

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
11/3/2015

SUBJECT:	SUBMITTED BY:
Planned Unit Development, Rezoning and Special Use for a mixed-use building at 904-910 Curtiss Street	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting approval of a Planned Unit Development, Rezoning and Special Use to permit the construction of a mixed-use building at 904-910 Curtiss Street.

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

n/a

RECOMMENDATION

Approval on the November 10, 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 and the deviations were not warranted.

BACKGROUND

This development proposal is for a five-story, mixed use building at 904 - 910 Curtiss Street (the northeast corner of Curtiss and Washington Streets). The applicant is seeking a Planned Unit development and an associated rezoning from Downtown Business to Downtown Business/PUD. The application also requires approval of a special use for the multi-family component of the project.

Property Information & Zoning Request

The 0.67 acre property is zoned Downtown Business (DB) and is currently improved with two buildings. A one-story six-unit apartment building is located at 904 Curtiss Street. A three-story building with seven retail spaces and 15 apartments is located at the corner of Curtiss and Washington Streets and is known as 910 Curtiss Street. The applicant is proposing to construct a five-story building with three retail suites, an apartment management office and 48 apartments. The multi-family residential use in the DB requires Special Use approval. 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 two existing buildings with a five story, mixed use building. The building would be improved with a variety of high quality building materials including varying colors of face brick and an aluminum and glass storefront. The building will include the following:

- 12 one bedroom units
- 32 two bedroom units
- 4 three bedroom units
- 3 retail suites
- 1 apartment management office
- 58 enclosed off-street parking spaces
- 6 outdoor off-street parking spaces

The petitioner is proposing to phase construction. Phase I would include the demolition of 904 Curtiss Street to construct the north half of the proposed building. This would permit the tenants in the existing 910 Curtiss Street building to remain while construction occurs on Phase I. Once Phase I is complete, Phase II would commence with the petitioner demolishing the existing 910 Curtiss Street building and building the west half of the proposed building at the intersection of Curtiss and Washington Streets.

Compliance with the Comprehensive Plan

The subject property is identified in the Comprehensive Plan as part of Catalyst Site #13 along with two parcels immediately north of the subject site. The Comprehensive Plan notes the site's proximity to the train station makes it an ideal location for a mixed-use transit-oriented development with residential above ground floor retail. The proposed development meets this goal. The proposed development also advances several of the goals and objectives found in the Comprehensive Plan including:

- Creates a transit- and pedestrian-oriented development
- Promotes a diverse mix of commercial uses in the downtown
- Promotes a development that further 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 deviations to increase density, reduce the number of required parking spaces, and reduce the corner build-to-zone. 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 two parkway trees 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
- Provides horizontal expressions that separate the retail storefronts from the residential above
- Creates a distinctive building through the varying vertical planes and the cornice

Public Improvements

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 two existing buildings and large parking lot that currently occupy the site. A water quality structure will be provided in accordance with the Village's Stormwater and Floodplain 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 found that the proposed development will not have a detrimental impact on the adjacent road network traffic flow. The study examined the Curtiss and Washington Street intersection and found that it will continue to operate at an acceptable level after the development is completed.

The study found that the proposed parking levels are consistent with the transit-oriented nature of the development and the auto ownership trend of rental units in downtown areas in other Chicagoland multi-family mixed-use developments.

Public Comment

During the Plan Commission meeting, the public expressed various concerns including the displacement of existing residential and commercial tenants and a reduction in overall retail space at this location. The phasing of construction allows existing tenants in the 910 Curtiss building to remain while construction on Phase I is undertaken. While the number of retailers would be reduced from seven to three, the size and quality of the new modern retail space will better meet the needs of today's retailers. The existing retail spaces are outdated retail spaces that the petitioner has difficulty maintaining retailers in, as many retailers grow and require larger spaces.

ATTACHMENTS

Ordinance

Aerial Map

Staff Report with attachments dated October 12, 2015

Draft Minutes of the Plan Commission Hearing dated October 12, 2015

Nu Living letter dated October 18, 2015

ORDINANCE NO. _____**AN ORDINANCE AUTHORIZING A SPECIAL USE FOR ADRIATIC GROVE APARTMENTS
AT 904-910 CURTISS STREET TO PERMIT CONSTRUCTION
OF A MIXED USE STRUCTURE WITH APARTMENTS**

WHEREAS, the following described property, to wit:

Parcel 1:

The west 50 feet of Lot 6 in Block 2 in Curtiss Addition to the Town of Downers Grove, being a subdivision of part of Section 8, Township 38 North, Range 11, East of the Third Principal Meridian, according to the plat thereof recorded March 8, 1866 as Document 7317, in DuPage County, Illinois

Parcel 2:

Lots 7 and 8 in Block 2 in Curtiss Addition to the Town of Downers Grove, being a subdivision of part of Section 7, Township 38 North, Range 11, East of the Third Principal Meridian, according to the plat thereof recorded March 8, 1866 as Document 7317, in DuPage County, Illinois

Commonly known as 904-910 Curtiss Street, Downers Grove, IL 60515 (PIN 09-08-304-001 and -002)

(hereinafter referred to as the "Property") is presently zoned *"DB/PUD #54, Downtown Business District with a Planned Unit Development Overlay"* pursuant to the Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28.12.050 of the Zoning Ordinance be granted to allow construction of mixed use structure with apartments; and,

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing respecting said petition on October 12, 2015 and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

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

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

1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;

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.
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.

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

SECTION 1. That Special Use of the Property is hereby granted to allow construction of a mixed use structure with apartments.

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

1. The PUD and Special Use shall substantially conform to the staff report dated October 12, 2015; architectural drawings prepared by Arete Design Studio dated September 4, 2015, and last revised on September 25, 2015 and engineering and landscape drawings prepared by C.M. Lavoie dated September 4, 2015, and last revised on September 23, 2015 except as such plans may be modified to conform to the Village codes and ordinances.
2. A demolition permit for the existing 910 Curtiss Building must be applied for, reviewed by the Village and approved by the Village prior to the issuance of a building permit to start construction on Phase I of the proposed development.
3. A certificate of occupancy will not be issued for Phase I until the demolition of the existing building at 910 Curtiss Street has been started and the building is no longer standing.
4. If for any reason, the construction of Phase II is not completed and the demolition of the existing 910 Curtiss building does not occur:
 - a. The applicant shall be required to submit an application to the Village Council to permit the existing 910 Curtiss Street building to remain prior to the issuance of a certificate of occupancy for Phase I.
 - b. The temporary curb cut located on Washington Street immediately north of the existing 910 Curtiss Street building shall be removed and the curb and parkway restored. Additionally, the parking lot that the temporary curb cut services shall also be removed and restored to open green space.
 - c. The existing gravel parking lot immediately to the east of the existing 910 Curtiss Street building shall be improved to a hard dust-free surface that complies with the Village's parking lot design, landscaping and lighting standards. The improved parking lot must be tied into the new access drive for Phase I.
 - d. The curb cuts on Curtiss Street shall be reduced to a single curb cut that meets the Village's design standard.
5. A stop sign shall be installed at the internal intersection for the outbound vehicles exiting the parking lower level.

6. All proposed lighting shall comply with the Village's lighting standards identified in Section 28.10.030 of the Zoning Ordinance.
7. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of \$252,468.73 (\$172,770.03 to the Park District, \$57,690.15 to Elementary School District 58, and \$22,008.55 to High School District 99).
8. Prior to issuing any site development or building permits, the petitioner shall:
 - a. pay a fee, as determined by the Village Forester, to remove two parkway trees; and
 - b. pay a \$1,000 fee in lieu payment for the installation of two new parkway trees.
9. The building shall be equipped with an automatic suppression system and an automatic and manual fire alarm system in accordance with the Village's requirements.
10. The petitioner shall install a water quality structure within the outside parking area to treat stormwater prior to entering the downtown storm sewer system.
11. The applicant shall complete an Administrative Lot Consolidation prior to the issuance of a building permit.

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

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

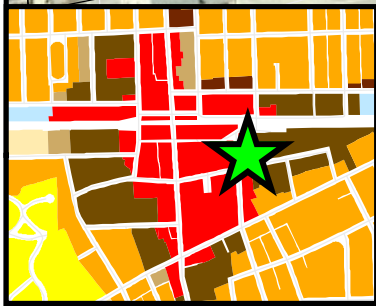
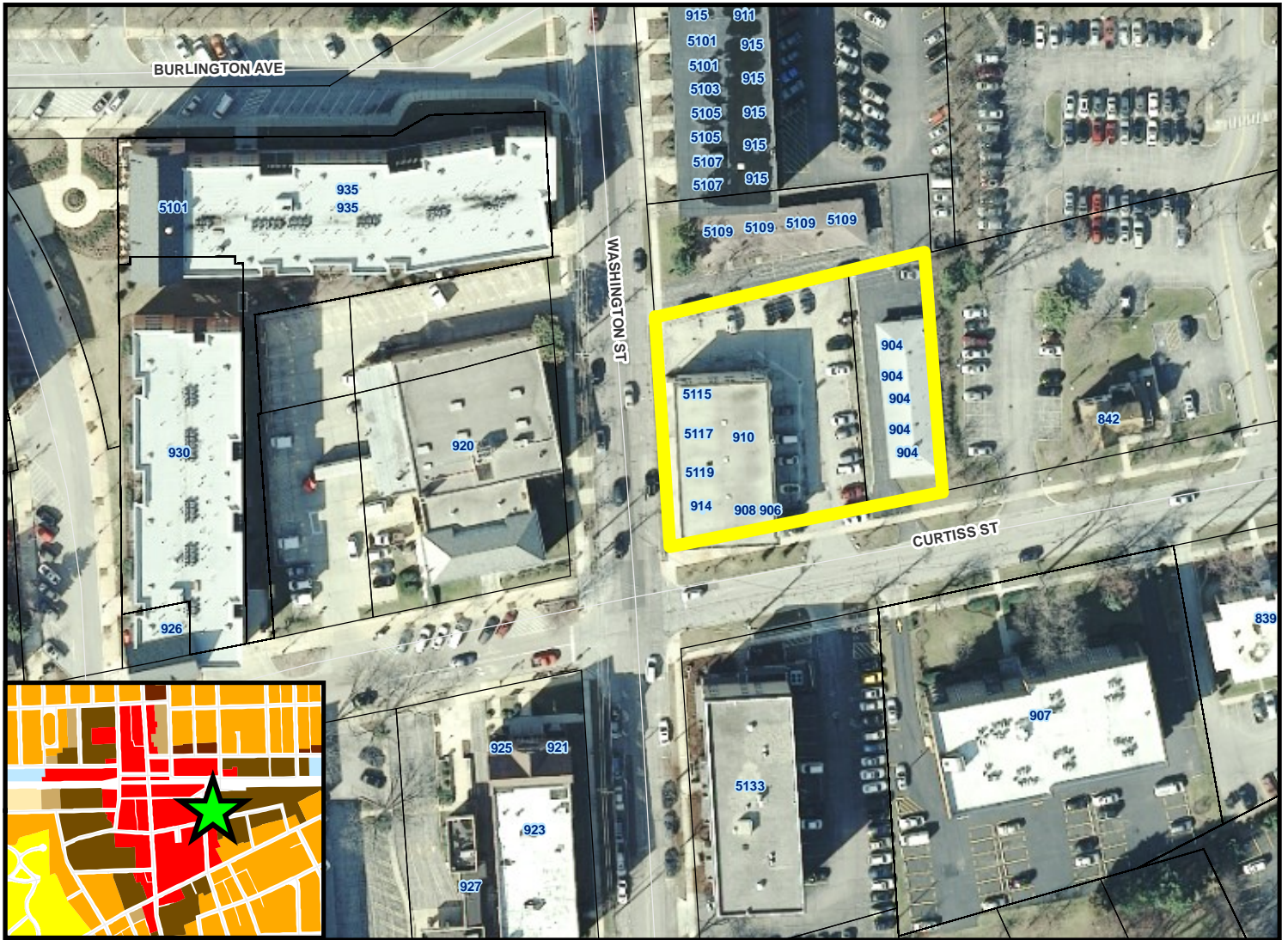
Mayor

Passed:

Published:

Attest: _____

Village Clerk



0 40 80 120 160 Feet

904 - 910 Curtiss Street Location Map





**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
OCTOBER 12, 2015 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
15-PLC-0028 904 – 910 Curtiss Street	Planned Unit Development and Special Use	Stan Popovich, AICP Director of Community Development

REQUEST

The petitioner is requesting approval for a Planned Unit Development and a Special Use to construct a mixed-use building including three retail suites, one office and 48 apartments at 904-910 Curtiss Street 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/APPLICANT: John Penavic
5202 Washington Street, Suite 3
Downers Grove, IL 60515

PROPERTY INFORMATION

EXISTING ZONING: DB, Downtown Business
EXISTING LAND USE: Mixed-use commercial and apartment building and an apartment building
PROPERTY SIZE: 28,750 sq ft (0.66 acres)
PINS: 09-08-304-001 and -002

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	DB, Downtown Business	Downtown/Mixed Use
SOUTH:	DB, Downtown Business & DT, Downtown Transition	Downtown/Mixed Use Downtown/Mixed Use
EAST:	DT, Downtown Transition	Institutional/Public/Train
WEST:	DB, Downtown Business	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, mixed-use building at 904-910 Curtiss Street. The building will contain three retail suites, an office and 48 apartments. This Downtown Business (DB) zoned property is located at the northeast corner of the intersection of Curtiss and Washington Streets. The mixed-use development requires a Planned Unit Development (PUD) approval as well as a Special Use for the apartment use. An apartment use 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 a mixed-use development with housing variety on a catalytic site that promotes the goals and policies of the Comprehensive Plan.

Currently, the subject property consists of two lots of record with a single building on each lot, one at 904 Curtiss Street and a second at 910 Curtiss Street. The 904 Curtiss Street building is a one-story, six-unit residential apartment building. The 910 Curtiss Street building is located at the northeast corner of Curtiss and Washington Streets. The three-story mixed-use building houses five retail businesses and 15 one-bedroom apartments above. The petitioner will be required to administratively consolidate the two lots of record into a single lot of record if the project is approved.

Proposed Development

The petitioner is proposing to demolish the two existing buildings and construct a five story, mixed-use building on the subject site. The proposed development will consist of following features:

- Twelve (12) one bedroom units
- Thirty-two (32) two bedroom units
- Four (4) three bedroom units
- Three retail suites
- One apartment management office suite
- Sixty-four (64) total parking spaces
 - Fifty-eight (58) interior parking spaces
 - Six (6) exterior parking spaces
- Indoor bicycle parking

The proposed L-shaped building will be located adjacent to the corner of Curtiss and Washington Street, with the three retail suites being located around this corner. The apartment management office will be located to the rear of the three retail suites and face east. Interior parking will be provided in both the basement level (31 spaces) and the first floor (27 spaces). Six exterior parking spaces will be provided to the east of the building. Floors two through five will each consist of three one-bedroom units, eight two-bedroom units and one three-bedroom unit for a total of 48 apartment units.

Two retail entrances will be located off of Curtiss Street with the third retail entrance being located along Washington Street. The entrance to the apartment management office is off of the east façade while the residential entrance is at the elbow of the 'L.' Vehicular access to the building is from Curtiss Street. A single curb cut will lead to a six space exterior parking lot. The main entry immediately splits into two drives, one drive drops down to the basement parking level, while the second drive provides access to the first floor parking area and exterior parking lot. The location of the entry drive will allow for delivery, garbage, and moving vehicles to load and unload on private property. These types of vehicles will not need

to utilize Curtiss or Washington Streets to load or unload.

The facades adjacent to Curtiss and Washington Streets will be clad with an aluminum and glass storefront. First floor facades on the north, east and eastern half of the south façade will be clad with face brick. The exterior cladding of floors two through five will be primarily varying colors of face brick. Accents include Exterior Insulation and Finishing System (EIFS) panels between windows, precast concrete bands, and precast concrete window sills and lintels. Inset balconies are provided for each residential unit with a portion of the balcony protruding beyond the plane of the building. Balcony railings provide additional façade detailing. An EIFS cornice and composite material frieze add additional detailing at the roof line as the parapet wall height varies around the building.

The subject site is a corner lot which is reflected in the design of the building. The west elevation, facing Washington Street, provides a classic mixed-use downtown appearance, with retail detailing on the first floor and residential detailing on the floors above. The west elevation includes differing building planes and balcony projections that also provide visual interest. Both the first and fifth floors are horizontal separated from the adjoining floors. The transoms on the first floor separate it from the floors above, while a horizontal precast concrete band separates floors four and five.

The south elevation faces Curtiss Street and provides similar detailing to the Washington Street façade at the corner. The apartment entrance is setback but visible from the Curtiss Street facades. The apartment entrance is a vertical window wall that extends from the ground to the fifth floor. The remaining south façade is less detailed as it is setback from Curtiss Street but it maintains the rhythm and pattern of the rest of the building.

The east and north facades both include storefront elements that wrap the corner. The detailing on these two facades follow the rhythm and pattern of the rest of the building and also include balcony insets and projections. The same brick, EIFS and concrete window heads and sills are also detailed on these secondary facades. Each of these two facades also include iron grills which allow ventilation for the interior parking garage.

The petitioner is also proposing extensive landscaping around the north and east edges of the property. Additionally, landscaping, a garden wall and water fountain is provided along the walkway to the apartment entrance. A landscape wall is incorporated into the landscape plan to provide additional screening to the exterior parking lot.

Construction Phasing

The petitioner is proposing to construct the project in two phases. Phase I would begin with the demolition of the one-story apartment building at 904 Curtiss Street and the construction of the east half of the proposed building. The east half of the building would consist of 24 apartments with 28 interior parking spaces. The east half of the building would include the fire sprinkler room, elevator and stairwells. During construction of Phase I, a construction fence separating the new construction from the existing 910 Curtiss Street building would be placed on site. This would allow the existing 910 Curtiss Street building to remain in place and continue to be occupied by both the retail and residential tenants. Parking along the east side of the existing building would remain. The parking lot immediately to the north of the building would also remain, with a temporary curb cut being installed along Washington Street to access this lot.

Once Phase I is completed, the developer would demolish the existing 910 Curtiss Street building and begin construction of the west half of the proposed development. The construction fence would remain in place and a covered walkway would be provided for the occupants of the new building to access Curtiss Street. The two halves of the building would be connected during this phase to create a single building. The

existing curb cuts and parking lots would be removed and replaced with the site enhancements as detailed in the drawings.

To ensure construction of Phase II occurs, the Village is placing conditions of approval on the project. These conditions include a requirement that a demolition permit for 910 Curtiss Street be obtained prior to the issuance of a building permit for the east half of the proposed building. Furthermore, a certificate of occupancy will not be issued for the new building until the demolition of the 910 Curtiss Street building has begun in earnest. As such, the petitioner will have to ensure that demolition has begun before they can start occupying the new building. If for any reason, the petitioner fails to begin construction on Phase II, the petitioner will be required to submit an application to the Village Council to permit the existing 910 Curtiss Street building to remain.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan identifies the subject site as part of Downtown Catalyst Site #13 under the Key Focus Areas. Catalyst site #13 includes two additional properties north of the subject site. 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 the sites proximity to the train station makes it an ideal location for a mixed-use transit-oriented development with residential above ground floor retail. The proposed mixed-use building with retail on the first floor and 48 apartments above meets the goals of Catalyst Site #13. The proposed development:

- Creates a transit-oriented development that takes advantage of the close proximity to the Metra train station
- Creates a mixed-use development

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
- Promotes a diverse mix of commercial uses in the downtown
- Creates a pedestrian-oriented development
- Creates a sense of enclosure to enhance the pedestrian environment in the downtown district
- Reinforces the walkable nature of the downtown by orienting the primary facades toward the street and locating them at the sidewalk
- Provides high quality architecture
- Promotes a development that further enhances the downtown district as the cultural and social center of the community
- Provides additional residents in close proximity to the downtown commercial core
- Follows transit-oriented development guidelines for downtown redevelopment
- Encourages the consolidation of smaller parcels to foster larger, more coordinated development opportunities
- Continues to revitalize the downtown with a mixture of retail and residential uses
- Meets the desire to provide mixed-use development within the downtown
- Locates multi-family developments in the downtown activity center
- Provides a diversity of housing types, sizes and prices to cater to the growing demographics such as young households and empty nesters.

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:

Table 1. Zoning Requirements

904 – 910 Curtiss Street	Required	Proposed
Lot area per dwelling unit	800 sq ft (min)	599 sq ft*
North Setback (Side Yard)	0 ft	7.83 ft
East Setback (Rear Yard)	0 ft	10.56 ft
South Setback (Street Yard)	0 ft	1.58 ft
West Setback (Street Yard)	0 ft	1.13 ft
Build-to Zone (BTZ)		
Minimum / Maximum	0 / 10 ft	10 ft
Minimum % of building in BTZ (Washington Street)	80%	88.0%
Minimum % of building in BTZ (Curtiss Street)	30%	35.7%
Corner Build-to Zone (Washington Street)	100%	64%*
Corner Build-to Zone (Curtiss Street)	100%	92%*
Floor Area Ratio	n/a	2.38
Building Height	32 ft (min) / 70 ft (max)	63 ft
Parking Spaces	67	64*
Building Coverage	n/a	56.8%
Off-Street Loading Zoning	0	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 PUD to allow minor deviations 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 14.110.C. – corner lot build-to zone requirement

The applicant is applying for a PUD to permit the additional density, reduced parking and to permit a reduced corner build-to-zone. Section 4.030.A.1 of the Zoning Ordinance notes that development types that may be appropriate for PUD approval include, housing variety, mixed- and multi-use developments and developments that are consistent with the goals and policies of the Comprehensive Plan. The proposed development falls within each of these PUD appropriate types.

The proposed development also includes elements that further the following PUD objectives as identified in Section 4.030.A.2 of the Zoning Ordinance:

- Implementation of and consistency with the comprehensive plan and other relevant plans and

- policies
- 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
- High quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping

The proposed density increase places additional residents into the downtown and meets the Comprehensive Plan goal to maintain the vibrancy of the downtown while providing a variety of housing types in the Village that could accommodate various housing demographics. The required parking deviation is offset by the projects close proximity to the Metra train station. Additionally, there are 10 on street parking spaces on Washington Street immediately adjacent to the proposed development for retail consumers and visitors during the day and evening. Overnight parking is also located nearby in the Village's parking deck.

Of the 58 parking spaces provided within the building, 15 are compact spaces measuring 8.5 feet in width. 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 indicated that the interior parking spaces will be assigned to individual residential tenants at all times. As such, the assignment of each space ensures each space will only be used by the same vehicle on a daily basis.

The deviation for the corner build-to zone is necessary based on the lot geometry. The south property line along Curtiss Street is not perpendicular to the Washington Street property line. As such, the corner of the property is an acute angle which makes it difficult for a square building corner to fit into this area. Additionally, the petitioner's and Village's desire to have a portion of the balconies protruding beyond the façade require the building to be setback slightly so that the balconies do not encroach into the public right-of-way. The building is designed to hold the corner and it does meet the intent of the Zoning Ordinance.

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, and establish a horizontal expression to reinforce the pedestrian friendly space. The proposed building meets these requirements. The slight varying of the building planes adds visual interest throughout the building. The retail storefronts along the Curtiss and Washington Street facades create a pedestrian friendly space and provide visual interest. The proposed materials are high quality materials which will include face brick, EIFS, precast concrete sills, lintels and horizontal expressions. The transom windows above the retail storefronts create a horizontal expression that separates the base of the building from the middle of the building will reinforcing the pedestrian nature of this development.

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 balconies are in rhythm along each façade. The change in materials create a visual appealing building while deck insets and protrusions also assist in creating a visually appealing building. The proposed keystones in certain window lintels provide additional detailing.

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 which creates a unique expression. Additionally, the installation of thicker friezes add visual interest to the roof.

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 PUD and Special Use is approved. As part of the consolidation, the petitioner will be required to provide utility easements along the north and east property line.

The project calls for the removal of two tree parkway trees, one along Curtiss Street and a second along Washington Street. The Village will require the petitioner to compensate the Village for the cost of the two tree removals which is based on the type of tree and the size of the tree. The Village will also require the petitioner pay a \$1,000 fee in-lieu for two new parkway trees to replace the existing trees at these locations.

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 48 apartments (12 one bedroom units, 32 two bedroom units and four three bedroom units). The petitioner is granted a credit for the 21 existing one bedroom units that are being removed from the site. Based upon the number of units and the number of bedrooms, the total donation is \$252,468.73 (\$172,770.03 to the Park District, \$57,690.15 to Elementary School District 58, and \$22,008.55 to High School District 99). Payment of these donations shall 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. It appears that the site may increase green space and reduce the amount of impervious area. A water quality structure will be required within the outside parking area to treat water prior to entering the downtown storm sewer system. All proposed improvements will be required to meet the Stormwater and Floodplain Ordinance.

Water and sanitary sewer connections will be connected to mains within the Curtiss Street right-of-way. The Downers Grove Sanitary District has provided conceptual approval for the proposed project. Public sidewalks are currently provided along both Curtiss and Washington Streets and will be maintained throughout and after construction.

TRAFFIC AND PARKING

A traffic and parking impact study for the proposed development was completed by the petitioner. The traffic study noted the peak traffic time on Curtiss and Washington Streets adjacent to the site is between 7:00 am and 8:00 am and between 5:00 pm and 6:00 pm. The study found that the adjacent road network and intersection are currently operating at an acceptable level of service.

The study found that the proposed development will contribute 290 daily trips. The 290 trips is not discounted to account for the existing trips generated by the 21 current apartments or the current retail establishments on the property. Even assuming 290 net new trips, the adjacent road network, the intersection of Curtiss and Washington and the entry into the site will operate at acceptable levels of service in the future. The anticipated traffic from the new development will not have a detrimental impact on the traffic flow on the adjacent road network.

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 (67 total spaces) in the Downtown Business District, the petitioner is proposing 1.33 parking spaces per unit (64 total spaces). The Institute of Transportation Engineers Parking Generation Manual, 4th Edition, estimates peak parking demand as 1.2 spaces per unit in a downtown development for a peak parking demand of 58 spaces for a 48 apartment unit building.

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. There is an existing fire hydrant at the corner of Curtiss and Washington Streets that will be maintained. A fire department connection will be required within 100 feet of the fire hydrant.

The Fire Prevention Division has also determined that the proposed development provides sufficient access for emergency vehicles. In an emergency, an ambulance can enter and park on site, while larger fire apparatus can stage along either Curtiss or Washington Street.

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*. Staff has spoken to a few existing business owners within the 910 Curtiss building but has not received any other comments.

As required by the Zoning Ordinance, the petitioner a neighborhood meeting. The petitioner held two meetings, one for the residents and tenants of the existing buildings and a second for those property owners within 250 feet of the site. The current resident and tenant meeting was held on September 29, 2015. Concerns raised at that meeting included whether covered parking would be provided for the businesses and questions about current lease arrangements. The adjacent owner meeting was held on October 6, 2015. The questions at this meeting pertained to the appearance of the building and the overall development plan. A summary of both meetings are attached and the petitioner can address additional questions at the public hearing.

FINDINGS OF FACT

The petitioner is requesting a Planned Unit Development and a Special Use to construct a mixed-use building that includes 48 apartments. 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 is 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 development is consistent with the Comprehensive Plan. The Plan identifies this area as part of Catalyst Site #13. The Comprehensive Plan notes Catalyst Site #13 is an ideal location for a mixed-use transit-oriented development with residential above ground floor retail. The proposed development meets this goal. Additionally, the building's design focuses on the corner of Curtiss and Washington Streets and provides a strong presence at this corner. The development advances many other goals and objectives found in the Comprehensive Plan as noted above. The proposed design meets the requirements laid out in the Downtown Design Guidelines by providing visually appealing architecture and utilizing high quality building materials. The proposed redevelopment of the property will enhance the Downtown Business zoning district. This standard is met.

c. *Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.*

The proposed project is appropriate for a PUD under Section 4.030.A.1 of the Zoning Ordinance and meets several of the PUD overlay district objectives as found in Section 4.030.A.2 of the Zoning Ordinance. Section 4.030.A.1 of the Zoning Ordinance notes that development types that may be appropriate for PUD approval include, housing variety, mixed- and multi-use developments and developments that are consistent with the goals and policies of the Comprehensive Plan. The proposed development falls within each of these PUD appropriate types.

The proposed development includes elements that further the following objectives as identified in Section 4.030.A.2 of the Zoning Ordinance:

- Implementation of and consistency with the comprehensive plan and other relevant plans and policies
- 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
- High quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping

This standard is 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 site that has been identified in the Comprehensive Plan as a catalyst site. Catalyst sites are those parcels where redevelopment would have a positive catalytic impact on the surrounding area. The subject site is underutilized and a redevelopment would have a positive impact on the surrounding area. The public benefits will include additional residents in the downtown, a new high quality building, and a potential increase in property values. This standard is 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 conditions being requested as part of the approval. The conditions being requested will ensure that the proposed development satisfies all applicable building and fire codes to protect the building and adjacent property owners. The conditions will ensure the building is constructed of high quality material and will follow any approvals granted. Additionally, conditions are being

requested to ensure the phased development of this project moves forward. These conditions include requiring a demolition permit for the entire site prior to the issuance of a building permit and holding a certificate of occupancy for the new building until the existing building's demolition has begun. The conditions ensure the surrounding property owners, residents, general public and future residents of the PUD are protected. This standard is 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 site is currently a mixed-use development with retail and apartment uses. The property is located in the DB zoning district and is surrounded by other complimentary uses. These uses include the post office, the masonic temple and two mixed use developments. The property immediately east of the subject site is zoned DT, Downtown Transition, and is a commuter parking lot. The proposed mixed-use development is appropriate for the DB zoning district. This standard is met.

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

The proposed rezoning to DB/PUD will not negatively impact property values. In fact, the proposed five-story mixed use building may improve property values as this development will remove an older one-story six-unit apartment building and an older three-story mixed-use building. The PUD overlay restrictions will ensure a high quality building is constructed on the property. This standard is 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 petitioner is proposing to improve the subject site through a new mixed-use building that will increase the subject properties value. Additionally, public health, safety and welfare will not be impacted as the building will be constructed to all current building and fire codes. This standard is 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 zoning 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 a mixed-use retail and apartment development which will help promote a vibrant downtown. This standard is met.

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

The property is currently occupied by a three-story mixed use building and a one-story apartment building. The properties are older in nature and the site could benefit from improvements as noted in the Comprehensive Plan. The appropriate land development in this area is a mixed-use building that provides space for businesses in the downtown while also providing living options for those individuals who wish to live in the downtown. The petitioner is proposing that type of use for this

property. This standard is met.

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

The property is part of Catalyst Site #13 as identified in the Comprehensive Plan. As a catalyst site, this parcel has the opportunity to have a positive catalytic impact on the surrounding area. The redevelopment of this site will add value to the downtown and the community. It will provide additional residents to support the downtown businesses and provide additional housing variety in the community. This standard is met.

7. *The comprehensive plan.*

The proposed PUD overlay and the proposed project are consistent with the Comprehensive Plan's goal for Catalyst Site #13. The proposed development is a mixed-use transit-oriented development that will bring additional residents to the downtown. Additionally, the proposed development meets other Comprehensive Plan goals as highlighted on page 4 of this staff report. This standard is 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 is 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 a mixed-use development with 48 apartment units 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 Metra station provides additional housing options that are consistent with a transit-oriented development approach. This standard is 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 mixed-use 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 an older development into a new vibrant mixed-use building that will contribute to the ongoing improvements in the downtown. The development will increase the subject property's value and will bring 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 two older properties into a single vibrant new property may in fact increase property values in the area. This standard is met.

RECOMMENDATIONS

The proposed Planned Unit Development and Special Use request for a mixed-use building with 48 apartment units at 904-910 Curtiss Street 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 forward a positive recommendation to the Village Council for the requested Planned Unit Development and Special Use as requested in case 15-PLC-0028 subject to the following conditions:

1. The PUD and Special Use shall substantially conform to the staff report; architectural drawings prepared by Arete Design Studio dated September 4, 2015 with some last revised on September 25, 2015 and engineering and landscape drawings prepared by C.M. Lavoie dated September 4, 2015 with some last revised on September 23, 2015 except as such plans may be modified to conform to the Village codes and ordinances.
2. A demolition permit for the existing 910 Curtiss Building must be applied for, reviewed by the Village and approved by the Village prior to the issuance of a building permit to start construction on Phase I of the proposed development.
3. A certificate of occupancy will not be issued for Phase I until the demolition of the existing building at 910 Curtiss Street has been started and the building is no longer standing.
4. If for any reason, the construction of Phase II is not completed and the demolition of the existing 910 Curtiss building does not occur:
 - a. The applicant shall be required to submit an application to the Village Council to permit the existing 910 Curtiss Street building to remain prior to the issuance of a certificate of occupancy for Phase I.
 - b. The temporary curb cut located on Washington Street immediately north of the existing 910 Curtiss Street building shall be removed and the curb and parkway restored. Additionally, the parking lot that the temporary curb cut services shall also be removed and restored to open green space.
 - c. The existing gravel parking lot immediately to the east of the existing 910 Curtiss building shall be improved to a hard dust-free surface that complies with the Village's parking lot design, landscaping and lighting standards. The improved parking lot must be tied into the new access drive for Phase I.
 - d. The curb cuts on Curtiss Street shall be reduced to a single curb cut that meets the Village's design standard.
5. A stop sign shall be installed at the internal intersection for the outbound vehicles exiting the parking lower level.
6. All proposed lighting shall comply with the Village's lighting standards identified in Section 10.030 of the Zoning Ordinance.
7. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of \$252,468.73 (\$172,770.03 to the Park District, \$57,690.15 to Elementary School District 58, and \$22,008.55 to High School District 99).
8. Prior to issuing any site development or building permits, the petitioner shall:
 - a. pay a fee, as determined by the Village Forester, to remove two parkway trees
 - b. pay a \$1,000 fee in lieu payment for the installation of two new parkway trees
9. The building shall be equipped with an automatic suppression system and an automatic and manual fire alarm system in accordance with the Village's requirements.
10. The petitioner shall install a water quality structure within the outside parking area to treat stormwater prior to entering the downtown storm sewer system.
11. The applicant shall complete an Administrative Lot Consolidation prior to the issuance of a building permit.

15-PLC-0028; 904-910 Curtiss Street
October 12, 2015

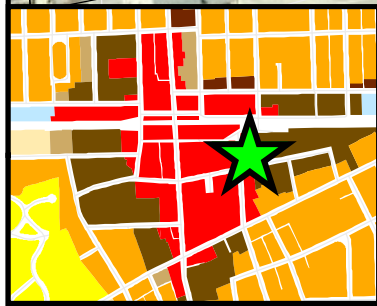
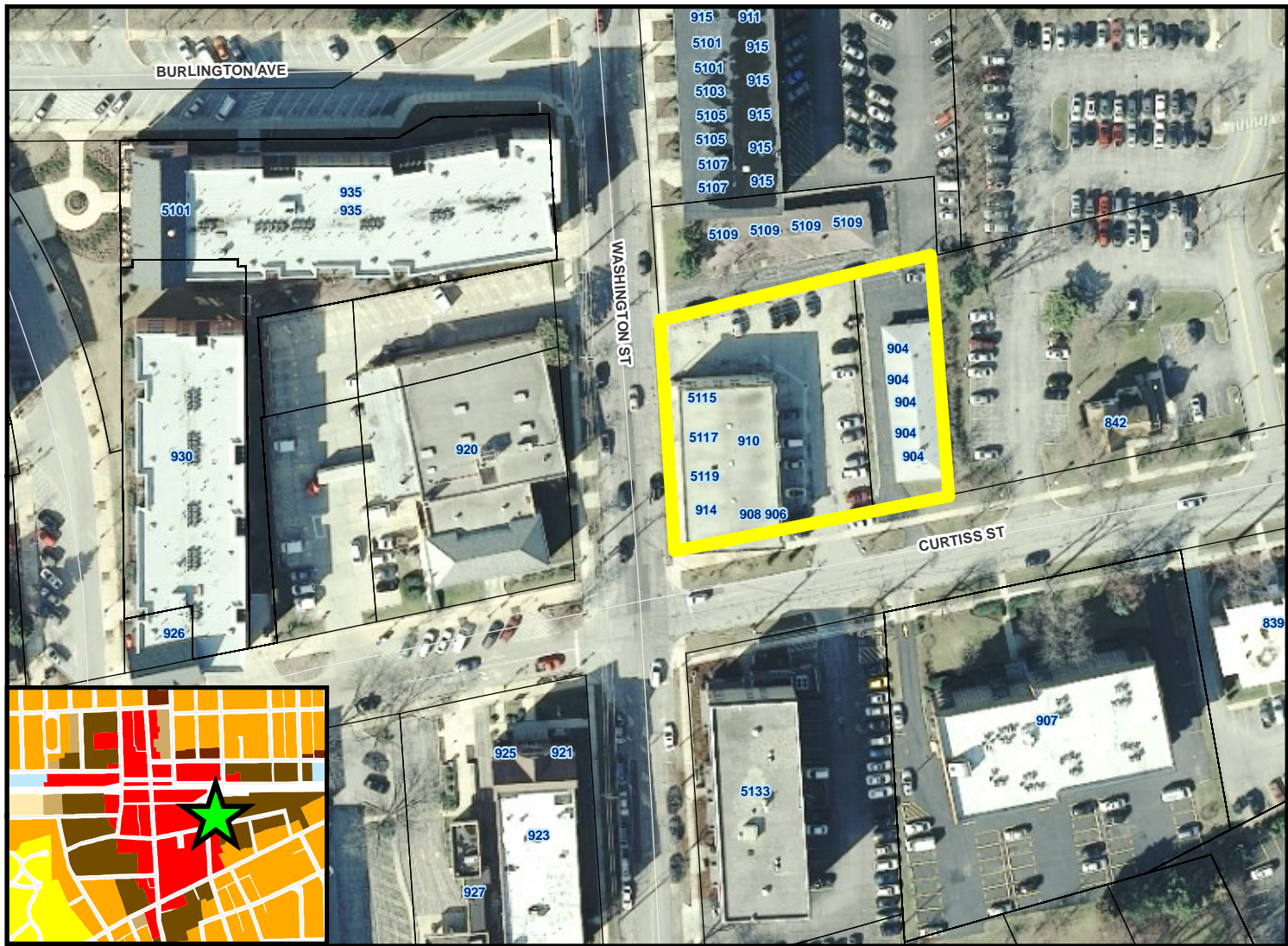
Page 13

Staff Report Approved By:

A handwritten signature in black ink, appearing to read "Stanley J. Popovich". The signature is written in a cursive style with a large initial "S" and "J".

Stanley J. Popovich, AICP
Director of Community Development

SP
-att



0 40 80 120 160 Feet

904 - 910 Curtiss Street Location Map





Adriatic Grove Project Narrative

Adriatic Grove is a proposed re-development of the property located on the northeast corner of Washington Street and Curtiss Street in Downers Grove. The petitioner has assembled two adjoining parcels totaling 0.66 acres of land located in the downtown business district. A third parcel to the north of the subject property was considered. However, the current land owner does not wish to sell the property now or at any time in the future. The subject properties have two buildings. The first building is on the corner parcel and is a multi-use three story building with 21 apartment units occupying the second and third floors, while commercial space is located on the first floor. The second building is to the east and is a single story 5 unit apartment building. Both buildings are dated and the petitioner has a strong desire to re-develop the property consistent with the ordinance requirements and the Village of Downers Grove Comprehensive Plan with a few exceptions.

The re-development will include one multi-use building with commercial space and parking on the first floor with three floors above each having 12 units for a total of 48 apartment units. The petitioner proposes to demolish the existing buildings and construct a new building in phases to minimize the impact to current residents. The intent of the proposed re-development is to demolish the single story apartment building and then construct phase I of the proposed building. Current residents of the remaining building will then be offered to relocate into new units before the building along Washington Street is demolished and phase II completed.

The ground floor will have two commercial spaces at the corner of Washington Street and Curtiss Street. The access to the new building will be on Curtiss Street with at-grade parking for visitors and deliveries. A secure first floor parking lot and the lower level parking garage will serve as parking for residents. The proposed development has 48 units with a total of 57 parking spaces which is a ratio of 1.2 per unit. Each parking space will have a bicycle storage hanger so residents can travel in and around downtown Downers Grove. The Petitioner expects most residents to walk to and from the train station which is two blocks away from the development.

The development meets the required 80 percent of the Washington Street elevation to be within ten feet of the lot line. The development also meets the required 30 percent of the Curtiss Street elevation to be within ten feet of the lot line. The main entrance to the apartment building includes a well landscaped courtyard area which offers an attractive transition to residential properties to the south and east.

The Downers Grove Comprehensive Plan identifies key focus areas. The proposed development has been identified as Downtown Catalyst site number 13 in the Downers Grove Comprehensive Plan. The Downers Grove Comprehensive Plan states the following:

"Parcels on the northeast corner of Curtiss Street and Washington Street could be assembled to create a 1.5 acre redevelopment site. Proximity to the train station makes this site an ideal location for a mixed-use TOD with residential above the ground floor retail."

The petitioner has assembled the parcels available and the development is consistent with the uses identified in the Downers Grove Comprehensive Plan. The proposed development is consistent with the Key Focus Areas as well.

The Adriatic Grove Development offers....

- A pedestrian and transit oriented re-development
- Retail shops with attractive display windows
- Distinctive building architecture
- Preserves Washington Street parking for the Post Office

Requested Variations:

The Petitioner is requesting approval of a special use to allow a residential development on the parcel within the Downtown Business District as well as two minor variations. The current zoning requires a Minimum Lot Area per Dwelling Unit of 800 SF. The proposed development is approximately 0.66 acres and the maximum allowable number of units is 36. The Petitioner is requesting 48 units, which equates to 599 SF of lot area per Dwelling Unit.

The current zoning indicates a minimum parking space ratio of 1.4 per unit for parking and the Petitioner is requesting approval of a parking space ratio of 1.2 parking spaces per unit.

The Petitioner is requesting that the approval of the special use and the departures from the two zoning requirements are to be granted in the form of a Planned Unit Development approval.

Justifications:

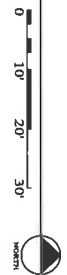
1. The standards for approval have been met in accordance with Sections 4.030, 12.050, 12.080 and 12.090 of the Downers Grove Zoning Ordinance: The PUD process is intended to accommodate development that may not be consistent with applicable zoning district standards. The PUD process can provide the necessary mechanism to meet the goals set forth in the Comprehensive Plan. The proposed development is consistent with and helps advance the goals and policies of the comprehensive plan.
2. The economics of re-developing small parcels in the downtown business district posed hardships that prohibit viable redevelopment opportunities that are substantially consistent with the comprehensive plan and zoning requirements.
3. The two requested variations have been considered and approved to a lesser degree on other projects within the downtown business district and on key focus sites identified on the comprehensive plan.
4. The proposed residential use of the property is already considered a Special Use within the Downtown Business District.
5. That the proposed use will not be detrimental to the health, safety and general welfare of persons residing or working in the area or be detrimental to property values of surrounding parcels.
6. The requested variation from the required Minimum Lot Area per Dwelling Unit may be approved according to Section 12.090 G. A variation may be granted if the project is consistent with the spirit and intent of the zoning ordinance and that strict compliance with the subject provisions would result in practical difficulties or particular hardships for the subject property owner.

7. The Petitioner could not practically re-develop the subject parcel if the allowable number of dwelling units was restricted to 36.
8. The proposed re-development is in substantial conformance with the comprehensive plan and does not alter the character of the surrounding area.
9. The subject parcel cannot yield a reasonable return if the Minimum Lot Area per Dwelling Unit and parking requirements are met.
10. The re-development is a transitional parcel meets the objects of the comprehensive plan and softens the perspective and visual characteristics as viewed from the east. The 360 degree building architecture with enhanced landscape areas on the east side of the proposed building offers a smooth transition to the residential neighborhood to the east.
11. The topographical characteristics, including a 5 foot drop across the subject parcel, limits the allowable surface areas. Consequently, the proposed 10 foot building setbacks are needed for grade transitions.
12. When considering the required 80 percent minimum building setback within 10 feet of the lot line, the size and shape of the subject parcel is limiting and therefore, creates unusable areas that could have been used for parking.
13. The hardships were not created by the property owner and the complexity of several components of the zoning and comprehensive plan do not, in their entirety, allow for a practical solution.
14. The petitioner has place a tremendous amount focus on the comprehensive plan and the current Downers Grove residence that reside on the subject property and request relief on those few items that were approved in the past.
15. The proposed variations do not endanger public safety.
16. The proposed development does not diminish neighboring property values.
17. The proposed development will not alter the character on the surrounding area.
The parking requirement for a transit and pedestrian oriented development located in close proximity to the train station is reduced when compared to other residential location developments.

The development will be complimentary to the use of neighboring properties while promoting each of the goals and objectives of this key downtown focus site as indicated in the Village Comprehensive Plan.



SITE PLAN



SITE DATA	
LOT SIZE:	0.64 ACRES 28,750 S.F.
ZONING:	DOWNTOWN BUSINESS
PARKING:	13 STALLS 13 STALLS 5 STALLS
GROUND LEVEL SURFACE PARKING	53 UNITS ALLOWED PER PARKING REQ. (3.5 STALLS PER 1,000 S.F. RETAIL)
APARTMENTS:	1,000 S.F. 12 UNITS EACH 48 UNITS ACTUAL

SITE DATA - PHASE 1	
PARKING	13 STALLS 13 STALLS 5 STALLS
GROUND LEVEL SURFACE PARKING	26 UNITS ALLOWED PER PARKING REQ. (31 STALLS @ 1.2 PER UNIT)
APARTMENTS:	6 UNITS EACH 24 UNITS ACTUAL

ZONING DATA - DB DISTRICT	
MINIMUM LOT AREA:	800 S.F.
PER DWELLING UNIT	
ACTUAL LOT AREA	28,750 S.F.
THEREFORE, MAXIMUM DWELLING UNITS =	36
PROPOSED DWELLING UNITS =	48
MINIMUM LOT WIDTH	NONE
MINIMUM BUILDING SETBACKS	NONE
STREET (NOT ADJACENT TO RESIDENTIAL)	NONE
SIDE (INTERIOR, NOT ADJACENT TO RESIDENTIAL)	NONE
REAR (NOT ADJACENT TO RESIDENTIAL)	NONE
MINIMUM BUILDING HEIGHT	0 / 10
MINIMUM / MAXIMUM FEET	10 FEET
NORTH SIDE YARD	80 %
MINIMUM % OF BUILDING IN PRIMARY STREET	89 %
ACTUAL WASHINGTON STREET	138 / 155.1 =
MINIMUM % OF BUILDING IN SECONDARY STREET	30 %
ACTUAL CURTISS STREET	69.5 / 182 =
MAXIMUM FLOOR AREA RATIO	NONE
APARTMENT / CONDO	NONE
MAXIMUM BUILDING COVERAGE	NONE
BUILDING HEIGHT	70'-0"
MAXIMUM	32'-0"
MINIMUM	64'-10"
ACTUAL BUILDING HEIGHT	TO CORNICE

oicte design stuc
 1341 West 18th Street, Normal, Illinois 61708-7333
 815.268.7333
 oicte@oicte.com oicte.com

DM CN
 LAYO & ASSOCI
 ARCHITECTS

SITE PLAN

ADRILATIC GROVE APARTMENT
 DOWNERS GROVE ILLINOIS

SP-1

PROJECT #: 15032
 DATE: 11/15/15
 SCALE: AS NOTED
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SUMMARY STORMWATER NARRATIVE

FOR

**904-910 Curtiss Avenue
Downers Grove, Illinois**

PREPARED BY:



**1050 West Route 126
Plainfield, Illinois 60544
(815) 254-0505 T
(815) 436-5158 F**

**PREPARED FOR:
Nu Living Property Management
5202 Washington Street, Suite 3
Downers Grove, IL**

(630) 235-7021

Dated: July 29, 2015

I, Christopher M. Lavoie, a registered Professional Engineer in the State of Illinois, hereby certify this Hydrologic and Hydraulic Analysis was performed under my personal direction.

Illinois Professional Engineer 062-049582
EXPIRES 11-30-2015

CML JOB# 15-142

Do Not Duplicate

C. M. Lavoie and Associates, Inc

Consulting Civil Engineering, Land Planning, & Surveying

July 29, 2015

**CURTISS STREET APARTMENTS
PROJECT SUMMARY**

The proposed sites encompasses approximately 0.66 acres at the northeast corner of Washington Street and Curtiss Street and the adjacent lot at 904 Curtiss Street. The subject sites currently have a mixed use (commercial and residential) building at 910 Curtiss Street, and a one story apartment building located at 904 Curtiss Street. Both buildings are presently occupied. The subject site is border by a multi-story residential building to the north, the Washington Street ROW to the west, a village owned 2 story house to the east, and the Curtiss Street ROW to the south.

The proposed development consists of demolishing the existing buildings on two site and constructing a multi-story, multi-unit apartment and commercial development and associated parking.

Improvements associated with this development include sidewalks, water services, fire hydrants, sanitary sewer services, street lights, storm water, and Best-Management-Practices (BMP's).

The proposed development will conform to all of the Village of Downers Grove zoning requirements for DB zoning including building height and setbacks as stipulated in the current Zoning Ordinance. The proposed development will be designed and constructed in accordance with the Village of Downers Grove Ordinances.

The development is subject to the Site Runoff Storage exemptions as defined by the Downers Grove Municipal Code (March 15, 2015):

15-72. Site Runoff Storage. *Site runoff storage facilities, consisting of site runoff storage and a control structure with an emergency overflow shall be required for all Developments.*

15-72.A *The following cases or special conditions represent exceptions to providing site runoff storage:*

15-72.A.1 *When comparing the Impervious Area of the pre-development Development Site as it existed as of February 15, 1992 to the with-development Impervious Area of the same Development Site, excluding any areas of the Development Site for which detention has already been provided, and the Impervious Area has not increased by a minimum of 25,000 sq. ft cumulatively of permitted Development; or*

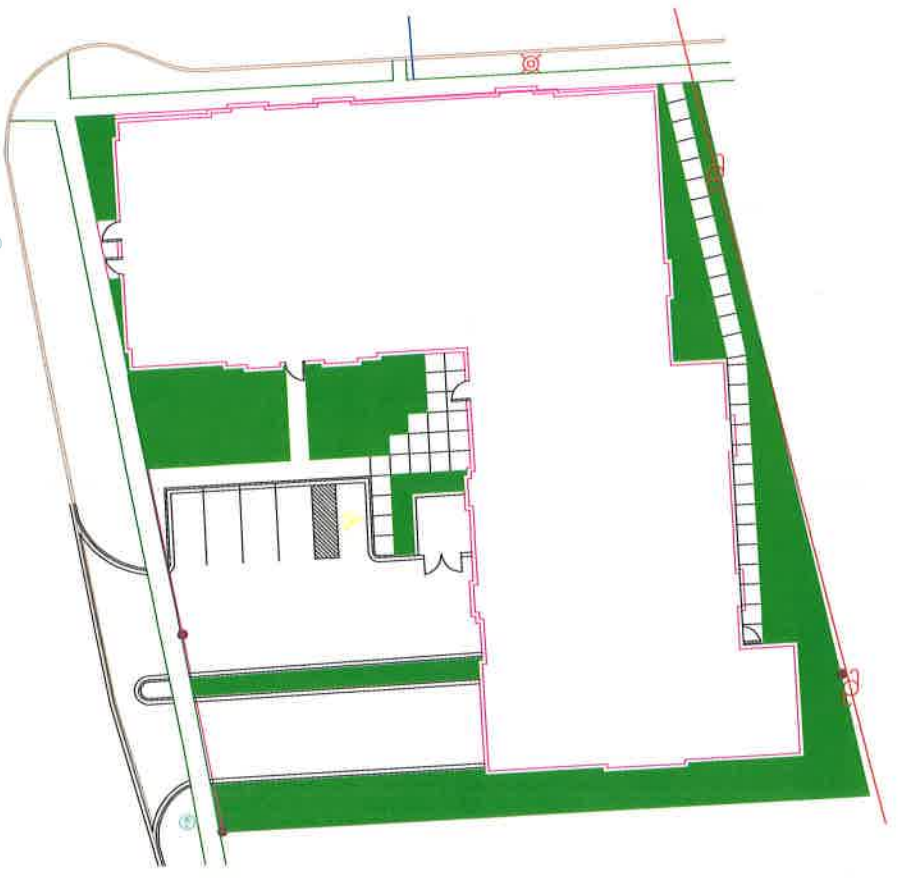
15-72.A.2 *When comparing the highest percentage of Impervious Area of the same Development Site in the 3-years immediately prior to the date of the Stormwater Management Certification application to the with-development Impervious Area the percentage will decrease by a minimum of 5%;*

- The existing site was developed prior to February 15, 1992.
- The existing site consists of 26,409 SF impervious space and 2,341 SF of pervious space.
- The proposed development consists of 22,857 SF impervious space and 5,893 SF of pervious space.
- The proposed development provides a **14% decrease** to the impervious space.
- The requirements established within 15-72.A.1 and 15-72.A.2 have been met.



EXISTING

PERVIOUS- 2,341 SF (8.1%)
 IMPERVIOUS- 26,409 SF (91.9%)
 TOTAL- 28,750 SF



PROPOSED

PERVIOUS- 5,893 SF (20.5%)
 IMPERVIOUS- 22,857 SF (79.5%)
 TOTAL- 28,750 SF
TOTAL IMPERVIOUS AREA REDUCED BY 14%





CURTISS STREET (SOUTH) ELEVATION

SCALE: 1/8" = 1'-0"



WASHINGTON STREET (WEST) ELEVATION

SCALE: 1/8" = 1'-0"



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 815.485.7333 arete-llc.com



**EXTERIOR
 ELEVATIONS**

**ADRIATIC
 GROVE
 APARTMENTS**

DOWNERS GROVE,
 ILLINOIS

EL-1r

PROJECT #: 15052
 DATE: 09-04-2015
 SCALE: AS NOTED

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**EXTERIOR
ELEVATIONS**

**ADRIATIC
GROVE
APARTMENTS**

**DOWNERS GROVE,
ILLINOIS**

EL-2r

PROJECT #: 15052
DATE: 09-04-2015
SCALE: AS NOTED

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NORTH ELEVATION

SCALE: 1/8" = 1'-0"



EAST ELEVATION

SCALE: 1/8" = 1'-0"



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EXTERIOR ELEVATIONS

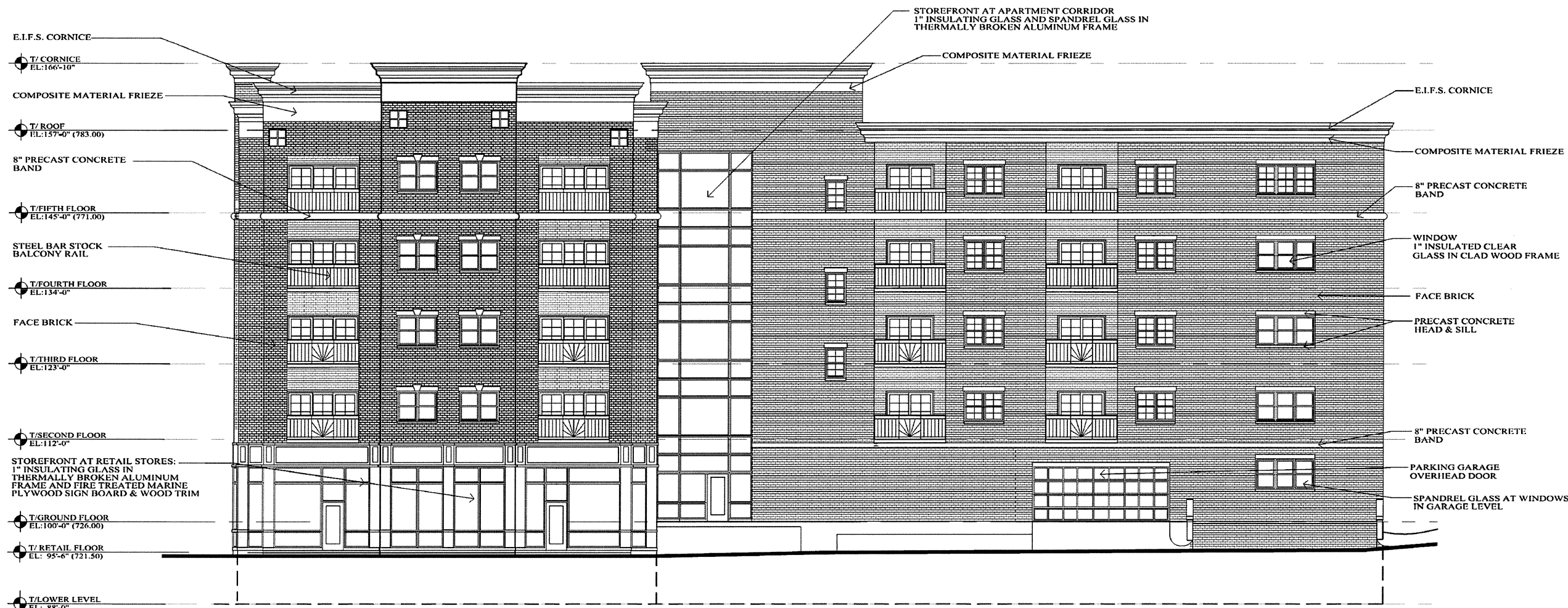
ADRIATIC GROVE APARTMENTS

DOWNERS GROVE, ILLINOIS

EL-1

PROJECT #: 15052
DATE: 09-04-2015
SCALE: AS NOTED

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CURTISS STREET (SOUTH) ELEVATION

SCALE: 1/8" = 1'-0"



WASHINGTON STREET (WEST) ELEVATION

SCALE: 1/8" = 1'-0"



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EXTERIOR ELEVATIONS

ADRIATIC GROVE APARTMENTS

DOWNERS GROVE, ILLINOIS

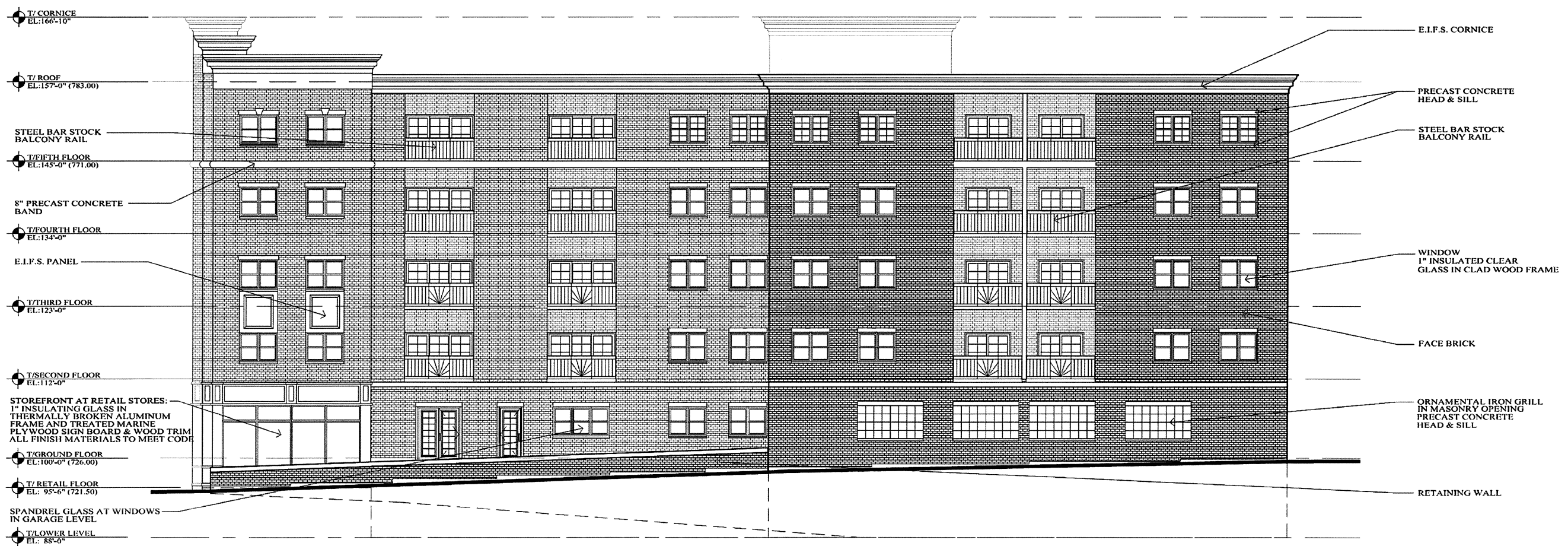
EL-2

PROJECT #: 15052
DATE: 09-04-2015
SCALE: AS NOTED

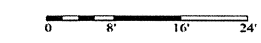
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NORTH ELEVATION
SCALE: 1/8" = 1'-0"



EAST ELEVATION
SCALE: 1/8" = 1'-0"



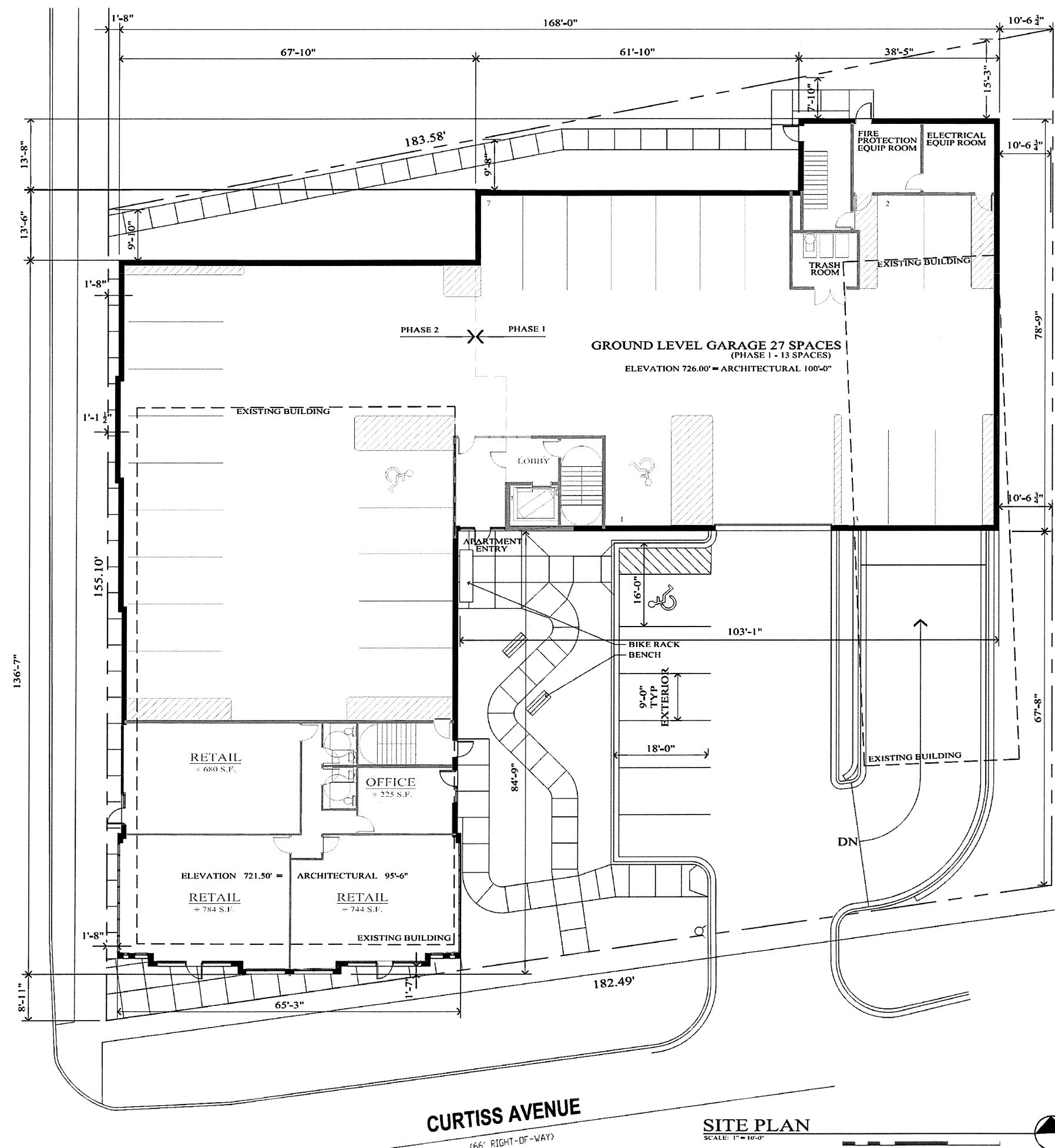
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SITE PLAN

ADRIATIC GROVE APARTMENTS

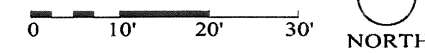
DOWNERS GROVE, ILLINOIS



WASHINGTON STREET
(66' RIGHT-OF-WAY)

CURTISS AVENUE
(66' RIGHT-OF-WAY)

SITE PLAN
SCALE: 1" = 10'-0"

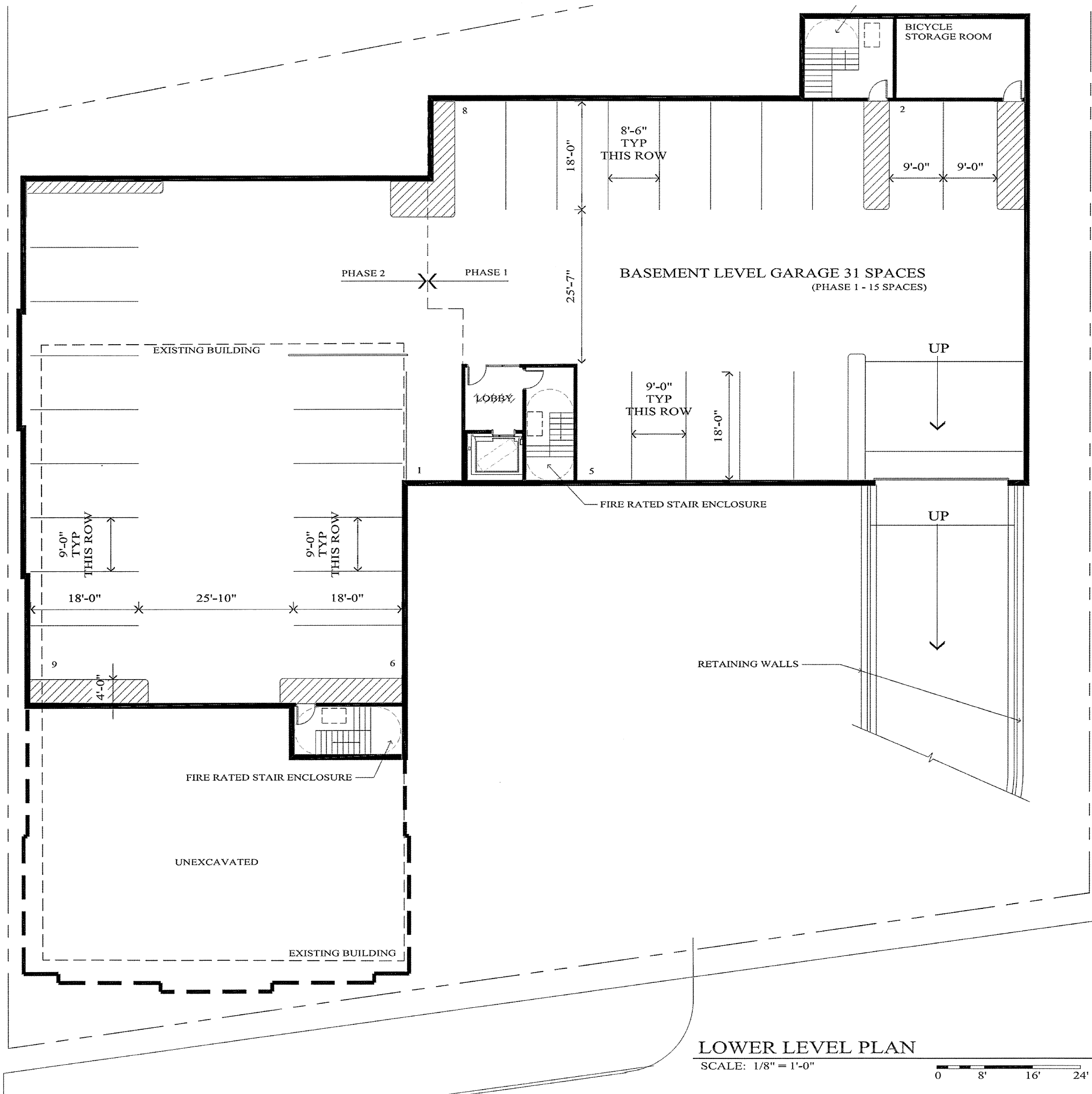


SITE DATA	
LOT SIZE:	0.66 ACRES 28,750 S.F.
ZONING:	DOWNTOWN BUSINESS (DB)
APARTMENTS: 4 FLOORS:	12 UNITS EACH FLOOR 48 UNITS ACTUAL
PARKING GROUND LEVEL LOWER LEVEL SURFACE PARKING	27 STALLS 31 STALLS 6 STALLS
64 STALLS at 1.33 per UNIT ZONING REQUIREMENT 1.4 PARKING STALLS PER UNIT VARIATION REQUESTED TO ALLOW 48 UNITS W/ 64 PARKING STALLS	

SITE DATA - PHASE 1	
APARTMENTS: 4 FLOORS:	6 UNITS EACH FLOOR 24 UNITS ACTUAL
PARKING GROUND LEVEL LOWER LEVEL SURFACE PARKING	13 STALLS 15 STALLS 6 STALLS
(34 STALLS at 1.4 per UNIT) 24 UNITS ALLOWED PER PARKING REG.	

ZONING DATA - DB DISTRICT	
MINIMUM LOT AREA: PER DWELLING UNIT	800 S.F.
ACTUAL LOT AREA 28,750 S.F. / 800 S.F. PER UNIT =	35.94 APT. UNITS
THEREFORE, MAXIMUM DWELLING UNITS =	35
PROPOSED DWELLING UNITS =	48
VARIATION REQUESTED TO ALLOW 48 UNITS IN LIEU OF 35 28,750 S.F. / 48 APT. UNITS =	598.95 S.F. PER UNIT
MINIMUM LOT WIDTH	NONE REQUIRED
MINIMUM BUILDING SETBACKS	NONE REQUIRED
STREET	NONE REQUIRED
SIDE INTERIOR	WILL MEET IBC 2006 TABLE 704.8
REAR	NONE REQUIRED WILL MEET IBC 2006 TABLE 704.8
BUILD TO ZONE	NONE REQUIRED
MINIMUM / MAXIMUM FEET	0 / 10
MINIMUM % OF BUILDING IN PRIMARY STREET ACTUAL	80 % 136.583' / 155.10' = 88.0 %
MINIMUM % OF BUILDING IN SECONDARY STREET ACTUAL	30 % 65.25' / 182.49' = 35.7 %
MAXIMUM FLOOR AREA RATIO APARTMENT / CONDO	NONE REQUIRED
MAXIMUM BUILDING COVERAGE	NONE REQUIRED
BUILDING HEIGHT (IBC SECTION 907.8.2 AMENDED) MAXIMUM	55'-0" FROM LOWEST GRADE TO TOP FLOOR
ACTUAL	EL 721.5' TO 5TH (TOP) FLOOR, EL 771.0' = 49'-6"
ACTUAL BUILDING HEIGHT TO ROOF FROM MAIN ENTRY	57'-0"
NOTE: THE BUILDING WILL BE EQUIPPED WITH A FIRE ALARM, FIRE SUPPRESSION SPRINKLER SYSTEM AND STAND PIPES IN ACCORDANCE WITH LOCAL CODE REQUIREMENTS.	

SP-1
PROJECT #: 15052
ORIGIN: 09-04-2015
REV. DATE: 09-25-2015
SCALE: AS NOTED
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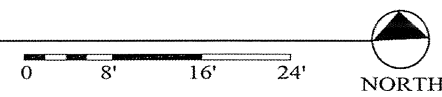
LOWER LEVEL
PLAN

ADRIATIC
GROVE
APARTMENTS

DOWNERS GROVE,
ILLINOIS

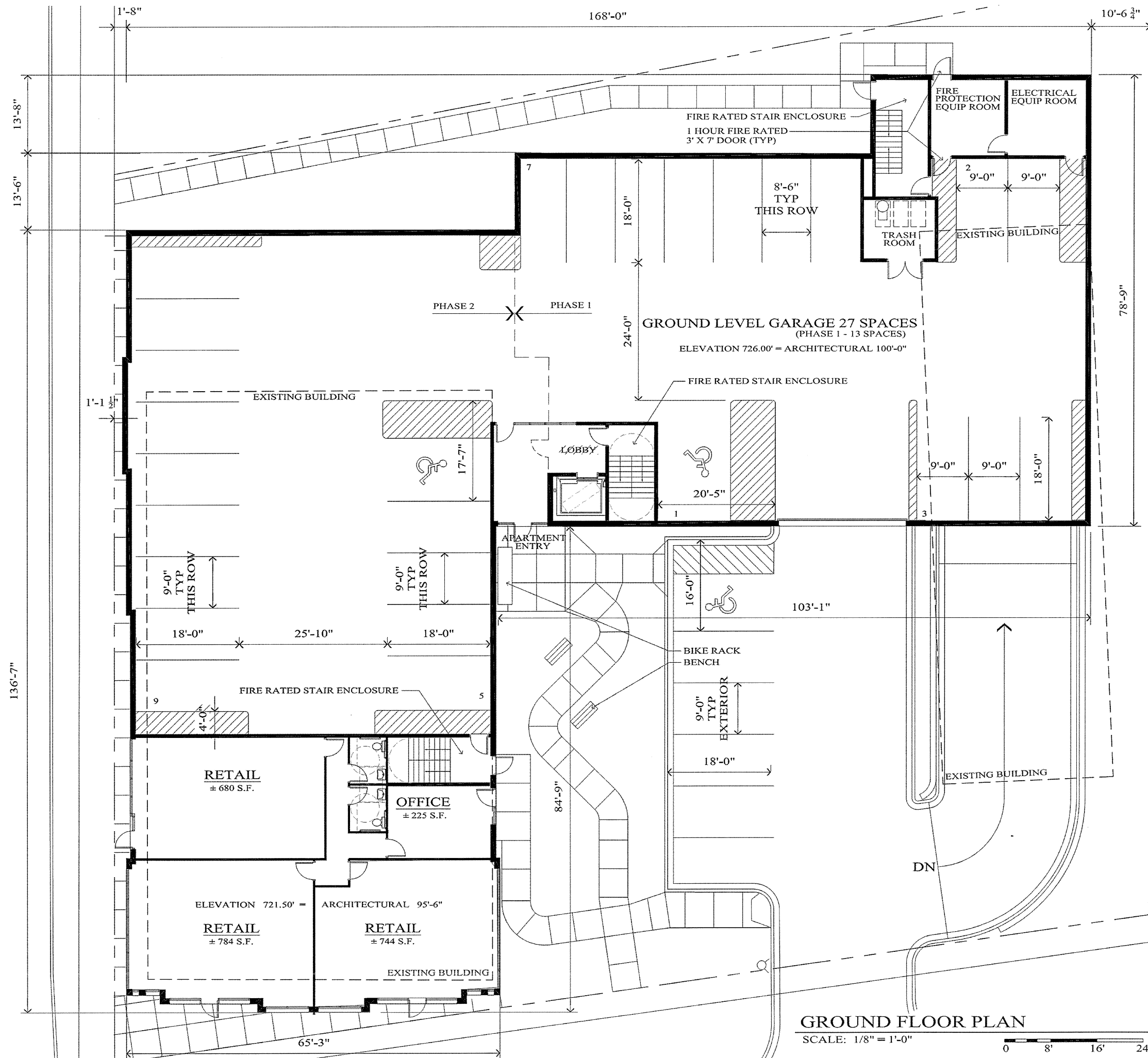
A-1.0

LOWER LEVEL PLAN
 SCALE: 1/8" = 1'-0"



PROJECT #: 15052
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 REV. DATE: 09-25-2015
 SCALE: AS NOTED

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GROUND FLOOR PLAN

ADRIATIC GROVE APARTMENTS

DOWNERS GROVE, ILLINOIS

A-1.1

PROJECT #: 15052
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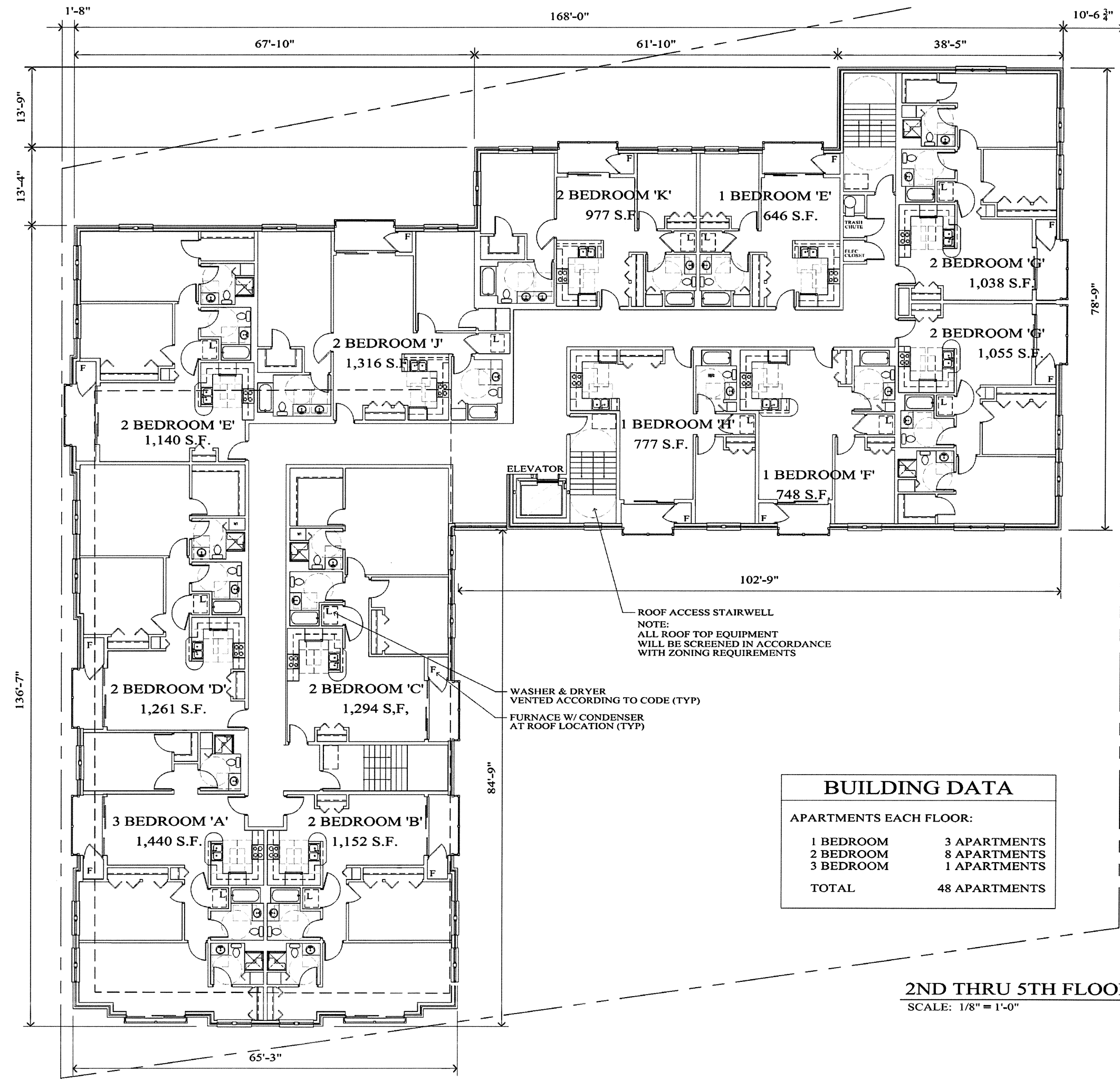
GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 0 8' 16' 24'
 NORTH



**APARTMENT
FLOOR PLAN**

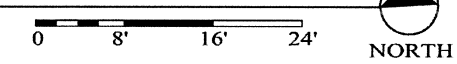
**ADRIATIC
GROVE
APARTMENTS**

DOWNERS GROVE,
ILLINOIS



BUILDING DATA	
APARTMENTS EACH FLOOR:	
1 BEDROOM	3 APARTMENTS
2 BEDROOM	8 APARTMENTS
3 BEDROOM	1 APARTMENTS
TOTAL	48 APARTMENTS

2ND THRU 5TH FLOOR PLANS
SCALE: 1/8" = 1'-0"



A-1.2

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PHASE ONE
LOWER LEVEL
PLAN

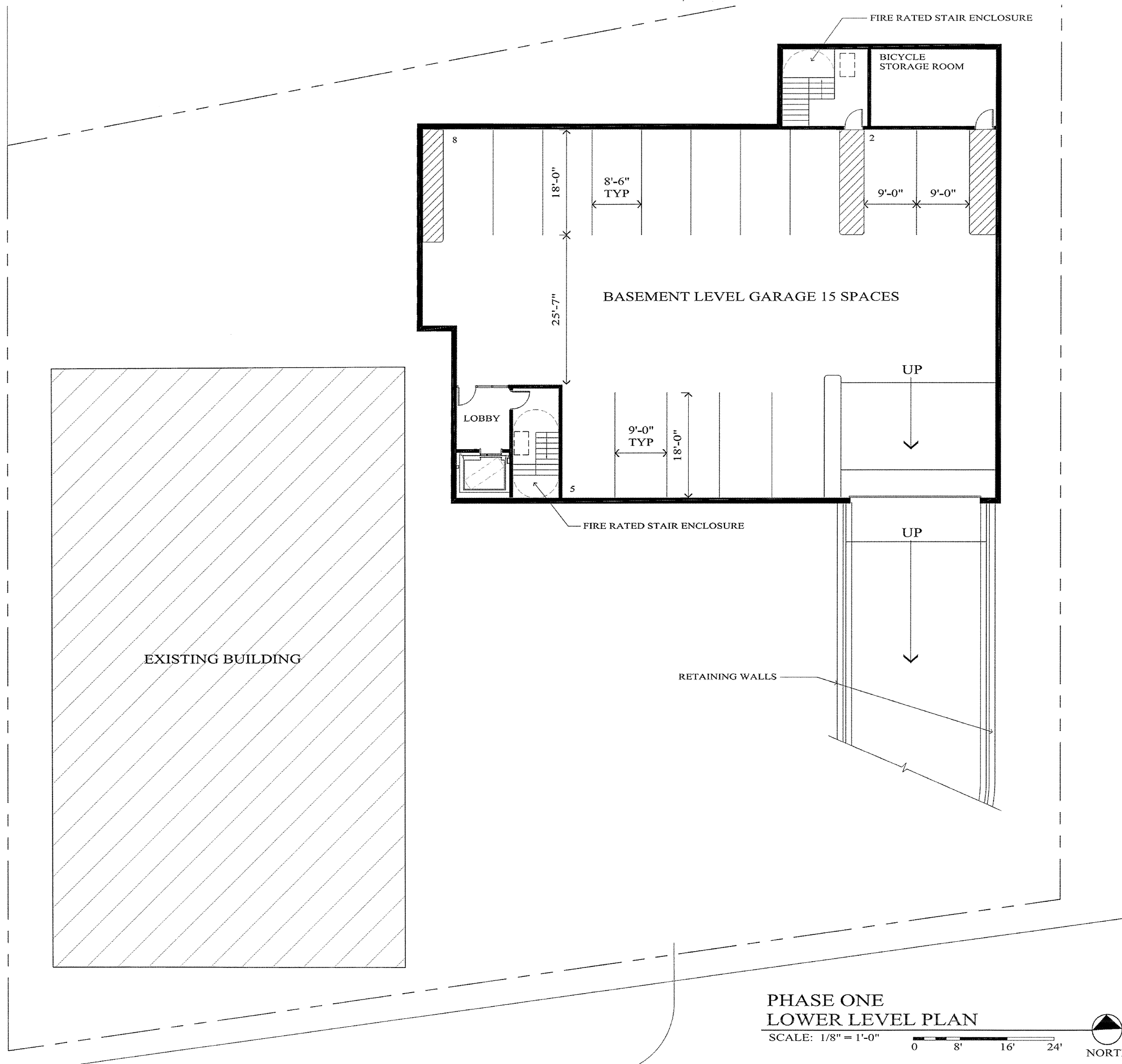
ADRIATIC
GROVE
APARTMENTS

DOWNERS GROVE,
 ILLINOIS

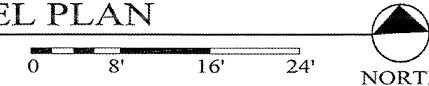
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PHASE ONE
LOWER LEVEL PLAN
 SCALE: 1/8" = 1'-0"



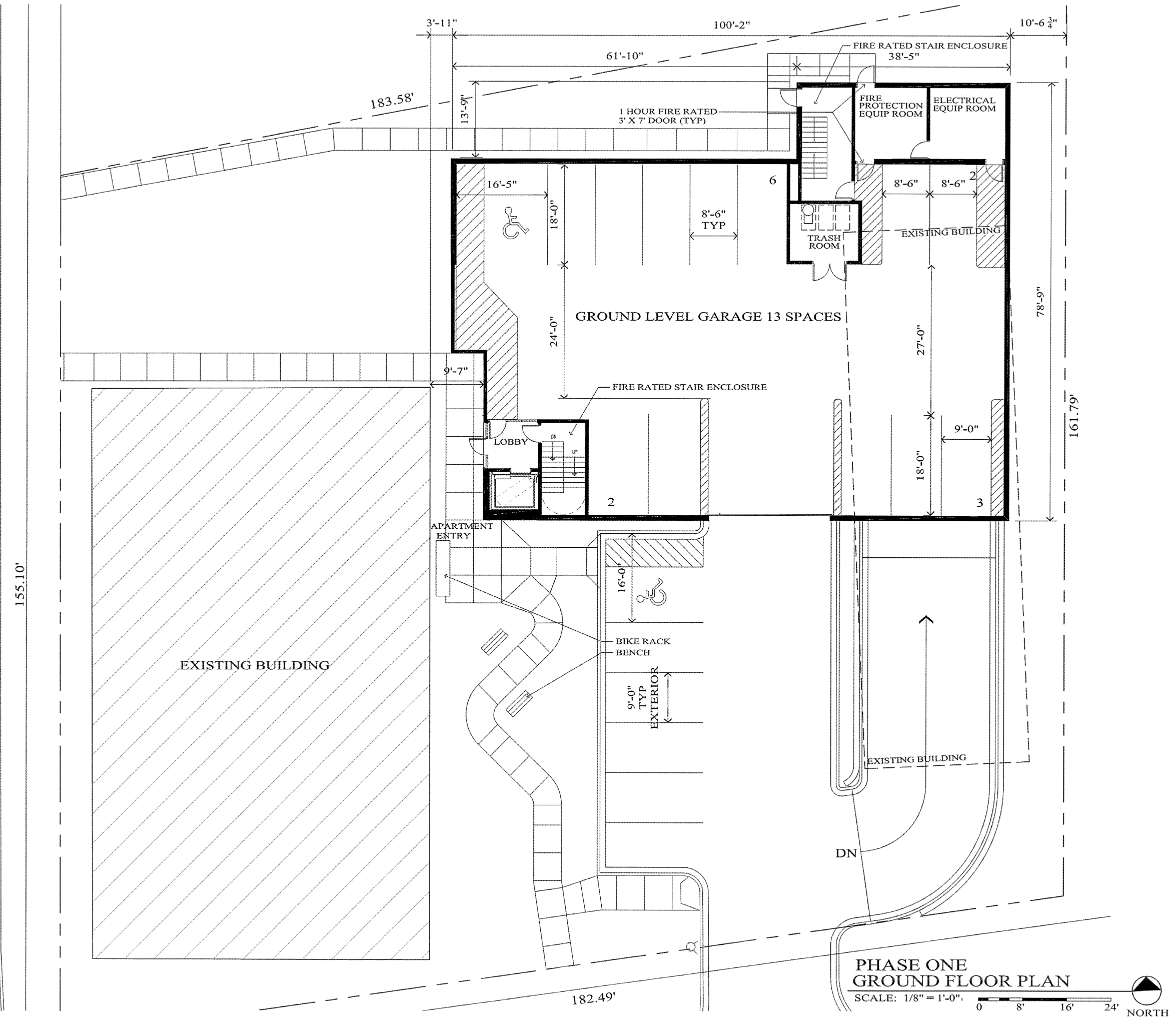
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**PHASE ONE
 GROUND FLOOR
 PLAN**

**ADRIATIC
 GROVE
 APARTMENTS**

DOWNERS GROVE,
 ILLINOIS



**PHASE ONE
 GROUND FLOOR PLAN**

SCALE: 1/8" = 1'-0"
 0 8' 16' 24' NORTH

A-1.1a

PROJECT #: 15052
 ORIGIN: 09-04-2015
 REV. DATE: 09-25-2015
 SCALE: AS NOTED

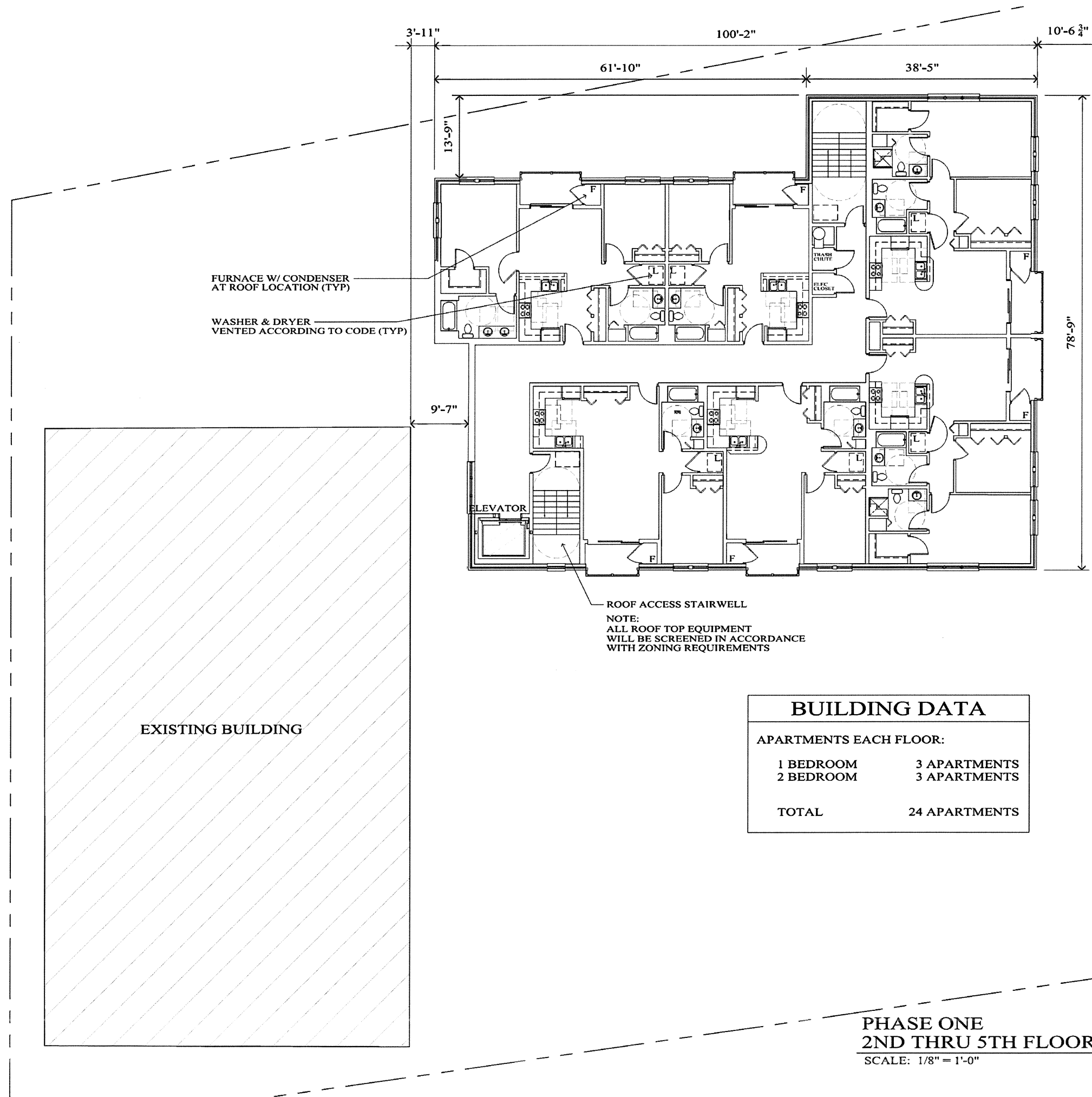
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**PHASE ONE
APARTMENT
FLOOR PLAN**

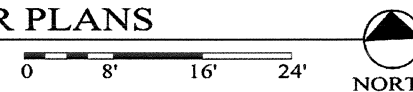
**ADRIATIC
GROVE
APARTMENTS**

DOWNERS GROVE,
ILLINOIS



BUILDING DATA	
APARTMENTS EACH FLOOR:	
1 BEDROOM	3 APARTMENTS
2 BEDROOM	3 APARTMENTS
TOTAL	24 APARTMENTS

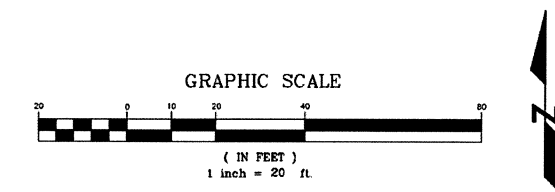
**PHASE ONE
2ND THRU 5TH FLOOR PLANS**
SCALE: 1/8" = 1'-0"



A-1.2a

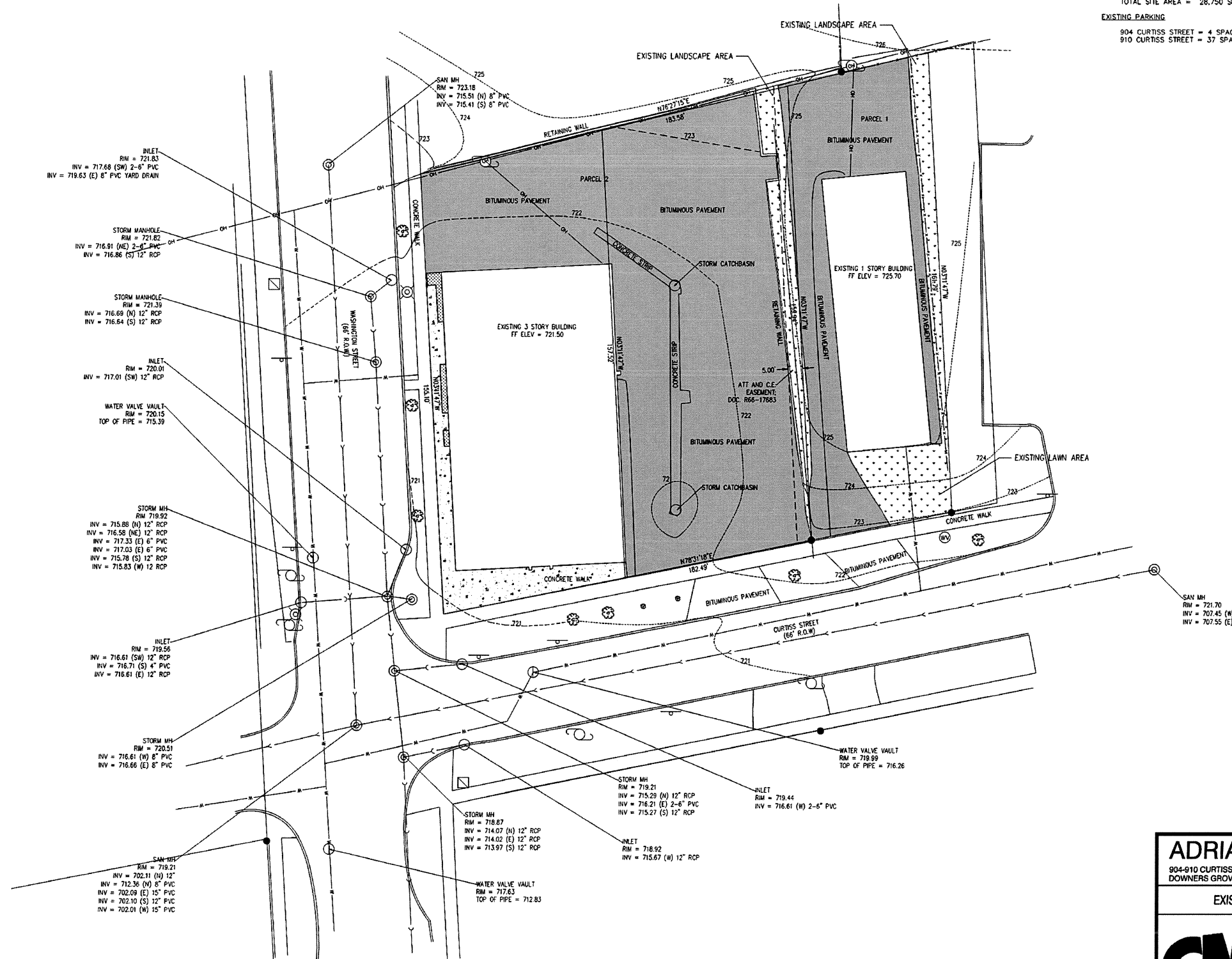
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EXISTING CONDITIONS
 TOTAL IMPERVIOUS = 26,409 SF (91.9%)
 TOTAL PERVIOUS = 2,341 SF (8.1%)
 TOTAL SITE AREA = 28,750 SF

EXISTING PARKING
 904 CURTISS STREET = 4 SPACES
 910 CURTISS STREET = 37 SPACES



INLET
 RIM = 721.83
 INV = 717.68 (SW) 2'-6" PVC
 INV = 719.63 (E) 8" PVC YARD DRAIN

STORM MANHOLE
 RIM = 721.82
 INV = 716.91 (NE) 2'-6" PVC
 INV = 716.86 (S) 12" RCP

STORM MANHOLE
 RIM = 721.39
 INV = 716.69 (N) 12" RCP
 INV = 716.64 (S) 12" RCP

INLET
 RIM = 720.01
 INV = 717.01 (SW) 12" RCP

WATER VALVE VAULT
 RIM = 720.15
 TOP OF PIPE = 715.39

STORM MH
 RIM = 719.92
 INV = 715.88 (N) 12" RCP
 INV = 716.58 (NE) 12" RCP
 INV = 717.33 (E) 6" PVC
 INV = 717.03 (S) 6" PVC
 INV = 715.78 (S) 12" RCP
 INV = 715.83 (W) 12" RCP

INLET
 RIM = 719.56
 INV = 716.61 (SW) 12" RCP
 INV = 716.71 (S) 4" PVC
 INV = 716.61 (E) 12" RCP

STORM MH
 RIM = 720.51
 INV = 716.61 (W) 8" PVC
 INV = 716.66 (E) 8" PVC

SAN MH
 RIM = 719.21
 INV = 702.31 (N) 12"
 INV = 712.36 (N) 8" PVC
 INV = 702.09 (E) 15" PVC
 INV = 702.10 (S) 12" PVC
 INV = 702.01 (W) 15" PVC

STORM MH
 RIM = 718.87
 INV = 714.67 (N) 12" RCP
 INV = 714.02 (E) 12" RCP
 INV = 713.97 (S) 12" RCP

WATER VALVE VAULT
 RIM = 717.63
 TOP OF PIPE = 712.83

STORM MH
 RIM = 719.21
 INV = 715.29 (N) 12" RCP
 INV = 716.21 (E) 2'-6" PVC
 INV = 715.27 (S) 12" RCP

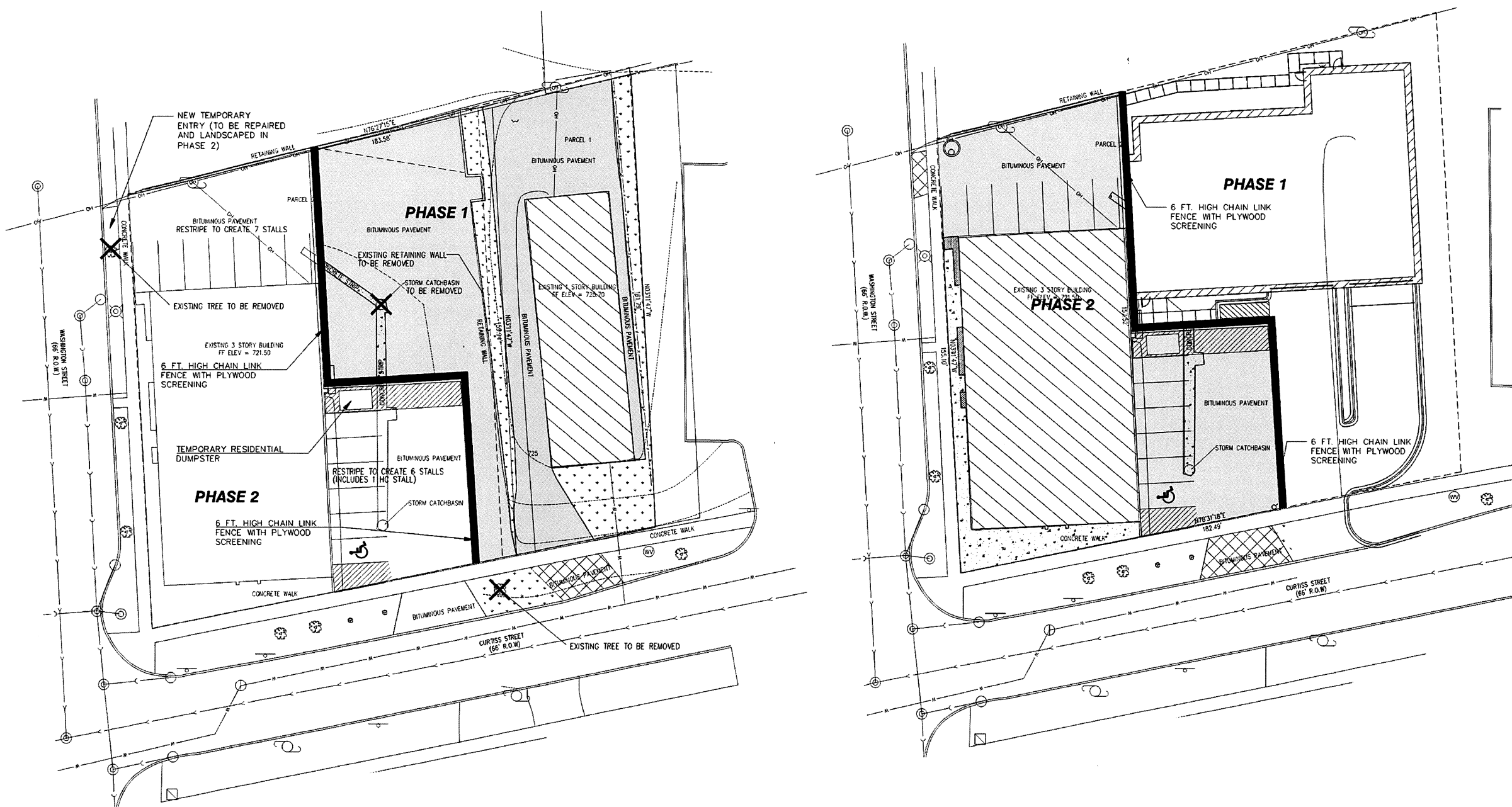
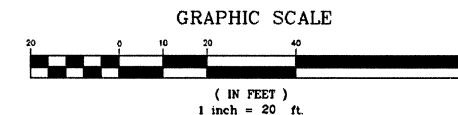
INLET
 RIM = 719.44
 INV = 716.61 (W) 2'-6" PVC

SAN MH
 RIM = 721.70
 INV = 707.45 (W)
 INV = 707.55 (E)

PLANS DATED 09-04-15. REVISED PER VILLAGE OF DOWNERS GROVE
 1. NO REVISIONS ON THIS SHEET.

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ADRIATIC GROVE APARTMENTS		DRAWN BY: TEP		CHECKED BY: CML	
904-910 CURTISS AVENUE DOWNERS GROVE, IL 60515		SCALE: 1" = 20'		DATE: 07/20/2015	
EXISTING CONDITIONS		JOB NUMBER: 15-142		SHEET: C 8.0	
<p>Consulting Civil Engineering Land Planning & Surveying 1050 State Route 126 Plainfield, Illinois 60544 voice 815-254-0505 fax 815-436-5158</p>	#	DATE	DESCRIPTION		
	1	09/04/15	PER VILLAGE REVIEW		
	2				
	3				
	4				
	5				
	6				
	7				
8					



LEGEND

- ✕ ITEM TO BE REMOVED
- [Hatched Box] EXISTING BUILDING TO BE REMOVED
- [Solid Grey Box] EXISTING ON SITE PAVEMENT TO BE REMOVED
- [Dotted Box] EXISTING ON SITE CONCRETE TO BE REMOVED
- [Cross-hatched Box] EXISTING R.O.W. PAVEMENT TO BE REMOVED
- [Stippled Box] EXISTING LANDSCAPE TO BE REMOVED

PHASE DEMOLITION NARRATIVE FOR ADRIATIC GROVE APARTMENTS
 BEFORE ANY DEMOLITION WILL OCCUR, A 6 FT. HIGH CHAIN LINK CONSTRUCTION FENCE WITH ATTACHED PLYWOOD SCREENING WILL BE INSTALLED. TEMPORARY ASPHALT ENTRY OFF WASHINGTON STREET AND STRIPING OF EXISTING PARKING LOT THAT WILL REMAIN WILL DEMARCATATE NEW PARKING STALLS.

1. THE PHASE 1 DEMOLITION SHALL NOT IMPEDE CURRENT OPERATIONS OR INTERRUPT DAILY FUNCTIONS OF CURRENT PROPERTY RESIDENTS, INCLUDING THE REMOVAL OR ABANDONMENT OF EXISTING SITE UTILITIES. UTILITIES SERVING THE EXISTING THREE STORY BUILDING MUST REMAIN FUNCTIONAL. WHILE CONSTRUCTION ON PHASE 1 MAY NOT BE CONSIDERED COMPLETE UNTIL ALL SITE UTILITIES ARE OPERATIONAL INCLUDING STORMWATER MANAGEMENT AND DRAINAGE UTILITIES.
2. THE PHASE 1 DEMOLITION IS OF A SINGLE STORY BUILDING CONTAINING ONE-BEDROOM APARTMENTS, WHILE THE PHASE 2 DEMOLITION IS OF A THREE STORY APARTMENT BUILDING. PHASE 1 WILL BE THE CONSTRUCTION OF A FOUR-STORY APARTMENT BUILDING ON TOP OF A PARKING GARAGE WITH ONE LEVEL AT GROUND LEVEL AND ANOTHER LEVEL BELOW. PHASE 2 WILL COMPLETE THE CONSTRUCTION OF THE 4-STORY APARTMENT BUILDING AND TWO LEVEL PARKING GARAGE, AS WELL AS CONSTRUCT RETAIL SPACE.
3. ACCESS BY OCCUPANTS TO BOTH CURTISS AVENUE AND WASHINGTON STREET R.O.W.'S MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS AND ESPECIALLY DURING PHASE 1 FOR EXISTING RESIDENTS AND DURING PHASE 2 FOR PHASE 1 RESIDENTS. A WALKWAY SHALL BE CONSTRUCTED DURING PHASE 1 THAT WRAPS AROUND THE 5 CURRENT THREE STORY BUILDING AND LEADS TO BOTH STREETS FROM THE PHASE 1 GROUND FLOOR LOBBY.
4. A TEMPORARY RESIDENT DUMPSTER (1.5-2 CY), SCREENED USING VINYL COATED CHAIN LINK FENCE WITH LATHE, SHALL BE CONSTRUCTED. A PERMANENT REFUSE AREA IS ESTABLISHED IN THE PHASE 1 BUILDING. THE FINAL CONSTRUCTION OF PHASE 2 ALLOWS ALL RESIDENTS TO ACCESS REFUSE AREA. THE RETAIL SPACES WILL BE SERVED BY A CLEANING CREW THAT WILL INCLUDE GARBAGE COLLECTION SERVICES.
5. CONSTRUCTION ACCESS TO PHASE 1 MUST NOT PRODUCE EXCESS WASTE OR DISRUPTION TO EXISTING PROPERTY.
6. CONSTRUCTION ACCESS TO PROPERTY DURING PHASE 1 IS AVAILABLE FROM CURTISS AVE. THE TEMPORARY CURB CUT ON WASHINGTON STREET, WOULD ALLOW PHASE 1 CONSTRUCTION ANOTHER POINT OF ACCESS TO THE SITE. ACCESS WILL BE PLANNED AND COORDINATED.
7. CONSTRUCTION STAGING IS AVAILABLE ON-SITE AT THE SOUTHEAST CORNER OF THE PHASE 1 AREA. CONSTRUCTION PARKING IS AVAILABLE OFF SITE ON OWNER'S ADDITIONAL PROPERTIES UNTIL PARKING STRUCTURE PORTION OF BUILDING IS AVAILABLE. ONCE AVAILABLE, CONSTRUCTION PARKING WILL UTILIZE NEW PARKING STRUCTURE.
8. A TEMPORARY CURB CUT OFF WASHINGTON STREET WILL ALLOW CURRENT RESIDENTS THE ABILITY TO CONTINUE PARKING ON THE NORTH SIDE OF THE EXISTING THREE STORY BUILDING. 7 STALLS WILL BE AVAILABLE. THE EXISTING PARKING LOT ACCESSIBLE FROM CURTISS STREET WILL BE STRIPED TO ALLOW 8 STRIPED PARKING STALLS, INCLUDING 1 HANDICAP STALL. ADDITIONAL RESIDENT PARKING IS AVAILABLE IN AT THE 5202 WASHINGTON STREET PARKING LOT, OWNED BY SAME PROPERTY OWNER. ANY ON-SITE PARKING DURING PHASE 1 CONSTRUCTION MAY TEMPORARILY BE UNAVAILABLE DUE TO UNDERGROUND UTILITY CONSTRUCTION, AS ALL NECESSARY UTILITY SERVICES WILL BE INSTALLED AS PART OF PHASE 1 CONSTRUCTION.
9. AFTER PHASE 1 BUILDING COMPLETION AND ISSUANCE OF CERTIFICATE OF OCCUPANCY, PARKING GARAGE WILL BE AVAILABLE FOR RESIDENTS.
10. PHASE 2 CONSTRUCTION TO BEGIN DIRECTLY UPON THE COMPLETION OF PHASE 1 CONSTRUCTION AND ISSUANCE OF CERTIFICATE OF OCCUPANCY FOR THE PHASE 1 BUILDING.

ADRIATIC GROVE APARTMENTS
 904-810 CURTISS AVENUE
 DOWNERS GROVE, IL 60515

PHASED DEMOLITION PLAN

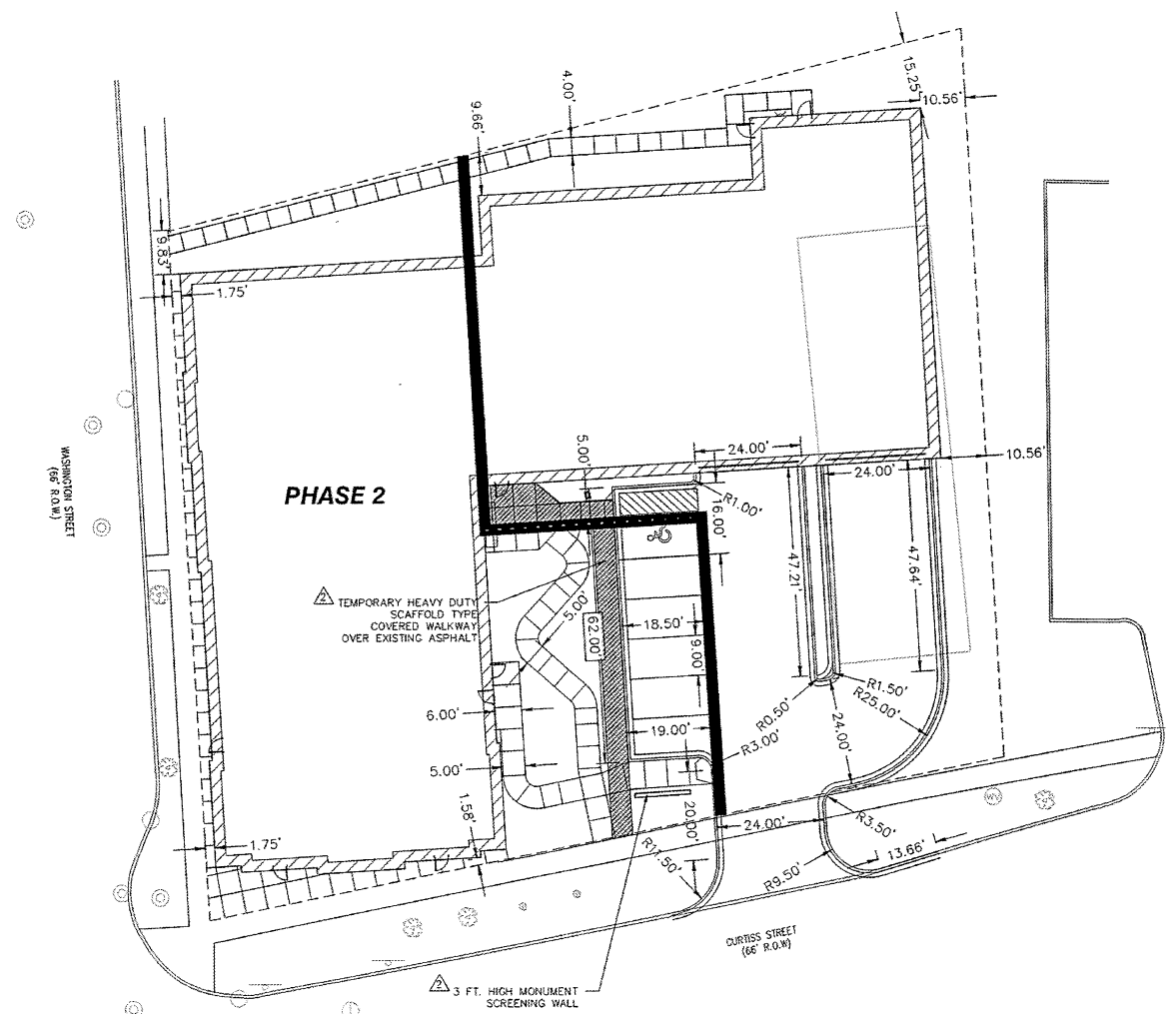
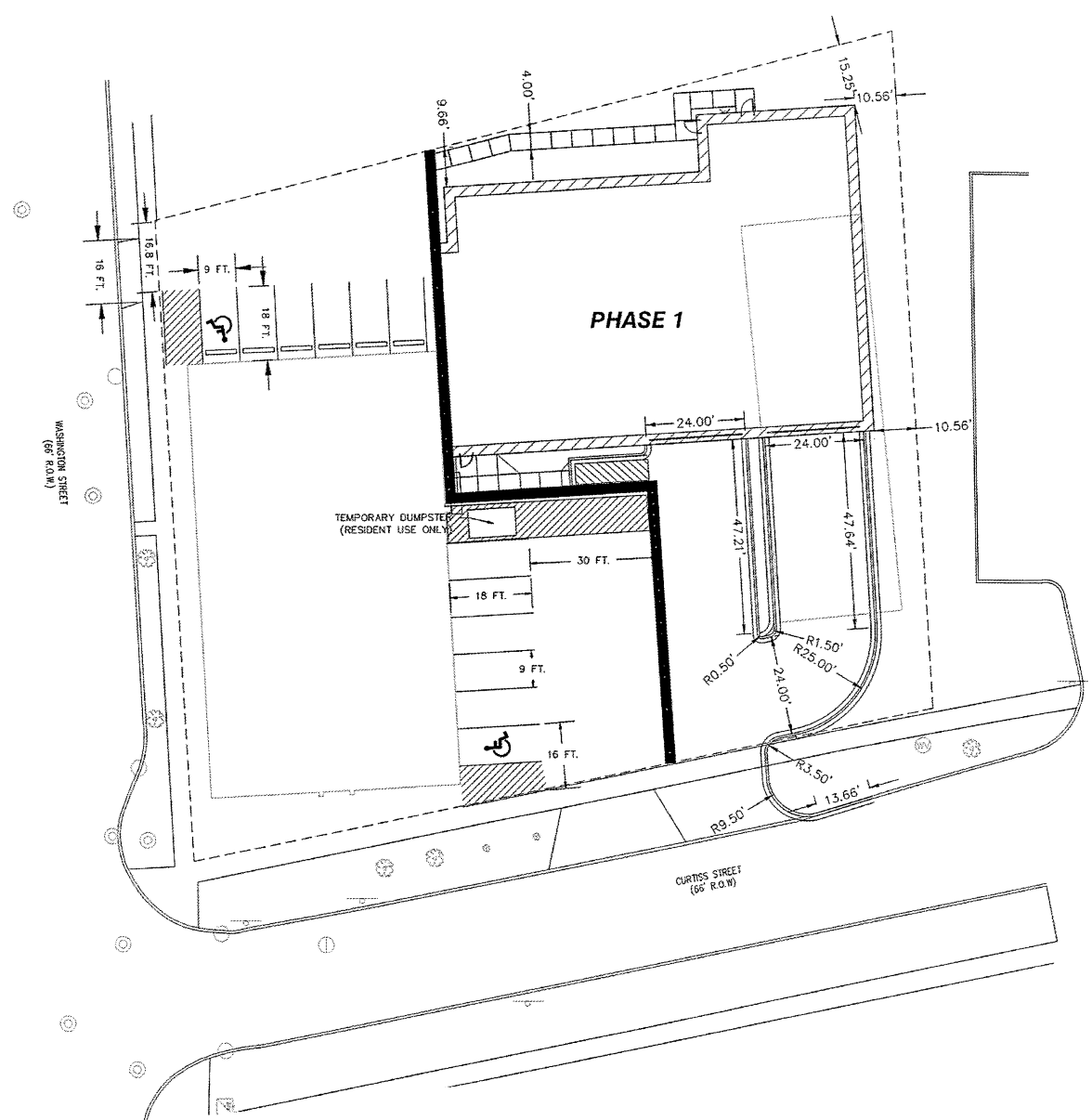
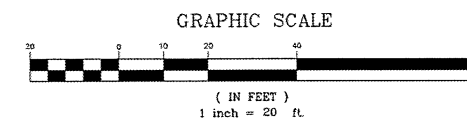
DRAWN BY: TEP CHECKED BY: CML
 SCALE: 1" = 20' DATE: 07/20/2015
 JOB NUMBER: 15-142 SHEET: C9.0

#	DATE	DESCRIPTION
1	09/04/15	PER VILLAGE REVIEW
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PLANS DATED 09-04-15; REVISED PER VILLAGE OF DOWNERS GROVE
 1. THIS SHEET REVISED FOR CLARITY.
 2. PHASING PLAN ADDED.



- △ REVISED PER VILLAGE OF DOWNERS GROVE
- 1. ADDED COVERED WALKWAY; 3 FT. SCREENING MONUMENT WALL
- △ PLANS DATED 09-04-15: REVISED PER VILLAGE OF DOWNERS GROVE
- 1. SITE PLAN REVISIONS AND COORDINATION OF SIDEWALKS AND PARKING LOCATIONS, AND DIMENSIONS.

ADRIATIC GROVE APARTMENTS
 904-916 CURTISS AVENUE
 DOWNERS GROVE, IL 60515

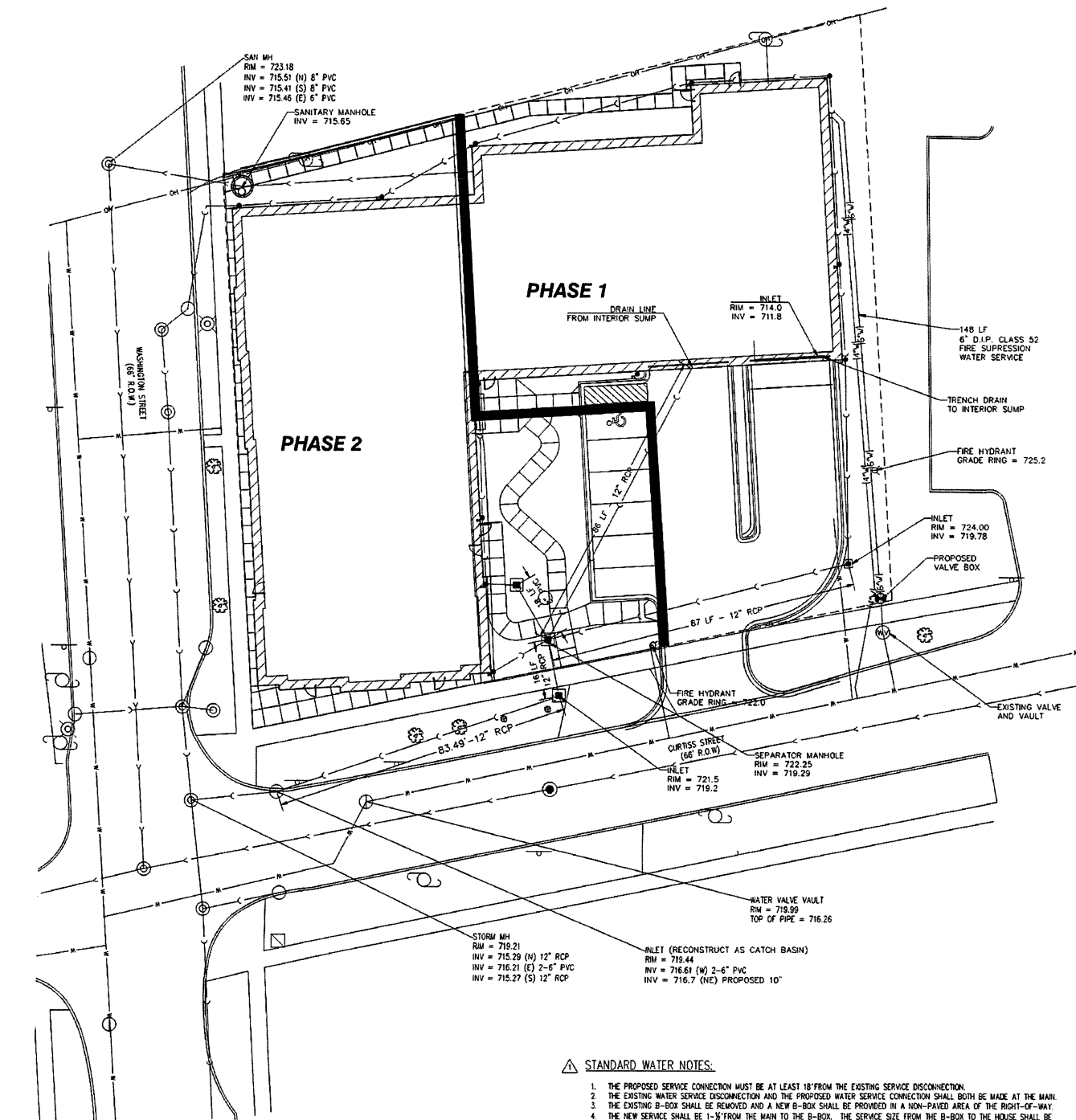
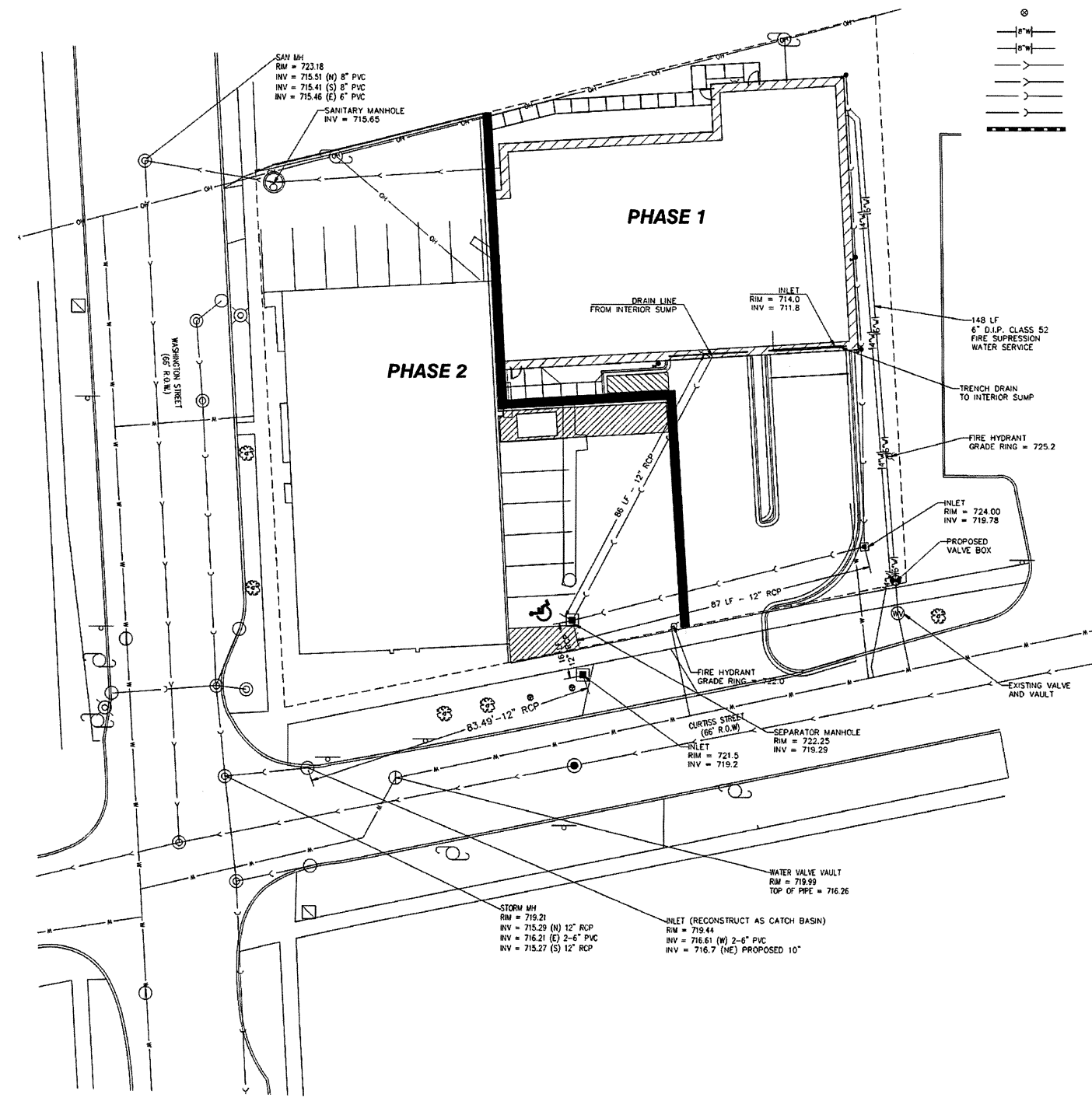
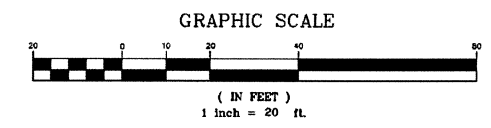
GEOMETRY PLAN		DRAWN BY: TEP	CHECKED BY: CML
SCALE: 1" = 20'		DATE: 07/20/2015	
JOB NUMBER: 15-142		SHEET: C 10.0	
#	DATE	DESCRIPTION	
1	09/04/15	PER VILLAGE REVIEW	
2	09/23/15	PER VILLAGE REVIEW	
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LEGEND

- ⊙ PROPOSED STORM MANHOLE
- ⊙ EXISTING STORM MANHOLE
- ⊙ PROPOSED INLET
- ⊙ EXISTING INLET
- ⊙ PROPOSED FIRE HYDRANT
- ⊙ EXISTING FIRE HYDRANT
- ⊙ PROPOSED VALVE AND VAULT
- ⊙ EXISTING VALVE AND VAULT
- ⊙ PROPOSED CATCH BASIN
- ⊙ EXISTING CATCH BASIN
- ⊙ PROPOSED SANITARY MANHOLE
- ⊙ EXISTING SANITARY MANHOLE
- ⊙ PROPOSED VALVE BOX
- ⊙ EXISTING VALVE BOX
- PROPOSED WATERMAIN
- EXISTING WATERMAIN
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PROPOSED RETAINING WALL



- STANDARD WATER NOTES:**
1. THE PROPOSED SERVICE CONNECTION MUST BE AT LEAST 18" FROM THE EXISTING SERVICE DISCONNECTION.
 2. THE EXISTING WATER SERVICE DISCONNECTION AND THE PROPOSED WATER SERVICE CONNECTION SHALL BOTH BE MADE AT THE MAIN.
 3. THE EXISTING B-BOX SHALL BE REMOVED AND A NEW B-BOX SHALL BE PROVIDED IN A NON-PAVED AREA OF THE RIGHT-OF-WAY.
 4. THE NEW SERVICE SHALL BE 1'-3/4" FROM THE MAIN TO THE B-BOX. THE SERVICE SIZE FROM THE B-BOX TO THE HOUSE SHALL BE DETERMINED BY THE FUTURE COUNT.
 5. THE PROPOSED WATER SERVICE MUST MAINTAIN A 10 FOOT MINIMUM HORIZONTAL SEPARATION FROM SANITARY SERVICE.
 6. NEW WATER SERVICE CONNECTION MUST BE A MINIMUM OF 4 FEET FROM A FIRE HYDRANT.
 7. THE PROPOSED WATER SERVICE SHALL BE AUGERED UNDER THE ROAD IF THE WATER MAIN IS ON THE OTHER SIDE OF THE STREET.
 8. THE WATER SERVICE SHALL BE AUGERED THROUGH ANY CRITICAL ROOT ZONE OF PARKWAY TREES. ANY WORK THAT CANNOT BE AUGERED MUST BE HAND DUG.

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- REVISED PLANS PER VILLAGE OF DOWNERS GROVE DATED 09-04-15.
1. PROPOSED WATER SERVICE REVISED TO 6" DIA. FOR FIRE SUPPRESSION, 2" DIA. FOR DOMESTIC WATER SERVICE, AND 6" FOR FIRE HYDRANT.
 2. PROPOSED WATER B-BOX RELOCATED TO WITHIN R.O.W.
 3. EXISTING B-BOXES HAVE BEEN LABELLED.
 4. STANDARD WATER NOTES HAVE BEEN ADDED.
 5. ROOF DRAINS HAVE BEEN REDIRECTED AND COLLECTED AND SENT TO SEPARATOR.
 6. A SEPARATOR BASIN HAS BEEN ADDED TO THE LANDSCAPE.

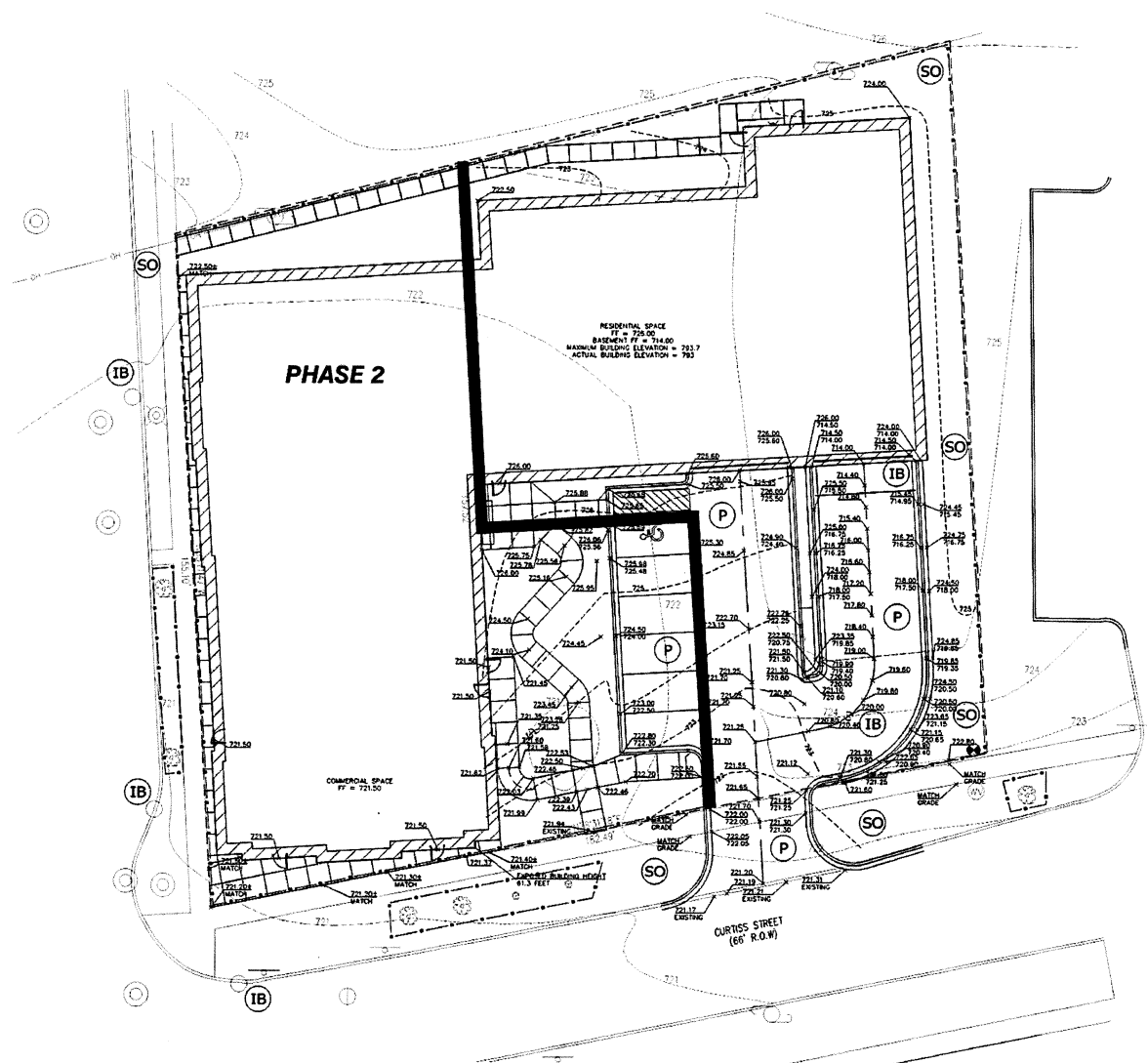
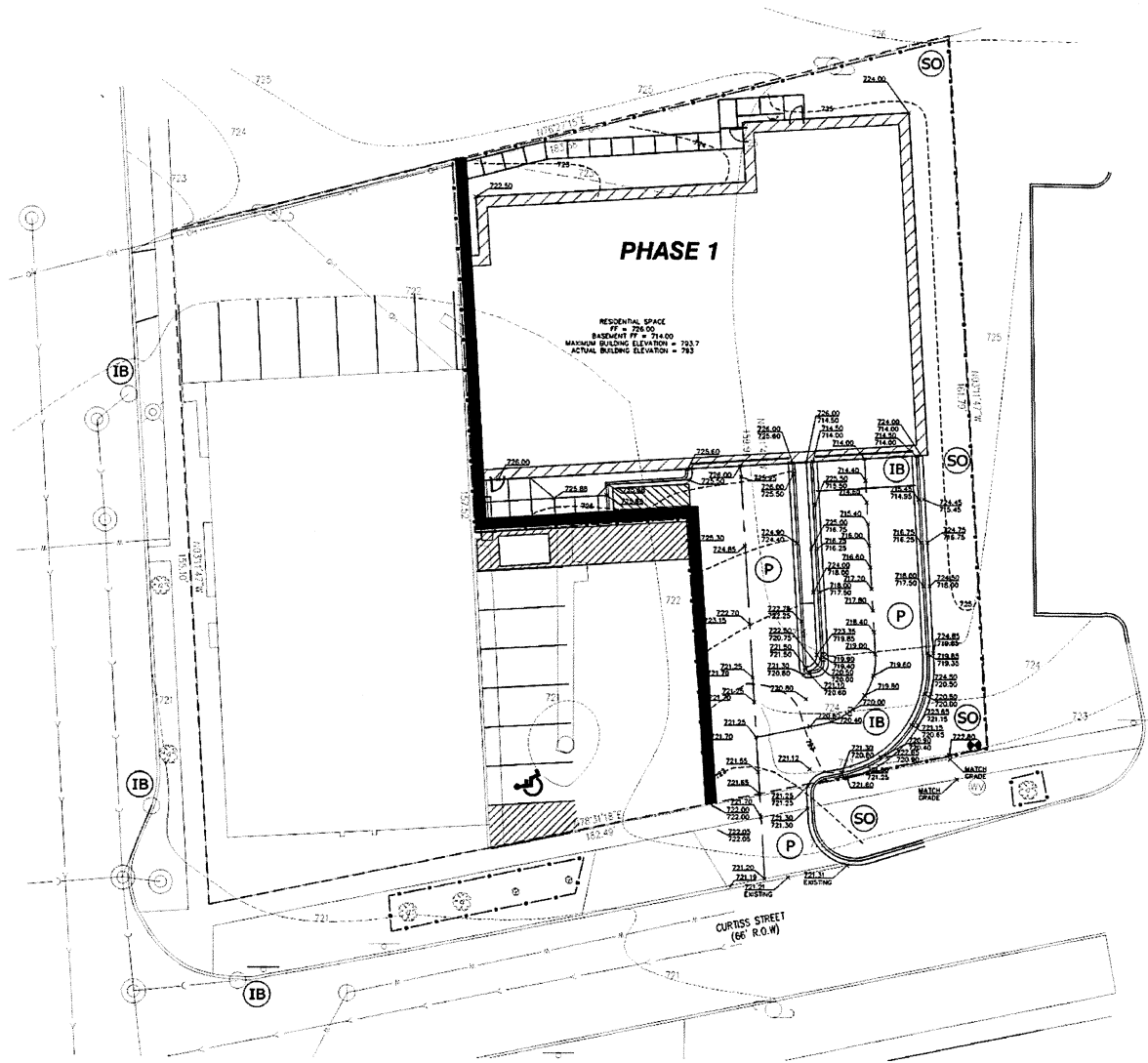
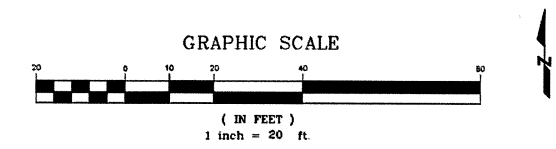
ADRIATIC GROVE APARTMENTS
 904-910 CURTISS AVENUE
 DOWNERS GROVE, IL 60515

UTILITY PLAN

DRAWN BY: TEP	CHECKED BY: CML
SCALE: 1" = 20'	DATE: 07/20/2015
JOB NUMBER: 15-142	SHEET: C 11.0

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

#	DATE	DESCRIPTION
1	09/04/15	PER VILLAGE REVIEW
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LEGEND

- PROPOSED SILT FENCE
 - EXISTING TREE LINE
 - ⊙ EXISTING TREE
 - ⊙ EXISTING TREE TO BE PROTECTED
 - SO SODDING
 - P PAVEMENT
 - IB INLET BASKET/PROTECTION
- ELEVATION TABLE**
- T/F=TOP OF FOUNDATION
 - L/O=LOOK OUT
 - G/E=GARAGE ENTRY
 - W/O=WALK OUT
 - D/S=DROP SIDING
 - R=RIM
 - F=HYDRANT FLANGE
 - I=INVERT
 - T/W=TOP OF WALL
 - B/W=BOTTOM OF WALL
- PROPOSED GRADES = 620.75
620.75 TOP OF CURB
EDGE OF FWMT
- EXISTING SPOT GRADES = .xxx.x
- PROPOSED SPOT GRADES =
W/ FLOW LINES -x.620.75

PLANS DATED 09-04-15; REVISED PER VILLAGE OF DOWNERS GROVE
1. SITE PLAN REVISIONS AND COORDINATION.

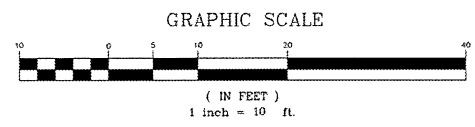
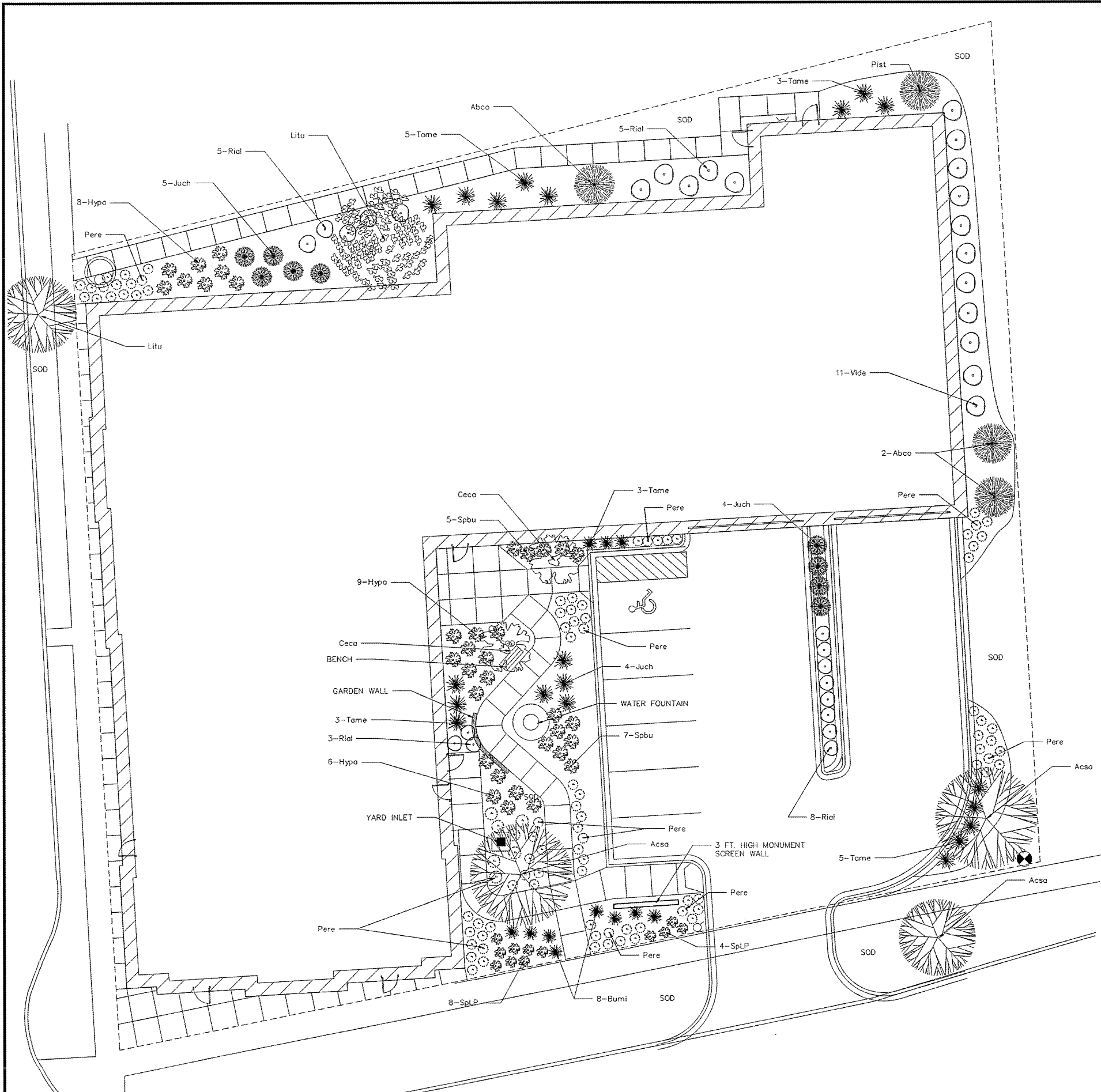
ADRIATIC GROVE APARTMENTS
904-910 CURTISS AVENUE
DOWNERS GROVE, IL 60515

GRADING - EROSION PLAN

DRAWN BY: TEP	CHECKED BY: CML
SCALE: 1" = 20'	DATE: 07/20/2015
JOB NUMBER: 15-142	SHEET: C 12.0
1 DATE	DESCRIPTION
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Adriatic Grove Apartments
Landscape Plant Information

CODE	QTY	SIZE	SCIENTIFIC NAME	COMMON NAME	NOTES
SHADE TREES					
Acsa	3	2.5" Cal.	Acer saccharum 'Legacy'	Legacy Sugar Maple	Balled and Burlapped
Litu	2	2.5" Cal.	Liriodendron tulipifera	Tuliptree	Balled and Burlapped
EVERGREEN TREES					
Abco	3	6 ft.	Abies concolor	Concolor Fir	
Pist	1	6 ft.	Pinus strobus	White Pine	
ORNAMENTAL TREES					
Ceca	2	6 ft.	Cercis canadensis	Redbud	Northern Illinois grown
SHRUBS					
Hypa	23	3 Gal.	Hydrangea paniculata 'Tardiva'	Panicle Hydrangea	
Rial	21	5 Gal.	Ribes alpinum	Alpine Currant	
Spbu	12	5 Gal.	Spirea x bumalda 'Anthony Waterer'	Anthony Waterer Spirea	24" wide
SpLP	14	3 Gal.	Spirea x bumalda 'Little Princess'	Little Princess Spirea	18" wide
Vide	11	5 Gal.	Viburnum dentatum	Arrowwood Viburnum	30" tall
EVERGREEN SHRUBS					
Bumi	8	5 Gal.	Buxus x 'Northern Charm'	Northern Charm Boxwood	18" wide
Juch	13	5 Gal.	Juniperus chinensis 'Sea Green'	Sea Green Juniper	24" wide
Tame	19	5 Gal.	Taxus media 'Everlow'	Everlow Dense Yew	24" wide
PERENNIALS					
Pere	103	1 Gal.	Assorted Perennials (to be chosen)	Perennial Flowers	Hardy, Disease Resistant

- △ REVISED PER VILLAGE OF DOWNERS GROVE
- 1. ADDED MONUMENT WALL; REVISE LANDSCAPE PLAN.
- △ PLANS DATED 09-04-15; REVISED PER VILLAGE OF DOWNERS GROVE
- 1. SITE PLAN REVISIONS AND COORDINATION.

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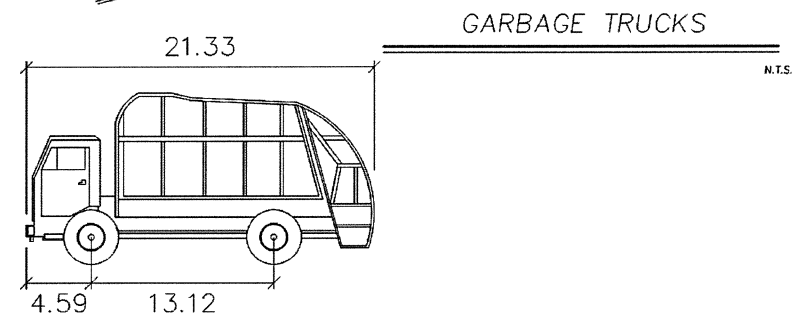
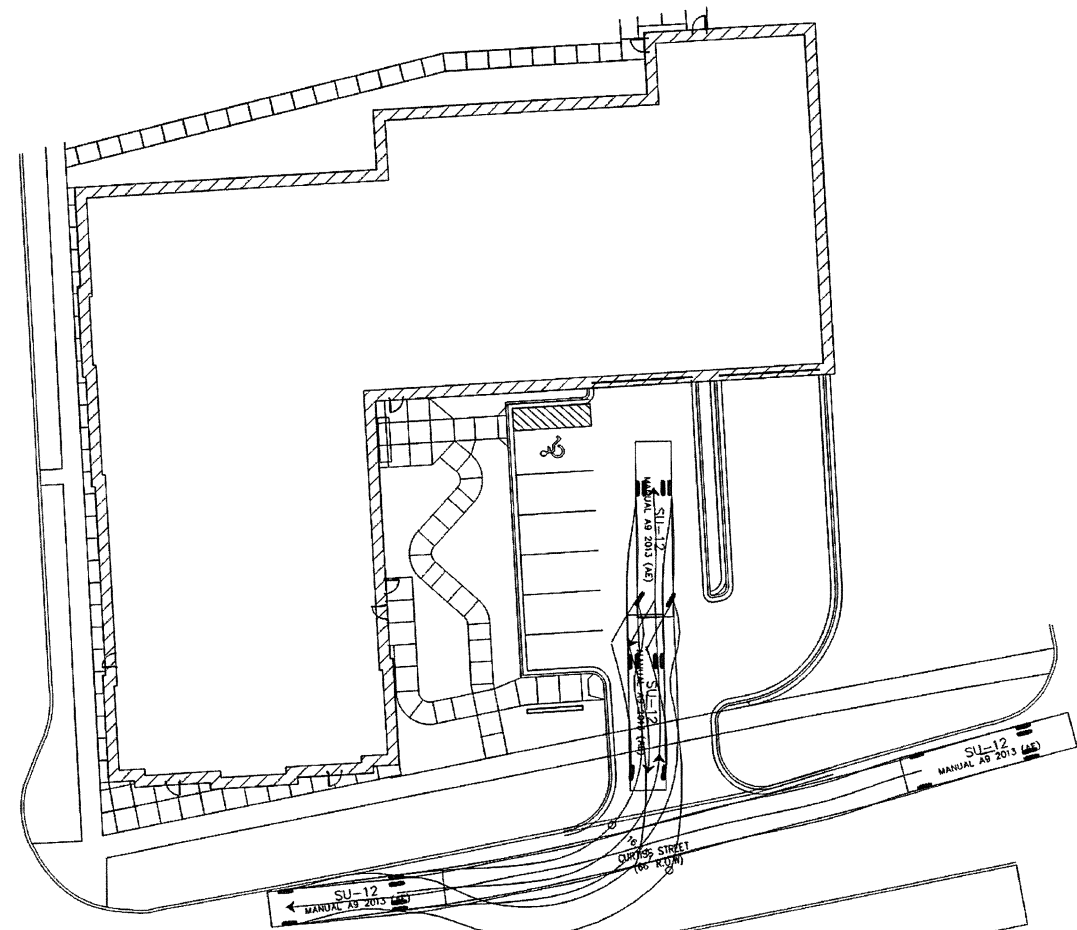
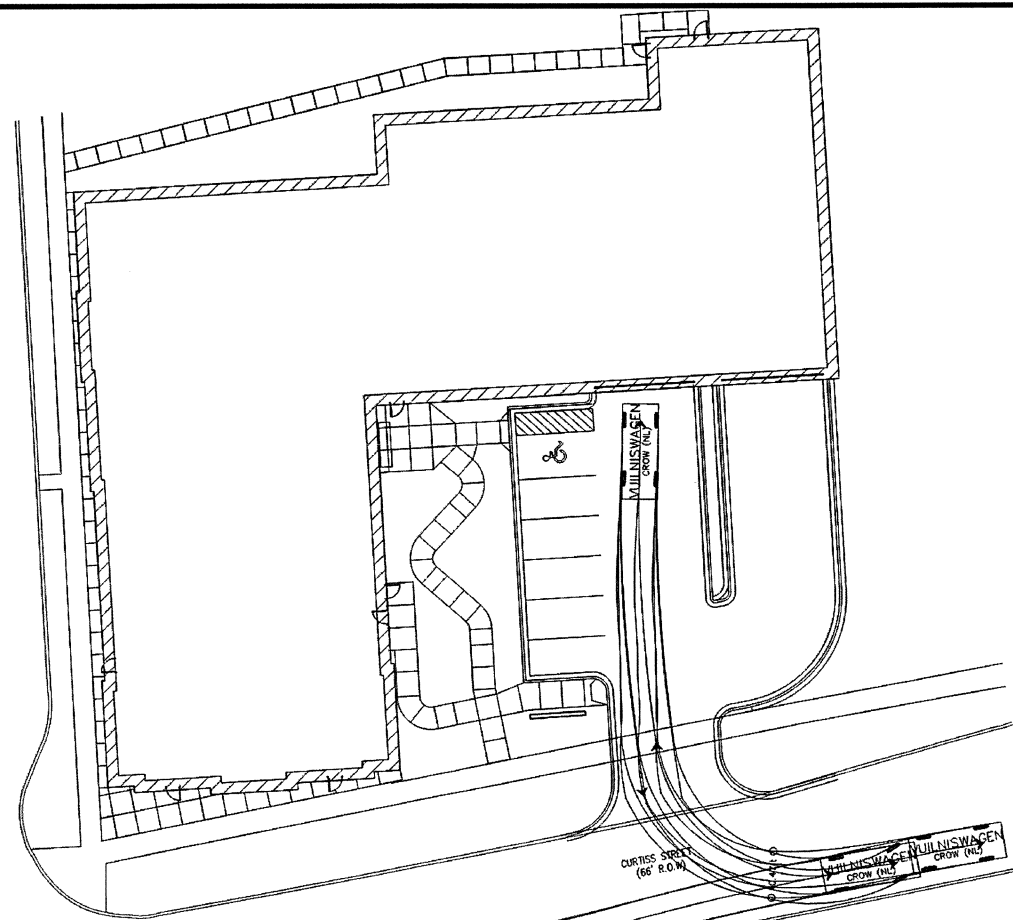
ADRIATIC GROVE APARTMENTS
904-910 CURTISS AVENUE
DOWNERS GROVE, IL 60515

LANDSCAPE PLAN	DRAWN BY: TEP	CHECKED BY: CML
	SCALE: 1" = 10'	DATE: 07/20/2015
	JOB NUMBER: 15-142	SHEET: C 13.0

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& Associates, INC.

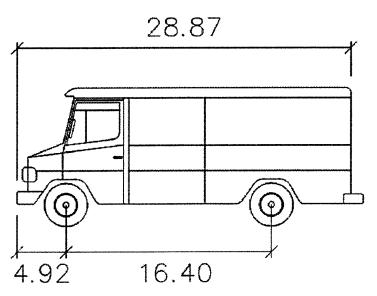
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fax 815-436-5158

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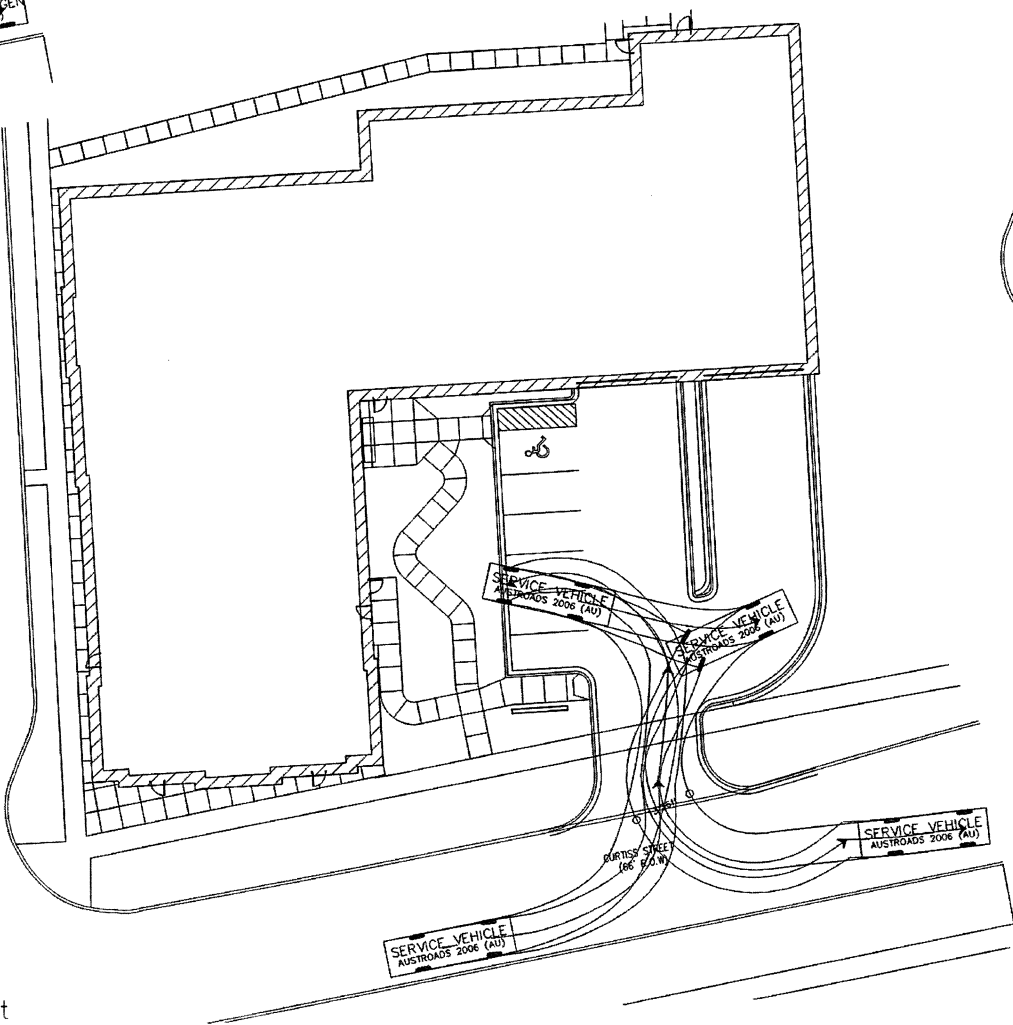
GARBAGE TRUCK feet

Width : 8.04
 Track : 8.04
 Lock to Lock Time : 6.0
 Steering Angle : 28.0

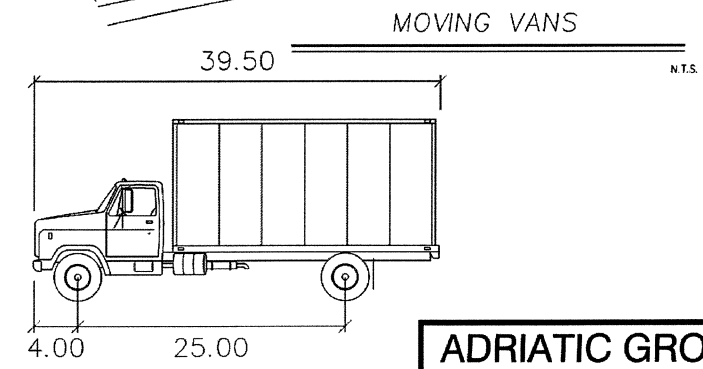


SERVICE VEHICLE feet

Width : 8.20
 Track : 8.20
 Lock to Lock Time : 6.0
 Steering Angle : 38.7



DELIVERY VEHICLES



SU-12 feet

Width : 8.01
 Track : 8.01
 Lock to Lock Time : 6.0
 Steering Angle : 31.8

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ADRIATIC GROVE APARTMENTS
 904-910 CURTISS AVENUE
 DOWNERS GROVE, IL 60515

VEHICULAR TURNING MOVEMENT - EXHIBIT 1

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 Land Planning & Surveying
 1050 State Route 126
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 voice 815-254-0505
 fax 815-436-5158

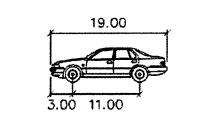
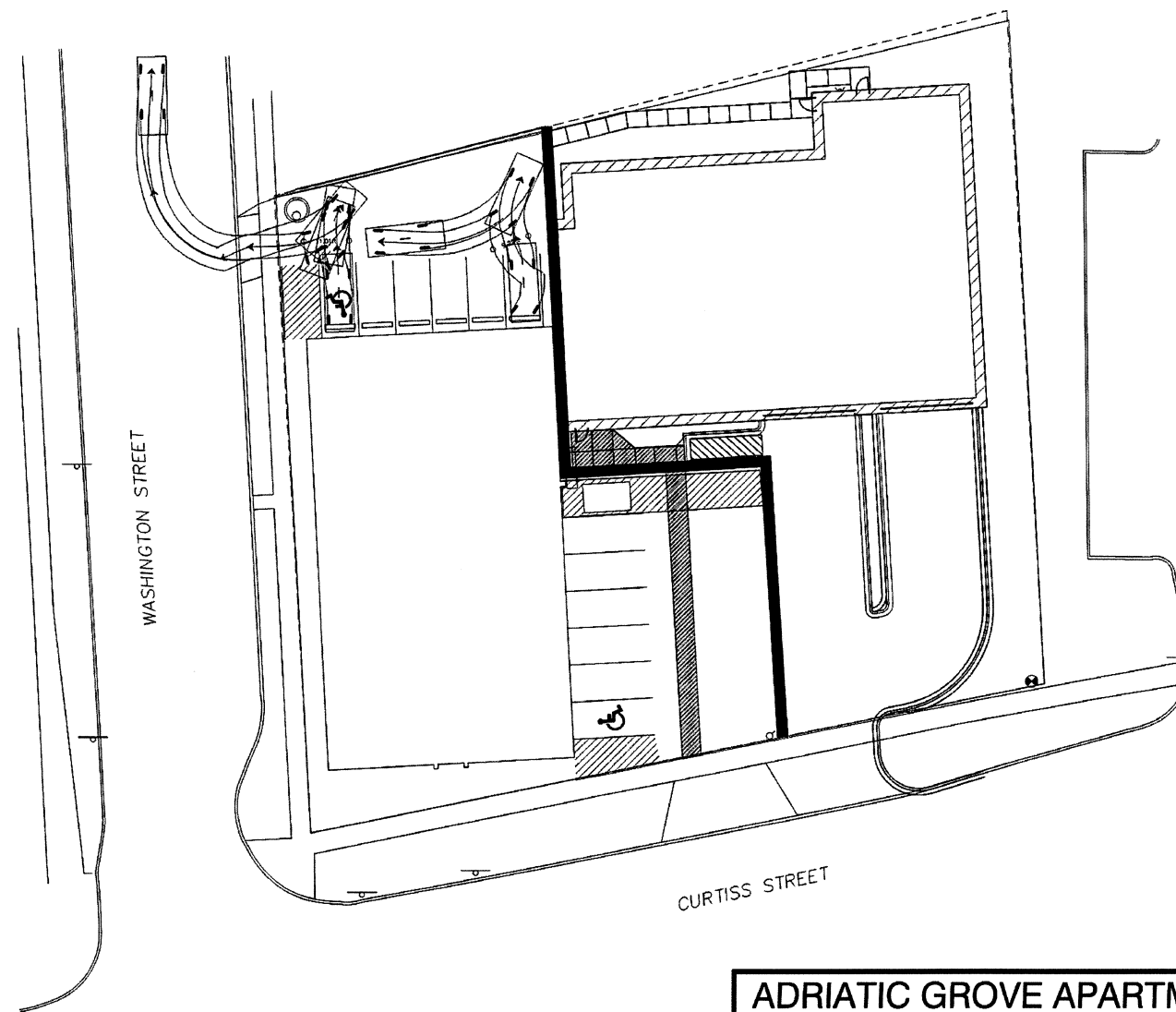
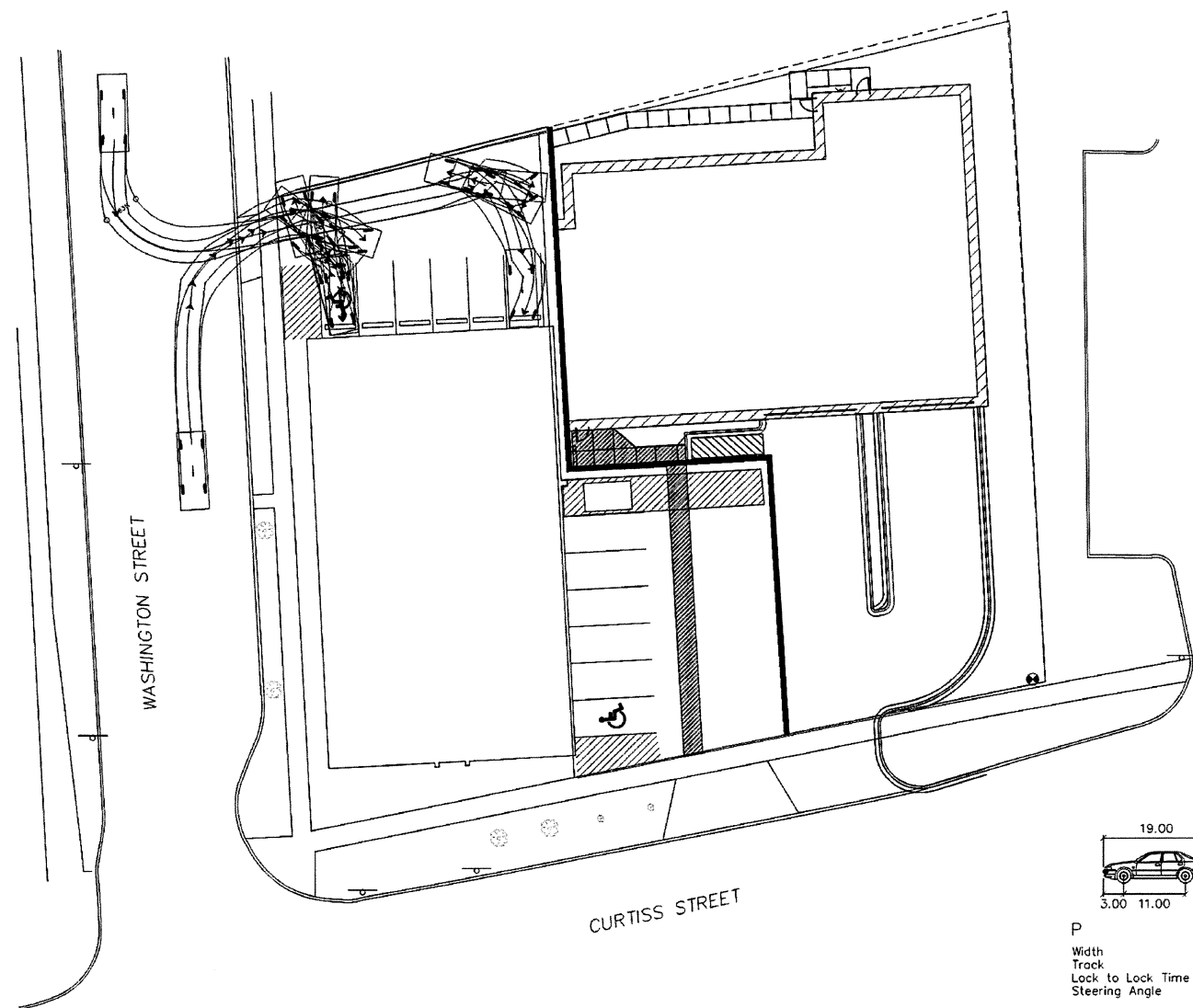
DRAWN BY: TEP		CHECKED BY: CML	
SCALE: 1" = 20'		DATE: 07/20/2015	
JOB NUMBER: 15-142		SHEET: EXH 1	
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C.M. Lavoie & Associates, INC.



ENTERING OFF WASHINGTON STREET

EXITING TO WASHINGTON STREET



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

LARGE PASSENGER VEHICLES

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ADRIATIC GROVE APARTMENTS

904-910 CURTISS AVENUE
 DOWNERS GROVE, IL 60615

VEHICULAR TURNING MOVEMENT - EXHIBIT 2
 SCALE: 1" = 20'

DRAWN BY: TEP
 CHECKED BY: CML
 DATE: 07/20/2015
 JOB NUMBER: 15-142
 SHEET: EXH 2

#	DATE	DESCRIPTION
1	09/04/15	PER VILLAGE REVIEW
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C.M. Lavoie
 & Associates, INC.



9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: John Penavic
Nu-Living, LLC.

FROM: Javier Millan
Senior Consultant

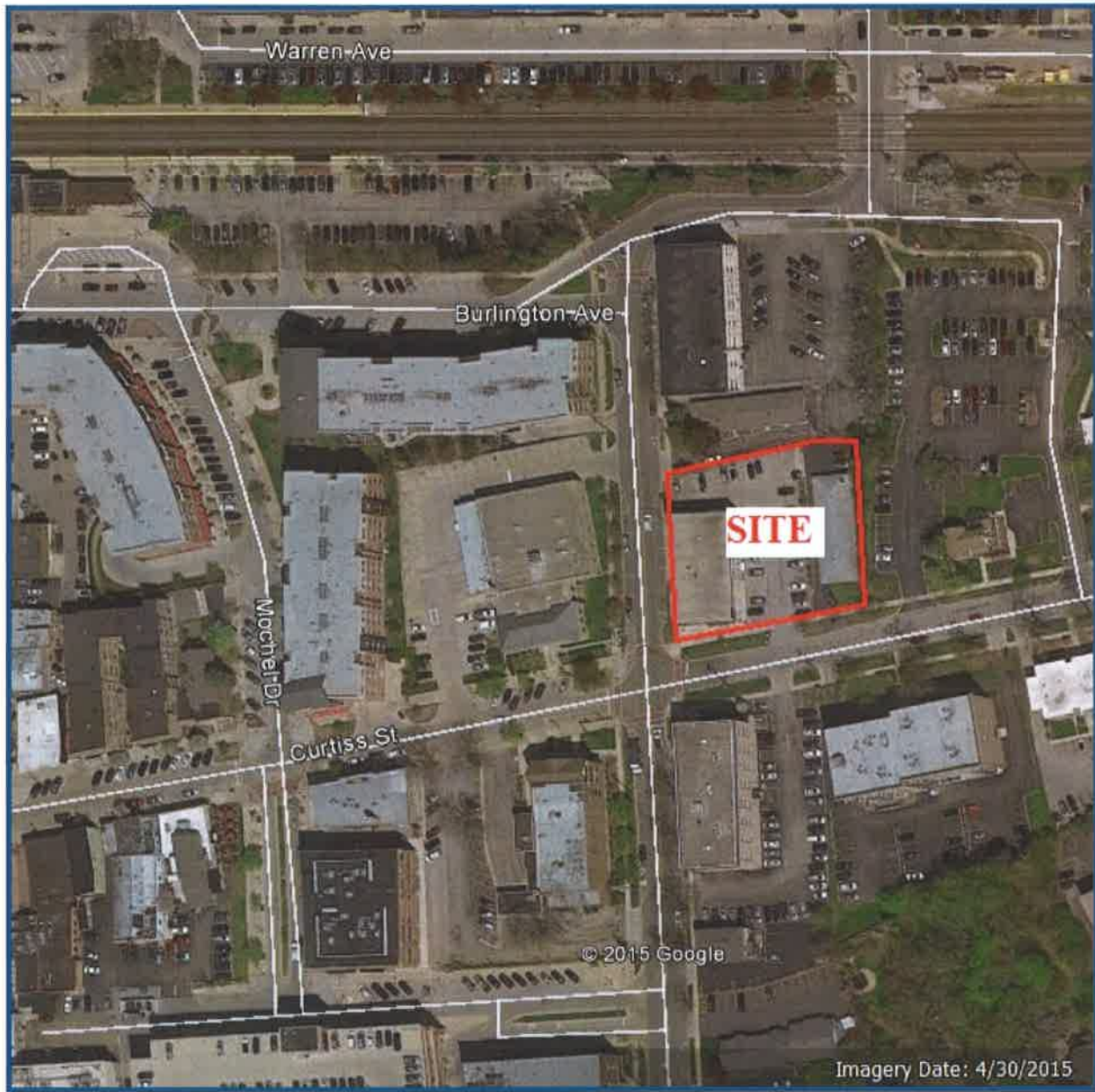
Luay R. Aboona, PE
Principal

DATE: October 1, 2015

SUBJECT: Adriatic Grove Apartments
Summary Traffic Evaluation
Downers Grove, Illinois

This memorandum summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona (KLOA, Inc.) for the proposed Adriatic Grove Apartments development in Downers Grove, Illinois. The site is located on the northeast quadrant of the intersection of Washington Street with Curtiss Street and is occupied by two buildings: 910 Curtiss Street and 904 Curtiss Street (see **Figure 1**). The 910 Curtiss Street building is a three-story apartment building with 16 units and approximately 4,416 square feet of ground floor retail. The 904 Curtiss Street is a single story apartment building with five units.

As proposed, the site will be developed in two phases. Phase I will involve the demolition of the 904 Curtiss Street building and a portion of the parking lot serving the 910 Curtiss Street building. A 24-unit apartment building will be constructed with off-street parking for 28 vehicles. Access will continue to be provided on Curtiss Street via the existing access drive serving the 910 Curtiss Street building and on Washington Street via a temporary access drive. Phase II will demolish the 910 Curtiss Street building and the rest of the parking lot and an additional 24 apartment units with 36 off-street parking spaces will be provided. Access under the full buildout will only be provided off Curtiss Street via a single ingress/egress access drive.



Aerial View of Site Location

Figure 1

Existing Conditions

As indicated earlier, the proposed residential development will be located on the northeast quadrant of the intersection of Washington Street with Curtiss Street. The site is currently occupied by two apartment buildings with access to Curtiss Street.

The land uses surrounding the site are mostly multi-family residential to the north and south. The Downers Grove Post Office is located to the west of the site while to the east the site is bordered by Public Parking Lot L. Public Parking Lot L serves as a commuter permit parking lot and downtown employee parking lot with permit parking after 8:30 A.M. Free public parking is provided after 11 a.m. on weekdays and free public parking all day on weekends and on Village holidays. The lot also provides limited overnight parking.

Area Roadways

Washington Street is a north-south two-lane collector road in the vicinity of the site. No exclusive turn lanes are provided at its unsignalized all-way stop control intersection with Curtiss Street. On-street two-hour parking from 6:00 A.M. to 6:00 P.M. is provided on both sides of the road. Washington Street has a posted speed limit of 25 mph and is under the jurisdiction of the Village of Downers Grove.

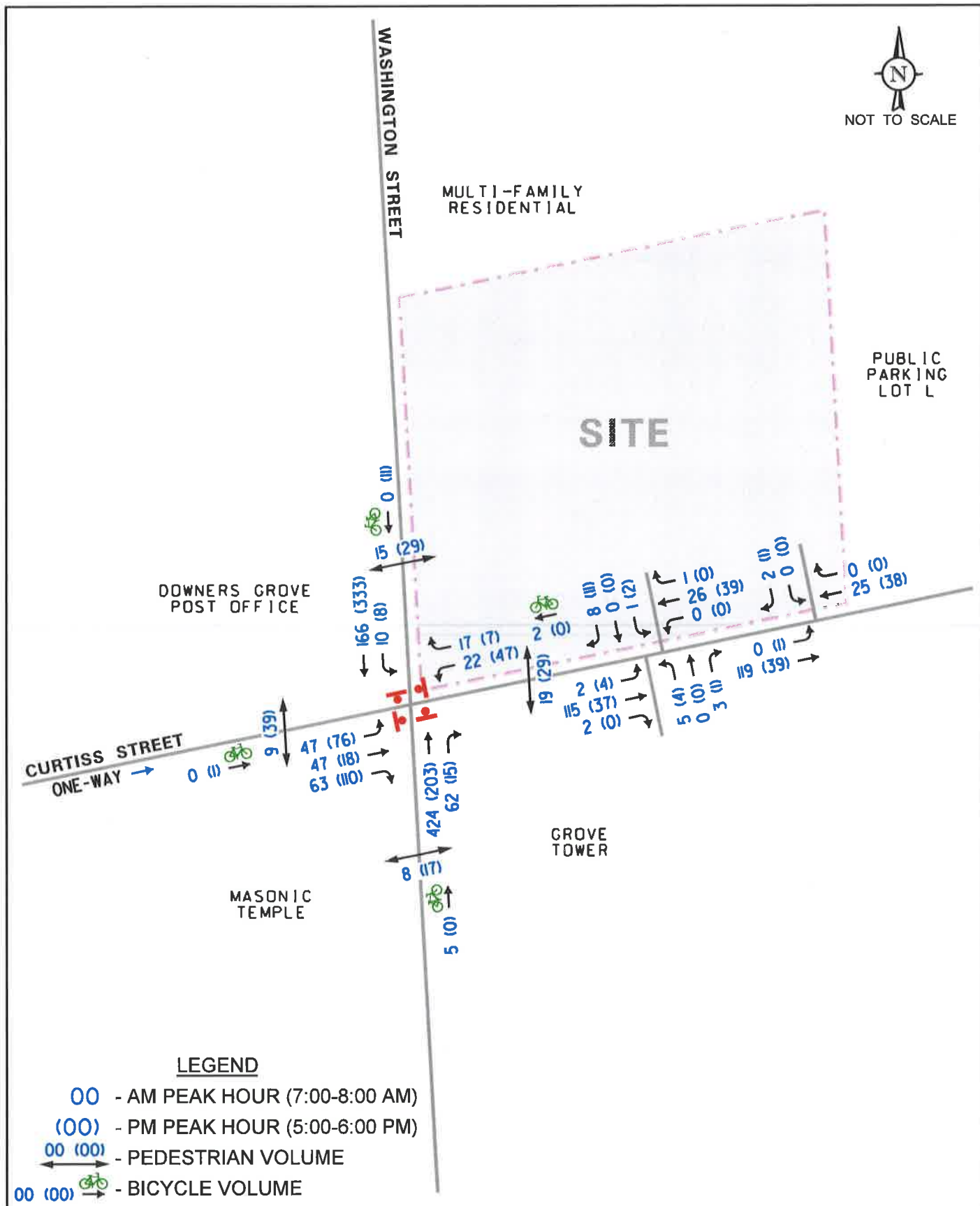
Curtiss Street is an east-west two-lane road in the vicinity of the site that extends from Carpenter Street east to its terminus at Mackie Place. At its unsignalized all-way stop control intersection with Washington Street, the eastbound approach is designated for one-way eastbound traffic only and provides a shared left/through lane and an exclusive right-turn lane. The westbound approach provides a combined left/right-turn lane. On-street parking in the vicinity of the site is prohibited on the north side of the road and restricted to three hour parking on the south side of the road from 6:00 A.M. to 6:00 P.M. except on weekends and holidays. Curtiss Street is under the jurisdiction of the Village of Downers Grove.

Existing Traffic Volumes

Manual traffic, pedestrian and bicycle counts were conducted by KLOA, Inc. on Thursday September 10, 2015 during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods at the intersections of Curtiss Street with Washington Street and the access drives serving the 910 and 904 Curtiss Street buildings. Based on the traffic counts, the peak hours of traffic occurred from 7:00 to 8:00 A.M. and from 5:00 to 6:00 P.M. **Figure 2** illustrates the peak hour traffic volumes.

Development Traffic Volumes

The amount of traffic that will be generated by the proposed 48-unit apartment development was estimated based on trip generation rates published by the Institute of Transportation Engineers (ITE) in its 9th Edition of the *Trip Generation Manual* adjusted to reflect the location of the site within downtown Downers Grove and its proximity to the train station and Pace Bus Routes. Based on census data compiled by the Center for Transit Oriented Development of residents of



PROJECT:
Adriatic Grove Apartments
Downers Grove, Illinois

TITLE:
Existing Traffic, Pedestrian and
Bicycle Volumes
(Thursday September 10, 2015)

KLOA
Job No: 15-221
Figure: 2

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** summarizes the estimated trips during the morning and evening peak hours and on a daily basis. It should be noted that no trip generation was estimated for the proposed ground retail, as the proposed condition is approximately 50 percent smaller than what is currently on site, and will be ancillary.

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	48 Units	5	22	27	29	15	44	414
		<i>30 percent reduction¹</i>	<u>-1</u>	<u>-7</u>	<u>-8</u>	<u>-9</u>	<u>-4</u>	<u>-13</u>	<u>-124</u>
		Total	4	15	19	20	11	31	290

¹Trips reduced by 30 percent to account for proximity to train station and other alternate transportation modes

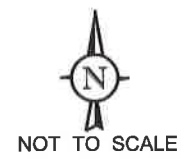
Note: The fitted curve equation was used to calculate the site generated traffic volumes. Copies of the ITE Trip Generation graphs are included in the Appendix

It should be noted that not all of these trips will be new to the area since the site is occupied by 21 apartment units and approximately 4,416 square feet of retail that is currently generating traffic. However, in order to provide for a conservative analysis, all of the trips were assumed to be new to the area.

Future Conditions

The site-generated traffic was assigned to the proposed access drive and to adjacent intersections and added to the existing traffic volumes as illustrated in **Figure 3**. It should be noted that in order to present and evaluate a worst case condition, the traffic that is currently generated by the existing apartment buildings was kept in the intersection counts and the westbound through volumes along Curtiss Street.

Capacity analyses were conducted at the intersections of Curtiss Street with Washington Street and the proposed access drive to determine the ability of site traffic to enter and exit the site. The results of the capacity analyses are expressed in terms of level of service and average delays and are summarized in **Tables 2** and **3**. The level of service criteria for unsignalized intersections is included in the Appendix. As can be seen, site traffic will be able to enter the site (left turns from Curtiss Street) and exit the site (right and left turns onto Curtiss Street) adequately and with minimal delays. Furthermore, the intersection of Curtiss Street with Washington Street will continue operating at acceptable levels of service. This indicates that the addition of site traffic can be accommodated by the roadway system and that it will not have a detrimental impact on the traffic flow on the area roadways.



PROJECT:
Adriatic Grove Apartments
Downers Grove, Illinois

TITLE:
Total Projected Traffic Volumes



Figure: 3

Table 2
LEVEL OF SERVICE SUMMARY—EXISTING CONDITIONS

Intersection	A.M.		P.M.	
	LOS	Delay	LOS	Delay
Curtiss Street/Washington Street	B	13.7	B`	11.3
- Eastbound Approach	A	9.9	A	9.9
- Westbound Approach	A	9.3	A	9.7
- Northbound Approach	C	16.5	B	10.6
- Southbound Approach	B	10.0	B	12.8

LOS - Level of Service
Delay is measured in seconds.

Table 3
LEVEL OF SERVICE SUMMARY—FUTURE CONDITIONS

Intersection	A.M.		P.M.	
	LOS	Delay	LOS	Delay
Curtiss Street/Washington Street	B	13.9	B	11.6
- Eastbound Approach	B	10.0	B	10.0
- Westbound Approach	A	9.5	A	9.9
- Northbound Approach	C	17.0	B	10.9
- Southbound Approach	B	10.2	B	13.3
Curtiss Street/Outbound Access				
- Eastbound Left Turn	A	7.3	A	7.3
- Southbound Left/Right Turn	A	8.6	A	8.7

LOS - Level of Service
Delay is measured in seconds.

Site Access

Access to the site will be provided off Curtiss Street via one full ingress/egress access drive to be located approximately at the same location of the existing easterly access drive. The access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Vehicles entering the site will have the option of continuing north into the ground level parking spaces or immediately turning right into the ramp for the underground parking spaces. Based on a review of the plans, outbound vehicles from the ramp accessing the underground spaces should be under stop sign control at its internal intersection with the main access drive.

Parking Analysis

As proposed, the development will provide 48 apartments with a total of 64 off-street parking spaces. In addition, a bike storage room will be provided within the development. The development is to contain 12 one-bedroom units, 32 two-bedroom units and four three-bedroom units. Approximately 31 parking spaces will be provided underground and 33 parking spaces will be provided at ground level. The off-street parking spaces breakdown will be:

- 15 compact spaces (8.5 feet wide)
- 46 regular spaces (9 feet wide)
- 3 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 64 off-street parking spaces will be provided for residents of the development. 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 0.1 mile southwest 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 immediately 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 67 parking spaces (rate of 1.4 spaces per unit). The development is currently proposing 64 parking spaces (ratio of 1.33 spaces per unit). Based on these requirements, the development is short of meeting the Village's off-street parking requirements by four 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

Institute of Transportation Engineers Parking Rates

In addition to the Census data, KLOA, Inc. also reviewed the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 4th Edition. A review of the Manual indicates that the closest land use to the proposed apartment development is the Low/Mid-Rise Apartment (Land Use Code 221) and as such was utilized to estimate the peak parking demand. Based on the Low/Mid-Rise Apartment land use category, a 48 unit apartment building will have an average peak period parking demand of 1.2 vehicles per unit for a peak parking demand of 58 spaces.

As such and based on the above, the proposed supply of 64 off-street parking spaces for residents at a ratio of 1.33 spaces per unit will be adequate in meeting the future parking needs of the residents.

Conclusion

The results of the traffic evaluation have shown that the proposed development will not have a significant impact on area roadways and that the proposed access system will be adequate in accommodating the site traffic with minimal impact on the traffic flow on Curtiss Street and Washington Street. Based on a review of ITE parking data and the census data for the area, the proposed number of parking spaces will be adequate in accommodating the projected peak parking demand.

Appendix

Apartment (220)

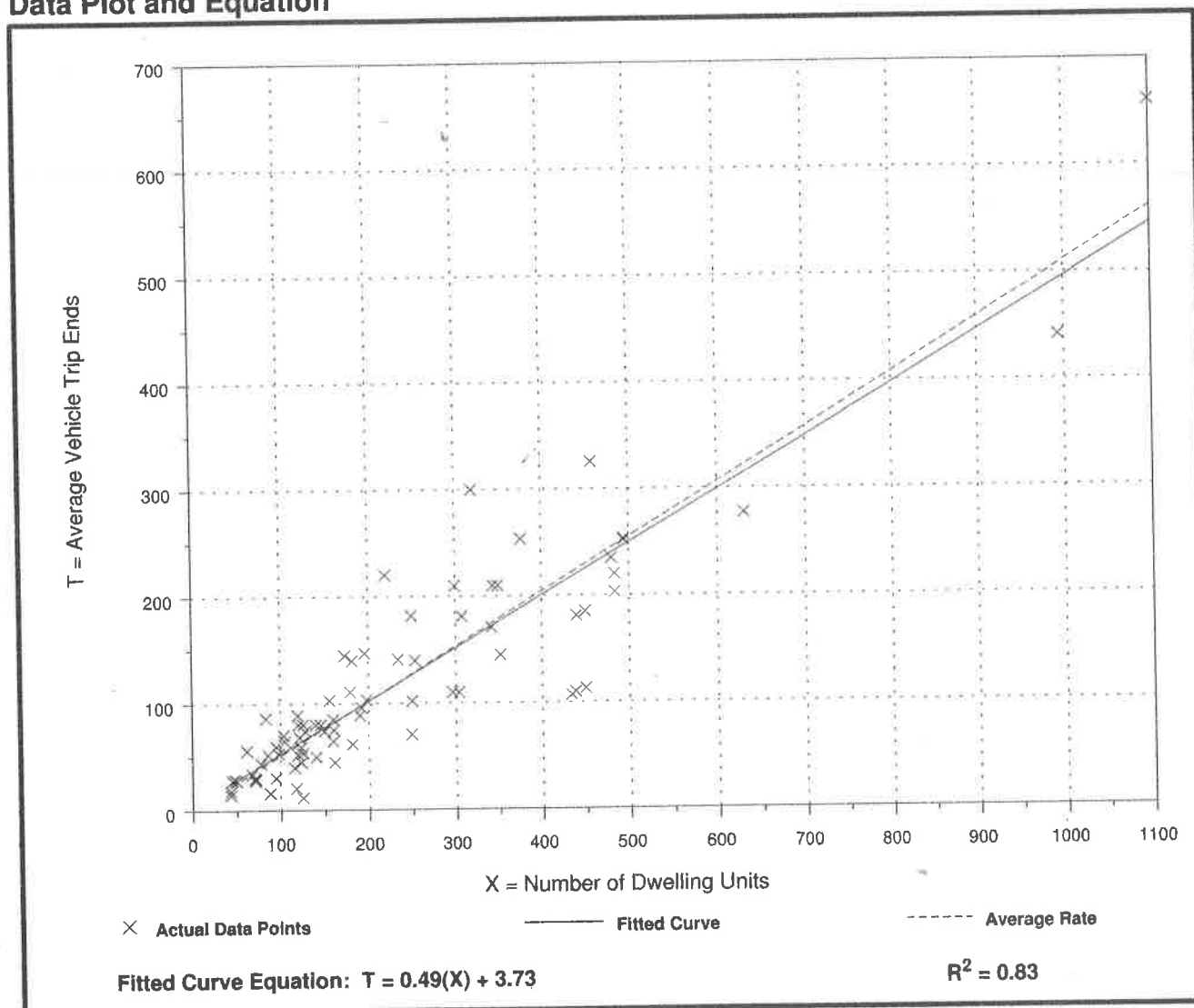
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 78
 Avg. Number of Dwelling Units: 235
 Directional Distribution: 20% entering, 80% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

Data Plot and Equation



Apartment (220)

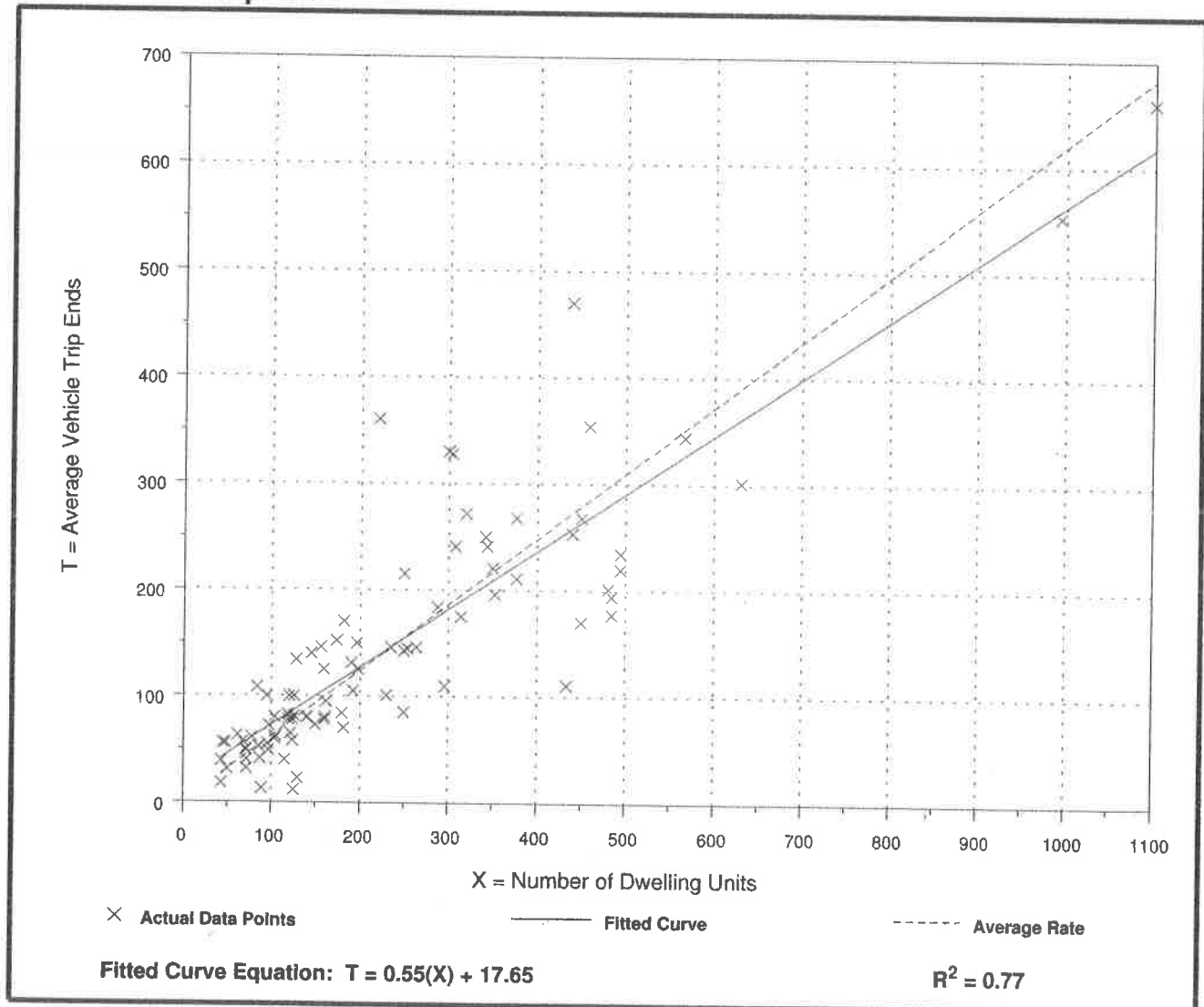
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 90
 Avg. Number of Dwelling Units: 233
 Directional Distribution: 65% entering, 35% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

Data Plot and Equation



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.

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	JM			Intersection	Curtiss St/Washington St			
Agency/Co.	KLOA, Inc.			Jurisdiction	Downers Grove			
Date Performed	9/14/2015			Analysis Year	Existing Traffic			
Analysis Time Period	A.M. Peak Hour							
Project ID <i>Adriatic Grove Apartments</i>								
East/West Street: <i>Curtiss Street</i>				North/South Street: <i>Washington Street</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	47	47	63	22	0	17		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	424	62	10	166	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LR		TR		LT	
PHF	0.95	0.95	0.95		0.95		0.95	
Flow Rate (veh/h)	98	66	40		511		184	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.5	0.0	0.6		0.0		0.1	
Prop. Right-Turns	0.0	1.0	0.4		0.1		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.3	-0.7	-0.1		-0.1		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.09	0.06	0.04		0.45		0.16	
hd, final value (s)	6.53	5.57	5.93		4.69		5.18	
x, final value	0.178	0.102	0.066		0.666		0.265	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.2	3.3	3.9		2.7		3.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	544	660	571		763		708	
Delay (s/veh)	10.6	8.9	9.3		16.5		10.0	
LOS	B	A	A		C		B	
Approach: Delay (s/veh)	9.9		9.3		16.5		10.0	
LOS	A		A		C		B	
Intersection Delay (s/veh)	13.7							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	JM			Intersection	Curtiss St/Washington St			
Agency/Co.	KLOA, Inc.			Jurisdiction	Downers Grove			
Date Performed	9/14/2015			Analysis Year	Existing Traffic			
Analysis Time Period	P.M. Peak Hour							
Project ID <i>Adriatic Grove Apartments</i>								
East/West Street: <i>Curtiss Street</i>				North/South Street: <i>Washington Street</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	76	18	110	47	0	7		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	203	15	8	333	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LR		TR		LT	
PHF	0.95	0.95	0.95		0.95		0.95	
Flow Rate (veh/h)	98	115	56		228		358	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.8	0.0	0.9		0.0		0.0	
Prop. Right-Turns	0.0	1.0	0.1		0.1		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.4	-0.7	0.1		-0.0		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.09	0.10	0.05		0.20		0.32	
hd, final value (s)	6.52	5.39	6.03		5.14		5.00	
x, final value	0.177	0.172	0.094		0.325		0.497	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.2	3.1	4.0		3.1		3.0	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	544	676	622		691		716	
Delay (s/veh)	10.6	9.2	9.7		10.6		12.8	
LOS	B	A	A		B		B	
Approach: Delay (s/veh)	9.9		9.7		10.6		12.8	
LOS	A		A		B		B	
Intersection Delay (s/veh)	11.3							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	JM				Intersection	Curtiss St/Washington St		
Agency/Co.	KLOA, Inc.				Jurisdiction	Downers Grove		
Date Performed	9/14/2015				Analysis Year	Total Traffic		
Analysis Time Period	A.M. Peak Hour							
Project ID <i>Adriatic Grove Apartments</i>								
East/West Street: <i>Curtiss Street</i>					North/South Street: <i>Washington Street</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	47	48	63	29	0	23		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	424	63	11	166	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LR		TR		LT	
PHF	0.95	0.95	0.95		0.95		0.95	
Flow Rate (veh/h)	99	66	54		512		185	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.5	0.0	0.6		0.0		0.1	
Prop. Right-Turns	0.0	1.0	0.4		0.1		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2	-0.7	-0.2		-0.1		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.09	0.06	0.05		0.46		0.16	
hd, final value (s)	6.58	5.62	5.94		4.75		5.25	
x, final value	0.181	0.103	0.089		0.675		0.270	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.3	3.9		2.7		3.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	550	660	600		753		685	
Delay (s/veh)	10.7	9.0	9.5		17.0		10.2	
LOS	B	A	A		C		B	
Approach: Delay (s/veh)	10.0		9.5		17.0		10.2	
LOS	B		A		C		B	
Intersection Delay (s/veh)	13.9							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	JM				Intersection	Curtiss St/Washington St		
Agency/Co.	KLOA, Inc.				Jurisdiction	Downers Grove		
Date Performed	9/14/2015				Analysis Year	Total Traffic		
Analysis Time Period	P.M. Peak Hour							
Project ID <i>Adriatic Grove Apartments</i>								
East/West Street: <i>Curtiss Street</i>					North/South Street: <i>Washington Street</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	76	26	110	55	0	8		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	0	203	21	12	333	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LR		TR		LT	
PHF	0.95	0.95	0.95		0.95		0.95	
Flow Rate (veh/h)	107	115	65		235		362	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.7	0.0	0.9		0.0		0.0	
Prop. Right-Turns	0.0	1.0	0.1		0.1		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.4	-0.7	0.1		-0.1		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.10	0.10	0.06		0.21		0.32	
hd, final value (s)	6.55	5.46	6.11		5.21		5.09	
x, final value	0.195	0.175	0.110		0.340		0.511	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.2	4.1		3.2		3.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	563	676	591		691		710	
Delay (s/veh)	10.8	9.3	9.9		10.9		13.3	
LOS	B	A	A		B		B	
Approach: Delay (s/veh)	10.0		9.9		10.9		13.3	
LOS	B		A		B		B	
Intersection Delay (s/veh)	11.6							
Intersection LOS	B							

HCS 2010 Two-Way Stop Control Summary Report

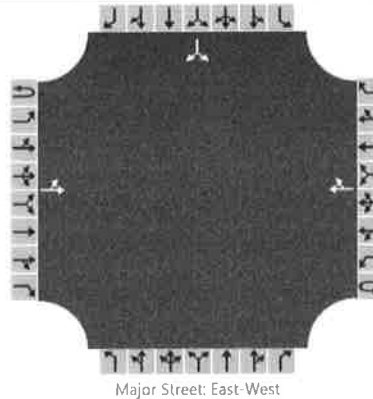
General Information

Analyst	JM
Agency/Co.	KLOA, Inc.
Date Performed	9/14/2015
Analysis Year	2015
Time Analyzed	A.M. Peak Total Traffic
Intersection Orientation	East-West
Project Description	Adriatic Grove Apt.

Site Information

Intersection	Curtiss St/Access Dr
Jurisdiction	Downers Grove
East/West Street	Curtiss Street
North/South Street	Access Drive
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	120				34	1						2		13
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		129														16
Capacity		1587														1009
v/c Ratio		0.08														0.02
95% Queue Length		0.0														0.0
Control Delay (s/veh)		7.3														8.6
Level of Service (LOS)		A														A
Approach Delay (s/veh)		0.2													8.6	
Approach LOS		A													A	

HCS 2010 Two-Way Stop Control Summary Report

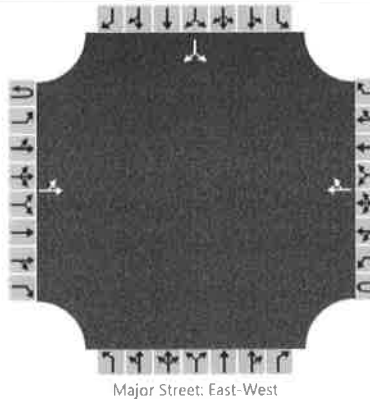
General Information

Analyst	JM
Agency/Co.	KLOA, Inc.
Date Performed	9/14/2015
Analysis Year	2015
Time Analyzed	P.M. Peak Total Traffic
Intersection Orientation	East-West
Project Description	Adriatic Grove Apt.

Site Information

Intersection	Curtiss St/Access Dr
Jurisdiction	Downers Grove
East/West Street	Curtiss Street
North/South Street	Access Drive
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		18	42				50	2						2		9
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		63														11
Capacity		1563														984
v/c Ratio		0.04														0.01
95% Queue Length		0.0														0.0
Control Delay (s/veh)		7.3														8.7
Level of Service (LOS)		A														A
Approach Delay (s/veh)		2.3														8.7
Approach LOS		A														A

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FILE 15-PLC-0028: A petition seeking approval of a Planned Unit Development to construct a mixed-use building, Rezoning to DB/PUD and a Special Use to permit Multiple Family Residential in the Downtown Business (B) zoning district. The property is currently zoned DB, Downtown Business. The property is located at the northeast corner of Curtiss and Washington Streets, commonly known as 904-910 Curtiss Street, Downers Grove, IL (09-08-304-001, -002). John Penavic, Petitioner/Owner.

Community Development Director Stan Popovich located the site on the overhead and stated that the property consists of two buildings. The property at the corner is 910 Curtiss and consists of 15 apartments and 7 retail units. The building on the east side of the property is single-story, 6-unit apartment building. The petition is proposing to redevelop the site to include a five-story mixed-use building constructed of face brick, glass, EFIS detailing, pre-cast concrete bands, etc. Patios, balconies, and an underground parking space will be constructed. Both Curtiss and Washington Street facades will have storefront appearances. Proposed are three retail spaces and one office space at the corner of Curtiss and Washington.

Underground parking and entrance to the building were reviewed. Floor plans for floors 2 through 5 were referenced, as was the traffic study, which Dir. Popovich reviewed in more detail. A phased construction plan will be followed along with other village requirements to be met.

Staff believed all of the downtown design guidelines were met; the proposal met the intent of the village's comprehensive plan (Catalyst Site 13), providing a variety of housing types/sizes/prices; and also met a majority of the zoning ordinance requirements. However, the petitioner is seeking a density deviation by requesting 48 units when only 35 units are permitted by right, a parking reduction to 64 spaces per units (including the outdoor spaces) where 67 spaces are required, and the petitioner is asking for a deviation from the corner to build zone.

The petitioner held two meetings with the neighbors and tenants. Summaries for both were provided in the commissioners' packets. Staff also believed the village's PUD objectives within the zoning ordinance were met and staff provided a number of conditions to meet to ensure protection of the surrounding properties, owners, and overall neighborhood. All rezoning standards were met for this project, and the proposal was not affecting property values, and the current building was in need of redevelopment. The three Special Use standards were met. Staff recommended a positive recommendation with the conditions listed in staff's report.

Per commissioner questions, the petitioner was seeking a PUD for the site because there were deviations from the zoning ordinance. The parking ratio for the recently approved project at 5100 Forest was 1.19 parking and this project was proposed at 1.33. Staff did not believe this project would deter redevelopment of the smaller property immediately to the north, since there were opportunities for the two properties to the north to redevelop together. Dir. Popovich felt the smaller property was not included in this proposal as it was a matter of different property owners with different timeframes for redevelopment and so this petitioner came forward and chose to redevelop part of Catalyst site 13. He further explained the probable reasons why the petitioner wanted additional units versus what was allowed, i.e., to make it work financially. Concerns were raised that the village lost a previous chance to redevelop a major catalytic site and this site was also being partially developed similar to the previous site. In response to Mr. Quirk's questions/concerns staff

DRAFT

believed there was no deterrent for redevelopment of the site and the proposal fit the trend of the density for the area and was consistent with what the commission has been approving.

Mr. Thoman explained his concern was about the increase to 48 apartment units and, in general, it appeared the PUD classification was being used to avoid having to meet the village code requirements for developing a property wherein Dir. Popovich explained how staff reviews a proposal.

Petitioner/Owner, Mr. Penavic, 5234 Fairer Court, Downers Grove explained how he came up with a proposal that would benefit the community.

Mr. Chris Lavoie with C.M. Lavoie, 1050 W. Route 126, Plainfield recalled Mr. Thoman's comments regarding parking and density on the 5100 Forest project and learned from that project and, as a result, adjusted the parking for this project. Another issue he had to address was the displacement of the tenants and people who live in similar types of buildings, which is why the proposal was projected in two phases, which was key.

Mr. Lavoie shared that there were meetings with the tenants, which were contentious at first due to concerns of displacement, but the owner, Mr. Penavic did meet with his tenants individually to work out solutions. Also, Mr. Lavoie stated that Mr. Penavic did meet with the owner to the north but he was not interested in selling the property. Regarding the retail component, Mr. Penavic did believe it was an important component and kept it in the project.

Chuck Smith, architect for the project, shared his professional background and explained how he approaches the PUD and variances, noting it was a give and take relationship. Regarding the density, he agreed there are economic factors involved but a person needed to look at the overall success of the project, considering the village was redeveloping its downtown. The goal for density is to get people on the street in the downtown area. The retail units are being reduced from 7 to 3, to provide more square footage and flexibility for larger retailers to attract patrons. Lastly, each individual unit will be able to control their own heat/air conditioning with mechanicals hidden on the roof. The basement garage will also be vented through the roof. Parking will have an assigned number with the balance "at large."

Again, Mr. Thoman shared his concerns about density and the rationale for it. Mr. Smith reiterated it was due to the way the village was developing its downtown area and expanding its borders, etc. Mr. Quirk was not satisfied with the response and believed it was a matter of the village reviewing its bulk requirements and evaluate whether it makes sense in the downtown district. Mr. Thoman agreed and believed it was something to consider in the future.

Mr. Lavoie understood where Mr. Thoman was coming from and asked if the village would give him and Mr. Penavic the opportunity to move tenants over to the new building and the demolish the building, so as not to displace the tenants. Per Ms. Hogstrom's questions the building will be concrete and steel frame.

The chairman opened up the meeting to public comment.

DRAFT

Mr. Bill Holbert, 2493 S. Center St., Channahan, IL, voiced concern about displacing seven businesses when only three retail spaces were being constructed, one of which was his wife's business for 28 years.

Dr. Gordon Goodman, 5834 Middaugh, Downers Grove, agreed that the occupancy for the first phase really needed to be reviewed, but more so for the commercial tenants. He believed it was important to have businesses at the present corner which complemented the businesses at Burlington and Washington Streets (east side) and such businesses were supported by the residents but they were being driven out if the proposal was approved tonight. Slides of the current tenant spaces were shown on the overhead. Mr. Goodman hoped that the new retail space would increase closer to 4,000 square feet since it was almost 3,000 square feet. He also believed it was time for the commissioners and council to state that the downtown business district is primarily for business and if a business can be supplemented with residential use, multi-family residential use would be fine. But if the multi-family residential use displaces the business use, it is not in the public interest for the village.

Mr. John Polivka, 6016 W. Washington, Downers Grove agreed with Dr. Goodman's comments. He found it interesting that staff worked with the petitioner for a year but the residents received four weeks with no adequate representation for them. He proposed to the council to appoint an advocate to represent the residents and recommended it again. Mr. Polivka also recommended preserving the business district. He believed the building was too large to support the parking.

Julie Vacala, 945 Burlington, Downers Grove, shared her concerns about displacement, especially to those who do not drive and rely on public transportation. She asked if someone would be assisting the residents with relocation because it should have been represented at the residents' meeting instead of sending residents to find their own homes. She believes the village should require the developer to make a financial contribution for the displacement of its residents. She cited the letter the residents received stating there was a leakage from the property to the north when there was no leakage at 904. There was going to be benefits to the residents and she had yet to hear what benefits they were. Other concerns followed regarding increased traffic and residents paying for tenants' utilities which the developers never mention.

Mr. Emil Mudra, board president for Acadia on the Green, stated the traffic was very bad, parking was difficult, grocery shopping was a challenge and density was becoming a problem. He asked the commissioners to be considerate of this proposal.

Mr. Lavoie returned and explained that the owner was going to work with the tenants with regard to relocation. Further discussion followed. A traffic consultant did review the plans.

Mr. Penavic returned and explained how he tried to improve the 910 Curtiss building over the past 7 to 8 years but the stairs were too narrow and steep for certain types of people and there was constant turnover of tenants. The alternative was what the village suggested, i.e., redevelopment.

No further public comment was received.

Chairman Rickard said his only concern was the loss of the retail space. It was discussed if there was an opportunity/compromise to keep the parking ratio as is and convert a couple of residential

DRAFT

units to another retail use that does not have a parking demand, which could bring down the density and provide more retail. Mr. Lavoie and Mr. Smith explained the challenges the parking ramp creates. Discussion followed on various options.

Mr. Tim Penavic, 5512 Fairhaven Court, was sworn in and stated he works at Nu Living and handles the retail rental which do stay vacant (18 months to 2 years) longer than an apartment. He explained why some of the retail tenants were moving, i.e., outgrew space, while the other tenants were making their spaces work. The new building would have 9 feet ceilings. Asked if the building could come further east and create one more “front”, Mr. Penavic stated the Plan Commission would not approve the request for five tenant spaces since no parking would be available. Also Mr. Lavoie pointed out he had to meet ADA requirements and needed a grade transition in a certain location. Other suggestions followed.

Mr. Quirk asked staff to provide the commission, in the future, with the calculations sheet used for Condition No. 7 (school and park donations).

WITH RESPECT TO FILE 15-PLC-0028, MR. THOMAN MADE A MOTION THAT THE PLAN COMMISSION FORWARD A POSTIVE RECOMMENDATION TO THE VILLAGE COUNCIL, SUBJECT TO SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. THE PUD AND SPECIAL USE SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT; ARCHITECTURAL DRAWINGS PREPARED BY ARETE DESIGN STUDIO DATED SEPTEMBER 4, 2015 WITH SOME LAST REVISED ON SEPTEMBER 25, 2015 AND ENGINEERING AND LANDSCAPE DRAWINGS PREPARED BY C.M. LAVOIE DATED SEPTEMBER 4, 2015 WITH SOME LAST REVISED ON SEPTEMBER 23, 2015 EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES;**
- 2. A DEMOLITION PERMIT FOR THE EXISTING 910 CURTISS BUILDING MUST BE APPLIED FOR, REVIEWED BY THE VILLAGE AND APPROVED BY THE VILLAGE PRIOR TO THE ISSUANCE OF A BUILDING PERMIT TO START CONSTRUCTION ON PHASE I OF THE PROPOSED DEVELOPMENT;**
- 3. A CERTIFICATE OF OCCUPANCY WILL NOT BE ISSUED FOR PHASE I UNTIL THE DEMOLITION OF THE EXISTING BUILDING AT 910 CURTISS STREET HAS BEEN STARTED AND THE BUILDING IS NO LONGER STANDING;**
- 4. IF FOR ANY REASON, THE CONSTRUCTION OF PHASE II IS NOT COMPLETED AND THE DEMOLITION OF THE EXISTING 910 CURTISS BUILDING DOES NOT OCCUR:**
 - A) THE APPLICANT SHALL BE REQUIRED TO SUBMIT AN APPLICATION TO THE VILLAGE COUNCIL TO PERMIT THE EXISTING 910 CURTISS STREET BUILDING TO REMAIN PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR PHASE I;**
 - B) THE TEMPORARY CURB CUT LOCATED ON WASHINGTON STREET IMMEDIATELY NORTH OF THE EXISTING 910 CURTISS STREET BUILDING SHALL BE REMOVED AND THE CURB AND PARKWAY RESTORED. ADDITIONALLY, THE PARKING LOT THAT THE**

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- TEMPORARY CURB CUT SERVICES SHALL ALSO BE REMOVED AND RESTORED TO OPEN GREEN SPACE;
- C) THE EXISTING GRAVEL PARKING LOT IMMEDIATELY TO THE EAST OF THE EXISTING 910 CURTISS BUILDING SHALL BE IMPROVED TO A HARD DUST-FREE SURFACE THAT COMPLIES WITH THE VILLAGE'S PARKING LOT DESIGN, LANDSCAPING AND LIGHTING STANDARDS. THE IMPROVED PARKING LOT MUST BE TIED INTO THE NEW ACCESS DRIVE FOR PHASE I; AND
- D) THE CURB CUTS ON CURTISS STREET SHALL BE REDUCED TO A SINGLE CURB CUT THAT MEETS THE VILLAGE'S DESIGN STANDARD;
5. A STOP SIGN SHALL BE INSTALLED AT THE INTERNAL INTERSECTION FOR THE OUTBOUND VEHICLES EXITING THE PARKING LOWER LEVEL;
6. ALL PROPOSED LIGHTING SHALL COMPLY WITH THE VILLAGE'S LIGHTING STANDARDS IDENTIFIED IN SECTION 10.030 OF THE ZONING ORDINANCE;
7. PRIOR TO ISSUING ANY SITE DEVELOPMENT OR BUILDING PERMITS, THE PETITIONER SHALL MAKE PARK AND SCHOOL DONATIONS IN THE AMOUNT OF \$252,468.73 (\$172,770.03 TO THE PARK DISTRICT, \$57,690.15 TO ELEMENTARY SCHOOL DISTRICT 58, AND \$22,008.55 TO HIGH SCHOOL DISTRICT 99);
8. PRIOR TO ISSUING ANY SITE DEVELOPMENT OR BUILDING PERMITS, THE PETITIONER SHALL:
- A) PAY A FEE, AS DETERMINED BY THE VILLAGE FORESTER, TO REMOVE TWO PARKWAY TREES
- B) PAY A \$1,000 FEE IN LIEU PAYMENT FOR THE INSTALLATION OF TWO NEW PARKWAY TREES;
9. THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC SUPPRESSION SYSTEM AND AN AUTOMATIC AND MANUAL FIRE ALARM SYSTEM IN ACCORDANCE WITH THE VILLAGE'S REQUIREMENTS;
10. THE PETITIONER SHALL INSTALL A WATER QUALITY STRUCTURE WITHIN THE OUTSIDE PARKING AREA TO TREAT STORMWATER PRIOR TO ENTERING THE DOWNTOWN STORM SEWER SYSTEM; AND
11. THE APPLICANT SHALL COMPLETE AN ADMINISTRATIVE LOT CONSOLIDATION PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.

SECONDED BY QUIRK. ROLL CALL:

**AYE: MR. QUIRK, MR. CRONIN, MRS. HOGSTROM, CHAIRMAN RICKARD
NAY: MR. THOMAN**

MOTION CARRIED. VOTE: 4-1

Mr. Thoman summarized that he voted nay because the proposal does not meet certain Standards of Review Criteria which he read from the code. He liked the look of the building but not with 48 units and believed if the number of units were reduced the retail space could be increased.

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Dir. Popovich invited the commissioners to attend tomorrow's council meeting as there would be a proclamation made for National Community Planning Month. A November 2nd Plan Commission is scheduled.

THE MEETING WAS ADJOURNED AT 11:25 P.M. ON MOTION BY MR. QUIRK, SECONDED BY MR. THOMAN. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5-0.

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

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October 18, 2015

Stanley Popovich, AICP

Director of Community Development

Village of Downers Grove

Dear Mr. Popovich,

We wish to offer you and the Village of Downers Grove Planning Commission our thanks for a successful presentation of the Adriatic Grove development at the Building and Zoning hearing on October 12th.

One of the most important design considerations for our project was to redevelop the property with the least amount of impact to our current tenants. Our design team has proposed a design approach that will allow for our existing tenants to relocate from the existing building to the new phase I building. We are very much concerned about our tenants and we have very good relations with everyone. During our meetings prior to the plan commission, we discussed the option of relocation and we hope to retain as many tenants as possible.

The village staff report included recommendations to restrict the building occupancy of our phase I building until the demolition of our existing building occurs. If the village requires us to demolish the existing building before the certificate of occupancy is issued for our phase I building, the relocation of existing tenants into our new building will not be possible. Other projects in the village were approved without this type of restriction and we should not be penalized for other developments that did not get build in a timely manner.

Our tenants are very important to us! We understand the village concerns and we will meet with the village to discuss other ways to provide the village with the assurances for a completed project as we presented. We need to work together to find a better solution. We do not want to break our promises and displace tenants unnecessarily and we would like to discuss this matter with village staff before our next meeting.

We have proposed a beautiful new building and we are very proud of our project.

Sincerely,

John Penavic