	
5	PP	Picea pungens	Blue Spruce	10' HT BB	
6	PT	Populus tremuloides	Quaking Aspen	2" CAL BB	Clump Form

SHRUBS

TOT.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	NOTES
26	AM	Aronia melanocarpa	Black Chokeberry	36" BB Ht.	
16	BMk	Buxus microphylla 'Koreana'	Korean Littleleaf Boxwood	24" Cont.	
3	FG	Fothergilla gardenii	Dwarf Fothergilla	18" BB	
36	JCs	Juniperus chinensis 'Sargentii'	Sargent's Juniper	18"W-30" H	
5	HV	Hamamelis vernalis	Vernal Witch Hazel	48" BB	
18	RpIm	Rhododendron PJM	PJM Rhododendron	24" BB	
21	Rgl	Rhus aromatica 'Grow-Low'	Grow-Low Sumac	3 Gal Cont.	36" On Center
24	Rhr	Rosa var. 'Home Run'	Home Run Rose	3 Gal Cont.	
45	SBt	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	24" BB	
9	TMe	Taxus media 'Everlow'	Everlow Yew	24" BB	
9	TMh	Taxus media 'Hicksii'	Hick's Yew	36" BB Ht.	
18	VDw	Viburnum dentatum 'Wentworth'	Wentworth Arrowwood Vib.	36" BB Ht.	
7	VTh	Viburnum trilobum 'Hahs'	Hahs Amer. Cranberry Vib.	36" BB Ht.	
9	WF	Weigela florida 'Red Cardinal'	Red Cardinal Weigela	42" BB Ht.	

PERENNIALS AND GROUNDCOVER

TOT.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	NOTES
12	CAK	Calamagrostis acutiflora 'Karl Foerster'	Karl Ford. Feather Reed Grass	1 Gal.	18" On Center
20	COs	Coreopsis grandiflora 'Stingray'	Stingray Tickseed	1 Gal.	24" On Center
11	CMd	Carex morrowii 'Ice Dance'	Ice Dance Sedge	1 QT Cont	18" On Center
20	DZz	Dianthus deltoides 'Zing Rose'	Zing Rose Dianthis	1 QT Cont	12" On Center
12	FOg	Festuca ovina 'Glauca'	Blue Fescue	1 Gal	24" On Center
20	GSmf	Geranium sanguineum 'Max Frei'	Max Frei Geranium	1 Gal	18" On Center
240	HHb	Hedera helix 'Baltica'	Bulgarian English Ivy	1 QT Cont	12" On Center
11	HM	Heuchera micantiva	Heuchera	1 QT Cont	24" On Center
42	Hsd	Hemerocallis 'Stella D'Oro'	Stella D'Oro Daylily	1 Gal.	24" On Center
23	NF	Nepeta faasenii 'Walker's Low'	Walker's Low Catmint	1 Gal.	24" On Center
13	SN	Salvia nemerosa 'May Night'	May Night Salvia	1 Gal.	24" On Center
50	SKt	Sedum kamtschaticum 'Tekaridaka'	Tekaridaka Sedum	1 Qt. Cont.	18" On Center
20	SH	Sporobolis heterolepsis	Prairie Dropseed	1 Gal.	36" On Center
44	PVs	Pannicum virgatum 'Shenandoah'	Shenandoah Switch Grass	1 Gal.	24" On Center
240	PTe	Pachysandra terminalis	Japanese Pachysandra	1 Qt. Cont	12" On Center
88	PA	Pennisetum alopecuroides	Fountain Grass	1 Gal.	24" On Center

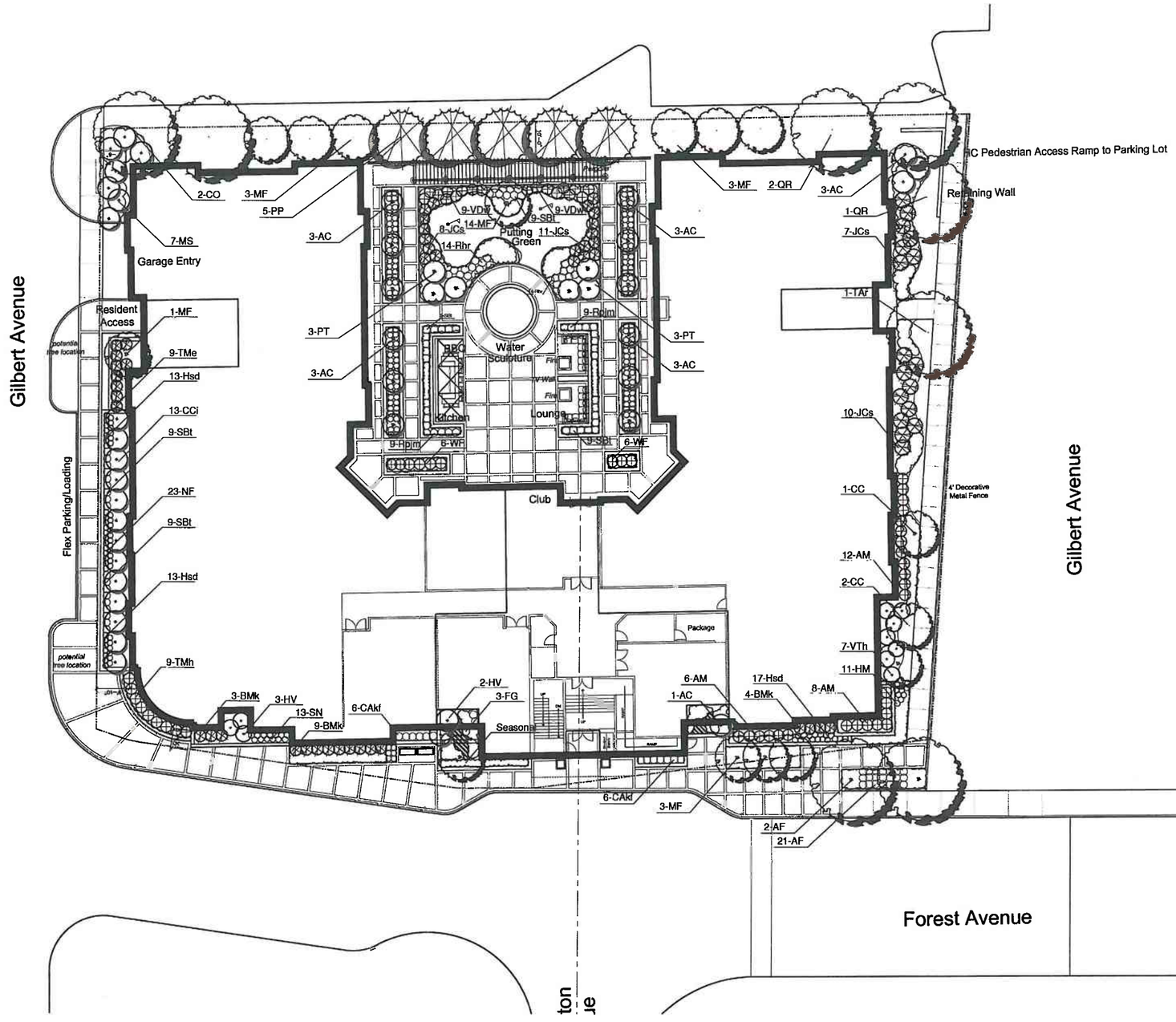
Landscaped Open Space 20%
9,835 sf

LEGEND

- SHADE TREES
- INTERMEDIATE TREES
- EVERGREEN TREES
- DECIDOUS/EVERGREEN SHRUBS
- GROUNDCOVER/PERENNIAL/GRASSES

North

0 8 16 32 64



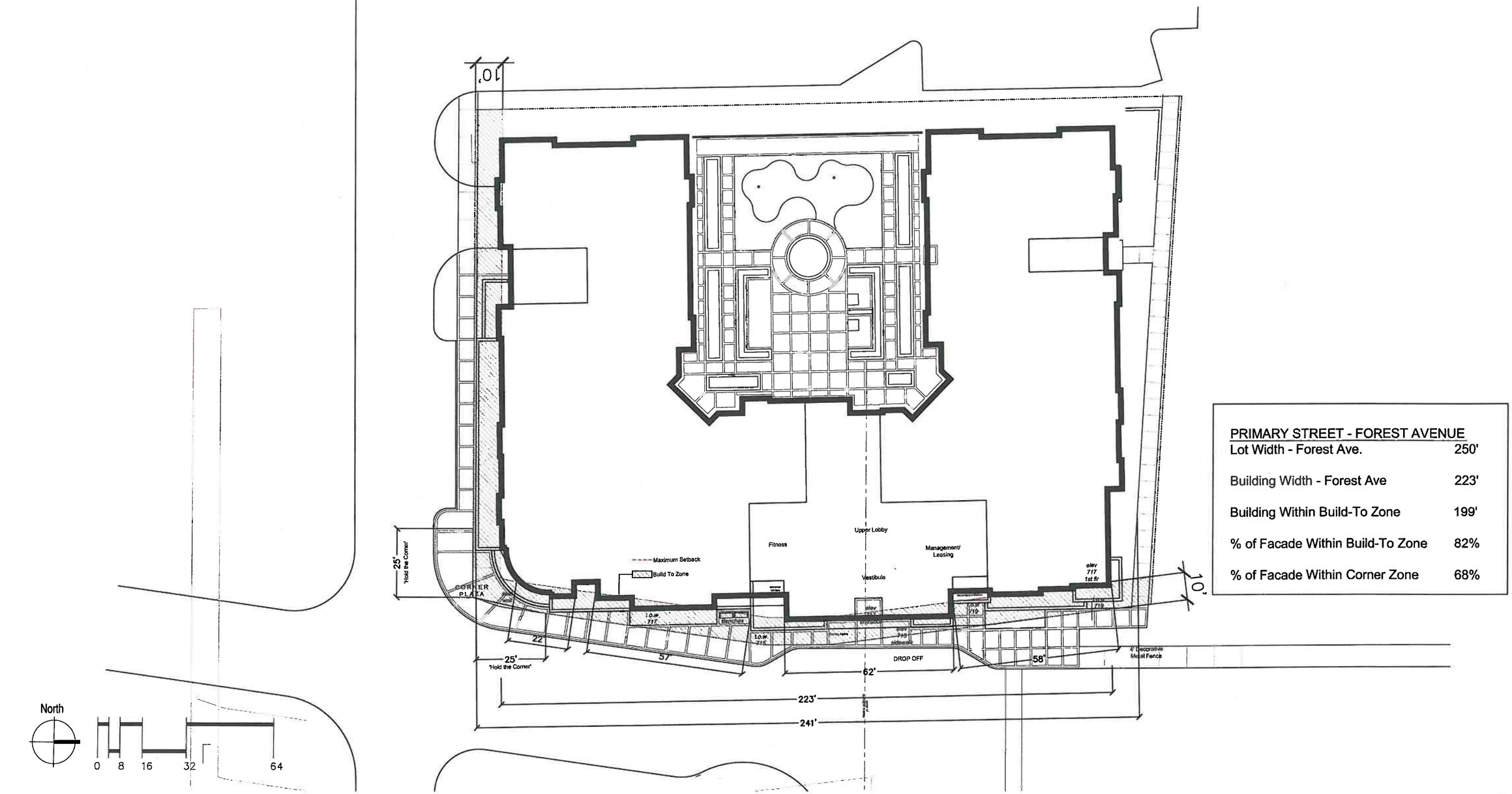
Landscape Plan

Holladay Properties

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

06-18-2015



PRIMARY STREET - FOREST AVENUE	
Lot Width - Forest Ave.	250'
Building Width - Forest Ave	223'
Building Within Build-To Zone	199'
% of Facade Within Build-To Zone	82%
% of Facade Within Corner Zone	68%

BURLINGTON STATION

LUXURY RESIDENCES IN DOWNTOWN

Build-To Exhibit

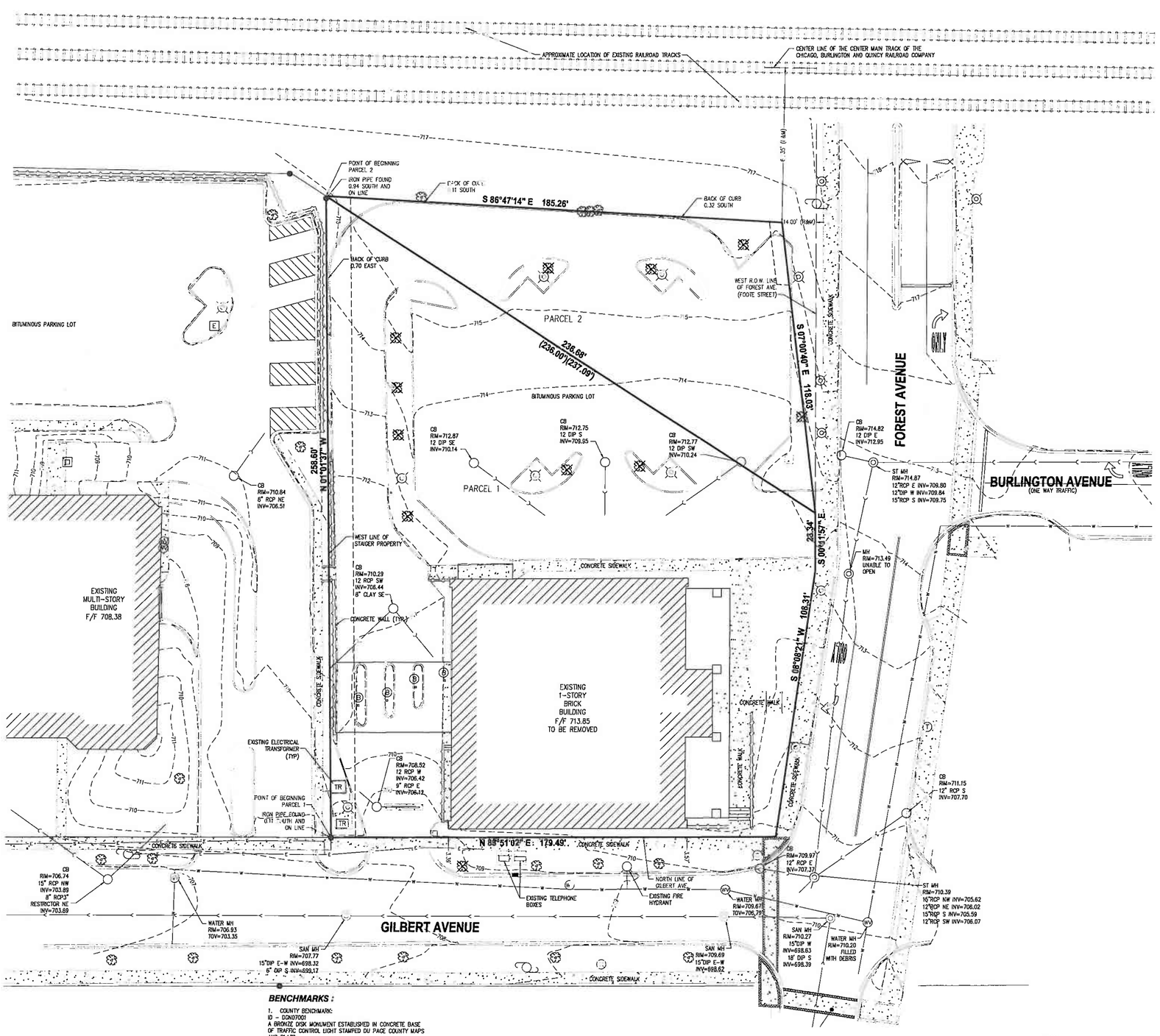
Holladay Properties

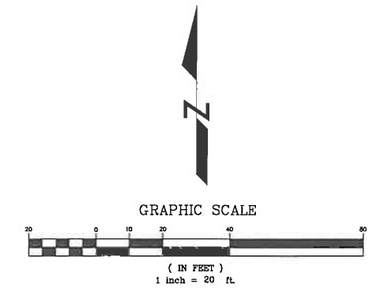
bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

06-18-2015

BSB DESIGN





LEGEND

- EXISTING FLARED END SECTION
- EXISTING STORM MANHOLE
- EXISTING INLET
- EXISTING FIRE HYDRANT
- EXISTING VALVE AND VAULT
- EXISTING CATCH BASIN
- EXISTING SANITARY MANHOLE
- EXISTING VALVE BOX
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- HWL HIGH WATER LEVEL
- NWL NORMAL WATER LEVEL
- EXISTING CONTOUR
- STRAW BALES
- EMERGENCY FLOOD ROUTE

NOTES :

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, ETC., AS SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. HOWEVER, THE ENGINEER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO ANY WORK.

2. EXISTING GRADES AND IMPROVEMENTS ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCY WITH THE PLAN SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.

3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL EXPOSE ANY UTILITIES OR OTHER OBSTRUCTIONS TO BE CROSSED BY THE PROPOSED SEWER, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS WITH THE PROPOSED SEWER GRADE.

4. ALL RIM ELEVATIONS OF STORM STRUCTURES LOCATED IN CURB & GUTTER ARE TO FLOW LINE UNLESS NOTED.

5. CONTRACTOR TO PROVIDE NECESSARY PROTECTION TO ALL EXISTING UTILITIES DURING DEMOLITION AND CONSTRUCTION.

6. ALL PERMANENT SANITARY SERVICE DISCONNECTIONS MUST BE DONE AT THE POINT OF CONNECTION TO THE PUBLIC SANITARY SEWER MAIN. ALL WORK MUST BE INSPECTED BY THE DOWNERS GROVE SANITARY DISTRICT. INSPECTIONS SHALL BE SCHEDULED 24 HOURS IN ADVANCE.

7. CONTRACTOR TO VERIFY IF ANY ON-SITE UTILITIES SERVICE OFF-SITE LOTS PRIOR TO CONSTRUCTION. IF NECESSARY, CONTRACTOR TO RELOCATE ALL ON-SITE EXISTING UTILITIES WHICH SERVICE OFF SITE LOTS WITH MINIMAL SERVICE INTERRUPTIONS TO OFF-SITE LOTS

8. ANY FIELD TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE REROUTED TO THE PROPOSED STORM SEWER SYSTEM OR ABANDONED AS REQUIRED. IF NECESSARY, FIELD TILES SHALL BE REROUTED AROUND THE SITE DURING CONSTRUCTION SO THAT SERVICE OF THE TILE IS NOT INTERRUPTED.

9. IMPROVEMENT LOCATIONS ARE BASED ON A FIELD SURVEY BY C.M.LAVOIE AND ASSOCIATES., INC. ON MAY 8, 2015

BENCHMARKS :

1. COUNTY BENCHMARK:
ID – DGN07001
A BRONZE DISK MONUMENT ESTABLISHED IN CONCRETE BASE OF TRAFFIC CONTROL LIGHT STAMPED DU PAGE COUNTY MAPS AND PLATS.
ELEVATION...743.50' NGVD29

2. ON-SITE BENCHMARKS:
ID – A CUT CROSS IN THE CONCRETE SIDEWALK AT THE SOUTHWEST CORNER OF GILBERT AVE. AND FOREST AVE.
ELEVATION...709.53' NGVD29
ID – A CUT CROSS IN THE CONCRETE SIDEWALK ON THE SOUTH SIDE OF GILBERT AVE ACROSS FROM THE BANK EXIT.
ELEVATION...708.54' NGVD29

- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO BE PROTECTED
- EXISTING PAVEMENT/SIDEWALK TO BE REMOVED

BURLINGTON STATION

5100 FOREST AVE
DOWNERS GROVE, IL

EXISTING CONDITIONS

DRAWN BY: TEP	CHECKED BY: CML
SCALE: 1" = 20'	DATE: 06/18/2015
JOB NUMBER: CML 15-123	SHEET: C 8.0

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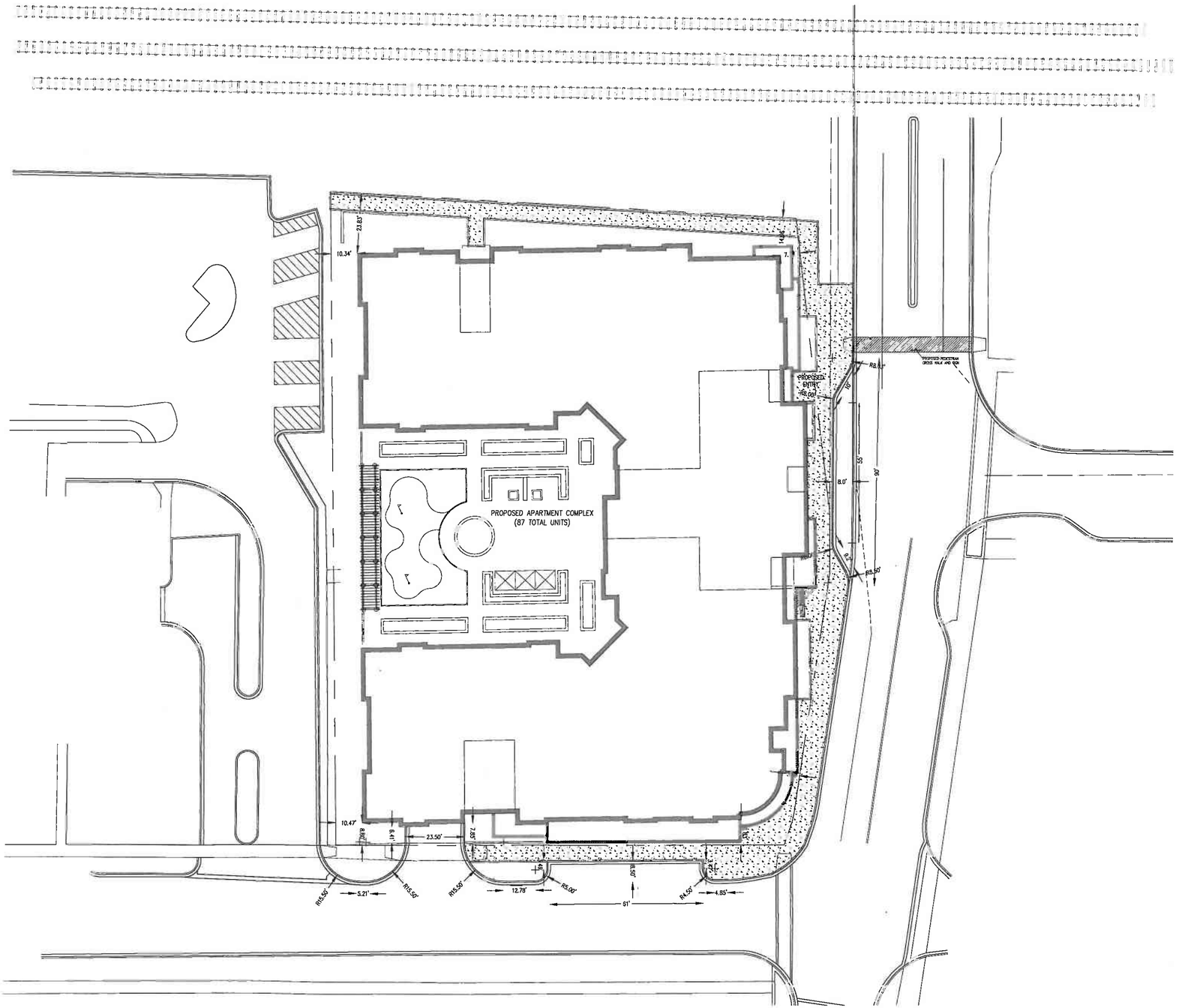
Consulting Civil Engineering
Land Planning & Surveying
1050 State Route 126
Plainfield, Illinois 60544
voice 815-254-0505
fax 815-436-5158

C.M. Lavoie & Associates, INC.



N

GRAPHIC SCALE

40 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

DEVELOPMENT SUMMARY

TOTAL SITE AREA = 48,136 SF (1.105 AC)
EXISTING ZONING: DB (DOWNTOWN BUSINESS)
PROPOSED ZONING: DB (SPECIAL USE)

SETBACK
FRONT – 0 FOOT (MINIMUM)
SIDE (EAST) – 0 FOOT
SIDE (WEST) – 0 FOOT
REAR – 0 FOOT

NOTES :

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, ETC., AS SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. HOWEVER, THE ENGINEER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO ANY WORK.

2. NORTH ARROW AND BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, NAD83 (2007), EAST ZONE.

3. EXISTING GRADES AND IMPROVEMENTS ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCY WITH THE PLAN SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.

4. IMPROVEMENT LOCATIONS ARE BASED ON A FIELD SURVEY BY C.M. LAVOIE AND ASSOCIATES, INC. ON MAY 8, 2015.

5. ALL DIMENSIONS ARE TO BACK OF CURB OR LOT CORNER, UNLESS OTHERWISE NOTED.

6. FOR ACCURATE BOUNDARY INFORMATION, SEE FINAL SUBDIVISION PLAT.

7. ALL PROPOSED CURB SHOWN HEREON IS B-6.12 CURB AND GUTTER UNLESS OTHERWISE NOTED.

8. DEPRESS ALL CURB & GUTTER WHERE PROPOSED PCC SIDEWALK MEETS PROPOSED BACK OF CURB. ADA DETECTABLE WARNING TO BE TWO EJIW #207005T0 DIPPED DETECTABLE WARNING PLATES.

9. SEE PROPOSED LANDSCAPE PLAN FOR PARKWAY TREES.

BURLINGTON STATION

5100 FOREST AVE
DOWNERS GROVE, IL

GEOMETRY PLAN

DRAWN BY: TEP	CHECKED BY: CML
SCALE: 1" = 20'	DATE: 06/18/2015
JOB NUMBER: CML 15-123	SHEET: C 10.0

Consulting Civil Engineering
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Plainfield, Illinois 60544
voice 815-254-0505
fax 815-436-5158

C.M. Lavoie & Associates, INC.

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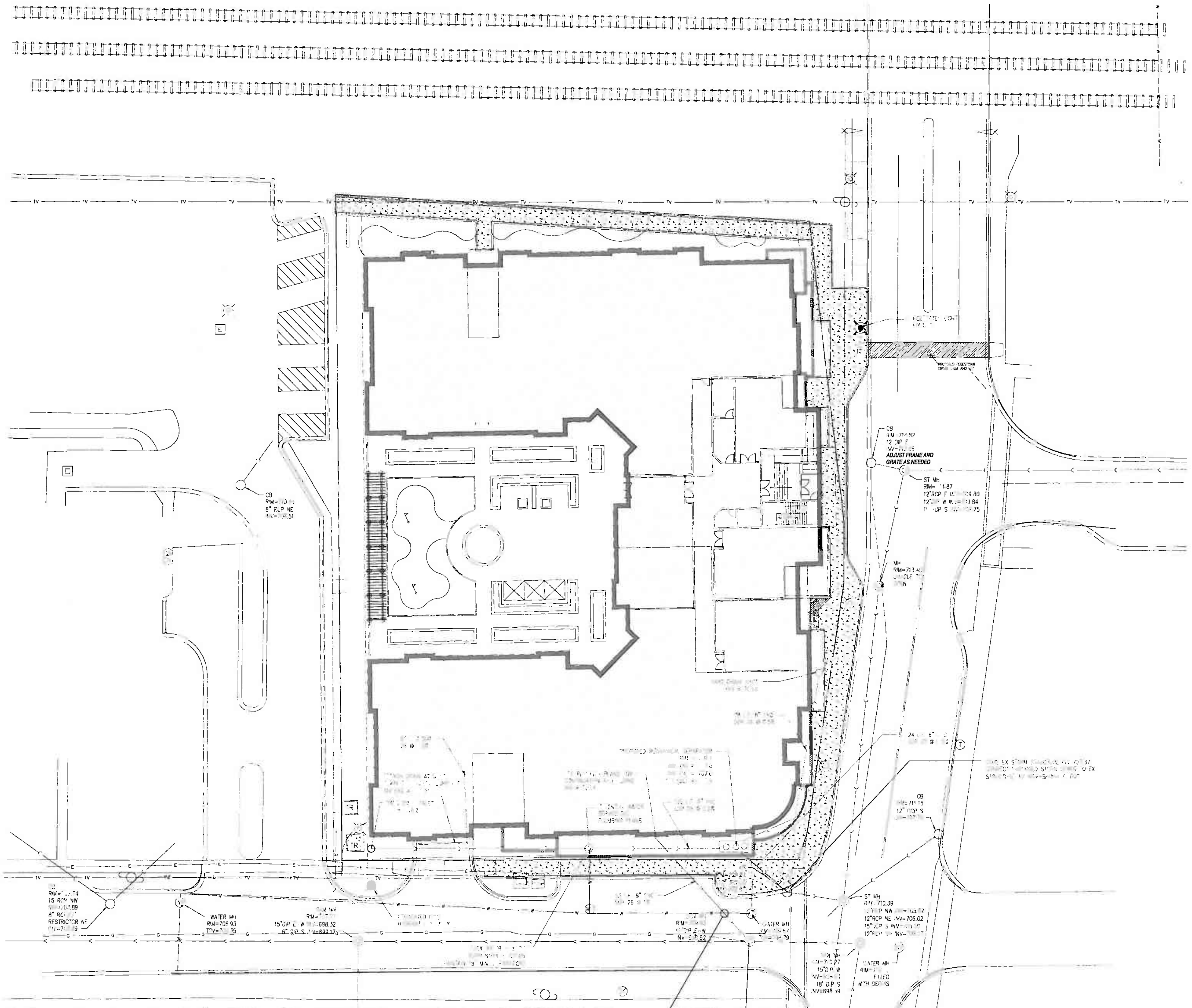

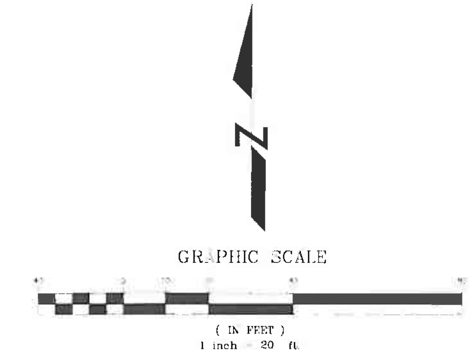

BENCHMARKS :

1. COUNTY BENCHMARK [illegible]

2. ON-SITE BENCHMARKS: [illegible]

NOTES :

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, ETC. AS SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. HOWEVER, THE ENGINEER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND THEIR [illegible] TO ANY WORK.

2. EXISTING GRADES AND MONUMENTS ARE SHOWN FROM THE BEST INFORMATION [illegible] AND MUST [illegible] IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCY WITH THE PLANS SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.

3. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL [illegible] UTILITIES OR OTHER CONFLICTS TO BE CROSSED BY THE PROPOSED SEWER, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY [illegible] CONFLICTS WITH THE PROPOSED SEWER GRADE.

4. EXISTING WATER VALVES, BOXES, VAULTS AND HYDRANTS SHOWN IN PLAN [illegible] IN THE FIELD. EXISTING WATERMAIN SHOWN ON PLAN [illegible] APPROXIMATE [illegible] ON PLAN BY OTHERS. CONTRACTOR TO FIELD VERIFY LOCATION PRIOR TO START OF CONSTRUCTION.

5. RESTRAIN JOINTS [illegible], WHERE PROPOSED WATERMAIN IS TAPPING INTO EXISTING MAIN.

6. CONTRACTOR TO RESTRAIN WATERMAIN JOINTS AT ALL EXISTING CONNECTION POINTS TO THE SATISFACTION OF THE VILLAGE ENGINEER.

7. ALL HYDRANTS MUST BE [illegible] PAINTED YELLOW. [illegible] MUST BE [illegible] LOCATED IN [illegible].

8. ALL STORM SEWER FRAMES, GRATES ARE TO BE [illegible] DUMPING [illegible] DRAIN [illegible].

9. THE SEWER CONTRACTOR SHALL SCHEDULE WITH THE DOWNERS GROVE SANITARY SEWER DISTRICT A MEETING [illegible] TO THE START OF CONSTRUCTION.

10. THE CONSTRUCTED SANITARY SEWERS MUST BE TELEVISED UNDER SIMULATED FLOW CONDITIONS. [illegible] DISTRICT [illegible] MUST BE PRESENT DURING TELEVISING. [illegible] GREATER THAN 2% [illegible] THE PIPE DIAMETER WILL BE ACCEPTED. ALL UNACCEPTABLE SAGS MUST BE REPAIRED IN A MANNER ACCEPTABLE TO THE DISTRICT.

11. CONTRACTOR TO COORDINATE WITH VILLAGE OF DOWNERS GROVE [illegible] RESPONSE TEAM [illegible] CONNECTION (630) 434-5561.

12. STORM STRUCTURE [illegible] BE [illegible] STORMCEPTOR, MANUFACTURED BY RINKER MATERIALS OR SIMILAR STRUCTURE APPROVED BY ENGINEER AND VILLAGE STAFF.

BURLINGTON STATION

5100 FOREST AVE
DOWNERS GROVE, IL

UTILITY PLAN

DRAWN BY	TEP	CHECKED BY	CML
SCALE	1" = 20'	DATE	06/18/2015
JOB NUMBER	CML 15-123	SHEET	C 11.0

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C.M. Lavoie & Associates, INC.
Consulting Civil Engineering
Land Planning & Surveying
1050 State Route 126
Plainfield, Illinois 60544
voice 815-254-0505
fax 815-436-5158

Concept Design:
Architectural Character

Holladay Properties

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

June 22, 2015

East Elevation
1/16" = 1'-0"

South Elevation
1/16" = 1'-0"

West Elevation
1/16" = 1'-0"

North Elevation
1/16" = 1'-0"

Concept Design:
Exterior Elevations

Holladay Properties

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon detail design considerations, applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

June 22, 2015

LUXURY RESIDENCES IN DOWNTOWN BURLINGTON STATION

Concept Design:
Architectural Character

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

Holladay Properties

May 6, 2015

BSB DESIGN

East Elevation

South Elevation

West Elevation

North Elevation

Concept Design:

Architectural Character - Exterior Elevations

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

Holladay Properties

May 6, 2015

Concept Design:

Architectural Character - Amenity Deck

Holladay Properties

bsbdesign.com

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May 6, 2015

Traffic and Parking Impact Study

For

Proposed Apartment Development

Downers Grove, Illinois

Prepared By

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

June 19, 2015

1. Introduction

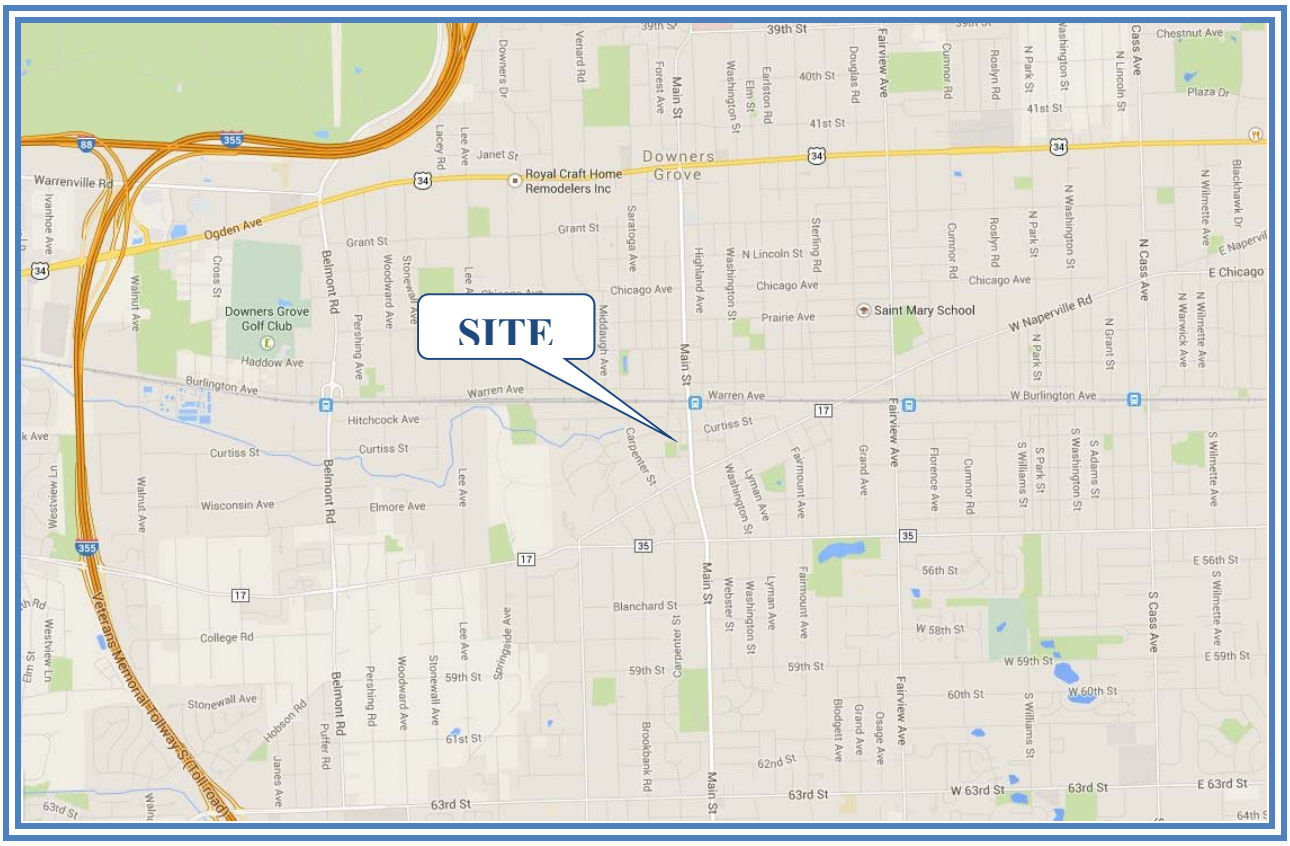
This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed apartment development to be located in Downers Grove, Illinois. The site, which is currently occupied by a vacant drive-through bank, is located in the northwest corner of the intersection of Forest Avenue with Gilbert Avenue. As proposed, the development is to consist of an apartment building with 89 units and a total of 102 off-street parking spaces. Access to the development is proposed on Gilbert Avenue approximately 180 feet west of Forest Avenue.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

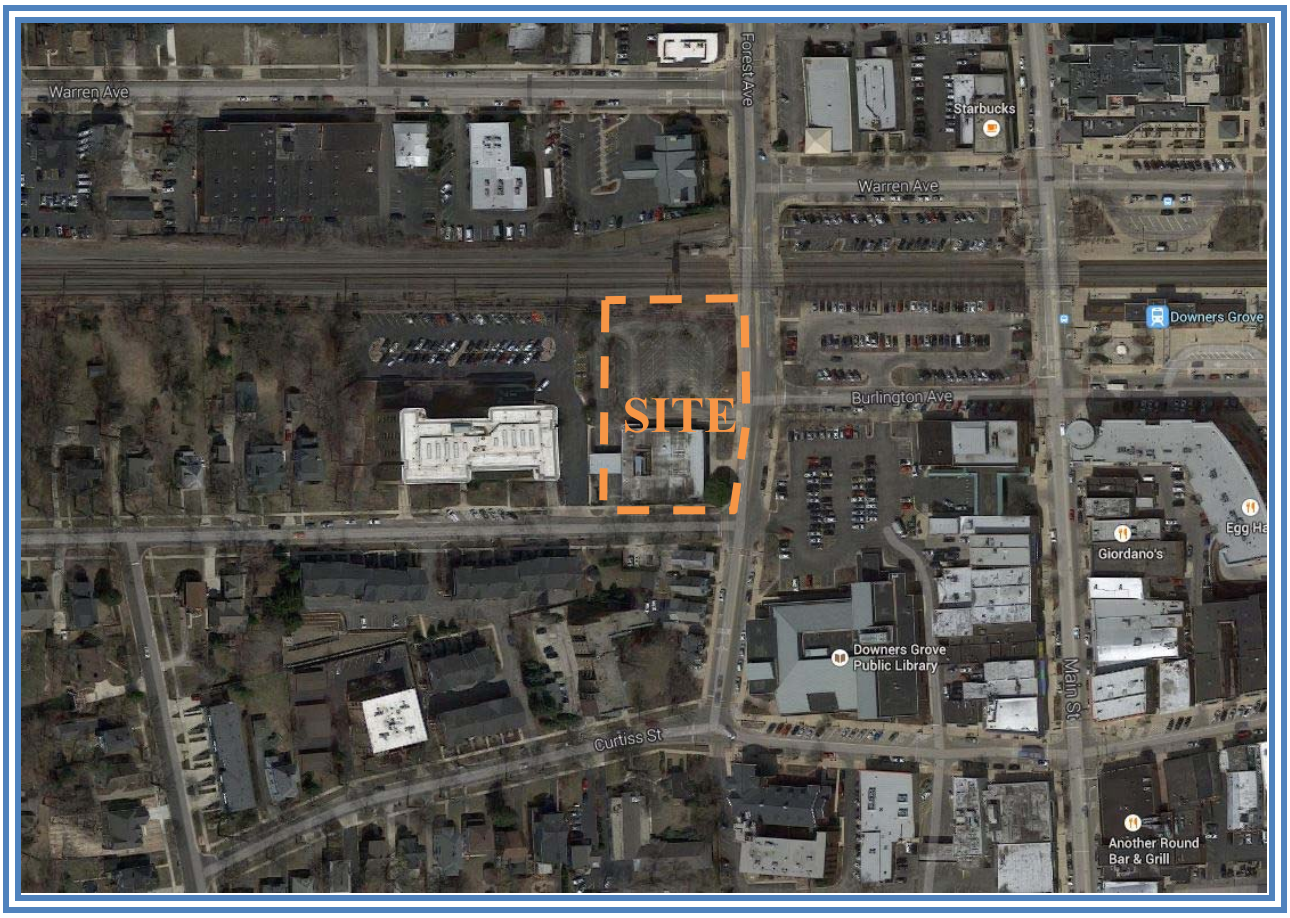
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

The sections of this memorandum present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the site
- Traffic analyses for the weekday morning and the weekday evening peak hours
- Recommendations with respect to adequacy of the site access system and adjacent roadway
- Adequacy of the parking supply



Site Location **Figure 1**



Aerial View of Site Location **Figure 2**

2.
Existing Conditions

Transportation conditions in the site area were inventoried to obtain a database for projecting future conditions. Four general components of existing conditions were considered: (1) the geographical location of the site, (2) the characteristics of the roadways and traffic control devices in the site area, (3) the alternative modes of transportation serving the area and (4) the traffic volumes on the roadways.

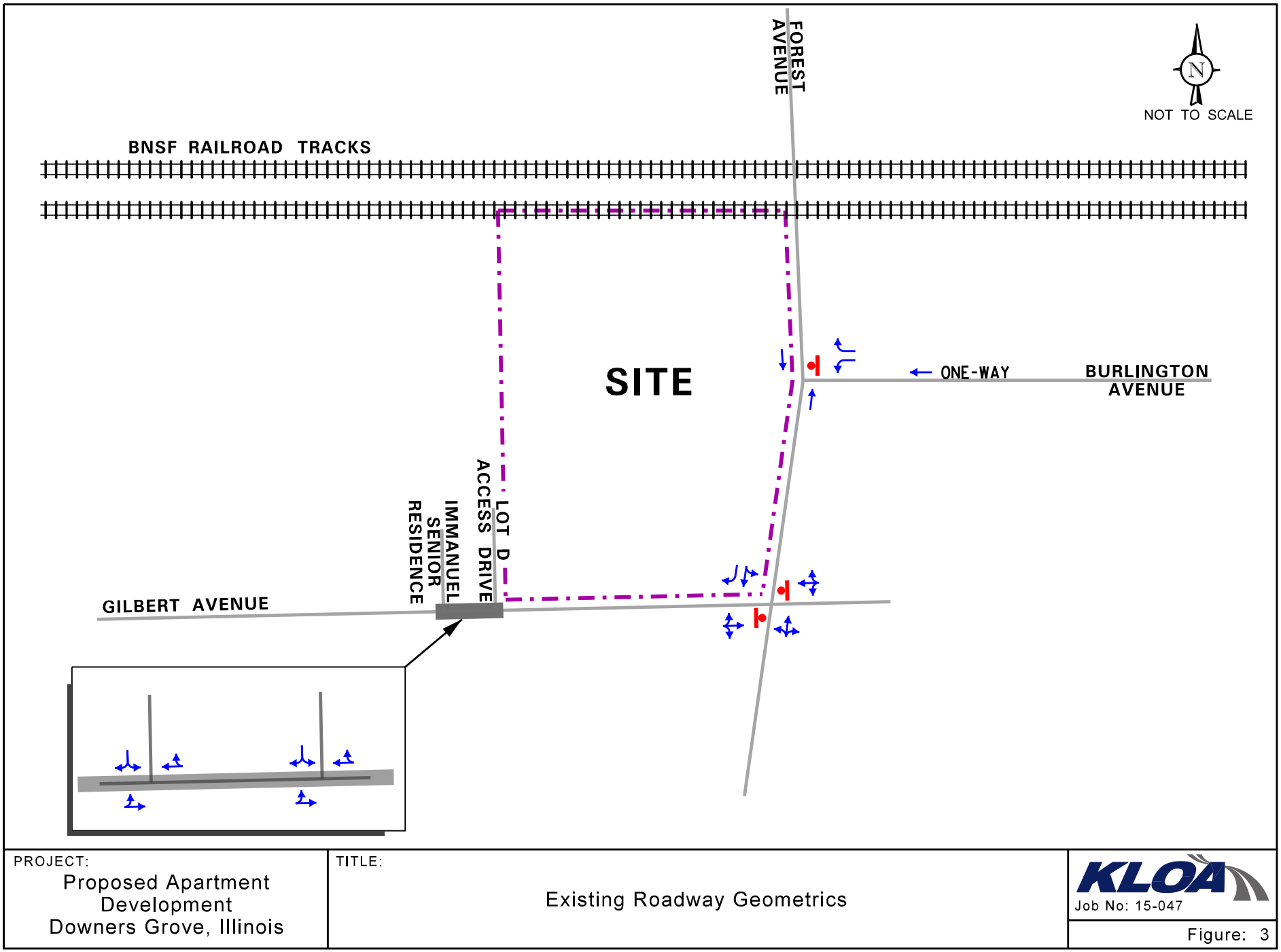
Site Location

The development site is located in the northwest quadrant of the intersection of Forest Avenue with Gilbert Avenue and is currently occupied by a vacant bank with drive-through lanes. The site is bounded by the Burlington Northern Santa Fe (BNSF) railroad tracks on the north, Forest Avenue on the east, Gilbert Avenue on the south and the Immanuel Senior Housing building on the west. In addition, the Downers Grove Lot D is also located west of the site. Furthermore, the site is located within downtown Downers Grove and is approximately 550 feet west of the Downers Grove Metra Station. The Downers Grove Public Library is located in the southeast corner of the intersection of Forest Avenue and Gilbert Avenue.

Existing Roadway System Characteristics

The following is a description of the area roadways which are illustrated in **Figure 3**.

Forest Avenue is a north-south roadway that provides one lane in each direction. At its unsignalized intersection with Gilbert Avenue, Forest Avenue provides a shared left/through lane and an exclusive right-turn lane on its southbound approach and a shared left/through/right-turn lane on its northbound approach. Three hour (6:00 A.M. to 6:00 P.M.) on-street parking is allowed on both sides of the road south of Gilbert Avenue and on the east side of the road north of Gilbert Avenue. An at-grade crossing for the BNSF railroad tracks is located approximately 320 feet north of Gilbert Avenue. Forest Avenue is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 20 miles per hour.



PROJECT:	TITLE:	
Proposed Apartment Development Downers Grove, Illinois	Existing Roadway Geometrics	KLOA Job No: 15-047 Figure: 3

Gilbert Avenue is an east-west roadway that provides one lane in each direction. At its unsignalized intersection with Forest Avenue, Gilbert Avenue is under stop sign control and provides a shared left/through/right-turn lane. Gilbert Avenue is aligned opposite the access drive to the Downers Grove Public Library. This access drive is under stop sign control and provides a shared left/through/right-turn lane. No exclusive turn lanes are provided on Gilbert Avenue at its unsignalized intersections with Lot D access drive and the Immanuel Senior Housing access drive. On-street parking is prohibited on the south side of Gilbert Avenue. Three hour (6:00 A.M. to 6:00 P.M.) on-street parking is allowed on the north side of Gilbert Avenue just west of the site. Gilbert Avenue is a designated bike route, has a posted speed limit of 25 mph and is under the jurisdiction of the Village of Downers Grove.

Burlington Avenue is a one-way westbound road that extends from Washington Street to its terminus at Forest Avenue. Burlington Avenue is under stop sign control at its intersection with Forest Avenue and provides an exclusive left-turn lane and an exclusive right-turn lane. On-street parking is allowed on the south side of the road. Burlington Avenue has no posted speed limit and is under the jurisdiction of the Village of Downers Grove.

Public Transportation

The area is served via the BNSF Metra rail line with the Downers Grove Station located approximately 550 feet east of the site. The BNSF line runs from Aurora to Chicago, Illinois and carries a total (inbound and outbound) of 94 passenger trains daily on weekdays, 28 on Saturdays, and 18 on Sundays. Furthermore, the site is located within close proximity to the following bus routes:

- Pace Suburban Bus Route 834 – This route provides weekday and Saturday service from the Joliet central business district and Metra Station to Finley/Branding. It serves Lewis University, Good Samaritan Hospital, Romeoville, Lockport, Bolingbrook, Will County Courthouse, Yorktown Shopping Center and Downers Grove.

- Pace Suburban Bus Route 462 – This route provides weekday rush hour service from southwest Downers Grove and the Downers Grove Metra Station (BNSF Line).

- Pace Suburban Bus Route 463 – This route provides weekday rush hour service from southeast Downers Grove and the Downers Grove Metra Station (BNSF Line). This route provides service to Fairview Plaza Park-n-Ride, Downers Park Plaza, Green Knolls Shopping Center and Jewel.

These bus routes will provide an alternate mode of transportation to future residents of the site. **Figure 3A** shows the location of the bus stops closest to the site.

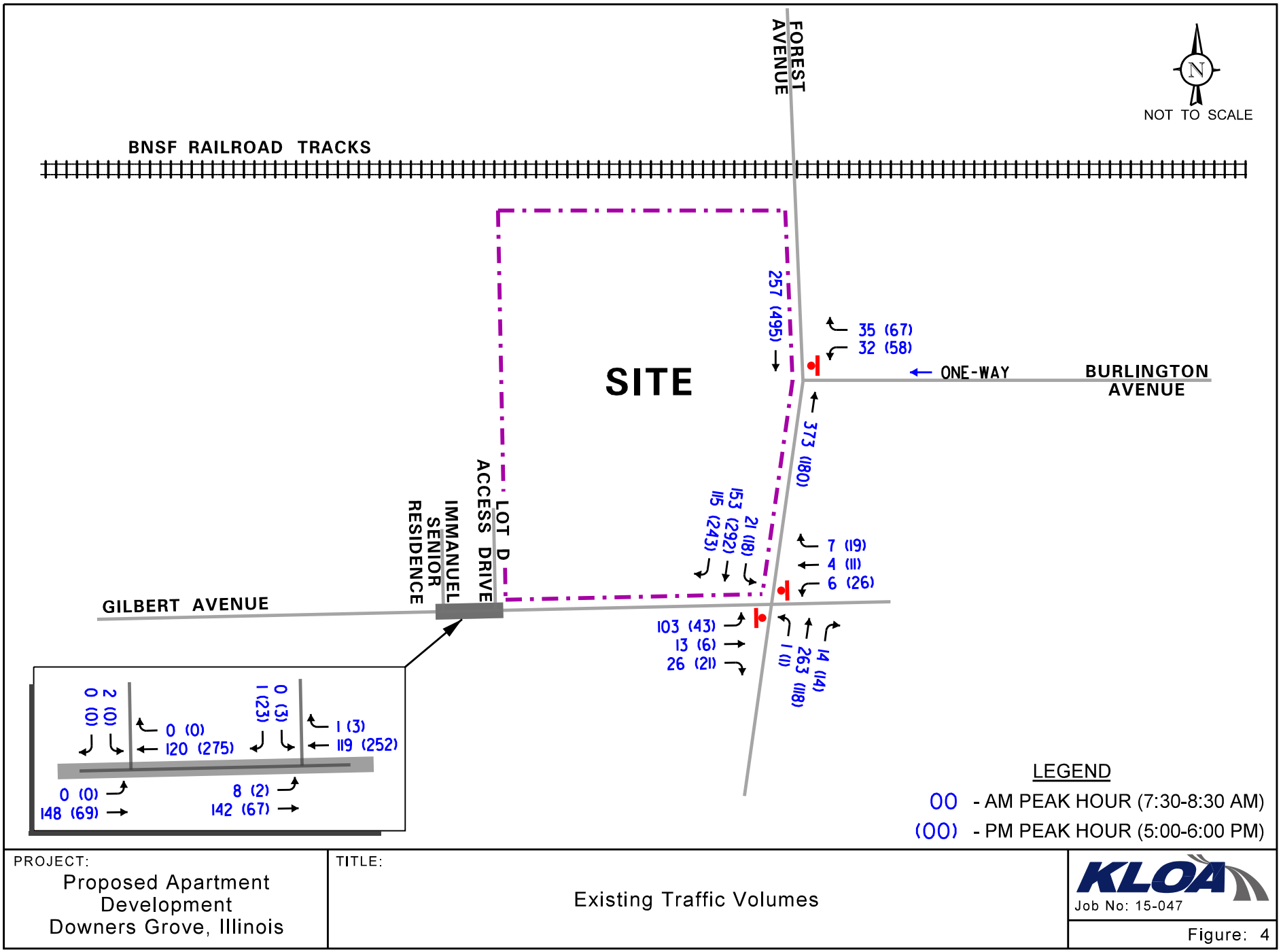
Existing Traffic Volumes

Manual turning movement vehicle, pedestrian and bicycle traffic counts were conducted on Thursday, March 12, 2015 during the weekday morning (7:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M) peak periods at the following intersections:

- Forest Avenue with Gilbert Avenue
- Forest Avenue with Burlington Avenue
- Gilbert Avenue with Lot D Access Drive
- Gilbert Avenue with Immanuel Residences access drive

From the manual turning movement count data, it was determined that the weekday morning peak hour generally occurs between 7:30 A.M. and 8:30 A.M. and the weekday evening peak hour generally occurs between 5:00 P.M. and 6:00 P.M. These two respective peak hours will be used for the traffic capacity analyses and are presented later in this report. The existing peak hour vehicle traffic volumes are shown in **Figure 4**.

PROJECT:	TITLE:	
Proposed Apartment Development Downers Grove, Illinois	Bus Stop Locations	KLOA Job No: 15-047 Figure: 3A



PROJECT:	TITLE:	
Proposed Apartment Development Downers Grove, Illinois	Existing Traffic Volumes	KLOA Job No: 15-047 Figure: 4

Area Traffic Observations

Traffic flow in the area was observed during the peak periods, particularly the operation of the at-grade railroad crossing on Forest Avenue. Below is a summary of these observations.

- The railroad gates were lowered for crossing trains 14 times during the morning peak hour for an average downtime of approximately 55 seconds per crossing and 13 times during the evening peak hour for an average downtime of approximately 68 seconds per crossing.

- Morning peak period:

    - Only twice during the morning peak period back-ups were observed to extend beyond Gilbert Avenue. These back-ups occurred at 7:40 A.M. and 7:46 A.M. and lasted for approximately one minute.

    - Once the railroad gates were raised after a train crossing, queues dissipated very quickly and traffic operations returned to normal.

- Evening peak period:

    - Three times during the evening peak period back-ups were observed to extend beyond Gilbert Avenue. These back-ups occurred at 4:25 P.M., 5:11 P.M. and 5:53 P.M. and lasted for approximately two minutes.

    - Once the railroad gates were raised after a train crossing, queues dissipated very quickly and traffic operations returned to normal.

- Backups on Gilbert Avenue as a result of the backups on Forest Avenue were typically minimal, occasionally extending one to two vehicles on the eastbound approach with no significant back-ups observed on the westbound approach.

3.
Traffic Characteristics of the Apartment Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

The development site is located in the northwest quadrant of the intersection of Forest Avenue with Gilbert Avenue and is currently occupied by a vacant bank with drive-through lanes. As proposed, the site will be redeveloped with an apartment building that will provide 89 apartment units (58 one-bedroom units and 31 two-bedroom units) and underground parking for 102 vehicles. In addition, three car sharing on-street parallel parking spaces will be provided on the north side of Gilbert Avenue along the site's frontage.

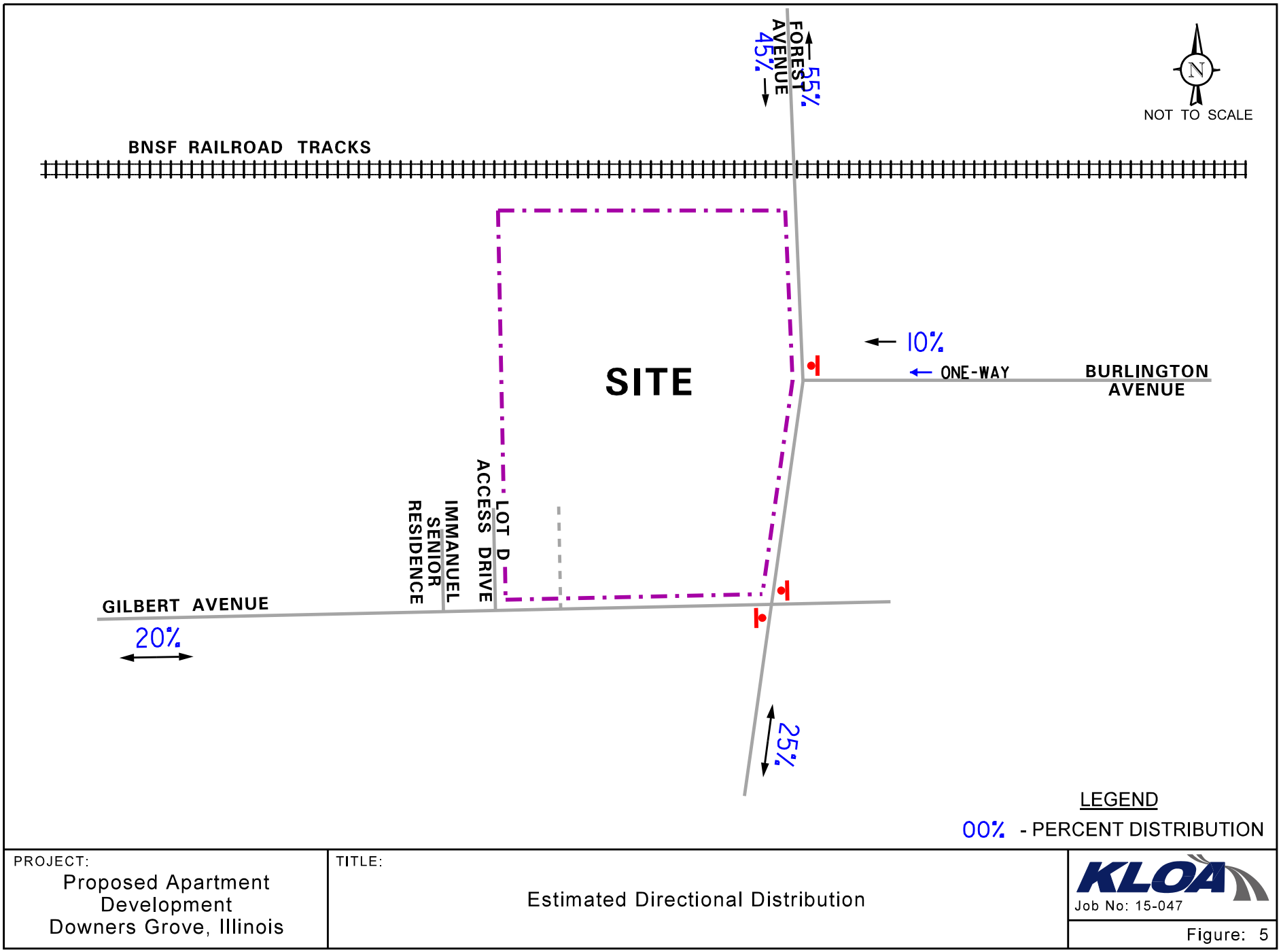
Development Access

Access to the underground parking will be provided via Gilbert Avenue 180 feet west of Forest Avenue at approximately the same location of the existing bank drive-through lane exit drive. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

A recessed drop-off/pick-up area is proposed to be provided on Forest Avenue opposite Burlington Avenue. The provision of a recessed drop-off area will allow vehicles stopping to drop-off or pick-up residents to do so without blocking through traffic on Forest Avenue.

Directional Distribution

The directional distribution of how traffic will approach and depart the site was estimated based on a combination of existing travel patterns and the orientation and physical restrictions of the surrounding roadway system. The estimated directional distribution for the proposed development was established and is illustrated in **Figure 5**.



PROJECT:	TITLE:	
Proposed Apartment Development Downers Grove, Illinois	Estimated Directional Distribution	KLOA Job No: 15-047 Figure: 5

Peak Hour Traffic Volumes

The peak hour traffic volumes that will be generated by the proposed apartment development were estimated based on trip generation rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. However, the trip rates assume that the primary mode of transportation is the automobile. The location of the site within downtown Downers Grove and its proximity to the train station and the Pace Bus Routes will result in less dependence on automobile use. Based on Census data compiled by the Center for Transit Oriented Development of residents of Downers Grove located within one-quarter of a mile from the train station, approximately 30 percent of the residents within this area use other means of transportation to commute to work.

Table 1 shows the estimated peak hour traffic to be generated by the proposed apartment development.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Lane-Use	Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way
			In	Out	Total	In	Out	Total	
220	Apartments	89 Units	9	38	47	43	23	66	662
	30 percent reduction[1]		*-3*	*-11*	*-14*	*-13*	*-7*	*-20*	*-198*
		Total	**6**	**27**	**33**	**30**	**16**	**46**	**464**

[1]Trip generation reduced by 30 percent to account for proximity to train station and other alternate transportation modes

For comparison purposes, KLOA, Inc. estimated the number of trips the previous land use (drive-through bank) was potentially generating and compared it to the trip generation of the proposed land use. **Table 2** shows the trip generation comparison.

Table 2
TRIP GENERATION COMPARISON

ITE Land-Use Code	Lane-Use	Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way
			In	Out	Total	In	Out	Total	
220	Apartments	89 Units	9	38	47	43	23	66	662
	30 percent reduction[1]		*-3*	*-11*	*-14*	*-13*	*-7*	*-20*	*-198*
		Total	**6**	**27**	**33**	**30**	**16**	**46**	**464**
912	Drive-Through Bank	4 lanes	22	15	37	65	68	133	560
	Difference		**-16**	**+12**	**-4**	**-35**	**-52**	**-87**	**-96**

As can be seen, the proposed land use will generate approximately the same number of total trips (in/out) during the morning peak hour and approximately 87 less total (in/out) trips during the evening peak hour.

4.
Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

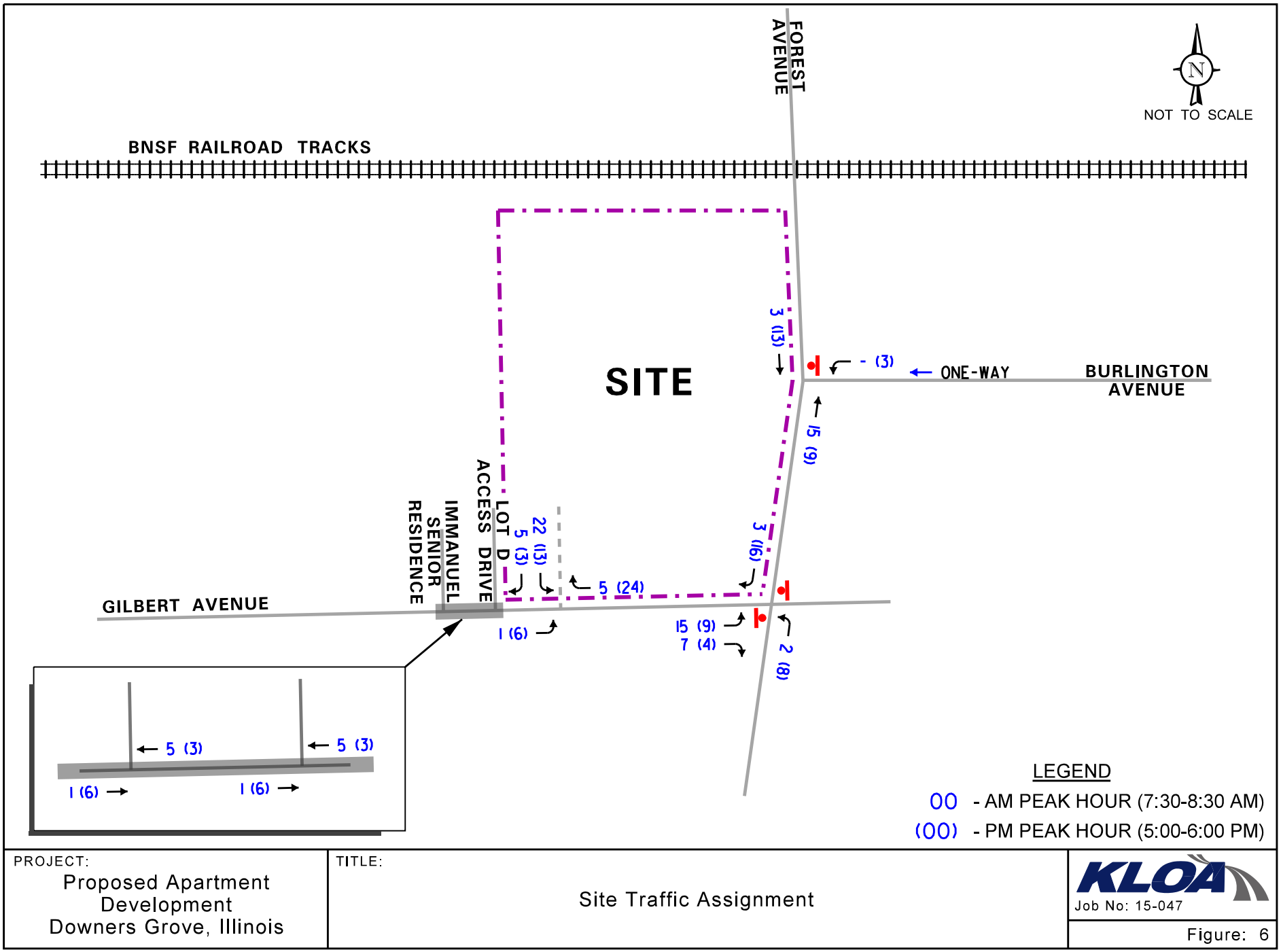
The peak hour traffic volumes projected to be generated by the proposed development (Table 5) were assigned to the area roadways based on the directional distribution analysis (Figure 5). **Figure 6** shows the assignment of the development-generated traffic volumes.

Background Traffic Conditions

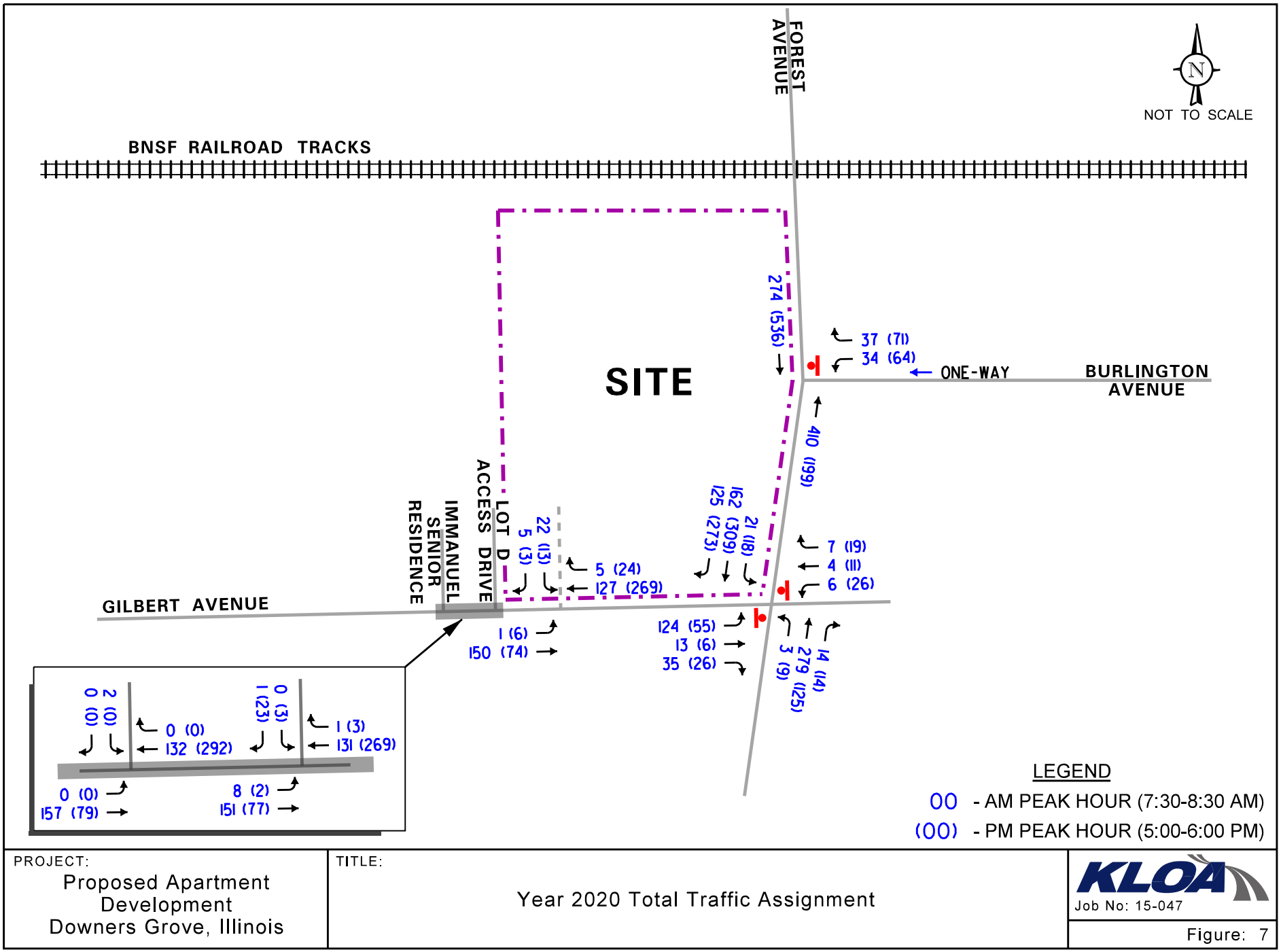
In order to account for background growth the Chicago Metropolitan Agency for Planning (CMAP) Year 2040 population and employment forecast was used to determine that the existing traffic volumes are to be increased by 1.2 percent per year for five years (a total of six percent) to reflect Year 2020 traffic conditions.

Total Projected Traffic Volumes

Total projected traffic volumes include the existing traffic volumes increased by six percent and the traffic estimated to be generated by the proposed subject development (refer to Figure 6). **Figure 7** shows the Year 2020 total projected traffic volumes.



PROJECT:	TITLE:	
Proposed Apartment Development Downers Grove, Illinois	Site Traffic Assignment	KLOA Job No: 15-047 Figure: 6



PROJECT:	TITLE:	
Proposed Apartment Development Downers Grove, Illinois	Year 2020 Total Traffic Assignment	KLOA Job No: 15-047 Figure: 7

5.
Traffic Analysis and Recommendations

Traffic analyses were performed for the study area intersections and the access drive to determine the operation of the existing roadway system, evaluate the impact of the proposed facility and determine the ability of the roadway system to accommodate projected traffic demands. Analyses were performed for the weekday morning and evening peak hours for the existing and future (Year 2020) traffic volumes.

The traffic analyses were performed using the Synchro/SimTraffic 9 computer software. 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).

For two-way stop controlled (TWSC) intersections, levels of service are only calculated for the approaches controlled by a stop sign (not for the intersection as a whole). The results of the capacity analysis for existing and Year 2020 projected traffic volumes are summarized in **Table 3** and **Table 4**, respectively.

The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for unsignalized intersections and the capacity analysis summary sheets are provided in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS—EXISTING TRAFFIC VOLUMES

	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
Intersection	LOS	Delay	LOS	Delay
Forest Avenue with Gilbert Avenue and Parking Lot Access Drive				
• Eastbound Approach	B	14.9	B	13.1
• Westbound Approach	B	12.2	B	12.9
• Northbound Left	A	0.0	A	0.1
• Southbound Left	A	1.1	A	0.5
Forest Avenue with Burlington Avenue				
• Westbound Left	B	13.1	B	12.6
• Westbound Right	B	11.3	A	9.8
Gilbert Avenue with Lot D Access Drive				
• Southbound Approach	A	8.9	A	9.9
• Eastbound Left	A	0.4	A	0.2
Gilbert Avenue with Immanuel Residences Access Drive				
• Southbound Approach	B	10.1	A	9.8
• Eastbound Left	A	0.0	A	0.0

LOS = Level of Service
Delay is measured in seconds.

Table 4
CAPACITY ANALYSIS RESULTS - PROJECTED YEAR 2020 TRAFFIC VOLUMES

	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
Intersection	LOS	Delay	LOS	Delay
Forest Avenue with Gilbert Avenue and Parking Lot Access Drive				
• Eastbound Approach	C	16.4	B	14.2
• Westbound Approach	B	12.6	B	13.7
• Northbound Left	A	0.1	A	0.6
• Southbound Left	A	1.0	A	0.5
Forest Avenue with Burlington Avenue				
• Westbound Left	B	13.7	B	13.2
• Westbound Right	B	11.8	A	10.0
Gilbert Avenue with Lot D Access Drive				
• Southbound Approach	A	8.9	B	10.0
• Eastbound Left	A	0.4	A	0.2
Gilbert Avenue with Immanuel Residences Access Drive				
• Southbound Approach	B	10.2	A	9.9
• Eastbound Left	A	0.0	A	0.0
Gilbert Avenue with Proposed Access Drive				
• Southbound Approach	B	10.1	B	10.8
• Eastbound Left	A	0.1	A	0.6

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

Forest Avenue with Gilbert Avenue and Parking Lot Access Drive

The results of the capacity analysis indicate that the eastbound and westbound approaches at this intersection currently operate at acceptable levels of service during the morning and evening peak hours and are projected to continue operating at acceptable levels of service with the addition of ambient growth and development traffic. Inspection of the capacity analyses indicate that the 95th percentile eastbound queue lengths on Gilbert Avenue are projected to be less than 50 feet during the peak hours and will not extend to or beyond the proposed access drive. As previously indicated, field observations showed that when the train gates were down on Forest Avenue, northbound queues extended beyond Gilbert Avenue only twice during the morning peak hour and three times during the evening peak hour. However, these queues only lasted for approximately one to two minutes. Furthermore, the queued traffic dissipated very quickly and traffic conditions returned to normal. Based on the results of the capacity analyses and the traffic simulations, the proposed development traffic will have a limited impact on the operations of this intersection and additional roadway or traffic control improvements will not be necessary.

Forest Avenue with Burlington Avenue

Based on the results of the capacity analysis, this intersection is and will continue operating at acceptable levels of service with minimal increases in the delay the turning movements from Burlington Avenue will experience. As such, no additional roadway or traffic control improvements will be necessary.

Gilbert Avenue with Lot D and Immanuel Residences Access Drives

The results of the capacity analysis indicate each of the access drives at their intersection with Gilbert Avenue currently operate at the acceptable Level of Service B or better during the morning and evening peak hour. Under future conditions, the access drives are projected to continue operating at the acceptable Level of Service B or better during the morning and evening peak hour with minimal increases in delay. As such, the proposed development traffic will have limited impact on the operations of these access drives and roadway or traffic control improvements will not be necessary.

Gilbert Avenue with Proposed Access Drive

The proposed access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. The results of the capacity analysis indicate that the access drive is projected to operate at an acceptable Level of Service B during the morning and evening peak hours. Furthermore, the eastbound left-turn movement onto the access drive is projected to operate at Level of Service A during the peak hours. It should be noted that although the site's access drive will be located within close proximity to the Lot D and the Immanuel Senior Housing building access drives, it will not present a problem with traffic flow along Gilbert Avenue given the low volume of traffic experienced on all three access drives and the ample sight lines available. Furthermore, based on a review of the traffic simulations, traffic flow along Gilbert Avenue and the adjacent access drives will continue to flow efficiently with minimal delays and queues. As such, no additional roadway or traffic control improvements will be necessary.

Drop-Off/Pick-Up Area Evaluation

As previously mentioned, the development is proposing a drop-off/pick-up area along Forest Avenue opposite Burlington Avenue. Based on a review of the site plan, the area will accommodate approximately three vehicles and will be recessed thus allowing vehicles stopping to drop-off or pick-up residents to do so without blocking through traffic on Forest Avenue. In order to ensure the drop-off/pick-up area is used properly, consideration should be given to placing a sign along the drop-off/pick-up area indicating a 15-minute time limit. Based on KLOA, Inc.'s observations of other apartment buildings throughout the Chicagoland area, the anticipated circulation in and out of the drop-off/pick-up area is about 15 percent of the inbound traffic. As such, approximately one and six vehicles are anticipated to use this area during the morning and evening peak hours, respectively.

Parking Analysis

As proposed, the development is to contain 89 apartments with 102 underground parking spaces and three on-street parallel carsharing parking spaces. The development is to contain 58 one-bedroom units and 31 two-bedroom units. It is important to note that parking within the development will not be included as part of the leases for the apartments. An additional monthly fee will be charged to any tenant that desires to park within the development. In addition, bike storage will be provided within the development. It should be noted that the underground parking spaces breakdown will be:

- 22 compact spaces (8.5 feet wide)
- 75 regular spaces (9 feet wide)
- 5 handicapped spaces

Based on a review of the Village of Downers Grove zoning ordinance, the stall dimensions may be reduced by up to six inches in width given that the proposed parking activity will be low to moderate turnover. Furthermore, based on a review of the ITE *Traffic Engineering Handbook*, 6th Edition and *The Dimensions of Parking*, 5th Edition published by the Urban Land Institute and the National Parking Association, the recommended minimum width for a low to moderate turnover parking facility should be 8.5 feet. As such, the proposed compact spaces comply with the Village of Downers Grove ordinance and is consistent with industry standards.

Resident Parking

All 102 underground parking spaces will be provided for residents of the development. In addition, three on-street parallel carsharing parking spaces will be provided on the north side of Gilbert Avenue along the site's frontage. In addition and per the Village of Downers Grove ordinance, residents of the Downtown Business District may park overnight in the designated area on Level 1 of the parking deck (approximately ¼ mile southeast of the site) with a valid permit.

Guest Parking

Parking for residential guests is to be provided via the available on-street parking within the area. If guests need to park overnight on the street they will have to call the Village of Downers Grove Police to obtain permission. Another option is to obtain an overnight parking permit for Parking Lot L (approximately ¼ mile east of the site). This permit is limited to a maximum of five nights per calendar month.

Parking Requirements per Village Code

The Village of Downers Grove parking ordinance requires that the proposed apartment development located within DB zoning district provide 123 parking spaces (rate of 1.4 spaces per unit). The development is currently proposing 102 parking spaces and three on-street car sharing parking spaces (ratio of 1.15 spaces per unit). Based on these requirements, the development is short of meeting the Village's off-street parking requirements by 21 spaces.

Transit Oriented Development Parking Characteristics

It should be noted that given the site's proximity to public transportation and its location within the Downers Grove downtown area as well as the mix of land uses surrounding the site, the proposed land use fits the characteristics of a Transit Oriented Development (TOD). A TOD is, by definition, a type of development that has mixed-uses integrated within a walkable neighborhood and located within ¼ mile from public transportation. Typically, a TOD is characterized by:

- A mix of uses
- Moderate to high density
- Pedestrian orientation/connectivity
- Transportation choices
- Reduced parking

Parking demand/requirements at a TOD development are much lower than the parking demand of developments that are not located within close proximity to public transportation. Based on a 2008 report titled Effects of TOD on Housing, Parking and Travel, published by the Federal Transit Administration (FTA), the Transportation Research Board (TRB) and the Transit Development Corporation, typically TOD residents are almost twice as likely to not own a car and own almost half the number of cars of other households.

Census Data Information

Based on a review of the Census 2009 data, as well as on an analysis prepared by the Center for Transit-Oriented Development in cooperation with the Center for Neighborhood Technology, the following is a breakdown of the vehicle ownership within close proximity to the Downers Grove train station and other vehicle ownership characteristics.

- Auto ownership of owned homes within ¼ mile of train station = 1.68 vehicles
- Auto ownership of rental units within ¼ mile of train station = 1.05 vehicles
- Approximately 50.59 percent of areas' households within ¼ mile of the train station have one or no vehicle at all

TOD Surveys

KLOA, Inc. also reviewed previous parking surveys conducted at condominium developments in Evanston within close proximity to transit stations to determine their parking characteristics. Based on these surveys the peak parking demand ranged from 0.90 to 1.05 spaces per dwelling unit with an average peak parking demand of 0.95 parking spaces per unit. KLOA, Inc. also reviewed a study conducted by the University of California Transportation Center of 31 different TOD sites in California and Oregon. The surveys indicated that the average peak parking demand was 1.0 parking space per unit. Therefore, all of this data validates the fact that TOD developments do have lower parking demands than developments located farther away from public transportation.

Institute of Transportation Engineers Parking Rates

In addition to the Census data and the TOD surveys, KLOA, Inc. also reviewed the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 4th Edition. Based on the Low/Mid-Rise Apartment (Land Use Code 221) land use category, apartments have an average peak period parking demand of 1.2 vehicles per unit.

Future Parking Demand Evaluation

Based on the above, **Table 5** presents a summary of the estimated peak parking demand for the proposed apartment development based on the aforementioned sources.

Table 5
ESTIMATED PEAK PARKING DEMAND

	Estimated Peak Parking Demand		
Land Use	2009 Census Data	TOD Surveys	ITE Rates
89 Apartments	93 spaces (1.05 spaces per unit)	89 spaces (1.0 space per unit)	107 spaces (1.2 spaces per unit)

As can be seen, the projected peak parking demand for the proposed development will range from a low of 89 parking spaces to a high of 107 parking spaces. Based on the above, the proposed supply of 102 onsite parking spaces and three on-street carsharing parking spaces at a ratio of 1.18 spaces per unit (including the three carsharing spaces) will be adequate in meeting the future parking needs of the residents.

Best Parking Practices

As it was previously mentioned, the proximity of the Downers Grove Metra train station and the Pace Bus Routes 834, 462, and 463 stops close to the site as well as its location within downtown Downers Grove qualifies the project as a TOD.

Best practices with respect to parking policies that are supportive of Smart Growth and TOD's include strategies that promote walking, biking and the use of public transit while reducing or eliminating the need for private automobiles. These strategies include the following:

- Incorporate transit-friendly parking design behind street-facing retail
- Manage/limit the amount of parking provided
- Reserve parking space for carsharing services
- Allow for parking to be shared by multiple uses
- Provide enclosed, secured storage facilities for bicycles
- Unbundle parking by separating parking costs from unit leases, which provides economic incentives for tenants to opt out of parking and make better use of alternative travel modes

Carsharing programs provide participants with convenient and flexible access to centrally-owned and maintained vehicles. Carsharing offers an alternative to individual car ownership, which effectively increases the number of users per vehicle and contributes to lower auto ownership rates and reduced parking demand. According to recent North American studies and carsharing member surveys, each carsharing vehicle removes an average of 15 privately-owned cars from the community.

The incorporation of the above-noted strategies into a development is recognized by the U.S. Green Building Council in the form of credits towards LEED certification of the project.

6.
Conclusion

Based on the proposed development and preceding evaluation, the following conclusions have been made:

- The proposed apartment development is located within 550 feet of the Downers Grove Metra station and various Pace Bus Route stops. As such, given its proximity to public transportation and its location within downtown Downers Grove, the development has the characteristics of a TOD.

- The amount of traffic that will be generated by the proposed development will be reduced due to the availability of public transportation serving the area.

- The results of the capacity analyses indicate that the studied intersections are and will continue operating at acceptable levels of service and that the proposed apartment development will not have a significant impact on the area intersections.

- TOD's are characterized by less dependence on automobiles and lower vehicle ownership thus reducing the parking demand.

- Best practices with respect to parking policies that are supportive of Smart Growth include strategies that promote walking, biking and the use of public transit while reducing or eliminating the need for private automobiles. Several of these strategies will be incorporated into the development, including managing the amount of parking provided, providing bike storage, unbundling parking cost from unit leases and providing parking spaces for carsharing programs.

- Based on Census 2009 data, surveys of other TOD's in Illinois, California and Oregon and a review of the ITE *Parking Generation Manual*, the proposed parking supply of 102 on-site parking spaces and three on-street carsharing spaces will be sufficient to meet the projected peak parking demand.

Appendix

-TOD Data
-Level of Service Criteria
-Capacity Analysis Summary Sheets

TOD Data

LOG OUT | USER GUIDE | STATION DOWNLOADS

Data | Geographies

Transit Zone: .25 mile .5 mile | Smart Zoom

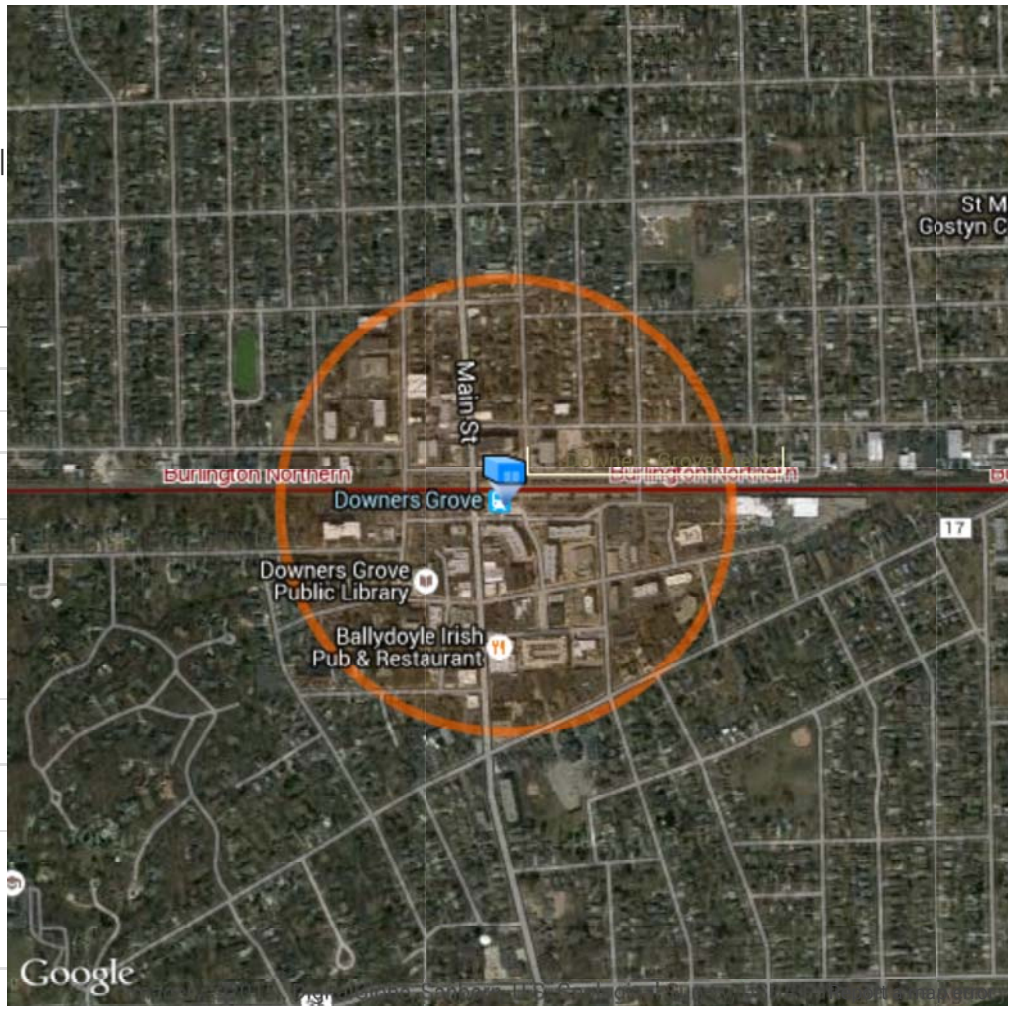
Selected Station | Station | Existing Transit | Potential Transit | Transit Region

TOD Report

View as: Table | List Download as: Word | Excel | CSV

Station .25 Mile Transit Zone: Metra Burlington Northern (BNSF); Downers Grove Metra

Year Opened: (1)	Pre-2000
Latitude: (2)	41.7952778
Longitude: (2)	-88.0097222
Average Travel Time to Work: (3)	30.06
Median Household Income 2009: (4)	70,939
Percent who take public transportation 2009: (5)	22.22
Percent who bicycle 2009: (6)	0.00
Percent who walk 2009: (7)	8.21
Percent who take public transportation, bicycle or walk 2009: (8)	30.43
Average number of vehicles available per household 2009: (9)	1.47
Average number of vehicles available per household 2009: Owner Occupied: (10)	1.68
Average number of vehicles available per household 2009: Renter Occupied: (11)	1.05
Percent of households with 0 or 1 vehicle available 2009: (12)	50.59



Median Year Structure Built 2009: [13]	1,957

[1] The year in which this station opened. This value is intended to inform the analysis of available statistics, and therefore all stations open prior to 2000 report as "Pre-2000", the year of the earliest available statistic.
[2] Station location, current as of April 1, 2015. Station locations are updated (as necessary) on a quarterly basis which may result in changes in aggregated data.
[3] American Community Survey 2005-2009 5-Year Estimates b08013_001 / b08132_001 aggregated from Census 2009 Tracts
[4] American Community Survey 2005-2009 5-Year Estimates b19013_001 aggregated from Census 2009 Block Groups
[5] American Community Survey 2005-2009 5-Year Estimates (b08301_010) / (b08301_001) aggregated from Census 2009 Block Groups
[6] American Community Survey 2005-2009 5-Year Estimates (b08301_018) / (b08301_001) aggregated from Census 2009 Block Groups
[7] American Community Survey 2005-2009 5-Year Estimates (b08301_019) / (b08301_001) aggregated from Census 2009 Block Groups
[8] American Community Survey 2005-2009 5-Year Estimates (b08301_010 + b08301_018 + b08301_019) / (b08301_001) aggregated from Census 2009 Block Groups
[9] American Community Survey 2005-2009 5-Year Estimates b25046_001 / b25044_001 aggregated from Census 2009 Block Groups
[10] American Community Survey 2005-2009 5-Year Estimates b25046_002 / b25044_002 aggregated from Census 2009 Block Groups
[11] American Community Survey 2005-2009 5-Year Estimates b25046_003 / b25044_009 aggregated from Census 2009 Block Groups
[12] American Community Survey 2005-2009 5-Year Estimates (b25044_003+b25044_004+b25044_010+b25044_011) / b25044_001 aggregated from Census 2009 Block Groups
[13] American Community Survey 2005-2009 5-Year Estimates b25035_001 aggregated from Census 2009 Block Groups

Level of Service Criteria

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

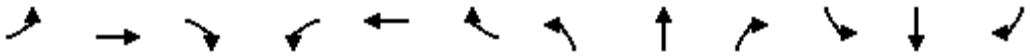
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

HCM Unsignalized Intersection Capacity Analysis
3: Forest Avenue & Gilbert Avenue

5/11/2015



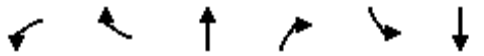
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	103	13	26	6	4	7	1	263	14	21	153	115
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	108	14	27	6	4	7	1	277	15	22	161	121
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	501	499	161	526	613	284	282			292		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	501	499	161	526	613	284	282			292		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	77	97	97	99	99	99	100			98		
cM capacity (veh/h)	469	468	889	435	403	760	1292			1282		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	149	18	293	183	121
Volume Left	108	6	1	22	0
Volume Right	27	7	15	0	121
cSH	513	516	1292	1282	1700
Volume to Capacity	0.29	0.03	0.00	0.02	0.07
Queue Length 95th (ft)	30	3	0	1	0
Control Delay (s)	14.9	12.2	0.0	1.1	0.0
Lane LOS	B	B	A	A	
Approach Delay (s)	14.9	12.2	0.0	0.7	
Approach LOS	B	B			

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	45.5%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
5: Forest Avenue & Burlington Avenue

5/11/2015



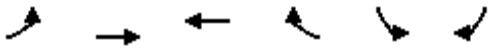
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	35	373	0	0	257
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	34	37	393	0	0	271
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	528	393			393	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	528	393			393	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	94			100	
cM capacity (veh/h)	480	606			1162	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	34	37	393	135	135
Volume Left	34	0	0	0	0
Volume Right	0	37	0	0	0
cSH	480	606	1700	1700	1700
Volume to Capacity	0.07	0.06	0.23	0.08	0.08
Queue Length 95th (ft)	6	5	0	0	0
Control Delay (s)	13.1	11.3	0.0	0.0	0.0
Lane LOS	B	B			
Approach Delay (s)	12.2		0.0	0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	29.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
6: Gilbert Avenue & Lot D Access Drive

5/11/2015



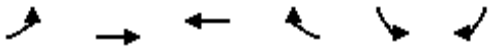
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	142	119	1	0	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	149	125	1	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	126				292	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126				292	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1473				699	930

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	158	126	1
Volume Left	8	0	0
Volume Right	0	1	1
cSH	1473	1700	930
Volume to Capacity	0.01	0.07	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.4	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	24.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Gilbert Avenue & Immanuel Access Drive

5/11/2015



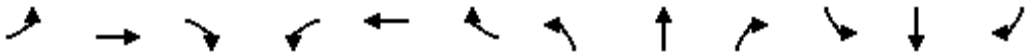
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	148	120	0	2	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	156	126	0	2	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	126				282	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126				282	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1473				712	929

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	156	126	2
Volume Left	0	0	2
Volume Right	0	0	0
cSH	1473	1700	712
Volume to Capacity	0.00	0.07	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	10.1
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	17.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Forest Avenue & Gilbert Avenue

5/11/2015



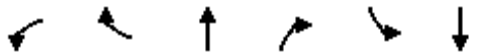
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	6	21	26	11	19	1	118	14	18	292	243
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	45	6	22	27	12	20	1	124	15	19	307	256
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	505	486	307	504	735	132	563			139		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	505	486	307	504	735	132	563			139		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	99	97	94	97	98	100			99		
cM capacity (veh/h)	454	477	737	457	345	923	1018			1457		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	74	59	140	326	256
Volume Left	45	27	1	19	0
Volume Right	22	20	15	0	256
cSH	515	512	1018	1457	1700
Volume to Capacity	0.14	0.12	0.00	0.01	0.15
Queue Length 95th (ft)	12	10	0	1	0
Control Delay (s)	13.1	12.9	0.1	0.5	0.0
Lane LOS	B	B	A	A	
Approach Delay (s)	13.1	12.9	0.1	0.3	
Approach LOS	B	B			

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	39.2%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
5: Forest Avenue & Burlington Avenue

5/11/2015



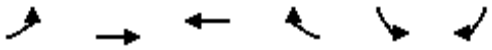
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	58	67	180	0	0	495
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	61	71	189	0	0	521
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	450	189			189	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	450	189			189	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	91			100	
cM capacity (veh/h)	538	820			1382	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	61	71	189	261	261
Volume Left	61	0	0	0	0
Volume Right	0	71	0	0	0
cSH	538	820	1700	1700	1700
Volume to Capacity	0.11	0.09	0.11	0.15	0.15
Queue Length 95th (ft)	10	7	0	0	0
Control Delay (s)	12.6	9.8	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	11.1		0.0	0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
6: Gilbert Avenue & Lot D Access Drive

5/11/2015



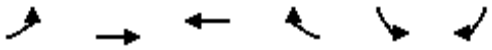
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	67	252	3	3	23
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	71	265	3	3	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	268				342	267
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	268				342	267
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	97
cM capacity (veh/h)	1307				658	777

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	73	268	27
Volume Left	2	0	3
Volume Right	0	3	24
cSH	1307	1700	761
Volume to Capacity	0.00	0.16	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.2	0.0	9.9
Lane LOS	A		A
Approach Delay (s)	0.2	0.0	9.9
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	23.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Gilbert Avenue & Immanuel Access Drive

5/11/2015



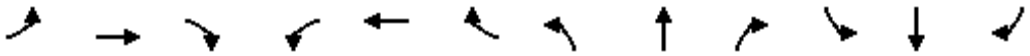
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	69	275	0	0	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	73	289	0	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	289				362	289
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	289				362	289
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1284				641	754

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	73	289	1
Volume Left	0	0	0
Volume Right	0	0	1
cSH	1284	1700	754
Volume to Capacity	0.00	0.17	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	9.8
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Forest Avenue & Gilbert Avenue

5/11/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	13	35	6	4	7	3	279	14	21	162	125
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	131	14	37	6	4	7	3	294	15	22	171	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	532	529	171	566	654	301	302			308		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	532	529	171	566	654	301	302			308		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	71	97	96	98	99	99	100			98		
cM capacity (veh/h)	446	449	879	404	381	743	1270			1264		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	181	18	312	193	132
Volume Left	131	6	3	22	0
Volume Right	37	7	15	0	132
cSH	496	489	1270	1264	1700
Volume to Capacity	0.36	0.04	0.00	0.02	0.08
Queue Length 95th (ft)	41	3	0	1	0
Control Delay (s)	16.4	12.6	0.1	1.0	0.0
Lane LOS	C	B	A	A	
Approach Delay (s)	16.4	12.6	0.1	0.6	
Approach LOS	C	B			

Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	45.4%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
5: Forest Avenue & Burlington Avenue

5/11/2015

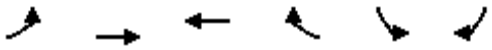
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	34	37	410	0	0	274
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	36	39	432	0	0	288
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	576	432			432	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	576	432			432	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	93			100	
cM capacity (veh/h)	448	572			1124	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	36	39	432	144	144
Volume Left	36	0	0	0	0
Volume Right	0	39	0	0	0
cSH	448	572	1700	1700	1700
Volume to Capacity	0.08	0.07	0.25	0.08	0.08
Queue Length 95th (ft)	6	5	0	0	0
Control Delay (s)	13.7	11.8	0.0	0.0	0.0
Lane LOS	B	B			
Approach Delay (s)	12.7		0.0	0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
6: Gilbert Avenue & Lot D Access Drive

5/11/2015



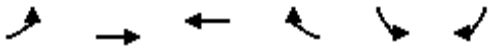
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	151	131	1	0	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	159	138	1	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	139				314	138
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	139				314	138
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1457				679	915

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	167	139	1
Volume Left	8	0	0
Volume Right	0	1	1
cSH	1457	1700	915
Volume to Capacity	0.01	0.08	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.4	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Gilbert Avenue & Immanuel Access Drive

5/11/2015



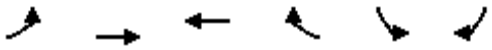
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	157	132	0	2	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	165	139	0	2	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	139				304	139
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	139				304	139
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1457				692	915

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	165	139	2
Volume Left	0	0	2
Volume Right	0	0	0
cSH	1457	1700	692
Volume to Capacity	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	10.2
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.2
Approach LOS			B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
11: Gilbert Avenue & Access Drive

5/11/2015



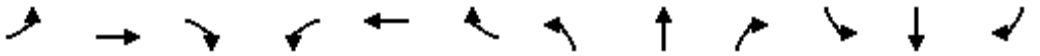
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	1	150	127	5	22	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	158	134	5	23	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	139				296	136
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	139				296	136
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	99
cM capacity (veh/h)	1457				699	918

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	159	139	28
Volume Left	1	0	23
Volume Right	0	5	5
cSH	1457	1700	731
Volume to Capacity	0.00	0.08	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.1	0.0	10.1
Lane LOS	A		B
Approach Delay (s)	0.1	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Forest Avenue & Gilbert Avenue

5/11/2015



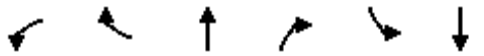
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	6	26	26	11	19	9	125	14	18	309	273
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	58	6	27	27	12	20	9	132	15	19	325	287
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	547	528	325	552	808	139	613			146		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	547	528	325	552	808	139	613			146		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	99	96	93	96	98	99			99		
cM capacity (veh/h)	421	448	721	419	310	915	976			1448		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	92	59	156	344	287
Volume Left	58	27	9	19	0
Volume Right	27	20	15	0	287
cSH	483	473	976	1448	1700
Volume to Capacity	0.19	0.12	0.01	0.01	0.17
Queue Length 95th (ft)	17	11	1	1	0
Control Delay (s)	14.2	13.7	0.6	0.5	0.0
Lane LOS	B	B	A	A	
Approach Delay (s)	14.2	13.7	0.6	0.3	
Approach LOS	B	B			

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	38.2%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
5: Forest Avenue & Burlington Avenue

5/11/2015



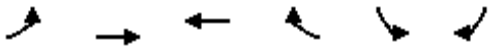
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	64	71	199	0	0	536
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	67	75	209	0	0	564
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	492	209			209	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	492	209			209	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	91			100	
cM capacity (veh/h)	506	796			1359	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	67	75	209	282	282
Volume Left	67	0	0	0	0
Volume Right	0	75	0	0	0
cSH	506	796	1700	1700	1700
Volume to Capacity	0.13	0.09	0.12	0.17	0.17
Queue Length 95th (ft)	11	8	0	0	0
Control Delay (s)	13.2	10.0	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	11.5		0.0	0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	25.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
6: Gilbert Avenue & Lot D Access Drive

5/11/2015



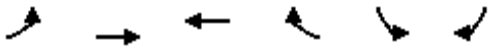
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	77	269	3	3	23
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	81	283	3	3	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	286				370	285
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	286				370	285
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	97
cM capacity (veh/h)	1287				633	759

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	83	286	27
Volume Left	2	0	3
Volume Right	0	3	24
cSH	1287	1700	742
Volume to Capacity	0.00	0.17	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.2	0.0	10.0
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	10.0
Approach LOS			B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Gilbert Avenue & Immanuel Access Drive

5/11/2015



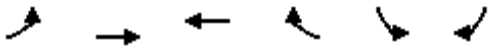
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	79	292	0	0	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	83	307	0	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	307				391	307
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	307				391	307
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1265				617	737

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	83	307	1
Volume Left	0	0	0
Volume Right	0	0	1
cSH	1265	1700	737
Volume to Capacity	0.00	0.18	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	9.9
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.9
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
11: Gilbert Avenue & Access Drive

5/11/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	6	74	269	24	13	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	78	283	25	14	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	308				386	296
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	308				386	296
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1264				618	748

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	84	308	17
Volume Left	6	0	14
Volume Right	0	25	3
cSH	1264	1700	639
Volume to Capacity	0.00	0.18	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.6	0.0	10.8
Lane LOS	A		B
Approach Delay (s)	0.6	0.0	10.8
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	25.6%	ICU Level of Service	A
Analysis Period (min)	15		

Burlington Station
5100 Forest Avenue Downers Grove, IL
Community Meeting Summary Report
Prepared by: Holladay Properties

A Community Meeting concerning the proposed development at 5100 Forest Ave was held on June 16, 2015 at 7:30 PM at the Downers Grove Public Library. Residents within 250 feet of the project site were notified by written invitation sent by US mail to addresses obtained at the township assessor's office. In addition, Linda Kunze , Executive Director of the Downers Grove Downtown Management organization was in attendance. Linda notified the downtown business owners and invited their participation in the Community Meeting as well.

A total of 14 interested community members attended the meeting. The conference room at the Library was set up with full size mounted exhibits depicting the building elevations, renderings, site plans and parking plans for the proposed development. The first 15 minutes of the meeting allowed community members to view the mounted exhibits and interact with representatives of the developer (Drew Mitchell and Mike O'Connor of Holladay Properties).

At approximately 7:45 PM the group was invited to sit down to view a power point presentation of the project. The content of the presentation included the history of the site, a review of the goals and objective of the Comprehensive Plan for the Community, a presentation of the proposed design and its responsiveness to the Comprehensive Plan, a review of the market analysis and demand for the proposed residential units, and concluded with a discussion of next steps in the approval process for the project.

The group was invited to attend the upcoming public hearing before the Plan Commission on July 6, 2015. The developer obtained contact information from each attendee in order to provide future details concerning the approval process and progress.

Following the power point presentation, the developer responded to questions from the group as follows:

1. *How far along are you on the approval process with the Village?* The developer explained that numerous meetings have been held with Village staff and that the next step is the re-submittal of our formal Plan Commission application on June 22. The developer also explained that the project will be considered by the Plan Commission at its upcoming meeting on July 6, 2015.

2. *Are the units available for sale or lease?* The developer explained that units in the project will be available for lease. The developer also explained that a detailed market analysis was performed by Tracy Cross and Associates indicating there is a very strong market demand for leasing luxury apartment units with demand derived from the "millennial" and "empty nester" demographic groups.

3. *Are there issues relating to demolition of the existing building?* The developer explained that the project requires demolition of the former bank building and that there fortunately are no "historic preservation" considerations in this regard.

4. *Where will visitors be allowed to park?* The developer indicated that the parking garage is sized to provide approximately 10 percent more spaces than would be typically required per dwelling unit in such close proximity to the train station as per the traffic study prepared by KLOA. These spaces may be made available to visitors through active management by the on-site management for the building. In addition, visitors to the development would have numerous parking options just as any other visitors to downtown would have. This includes the availability of over- night parking options in public parking facilities as well as on-street parking availability upon prior notification and permission obtained through the police department.

5. *What kind of appliances will be provided in the units?* The developer explained that the units will likely include stainless steel finish on appliances and additional luxury quality details such as stone counter tops, walk-in closets, washer and dryer in each unit, designer flooring and cabinetry.

6. *When will the project begin and how long will it take to complete?* The developer indicated that a ground breaking date and formal construction schedule is not yet identified. Significant pre-construction work must be accomplished including completion of Village approval process, completion of final architectural and engineering working drawings, and building permit review and approval. The developer indicated that accomplishment of the pre-construction tasks may allow demolition of the existing building and commencement of site work in late 2015 followed by a twelve month construction duration beginning in early 2016.

7. *Are there things that can be done to reduce the attractiveness of the site to skate boarders both now and in the future after the project is completed?* The developer indicated that adding no trespassing signs to the site is not preferred in such a visible location in the downtown. The developer encouraged the group to notify the police if they see un-authorized activity on the site in order to prevent accidents and vandalism. The developer explained that upon completion the development will have an on-site manager which will help to deter unauthorized activity.

8. *An attendee inquired regarding the services to be provided by the on-site manager of the building and suggested these services by described as concierge services in marketing the project to prospective residents.* The developer explained that the on-site manger will operate the common amenities of the building including fitness center, community room, outdoor patio/amenity deck, business center. In addition the manger will receive deliveries communicate transportation opportunities and manage the parking facility.

9. *How will you address bicycle storage and parking for motor scooters and motor cycles?* The developer explained that each perimeter parking space will have a bike storage rack on the perimeter wall. In addition, scooter and motor cycle parking may occur at the front or rear of each leased parking space. There will also be a bike storage room available to residents.

13

BURLINGTON STATION

DOWNERS GROVE

COMMUNITY MEETING SIGN IN SHEET

JUNE 16, 2015

Name	Address	Phone	Email
WILLIS JOHNSON, & SHIRLEY	603 ROGERS	630/786-4700	wjohnson@classiccinemas.com
ROSA Hudson	5112 FOREST AVE D.G.		RLHudson7aol
GRAHAM MOSEY	4925 FOREST AVE DG		graham@worldgrouptravel.com
Theresa & Bill	Meike 1103 Gilbert		tmeike923@gmail.com bmeike1230@yahoo.com
Judy & Paul	O'Neal 1107 Gilbert D.G.		hayes.judith@gmail.com
Kathy & Rich	Visicoci 5109 main St DG		kvisk2000@yahoo.com
MIKE	Busse 5472 B. Oaks Pl. D. G.	708-921-0946	
LOU	Buthy 4828 FOREST D.G	630-963-7214	ButhyAMERITECH.NET
Elaine	Pagels 4717 main DG	630-640-2002	elainepagels@gmail.com
DAVE HUMPHREYS,	1ST CONGREGATIONAL CHURCH, 1047 CURTISS, DG,	630-968-5526	DHUMP@INTERACCESS.COM

DOWNTOWN Downers Grove Management Corporation

May 20, 2015

Anastasia Urban, Chairman
Village of Downers Grove
Plan Commission
801 Burlington Avenue
Downers Grove, IL 60515

Dear Anastasia

I understand that Drew Mitchell, VP Development at Holladay Properties, has submitted their Plan Application for the development entitled "Burlington Station". We have been working with Drew on this new plan and the Downtown Management Board of Directors at its May board meeting unanimously supported the plan that they are submitting to the Plan Commission.

We did have an opportunity to see the preliminary conceptual plans and the Board is very excited to see the project change directions with a much needed and architecturally appealing project. We also noted that Holladay Properties is working with Village staff on both the Comprehensive and Strategic Plans to bring to the Village a project that has been researched and vetted to numerous entities. To see this site being torn down and the redevelopment plan that has been put together will be an added impetus to the DG businesses as well as to the entire Village of Downers Grove.

The Board also discussed the fact that there is no retail planned for this site. We understand they solicited and researched for feedback on this topic. Retail brokers, including Peter Caruso (Jones, Lang & LaSalle) and Paige Winkels (Mid-America), strongly felt we need to keep retail where it is currently. They also spoke with retailers directly and they seconded this statement. The general message was that they would require discounted rents as Forest and Gilbert Street lacked the traffic and visibility of Main Street. The appealing part of this location was parking and Holladay was aware of the recent changes to the ordinance which requires an 80% of primary frontage to be occupied by structure and they were not able to make the site work for on-site retail parking.

The Board unanimously agreed that we keep strong retail where it is currently. This project will bring in both millennials and residents that want to downsize and stay in our community-residents with disposable income to shop, dine, conduct business in our downtown and work in the community. Additionally, they will have access to the BNSF Railway -Metra Line to bring them to the City of Chicago in 28 minutes when necessary. This project will bring in a wonderful variety of residents to the Downtown Grove, and offers a much needed higher-end downtown housing option for residents transitioning in Downers Grove.

We sincerely appreciate your consideration of the latest plan that is being proposed with the two variances that have been noted.

Graham Mosey, Chairman
DG Downtown Management Corp.
Downers Grove, IL 60515

Linda Kunze, Executive Director
DG Downtown Management Corp.
Downers Grove, IL 60515

Jones Lang LaSalle
200 East Randolph Drive Chicago Illinois 60601
tel +1 312 000 0000 fax +1 312 000 0000

06/03/2015

June 1, 2015

Mr. T. Drew Mitchell
Vice President -Development
Holladay Properties
6370 Ameriplex Drive, Suite 110
Portage, Indiana 46368

Re: 5100 Forest Avenue Downers Grove

Dear Drew:

This letter is to summarize the outcome of our marketing activity targeted toward potential retail users for your 5100 Forest Avenue development in Downers Grove, IL. As you are aware, our firm has an extensive network of relationships with local, regional and national retail users. We prepared a thorough package of market data and description of location attributes for this site and presented it directly to a wide variety of potential retailers.

The Downtown Downers Grove retail market benefits from the traffic generated by the Metra Station and Main Street as the major north /south thoroughfare through the community. While Main Street is the primary retail address, locations off Main Street may appeal to retailers if there is a significant offsetting positive attribute such as available on-site parking or drive through window capability.

Specific planning constraints which impact this site include the Village of Downers Grove preference to exclude drive-in window capability in its downtown. In addition, as you've shared with me, there is a requirement that any proposed development of the site requires 80% of the frontage with the building positioned in close proximity to the sidewalk and thereby inhibiting the ability to provide convenient, visible parking in front of the retail space.

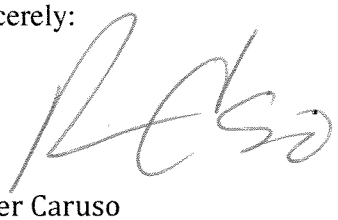
In addition to the location and planning constraints referenced above, the off Main Street location limits interest from national restaurant operators and in the current market, local and regional restaurant operators are seeking existing spaces which do not require the up-front capital requirements for kitchen build-out and FFE. While there is

a positive trend of retailers re-entering the market following the recession there remains downward pressure on rental rates particularly for secondary locations. Lower rental rates further limit the feasibility of completing a transaction in first generation space/new construction.

Any retail use at this site would likely come in the form of repurposing the existing building, which we understand is not your current strategy.

These factors when combined have limited the interest in this location from retail and restaurant users. If you have any questions with regard to this summary please feel free to contact me.

Sincerely:



Peter Caruso
Vice President, Retail Brokerage Lead
Chicago/Midwest Retail Market

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www.jllretail.com

APPROVED 8/3/15

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING
PUBLIC HEARING

JULY 6, 2015, 7:00 P.M.

FILE 15-PLC-0019: A petition seeking approval of a Planned Unit Development and Special Use to permit the construction of a multiple family residential structure. The property is currently zoned DB, Downtown Business. The property is located at the northwest corner of Gilbert and Forest Avenues, commonly known as 5100 Forest Avenue, Downers Grove, IL (09-08-126-005). DG Burlington Partners, LP, Petitioner and Owner.

Planner Ainsworth summarized that the petitioner was seeking approval for a planned unit development with a special use for the property. He located the parcel on the overhead and noted the site sat within the DB, Downtown Business zoning district. The parcels to the north, east and south were located in DB, Downtown Business and to the west is DT, Downtown Transition. Currently a one-story bank building sits on the site which has been vacant for many years and included an asphalt parking lot and a drive-through bank canopy. Curb-cut access was noted.

Proposed was a multi-story, multi-family structure in the Downtown Business District which is an allowable special use. The proposed structure would be five-stories, include 89 units, include 102 enclosed parking spaces and include a number of amenities. The site plan was referenced on the overhead. Details followed. Mr. Ainsworth explained the petitioner was requesting four (4) deviations from the ordinance which required a planned unit development under the code. The four deviations were as follows: 1) a deviation from Zoning Ordinance Section 4.010 – minimum lot area per dwelling unit; 2) a deviation from Zoning Ordinance Section 7.030 – minimum motor vehicle parking; 3) a deviation from Zoning Ordinance Section 7.7.140 – off-street loading; and 4) a deviation from Zoning Ordinance Section 14.110.C – corner lot build-to-zone requirement. Elevations, height, and square footage were reviewed. The proposed building was under the maximum height allowed.

According to the three "build-to" requirements, the ordinance required 80% of primary facade along Forest Avenue to be between 0 and 10 feet from the property line. Currently, Mr. Ainsworth reported that 89% percent of the building's façade is within the build-to zone which meets that requirement. The proposal met the secondary setback/façade requirement of 59% where 30% is required. To assist in the transition there will be extensive landscaping around the site. Further explanation followed on how staff used the PUD process to get a better designed building, additional public amenities and benefits in lieu of zoning deviations for the structure. Since the proposed building would sit on a corner lot in the downtown business district and "hold" the corner with an architectural statement/appeal, Mr. Ainsworth explained the third "build-to" requirement which would require 100% of the first 25 feet on both the Forest side and the Gilbert side to be within the 0 to 10 foot requirement. The petitioner was requesting 68% which was one of the deviations. However, staff did find that the 68% did meet the intent of zoning ordinance requirement and supported it as the design of the building provided significant detailing at the corner. Referenced was the proposal's similarity to the building located at 5101 Main Street.

APPROVED 8/3/15

Mr. Ainsworth reported the petitioner is requesting to construct a building with 89 apartment units while only 60 is allowed. Density was being increased which would allow the petitioner to increase public amenities including connecting Parking Lot D to Forest Avenue via a sidewalk. Public amenities included the public connection, more landscaping, and adding a four-foot fence to the north property line to protect the public from the nearby railroad tracks.

An overlay of the building position on the lot was presented and depicted possible field of vision scenarios at the Forest and Gilbert Avenues corner. Mr. Ainsworth shared that the petitioner was proposing 102 parking spaces. Five spaces were for handicap accessible and 22 spaces were for compact cars. Continuing, Mr. Ainsworth said the petitioner is proposing two temporary on-street loading areas which would be constructed by the petitioner – one located on Forest and one on Gilbert. Staff supported the on-street loading areas.

Concerns from the neighborhood meeting included overnight and visitor parking. Staff noted that overnight and off-street parking were already available in the downtown in excess to the off-street parking that was being provided by the petitioner.

Mr. Ainsworth explained how the proposal met the village's comprehensive plan, met the requirements of a catalyst site in the downtown business district, and elaborated on how the proposal enhanced the area in general. Public benefits of the proposal included: the connector sidewalk to Parking Lot D and Forest Avenue, enhanced landscaping, off-street loading spaces, and an enhanced sidewalk and plaza. Staff also explained how the proposal met the intent of the village's Design Guidelines. Photographs and a video followed. Per Mr. Ainsworth, traffic generation and parking were reviewed by Public Works while Fire Prevention, and engineering and building reviews from Community Development were completed to ensure conceptual compliance with applicable Village codes. Additional conditions in staff's report would be required of the petitioner.

Commissioner questions followed as to where the four utility boxes would be relocated; where the trash pickup would take place (inside); what other similar density deviations existed in the village, if any (Acadia on the Green); and how the Capri build-to-zone compared to the proposed building. Further questions followed if there were any other higher density apartment buildings that had a similar type of reduction in parking spaces (staff could not recall at this time), and what was meant by multi-modal, i.e., multiple modes of access. Discussion then followed regarding overnight parking.

Petitioner, Mr. Drew Mitchell 544 W. 7th Street, Hinsdale, Illinois introduced his team: Mr. Mike O'Connor with Holladay Properties; Mr. Doug Worth with BSB (architect); Civil Engineer Mr. Chris LaVoie and Mr. Javiar Millan with KLOA. Mr. Mitchell reviewed the site noting it was not only a corner property but a challenging property and was part of a transition area that traveled from the downtown area into a residential neighborhood. He described how he reviewed the village's comprehensive plan numerous times to envision the village's goal for the area. He also used real estate and marketing research firm Tracy Cross & Associates who determined there was a strong demand for higher-end rental housing near the trains, especially among the Millennials and empty nesters. Mr. Mitchell went on to explain how the proposal met the goals of the village's comprehensive plan/catalytic site.

APPROVED 8/3/15

Mr. Doug Worth, 519 N. President Street, Wheaton, the architect for the project, shared how the building was designed, keeping the terminating vista in mind and working with the grade change from east to west. Elevations, the amenity deck and roof mechanicals were described, noting the roof mechanicals would be screened from view by a parapet wall. Materials included two shades of brick, a panelized fiber cement system, and architectural metals. Floor plans and easements were explained. Additional amenities included a fitness facility, a computer room, a business center and a community room. A description of unit amenities followed.

Turning to parking, Mr. Mitchell stated the proposed parking ratio is 1.15 spaces while the village's ordinance requires 1.4 spaces. Mr. Javier Millan, traffic consultant with KLOA, explained how the site was considered as a transit-oriented design ("TOD"), meaning there was less reliance on a car and more reliance on nearby trains, buses, bikes and pedestrian movement. He indicated that other TOD communities were considered in the parking study. Presently, 102 parking spaces were being proposed and he believed the 1.15 ratio would sufficiently meet the demand, considering the census data. Daily trip generation was also reviewed.

Mr. Millan explained that the drop off/pick up zone on Forest Avenue will be for pedestrians and short-term deliveries. The flex parking/loading area on Gilbert Streets will be for deliveries, appliance service calls and/or tenants moving in/out. As to the parking on Gilbert Avenue, the idea was to provide shared parking spaces there, possibly using zip cars, but Mr. Millan felt more review of that area would be necessary so that the area was not blocked for deliveries. He conveyed that management would have to manage those spaces, possibly using signage with time limits. Further dialog followed from Mr. Mitchell that these were the general considerations for a building located in a downtown setting. He reminded the commissioners that there would be a trial/error period regarding the parking. As to adding the crosswalk to parking Lot D and concerns about vehicles backing up onto the tracks, Mr. Worth pointed out a landscaped area that will direct the vehicles down and away from the tracks. Pedestrians would also be in a safer location.

Mr. Cozzo asked about exterior lights on this building to which Mr. Worth stated there was pedestrian-scaled lighting -- repetitive wall sconces -- which were shown on the overhead. The west elevation would not have lighting due to it being a different property and the petitioner did not want to "pollute" the nearby residences with light. Per a question, the exterior doors on the building would be for the convenience of the tenants but also function as emergency exits.

Chairman Rickard opened up the meeting to public comment.

Mr. Bob Peterson, 6861 Camden Road, Downers Grove, stated he owns a moving/storage company in the village and voiced concern about parking and moving residents in and out of the building, especially out of state tenants. He explained the challenges of having an 80 to 90 foot semi truck blocking the parking for 3 to 4 hours for a one-bedroom move. He queried how many elevators were needed for this size of a building and asked what happens during rush hour while the move is taking place. He inquired about the removal of trash using the internal access, consideration for higher elevator ceilings, and constructing wide doors for larger pieces of furniture.

Ms. Rosa Hudson, 5112 Forest Avenue, resided south of the project and while the building and amenities were a positive she voiced concern about traffic and constructing a building with enough parking. She cited that visitors do not want to park at the parking deck because it is an inconvenience. She discussed the extra traffic that will be generated.

APPROVED 8/3/15

Mr. Tim Penovic, 5512 Fairhaven Court, Downers Grove asked if there was a study done to support the growth and need for this number of renters because most of the other buildings in the area were 20 to 36 units. He pointed out that the comprehensive plan talks about retail or shops on the ground floors with residential above and did not see it in this proposal.

Mr. Phillip Shaw, 5117 Brookbank Road, Downers Grove, says he frequents Gilbert Avenue and voiced concern whether the garbage trucks will have enough room to pick up the trash. He asked whether enough parking will be provided for the various white service trucks that work in the area, since it will also affect the residents in the area. He believed the building covered too much of the site and suggested constructing a taller building instead. He did not see the building as inspiring and believed the building should be well planned.

Mr. Scott Richards, 1130 Warren Avenue (Oak Tree Towers), believed the building was beautiful but was "too much" and the site was not a suitable location for the building. He had hoped the site would have been used for a grocery store, which was well need for the condo and rental residents. He voiced concerns about parking and the fact that people would not park 3 or 4 blocks from the site. He voiced surprise that a building this size would be located next to railroad tracks given the amount of trains and the noise they make and asked that sound-proofing be considered.

Ms. Peggy DeLaney, 1431 Gilbert Ave., Downers Grove, as a former city dweller, liked the proposal and stated that many of her employees look for this type of housing in a great community such as Dowers Grove. She shared how her family was very pedestrian-oriented, walked everywhere and owned only one car. She supported the proposal.

Mr. Gordon Goodman, 5834 Middaugh, Downers Grove, was sworn in and pointed out the zoning for the proposal was Downtown Business and not Downtown Transition and the goal in the comprehensive plan was to have business/retail function on the first floor combined with a residential function and understood this building did not. He agreed with the previous speaker's comments that it would be helpful to have a use at the site where people can walk and shop but at the same time, he said the village had to recognize how it is going to promote mixed uses in the downtown area, citing the precedent (single use/no retail) that the Marquee development had already set on Maple Avenue. He suggested that the commissioners and planners to consider the mixed use in the proposal but at the same time also revisit how to preserve the downtown business zoning areas for mixed use. He questioned why developments were not being included in the mixed use concept from the comprehensive plan.

Ms. Therese Meike, 1103 Gilbert, Downers Grove, lives in the nearby townhomes and is about the closest unit to the proposal. She supported the proposal as compared to the former bank building, noting there has been vandalism there and she would love to sit on her patio looking at the new building.

Mr. Scott Curtis, 417 67th Court, Downers Grove, believed the proposal will be a benefit to the area, given that the bank has been an eyesore. He believed operational issues existed but the petitioner would "figure it out" since a significant amount of money was being spent on the project.

Mr. Bill Challberg, 1132 Curtis, Downers Grove, supported the project.

APPROVED 8/3/15

No further public comments followed.

In response to the concerns raised, Mr. Mitchell explained that the typical truck length for a 1 to 2 bedroom is 15 feet and a 2 to 3 bedroom was 17 feet and management would not allow using a 90-foot moving truck. While 3 to 4 hours may be typical for a 4 bedroom home, he stated it was not typical for apartment buildings. The doorway widths were already addressed by the architect and village planners. He hoped to bring additional customers to Rose's business that did not need parking spaces.

Regarding retail at the site, Mr. Mitchell stated he marketed the site nationally for retail use for about 18 months with only a handful of interested companies, only to tell him that due to the 80% frontage required for Forest Avenue, they could not park vehicles in front of the building. Mr. Mitchell explained that there was a previous proposal for an "L" shaped building in the rear that parked 40 vehicles in front, however, the reason municipalities were building so close was that they wanted that presence on the street and the urban feel. This proposal, he shared, was basically a response to the village's comprehensive plan and the changes in the code.

Changes in demographics were talked about and the fact that some of the best firms were brought in to create the proposal before the commission. Mr. Mitchell stated he would do his best to save the red Maple tree. As for having other examples of transit oriented, rental developments in Downers Grove, Mr. Mitchell stated there were none, which was why other municipalities were researched. At the same time, he pointed out the residents of the proposal would be of a higher residual income and would be spending their dollars locally.

Regarding the grade entering/exiting the garage, Mr. Chris Lavoie stated there was a 2% grade down from Gilbert Avenue to the lower level elevation to get into the parking deck. As to the locations of the transformers, he stated they will remain in their current location and the area from Gilbert to the railroad tracks will be green space. He noted at the northwest corner of the site the sidewalk will extend down with a grade transition where the sidewalk connects to Lot D. Final engineering will determine the exact transition of the sidewalk.

Because the additional green space on the site has been increased, Mr. Lavoie stated the proposal was below the threshold for providing stormwater detention and had less impervious area than the bank site. Best management practices would be used; however, as Mr. Lavoie explained, he may revise (for the better) the mechanical system as he gets to the final engineering phase. No restrictors or discharges would be used; only water quality issues would be addressed in the plan. Ms. Hogstrom notified the petitioner had English Ivy, an invasive plant, in the landscaping plan and she asked Mr. Lavoie how the garbage removal would be addressed. As to the question about the elevator size, Mr. Worth clarified that two elevators were planned for the building. The pedestrian elevator had a 2,500 pound capacity while the freight elevator had a 3,500 pound capacity.

Mr. Webster referenced two letters in the commissioners' packets, specifically one letter from the Downtown Management Corporation and one letter from Jones Lang LaSalle and asked for the petitioner's opinion of them. Mr. Mitchell returned and summarized the history behind the site and the fact that he encountered many challenges from a retail standpoint in that potential parties did not want to be "a block off of Main Street" and the rents were not strong enough to pay for the tenant improvements to make it enticing enough to retailers. What was attractive, however, was the onsite parking. Secondly, he explained that if more than 66% of a building was rehabbed, an applicant

was required to follow the village's new ordinance. Challenges of that followed. Mr. Mitchell further emphasized that he tried to place the common amenities for the building onto the terminating vista right where Burlington Road terminates. He explained that the building would look active along Forest Avenue, people would be on the fitness machines, and the leasing office would be lighted to make the building look as if it is participating in the active downtown area. The common elevator lobby on the upper floors are located within the terminating vista, providing lighted windows within the terminating vista. He interpreted the letter from Jones, Lang, LaSalle as the agent trying his hardest to market the site and he was not successful.

Per the chairman's question, Manager Popovich and Planner Ainsworth addressed how mixed use/retail on the first floor were addressed in the comprehensive plan and the zoning district. Mixed-use in the comprehensive plan refers to a building, a set of buildings, area or neighborhood that is comprised of a range of land uses serving more than one purpose. The proposal contributes to the mixed-use downtown.

Mr. Mitchell closed by stating he believed the project would be great for the downtown area and hoped the commissioners appreciated the level of effort that went into the proposal.

Chairman Rickard closed the public comment portion of the meeting and invited comments from the commissioners.

Comments followed that there was a reason the property sat for as long as it did and that it was a difficult piece of property to develop. Mr. Cozzo stated that a prior development proposal was more denser than what was being proposed. He was not thoroughly comfortable with the parking on Gilbert Avenue and stated that issue needed to be addressed. He supported the proposal, however.

Mr. Thoman expressed concerns about parking, stating the reason for the 1.4 parking ratio in the village was to accommodate visitors to a facility. Additionally, he believed Millennials' largest purchase will be a vehicle. He then compared the transportation amenities available to the village's residents as compared to downtown Chicago, noting there was no mobility for the Millennials or seniors in Downers Grove and the bus routes were basically commuter bus routes to the train station and nothing more, but which were a benefit to the immediate area. He compared other nearby rental properties to the proposal, noting many were senior housing units. The blue-collar rental units, more than likely, would use their bikes to the train station. Mr. Thoman still voiced concern about unit density and parking, pointing out the village's code required a parking space of 12 feet in width and 35 feet in length off public property which was not accounted for in the proposal. He envisioned many move-ins and move-outs and shared examples from his own experience. He believed that function as well, as well as the garbage collection function, needed to be moved off the street, which was a public nuisance. He also asked that train noise be addressed now versus later, which was not mentioned. He would not recommend a supportive recommendation at this time. Ms. Hogstrom reiterated Mr. Thoman's comments and her comments about the pedestrian crosswalk and ensuring vehicles are not backed up on the tracks.

Mr. Webster shared his views on how public transportation has changed over the years and his expectation of it increasing in future years because of the demand. He explained that he relies on consultants who rely on market research but agreed that the plan needed to be "tweaked." He also

reminded the commissioners that the petitioner had to build a project that was profitable. However, he did not believe it was necessary to see the project again.

Discussion among the commissioners followed that the proposal was "almost there" but needed to address the concerns raised about trash collection, noise elimination, parking issues, etc. and return to the commission for review. However, Mr. Cozzo felt that no project would completely meet all of the requirements and believed there may be ways for the village to assist with the parking issue.

WITH RESPECT TO FILE 15-PLC-0019, MR. COZZO MADE A MOTION TO FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL, SUBJECT TO STAFF'S CONDITION NOS. 1 THRU 15 IN ITS REPORTS AND THAT THE PETITIONER ADDRESS GARBAGE DISPOSAL TO DISCOURAGE A RIGHT-OF-WAY CONFLICT AND ADDRESS ADDITIONAL PARKING OPTIONS OFF-SITE, PRIOR TO FORWARDING THE PROPOSAL TO VILLAGE COUNCIL.

SECONDED BY MR. WEBSTER. ROLL CALL:

AYE: MR. COZZO, MR. WEBSTER, MS. HOGSTROM, CHAIRMAN RICKARD
NAY: MR. THOMAN

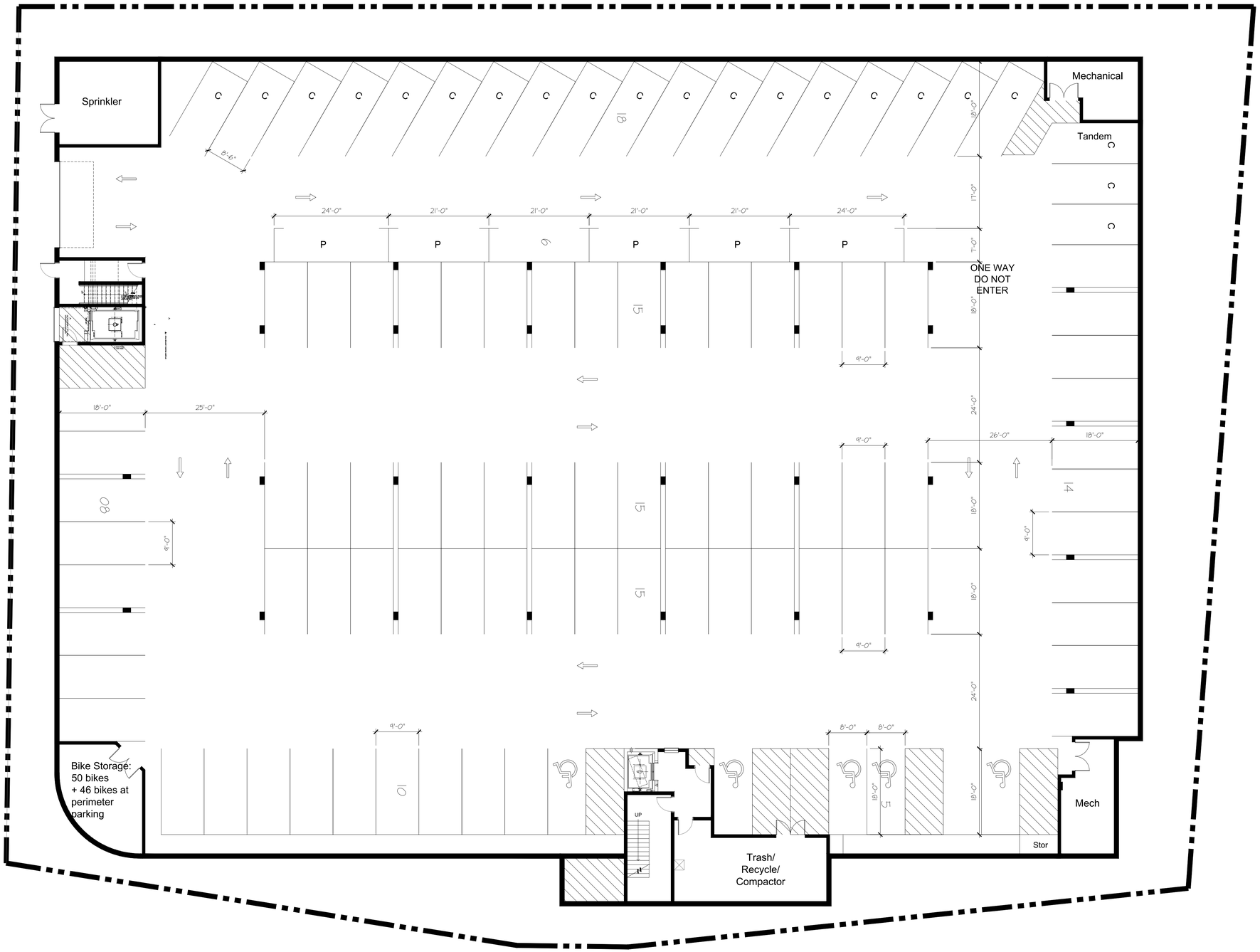
MOTION CARRIED. VOTE: 4-1

4 Story Residential
Above Podium Parking

PARKING:

106 Enclosed Parking
- 05 ADA / IAC Accessible
- 79 Standard
- 21 Compact
- 01 Tandem

3 Street Parallel Parking



Lower Level Parking

3/32" = 1'-0"

Holladay Properties
Burlington Station

HOLLADAY PROPERTIES

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

07-16-2015

BSB DESIGN

HOLLADAY PROPERTIES
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August 6, 2015

Mr. Stan Popovich
Mr. Patrick Ainsworth
Village of Downers Grove -Community Development
901 Burlington Ave
Downers Grove, Illinois 60515

Re: Burlington Station- Planned Unit Development Application-5100 Forest Ave 15-PLC-0019

Dear Stan and Patrick :

Thank you for your efforts concerning the above referenced Application for our Burlington Station development at 5100 Forest Ave. At our hearing before the Planning Commission there were several issues which we are to address in anticipation of our appearance before the Village Council in August. The issues include refuse handling, loading for move-in /move-out of our tenants, use of native plantings in lieu of non-native species, and parking for both residents and visitors. This letter is intended to address each of these issues and offer additional information for consideration by the Village Council. We have attached a revised site plan, landscape plan and garage level parking plan for your consideration and distribution to the Village Council.

In addition, this letter is intended to serve as a request to revisit the calculation of the Park Donation requirement as indicated on page 12 of the Village Staff Report dated July 6, 2015, Recommendation number two. The Village Staff Report indicates a Park Donation requirement of $483,491.20. We believe a reduced Park Donation amount may be warranted following consideration of provided public and private open space.

REFUSE HANDLING

Based upon input from Republic Services we have incorporated a trash compactor and trash chute in the project. I have attached a memorandum from Republic which describes the waste removal operations. In summary, refuse will be placed in the trash chute by our tenants and compacted in the refuse room at the garage level. On the morning of pickup, the compactor container will be rolled to the flex parking/loading area on Gilbert Ave by the building staff. Our revised site plan now includes a designated location for placement of the container and a depressed curb to access flex parking/loading area. We have also attached an exhibit which indicates how the waste hauler will be able to pull its truck out of the traffic through lane at this location in order to empty the container. The building staff will then return the emptied container to the refuse room in the garage on that same morning. The recycling container will be handled in a similar fashion.

LOADING AREA – MOVE-IN/MOVE-OUT

The attached revised site plan includes a note indicating the location of three flex parking spaces along Gilbert Avenue which also are intended to function as the loading zone for Tenant move-in/move-out. The

move process will be managed by the building staff and will be scheduled by appointment during off peak hours so as to minimize any disruption of traffic. The flex loading zone area is over 62 feet in length. According to both U-Haul and Budget Truck Rental the typical one bedroom apartment requires no more than a 16 to 17 foot long truck. The typical 2-3 bedroom apartment requires no more than a 20 to 24 foot long truck. We have attached exhibits which depict how these vehicles will be able to easily maneuver into the loading zone without impeding traffic on Gilbert. Larger semi-truck vehicles will not be allowed for resident moves and will be controlled as part of the appointment process by building staff.

NATIVE LANDSCAPE

Attached is a revised landscape plan which has been revised to include only native plant species. Ivy has been replaced with native Blue and Shade Sedge and Bird's Foot Violets as ground covers.

PARKING- RESIDENT AND VISITOR

We have revised the garage plan to increase the total number of on-site parking spaces to 106. This increases the parking ratio to 1.191 parking spaces per dwelling unit. We believe this parking ratio is supported by the parking study prepared by KLOA as part of our application. It is our understanding the Village is investigating use of commuter lot D for visitor parking overnight and on weekends. Otherwise visitors will be accommodated by existing parking opportunities available throughout the downtown which are available to any visitor to the area.

OTHER CONSIDERATIONS

As per our recent discussions we are working diligently to bring the project budget in line with feasibility requirements. In support of our efforts to make this exciting project a reality, we are requesting the village consider allowing an alternative construction type for the four story residential component of the project. We have provided the anticipated cost premium data to Mr. Alex Pellicano in response to his recent request dated 8/3/2015.

In addition, we are requesting the Village consider at a future time, prior to issuance of permits, an adjustment to the park district donation amount in order to account for the public and private open space provided within the development as allowed within Section 20.300SECb(3) of the Municipal Code.

It is our understanding that our application is to be considered by the Village Council in the near future. If possible, we request to be scheduled for the August 11, 2015 Council meeting.

Thank you for your consideration.

Best regards,

T. Drew Mitchell
Holladay Properties

O'Connor, Mike

From: Herlien, Robert [RHerlien@republicservices.com]
Sent: Tuesday, July 14, 2015 9:02 AM
To: Mitchell, Drew
Cc: O'Connor, Mike; Wirth, Douglas
Subject: RE: Burlington Station - how do we handle trash?
Attachments: 2 Yard Apartment Compactor.pdf; 2 Yard Compactor Info.pdf; Burlington Station Downers Grove.doc

Follow Up Flag: Follow up
Flag Status: Flagged

Drew,

Thank you for emailing me the project plans and for the opportunity to provide you with my recommendations for the trash and recycling services for the new Burlington Station. I have attached my proposal for the weekly trash and recycling collection service as well as some information about an apartment style compactor unit that I would recommend using for this property. With this property having 90 units and the average apartment unit producing roughly 1.5-2 yards or trash material per month I am figuring this property will generate roughly 135 - 180 yards of trash per month with full occupancy. Below is a brief overview of how the weekly collection service works.

The trash compactor will be located in the buildings trash room and positioned under the trash shoot. A 2 yard container will be hooked up to the compactor unit at all times. As trash falls down the shoot into the compactor the compactor will automatically run and push the trash into the container. As the containers will up the properties janitorial staff will be responsible for switching out the full container for an empty one. Full containers will need to be wheeled outside on scheduled pickup days for the Republic Services driver to empty the containers. Once the containers empty the janitorial staff will be responsible for wheeling the containers back inside the building trash room.

Recycling Service will be similar to the trash service but no compactor will be needed.

The number of containers that can be provided will be based on the size of the trash room. Likewise the number of pickups need will be on the number of containers as well as the occupancy of the building and the volume of trash and recycling generated. Service levels can be increased at any time as needed.

Please review the attached information and the service explanation and feel free to call me with any questions.

REPUBLIC SERVICES

We'll handle it from here.™

Robert Herlien Major Account Executive

2101 S Busse Road
Mount Propsect, IL 60056
e rherlien@republicservices.com
o 847-378-2398 c 708-243-0263
f 847-718-3909 w republicservices.com

From: Mitchell, Drew [mailto:DMitchell@holladayproperties.com]
Sent: Wednesday, July 08, 2015 4:52 PM
To: Herlien, Robert
Cc: O'Connor, Mike; Wirth, Douglas
Subject: Burlington Station - how do we handle trash?

Bob,

Thanks a lot for your call today. As we discussed, we are trying to determine how we should handle refuse on this property. My goal is to identify a thoughtful and practical approach to handling refuse, as well as obtain a proposal for the services so that we can convey to the Village of DG that we have this covered.

Location: 5100 Forest, Downers Grove, IL

I have attached our plans for the project. Please let me know your thoughts on collection (trash chute?), compaction ideas?, and how the garbage is picked up. Should we have 2x weekly pickup to minimize space required? Etc.

Thanks again!!

Drew

T. Drew Mitchell, VP Development
6370 Ameriplex Drive, Suite 110 | Portage, IN 46368
D: (219) 841-6392 | C: (312) 545-5123
HOLLADAY PROPERTIES

From: Wirth, Douglas [mailto:dwirth@BSBDesign.com]
Sent: Wednesday, July 08, 2015 2:02 PM
Cc: O'Connor, Mike; Mitchell, Drew
Subject: Burlington Station

Wayne,

Attached are the current drawings for Burlington Station.

I'm calculating the building areas as:

Lower Level Garage:	38,665 GSF
4 Residential Levels:	113,706 GSF

Let me know what else you need.

Thanks,

Doug Wirth
NCARB, AIA, LEED AP™
BSB Design, Inc.
Chicago Regional Office
ph: 847.705.2200
www.bsbdesign.com
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GALFAB HIGH RISE COMPACTOR
MODEL GF03

DEFINITION

1. CHARGING CHAMBER
2. CHARGING CHAMBER LENGTH
3. CHARGING CHAMBER WIDTH
4. RAM FACE
5. SINGLE SIDE LATCH SYSTEM
6. RAM HEIGHT
7. CYCLE TIME – 18 SECONDS (3HP) 29 SECONDS (1HP)
8. CHARGING CHAMBER CAPACITY
9. POWER PACK 5 GPM PUMP; 13 GAL RESERVOIR
10. ELECTRIC CONTROL PANEL AND PUSH BUTTON STATION
11. ELECTRIC MOTOR – 3 HORSEPOWER – 208-230-460 VOLT, 3 PHASE OR 1 HP SINGLE PHASE 110-220 VOLT
12. LIMIT SWITCH
13. OVERALL LENGTH – 40.3"
14. CHAMBER FLOOR
15. OPERATING PRESSURE 1500 P.S.I.
16. RAM PENETRATION
17. HIGH RISE CHUTE
18. ELECTRIC PHOTO CELL

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A WASTEBUILT COMPANY
5400 Stepp Drive • Summit, IL 60501
Phone (708) 458-7800 • Fax (708) 458-1031

GALFAB HIGH RISE COMPACTOR
MODEL GF03

OPERATION

1. THE GALFAB HIGH RISE COMPACTOR IS DESIGNED TO SERVICE HIGH RISE BUILDINGS WITH 24" DIAMETER REFUSE CHUTES.

2. THE COMPACTOR IS PLACED AT THE BOTTOM OF THE CHUTE UNDER THE FUSABLE LINK FIRE DOOR.

3. REFUSE THAT IS THROWN DOWN THE CHUTE PASSES AN ELECTRIC EYE ON THE COMPACTOR THAT AUTOMATICALLY STARTS THE UNIT. AS LONG AS THE ELECTRIC EYE HAS MATERIAL BETWEEN IT AND THE REFLECTOR, THE UNIT WILL CONTINUE TO COMPACT. ONCE THE PATH OF THE EYE IS CLEAR, THE UNIT WILL SHUT OFF.

4. REFUSE WILL BE COMPACTED INTO EITHER A 1-1/2 CUBIC YARD, 2 OR 3 CUBIC YARD CONTAINER.

5. SAFETY PRECAUTIONS SHOULD BE TAKEN TO ASSURE THAT VOLTAGE AND CITY CODES ARE ADHERED TO. ALL CHUTES IN CHICAGO ARE SUPPOSED TO BE EQUIPPED WITH SPRINKLERS AND FUSEABLE LINK FIRE DOORS.

6. THE COMPACTOR CONTAINER IS COUPLED TO THE CONTAINER WITH A SINGLE SIDE LATCH SYSTEM.

7. ONCE THE CONTAINER IS FILLED, THE COMPACTOR FULL LIGHT WILL LIGHT AND THE MACHINE WILL SHUT DOWN.

8. THE CONTAINERS ARE DISCONNECTED FROM THE COMPACTOR AND TAKEN OUT THRU THE SERVICE ENTRANCE TO BE UNLOADED BY REAR OR FRONT LOADING REFUSE TRUCKS.

GALFAB

A WASTEBUILT COMPANY

STATIONARY COMPACTOR
MODEL GF03 "MINI"

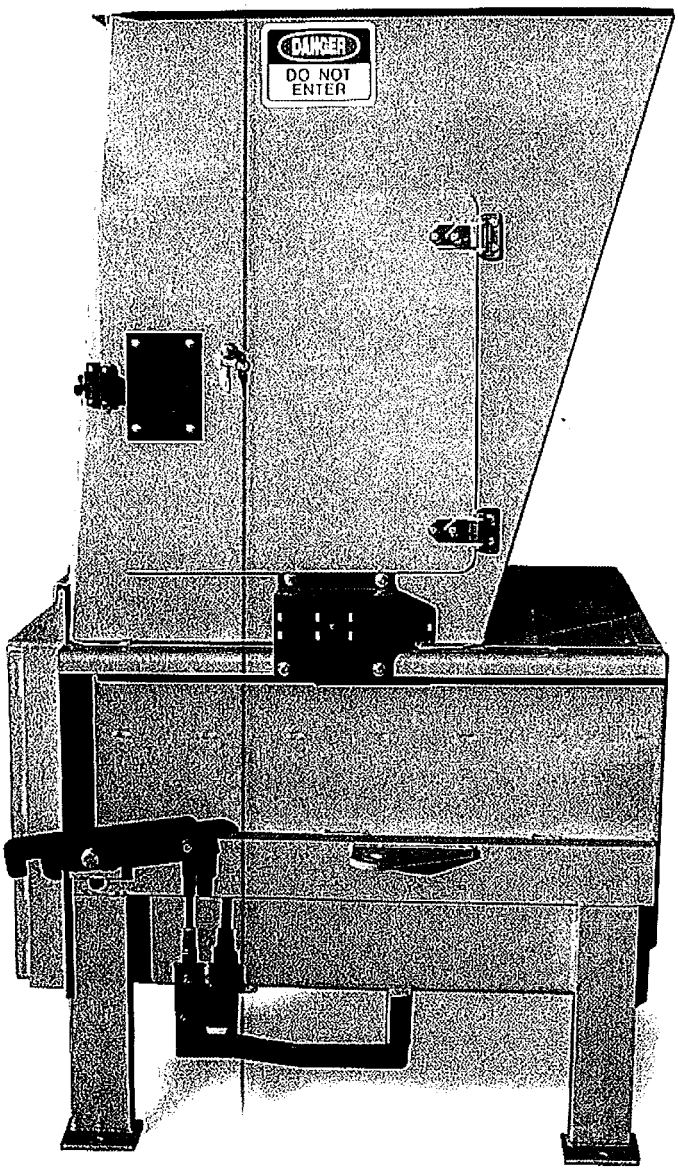
Our Mission

Wastebuilt was created as a means for entering the waste and recycling industry. Wastebuilt's mission is to provide our customers with a world class distribution of equipment, parts, and services supported by manufacturing facilities.

Big Jobs in Small Spaces

When space is limited, turn to the Galfab "MINI Series" stationary compactor – the packer that is designed to do BIG jobs in tight spaces such as trash and recycling rooms of office and residential high-rise buildings as well as apartments requiring chute fed applications. Moreover, when you need a ground level, manual feed compactor, the GF03 is also your solution!

This space-saving power-packer provides more compaction pressure with its energy-saving 3HP motor than most competitors' 5HP motor models. Also, you don't need to bring in expensive power because you can elect to run this powerful little compactor using 110 volt power and not sacrifice its packing ability which is just another winning feature.

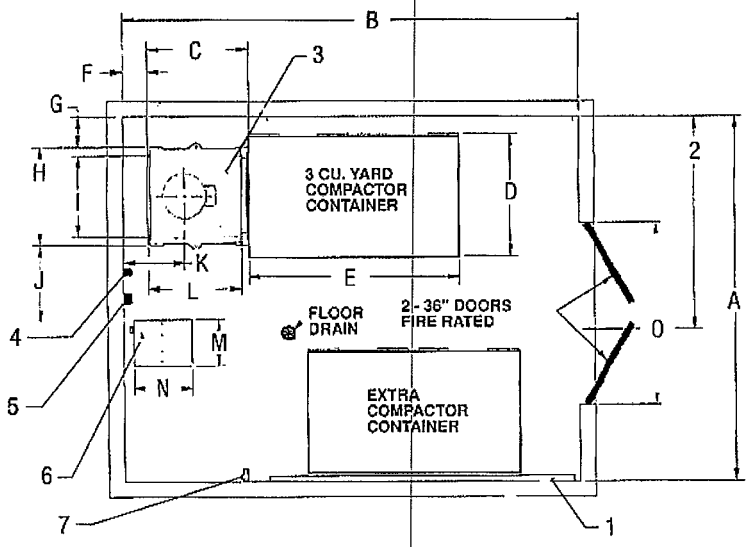


GalFab Advantage:

- **Single Side Latch System** whereby the container is easily detached from the compactor by simply rasing a single handle, thereby saving both space and time.

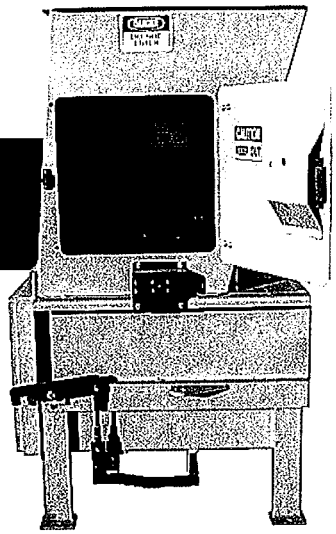
Stationary Compactor Model GF03

GF03 Mini Dimensions



MODEL	CAPACITY	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	WEIGHT
GF03 Mini	3 y³	144"	180"	40.3"	48"	83"	10"	12"	39"	32"	30"	25"	37"	18"	24"	72"	1,550 lbs.

[1] 1 Wall Bumpers
[2] 84" Min Room Width
[3] Chute Location Optional On This Surface (32" x 37")
[4] 110 V Outlet For Compactor Deodorizing Option
[5] Fused Disconnect Switch Box
[6] Power Pack
[7] Optional Hot Water Bibb



This is shown with Galfab's chute style hopper enclosure with side loading door and safety interlock.

GF03 Mini Specifications

WASTEC Rating	.24 Cubic Yards
Mfrs. Rated	.33 Cubic Yards
Cleartop Opening	22.5" x 28" x 24" Deep
Ram Penetration	6"
Cylinder Size	2 - 2.5" x 20"
Compactor Sides	.31 Plate
Ram Top	.38 Plate
Ram Face	.38 Plate
Power Pack HP	3 HP 3 Phase (or) 1 P Single Phase
Norm. Force	15,500 lbs
Max. Force	17,500 lbs
Norm. Ram Face Pressure	31.3 PSI
Max. Ram Face Pressure	35.4 PSI

Standard Power Pack

Hydraulic Pump	5 GPM 2-stage (3 HP) / 3 GPM 2-stage (1 HP)
Reservoir	13 Gallons
Fluid	Northland Talamar Extreme ISO 30
Cylinders	5 GPM Hi-Lo with 200 Mesh Screen Suction Filter

Cycle Time

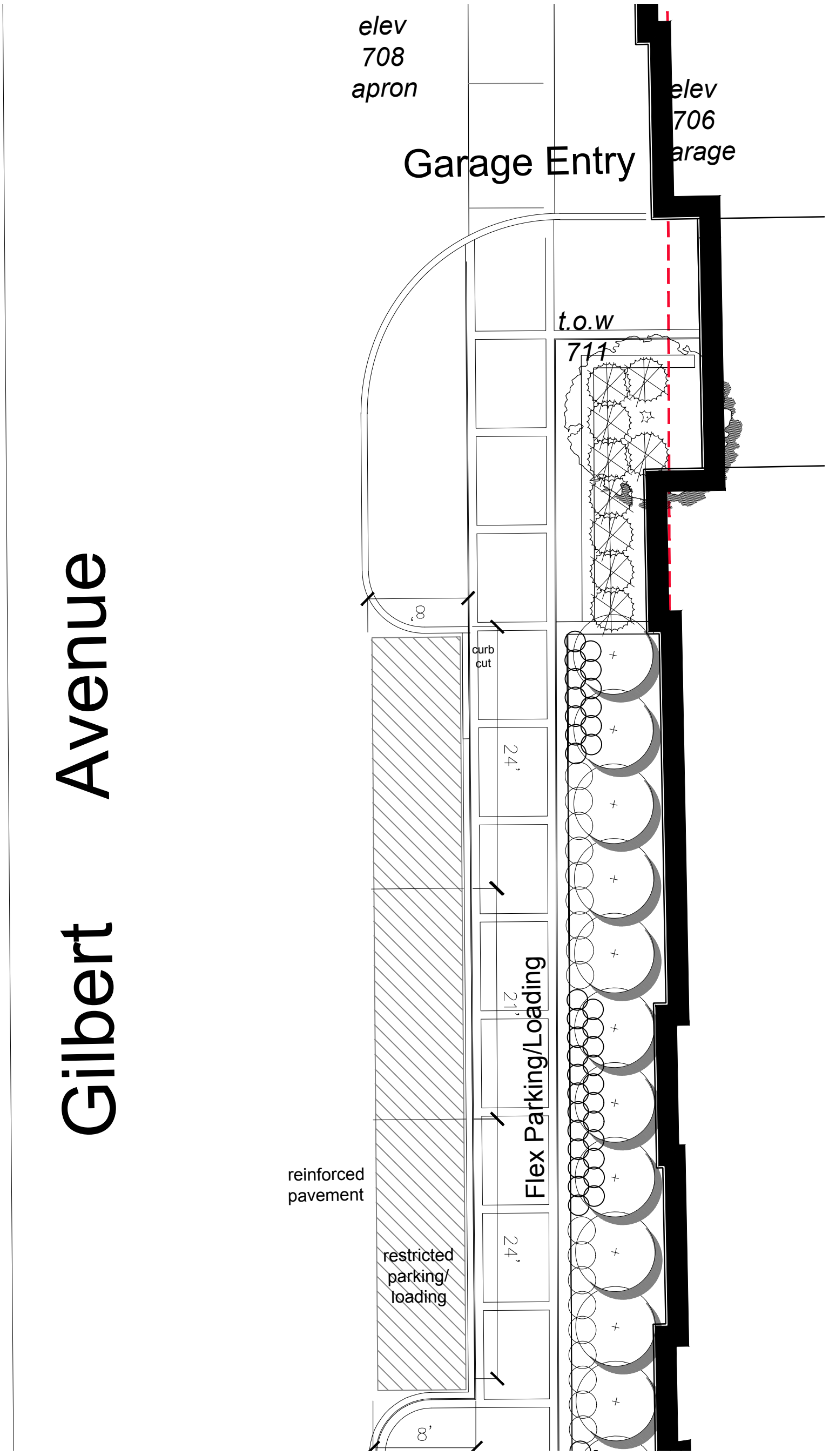
Time	18 Seconds 3 HP 29 Seconds 1 HP

Standard Features

- 3 HP TEFC 3 Phase 208-230-460V
- 1 HP TEFC 1 Phase 110/220V
- Single side or turnbuckle latch
- Key Switch, Start & Stop Buttons
- Electrical interlock for operator safety
- UL Listed Power Panel
- Meets ANSI Z245.2 standards

Optional Features

- Photo-Eye, Lights & Siren
- 80% or 100% Light
- Multi-cycle Timer
- Oil Heater
- Door Auto Start
- Pressure Gauge
- Remote Control
- Lock Valve

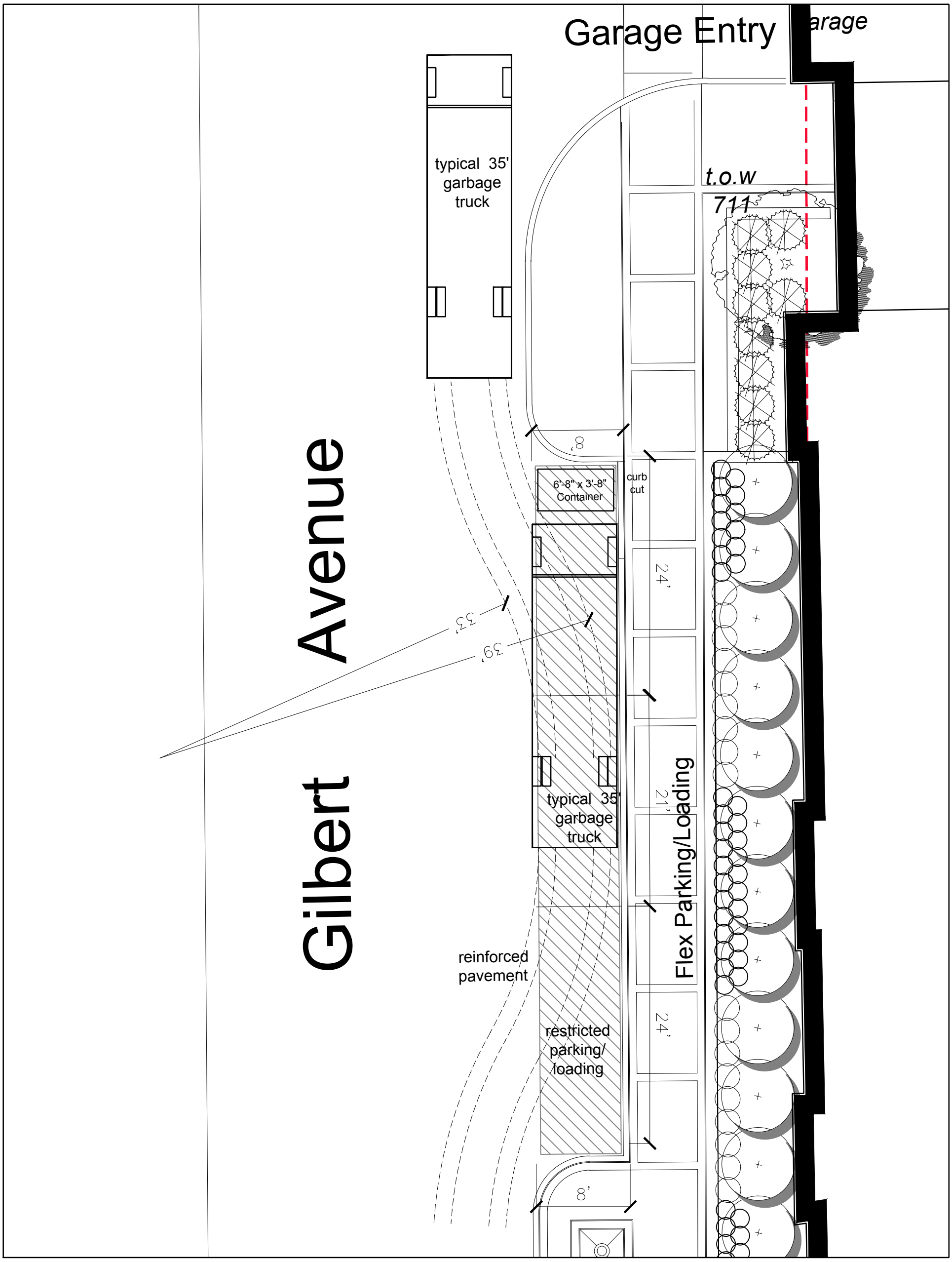


Flex Parking/Loading

Burlington Station

Downers Grove, IL

08-04-15



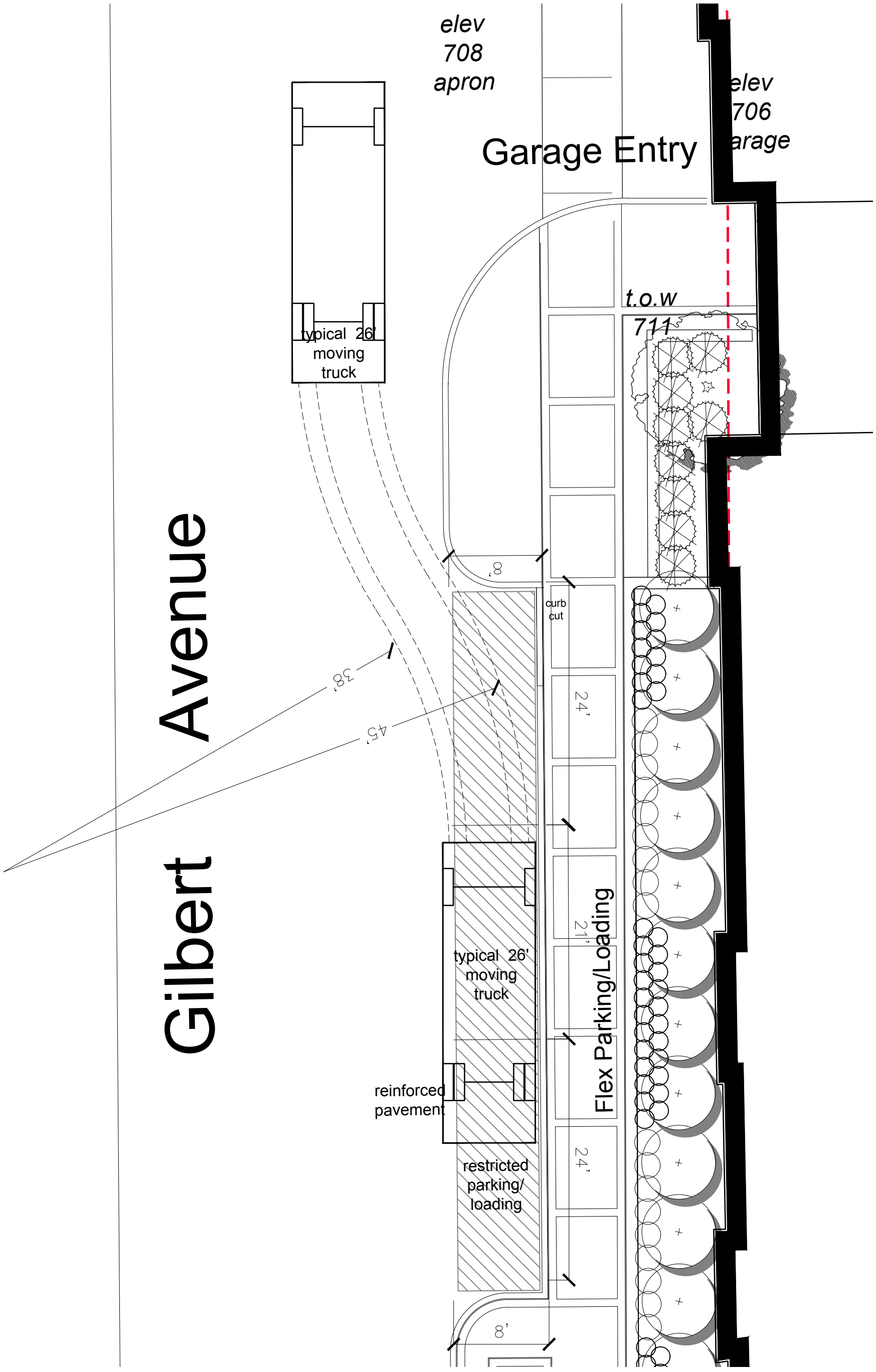
North

Garbage Pick-Up

Burlington Station

Downers Grove, IL

08-04-15



Moving Truck

Burlington Station

Downers Grove, IL

08-04-15

4 Story Residential Above Podium Parking

AMENITY:

Club, Fitness and Leasing Center

RESIDENTIAL UNITS:

1 BR Units	50
1 BR + Den Units	8
2 BR Units	27
2 BR + Den Units	4
Residential Units	89

4 Story Residential Above Podium Parking

PARKING:

106 Parking Spaces
- 05 ADA / IAC Accessible
- 79 Standard
- 21 Compact
- 01 Tandem

3 Limited Street Parallel Parking

96 Bicycle Parking Spaces

Concept Design

Holladay Properties

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The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

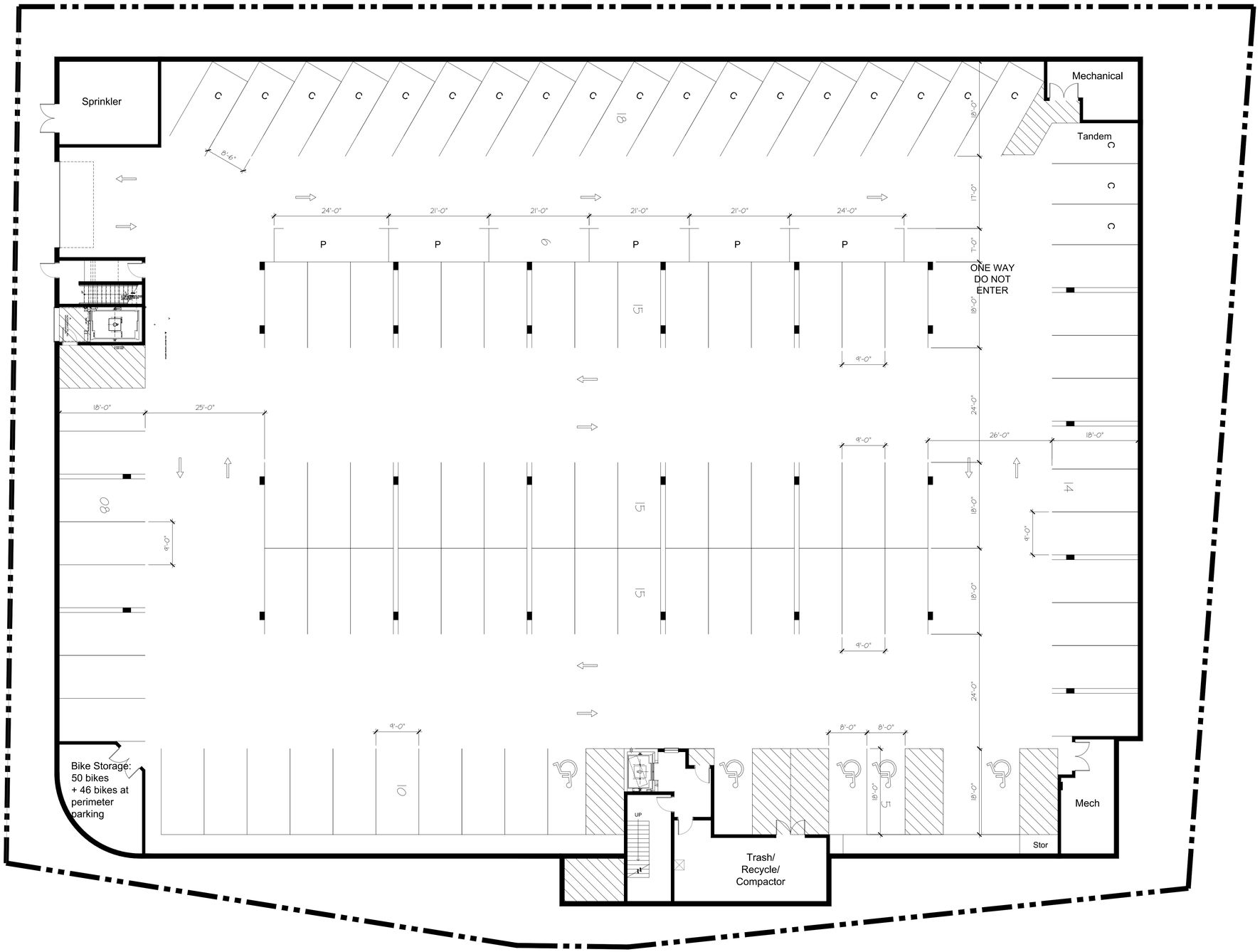
Revised Date: July, 27. 2015

4 Story Residential
Above Podium Parking

PARKING:

106 Enclosed Parking
- 05 ADA / IAC Accessible
- 79 Standard
- 21 Compact
- 01 Tandem

3 Street Parallel Parking



Lower Level Parking

3/32" = 1'-0"

Holladay Properties
Burlington Station

HOLLADAY PROPERTIES

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07-16-2015

BSB DESIGN

PLANT LIST

SHADE TREES

TOT.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	NOTES
2	AF	Acer freemanii 'Celebration'	Celebration Red Maple	3" BB	Single Stem
1	CO	Celtis occidentallis 'Chicagoland'	Chicagoland Hackberry	3 BB	Single Stem
3	QR	Quercus rubrum	Red Oak	3" BB	Single Stem
1	TAr	Tilia americana 'Redmond'	Redmond Linden	3" BB	Single Stem

INTERMEDIATE AND EVERGREEN TREES

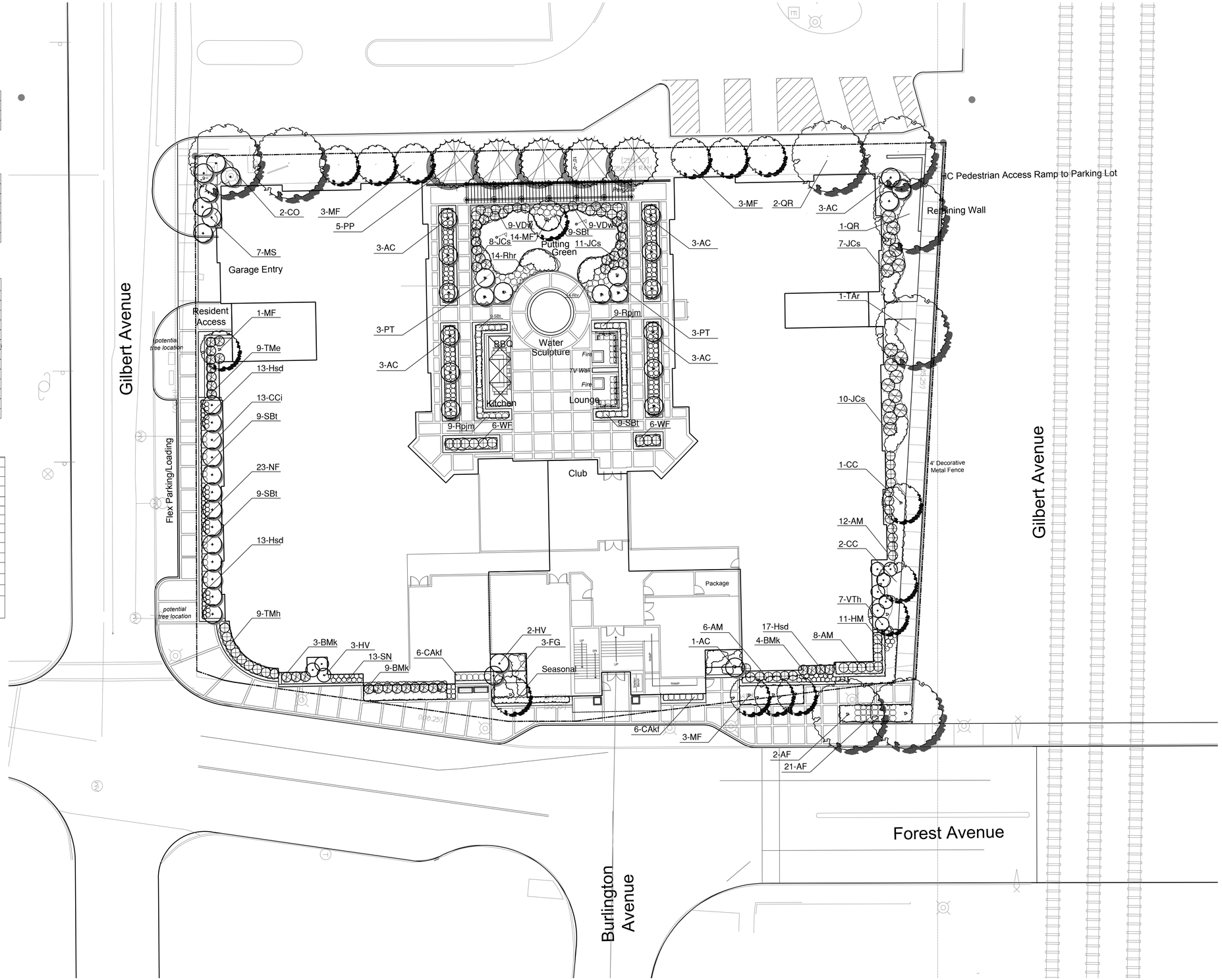
TOT.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	NOTES
16	AC	Amelanchier canadensis	Serviceberry	8' HT, BB	Clump Form
3	CC	Cercis canadensis	Upright Hornbeam	3" BB	Single Stem
13	CCi	Craetagus crus-galli inermus	Thornless Cockspur Hawthorn	8' BB	Clump Form
7	MS	Magnolia stellata	Star Magnolia	6' HT. BB	Clump Form
11	MF	Malus floribunda	Floribunda Crab	3" BB	
5	PP	Picea pungens	Blue Spruce	10' HT BB	
6	PT	Populus tremuloides	Quaking Aspen	2" CAL BB	Clump Form

SHRUBS

TOT.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	NOTES
26	AM	Aronia melanocarpa	Black Chokeberry	36" BB Ht.	
16	BMk	Buxus microphylla 'Koreana'	Korean Littleleaf Boxwood	24" Cont.	
3	FG	Fothergilla gardenii	Dwarf Fothergilla	18" BB	
36	JCs	Juniperus chinensis 'Sargentii'	Sargent's Juniper	18"W-30" H"	
5	HV	Hamamellis vernallis	Vernal Witch Hazel	48" BB	
18	Rjm	Rhododendron PJM	PJM Rhododenfron	24" BB	
21	Rgl	Rhus aromatica 'Grow-Low'	Grow-Low Sumac	3 Gal Cont.	(36" On Center)
24	Rhr	Rosa var. 'Home Run'	Home Run Rose	3 Gal Cont.	
45	SBt	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	24" BB	
9	TMe	Taxus medii 'Everlow'	Everlow Yew	24" BB	
9	TMh	Taxus medii 'Hicksii'	Hick's Yew	36" BB Ht.	
18	VDw	Viburnum dentatum 'Wentworth'	Wentworth Arrowwood Vib.	36" BB Ht.	
7	VTh	Viburnum trilobum 'Hahs'	Hahs Amer. Cranberry Vib.	36" BB Ht.	
9	WF	Weigela florida 'Red Cardinal'	Red Cardinal Wiegela	42" BB Ht.	

PERENNIALS AND GROUNDCOVER

TOT.	KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	NOTES
12	CAkf	Calamagrostis acutifolia 'Karl Fosterer'	Karl Fost. Feather Reed Grass	1 Gal.	18" On Center
20	CGs	Coreopsis grandiflora 'Stingray'	Stingray Tickseeed	1 Gal.	24" On Center
11	CMid	Carex morrowi 'Ice Dance'	Ice Dance Sedge	1 QT Cont	18" On Center
120	CaP	Carex pensylvanica	Common Oak Sedge	1 QT Cont	12" On Center
20	DDzr	Dianthus deltoides 'Zing Rose'	Zing Rose Dianthis	1 QT Cont	12" On Center
12	FOg	Festuca ovina 'Glauca'	Blue Fescue	1 Gal	24" On Center
20	GSmf	Geranium sanguineum 'Max Frei'	Max Frei Geranium	1 Gal	18" On Center
23	HM	Heuchera micanthra	Heuchera	1 QT Cont	24" On Center
23	NF	Nepeta fasseni 'Walker's Low'	Walker's Low Catmint	1 Gal.	24" On Center
23	SN	Salvia nemerosa 'May Night'	May Night Salvia	1 Gal.	24" On Center
50	SKt	Sedum kamtschaticum 'Tekaridake'	Tekaridate Sedum	1 Qt. Cont.	18" On Center
40	SH	Sporabolis heterolepsis	Prairie Dropseed	1 Gal.	36" On Center
44	PVs	Pannicum virgatum 'Shennandoah'	Shenanndoah Switch Grass	1 Gal.	24" On Center
240	Vp	Viola pedata	Bird's Foot Violet	12/flat	12" On Center
68	PA	Pennisetum alopecuroides	Fountain Grass	1 Gal.	24" On Center



LEGEND

- SHADE TREES
- INTERMEDIATE TREES
- EVERGREEN TREES
- DECIDOUS/EVERGREEN SHRUBS
- GROUNDCOVER/PERENNIAL/GRASSES

North

0 8 16 32 64

HOLLADAY PROPERTIES

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Landscape Plan

Holladay Properties Burlington Station

REV. 07-26-2015

BSB DESIGN