VILLAGE OF DOWNERS GROVE
Report for the Village
7/16/2019

SUBJECT:	SUBMITTED BY:
6301 Main Street - Special Use	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting Special Use approval to construct a new fueling station at 6301 Main Street.

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION
This item was discussed at the July 9, 2019 Village Council meeting. Staff recommends approval on the July 16, 2019 Active Agenda.

BACKGROUND

Property Information & Zoning Request
The petitioner is requesting approval of a Special Use to construct a new fueling station at 6301 Main Street. The subject property is zoned B-2, General Retail Business and is currently occupied by a fueling station with an automotive service center. The petitioner is proposing to demolish the entire site and construct a new convenience store with fuel dispensers. The new development will not include an automotive service center.

The proposed new one-story convenience store is located along the south property line with the fuel dispensers located north of the building, parallel with 63rd Street. The proposed site plan proposes to reduce the access points to one curb cut each on both 63rd Street and Main Street.

Compliance with the Comprehensive Plan
The Comprehensive Plan designates the land use of the property as Neighborhood Commercial, which primarily includes a mix of independent storefronts and small retail centers with a single anchor tenant. By maintaining neighborhood commercial areas throughout the community, the need for residents to travel long distance to meet routine retail and service needs is minimized. Additionally, the Comprehensive Plan promotes for landscape beautification and enhancements at major intersections along 63rd Street.

Compliance with the Zoning Ordinance
The subject property is zoned B-2, General Retail Business. The fueling station business is an allowable special use in the B-2. The proposal complies with the bulk requirements of the Zoning Ordinance.

Public Comment
Prior to the Plan Commission meeting, staff did receive one inquiry that questioned why a special use permit would be required to establish a use that was already existing. Staff explained that because the building was being demolished and a new building was being constructed, a special use was required.

ATTACHMENTS

Aerial Map
Ordinance
Staff Report with attachments dated June 3, 2019
Approved Minutes of the Plan Commission Hearing dated June 3, 2019

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Applicant (Name) **DATE:** July 16, 2019

RECOMMENDATION FROM: _____ (Board or Department) **FILE REF:** 19-PLC-0012

NATURE OF ACTION:

X Ordinance

___ Resolution

___ Motion

___ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE AUTHORIZING A SPECIAL USE FOR 6301 MAIN STREET TO PERMIT A FUELING STATION", as presented.

SUMMARY OF ITEM:

Adoption of the attached ordinance will authorize a special use for 6301 Main Street to permit a fueling station.

RECORD OF ACTION TAKEN:

_____

_____

_____

ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING A SPECIAL USE FOR 6301 MAIN STREET TO PERMIT A FUELING STATION

WHEREAS, the following described property, to wit:

THE WEST 150 FEET OF LOT 10 IN DOWNERS GROVE MEADOW LAWN, BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 11, 1951 AS DOCUMENT 628245 (EXCEPT THAT PORTION OF THE PROPERTY TAKEN IN CONDEMNATION CASE 99ED44) IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 6301 Main Street, Downers Grove, IL 60516
PINs: 09-20-114-019

(hereinafter referred to as the "Property") is presently zoned in the *"B-2, General Retail Business District"* under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28.12.050 of the Zoning Ordinance be granted to permit a fueling station; and

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing for the petition on June 3, 2019 and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

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

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

1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;
2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.
3. That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage

County, Illinois, as follows:

SECTION 1. That Special Use of the Property is hereby granted to operate a fueling station.

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

1. The proposed Special Use request to redevelop the existing fueling station shall substantially conform to the Architectural and Photomotric Plans prepared by Ilekis Associates, dated May 20, 2019, last revised on May 23, 2019; Landscape Plan prepared by LG Workshop, LLC, dated May 20, 2019, last revised on May 23, 2019; Engineering Plan prepared by V3 Companies, Ltd., date May 21, 2019, last revised on May 23,2019, attached to this report except as such plans may be modified to conform to Village codes, ordinances, and policies.

2. The approval from DuPage County Department of Transportation shall be submitted prior to the issuance of a building permit.

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

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

SECTION 4. It is the Petitioner's obligation to maintain compliance with all applicable Federal, State, County and Village laws, ordinances, regulations, and policies.

SECTION 5. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

1\mw\ord.19\SU-6301-Main-19-PLC-0012

N

0 50 100 200 Feet

6301 Main Street - Location Map

Subject Property

Project Location

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
JUNE 3, 2019 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
19-PLC-0012 6301 Main Street	Special Use for a Fueling Station	Flora Ramirez Planner

REQUEST
The petitioner is requesting Special Use approval to redevelop the subject property, 6301 Main Street, with a fueling station.

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

GENERAL INFORMATION

OWNER: Orontes Properties
5909 Garfield Avenue
Burr Ridge, IL 60527

APPLICANT: Vequity LLC Series LX Downers Grove
400 N. State Street, Suite 400
Chicago, IL 60654

PROPERTY INFORMATION

EXISTING ZONING: B-2, General Retail Business
EXISTING LAND USE: Fueling Station
FUTURE LAND USE: Neighborhood Commercial
PROPERTY SIZE: 28,365 square feet (0.6512 acres)
PINS: 09-20-114-019

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-2, General Retail Business	Neighborhood Commercial
SOUTH:	R-3, Residential Detached House 3	Single-Family Detached
EAST:	B-2, General Retail Business	Single-Family Detached
WEST:	B-2, General Retail Business	Neighborhood Commercial

ANALYSIS

SUBMITTALS
This report is based on the following documents, which are on file with the Department of Community Development and attached to the staff report as indicated:

1. Application/Petition for Public Hearing
2. Location Map
3. Project Summary/Narrative
4. Special Use Criteria
5. ALTA/ACSM Land Title Survey
6. Preliminary Engineering Site Plan
7. Preliminary Architectural Plans
8. Preliminary Landscape Plans
9. Preliminary Photometric Plan
10. Traffic Study
11. Auto-Turn Exhibits

PROJECT DESCRIPTION

The petitioner is proposing to construct a new fueling station and convenience store at 6301 Main Street. The subject property is located at the southeast corner of 63rd Street and Main Street and is zoned B-2, General Retail Business. The existing 28,365 square foot site is currently occupied by a fueling station with an automotive service center. The petitioner is proposing to demolish the entire site and construct a new convenience store with fuel dispensers. The new development will not include an automotive service center. The number of curb cuts on both 63rd Street and Main Street is proposed for reduction to one new curb cut each. The petitioner is requesting Special Use approval to redevelop the site with a fueling station.

The site contains four curb cuts, two each on 63rd Street and Main Street. Public sidewalks along both 63rd Street and Main Street are located in the right-of-way.

The convenience store will be located along the southern property line with parking immediately north and west of the building. The twelve fuel dispensers are located north of the building, parallel with 63rd Street. The primary materials used for the exterior of the building will consist of various shades of fiber cement panels and metal canopies. A screened trash enclosure will be located between the store and east lot line. Immediately west of the convenience store is a bike rack and an air and vacuum stand.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan designates the property as Neighborhood Commercial. Neighborhood commercial areas serve local resident and provide goods and services needed on a daily basis. These areas include a mix of independent storefronts and small retail centers with a single anchor tenant. The proposed fueling station use supports the Comprehensive Plan's goal to maintain neighborhood commercial areas throughout the community to minimize the need for residents to travel long distances to meet routine retail and service needs. The Comprehensive Plan also designates 63rd Street as a Key Focus Area and calls for landscape beautification and enhancements at major intersections along 63rd Street. The Plan notes commercial areas should be improved to enhance their access and vitality.

COMPLIANCE WITH THE ZONING ORDINANCE

The subject property is zoned B-2, General Retail Business. The proposed development includes redevelopment of a fueling station, a use that is listed as an allowable Special Use in the B-2 zoning district.

The proposal complies with the bulk requirements of the Zoning Ordinance as outlined in the following table:

Zoning Requirements	Required	Proposed	
		Convenience Store	Canopy
Street Setback (63rd Street)	25 ft.	125 ft.	35.3 ft.
Street Setback (Main Street)	25 ft.	57 ft.	49 ft.
Rear Setback (South)	20 ft.	20.1 ft.	119 ft.
Side Setback (East)	0 ft.	20.9 ft.	25 ft.
Height	35 ft.	13.5 ft.	17.5 ft.
FAR	0.75 max. (21,273.75 sq. ft.)	0.107 (3,900 sq. ft.)	
Open Space - Total	10 % max. (2,836.5 sq. ft.)	18 % (5,346 sq. ft.)	
Parking Setback – Street Yard (63rd Street)	25 ft.	101 ft.	
Parking Setback – Street Yard (Main Street)	25 ft.	32 ft.	
Parking	13 total (1 per pump island and 3.33/1,000 sq. ft. of retail)	13 total	
Accessible Parking	1	1	
Stacking	24 (2 per pump, per side)	24	

Landscaping along the exterior of the property and within the parking lot is provided in accordance with the Village's Zoning Ordinance. Additionally, a fence is provided along the south property line adjacent to the residential uses. The petitioner will provide site lighting in accordance with Section 10.030 of the Zoning Ordinance. All signage will be required to comply with the sign regulations.

TRAFFIC AND CIRCULATION

Site circulation will include reducing the number of curb cuts on 63rd Street and Main Street. The new curbs will be installed as rolled curbs to allow fuel tanker trucks the ability to use these access points to refill the underground storage tanks. The DuPage County Department of Transportation has jurisdiction to review and approve the modifications on 63rd Street and Main Street.

The applicant completed a traffic impact study for the proposed redevelopment. The study finds that the proposed site improvements will have limited impacts on the adjacent roadways and the function of the site as a whole. The consolidation of the four existing curb cuts to two proposed curb cuts (one along 63rd Street and one along Main Street) will reduce potential conflict points and improve internal site circulation.

ENGINEERING/PUBLIC IMPROVEMENTS

This site is currently served by public sidewalks along 63rd Street and Main Street. As noted previously, the number of curb cuts on both 63rd Street and Main Street will be reduced to one new curb cut along each frontage. Two new pedestrian connections are proposed, which will create safe access points onto both 63rd Street and Main Street. The proposal also includes new landscaped islands, thereby reducing the impervious area. No additional on-site stormwater detention is required and the site will comply with all provisions of the Stormwater Ordinance.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division has reviewed the proposed plans and determined that the development has sufficient access for emergency vehicles. The proposed building will be required to be fully sprinkled and equipped with a manual and automatic fire alarm system.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property line in addition to posting the public hearing sign and publishing a legal notice in *Enterprise Newspapers, Inc. (The Bugle)*. Staff received one inquiry that questioned why a special use permit would be required to establish a use that is already existing. It was explained that because the existing building was being demolished and a new building was being constructed, a special use is required.

STANDARDS OF APPROVAL

The petitioner is requesting a Special Use to operate a fueling station in the B-2 zoning district. The review and approval criteria is listed below.

The petitioner has submitted a narrative that attempts to address all the standards of approval. The Plan Commission should consider the petitioner's documentation, the staff report, and the discussion at the Plan Commission meeting in determining whether the standards for approval have been met.

Section 28.12.050.H Approval Criteria – Special Uses

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.

(2) That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.

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

DRAFT MOTION

Staff will provide a recommendation at the June 3, 2019 meeting. Should the Plan Commission find that the request meets the standards of approval for a Special Use, staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 19-PLC-0012:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Special Use as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 19-PLC-0012, subject to the following conditions:

1. The proposed Special Use request to redevelop the existing fueling station shall substantially conform to the Architectural and Photomotric Plans prepared by Ilekis Associates, dated May 20, 2019, last revised on May 23, 2019; Landscape Plan prepared by LG Workshop, LLC, dated May 20, 2019, last revised on May 23, 2019; Engineering Plan prepared by V3 Companies, Ltd., date May 21, 2019, last revised on May 23,2019, attached to this report except as such plans may be modified to conform to Village codes, ordinances, and policies.
2. The approval from DuPage County Department of Transportation shall be submitted prior to the issuance of a building permit.

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

Staff Report Approved By:

Stanley J. Popovich, AICP
Director of Community Development

SP:fr
-att

P:\P&CD\PROJECTS\PLAN COMMISSION\2019 PC Petition Files\19-PLC-0012 - 6301 Main Street - Special Use\19-PLC-0012 - Staff Report.docx

N

0 50 100 200 Feet

6301 Main Street - Location Map

Subject Property

Project Location

VEQUITY
400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com
+ 312.985.0987

5/2/2019

RE: The redevelopment of the property located at 6301 N. Main Street, Downers Grove, IL

The petition for plan commission includes the following:

- Twelve (12) collaged packets of 11x17 plans
- One (1) VD with electronic versions of the plans (PDF)
- The completed application for petition
- Application Fee:
  - $1,078 (Non-Residential Special Use)
- Six (6) copies of a Certified Plat of Survey
- Project Summary
- Certification of Public Notice & List of Surrounding Properties
- Six (6) Colored Renderings/Elevations
- One (1) set of plans for the Downers Grove Sanitary District

Introduction

Vequity is submitting plans for a proposed single tenant gas + convenience store. The proposed store is set to be 3,090 SF with 13 parking spaces and six (6) mpd's (multiple product dispenser). The lot is currently a Shell Gas Station with significant contamination and zoned B-2, General Retail District.

Location

The proposed development is located at 6301 N. Main Street. The lot is located on southeast corner of Main & 63rd Streets. The proposed lot is .6512 acres.

Tenant

The proposed development will be a single tenant 7-Eleven Gas + Convenience store.

Architecture

The proposed retail center is 3,090 Sf predominately masonry building with undulating roof lines, which we believe is a nice fit with the adjacent buildings.

Landscape Plans

The development has landscaping beds of shrubs, ornamental grasses, and perennials all around in keep with the Village's landscape ordinance.

VEQUITY
400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com
+ 312.985.0987

Signage

To be handled by Tenant

Requested Relief

In order to proceed with this development, Vequity requires a special use permit

+ A Special-Use permit for the Gas + Convenience Store Usage

Please let us know if you have any further questions.

Kim Ward
Vequity LLC Series LX Downers Ogden
312.985.0987
k.ward@vequity.com

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
FOR
FUEL STORE
DOWNERS GROVE, IL

THE WEST 150 FEET OF LOT 10 IN DOWNERS GROVE MEADOW LAWN, BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 11, 1951 AS DOCUMENT 628245, (EXCEPT THAT PORTION OF THE PROPERTY TAKEN IN CONDEMNATION CASE 99ED44) IN DUPAGE COUNTY, ILLINOIS.

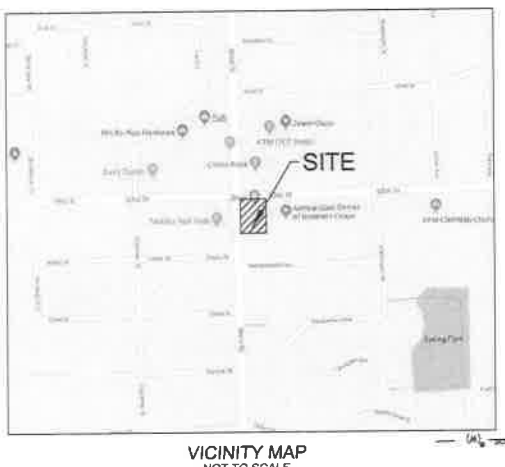
BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2007) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 41-46-20.69736 N
LONGITUDE: 88-00-31.11152 W
ELLIPSOIDAL HEIGHT: 868.536 SFT
GROUND SCALE FACTOR: 1.0000479370
ALL MEASUREMENTS ARE ON THE GROUND.

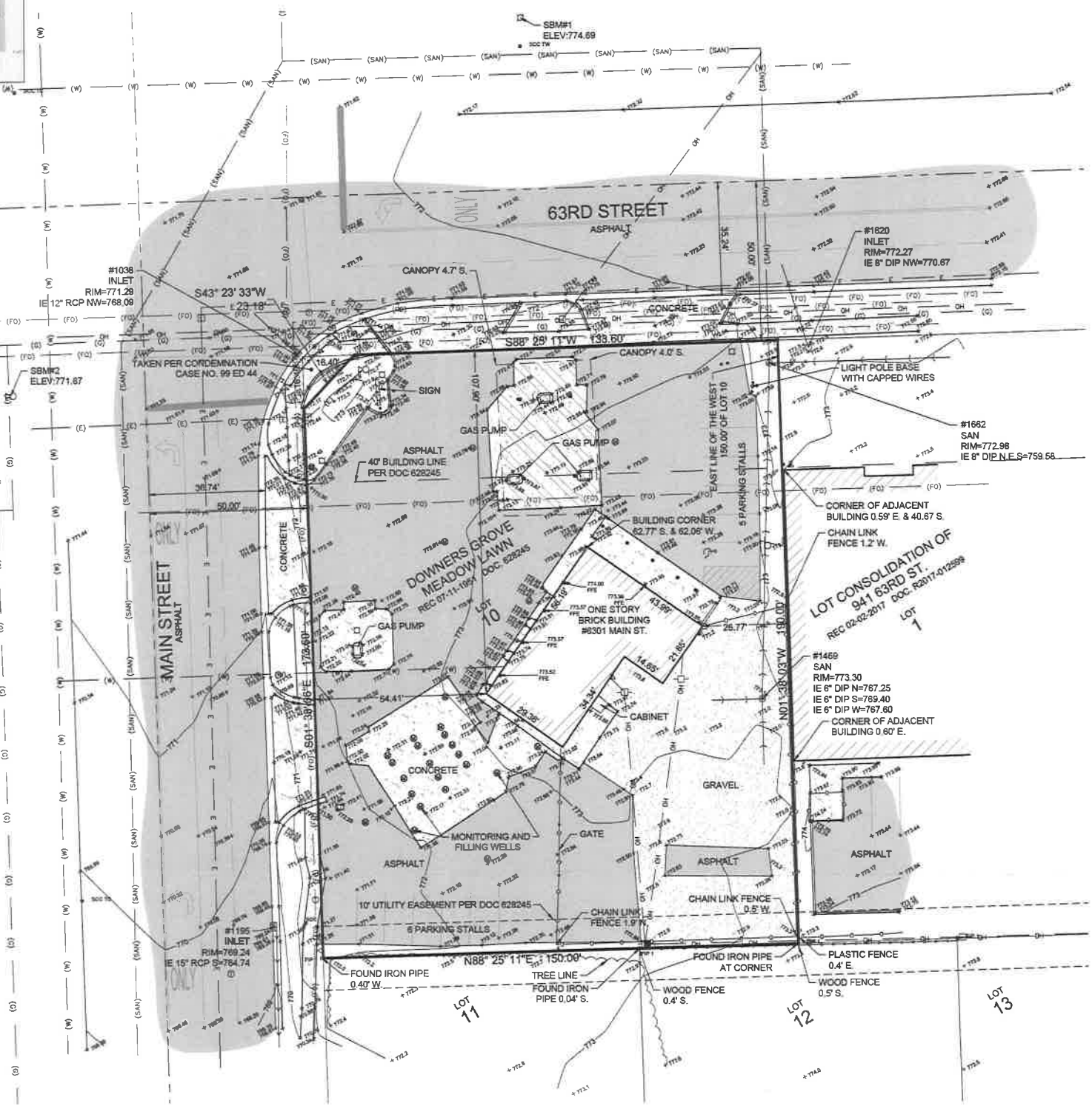
STATE PLANE MERIDIAN

GRAPHIC SCALE

1" = 20'



VICINITY MAP
NOT TO SCALE



FLOOD HAZARD NOTE

THIS PROPERTY IS IN AN AREA OUTSIDE THE 0.2% CHANCE FLOODPLAIN (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF DUPAGE COUNTY, ILLINOIS (COMMUNITY PANEL NO. 17043C0904H) EFFECTIVE DATE AUGUST 16, 2004.

PARKING STALLS

STANDARD PARKING STALLS = 11
ACCESSIBLE PARKING STALLS = 01
TOTAL PARKING STALLS = 12

AREA

28,365 SQ. FT.
0.6512 ACRES

NOTES FROM SCHEDULE B

PER CHICAGO TITLE INSURANCE COMPANY - COMMITMENT NO. 7002371
EFFECTIVE DATE: JANUARY 2, 2019 - PROVIDED BY THE CLIENT.

	EXCEPTIONS	PLOTTED HEREON
14	BUILDING SETBACK LINE; DOC R1951-628245	yes
15	UTILITY EASEMENT; DOC. R1951-628245	yes

ALL OTHER SCHEDULE B ITEMS ARE NON-PLOTTABLE

UTILITY ATLAS NOTES:

J.U.L.I.E. DESIGN STAGE REQUEST
DIG NUMBER X0922353 RECEIVED 04/02/19.

CONTACTS PROVIDED BY J.U.L.I.E. & LISTED BELOW WERE CONTACTED BY V3 VIA FAX, REQUESTING UTILITY ATLAS INFORMATION ON 04/02/19.

CONTACTS	RESPONSE
ATT/DISTRIBUTION	NO RESPONSE
COMED	RESPONDED WITH ATLAS
COMCAST	NO RESPONSE
DUPAGE COUNTY DOT	NO RESPONSE
DOWNERS GROVE SANIT. DIST.	RESPONDED WITH ATLAS
DOWNERS GROVE, VILLAGE OF	RESPONDED WITH ATLAS
HBK ENGINEERING	NO RESPONSE
CENTURYLINK	RESPONDED WITH ATLAS
MCI	RESPONDED WITH ATLAS
NICOR GAS	RESPONDED WITH ATLAS
ATT / T-TCG	NO RESPONSE

GENERAL NOTES

1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
3. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE TITLE COMMITMENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
4. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. THE LABELING OF THESE MANHOLES (SANITARY, WATER, ETC.) IS BASED SOLELY ON THE "STAMPED" MARKINGS OF THE RIM. NO UNDERGROUND OBSERVATIONS HAVE BEEN MADE TO VERIFY THE ACTUAL USE OR EXISTENCE OF UNDERGROUND UTILITIES. UNDERGROUND UTILITY LINES SHOWN HEREON, IF ANY, ARE BASED ON FIELD LOCATED STRUCTURES IN COORDINATION WITH ATLAS INFORMATION PROVIDED BY UTILITY COMPANIES THROUGH J.U.L.I.E.'S DESIGN STAGE PROCESS. SEE "UTILITY ATLAS NOTES" HEREON FOR SPECIFICS.
5. THIS SURVEY MAY NOT REFLECT ALL UTILITIES OR IMPROVEMENTS IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS, CARS, DIRT, PAVING OR SNOW. AT THE TIME OF THIS SURVEY, SNOW DID NOT COVER THE SITE. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
6. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE.
7. CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
8. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY EXIST) ARE SHOWN HEREON, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
9. RESTRICTIONS THAT MAY BE FOUND IN LOCAL BUILDING AND/OR ZONING CODES HAVE NOT BEEN SHOWN. HEIGHTS AND BUILDING RESTRICTIONS (IF ANY) HAVE NOT BEEN SHOWN. ONLY THOSE SETBACK RESTRICTIONS SHOWN ON THE RECORDED SUBDIVISION PLAT OR IN THE TITLE COMMITMENT HAS BEEN SHOWN.
10. A CURRENT TITLE COMMITMENT WAS PROVIDED FOR SURVEYOR'S USE AT THE TIME OF PREPARATION OF THIS SURVEY. SEE "NOTES FROM SCHEDULE B" SHOWN HEREON FOR DETAILS.

BENCHMARK

SOURCE:

STATION DESIGNATION: ME1251 (DUPAGE COUNTY DGN19002)
ESTABLISHED BY: DUPAGE COUNTY
DATE: 1993

ELEVATION: 745.59 (PUBLISHED AND HELD)
DATUM: NAVD88
DESCRIPTION: STATION IS LOCATED NEAR THE SOUTHWEST CORNER OF THE INTERSECTION OF 63RD STREET AND DUNHAM ROAD. STATION IS 145 FT SOUTH OF THE CENTERLINE OF 63RD STREET AND 42 FT WEST OF THE CENTERLINE OF DUNHAM ROAD. MONUMENT IS AT STREET GRADE AND IS A STEEL ROD WITH A BERNTSEN LID AND PVC SLEEVE.

SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3 COMPANIES
DATE: 04-09-19

ELEVATION: 774.59 (MEASURED)
DATUM: NAVD88
DESCRIPTION: CUT SQUARE ON LIGHT POLE BASE LOCATED 3.9' NORTH OF THE NORTH LINE OF 63RD ST AND 122.7' EAST OF THE EAST LINE OF MAIN ST.

STATION DESIGNATION: SBM#2
ESTABLISHED BY: V3 COMPANIES
DATE: 04-09-19

ELEVATION: 771.67 (MEASURED)
DATUM: NAVD88
DESCRIPTION: CUT CROSS ON TRAFFIC LIGHT POLE BASE. LOCATED 9.2' SOUTH OF THE SOUTH LINE OF 63RD ST AND 7.5' EAST OF THE WEST LINE OF MAIN ST.

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

TO: VEQUITY
CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 7(a), 8, 9 AND 11(b) OF TABLE A THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

THE FIELD WORK WAS COMPLETED ON APRIL 9, 2019.

DATED THIS 17TH DAY OF APRIL, A.D., 2019.

CHRISTOPHER D. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3189
MY LICENSE EXPIRES ON NOVEMBER 30, 2020.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2021.
CDBARTOSZ@V3CO.COM

CHRISTOPHER D. BARTOSZ #3189 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WOODRIDGE, ILLINOIS

Engineers
Scientists
Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
VEQUITY
400 N. STATE ST. - SUITE 400
CHICAGO, IL 60654
312-985-0987

REVISIONS		
NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
FUEL STORE - DOWNERS GROVE, IL

Project No: 19113.001
Group No: VP01.1

DRAFTING COMPLETED: 04-17-19	DRAWN BY: EJM	PROJECT MANAGER: CDB	SHEET NO.	
FIELD WORK COMPLETED: 04-09-19	CHECKED BY: CDB	SCALE: 1" = 20'	1	of 1

1. ***That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;***
That the proposed property is expressly authorized as a Special Use in the district in which it is to be located; The property is located in B-2, General Retail Business District. Under Sec. 5.010 of the zoning ordinance, Fueling Station is listed as an allowable Special Use in the B-2 zoning district. The standard has be 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 plan will allow the petitioner to redevelop an existing fueling station on the subject property which will in turn enhance the corner property along 63rd and Main St. The proposed development will continue to provide fueling services to local residents, businesses and visitors. The proposed use is in the interest of the public convenience and will contribute to the general welfare of the area as the petitioner will further invest in this property. The petitioner's proposed use will meet various Comprehensive Plan goals including the addition of landscaping, pedestrian access, and the reduction of curb cuts along Main St. and 63rd St. 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 plan will allow the petitioner to redevelop an existing fueling station on the subject property which will in turn enhance the corner property along 63rd and Main St. The proposed development will continue to provide fueling services to local residents, businesses and visitors. The proposed use is in the interest of the public convenience and will contribute to the general welfare of the area as the petitioner will further invest in this property. The proposed use will pose no healthy safety or general welfare of the residents of Downers Grove. In fact, our tenant, uses the highest safety standards to ensure all residents are safe. This includes a strict truck route that doesn't allow the fueling trucks to pass in front of the store itself. The tenant also does not allow fuel extenders when refueling the thanks making sure everyone on site and surrounding areas are safe. The petitioner's proposed use will meet various Comprehensive Plan goals including the addition of landscaping, pedestrian access, and the reduction of curb cuts along Main St. and 63rd St. This standard has been met.

RECOMMENDATIONS

The proposed Special Use to redevelop an existing gas station at 6301 N. Main Street is consistent with the Comprehensive Plan, the Zoning Ordinance and surrounding zoning and land use classifications.

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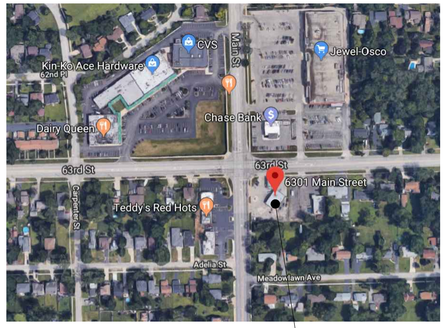
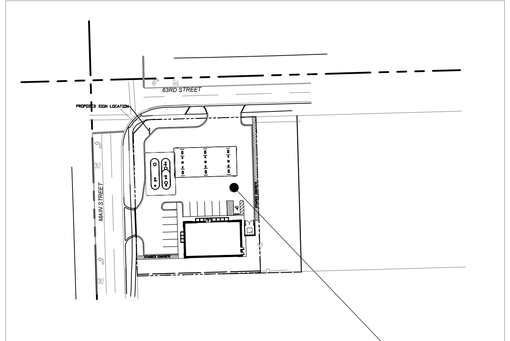
7- Eleven

6301 MAIN ST.
DOWNERS GROVE, IL 60516



PROJECT LOCATION

1 VICINITY AERIAL MAP
SCALE: NTS



PROJECT LOCATION

2 PROJECT KEY PLAN
SCALE: NTS

3 PERSPECTIVE VIEW
SCALE: NTS FOR REFERENCE ONLY

SHEET INDEX					
REVISION				SHEET NAME	
4	3	2	1		
				ARCHITECTURAL	
				G0.00	COVER SHEET, DRAWING INDEX AND PROJECT INFO
				L.1	TREE REMOVAL AND PROTECTION PLAN
				L.2	LANDSCAPE PLAN
				L.3	LANDSCAPE DETAILS / NOTES
				AS1.01	SITE PLAN
				AS1.02	SITE DETAILS
				AS1.03	SITE DETAILS
				A3.01	EXTERIOR ELEVATIONS AND SCHEDULE
				A3.02	EXTERIOR COLOR ELEVATIONS AND SCHEDULE
				A3.03	FUEL CANOPY ELEVATIONS
				PH1.01	PHOTOMETRIC SITE PLAN

PROJECT DIRECTORY

OWNER
VEQUITY LLC
400 N. STATE ST.
SUITE 400
CHICAGO, IL 60654
P. 312-985-0987

ARCHITECT OF RECORD
ILEKIS ASSOCIATES
223 WEST JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
P. 312-419-0009

PROJECT STATEMENTS

THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH ALL LOCAL BUILDING CODES.

ALPHONSE A. ILEKIS
LICENSE EXPIRES 11/30/18

ENERGY STATEMENT

I CERTIFY THAT I AM A REGISTERED ENERGY PROFESSIONAL (REP). I ALSO CERTIFY THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF THAT THE PLANS FOR
ADDRESS: 6301 MAIN ST. DOWNERS GROVE, IL
FULL COMPLY WITH THE REQUIREMENTS OF CHAPTER 18-13. ENERGY CONSERVATION OF THE MUNICIPAL CODE OF DOWNERS GROVE AS WELL AS THE STATE OF ILLINOIS ENERGY CONSERVATION AS REQUIRED BY STATE LEGISLATION

DATE: 11/02/20 ILLINOIS LICENSE # 01-8612

ALPHONSE A. ILEKIS (ARCHITECT)
LICENSE EXPIRES 11/30/20

CODE SUMMARY

- SEE AS1.01 FOR ALL REVIEW AND SUMMARIES.

DIGGING NOTICE

CONTRACTOR TO VERIFY ALL LOCAL REQUIREMENTS IF DIGGING IS REQUIRED.

STATE OF ILLINOIS
ALPHONSE A ILEKIS
01-8612
LICENSED ARCHITECT

CITY APPROVAL

CLIENT:
vequity | real estate. redefined.
Vequity
400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:

ILEKIS
architects + planners
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.ILEKIS.com

NOTE:

7-ELEVEN
PROJECT # 1914-04
6301 MAIN ST.
DOWNERS GROVE, IL 60516

DATE:	ISSUED FOR:
05/20/19	ISSUED PER CITY COMMENTS
05/03/19	ISSUED FOR CITY REVIEW

COVER SHEET, DRAWING INDEX & PROJECT INFO

G0.00

TREE PROTECTION & REMOVAL NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.

2. DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.

3. DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH BARRIER FENCING.

4. BARRIER FENCING SHALL BE OF A RIGID MATERIAL SUCH AS WOODEN SNOW FENCING, BRIGHTLY COLORED PLASTIC CONSTRUCTION FENCING, CHAINLINK FENCING, AND SHALL BE INSTALLED AT THE PERIPHERY OF THE DRIP LINE OF THE TREE OR AT A DISTANCE OF ONE FOOT (1') FOR EVERY CALIPER INCH AS MEASURED AT TWELVE INCHES (12") ABOVE THE ESTABLISHED GROUND LEVEL, WHICHEVER IS GREATER. SUCH FENCING SHALL BE SECURELY FASTENED TO METAL FENCE POSTS SPACED A MAXIMUM OF EIGHT FEET (8') APART.

5. BARRIER FENCING SHOWN ON THE PLAN IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION OF BARRIER TO POSITION OUTLINED IN COMMENT 4.

6. NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.

7. NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.

8. NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.

9. TREES MARKED FOR PRUNING SHALL HAVE OVERGROWTH AND UP TO 30% MAX. OF SECONDARY AND TERTIARY LIMBS REMOVED BY A CERTIFIED ARBORIST, FOR LONG TERM TREE HEALTH, PROPER GROWTH, AND HABIT.

10. STUMPS OR TREE REMAINS NOT TO BE FULLY EXCAVATED SHALL BE REMOVED. A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL. WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.

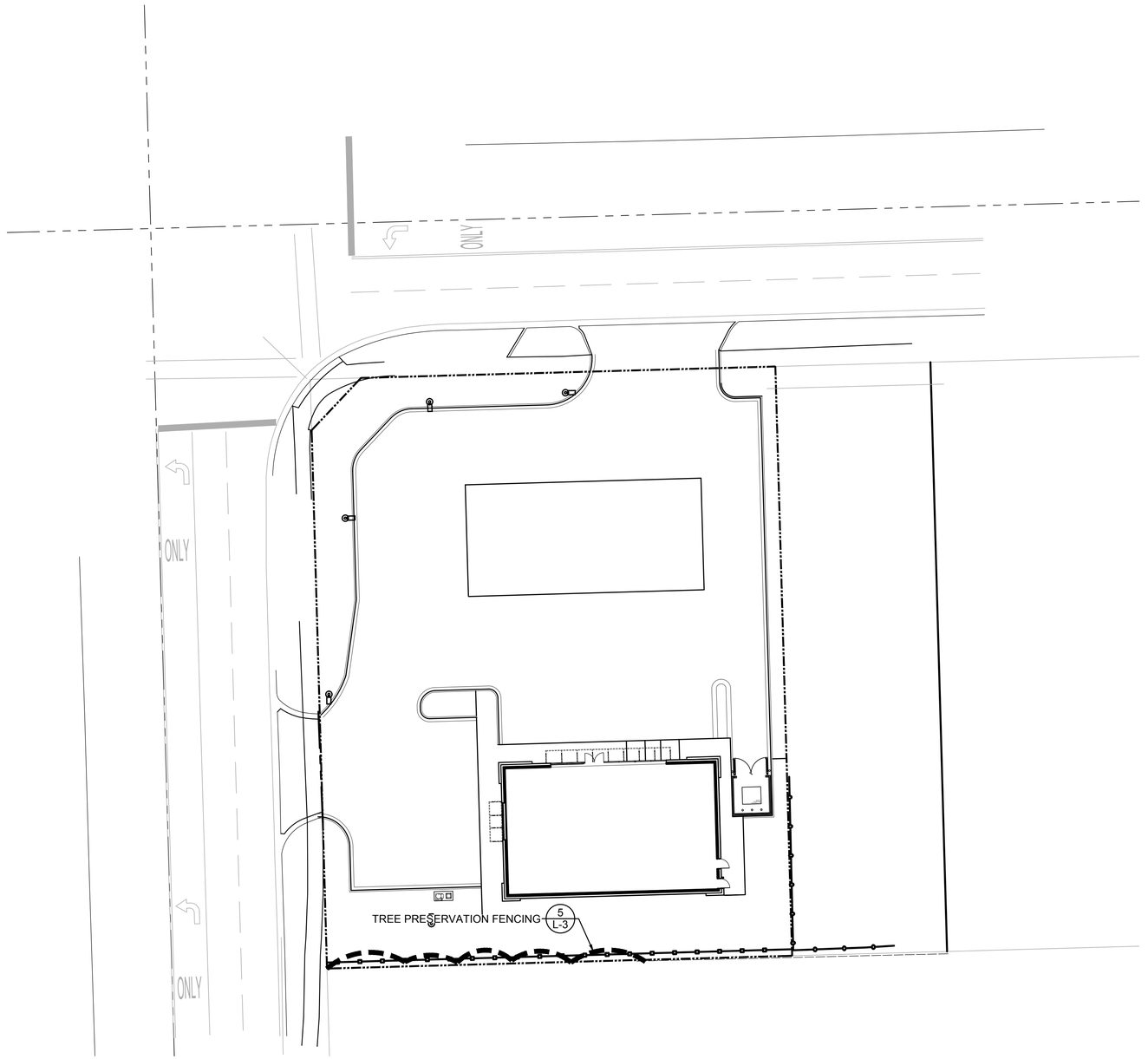
11. IF EXCAVATION ON SITE WILL IMPACT MORE THAN 25% OF THE ROOT SYSTEM OF AN EXISTING TREE, A CERTIFIED ARBORIST SHALL CONDUCT ROOT PRUNING OF THE IMPACTED TREE TO PROMOTE A HEALTHY ROOT SYSTEM.

TREE PROTECTION & REMOVAL LEGEND

EXISTING TREE TO REMAIN

EXISTING TREE TO BE REMOVED

BARRIER FENCING TO BE INSTALLED



1 TREE REMOVAL & PROTECTION PLAN

SHEET SCALE 1"=30'
0' 30' 60' 90'

CITY APPROVAL

CLIENT:
vequity | real estate. redefined.
Vequity
400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:

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ILEKIS ASSOCIATES
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312-419-0009 www.ILEKIS.com
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ALPHONSE A. ILEKIS, AIA

LANDSCAPE ARCHITECT:

LG Workshop, LLC
Landscape Architecture
Site Planning
Illustration
2324 W. Armitage Avenue
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
157.001000
STATE OF ILLINOIS
EXPIRES 08/2019

NOTE:

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DOWNERS GROVE, IL 60516

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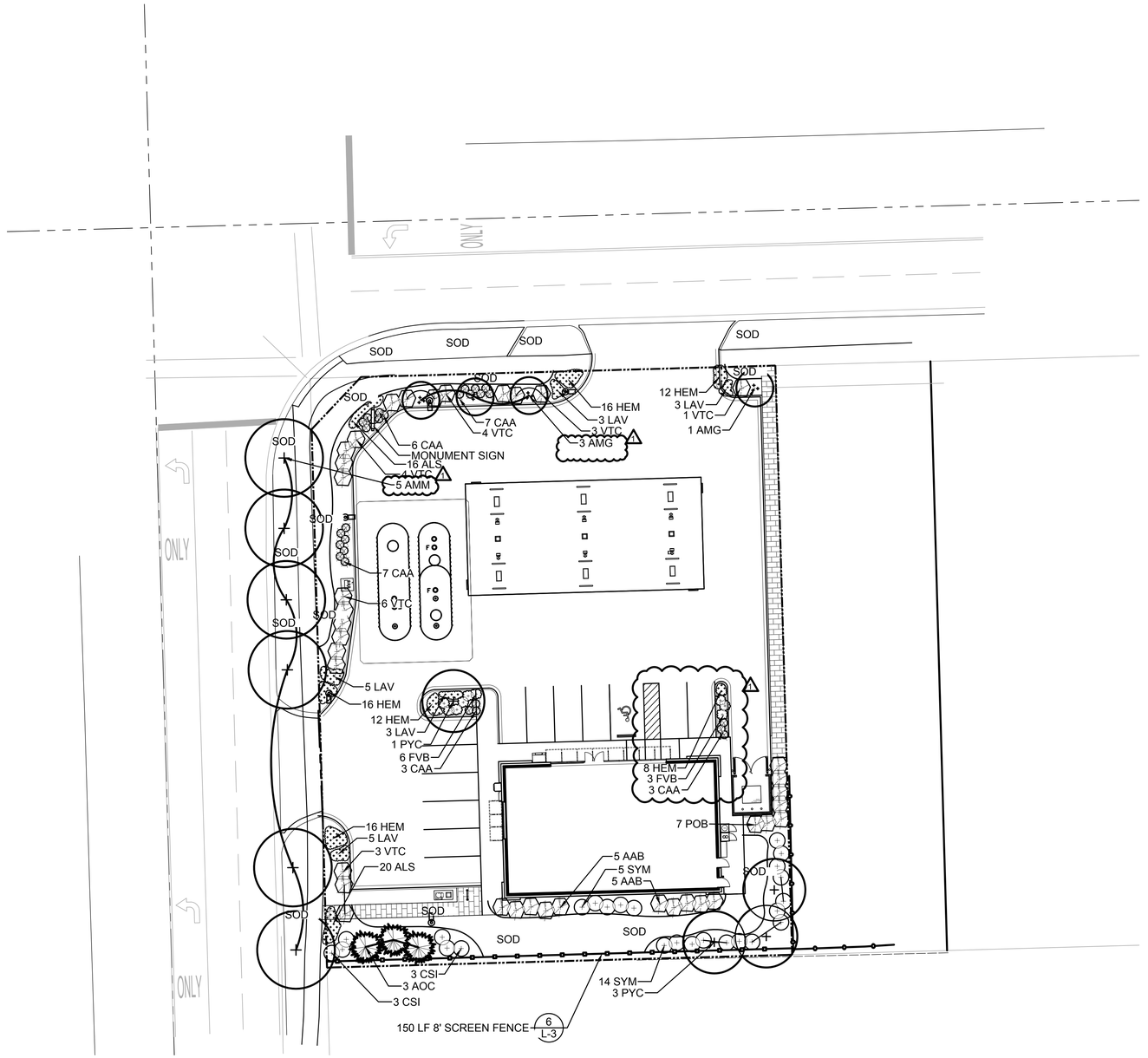
TREE REMOVAL AND PROTECTION PLAN

L.1

PLANT LIST

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
AMM	2.5" CAL.	6	ACER MIYABEI 'MORTON'	MIYABE MAPLE	B&B
PYC	2.5" CAL.	4	PYRUS CALLERYANA 'CHANTICLEAR'	CHANTICLEAR PEAR	B&B
ORNAMENTAL TREES					
AMG	6' HT.	4	AMALANCHIER GRAN. 'PRINCESS DI'	PRINCESS DIANA SERVICEBERRY	B&B
EVERGREEN TREES					
ACO	6' HT.	3	ABIES CONCOLOR	WHITE FIR	B&B
DECIDUOUS SHRUBS					
CSI	24" HT.	6	CORNUS SERICEA ' ISANTI	ISANTI DOGWOOD	B&B
FVB	18" W.	9	FORSYTHIA VIRID. 'BRONXENSIS'	BRONX GREENSTEM FORSYTHIA	B&B
POB	30" HT.	7	PYHSOCARPUS OPUL. 'DIABOLO'	DIABOLO NINEBARK	B&B
SYM	24" HT.	19	SYRINGA MEYERI 'MISS KIM'	MISS KIM LILAC	B&B
VTC	24" HT.	21	VIBURNUM TRILOBUM 'ALFREDO'	ALFREDO AMER.CRANBERRY BUSH	B&B
ORNAMENTAL GRASSES					
CAA	#3 CONT.	26	CALAMAGROSTIS ACUT. 'STRICTUS'	STRICTUS FEATHER REED GRASS	
GROUNDCOVER / PERENNIALS					
ALS	#1 CONT.	36	ALLUM TANGUT. 'SUMMER BEAUTY'	SUMMER BEAUTY WILD ONION	18" O.C.
HEM	#1 CONT.	80	HEMEROCALLIS 'STELLA DE ORO'	STELLA DE ORO DAYLILY	15" O.C.
LAV	#1 CONT.	19	LAVENDULA 'MUNSTEAD STRAIN'	MUNSTEAD ENGLISH LAVENDAR	24" O.C.
SOD	SQ. YD.	480	SODDED LAWN		



LANDSCAPE LEGEND

- EXISTING TREE
- PROPOSED SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB (36" AT PLANTING)
- PROPOSED DECIDUOUS SHRUB (24" AT PLANTING)
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL PLANTING
- SODDED LAWN

1 LANDSCAPE PLAN

N

SHEET SCALE 1"=20'
0' 10' 20' 40' 60'

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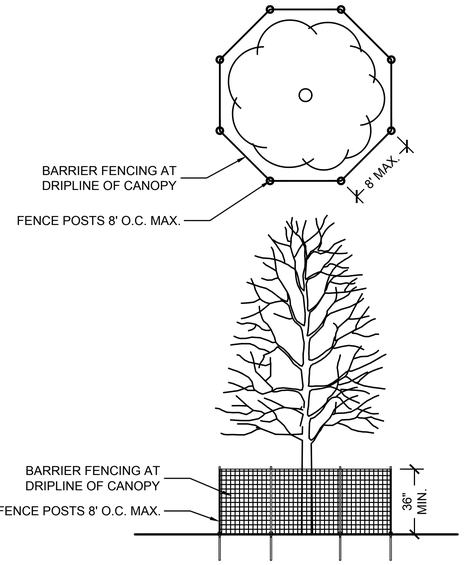
LANDSCAPE PLAN

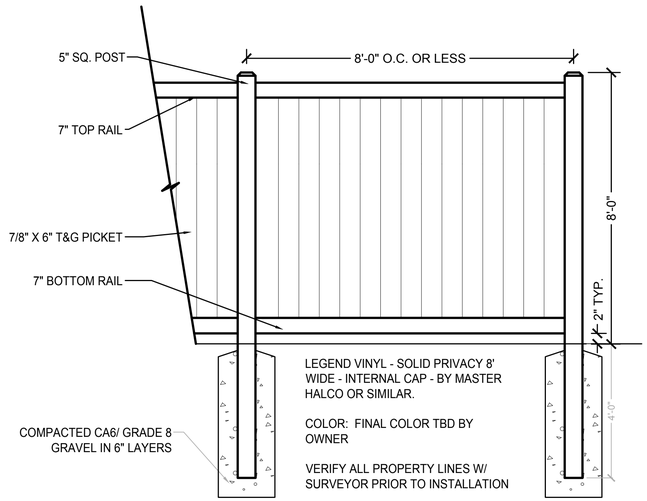
L.2

LANDSCAPE NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
2. ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH LOCAL LANDSCAPING CODES AND ZONING ORDINANCES.
3. PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE J.U.L.I.E (811) LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.
4. ALL PLANT MATERIALS (EXCEPT FOR GROUNDCOVER, ANNUALS, AND PERENNIALS) SHALL BE BALLED AND BURLAPPED STOCK AND MEET CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK (ANSI 260.1-1986) OR EQUAL. PLANT MATERIALS MUST BE SUPPLIED WITHIN A 150 MILE RADIUS OF PROJECT SITE WITHIN NORTHEAST ILLINOIS. CONTRACTOR MAY SUBSTITUTE CONTAINER STOCK FOR SHRUBS IF SIZES ARE EQUAL TO SPECIFIED B&B STOCK, WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT.
5. IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT AND VILLAGE STAFF.
6. SOIL IN GROUNDCOVER AND PERENNIAL BEDS SHALL BE AMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 4 INCHES OF SOIL.
7. DISTURBED AREAS TO RECEIVE SOD SHALL BE TILLED TO 6" DEPTH AND FINE GRADED TO PROVIDE SMOOTH BASE SURFACE. IF EXISTING SOIL IS A MAJORITY OF CLAY OR UNSUITABLE, 2" OF FINE GRADED TOPSOIL SHALL BE ADDED PRIOR TO TILLING. EXISTING SOD AREAS SHALL HAVE TURF REMOVED WITH AUTOMATED SODCUTTER OR HAND SPACE TO REMOVE ALL BLADES AND ROOTS. 1" OF FIND GRADED TOPSOIL SHALL BE TILLED AND GRADED.
8. TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.
9. ALL SHRUB BEDS AND INDIVIDUAL TREE PLANTINGS, UNLESS OTHERWISE NOTED, SHALL RECEIVE A 3 INCH LAYER OF SHREDDED HARDWOOD MULCH. ALL GROUNDCOVER, ANNUAL AND PERENNIAL BEDS SHALL RECEIVE A 2 INCH LAYER OF THE SAME MULCH MATERIAL. COSTS FOR MULCH SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF PLANTINGS.
10. NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL FINAL APPROVAL FROM VILLAGE.
11. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT (BEGINNING ON THE OWNER'S POSSESSION DATE). THIS AGREEMENT SHALL COVER MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL DEAD OR DAMAGED LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.
12. CONTRACTOR SHALL PROVIDE A SEPARATE ESTIMATE FOR AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM FOR COMPLETE EFFECTIVE COVERAGE OF ALL LAWN AREAS AND SHRUB BEDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL AND APPLY FOR ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK. IRRIGATION PLANS SHALL INCLUDE HUNTER PRO-C CONTROLLER W/WIRELESS SOLAR SYNC STATION AND HUNTER SPRAYHEADS AND NOZZLES, AND AN RPZ BACKFLOW PREVENTER. IRRIGATION WORK SHALL BE WARRANTY ALL LABOR AND MATERIALS FOR 1 FULL YEAR AFTER INSTALLATION AND TESTING.
13. SEEDED LAWN AREAS SHALL BE BID WITH A BID ALTERNATE FOR HYDROSEEDED LAWN. PRIOR TO SEEDING, 2" OF FINE TOPSOIL SHALL BE TILLED INTO EXIST SOIL MIXTURE. A MIX CONSISTING OF ROUGHLY 30 % BLUEGRASS / 30% FINE FESCUES / 40% RYE GRASSES (AND TACKIFIER FOR HYDROSEEDING) SHALL BE APPLIED AT MANUFACTURERS SPECIFIED RATES FOR NEW LAWNS BETWEEN 5 AND 10 LBS PER 1,0000 SF.
14. TREES AND LARGE SHRUBS SHALL NOT BE LOCATED CLOSER THAN TEN (10) FEET TO FIRE HYDRANTS, LIGHT AND TELEPHONE POLES, TRANSFORMERS OR OTHER ABOVE GROUND UTILITIES. ANY DISCREPANCY ON THE PLAN RELATED TO THESE PROXIMATE UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.



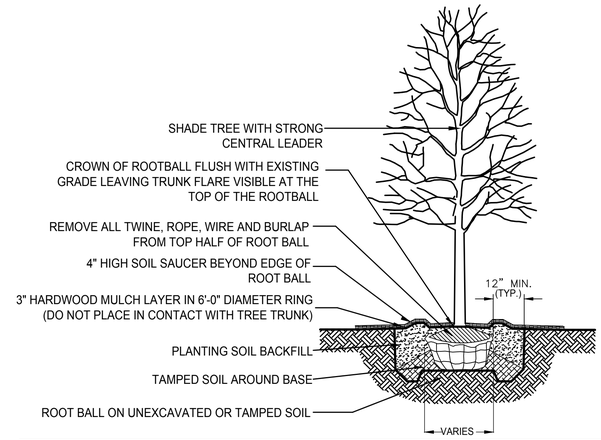
5 TREE PRESERVATION FENCING DETAIL — NOT TO SCALE



6 8' HEIGHT SCREEN FENCE DETAIL — NOT TO SCALE

LANDSCAPE DATA / CALCULATIONS

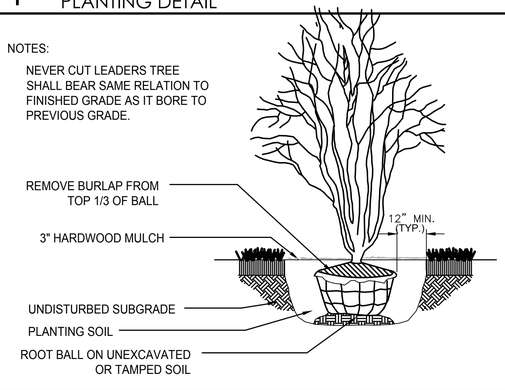
	TOTAL SITE	28,365 SF
	PROPOSED BUILDING	3,046 SF
Sec. 3.030	PROPOSED OPEN SPACE	5,346 SF / 18%
Sec. 3.030.10	STREET YARD OPEN SPACE	2,180 SF / 7.6%
Sec. 28.8.020	SHADE OR ORNAMENTAL TREES MUST BE PROVIDED WITHIN THE REQUIRED PARKING LOT PERIMETER LANDSCAPE AREAS AT A RATE OF AT LEAST ONE TREE PER 30 LINEAR FEET OF STREET FRONTAGE.	MAIN ST = 174' / 30 = 5.8 6 TREES PROVIDED
		63RD ST=129'/30 = 4.3 4 TREES PROVIDED



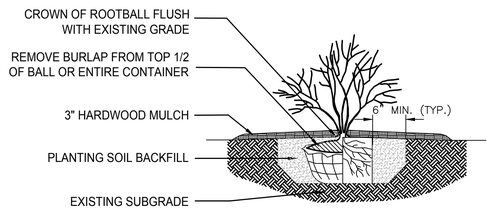
1 SHADE TREE PLANTING DETAIL — NOT TO SCALE

NOTES:

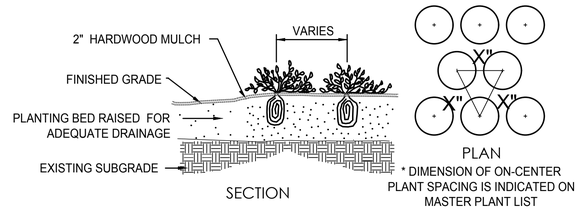
NEVER CUT LEADERS TREE SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS GRADE.



2 ORNAMENTAL TREE PLANTING DETAIL — NOT TO SCALE



3 SHRUB PLANTING DETAIL — NOT TO SCALE



4 PERENNIAL / ANNUAL PLANTING DETAIL — NOT TO SCALE

CITY APPROVAL

CLIENT:
vequity real estate. redefined.
Vequity
400 N. State
Suite 400
Chicago, IL 60654
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LANDSCAPE DETAILS / NOTES

L.3

SITE PLAN SHOWN FOR REFERENCE ONLY

LEGEND:

NEW CONCRETE

SIGNAGE

FIRE DEPARTMENT CONNECTION

FDC

NORTH

1 SITE PLAN

SCALE: 1/16"=1'-0"

0 4 8 16' 32'

GOVERNING CODES
CURRENT DOWNERS GROVE ZONING ORDINANCE
CURRENT DOWNERS GROVE STORMWATER AND FLOOD PLAIN ORDINANCE
2015 INTERNATIONAL BUILDING CODE WITH D.G. AMENDMENTS
2014 NATIONAL ELECTRIC CODE WITH D.G. AMENDMENTS
CURRENT STATE OF ILLINOIS PLUMBING CODE WITH D.G. AMENDMENTS
2015 INTERNATIONAL MECHANICAL CODE WITH D.G. AMENDMENTS
2015 INTERNATIONAL FUEL GAS CODE WITH D.G. AMENDMENTS
2015 INTERNATIONAL ENERGY CONSERVATION CODE WITH D.G. AMENDMENTS & STATE OF ILLINOIS AMENDMENTS
2015 INTERNATIONAL PROPERTY MAINTENANCE CODE WITH D.G. AMENDMENTS
2015 INTERNATIONAL FIRE CODE WITH D.G. AMENDMENTS
2003 LIFE SAFETY CODE - NFPA 101
CURRENT STATE OF ILLINOIS ACCESSIBILITY CODE

SITE-BUILDING ANALYSIS				
ZONE:	B-2	GENERAL RETAIL BUSINESS DISTRICT		
LOT AREA SF:	28,365	SF		
BUILDING AREA SF:	**3,100**	SF		
BUILDING AREA SF:	**3,100**	SF		
BUILDING SETBACKS:		REQUIRED	PROVIDED	VARIANCE
FRONT YARD		**25'**		
REAR YARD		**20'**		
SIDE YARD		**0**		
SIDE YARD		**0**		
NOTES:				

PARKING CALCULATION				
TENANT	**OCCUPANCY**	**AREA**	**PARKING/SF**	**PARKING REQUIRED**
BLDG	RETAIL USE	3,100	3.33 SPACES PER 1000SF	10.00
	6 PUMPS		1 SPACE PER PUMP ISLAND	3.00
	TOTAL BUILDING AREA	**3,100**	TOTAL REQUIRED	**13**
			TOTAL PROVIDED	13
			SURPLUS/(DEFICIT)	0

STALL: 9'X18'
ADA STALL: 11' & 5'
DRIVE AISLE: 24' ONE WAY, 24' TWO WAY

		REQUIRED	PROVIDED
ADA PARKING SPACES :	5%	1	1
LOADING BERTH:			
BIKE PARKING :		2	2
STACKING PARKING:			

GENERAL NOTES:

A. SEE CIVIL FOR GRADING PLAN. SEE CIVIL DRAWING FOR SITE DEMOLITION, NEW PAVEMENT, SITE UTILITIES, SIGNAGE AND FINAL SITE DIMENSIONS.
B. SEE AS1.02 FOR ADDITIONAL SITE DETAILS.
C. VERIFY THE EXISTENCE OF AND PROTECT ALL EXISTING UTILITY LINES. EXCAVATE WITH CARE.
D. INSTALL ADDRESS ON BUILDING AS REQUIRED BY LOCAL CODE.
E. PROVIDE KNOX BOX . PER FIRE DEPARTMENT REQUIREMENTS.
F. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE SIGNAGE REQUIREMENTS.
G. CLEAN LOT AFTER SITE WORK AND AFTER CONSTRUCTION COMPLETION.
H. PROTECT ADJACENT PROPERTY. ANY DAMAGE IS TO BE REPAIRED AT CONTRACTOR EXPENSE WITH PERMISSION OF ADJACENT BUILDING OWNER. FOR EXAMPLE, IF SOD IS DAMAGED IT WILL BE REPLACED AND WATERED REGULARLY UNTIL ESTABLISHED.
I. PROVIDE EXPANSION JOINTS IN CONCRETE PAVING AND CURBS AS REQUIRED BY MFGR SPECS, OR 30FT SPACING WHICHEVER IS LESS. REFER TO CIVIL DRAWINGS FOR MORE INFORMATION AND DETAILS.

KEY NOTES:

1. ADA PARKING SIGN MOUNTED ON POST. SEE CIVIL FOR DETAILS.
2. ADA SIDEWALK RAMP TYP. SEE CIVIL.
3. EXISTING CONCRETE CURB AND GUTTER TO REMAIN.
4. NEW CONCRETE PAVEMENT TYP. SEE CIVIL.
5. PROVIDE ASPHALT PAVEMENT. SEE CIVIL PLANS FOR PAVING AND GRADING DETAILS.
6. EXISTING CONCRETE SIDEWALK TO REMAIN.
7. 1/2" ISOLATION JOINT ALONG PROFILE OF BUILDING AND WHERE INDICATED, USE BITUMINOUS FILLER AND SEALANT ALONG EDGE.
8. CONCEALED LOCKABLE HOSE BIB.
9. FD CONNECTION, SEE CIVIL
10. PROVIDE TRASH ENCLOSURE. REFER TO AS1.02 FOR DETAILS.
11. AIR / VAC REFER TO CIVIL SHEETS FOR LOCATION.
12. MAIN DOOR
13. EXIT DOOR
14. PROPOSED FUEL CANOPY. REFER TO CIVIL.
15. PROPOSED UNDERGROUND FUEL TANKS. REFER TO CIVIL.
16. CO2 TANK/ CAGE INSTALLED / ANCHOR PER MANUFACTURER SPECS BY GC.
17. NEW PYLON SIGN.
18. NEW BIKE RACK WITH 2 SPACES.
19. NEW LIGHT POLES REFER TO PHOTOMETRIC SHEET
20. NEW CONCRETE CURB REFER TO CIVIL SHEETS.
21. PROPOSED VENT STACK REFER TO CIVIL.
22. N2 TANK/ CAGE INSTALLED / ANCHOR PER MANUFACTURER SPECS BY GC.
23. PROPANE EXCHANGE CAGE PROVIDED BY THIRD PARTY
24. THIRD PARTY PROVIDED EXTERIOR ICE MERCHANDISER.
25. THIRD PARTY PROVIDED REDBOX UNIT.

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ALPHONSE A ILEKIS
01-6812
REGISTERED ARCHITECT

CITY APPROVAL

CLIENT:
vequity | real estate. redefined.
Vequity
400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:

ILEKIS
architects + planners
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
312-419-0009 www.ILEKIS.com

NOTE:

7-ELEVEN
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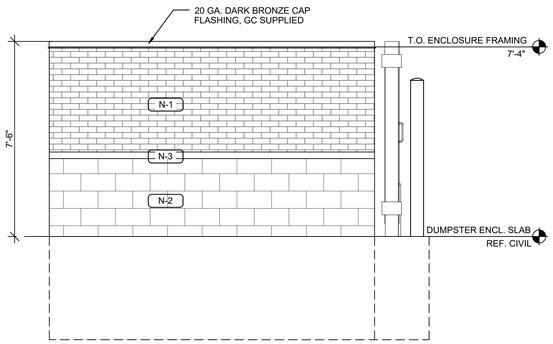
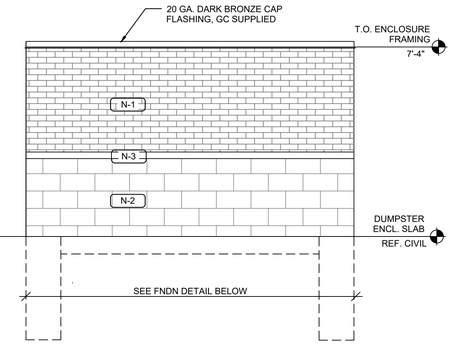
SITE PLAN

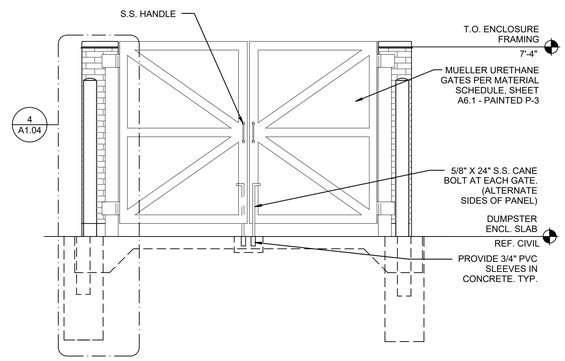
AS1.01



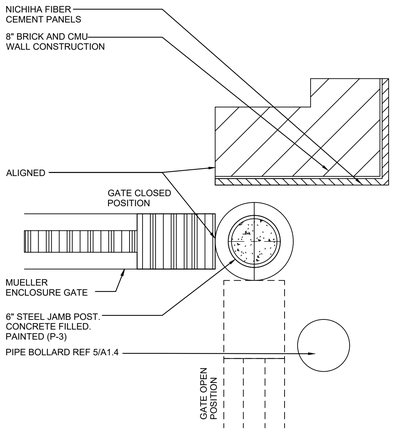
10 SIDE DUMPSTER ENCL. ELEVATION
3/8" = 1'-0"



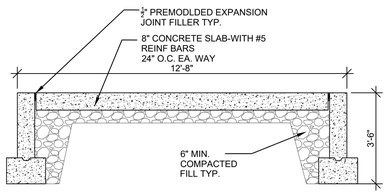
9 REAR DUMPSTER ENCL. ELEVATION
3/8" = 1'-0"



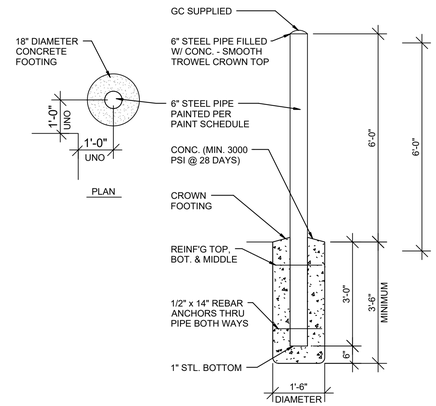
8 FRONT DUMPSTER ENCL. ELEVATION
3/8" = 1'-0"



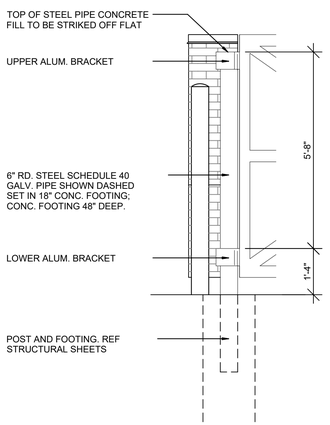
7 DETAIL - GATE
1 1/2" = 1'-0"



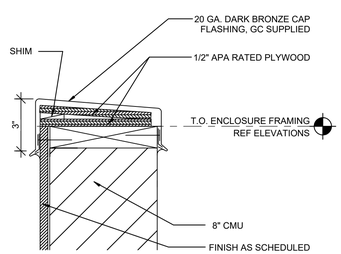
6 DUMPSTER ENCL. FOUNDATION SECTION
3/8" = 1'-0"



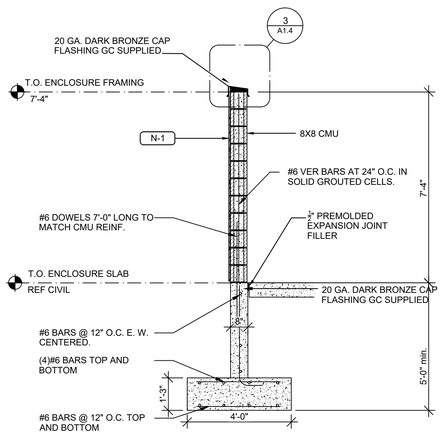
5 TYPICAL BOLLARD SECTION
1/2" = 1'-0"



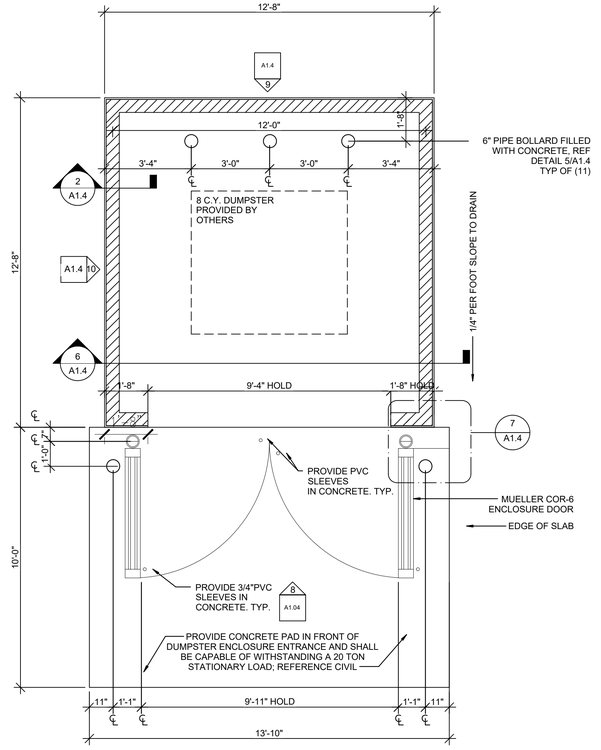
4 GATE BOLLARD DETAIL
1/2" = 1'-0"



3 DETAIL - COPING
3" = 1'-0"



1 DUMPSTER ENCL. WALL SECTION
3/8" = 1'-0"



1 DUMPSTER ENCLOSURE PLAN
3/8" = 1'-0"

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400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:

ILEKIS ARCHITECTS + PLANNERS
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.ILEKIS.com

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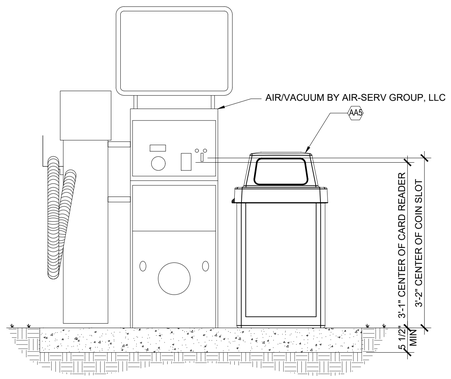
ALPHONSE A. ILEKIS
01-6612
REGISTERED ARCHITECT

SITE DETAILS

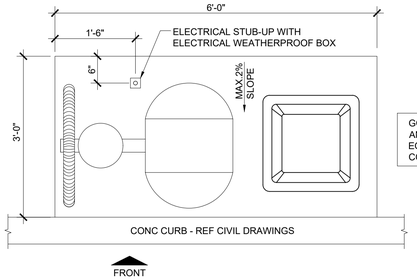
AS1.02



FRONT

NOTE:
MAXIMUM 2 PERCENT GRADE SLOPE EACH WAY REQUIRED FOR AMERICANS WITH DISABILITIES ACT

1. ELECTRICAL NEEDS ARE #10 WIRE (30 AMP) WITH GROUND

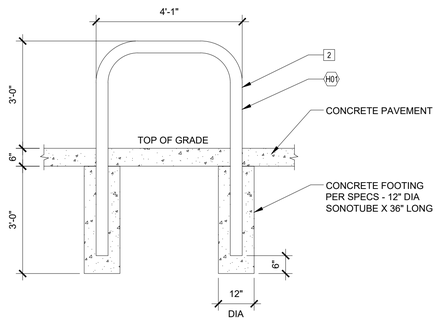


GC TO PROVIDE CONCRETE SLAB AND UTILITIES. AIR SERV TO PROVIDE EQUIPMENT AND MAKE FINAL CONNECTIONS.

PLAN

3 AIR–VAC MACHINE DETAILS

3/4"=1'-0"

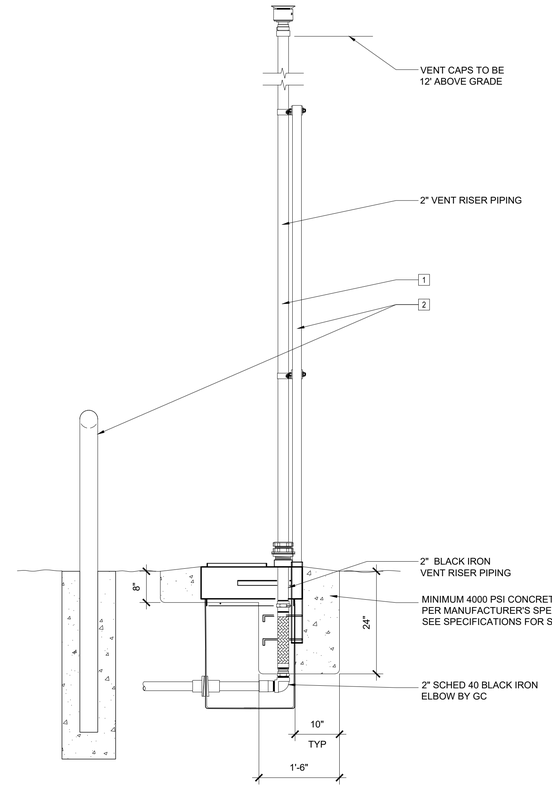


2 HOOP BOLLARD DETAIL

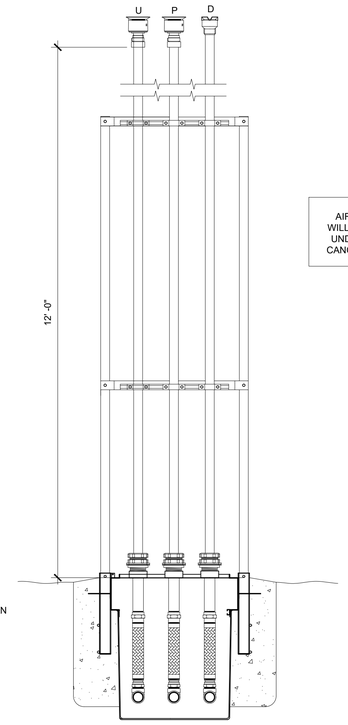
1/2"=1'-0"

KEY NOTES

1. PAINT VENT PIPES "EXTRA WHITE" SW7006.
2. PAINT VENT RACK, BOLLARDS AND ALL OTHER EXPOSED METALS "SEAL SKIN" SW7675.

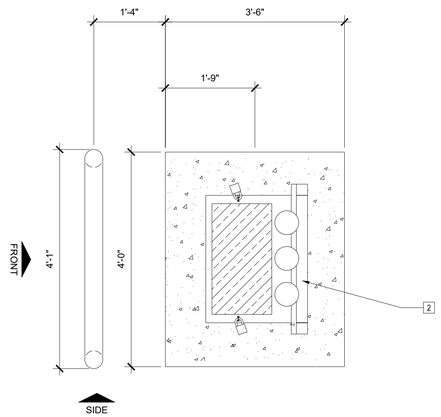


SIDE



AIR VENT STACK WILL BE PERMITTED UNDER SEPARATE CANOPY SUBMITTAL

FRONT



PLAN

1 TANK VENT RISER SECTIONS

3/4"=1'-0"

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Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:
ILEKIS architects + planners
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
312-419-0009 www.ILEKIS.com

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SITE DETAILS

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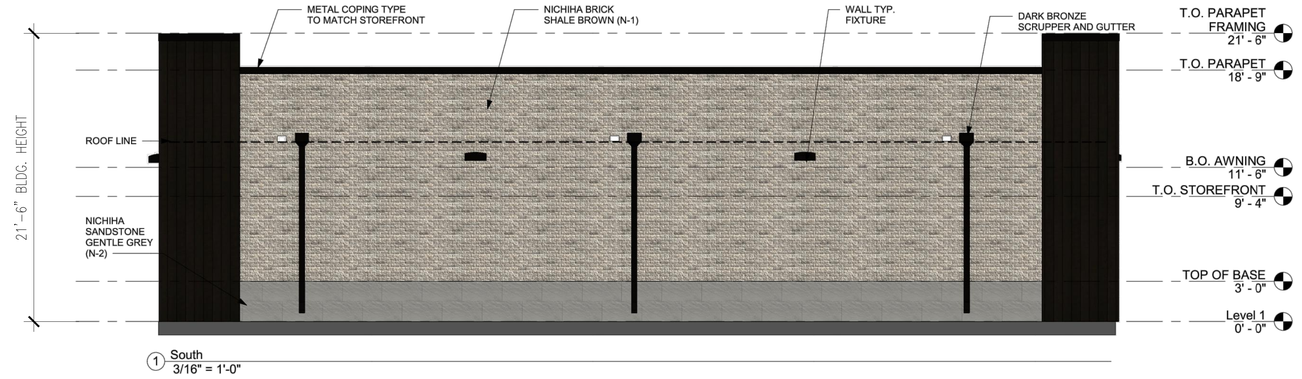
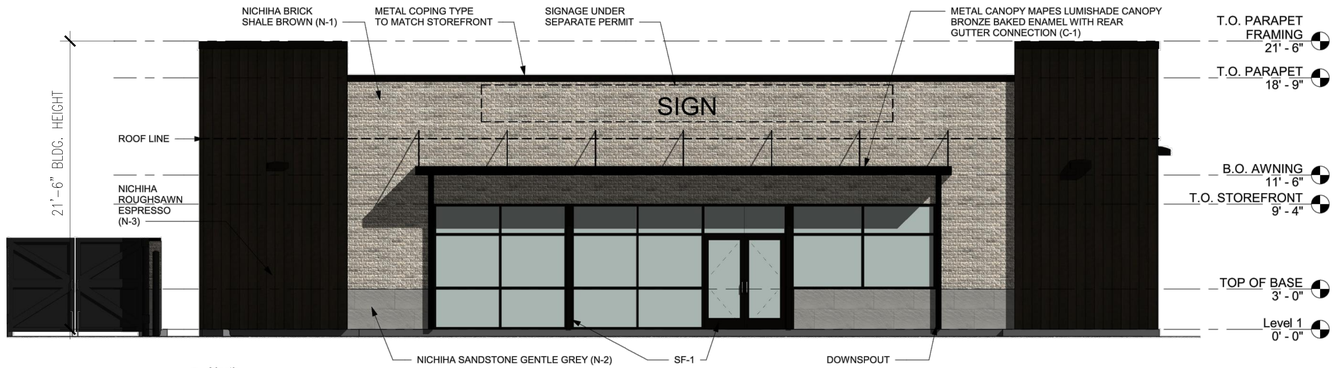
ALPHONSE A. ILEKIS
01-0012
REGISTERED ARCHITECT

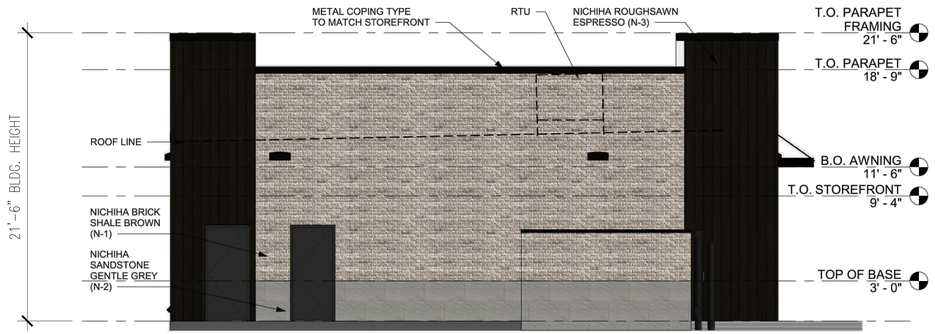
AS1.03



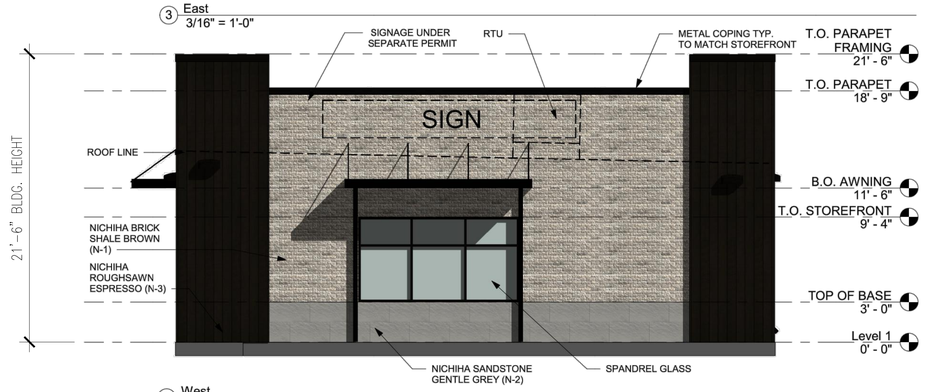
1 South
3/16" = 1'-0"



2 North
3/16" = 1'-0"



3 East
3/16" = 1'-0"



4 West
3/16" = 1'-0"

MATERIAL SCHEDULE

LEGEND	SYMBOL	COLOR	MANUFACTURER	TYPE
	FIBER CEMENT PANEL (N-1)	SHALE BROWN	NICHIHA	
	CONTROL JOINT SEALANT	COLOR: TBD	DOW CORNING	DOW CORNING 790
	METAL COPING	COLOR: TBD	PAC-CLAD PETERSEN	
	FIBER CEMENT PANEL (N-2)	GENTLE GRAY	NICHIHA	
	CONTROL JOINT SEALANT	COLOR: TBD	DOW CORNING	DOW CORNING 790
	METAL COPING	COLOR: TBD	PAC-CLAD PETERSEN	
	FIBER CEMENT PANEL (N-3)	ESPRESSO	NICHIHA	
	CONTROL JOINT SEALANT	COLOR: TBD	DOW CORNING	DOW CORNING 790
	METAL COPING	COLOR: TBD	PAC-CLAD PETERSEN	
	METAL CANOPY	DARK BROWN	SUPERSHADE BY MAPES ARCHITECTURAL CANOPIES OR APPROVED EQUAL	4" PROJECTION
	WALL PACK	BROWN	GE	EXTERIOR LED WALL PACK # EWLS01_15AF750
	STOREFRONT	DARK BRONW ANODIZED		CLEAR ANODIZED STOREFRONT WITH 1" INSULATED GLASS
	METAL DOORS AND FRAME	SEALSKIN SW7675	SHERWIN WILLIAMS	

5 3D View 1.1
NTS

6 3D View 2.2
NTS

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400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:

ILEKIS architects + planners

ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.ILEKIS.com

THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE APPLICABLE CODES AND BUILDING REGULATIONS.
ALPHONSE A. ILEKIS, AIA

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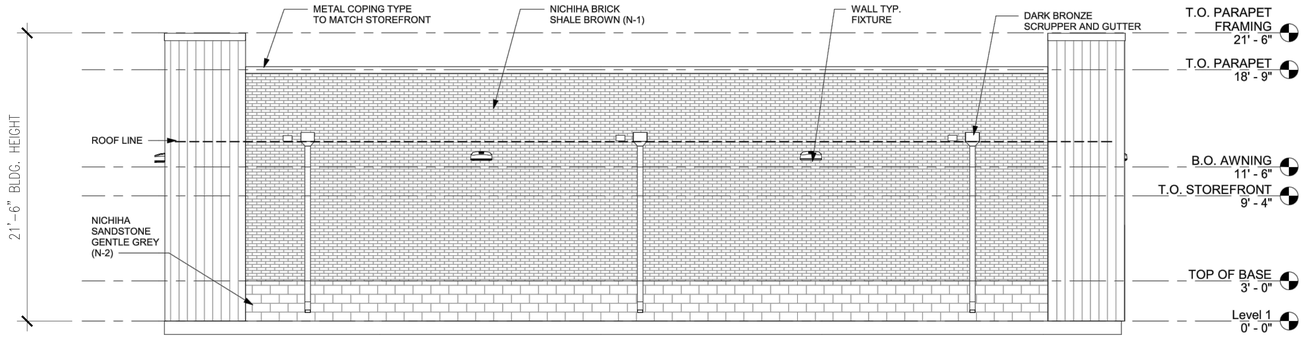
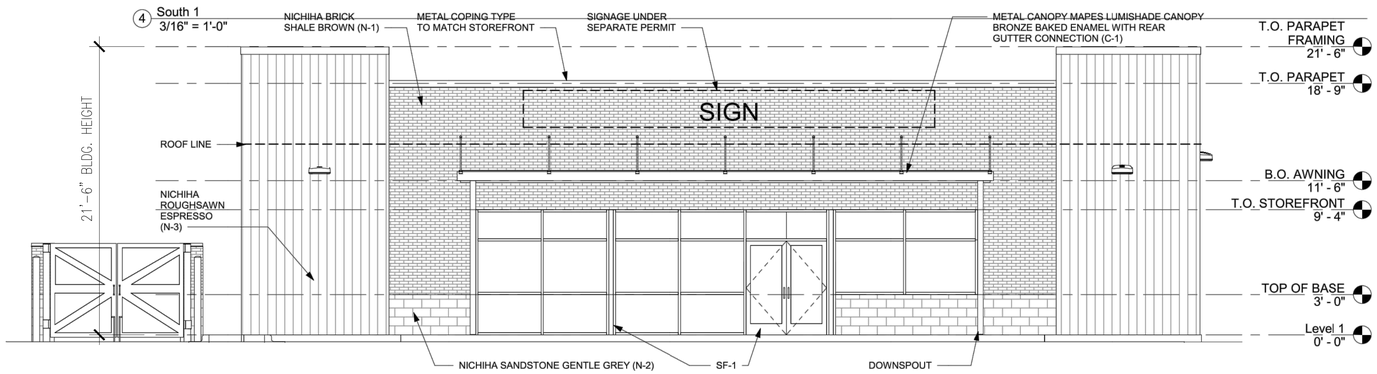
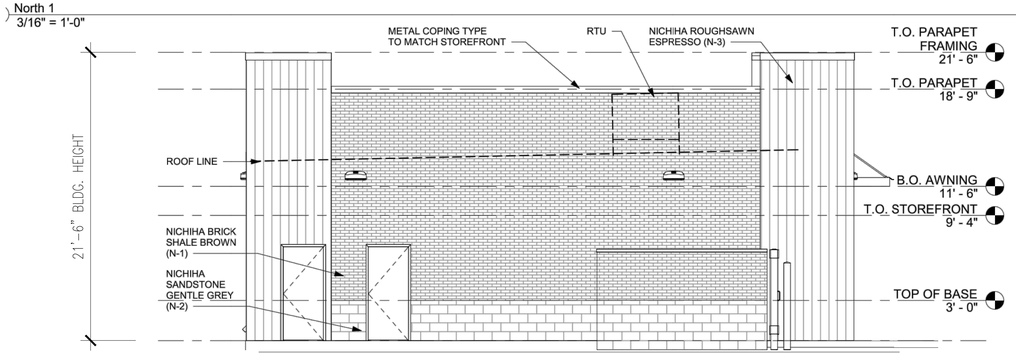
STATE OF ILLINOIS
ALPHONSE A ILEKIS
01-6312
REGISTERED ARCHITECT

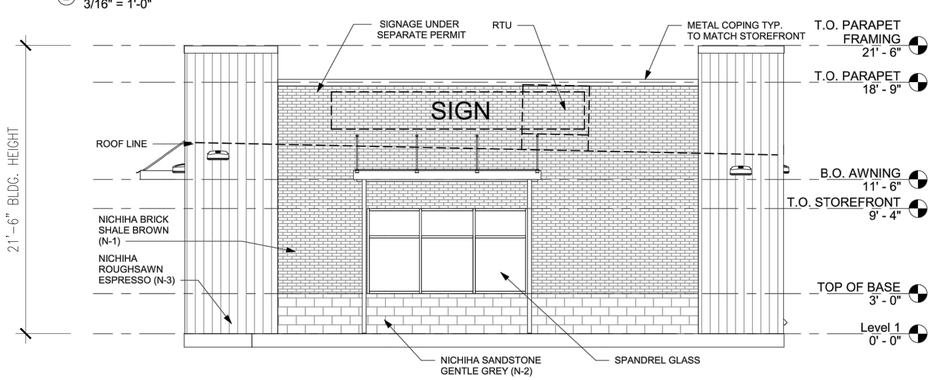
EXTERIOR ELEVATIONS AND SCHEDULE

A3.01



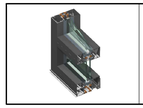






1 West 1
3/16" = 1'-0"

MATERIAL SCHEDULE

LEGEND	SYMBOL	COLOR	MANUFACTURER	TYPE
	FIBER CEMENT PANEL (N-1)	SHALE BROWN	NICHIHA	
	CONTROL JOINT SEALANT	COLOR: TBD	DOW CORNING	DOW CORNING 790
	METAL COPING	COLOR: TBD	PAC-CLAD PETERSEN	
	FIBER CEMENT PANEL (N-2)	GENTLE GRAY	NICHIHA	
	CONTROL JOINT SEALANT	COLOR: TBD	DOW CORNING	DOW CORNING 790
	METAL COPING	COLOR: TBD	PAC-CLAD PETERSEN	
	FIBER CEMENT PANEL (N-3)	ESPRESSO	NICHIHA	
	CONTROL JOINT SEALANT	COLOR: TBD	DOW CORNING	DOW CORNING 790
	METAL COPING	COLOR: TBD	PAC-CLAD PETERSEN	
	METAL CANOPY	DARK BROWN	SUPERSHADE BY MAPES ARCHITECTURAL CANOPIES OR APPROVED EQUAL	4" PROJECTION
	WALL PACK	BROWN	GE	EXTERIOR LED WALL PACK # EWLS01_15AF750
	STOREFRONT	DARK BRONW ANODIZED		CLEAR ANODIZED STOREFRONT WITH 1" INSULATED GLASS
	METAL DOORS AND FRAME	SEALSKIN SW7675	SHERWIN WILLIAMS	

5 3D View 1.1 1
NTS

6 3D View 2.2 1
NTS

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Chicago, IL 60654
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Email info@vequity.com
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ILEKIS architects + planners
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.ILEKIS.com

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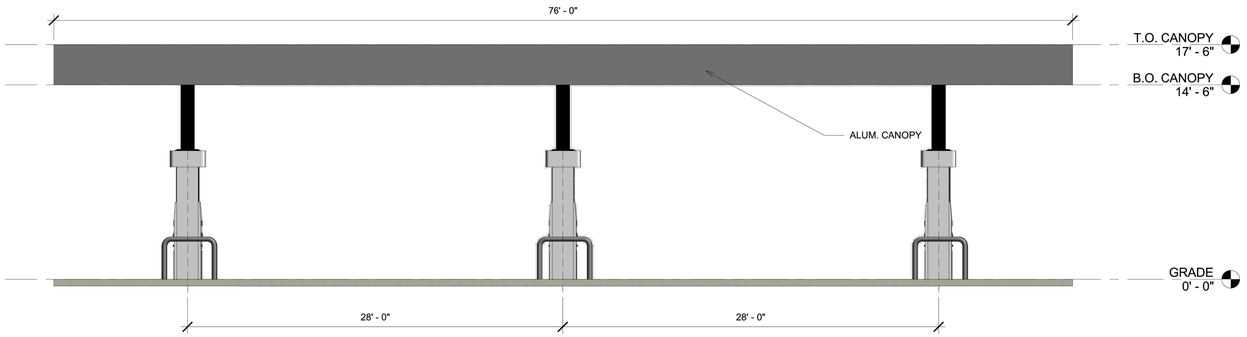
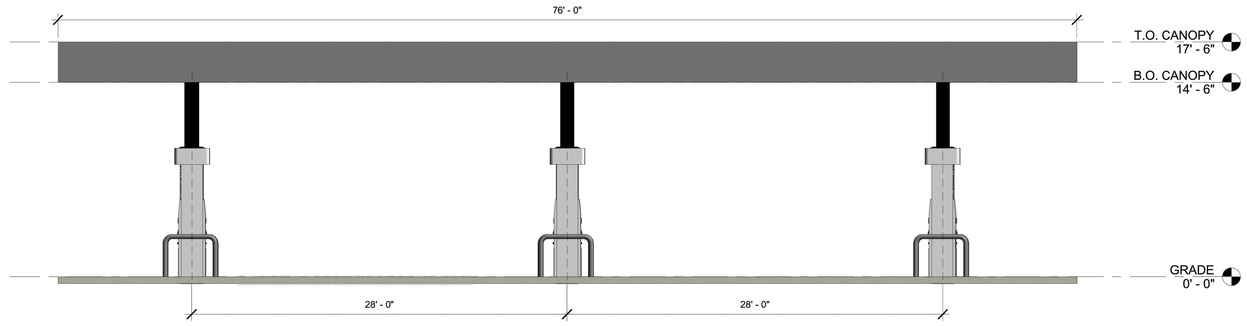
EXTERIOR COLOR ELEVATIONS AND SCHEDULE

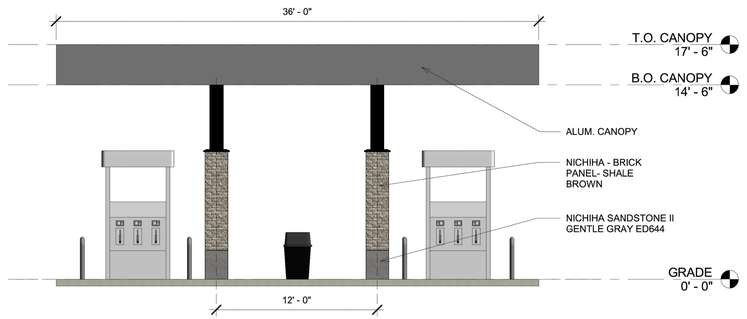
A3.02



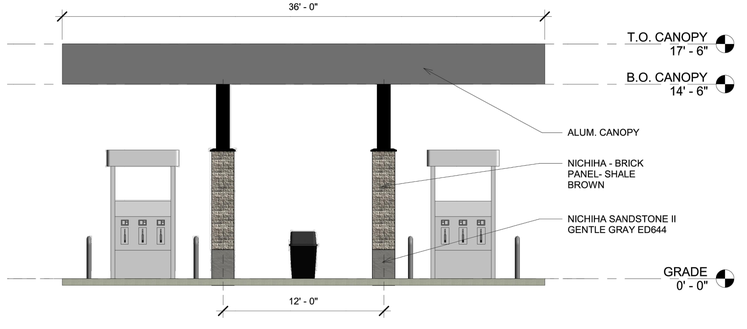
1 CANOPY - NORTH ELEVATION
3/16" = 1'-0"



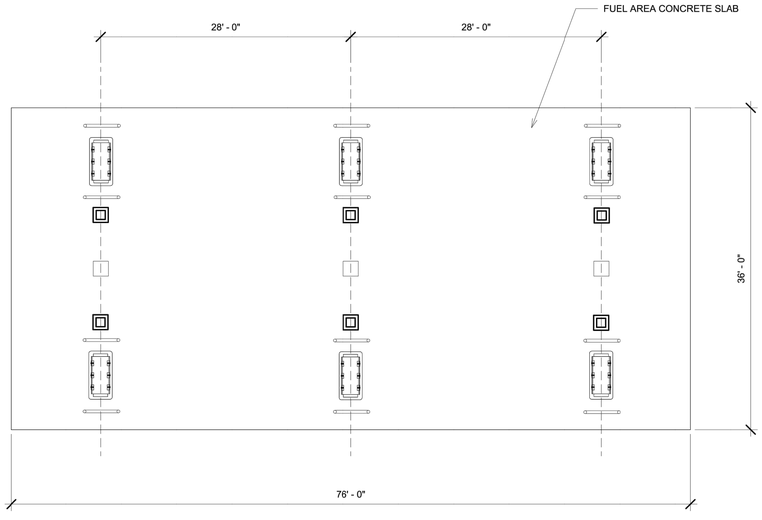
3 CANOPY - SOUTH ELEVATION
3/16" = 1'-0"



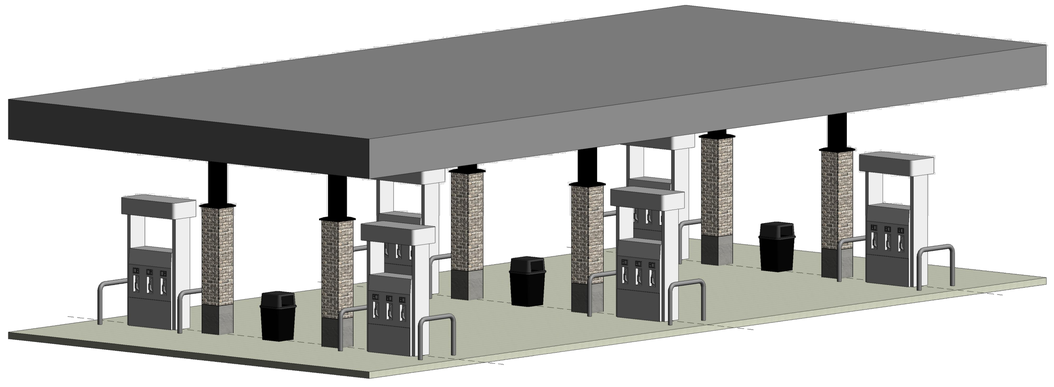
2 CANOPY - EAST ELEVATION
3/16" = 1'-0"



4 CANOPY - WEST ELEVATION
3/16" = 1'-0"



5 CANOPY FLOOR PLAN
1/8" = 1'-0"



6 CANOPY PERSPECTIVE

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Vequity
400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
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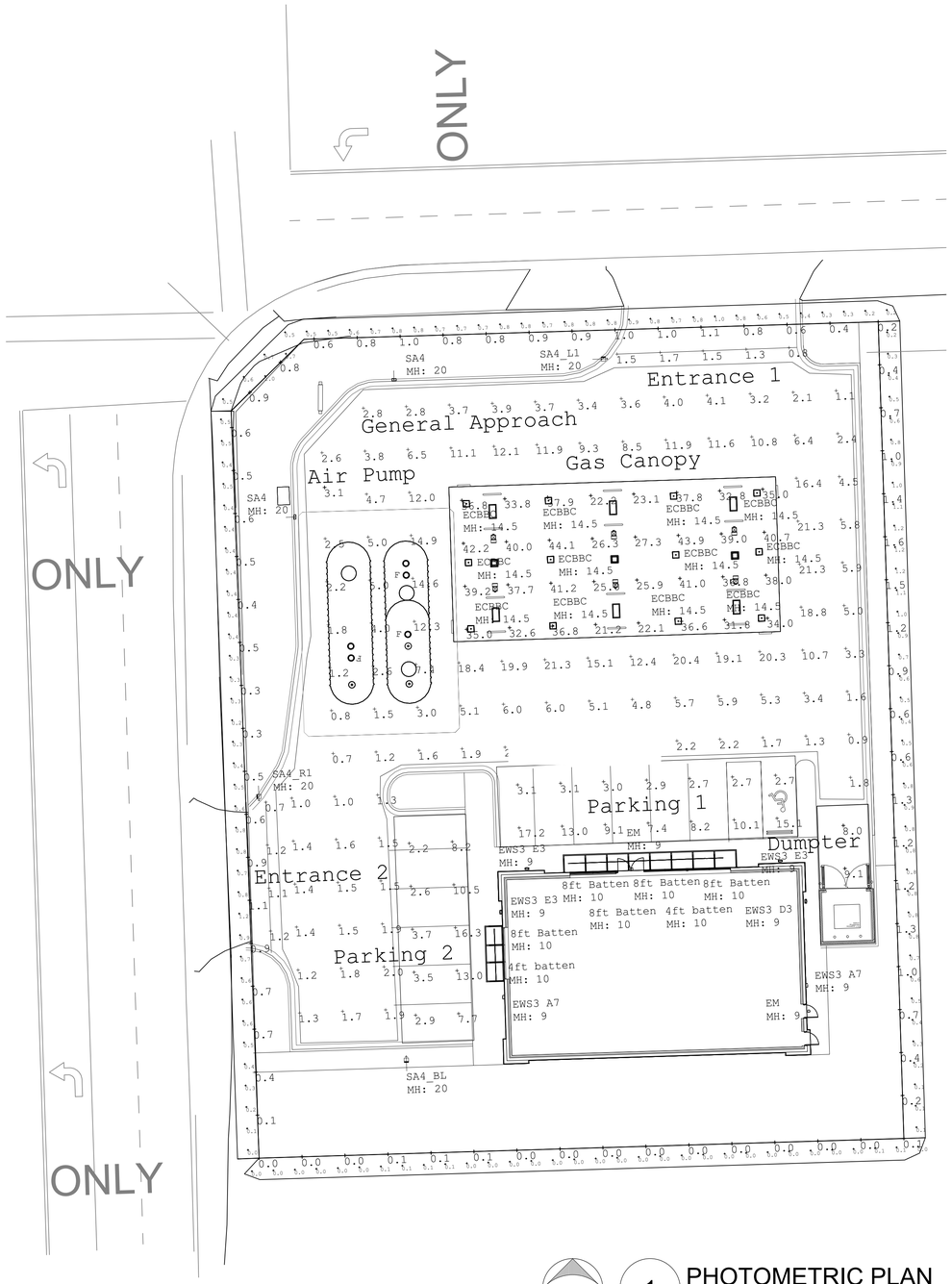
DOWNERS GROVE, IL 60516

DATE:	ISSUED FOR:
05/20/19	ISSUED PER CITY COMMENTS
05/03/19	ISSUED FOR CITY REVIEW

STATE OF ILLINOIS
ALPHONSE A ILEKIS
01-3212
REGISTERED ARCHITECT

FUEL CANOPY ELEVATIONS

A3.03

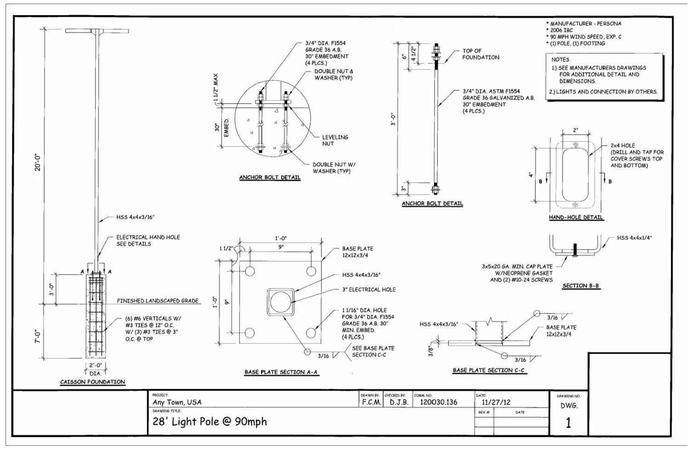


NORTH

1 PHOTOMETRIC PLAN

SCALE: 1/16"=1'-0"

0 4' 8' 16' 32'



PROJECT: Any Town, USA	DRAWN BY: F.C.M.	CHECKED BY: D.J.B.	JOB No.: 120030.136	DATE: 11/27/12	DRAWING NO.: DWG. 1
DRAWING TITLE: 28' Light Pole @ 90mph				REV. # / DATE	

2 TYPICAL LIGHT POLE DETAIL

SCALE: 1/16"=1'-0"

NOTE: REFER TO PLAN FOR LIGHT POLE MOUNTING HEIGHTS.

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens
	12	ECBBC	SINGLE	1.000	ECBBOC5F5501AWHTE	110	13550
	1	EWS3 D3	SINGLE	1.000	EWS3_D3D150_____	67	6700
	2	EWS3 A7	SINGLE	1.000	EWS3_A7D150_____-120-277V	25	2900
	2	EM	SINGLE	0.010	LEDPRS-BR-CL (Phillips)	20	32
	3	EWS3 E3	SINGLE	1.000	EWS3_E3D150_____	90	8600
	5	8ft Batten	SINGLE	1.000	GE 96 4100K Batten Strip GEWI109641BAT-SY	33	3073
	2	4ft batten	SINGLE	1.000	GE 48 4100K Batten Strip GEWI104841BAT-SY	16.68	1536
	1	SA4_L1	SINGLE	1.000	1-EASC0A4F550DC____D with ELSEASXRS1BLCK (Left)	44	2400
	2	SA4	SINGLE	1.000	EASC_A4F550_____	44	4200
	1	SA4_BL	SINGLE	1.000	1-EASC0A4F550DC____D with ELSEASXRBLBLCK	44	4000
	1	SA4_R1	SINGLE	1.000	1-EASC0A4F550DC____D with ELSEASXRS1BLCK (Right)	44	2400

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Air Pump	Illuminance	Fc	3.10	3.1	3.1	1.00	1.00
Dumpster	Illuminance	Fc	8.55	9.1	8.0	1.07	1.14
Entrance 1	Illuminance	Fc	1.36	1.7	0.8	1.70	2.13
Entrance 2	Illuminance	Fc	1.05	1.2	0.7	1.50	1.71
Gas Canopy	Illuminance	Fc	34.31	44.1	21.2	1.62	2.08
General Approach	Illuminance	Fc	5.91	21.3	0.7	8.44	30.43
Overspill 1 5ft Offset	Illuminance	Fc	0.65	1.0	0.2	3.25	5.00
Overspill 2 5ft Offset	Illuminance	Fc	0.66	1.2	0.1	6.60	12.00
Overspill 3 5ft Offset	Illuminance	Fc	0.02	0.1	0.0	N.A.	N.A.
Overspill 4 5ft Offset	Illuminance	Fc	0.48	1.2	0.0	N.A.	N.A.
Parking 1	Illuminance	Fc	7.16	17.2	2.7	2.65	6.37
Parking 2	Illuminance	Fc	7.06	16.3	2.2	3.21	7.41
Property Line	Illuminance	Fc	0.59	1.6	0.0	N.A.	N.A.

NOTE: PHOTOMETRIC PLAN COMPLETED BY GE

City ordinance:
Property line cannot exceed
0.1FC adjacent to residential
and 2FC adjacent to non-residential.

Due to the ordinance, this design
does not meet 7-Eleven spec.

Standard 7-Eleven Lighting Specification	
Entrances	10FC AVG
Air Pump	10FC
Gasoline Canopy	30FC
Dumpster	10FC
Parking	10FC
General Approach	3FC
Sidewalk	NO SPEC
Property Line	NO SPEC
* Levels designed to be at initial output or 1.0LLF	

7-ELEVEN

STATE OF ILLINOIS
ALPHONSE A ILEKIS
01-6512
REGISTERED ARCHITECT

CITY APPROVAL

CLIENT:
vequity real estate. redefined.
Vequity
400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:
ILEKIS architects + planners
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
312-419-0009 www.ILEKIS.com

NOTE:

7-ELEVEN
PROJECT # 1914-04
6301 MAIN ST.
DOWNERS GROVE, IL 60516

DATE:	ISSUED FOR:
05/20/19	ISSUED PER CITY COMMENTS
05/03/19	ISSUED FOR CITY REVIEW

PHOTOMETRIC PLAN

PH 1.01

PRELIMINARY ENGINEERING PLANS

FOR

7-ELEVEN

DOWNERS GROVE, ILLINOIS

PROJECT TEAM

OWNER/DEVELOPER

Vequity
400 North State Street, Suite 400
Chicago, Illinois 60654
312 985 0987
Contact: Kim Ward

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Brad Prischman
bprischman@v3co.com
Project Engineer: Matt Brolly
mbrolly@v3co.com

ARCHITECT

Ilekis Associates
223 West Jackson Blvd, Suite 1000
Chicago, IL 60606
312 419 0009
Contact: Artur Uchanski

BENCHMARKS

SOURCE:

STATION DESIGNATION: ME1251 (DUPAGE COUNTY DGN19002)
ESTABLISHED BY: DUPAGE COUNTY
DATE: 1983

ELEVATION: 745.59 (PUBLISHED AND HELD)
DATUM: NAVD88
DESCRIPTION: STATION IS LOCATED NEAR THE SOUTHWEST CORNER OF THE INTERSECTION OF 63RD STREET AND DUNHAM ROAD. STATION IS 145 FT SOUTH OF THE CENTERLINE OF 63RD STREET AND 42 FT WEST OF THE CENTERLINE OF DUNHAM ROAD. MONUMENT IS AT STREET GRADE AND IS A STEEL ROD WITH A BERNTSEN LID AND PVC SLEEVE.

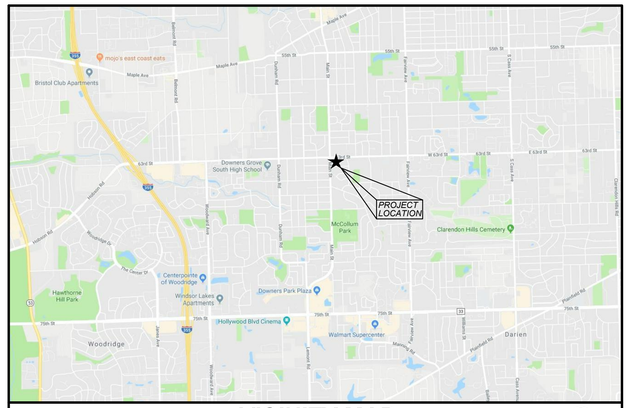
SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3 COMPANIES
DATE: 04-09-19

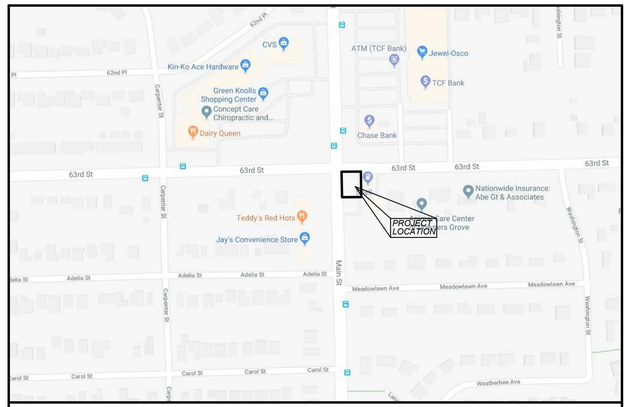
ELEVATION: 774.69 (MEASURED)
DATUM: NAVD88
DESCRIPTION: CUT SQUARE ON LIGHT POLE BASE LOCATED 3.9' NORTH OF THE NORTH LINE OF 63RD ST AND 122.7' EAST OF THE EAST LINE OF MAIN ST.

STATION DESIGNATION: SBM#2
ESTABLISHED BY: V3 COMPANIES
DATE: 04-09-19

ELEVATION: 771.67 (MEASURED)
DATUM: NAVD88
DESCRIPTION: CUT CROSS ON TRAFFIC LIGHT POLE BASE. LOCATED 9.2' SOUTH OF THE SOUTH LINE OF 63RD ST AND 7.6' EAST OF THE WEST LINE OF MAIN ST.



VICINITY MAP
NO SCALE



LOCATION MAP
NO SCALE

INDEX

CIVIL ENGINEERING PLANS

REVISIONS

NO.	DATE	DESCRIPTION
1	05-03-19	ISSUED FOR VILLAGE REVIEW
2	05-21-19	REVISED PER VILLAGE COMMENTS

ORIGINAL ISSUE DATE: MAY 3, 2019

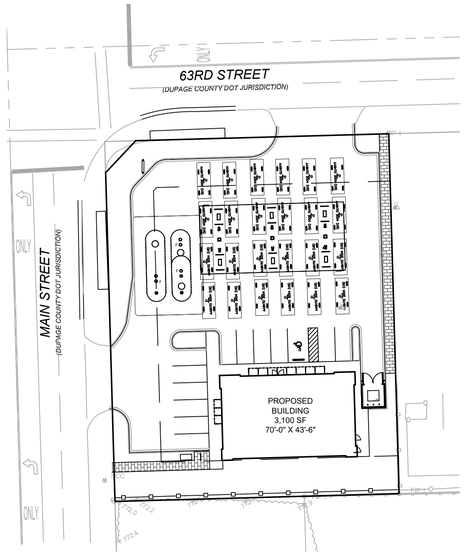
PROJECT NO: 19113.001
PROJECT MANAGER: BP
DESIGNED BY: MDC
DRAWN BY: MDI

TITLE SHEET
7-ELEVEN

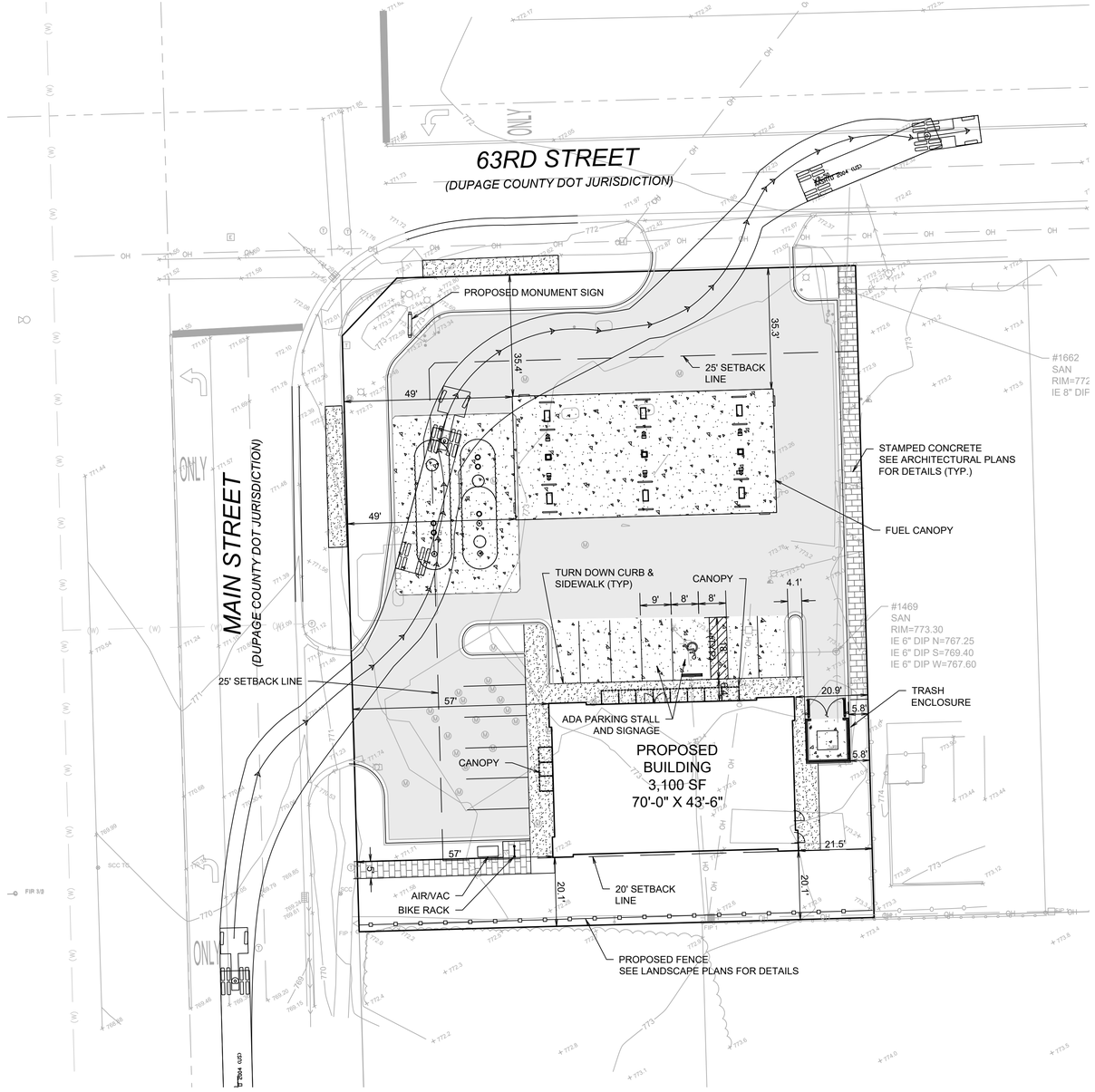
DOWNERS GROVE
ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C0



STACKING DIAGRAM



NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
5. SIGNS ARE TO BE PERMITTED SEPARATELY.

PAVING LEGEND

HEAVY DUTY HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX C N50
3.0" HMA BINDER COURSE, IL 19.0
10" AGGREGATE BASE COURSE - CA6
GEOTEXTILE FABRIC

REGULAR HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX C N50
2.5" HMA BINDER COURSE, IL 19.0
8" AGGREGATE BASE COURSE - CA6
GEOTEXTILE FABRIC

CONCRETE PAVEMENT

8" P.C. CONCRETE PAVEMENT WITH (6X6/W2.9=W2.9) W.W.F.
4" AGGREGATE BASE COURSE - CA6
GEOTEXTILE FABRIC

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

CURB LEGEND

B6.18 REGULAR PITCH CURB AND GUTTER
B6.18 REVERSE PITCH CURB AND GUTTER
B6.18 DEPRESSED CURB AND GUTTER

SITE SUMMARY

ZONING
B-2, GENERAL RETAIL BUSINESS

LOT AREA
28,365 SF (0.65 AC)

PROPOSED BUILDING
3,090 SF

PARKING SUMMARY

PROVIDED STALLS

STANDARD STALLS	= 12
ACCESSIBLE STALLS	= 1
TOTAL PARKNG PROVIDED	= 13

REQUIRED STALLS
1 SPACE PER PUMP ISLAND + 3.33/1000 SF = 13 SPACES

STORMWATER SUMMARY

STORMWATER DETENTION AND BMP NOT REQUIRED PER VILLAGE OF DOWNERS GROVE ORDINANCE.

GRAPHIC SCALE
20 10 0 20
1" = 20'

REVISIONS

NO.	DATE	DESCRIPTION
1	05-03-19	ISSUED FOR VILLAGE REVIEW
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ORIGINAL ISSUE DATE: MAY 3, 2019

PROJECT NO: 19113.001
PROJECT MANAGER: BP
DESIGNED BY: MDC
DRAWN BY: MDI

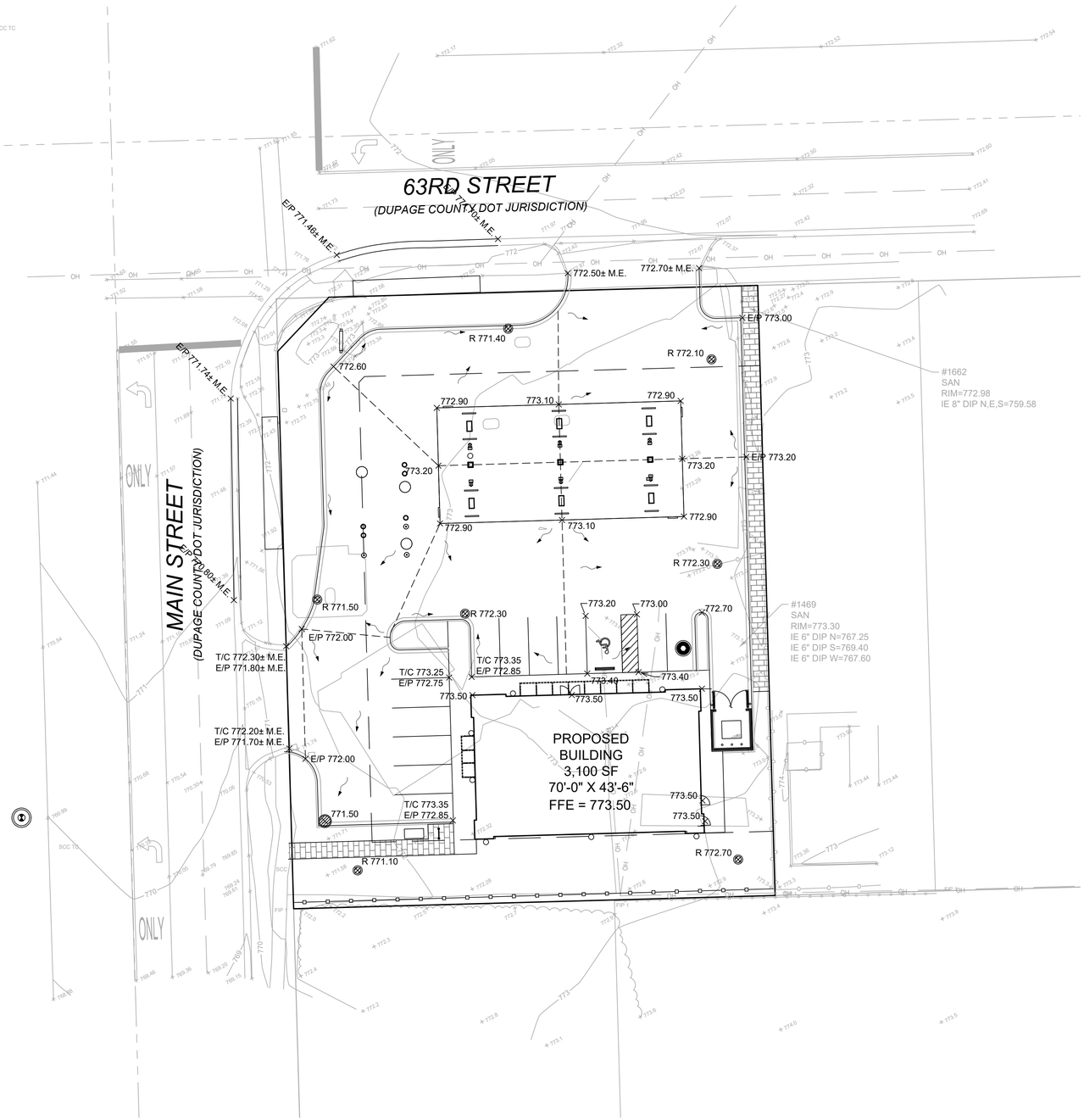
LAYOUT PLAN

7-ELEVEN

DOWNERS GROVE
ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C1



NOTES:

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
◎	● ● ●	UTILITY STRUCTURE WITH CLOSED LID
□	CB	CURB INLET
○	⊘ ⊘	DRAINAGE STRUCTURE WITH OPEN LID
☌	☌	FIRE HYDRANT
⊗	⊗	VALVE IN VALVE BOX
◎	◎ ◎	GATE VALVE IN VALVE VAULT
		FLARED END SECTION (F.E.S.)
710	710	CONTOUR
× 706.00	× 706.0	SPOT ELEVATION
		STORMWATER FLOW DIRECTION
⇨	➡	STORMWATER OVERFLOW ROUTE

GRAPHIC SCALE
20 10 0 20
1" = 20'

REVISIONS

NO.	DATE	DESCRIPTION

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PROJECT NO: 19113.001
PROJECT MANAGER: BP
DESIGNED BY: MDC
DRAWN BY: MDI

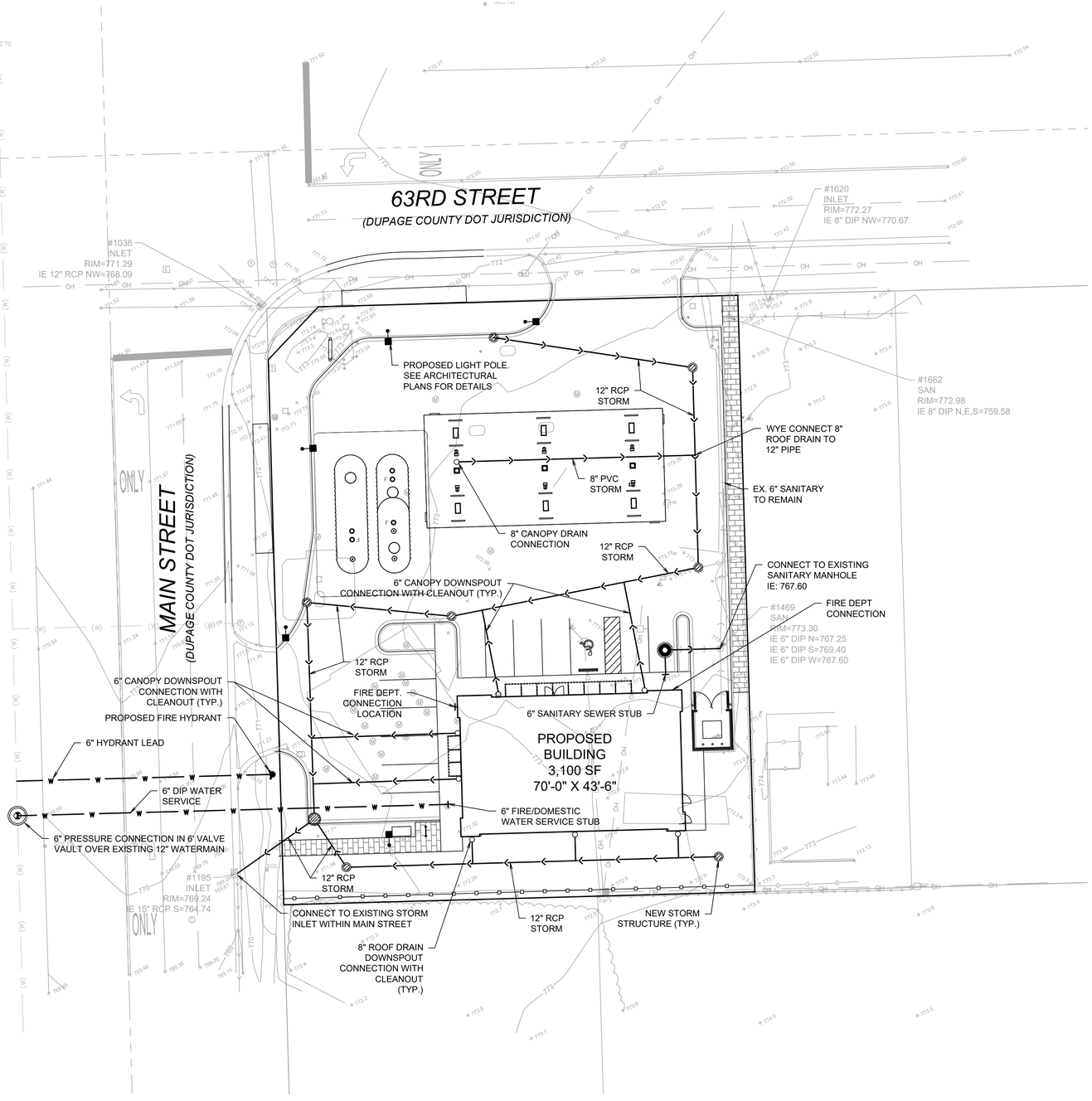
GRADING PLAN

7-ELEVEN

DOWNERS GROVE ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
C2



NOTES:

1. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
2. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL, AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS.
3. LIGHT POLES SHOWN FOR COORDINATION OR LOCATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE PLANS BY SITE LIGHTING CONSULTANT FOR SITE LIGHTING INFORMATION.
4. STORMWATER DETENTION AND BMP NOT REQUIRED PER VILLAGE OF DOWNERS GROVE ORDINANCE.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		SANITARY SEWER
		SANITARY FORCE MAIN
		STORM SEWER
		COMBINED SEWER
W	W	WATER MAIN
FO	FO	UNDERGROUND FIBER OPTIC
E	E	UNDERGROUND ELECTRIC
T	T	UNDERGROUND TELEPHONE
OHE	OHE	OVERHEAD ELECTRIC
OHT	OHT	OVERHEAD TELEPHONE
OHW	OH	OVERHEAD WIRE
		UTILITY STRUCTURE WITH CLOSED LID
		CURB INLET
		DRAINAGE STRUCTURE WITH OPEN LID
		FIRE HYDRANT
		VALVE IN VALVE BOX
		GATE VALVE IN VALVE VAULT
		FLARED END SECTION (F.E.S.)
		LIGHT STANDARD
		OVERHEAD UTILITY POLE

GRAPHIC SCALE

20 10 0 20

1" = 20'

REVISIONS

NO.	DATE	DESCRIPTION

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1	05-03-19	ISSUED FOR VILLAGE REVIEW
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PROJECT NO: 19113.001
PROJECT MANAGER: BP
DESIGNED BY: MDC
DRAWN BY: MDI

UTILITY PLAN

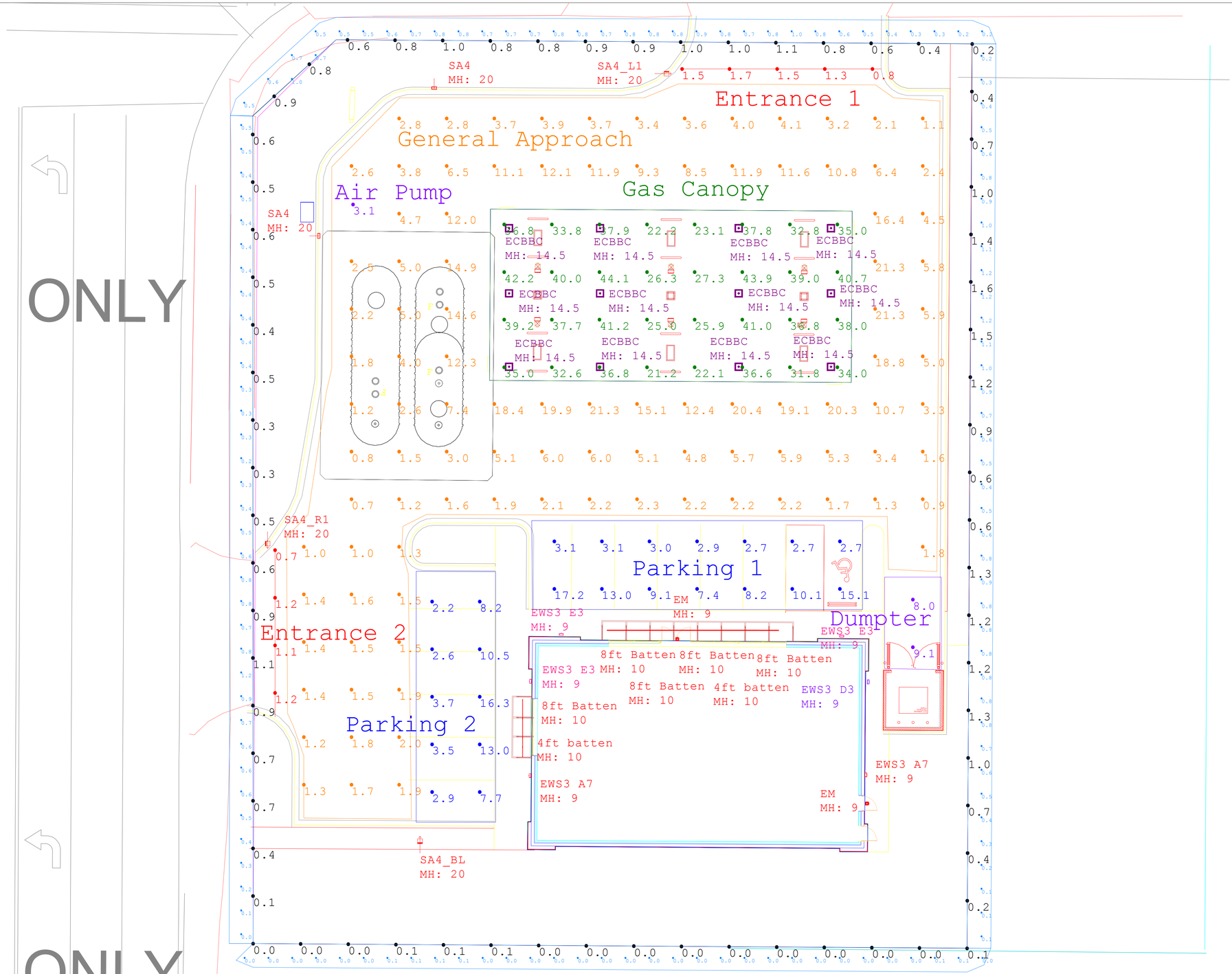
7-ELEVEN

DOWNERS GROVE ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.

C3



Scale: 1 inch= 10.94 Ft.

THIS IS A D SIZE SHEET. THE NOTED SCALE IS NOT VALID IF PRINTED AS ANY OTHER SIZE.

current powered by GE

Calculated light levels are based on specific information that has been supplied to GE. Any differences in luminaire installation, lighted area geometry and obstructions in the lighted area may produce different results from the predicted values. Normal tolerances of voltage, lamp output, and ballast and luminaire manufacture will affect results.

Ref: IES LM-61-06

Provided for:
John Downing
CURRENT, POWERED BY GE

Provided BY:
Application Solution Center
Current, Powered by GE
NELA Park, East Cleveland OH
P: 1-216-266-4660

Designer: Joshua Watkins

Date:5/2/2019

GE Drawing #: A190684-7-Eleven #1045271 Downers Grove, IL-AGI

7-ELEVEN STORE #1045271
6301 Main Street, Downers Grove, IL
MOUNTING HEIGHT AS NOTED
MAINTAINED LIGHTING LEVELS INDICATED

7-ELEVEN

TRAFFIC IMPACT STUDY

REPORT FOR:

7-11 / GAS STATION REDEVELOPMENT

6301 NORTH MAIN STREET
DOWNERS GROVE, ILLINOIS

PREPARED BY:

V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517

V3 Project No. 19113.001

May 3, 2019

TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

I. INTRODUCTION

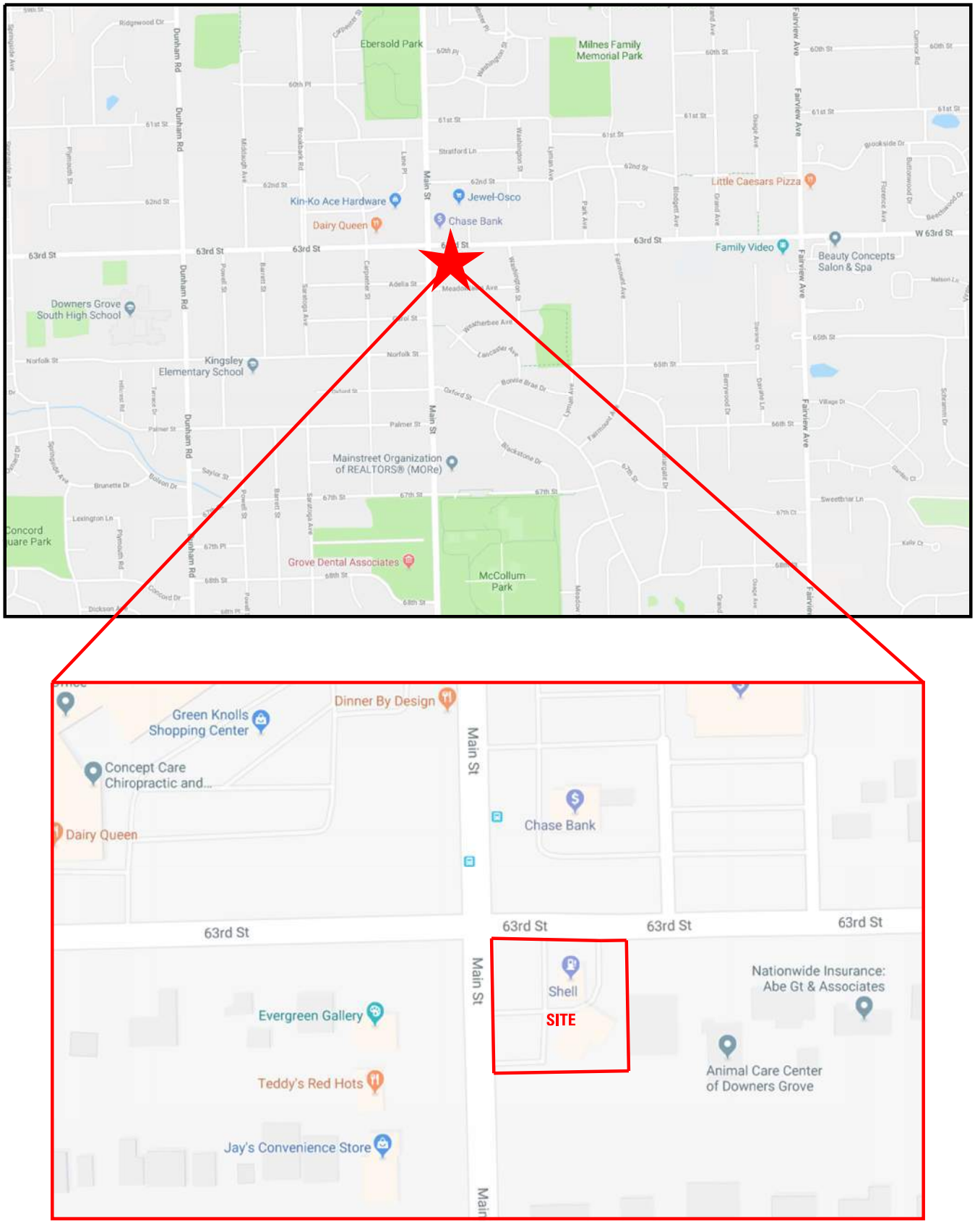
V3 Companies has been contracted by Vequity to prepare a traffic impact study for the proposed redevelopment of a Shell gas station located at the southeast corner of 63rd Street and Main Street in Downers Grove, IL. The property is bounded by Main Street to the west, 63rd Street to the north, an Animal Care Center to the east, and single family homes to the south. A site location map is included as Figure 1.

The site currently consists of a gas station with eight fueling positions and an approximate 2,800 square foot building placed diagonally in the southeast portion of the site. The building houses a small convenience store area and an automobile service center with three service bays. The site is accessed via two full access driveways on 63rd Street and two full access driveways on Main Street.

The proposed redevelopment will consist of entirely removing all parts of the existing gas station and reconfiguring the site. The proposed site will consist of a gas station with twelve fueling positions and a 3,010 square foot 7-11 convenience store placed in the southeast corner of the site. The proposed site will not include an automobile service center. The proposed redevelopment also includes consolidating the four driveways to one full access driveway on 63rd Street and one full access driveway on Main Street. A conceptual site plan is included as Figure 2.

The purpose of this report is to evaluate the potential traffic impacts of the proposed redevelopment, which is expected to be built out in 2020. Traffic estimates are projected for 2025, which is five years beyond the opening date. The study area consists of the signalized intersection of Main Street and 63rd Street and the four unsignalized Shell gas station driveways.

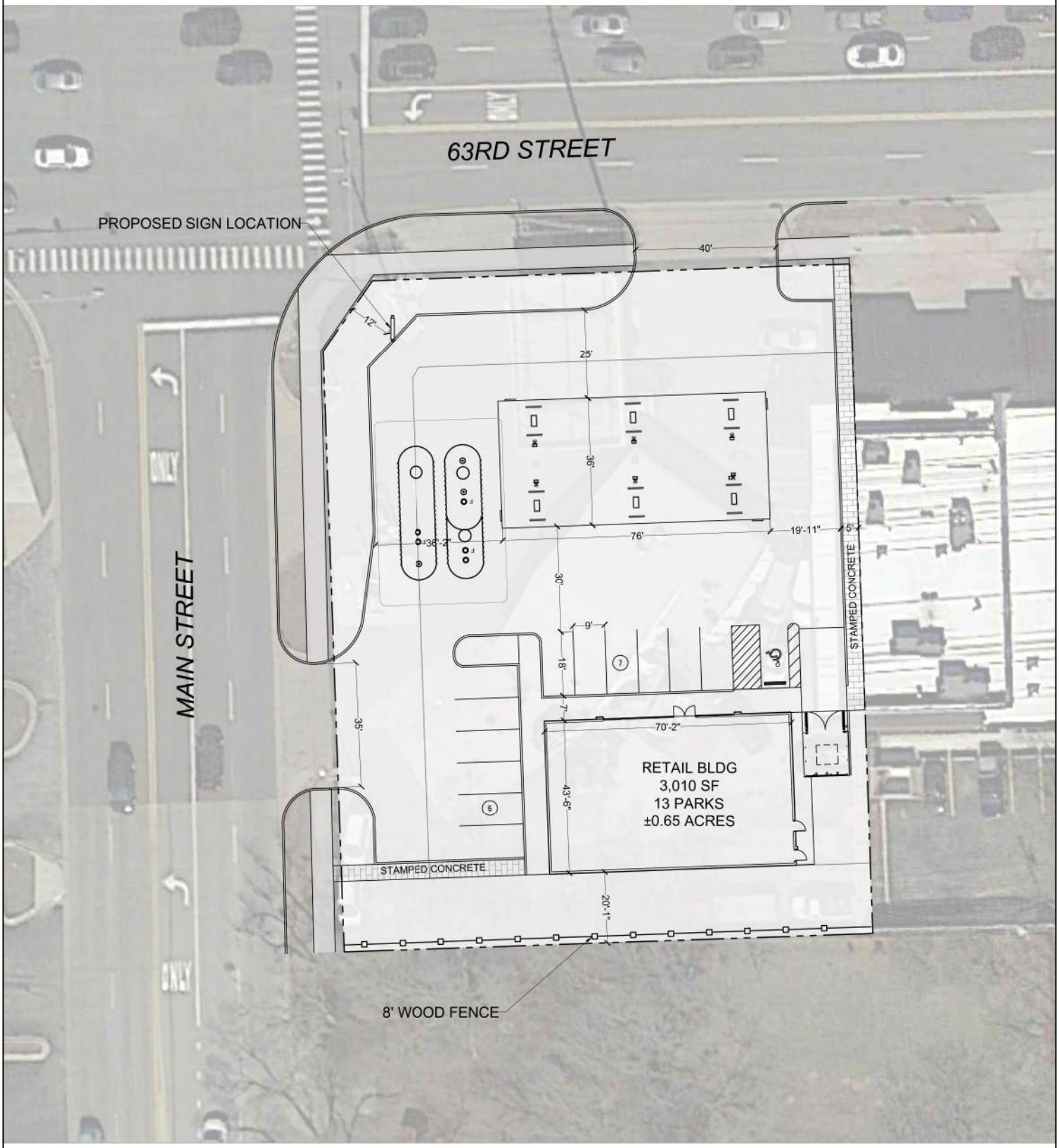
This report includes a description of existing conditions, data collection, capacity analysis, evaluation of data, and conclusions.



SHELL GAS STATION REDEVELOPMENT

FIGURE 1
SITE LOCATION MAP

DOWNERS GROVE ILLINOIS



NOT TO SCALE

SHELL GAS STATION REDEVELOPMENT

FIGURE 2
CONCEPTUAL SITE PLAN

DOWNERS GROVE ILLINOIS

II. PROJECT CONDITIONS

Land Uses

A variety of land uses exist near the project site, primarily consisting of office, retail, residential, and service uses. The surrounding land uses are illustrated in Figure 3.

Roadway System

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configurations at the study area intersections are illustrated in Figure 4.

Main Street is a two-lane, north-south minor arterial with a striped median and a posted speed limit of 40 mph. Both the northbound and southbound approaches to 63rd street consist of dual left turn lanes, one through lane, and one through/right turn lane. The median on both approaches is striped, allowing for full access driveways on Main Street. Main Street is under DuPage County DOT jurisdiction.

63rd Street is generally a two-lane, east-west minor arterial with a posted speed limit of 40 mph. 63rd street widens at the approach to Main Street to consist of one left turn lane, one through lane, one through/right turn lane, and two receiving lanes on both the eastbound and westbound approaches. Striped medians on both approaches, allow for full access driveways on 63rd Street. 63rd street is under DuPage County DOT jurisdiction.

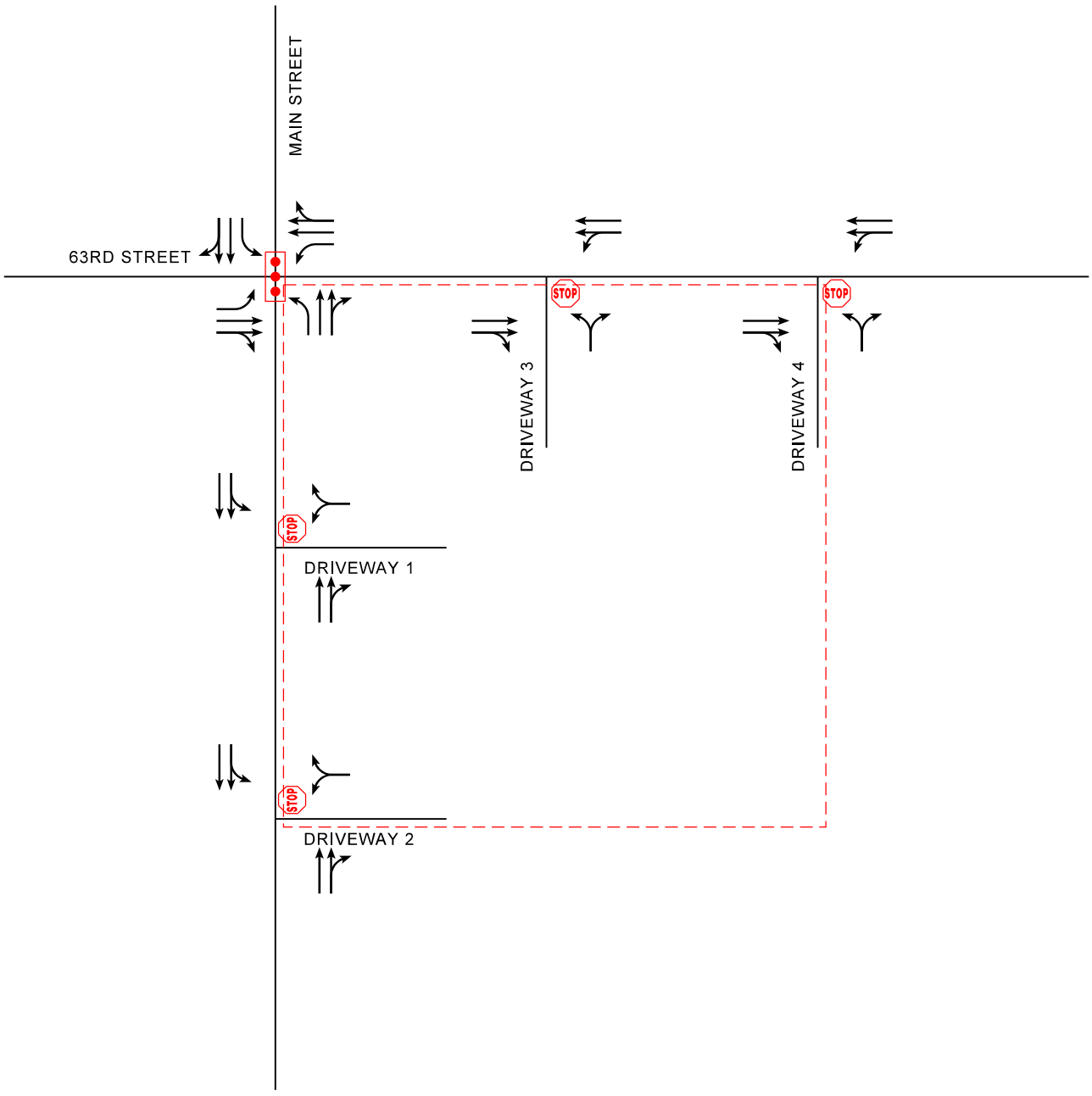
The intersection of *Main Street and 63rd Street* is signalized with an actuated, uncoordinated timing scheme. Based on video taken during the am and pm peak hours, the traffic signal appears to be programmed with a 120 second maximum cycle length. The observed cycle length is shortened when there is not continuous demand on all approaches and the signal rests on the Lockport Street approaches. All left turn movements operate as protected-permitted left turns. All four approaches of one left turn lane, one through lane, and one shared through/right turn lane. All four legs of the intersection also include pedestrian signals with marked crosswalks.

For the purposes of this report, the four existing site driveways are numbered starting with the driveways on 63rd Street. All four driveways are roughly 35 feet wide with no lane markings and were observed to generally operate as one left turn lane, one right turn lane and one receiving lane.

SHELL GAS STATION REDEVELOPMENT

FIGURE 3
LAND USE MAP

DOWNERS GROVE ILLINOIS



SHELL GAS STATION REDEVELOPMENT

FIGURE 4
EXISTING LANE CONFIGURATION

DOWNERS GROVE ILLINOIS

Observed Traffic Volumes

To assist in the evaluation of the traffic impact on the roadway system resulting from the proposed redevelopment, existing vehicular volumes were collected at the intersection of Main Street and 63rd street and the four site driveways.

Manual vehicle counts were conducted at the intersection of 63rd Street and Main Street on Tuesday, April 24th, 2019. The morning peak period counts occurred from 7:00 am to 9:00 am and the evening peak period counts occurred from 4:00 pm to 6:00 pm. The count periods were selected to be consistent with traditional peak hours for arterial roadways and when gas stations tend to generate significant trips.

The traffic volumes collected indicate that the weekday peak hours occur from 7:30 am to 8:30 am and 4:30 pm to 5:30 pm. The existing peak hour vehicular volumes at the study area intersections are illustrated in Figure 5. A summary of the traffic volumes collected in fifteen minute increments is provided in Appendix A.

Existing Gas Station Traffic

Trip Generation

Daily and peak hour volumes at gas stations are highly volatile and can vary from day to day based on numerous factors. Rather than collecting a single data point at the existing gas station, the estimated traffic of the gas station is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The following land use category is used to determine project traffic:

> Gasoline/Service Station (ITE Land Use Code 944) – This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. These service stations may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash

The *Trip Generation Manual, 10th Edition* assigns trip generation rates based on a peak period and an independent variable. The independent variable for this analysis will be the number of fueling positions. The am and pm trip generation rates are selected as the average rate for weekday, peak hour of adjacent street traffic for one hour from 7 am to 9 am and 4 pm to 6 pm.

As documented in the *Trip Generation Manual, 10th Edition*, a gas station does not typically generate all new traffic on a roadway system. The total traffic generation is a combination of pass-by trips, which represent existing traffic drawn directly from the passing traffic flow on the adjacent trips, and primary trips, which represent new traffic drawn to the roadway network by the new development. Data published in the ITE *Trip Generation Handbook* is used to estimate

the pass-by percentages for this land use. It should be noted that that pass-by trip reductions do not reduce the total number of trips into the site, but decreases the number of new trips on the adjacent roadway network.

The Handbook provides pass-by rates of 58 percent during the am peak hour and 42 percent during the pm peak hour for LUC 944. These rates are applied to the total trip generation. Table 1 provides a summary of the total trip generation with pass-by reductions for the proposed development.

Table 1: Trip Generation – Existing Gas Station

Size	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
New Trips	17	17	34	32	32	64
Pass-by Trips	(24)	(24)	(48)	(24)	(24)	(48)
Total Trips	41	41	82	56	56	112

Trip Distribution and Assignment

The direction from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent roadways.

The distribution of the existing gas station trips is based on existing traffic patterns in the area and on the relative convenience of each movement. Existing traffic volumes along 63rd Street are higher than Main Street. Therefore, 63rd Street is anticipated to carry a higher percentage of existing gas station project trips. The highest percentage is assumed to originate from the west, since this traffic can enter the site via a right turn. Traffic originating from the east is assumed to be somewhat lower. The lowest portion of trips is assumed to originate from the north.

Pass-by trips are likely to be impulse or convenience stops and less likely to be planned. The pass-by trips are assigned in a manner consistent with driver convenience. The largest percentage of pass-by trips will occur for eastbound and northbound vehicle trips, since those movements consist of a right-turn in and a right-turn out. Total volumes are higher in the eastbound direction, so a larger portion of pass-by trips are assigned to the driveways on 63rd Street.

The existing peak hour vehicular volumes at the study area intersections are illustrated in Figure 5. The peak hours observed in the traffic count are used as the volumes at the intersection of 63rd Street and Main Street. The estimated gas station trips are applied to the site driveways. The observed volumes from the traffic count are applied to the through movements at the gas station driveways.

Proposed Development

Land Use Development

There are no known proposed land development projects in the vicinity of the site that will impact the study area.

Roadway Development

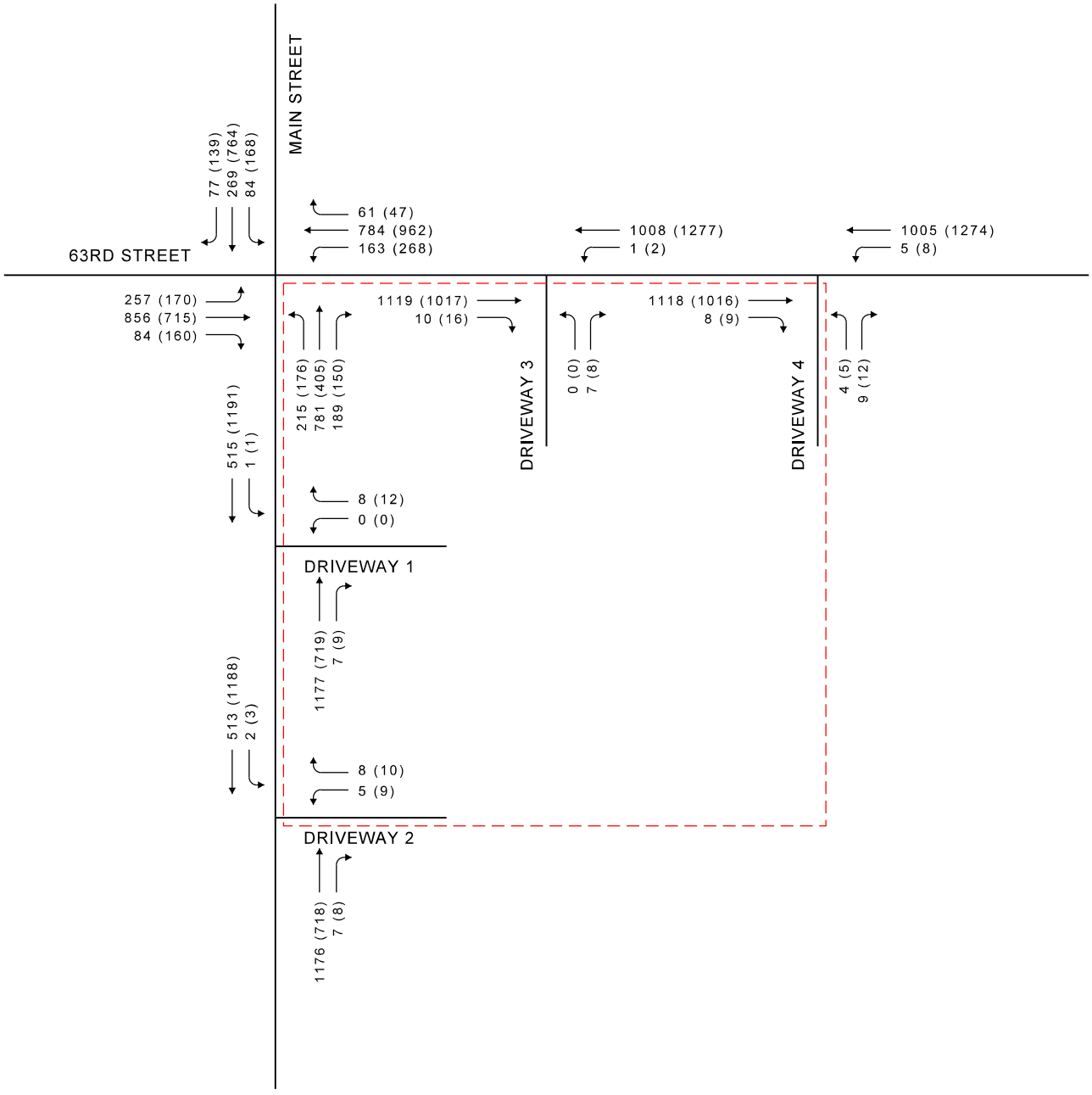
The conceptual site plan includes two proposed driveways. Driveway 1 is proposed as a full access driveway on Main Street approximately 115 feet south 63rd Street. Driveway 2 is a proposed full access driveway on 63rd Street approximately 90 feet east of Main Street. This represents in a reduction in total access points from the four that are currently present on the site.

There are no other known roadway developments in the area that will impact this study.

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM



SHELL GAS STATION REDEVELOPMENT

FIGURE 5
EXISTING TRAFFIC VOLUMES

DOWNERS GROVE ILLINOIS

III. TRAFFIC FORECASTS

Project Traffic Volumes

Trip Generation

The conceptual site plan consists of a 3,010 square foot gas station with convenience market and 12 fueling positions. Project traffic is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The following land use category is used to determine project traffic:

> Gasoline/Service Station with Convenience Market (ITE Land Use Code 945) – This land use includes gasoline/service stations with convenience markets where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles and may have a carwash. Some commonly sold convenience items are newspapers, coffee, or other beverages, and snack items that are usually consumed in the car. The sites included in this land use category have the following two specific characteristics:
>
> - The gross floor area of the convenience market is between 2,000 and 3,000 square feet
> - The number of vehicle fueling positions is at least 10

The *Trip Generation Manual, 10th Edition* assigns trip generation rates based on a peak period and an independent variable. The independent variable for this analysis will be the number of fueling positions. The am and pm trip generation rates are selected as the average rate for weekday, peak hour of adjacent street traffic for one hour from 7 am to 9 am and 4 pm to 6 pm.

As documented in the *Trip Generation Manual, 10th Edition*, a gas station with convenience market does not typically generate all new traffic on a roadway system. The total traffic generation is a combination of pass-by trips, which represent existing traffic drawn directly from the passing traffic flow on the adjacent trips, and primary trips, which represent new traffic drawn to the roadway network by the new development. Data published in the ITE *Trip Generation Handbook* is used to estimate the pass-by percentages for this land use. It should be noted that that pass-by trip reductions do not reduce the total number of trips into the site, but decreases the number of new trips on the adjacent roadway network.

The ITE *Trip Generation Handbook* includes specific pass-by rates for this land use. The Handbook provides pass-by rates of 62 percent during the am peak hour and 56 percent during the pm peak hour for LUC 945. These rates are applied to the total trip generation. Table 2 provides a summary of the total trip generation with pass-by reductions for the proposed development.

Table 2: Trip Generation – Proposed Gas Station

Size	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
New Trips	29	27	56	54	50	104
Pass-by Trips	(47)	(47)	(94)	(32)	(32)	(64)
Total Trips	76	74	150	86	82	168

Trip Distribution and Assignment

It is assumed that the trips distribution and assignment of the proposed gas station will be similar to the assumed existing gas station patterns. 63rd Street is anticipated to carry a higher percentage of existing gas station trips project trips. The highest percentage is assumed to originate from the west, since this traffic can enter the site via a right turn. Traffic originating from the east is assumed to be somewhat lower. The lowest portion of trips is assumed to originate from the north. The proposed development includes consolidating the driveways to one full-access on both 63rd Street and Main Street, which requires modifying the distributions at the site driveways. The assignment of new project trips is illustrated in Figure 6.

Pass-by trips are also assumed to follow a similar pattern to the existing gas station, with an adjustment made for the consolidated driveways. The largest percentage of pass-by trips will occur for eastbound and northbound vehicle trips, since those movements consist of a right-turn in and a right-turn out. Total volumes are higher in the eastbound direction, so a larger portion of pass-by trips are assigned to the Driveways on 63rd Street. The assignment of pass-by trips is illustrated in Figure 7.

The total project trips consist of the sum of new project trips and pass-by trips. Total project trips are illustrated in Figure 8.

Background Traffic Volumes

Traffic is projected to 2025, which is five years beyond the anticipated build out in 2020. The anticipated growth rates in the area are based on projections from the Chicago Metropolitan Agency for Planning (CMAP). The AADT for 63rd Street and Main Street were obtained from the IDOT website. A summary of the CMAP growth rates is provided in Table 3. CMAP correspondence, including supporting historical AADT information is provided in Appendix B.

Table 3: CMAP Growth Rates

Street	AADT		Total Growth from Count Year to 2050	Non Compounded Yearly Rate	Total Growth from 2019 to 2025
	Existing AADT (Year)	2050 Proj.			
63rd St West of Main St	22,100 (2016)	24,700	11.8%	0.35%	2.1%
63rd St East of Main St	22,500 (2016)	25,400	12.9%	0.38%	2.3%
Main St North of 63rd St	15,500 (2016)	18,500	19.4%	0.57%	3.4%
Main St South of 63rd St	13,400 (2016)	16,100	20.1%	0.59%	3.6%

The CMAP projections indicate that the yearly growth rate varies between 0.35% and 0.59% percent per year. This amounts to total growths of 2.1% to 3.6% from 2019 to 2025. The growth factors for each leg are applied to the existing volumes to obtain the background traffic volumes.

The 2025 background traffic volumes are illustrated in Figure 9.

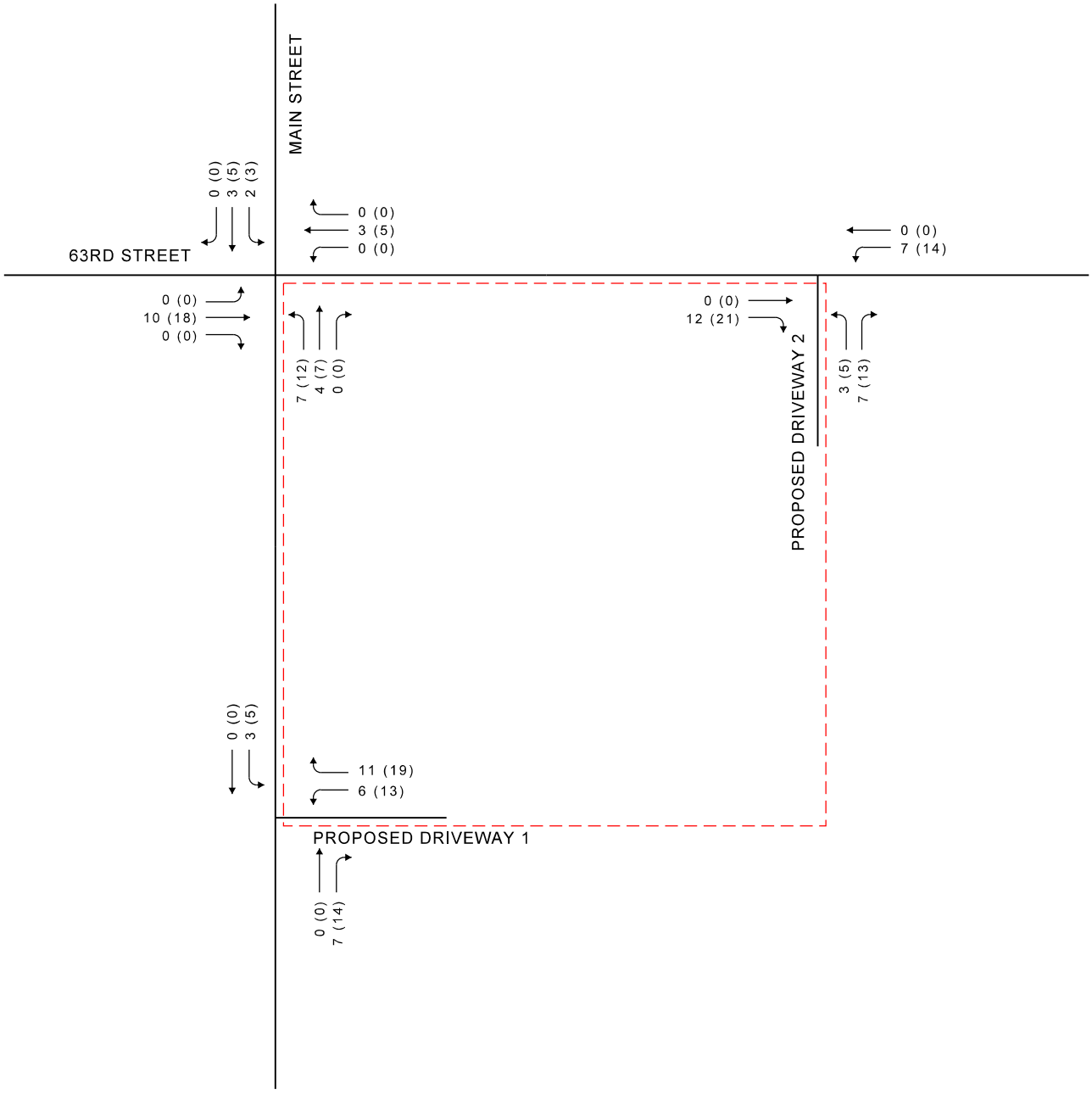
Future Traffic Volumes

Since the existing gas station is being redeveloped, the existing gas station trips are removed from the network. The total project traffic volumes are added to the background volumes with the existing trips removed to obtain the future with project traffic volumes for the study intersections. Future with project traffic volumes are depicted in Figure 10.

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM



SHELL GAS STATION REDEVELOPMENT

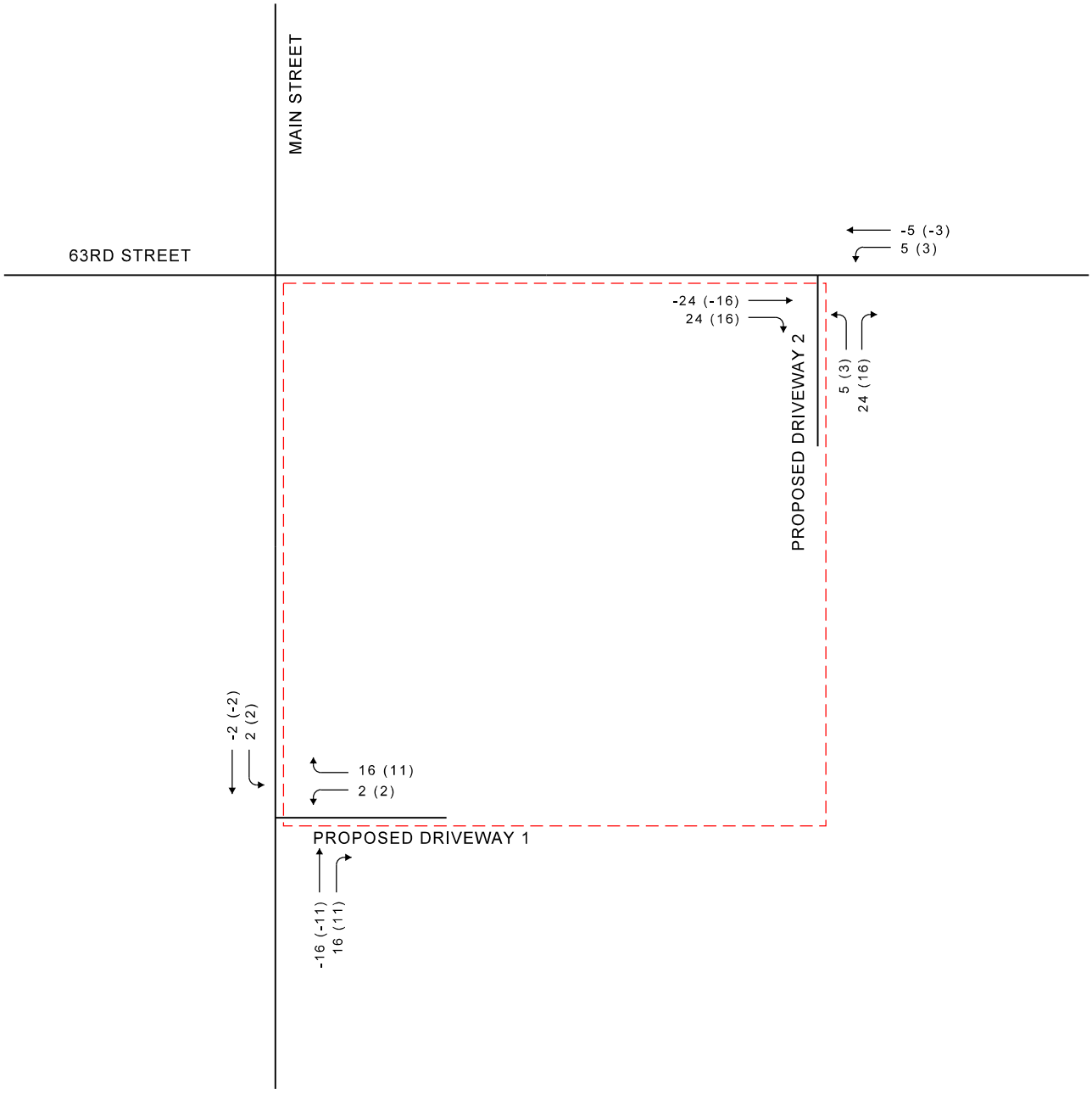
FIGURE 6 NEW PROJECT TRAFFIC VOLUMES

DOWNERS GROVE ILLINOIS

LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM



SHELL GAS STATION REDEVELOPMENT

FIGURE 7 PASS BY TRAFFIC VOLUMES

DOWNERS GROVE ILLINOIS

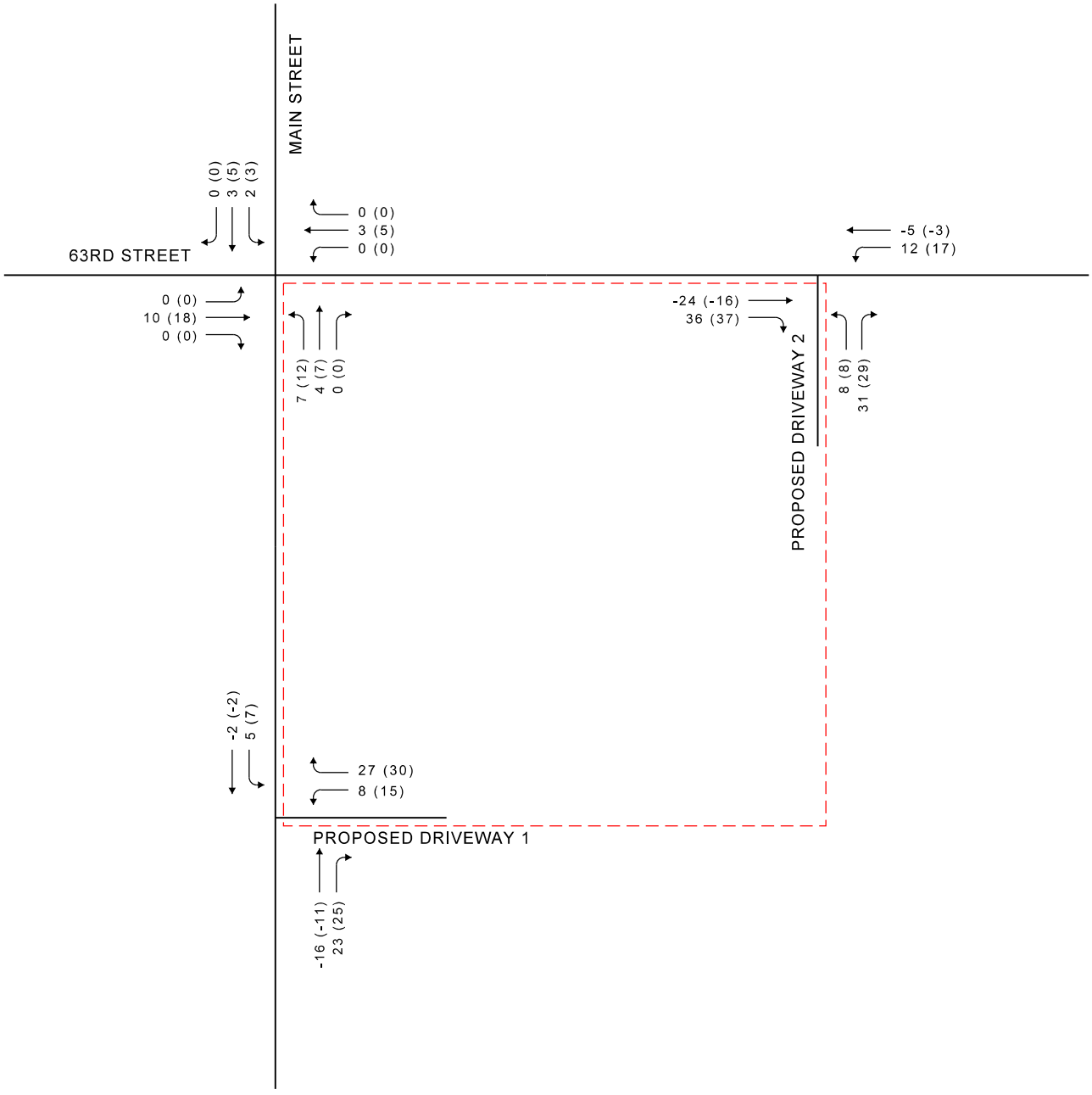
LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM

NOTE:

TOTAL TRIP GENERATION = NEW PROJECT TRAFFIC VOLUME (FIGURE 6) + PASS-BY TRAFFIC VOLUME (FIGURE 7)



SHELL GAS STATION REDEVELOPMENT

FIGURE 8 TOTAL TRAFFIC VOLUMES

DOWNERS GROVE ILLINOIS

LEGEND

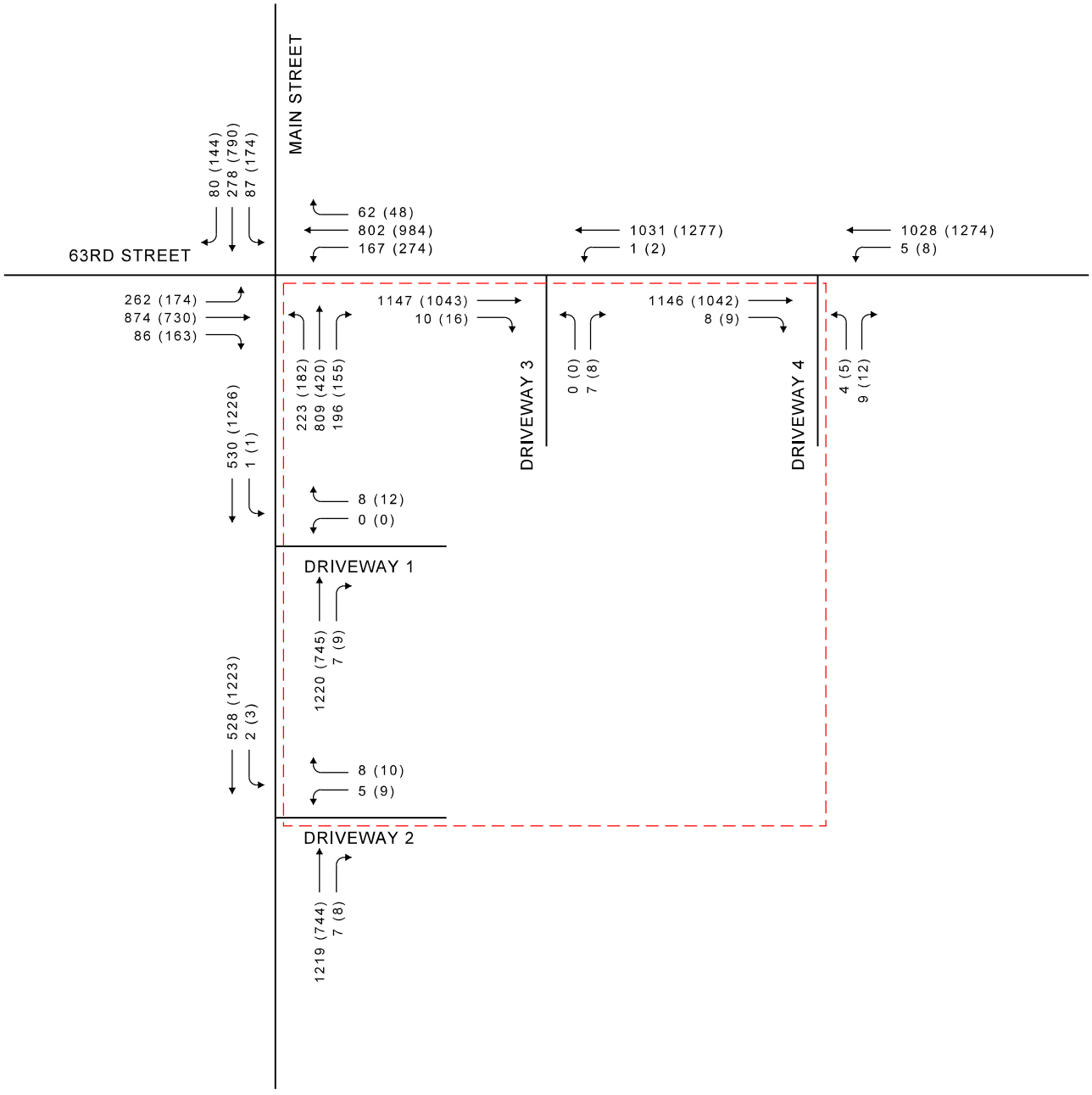
- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM

NOTE:

2025 BACKGROUND TRAFFIC VOLUME = EXISTING TRAFFIC VOLUME + CMAP GROWTH PROJECTIONS TO 2025

(FIGURE 5)



SHELL GAS STATION REDEVELOPMENT

FIGURE 9
BACKGROUND TRAFFIC VOLUMES

DOWNERS GROVE ILLINOIS

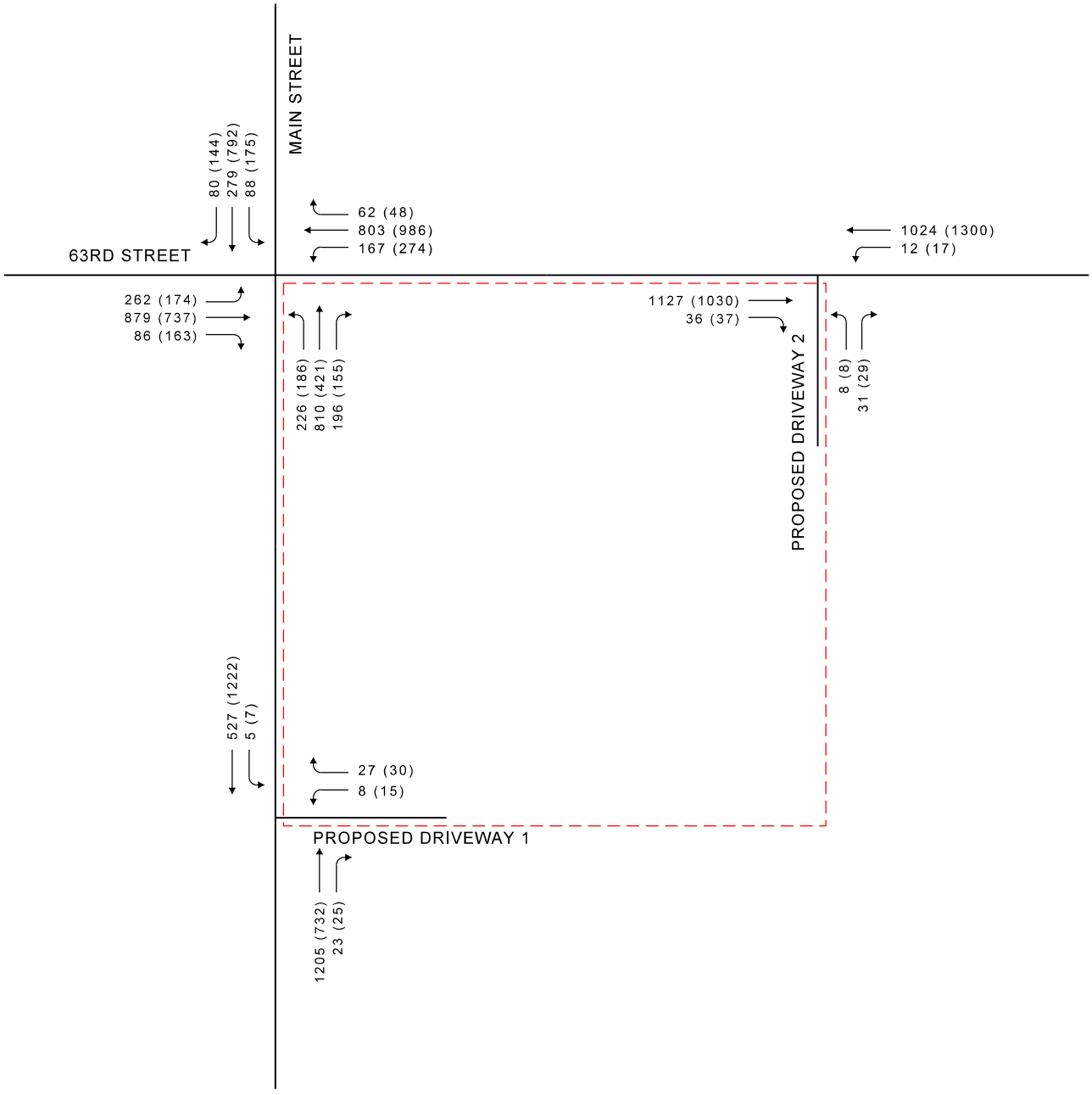
LEGEND

- AM PEAK HOUR
(##)- PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM
PM PEAK HOUR: 4:30 PM - 5:30 PM

NOTE:

2025 FUTURE WITH PROJECT TRAFFIC VOLUME = 2025 BACKGROUND TRAFFIC VOLUME (FIGURE 9) - EXISTING GAS STATION + PROJECT TRAFFIC VOLUME (FIGURE 8)



SHELL GAS STATION REDEVELOPMENT

FIGURE 10
FUTURE WITH PROJECT TRAFFIC VOLUMES

DOWNERS GROVE ILLINOIS

IV. TRAFFIC ANALYSIS

Capacity Analysis

The operation of a facility is evaluated based on level of service (LOS) calculations obtained by analytical methods defined in the Transportation Research Board's Highway Capacity Manual (HCM), 2010 Edition. The concept of LOS is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided in Table 4.

Table 4: Level of Service Definitions for Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual 2010*, National Research Council, 2010.

Typically, various state and local governments adopt operating standards varying between LOS C and LOS E, depending on the area's size and roadway characteristics.

The study area consists of the existing signalized intersection at 63rd Street and Main Street and the unsignalized intersections at the gas station driveways. Capacity analysis was performed with Synchro 9.1 (9.1.912.4). Models were created for the weekday am and weekday pm peak hours for the existing, 2025 background, and 2025 future with project scenarios. Signal timing

is based on field observation, where it was concluded that the intersection of 63rd Street and Main Street operates as an actuated-uncoordinated signal with a maximum cycle length of 120 seconds. Results for the signalized intersection of 63rd Street and Main Street are summarized in Table 5 and results for the unsignalized intersections are summarized in Table 6. Supporting HCS analysis worksheets for the existing, background and future with project traffic conditions are provided in Appendices C, D and E, respectively.

Table 5: Signalized LOS – 63rd Street and Main Street

Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
AM	Existing (2019)	48.4	D	41.8	D	41.3	D	30.1	C	42.4	D
	Background (2025)	50.4	D	42.8	D	50.5	D	30.6	C	46.2	D
	Future with Project (2025)	50.5	D	42.8	D	50.9	D	30.6	C	46.4	D
PM	Existing (2019)	42.1	D	52.1	D	37.5	D	51.3	D	46.8	D
	Background (2025)	42.9	D	55.8	E	38.7	D	57.3	E	49.9	D
	Future with Project (2025)	43.2	D	56.5	E	39.2	D	58.1	E	50.4	D
	Future with Project (2025) - Retimed	52.2	D	46.6	D	41.9	D	53.6	D	49.0	D

Under existing conditions, all approaches and the overall intersection all operate at LOS D or better during both the weekday am and pm peak hours. Despite relatively small growth in traffic in the background condition, delays increase for all movements by 2025. This results in the westbound and southbound approaches falling to LOS E. Slight further increases in delay occur with the addition of the proposed gas station traffic, but there are no changes in level of service from the background condition.

A significant factor in the high delay on the some approaches is the high volume of left turns and limited available green time. To mitigate this issue, it is recommended that the signal is retimed during the weekday pm peak hour to allow for longer protected phases for the highest volume left turn movements. With an optimized signal timing implemented, all approaches return to LOS D during the pm peak hour.

Table 6: Unsignalized LOS

Intersection / Approach	AM Peak Hour						PM Peak Hour					
	Existing (2019)		Background (2025)		Future w/ Project (2025)		Existing (2019)		Background (2025)		Future w/ Project (2025)	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Main Street and Driveway 1												
WB Left	0.0	A	0.0	A	-	-	0.0	A	0.0	A	-	-
WB Right	15.0	C	15.4	C	-	-	12.0	B	12.2	B	-	-
SB Left	17.2	C	17.8	C	-	-	12.1	B	12.3	B	-	-
Main Street and Driveway 2/Proposed Driveway 1												
WB Left	32.7	D	34.8	D	36.1	E	29.2	D	30.8	D	33.3	D
WB Right	15.0	C	15.4	C	16.0	C	12.0	B	12.1	B	12.5	B
SB Left	17.2	C	17.8	C	18.0	C	12.1	B	12.3	B	12.5	B
63rd Street and Driveway 3												
NB Left	0.0	A	0.0	A	-	-	0.0	A	0.0	A	-	-
NB Right	13.2	B	13.4	B	-	-	12.6	B	12.7	B	-	-
WB Left	11.2	B	11.3	B	-	-	10.7	B	10.8	B	-	-
63rd Street and Driveway 4/Proposed Driveway 2												
NB Left	36.9	E	38.7	E	41.9	E	39.0	E	41.1	E	46.5	E
NB Right	13.2	B	13.4	B	13.9	B	12.6	B	12.8	B	13.2	B
WB Left	11.2	B	11.4	B	11.5	B	10.7	B	10.8	B	11.0	B

In the existing conditions, the level of service varies across the four site driveways. The highest delays occur for the outbound left turn movements, including the northbound left turn at Driveway 4 which operates at LOS E. All inbound movements and outbound right turn movements operate at LOS C or better.

Delay increases on all movements in the background condition, but there are no changes in levels of service on any movements.

In the future condition, the four driveways are consolidated to two driveways. Delays on the proposed driveways are higher than the background condition due to the higher trip generation of the proposed site and the consolidation of the driveways. However, there are no changes in level of service.

While LOS E is not ideal for unsignalized intersections, high delay during peak hours is typical at similar sites. 63rd Street and Main Street are roadways with significant peak hour volumes. Unsignalized driveways and intersections typically experience higher delay times during peak

hours as acceptable gaps are limited. Gas station developments typically target high traffic areas. Overall, the consolidation of the four existing driveways to two proposed driveways will remove potential conflict points.

On-Site Circulation

Traffic is allowed to circulate the site in either the clockwise or counterclockwise directions through the site. The closure of Driveways 2 and 3 will reduce the number of conflict points within the site and improve circulation. Drive aisles on the site are generally wide enough to allow two-way circulation. Customers that park at a pump and walk to the convenience store will cross the drive aisle at a perpendicular angle, maximizing their visibility.

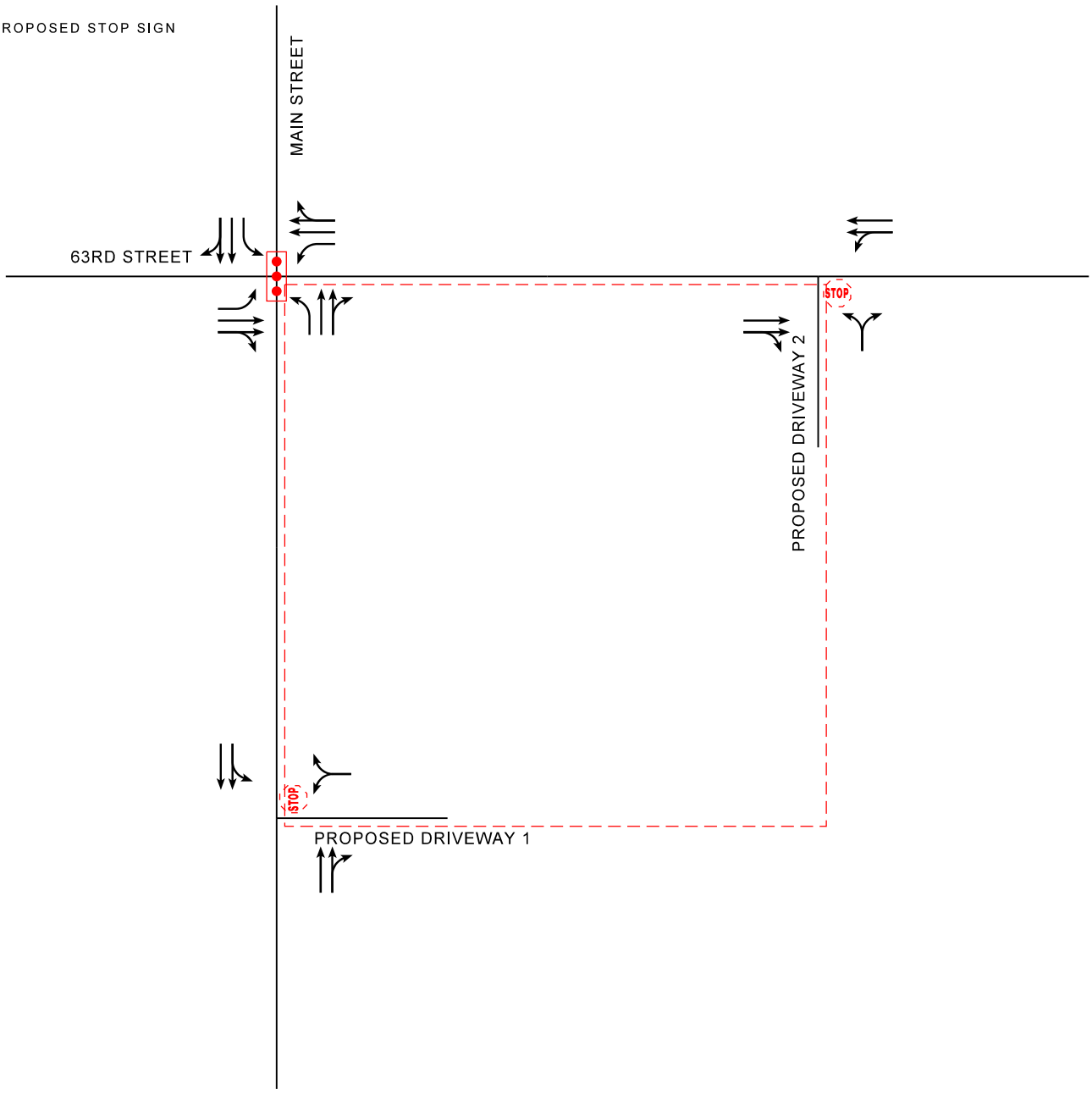
Figure 11 illustrates the proposed lane configuration for the study area intersections.

LEGEND

- EXISTING TRAFFIC SIGNAL

STOP - EXISTING STOP SIGN

STOP - PROPOSED STOP SIGN



SHELL GAS STATION REDEVELOPMENT

FIGURE 11
PROPOSED LANE CONFIGURATION

DOWNERS GROVE ILLINOIS

V. CONCLUSIONS

The purpose of this study is to evaluate the potential traffic impacts of redeveloping the existing gas station located at the southeast corner of 63rd Street and Main Street in Downers Grove. The site currently consists of a gas station with eight fueling positions and an approximate 2,800 square foot building with a small convenience market and three automobile service bays.

The proposed redevelopment will consist of entirely removing all parts of the existing gas station and reconfiguring the site. The proposed site will consist of a gas station with twelve fueling positions and a 3,010 square foot 7-11 convenience store placed in the southeast corner of the site. The proposed site will not include an automobile service center. The proposed redevelopment also includes consolidating the four driveways to one full access driveway on 63rd Street and one full access driveway on Main Street.

Capacity analysis was conducted for existing, background, and future with project conditions during the am and pm peak hours at the signalized intersection of 63rd Street and Main Street, and the unsignalized existing and proposed driveways. Traffic was estimated to the year 2025, which is five years beyond the anticipated opening date of 2020.

Under existing conditions, all approaches and the overall intersection of 63rd Street and Main Street all operate at LOS D or better during both the weekday am and pm peak hours. Despite relatively small growth in traffic in the background condition, delays increase for all movements by 2025. This results in the westbound and southbound approaches falling to LOS E. Slight further increases in delay occur with the addition of the proposed gas station traffic, but there are no changes in level of service from the background condition. A significant factor in the high delay on the some approaches is the high volume of left turns and limited available green time. To mitigate this issue, it is recommended that the signal is retimed during the weekday pm peak hour to allow for longer protected phases for the highest volume left turn movements. With an optimized signal timing implemented, all approaches return to LOS D during the pm peak hour.

Performance at the unsignalized intersections varies. The highest delays occur for the outbound left turn movements, including the northbound left turn at Driveway 4 which operates at LOS E. All inbound movements and outbound right turn movements operate at LOS C or better. Delays increase in the background and future with project conditions, but there are no changes in levels of service. The future with project scenario includes consolidation of the driveways.

While LOS E is not ideal for unsignalized intersections, high delay during peak hours is typical at similar sites. 63rd Street and Main Street are arterials with significant peak hour volumes. Unsignalized driveways and intersections typically experience higher delay times during peak hours as acceptable gaps are limited. Gas station developments target high traffic areas. Overall, the consolidation of the four existing driveways to two proposed driveways will remove potential conflict points.

Traffic is allowed to circulate the site in either the clockwise or counterclockwise directions through the site. The closure of Driveways 2 and 3 will reduce the number of conflict points within the site and improve circulation. Drive aisles on the site are generally wide enough to allow two-way circulation. Customers that park at a pump and walk to the convenience store will cross the drive aisle at a perpendicular angle, maximizing their visibility.

APPROVED 7/2/19

19-PLC-0012: A petition seeking Special Use approval to operate a fueling station. The property is located on the southeast corner of Main Street and 63rd Street, commonly known as 6301 Main Street, Downers Grove, IL (PIN 09-20-114-019). Vequity LLC Series LX Downers Grove, Petitioner and Orontes Properties, Owner.

Petitioner's Presentation:

Mr. Ivan Nockov stated he represented the developer, Vequity LLC, in this case. The subject site is currently a Shell gas station, which has a small convenience store and automotive shop. They plan to demolish the existing building, canopy and rebuild it and remediate the site for a new 7-11 Convenience Store, as well as six pumps in front of the convenience store. They will have new tanks, product lines, etc., and everything will meet all local regulations. The 7-11 is a corporate store and must follow all safety requirements according to their site plan. They are using all new materials fiber-concrete panels for building construction. He showed drawings of the proposed building. There will be six pumps. They have been asked to meet three criteria by the Village. He said that the proposed property is located in a B-2 zoning district, which meets the standards established by the Village. He said the redevelopment of the existing filling station will continue to provide a fueling station for the public, and the proposed use will include landscaping and curb cuts along Main and 63rd Street. He said their plan will continue to provide fueling services and is in the interest of the public. It will pose no health, safety or general welfare problems to the residents of the Village of Downers Grove. The use will meet the Comprehensive Plan goals including landscaping and proposed curb cuts.

A question was raised as to "significant contamination" by the Shell station. Mr. Nockov said he did not say there was significant contamination, but explained there are usually some type of leaks or contamination that comes along with gasoline stations, including possible corrosion of tanks underground. They always have a Fire Marshall present during removal of the tanks, and there are times when they have to remediate the site. They are required to address any potential leaks or contamination that might be discovered.

Ms. Majauskas asked if there is an opinion on how contaminated the site it, and Mr. Nockov replied it is one of the least contaminated. This is not a major case. He verified that they are required to obtain statements from the EPA regarding the condition of the site. In further response regarding the panels they are using, it is a fiber-cement panel that allows greater architectural design and resembles wood panels.

With regard to loading fuel, the fueling trucks will approach on Main Street and leave eastbound on 63rd Street, which is the safest route. Mr. Nockov described the fueling process, and how the nozzles are situated on the fueling trucks. This will minimize curb cuts to the road as well as requested by the County.

Ch. Rickard called upon the public for additional comments. There were no comments.

APPROVED 7/2/19

Staff Report

Ms. Flora Ramirez, Development Planner for the Village, explained the Special Use request for property located at the intersection of Main Street and 63rd Street, currently zoned B-2, General Retail. She displayed slides of the site, and the Plat of Survey. Site improvements include additional landscaping along the street frontages of Main Street and 63rd Street. Pedestrian connections will also be provided. In addition, there will be a reduction in the curb cuts to just one curb cut on each side. She also provided elevation drawings for review.

Staff finds that the Petitioner meets the Standards of Approval for a Special Use within the Zoning District. She referenced Page 4 of Staff's report dated June 3, 2019 specifying three conditions to a recommendation for approval.

Ms. Majauskas asked why they must go through a Special Use permit as they are trading apples for apples. Ms. Ramirez responded that during researching this petition, they found that the exiting station did not have a Special Use on file and is an existing nonconforming use. Since this proposal involves complete demolition of the site and building from scratch, the Zoning Ordinance requires that a Special Use permit be filed for the property.

The petitioner thanked staff for their assistance, and the Commission for their time.

There being no further questions, Ch. Rickard closed the public portion of the meeting.

Commission's Deliberations:

Ms. Gassen said she thinks this will be an improvement to the intersection and looks forward to seeing it. She would recommend approval.

Ch. Rickard said that this site should be an improvement for the residents with elimination of the storage yard behind the building, and it has fewer curb cuts, which is good for the area. Other Vequity buildings have been well received.

There being no further comments, Ch. Rickard called for a Motion.

Mr. Boyle stated that based on the petitioner's submittal, the staff Report, and the testimony presented, he finds that the petitioner has met the standards of approval for a Special Use as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, he moved that the Plan Commission recommend to the Village Council approval of 19-PLC-0012, subject to the following conditions:

1. The proposed Special Use request to redevelop the existing fueling station shall substantially conform to the Architectural and Photometric Plans prepared by Ilekis Associates, dated May 20, 2019, last revised on May 23, 2019, Landscape Plan prepared by LG Workshop, LLC,

dated May 20, 2019, last revised on May 23, 2019; Engineering Plan prepared by V3 Companies, Ltd., dated May 21, 2019, last revised on May 23, 2019, attached to this report except as such plans may be modified to conform to Village Codes, Ordinances and policies.

2. The approval from DuPage County Department of Transportation shall be submitted prior to the issuance of a building permit.

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

Ms. Johnson seconded the Motion.
AYES: Mr. Boyle, Ms. Johnson, Ms. Gassen, Ms. Majauskas, Mr. Quirk, Ch. Rickard
NAYS: None
The Motion passed unanimously.

Mr. Zawila said this would go before the Village Council July 9th.

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Mr. Zawila introduced Gabriella Baldassari the recently hired development planner.

Mr. Zawila then provided updates on previous Plan Commission cases.

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Ms. Gassen moved to adjourn the meeting, seconded by Mr. Quirk.
The Motion carried unanimously by voice vote.

Ch. Rickard adjourned the meeting at 7:45 PM.

Respectfully submitted,

Tonie Harrington,
Recording Secretary
(transcribed from mp3 recording)