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#### VILLAGE OF DOWNERS GROVE Rep**3/29/39**(1) Village

SUBJECT:	SUBMITTED BY:	
2001 63rd Street - Planned Unit Development Amendment, Special Use and Plat of Subdivision	Stan Popovich, AICP Director of Community Development	

#### **SYNOPSIS**

The petitioner is seeking approval of a Planned Unit Development amendment to construct a new drug store, a Special Use for a drive-through facility, and a Plat of Subdivision to create a new out-lot for future commercial development at 2001 63<sup>rd</sup> Street.

#### STRATEGIC PLAN ALIGNMENT

The goals for 2017-2019 include *Strong and Diverse Local Economy*.

#### **FISCAL IMPACT**

n/a

#### RECOMMENDATION

Approval on the March 6, 2018 active agenda. The Plan Commission removed staff condition #9 and unanimously recommended approval 7:0. The Plan Commission found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan, and meets all standards of approval for a Planned Unit Development Amendment (Section 28.12.040), Special Use (Section 28.12.050) and Plat of Subdivision (Section 20.505).

Staff recommends that condition #6, which requires the building design feature be extended across the entire length of the roof-line facing Woodward Avenue, remain. Staff believes the extended design feature creates a more attractive facade facing Woodward Avenue.

#### **BACKGROUND**

The applicant is proposing to construct a 10,500 square foot Walgreens pharmacy at 2001 63<sup>rd</sup> Street, the southwest corner of 63rd Street and Woodward Avenue. The property is zoned B-2/PUD, General Retail Business/Planned Unit Development and encompasses existing Planned Unit Development #1. The petitioner is requesting:

- A PUD Amendment to permit the construction of a Walgreens
- A Special Use for the construction of a drive-through
- A Plat of Subdivision to create the Walgreens out-lot and a second out-lot for future development

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The proposed development would include the demolition of a vacant restaurant building to make way for the convenience store and drive-through pharmacy. The petitioner is also proposing to create an additional outlot for future commercial use. There are no immediate plans to develop the out-lot. In the interim, the existing pavement will be removed, and the entire lot will be returned to greenspace per the landscape requirements, reducing the shopping center's overall impervious surface.

A similar proposal (16-PLC-0062) was approved in August 2017, although the siting, orientation, size, and architectural design of the building has been revised (see table below for comparison).

Walgreens	Previous Proposal 16-PLC-0062	Current Proposal 17-PLC- 0041
	Gray EIFS with red	Nichiha fiber cement board (cedar, white brick, light brown
Exterior Finish Materials	accents	block), EIFS overhang
Building Location	Western side of lot	Northeast corner
Building Size	14,500 sq ft	10,500 sq ft
Parking Spaces (required/provided)	51/66	37/43
Building Height	29.3 ft	20 ft
Shopping Center Improvements	Yes	Yes
63 <sup>rd</sup> Street Improvements	Yes	Yes
Subdivision (2 original lots)	Reconfigured	Addition of 1 out-lot

Similar to the previous approval, Walgreens final approval and occupancy is contingent on making significant improvements to the entire shopping center including facade improvements and site improvements, including the consolidation of two curb cuts onto 63rd Street into a single three-quarters access curb cut. The petitioner has started to implement some of these improvements, and is in for permit review of the at-grade site work. The occupancy of Walgreens is still contingent on implementing all of the identified site and building façade improvements under 16-PLC-0062.

#### Compliance with the Zoning Ordinance

The property is zoned B-2/PUD, General Retail Business/Planned Unit Development (#1), established in the 1970s. The proposed Walgreens development is consistent with the requirements of the Zoning Ordinance, excepting the drive-through setback minimum distance and the location of the trash enclosure / loading dock in the street yard along Woodward Avenue. Staff finds the drive-through setback reduction of 4.5 feet is acceptable considering the proposed location further improves on-site circulation and better screens the service. Staff finds that the proposed dumpster/loading dock location is acceptable because it is a corner lot with the western primary entrance practically creating a third main street yard. The proposal screens the enclosure with identical building materials that complement the overall building while also providing substantial landscaping. The proposed Walgreens and site improvements will not negatively impact the amount of remaining parking for the rest of the shopping center. The applicant's proposal is consistent with the Village's Zoning Ordinance.

#### Compliance with the Comprehensive Plan

The Comprehensive Plan designates this property as Mixed Use, and it is identified as the only catalyst site within the 63<sup>rd</sup> Street focus area plan. The proposed Walgreens development meets many of the key concepts identified in the Plan:

• Encourage commercial expansion at key intersections where it is necessary to improve commercial vitality

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- Beautify and enhance landscaping at major intersections
- Enhance access and visibility
- Reduce the heat island effect through the use of light-colored building materials and shade

For this site, the Plan notes that new out-lots should be developed in conjunction with existing out-lots on this site to provide more visible and convenient shopping uses. The applicant's proposal is consistent with the Comprehensive Plan.

#### Compliance with the Subdivision Ordinance

The petitioner is proposing to create two new lots from the existing Lot 2. Lot 3 will be used for Walgreens and Lot 4 is the additional out-lot. The revised Lot 2, new Lots 3 and 4 will meet the minimum lot width and lot area requirements outlined in Section 20.301 of the Village's Subdivision Ordinance. The other two existing lots (Lot 1 and Lot 5) will remain the same size. The petitioner is providing a cross-access easement that connects the new 63<sup>rd</sup> Street access point to the northernmost access points along Belmont Road and Woodward Avenue. The easement is further extended to include the drive aisle in front of the Meadowbrook Shopping Center, and also wraps around Lot 5 to the south. This will ensure perpetual access through a non-exclusive easement for the benefit of all lots in the subdivision.

#### Engineering\Public Improvements

Post Construction Best Management Practices (PCBMPs) and detention are not required since the proposal results in a decrease in impervious area. The drainage for the site will tie into the existing stormwater system for the shopping center.

The petitioner is proposing to eliminate the dual full-access points onto 63<sup>rd</sup> Street and replace them with a single three-quarters access point. The eastbound right-turn lane will be extended at the request of DuPage County and will require land dedication. As a result of this, the petitioner may have to relocate or protect an existing Village water main. This will be determined during the permitting for the project. The traffic study found that the development's impact on the existing road network will be minimal, generating less than a two percent increase on 63rd Street traffic, with a significant number of pass-by trips. The study also concluded that the single full movement access drive will be adequate in accommodating the projected traffic and onsite vehicle deliveries.

#### **Public Comment**

No members of the public attended the Plan Commission meeting, and no inquiries were received about the project.

#### **ATTACHMENTS**

Ordinances

Resolution

Aerial Map

Staff Report with attachments dated February 5, 2018

Draft Minutes of the Plan Commission Hearing dated February 5, 2018

Revised east elevation

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2001 63rd Street
Final Plat of Subdivision
17-PLC-0041

RESOL	UTION	I

# A RESOLUTION APPROVING THE FINAL PLAT OF SUBDIVISION FOR 2001 63rd STREET

WHERERAS, the Village Council has previously adopted Resolution No. 2017-63, on August 8, 2017, approving the Final Plat of Subdivision for 2001 63<sup>rd</sup> Street. Said Final Plat of Subdivision was never recorded with the County of DuPage;

WHEREAS, application has been made pursuant to the provisions of Chapter 20 of the Downers Grove Municipal Code for a revised Final Plat of Subdivision dated January 18, 2018 to create a new lot for the property located on the southwest corner of 63<sup>rd</sup> Street and Woodward Avenue, commonly known as 2001 63<sup>rd</sup> Street, Downers Grove, Illinois, legally described as follows:

LOTS 1, 2 AND 3 IN MEADOWBROOK SUBDIVISION, BEING A SUBDIVISION OF THAT PART OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 1, 1973 AS DOCUMENT R73-5824 AND CERTIFICATES OF CORRECTION RECORDED AUGUST 24, 1976 AS DOCUMENTS R76-58800 AND R76-58801, IN DUPAGE COUNTY, ILLINOIS, EXCEPTING THEREFROM THAT PART CONVEYED TO DUPAGE COUNTY DIVISION OF TRANSPORTATION BY DEEDS RECORDED SEPTEMBER 10, 1997 AS DOCUMENT NO. R97-135130 AND DOCUMENT NO. R97-135136.

#### ALSO INCLUDING

LOT 1 IN MEADOWBROOK ASSESSMENT PLAT OF PART OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 23, 1992 AS DOCUMENT NO. R92-075488, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 2001 63<sup>rd</sup> Street, Downers Grove, IL 60516 (PINs: 08-24-202-008, -009)

WHEREAS, notice has been given and a public hearing held on February 5, 2018 regarding this final plat application pursuant to the requirements of the Downers Grove Municipal Code; and,

WHEREAS, the Plan Commission has recommended approval of the Final Plat of Subdivision of Meadowbrook Addition to Downers Grove, located at 2001 63rd Street, Downers Grove, Illinois, as requested, subject to certain conditions.

NOW, THEREFORE, BE IT RESOLVED by the Village Council of the Village of Downers Grove that the Final Plat of Subdivision of Meadowbrook Addition to Downers Grove, located at 2001 63<sup>rd</sup> Street, Downers Grove, Illinois, is hereby approved subject to the following conditions:

1. The Planned Unit Development, Special Use and Plat of Subdivision shall substantially conform to the staff report dated February 5, 2018; and drawings prepared by Manhard Consulting Ltd, dated

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12/20/2017 and resubmitted on 01/18/2018, except as such plans may be modified to conform to the Village codes and ordinances.

- 2. The site improvement work for the property must be completed per the Site Improvement Exhibit, dated 11/28/16, revised plan dated 01/19/2017, and approved by Village Council on August 8, 2017 prior to the issuance of the Certificate of Occupancy for Walgreens.
- 3. The Walgreens building shall be equipped with an automatic fire suppression system and an automatic and manual fire alarm system.
- 4. A fire hydrant shall be installed, including water/fire service line on the vacant out-lot for future use.
- 5. A separate sign permit will be required prior to installation of any wall or monument sign.
- 6. The white exterior insulation and finish system (EIFS) shall be extended across the entire length of the roof-line facing Woodward Avenue.
- 7. The EIFS on the building shall be maintained in accordance with the Village's currently adopted edition of the International Property Maintenance Code.
- 8. No building permits can be issued until the Final Plat of Subdivision is recorded.

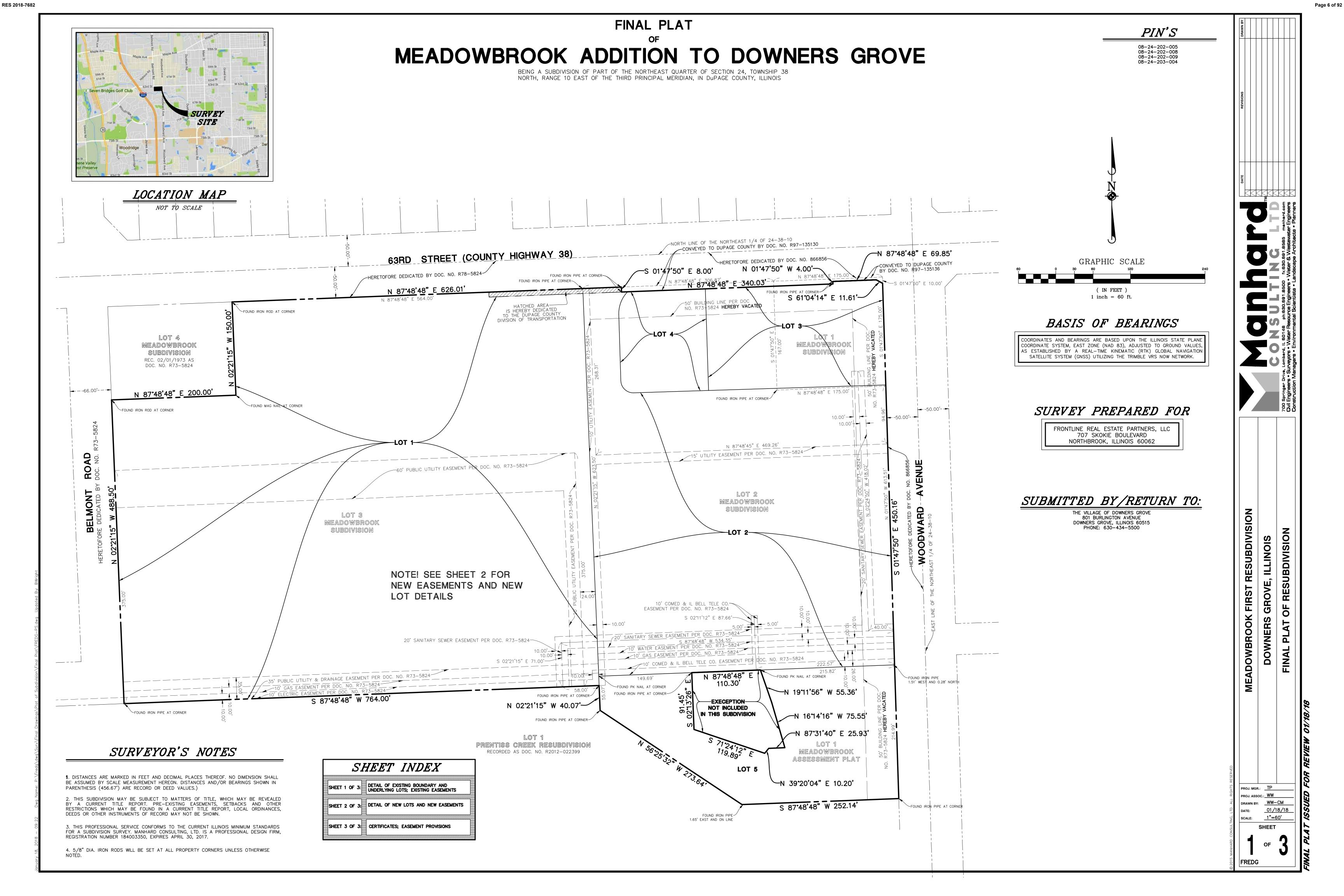
BE IT FURTHER RESOLVED, that Resolution 2017-63 is hereby repealed.

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

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

			Mayor
Passed:			
Attest:			
	Village Clerk	`	

1\mw\res.18\FP-2001-63rd-17-PLC-0041



RES 2018-7682 Page 7 of 92 FINAL PLAT MEADOWBROOK ADDITION TO DOWNERS GROVE BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS NORTH LINE OF THE NORTHEAST 1/4 OF 24-38-10

CONVEYED TO DUPAGE COUNTY BY DOC. NO. R97-135130 CONVEYED TO DUPAGE COUNTY BY DOC. NO. R97-135136 63RD STREET (COUNTY HIGHWAY 38) HERETOFORE DEDICATED BY DOC. NO. 866856 ∕N 87°48'48" E 69.85' TO THE DUPAGE COUNTY DIVISION OF TRANSPORTATION 1,704 S.F. 0.039 AC. -HERETOFORE DEDICATED BY DOC. NO. R78-5824-N 01°47'50" W 4.00'— ∕S 01/4/7′50" E 8.00' ---N-87'48'48"-E-340.03'-N 87°48'48" E 626.01' 205.18'\_\_ \_ \_ \_ \_ \_ \_ N 87'48'48" F S 61°04'14" E 11.61'-\_\_\_\_\_CH=S 21"15'14" W | 39.16' | 10" P.O.E. HEREBY GRANTED 71.74 S 02"11'12" E 151.07 R=50.00' L=40.23' ~10' P.U.E. 5' P.U.E. HEREBY GRANTE HEREBY GRANTED HEREBY GRANTED GRAPHIC SCALE SIGN EASEMENT HEREBY GRANTED HEREBY GRANTED 47,138 S.F. 1.082 AC. CH=N 25°18'32" W 39.10' LOT 4 R=49.00' L=40.21 22,615 S.F. 0.519 AC. MEADOWBROOK ( IN FEET ) SUBDIVISION 1 inch = 60 ft.REC. 02/01/1973 AS HEREBY GRANTED DOC. NO. R73-5824 \_CH=S 46°47'50\" E|||28.⁄28' HEREBY GRANTED CH=N 49°46'03" E 29.77' 10' P.U.E. HEREBY GRANTED R=20.00' L=31.42' R=19.00' L=34.20' S 78°40'04" E 19.74' S 87°12'18" E 111.01' N 87°48'48"\_E 200.00' **→** -66.00'- - <del>-</del> N 88°12'10" E 405.37 N 87°48'48" E 633.83' CROSS ACCESS EASEMENT HEREBY GRANTED (HATCHED AREA ONLY) \_.\_\_N 87°12′18" W 107.47' --10' P.U.E. S 87°48'48" W 632.44' S 88°12'10" W 435.48' **├** -50.00'- **→** HEREBY GRANTED **-** −50.00'- <del>-</del> N 78°40'04" W 43.19'— \_CH=S 80°00'01" E 24.60' R=40.00' L=25.00' —LOT 1-CH=S 81°50'49" E 59.08' 456,605 S.F. 10.482 AC. R=105.00' L=59.89' N 88°12'10" E 25.00'— S 82°03'20" E 25.00'— CH=N 73°39'28" E 83.35'\_ **RO**. ∕S 47°09'39" E \7.03' R=181.50' L=84.10' 93.59 N 87°28'32" E 380.87' CH=N 74°19'54" E 36.40' N 86°55'56" E R=75.50' L=36.76' \_CH=S 78°44'40" E 63.61' N 43°30'29" E 15.47' S 87°28'32" W 433.49' S 88°12'10" W 22.00' S 86°55'56" W 92.00' \_CH=S 72°05'48" W 23.69' CROSS ACCESS EASEMENT HEREBY GRANTED 10' P.U.E. HEREBY GRANTED -WOODWAI **BEI** (HATCHED AREA ONLY) S 27°30'47" W 16.48' N 88°1006" W 53.27' **LOT 2**225,238 S.F.
5.171AC. S 88°16'49" W 217.28' N 62°29'13" W CH=S 74°19'54" W 52.79'\_\_ R=109.50' L=53.32' CH=S 73°39'28" W 67.74'\_\_\_ R=147.50' L=68.35' MEADOWBROOK FIRST RESUBDIVISION FINAL PLAT OF RESUBDIVISION DOWNERS GROVE, ILLINOIS 76°32'32" E 22.80' NOTE! SEE SHEET 1 FOR CH=N 4443'17" E 18.90'\_ R=\( 2.99' L=21.16' **EXISTING EASEMENTS THAT** ∕10' P.U.E. HEREBY GRANTED AFFECT THE PROPERTY. N 87°48'48" E 157.43' N 02°11'12" W 48.00'— —S 88°12'µ0" W 5.00' —S 36°10'\$7" W 6.50' N 87°48'48" E 475.81 215.82' N 87°48'48" E 110.30' 149.69' ─N 19"11'56" W 55.36' 10' P.U.E. HEREBY GRANTED-S 87°48'48" W 764.00' N 02°21'15" W 40.07 NOT INCLUDED
IN THIS SUBDIVISION ─N 16°14'16" W 75.55' -N 87'31'40" E 25.93' LOT 1 PRENTISS CREEK RESUBDIVISION RECORDED AS DOC. NO. R2012-022399 N 55°59'22" W 9.11' N 39°20'04" E 10.20' ∽S 87°48¦48" W 20.00i S 87'48'48" W 252.14' ~10' P.U.E. HEREBY GRANTED PROJ. MGR.: SAS 01/18/18 1"=60'

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# FINAL PLAT

# MEADOWBROOK ADDITION TO DOWNERS GROVE

BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN Dupage County, Illinois

	COMMUNITY DEVELOPMENT CERTIFICATE
OWNER'S CONSENT	STATE OF ILLINOIS)
STATE OF) )SS	) SS COUNTY OF Dupage)
)SS COUNTY OF)	
COUNTY OF	APPROVED BY THE DOWNERS GROVE DIRECTOR OF COMMUNITY DEVELOPMENT, DUPAGE
THE UNDERSIGNED, HEREBY CERTIFIES THAT FL CEDAR, LLC IS THE HOLDER OF THE LEGAL	COUNTY, ILLINOIS THIS DAY OF, A.D. 20
TITLE OF ALL OF THE PROPERTY DESCRIBED HEREON AND THAT IT HAS CAUSED SAID PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT HEREON DRAWN. THIS	
IS TO ALSO CERTIFY THAT FL CEDAR, LLC, AS OWNER OF THE PROPERTY DESCRIBED AS MEADOWBROOK ADDITION TO DOWNERS GROVE AND LEGALLY DESCRIBED ON THE PLAT OF THE	BY: Director of community development
SAME NAME, HAVE DETERMINED TO THE BEST OF OUR KNOWLEDGE THE SCHOOL DISTRICT IN WHICH EACH OF THE FOLLOWING LOTS LIE.	PRINTED NAME:
LOT NUMBER(S) SCHOOL DISTRICT	
	ATTEST:
ALL GRADE SCHOOL DISTRICT NO. 68 HIGH SCHOOL DISTRICT NO. 99	PRINTED NAME:
COLLEGE OF DUPAGE DISTRICT NO. 502	
DATED THIS DAY OF, A.D., 20	
	DOWNERS GROVE SANITARY CERTIFICATE
BY:	STATE OF ILLINOIS)
PRINTED NAME AND TITLE:	COUNTY OF Dupage )
	I,, COLLECTOR OF THE DOWNERS GROVE SANIATRY
BY:	DOSTRICT, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OF ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT
PRINTED NAME AND TITLE:	BEEN APPORTIONED AGAINST THE TRACT OF LAND, INCLUDED IN THIS PLAT.
PRINTED NAME AND TITLE:	DATED AT DOWNERS GROVE, Dupage county, Illinois, this day of, a.d.,20
	A.D.,20
NOTARY PUBLIC	COLLECTOR OF THE DOWNERS GROVE SANITARY DISTRICT
STATE OF)	
)SS COUNTY OF)	
	VILLAGE COLLECTOR CERTIFICATE
I,, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT	STATE OF ILLINOIS)
AND	)SS COUNTY OF DuPAGE )
OF WHO IS/ARE PERSONALLY KNOWN TO ME TO BE THE	COLLECTOR FOR THE WILLAGE OF ROWNERS CROVE
SAME WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY DID SIGN AND	I,, COLLECTOR FOR THE VILLAGE OF DOWNERS GROVE, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR
DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.	FORFEITED SPECIAL ASSESSMENTS OF ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND, INCLUDED IN THIS PLAT.
GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS DAY OF, A.D., 20	DATED AT DOWNERS GROVE, Dupage county, Illinois, this day of, a.d.,20
SIVEN SHEEK MY 17/118 7/118 161814/12 SEAE 1118 BAY OF, 7/18.1, 25	A.B.,,20
	VILLAGE COLLECTOR
NOTARY PUBLIC	
	COUNTY OF EDUCA OF EDUCATE
MORTGAGEE CONSENT	COUNTY CLERK'S CERTIFICATE
STATE OF) )SS COUNTY OF)	STATE OF ILLINOIS ) )SS
COUNTY OF)	COUNTY OF DUPAGE)
THE UNDERSIGNED, AS MORTGAGEE, UNDER THE PROVISIONS OF CERTAIN MORTGAGE DATED	I,, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT TAXES, NO UNPAID CURRENT GENERAL
AND RECORDED IN THE RECORDER'S OFFICE OF,	TAXES AND NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT.
COUNTY, ILLINOIS, ON THIS DAY OF, A.D.,, AS DOCUMENT	I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE
NUMBER, HEREBY CONSENTS TO THE SUBDIVISION STATED HEREIN.	PLAT.
DATED:, A.D., 20	GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, THIS
	DAY OF, A.D., 20
MORTGAGEE	
	COUNTY CLERK
BY:	
PRESIDENT	RECORDER'S CERTIFICATE
ATTEST:	STATE OF ILLINOIS )
SECRETARY	) SS COUNTY OF DU PAGE)
MORTGAGEE NOTARY PUBLIC	
	THIS INSTRUMENT NO WAS FILED FOR RECORD IN
STATE OF)  SS  COUNTY OF)	THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS ON THE DAY OF
COUNT UF)	, A.D., 20, AT O'CLOCKM.
I,, A NOTARY	
PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT	
AND	RECORDER
OF WHO IS/ARE PERSONALLY KNOWN TO ME TO BE THE	
SAME WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED  BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY DID SIGN AND  DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND DURBOSES	
DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.	

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS \_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_.

NOTARY PUBLIC

### GRADING/DRAINAGE CERTIFICATE

I, STEVEN M. SHANHOLTZER, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS, AND

HEREON OR HIS DULY AUTHORIZED ATTORNEY DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION. FURTHER, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS WITHIN AN AREA DESIGNATED AS ZONE X. AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM COMMUNITY PANEL NUMBER 17043C0806H HAVING AN EFFECTIVE DATE OF DECEMBER 16, 2004. THESE MAPS DO NOT NECESSARILY SHOW ALL AREAS SUBJECT TO FLOODING IN THE COMMUNITY OR ALL PLANIMETRIC FEATURES OUTSIDE SPECIAL FLOOD HAZARD AREAS. THIS DOES NOT GUARANTEE THAT THE SURVEYED PROPERTY WILL OR WILL NOT FLOOD.

\_, THE OWNER OF THE LAND DEPICTED

ATED	THIS	DAY OF	 ,	A.D.,	20	
3Y:	OWNER/ATTORNE	 Y				
BY:						

### COUNTY HIGHWAY CERTIFICATE

PROFESSIONAL ENGINEER

STATE OF ILLINOIS) COUNTY OF DuPAGE)

THIS PLAT HAS BEEN APPROVED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS TO COUNTY HIGHWAY # 38. 63RD STREET PURSUANT TO 765 ILCS 205/2; HOWEVER, A HIGHWAY PERMIT IS REQUIRED OF THE OWNER OF THE PROPERTY PRIOR TO CONSTRUCTION WITHIN THE COUNTY'S RIGHT-OF-WAY.

DAILD IIIIS DAI C	',	20
BY:		
COUNTY ENGINEER		

### CROSS ACCESS EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT FOR FOR THE BENEFIT OF ALL LOTS IN THIS SUBDIVISION AND THE EXCEPTION PARCEL SHOWN HEREON OVER ALL THE SHADED AREAS SHOWN HEREON AND LABELED CROSS ACCESS EASEMENT IS HEREBY GRANTED. ALL MAINTENANCE AND REPAIR OF THE CROSS ACCESS EASEMENT AREA SHALL BE MADE SO AS TO INTERFERE AS LITTLE AS PRACTICABLE WITH THE OPERATIONS OF ANY OF THE OWNERS OF THE LOTS OR THEIR EMPLOYEES, AGENTS, TENANTS, INVITEES OR LICENSEES.

### COMMONWEALTH EDISON AND AT&T EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO:

#### COM ED COMPANY AT&T COMPANY

THEIR RESPECTIVE LICENSEES, SUCCESSORS, AND ASSIGNS, JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS MANHOLES. TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER, FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES ON THE PLAT AND MARKED "PUBLIC UTILITY EASEMENT", "P.U.E.", THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES MARKED "PUBLIC UTILITY EASEMENT", "P.U.E.", WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH IN SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME. THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCEL OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDES REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL OR RETENTION POND OR MECHANICAL EQUIPMENT. RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

### DECLARATION OF RESTRICTIVE COVENANTS

THE UNDERSIGNED OWNER HEREBY DECLARES THAT THE REAL PROPERTY DESCRIBED IN AND DEPICTED ON THIS PLAT OF SUBDIVISION SHALL BE HELD, TRANSFERRED, SOLD, CONVEYED AND OCCUPIED SUBJECT TO THE FOLLOWING COVENANTS AND RESTRICTIONS: (a) ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED WHOLLY UNDERGROUND, EXCEPT FOR TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE PRIOR TO RECORDING OF THIS PLAT OF SUBDIVISION.

(b) AN EASEMENT FOR SERVING THE SUBDIVISION, AND OTHER PROPERTY WITH STORM DRAINAGE, SANITARY SEWER, STREET LIGHTING, POTABLE WATER SERVICE AND OTHER PUBLIC UTILITY SERVICES, IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE AND DOWNERS GROVE SANITARY DISTRICT, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEPARATELY, TO INSTALL, OPERATE AND MAINTAIN AND REMOVE, FROM TIME TO TIME, FACILITIES AND EQUIPMENT USED IN CONNECTION WITH THE PUBLIC WATER SUPPLY, TRANSMISSION LINES, SANITARY SEWERS, STORM DRAINAGE SYSTEM, STREET LIGHTING SYSTEM, OR OTHER PUBLIC UTILITY SERVICE, AND THEIR APPURTENANCES, EITHER ON, OVER, ACROSS, BELOW OR THROUGH THE GROUND SHOWN WITHIN THE DOTTED LINES ON THE PLAT MARKED "PUBLIC UTILITY AND/OR DRAINAGE EASEMENT", OR SIMILAR LANGUAGE DESIGNATING A STORMWATER OR SEWÉR EASEMENT, AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS. TOGETHER WITH THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER, THE PROPERTY WITHIN THE STORMWATER OR SEWER EASEMENT WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

### PERMISSION TO RECORD

STATE OF ILLINOIS) COUNTY OF Dupage )

I, WILLIAM W. WRIGHT, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003502, HEREBY GRANT PERMISSION TO A REPRESENTATIVE OF DOWNERS GROVE, ILLINOIS TO RECORD THIS PLAT ON OR BEFORE DECEMBER 1, 2017. HE/SHE SHALL SHOW PROPER IDENTIFICATION AND PROVIDE THIS SURVEYOR WITH A RECORDED COPY OF SAID PLAT.

DATED THIS \_\_\_\_\_, A.D. 20\_\_\_.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003502 LICENSE EXPIRES: NOVEMBER 30, 2019

DESIGN FIRM PROFESSIONAL REGISTRATION NO. 184003350

### SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS) COUNTY OF Dupage )

THIS IS TO DECLARE THAT THE FOLLOWING DESCRIBED PROPERTY WAS SURVEYED AND SUBDIVIDED BY MANHARD CONSULTING, LTD., UNDER THE SUPERVISION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION:

LOTS 1, 2 AND 3 IN MEADOWBROOK SUBDIVISION, BEING A SUBDIVISION OF THAT PAT OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 1, 1973 AS DOCUMENT NO. R73-5824 AND CERTIFICATES OF CORRECTION RECORDED AUGUST 24, 1976 AS DOCUMENT NO. R76-58800 AND DOCUMENT NO. R76-55801, IN DuPAGE COUNTY, ILLINOIS, EXCEPTING THEREFROM THAT PART CONVEYED TO DUPAGE COUNTY DIVISION OF TRANSPORTATION BY DEEDS RECORDED SEPTEMBER 10, 1997 AS DOCUMENT NO. R97-135130 AND DOCUMENT NO. R97-135136.

### ALSO INCLUDING

LOT 1 IN MEADOWBROOK ASSESSMENT PLAT OF PART OF THE NORTHEAST QUARTER OF SECTION 24. TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 23, 1992 AS DOCUMENT NO. R92-075488, IN DuPAGE COUNTY, ILLINOIS.

SUBDIVIDED PROPERTY CONTAINS 18.892 ACRES, MORE OR LESS AND ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

5/8 DIAMETER BY 24" LONG IRON RODS WILL BE SET AT ALL SUBDIVISION CORNERS, LOT CORNERS, POINTS OF CURVATURE AND POINTS OF TANGENCY IN COMPLIANCE WITH ILLINOIS STATUTES AND APPLICABLE ORDINANCES, UNLESS OTHERWISE NOTED.

THIS IS ALSO TO DECLARE THAT THE PROPERTY AS DESCRIBED ON THE ANNEXED PLAT LIES WITHIN THE CORPORATE LIMITS OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS WHICH HAS ADOPTED A VILLAGE PLAN AND IS EXERCISING THE SPECIAL POWER AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE.

THIS IS ALSO TO DECLARE THAT THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM COMMUNITY PANEL NUMBER 17043C0806H HAVING AN EFFECTIVE DATE OF DECEMBER 16, 2004 INDICATES THAT THE ABOVE DESCRIBED PROPERTY LIES WITHIN AN AREA DESIGNATED AS ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. THESE MAPS DO NOT NECESSARILY SHOW ALL AREAS SUBJECT TO FLOODING IN THE COMMUNITY OR ALL PLANIMETRIC FEATURES OUTSIDE SPECIAL FLOOD HAZARD AREAS. THIS DOES NOT GUARANTEE THAT THE SURVEYED PROPERTY WILL OR WILL

GIVEN UNDER MY HAND AND SEAL THIS \_\_\_\_ DAY OF \_\_\_\_\_\_,A.D. 20\_\_.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003502 LICENSE EXPIRES: NOVEMBER 30, 2018

DESIGN FIRM PROFESSIONAL REGISTRATION NO. 184003350 EXPIRES APRIL 30, 2019

SUBDIVIS ILLINOIS **BDIVISIO**  $\mathbf{\alpha}$ GROVE, SU Щ  $\overline{\mathbf{C}}$ ō OWBROOK **DOWNERS** 

PROJ. MGR.: SAS PROJ. ASSOC.: WW DRAWN BY: WW 01/18/18 <u>N/A</u> SCALE:

SHEET

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2001 63rd Street - Location Map

RES 2018-7682 Page 10 of 92



#### VILLAGE OF DOWNERS GROVE REPORT FOR THE PLAN COMMISSION FEBRUARY 5, 2018 AGENDA

SUBJECT:	Түре:	SUBMITTED BY:
17 DLC 0041	DIID Amondment Special Lice and	Dahagaa Laitaahuh AICD
17-PLC-0041 2001 63 <sup>rd</sup> Street	PUD Amendment, Special Use and Plat of Subdivision	Rebecca Leitschuh, AICP Senior Planner

#### REQUEST

The petitioner is requesting approval for an amendment to Planned Unit Development #1 to allow the construction of a new Walgreens store, a Special Use to allow a drive-through pharmacy and a Plat of Subdivision at 2001 63<sup>rd</sup> Street.

#### NOTICE

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

#### **GENERAL INFORMATION**

OWNER & APPLICANT: FL Cedar, LLC

477 Elm Place

Highland Park, IL 60035

#### **PROPERTY INFORMATION**

**EXISTING ZONING:** B-2/PUD, General Retail Business/Planned Unit Development

**EXISTING LAND USE:** Shopping Center **PROPERTY SIZE:** 69,753 sq ft (1.6 acres) 08-24-202-008 & -009

#### **SURROUNDING ZONING AND LAND USES**

**NORTH:** R-4, Single Family Unincorporated Single-Family Attached

DuPage County

ZONING

**SOUTH:** R-6, Residential Apartment/Condo 6 Multi-Family Residential **EAST:** R-3, Residential Detached House 3 Single-Family Attached,

Neighborhood Commercial

**FUTURE LAND USE** 

**WEST:** B-2, General Retail Business Mixed Use

#### ANALYSIS

#### **SUBMITTALS**

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

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- 1. Project Narrative
- 2. Plat of Survey
- 3. Architectural Plans
- 4. Engineering Plans
- 5. Landscape Plan
- 6. Photometric Plan
- 7. Elevations and Renderings
- 8. Traffic Impact Study
- 9. Neighborhood Meeting Summary Report
- 10. Plat of Subdivision

#### **PROJECT DESCRIPTION**

The applicant is proposing to construct a Walgreens pharmacy at 2001 63<sup>rd</sup> Street. A similar proposal (16-PLC-0062) was approved in August 2017, although the siting, orientation, size, and architectural design of the building has been revised. The subject area involves 1.6 acres of the 18.86 acre shopping center property, located at the southwest corner of 63rd Street and Woodward Avenue. The property is zoned B-2/PUD, General Retail Business/Planned Unit Development and encompasses existing Planned Unit Development #1. The petitioner is requesting:

- A PUD Amendment to permit the construction of a Walgreens
- A Special Use for the construction of a drive-through
- A Plat of Subdivision to create the Walgreens out-lot and a second out-lot for future development

The petitioner is proposing to build a new 10,500-square-foot Walgreens building at the southwest corner of the intersection of Woodward Avenue and 63<sup>rd</sup> Street. The proposed development would include the demolition of a vacant restaurant building at this location. The project site for this new building is approximately 1.08 acres and will include a convenience store and drive-through pharmacy with 43 parking spaces.

The petitioner is also proposing to create an additional out-lot (0.52 acres) for future commercial use through the final Plat of Subdivision. There are no immediate plans to develop the out-lot. In the interim, the existing pavement will be removed, and the entire lot will be seeded per the landscape requirements, reducing the shopping center's overall impervious surface.

The drive-through facility will be located on the south side of the building with one-way only traffic allowed with appropriate signage to direct traffic. An ADA accessible path is proposed from the corner of the 63<sup>rd</sup>/Woodward intersection to the entrance of the building. Parking is provided on the western side of the building, with four rows of parking and two full-access drive aisles, and exceeds the requirements of parking per the Zoning Ordinance. There will be two ADA accessible parking spaces adjacent to the building's main entrance as required. The trash compactor, transformer, and tote enclosure are located on the east side of the building, fully enclosed by a wall matching the style of the building.

The petitioner is proposing landscaping in conformance with the Village requirements. Landscaping is provided on all four sides of the property. A total of 34 shade trees are intermixed with shrubs and ornamental grasses around the perimeter, the interior parking lot islands, and the drive aisles. Parking lot and site lighting complies with Village requirements.

The previously approved Walgreens was clad principally in an exterior insulation and finish system (EIFS). The color scheme was principally gray with some red accents. Based on previous discussions, the petitioner has revised the exterior design of the building to minimize the use of EIFS, use fiber cement

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architectural panels as the principal material and provide a variety of colors and textures. The facades are broken up by a light brown (Tuscan) modern block face, a white (Chantilly Lace) smaller brick face, and a horizontal wood panel (Cedar), all made of fiber cement board. These materials are further varied with the use of a white EIFS overhang that runs along the roof line of the building on its street facing walls and main western entrance. The main entrance incorporates all of these elements, with the addition of windows and a white horizontal band, breaking the light brown block face. A sign is featured over the entrance.

The 63<sup>rd</sup> Street facing (north) elevation wraps the corners with the wood panel elements, and breaks up the expanse with windows on both corners. A vertical pier made of the small white brick panel anchors the main corner. A second building sign is proposed on the north elevation.

The Woodward Avenue (east) elevation continues to wrap the corner with wood panels, windows, and the white EIFS overhang. Staff requests a condition be made to extend the EIFS design element across the entire length of the eastern wall so as to bring greater design detail to the east elevation. A vertical pier, identical to the one on the western elevation, intersects the horizontal planes. The dumpster enclosure, while in a street yard, is designed to complement the building, incorporating the same fiber cement panel system.

The rear (south) wall has a canopy over the drive-through window, surrounded by the wood panel design. The horizontal white accent band continues from the other elevations. Roof top mechanical units will be screened from the public right-of-ways. All proposed signage for Walgreens complies with the square-footage requirements of the sign ordinance, including a single tenant monument sign at the northwest corner. The side interior wall sign, although not a location permitted by-right, is supported by staff since it identifies the main entrance.

A reference table is provided below with a quick comparison of the previously approved petition (16-PLC-0062) and the revised submittal.

Walgreens	16-PLC-0062	17-PLC-0041
Exterior Finish Materials	Gray EIFS with red accents	Nichiha fiber cement board (cedar, white brick, light brown block), EIFS overhang
Building Location	Western side of lot	Northeast corner
Building Size	14,500 sq ft	10,500 sq ft
Parking Spaces (required/provided)	51/66	37/43
Building Height	29.3 ft	20 ft
Shopping Center Improvements	Yes	Yes
63 <sup>rd</sup> Street Improvements	Yes	Yes
Subdivision (2 original lots)	Reconfigured	Addition of 1 out-lot

In the previous submittal to Plan Commission (16-PLC-0062), Walgreens final approval and occupancy was contingent on making significant improvements to the entire shopping center. The petitioner has started to implement some of these improvements, and is in for permit review of the at-grade site work. The occupancy of Walgreens will still be contingent on implementing all of the identified site and building façade improvements under 16-PLC-0062. These improvements include the following:

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- Removal of the existing 63<sup>rd</sup> Street dual access points and replacement with a single three-quarter access point
- Façade renovations for all shopping center buildings including new EIFS facades with corner treatments, accent bands and new column enclosures.
- Installation of new curbed landscape islands within the front parking lot
- Repaired parking lot and drive aisle along 63<sup>rd</sup> Street
- Repair of rear access drive and replacement of speed bumps within the rear access drive
- Removal of rear southernmost access point to Belmont Road
- Removal of excess pavement in southwest corner of the shopping center
- Repair of low lying area in the rear of the center which leads to ponding water

#### COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan's Future Land Use Map designates this property as Mixed Use, and it is identified as the only catalyst site within the 63<sup>rd</sup> Street focus area plan. As a Mixed Use property, the plan recommends "a mix of land uses within a contiguous geographic boundary" serving more than one purpose. The 63<sup>rd</sup> Street Focus Area Plan notes that the Village should encourage commercial expansion at key intersections where existing commercial uses exist and where it is necessary to improve their vitality. The plan also identifies the enhancement of access and visibility within nearby parcels, and to connect nearby residential areas to shopping and services through pedestrian and bicycle access. In addition, commercial developments should attempt to reduce the urban heat island effect through shading and the use of light-colored building materials; of which both elements are incorporated in this proposal.

As a catalyst site, the plan notes that Meadowbrook Shopping Center should include a mix of uses, and that the site could be redeveloped to include both residential and commercial uses. The plan does not mandate that both residential and commercial uses be a part of a redevelopment. The plan merely identifies the potential for a mix of residential and commercial if the property is no longer viable as a commercial center. The Commercial and Office Area Goal #2 includes the objectives to promote the "... redevelopment of the Meadowbrook Mall and other outdated shopping centers" and to identify and work with "...underperforming and underutilized" sites. The goal encourages the Village to enhance the economic vitality, productivity, appearance and function of commercial corridors including 63<sup>rd</sup> Street. Additionally, the 63<sup>rd</sup> Street redevelopment concept graphic identifies commercial out-lots along 63<sup>rd</sup> Street, supporting the creation of two out-lots.

The proposed redevelopment is consistent with the goals of the Comprehensive Plan.

#### **COMPLIANCE WITH ZONING ORDINANCE**

The property is zoned B-2/PUD, General Retail Business/Planned Unit Development, established in the 1970s.

The bulk requirements of the proposed Walgreens development in the B-2/PUD zoning district are summarized in the following table:

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**Zoning Requirements** 

2001 63 <sup>rd</sup> Street (Lot 3)	Required	Proposed
North Setback (Street Yard – 63 <sup>rd</sup>		
Street) - Building	25 ft	25.32 ft
East Setback (Street Yard –		
Woodward Avenue) - Building	25 ft	51.5 ft
South Setback (Rear Yard) -		
Building	n/a	31.5 ft
West Setback (Side Yard) -		
Building	n/a	133.5 ft
West Setback - Parking	n/a	3.5 ft
North Setback - Parking	25 ft	27.5 ft
South Setback – Parking	n/a	8 ft
Landscaped Open Space	4,714 sf (10%)	12,256 sf (26%)
Street yard Landscaped Open Space	2,357 sf (5%)	10,163 sf (22%)
Floor Area Ratio	0.75 (max)	0.22
Building Height	35 ft (max)	20 ft
Loading Setback	50 ft	67 ft
Parking Spaces	37	43
Drive-through Stacking	3	3
Drive-through Setback	25 ft	20.5 ft

The proposed Walgreens development is consistent with the requirements of the Zoning Ordinance, excepting the drive-through setback minimum distance. However, staff finds the setback reduction of 4.5 feet is acceptable considering the proposed location of the drive-through further improves on-site circulation and better screens the service. The proposed Walgreens and site improvements will not negatively impact the amount of remaining parking for the rest of the shopping center. The applicant's proposal is consistent with the Village's Zoning Ordinance.

#### **COMPLIANCE WITH SUBDIVISION ORDINANCE**

The petitioner is proposing to create two new lots out of the existing Lot 2 in the shopping center. Lot 3 will be used for Walgreens and Lot 4 is the additional out-lot. The revised Lot 2, new Lot 3 and Lot 4 will meet the minimum lot width and lot area requirements outlined in Section 20.301 of the Village's Subdivision Ordinance. The other two existing lots (Lot 1 and Lot 5) will remain the same size.

Meadowbrook Subdivision	Lot Width (req. 100 ft.)	Lot Depth (req. 140 ft.)	Lot Area (req. 10, 500 sq. ft.)
Lot 2	450.16 ft	475.81 ft	225,238 sq. ft. (5.17 ac)
Lot 3	163.41 ft	285 ft	47,138 sq. ft. (1.08 ac)
Lot 4	140.37 ft	163.41 ft	22,615 sq. ft. (0.52 ac)

The petitioner is providing a cross-access easement that connects the new 63<sup>rd</sup> Street access point to the northernmost access points along Belmont Road and Woodward Avenue. The easement is further extended

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to include the drive aisle in front of the Meadowbrook Shopping Center, and also wraps around Lot 5 to the south. This will ensure perpetual access through a non-exclusive easement for the benefit of all lots in the subdivision. Additionally, the petitioner is providing the required five-foot wide public utility and drainage easements along the side lot lines and the ten-foot wide public utility and drainage easements along the rear lot lines for Lots 3 and 4.

#### **ENGINEERING/PUBLIC IMPROVEMENTS**

There is a net decrease in the impervious area and therefore new stormwater detention is not required. The drainage for the site will tie into the existing stormwater system for the shopping center. The petitioner will be required to meet all Village engineering standards and comply with all applicable codes when formally submitting for a permit.

The petitioner is proposing to eliminate the dual full-access points onto 63<sup>rd</sup> Street and replace them with a single three-quarters access point. The two current 63<sup>rd</sup> Street access points are approximately 30 feet from each other. These two access points can create confusion and conflict points for both drivers entering and exiting the site and also for pedestrians walking along the 63<sup>rd</sup> Street sidewalk. In conjunction with DuPage County, the petitioner has proposed to combine these access points into a single access point. The single access will allow both eastbound and westbound 63<sup>rd</sup> Street traffic to enter the site, but will limit the exit point to a right-turn (eastbound) only. DuPage County is requiring the petitioner to dedicate land along 63<sup>rd</sup> Street to extend the turn lane going east. At time of permit, the petitioner will have to verify the location and elevation of an existing Village water main. As a result of the right-turn lane extension, the petitioner may have to relocate or protect the existing water system.

#### **TRAFFIC**

A traffic impact study for the proposed development was completed by the petitioner. The study examined the existing 63<sup>rd</sup> Street and Woodward Avenue traffic conditions and the future conditions based on the proposed development.

The study found that the proposed new store will generate new trips during the weekday evening and Saturday midday peak hours; however, this will not have a detrimental effect on the shopping center or surrounding properties given the multiple access points on the site. The total existing traffic on 63<sup>rd</sup> Street is over 27,000 vehicles per day, which will be increased by less than 2% with the proposed development. Also noted in the study is the significant number of pass-by trips. Pass-by trips are vehicles that are already using 63rd Street but will now stop at the proposed development and do not represent an increase in traffic.

The study also considers the conversion of the dual full-access points on 63<sup>rd</sup> Street to a three-quarter access, prohibiting left turns on 63<sup>rd</sup> Street, as an improvement and reduction in traffic conflict points for the property. Removing these conflict points will reduce the opportunity for crashes. The proposed development's impact on the geometry of 63rd Street should provide a safety benefit.

#### **PUBLIC SAFETY REQUIREMENTS**

The Fire Prevention Division reviewed the proposed development and determined that sufficient access to and around the site is provided for emergency vehicles. The site layout permits Fire Department apparatus the opportunity to enter and exit the site from both 63<sup>rd</sup> Street and Woodward Avenue. The building will be required to include a fire alarm and sprinkler system that meet the Village's code requirements. A fire hydrant will be required to be installed as part of this approval on the vacant lot for future use.

#### **NEIGHBORHOOD COMMENT**

Notice was provided to all property owners 250 feet or less from the property in addition to posting public

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hearing notice signs and publishing the legal notice in the *Downers Grove Suburban Life*. No public comments have been received by staff.

The petitioner held a neighborhood meeting on November 28, 2017 with four current tenants in attendance. Questions were asked about construction timing, and shopping center signage and improvements. The applicant responded to each of these topics during the meeting and has provided a summary of the meeting that is attached

#### **FINDINGS OF FACT**

The petitioner is requesting a Planned Unit Development Amendment, a Special Use and a Plat of Subdivision to construct a new retail and pharmacy store at 2001 63<sup>rd</sup> Street. Staff finds that the proposal meets the standards for granting a Planned Unit Development Amendment, a Special Use and Plat of Subdivision 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.

As previously noted, the shopping center was approved as a Planned Development in the 1970s. Section 4.030.C of the Zoning Ordinance, adopted in 2014, notes that all previously approved Planned Developments were reclassified as Planned Unit Developments. As such, a rezoning is not required and this standard does not apply.

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

The proposed project is consistent with the Comprehensive Plan. The plan identifies this area as *Mixed Use*. This property is an existing shopping center and the proposed use will be compatible with the other uses. The site is well suited to accommodate a drive-through pharmacy. The proposed development is consistent with the policy recommendation that mixed use areas provide a variety of land uses within a pedestrian accessible neighborhood. The proposed improvements will enhance the economic vitality productivity, appearance and function of the shopping center as identified in Commercial and Office Area Goal #2.

The proposed project is consistent with the Comprehensive Plan and the 63<sup>rd</sup> Street focus area plan. The project is designed in a manner that is compatible with surrounding land uses. The proposed Walgreens and both the building and site improvements to the shopping center will improve the vitality of the center. The proposed removal of two access points onto 63<sup>rd</sup> Street and the installation of a single three-quarters access point will enhance access to 63<sup>rd</sup> Street while improving safety. A second new out-lot is proposed, that is consistent with the redevelopment concept sketch while also revitalizing an aged shopping center.

The Focus Ara Plan notes a mix of uses could be provided if the property is no longer viable as a commercial center. The improvements proposed by the property owner show that the owner believes a redevelopment of the commercial space is feasible and will lead to enhanced economic vitality in the center.

This standard has been met.

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- The proposed project meets several of the PUD overlay district provisions and objectives as found in Section 4.030 of the Zoning Ordinance. The PUD is consistent with and helps advance the goals of the Comprehensive Plan. The development also meets the PUD overlay district provisions by providing a high quality building that is compatible with other developments along 63<sup>rd</sup> Street while providing attractive, high-quality landscaping for the Walgreens site and numerous upgrades to the property. Improvements have been proposed to improve motorized and non-motorized travel on-site such as a reduction of dual access points along 63<sup>rd</sup> Street to a single access point which increases safety along the public right-of-way and an accessible route connecting the front entrance of the building to the sidewalk. This standard has been met.
- d. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations. The proposed development will result in a new convenience store and pharmacy for the neighborhood, and an additional out-lot for future commercial development, in compliance with the Comprehensive Plan. The proposed development meets many objectives of the Comprehensive Plan and furthers the vision of the Village to improve 63<sup>rd</sup> Street. The new building will enhance the aesthetics of the shopping center and 63<sup>rd</sup> Street. The public benefits include the replacement of dual access points to 63<sup>rd</sup> Street with a single three-quarters access point. This will eliminate conflicts between vehicles and vehicles and pedestrians. The building and site improvements will enhance the vitality of the shopping center and this section of 63<sup>rd</sup> Street. This standard has been met.
- e. Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.

There are several conditions noted below that will protect the interests of the surrounding neighborhood and the general public. The conditions below are being requested to ensure that the proposed development satisfies all applicable codes and requirements. The project will advance many goals and objective laid out in the current and updated Comprehensive Plan and the conditions listed below will ensure that these goals and objectives are met. Several improvements provided by the petitioner for the existing shopping center (through 16-PLC-0062) will enhance the overall property and will be an improvement for the neighborhood. This standard has been met.

#### Section 28.12.050.H Approval Criteria

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

- 1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located; The property is located in the B-2/PUD, General Retail Business/Planned Unit Development zoning district. Under Section 5.010 of the Zoning Ordinance, a drive-through facility is listed as an allowable Special Use in the B-2 zoning district. This standard has been met.
- 2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.

The proposed drive through pharmacy is a desirable service to the community and will contribute to the general welfare of the Village. The drive-through pharmacy provides a convenient service to the

Page 9

community. The development will cater to the local customers as desired in the existing Comprehensive Plan and will meet many goals and objectives outlined in both the current and updated Comprehensive Plan. This standard has been met.

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

The proposed drive-through 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 drive-through is located along the southern wall, away from residential properties and from adjacent public sidewalks, with ample landscaping to screen properties across the street. The location of the building will lead to other improvements including the elimination of dual access points onto 63<sup>rd</sup> Street which will create a safer driving and walking environment in this area. This standard is met.

#### Section 20.301 – Plat of Subdivision

The proposed subdivision meets the minimum lot area and width requirements of Sections 20.301 of the Subdivision Ordinance.

#### RECOMMENDATIONS

The proposed Planned Unit Development Amendment, Special Use for a drive through and the Plat of Subdivision for the new development in Meadowbrook Shopping Center at 2001 63<sup>rd</sup> Street is consistent with the current and updated Comprehensive Plans, the Zoning Ordinance, the Subdivision Ordinance and surrounding zoning and land use classifications. Based on the findings listed above, staff recommends the Plan Commission recommend the Village Council **approve** the requested Planned Unit Development Amendment, Special Use and Plat of Subdivision as requested in case 17-PLC-0041 subject to the following conditions:

- 1. The Planned Unit Development, Special Use and Plat of Subdivision shall substantially conform to the staff report; and drawings prepared by Manhard Consulting Ltd, dated 12/20/2017 and resubmitted on 01/18/2018, except as such plans may be modified to conform to the Village codes and ordinances.
- 2. The site improvement work for the property must be completed per the Site Improvement Exhibit, dated 11/28/16, revised plan dated 01/19/2017, and approved by Village Council in August 2017 prior to the issuance of the Certificate of Occupancy for Walgreens.
- 3. The Walgreens building shall be equipped with an automatic suppression system and an automatic and manual fire alarm system.
- 4. A fire hydrant shall be installed, including water/fire service line on the vacant out-lot for future use.
- 5. A separate sign permit will be required prior to installation of any wall or monument sign.
- 6. The white exterior insulation and finish system (EIFS) shall be extended across the entire length of the roof-line facing Woodward Avenue.
- 7. The EIFS on the building shall be maintained in accordance with the Village's currently adopted edition of the International Property Maintenance Code.
- 8. No building permits can be issued until the Final Plat of Subdivision is recorded.
- 9. A pedestrian connection shall be provided from Woodward Avenue across the southern property line of Lot 3.

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10. The petitioner shall provide elevations of new pavement over the water main in response to the right-turn lane extension per DuPage County. Petitioner shall protect and/or relocate existing water system if necessary.

Staff Report Approved By:

Stanley J. Popovich, AICP

Director of Community Development

SP; rl -att RES 2018-7682 Page 20 of 92

December 20, 2017 Revised: January 18, 2018

Mr. Stan Popovich Village of Downers Grove 801 Burlington Avenue Downers Grove. IL 60515

Re: Project Summary/Narrative

**Proposed Walgreens** 

SW Corner 63 Street and Woodward Avenue

Dear Mr. Popovich:

Please accept this letter as a request by FL Cedar, LLC (Owner) for approval of the application for Special Use for a Drive-Thru, Amendment to Existing PUD, and a Plat of Subdivision.

The original Petition for Plan Commission of this PUD Amendment was summited to the Village of Downers Grove on November 29, 2016 under Village Project No. 16-PLC-0062. Upon Village review, the PUD Amendment was approved by the Village Council (Ordinance No. 5640 and 5641) on August 8, 2017. Since that time, the end user has chosen to modify the total square footage of the proposed Walgreens facility. As a result of this change, the site plan and parking configuration has been updated accordingly. Furthermore, the proposed lot configuration has been adjusted based on the revised site plan. A convenience store, pharmacy, and drive thru pharmacy will remain part of the new Petition for Plan Commission.

The project site is located at the southwest corner of 63<sup>rd</sup> Street and Woodward Avenue. The project site is approximately 1.6 acres, and it is currently occupied by an existing building. This existing building was formerly used as a restaurant. The site has frontage along the 63<sup>rd</sup> Street to the north and Woodward Avenue to the east. The south and west boundaries are abutting the existing shopping center parking lot and drive aisles. The project site has access to 63<sup>rd</sup> Street and Woodward Avenue via the existing shopping center. The site is currently zoned B-2 PD (General Retail Business Planned Development).

The Owner proposes to demolish the existing unoccupied building and construct a new 10,500 SF Walgreens store including a pharmacy drive-thru, 41 parking spaces, and associated landscaping. The Walgreens will consist of a convenience store, pharmacy, and drive thru pharmacy. The store will employ approximately 35 part-time and full-time employees that will work on various assigned shifts. The hours of operation are proposed to be 8:00 am to 10:00 pm for the store and 8:00 am to 8:00 pm for the pharmacy and the drive-thru. The Owner is proposing to combine the existing dual access points off 63<sup>rd</sup> Street into one access point. Coordination with DuPage County Division of Transportation is ongoing.

In addition to the proposed Walgreens, the Owner is also coordinating with the Village on providing numerous upgrades to the existing shopping center including existing façade improvements, asphalt repairs to the east-west drive aisle and north parking lot, asphalt repairs and traffic calming measures to the rear drive aisle in the southern portion of the shopping center, and landscaping improvements to the shopping center parking lot. The referenced overall shopping center improvements are currently under review by the Village of Downers Grove Staff, and an ordinance approving the Amendment to Planned Unit Development (P.U.D.) was approved by the Village Council (Ordinance No. 5641) on August 8, 2017.

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The proposed Walgreens is a permitted use by right in the B-2 General Retail Business district. The drive-thru requires a Special Use approval.

For additional detailed information, please also refer to the submitted plans titled Proposed Walgreens, dated 12/20/2017 (Revised 01/18/18) prepared by Manhard Consulting, as well as plans, elevations and renderings dated 12/20/2017 (Revised 01/18/18) prepared by Camburas & Theodore, Ltd.

The requested Special Use Approval, Plat of Subdivision, and Amendment to Existing PUD are in conformance with the Village Municipal Code standards and the following is the evidence to support these request:

#### Request for Special Use Approval Criteria (Section 28.12.050.H)

No special use may be recommended for approval or approved unless the respective review or decisionmaking body determines that the proposed special use is consistent 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 proposed use is expressly authorized as a special use in the B-2 General Retail Business district.
- 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 use at the proposed location is necessary and desirable as it provides a convenience to the community as well as additional safety for customers of the pharmacy. Customers, as a result of the drive-thru facility, are not required to park, exit their vehicle, and walk into the store in order to get a prescription filled.
- 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 use will be a benefit to the health, safety, and general welfare of the community as the drive thru provides for additional safety as customers are not required to park, exit their vehicle, and walk into the store in order to get a prescription filled. The proposed use will not be injurious to property values or improvements in the vicinity as there will be a newly constructed building, new parking lot, new landscaping, and a new ADA accessible route from the building to the adjacent roadway right-of-way. These proposed improvements will be in conformance with the Village Municipal Code and standards.

#### Request Amendment to Existing PUD (Section 28.12.040.C.6)

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. 12.030l in the case of new Planned Unit Development proposals; **This is an existing PUD.**
- 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 PUD Development Plan is consistent with the comprehensive plan as this site is located within the Corridor Commercial area.
- c. whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030; **The PUD Development plan is in conformance with the vision and goals of the comprehensive plan.**

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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; and The public benefits are greater than those that would have resulted from the conventional zoning because of the added convenience to the community as well as additional safety for customers who are not required to park, exit their vehicle, and walk into the store in order to get a prescription filled.

e. whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public. The proposed use is unobtrusive and does not create noise issues. The proposed use is buffered effectively by not only the natural terrain, but by both 63<sup>rd</sup> Street and Woodward Avenue to the north and east respectively.

#### Planned Unit Development Overlay District Provisions (Section 4.030.A.2)

Different types of PUDs will achieve different planning goals. In general, however, PUDs should include elements that further some or all of the following objectives:

- a. implementation of and consistency with the comprehensive plan and other relevant plans and policies; The subject site is located in, and consistent with, the Corridor Commercial area.
- b. flexibility and creativity in responding to changing social, economic and market conditions allowing greater public benefits than could be achieved using conventional zoning and development regulations; **Not applicable**
- c. efficient and economical provision of public facilities and services; Not applicable
- d. variety in housing types and sizes to accommodate households of all ages, sizes, incomes and lifestyle choices; **Not applicable**
- e. compact, mixed-use development patterns where residential, commercial, civic and open spaces are located in close proximity to one another; **Not applicable**
- f. a coordinated transportation system that includes an inter-connected hierarchy of facilities for motorized and non-motorized travel; The existing subject site includes cross access drive aisles for motorized travel that connect Woodward Avenue and Belmont Road without having to utilize 63<sup>rd</sup> Street. The proposed development will utilize these existing cross access drives. Additionally, the reduction of dual access points along 63<sup>rd</sup> Street to a single access point is an increase in the safety of the public. Non-motorized travel will be accommodated by the proposed accessible route from the front of the proposed building to the existing sidewalks at the southwest corner of 63<sup>rd</sup> Street and Woodward Avenue.
- g. high-quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping; In addition to the proposed Walgreens, the Owner is also coordinating with the Village on providing numerous upgrades to the existing shopping center including existing façade improvements, asphalt repairs to the eastwest drive aisle and the north parking lot area, asphalt repairs and traffic calming measures to the rear drive aisle in the southern portion of the shopping center, and additional landscaping in the existing shopping center parking lot. The referenced overall shopping center improvements are currently under review by the Village of Downers Grove.
- h. the protection and enhancement of open space amenities and natural resource features; In addition to the proposed Walgreens landscaping and open space, the Owner is also coordinating with the Village on providing numerous landscaping improvements within the existing shopping center parking lot. The referenced overall shopping center improvements are currently under review by the Village of Downers Grove.

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i. the incorporation of sustainable development features including green infrastructure practices in landscapes and parking area, to maximize the aesthetic and water quality benefits of best practices in stormwater management; and The proposed Walgreens landscaping and open space meets, and in some cases exceeds, the Village Municipal Code and standards.

j. attractive, high-quality landscaping, lighting, architecture and signage, including the use of native landscaping that reflects the unique character of the village and the surrounding area. The proposed Walgreens landscaping, open space, lighting, and signage meets the Village Municipal Code and standards and does reflect the unique character of the village. The numerous upgrades to the existing shopping center façade, parking lot, and landscaping will also provide a significant enhancement to the surrounding area. The referenced overall shopping center improvements are currently under review by the Village of Downers Grove.

#### **Developer's Statement of Intent Section 4.030.D**

The proposed project is an amendment to an existing PUD and consists of the demolition of an existing building (former restaurant) and construction of a new 10,500 SF Walgreens store including a pharmacy drive-thru, 41 parking spaces, new site lighting, and landscaping. The project also includes numerous upgrades to the existing shopping center including existing façade improvements, asphalt repairs to the east-west drive aisle and the north parking lot area, asphalt repairs and traffic calming measures to the rear drive aisle in the southern portion of the shopping center, and additional landscaping in the shopping center parking lot.

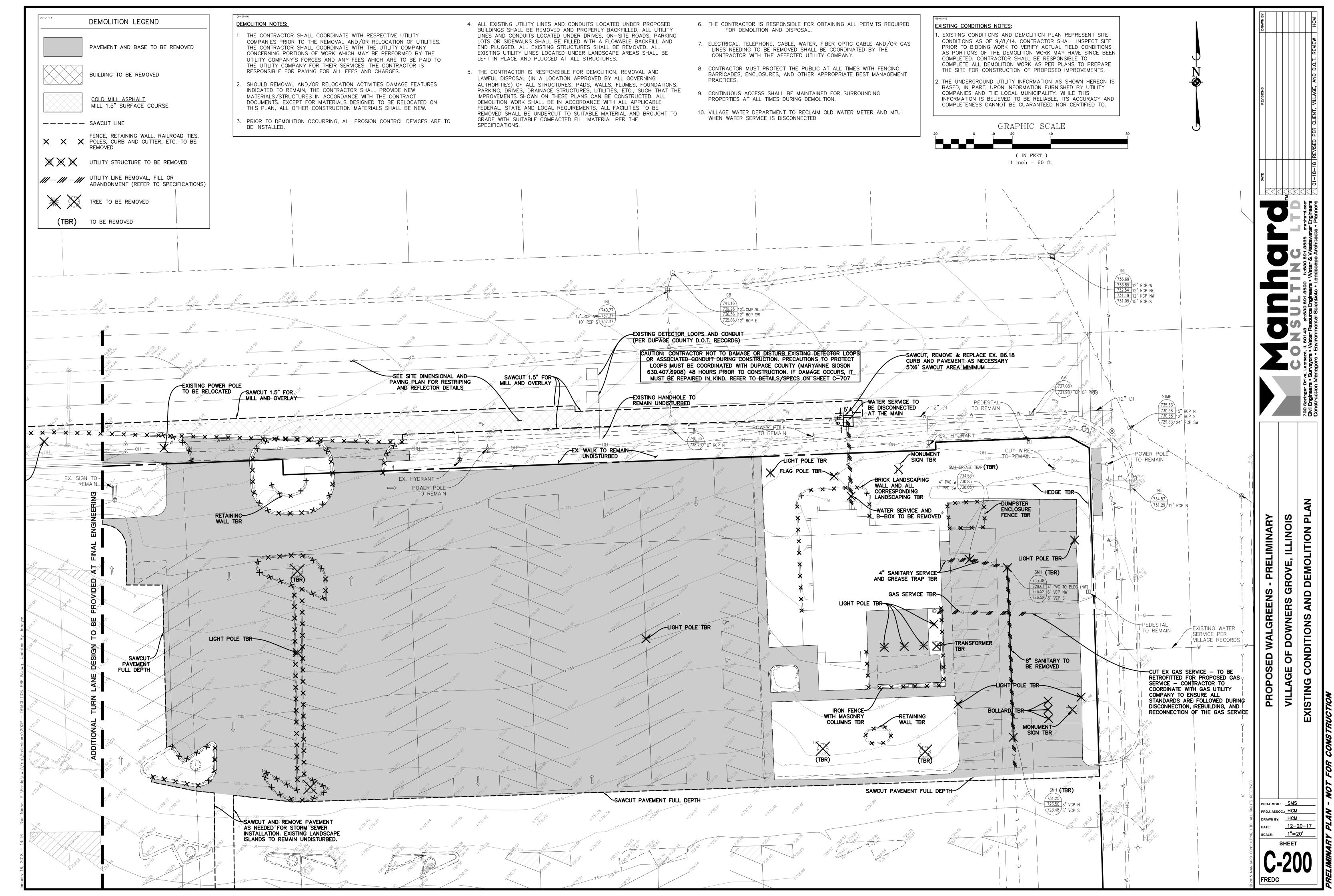
There are many benefits to the existing shopping center, the surrounding area, and the community. Access to over the counter and prescription medication is a rudimentary need and a necessity to the community. The proposed drive-thru will be a benefit to the health, safety, and general welfare of the community as the drive thru provides for additional safety as customers are not required to park, exit their vehicle, and walk into the store in order to get a prescription filled. The reduction of dual access points along 63rd Street to a single access point is an increase in the safety of the public. The new ADA accessible route from the building to the adjacent roadway right-of-way will provide a benefit to the pedestrians along Woodward Avenue and 63rd Street. The numerous upgrades to the existing shopping center will enhance the overall appearance of the shopping center while also making the shopping center much better and safer for the community.

We appreciate the opportunity to present this project to you for approval. If you have any questions or require additional clarification, please do not hesitate to contact us at 773-571-4199.

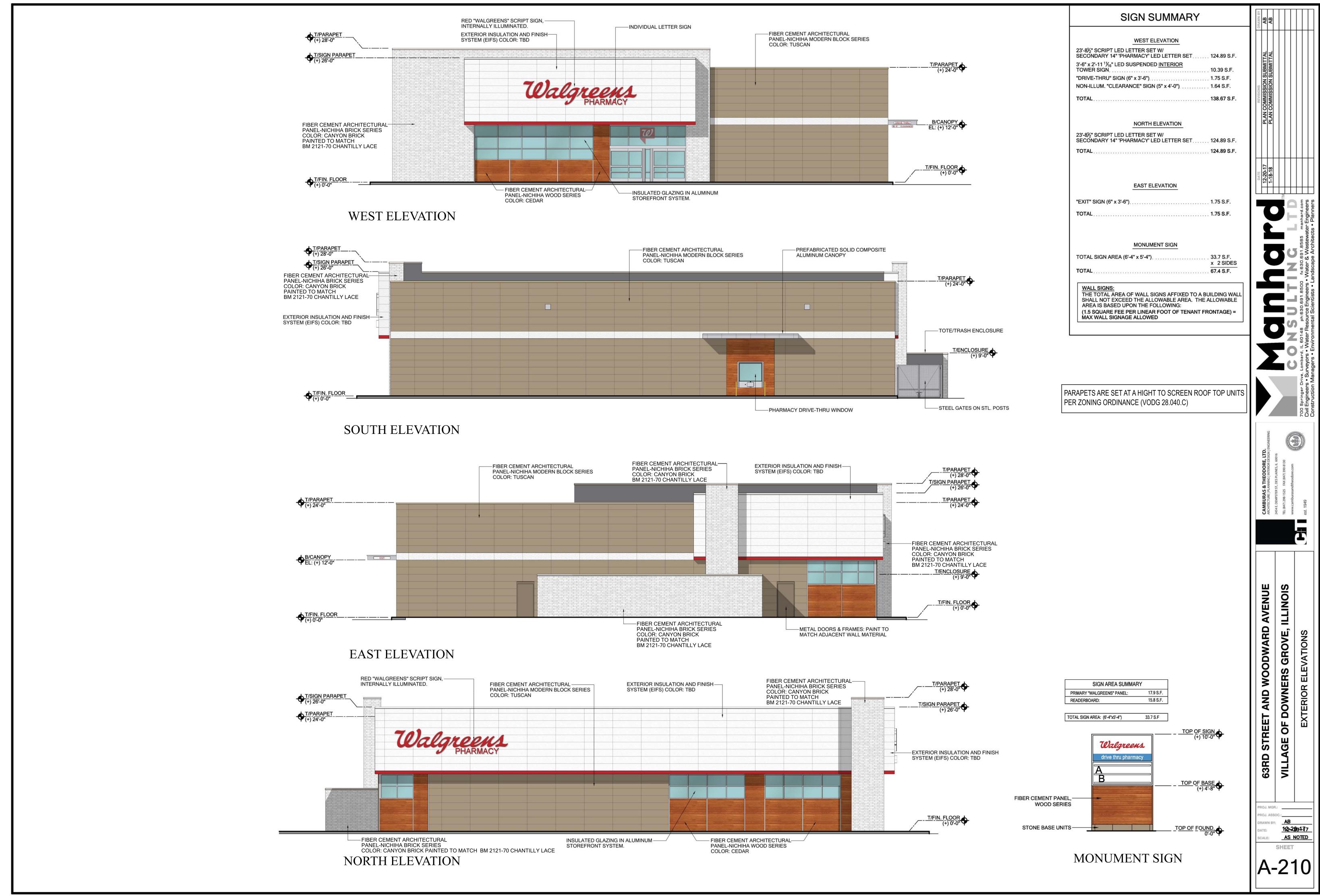
Sincerely,

Perrine Knight FL Cedar, LLC

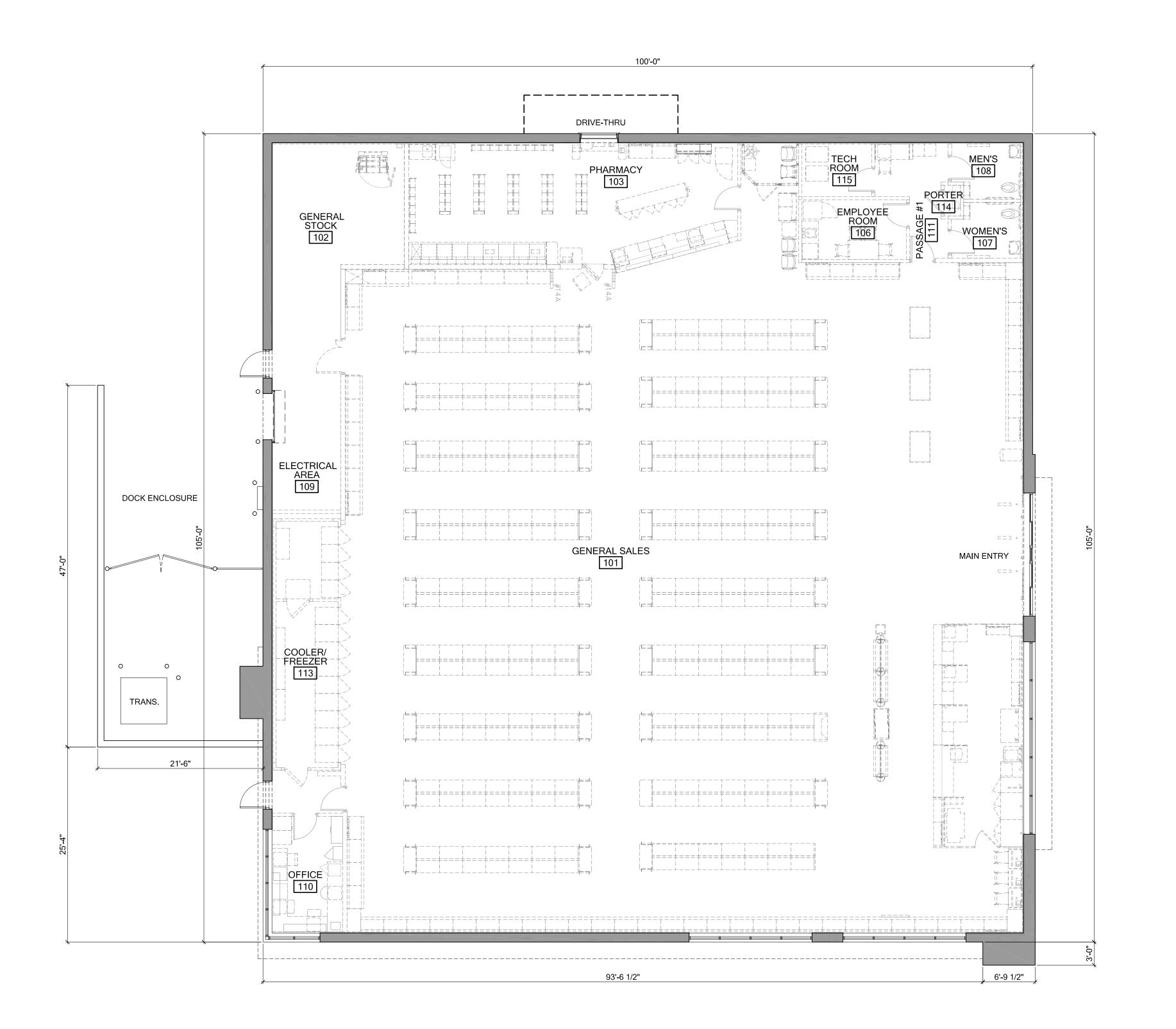
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AVENUE STREET AND WOODWARD GROVE, DOWNERS

63RD VILLA

PROJ. MGR.: DRAWN BY: AB DATE: <u>12-20-17</u> AS NOTED

SHEET

GENERAL FLOOR PLAN

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43 SPACES

#### IMPROVEMENTS ADJACENT TO BUILDING, IF SHOWN, SUCH AS TRUCK DOCK, RETAINING WALLS, SIDEWALKS, CURBING, FENCES, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, AND SITE DIMENSIONAL AND PAVING NOTES: ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR TRANSFORMERS ETC. HAVE BEEN SHOWN FOR APPROXIMATE BUILDING FOUNDATION UNLESS NOTED OTHERWISE. LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS. ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED. 7. LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAY. CONTRACTOR TO VERIFY ACTUAL BUILDING 3. ALL CURB RADII SHALL BE 3' MEASURED TO FACE OF CURB PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO UNLESS NOTED OTHERWISE. CONSTRUCTING THE SIDEWALKS. 4. TIE ALL PROPOSED CURB AND GUTTER TO EXISTING CURB AND 8. ALL ROADWAY AND PARKING LOT SIGNAGE, STRIPING, SYMBOLS, GUTTER WITH 2-#6 BARS x 18" LONG DOWELED INTO EXISTING ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS BUILDING DIMENSIONS AND ADJACENT PARKING HAVE BEEN 9. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO 10. DEPRESS CURB & GUTTER AT ALL SIDEWALK AND PATH LOCATIONS ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES FOR HANDICAP ACCESS PER FEDERAL AND STATE STANDARDS. PRIOR TO CONSTRUCTION. BUILDING DIMENSIONS SHOWN SHOULD NOT BE USED FOR CONSTRUCTION LAYOUT OF BUILDING. 11. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT. 12. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH, MEASURED **BENCHMARK:** FROM THE GROUND ELEVATION TO THE BOTTOM OF THE SIGN. OURCE BENCHMARK 13. THE STOP BAR AT 63RD STREET DRIVEWAY SHALL BE DUPAGE COUNTY 2006 GEODETIC SURVEY MONUMENT 0214, PID THERMOPLASTIC DK3151, DESCRIBED AS BRASS DISK LOCATED IN THE CONCRETE 14. TRAFFIC SIGNS INSTALLED WITHIN THE COUNTY R.O.W. SHALL NOT BASE OF A LIGHT POLE LOCATED 21' SOUTH OF THE CENTERLINE BE INSTALLED WITH A CONCRETE BASE OF 71ST STREET AND 70' WEST OF THE CENTERLINE OF BINDER 5. THERE SHALL BE NO DECORATIVE STONE, LANDSCAPING OR TREES PLANTED WITHIN THE COUNTY R.O.W. ELEVATION=774.53 NAVD 88 16. ALL TRAFFIC SIGNS FACING THE COUNTY HIGHWAY SHALL BE INSTALLED BY THE DUPAGE COUNTY. SOURCE BENCHMARK 2: 17. THERMOPLASTIC PAVEMENT MARKING IS REQUIRED WITHIN LIMITS OF DUPAGE COUNTY 2006 GEODETIC SURVEY MONUMENT, PID THE ACCESS DRIVEWAY AND IN THE 63RD ST. COUNTY RIGHT OF MF1251, DESCRIBED AS TOP OF A STEEL ROD LOCATED IN PVC SLEEVE WITH BERNTSEN LID. LOCATED 145' SOUTH OF THE 18. ALL EXISTING SIDEWALK DAMAGED IN THE 63RD ST. COUNTY RIGHT CENTERLINE OF 63RD STREET AND 42' WEST OF CENTERLINE OF OF WAY SHALL BE REPLACED IN LIKE KIND. DUNHAM ROAD. ELEVATION=745.59 NAVD 88 SITE BENCHMARK 1: TAG BOLT OF FIRST FIRE HYDRANT WEST OF WOODWARD AVENUE ON THE SOUTH SIDE OF 63RD STREET. ELEVATION=738.96 NAVD 88 SITE BENCHMARK 2: TAG BOLT OF SECOND HYDRANT WEST OF WOODWARD AVENUE ON THE SOUTH SIDE OF 63RD STREET. ELEVATION=744.51 NAVD 88 REMAIN

Project Name:	63RD STREE	ET AND WOODWARD AVENUE			
Address:	2001 63rd S	treet			
PIN:	08-24-202-0	009			
Zoning District:	B-2				
Existing Use:	Commercia	l Restaurant (Roundhead's Pub)			
Proposed Use:	Commercia	l Retail (Walgreens)			
<b>Petition Type:</b>	Planned Un	it Development / Special Use Per	mit		
Deviations:	Proposed D	rive - Thru (Authorized Special Us	se in Zone B-2)		
Requirement	Factor	Required	Proposed/Existing	Meets Req.?	Difference
Lot Frontage	Minimum	-	125.04' (Lot 4) - 454.01' (Lot 3)	-	
Lot Area	Minimum	-	22,615 SF(Lot 4) - 47,138 SF(Lot 3)	-	
Lot Width	Minimum	-	140.37' (Lot 4) - 285.00' (Lot 3)	-	
Street Yard	Minimum	25'	25.32	Yes	+ 0.32'
Rear Yard	Minimum	-	-	-	
Side Yard	Minimum	-	-	Yes	
Height	Maximum	35'	29' 4"	Yes	- 5' 8"
Open Space	Minimum	10%	24% (Lot 3)	Yes	+ 14%
FAR	Maximum	0.75	0.22 (Lot 3)	Yes	- 0.53
Parking	Minimum	3.5 Spaces per 1,000 sq ft (37)	4.1 Spaces per 1,000 sq ft (43)	Yes	+ 6 spaces
Donations*	Minimum			-	

PROPOSED

SHOPPING CENTER 651 SPACES

OVERALL PARKING DATA

WALGREENS

**EXISTING** 

SHOPPING CENTER 774 SPACES

ROUNDHEAD'S PIZZA 21 SPACES

FOR EXACT LOCATION OF SIDEWALKS, SIDEWALK SCORING, BENCHES, BIKE RACKS, FLAG POLES, ETC., DIMENSIONS OF VESTIBULE, RAMPS AND TRUCK DOCKS, PRECISE BUILDING

SITE DATA

LOT 3 (WALGREENS) AREA 1.08 ACRES

1.60 ACRES

0.52 ACRES

43 SPACES

TOTAL PROPERTY AREA

PARKING PROVIDED

LOT 4 (OUTLOT) AREA

(1) R1-1 STOP SIGN STANDARD DUTY PAVEMENT 2 R7-8 HANDICAP PARKING SIGN 1 1/2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50 2 1/4" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50 3 FIRE LANE - NO PARKING SIGN 8" AGGREGATE BASE COURSE, TYPE B (4) R5-1 DO NOT ENTER HEAVY DUTY PAVEMENT (5) R6-25 ONE WAY "BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50 (6) R3-5R RIGHT TURN ONLY 3" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50 10" AGGREGATE BASE COURSE, TYPE B PAVEMENT MARKING LEGEND WALGREENS CONCRETE PAVEMENT 6 1/2" PORTLAND CEMENT CONCRETE PAVEMENT W/ 6 X 6 W1.4 WWF (A) 24" WHITE STOP BAR 6" COMPACTED AGGREGATE BASE, TYPE B B 4" YELLOW LINE <u>DuPAGE COUNTY D.O.T. DRIVEWAY APRON CONCRETE</u> 1 1/2" BITUMINOUS CONCRETE SURFACE COURSE © 6" SOLID WHITE 1 1/2" BITUMINOUS CONCRETE BINDER COURSE D LETTERS AND SYMBOLS PAVEMENT MARKINGS 6" BITUMINOUS CONCRETE BASE MATERIAL (B.A.M.) 8" CA-6 (GRADE 8) COMPACTED GRAVEL SUB-BASE (E) 6" WHITE - 2' DASH 6' SKIP THICKENED SIDEWALK AND MEDIAN CONCRETE PAVEMENT (F) 4" YELLOW DIAGONAL AT 45" SPACED 2" O.C. 8" PORTLAND CEMENT CONCRETE PAVEMENT W/ 6 X 6 W1.4 WWF W/ 4" YELLOW BORDER

PAVEMENT LEGEND

SIGN LEGEND

(G) 12" YELLOW DIAGONAL AT 45" (3 SPACED EVENLY)

CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS

DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS

CONTROL POINT FOR LAYOUT OF ALL PROPOSEI

IMPROVEMENTS IS THE SOUTHEAST PROPERTY

CORNER, BUILDING AND PARKING TO BE PARALLEL AND PERPENDICULAR TO EAST PROPERTY LINE UNLESS OTHERWISE NOTED.

W/ DOUBLE 4" YELLOW (11" O.C.) BORDER

8" CA-6 (GRADE 8) COMPACTED GRAVEL SUB-BASE

CONCRETE SIDEWALK 5" PORTLAND CEMENT CONCRETE PAVEMENT W/ 6 X 6 W1.4 WWF 4" COMPACTED AGGREGATE BASE, TYPE B

B6.12 CONCRETE CURB & GUTTER

REVERSE PITCH B6.12 CONCRETE CURB & GUTTER

EX. PAVEMENT -S 61°04'14" E - MARKINGS IO\_ 11.61 REMAIN N 87°48'48" E 69.85 MONUMENT SIGN -SEE DETAIL BOTTOM RIGH **PRELIMINARY** PROPOSED WALGREENS LOADING-AREA LINE (TYP. PROJ. MGR.: SMS WALGREENS MONUMENT SIGN

-RELOCATED BUS SIGN

OF SUBDIVISION

EX. PAVEM<u>EN</u> MARKINGS TO -DETAILS REGARDING 63RD STREET RESURFACING AND TURN-LANE IMPROVEMENTS ARE BEING COORDINATED WITH THE DUPAGE DIVISION OF TRANSPORTATION AND WILL BE INCLUDED REFLECTIVE \_WITH\_FINAL\_EN<del>GINEER</del>ING <sup>-</sup> PAVEMENT MARKERS TBR

63RD STREET -EX. RECESSED REFLECTIVE PAVEMENT-MARKERS TO REMAIN (TYP.) -EX. RECESSED REFLECTIVE PAVEMENT-MARKERS TO REMAIN (TYP.) EX. PAVEMENT EX. PAVEMENT-MARKINGS\_TBR -MARKINGS TBR PROP. 86.18 C&G TO-N 87°48'48" E 340.03' MATCH EXISTING 10' MONUMENT SIGN SETBACK\_ RETAINING WALL-EXISTING MONUMENT 25' BUILDING/PARKING SETBACK MASONRY SCREEN WALL-NOTE: BUILDING
PARAPETS ARE SET AT
A HEIGHT TO SCREEN
ROOFTOP UNITS PER
ZONING ORDINANCE /COMPACTOR ENCLOSURE (SEE ARCHITECTURAL PLAN) TYP.BX (VODG 28.040.C) TRANSFORMER-PAD (6'x6') BOLLARD (TYP.)-ENCLOSURE PROPOSED WALGREENS STORE PAVEMENT MARKING TO BE LOT 3 WHITE (TYP.) LOT 4 10,500 SF 1.08 AC 0.52 AC 100' LINE (TYP.) DRIVE-THRU WINDOW (SEE ARCHITECTURAL PLAN FOR DRIVE-THRU AREA DETAILS PROPERTY-PROPOSED CROSS ACCESS— EASEMENT — REFER TO LINE (TYP.) PLAT OF SUBDIVISION PROPOSED CROSS— ACCESS EASEMENT REFER TO PLAT

> ( IN FEET ) 1 inch = 20 ft

2001

SIGN AREA SUMMARY

12-20-17 <u>1"=20'</u>

ILLINOIS

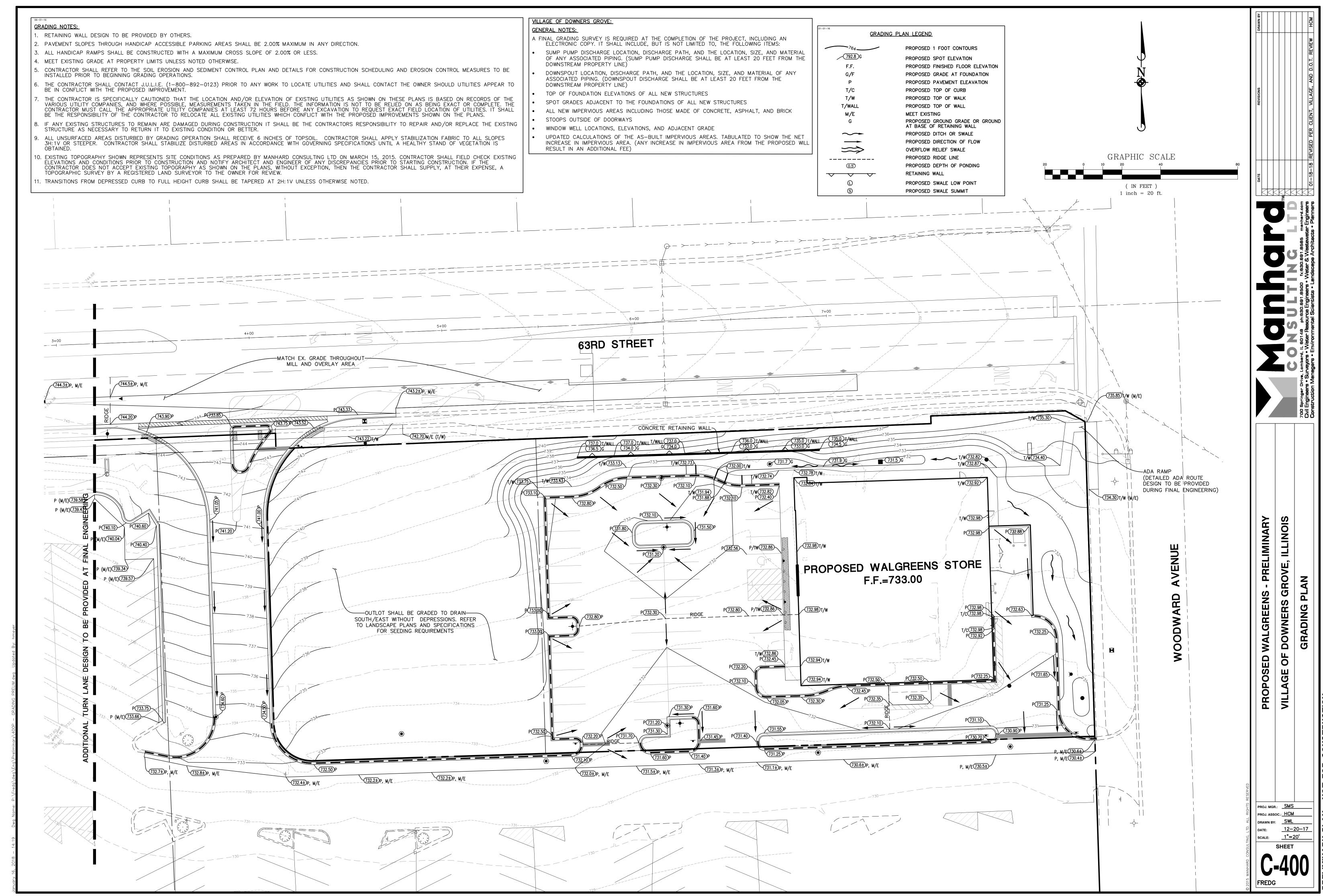
GROVE,

DOWNERS

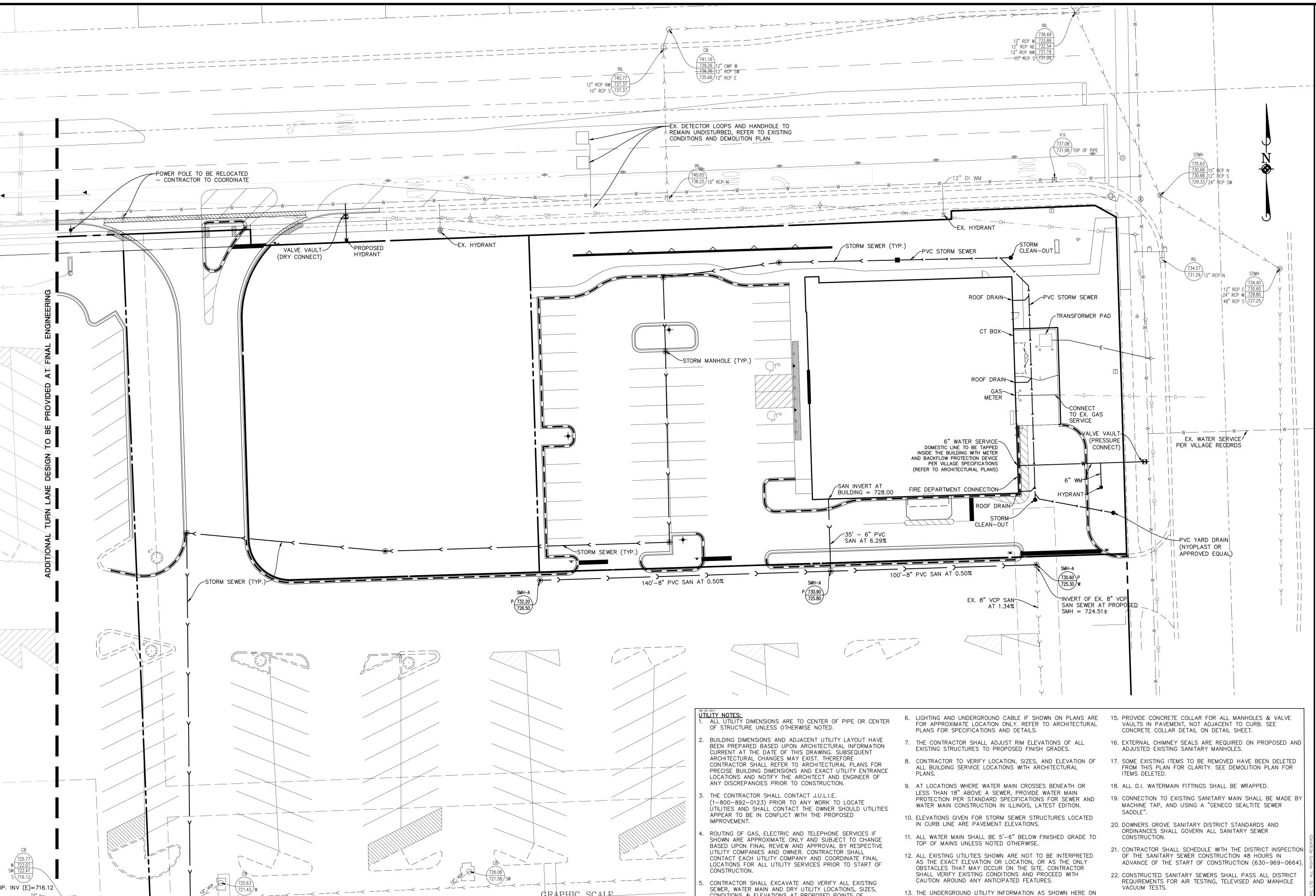
VILLAGE OF

SITE

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1 inch  $\stackrel{\text{def}}{=}$  20 ft.

CONDITIONS & ELEVATIONS AT PROPOSED POINTS OF

CONSTRUCTION AND NOTIFY THE OWNER OF ANY

DISCREPANCIES OR CONFLICTS.

CONNECTION AND CROSSINGS PRIOR TO ANY UNDERGROUND

12" RCP

-CONSTRUCT STORM MANHOLE OVER

EXISTING VCP STORM SEWER

REPLACE EXISTING 12" VCP

WITH 18" ROP STORM

23. NEW FIRE LINE TO BE INSTALLED TO VILLAGE OF DOWNERS GROVE SPECIFICATIONS AND PRESSURE TESTED AND

CHLORINATED

IS BASED, IN PART, UPON INFORMATION FURNISHED BY

14. ALL SANITARY AND STORM SEWER LENGTHS SHOWN ARE

MANHOLE TO FES.

UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS

AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED.

INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY

CENTER OF MANHOLE TO CENTER OF MANHOLE OR STORM

24. FIRE LINE BACKFLOW DEVICE TO BE INSTALLED TO VILLAGE CODE CHAPTER 25-UTILITIES. REFER TO ARCHITECTURAL PLANS FOR DETAILS

VACUUM TESTS.

ILLINOIS

GROVE,

DOWNERS

OF

AGE

**VILL** 

WALGREENS

ED

PROJ. MGR.: SMS 12-20-17 <u>1"=20'</u> SHEET

Page 30 of 92

Key	Quantity	Common Name	Botanical Name	Size	Comments
Canopy	Trees				
ACFR	9	AUTUMN BLAZE MAPLE	Acer freemani	2.5" BB	
GIBI	9	GINKGO (MALE)	Ginkgo biloba 'Autumn Gold'	2.5" BB	
GLTI	7	SKYLINE HONEYLOCUST	Gleditsia tricanthos inermis	2.5" BB	
QURU	9	RED OAK	Quercus rubra	2.5" BB	
Deciduo	us Shrubs				
COSA	5	ARCTIC SUN DOGWOOD	Cornus sanguinea 'Cato'	36" HT	
HYLL	13	LITTLE LIME HYDRANGEA	Hydrangea 'Little Lime'	36" HT	
ROSK	15	KNOCKOUT SHRUB ROSE	Rosa 'Knockout'	36" HT	
SYMB	15	BLOOMERANG LILAC	Syringa 'Bloomerang Purple Lilac'	36" HT	
Evergree	en Shrubs				
JUCK	29	KALLAY COMPACT JUNIPER	Juniperus chinensis 'Kallay'	36" HT	
Orname	ntal Grass	es			
CALK	26	FEATHER REED GRASS	Calamagrostis acutiflora 'Karl Forerster'	#1	
MISP	26	PURPLE MAIDEN GRASS	Miscanthus sinsensis 'Purpurascens'	#1	
PEAH	18	DWARF FOUNTAIN GRASS	Pennisetum alopecuroides 'Hameln'	#1	
Groundo	overs	1			
GERR	24	ROZANNE GERANIUM	Geranium 'Rozanne'	#1	Planted 30" O.C.

Note: 4" of shredded bark mulch in all beds unless otherwise noted

### **Landscaped Open Space Table**

Requirement: 10% of lot to be landscaped open space. At least 50% of the landscaped open space must be located in the street yard.

	<u>Area</u>	<u>%</u>
Lot 3 Impervious Surface	34,882 sf	74%
Lot 3 Landscaped Open Space	12,256 sf	26%
Lot 3 Area	47,138 sf	100%
Lot 3 Street Yard Open Space	10,163 sf	83%
Lot 3 Non- Street Yard Open Space	2,093 sf	17%
Lot 3 Landscaped Open Space	17,471 sf	100%

### LEGEND

.plp Parking Lot Perimeter .pli Parking Lot Islands .si Signage Landscaping .scr Screening Landscaping



### Village of Downers Grove Required Landscaping

### PARKING LOT PERIMETER (.plp)

Requirement: When a parking lot is located across the street from a residential zoning district, parking lot perimeter landscaping must be provided along 100% of the street frontage. When across from a nonresidential zoning district, landscaping must be provided along at least 75% of the parking lot perimeter. Shade trees to be provided at a rate of at least one tree per 30 lf of street frontage. Parkway trees may be counted.

63rd Street: 235 LF @100% landscaping and 8 trees (incl. bldg)

East & West Sides: 139 LF (Each side) @ 50% landscaping and 5

On Plan - 18 canopy trees total (plus 4 additional at entrance) 63rd Street = 100% screening E & W Sides = 50% screening

### PARKING LOT ISLANDS (.pli)

At least one shade tree must be provided for each 150 sf of landscape island. Islands must be located at the end of each parking row and between every 20 spaces.

At least 50% of every landscape island and landscape divider median must be planted with live plant material, such as perennials, ground cover, shrubs, or turf grass to a maximum height of 30 inches at maturity.

Required - 11 shade trees in islands, 50% coverage with live plant material (1650 sf of islands)

On Plan - 11 shade trees in islands, more than 50% coverage with live plant material

### SIGNAGE LANDSCAPING

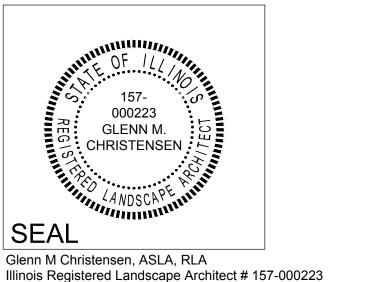
The base of all monument signs must be landscaped. Signs must be surrounded by a landscaped area of at least 3 ft.in width.

### On Plan - Meets ordinance

### SCREENING LANDSCAPING

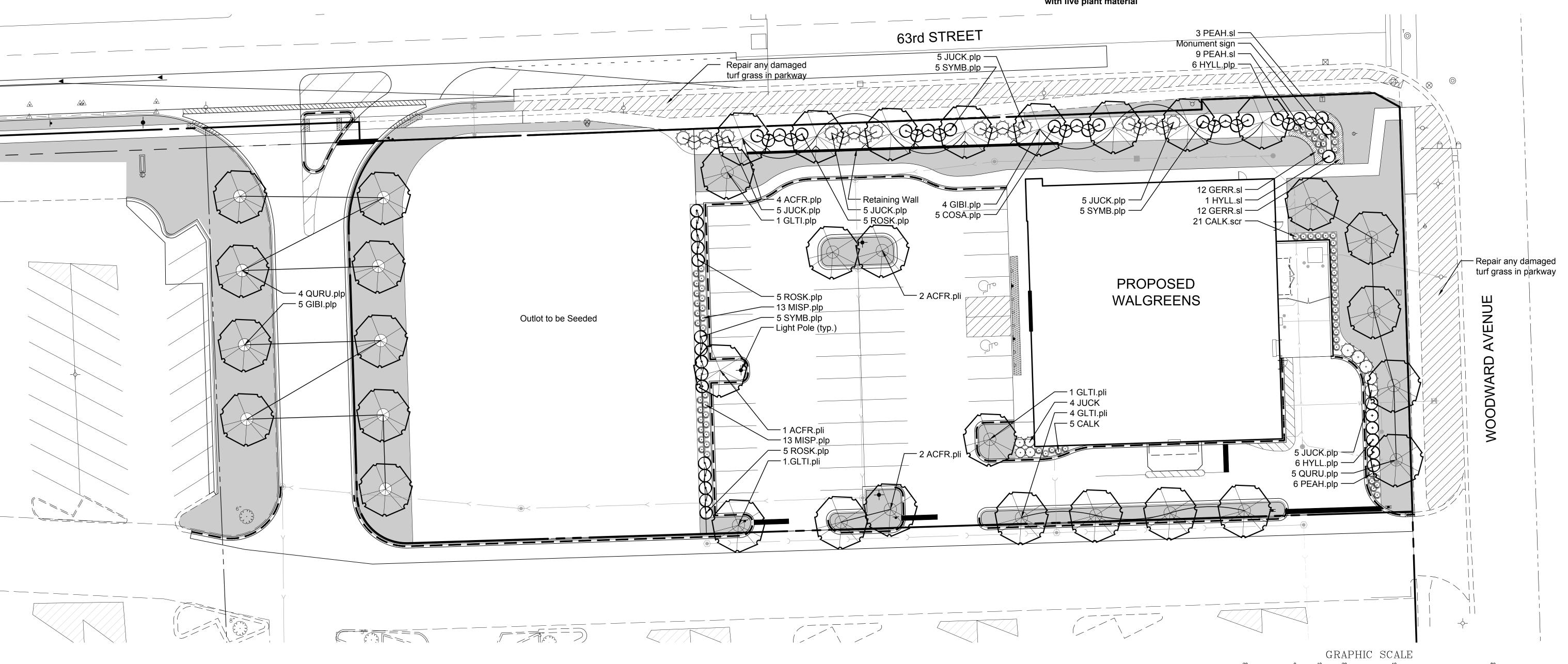
Screening of refuse areas must be screened with a wall or other screening material providing at least 80% direct visual screening at least 6' in height.

On Plan - Screening wall and landscaping; meets ordinance



Illinois Registered Landscape Architect # 157-000223





( IN FEET ) 1 inch = 20 ft

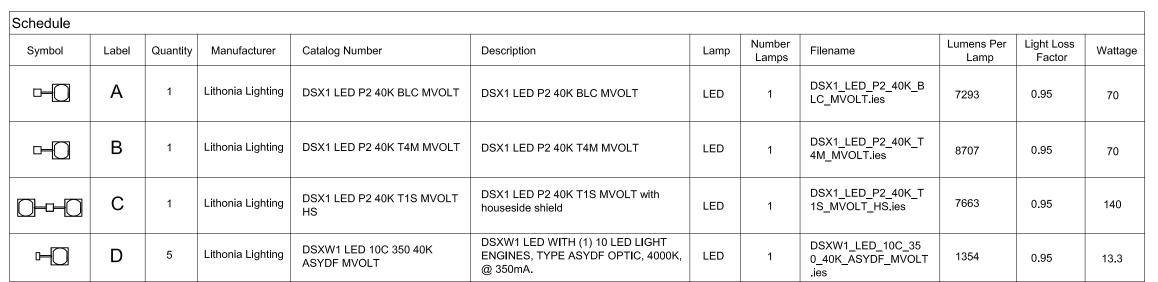
**PRELIMINARY** ILLINOIS

VILLAGE OF DOWNERS GROVE, PROPOSED WALGREENS

PROJ. MGR.: SMS

1"=20'

RES 2018-7682 Page 31 of 92



Statistics									
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min			
Calc Zone Entire Area	+	0.0 fc	1.1 fc	0.0 fc	N/A	N/A			
Calc Zone Parking Area only	Ж	1.7 fc	5.8 fc	0.1 fc	58.0:1	17.0:1			
Calc Zone Property Line		0.0 fc	0.1 fc	0.0 fc	N/A	N/A			

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1	С	334.20	229.70	20.00	180.00	0.00			
1	D	503.50	236.40	20.00	90.00	0.00	503.50	236.40	0.00
2	D	503.50	197.60	20.00	90.00	0.00	503.50	197.60	0.00
3	D	503.10	160.40	20.00	90.00	0.00	503.10	160.40	0.00
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SITE PHOTOMETRIC CALCULATIONS PLAN

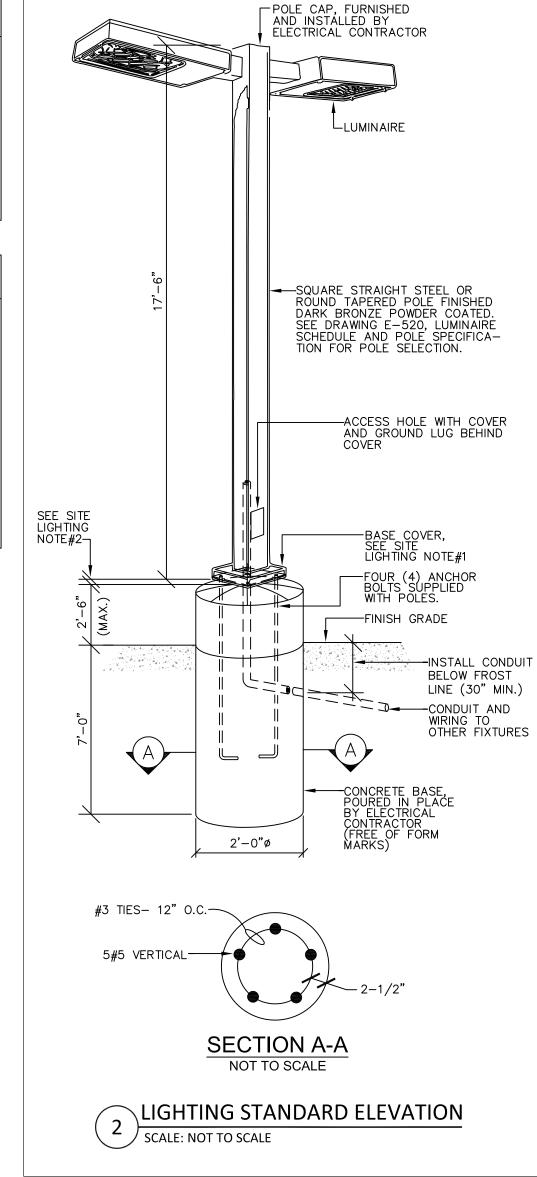
D-3 0.7 0.3 0 0.1 0.0 0.0 0.0 0.0 0.0 0.0

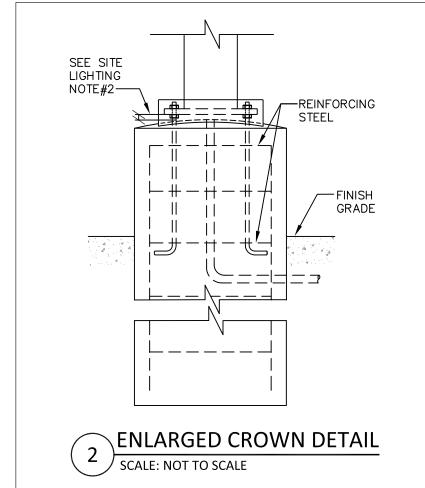
### PHOTOMETRIC NOTE

- READINGS SHOWN ARE BASED ON A TOTAL LLF AS SHOWN AT GRADE. DATA REFERENCES THE EXTRAPOLATED PERFORMANCE PROJECTIONS IN A 25C AMBIENT BASED ON 10,000 HRRS OF LED TESTING (PER IESNA LM-80-08 AND PROJECTED PER IESNA TM-21-11)
- PLEASE REFER TO THE "LUMINAIRE LOCATIONS" TABLE FOR MOUNTING HIEGHTS.
- PRODUCT INFORMATION CAN BE OBTAINED AT WWW.LITHONIA.COM OR THROUGH YOUR LOCAL AGENCY.
- CALCULATIONS INCLUDE THE 3.5' RETAINING WALL.

### **DISCLAIMER**

THIS LIGHTING DESIGN IS NOT A PROFESSIONAL ENGINEERING DRAWING AND IS PROVIDED FOR INFORMATIO9NAL PURPOSES ONLY WITHOUT WARRANTY AS TO ACCURACY, COMPLETENESS, RELIABILITY OR OTHERWISE. ACUITY BRANDS LIGHTING IS NOT RESPONSIBLE FOR SPECIFYING THE LIGHTING OR ILLUMINATION REQUIREMENTS FOR ANY ANY SPECIFIC PROJECT. IT IS THE OBLIGATION OF THE END-USER TO CONSULT WITH A PROFESSIONAL ENGINEERING ADVISOR TO DETERMINE WHETHER THIS LIGHTING DESIGN MEETS THE APPLICA-BLE PROJECT REQUIREMENTS FOR LIGHTING SYSTEM PERFORMANCE, SAFETY, SUITABILITY AND EFFECTIVENESS FOR USE IN A PARTICU-LAR APPLICATION. END-USER ENVIRONMENT AND APPLICATION (INCLUDING, BUT NOT LIMITED TO, VOLTAGE VARIATION AND DIRT ACCUMULATION) CAN CAUSE ACTUAL FIELD PERFORMANCE TO DIFFER FROM THE CALCULATED PHOTOMETRIC PERFORMANCE RE-PRESENTED IN THIS LIGHTING DESIGN. IN NO EVENT WILL ACUITY BRANDS LIGHTING BE RESPONSIBLE FOR ANY LOSS RESULTING FROM ANY USE OF THIS LIGHTING DESIGN.



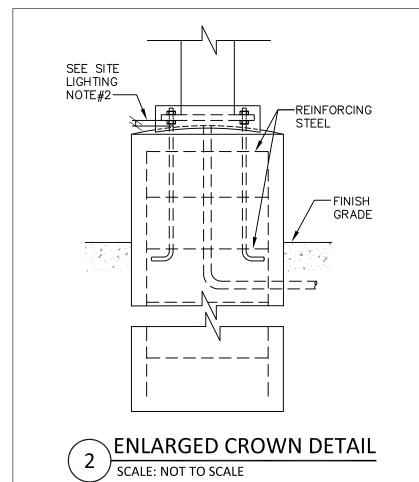


## SITE LIGHTING **INSTALLATION INSTRUCTIONS**

- 2. PRIOR TO LUMINAIRE INSTALLATION, VERIFY THAT THE LUMINAIRE CATALOG NUMBER MATCHES THE CATALOG

## **NOTES**

- 2. 1/2" (MIN) AIR-GAP SPACE BETWEEN TOP OF CONCRETE CROWN AND BOTTOM OF POLE BASE PLATE FOR VENTILATION.
- 3. THE POLE FOUNDATION DIMENSIONS SHOWN HEREON SIMPLY REPRESENT THE MINIMUM ACCEPTABLE DIMENSIONS; ACTUAL DIMENSIONS FOR EACH SITE SHALL BE SPECIFIED BY THE ENGINEER OF RECORD. THE POLE FOUNDATION SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER WITH EXPERIENCE IN LIGHT POLE BASE DESIGN AND WIND LOADS. SITE SPECIFIC SOIL PARAMETERS FROM THE GEOTECHNICAL REPORT SHALL BE USED AS INPUTS TO THE DESIGN.

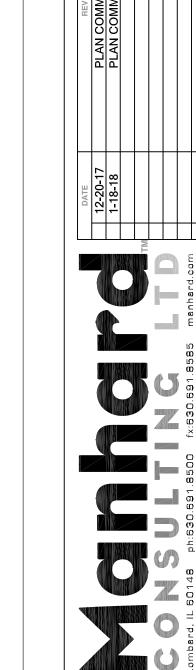




- 1. LOCATE LUMINAIRE ON THE DRAWING; AND VERIFY LUMINAIRE CATALOG NUMBER AND DIRECTION OF ARROW.



- 1. PROVIDE CROWN ON TOP OF CONCRETE BASE TO COMPLETELY SHED WATER.







ILLINOIS GROVE,

AVENUE

WOODWARD OWNERS AND STREET OF VILLAGE 63RD

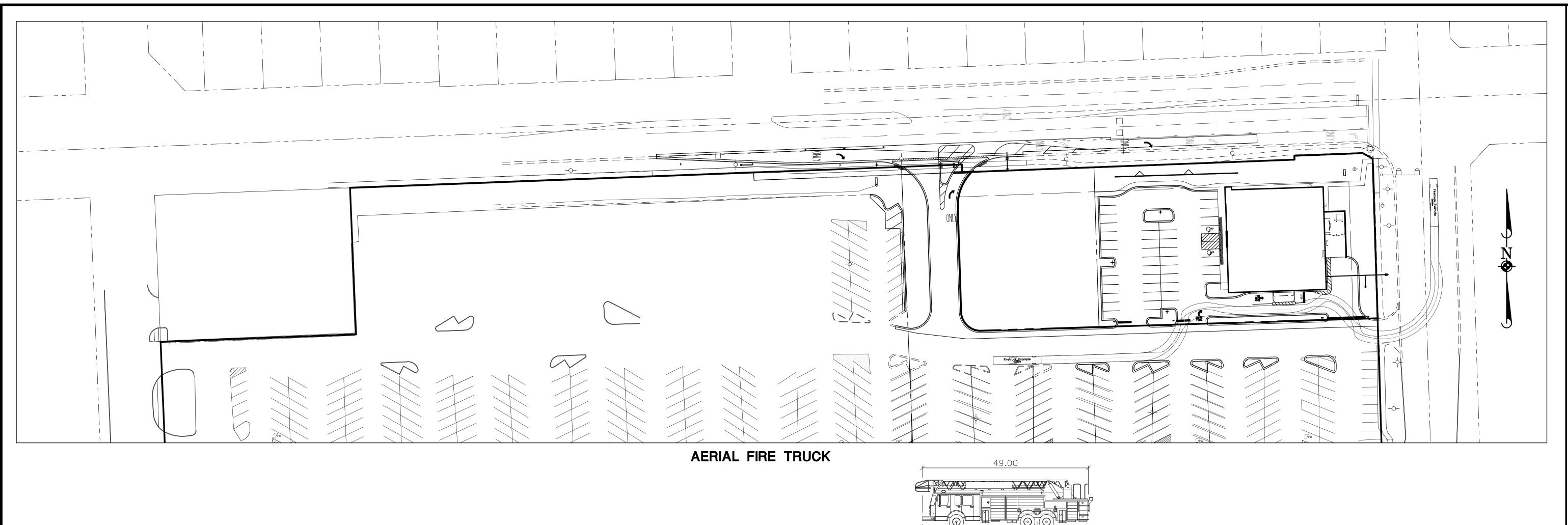
DRAWN BY: AB DATE: 12-20-17

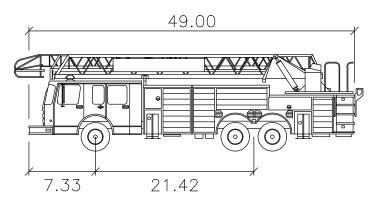
SCALE: AS NOTED SHEET

E-101

RES 2018-7682 Tractor Width Trailer Width Tractor Track Trailer Track VILLAGE OF DOWNERS GROVE AUTOTURN EXHIBIT WALGREENS 38.08 REAR-LOAD GARBAGE TRUCK PROJ. MGR.: SMS PROJ. ASSOC.: HCM 12-20-17 1"=50' Width : 8.00 Track : 8.00 Lock to Lock Time : 6.0 Steering Angle : 27.4 ( IN FEET ) 1 inch = 50 ft.

RES 2018-7682





Firetruck Example Width : 8.00
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 32.6

> GRAPHIC SCALE ( IN FEET ) 1 inch = 50 ft.

PROJ. MGR.: TP

PROJ. ASSOC.: SWL

DRAWN BY: HCM

DATE: 12-20-17

SCALE: 1"=50' SHEET

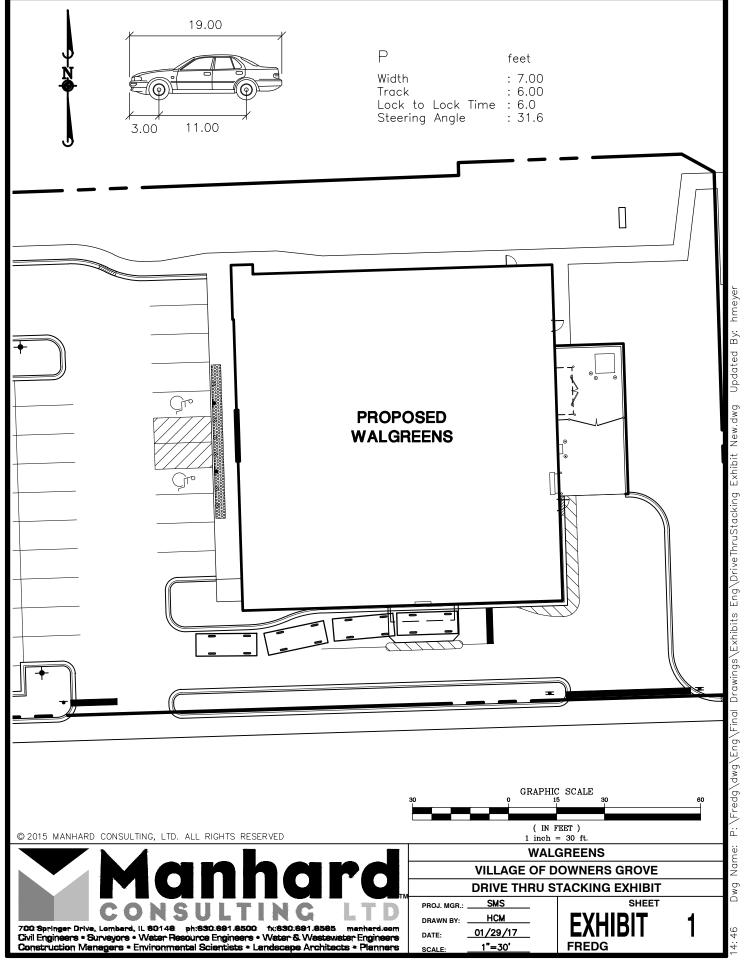
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VILLAGE OF DOWNERS GROVE AUTOTURN EXHIBIT

WALGREENS

RES 2018-7682



Page 34 of 92



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

MEMORANDUM TO: Mitchell P Kahn

Frontline Real Estate Partners, LLC

FROM: Javier Millan

Senior Consultant

Luay Aboona, PE

Principal

DATE: December 15, 2017

SUBJECT: Trip Generation Comparison

Revised Walgreens Development Plan

Downers Grove, Illinois

This memorandum provides a comparison of the estimated traffic to be generated by the (1) approved plan and (2) current proposed plan for the Walgreens Drive-Through Pharmacy store to be located in the southwest corner of the intersection of 63<sup>rd</sup> Street with Woodward Avenue within the Meadowbrook shopping center in Downers Grove, Illinois. The approved development plan included an approximate 14,500 square-foot Walgreens pharmacy with drive-through facility. As currently proposed, the development plan calls for a smaller Walgreens of approximately 10,500 square feet to be located on the east end of the parcel. The west end of the parcel will be developed by others at a later time. Access to the Walgreens pharmacy will continue to be provided via the existing access drives serving the Meadowbrook shopping center.

The number of peak hour vehicle trips estimated to be generated by the approved development plan and the current proposed development plan were based on trip data for land use code 881 (Pharmacy/Drugstore w/Drive-Through) published by the Institute of Transportation Engineers (ITE) in its *Trip Generation Manual*, 9<sup>th</sup> Edition. **Table 1** shows the traffic estimated to be generated by the approved development plan and the current proposed development plan. With the reduction in size, it can be seen that the current proposed development plan is estimated to generate less traffic than the approved development plan. As such, the findings and conclusions of the original traffic impact evaluation dated February 2, 2017 remain.

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Table 2 EXISTING AND ESTIMATED TRAFFIC VOLUMES – PROPOSED WALGREENS

Land- Use	-	Weekday Morning Peak Hour			Weekday Evening Peak Hour			ırday M Peak Ho	Daily Two-Way Traffic		
Code	Type/Size	In	Out	Total	In	Out	Total	In	Out	Total	Total
Appro	oved Development Plan										
881	Pharmacy/Drugstore w/ Drive-Through (14,500 s.f.)	26	24	50	72	72	144	59	61	120	1,406
	Pass-By Trip Reduction (50%):	<u>-13</u>	<u>-12</u>	<u>-25</u>	<u>-36</u>	<u>-36</u>	<u>-72</u>	<u>-30</u>	<u>-30</u>	<u>-60</u>	<u>-702</u>
Total	New Trips Generated:	13	12	25	36	36	72	29	31	60	704
Curre	ent Proposed Developme	nt Plan									
881	Pharmacy/Drugstore w/ Drive-Through (10,500 s.f.)	19	17	36	52	52	104	42	44	86	1,018
	Pass-By Trip Reduction (50%):	<u>-10</u>	<u>-8</u>	<u>-18</u>	<u>-26</u>	<u>-26</u>	<u>-52</u>	<u>-21</u>	<u>-22</u>	<u>-43</u>	<u>-509</u>
Total	New Trips Generated:	9	9	18	26	26	52	21	22	43	509
	Difference	-4	-3	-7	-10	-10	-20	-8	-9	-17	-195



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

MEMORANDUM TO: Mitchell P. Kahn

Frontline Real Estate Partners, LLC

FROM: Javier Milan

Senior Consultant

Luay R. Aboona, PE

Principal

DATE: February 2, 2017

SUBJECT: Traffic Impact Evaluation

Proposed Walgreens Drive-Through Pharmacy Store

Downers Grove, Illinois

This memorandum summarizes the results of a traffic impact evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Walgreens Drive-Through Pharmacy Store in Downers Grove, Illinois. The plans call for relocating the existing Walgreens store in the northwest corner of the intersection of 63<sup>rd</sup> Street with Belmont Avenue to the southwest corner of the intersection of 63<sup>rd</sup> Street with Woodward Avenue. The proposed location, which is currently occupied by Roundhead's Pizza Pub, is located within the Meadowbrook shopping center. **Figure 1** shows an aerial view of the site area.

The purpose of this evaluation is to address concerns raised regarding existing traffic operations at the intersection of 63<sup>rd</sup> Street with Woodward Avenue, which include the following:

- Queueing and delays experienced by traffic on Woodward Avenue
- The impact of the additional traffic that the proposed Walgreens development will generate
- The projected increase in traffic on Woodward Avenue north of 63<sup>rd</sup> Street

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Aerial View of Site Location Figure 1

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#### **Existing Roadways**

The existing roadways and traffic control characteristics of the adjacent roadways are described below.

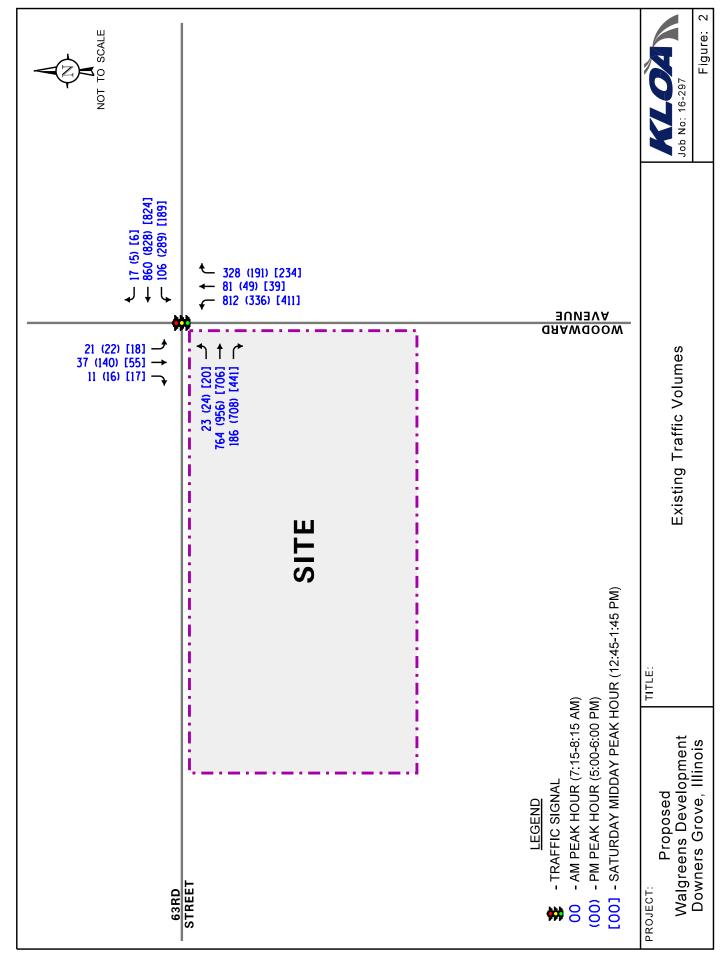
63<sup>rd</sup> Street (DuPage County Route 38) is an east-west roadway with a five-lane cross section that in the vicinity of the site provides two lanes in each direction divided by a striped median. At its signalized intersection with Woodward Avenue, 63<sup>rd</sup> Street provides an exclusive left-turn lane, two exclusive through lanes, and an exclusive right-turn lane on the eastbound approach and an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane on the westbound approach. Standard style crosswalks are provided on all legs of the intersection along with pedestrian signals. 63<sup>rd</sup> Street is under the jurisdiction of the DuPage County Division of Transportation (DuDOT) and has a posted speed limit of 40 miles per hour (mph).

Woodward Avenue is a north-south roadway that provides one lane in each direction north of 63<sup>rd</sup> Street and two lanes in each direction south of 63<sup>rd</sup> Street. At its signalized intersection with 63<sup>rd</sup> Street, Woodward Avenue provides a shared left-turn/through lane and a shared through/right-turn lane on the southbound approach and an exclusive left-turn lane, a shared left-turn/through lane, and an exclusive right-turn lane on the northbound approach. Woodward Avenue is under the jurisdiction of Lisle Township and Downers Grove Township north of 63<sup>rd</sup> street and the Village of Downers Grove south of 63<sup>rd</sup> Street. Woodward Avenue has a posted speed limit of 25 mph north of 63<sup>rd</sup> Street increasing to 30 mph south of 63<sup>rd</sup> Street. Through traffic and trucks over eight tons are prohibited on Woodward Avenue via signage north of 63<sup>rd</sup> Street.

### **Existing Traffic Volumes**

In order to determine current traffic conditions at the intersection of 63<sup>rd</sup> Street with Woodward Avenue, KLOA, Inc. conducted peak period traffic counts on Saturday, January 21, 2017 and on Tuesday, January 24, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (2:30 P.M. to 6:00 P.M.) peak periods and on Saturday January 21, 2017 during the midday (12:00 P.M. to 2:00 P.M.) peak period. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M., the weekday evening peak hour of traffic occurs from 4:00 P.M. to 5:00 P.M., and the Saturday midday peak hour of traffic occurs from 12:45 P.M. to 1:45 P.M. **Figure 2** illustrates the existing peak hour traffic volumes. Summaries of the traffic counts can be found in the Appendix.

In addition, the results of the traffic counts were compared with counts previously conducted by DuDOT in 2014 and were found to be generally consistent. It should also be noted that the traffic counts were conducted while the nearby Indian Trail Elementary School was in session and school-related traffic was included in the traffic counts. A review of the traffic counts showed that approximately 30 percent more traffic traveled through the intersection of 63<sup>rd</sup> Street with Woodward Avenue during the evening peak hour (5:00 P.M. to 6:00 P.M.) than during the afternoon peak hour (2:30 P.M. to 3:30 P.M.) when the school ends. As such, the higher evening traffic volumes were utilized in the evaluation.



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# Traffic Operations of the 63<sup>rd</sup> Street/Woodward Avenue Intersection

The intersection of 63<sup>rd</sup> Street with Woodward Avenue is under traffic signal control with split phasing for the northbound and southbound approaches. This intersection is part of a coordinated system on 63<sup>rd</sup> Street that extends from Main Street to the east to Leonard Avenue to the west. The intersection of 63<sup>rd</sup> Street with Woodward Avenue is fully actuated on all approaches and provides protected/permissive left-turn phases on the eastbound and westbound approaches and right-turn overlap phases on the eastbound and northbound approaches. A sign facing southbound on Woodward Avenue north of 63<sup>rd</sup> Street prohibits non-local traffic on Woodward Avenue. However, no such signs are provided on Woodward Avenue at its intersection with Maple Avenue or on 61<sup>st</sup> Street or 59<sup>th</sup> Street at their respective intersections with Belmont Avenue. As such, cutthrough traffic is only prohibited from traveling northbound on Woodward Avenue, not southbound.

Capacity analyses were conducted at the intersection under existing conditions utilizing the existing signal timings and phasing. The results of the capacity analyses expressed in terms of Level of Service (LOS) and average delays are summarized in **Table 1**. As can be seen, the intersection overall operates at an acceptable LOS C during all three peak hours. However, the northbound and southbound approaches operate at LOS D/E which is primarily due to the limited green time allocated to these approaches, the split phase, and the high volume of traffic on northbound Woodward Avenue.

The results of the capacity analyses were also confirmed by the following observations that were made of existing conditions:

#### Morning Peak Hour

- Traffic queues on northbound Woodward Avenue were consistently observed to extend between Hastings Avenue and Loomes Avenue for approximately 30 to 60 seconds; however, the queues cleared the intersection most of the time with each green phase.
- Traffic queues on southbound Woodward Avenue were observed to consist of a maximum of four to eight vehicles each cycle and cleared the intersection with each green phase.

#### Evening Peak Hour

- Traffic queues on southbound Woodward Avenue were observed to consistently extend past the shared left-turn/through lane storage length and taper with combined lane queues of approximately 10 to 16 vehicles per cycle.
- O A significant portion of traffic traveling on Woodward Avenue north of 63<sup>rd</sup> Street during the peak hours was observed to be cut-through traffic traveling to/from Belmont Avenue to the west and Maple Avenue from the north.

- O Based on the previous observation, the sign prohibiting non-local traffic on northbound Woodward Avenue north of 63<sup>rd</sup> Street is not being adhered to.
- O Additional signage prohibiting cut-through traffic needs to be posted at 59<sup>th</sup> Street, 61<sup>st</sup> Street, and Maple Avenue.

The following is a summary of the reasons for the long delays and queues experienced at this intersection:

- The north-south split phasing nature of the intersection is the primary cause for the intersection's poor level of service, extensive queueing, and significant delay.
  - O The split phasing at this intersection is required because of the striping on the south leg to accommodate the high volume of northbound left-turn movements and the limitation of sufficient right-of-way to geometrically improve the intersection to accommodate the existing traffic volumes without split phasing.
  - The northbound and southbound phases are allocated a proportionate amount of green time based on their respective traffic volumes which results in a minimal amount of green time for the southbound phase (approximately 8, 15, and 13 seconds during the weekday morning, weekday evening, and Saturday midday peak hours, respectively), thus resulting in the delays on the approach.
- The cause for the high volume of northbound left-turn movements on Woodward Avenue and the high volume of eastbound right-turn movements on 63<sup>rd</sup> Street is the result of how the area roadways are configured.
  - As previously mentioned, Woodward Avenue north of 63<sup>rd</sup> Street is restricted to local traffic only and does not allow vehicles over eight tons.
  - O Vehicles traveling on Woodward Avenue that desire to continue to travel northbound must turn left onto westbound 63<sup>rd</sup> Street and then turn right onto northbound Belmont Street approximately one-quarter mile to the west of Woodward Avenue
  - These two north-south streets act as non-continuous arterial roadways. Instead of being continuous or directly connected, traffic must travel on 63<sup>rd</sup> Street to continue to travel either north or south via Woodward or Belmont Avenue.

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Table 1 CAPACITY ANALYSIS RESULTS –  $63^{\rm RD}$  STREET WITH WOODWARD AVENUE – SIGNALIZED

	Peak Hour	E	astboun	d	W	/estbour	ıd	No	orthbou	nd	So	outhbou	nd	Overall
	Peak Hour	L	Т	R	L	Т	R	L	Т	R	L	Т	R	Overali
S	Weekday Morning	C 22.8	C 23.0	A 6.3	C 21.6	C 22.7	C 23.0	E 60.1	E 59.5	D 37.3	E 62.1		E 61.8	C – 34.4
tion	Peak Hour		B – 19.8			C - 22.7	,		D - 53.8	}		E – 61.9		
Conditions	Weekday Evening	B 13.8	B 12.9	B 17.0	B 14.7	A 7.4	A 7.5	E 60.7	E 64.6	D 44.5	E 69.3		E 67.0	C – 22.4
	Peak Hour		B – 14.6			A – 9.3			E – 56.7	,		E - 68.2		22.1
Existing	Saturday Midday	B 14.2	B 13.4	B 10.7	B 13.1	B 11.1	B 11.2	D 47.7	D 47.3	D 37.8	D 51.7		D 51.6	C-20.6
	Peak Hour		B – 12.4			B – 11.5			D – 44.2			D – 51.7	1	2 20.0

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#### **Development Traffic Generation**

The traffic to be generated by the proposed development was estimated using trip data published by the Institute of Transportation Engineers (ITE) in its *Trip Generation Manual*, 9<sup>th</sup> Edition. The trip rates were applied for the weekday morning and evening peak hours and on a daily basis for a Pharmacy/Drugstore with Drive-Through Window (Land-Use Code 881). In addition, the traffic currently generated by the existing Walgreens was observed and the resulting trip generation was compared with the ITE estimates. **Table 2** shows the trip generation comparison, which indicates that the estimated trips are very similar. It is important to note that surveys conducted by ITE have shown that up to 50 percent of trips made to pharmacy/drugstores with drive-through are diverted from the existing traffic on the roadway system. Such diverted trips are referred to as pass-by traffic. As such, a 50 percent pass-by reduction was applied to the trip generation estimates of the proposed development.

It is also important to note that the proposed Walgreens is a relocation of the existing Walgreens store located approximately one block west of the site. As such, the majority of its traffic is already traversing the intersection of 63<sup>rd</sup> Street with Woodward Avenue and as a result is not expected to add a significant amount of new traffic to the intersection, with its current operations expected to remain largely unchanged. However, in order to provide a conservative analysis, the traffic that will be generated by the proposed Walgreens was assumed to all be new to the area roadways.

In order to project Year 2018 conditions, existing traffic volumes on 63<sup>rd</sup> Street and Woodward Avenue were increased by one percent based on projections provided by the Chicago Metropolitan Agency for Planning (CMAP). In addition, traffic to be generated by the proposed development was assigned to the roadways as determined from the traffic counts. The assignment of traffic was determined as follows:

- 40 percent traveling to and from the west on 63<sup>rd</sup> Street
- 30 percent traveling to and from the east on 63<sup>rd</sup> Street
- 30 percent traveling to and from the south on Woodward Avenue
- Five percent traveling to and from the north of Woodward Avenue

The Year 2018 projected conditions for the intersection of 63<sup>rd</sup> Street with Woodward Avenue were analyzed. **Table 3** summarizes the intersection's LOS and delay for Year 2018 projected conditions during the peak hours.

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Table 2 EXISTING AND ESTIMATED TRAFFIC VOLUMES – PROPOSED WALGREENS

Land- Use			ekday Mo Peak Ho	0		kday Ev Peak Ho	U		ırday M Peak Ho	•	Daily Two-Way Traffic
Code	Type/Size	In	Out	Total	In	Out	Total	In	Out	Total	Total
Existi	ing Walgreens Traffic	12	7	19	65	77	142	58	59	117	N/A
881	Pharmacy/Drugstore w/ Drive-Through (14,500 s.f.)	26	24	50	72	72	144	59	61	120	1,406
Pa	ass-By Trip Reduction (50%):	<u>-13</u>	<u>-12</u>	<u>-25</u>	<u>-36</u>	<u>-36</u>	<u>-72</u>	<u>-30</u>	<u>-30</u>	<u>-60</u>	<u>702</u>
Total No	ew Trips Generated:	13	12	25	36	36	72	29	31	60	704

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Table 3
CAPACITY ANALYSIS RESULTS – 63<sup>RD</sup> STREET WITH WOODWARD AVENUE – SIGNALIZED

	Deele Herri	E	astboun	d	W	estbour	ıd	No	orthbou	nd	So	outhbou	nd	0
	Peak Hour	L	T	R	L	T	R	L	Т	R	L	T	R	Overall
SI	Weekday Morning	C 23.1	C 23.4	A 6.3	C 21.9	C 23.1	C 23.4	E 60.7	E 60.4	D 37.2	E 62.1		E 61.8	C – 34.8
itior	Peak Hour		C - 20.2			C - 23.1			D - 54.3	}		E - 62.0	)	
Conditions	Weekday Evening	B 14.1	B 13.4	B 17.4	B 15.4	A 7.7	A 7.8	E 60.4	E 65.0	D 44.1	E 69.2		E 67.0	C-22.7
cted	Peak Hour		B – 15.1			A - 9.7			E - 56.6			E - 68.2		3 22.7
Projected	Saturday Midday	B 14.4	B 13.6	B 10.8	B 13.3	B 11.3	B 11.4	D 47.8	D 47.5	D 37.6	D 51.8		D 51.6	C – 20.8
	Peak Hour		B - 12.6			B – 11.7			D - 44.2	2		D – 51.7	,	2 20.0
LOS – I	Level of Service							•			•			

Delay is measured in seconds.

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As can be seen, the intersection is expected to continue to operate at an overall LOS C during the weekday morning, weekday evening, and Saturday midday peak hours with an increase in overall delay during each of the peak hours of one second or less. Similarly, the increase in delay of the southbound approach as a result of the increase in traffic will be minimal (less than one second). As such, the proposed development will have a minimal impact on the operation of the intersection.

#### **Potential Intersection and Roadway Improvements**

While the proposed relocation of Walgreens will have a negligible impact on the intersection, the following improvements to the intersection and/or roadways could be considered:

- In order to reduce cut through traffic and reduce queues on southbound Woodward Avenue, signs prohibiting non-local traffic should be placed on Woodward Avenue just south of Maple Avenue and on 61<sup>st</sup> Street and 59<sup>th</sup> Street just east of Belmont Avenue.
- In order to reduce delays on Woodward Avenue, additional green time could be allocated to the northbound and/or southbound movements.
  - Preliminary analysis showed that providing an additional five seconds of green time for the southbound approach during the evening peak hour would reduce delay for all southbound movements by approximately five to six seconds.
  - O However, this will increase the overall intersection delay by approximately seven seconds during the evening peak hour.
  - O It is important to note that reducing delay for the southbound approach may encourage additional cut-through traffic on Woodward Avenue.
  - O Any change to signal timing will require DuDOT review and may not be approved due to its impact on 63<sup>rd</sup> Street traffic and the interconnect system.

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#### **Conclusion**

Based on the preceding evaluation, the following conclusions are made:

- The proposed Walgreens is a relocation of the existing store located at the northwest corner of the intersection of 63<sup>rd</sup> Street with Belmont Avenue.
- The signalized intersection of 63<sup>rd</sup> Street with Woodward Avenue currently operates as a split phase intersection causing queues and delays on both the northbound and southbound approaches.
- Despite these delays, queues were generally observed to clear the intersection with each green phase.
- Cut-through traffic is utilizing Woodward Avenue to travel to/from Belmont Avenue to the west and Maple Avenue from the north.
- The proposed Walgreens will not add a significant amount of new traffic to 63<sup>rd</sup> Street or Woodward Avenue and, as such, will have a minimal impact on the operations of the intersection of 63<sup>rd</sup> Street with Woodward Avenue.
- A minimal amount of traffic generated by the proposed development will travel to/from the north on Woodward Avenue.
- Signs prohibiting cut-through traffic should be placed on Woodward Avenue just south of Maple Avenue and on 61<sup>st</sup> Street and 59<sup>th</sup> Street just east of Belmont Avenue to reduce the traffic volumes of Woodward Avenue north of 63<sup>rd</sup> Street.
- Traffic delays on the southbound approach of Woodward Avenue may be reduced by allocating additional green time which may cause increases in overall intersection delays. Such modifications would be subject to DuDOT review.

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# Appendix

Traffic Count Summary Sheets Level of Service Criteria Capacity Analysis Summary Sheets RES 2018-7682 Page 50 of 92

**Traffic Count Summary Sheets** 

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Kenig Lindgren O'Hara Aboona, Inc. 9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018 (847)518-9990

Count Name: 63rd Street with Woodward Avenue Site Code: Start Date: 01/21/2017 Page No: 1

Turning Movement Data

			63rd	Street					63rd	Street					Woodwar	rd Avenue					Woodwa	rd Avenue			
			Easth	oound					West	bound					North	bound					South	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 PM	0	1	161	120	0	282	0	50	175	2	0	227	0	89	9	65	0	163	0	1	22	3	1	26	698
12:15 PM	0	6	169	111	0	286	0	56	192	2	0	250	0	95	13	46	0	154	0	1	20	5	0	26	716
12:30 PM	0	5	197	111	0	313	0	61	170	4	0	235	0	100	11	60	2	171	0	2	18	4	0	24	743
12:45 PM	0	3	159	94	0	256	0	55	205	1	0	261	0	116	12	60	0	188	0	5	20	2	0	27	732
Hourly Total	0	15	686	436	0	1137	0	222	742	9	0	973	0	400	45	231	2	676	0	9	80	14	1	103	2889
1:00 PM	0	8	196	117	0	321	0	42	195	1	0	238	0	85	9	56	0	150	0	5	6	9	0	20	729
1:15 PM	0	2	178	104	0	284	0	46	202	2	0	250	0	102	10	51	1	163	0	4	16	1	0	21	718
1:30 PM	0	7	175	126	0	308	0	46	222	2	0	270	0	108	8	67	1	183	0	4	13	5	0	22	783
1:45 PM	0	1	191	107	1	299	0	47	150	2	0	199	0	98	7	65	0	170	0	3	6	4	0	13	681
Hourly Total	0	18	740	454	1	1212	0	181	769	7	0	957	0	393	34	239	2	666	0	16	41	19	0	76	2911
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	_	_	-	-	-	-	_	_	-	-	-
7:00 AM	0	1	179	37	0	217	0	16	212	2	0	230	0	194	9	50	0	253	0	0	7	1	0	8	708
7:15 AM	0	3	191	40	0	234	0	15	193	0	0	208	0	218	17	72	0	307	0	3	5	2	0	10	759
7:30 AM	0	7	194	55	0	256	0	26	232	2	0	260	0	213	26	85	0	324	0	3	14	4	0	21	861
7:45 AM	0	9	204	43	0	256	0	43	235	9	0	287	0	212	29	97	0	338	0	9	2	2	0	13	894
Hourly Total	0	20	768	175	0	963	0	100	872	13	0	985	0	837	81	304	0	1222	0	15	28	9	0	52	3222
8:00 AM	0	4	175	48	0	227	0	22	200	6	0	228	0	169	9	74	0	252	0	6	16	3	1	25	732
8:15 AM	0	9	149	51	0	209	0	40	212	1	0	253	0	141	14	53	0	208	0	5	10	4	1	19	689
8:30 AM	0	2	167	41	0	210	0	44	209	3	1	256	0	111	14	46	1	171	0	2	10	4	0	16	653
8:45 AM	0	3	156	54	0	213	0	24	180	0	0	204	0	112	4	35	0	151	0	1	11	2	0	14	582
Hourly Total	0	18	647	194	0	859	0	130	801	10	1	941	0	533	41	208	1	782	0	14	47	13	2	74	2656
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	5	149	104	0	258	0	51	167	2	0	220	0	71	9	50	0	130	0	1	11	2	0	14	622
2:45 PM	0	4	164	103	0	271	0	52	138	2	0	192	0	79	21	64	0	164	0	2	11	4	0	17	644
Hourly Total	0	9	313	207	0	529	0	103	305	4	0	412	0	150	30	114	0	294	0	3	22	6	0	31	1266
3:00 PM	0	5	145	112	0	262	0	65	139	7	0	211	0	68	11	40	0	119	0	4	20	4	2	28	620
3:15 PM	0	3	198	109	0	310	0	47	146	5	0	198	0	77	10	43	0	130	0	5	19	0	0	24	662
3:30 PM	0	4	185	129	0	318	0	67	194	4	1	265	0	87	8	68	0	163	0	2	20	1	1	23	769
3:45 PM	0	3	213	144	0	360	0	69	226	1	1	296	0	91	7	49	0	147	0	2	30	4	0	36	839
Hourly Total	0	15	741	494	0	1250	0	248	705	17	2	970	0	323	36	200	0	559	0	13	89	9	3	111	2890
4:00 PM	0	4	223	157	1	384	0	49	239	0	0	288	0	92	5	45	0	142	0	3	23	3	2	29	843
4:15 PM	0	3	234	157	0	394	0	69	157	1	0	227	0	102	6	43	0	151	0	0	26	3	0	29	801
4:30 PM	0	2	242	166	0	410	0	75	218	1	0	294	0	78	11	47	1	136	0	4	36	3	0	43	883
4:45 PM	0	2	220	146	0	368	0	63	211	1	0	275	0	90	10	43	0	143	0	0	16	6	0	22	808
Hourly Total	0	11	919	626	1	1556	0	256	825	3	0	1084	0	362	32	178	1	572	0	7	101	15	2	123	3335
5:00 PM	0	8	228	158	0	394	0	66	226	2	0	294	0	69	12	49	0	130	0	9	29	3	0	41	859
5:15 PM	0	6	238	178	0	422	0	95	197	1	0	293	0	96	13	50	0	159	0	5	42	0	0	47	921

5:30 PM	0	2	251	202	0	455	0	66	202	0	0	268	0	75	11	41	0	127	0	5	39	5	0	49	899
5:45 PM	0	8	239	168	0	415	0	62	203	2	0	267	0	96	13	51	0	160	0	3	30	8	0	41	883
Hourly Total	0	24	956	706	0	1686	0	289	828	5	0	1122	0	336	49	191	0	576	0	22	140	16	0	178	3562
Grand Total	0	130	5770	3292	2	9192	0	1529	5847	68	3	7444	0	3334	348	1665	6	5347	0	99	548	101	8	748	22731
Approach %	0.0	1.4	62.8	35.8	-	-	0.0	20.5	78.5	0.9	_	-	0.0	62.4	6.5	31.1	-	-	0.0	13.2	73.3	13.5	-	-	-
Total %	0.0	0.6	25.4	14.5	-	40.4	0.0	6.7	25.7	0.3	-	32.7	0.0	14.7	1.5	7.3	-	23.5	0.0	0.4	2.4	0.4	-	3.3	-
Lights	0	129	5601	3255	-	8985	0	1494	5682	64	-	7240	0	3292	339	1625	-	5256	0	93	537	97	-	727	22208
% Lights	-	99.2	97.1	98.9	-	97.7	-	97.7	97.2	94.1	_	97.3	-	98.7	97.4	97.6	-	98.3	-	93.9	98.0	96.0	-	97.2	97.7
Buses	0	0	112	27	-	139	0	18	83	2	-	103	0	22	6	35	-	63	0	4	10	2	-	16	321
% Buses	-	0.0	1.9	0.8	-	1.5	-	1.2	1.4	2.9	-	1.4	-	0.7	1.7	2.1	-	1.2	-	4.0	1.8	2.0	-	2.1	1.4
Single-Unit Trucks	0	1	50	9	-	60	0	16	66	2	-	84	0	15	1	5	-	21	0	2	1	1	-	4	169
% Single-Unit Trucks	-	0.8	0.9	0.3	-	0.7	-	1.0	1.1	2.9	-	1.1	-	0.4	0.3	0.3	-	0.4	-	2.0	0.2	1.0	-	0.5	0.7
Articulated Trucks	0	0	7	1	-	8	0	1	16	0	-	17	0	5	0	0	-	5	0	0	0	1	-	1	31
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.1	0.3	0.0	-	0.2	-	0.1	0.0	0.0	-	0.1	-	0.0	0.0	1.0	-	0.1	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	_	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	_	100.0	_	-	_	_	-	100.0	-	-	_	-	_	100.0	_	-	_	_	_	100.0	-	-

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Kenig Lindgren O'Hara Aboona, Inc. 9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018 (847)518-9990

Count Name: 63rd Street with Woodward Avenue

Avenue
Site Code:
Start Date: 01/21/2017
Page No: 4

Turning Movement Peak Hour Data (12:45 PM)

							ı				· · · · ·	oun i		, ,,,,,,		,			i						1
			63rd	Street					63rd	Street					Woodwa	rd Avenue					Woodwar	d Avenue			
			East	oound					West	tbound					North	bound					South	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:45 PM	0	3	159	94	0	256	0	55	205	1	0	261	0	116	12	60	0	188	0	5	20	2	0	27	732
1:00 PM	0	8	196	117	0	321	0	42	195	1	0	238	0	85	9	56	0	150	0	5	6	9	0	20	729
1:15 PM	0	2	178	104	0	284	0	46	202	2	0	250	0	102	10	51	1	163	0	4	16	1	0	21	718
1:30 PM	0	7	175	126	0	308	0	46	222	2	0	270	0	108	8	67	1	183	0	4	13	5	0	22	783
Total	0	20	708	441	0	1169	0	189	824	6	0	1019	0	411	39	234	2	684	0	18	55	17	0	90	2962
Approach %	0.0	1.7	60.6	37.7	-	-	0.0	18.5	80.9	0.6	-	-	0.0	60.1	5.7	34.2	-	-	0.0	20.0	61.1	18.9	-	-	-
Total %	0.0	0.7	23.9	14.9	-	39.5	0.0	6.4	27.8	0.2	-	34.4	0.0	13.9	1.3	7.9	-	23.1	0.0	0.6	1.9	0.6	-	3.0	T -
PHF	0.000	0.625	0.903	0.875	-	0.910	0.000	0.859	0.928	0.750	-	0.944	0.000	0.886	0.813	0.873	-	0.910	0.000	0.900	0.688	0.472	-	0.833	0.946
Lights	0	19	701	439	-	1159	0	188	810	6	-	1004	0	411	38	234	-	683	0	17	55	17	-	89	2935
% Lights	-	95.0	99.0	99.5	-	99.1	-	99.5	98.3	100.0	-	98.5	-	100.0	97.4	100.0	-	99.9	-	94.4	100.0	100.0	-	98.9	99.1
Buses	0	0	4	0	-	4	0	1	8	0	-	9	0	0	0	0	-	0	0	1	0	0	-	1	14
% Buses	-	0.0	0.6	0.0	-	0.3	-	0.5	1.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	5.6	0.0	0.0	_	1.1	0.5
Single-Unit Trucks	0	1	3	2	-	6	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	11
% Single-Unit Trucks	-	5.0	0.4	0.5	-	0.5	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.6	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	_	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	T -
															•										

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Kenig Lindgren O'Hara Aboona, Inc. 9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018 (847)518-9990

Count Name: 63rd Street with Woodward

Avenue
Site Code:
Start Date: 01/21/2017
Page No: 6

# Turning Movement Peak Hour Data (7:15 AM)

				Street						Street					Woodwa	rd Avenue						d Avenue			
Start Time	U-Turn	Left	Thru	oound Right	Peds	App. Total	U-Turn	Left	Thru	bound Right	Peds	App. Total	U-Turn	Left	Thru	bound Right	Peds	App. Total	U-Turn	Left	Thru	bound Right	Peds	App. Total	Int. Total
7:15 AM	0	3	191	40	0	234	0	15	193	0	0	208	0	218	17	72	0	307	0	3	5	2	0	10	759
7:30 AM	0	7	194	55	0	256	0	26	232	2	0	260	0	213	26	85	0	324	0	3	14	4	0	21	861
7:45 AM	0	9	204	43	0	256	0	43	235	9	0	287	0	212	29	97	0	338	0	9	2	2	0	13	894
8:00 AM	0	4	175	48	0	227	0	22	200	6	0	228	0	169	9	74	0	252	0	6	16	3	1	25	732
Total	0	23	764	186	0	973	0	106	860	17	0	983	0	812	81	328	0	1221	0	21	37	11	1	69	3246
Approach %	0.0	2.4	78.5	19.1	-	-	0.0	10.8	87.5	1.7	-	-	0.0	66.5	6.6	26.9	-	-	0.0	30.4	53.6	15.9	-	-	-
Total %	0.0	0.7	23.5	5.7	-	30.0	0.0	3.3	26.5	0.5	-	30.3	0.0	25.0	2.5	10.1	-	37.6	0.0	0.6	1.1	0.3	-	2.1	-
PHF	0.000	0.639	0.936	0.845	-	0.950	0.000	0.616	0.915	0.472	-	0.856	0.000	0.931	0.698	0.845	_	0.903	0.000	0.583	0.578	0.688	-	0.690	0.908
Lights	0	23	734	176	-	933	0	104	826	16	-	946	0	798	77	315	-	1190	0	20	37	11	-	68	3137
% Lights	-	100.0	96.1	94.6	-	95.9	-	98.1	96.0	94.1	-	96.2	-	98.3	95.1	96.0	-	97.5	-	95.2	100.0	100.0	-	98.6	96.6
Buses	0	0	21	8	-	29	0	2	12	0	-	14	0	10	4	12	-	26	0	1	0	0	-	1	70
% Buses	-	0.0	2.7	4.3	-	3.0	-	1.9	1.4	0.0	-	1.4	-	1.2	4.9	3.7	-	2.1	-	4.8	0.0	0.0	-	1.4	2.2
Single-Unit Trucks	0	0	7	2		9	0	0	15	1	-	16	0	4	0	1	-	5	0	0	0	0	-	0	30
% Single-Unit Trucks	-	0.0	0.9	1.1	-	0.9	-	0.0	1.7	5.9	-	1.6	-	0.5	0.0	0.3	-	0.4	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	2	0	-	2	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	9
% Articulated Trucks	-	0.0	0.3	0.0	-	0.2	-	0.0	0.8	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Kenig Lindgren O'Hara Aboona, Inc. 9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018 (847)518-9990

Count Name: 63rd Street with Woodward

Avenue
Site Code:
Start Date: 01/21/2017
Page No: 8

# Turning Movement Peak Hour Data (5:00 PM)

				Street						Street					Woodwa	rd Avenue					Woodwar	d Avenue			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	8	228	158	0	394	0	66	226	2	0	294	0	69	12	49	0	130	0	9	29	3	0	41	859
5:15 PM	0	6	238	178	0	422	0	95	197	1	0	293	0	96	13	50	0	159	0	5	42	0	0	47	921
5:30 PM	0	2	251	202	0	455	0	66	202	0	0	268	0	75	11	41	0	127	0	5	39	5	0	49	899
5:45 PM	0	8	239	168	0	415	0	62	203	2	0	267	0	96	13	51	0	160	0	3	30	8	0	41	883
Total	0	24	956	706	0	1686	0	289	828	5	0	1122	0	336	49	191	0	576	0	22	140	16	0	178	3562
Approach %	0.0	1.4	56.7	41.9	-	_	0.0	25.8	73.8	0.4	-	-	0.0	58.3	8.5	33.2	-	-	0.0	12.4	78.7	9.0	-	-	-
Total %	0.0	0.7	26.8	19.8	-	47.3	0.0	8.1	23.2	0.1	-	31.5	0.0	9.4	1.4	5.4	-	16.2	0.0	0.6	3.9	0.4	-	5.0	-
PHF	0.000	0.750	0.952	0.874	-	0.926	0.000	0.761	0.916	0.625	-	0.954	0.000	0.875	0.942	0.936	-	0.900	0.000	0.611	0.833	0.500	-	0.908	0.967
Lights	0	24	948	706	-	1678	0	287	822	5	-	1114	0	334	48	188	-	570	0	21	140	16	-	177	3539
% Lights	-	100.0	99.2	100.0		99.5	-	99.3	99.3	100.0	-	99.3	-	99.4	98.0	98.4	-	99.0	-	95.5	100.0	100.0	-	99.4	99.4
Buses	0	0	3	0	-	3	0	1	1	0	-	2	0	2	0	3	-	5	0	0	0	0	-	0	10
% Buses	-	0.0	0.3	0.0	-	0.2	-	0.3	0.1	0.0	-	0.2	-	0.6	0.0	1.6	-	0.9	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	3	0	-	3	0	1	4	0	-	5	0	0	1	0	-	1	0	1	0	0	-	1	10
% Single-Unit Trucks	-	0.0	0.3	0.0	-	0.2	-	0.3	0.5	0.0	-	0.4	-	0.0	2.0	0.0	-	0.2	-	4.5	0.0	0.0	-	0.6	0.3
Articulated Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.2	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	_	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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**Level of Service Criteria** 

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#### • LEVEL OF SERVICE CRITERIA

	ntersections		
Level of Service		retation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most v indication and travel through the stopping.	ehicles arrive during the green	≤10
В	Good progression, with more v Level of Service A.	vehicles stopping than for	>10 - 20
С	Individual cycle failures (i.e., of are not able to depart as a resulduring the cycle) may begin to stopping is significant, although the intersection without	It of insufficient capacity appear. Number of vehicles th many vehicles still pass	>20 - 35
D		s high and either progression is is too long. Many vehicles stop re noticeable.	>35 - 55
Е	Progression is unfavorable. The high and the cycle length is longitude frequent.	e volume-to-capacity ratio is ng. Individual cycle failures are	>55 - 80
F	The volume-to-capacity ratio i very poor and the cycle length clear the queue.		>80.0
Unsignalize	d Intersections  Level of Service	Average Total Del	av (SEC/VEH)
	A	0 - 1	
	В	> 10 -	15
	C	> 15 -	25
	D	> 25 -	35
	Е	> 35 -	50
	F	> 50	)
Source: High	hway Capacity Manual, 2010.		

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**Capacity Analysis Sheets** 

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	НС	CS 201	I0 Sig	ınaliz	zed Int	ersec	ction	Input	Data					
									11			4	14141.	911
General Information	10.00						$\rightarrow$	Intersec			on	- 1	4 1	
Agency	KLOA, Inc.							Duration		0.25		_		1
Analyst	NJB				e 1/24/2	2017		Area Typ	<u>e</u>	Other	-			*
Jurisdiction	DuPage County		Time F		AM		_	PHF		0.91		_≝_	w∳€	-
Urban Street	63rd Street		-		r 2017			Analysis		1> 7:0	00	7		
Intersection	63rd Street with Wo		File Na	ame	63rd a	and Woo	odward	d AMEX.>	เนร				ጎተሰ	
Project Description	Existing AM Peak I	Hour										1	বাক্শা	<u> </u>
Demand Information				EB		1	WI	В	1	NB			SB	
Approach Movement			L	Т	R	L	Т	R	L	T	R	L	T	R
Demand ( v ), veh/h			23	764	186	106	86	0 17	812	81	328	21	37	11
Signal Information							• 1							
	Reference Phase	6	1	100	<u> </u>	<b>≒</b> ₹	Ħ	211	î	_		7		
Cycle, s 130.0		<u> </u>			7 7	, 🔁 "	24	117				<b>♀</b> 2		2
Offset, s 0	Reference Point	Begin	Green		3.9	53.6	40.		0.0			<b>~</b>		
Uncoordinated No	Simult Cap N/S	On	Yellow	-	0.0	4.5	4.5		0.0		^		_	
Force Mode Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.5	1.5	0.0		5	6	7	
Traffic Information				EB			WB			NB			SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), veh/h			23	764	186	106	860	17	812	81	328	21	37	11
Initial Queue (Qb), veh	/h		0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow I	Rate (s₀), veh/h		1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N <sub>m</sub> ), man/h				None			None	е		None			None	
Heavy Vehicles (PHV),	%		0	4	5	2	4		2	5	4		0	
Ped / Bike / RTOR, /h			0	0	0	0	0	0	0	0	0	0	0	0
Buses (Nb), buses/h			0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type ( <i>AT</i> )			3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (I)			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft			12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0		12.0	
Turn Bay Length, ft			125	0	350	340	0		305	0	180		0	
Grade (Pg), %				0			0			0			0	
Speed Limit, mi/h			40	40	40	40	40	40	30	30	30	25	25	25
Phase Information			EBL	7	EBT	WB		WBT	NBL		NBT	SBL		SBT
Maximum Green ( <i>G</i> <sub>max</sub>	) or Phase Split s		13.0	_	52.0	16.0	_	55.0	48.0		48.0	ODL	_	14.0
Yellow Change Interva			3.0	_	4.5	3.0	_	4.5	4.5		4.5			4.5
Red Clearance Interva			1.0	_	1.5	1.0		1.5	1.5		1.5		$\overline{}$	1.5
Minimum Green ( Gmin)			3		15	3		15	3		8	3		8
Start-Up Lost Time ( It)			2.0		2.0	2.0		2.0	2.0		2.0	2.0		2.0
Extension of Effective			2.0	_	2.0	2.0	_	2.0	2.0		2.0	2.0		2.0
Passage ( <i>PT</i> ), s	(-//		3.0		7.0	3.0	_	7.0	3.0		4.0	3.0		4.0
Recall Mode			Off		Min	Off		Min	Off		Off	Off		Off
Dual Entry			Yes		Yes	Yes	,	Yes	No	$\neg$	Yes	No	$\neg$	Yes
Walk ( <i>Walk</i> ), s			0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Pedestrian Clearance	Time ( <i>PC</i> ), s		0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Multimodal Information	on			EB			WB			NB			SB	
85th % Speed / Rest in		ius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk \			9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island /			0	0	No	0	0	No	0	0	No	0	0	No
	·· <del>-</del>				_	_		_			_			_
Width Outside / Bike La	ane / Shoulder ft		12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0

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	HCS 20				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,									
General Information								Intersec	tion Inf	ormatio	on	J	4741	Ja la
Agency	KLOA, Inc.							Duration	, h	0.25			4 1	
Analyst	NJB		Analys	is Dat	e 1/24/2	2017		Area Typ	e	Other				
Jurisdiction	DuPage County		Time F	Period	AM			PHF		0.91		÷ -	w Te	
Urban Street	63rd Street		Analys	is Yea	r 2017			Analysis	Period	1> 7:0	00			•
Intersection	63rd Street with Woo	dw	File Na			and Woo	odwar	d AMEX.>					5 ቀ የ	
Project Description	Existing AM Peak Ho	our										ñ	4 1 4 4	7
Demand Information				EB		7	W	В	<u> </u>	NB		7	SB	
Approach Movement			L	T	R		T		1 1	T	R	L	T	R
Demand ( v ), veh/h			23	764	_	106	86		812	81	328	21	37	11
Signal Information				2		<b>.</b> .		211	2	53,000	_			
Cycle, s 130.0	-	6		F '		T 📑 🐧	20	STZ			$\rightarrow$	€ ,		
Offset, s 0		Begin	Green	3.1	3.9	53.6	40	.0 7.5	0.0			<u></u>		
Uncoordinated No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.5	4.5	5 4.5	0.0		<b>~</b>	7		
Force Mode Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.5	1.5	0.0		5	6	7	
Timer Results			EBI	_	EBT	WB		WBT	NBI		NBT	SBL		SBT
Assigned Phase			5	-	2	1	-	6	140		8	OBL	_	4
Case Number			1.1	-	3.0	1.1	$\neg$	4.0			9.0			12.0
Phase Duration, s			7.1	_	59.6	10.9	,	63.5			46.0		$\neg$	13.5
Change Period, ( Y+R	'c). s		4.0		6.0	4.0	_	6.0			6.0			6.0
Max Allow Headway (	·		4.0	_	0.0	4.0	-	0.0			5.1		$\overline{}$	5.2
Queue Clearance Tim			3.0	_	0.0	6.8	_	0.0			36.4			4.7
Green Extension Time			0.0	_	0.0	0.2	_	0.0			3.6		_	0.1
Phase Call Probability	, - ,		1.00		0.0	1.00	-	0.0			1.00			0.94
Max Out Probability			0.00	_		0.03	_			_	0.97		$\top$	0.90
Movement Group Re	sults			EB		_	WE	_		NB			SB	
Approach Movement			L	Т	R	L	T	R	L	T	R	L	T	R
Assigned Movement			5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (			25	840	204	116	484	_	491	491	360	40		36
	ow Rate ( s ), veh/h/ln		1810	1831		1774	182		1774	1780	1548	1846		1792
Queue Service Time (	- ,		1.0	19.3	_	4.8	21.8	_	34.4	34.2	25.2	2.7		2.5
Cycle Queue Clearan	ce Time ( g c ), s		1.0	19.3		4.8	21.8		34.4	34.2	25.2	2.7		2.5
Green Ratio ( g/C )			0.44	0.41	0.72	0.48	0.44	_	0.31	0.31	0.36	0.06		0.06
Capacity ( c ), veh/h			250	1509	_	322	807		546	548	559	106		103
Volume-to-Capacity R			0.101	_	0.185	0.362	0.59		0.899	0.895		0.374		0.34
Back of Queue (Q), f		,	20.2	307.6	_	90.7	342.		621.3	632.7	388.6	64		55.6
· ,	veh/ln ( 95 th percentile	_	0.8	11.9	_	3.6	13.3		24.5	24.3	15.1	2.5		2.2
	( RQ ) ( 95 th percentil	e)	0.16	0.00		0.27	0.00		2.04	0.00	2.16	0.00		0.00
Uniform Delay ( d 1 ),			22.6	21.6	_	20.9	19.4	_	43.1	43.0	34.6	59.0		58.9
Incremental Delay ( d	, ·		0.2	1.5	0.4	0.7	3.3		17.1	16.5	2.7	3.1		2.9
Initial Queue Delay ( o			0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0
Control Delay ( d ), s/v			22.8	23.0	6.3	21.6	22.7		60.1	59.5	37.3	62.1		61.8
Level of Service (LOS	<u></u>		С	С	A	С	С	С	Е	E	D	E		E
Approach Delay, s/vel			19.8	3	В	22.7	7	С	53.8	8	D	61.9		E
Intersection Delay, s/v	eh / LOS				34	1.4						C		
Multimodal Results				FR			\ <b>/</b> /⊏	}		NR			SB	
Multimodal Results Pedestrian LOS Score	2/108		2.8	EB	С	2.3	WE	B	2.9	NB	С	3.0	SB	С

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		HCS 20	10 Si	gn	alize	d Inte	ersect	ion	Int	ermed	diate	Valu	ıes					
General Information											section	Info			_			
Agency	_	LOA, Inc.									ion, h		0.25					
Analyst	$\rightarrow$	IJB		-	nalysis	_	1/24/201	17		Area	Туре		Othe		→ -			
Jurisdiction		ouPage County		-	me Per		AM			PHF			0.91		÷			
Urban Street	_	3rd Street		+	nalysis	_	2017				sis Per	iod	1> 7	:00	2			
Intersection		3rd Street with Wo		Fi	le Nam	ie (	33rd and	oW b	odwa	ard AME	X.xus							
Project Description	n E	xisting AM Peak F	lour	_				_	_				_			_	_	
Demand Informati	ion			Т		EB			\ \	WB			NE	3		9	SB	
Approach Moveme	ent			Т	L	Т	R	L	Т	Т	R	L	Т	R	L	Т	Т	R
Demand ( v ), veh/l					23	764	186	106	8	360	17	812	81	328	3 21		37	11
											بنجير							
Signal Information						a .	=			2	瓜			_	-			
		Reference Phase	6			2	2	₹'	1	512			F	<b>~</b> ⊢ −	<b>↔</b> ,			4
·	_	Reference Point	Begin	Gi	reen 3	3.1	3.9	53.6	4	111	7.5	0.0		- 33	<u></u>			
		Simult. Gap E/W	On	Υe	ellow 3	3.0	0.0	4.5	4	1.5 4	1.5	0.0		/	7			
Force Mode Fix	xed S	Simult. Gap N/S	On	Re	ed 1	.0	0.0	1.5	1	.5 1	1.5	0.0		5	6		7	
					EB			١٨	/B			N	IB			SI	B	
Saturation Flow /	Delay	1			Т	R	L		- 1	R	L		T	R	L	T	-	R
Lane Width Adjustr			1.0	$\rightarrow$	1.000	1.000	-	1.0	$\rightarrow$	1.000	1.000		000	1.000	1.000	1.0	$\rightarrow$	1.000
Heavy Vehicle Adju		· /	1.0	$\rightarrow$	0.962	0.952		-	$\rightarrow$	1.000	0.980	$\rightarrow$	952	0.962	0.952	1.0	$\rightarrow$	1.000
Approach Grade A			1.0	-	1.000	1.000		1.0	$\overline{}$	1.000	1.000		000	1.000	1.000	1.0	$\overline{}$	1.000
Parking Activity Adj			1.0	$\rightarrow$	1.000	1.000	_	1.0	$\rightarrow$	1.000	1.000	_	000	1.000	1.000	1.0	$\rightarrow$	1.000
Bus Blockage Adju	•	( - ,	1.0	$\overline{}$	1.000	1.000		1.0	00	1.000	1.000		000	1.000	1.000	1.0	_	1.000
Area Type Adjustm	nent Fa	actor (f <sub>a</sub> )	1.0	00	1.000	1.000	1.000	1.0	00	1.000	1.000	1.0	000	1.000	1.000	1.0	00	1.000
Lane Utilization Adj	ljustme	ent Factor (fLU)	1.0	00	0.952	1.000	1.000	1.0	00	1.000	1.000	1.0	000	1.000	1.000	1.0	00	1.000
Left-Turn Adjustme	ent Fac	ctor (f∟τ)	0.9	52	0.000		0.952	0.0	00		0.952	2 0.0	000		0.000	0.9	72	
Right-Turn Adjustm	nent Fa	actor ( <i>f</i> кт)			0.000	0.847		0.9	93	0.993		0.0	000	0.847		0.9	37	0.943
Left-Turn Pedestria	an Adju	ustment Factor (fl.p	b) 1.0	00			1.000				1.000				1.000			
Right-Turn Ped-Bik	ke Adju	ustment Factor (f <sub>R#</sub>	b)			1.000				1.000				1.000				1.000
Movement Saturati	ion Flo	ow Rate (s), veh/h	18	10	3662	1533	1774	35	71	71	1774	17	780	1548	1071	19	66	601
Proportion of Vehic	cles Ar	riving on Green ( <i>F</i>	) 0.0	)2	0.55	0.41	0.05	0.	59	0.44	0.31	0.	.31	0.31	0.06	0.0	)6	0.06
Incremental Delay	Factor	r ( <i>k</i> )	0.	11	0.50	0.50	0.11	0.	50	0.50	0.40	0.	40	0.24	0.15			0.15
Signal Timing / Mo	oveme	ent Groups	_	EBL	.   E	BT/R	WE			/BT/R	NI	3L	-	IBT/R	SBI	-		BT/R
Lost Time (t <sub>L</sub> )			_	4.0	_	6.0	4.0		_	6.0			_	6.0	_			6.0
Green Ratio ( <i>g/C</i> ) Permitted Saturation	on Ela	w Poto (a ) wah /h	-	).44 592	-	0.41	0.4		-	0.44			_	0.31			(	0.06
Shared Saturation		, .	_	วฮ∠		U	65	_		0				1774				0
Permitted Effective		, ,	-	53.6		0.0	55.	5		0.0				0.0				0.0
Permitted Service		,- ,	_	33.4	_	0.0	34.		-	0.0			_	0.0				0.0
		- ,	_	0.9		0.0	4.6			0.0				0.0				0.0
	Permitted Queue Service Time $(g_{\rho s})$ , s lime to First Blockage $(g_i)$ , s					0.0	0.0			0.0				0.0				0.0
	ueue Service Time Before Blockage ( $g_f$ ), s					0.0	0.0			5.5				5.0				0.0
	otected Right Saturation Flow ( $s_R$ ), veh/h/ln					1533								1548				
Protected Right Eff		, ,	_		_	40.0							-	6.9				
Multimodal		(5 //			EB			V	VB			١	NB			S	В	
Pedestrian F <sub>w</sub> / F <sub>v</sub>						0.00	1.55		_	0.00	2.1			0.00	2.22			0.00
Pedestrian F <sub>s</sub> / F <sub>del</sub>						).125	0.00			).121	0.0		_	.172	0.00			.163
	Pedestrian Mcorner / Mcw																	
Bicycle c <sub>b</sub> / d <sub>b</sub>			82	24.4	4 2	22.46	883.	88	2	20.24			7	2.19	115.1	l1	5	7.73
Bicycle F <sub>w</sub> / F <sub>v</sub>			-	3.64		0.88	-3.6	64	(	0.89	-3.	64		2.21	-3.64	4	(	0.06

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS 2010™ Streets Version 6.90

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HCS 2	010 Sig	jnaliz	ed Int	ersec	tion	Input	Data					
						1.4					14141	
General Information					$\rightarrow$	Intersec			on	- 6	4 1	
Agency KLOA, Inc.						Duration		0.25		7		-
Analyst NJB		sis Date	1/24/2 PM	2017		Area Typ	е	Other				<b>→</b>
Jurisdiction DuPage County					_	PHF		0.97		- 🖹 🗮	w∳€	<b>←</b>
Urban Street 63rd Street		sis Year				Analysis		1> 7:0	00	7		F
Intersection 63rd Street with Woodw.	File N	ame	63rd a	and Woo	odward	d PMEX.>	cus				ጎተሰ	
Project Description Existing PM Peak Hour										1	1 1 1 4 Y	r (*
Demand Information		EB		7	WI	3		NB	T	SB		
Approach Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand ( v ), veh/h	24	956	706	289	82	8 5	336	49	191	22	140	16
Signal Information	_	l a .	_ 5	<b> </b>		211	ı l	2000	_	_		
Cycle, s 130.0 Reference Phase 2	_	7	2	<b>∏</b> ≅ •	7 6	17				€ ,		4
Offset, s 0 Reference Point Beg	- Green	1 (	5.5	67.7	18.		0.0			<u>-</u>		7
Uncoordinated No Simult. Gap E/W On	Yellow	/ 3.0	3.0	4.5	4.5	4.5	0.0		<b>/</b>	Z		
Force Mode Fixed Simult. Gap N/S On	Red	1.0	1.0	1.5	1.5	1.5	0.0		5	6	7	
Traffic Information		EB			WB			NB			SB	
Approach Movement		Т	R		T	R	L	T	R	-	T	R
Demand (v), veh/h	24	956	706	289	828	5	336	49	191	22	140	16
Initial Queue (Q <sub>b</sub> ), veh/h	0	0	0	0	020	0	0	0	0	0	0	0
Base Saturation Flow Rate (s₀), veh/h	1900	2000	1900	1900	1900		1900	1900	1900	1900	1900	1900
Parking (N <sub>m</sub> ), man/h	1900	None	1900	1900	None	_	1900	None	1900	1900	None	1900
Heavy Vehicles ( <i>Phv</i> ), %	0	1	0	1	1	5	1	2	2		0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N <sub>b</sub> ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (/)	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	1.00	12.0	1.00
Turn Bay Length, ft	125	0	350	340	0		305	0	180		0	
Grade ( <i>Pg</i> ), %	120	0	000	0.10	0		000	0	100		0	
Speed Limit, mi/h	40	40	40	40	40	40	30	30	30	25	25	25
Phase Information	EBI	_	EBT	WBI	_	WBT	NBL	_	NBT	SBL	_	SBT
Maximum Green ( <i>G<sub>max</sub></i> ) or Phase Split, s	13.0	_	48.0	30.0	_	65.0	31.0	_	31.0		$\rightarrow$	21.0
Yellow Change Interval (Y), s	3.0	_	4.5	3.0	_	4.5	4.5	_	4.5			4.5
Red Clearance Interval ( Rc), s	1.0	'	1.5	1.0	_	1.5	1.5		1.5			1.5
Minimum Green ( Gmin), s	3		15	3		15	3		8	3		8
Start-Up Lost Time ( <i>lt</i> ), s  Extension of Effective Green ( <i>e</i> ), s	2.0	_	2.0	2.0	_	2.0	2.0		2.0	2.0		2.0
Passage ( <i>PT</i> ), s	3.0		7.0	3.0		7.0	3.0		4.0	3.0		4.0
Recall Mode	Off	_	Min	Off	-	Min	Off	_	Off	Off	_	Off
Dual Entry	Yes	_	Yes	Yes	-	Yes	No	_	Yes	No		Yes
Walk ( <i>Walk</i> ), s	0.0	_	0.0	0.0	_	0.0	0.0	_	0.0	0.0	_	0.0
Pedestrian Clearance Time ( <i>PC</i> ), s	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Multimodal Information	7	ED			WD			NID			CP.	
85th % Speed / Rest in Walk / Corner Radius	0	EB No	25	0	WB No	25	0	NB No	25	0	SB No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
in any in a second seco		0	No	0	0	No	0	0	No	0	0	No
Street Width / Island / Curb	∥ 0	ı U	INU	U U	l O	110						
Street Width / Island / Curb Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0

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=5 2018-7682		HCS 2	010 S	ignali	zed I	nters	ection	Re	sults S	umm	ary				Page 64
General Inforn	nation								Intersec		7	on	ل	시 / 작가작 (	de la
Agency		KLOA, Inc.							Duration		0.25		-		1
Analyst		NJB		Analys	sis Date	1/24/2	2017		Area Typ	е	Other	-	<u> </u>		<u></u>
Jurisdiction		DuPage County		Time F	Γime Period F				PHF		0.97			w	÷
Urban Street		63rd Street		Analys	sis Yea	2017			Analysis	Period	1> 7:0	00	4		4
Intersection	ntersection 63rd Street with Woodw				ame	63rd a	and Woo	odwar	d PMEX.	cus				<b>ጎ</b> ቀረ	
Project Descrip	tion	Existing PM Peak I	Hour										ħ	বাক্স	7 4
Demand Inform	mation				EB		7	W	R		NB		Ţ	SB	
Approach Move					T	R		T		L	T	R	L	T	R
Demand ( v ), v				24	956	706	289	82		336	49	191	22	140	16
23 (1),															
Signal Informa	ation	u=			2	2		<u>∟</u>	211	1	-1900		_		
Cycle, s	130.0	Reference Phase	2		P 8		<b>∏≅</b> •	20	\$12		×	$\rightarrow$	↔ .		4
Offset, s	0	Reference Point	Begin	Green	3.0	5.5	67.7	18.	6 9.2	0.0		1	<b>Y</b> 2		4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.0	4.5	4.5		0.0		<i>&gt;</i>	↔		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	1.5		0.0		5	6	7	
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBL	_	SBT
Assigned Phas	е			5	_	2	1	+	6		_	8		+	4
Case Number				1.1		3.0	1.1	-	4.0		_	9.0	_	-	12.0
Phase Duration	·	\ -		7.0	_	73.7	16.5	_	83.2	_		24.6	_	_	15.2
Change Period		,		4.0	_	6.0	4.0	-	6.0	_	_	6.0	_	-	6.0
Max Allow Hea				4.0	_	0.0	4.0	_	0.0	_	_	5.2	_	_	5.1
Queue Clearan				2.8			11.5	_	2.2	_		16.3	_	-	8.5
Green Extension		( <i>g</i> <sub>e</sub> ), S		0.0	-	0.0	1.0	-	0.0	_		2.2		_	0.7
Phase Call Pro				1.00			1.00	_			_	1.00	_	-	1.00
Max Out Proba	bility			0.00	)		0.00	)				0.45		_	0.01
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	T	R	L	Т	R
Assigned Move	ment			5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow I	Rate ( <i>v</i>	), veh/h		25	986	728	298	430	429	191	206	197	96		87
Adjusted Satura	ation Flo	ow Rate ( <i>s</i> ), veh/h/	ln	1810	1885	1610	1792	1881	l 1877	1792	1809	1579	1878		1837
Queue Service		- /		0.8	16.0	36.1	9.5	8.9	9.0	13.3	14.3	14.1	6.5		6.0
Cycle Queue C		e Time ( <i>g c</i> ), s		0.8	16.0	36.1	9.5	8.9	9.0	13.3	14.3	14.1	6.5		6.0
Green Ratio ( g	•			0.54	0.52	0.66	0.63	0.59	_	0.14	0.14	0.24	0.07		0.07
Capacity ( c ), \				430	1962	1068	456	1117	_	256	259	378	133		130
Volume-to-Cap		· · · · · ·		0.058		0.681	0.653	0.38		0.744		0.521	0.724		0.669
		/In (95 th percentile		15.1	236.2	464.8	169.8	142.		269.4	298.4	244.1	164.4		140.3
		eh/ln ( 95 th percent		0.6	9.4	18.6	6.7	5.7	5.7	10.7	11.7	9.6	6.3		5.6
	•	RQ) (95 th percen	tile)	0.12	0.00	1.33	0.50	0.00		0.88	0.00	1.36	0.00		0.00
Uniform Delay Incremental De				13.7 0.1	12.0	13.4 3.5	13.1	6.4 1.0	6.5 1.0	53.4 7.3	53.9	43.0 1.6	59.1 10.1		58.9 8.1
		•		0.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	nitial Queue Delay ( d 3 ), s/veh Control Delay ( d ), s/veh				12.9	17.0	14.7	7.4	7.5	60.7	64.6	44.5	69.3		67.0
					12.9 B	17.0	B	A	_	E	E	D 44.3	E		E
	Level of Service (LOS)					В	9.3		A	56.7		E	68.2		E
	Approach Delay, s/veh / LOS Intersection Delay, s/veh / LOS				,		2.4			30.7			C 00.2		
intersection Delay, s/ven / LOS						24	7								
Multimodal Re	Multimodal Results				EB			WB			NB			SB	
Pedestrian LOS	Score	/ LOS		2.8		С	2.3		В	2.9		С	3.0		С
Bicycle LOS So	core / LC	os		1.9		Α	1.4		Α	1.5		Α	0.6		Α

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General Information								Int	terse	ection I	nforma	T			
Agency	KLOA, Inc.							-	uratio		0.2		┦.		
Analyst	NJB		Δ	nalvsis	Date '	1/24/201	7	_	rea Ty		Oth		_* 		
Jurisdiction	DuPage County			ime Pe	_	PM	•		HF	уро	0.9		<b>→</b>		
Urban Street	63rd Street		-	nalysis	_	2017		-		is Perio	$\overline{}$	7:00	4		
Intersection	63rd Street with Wo	od,		ile Nan		3rd and	l Wood				u ir	7.00	-		
Project Description	Existing PM Peak I			iic ivaii		Join and	1 VVOOU	waiui	IVILA	V.AUS			_		
1 Tojoot Booonpaon	Exioting 1 W 1 oak 1	ioui													
<b>Demand Information</b>			$\neg \vdash$		EB			WB			N	IB		SB	
Approach Movement				L	Т	R	L	Т	R	2 L	-   '	T R	L	Т	R
Demand ( v ), veh/h				24	956	706	289	828	5	33	36 4	.9 19 <sup>-</sup>	1 22	140	16
Signal Information	Т	_			7	$\equiv$	, ==		1	7			_		
Cycle, s 130.0	+	_	2		2	2	3	V 517	7			<b>-</b>	<b>←</b> 2		4
Offset, s 0	Reference Point	_	gin	reen 3	3.0	5.5	67.7	18.6	9.2	2 0.	.0				
Uncoordinated No	Simult. Gap E/W	-	On Y	ellow	3.0	3.0	4.5	4.5	4.5	5 0.	.0	<b>-</b> ∕-	7		
Force Mode Fixed	Simult. Gap N/S	C	On R	ed ′	1.0	1.0	1.5	1.5	1.5	5 0.	.0	5	6	7	
				EB			WB				NB			SB	
Saturation Flow / Del	lav	$\dashv$	L	T	R	L	T	R	,	L	T	R	L	T	R
Lane Width Adjustmer		-	1.000	1.000	+	-	1.000	_	-	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustn		_	1.000	0.990	_		0.990	_	-	0.990	0.980	0.980	0.952	1.000	1.000
Approach Grade Adjust	, ,	-	1.000	1.000		-	1.000		_	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjust		_	1.000	1.000	_	_	1.000		_	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustm	( )	-	1.000	1.000	_	_	1.000		_	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment	· ,	_	1.000	1.000	_	_	1.000	_	_	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjust	· , ,	_	1.000	0.952		_	1.000		_	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment I			0.952	0.000	_	0.952	0.000	_	_	0.952	0.000		0.000	0.988	
Right-Turn Adjustment	. ,	_		0.000	+	_	0.998		_		0.000	0.847		0.966	0.967
Left-Turn Pedestrian A		ob)	1.000			1.000			_	1.000			1.000		
Right-Turn Ped-Bike A	· ·	_			1.000	-		1.00	00			1.000			1.000
Movement Saturation			1810	3770	1610	1792	3736	23	3	1792	1809	1579	442	2926	348
Proportion of Vehicles	Arriving on Green (F	2)	0.02	0.69	0.52	0.10	0.79	0.5	59	0.14	0.14	0.14	0.07	0.07	0.07
Incremental Delay Fac			0.11	0.50	0.50	0.11	0.50	0.5	50	0.19	0.22	0.15	0.15		0.15
Signal Timing / Move	ement Groups	_	EB		EBT/R	WE		WBT/I	R	NBL	-	NBT/R	SBI	-	SBT/R
Lost Time (tL)			4.0		6.0	4.0		6.0	_			6.0			6.0
Green Ratio (g/C)	Tlave Data (a)	/lsc	0.54	_	0.52	0.6		0.59	-			0.14			0.07
Permitted Saturation For Shared Saturation Flo	· ,	-	654		0	574	+	0				1792			0
Permitted Effective Gr	· ,·		67.	7	0.0	69.	7	0.0				0.0			0.0
Permitted Service Tim	,- ,		66.2		0.0	51.		0.0	-			0.0			0.0
Permitted Queue Serv	(0 )		0.1		0.0	19.		0.0				0.0			0.0
Time to First Blockage	·- /-		0.0	_	0.0	0.0		0.0				0.0			0.0
Queue Service Time E	1- /	s	3.0		0.0	0.0		0.0				0.0			0.0
Protected Right Satura		-			1610							1579			
Protected Right Effect		_			18.6							12.5			
Multimodal	(3//)			EB	-		WB				NB			SB	
Pedestrian F <sub>w</sub> / F <sub>v</sub>			2.10	-	0.00	1.55	-	0.00		2.10	-	0.00	2.22		0.00
Pedestrian F <sub>s</sub> / F <sub>delay</sub>			0.00	_	0.108	0.00	_	0.095	_	0.000		0.172	0.00	-	0.161
Pedestrian Mcorner / Mc	w		2.00			1.50				2.00			1.00		
Bicycle <i>c<sub>b</sub></i> / <i>d<sub>b</sub></i>			1041.	02	14.94	1187	.69	10.72	2			72.19	141.7	77	56.11
DICYCIE CD / UD					1.43	-3.6		0.95	_	-3.64	_	0.98	-3.64		0.15

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

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--- Comments ---

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		НС	S 201	I0 Sig	naliz	ed Int	ersec	tion	Input	Data					
General Inform	ation								Intersec	tion Inf	ormatic	n n	T D	41441	la la
	lation	IVI OA Ina							Duration			ΣΠ		44	
Agency		KLOA, Inc.		A I	:- D-1-	4/04/0	2047				0.25		_9		
Analyst		NJB			sis Date	_			Area Typ	е	Other			w	-
Jurisdiction		DuPage County					/lidday		PHF	D : 1	0.95	20		W † E	-
Urban Street		63rd Street		-					Analysis		1> 7:0	JU	7		-
Intersection		63rd Street with Wo		File Name 63rd and Woodward SATEX.xus										ጎተሰ	
Project Descript	tion	Existing SAT Midda	y Peak	Hour					_					4 በቀጥ	7 (
Demand Inform	nation				EB		T	W	<u></u> В	T	NB		T	SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand ( v ), ve				20	708	441	189	82	4 6	411	39	234	18	55	17
					"										
Signal Informa					7	2	Ⅎ		1	i l	23,000	_	_		
Cycle, s	110.0	Reference Phase	2		7	7 2	∏ <b>≓</b> •	2 6	512		_ ₩		€ .		4
Offset, s	0	Reference Point	Begin	Green	l (	1.5	52.1	19.	8 7.6	0.0			<u>.</u>		-
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.0	4.5	4.5		0.0		<b>&gt;</b>	<b>→</b>		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	1.5	1.5	0.0		5	6	7	
Tueffic lefe	4!							\A/D			ND			OD	
Traffic Information Approach Move				L	EB T	R		WB T	R	L	NB T	R	L	SB T	R
Demand (v), vel				20	708	441	189	824	_	411	39	234	18	55	17
		'L						_	_						_
Initial Queue (Q				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation		Rate (So), ven/n		1900	2000	1900	1900	1900		1900	1900	1900	1900	1900	1900
Parking (N <sub>m</sub> ), m					None	4		None	9		None	0	_	None	
Heavy Vehicles		<b>%</b>		5	1	1	1	2	-	0	3	0		0	
Ped / Bike / RT0				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N <sub>b</sub> ), bus				0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT				3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filteri				1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W)				12.0	12.0	12.0	12.0	12.0	1	12.0	12.0	12.0	_	12.0	
Turn Bay Lengtl	h, ft			125	0	350	340	0		305	0	180	_	0	
Grade (Pg), %					0			0			0			0	
Speed Limit, mi	/h			40	40	40	40	40	40	30	30	30	25	25	25
Phase Information	tion			EBL		EBT	WBI	L	WBT	NBL	_	NBT	SBL		SBT
Maximum Greei	n ( <i>G<sub>max</sub></i>	) or Phase Split, s		13.0	)	39.0	19.0	)	45.0	33.0		33.0		$\neg$	19.0
Yellow Change	Interval	(Y), s		3.0	_	4.5	3.0	_	4.5	4.5	_	4.5			4.5
Red Clearance		. ,		1.0	_	1.5	1.0	_	1.5	1.5	_	1.5		$\neg$	1.5
Minimum Green				3		15	3		15	3		8	3		8
Start-Up Lost Ti	, ,	•		2.0		2.0	2.0	$\neg$	2.0	2.0		2.0	2.0	$\neg$	2.0
Extension of Eff				2.0	_	2.0	2.0	_	2.0	2.0		2.0	2.0		2.0
Passage ( <i>PT</i> ), s		\-//		3.0	_	7.0	3.0	_	7.0	3.0	_	4.0	3.0		4.0
Recall Mode				Off		Min	Off	_	Min	Off		Off	Off		Off
Dual Entry				Yes	_	Yes	Yes	-	Yes	No		Yes	No		Yes
Walk ( <i>Walk</i> ), s				0.0	_	0.0	0.0	_	0.0	0.0	_	0.0	0.0		0.0
Pedestrian Clearance Time ( <i>PC</i> ), s				0.0	_	0.0	0.0	-	0.0	0.0	_	0.0	0.0	_	0.0
Multima and 11.0					FC			14/5			NID			0.0	
Multimodal Info			LIC.	0	EB	25	0	WB	_	0	NB	25	0	SB	25
		Walk / Corner Radi	uS	9.0	No 12	25 0	9.0	No 12	25	9.0	No 12	25 0	9.0	No 12	25 0
Walkway / Crosswalk Width / Length, ft				9.0	0	-	9.0	0	_	9.0	-				
	Street Width / Island / Curb Width Outside / Bike Lane / Shoulder, ft					No			No		0	No	12	5.0	No
				12 No	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
redestrian Sign	edestrian Signal / Occupied Parking					0.50	No		0.50	No		0.50	No		0.50

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=5 2018-7682		HCS 2	010 S	ignali	zed l	nters	ection	ı Re	sults S	umm	ary				Page 68
General Inforn	nation								Intersec			on	_	4 Y4* 1	THE RESERVE TO THE PERSON NAMED IN
Agency		KLOA, Inc.							Duration		0.25		-	*	-
Analyst		NJB		Analys	is Date	1/24/2	2017		Area Ty	ре	Other	-			<u>^</u>
Jurisdiction		DuPage County		Time F	Period	SAT N	∕lidday		PHF		0.95		*	₩ <del> </del>	<b>←</b>
Urban Street		63rd Street		Analys	is Yea	2017			Analysis	Period	1> 7:	00	4		7
Intersection	ntersection 63rd Street with Woodw.				ame	63rd a	and Woo	odwar	d SATEX	.xus				54	
Project Descrip	tion	Existing SAT Midda	ay Peak	Hour									ħ	বাক্স	7 + 1"
Demand Inform	mation				EB		7	W	'R		NB		7	SB	
Approach Move				L	T	R	1	T 7		L	T	R	L	T	R
Demand ( v ), v				20	708	441	189	82		411	39	234	18	55	17
Bornaria ( v ); v	OTIT				100	111	100	02				201	10		
Signal Informa	ation				2	2	ַ . י	<u>_</u>	71	2	-				
Cycle, s	110.0	Reference Phase	2		P 8				542		_	$\frown$	$\boldsymbol{\leftrightarrow}$		
Offset, s	0	Reference Point	Begin	Green	3.0	1.5	52.1	19	.8 7.6	0.0		1	<b>Y</b> 2		4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.0	4.5	4.5		0.0		<b>&gt;</b>	<b>→</b>		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	1.5		0.0		5	6	7	
Timer Results				EBL		EBT	WB	L	WBT	NB	L	NBT	SBL	4	SBT
Assigned Phas	е			5	_	2	1	$\rightarrow$	6	_	_	8	_	+	4
Case Number				1.1	_	3.0	1.1	_	4.0	-	_	9.0	_	+	12.0
Phase Duration		`		7.0	_	58.1	12.5	_	63.6			25.8	_	+	13.6
Change Period				4.0	-	6.0	4.0	-	6.0	-	_	6.0	_	+	6.0
Max Allow Hea				4.0	_	0.0	4.0	_	0.0	_	_	5.2	_	+	5.2
Queue Clearan				2.7	_		7.9	_			_	16.8		+	4.8
Green Extension		( <i>g</i> <sub>e</sub> ), s		0.0	-	0.0	0.6	_	0.0	_	_	3.1		+	0.3
Phase Call Pro				1.00	_		1.00	_		_		1.00		+	0.94
Max Out Proba	bility			0.00	)	_	0.00	)	_		_	0.39		_	0.00
Movement Gro	oup Res	sults			EB			WE	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ement			5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow I	Rate ( v	), veh/h		21	745	464	199	437	436	238	236	246	50		45
Adjusted Satura	ation Flo	ow Rate ( s ), veh/h/	ln	1723	1885	1594	1792	186	3 1858	1810	1816	1610	1865		1773
Queue Service		- ,		0.7	10.9	15.6	5.9	11.3	3 11.4	13.7	13.5	14.8	2.8		2.7
Cycle Queue C		e Time ( g c ), s		0.7	10.9	15.6	5.9	11.3		13.7	13.5	14.8	2.8		2.7
Green Ratio ( g	•			0.50	0.47	0.65	0.57	0.52	_	0.18	0.18	0.26	0.07		0.07
Capacity ( c ), \				359	1787	1043	474	976		326	327	414	128		122
Volume-to-Cap				0.059	0.417	0.445	0.420	0.44				0.595	0.389		0.369
		/In ( 95 th percentile		12.1	182.5	223.2	103.1	184.	_	268.1	271.3	249.7	66.9		57.5
		eh/ln ( 95 th percent		0.5	7.2	8.9	4.1	7.3		10.7	10.6	10.0	2.6		2.3
	•	RQ) (95 th percen	tile)	0.10	0.00	0.64	0.30	0.00	_	0.88	0.00	1.39	0.00		0.00
Uniform Delay	` '			14.1	12.6	9.3	12.5	9.6		42.6	42.5	35.8	49.0		48.9
Incremental De		·		0.1	0.7	0.0	0.6	0.0	_	5.1 0.0	4.8 0.0	0.0	0.0		2.6 0.0
	Queue Delay ( d 3 ), s/veh			14.2	13.4	10.7	13.1	11.	_	47.7	47.3		51.7		51.6
	Control Delay ( d ), s/veh				13.4 B	10.7 B	13.1 B	-	1 11.2 B	47.7 D	47.3 D	37.8 D	D D		D D
	Level of Service (LOS)				i B	В	11.5	B	В	44.2		D	51.7		D
	Approach Delay, s/veh / LOS						0.6	,	ь	44.4			C 31.7		U
microection De	Intersection Delay, s/veh / LOS					20	7.0								
Multimodal Re	Multimodal Results				EB			WE	3		NB			SB	
Pedestrian LOS		/LOS		2.8		С	2.3		В	2.9		С	3.0	$\top$	С
Bicycle LOS So	core / LC	)S		1.5		Α	1.4		Α	1.7		Α	0.6		Α

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5 2018-7682	HCS 20	10	Sign	alize	d Inte	rsect	ion Ir	nterme	ediate	e Va	lues				Page 69
General Information								Inte	ersection	on Inf	ormat	tion	T		
L	KLOA, Inc.							_	ation, h		0.25		┥.		
	NJB		Α	nalvsis	Date 1	1/24/201	7		a Type		Othe				
	DuPage County		-	ime Pe		SAT Mid		PHF			0.95		→ +		
	63rd Street		_	nalysis		2017	aay	_	lysis P	eriod	1> 7		-₹ -₹		
							l Wood	ward SA				.00	-		
	Existing SAT Midda				10 (	Jord and	77000	wara cr	(1 = 7 ()	10			$\dashv$		
								)A/D						0.5	
Demand Information			-		EB			WB			NE	-		SB	
Approach Movement			-	L	T	R	L	T	R	L	T	_	L	T	R
Demand ( v ), veh/h			_	20	708	441	189	824	6	411	39	9   234	4 18	55	17
Signal Information						ŗ.	Ŗ.		211	т					
Cycle, s 110.0	Reference Phase	2	2	H	2 6	$\equiv$	4 5	N EAZ	24.71		F	<u> </u>	4		
Offset, s 0	Reference Point	-	ain	Yn a y	7	7	<b>X</b>	10.0	7.0	100		1	2		4
Uncoordinated No	Simult. Gap E/W	0		Green 3			52.1 4.5	19.8 4.5	7.6 4.5	0.0		7	<b>\rightarrow</b>		
Force Mode Fixed	Simult. Gap N/S	0					1.5	1.5	1.5	0.0		5	6	7	
			Į-												
		4		EB	1 -	<u> </u>	WB	- 1	╀.		NB			SB	
Saturation Flow / Dela	<del>,</del>	4	L	T	R	L	T	R	L		T	R	L	T	R
Lane Width Adjustment		-	1.000	1.000	_	1.000	1.000		_	-	1.000	1.000	1.000	1.000	
Heavy Vehicle Adjustme	, ,	$\rightarrow$	0.952	0.990		0.990	0.980	_	_		).971	1.000	0.943	1.000	
Approach Grade Adjust		$\rightarrow$	1.000	1.000	_	1.000	1.000	_	_	_	1.000	1.000	1.000	1.000	
Parking Activity Adjustm	( , ,	_	1.000	1.000		1.000	1.000		_	_	1.000	1.000	1.000	1.000	
Bus Blockage Adjustme	· · · · · ·	-	1.000	1.000	_	1.000	1.000	_	_		1.000	1.000	1.000	1.000	
Area Type Adjustment F	· '	-	1.000	1.000		-	1.000		_	_	1.000	1.000	1.000	1.000	
Lane Utilization Adjustn	· · · · · ·	_	1.000	0.952	_	_	1.000		_		1.000	1.000	1.000	1.000	
Left-Turn Adjustment Fa	. ,	-	0.952	0.000	_	0.952	0.000	_	0.9	_	0.000	0.047	0.000	0.981	
Right-Turn Adjustment I			4.000	0.000	0.847	4.000	0.997	7 0.997	_	$\overline{}$	0.000	0.847	4.000	0.929	0.933
Left-Turn Pedestrian Ad	•		1.000		4.000	1.000		4.000	1.0	00		4.000	1.000		4.000
Right-Turn Ped-Bike Ad Movement Saturation F	•		1700	2770	1.000	1792	2604	1.000	_	10	1016	1.000	700	2222	1.000
	. , ,	_				_	3694		18		1816	1610	709		
Proportion of Vehicles A Incremental Delay Factor		2)	0.03	0.63	0.47	0.08	0.70	_	_	_	0.18	0.18	0.07	0.07	0.07
moromoniai Bolay i dol	OI (N)		0.11	0.00	0.00	0.11	0.00	0.00	0.1		0.17	0.10	0.10		0.10
Signal Timing / Moven	nent Groups	$\Box$	EB	L	EBT/R	WB	IL .	WBT/R		NBL	N	IBT/R	SBI	L	SBT/R
Lost Time (t∠)		4	4.0	_	6.0	4.0	_	6.0	_			6.0			6.0
Green Ratio (g/C)		4	0.50	_	0.47	0.5	_	0.52	_			0.18			0.07
Permitted Saturation Flo		_	614	-	0	719	9	0	-		1	1810		_	0
Shared Saturation Flow	. ,	1	E0 :		0.0	E 4	1	0.0	-		-	0.0		+	0.0
Permitted Effective Gre	1- /	-	52.	_	0.0	54.		0.0	-			0.0			0.0
Permitted Service Time	το ,.	-	44.2	_	0.0	41.		0.0	-		-	0.0			0.0
Permitted Queue Service	,- ,-		0.3	_	0.0	_	_	0.0	+						0.0
Time to First Blockage (	,		0.0		0.0	0.0	,	0.0	-		-	0.0			0.0
Queue Service Time Be Protected Right Saturat		-			1594				+		-	1610			
Protected Right Saturat	` /	_			19.8							8.5			
Multimodal	o orden fille (gk),	-		EB	10.0		WB				NB	5.0		SB	
Pedestrian F <sub>w</sub> / F <sub>v</sub>		-	2.10		0.00	1.55		0.00	2	.107	_	0.00	2.22		0.00
Pedestrian F <sub>s</sub> / F <sub>delay</sub>		-	0.00	-	0.109	0.00	-	0.101	_	.000	_	0.00	0.00	_	0.155
		-	0.00			0.00		5.151			+		0.00		300
Pedestrian Moorner / Mow						11			_		$\rightarrow$			-	
Pedestrian Mcorner / Mcw Bicycle cb / db			947.9	97	15.22	1047	.82	12.47			6	32.22	137.4	11 L	47.70

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

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--- Comments ---

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		НС	S 201	I0 Sig	naliz	ed Int	ersec	tion	Input	Data					
General Inforn	nation							_	Intersec		-	on	7 4 744 1 7 7		
Agency		KLOA, Inc.							Duration,	h	0.25		7	• • •	1
Analyst		NJB				1/24/2	2017	_	Area Typ PHF	е	Other				.X.
Jurisdiction		DuPage County		Time F		AM					0.91		*	w‡ε	<b>←</b>
Urban Street		63rd Street		Analys	is Year	2018			Analysis	Period	1> 7:0	00			7
Intersection		63rd Street with Wo	odw	File Na	ame	63rd a	and Woo	odward	d AMFU.x	us				ጎተሰ	
Project Descrip	tion	Future AM Peak Ho	our										1	াৰ কিপ	× [*
Demand Inform	emand Information				EB			WI	В		NB		T	SB	
Approach Move	ement			L	Т	R	L	T	R	L	T	R	L	Т	R
Demand ( v ), v	/eh/h			23	775	188	107	87	3 17	820	83	331	21	38	11
Signal Informa	ation				<del></del>	E			1 111	_					
Cycle, s	130.0	Reference Phase	6	1	70	- 3	<b>≒</b> ₹	Ħ	211	6		_	7		
Offset, s	0	Reference Point	_	ł	7	7	, 🔁 🖰		117		-		2		4
Uncoordinated	No	Simult. Gap E/W	Begin On	Green		3.9	53.3	40.		0.0			4		
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	1.0	0.0	4.5 1.5	4.5 1.5		0.0		_	<b>Y</b>	7	
roice wode	rixeu	Simult. Gap N/S	Oll	Reu	1.0	10.0	1.5	1.3	1.5	10.0		5	•	,	
Traffic Informa	ation				EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), ve	eh/h			23	775	188	107	873	17	820	83	331	21	38	11
Initial Queue (C	Q₅), veh/	h .		0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation	n Flow F	Rate (s₀), veh/h		1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (Nm), m	nan/h				None			None	9		None			None	
Heavy Vehicles	(PHV), <sup>(</sup>	%		0	4	5	2	4		2	5	4		0	
Ped / Bike / RT	OR, /h			0	0	0	0	0	0	0	0	0	0	0	0
Buses (N <sub>b</sub> ), bus	ses/h			0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (A	<i>T</i> )			3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filter	ring (I)			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W	), ft			12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0		12.0	
Turn Bay Lengt	th, ft			125	0	350	340	0		305	0	180		0	
Grade ( <i>Pg</i> ), %					0			0			0			0	
Speed Limit, m	i/h			40	40	40	40	40	40	30	30	30	25	25	25
Phase Informa	ation			EBL		EBT	WBI	L	WBT	NBL	_	NBT	SBL		SBT
		) or Phase Split, s		13.0		52.0	16.0	_	55.0	48.0	_	48.0			14.0
Yellow Change		,		3.0	_	4.5	3.0		4.5	4.5		4.5			4.5
Red Clearance		· '		1.0	$\neg$	1.5	1.0		1.5	1.5		1.5		$\neg$	1.5
Minimum Gree	n ( <i>G<sub>min</sub></i> )	), s		3		15	3		15	3		8	3		8
Start-Up Lost T				2.0		2.0	2.0		2.0	2.0	_	2.0	2.0		2.0
Extension of Ef		Green (e), s		2.0		2.0	2.0	-	2.0	2.0		2.0	2.0		2.0
Passage ( <i>PT</i> ),	s			3.0	_	7.0	3.0	_	7.0	3.0		4.0	3.0	_	4.0
Recall Mode				Off	_	Min	Off	_	Min	Off		Off	Off		Off
Dual Entry				Yes		Yes	Yes	_	Yes	No	_	Yes	No		Yes
Walk ( <i>Walk</i> ), s				0.0	_	0.0	0.0	-	0.0	0.0	_	0.0	0.0	_	0.0
Pedestrian Clea	arance <sup>-</sup>	Time (PC), s		0.0	_	0.0	0.0		0.0	0.0		0.0	0.0	_	0.0
Multimodal Inf	formation	on			EB			WB			NB			SB	
85th % Speed	/ Rest in	Walk / Corner Radi	us	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Cros	sswalk V	Vidth / Length, ft		9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / I	sland / 0	Curb		0	0	No	0	0	No	0	0	No	0	0	No
Width Outside	/ Bike La	ane / Shoulder, ft		12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Sigr	nal / Oc	cupied Parking		No		0.50	No		0.50	No		0.50	No		0.50

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=5 2018-7682		HCS 2	010 S	ignali	zed l	nters	ection	ı Re	sults S	umm	ary				Page 12
General Inforn	nation								Intersec			on		시 사하!	AND REAL PROPERTY.
Agency		KLOA, Inc.							Duration	·	0.25		-		-
Analyst		NJB		Analys	sis Date	1/24/2	2017		Area Ty	ре	Other	-			<u>^</u> _5_
Jurisdiction		DuPage County		Time F	Period	AM			PHF		0.91		*	₩ <del> </del> E	<b>←</b>
Urban Street		63rd Street		Analys	sis Yea	r 2018			Analysis	Period	1> 7:	00	4		4
Intersection	ntersection 63rd Street with Woodw.				ame	63rd a	and Woo	odwai	d AMFU.	xus				54	
Project Descrip	tion	Future AM Peak Ho	our										Ŋ	বাক্ষ	7 + 7
Demand Inform	mation				EB		7	V	/R	7	NB		7	SB	
Approach Move				L	T	R	+ -	_	ΓR	L	T	R	L	T	R
Demand ( v ), v				23	775	188	107	87		820	83	331	21	38	11
Bornaria ( v ); v	OTI,TT			20	110	100	107		0 17	020		001			
Signal Informa	ation					5	<u> </u>	<u>_</u>	21	y		80			
Cycle, s	130.0	Reference Phase	6						542		_	$\frown$	$\boldsymbol{\leftrightarrow}$		
Offset, s	0	Reference Point	Begin	Green	3.1	3.9	53.3	40	.2 7.5	0.0		1	<b>Y</b> 2		4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.5	4.		0.0		<b>&gt;</b> │	↔		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.5		0.0		5	6	7	
Timer Results				EBL		EBT	WB	L	WBT	NBI		NBT	SBL	4	SBT
Assigned Phas	е			5	+	2	1	_	6	_	_	8	_	+	4
Case Number				1.1	_	3.0	1.1	$\rightarrow$	4.0	-	-	9.0	_	+	12.0
Phase Duration	·	`		7.1		59.3	11.0	$\rightarrow$	63.2	_	_	46.2	_	+	13.5
Change Period		,		4.0	_	6.0	4.0	-	6.0	-	_	6.0		+	6.0
Max Allow Hea				4.0		0.0	4.0	_	0.0	_	_	5.1	_	+	5.2
Queue Clearan				3.0			6.8	_		-	-	36.8		+	4.7
Green Extension		( <i>g</i> <sub>e</sub> ), s		0.0	_	0.0	0.2	$\rightarrow$	0.0	_	_	3.4		+	0.1
Phase Call Pro				1.00			1.00	$\rightarrow$		-		1.00		+	0.94
Max Out Proba	bility			0.00	)		0.04	1	_		_	1.00		_	1.00
Movement Gro	oup Res	sults			EB			WE	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow I	Rate ( <i>v</i>	), veh/h		25	852	207	118	49	487	496	497	364	40		37
Adjusted Satura	ation Flo	ow Rate ( <i>s</i> ), veh/h/	ln	1810	1831	1533	1774	182	7 1814	1774	1781	1548	1847		1793
Queue Service		- ,		1.0	19.9	5.7	4.8	22.	_	34.8	34.7	25.4	2.7		2.5
Cycle Queue C		e Time ( <i>g c</i> ), s		1.0	19.9	5.7	4.8	22.	_	34.8	34.7	25.4	2.7		2.5
Green Ratio ( g	•			0.43	0.41	0.72	0.48	0.4		0.31	0.31	0.36	0.06		0.06
Capacity ( c ), \				244	1501	1103	316	804		549	551	562	107		104
Volume-to-Cap		· · · · · ·		0.103	_	0.187	0.372	0.61	_		_	0.647	0.379		0.353
		/In (95 th percentile		20.2	314.9	81.1	91.9	35	_	629.4	644.5	391.5	64.9		56.4
		eh/ln ( 95 th percent		0.8	12.2	3.1	3.6	13.	_	24.8	24.8	15.2	2.5		2.3
	•	RQ) (95 th percen	tile)	0.16	0.00	0.23	0.27	0.0	_	2.06	0.00	2.17	0.00		0.00
Uniform Delay				22.9 0.2	21.9	5.9 0.4	21.2 0.7	19. <sup>2</sup>		43.0 17.7	43.0 17.4	34.5 2.8	59.0 3.1		58.9
Incremental De		•		0.2	0.0	0.4	0.7	0.0	_	0.0	0.0	0.0	0.0		0.0
	Initial Queue Delay ( d 3 ), s/veh Control Delay ( d ), s/veh				23.4	6.3	21.9	23.		60.7	60.4	37.2	62.1		61.8
	Level of Service (LOS)				23.4 C	0.3 A	21.9 C	23. C	C C	60.7 E	60.4 E	D D	62.1		61.6 E
	Level of Service (LOS) Approach Delay, s/veh / LOS				2	C	23.1		C	54.3		D	62.0		E
	Approach Delay, s/veh / LOS Intersection Delay, s/veh / LOS				-		4.8	<u> </u>	U	04.0	,		C 02.0		_
THE SECTION DEIDY, S/VEN / LOS						J.									
Multimodal Re	sults				EB			WE	3		NB			SB	
Pedestrian LOS	Score	/ LOS		2.8		С	2.3		В	2.9		С	3.0		С
Bicycle LOS So	core / LC	os		1.4		Α	1.4		Α	2.7		В	0.6		Α

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	HCS 20	10 Si	gna	alized	d Inte	ersect	ion	Inte	erme	diate	Valu	es					
General Information	n								Inters	section	17		ion	_			
Agency	KLOA, Inc.								Durat	ion, h		0.25					
Analyst	NJB		An	nalysis	Date	1/24/201	17		Area	Туре		Othe	er	-A-			
Jurisdiction	DuPage County		Tir	ne Per	iod /	AΜ			PHF		(	0.91		4			
Urban Street	63rd Street		An	nalysis	Year 2	2018			Analy	sis Peri	iod	1> 7	:00	24			
Intersection	63rd Street with Wo	odw	Fil	e Nam	e (	33rd and	d Woo	odwa	ard AMF	U.xus							
Project Description	Future AM Peak Ho	our															
														_			
Demand Informatio			_		EB			_	NB			NE		-		BB	
Approach Movement	t		-	L	T	R	L	_	_	R	L		R	L		T	R
Demand ( v ), veh/h			2	23	775	188	107	8	373	17 8	320	83	331	21	3	38	11
Signal Information						F				111				_			
	.0 Reference Phase	6	1		7 /	闰		Ħ	2	胍丨		100	_	7			
Cycle, s 130.	Reference Point	_	1		2	2	₹.	21	517				_ L_	2			4
Offset, s 0		Begin					53.3				0.0			$\Delta$			
Uncoordinated No	<u>'</u>	On		llow 3			4.5	_			0.0		<b>/</b>			-	
Force Mode Fixe	ed Simult. Gap N/S	On	Re	;u  1	.0	0.0	1.5	11.	.5   1	.5	0.0		5	6		7	
				ED		Т	١٨	/D			NI	D			SE		
Saturation Flow / D	ρlav	+		EB T	R	L	W T	- 1	R	L	N T	-	R	L	Si T		R
		1.0	_	1.000	1.000	-	1.0	$\rightarrow$	1.000	1.000		$\rightarrow$	1.000	1.000	1.0	_	1.000
Lane Width Adjustme	· ,	1.0	$\rightarrow$	0.962	0.952		-	$\rightarrow$	1.000	0.980	_	$\rightarrow$	0.962	0.952	1.0	_	1.000
Heavy Vehicle Adjus		_	$\overline{}$	1.000	1.000		1.0	$\rightarrow$	1.000	1.000		$\rightarrow$			1.0	_	1.000
Approach Grade Adj		1.0	$\overline{}$		_		1.0	$\rightarrow$			_	$\rightarrow$	1.000	1.000	_	$\rightarrow$	1.000
Parking Activity Adjust	( , ,	1.0		1.000	1.000		-	$\rightarrow$	1.000	1.000	_	$\overline{}$	1.000	1.000	1.0	_	1.000
Bus Blockage Adjust	· ,	1.0		1.000	1.000		1.0	_	1.000	1.000	_	$\rightarrow$	1.000	1.000	1.0	_	
Area Type Adjustmen	· ,	1.0		1.000	1.000		1.0	$\rightarrow$	1.000	1.000	1.0	$\rightarrow$	1.000	1.000	1.0	$\rightarrow$	1.000
Lane Utilization Adju		1.0	$\overline{}$	0.952	1.000		1.0	_	1.000	1.000		$\rightarrow$	1.000	1.000	1.0	_	1.000
Left-Turn Adjustment		0.9	$\rightarrow$	0.000	0.047	0.952	_		0.000	0.952	_	$\overline{}$	0.047	0.000	0.9	$\rightarrow$	0.044
Right-Turn Adjustme		) 10	$\rightarrow$	0.000	0.847	_	0.9	93	0.993	4 000	0.0	00	0.847	4.000	0.9	38	0.944
	Adjustment Factor (fL)		00		4.000	1.000	-	-	4 000	1.000	+-		4.000	1.000	-	-	4.000
	Adjustment Factor (f <sub>R/</sub>		40	2000	1.000		25	70	1.000	4774	47	04	1.000	4050	400	14	1.000
	n Flow Rate (s), veh/h	_	$\rightarrow$	3662	1533	1774	35	$\rightarrow$	70	1774	178	$\rightarrow$	1548	1056	199	_	593
·	es Arriving on Green (F		$\rightarrow$	0.55	0.41	0.05	0.5	$\rightarrow$	0.44	0.31	0.3	$\rightarrow$	0.31	0.06	0.0	06	0.06
Incremental Delay Fa	actor (k)	0.1	11	0.50	0.50	0.11	0.5	0	0.50	0.41	0.4	41	0.24	0.15			0.15
Cianal Timina / May	romant Crouns		- DI		DT/D	\A/E	01	۱۸/	IDT/D	NE	DI.	N.I	DT/D	CDI		C	DT/D
Signal Timing / Mov Lost Time ( $t_L$ )	vernent Groups	_	EBL 4.0		6.0	4.0	$\overline{}$		/BT/R 6.0	NE	DL		BT/R 6.0	SBL	-		BT/R 6.0
Green Ratio (g/C)		_	4.0 ).43		0.41	0.4			0.0				0.0	_			0.06
,- ,	Flow Rate (sp), veh/h/	_	584 584		0.41	64	$\overline{}$		0	_			774	_	-		0
	, .	_	004		<u> </u>	043	5		<u> </u>				774	_			U
	low Rate (ssh), veh/h/lr	_	23.3		0.0	55	2		0.0				0.0				0.0
Permitted Effective C	\ <u>-</u> ,	_	53.3 32.6		0.0	55.	$\overline{}$		0.0				0.0				
Permitted Service Til	1= 1	_			0.0	33.			0.0				0.0				0.0
Permitted Queue Se	(3. ).	_	0.9		0.0	4.9	_		0.0				0.0				0.0
Time to First Blockag	- 1- /	_	0.0		0.0	0.0	J		0.0				0.0				0.0
	Before Blockage (gfs),	_			1522								5.40				
	iration Flow $(s_R)$ , veh/h	_		_	1533								548 7.0				
-	ctive Green Time (g <sub>R</sub> ),	5			40.2			<b>'</b> C					1.0				
Multimodal		_		EB				/B			N				SI		2.5
Pedestrian F <sub>w</sub> / F <sub>v</sub>		_	.107	_	0.00	1.55	_		0.00	2.10			0.00	2.22	_		0.00
Pedestrian F <sub>s</sub> / F <sub>delay</sub>		0	.000		).125	0.00	00	0.	.121	0.00	00	0	.172	0.00	0	0.	.163
Pedestrian Mcorner / N	<b>Acw</b>	_															
Bicycle c <sub>b</sub> / d <sub>b</sub>		_	20.0		22.62	880.			0.37				2.19	115.4	_		7.71
Bicycle Fw / Fv			3.64		0.89	-3.6	64	C	0.90	-3.6	64	2	2.24	-3.64	4	0	0.06

#### --- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS 2010™ Streets Version 6.90

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		НС	S 201	I0 Sig	naliz	ed Int	ersec	tion	Input	Data					
0 11 6														4741	L T
General Inform	nation	14.04						$\rightarrow$	Intersec			on	- 1	4.1	
Agency		KLOA, Inc.				1			Duration		0.25		7		
Analyst		NJB		-	is Date		2017	$\rightarrow$	Area Typ	е	Other		_===		*
Jurisdiction		DuPage County		Time F		PM		_	PHF		0.97		_ ₹	w∳E	7
Urban Street		63rd Street			is Year				Analysis		1> 7:0	00	7		
Intersection		63rd Street with Wo		File Na	ame	63rd a	and Woo	odward	d PMFU.	kus				ጎተሾ	
Project Descrip	tion	Future PM Peak Ho	our										*	শ া পশ	†* (*
Demand Inform	nation				EB			WI	В		NB			SB	
Approach Move	ement			L	T	R	L	Т	R	L	Т	R	L	Т	R
Demand ( v ), v	eh/h			24	977	713	292	84	7 5	339	52	193	22	143	16
Signal Informa	ntion				Т	1 8							_		
Cycle, s	130.0	Reference Phase	2	1	7 6	- 8	₹	Ħ.			_ ₩	<u> </u>	Z		
Offset, s	0	Reference Point	Begin	<u> </u>	7	7	3		M?				2		
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		5.7	67.1 4.5	18. 4.5		0.0	_	_	$\Rightarrow$		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	3.0	1.5	1.5		0.0		5	6	7	
Traffic Informa					EB			WB		-	NB	_	-	SB	-
Approach Move				L	Т	R	L	Т	R	ᆫ	Т	R	L	Т	R
Demand (v), ve				24	977	713	292	847		339	52	193	22	143	16
Initial Queue (C				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation		Rate ( <i>s</i> ₀), veh/h		1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N <sub>m</sub> ), m					None			None	е		None			None	
Heavy Vehicles	( <i>P</i> <sub>HV</sub> ), <sup>o</sup>	%		0	1	0	1	1		1	2	2		0	
Ped / Bike / RT				0	0	0	0	0	0	0	0	0	0	0	0
Buses (N <sub>b</sub> ), bus	ses/h			0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (A7	Τ)			3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filter	ring (I)			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W)	), ft			12.0	12.0	12.0	12.0	12.0	)	12.0	12.0	12.0		12.0	
Turn Bay Lengt	h, ft			125	0	350	340	0		305	0	180		0	
Grade (Pg), %					0			0			0			0	
Speed Limit, mi	i/h			40	40	40	40	40	40	30	30	30	25	25	25
Phase Informa	tion			EBL		EBT	WBI	L	WBT	NBI	_	NBT	SBL		SBT
Maximum Gree	n ( <i>G</i> max	) or Phase Split, s		13.0		48.0	30.0	0	65.0	31.0	)	31.0			21.0
Yellow Change	Interval	(Y), s		3.0		4.5	3.0	,	4.5	4.5		4.5			4.5
Red Clearance	Interval	I ( Rc), s		1.0	$\neg$	1.5	1.0		1.5	1.5		1.5			1.5
Minimum Greer				3		15	3		15	3		8	3		8
Start-Up Lost T				2.0		2.0	2.0		2.0	2.0		2.0	2.0		2.0
Extension of Ef				2.0		2.0	2.0	_	2.0	2.0		2.0	2.0		2.0
Passage (PT),		. //		3.0		7.0	3.0	_	7.0	3.0		4.0	3.0		4.0
Recall Mode				Off	_	Min	Off	_	Min	Off		Off	Off		Off
Dual Entry				Yes	_	Yes	Yes	_	Yes	No	_	Yes	No		Yes
Walk ( <i>Walk</i> ), s				0.0		0.0	0.0	_	0.0	0.0		0.0	0.0	_	0.0
Pedestrian Clea	arance <sup>-</sup>	Time ( <i>PC</i> ), s		0.0	_	0.0	0.0	-	0.0	0.0	_	0.0	0.0	_	0.0
Multimodal Inf	ormatic	on			EB			WB			NB			SB	
		Walk / Corner Radi	us	0	No	25	0	No	25	0	No	25	0	No	25
		Vidth / Length, ft		9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Is				0	0	No	0	0	No	0	0	No	0	0	No
		ane / Shoulder, ft		12	5.0	2.0	12	5.0		12	5.0	2.0	12	5.0	2.0
		cupied Parking		No		0.50	No		0.50	No		0.50	No		0.50

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			.ga	_54 1				sults S	A.111110	~. <del>y</del>				
General Information	1							Intersec	tion Info	ormatic	on	Į.	4741	Ja ly
Agency	KLOA, Inc.							Duration	, h	0.25			4 }	
Analyst	NJB		Analys	is Date	1/24/2	017		Area Typ	е	Other		٠. ۵		
Jurisdiction	DuPage County		Time F		РМ		$\neg$	PHF		0.97		⇒ ⇒	w∳s	7
Urban Street	63rd Street		Analys	is Yea	r 2018			Analysis	Period	1> 7:0	00			•
Intersection	63rd Street with Woo	dw	File Na			ind Woo	odwar	d PMFU.>					5 d 7	
Project Description	Future PM Peak Hou	r										ħ	4 1 4 7	7 1
Demand Informatio	<u> </u>			EB		7	W	В	7	NB		1	SB	
Approach Movement			L	Т	R	L	Т		L	T	R	L	Т	R
Demand ( <i>v</i> ), veh/h			24	977	713	292	84	_	339	52	193	22	143	16
Signal Information									<del></del>					
	0 Reference Phase	2		100	٤ ا	≣	Ħ	211	1		<u> </u>	7		
Cycle, s 130. Offset, s 0				2	7	<b>7</b>	20	117				2		
Uncoordinated No		Begin On	Green		5.7	67.1	18		0.0			$\Delta$		
		On On	Yellow	_	3.0	4.5 1.5	4.5		0.0		^	<b>Y</b>	-	
Force Mode Fixe	u Siiiiuit. Gap N/S	On	Red	1.0	1.0	1.5	1.5	1.5	10.0		5	6	7	
Timer Results			EBL	-	EBT	WB	L	WBT	NBI	-	NBT	SBL		SBT
Assigned Phase			5		2	1		6			8			4
Case Number			1.1		3.0	1.1		4.0			9.0			12.0
Phase Duration, s			7.0		73.1	16.7	7	82.8			24.9			15.3
Change Period, ( Y+	R c ), s		4.0		6.0	4.0		6.0			6.0			6.0
Max Allow Headway	( <i>MAH</i> ), s		4.0		0.0	4.0		0.0			5.2			5.1
Queue Clearance Tir	me ( <i>g</i> s ), s		2.8			11.7	7				16.7			8.6
Green Extension Tim	ne ( g <sub>e</sub> ), s		0.0		0.0	1.0		0.0			2.2			0.7
Phase Call Probabili	ty		1.00			1.00					1.00			1.00
Max Out Probability			0.00			0.00	)				0.49			0.02
Movement Group R	esults			EB			WE	}		NB			SB	
Approach Movement		-	L	T	R	L	T	R		T	R	L	T	R
Assigned Movement		-	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (		_	25	1007	735	301	440		192	211	199	98		89
	Flow Rate ( s ), veh/h/ln		1810	1885	1610	1792	188		1792	1810	1579	1878		183
Queue Service Time	, ,		0.8	16.8	37.0	9.7	9.4		13.4	14.7	14.2	6.6		6.
Cycle Queue Cleara	· - /		0.8	16.8	37.0	9.7	9.4		13.4	14.7	14.2	6.6		6.
Green Ratio(g/C)	100 Time ( g c ), 5		0.54	0.52	0.66	0.63	0.59		0.15	0.15	0.24	0.07		0.0
Capacity ( c ), veh/h		-	420	1945	1064	448	1111		260	263	384	135		133
Volume-to-Capacity	Ratio ( X )		0.059	0.518	_	0.672	0.39	_	0.739	0.803	0.518	0.728		0.67
· · · · · · · · · · · · · · · · · · ·	ft/ln ( 95 th percentile)	-	15.3	246.2		174.1	149.		270.7	304.5	245	167.2		142
	veh/ln (95 th percentile)	)	0.6	9.8	19.1	6.9	5.9		10.7	12.0	9.6	6.4		5.7
	o ( RQ ) ( 95 th percentile	_	0.0	0.00	1.36	0.51	0.00		0.89	0.00	1.36	0.00		0.0
Uniform Delay(d 1)	, ,,	-)	14.0	12.5	13.7	13.7	6.6		53.2	53.8	42.6	59.1		58.
Incremental Delay(d 1)			0.1	1.0	3.7	1.8	1.1	1.1	7.2	11.2	1.5	10.1		8.
Initial Queue Delay(			0.1	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0
Control Delay ( <i>d</i> ), s	·	_	14.1	13.4	17.4	15.4	7.7		60.4	65.0	44.1	69.2		67.
Level of Service (LO			14.1 B	13.4 B	17.4 B	15.4 B	A		60.4 E	65.0 E	44.1 D	69.2 E		67. E
· · · · · · · · · · · · · · · · · · ·	·	-		_		9.7		A						E
Approach Delay, s/ve Intersection Delay, s/			15.1		B 22	9.7 2.7		Α	56.6		E	68.2 C		
						,								
Multimodal Results				EB			WE	3		NB			SB	
D14-i 1 00 0	re / LOS		2.8		С	2.3		В	2.9		С	3.0		С
Pedestrian LOS Sco														

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-5 2018-7682		HCS 20	10 Si	gn	alize	d Inte	ersect	ion	Inte	erme	diate	Valu	ıes				Page //
General Inform	nation									Inters	section	ı Info	rmati	on	7		
Agency	lation	KLOA, Inc.								_	ion, h		0.25	011	⊢.		
Analyst		NJB		Δ	nalysis	Date	1/24/201	17		Area			Othe	r	 		
Jurisdiction		DuPage County		-	me Pei		PM			PHF	Турс		0.97	<u>'</u>	→ +		
Urban Street		63rd Street		-	nalysis	$\rightarrow$	2018				sis Pe		1> 7:	00	4		
Intersection		63rd Street with Wo	odw	-	le Nam		63rd and	1 ///০৫	hdwa			ilou	1- 7.	00	- 5		
Project Descrip	tion	Future PM Peak Ho		[ [	ie ivaii	ie	osiu and	ı vvoc	uwa	ilu Fivii	U.XuS				$\dashv$		
1 Toject Descrip	шоп	I didie i Wi eak iid	Jui														
Demand Inform	nation			Т		EB			٧	VB			NB		Т	SB	
Approach Move	ement			Г	L	Т	R	L		Т	R	L	Т	R	L	Т	R
Demand ( v ), v	eh/h			Г	24	977	713	292	8	47	5	339	52	193	3 22	143	16
Signal Informa		To ( D)		-		7	$\equiv$	я		2	胍			_			
Cycle, s	130.0	Reference Phase	2	-		2	2	₹ '	1	517			111	·	<b>→</b> 2		4
Offset, s	0	Reference Point	Begin	G		3.0	5.7	67.1	18		9.3	0.0					
Uncoordinated	No	Simult. Gap E/W	On			3.0	3.0	4.5	4.		1.5	0.0		<b>/</b>	Z		
Force Mode	Fixed	Simult. Gap N/S	On	<u>I</u> R	ed 1	1.0	1.0	1.5	1.	.5   1	1.5	0.0		5	6	7	
			┰		EB		_	W	B				IB			SB	
Saturation Flor	w / Dela	av	1	_	T	R	L	Т	_	R	L		T	R	L	T	R
Lane Width Adj			1.0	000	1.000	1.000	1.000	1.0	00	1.000	1.00	) 1.0	000	1.000	1.000	1.000	1.000
Heavy Vehicle A		· ,	1.0	-	0.990			-	$\rightarrow$	1.000	0.99	$\rightarrow$	980	0.980	0.952	1.000	1.000
		tment Factor (f <sub>g</sub> )	1.0		1.000	-			_	1.000	1.00		000	1.000	1.000	1.000	1.000
Parking Activity			_	000	1.000	1.000			$\rightarrow$	1.000	1.000		000	1.000	1.000	1.000	1.000
Bus Blockage A	-	· , ,	1.0		1.000				_	1.000	1.000		000	1.000	1.000	1.000	1.000
Area Type Adjus	_		_	000	1.000	-		-	_	1.000	1.000		000	1.000	1.000	1.000	1.000
		ment Factor (fLU)	1.0		0.952				$\rightarrow$	1.000	1.000	$\rightarrow$	000	1.000	1.000	1.000	1.000
Left-Turn Adjust	-	· · ·	0.9		0.000		0.952	_	_		0.95	_	000		0.000	0.989	
Right-Turn Adju			-		0.000	0.847		0.9	$\rightarrow$	0.998			_	0.847		0.967	0.968
		djustment Factor (fեր	b) 1.0	00			1.000				1.000	0			1.000		
Right-Turn Ped-	-Bike Ad	djustment Factor (f <sub>R</sub>	ob)			1.000			$\neg$	1.000		$\top$	$\neg$	1.000			1.000
Movement Satu	ıration F	Flow Rate (s), veh/h	18	10	3770	1610	1792	373	36	22	1792	2 18	310	1579	434	2940	342
Proportion of Ve	ehicles /	Arriving on Green (F	) 0.0	02	0.69	0.52	0.10	0.7	9	0.59	0.15	0.	15	0.15	0.07	0.07	0.07
Incremental De	lay Fac	tor (k)	0.	11	0.50	0.50	0.11	0.5	0	0.50	0.19	0.	23	0.15	0.15		0.15
Signal Timing	/ Move	ment Groups	_	EBL	. E	EBT/R	WE	$\rightarrow$		BT/R	N	BL	-	BT/R	SBI	-	SBT/R
Lost Time (t⊥)			_	4.0	_	6.0	4.0	$\rightarrow$		6.0	_		_	6.0		_	6.0
Green Ratio (g/			_	0.54	_	0.52	0.6	$\overline{}$	0	).59			_	0.15		-	0.07
		low Rate $(s_p)$ , veh/h/		642		0	56	3		0			1	792	_	_	0
		v Rate (ssh), veh/h/ln	_	27 1		0.0	60	1		0.0				0.0	-	_	00
Permitted Effect Permitted Servi		,- ,		67.1 65.3		0.0	69.						_		_	_	0.0
			_			0.0	50.		(	0.0			<u> </u>	0.0	-	-	0.0
Permitted Queu		,- ,-		0.1		0.0	21.	_		0.0				) ()			0.0
Time to First Blo		( <i>g<sub>f</sub></i> ), s efore Blockage ( <i>g<sub>fs</sub></i> ),	_	0.0		0.0	0.0	J	(	0.0				0.0			0.0
		- te /t	_			1610							1	570			
		tion Flow ( $s_R$ ), veh/h ve Green Time ( $g_R$ ),	_		_	18.9							_	579 2.7			
Multimodal	LIIECII	ve Green Time (gR),	J			10.3		10	/B					۲.1		SB	
Pedestrian F <sub>w</sub> /	E			10.	EB	0.00	4 5			00	2.4		NB	.00	2 22		0.00
			_	2.10	_	0.00	1.5			0.00	2.1		-	172	2.22	_	0.00
Pedestrian F <sub>s</sub> /				.00	) (	0.109	0.00	50	U.	.096	0.0	100	U.	.172	0.00	0	0.161
Pedestrian <i>Mcor</i> Bicycle <i>c<sub>b</sub></i> / <i>d<sub>b</sub></i>	ner I <b>IVI</b> cu	<i>y</i>	10	31.0	31	15.24	1181	40	10	0.89			7'	2.19	143.4	10	56.01
Bicycle Cb / Cb			_	3.64	_	1.46	-3.6	_		0.89 0.97	2	64		2.19	-3.64		0.15
Dicycle FW / FV				J.0 <sup>2</sup>	T	1.40	-3.0	/ <del>-1</del>		1.31	-3.	U <del>-1</del>		.55	-3.04	T	0.10

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS 2010™ Streets Version 6.90

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	НС	S 201	I0 Sig	naliz	ed Int	ersec	tion	Input	Data					
General Information								Intersec	tion Inf	ormotic	\n		14141	ba lu
	IZI OA In a										on	- 6	44	
Agency	KLOA, Inc.				4 /0 4 /0	0.47		Duration		0.25		7		
Analyst	NJB			sis Date	_		_	Area Typ	<u>e</u>	Other			w∮e	*
Jurisdiction	DuPage County		Time F			/lidday		PHF	<b>D</b> : 1	0.95	20		W 1 E	-
Urban Street	63rd Street		-	sis Year				Analysis		1> 7:0	JU	7		
Intersection	63rd Street with Wo		File Na	ame	63rd a	and Woo	odward	SATFU.	xus				ጎተሰ	
Project Description	Future SAT Midday	Peak H	lour	-	-	-	-		-	-	-		4 TAY	7 1
Demand Information				EB		7	WE	3		NB		T	SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand ( v ), veh/h			20	724	445	191	84	1 6	415	41	236	18	57	17
Signal Information	_			a .	_ 5	<b> </b>			e l	2022	_	_		
Cycle, s 110.0		2		7	2	, <b> </b>	20	172		_		€ 2		
Offset, s 0	Reference Point	Begin	Green	1	1.6	51.9	19.	9 7.6	0.0			5		
Uncoordinated No	Simult. Gap E/W	On	Yellow		3.0	4.5	4.5		0.0		<b>↗</b> │	7		
Force Mode Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	1.5	1.5	0.0		5	6	7	
Traffic Information				EB			WB			NB			SB	
Approach Movement			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h			20	724	445	191	841	6	415	41	236	18	57	17
Initial Queue (Q <sub>b</sub> ), veh	n/h		0	0	0	0	041	0	0	0	0	0	0	0
Base Saturation Flow			1900	2000	1900	1900	1900		1900	1900	1900	1900	1900	1900
Parking $(N_m)$ , man/h	Nate (30), Veri/II		1900	None	1900	1900	None		1900	None	1900	1900	None	1900
Heavy Vehicles ( <i>Phv</i> ),	0/.		5	1	1	1	2	5	0	3	0	_	0	
Ped / Bike / RTOR, /h			0	0	0	0	0	0	0	0	0	0	0	0
Buses (N <sub>b</sub> ), buses/h			0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type ( <i>AT</i> )			3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (/)			1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft			12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	1.00	12.0	1.00
Turn Bay Length, ft			12.0	0	350	340	0		305	0	180	_	0	
Grade ( <i>Pg</i> ), %			123	0	330	340	0		303	0	100		0	
Speed Limit, mi/h			40	40	40	40	40	40	30	30	30	25	25	25
Opeca Limit, mim			70	40	40	70	40	40	30	30	30	20	2.0	23
Phase Information			EBL	-	EBT	WBI	L L	WBT	NBL	-	NBT	SBL		SBT
Maximum Green (Gma	x) or Phase Split, s		13.0	) :	39.0	19.0		45.0	33.0	)	33.0			19.0
Yellow Change Interva	al (Y), s		3.0		4.5	3.0		4.5	4.5		4.5			4.5
Red Clearance Interva	al ( <i>Rc</i> ), s		1.0		1.5	1.0		1.5	1.5		1.5			1.5
Minimum Green ( Gmin	, · · · · · · · · · · · · · · · · · · ·		3		15	3		15	3		8	3		8
Start-Up Lost Time ( It			2.0		2.0	2.0		2.0	2.0		2.0	2.0		2.0
Extension of Effective	Green (e), s		2.0		2.0	2.0		2.0	2.0		2.0	2.0		2.0
Passage ( <i>PT</i> ), s			3.0		7.0	3.0		7.0	3.0		4.0	3.0		4.0
Recall Mode			Off		Min	Off		Min	Off		Off	Off		Off
Dual Entry			Yes	_	Yes	Yes	_	Yes	No	_	Yes	No		Yes
Walk ( <i>Walk</i> ), s			0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Pedestrian Clearance	Time (PC), s		0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Multimodal Informat	ion			EB			WB			NB			SB	
85th % Speed / Rest i		ius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk			9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island /			0	0	No	0	0	No	0.0	0	No	0	0	No
Width Outside / Bike L			12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
, 2,,,0	ccupied Parking		No		0.50	No		0.50	No		0.50	No		0.50

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	HCS 2010	- 19 11 WI							J				
General Information							Intersect	tion Info	ormatic	on	Į.	4741	Ja l <u>i</u>
Agency	KLOA, Inc.					$\neg$	Duration,	h	0.25			4 1	
Analyst	NJB	Analys	sis Date	= 1/24/2	2017		Area Typ	<u>е</u>	Other				
Jurisdiction	DuPage County	Time I			lidday		PHF		0.95		÷	w Fe	‡
Urban Street	63rd Street			r 2018		_	Analysis	Period	1> 7:0	00	<b>→</b>		•
Intersection	63rd Street with Woodw				and Woo		SATFU.		1. 7.0			K. J. J	
Project Description	Future SAT Midday Peak		uiiio	10014		, arran		жио	ħ	4 1 4 Y	7 4		
Demand Information		7	EB		7	WE	3	7	NB		7	SB	
Approach Movement		L	T	R	L	T	-	+ -	T	R	L	T	R
Demand ( v ), veh/h		20	724	445	191	84	- ' '	415	41	236	18	57	17
Demand ( v ), ven/n		20	124	443	191	04	1 0	413	41	230	10	37	17
Signal Information			T	1 5				.					
Cycle, s 110.0	Reference Phase 2	7	7 6	- ž	-3		A 2		×	<u> </u>	4		
Offset, s 0	Reference Point Begin		100	1 2	54.5	3 "		1		1	2		
Uncoordinated No	Simult. Gap E/W On	Green Yellow		1.6	51.9 4.5	19. 4.5		0.0		7	$\leftrightarrow$		
Force Mode Fixed	Simult. Gap N/S On	Red	1.0	1.0	1.5	1.5		0.0		5	6	7	
	Ciliani Gap I ii C	11.00		1110	1110		110	10.0					
Timer Results		EBI	L	EBT	WBI	L	WBT	NBL	_	NBT	SBL		SBT
Assigned Phase		5		2	1		6		$\neg$	8		$\neg$	4
Case Number		1.1		3.0	1.1		4.0			9.0			12.0
Phase Duration, s		7.0	_	57.9	12.6	5	63.5		-	25.9		$\neg$	13.6
Change Period, ( Y+R	c ). S	4.0		6.0	4.0		6.0			6.0			6.0
Max Allow Headway (		4.0	_	0.0	4.0		0.0		_	5.2			5.2
Queue Clearance Time		2.7	_	0.0	8.0	_	0.0		_	16.9			4.9
Green Extension Time		0.0	_	0.0	0.6	_	0.0		_	3.1			0.3
Phase Call Probability	(90),0	1.00	_	0.0	1.00	_	0.0		_	1.00			0.95
Max Out Probability		0.00	_		0.00	_				0.40			0.00
max out i robubility		0.0			0.00					0.10			0.00
Movement Group Res	sults		EB			WB			NB			SB	
Approach Movement		L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Movement		5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v	/ ), veh/h	21	762	468	201	446	445	240	240	248	51		46
Adjusted Saturation FI	ow Rate ( s ), veh/h/ln	1723	1885	1594	1792	1863	1858	1810	1816	1610	1865		1775
Queue Service Time (		0.7	11.3	15.9	6.0	11.7		13.8	13.7	14.9	2.9		2.7
Cycle Queue Clearand		0.7	_	_		11.7		13.8	13.7	14.9	2.9		2.7
Cycle Gueda Olediant	ce τime (g ε), s	0.7	11.3	15.9	6.0	11.7	11.0						-
•	$ce time (g_c), s$	0.50	0.47	0.65	6.0 0.57	0.52		0.18	0.18	0.26	0.07		0.07
Green Ratio ( g/C )	e Time ( g c ), s			_			0.52	0.18 328		0.26 418	0.07 129		
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Ra		0.50	0.47 1778	0.65 1041	0.57	0.52	0.52 971		0.18				122
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Ra	atio(X)	0.50 352	0.47 1778	0.65 1041 0.450	0.57 467	0.52 973	0.52 971	328	0.18 329	418	129		122 0.37
Green Ratio ( <i>g/C</i> ) Capacity ( <i>c</i> ), veh/h Volume-to-Capacity Ranks of Queue ( <i>Q</i> ), fi	atio ( <i>X</i> ) :/In ( 95 th percentile)	0.50 352 0.060	0.47 1778 0.429	0.65 1041 0.450	0.57 467 0.431	0.52 973 0.459	0.52 971 0.459	328 0.732	0.18 329 0.728	418 0.595	129 0.396		122 0.37 58.8
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Ra Back of Queue ( Q ), fl Back of Queue ( Q ), v	atio ( X ) //In ( 95 th percentile) eh/In ( 95 th percentile)	0.50 352 0.060 12.2	0.47 1778 0.429 189.6	0.65 1041 0.450 225.9	0.57 467 0.431 104.8	0.52 973 0.459 191	0.52 971 0.459 189.3 7.6	328 0.732 270.7	0.18 329 0.728 276	418 0.595 251	129 0.396 68.4		122 0.37 58.8 2.4
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Ra Back of Queue ( Q ), ft Back of Queue ( Q ), v Queue Storage Ratio (	atio ( X )  I/In ( 95 th percentile)  eh/In ( 95 th percentile)  ( RQ ) ( 95 th percentile)	0.50 352 0.060 12.2 0.5 0.10	0.47 1778 0.429 189.6 7.5	0.65 1041 0.450 225.9 9.0	0.57 467 0.431 104.8 4.2	0.52 973 0.459 191 7.5	0.52 971 0.459 189.3 7.6	328 0.732 270.7 10.8	0.18 329 0.728 276 10.8 0.00	418 0.595 251 10.0 1.39	129 0.396 68.4 2.6 0.00		122 0.37 58.8 2.4 0.00
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Range ( Q ), fl Back of Queue ( Q ), veh/h Back of Queue ( Q ), veh/h Queue Storage Ratio ( Uniform Delay ( d 1), separations	atio ( X )  I/In ( 95 th percentile)  eh/In ( 95 th percentile)  ( RQ ) ( 95 th percentile)  s/veh	0.50 352 0.060 12.2 0.5 0.10 14.3	0.47 1778 0.429 189.6 7.5 0.00 12.9	0.65 1041 0.450 225.9 9.0 0.65 9.4	0.57 467 0.431 104.8 4.2 0.31 12.7	0.52 973 0.459 191 7.5 0.00 9.7	0.52 971 0.459 189.3 7.6 0.00 9.8	328 0.732 270.7 10.8 0.89 42.5	0.18 329 0.728 276 10.8 0.00 42.5	418 0.595 251 10.0 1.39 35.7	129 0.396 68.4 2.6 0.00 49.0		122 0.37 58.8 2.4 0.00 48.9
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Ra Back of Queue ( Q ), ff Back of Queue ( Q ), v Queue Storage Ratio ( Uniform Delay ( d 1 ), s Incremental Delay ( d 2	atio ( X )  I/In ( 95 th percentile)  eh/In ( 95 th percentile)  RQ ) ( 95 th percentile)  s/veh  2 ), s/veh	0.50 352 0.060 12.2 0.5 0.10	0.47 1778 0.429 189.6 7.5 0.00	0.65 1041 0.450 225.9 9.0 0.65	0.57 467 0.431 104.8 4.2 0.31	0.52 973 0.459 191 7.5 0.00	0.52 971 0 0.459 189.3 7.6 0.00 9.8 1.6	328 0.732 270.7 10.8 0.89 42.5 5.2	0.18 329 0.728 276 10.8 0.00	418 0.595 251 10.0 1.39	129 0.396 68.4 2.6 0.00		122 0.373 58.8 2.4 0.00 48.9 2.7
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Ra Back of Queue ( Q ), ff Back of Queue ( Q ), v Queue Storage Ratio ( Uniform Delay ( d 1), s Incremental Delay ( d 2) Initial Queue Delay ( d	atio ( X )  I/In ( 95 th percentile)  Peh/In ( 95 th percentile)  I/In ( 95 th percentile)	0.50 352 0.060 12.2 0.5 0.10 14.3 0.1	0.47 1778 0.429 189.6 7.5 0.00 12.9 0.8	0.65 1041 0.450 225.9 9.0 0.65 9.4 1.4 0.0	0.57 467 0.431 104.8 4.2 0.31 12.7 0.6 0.0	0.52 973 0.459 191 7.5 0.00 9.7 1.6	0.52 971 0 0.459 189.3 7.6 0.00 9.8 1.6 0.0	328 0.732 270.7 10.8 0.89 42.5 5.2 0.0	0.18 329 0.728 276 10.8 0.00 42.5 5.1 0.0	418 0.595 251 10.0 1.39 35.7 1.9	129 0.396 68.4 2.6 0.00 49.0 2.8 0.0		122 0.373 58.8 2.4 0.00 48.9 2.7 0.0
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Rank Back of Queue ( Q ), ff Back of Queue ( Q ), veh/h Queue Storage Ratio ( Uniform Delay ( d 1), seh Incremental Delay ( d 2) Initial Queue Delay ( d 3)	atio (X)  If (95 th percentile)  eh/In (95 th percentile)  (RQ) (95 th percentile)  s/veh  2), s/veh  3), s/veh  eh	0.50 352 0.060 12.2 0.5 0.10 14.3 0.1	0.47 1778 0.429 189.6 7.5 0.00 12.9 0.8	0.65 1041 0.450 225.9 9.0 0.65 9.4 1.4	0.57 467 0.431 104.8 4.2 0.31 12.7 0.6	0.52 973 0.459 191 7.5 0.00 9.7 1.6 0.0	0.52 971 0 0.459 189.3 7.6 0.00 9.8 1.6 0.0	328 0.732 270.7 10.8 0.89 42.5 5.2 0.0 47.8	0.18 329 0.728 276 10.8 0.00 42.5 5.1	418 0.595 251 10.0 1.39 35.7 1.9	129 0.396 68.4 2.6 0.00 49.0		122 0.373 58.8 2.4 0.00 48.9 2.7 0.0
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Ra Back of Queue ( Q ), ff Back of Queue ( Q ), v Queue Storage Ratio ( Uniform Delay ( d 1), s Incremental Delay ( d Initial Queue Delay ( d Control Delay ( d ), s/v Level of Service (LOS)	atio ( X )  In ( 95 th percentile)  eh/In ( 95 th percentile)  RQ ) ( 95 th percentile)  S/veh  2), s/veh  3), s/veh  eh	0.50 352 0.060 12.2 0.5 0.10 14.3 0.1 0.0 14.4 B	0.47 1778 0.429 189.6 7.5 0.00 12.9 0.8 0.0 13.6	0.65 1041 0.450 225.9 9.0 0.65 9.4 1.4 0.0 10.8 B	0.57 467 0.431 104.8 4.2 0.31 12.7 0.6 0.0 13.3 B	0.52 973 0.459 191 7.5 0.00 9.7 1.6 0.0 11.3	0.52 971 0.459 189.3 7.6 0.00 9.8 1.6 0.0 11.4 B	328 0.732 270.7 10.8 0.89 42.5 5.2 0.0 47.8	0.18 329 0.728 276 10.8 0.00 42.5 5.1 0.0 47.5	418 0.595 251 10.0 1.39 35.7 1.9 0.0 37.6	129 0.396 68.4 2.6 0.00 49.0 2.8 0.0 51.8		122 0.373 58.8 2.4 0.00 48.9 2.7 0.0 51.6
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Ra Back of Queue ( Q ), for the second of Queue ( Q ), very the second of Queue ( Q ), very the second of Queue Storage Ratio ( Q ), very the second of Queue Storage Ratio ( Q ), solution of Queue Delay ( d ), solution of Queue Delay ( d ), solution of Queue Delay ( d ), solution of Queue Oelay ( d ), solution of Queue ( LOS) Approach Delay, solution of Queue Delay, solution of Queue Delay, solution of Queue ( LOS)	atio ( X )  I/In ( 95 th percentile)  eh/In ( 95 th percentile)  RQ ) ( 95 th percentile)  s/veh  2 ), s/veh  3 ), s/veh  eh  / LOS	0.50 352 0.060 12.2 0.5 0.10 14.3 0.1 0.0 14.4	0.47 1778 0.429 189.6 7.5 0.00 12.9 0.8 0.0 13.6	0.65 1041 0.450 225.9 9.0 0.65 9.4 1.4 0.0 10.8 B	0.57 467 0.431 104.8 4.2 0.31 12.7 0.6 0.0	0.52 973 0.459 191 7.5 0.00 9.7 1.6 0.0 11.3	0.52 971 9 0.459 189.3 7.6 0.00 9.8 1.6 0.0 11.4	328 0.732 270.7 10.8 0.89 42.5 5.2 0.0 47.8	0.18 329 0.728 276 10.8 0.00 42.5 5.1 0.0 47.5	418 0.595 251 10.0 1.39 35.7 1.9 0.0 37.6 D	129 0.396 68.4 2.6 0.00 49.0 2.8 0.0 51.8		122 0.37 58.8 2.4 0.00 48.9 2.7 0.0 51.6
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Ra Back of Queue ( Q ), ff Back of Queue ( Q ), v Queue Storage Ratio ( Uniform Delay ( d 1), s Incremental Delay ( d Initial Queue Delay ( d Control Delay ( d ), s/v Level of Service (LOS) Approach Delay, s/veh Intersection Delay, s/veh	atio ( X )  I/In ( 95 th percentile)  eh/In ( 95 th percentile)  RQ ) ( 95 th percentile)  s/veh  2 ), s/veh  3 ), s/veh  eh  / LOS	0.50 352 0.060 12.2 0.5 0.10 14.3 0.1 0.0 14.4 B	0.47 1778 0.429 189.6 7.5 0.00 12.9 0.8 0.0 13.6 B	0.65 1041 0.450 225.9 9.0 0.65 9.4 1.4 0.0 10.8 B	0.57 467 0.431 104.8 4.2 0.31 12.7 0.6 0.0 13.3 B	0.52 973 0.459 191 7.5 0.00 9.7 1.6 0.0 11.3 B	0.52 971 0.459 189.3 7.6 0.00 9.8 1.6 0.0 11.4 B	328 0.732 270.7 10.8 0.89 42.5 5.2 0.0 47.8	0.18 329 0.728 276 10.8 0.00 42.5 5.1 0.0 47.5 D	418 0.595 251 10.0 1.39 35.7 1.9 0.0 37.6 D	129 0.396 68.4 2.6 0.00 49.0 2.8 0.0 51.8 D		122 0.373 58.8 2.4 0.00 48.9 2.7 0.0 51.6
Green Ratio ( g/C ) Capacity ( c ), veh/h Volume-to-Capacity Ra Back of Queue ( Q ), ft Back of Queue ( Q ), v	atio ( X )  In ( 95 th percentile)  eh/In ( 95 th percentile)  RQ ) ( 95 th percentile)  In ( 95 th pe	0.50 352 0.060 12.2 0.5 0.10 14.3 0.1 0.0 14.4 B	0.47 1778 0.429 189.6 7.5 0.00 12.9 0.8 0.0 13.6 B	0.65 1041 0.450 225.9 9.0 0.65 9.4 1.4 0.0 10.8 B	0.57 467 0.431 104.8 4.2 0.31 12.7 0.6 0.0 13.3 B	0.52 973 0.459 191 7.5 0.00 9.7 1.6 0.0 11.3 B	0.52 971 0.459 189.3 7.6 0.00 9.8 1.6 0.0 11.4 B	328 0.732 270.7 10.8 0.89 42.5 5.2 0.0 47.8	0.18 329 0.728 276 10.8 0.00 42.5 5.1 0.0 47.5 D	418 0.595 251 10.0 1.39 35.7 1.9 0.0 37.6 D	129 0.396 68.4 2.6 0.00 49.0 2.8 0.0 51.8 D	SB	

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		HCS 20	10	Sign	alize	d Inte	ersect	ion lı	nte	rmed	diate	Valu	ıes				
General Inform	nation									Inters	section	Info	rmati	ion			
Agency	iation	KLOA, Inc.							$\dashv$	Durat		11110	0.25	011	$\dashv$ .		
Analyst		NJB		Ι_Λ	nalysis	Data	1/24/201	17	$\dashv$	Area			Othe	r	_* _\$		
Jurisdiction		DuPage County	_		ime Pe		SAT Mid		$\dashv$	PHF	туре		0.95	-1	→ ÷		
Urban Street		63rd Street			nalysis	_	2018	uay	$\dashv$		sis Per	iod	1> 7	·nn	-4		
Intersection		63rd Street with Wo	nod!	_	ile Nan	_	63rd and	1 \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	lwar				1- 1	.00	2		
Project Descrip	tion	Future SAT Midday				ic [	Join and	1 VVOOC	ıwaı	u oni	i O.xus				-		
1 Toject Descrip	lion	I didie SAT Midday	16	ak i lou													
Demand Inform	nation					EB			W	'B			NB	3		SI	3
Approach Move	ment				L	Т	R	L	T		R	L	Т	R	L	T	R
Demand ( v ), v	eh/h				20	724	445	191	84	11	6	415	41	236	18	5	7 17
Signal Informa	tion						8								_		
Cycle, s	110.0	Reference Phase	Г	2	-	2 6	Ħ	.a 🎏			\$47		6		7		
Offset, s	0	Reference Point	$\vdash$	ogin		7	7	<b>3</b>		117				T <sub>1</sub>	2		4
Uncoordinated	No	Simult. Gap E/W	_	- 0	Green 3			51.9	19			0.0	-	_	4		
Force Mode	Fixed	Simult. Gap N/S	-		ellow 3	1.0		4.5 1.5	4.5 1.5			0.0	_	5	6		7
					EB			WB	3			١	lΒ			SB	
Saturation Flor		-		L	Т	R	L	Т		R	L		T	R	L	Т	R
Lane Width Adj	ustment	t Factor (f <sub>w</sub> )		1.000	1.000	1.000	1.000	1.00	0 1	1.000	1.000	1.0	000	1.000	1.000	1.00	0 1.000
Heavy Vehicle A		. ,		0.952	0.990	0.990	0.990	0.98	0 1	1.000	1.000	0.9	971	1.000	0.943	1.00	0 1.000
Approach Grad	e Adjus	tment Factor (f <sub>g</sub> )	_	1.000	1.000	1.000	1.000	1.00	0 1	1.000	1.000	1.0	000	1.000	1.000	1.00	0 1.000
Parking Activity	Adjustn	nent Factor (f <sub>p</sub> )	_	1.000	1.000	1.000			_	1.000	1.000		000	1.000	1.000	1.00	_
Bus Blockage A	djustme	ent Factor (fbb)		1.000	1.000	1.000	1.000	1.00	0 1	1.000	1.000	1.0	000	1.000	1.000	1.00	0 1.000
Area Type Adju		· ·	_	1.000	1.000	1.000		1.00	_	1.000	1.000	1.0	000	1.000	1.000	1.00	0 1.000
Lane Utilization	Adjustr	ment Factor ( <i>f</i> ∟∪)		1.000	0.952	1.000	1.000	1.00	0 1	1.000	1.000	1.0	000	1.000	1.000	1.00	0 1.000
Left-Turn Adjust				0.952	0.000		0.952	_	_		0.952		000		0.000	0.98	
Right-Turn Adju			_		0.000	0.847		0.99	7 (	0.997			000	0.847		0.93	1 0.934
		djustment Factor (f <sub>L</sub> ,		1.000			1.000		4		1.000				1.000		
_		djustment Factor ( <i>f<sub>Ri</sub></i>	ob)			1.000		<u> </u>	_	1.000		_		1.000		<u> </u>	1.000
		Flow Rate (s), veh/h		1723	3770	1594		3694	_	26	1810		316	1610	694	225	_
		Arriving on Green (F	")	0.03	0.63	0.47	0.08	0.70	_	0.52	0.18		.18	0.18	0.07	0.07	
Incremental De	lay Fact	tor ( <i>k</i> )		0.11	0.50	0.50	0.11	0.50	)	0.50	0.18	0.	.18	0.15	0.15		0.15
Signal Timing	/ Mover	ment Groups		EB		EBT/R	WE	RI	WE	BT/R	NE	RI	N	BT/R	SBI		SBT/R
Lost Time (t <sub>L</sub> )	1110101	попс отобро	-	4.0		6.0	4.0			.0	141		_	6.0	OB.	_	6.0
Green Ratio (g/	(C)			0.50		0.47	0.5			52			_	).18			0.07
		low Rate $(s_p)$ , veh/h/	'n	604	_	0	70			0			_	810		$\neg$	0
		v Rate (ssh), veh/h/lr	-							-							
Permitted Effect		, ,		51.9	9	0.0	53.	9	0	.0				0.0			0.0
Permitted Servi	ce Time	e (g <sub>u</sub> ), s		43.6	3	0.0	40.	6	0	.0				0.0			0.0
Permitted Queu	ıe Servi	ce Time ( <i>g<sub>ps</sub></i> ), s		0.3			5.3	3									
Time to First Blo	ockage	( <i>g<sub>f</sub></i> ), s		0.0		0.0	0.0	)	0	.0				0.0			0.0
		efore Blockage ( $g_{fs}$ ),	-														
		tion Flow (s <sub>R</sub> ), veh/h	_			1594							_	610			
	Effectiv	ve Green Time (g <sub>R</sub> ),	s			19.9	1						_	8.6			
Multimodal					EB			WE					NB			SE	
Pedestrian F <sub>w</sub> /			_	2.10	_	0.00	1.55			00	2.1		-	0.00	2.22	_	0.00
Pedestrian F <sub>s</sub> /				0.00	0	0.110	0.00	00	0.1	101	0.0	00	0	.166	0.00	0	0.155
Pedestrian Mcon	ner / <b>M</b> cw	′															.= .
Bicycle c <sub>b</sub> / d <sub>b</sub>			Ц	943.4		15.35	1045	_		.54			_	2.22	137.9	_	47.68
Bicycle F <sub>w</sub> / F <sub>v</sub>				-3.6	4	1.03	-3.6	i4	0.9	90	-3.	<del>6</del> 4	1 1	1.20	-3.6	4	0.08

#### --- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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Summary of Neighborhood Meeting
Meadowbrook Shopping Center, Downers Grove
Walgreens Development
November 28, 2017 7:00pm, Horizon Church, Meadowbrook Center

Attendance:

Owner: Perri Knight (project manager

Residents/Tenants: No residents in attendance, 4 current tenants attended

Presentation materials included a site plan for Walgreens, a site improvement plan for overall center, renderings of Walgreens and façade, Walgreens provided statistics

Meeting began a few minutes after 7pm.

Questions related to timing of construction for façade improvements.

Answer: We are in for permit on the façade and hope to submit revised Walgreens plans for permit on 12/20. We hope to get approval from the village in February and start both WAG and facade in March.

Explained that due to the timing delay on getting the WAG approvals, WAG has renegotiated their lease/building and we are required to start the approval process over.

Questions related to roof replacements.

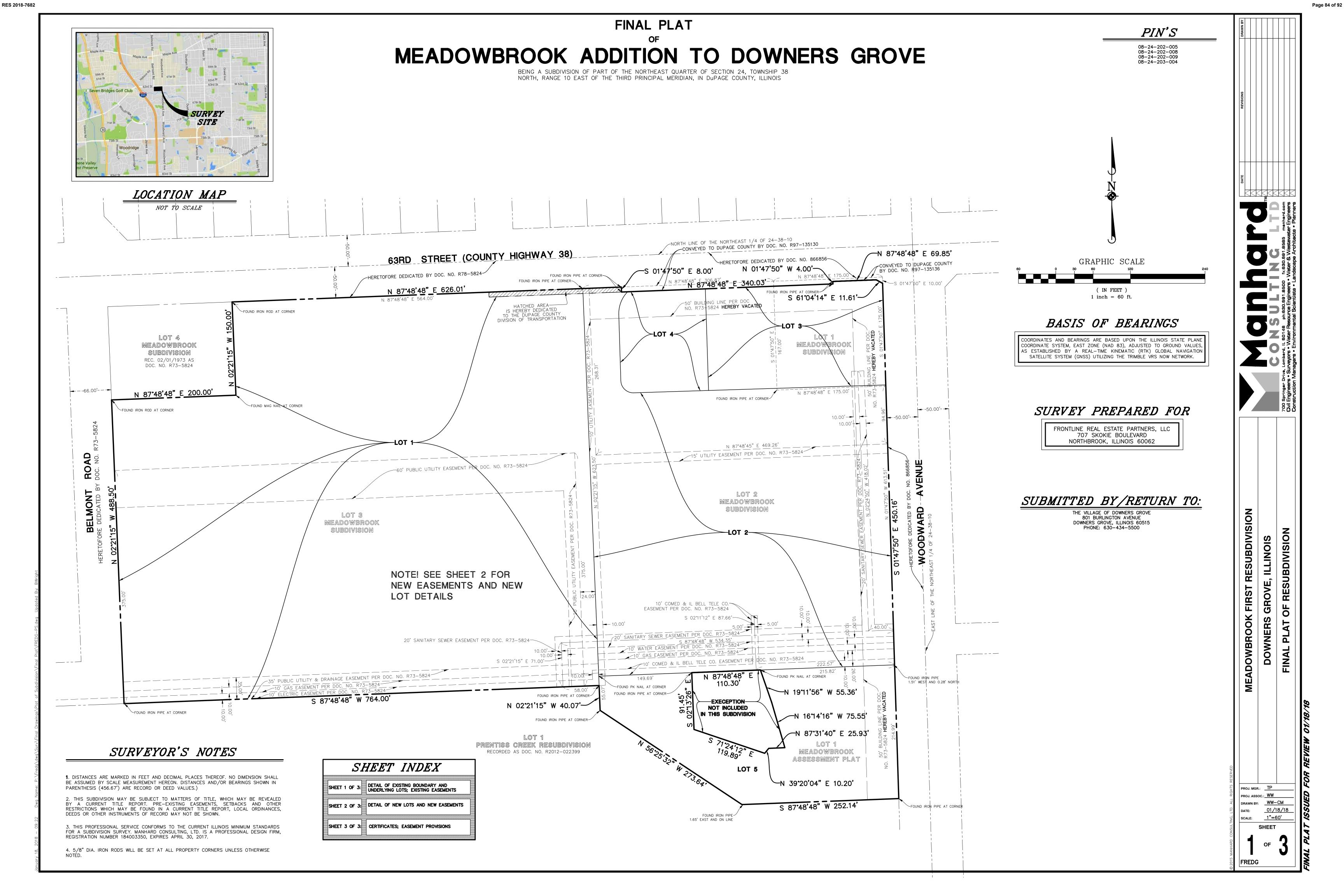
Answer: Unfortunately, do to the other aesthetic and ancillary improvements we are required to make, a full roof replacement is not in the budget.

Question re: Construction timing/staging

Answer: Perri committed to having another meeting with the tenants once we have approval on both projects to discuss staging for construction equipment as well as timelines for façade—e.g. starting at one end first and working our way down versus in the middle etc.

Question re: signage

Answer: Perri met with sign company who is working on proposal for entire center to unify signage with channel letters in accordance with village signage ordinances. Costs yet to be determined as is decision whether we move forward with new signage or keep the old.



RES 2018-7682 Page 85 of 92 FINAL PLAT MEADOWBROOK ADDITION TO DOWNERS GROVE BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS NORTH LINE OF THE NORTHEAST 1/4 OF 24-38-10

CONVEYED TO DUPAGE COUNTY BY DOC. NO. R97-135130 CONVEYED TO DUPAGE COUNTY BY DOC. NO. R97-135136 63RD STREET (COUNTY HIGHWAY 38) HERETOFORE DEDICATED BY DOC. NO. 866856 ∕N 87°48'48" E 69.85' TO THE DUPAGE COUNTY DIVISION OF TRANSPORTATION 1,704 S.F. 0.039 AC. -HERETOFORE DEDICATED BY DOC. NO. R78-5824-N 01°47'50" W 4.00'— ∕S 01/4/7′50" E 8.00' ---N-87'48'48"-E-340.03'-N 87°48'48" E 626.01' 205.18'\_\_ \_ \_ \_ \_ \_ \_ \_ N 87'48'48" F S 61°04'14" E 11.61'-\_\_\_\_\_CH=S 21"15'14" W | 39.16' | 10" P.O.E. HEREBY GRANTED 71.74 S 02"11'12" E 151.07 R=50.00' L=40.23' ~10' P.U.E. 5' P.U.E. HEREBY GRANTE HEREBY GRANTED HEREBY GRANTED GRAPHIC SCALE SIGN EASEMENT HEREBY GRANTED HEREBY GRANTED 47,138 S.F. 1.082 AC. CH=N 25°18'32" W 39.10' LOT 4 R=49.00' L=40.21 22,615 S.F. 0.519 AC. MEADOWBROOK ( IN FEET ) SUBDIVISION 1 inch = 60 ft.REC. 02/01/1973 AS HEREBY GRANTED DOC. NO. R73-5824 \_CH=S 46°47'50\" E|||28.⁄28' HEREBY GRANTED CH=N 49°46'03" E 29.77' 10' P.U.E. HEREBY GRANTED R=20.00' L=31.42' R=19.00' L=34.20' S 78°40'04" E 19.74' S 87°12'18" E 111.01' N 87°48'48"\_E 200.00' **→** -66.00'- - <del>-</del> N 88°12'10" E 405.37 N 87°48'48" E 633.83' CROSS ACCESS EASEMENT HEREBY GRANTED (HATCHED AREA ONLY) \_.\_\_N 87°12′18" W 107.47' --10' P.U.E. S 87°48'48" W 632.44' S 88°12'10" W 435.48' **├** -50.00'- **→** HEREBY GRANTED **-** −50.00'- <del>-</del> N 78°40'04" W 43.19'— \_CH=S 80°00'01" E 24.60' R=40.00' L=25.00' —LOT 1-CH=S 81°50'49" E 59.08' 456,605 S.F. 10.482 AC. R=105.00' L=59.89' N 88°12'10" E 25.00'— S 82°03'20" E 25.00'— CH=N 73°39'28" E 83.35'\_ **RO**. ∕S 47°09'39" E \7.03' R=181.50' L=84.10' 93.59 N 87°28'32" E 380.87' CH=N 74°19'54" E 36.40' N 86°55'56" E R=75.50' L=36.76' \_CH=S 78°44'40" E 63.61' N 43°30'29" E 15.47' S 87°28'32" W 433.49' S 88°12'10" W 22.00' S 86°55'56" W 92.00' \_CH=S 72°05'48" W 23.69' CROSS ACCESS EASEMENT HEREBY GRANTED 10' P.U.E. HEREBY GRANTED -WOODWAI **BEI** (HATCHED AREA ONLY) S 27°30'47" W 16.48' N 88°1006" W 53.27' **LOT 2**225,238 S.F.
5.171AC. S 88°16'49" W 217.28' N 62°29'13" W CH=S 74°19'54" W 52.79'\_\_ R=109.50' L=53.32' CH=S 73°39'28" W 67.74'\_\_\_ R=147.50' L=68.35' MEADOWBROOK FIRST RESUBDIVISION FINAL PLAT OF RESUBDIVISION DOWNERS GROVE, ILLINOIS 76°32'32" E 22.80' NOTE! SEE SHEET 1 FOR CH=N 4443'17" E 18.90'\_ R=\( 2.99' L=21.16' **EXISTING EASEMENTS THAT** ∕10' P.U.E. HEREBY GRANTED AFFECT THE PROPERTY. N 87°48'48" E 157.43' N 02°11'12" W 48.00'— —S 88°12'µ0" W 5.00' —S 36°10'\$7" W 6.50' N 87°48'48" E 475.81 215.82' N 87°48'48" E 110.30' 149.69' ─N 19"11'56" W 55.36' 10' P.U.E. HEREBY GRANTED-S 87°48'48" W 764.00' N 02°21'15" W 40.07 NOT INCLUDED
IN THIS SUBDIVISION ─N 16°14'16" W 75.55' -N 87'31'40" E 25.93' LOT 1 PRENTISS CREEK RESUBDIVISION RECORDED AS DOC. NO. R2012-022399 N 55°59'22" W 9.11' N 39°20'04" E 10.20' ∽S 87°48¦48" W 20.00i S 87'48'48" W 252.14' ~10' P.U.E. HEREBY GRANTED PROJ. MGR.: SAS 01/18/18 1"=60'

RES 2018-7682 Page 86 of 92

## FINAL PLAT

# MEADOWBROOK ADDITION TO DOWNERS GROVE

BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN Dupage County, Illinois

	COMMUNITY DEVELOPMENT CERTIFICATE
OWNER'S CONSENT	STATE OF ILLINOIS)
STATE OF)	) SS COUNTY OF DuPAGE)
)SS COUNTY OF)	
	APPROVED BY THE DOWNERS GROVE DIRECTOR OF COMMUNITY DEVELOPMENT, DUPAGE
THE UNDERSIGNED, HEREBY CERTIFIES THAT FL CEDAR, LLC IS THE HOLDER OF THE LEGAL	COUNTY, ILLINOIS THIS DAY OF, A.D. 20
TITLE OF ALL OF THE PROPERTY DESCRIBED HEREON AND THAT IT HAS CAUSED SAID PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT HEREON DRAWN. THIS	
IS TO ALSO CERTIFY THAT FL CEDAR, LLC, AS OWNER OF THE PROPERTY DESCRIBED AS MEADOWBROOK ADDITION TO DOWNERS GROVE AND LEGALLY DESCRIBED ON THE PLAT OF THE	BY: DIRECTOR OF COMMUNITY DEVELOPMENT
SAME NAME, HAVE DETERMINED TO THE BEST OF OUR KNOWLEDGE THE SCHOOL DISTRICT IN WHICH EACH OF THE FOLLOWING LOTS LIE.	PRINTED NAME:
LOT NUMBER(S) SCHOOL DISTRICT	
	ATTEST:
ALL GRADE SCHOOL DISTRICT NO. 68 HIGH SCHOOL DISTRICT NO. 99	PRINTED NAME:
COLLEGE OF DUPAGE DISTRICT NO. 502	
DATED THIS DAY OF, A.D., 20	
	DOWNERS GROVE SANITARY CERTIFICATE
BY:	STATE OF ILLINOIS)
PRINTED NAME AND TITLE:	)SS COUNTY OF DuPAGE )
BY:	I,, COLLECTOR OF THE DOWNERS GROVE SANIATRY DOSTRICT, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR
	FORFEITED SPECIAL ASSESSMENTS OF ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND, INCLUDED IN THIS PLAT.
PRINTED NAME AND TITLE:	DATED AT DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS, THIS DAY OF,
	A.D.,20
NOTARY PUBLIC	COLLECTOR OF THE DOWNERS GROVE SANITARY DISTRICT
STATE OF)	
COUNTY OF)	
	VILLAGE COLLECTOR CERTIFICATE
I,, A NOTARY Public in and for the county and state aforesaid, do hereby certify that	STATE OF ILLINOIS)
AND AND AND	)SS COUNTY OF DuPAGE )
OF WHO IS/ARE PERSONALLY KNOWN TO ME TO BE THE	
SAME WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED	I,, COLLECTOR FOR THE VILLAGE OF DOWNERS GROVE, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR
BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES	FORFEITED SPECIAL ASSESSMENTS OF ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND, INCLUDED IN THIS PLAT.
HEREIN SET FORTH.	DATED AT DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS, THIS DAY OF,
GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS DAY OF, A.D., 20	A.D.,20
	VILLAGE COLLECTOR
NOTARY PUBLIC	
MORTGAGEE CONSENT	COUNTY CLERK'S CERTIFICATE
STATE OF)	STATE OF ILLINOIS )
STATE OF) )SS COUNTY OF)	COUNTY OF DUPAGE)
THE UNDERSIGNED, AS MORTGAGEE, UNDER THE PROVISIONS OF CERTAIN MORTGAGE DATED	I,, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT TAXES, NO UNPAID CURRENT GENERAL
AND RECORDED IN THE RECORDER'S OFFICE OF,	TAXES AND NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT.
COUNTY, ILLINOIS, ON THIS DAY OF, A.D.,, AS DOCUMENT	I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE
NUMBER, HEREBY CONSENTS TO THE SUBDIVISION STATED HEREIN.	PLAT.
DATED:, A.D., 20	GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, THIS
	DAY OF, A.D., 20
MORTGAGEE	
MONTGAGEL	COUNTY CLERK
BY:	
PRESIDENT	RECORDER'S CERTIFICATE
ATTEST:	
SECRETARY	STATE OF ILLINOIS ) ) SS
MODIOACEE NOTABY BUBLIC	COUNTY OF DU PAGE)
MORTGAGEE NOTARY PUBLIC	THE INSTRUMENT NO
STATE OF)  )SS  COUNTY OF)	THIS INSTRUMENT NO WAS FILED FOR RECORD IN
COUNTY OF)	THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS ON THE DAY OF
	, A.D., 20, AT O'CLOCKM.
I,, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT	
AND	RECORDER
OF WHO IS/ARE PERSONALLY KNOWN TO ME TO BE THE	
SAME WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY DID SIGN AND	
DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.	

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS \_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_.

NOTARY PUBLIC

#### GRADING/DRAINAGE CERTIFICATE

I, STEVEN M. SHANHOLTZER, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS, AND

HEREON OR HIS DULY AUTHORIZED ATTORNEY DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION. FURTHER, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS WITHIN AN AREA DESIGNATED AS ZONE X. AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM COMMUNITY PANEL NUMBER 17043C0806H HAVING AN EFFECTIVE DATE OF DECEMBER 16, 2004. THESE MAPS DO NOT NECESSARILY SHOW ALL AREAS SUBJECT TO FLOODING IN THE COMMUNITY OR ALL PLANIMETRIC FEATURES OUTSIDE SPECIAL FLOOD HAZARD AREAS. THIS DOES NOT GUARANTEE THAT THE SURVEYED PROPERTY WILL OR WILL NOT FLOOD.

\_, THE OWNER OF THE LAND DEPICTED

ATED	THIS	DAY OF _	 	, A.D., 20	_•
Y:	OWNER/ATTO	DRNEY			
<b>V</b> .					

## COUNTY HIGHWAY CERTIFICATE

PROFESSIONAL ENGINEER

STATE OF ILLINOIS) COUNTY OF DuPAGE)

THIS PLAT HAS BEEN APPROVED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS TO COUNTY HIGHWAY # 38. 63RD STREET PURSUANT TO 765 ILCS 205/2; HOWEVER, A HIGHWAY PERMIT IS REQUIRED OF THE OWNER OF THE PROPERTY PRIOR TO CONSTRUCTION WITHIN THE COUNTY'S RIGHT-OF-WAY.

BY:			
COUNTY ENGINEER			

## CROSS ACCESS EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT FOR FOR THE BENEFIT OF ALL LOTS IN THIS SUBDIVISION AND THE EXCEPTION PARCEL SHOWN HEREON OVER ALL THE SHADED AREAS SHOWN HEREON AND LABELED CROSS ACCESS EASEMENT IS HEREBY GRANTED. ALL MAINTENANCE AND REPAIR OF THE CROSS ACCESS EASEMENT AREA SHALL BE MADE SO AS TO INTERFERE AS LITTLE AS PRACTICABLE WITH THE OPERATIONS OF ANY OF THE OWNERS OF THE LOTS OR THEIR EMPLOYEES, AGENTS, TENANTS, INVITEES OR LICENSEES.

## COMMONWEALTH EDISON AND AT&T EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO:

#### COM ED COMPANY AT&T COMPANY

THEIR RESPECTIVE LICENSEES, SUCCESSORS, AND ASSIGNS, JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER, FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES ON THE PLAT AND MARKED "PUBLIC UTILITY EASEMENT", "P.U.E.", THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES MARKED "PUBLIC UTILITY EASEMENT", "P.U.E.", WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH IN SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME. THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCEL OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDES REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL OR RETENTION POND OR MECHANICAL EQUIPMENT. RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

## DECLARATION OF RESTRICTIVE COVENANTS

THE UNDERSIGNED OWNER HEREBY DECLARES THAT THE REAL PROPERTY DESCRIBED IN AND DEPICTED ON THIS PLAT OF SUBDIVISION SHALL BE HELD, TRANSFERRED, SOLD, CONVEYED AND OCCUPIED SUBJECT TO THE FOLLOWING COVENANTS AND RESTRICTIONS: (a) ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED WHOLLY UNDERGROUND, EXCEPT FOR TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE PRIOR TO RECORDING OF THIS PLAT OF SUBDIVISION.

(b) AN EASEMENT FOR SERVING THE SUBDIVISION, AND OTHER PROPERTY WITH STORM DRAINAGE, SANITARY SEWER, STREET LIGHTING, POTABLE WATER SERVICE AND OTHER PUBLIC UTILITY SERVICES, IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE AND DOWNERS GROVE SANITARY DISTRICT, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEPARATELY, TO INSTALL, OPERATE AND MAINTAIN AND REMOVE, FROM TIME TO TIME, FACILITIES AND EQUIPMENT USED IN CONNECTION WITH THE PUBLIC WATER SUPPLY, TRANSMISSION LINES, SANITARY SEWERS, STORM DRAINAGE SYSTEM, STREET LIGHTING SYSTEM, OR OTHER PUBLIC UTILITY SERVICE, AND THEIR APPURTENANCES, EITHER ON, OVER, ACROSS, BELOW OR THROUGH THE GROUND SHOWN WITHIN THE DOTTED LINES ON THE PLAT MARKED "PUBLIC UTILITY AND/OR DRAINAGE EASEMENT", OR SIMILAR LANGUAGE DESIGNATING A STORMWATER OR SEWER EASEMENT, AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, TOGETHER WITH THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER, THE PROPERTY WITHIN THE STORMWATER OR SEWER EASEMENT WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

## PERMISSION TO RECORD

STATE OF ILLINOIS) COUNTY OF Dupage )

I, WILLIAM W. WRIGHT, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003502, HEREBY GRANT PERMISSION TO A REPRESENTATIVE OF DOWNERS GROVE, ILLINOIS TO RECORD THIS PLAT ON OR BEFORE DECEMBER 1, 2017. HE/SHE SHALL SHOW PROPER IDENTIFICATION AND PROVIDE THIS SURVEYOR WITH A RECORDED COPY OF SAID PLAT.

DATED THIS \_\_\_\_\_, A.D. 20\_\_\_\_,

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003502 LICENSE EXPIRES: NOVEMBER 30, 2019

DESIGN FIRM PROFESSIONAL REGISTRATION NO. 184003350

## SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS) COUNTY OF DUPAGE )

THIS IS TO DECLARE THAT THE FOLLOWING DESCRIBED PROPERTY WAS SURVEYED AND SUBDIVIDED BY MANHARD CONSULTING, LTD., UNDER THE SUPERVISION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION:

LOTS 1, 2 AND 3 IN MEADOWBROOK SUBDIVISION, BEING A SUBDIVISION OF THAT PAT OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 1, 1973 AS DOCUMENT NO. R73-5824 AND CERTIFICATES OF CORRECTION RECORDED AUGUST 24, 1976 AS DOCUMENT NO. R76-58800 AND DOCUMENT NO. R76-55801, IN DuPAGE COUNTY, ILLINOIS, EXCEPTING THEREFROM THAT PART CONVEYED TO DUPAGE COUNTY DIVISION OF TRANSPORTATION BY DEEDS RECORDED SEPTEMBER 10, 1997 AS DOCUMENT NO. R97-135130 AND DOCUMENT NO. R97-135136.

## ALSO INCLUDING

LOT 1 IN MEADOWBROOK ASSESSMENT PLAT OF PART OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 23, 1992 AS DOCUMENT NO. R92-075488, IN DuPAGE COUNTY, ILLINOIS.

SUBDIVIDED PROPERTY CONTAINS 18.892 ACRES, MORE OR LESS AND ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

5/8 DIAMETER BY 24" LONG IRON RODS WILL BE SET AT ALL SUBDIVISION CORNERS, LOT CORNERS, POINTS OF CURVATURE AND POINTS OF TANGENCY IN COMPLIANCE WITH ILLINOIS STATUTES AND APPLICABLE ORDINANCES, UNLESS OTHERWISE NOTED.

THIS IS ALSO TO DECLARE THAT THE PROPERTY AS DESCRIBED ON THE ANNEXED PLAT LIES WITHIN THE CORPORATE LIMITS OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS WHICH HAS ADOPTED A VILLAGE PLAN AND IS EXERCISING THE SPECIAL POWER AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE.

THIS IS ALSO TO DECLARE THAT THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM COMMUNITY PANEL NUMBER 17043C0806H HAVING AN EFFECTIVE DATE OF DECEMBER 16, 2004 INDICATES THAT THE ABOVE DESCRIBED PROPERTY LIES WITHIN AN AREA DESIGNATED AS ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. THESE MAPS DO NOT NECESSARILY SHOW ALL AREAS SUBJECT TO FLOODING IN THE COMMUNITY OR ALL PLANIMETRIC FEATURES OUTSIDE SPECIAL FLOOD HAZARD AREAS. THIS DOES NOT GUARANTEE THAT THE SURVEYED PROPERTY WILL OR WILL

GIVEN UNDER MY HAND AND SEAL THIS \_\_\_\_ DAY OF \_\_\_\_\_\_,A.D. 20\_\_.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003502 LICENSE EXPIRES: NOVEMBER 30, 2018

DESIGN FIRM PROFESSIONAL REGISTRATION NO. 184003350 EXPIRES APRIL 30, 2019

ESUBDIVISIO SUBDIVISIO ILLINOIS  $\mathbf{\alpha}$ GROVE, Щ  $\overline{\mathbf{C}}$ OF OWBROOK **DOWNERS** 

PROJ. MGR.: SAS PROJ. ASSOC.: WW DRAWN BY: WW 01/18/18 <u>N/A</u> SCALE:

SHEET

DRAFT PC MINUTES - 2/5/18

17-PLC-0041: A petition seeking approval of a Planned Unit Development Amendment to construct a new convenience goods store, a Special Use for a drive-through facility, and a Plat of Subdivision. The property is zoned B-2/PUD, General Retail Business/Planned Unit Development. The property is located at the southwest corner of 63<sup>rd</sup> Street and Woodward Avenue, commonly known as 2001 63<sup>rd</sup> Street, Downers Grove, IL (PINs 08-24-202-008, -009) FL Cedar, LLC, Petitioner and Owner.

Ms. Leitschuh said that a similar petition was before the Plan Commission in August of 2017 as Case #16-PLC-0062, and was referred to the Village Council with a positive recommendation, and subsequently approved by the Village Council. This PUD amendment would substitute some of the revised elements while maintaining the other previously established conditions including improvements to the Meadowbrook Shopping Center that are currently under review or have already been approved. This petition is focusing on the Walgreens area of the development and a new adjacent outlot. Previously approved conditions will be connected to this request as part of the PUD, unless something is rescinded.

Ms. Leitschuh displayed a plan showing the location of the proposed Walgreen's. The site has an existing vacant restaurant that will be demolished and a 10,500 square foot building will be constructed at the location. She reviewed the surrounding zoning. When the Petitioner was last before the Commission, the Comprehensive Plan was still under review; however, with the approval of the Comprehensive Plan this shopping center is now shown as mixed use for future consideration.

Ms. Leitschuh said the plan is substantially different in design from the original presentation. She provided comparison photos of the previous and present plans. This proposal creates two lots which includes a new outlot. Lot 3 will consist of 1.08 acres, Lot 4 will have 0.52 acres with a combined acreage of 1.6 acres. The shopping plaza is 18.86 acres. Lot 4 will be reserved for future commercial development. In the interim the pavement will be eliminated and that lot will be seeded to reduce the shopping center's overall impervious surface.

Regarding the Walgreen's building, it is proposed to be 10,500 square feet on Lot 3. The previous proposed building was 14,500 square feet on the western side of the lot with 66 parking spaces and a drive-thru on the western side. The loading, storage, trash area was located on the southern portion of the property. The current site plan is for a building reduced by 4,000 square feet, provides 43 parking spaces and a drive-thru located along the southern portion of the building. The loading area and trash enclosure are along the eastern wall. DuPage County said they would like a portion of the right-of-way dedicated to them because of the existence of a watermain at that location. The only nonconformities in the proposal are: the location of the storage and trash area, the setback of the drive-thru, and the pedestrian connection to Woodward Avenue. Staff noted that the location of the loading/trash area has a substantial amount of screening.

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#### DRAFT PC MINUTES - 2/5/18

Ms. Leitschuh displayed elevation drawings for the current site plan. The facades are broken up by a light brown modern block face, a white smaller brick face, and a horizontal wood panel, all made of fiber cement board. She reviewed other design elements for the building. She pointed out that a condition of approval was included in the staff report relative to extending the EIFS overhang along the eastern wall because of its location adjacent to a major intersection. Walgreens is allowed to have signage as proposed, as it complies with the square-footage requirements of the sign ordinance, including a single tenant monument sign at the northwestern corner.

Regarding landscaping, 26% of the property will be open space, and 22% of the property is street yard open space. Technically only 5% is required. A total of 34 shade trees will be provided, 13 within the street yard, 12 in the interior islands or dividers, and 9 within the entrance aisle. They surpass the requirements. There will be substantial screening around the main corner, the dumpster enclosure and the loading area.

Ms. Leitschuh reviewed the traffic turning radius exhibits to explain that these were reviewed by the Fire Department to assure that all access requirements have been met. The drive-thru will be one-directional with a bypass lane. All requirements for the Subdivision Ordinance are met. They are reconfiguring four lots into five lots. She displayed how the lots are impacted. There is a newly created Lot 2, Lot 3 which is the Walgreens lot, and Lot 4 which is the outlot. She explained there is a reciprocal agreement between all these properties that they shall have continuous shared access between them. There is also the standard public utility and drainage easement that will be required on Lots 3 and Lot 4.

Ms. Leitschuh reviewed the Zoning Requirements as shown on Page 5 of Staff's report dated February 5, 2018. The street yard dumpster loading area provides adequate screening using physical walls and landscape screening. The setback between the drive-thru and interior lot line does not negatively impact any one aspect of the development. Regarding a pedestrian connection, Staff recommends that a condition be included to provide a pedestrian connection from Woodward Avenue across the southern property line of lot 3.

Ms. Leitschuh stated that under the Comprehensive Plan this area is identified as a mixed use, which is new for this area. It is a mix of land uses within a continuous geographic boundary, with the 63<sup>rd</sup> Street Focus Plan encouraging commercial expansion at key intersections and improving the vitality of aging shopping centers. This is a catalyst site for reinvestment with the uses potentially being expanded to include a mix of commercial and residential, although it does not have to be. It merely provides the opportunity for that type of mix. The criteria for a Planned Unit Development are met. She noted that Staff has recommended ten conditions for consideration in evaluating approval of the petition. The special use is specifically for the drive-thru and Staff finds that the drive-thru is an appropriate use and is placed appropriately on the site.

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Ch. Rickard asked where on the site plan the pedestrian connection is located. Ms. Leitschuh showed that location.

Mr. Boyle (??) asked about the direction of the drive-thru. Ms. Leitschuh showed the travel path of the drive-thru. He asked whether there is screening at the exit onto Woodward, and Ms. Leitschuh said that they are planning dense evergreens at that exit point. Mr. Boyle asked about the shared access to the south of the buildings and whether there is a shared-access easement for the back of the property. Ms. Leitschuh said it was not part of the current proposal.

Ch. Rickard then called upon the Petitioner to make its presentation.

Perrine Knight, representing the owner said there were other members of their staff present to respond to specific questions. She reviewed their previous appearance before the Commission and Village Council. They have worked closely with Staff on the present plan before the Commission. She brought samples of the materials to be used in the construction of the building. Previous concerns about the EIFS product were addressed with a change of materials that is being widely used today in commercial construction. Many revisions were made based on Staff's recommendations for the location of the building. Ms. Knight said that the improvements to the shopping center are ready to proceed as soon as the construction of the Walgreens begins. The drive-thru location addresses concerns about lights disturbing residential areas.

Ch. Rickard asked whether the Petitioner is in agreement with Staff's condition regarding extending the EIFS, and its condition regarding the pedestrian connection. Ms. Knight said that Walgreens is in agreement with those conditions if they are required to obtain approval. She did note that the grading of the lot is very challenging and they would prefer to keep the trees if they can.

Mr. Boyle asked what the typical size is for a Walgreens and Ms. Knight replied that 10,500 square feet is their new standard store. Mr. Boyle said he thought the finishes were good and asked if this is a drastic change in materials for Walgreens.

John Bradshaw, architect for Walgreens, said this is not standard for Walgreens. He said that the entry is a new design as well because it is the most convenient spot for the handicap stalls. He said this may be the first location to introduce Walgreens' new design.

Steve Shanholtzer of Manhard Consulting responded to a question by Mr. Boyle concerning the proximity of the drive-thru, saying they added signage and a stop bar at the drive-thru and intersection for safety.

Mr. Kulovany asked about the height of the screening at the exit point. Mr. Shanholtzer said there are parkway trees required by the Ordinance. Screening is further north, so the only barrier is the curb between the access and Woodward.

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Ms. Gassen said that overall she thought the changes showed great improvements. She appreciates all the concerns that were addressed by the Petitioner. Regarding the EIFS on the east façade, she would have no problem eliminating that as a condition for approval.

Ch. Rickard said he also doesn't believe it is necessary as a condition.

Mr. Kulovany said he appreciates the petitioner changing the materials which are much more durable and built to last.

Ms. Gassen then asked about Condition #9 and the grading issue that was alluded to earlier. Mr. Shanholtzer said that 63<sup>rd</sup> street is relatively high and then the site slopes down. They wanted to get the building as high as possible for better visibility by the public. The sidewalk along Woodward which also slopes downward could never be extended to the west and still be ADA compliant. ADA requires 5% as the maximum grade. The connection would exceed that grade. The original petition showed a connection along the northeast corner for connectivity for both sidewalks. If there was future development on Outlot 4 the walk could continue west. Ms. Gassen asked if there would be two on the north side, and whether there would be a connection point to the store. Mr. Shanholtzer then used the site plan to show how the connection would occur. He described the location of private and public sidewalks, and noted the amount of grade transition. Ms. Gassen said she wasn't sure whether they should keep that condition or not, because in driving that location she could see the grade changes.

Mr. Kulovany said he had conflicting thoughts on this regarding mixing pedestrians with the vehicular traffic. He noted also that Prentiss Creek's apartment complex is just south of there, and there might be residents of that complex who would prefer to walk to Walgreens and would need that access. Mr. Shanholtzer said he has no data re foottraffic. They want to be sure that pedestrians cross at the safest point possible. They would encourage everyone to come to the front of the store and then cross over. Ms. Knight said they have worked with Staff on this but noted that it is difficult for them to be ADA compliant with the challenges of the site. They are working with what the location presents.

Ch. Rickard did not ask for public input, as there were no members of the public present.

Ch. Rickard said that with all the parking in the shopping center, everyone is walking through drive aisles to get to buildings. He thinks people will head through the parking lot. Mr. Kulovany agrees that people would cut across the parking area.

Mr. Quirk said he doesn't expect to see anyone walking to Walgreens. He doesn't think it makes a difference where the connection is located, and he thinks it will be underutilized. They are looking at a new configuration of the drive-thru and assurance that the plan meets the standards.

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Mr. Maurer raised a question regarding semi-trailers making deliveries and he said he'd like to see how a semi-trailer can get in there without blocking the drive-thru. Ms. Knight replied that they did review that. Deliveries to Walgreens are once a week and last about an hour and a half. It is a limited window of inconvenience, but there should still be no access problem.

Ch. Rickard asked for closing comments from the Petitioner, and Ms. Knight thanked the Commission and appreciated their comments about the changes that were made.

Ch. Richard closed the public hearing.

Ch. Rickard noted that Staff feels all the standards have been met as documented in their report dated February 5, 2018. He asked if any Commissioners had a differing opinion and none did. Ch. Rickard then asked whether Conditions 6 and 9 are still thought to be necessary after previous discussion. No one expressed opposition to removing those conditions. Mr. Quirk raised a question about adding sidewalk for wheelchair people. Mr. Kulovany said he thought the shopping center would be a dangerous place to try and introduce pedestrians. He believes people will cut the corner. He is more concerned about mixing traffic and pedestrians.

Regarding improvements to the shopping center, Ms. Leitschuh said that this petition only rescinds things relevant to the specific site plan. Everything previously approved a year ago must be completed. Any changes made were related to the façade, but the Village Council made no real modifications to the plan at that time. She said the Petitioner would be held accountable to what was previously approved, including the overall improvements to the shopping center.

Ms. Gassen moved with regard to File 17-PLC-0041 that the Plan Commission forward a positive recommendation to the Village Council to approve this request for a PUD, Special Use and Plat of Subdivision subject to the conditions listed on Page 9 and 10 of Staff's February 5, 2018 report, with the exception of condition 6 related to the extension of the EIFS along the Woodward side, and condition 9 concerning the pedestrian connection from Woodward Avenue across the southern property line of lot 3. Mr. Quirk seconded the Motion.

AYES: Ms. Gassen, Mr. Quirk, Mr. Boyle, Mr. Kulovany, Mr. Maurer,

Ms. Rollins, Ch. Rickard

NAYS: None

The Motion passed unanimously.

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