VILLAGE OF DOWNERS GROVE
Report for the Village
10/11/2022

SUBJECT:	SUBMITTED BY:
4915, 4919 and 4923 Main Street - Planned Unit Development with a Special Use and Rezoning	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting approval of a Planned Unit Development, a Special Use and Rezoning from DB (Downtown Business) to DB/PUD (Downtown Business/Planned Unit Development) to permit the construction of a four-story mixed-use building at 4915, 4919 and 4923 Main Street.

STRATEGIC PLAN ALIGNMENT

The goals for 2021-2023 includes a *Strong, Diverse Local Economy* and *Exceptional Municipal Services*.

FISCAL IMPACT

N/A

RECOMMENDATION

Approval at the October 18, 2022 Village Council meeting.

Two public hearings were held on the proposed project; on August 22 and September 31, 2022. The Plan Commission recommended approval (6:1) at the August public hearing. One commissioner explained with their dissenting vote they could support the setback relief as it relates to the underground parking garage, but struggled with the downtown transitional land use recommendation.

In preparation for the Village Council consideration of the case, it was identified that an additional deviation to the Zoning Ordinance should have been documented with the petitioner's request and a second public hearing was held on September 12, 2022. In advance of the second public hearing the petitioner made several modifications to the plan to lessen potential impacts to the immediately adjacent residential properties to the east and south.

At the September 12, 2022 public hearing, a motion to recommend approval of the project failed by a vote of 2:5. Three commissioners explained with their dissenting votes that they could support the relief needed for the underground parking garage setback, but not the above ground portion of the building. One commissioner stated that they felt this was an appropriate use, but did not support the setback relief needed for the above ground portion of the building. One commissioner stated that it was important to maintain residential setbacks.

In response to the Plan Commission deliberation, the petitioner revised the development plan to:

- Increase the south interior setback of the above-ground portion of the building to comply with setback requirements
- Reduce the number of apartment units from 24 to 21
- Reduce the number of parking spaces from 34 to 31

BACKGROUND

Property Information

The proposal includes combining three lots and redeveloping the property with a four-story building. The building will provide for 4,550 square feet of ground floor commercial space. The intention for this commercial space is occupation by a restaurant, but could also be divided into smaller commercial units. The remaining area on the ground floor will incorporate apartment amenities including a residential lobby, dog wash area, fitness room and a community room. The 21 units are located on the second, third, and fourth floors above and will include a mix of one- and two-bedroom units, which are intended for a 55+ year old community. East of the building will include an outdoor amenity patio for the residences and outdoor dining for a potential restaurant. The ground floor will also provide access to the underground 31 space resident parking garage with access at the far northern side of the Main Street facade.

Compliance with the Comprehensive Plan

From 2016 through 2018, the Village undertook a multi-year effort to update the downtown portion of the Comprehensive Plan. The Village approved an update to the Comprehensive Plan in June 2017. Based on the Comprehensive Plan's goals for downtown, the Village undertook the development of a Downtown Regulatory Framework that was approved in January 2018, which facilitated the rezoning of several downtown properties, which were approved in September 2018. The subject properties were zoned DB prior to this multi-year project and were not rezoned. The entire process occurred over approximately 30 public meetings.

The proposed development is compliant with the Comprehensive Plan. The Downtown Focus Area key concepts include:

- Development that is pedestrian-oriented and walkable
- Maintain a sense of enclosure
- Maintain a commitment to quality architecture

The Comprehensive Plan also places the subject site within the Downtown Functional Subarea - Downtown Transition. This area should be understood as:

- A transition between more intensive uses in the Downtown Core and Downtown Edge into the neighborhoods that surround the Downtown.

The Comprehensive Plan, additionally, identified the following key concepts for this subarea:

- The built form of the Downtown Transition area should buffer nearby residential areas from taller and denser developments and should consist of buildings that are smaller than what is found in the Core and Edge subareas.
- This subarea should be denser compared to the surrounding neighborhoods outside of the downtown, but should be respectful of the height of surrounding neighborhoods.
- The built form should be consistent with transit-oriented development.

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

- Reinforces the walkable nature of downtown by orienting the building towards Main Street.
- Promotes a mix of uses in the Downtown.
- Provides additional residents in close proximity to the downtown commercial core.
- Senior housing in convenient locations to accommodate the needs of senior citizens to allow them to age in place and remain in the community.

The Residential Policy Recommendations in the Comprehensive Plan notes:

- Future multi-family development should be located near significant activity centers. The proposed mixed-use development is located in the downtown and will attract additional households to the downtown to promote a vibrancy and energy in the downtown.

Compliance with the Zoning Ordinance

The three properties are zoned DB, Downtown Business. Per Section 28.5.010 of the Zoning Ordinance, apartments are allowed as Special Uses in the DB zoning district. The petitioner is requesting a Planned Unit Development designation and a Special Use. The plan includes two deviations for setback reductions for the below-grade building is noted in the table below.

Based on the petitioner's most recently updated drawings eliminating a portion of the building, the Zoning Requirement table below has been updated. Similar to the request for a deviation for the building setback for the below grade parking garage from the east property line, an interior setback deviation is also requested for the below grade parking garage from the south property line. It should be noted that with the modification of the building footprint the parking garage is now set further back from the south property line than the original proposal. Originally this was set back 7 feet, but with the modifications the setback of the garage is now 30.25 feet for the portion of the building that is adjacent to the southern residentially zoned property.

Table 1: Zoning Requirements

Main Street Apartments	**Downtown Business Bulk Requirements**	**Proposed**
Lot Area per Dwelling Unit	800 sq. ft. (min)	*995.7 sq. ft.* ^
Side Setback – North property line (DB)	0 feet	6.34 feet
Side Setback – South property line (DB)	0 feet	7 feet (45 foot portion of above ground levels)
Side Setback – South property line (R5)	37. 2 feet	***30.25 feet (below grade parking)****^ *37.25 feet* ^ *(14.25 foot portion of above ground building)*
Rear Setback – East property line (R5)	46 feet	**3 feet (below grade parking)*** 46 feet (above ground building)
Build-to Zone (BTZ)		
Min/Max	0/10 feet	0.8 to 6.3 feet
Build-to Zone – West property line Main Street	80 percent	92 percent
Building Height	32 feet (min) / 70 feet (max)	46 feet
Parking Spaces	29	*31 (residential parking)*^

*** Indicates a deviation from the Zoning Ordinance Requirements**

^ *Modified after Plan Commission review*

The Zoning Ordinance notes that certain types of developments are appropriate for planned unit developments and that these types will also achieve planning goals. These types include:

- Developments that provide housing variety
- Mixed- and Multi-use Developments. Developments that contain a complementary mix of residential and nonresidential uses or that provide for a range of land use types.
- Developments that are consistent with the goals and policies of the Comprehensive Plan

The proposed development provides housing variety by providing a variety of apartments intended for those 55+ years of age with different numbers of bedrooms. Additionally, the development continues to provide an amenity package that is currently limited in the downtown, thus creating additional housing variety in the Village. The residential development helps advance the goals of the Comprehensive Plan as described above. The proposed development is appropriate for a PUD.

Compliance with the Downtown Design Guidelines

The recently updated Downtown Design Guidelines provide guidance for building and site design which will assist in creating a vibrant downtown. The proposed development meets the guidelines as demonstrated in Table 3 of the August 22, 2022 Plan Commission Staff Report.

Stormwater Management

The proposed development will comply with the Village's Stormwater and Floodplain Ordinance. Based on the existing impervious area on the site and the proposed impervious area, the proposed development requires Post Construction Best Management Practices (PCBMPs). Storage for PCBMPs will be provided in a stormwater vault located beneath the northeast side of the proposed development and storm sewer overflow pipe to the Main Street storm sewer. The proposed PCBMP plan will treat and store runoff onsite for regularly occurring events.

Public Comment

During the Plan Commission meetings, the public expressed concerns as listed below. Two members of the public spoke in support of the project at the September 12, 2022 public hearing. The Village offers the following comments:

Concern	**Response**
The development should be developed as Downtown Transitional per the Comprehensive Plan	• As noted above, a multi-year effort occurred that resulted in the property remaining zoned as Downtown Business (DB). The DB zoning regulations apply. • The development meets several recommendations of the Comprehensive Plan as noted above and in the Plan Commission Reports.
Adjacency of a Multi-Family building next to Single-Family residential	• The above ground portion of the building meets all required setbacks. • The petitioner made several modifications to the site plan and building to lessen potential impacts to the immediately adjacent residential properties to the east and south. • The Plan Commission was supportive of the above ground portion of the building that meets the required setbacks.

Adjacency of the Outdoor Dining Area	• An 8 foot tall privacy fence and landscaping is shown on the plans and will be installed around the rear of the property and adjacent single family zoned property. • The petitioner has agreed to limit hours of operations for the outdoor patio to 9PM, Sunday through Thursday, and 10PM on Friday and Saturday. • The proposed restaurant seating area was modified to be set back from the west and north property lines of the adjacent R-5 properties 13.45 feet and 37.25 feet respectively. This is also a condition of approval.
Balcony encroachment into the required setback	• Balconies are permitted to encroach 10 feet into the required rear setback. The proposed balconies comply with the Village Ordinance.
A violation to the zoning ordinance	• There is not a Zoning Ordinance violation. The petitioner is going through the proper zoning procedures for their development entitlements.
Density/Building Height	• The proposed development meets the zoning requirements for density in the DB. Village code permits one unit for every 800 square feet of lot area; the development will exceed this amount with a measurement of 996 square feet. • The proposed development is 46 feet high, lower than the maximum allowable height of 70 feet. • The Comprehensive Plan notes higher density multi-family uses should be located near commercial areas.
Inadequate parking is provided	• The parking provided exceeds the Village requirements by 2 spaces. • A designated loading space is proposed for deliveries.
Traffic	• The traffic study took into account the proposed development he local roadway network can handle the proposed development and there was no indication that this would have a severe impact to the network. • The traffic study was reviewed by Village staff including the Village's Traffic Manager who concurred with the findings
Stormwater, Lighting and Noise	• All developments are required to adhere to all Village Ordinances related to these items. This is reviewed with the building permit. Preliminary review of these items also occurred ahead of Plan Commission review and staff does not foresee any issues with the project meeting all Village Ordinances.

ATTACHMENTS

Aerial Map
Ordinances
Updated Site Plan and Elevations
Staff Report with attachments dated August 22, 2022
Staff Report with attachments dated September 12, 2022
Approved Minutes of the Plan Commission Hearing dated August 22, 2022
Draft Minutes of the Plan Commission Hearing dated September 12, 2022

ORDINANCE NO. _____

AN ORDINANCE REZONING CERTAIN PROPERTY LOCATED AT 4915, 4919 AND 4923 MAIN STREET (MAIN STREET APARTMENTS)

WHEREAS, the real estate located 270 feet northeast of the intersection of Rogers Street and Main Street, commonly known as 4915 Main Street, 4919 Main Street and 4923 Main Street, Downers Grove, Illinois, PINs 09-08-117-005, -006, and -007, hereinafter described has been classified as "DB, Downtown Business District" under the Zoning Ordinance of the Village of Downers Grove; and

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

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing respecting said petition on August 22, 2022 and September 12, 2022 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, making due allowance for existing conditions, the conservation of property values, the development of the property in conformance to the official Comprehensive Plan of the Village of Downers Grove, and the current uses of the property affected, the Council has determined that the proposed rezoning is for the public good.

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

SECTION 1. The Zoning Map of the Village, pursuant to Section 28.12.030 of the Downers Grove Municipal Code, is hereby further amended by rezoning to "DB/PUD, Downtown Business/Planned Unit Development" the zoning classification of the following described real estate, to wit:

PARCEL 1:
THAT PART OF LOT 4, IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION SITUATED IN PART OF SECTION 5 AND 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, DESCRIBED AS FOLLOWS; COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 4, ALSO BEING THE EAST RIGHT OF WAY LINE OF MAIN STREET, AS NOW PLATTED AND RECORDED, A DISTANCE OF 111.6 FEET (DEED, 111.0 FEET CALC. & MEAS.) FOR A PLACE OF BEGINNING; THENCE EASTERLY A DISTANCE OF 115.0 FEET (DEED, 110.0 FEET CALC. & MEAS.); THENCE SOUTHERLY ALONG A LINE PARALLEL WITH THE SAID WEST LINE OF LOT 4 A DISTANCE OF 25.4 FEET MEASURED; THENCE EASTERLY ALONG A LINE PARALLEL WITH THE NORTH LINE OF LOT 4 TO A POINT 135 FEET WEST OF THE EAST LINE OF LOT 4; THENCE NORTHERLY TO A POINT ON THE NORTH LINE WHICH IS 135.0 FEET WEST OF THE NORTHEAST CORNER OF SAID LOT 4, A DISTANCE OF 82.0 FEET; THENCE WESTERLY ALONG SAID NORTH LINE OF LOT 4 TO A POINT ON THE AFORESAID WEST LINE OF LOT 4 (EAST RIGHT OF WAY LINE OF MAIN STREET, AS NOW PLATTED AND RECORDED); THENCE SOUTHERLY ALONG SAID WEST LINE OF LOT 4 TO THE PLACE OF BEGINNING, ALL IN DUPAGE

COUNTY, ILLINOIS.
Commonly known as: 4915 Main Street, Downers Grove, IL 60515
PIN 09-08-117-005

PARCEL 2:
THE SOUTH 55 FEET OF THE NORTH 111.6 FEET OF THE WEST 110 FEET OF LOT 4 IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, IN DUPAGE COUNTY, ILLINOIS.
Commonly known as: 4919 Main Street, Downers Grove, IL 60515
PIN 09-08-117-006

PARCEL 3:
THE SOUTH 56.00 FEET OF THE WEST 110.00 FEET OF LOT 4 IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, IN DUPAGE COUNTY, ILLINOIS.
Commonly known as: 4923 Main Street, Downers Grove, IL 60515
PIN 09-08-117-007

SECTION 2. That the following factors were considered in this rezoning as shown in the Zoning Ordinance:

1. The existing use and zoning of nearby property;
2. The extent to which the particular zoning restrictions affect property values;
3. The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare;
4. The suitability of the subject property for the zoned purposes;
5. The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity;
6. The value to the community of the proposed use; and
7. The comprehensive plan.

SECTION 3. The official zoning map shall be amended to reflect the change in zoning classification effected by Section 1 of this ordinance, subject to the following conditions:

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

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

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

SECTION 5. This ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

1\mw\Ord.22\4915-4923-Main-Rezone-22-PLC-0017

N

0 25 50 100 Feet

4915, 4919, 4923 Main Street - Location Map

Subject Property

Project Location

ProperNarrative Description and Statement of Intent
PUD Petition – 4915 - 4923 Main St.
Barriere Properties, Petitioner
(updated 9/27/22)

The Petitioner is seeking approval of a PUD to construct a 4 story mixed-use building with commercial lease space on the ground floor and 21 residential units on the 3 floors above in the Downtown Business District (DB) zoned parcel of land located at addresses of 4915, 4919, and 4923 Main Street. The site is currently 3 individual properties each with an existing two story building, once single family homes, now converted into business offices.

Main Street, from Franklin Street to Maple Avenue is the central business corridor of Downtown Downers Grove. One of the key components of the aesthetic quality of this corridor is the streetscape created by buildings built close to the public walk, encouraging a vibrant, pedestrian friendly feel to the downtown. This streetscape begins to be lost once one heads north of the BNSF and Warren Avenue. The existing developments north of the BNSF are mostly decades old, with many lacking the pedestrian friendly feel that the downtown has south of the BNSF. For the most part, the buildings are individualistic, and lack cohesion. Many of the commercial buildings are of office type, with few retail or restaurant options in this area. Often times, each individual building is surrounded by paved parking with several curb cuts at each property giving this end of the downtown a less pedestrian friendly feel.

The Downtown Business District contains bulk regulations to setbacks, lot area per dwelling, and building height. The proposed development will meet all of these requirements, with the exception of the below grade parking and its proximity to the rear lot line, and a partial side setback on the south lout line because of a unique configuration of the two lots adjacent to the south.

In order to properly layout a below grade parking structure with adequate ramp slope and length, parking stalls and drive aisles, it is necessary for the below grade parking structure to extend deeper into the lot than the above grade building structure. As designed, the outside face of the rear foundation wall of the below grade parking structure will be 3’-0” at its closest point to the non-perpendicular rear property line. Again the proper parking layout, maximizing the parking spaces for the development requires this deviation from the rear setback requirement, but it should be noted that this structure that extends beyond the required rear setback is entirely below grade and would not be seen or noticed by tenants of the property, the neighboring properties, or the general public.

The proposed building visible above grade will meet all setback requirements on the property, including the 37.2’ side yard setback requirement along the south property line where the subject property abuts an R-5 zoned property. The south property line of the subject property abuts two other properties. Starting from the SW corner of the subject property, the first 45.9’ of the property line abuts another DB zoned commercial property. The remaining 64.1’ of the property line abuts an R-5, Residential Attached House, district. Having an interior side

property line on Main Street abutting two properties is unique, and happens because the property at 4932 Highland is much deeper than its adjacent neighbors on the same street, and the property at 4927 Main Street is exceptionally shallow compared to other Main Street properties. Because the lot line abuts an R-5 district along the eastern 64.1' of its length, the setback required goes from 0' where it abuts the DB zoned property, to 37.2' where it abuts the R-5 zoned property. The SE corner of the building has jogged to avoid building above grade in this area. A portion of the below grade parking will again encroach on this setback in order to have appropriate parking dimensions and drive aisles.

Beyond the underground parking setback in the rear and the SE corner as described above, the remainder of the proposed development will meet the other required zoning restrictions of the DB zoning district, see the table at the end of this narrative.

Per Table 5-1: Allowed Uses, multi-family apartment/condo units require a Special Use approval. Discussions with the planning staff concluded that the multi-family use on the floors above grade level would be keeping in line with the overall Comprehensive Development Plan for the main corridor of the Downtown Business District. It was cited that commercial use is necessary on the ground floor which is being proposed for all of the ground floor that is not taken by the residential parking access, lobby, and small resident amenity features. Approximately 4,550 square feet of the ground floor will be leasable commercial tenant space, with the intention for the space to be a restaurant.

The subject property is relatively flat with a majority of the lot paved. The development of this site will not create any increase of storm water runoff. The intent is to create landscape areas along the rear of the property to buffer the existing residential lots behind the property, with additional landscaping on the patio area above the below grade parking structure.

Currently the site has 3 curb cuts accessing Main Street. the new proposal will only have one curb-cut.for one driveway access to the parking garage. This will add green space to the existing parkway, street parking spaces, while also creating a more pedestrian friendly public walk with less points of conflict with cars entering and leaving properties.

The proposed building is to be constructed of Type 1A podium style structure below grade and for the ground floor, with Type 3b fire rated wood construction for the 3 floors above the ground floor. The walls and floors between units will be constructed utilizing sound absorption materials that drastically eliminate sound transfer between units. The exterior of the building is a mix of updated traditional and contemporary styles. Materials along Main Street will include a combination of brick and block veneer as well as fiber-cement panel siding on the top floor and accents throughout the building. The sides and rear facades will consist of more traditional fiber cement siding to soften the aesthetic and transition to the residential neighborhood behind the property. The design of the building should fit in well with the transitional nature of the location, that should blend well with both the commercial frontage of Main Street, and the residential feel of the surrounding neighborhood to the north and east. Each unit along front has a recessed balcony with horizontal railings, units along the rear will each have a projecting balcony

supported by cable rods. The color selections are an updated palette of earth tones, that keeps with current trends while still fitting in with traditional tones.

The proposed height of buildings is 46’ feet which will remain well in compliance with the DB District maximum of 70’. The roof is designed as a flat roof with a surrounding parapet to screen roof-top mechanical equipment.

All on-site parking will be provided below grade under the building and a portion of the rear yard. Access to the garage will be from curb-cut and short driveway located on the northern side of the property. Once a vehicle enters the overhead door into the building it will travel directly down a ramp to the lower parking level. This lower parking level will contain 31 parking spaces, which meets the requirement of 1.4 spaces per dwelling unit. Commercial space in the DB district does not require on-site parking. Two handicap parking space are provided, located closest to the stairwell and elevator lobby. Each of the 21 units will be assigned one parking space, an additional spot can be assigned to a unit for an additional rental charge. The proposed residential portion of the building is intended to be a 55+ year old community. With this demographic, it downplays the need for overnight guest parking that a rental building of a younger demographic may require. The applicant does intend to keep 2-3 spaces available to guests as needed.

Tenant move-ins and outs will be scheduled for day-time hours between 9a – 4p. Tenants will schedule their moving times with the building management. Other tenants of the building will be notified of scheduled moving times and potential conflicts with the passenger elevator. A loading zone will be provided in the parallel parking area along Main Street just south of the tenant lobby entrance. This zone will be used primarily for off-hours restaurant deliveries as well as for tenant moving truck purposes.

Trash enclosure is contained within the building and will be accessed from the outside on the west face of the building.

The building will be constructed with a fire suppression system and a fire alarm system for all floors. The fire suppression system will be a typical wet pipe sprinkler system.

The building will include an electronic access system tied to each unit, with keyless entry fobs for residents. Building access and entry communication systems will be the same at all access points. Security cameras at critical points with a DVR recording system.

The dwelling units are designed as an age 55+ community to appeal to median and higher end tenants that either work in Downers Grove, the surrounding areas, or commute via the BNSF rail line, or retired empty nesters looking to live in Downers Grove near family and friends while enjoying everything Downtown Downers Grove as to offer within walking distance. The units will have a more contemporary design and an open floor plan including a combined kitchen and living area with large windows and access to a private balcony. The units will be comparable to condominium units as they will have upscale finishes; including stainless steel appliances, in

unit washer and dryers, separate heating and cooling units, stone and tile bath and kitchen finishes, hardwood flooring.

Conclusion and Statement of Intent:
The petitioner is requesting approval of a PUD for a mixed-use commercial and multi-family residential building, which has been designed in a manner to the best of the petitioner's ability to be consistent with the requirements of the DB Zoning District standards. Care and consideration has been given to the objectives for the development in the general area as they are expressed in the Village Comprehensive Plan. The Petitioner’s proposed project is believed to be a great fit for northern end of the downtown business corridor and hopes to be a catalyst for other developments on the north side of the BNSF to add to a beautiful and cohesive Downtown Downers Grove for all residents to enjoy.

The proposed development is a long term investment both for the Petitioner and for the Village, every effort will be made to develop and construct the proposed building to a high standard and source occupants that will be good residents of Downers Grove. The Petitioner intends to retain ownership of the project and have direct involvement in the management, operations and maintenance of the project.

RWG ENGINEERING, LLC
CIVIL ENGINEERING – REAL ESTATE CONSULTING – PROJECT MANAGEMENT
ILLINOIS PROFESSIONAL DESIGN FIRM #184–006370

LIMITATION OF WARRANTY OF ENGINEER'S INSTRUMENTS OF SERVICE

THE ENGINEER AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	◎	◉
STORM MANHOLE	◎	◉
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▶
CONCRETE HEADWALL	⊃	⊃
VALVE VAULT	⊗	⊗
VALVE BOX	⊞	⊞
FIRE HYDRANT		
BUFFALO BOX	⊙	•
CLEANOUT	⊡	⊡
SANITARY SEWER		
FORCE MAIN		
STORM SEWER		
WATER MAIN		
CONSTRUCT WATER MAIN UNDER SEWER		
GRANULAR TRENCH BACKFILL		
STREET LIGHT		
ELECTRICAL CABLE	E	E
2" CONDUIT ENCASEMENT		
ELECTRICAL TRANSFORMER OR PEDESTAL	E	
POWER POLE		
STREET SIGN		
GAS MAIN	G	G
TELEPHONE LINE	T	T
CONTOUR	749	749
SPOT ELEVATION	×(750.00)	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
TREE WITH TRUNK SIZE	8" 6"	
SOIL BORING	B-6	B-1
TOPSOIL PROBE	P-6	P-1
FENCE LINE, WIRE OR SILT		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		

ABBREVIATIONS

BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CHORD OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTERLINE	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT–OF–WAY
EP	EDGE OF PAVEMENT	SAN	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FG	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FP	FLOODPLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TW	TOP OF WALK
L	LENGTH OF CURVE	WM	WATER MAIN
MH	MANHOLE	Δ	INTERSECTION ANGLE

811 Know what's below. Call before you dig.

Formerly JULIE 1–800–892–0123

PRELIMINARY ENGINEERING

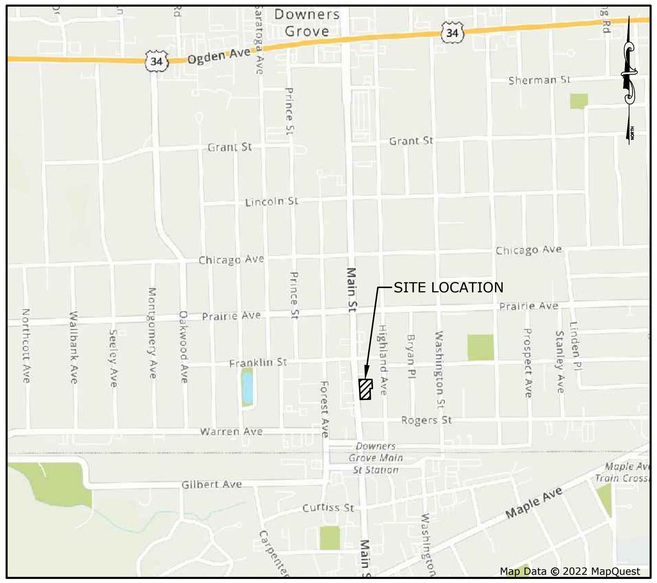
FOR

MAIN STREET APARTMENTS

4915 MAIN STREET

DOWNERS GROVE, ILLINOIS 60515

LOCATION MAP



DOWNERS GROVE SANITARY DISTRICT NOTES

1. The Downers Grove Sanitary District Standards and Ordinances shall govern all sanitary sewer consturction.
2. The Sewer contractor shall schedule with the District inspections of the sanitary sewer construction 48 hours in advance of the start of the construction. (630–969–0664)
3. The constructed sewers shall pass all District requirements for air testing, televising and manhole vacuum tests (contractor to refer to DGSD specifications handout).
4. All sanitary sewers shall be PVC pipe with a SDR of 26, complying with ASTM D2241, 160 psi pressure pipe push–on bell and spigot type with rubber ring seal gasket ASTM D3139.
5. "Flex Seal" non–shear couplings (with stainless steel shear ring) shall be used to connect pipes of dissimilar material or size.
6. Service connections to existing sewers shall be made by:
   A) Machine tap with the connection made with a Geneco Sealtite Sewer Saddle Tee, or Cascade Sewer Saddle Tee, or approved equal.
   B) A new tee fitting shall be cut into the main with connection made to the main with non–shear couplings.

SURFACE WATER DRAINAGE STATEMENT

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I, ROBERT W. GUDMUNDSON, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND BARRIERE CONSTRUCTION, INC., THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTY RESULTING FROM THE CONSTRUCTION OF THIS SUBDIVISION. I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS NOT LOCATED WITHIN A 100 YEAR SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. FLOODPLAIN MAP PANEL No. 17043C0167J, DATED AUGUST 01, 2019.

DATED THIS 26TH DAY OF SEPTEMBER

OWNER OR ATTORNEY

ENGINEER

GENERAL NOTES

1. The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction:
   - Village of Downers Grove Engineering and Public Works Department (630–434–5500)
   - Downers Grove Sanitary District (630–969–0664)
2. The contractor shall notify all utility companies and arrange for their facilities to be located prior to work in any easement, right–of–way, or suspected utility location. Repair of any damage to existing facilities shall be the responsibility of the contractor. Utility locations shown herein are for graphic illustration only and are not to be relied upon.
3. Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
4. Elevations shown herein reflect NAVD 1988 datum.
5. The boundary and topographic survey data for this project is based on a field survey prepared by Gentile and Associates, Inc. dated May 15, 2020. The contractor shall verify existing conditions prior to commencing construction and shall immediately notify the engineer in writing of any differing conditions.
6. RWG Engineering, LLC, it's employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site. Neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
7. Except where modified by the contract documents, all work proposed hereon shall be in accordance with the following specifications, which are hereby made a part hereof:
   A. "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T. latest edition.
   B. "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
   C. "Illinois Recommended Standards for Sewage Works," as published by the I.E.P.A., latest edition.
   D. The subdivision and development codes and standards of the Village of Downers Grove, as published by the Municipality.
   E. "Illinois Accessibility Code" as published by the State of Illinois Capital Development Board, effective October 23, 2018.
   F. The National Electric Code.
   G. "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
8. The Village of Downers Grove Development Ordinance shall take precedence if a conflict in project specifications occurs.

BENCHMARKS

BENCHMARK:

DUPAGE COUNTY NO. 0006. P.I.D. DK3312
3.5" BRASS DISC SET IN CONCRETE +/– 2' ABOVE GRADE AT NE CORNER OF WASHINGTON ST. AND WARREN AVE. STATION IS 57.4' SE OF A POWER POLE, 49.5' E OF A LIGHT POLE AND 79.4' NE OF A FIRE HYDRANT.

ELEVATION 718.78 (NAVD 88 DATUM)

SITE BENCHMARKS:

1) TAG BOLT OF FIRE HYDRANT IN THE EAST SIDE OF MAIN STREET RIGHT OF WAY BETWEEN NO. 4919 AND 4923

ELEVATION 715.68

2) CROSS NOTCH SET IN PUBLIC WALK IN THE EAST SIDE OF MAIN STREET RIGHT OF WAY, 11.94' (MEASURED DIRECTLY) NORTHWEST OF THE NORTHWEST CORNER OF SUBJECT PROPERTY.

3) CROSS NOTCH SET IN PUBLIC WALK IN THE EAST SIDE OF MAIN STREET RIGHT OF WAY, 5.05' (MEASURED DIRECTLY) NORTHWEST OF THE SOUTHWEST CORNER OF SUBJECT PROPERTY.

ELEVATION 713.64

INDEX OF SHEETS

NOTE:
THERE SHALL BE NO STAGING OF ANY TYPE ON PUBLIC PROPERTY OF ANY TYPE, THIS INCLUDES TRUCKS WAITING IN FRONT ON THE STREETS OR IN THE PARKING LOTS ACROSS THE STREET. COORDINATION OF DELIVERIES WILL NEED TO BE OUTLINED IN GREAT DETAILS SO THAT THERE WILL NEVER BE A TRAFFIC PROBLEM ON MAIN STREET.

PLANS PREPARED FOR

STUDIO 21 ARCHITECTS

5012 FAIRVIEW AVENUE
DOWNERS GROVE, IL 60515
(630) 789-2513

	DATE	REVISION	DRAWN BY
1	08/01/22	PER VILLAGE COMMENTS	DJA
2	08/08/22	PER VILLAGE COMMENTS	NEK
3	08/16/22	PER VILLAGE COMMENTS	TLM
4	08/30/22	PER VILLAGE COMMENTS	TLM
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6	09/26/22	ARCHITECTURAL UPDATE	TLM

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
TITLE SHEET

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 66815621
DATE 07/01/22
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. NEK
DRAWN BY TLM

SHEET 1 OF 8

ROBERT W. GUDMUNDSON 38423 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

EXPIRATION DATE: 11/30/23

September 26, 2022 12:29:06 p.m. AcadVer:22.0s (LMS Tech)
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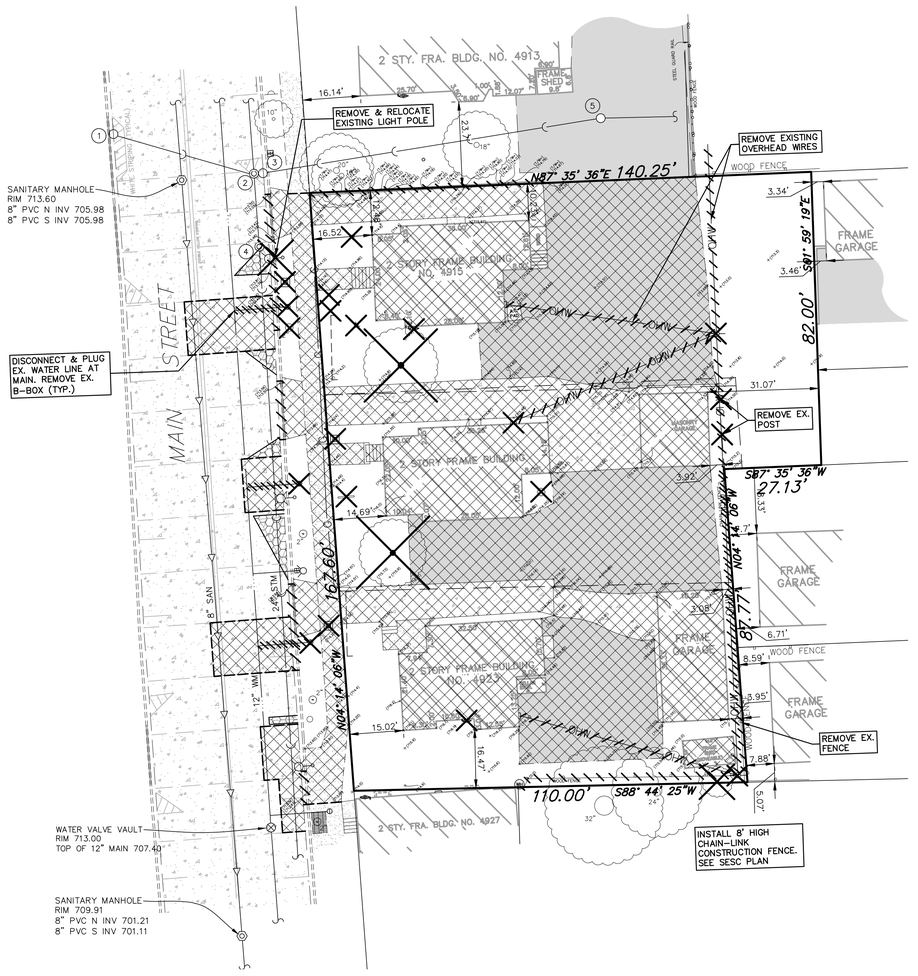
EXISTING CONDITIONS



DEMOLITION PLAN

LEGAL DESCRIPTION:

PARCEL 1:

THAT PART OF LOT 4, IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION SITUATED IN PART OF SECTION 5 AND 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, DESCRIBED AS FOLLOWS; COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 4, ALSO BEING THE EAST RIGHT OF WAY LINE OF MAIN STREET, AS NOW PLATTED AND RECORDED, A DISTANCE OF 111.6 FEET (DEED, 111.0 FEET CALC. & MEAS.) FOR A PLACE OF BEGINNING; THENCE EASTERLY A DISTANCE OF 115.0 FEET (DEED, 110.0 FEET CALC. & MEAS.); THENCE SOUTHERLY ALONG A LINE PARALLEL WITH THE SAID WEST LINE OF LOT 4 A DISTANCE OF 25.4 FEET MEASURED; THENCE EASTERLY ALONG A LINE PARALLEL WITH THE NORTH LINE OF LOT 4 TO A POINT 135 FEET WEST OF THE EAST LINE OF LOT 4; THENCE NORTHERLY TO A POINT ON THE NORTH LINE WHICH IS 135.0 FEET WEST OF THE NORTHEAST CORNER OF SAID LOT 4, A DISTANCE OF 82.0 FEET; THENCE WESTERLY ALONG SAID NORTH LINE OF LOT 4 TO A POINT ON THE AFORESAID WEST LINE OF LOT 4 (EAST RIGHT OF WAY LINE OF MAIN STREET, AS NOW PLATTED AND RECORDED); THENCE SOUTHERLY ALONG SAID WEST LINE OF LOT 4 TO THE PLACE OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOW AS 4915 MAIN STREET, DOWNERS GROVE, ILLINOIS 60515

PARCEL 2:

THE SOUTH 55 FEET OF THE NORTH 111.6 FEET OF THE WEST 110 FEET OF LOT 4 IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOW AS: 4919 MAIN STREET., DOWNERS GROVE, ILLINOIS 60515

PARCEL 3:

THE SOUTH 56.00 FEET OF THE WEST 110.00 FEET OF LOT 4 IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOWN AS: 4923 MAIN STREET, DOWNERS GROVE, ILLINOIS 60515

CONTAINING: PARCEL 1, 8,695.20 SQ. FT., 0.20 AC.

PARCEL 2, 6,041.85 SQ. FT., 0.14 AC

PARCEL 3, 6,151.70 SQ. FT., 014 AC

TOTAL, 20,888.58 SQ. FT., 0.48 AC. (MORE OR LESS)

EXISTING UTILITY SCHEDULE	
STORM SEWER	
(1) EX. CURB INLET RIM=712.50 INV=709.82 (12" DIP SE)	(2) EX. STORM MANHOLE RIM= 712.50 INV=709.49 (12" DIP NW) INV=708.54 (24" RCP N) INV=708.49 (24" RCP S)
(3) EX. CURB INLET RIM= 712.50 INV=709.01 (6" PVC NE) INV=708.23± (24" RCP W)	(4) EX. STORM MANHOLE RIM=713.46 INV=708.41 (24" RCP N) INV=708.36 (24" RCP S)
(5) EX. CATCH BASIN RIM=712.60 INV=710.40 (6" PVC SW) INV=710.40 (4" PVC E)	

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

DEMOLITION NOTES:

1. EROSION CONTROL INSTALLATION SHALL BE DONE PRIOR TO COMMENCEMENT OF ANY DEMOLITION ACTIVITY
2. EXISTING ELECTRICAL AND PHONE CABLES MAY BE LOCATED WITHIN THE PROPOSED IMPROVEMENT AREA. APPROXIMATE KNOWN LOCATIONS ARE SHOWN HEREON. THE CONTRACTOR SHALL ARRANGE FOR PRECISE LOCATION OF EXISTING CABLE SERVICES AND EXERCISE EXTREME CARE WHEN IN WORKING AROUND THE SAME.
3. ALL STRUCTURAL PAVEMENT MATERIALS (ASPHALT, CONCRETE SIDEWALK, CURB/GUTTER) THAT CANNOT BE CRUSHED TO AN APPROVED IDOT SPECIFICATION FOR USE AS STRUCTURAL FILL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN OFFSITE LOCATION. RE-USE OF MILLED ASPHALT AND PROPERLY CRUSHED CONCRETE AS STRUCTURAL FILL IS ACCEPTABLE AND ENCOURAGED.
4. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO EXISTING AMENITIES SCHEDULED TO REMAIN. PROPER SAWCUTTING SHALL BE ACCOMPLISHED AT ALL POINTS OF CONNECTION OR INTERFACE BETWEEN EXISTING AND PROPOSED IMPROVEMENTS.
5. CONTRACTOR SHALL BE RESPONSIBLE TO HAVE ALL UNDERGROUND UTILITIES (EVEN IF NOT SHOWN ON THESE PLANS) LOCATED PRIOR TO DEMOLITION WORK. SANITARY SERVICE, WATERMAIN SERVICE, GAS, ELECTRIC, ETC SHALL BE CUT-OFF. CONTRACTOR TO COORDINATE WITH RESPECTIVE MUNICIPAL AGENCY TO ARRANGE FOR DISCONNECT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO EXISTING UTILITIES, STREET LIGHTS, SIGNS, ETC. THAT ARE NOT INTENDED TO BE PERMANENTLY REMOVED.
7. CONTRACTOR SHALL NOTIFY THE DOWNERS GROVE PUBLIC WORKS DEPARTMENT, DOWNERS GROVE SANITARY DISTRICT, ALL UTILITY COMPANIES, AND THE FIRE DEPARTMENT PRIOR TO START UP.
8. ONSITE DISTURBED AREAS TO REMAIN AS GREENSPACE SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SOD.
9. ALL EXISTING DRIVEWAY APRONS SHALL BE SAWCUT ALONG WITH REMOVAL OF ANY EXISTING DEPRESSED CURB AND GUTTER, AND NEW BARRIER CURB AND GUTTER (SIZED TO MEET EXISTING ADJACENT CONDITIONS) SHALL BE INSTALLED AND DOWELED INTO THE EXISTING ADJOINING CURB AND GUTTER.
10. PARKWAYS SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SOD
11. UTILITY LINES SCHEDULED FOR REMOVAL SHALL BE PROPERLY DISCONNECTED FROM FACILITIES THAT ARE TO REMAIN, SECURELY PLUGGED AT ALL CONNECTION POINTS, AND EITHER REMOVED OR FILLED WITH FLOWABLE FILL (LEAN CONCRETE MIXTURE) AND ABANDONED IN PLACE (REMOVE IF LOCATED UNDER NEW BUILDING PAD AREAS). IN THE CASE OF STRUCTURE ABANDONMENT, CASTINGS AND TOP SLABS AND CONE SECTIONS SHALL BE REMOVED PRIOR TO FILLING THE STRUCTURE (UNLESS THE STRUCTURE IS EASIER TO COMPLETELY REMOVE).
12. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET LONG CONCRETE/MORTAR PLUGS.
13. EXISTING METER AND MTU TO BE RETURNED TO VILLAGE OF DOWNERS GROVE PUBLIC WORKS DEPARTMENT.

DEMOLITION LEGEND

- REMOVE EXISTING PAVEMENT/SIDEWALK/STRUCTURE/C&G (INCL SAWCUT)
- PAVEMENT PAINT REMOVAL
- TREE/BUSH/STRUCTURE REMOVAL
- TREE PROTECTION FENCE
- REMOVE EXISTING UTILITY LINE
- REMOVE EXISTING CURB AND GUTTER

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

DATE	REVISIONS	DRAWN BY
1 05/01/22	PER VILLAGE COMMENTS	DJA
2 06/08/22	PER VILLAGE COMMENTS	NEK
3 06/16/22	PER VILLAGE COMMENTS	TLM
4 08/30/22	PER VILLAGE COMMENTS	TLM
5 09/01/22	PER VILLAGE COMMENTS	TLM
6 09/26/22	ARCHITECTURAL UPDATE	TLM

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS

EXISTING CONDITIONS/DEMOLITION PLANS

975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

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Civil Engineering ◆ Real Estate Consulting ◆ Project Management

PROJECT NO. 66815621
DATE 07/01/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. NEK
DRAWN BY TLM

SHEET
2 OF 8

September 26, 2022 11:37:21 a.m. AcadVer:22.0s (LMS Tech)
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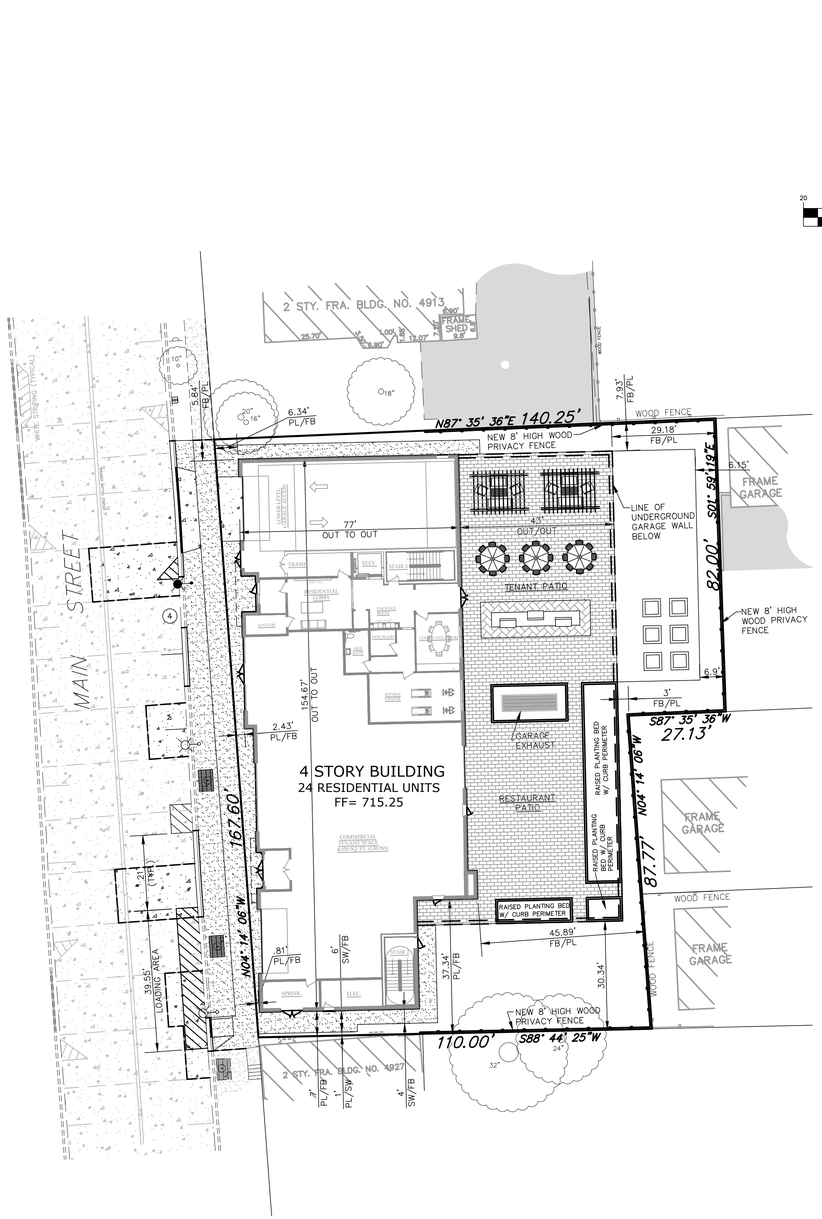

GROUND LEVEL

LOWER LEVEL

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS NOTED OTHERWISE ON THE PLAN, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB.
5. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. DATED 03/24/22.
6. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
8. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED. SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 1' INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.
11. IF A MINIMUM OF 9' OF THE ROADWAY (NOT INCLUDING GUTTER PAN) CANNOT BE MAINTAINED FOR VEHICULAR TRAVEL LANE, THEN A FULL CLOSURE AND DETOUR PLAN MUST BE SUBMITTED TO PUBLIC WORKS. PLEASE CONTACT THE VILLAGE'S TRAFFIC MANAGER AT 630–434–5460 FOR FURTHER INFORMATION AND TO COORDINATE DETOUR, PRIOR TO CLOSING THE STREET. A WRITTEN APPROVAL IS REQUIRED.
12. ALL CA–6 TRENCH BACKFILL, AGGREGATE BASE COURSE, AND HOT MIX ASPHALT (HMA) PLACED AS PART OF A STREET PATCH MUST BE TESTED FOR PROPER COMPACTION BY AN IDOT PRE–QUALIFIED TESTING FIRM. TESTING REPORTS MUST BE EMAILED TO THE VILLAGE AT CUT@downers.us PRIOR TO ACCEPTANCE OF THE WORK.
13. ANY CHANGES MADE TO THE SITE PLAN OR IN THE FIELD DURING CONSTRUCTION MUST BE SUBMITTED IN WRITING TO THE VILLAGE OF DOWNERS GROVE.
14. TWO HARD COPIES OF AN AS–BUILT FINAL GRADING SURVEY MUST BE SUBMITTED TO THE VILLAGE PRIOR TO SCHEDULING THE FINAL STORMWATER/RIGHT–OF–WAY INSPECTION FOR THE PROJECT. AS APPLICABLE, IT SHALL INCLUDE, BUT IS NOT LIMITED TO THE ITEMS LISTED IN SECTION 26.700.C. OF THE DOWNERS GROVE MUNICIPAL CODE.

SITE DATA:

TOTAL SITE SIZE	=	20,889 S.F. (0.48 AC)
EXISTING SITE CONDITIONS:		
EXISTING BUILDING FOOTPRINT	=	4,352 S.F. (20.83%)
EXISTING PAVT./SIDEWALK/WOOD PORCH	=	9,829 S.F. (47.05%)
EXISTING GREENSPACE	=	6,708 S.F. (32.12%)
EXISTING CONDITIONS IMPERVIOUS AREA	=	14,181 S.F. (0.33 AC)
PROPOSED SITE CONDITIONS:		
PROPOSED BUILDING FOOTPRINT	=	8,798 S.F. (42.12%)
PROPOSED CONC PAVT.,WALK,PATIO AREA, BUILDING LOWER LEVEL,PLANTER BOXES	=	7,052 S.F. (33.76%)
PROPOSED GREENSPACE	=	5,039 S.F. (24.12%)
PROPOSED CONDITIONS IMPERVIOUS AREA	=	15,850 S.F. (0.36 AC)
OUTSIDE PROPOSED PARKING SUMMARY:		
REGULAR STALLS	=	33 (PLUS 29 INSIDE BLDG)
ADA ACCESSIBLE STALLS	=	2 (INSIDE BLDG)
TOTAL STALLS PROVIDED	=	35 (PLUS 31 INSIDE BLDG)

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

	DATE	REVISIONS	DRAWN BY
1.	08/01/22	PER VILLAGE COMMENTS	DJA
2.	08/08/22	PER VILLAGE COMMENTS	NEK
3.	08/18/22	PER VILLAGE COMMENTS	TLM
4.	08/30/22	PER VILLAGE COMMENTS	TLM
5.	09/01/22	PER VILLAGE COMMENTS	TLM
6.	09/26/22	ARCHITECTURAL UPDATE	TLM

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SITE GEOMETRIC AND PAVING PLAN

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3 OF 8

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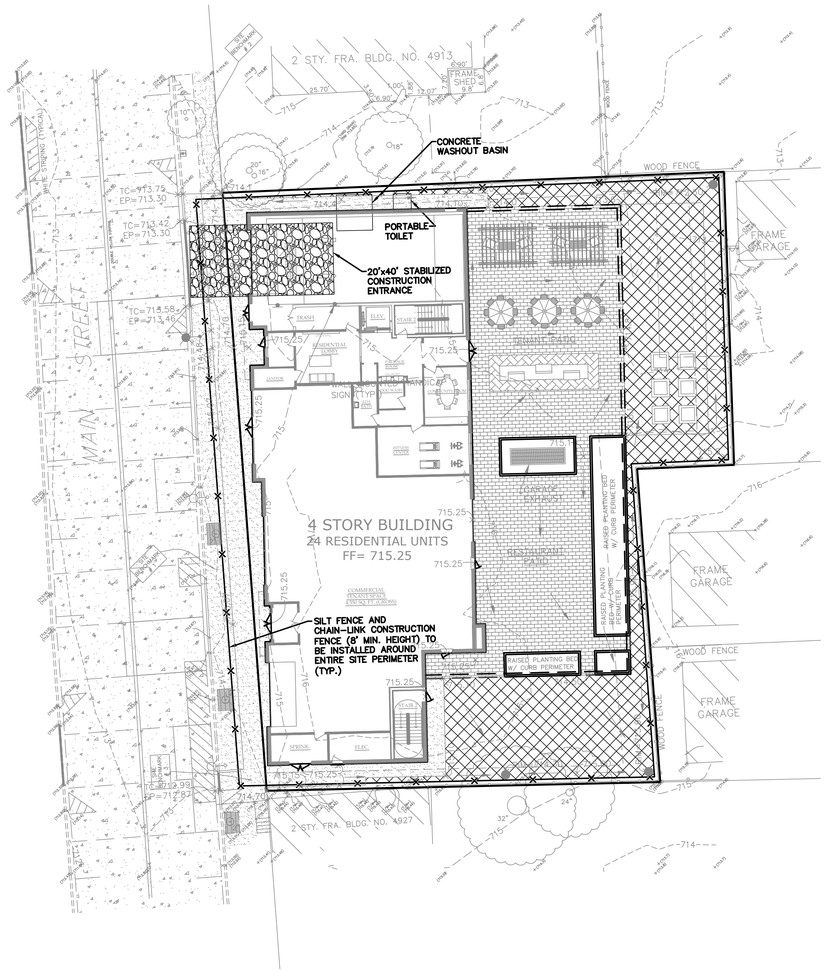
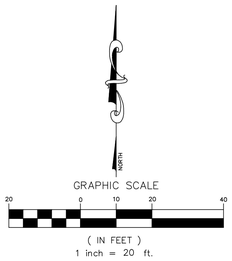




DOWNERS GROVE EROSION CONTROL NOTES:

A. AN INITIAL SEDIMENTATION AND EROSION CONTROL INSPECTION IS REQUIRED PRIOR TO STARTING CONSTRUCTION. THE APPLICANT IS DIRECTED TO CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT AT 630-434-5529 TO SCHEDULE THIS INSPECTION; THIS NOTIFICATION SHALL BE AT LEAST 24 HOURS IN ADVANCE OF CONSTRUCTION.

B. THE SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE ANY LAND IS DISTURBED ON THE SITE.

C. STOCKPILES OF SOIL SHALL NOT BE LOCATED WITHIN ANY DRAINAGEWAYS, FLOODPLAINS, WETLANDS, BUFFERS OR LPDAs.

D. SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR ANY SOIL STOCKPILE IF IT IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS INCLUDING A DOUBLE ROW OF SILT FENCE OR COIR ROLL.

E. PROPERTIES DOWNSTREAM FROM THE SITE SHALL BE PROTECTED FROM EROSION IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION.

F. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION

G. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN SEVEN DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN SEVEN DAYS AFTER THE FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN SEVEN DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.

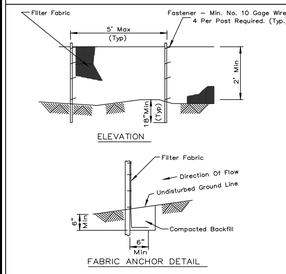
H. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.

I. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED TO PREVENT THE DEPOSITION OF SOIL ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY.

J. ALL TEMPORARY EROSION CONTROL MEASURES NECESSARY TO MEET THE REQUIREMENTS OF THE VILLAGE OF DOWNERS GROVE STORMWATER AND FLOOD PLAIN ORDINANCE SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION AND CONTROL MEASURES ARE OPERATIONAL.

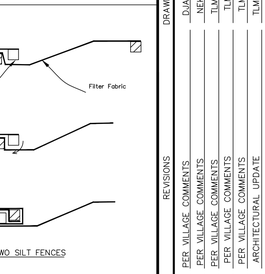
K. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.

SILT FENCE PLAN



NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

SILT FENCE



NOTES:
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Drive both posts a minimum of 18 inches into the ground and bury the flap.

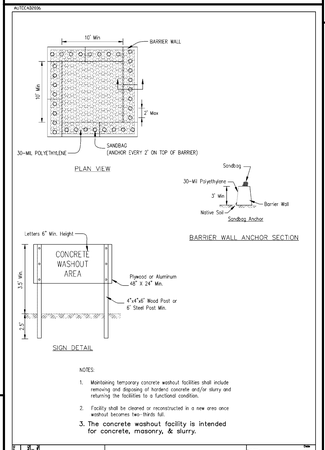
REFERENCE		STANDARD DWG. NO.
Project		IL-620
Designed	Date	SHEET 1 OF 2
Checked	Date	DATE 11-20-01
Approved	Date	

NRCS Natural Resources Conservation Service

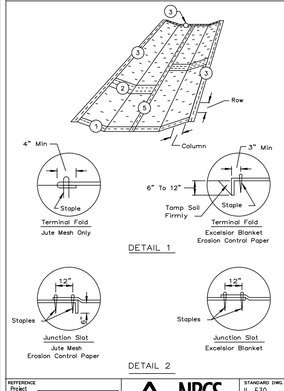
REFERENCE		STANDARD DWG. NO.
Project		IL-620-2
Designed	Date	SHEET 2 OF 2
Checked	Date	DATE 1-29-99
Approved	Date	

NRCS Natural Resources Conservation Service

DRAWN BY	DATE	REVISIONS
DJA	08/01/22	1 PER VILLAGE COMMENTS
NEK	08/08/22	2 PER VILLAGE COMMENTS
TLM	08/16/22	3 PER VILLAGE COMMENTS
TLM	08/30/22	4 PER VILLAGE COMMENTS
TLM	09/01/22	5 PER VILLAGE COMMENTS
TLM	09/26/22	6 ARCHITECTURAL UPDATE



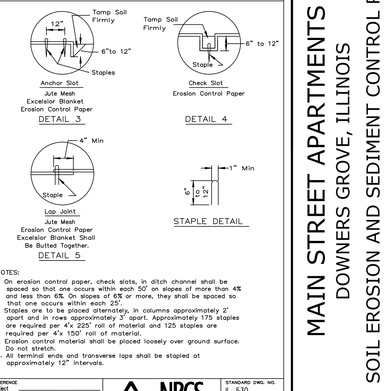
EROSION BLANKET PLAN



REFERENCE		STANDARD DWG. NO.
Project		IL-630A
Designed	Date	SHEET 1 OF 2
Checked	Date	DATE 8-18-94
Approved	Date	

NRCS Natural Resources Conservation Service

EROSION BLANKET PLAN



NOTES:
1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x 225' roll of material and 125 staples are required per 4'x 150' roll of material.
3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
4. All terminal ends and transverse laps shall be stapled at approximately 12" intervals.

REFERENCE		STANDARD DWG. NO.
Project		IL-630B
Designed	Date	SHEET 1 OF 2
Checked	Date	DATE 8-18-94
Approved	Date	

NRCS Natural Resources Conservation Service

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
SOIL EROSION AND SEDIMENT CONTROL PLAN

SPECIAL CONCRETE WASHOUT NOTE:

CONCRETE WASHOUT SHALL BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHALL NOT BE ALLOWED TO ENTER STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ALL WASTE SHALL BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHALL BE DESIGNATED WITH PROPER SIGNAGE (SEE PLAN).

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

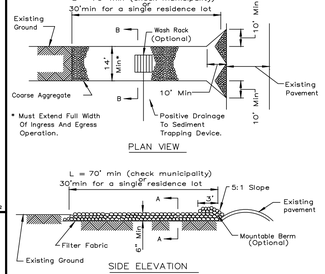
P	=	PAVEMENT
R	=	RIM (OR RADIUS)
TC	=	TOP OF CURB
SW	=	WALK (OR TOP OF WALK)
FF	=	FINISHED FLOOR
EP	=	EDGE OF PAVEMENT
FL	=	FLOW LINE
TW	=	TOP OF WALL ELEV
BW	=	BOTTOM OF WALL (GRADE) ELEV
TDC	=	TOP OF DEPRESSED CURB

SOIL EROSION AND SEDIMENT CONTROL SCHEDULE

1. UPDATE EROSION CONTROL AS NECESSARY THROUGHOUT CONSTRUCTION UNTIL FINAL STABILIZATION.
2. CONDUCT EROSION AND SEDIMENT CONTROL PRECONSTRUCTION MEETING WITH APPROPRIATE AGENCIES AND CONTRACTORS.
3. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
4. INSTALL PERIMETER SEDIMENT CONTROL MEASURES.
5. INSTALL PROTECTION FOR EXISTING INLET STRUCTURES.
6. BEGIN SEDIMENT AND EROSION CONTROL OBSERVATIONS ON A WEEKLY BASIS, AS WELL AS AFTER EVERY 1/2" PRECIPITATION EVENT.
7. REMOVE EXISTING VEGETATION AS NEEDED FOR GRADING. VEGETATION SHOULD REMAIN IN AREAS THAT WILL NOT UNDERGO INITIAL GRADING.
8. CONDUCT SITE GRADING, INCLUDING STABILIZATION OF ALL STEEP SLOPES, DRAINAGE CHANNELS, AND ALL DISTURBED AREAS AS THEY ARE COMPLETED; I.E., SEED, BLANKET, MULCH, RIPRAP, ETC.
9. STABILIZE TOPSOIL STOCKPILES WITH PERIMETER PROTECTION AND TEMPORARY SEED IF NOT IN USE FOR OVER 14 DAYS.
10. CONDUCT UTILITY INSTALLATION AND INSTALLATION OF INLET PROTECTION.
11. TEMPORARILY SEED ALL AREAS THAT WILL NOT BE WORKED ON FOR OVER 14 DAYS.
12. CONDUCT ROAD AND CURB INSTALLATION; CONDUCT CONCRETE WASHOUT INSTALLATION, IMPLEMENT STREET CLEANING PROGRAM.
13. CONDUCT BUILDING CONSTRUCTION AND PERMANENT SEEDING OR SODDING AS AREAS ARE COMPLETED.

EC-CHART-02

STABILIZED CONSTRUCTION ENTRANCE PLAN

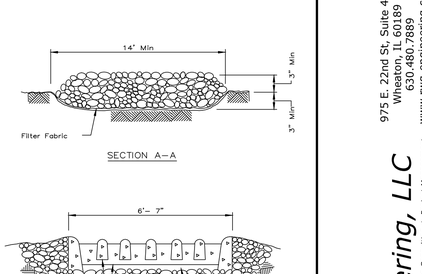


NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I or II and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE		STANDARD DWG. NO.
Project		IL-630A
Designed	Date	SHEET 1 OF 2
Checked	Date	DATE 8-18-94
Approved	Date	

NRCS Natural Resources Conservation Service

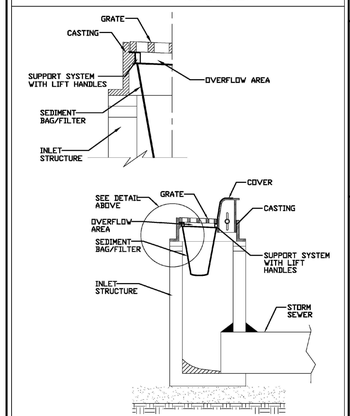
STABILIZED CONSTRUCTION ENTRANCE PLAN



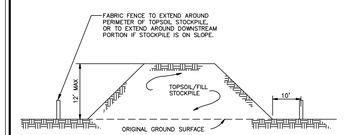
REFERENCE		STANDARD DWG. NO.
Project		IL-630B
Designed	Date	SHEET 1 OF 2
Checked	Date	DATE 8-18-94
Approved	Date	

NRCS Natural Resources Conservation Service

INLET PROTECTION – PAVED AREAS
DROP-IN PROTECTION



REFERENCE		STANDARD SWG. NO.
Project		ILM-5610
Designed	Date	SHEET 1 OF 1
Checked	Date	DATE 01-10-11
Approved	Date	



EC-STOCK-01

STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDING			A									
DORMANT SEEDING	B									B		
TEMPORARY SEEDING			C			D						
SODDING			E**									
MULCHING	F											

A. KENTUCKY BLUEGRASS 90 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS/ACRE

B. KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE + 2 TONS STRAW MULCH/ACRE

C. SPRING OATS 100 LBS/ACRE

D. WHEAT OR CEREAL RYE 150 LBS/ACRE

E. SOD

F. STRAW MULCH 2 TONS/ACRE

* IRRIGATION NEEDED DURING JUNE AND JULY

** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

EC-SEED-03

CONSTRUCTION PHASING

1. INSTALL CHAIN LINK FENCE AND EROSION FENCE
2. DEMO EXISTING BUILDING, CANOPY, AND PORTION OF EXISTING ASPHALT FOR BUILDING CONSTRUCTION.
3. CREATE BUILDING PAD AND START BUILDING CONSTRUCTION.
4. USE EAST PORTION OF EXISTING ASPHALT AS CONSTRUCTION STAGING AREA AND ONLY REMOVE AS NECESSARY.
5. INSTALL UTILITIES.
6. GRADE FOR NEW PAVEMENT
7. INSTALL NEW PAVEMENT
8. INSTALL LANDSCAPE & RESTORE SITE.

NOTE: CONSTRUCTION TRAFFIC MUST ENTER PROJECT SITE UPON ARRIVAL. THERE SHALL BE NO CONSTRUCTION TRAFFIC WAITING ON VILLAGE ROADS.

LEGEND

- STORM DRAINAGE STRUCTURE
- INLET PROTECTION
- TREE PROTECTION
- SILT FENCE W/CHAIN LINK FENCE ADJACENT
- STABILIZED CONSTRUCTION ENTRANCE
- TOPSOIL RESPREAD, PERMANENT SEEDING AND EROSION CONTROL BLANKET OR SODDING (TOPSOIL AND SOD WITHIN R.O.W.)

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
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PROJECT NO. 66815621
DATE 07/01/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. NEK
DRAWN BY TLM

SHEET 4 OF 8

September 26, 2022 11:39:23 a.m. AcadVer:22.0s (LMS Tech)
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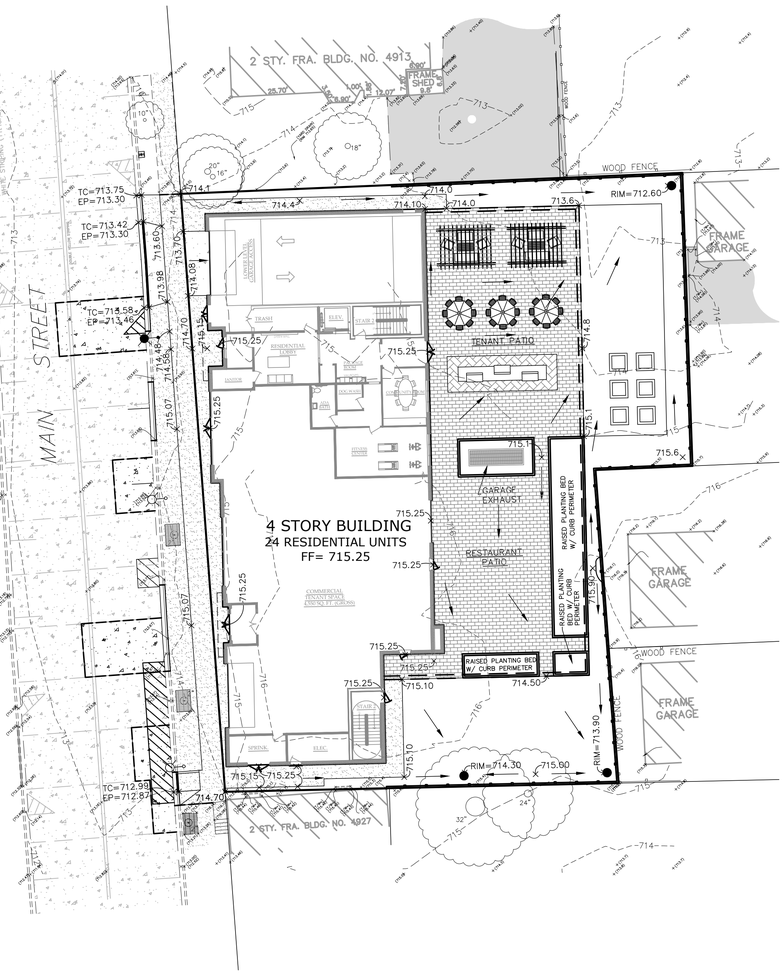
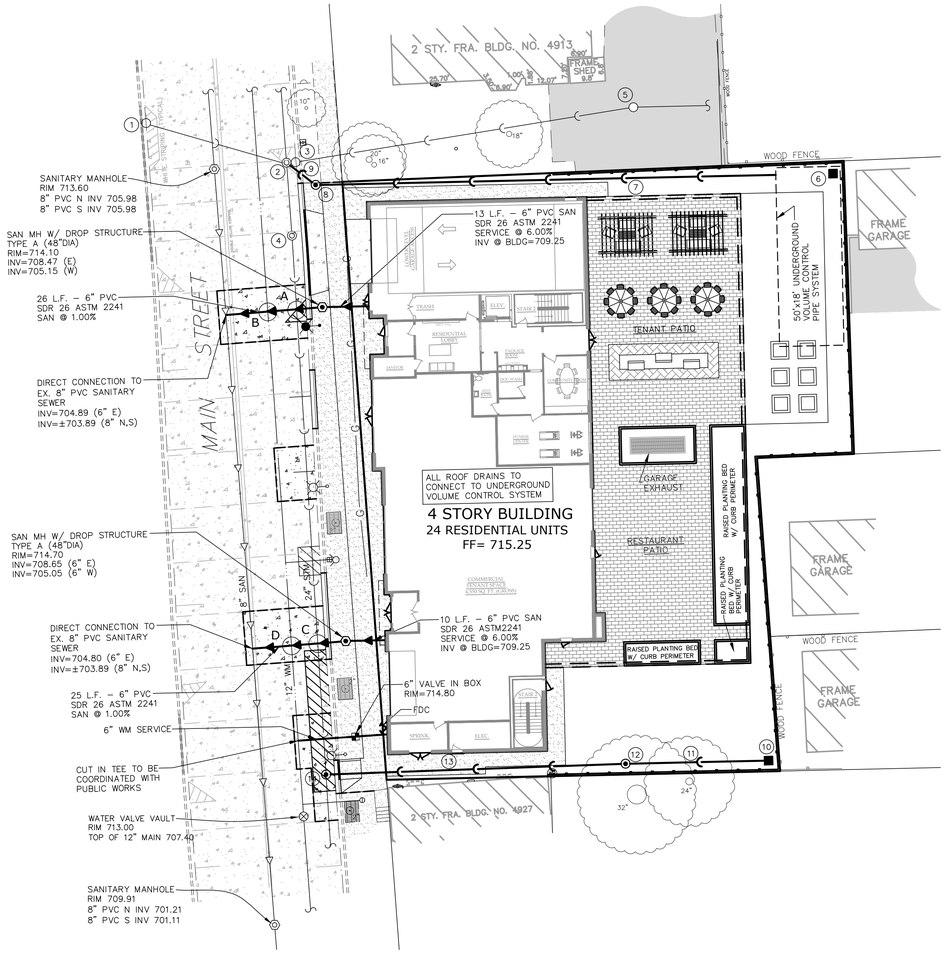


GRADING PLAN



UTILITY PLAN

NOTE: A FINAL GRADING SURVEY IS REQUIRED AT THE COMPLETION OF THE PROJECT, INCLUDING AN ELECTRONIC COPY (.TIFF FORMAT). IT SHALL INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS:

A) TOP OF FOUNDATION ELEVATIONS FOR ALL NEW STRUCTURES

B) SPOT GRADES ADJACENT TO THE FOUNDATIONS OF ALL NEW STRUCTURES

C) ALL NEW IMPERVIOUS AREAS INCLUDING THOSE MADE OF CONCRETE, ASPHALT AND BRICK

D) STOOPS OUTSIDE OF DOORWAYS

E) PROVIDE UPDATED CALCULATIONS OF THE AS-BUILT IMPERVIOUS AREAS. TABULATE TO SHOW THE NET INCREASE IN IMPERVIOUS AREA (ANY INCREASE IN IMPERVIOUS AREA FROM THE PROPOSED WILL RESULT IN AN ADDITIONAL FEE).

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

P	=	PAVEMENT
R	=	RIM (OR RADIUS)
TC	=	TOP OF CURB
SW	=	WALK (OR TOP OF WALK)
FF	=	FINISHED FLOOR
EP	=	EDGE OF PAVEMENT
FL	=	FLOW LINE
TW	=	TOP OF WALL ELEV
BW	=	BOTTOM OF WALL (GRADE) ELEV
TDC	=	TOP OF DEPRESSED CURB

GRADING LEGEND

	EXISTING	PROPOSED
CONCRETE HEADWALL	⊃	⊃
PRECAST FLARED END SECTION	▷	▶
STORM DRAINAGE STRUCTURE	○	●
RETAINING WALL		
CONTOUR	749	749
5' CONTOUR	750	750
SPOT ELEVATION	×(750.00)	×750.00
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

GRADING NOTES:

1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
2. HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%
3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER PROPERTY LINES.
4. THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
5. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).
7. SLOPES ACROSS OPEN SPACE AREAS SHALL NOT EXCEED 3:1
8. PAVEMENT SLOPES SHALL NOT EXCEED 8%
9. AREAS TO BE GRADED AND PREPARED FOR SEEDING OR SOD SHALL INDICATE A MINIMUM OF FOUR (4) INCHES OF TOPSOIL.

UTILITY NOTES:

1. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE)
2. UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION – IE INCLUDING LENGTH OF FLARED END SECTION)
3. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
4. CONNECTIONS TO EXISTING SEWERS OR WATERMAINS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
5. EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
6. SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 2' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS.
7. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
8. ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.
9. EXISTING WATER SERVICE DISCONNECTION AND THE PROPOSED WATER SERVICE CONNECTION SHALL BOTH BE MADE AT THE MAIN.
10. THE PROPOSED SERVICE LOCATION MUST BE AT LEAST 18" FROM THE EXISTING SERVICE DISCONNECTION.
11. PROPOSED WATER SERVICE MUST MAINTAIN A MINIMUM HORIZONTAL SEPARATION OF 10' FROM SANITARY SERVICE.
12. NEW WATER SERVICE MUST BE A MINIMUM OF 4' FROM A FIRE HYDRANT.

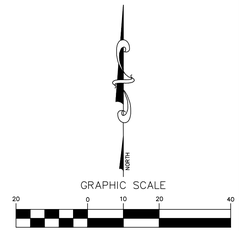
UTILITY SCHEDULE

STORM SEWER	
(1) EX. CURB INLET RIM=712.50 INV=709.82 (12" DIP SE)	(2) EX. STORM MANHOLE RIM= 712.50 INV=709.49 (12" DIP NW) INV=708.54 (24" RCP N) INV=708.49 (24" RCP S) **INV=708.65 (12" RCP SE)**
(3) EX. CURB INLET RIM= 712.50 INV=709.01 (6" PVC NE) INV=708.23± (24" RCP W)	(4) EX. STORM MANHOLE RIM=713.46 INV=708.41 (24" RCP N) INV=708.36 (24" RCP S)
(5) EX. CATCH BASIN RIM=712.60 INV=710.40 (6" PVC SW) INV=710.40 (4" PVC E)	**(6) STORM INLET TYPE A (24" DIA.) RIM=712.60 INV=710.10**
(7) 129 L.F. – 12" RCP @ 1.05%	**(8) STORM MH TYPE C (48" DIA.) RIM=714.10 INV=708.75**
(9) 10 L.F. – 12" RCP @ 1.00%	**(10) STORM INLET TYPE A (24" DIA.) RIM=713.90 INV=712.00**
(11) 41 L.F. – 12" RCP @ 0.76%	**(12) STORM MH TYPE C (48" DIA.) RIM=714.60 INV=711.69**
(13) 80 L.F. – 12" RCP @ 1.00%	**(14) STORM MH TYPE C (48" DIA.) RIM= INV=710.89 (12" E) INV=±708.25 (24" N,S) (VERIFY IN FIELD)**

UTILITY CROSSING SCHEDULE

CROSSING	SIZE (IN.)	MATERIAL	UTILITY	BOTTOM OF PIPE	TOP OF PIPE	CLEARANCE
(A)	24	RCP	STM	708.11		2.53'
	6	PVC	SAN		705.58	
(B)	12	DIP	WM	707.00		1.50'
	6	PVC	SAN*		705.50	
(C)	24	RCP	STM	708.05		2.58'
	6	PVC	SAN		705.47	
(D)	12	DIP	WM	706.90		1.50'
	6	PVC	SAN*		705.40	

* SEWER PIPE TO BE WATER MAIN EQUIVALENT STANDARDS FOR APPROPRIATE WATER MAIN PROTECTION



DATE	REVISIONS	DRAWN BY
1. 08/01/22	PER VILLAGE COMMENTS	DJA
2. 08/08/22	PER VILLAGE COMMENTS	NEK
3. 08/16/22	PER VILLAGE COMMENTS	TLM
4. 08/30/22	PER VILLAGE COMMENTS	TLM
5. 09/01/22	PER VILLAGE COMMENTS	TLM
6. 09/26/22	ARCHITECTURAL UPDATE	TLM

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
GRADING AND UTILITY PLANS

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PROJECT NO. 66815621
DATE 07/01/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. NEK
DRAWN BY TLM

SHEET 5 OF 8

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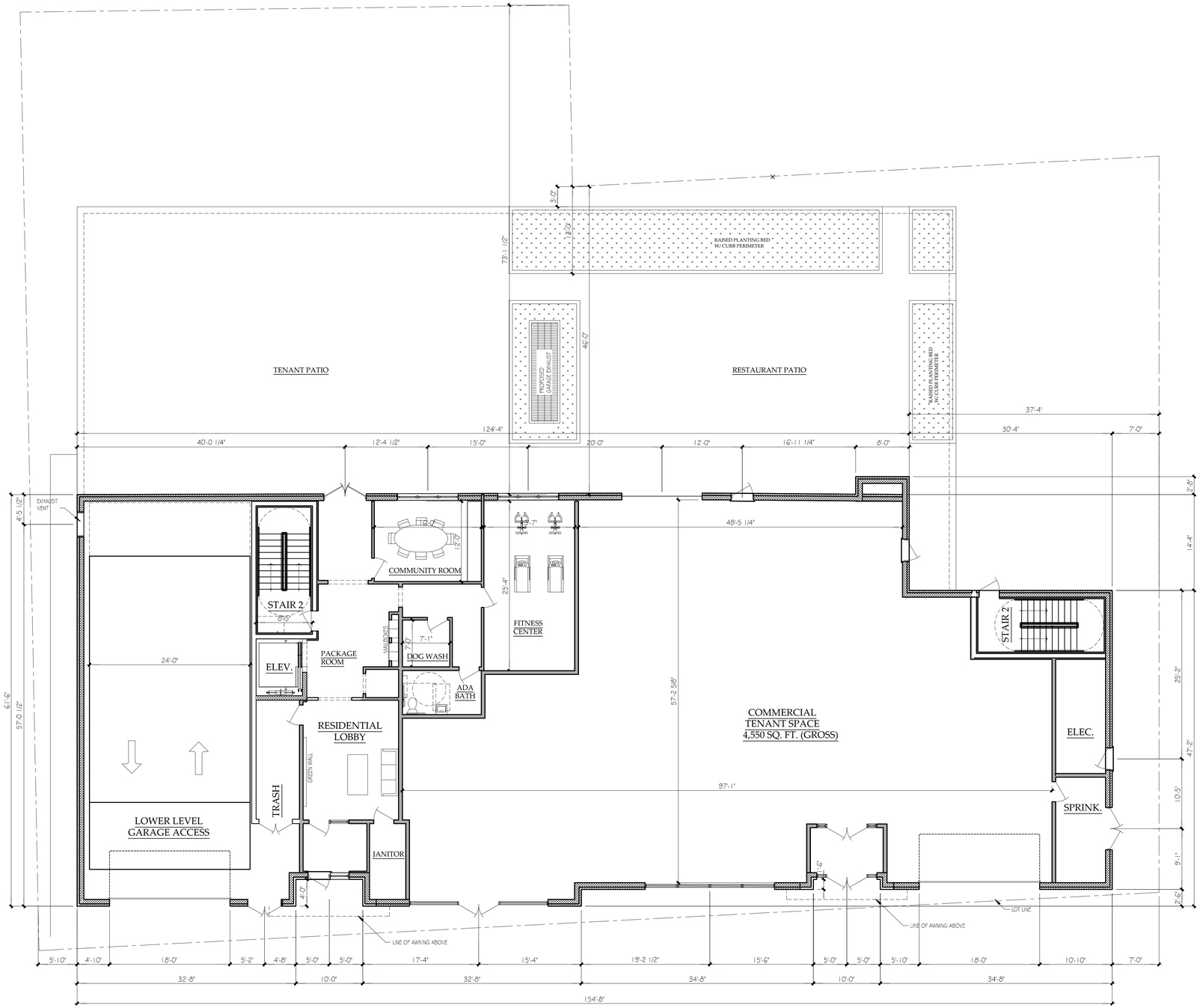


GROUND FLOOR/SITE PLAN

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

9,258 SQ. FT. (GROSS)

Mixed-Use Development

4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties

4915 Main Street, Downers Grove, IL 60515

(630) 918-2083

studio21 architects

5012 Fairview Ave.
Downers Grove, IL 60515

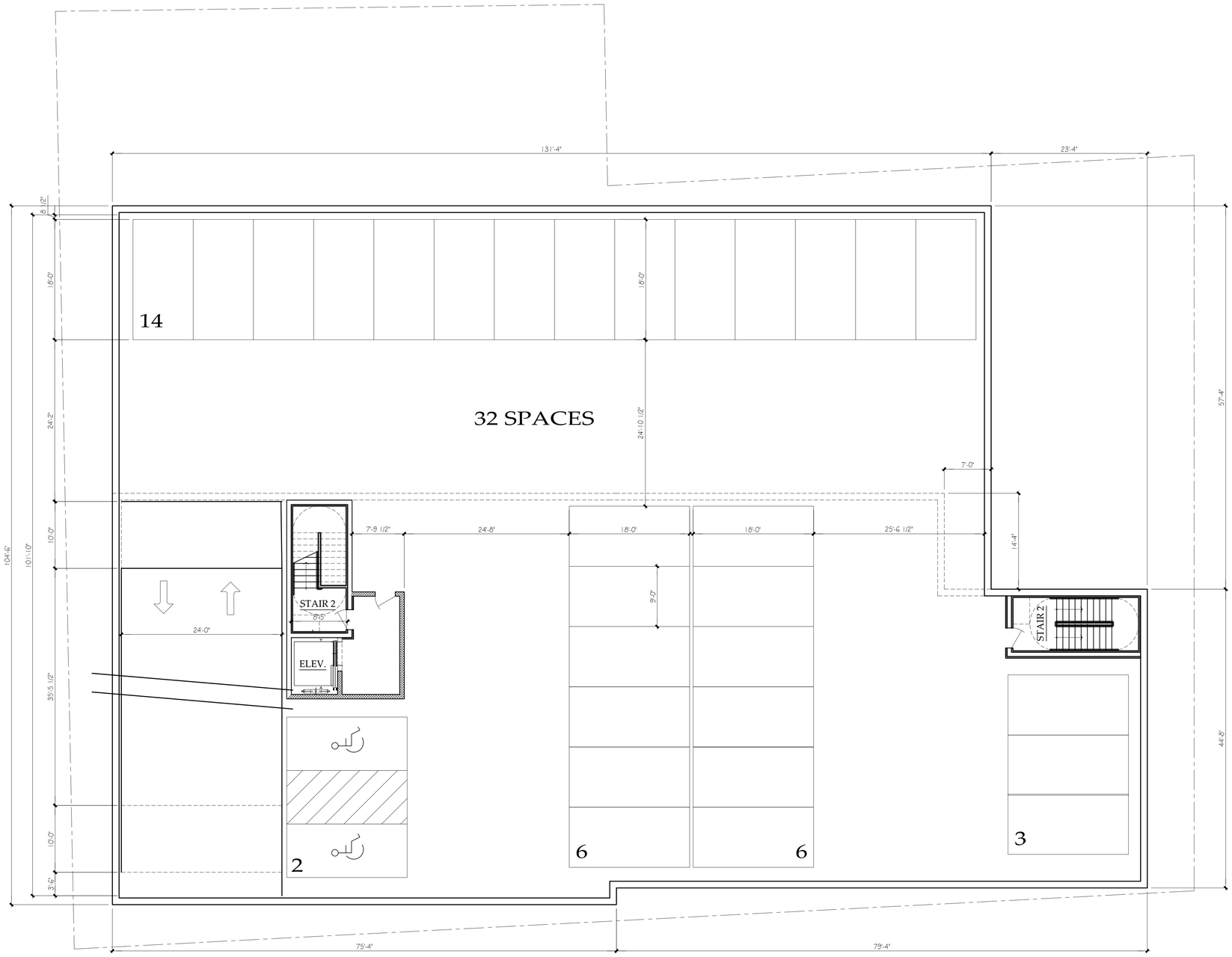
630.789.2513
studio21architects.com

DATE
09/27/22

REVISIONS

PROJECT
21186

SHEET
A1.0



PARKING LL1

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

Mixed-Use Development

4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties

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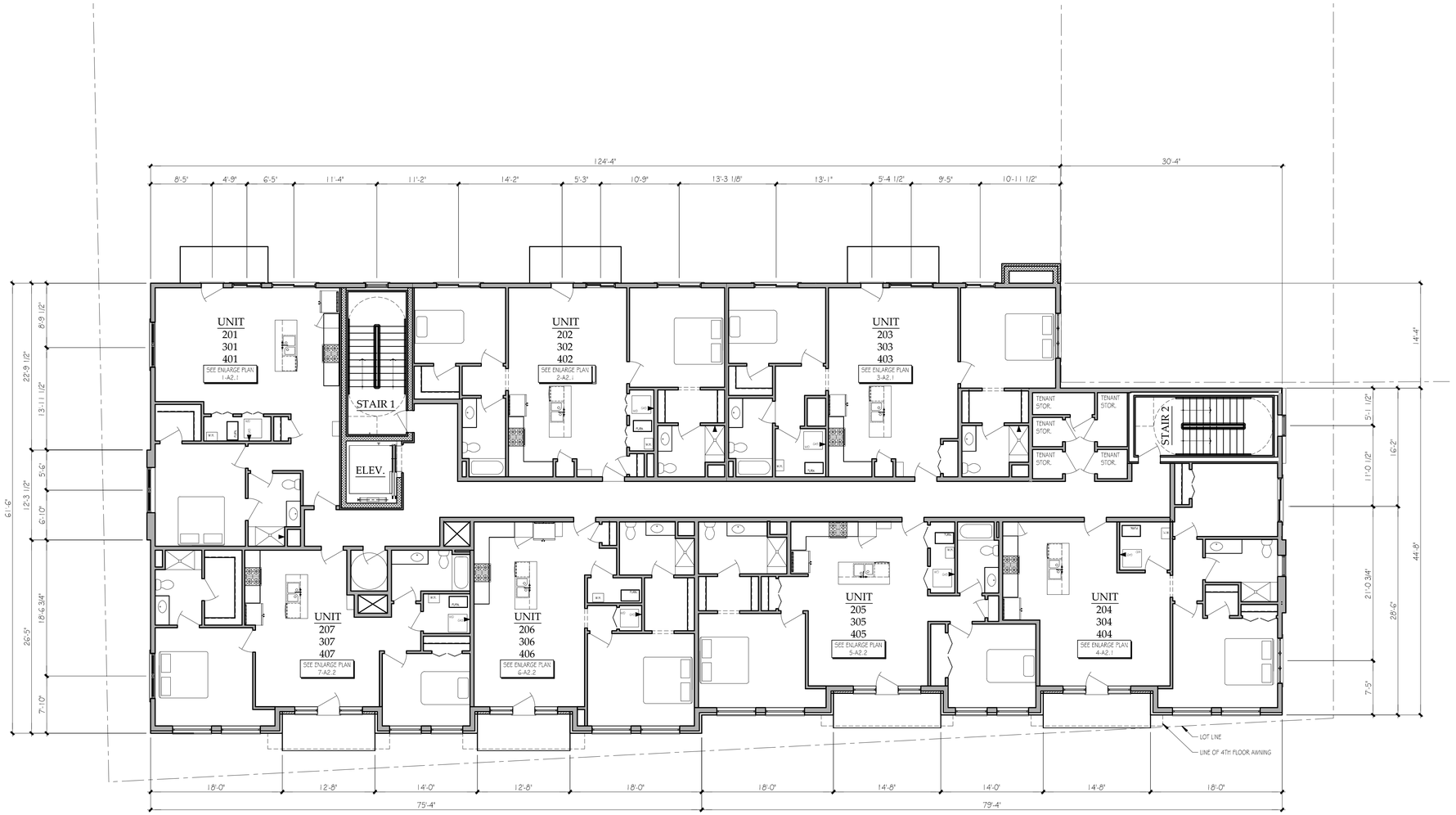
DATE
09/27/22

REVISIONS

PROJECT
21186

SHEET
A1.1



4 - TWO BED, 3 - ONE BED

RESIDENTIAL UNIT FLOOR 2 & 3

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

9,160 SQ. FT. (GROSS)

Mixed-Use Development

4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties

4915 Main Street, Downers Grove, IL 60515

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Downers Grove, IL 60515

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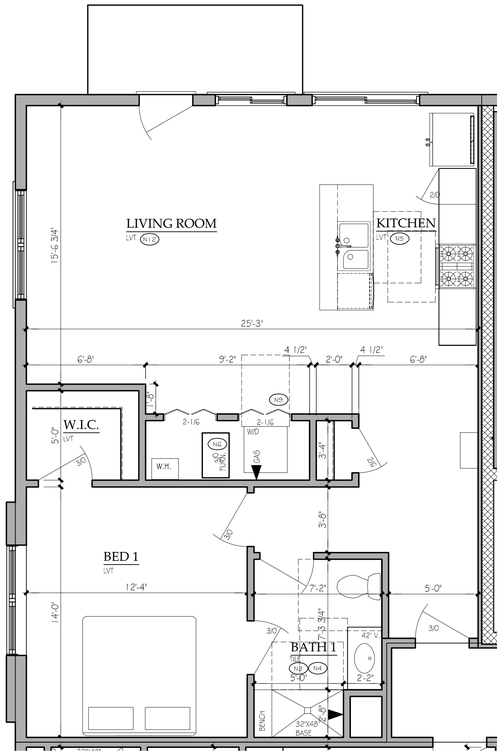
DATE
09/27/22

REVISIONS

PROJECT
21186

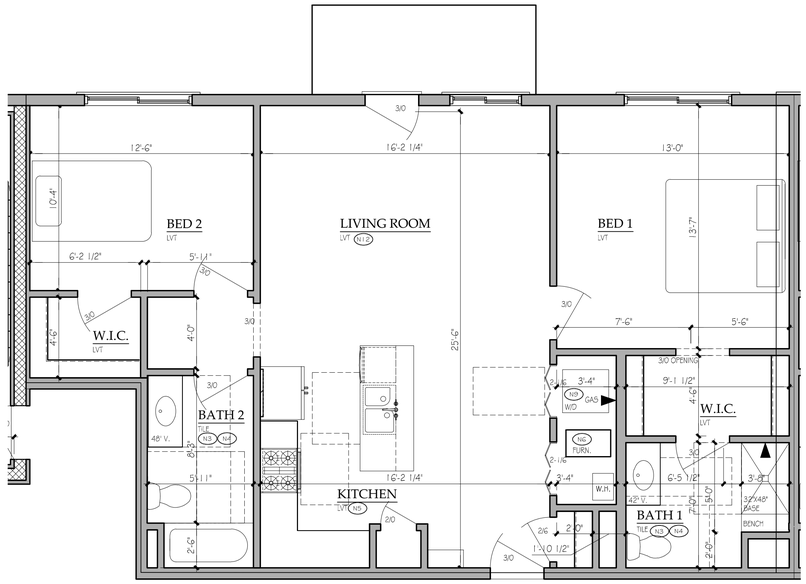
SHEET
A2.0



1 UNIT PLAN - 201, 301, 401

SCALE: 1/4"=1'-0"

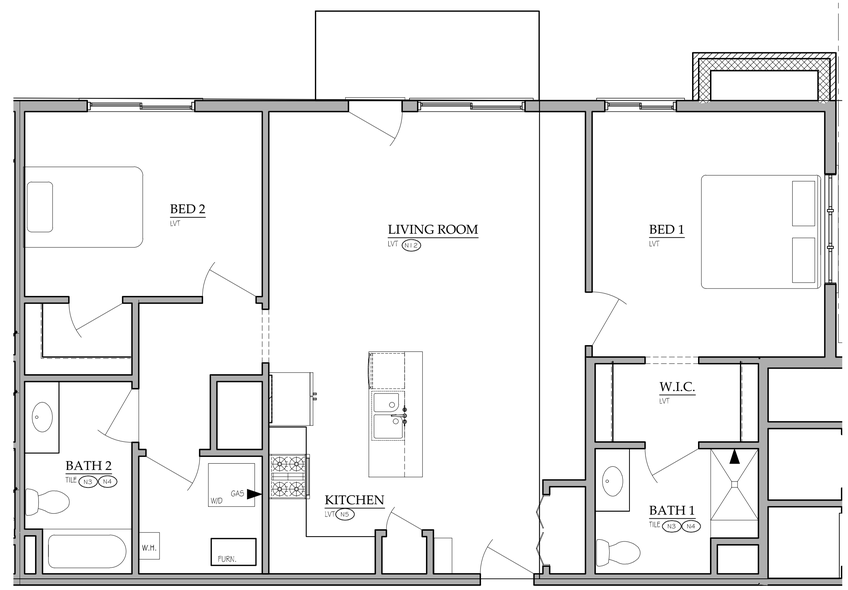
1 BEDROOM / 1 BATH
914 SQ. FT.



2 UNIT PLAN - 202, 302, 402

SCALE: 1/4"=1'-0"

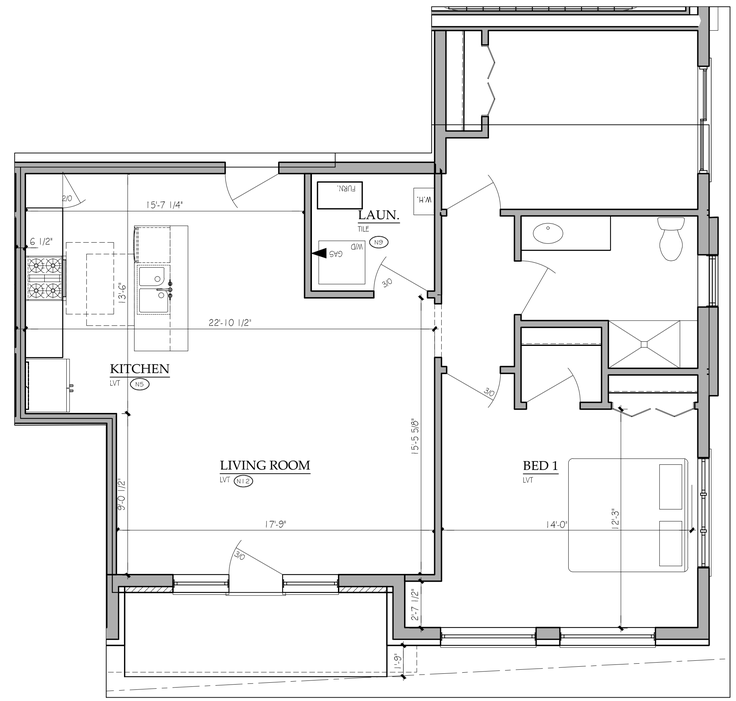
2 BEDROOM / 2 BATH
1,097 SQ. FT.



3 UNIT PLAN - 203, 303, 403

SCALE: 1/4"=1'-0"

2 BEDROOM / 2 BATH
1,184 SQ. FT.



4 UNIT PLAN - 204, 304, 404

SCALE: 1/4"=1'-0"

2 BEDROOM / 1 BATH
1,045 SQ. FT.

Mixed-Use Development

4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties

4915 Main Street, Downers Grove, IL 60515

(630) 918-2083

studio21 architects

5012 Fairview Ave.
Downers Grove, IL 60515

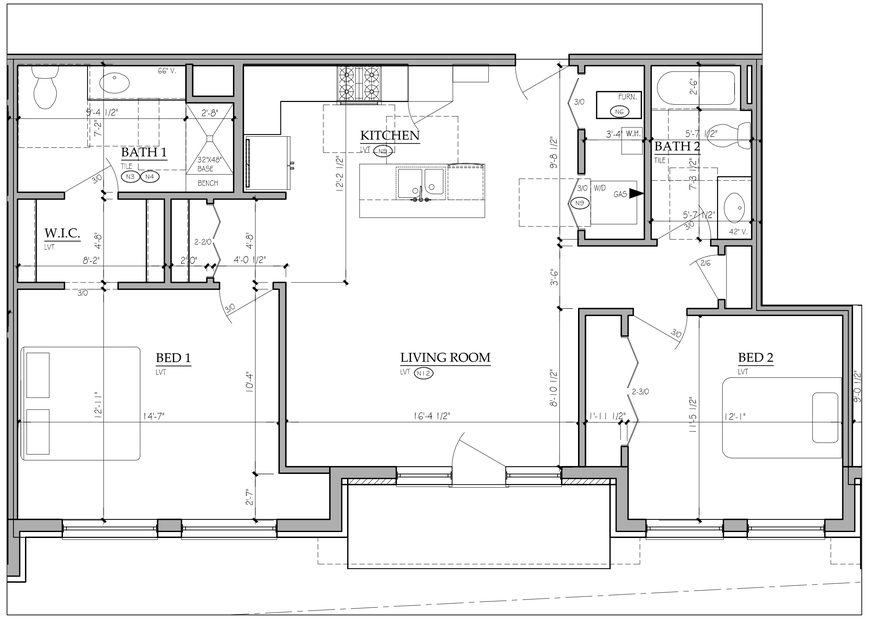
630.789.2513
studio21architects.com

DATE
09/27/22

REVISIONS

PROJECT
21186

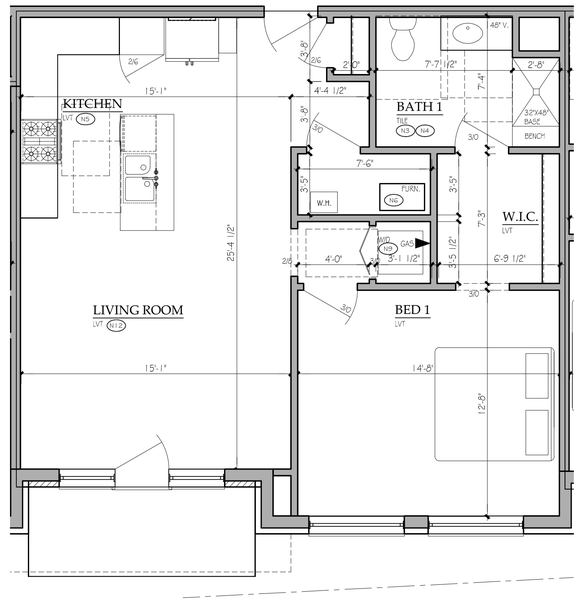
SHEET
A2.1



5 UNIT PLAN - 205, 305, 405

SCALE: 1/4"=1'-0"

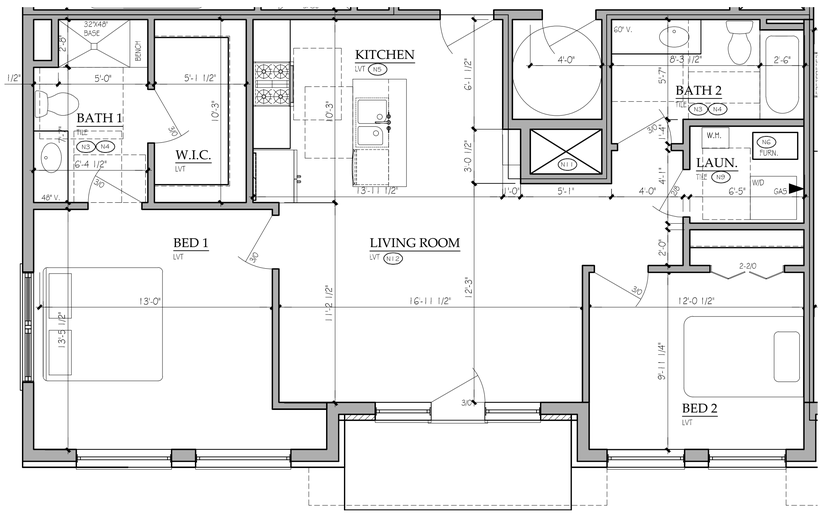
2 BEDROOM / 2 BATH
1,134 SQ. FT.



6 UNIT PLAN - 206, 306, 406

SCALE: 1/4"=1'-0"

1 BEDROOM / 1 BATH
863 SQ. FT.



7 UNIT PLAN - 207, 307, 407

SCALE: 1/4"=1'-0"

2 BEDROOM / 2 BATH
1,030 SQ. FT.

Mixed-Use Development

4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties

4915 Main Street, Downers Grove, IL 60515

(630) 918-2083

studio21 architects

5012 Fairview Ave.
Downers Grove, IL 60515

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studio21architects.com

DATE
09/27/22

REVISIONS

PROJECT
21186

SHEET
A2.2

NORTH ELEVATION

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

EAST ELEVATION

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

SOUTH ELEVATION

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

WEST ELEVATION

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

Mixed-Use Development
4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties
4915 Main Street, Downers Grove, IL 60515
(630) 918-2083

studio21 architects
5012 Fairview Ave.
Downers Grove, IL 60515
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studio21architects.com

DATE
09/27/22

REVISIONS

PROJECT
21186

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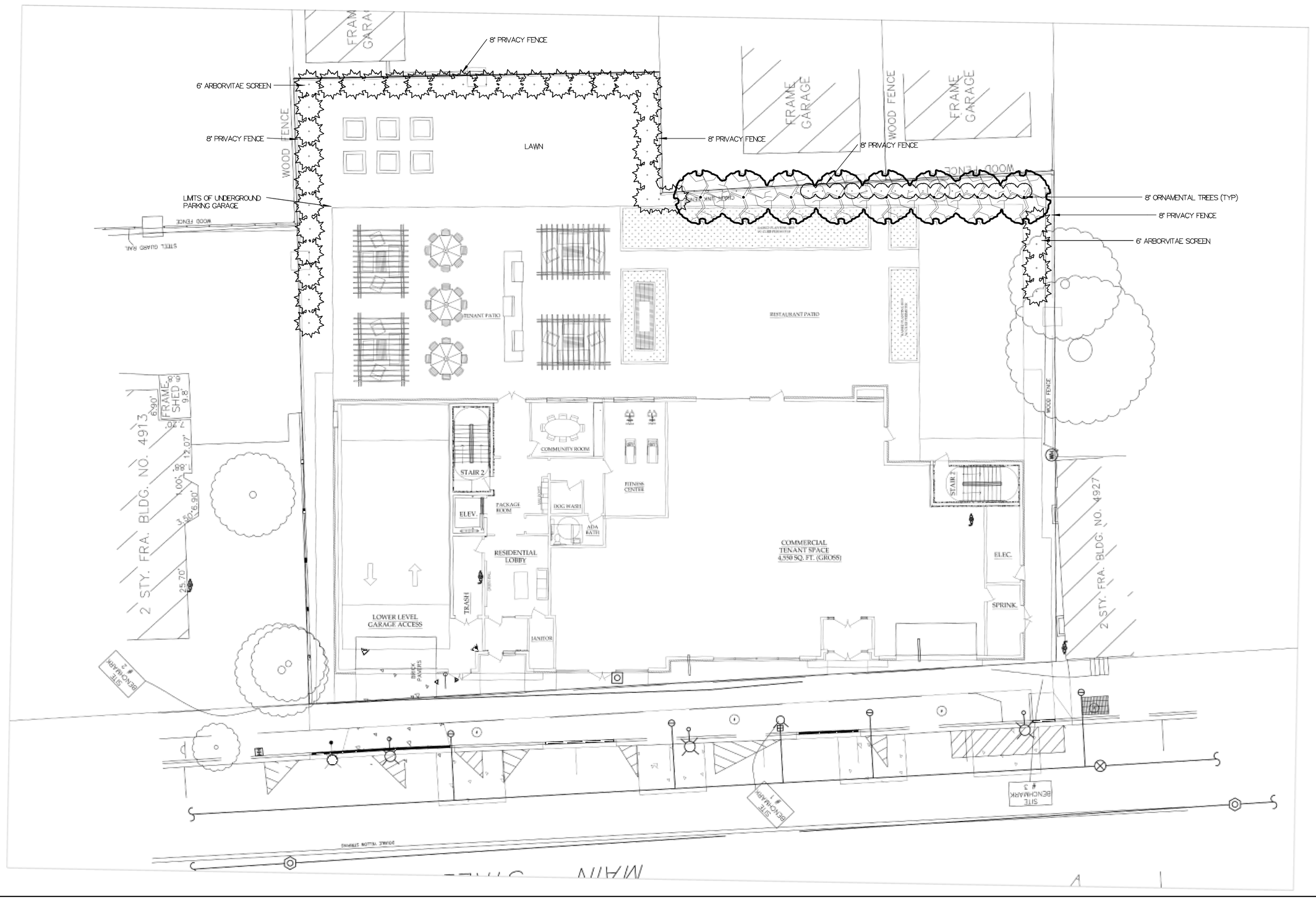


N

Scale: 1" = 10'

Date: 10.5.22

Drawn: BK

Revised:

4915 Main Street, Downers Grove

Preliminary Landscape Plan

GREEN GRASS

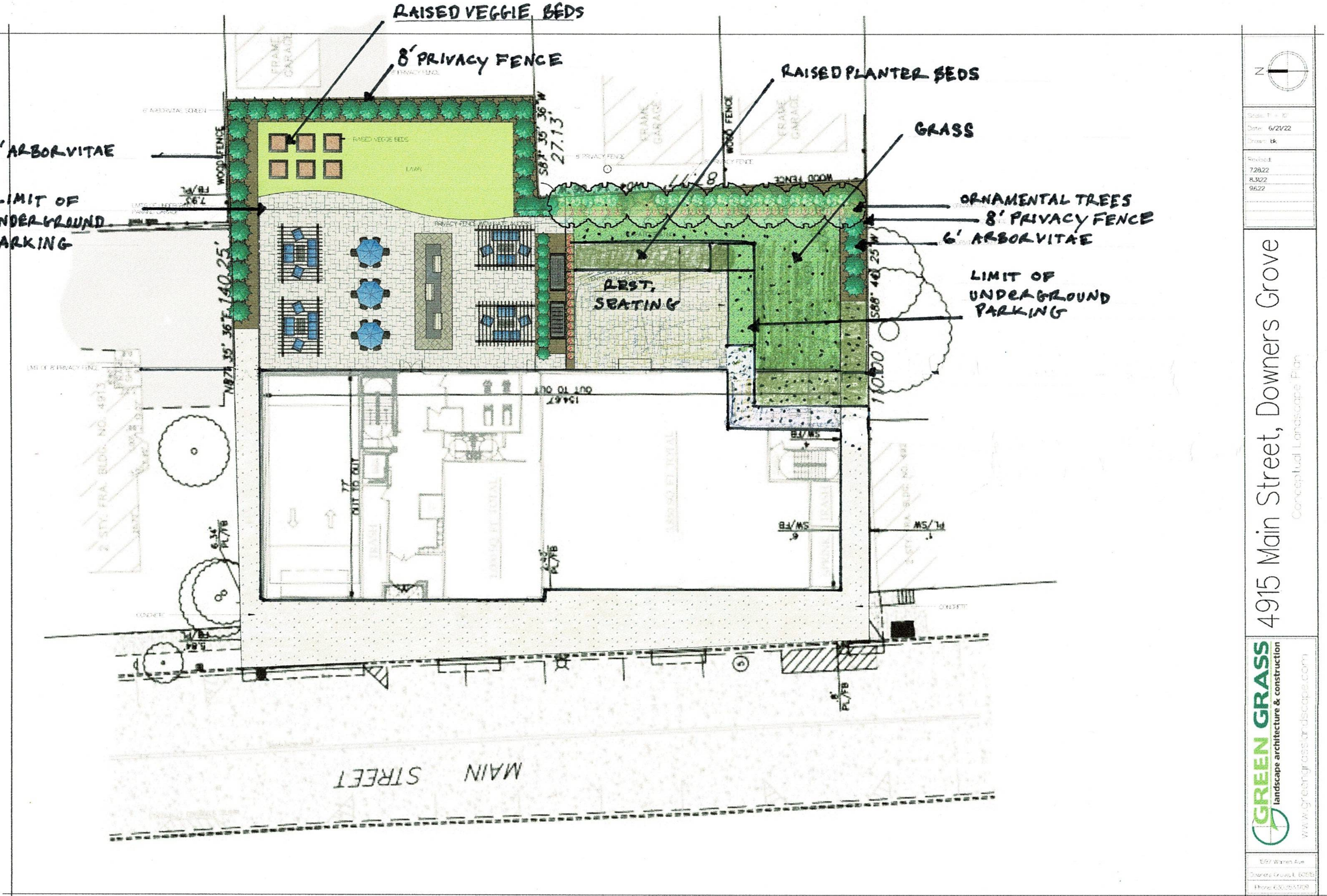
LANDSCAPE CONSTRUCTION & MAINTENANCE

www.greengrasslandscape.com

1697 Warren Ave

Downers Grove, IL 60515

Phone: 630.353.1709


RAISED VEGGIE BEDS
8' PRIVACY FENCE
RAISED PLANTER BEDS
GRASS
6' ARBORVITAE
LIMIT OF UNDERGROUND PARKING
ORNAMENTAL TREES
8' PRIVACY FENCE
6' ARBORVITAE
LIMIT OF UNDERGROUND PARKING
REST. SEATING
MAIN STREET
4915 Main Street, Downers Grove
Conceptual Landscape Plan
GREEN GRASS
landscape architecture & construction
www.greengrasslandscape.com

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
AUGUST 22, 2022 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
22-PLC-0017 4915 Main Street, 4919 Main Street, and 4923 Main Street	Special Use, Planned Unit Development, and Rezoning	Flora P. Leon, AICP Senior Planner

REQUEST
The petitioner is requesting approval of a Special Use, Planned Unit Development and Rezoning from DB (Downtown Business) to DB/PUD (Downtown Business/Planned Unit Development) to permit the construction of a four-story mixed use building with commercial space on the ground floor and 24 residential units on the three floors above.

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

GENERAL INFORMATION

OWNERS: Barriere Properties, LLC
4915 Main Street
Downers Grove, IL 60515

URS-JDJAC25 LLC
2550 Wisconsin Avenue
Downers Grove, IL 60515

PETITIONER: Adam Barry
4915 Main Street
Downers Grove, IL 60515

PROPERTY INFORMATION

EXISTING ZONING: DB, Downtown Business District
EXISTING LAND USE: Commercial
PROPERTY SIZE: 0.48 acres (20,889 square feet)
PINS: 09-08-117-005, -006 and -007

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	DB, Downtown Business	Downtown (Business)
SOUTH:	DB, Downtown Business/ R5, Residential Detached House 5	Downtown (Business)/ Single Family Detached
EAST:	R5, Residential Detached House 5	Single Family Detached
WEST:	DB, Downtown Business	Downtown (Business)

ANALYSIS

SUBMITTALS

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

1. Application/Petition for Public Hearing
2. Location Map
3. Project Narrative
4. Plats of Survey
5. Engineering Plans
6. Architectural Drawings
7. Building Material Samples
8. Neighborhood Meeting Summaries
9. Traffic and Parking Study
10. Plat of Consolidation
11. Landscape Plan
12. Photometric Plan

PROJECT DESCRIPTION

The petitioner is requesting approval of a Special Use, Planned Unit Development, and a rezoning from DB (Downtown Business) to DB/PUD (Downtown Business/Planned Unit Development) to permit the construction of a four-story mixed use building with commercial space on the ground floor and 24 residential units on the three floors above. Currently all three lots (4915, 4919, and 4923 Main Street) are occupied by commercial office uses within former residential buildings. All three lots are also zoned DB, Downtown Business. The following is a summary of the proposed development:

Table 1: Project Summary

4915, 4919 and 4923 Main Street	
Proposed Use	Rental Apartments and Commercial
Property Size	0.48 acres (20,889 square feet)
Number of Residential Units	24
Density	870.4 sq. ft. per unit
Parking Spaces	34 (residential parking)
Building Height	46 feet (4 Floors)

The proposal includes combining the three lots and redeveloping the property with a four-story building. The building will provide for 4,600 square feet of ground floor commercial space. The intention for this commercial space is occupation by a restaurant, but could also be divided into smaller commercial units. The remaining area on the ground floor will incorporate apartment amenities including a residential lobby, dog wash area, fitness room and a community room. The 24 units are located on the second, third, and fourth floors above and will include a mix of one- and two-bedroom units, which are intended for a 55+ year old community. East of the building will include and outdoor amenity patio for the residences and outdoor dining for a restaurant.

The ground floor will also provide access to the underground 34 space resident parking garage with access at the far northern side of the Main Street facade. Further discussed below, the underground garage will necessitate setback relief from the Zoning Ordinance. The future commercial space does not require off-street parking as the property is located within the DB zoning district. The proposed development will provide four on-street parking spaces on Main Street. An additional parking space will be designated as a permanent loading zone to be used for deliveries, moving and garbage collection.

COMPLIANCE WITH THE ZONING ORDINANCE

The three properties are zoned DB, Downtown Business. Per Section 28.5.010 of the Zoning Ordinance, apartments are allowed as Special Uses in the DB zoning district. The petitioner is requesting a Planned Unit Development designation. Compliance with the applicable bulk and parking requirements of the Zoning Ordinance are highlighted in the table below:

Table 2: Zoning Requirements

Maple and Washington	Downtown Business Bulk Requirements	Proposed
Lot Area per Dwelling Unit	800 sq. ft. (min)	870.4 sq. ft.
Side Setback – North property line	0 feet	6.34 feet
Side Setback – South property line	0 feet	7 feet
Rear Setback – East property line	46 feet	**3 feet (below grade parking)*** 46 feet (above ground levels)
Build-to Zone (BTZ)		
Min/Max	0/10 feet	0.8 to 6.3 feet
Build-to Zone – West property line Main Street	80 percent	92 percent
Building Height	32 feet (min) / 70 feet (max)	46 feet
Parking Spaces	34	34 (residential parking)

* Indicates a deviation from the Zoning Ordinance Requirements

Planned Unit Development Request

A Planned Unit Development is intended to accommodate development that may be difficult to carry out under applicable zoning standards and results in public benefits that are at least commensurate with the degree of flexibility provided. Examples of development types that are appropriate for PUD approval, per Section 4.030.A.1 of the Zoning Ordinance include:

- Developments that provide housing variety
- Mixed- and Multi-use Developments. Developments that contain a complementary mix of residential and nonresidential uses or that provide for a range of land use types.
- Developments that are consistent with the goals and policies of the Comprehensive Plan

The proposed development provides housing variety by providing a variety of apartments with different numbers of bedrooms. Additionally, the development continues to provide an amenity package that is currently limited in the downtown, thus creating additional housing variety in the Village. The residential development helps advance the goals of the Comprehensive Plan as described above.

A PUD will also achieve a variety of planning goals as outlined in Section 28.4.030.A.2 of the Zoning Ordinance:

- Implementation of and consistency with the comprehensive plan and other relevant plans and policies.
- Variety in housing types and sizes to accommodate households of all ages, sizes, incomes and lifestyle choices.
- Compact, mixed-use development patterns where residential, commercial, civic and open spaces are located in close proximity to one another.
- High-quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping.

The proposed development meets the provisions of a Planned Unit Development. The requested rear yard setback deviation allows for the parking requirements to be met below grade. The building strengthens the northern gateway into downtown. The development provides a mix of bedroom counts that are intended accommodate households in the 55+ year old community. The development is in close proximity to other institutional and civic spaces in the downtown. Lastly, the development provides a high-quality building and improvements that are compatible with the surrounding area.

Signage
Signage is not part of this petition, and any signage proposed for the development shall comply with the Zoning Ordinance requirements through a separate sign permit application.

COMPLIANCE WITH THE COMPREHENSIVE PLAN
The proposed development will provide a strong presence and strengthen the northern gateway into the downtown. The development is oriented towards Main Street and strengthens the building streetwall along this key thoroughfare. Additionally, the design of the building with commercial and active space along the Main Street façade provides a pedestrian friendly environment. The materials and modern design of the development continues the Village's commitment to quality architecture. The massing of the building takes into account the adjacent developments along Main Street. While the underground parking rear setback is not met, the building adheres to the required rear setback above ground respecting the buildings directly east.

The Downtown Focus Area key concepts include:
- Development that is pedestrian-oriented and walkable
- Maintain a sense of enclosure
- Maintain a commitment to quality architecture

The Comprehensive Plan also places the subject site within the Downtown Functional Subarea - Downtown Transition. This area should be understood as:
- A transition between more intensive uses in the Downtown Core and Downtown Edge into the neighborhoods that surround the Downtown.

The Comprehensive Plan, additionally, identified the following key concepts for this subarea:
- The built form of the Downtown Transition area should buffer nearby residential areas from taller and denser developments and should consist of buildings that are smaller than what is found in the Core and Edge subareas.
- This subarea should be denser compared to the surrounding neighborhoods outside of the downtown, but should be respectful of the height of surrounding neighborhoods.
- The built form should be consistent with transit-oriented development.

The proposed development also meets other goals in the Comprehensive Plan. These goals include:
- Reinforces the walkable nature of downtown by orienting the building towards Main Street.
- Promotes a mix of uses in the Downtown.
- Provides additional residents in close proximity to the downtown commercial core.

The Comprehensive Plan also encourages transit oriented development to take advantage of transportation opportunities. The proposed development is consistent with the transit oriented development approach as it provides higher density residential uses within a 10-minute walk of the Main Street Metra station.

Lastly, the Residential Policy Recommendations in the Comprehensive Plan notes that future multi-family development should be located near significant activity centers. The proposed mixed-use

development is located in the downtown and will attract additional households to the downtown to promote a vibrancy and energy in the downtown.

The proposed development is consistent with the intent of the Comprehensive Plan.

COMPLIANCE WITH DOWNTOWN DESIGN GUIDELINES

The recently updated Downtown Design Guidelines provide guidance for building and site design which will assist in creating a vibrant downtown. The guidelines are divided into seven separate sections: site design, building design, building base, building middle, building top, utility considerations, and parking facilities. Each section describes elements which support good design and provides visual references which identify both encouraged and discouraged elements. As recommended by the Downtown Design Guidelines, the proposed development incorporates the following features:

Table 3 – Downtown Design Guideline Compliance

Downtown Design Guideline Elements	Summary of Compliance
Site Design	• The apparent mass and bulk of the combined facility is reduced by structural articulation, windows or other architectural and functional elements, and by landscaping.
Building Design	• The façade is visually appealing through articulation, detailing, openings and materials of each elevation. • Consistent building materials and detailing on all sides of the structure that are open to public view has been provided. • Illumination will be provided to all entries to ensure customer and employee safety. • The Main Street façade provides three planes creating a visually appealing façade. • Windows line the Main Street facade and the materials at this base level wrap around the northern and southern side of the building.
Building Base	• Primary building entrances to the public street have been provided that are highly visible and inviting to visitors and employees, this is accomplished through the use of glass roll up doors, limestone block face, decorative lighting, and metal canopies • Entries have been designed as prominent features of the base. • The proposed canopies are complementary to the style and color of the building.
Building Middle	• Horizontal expressions are established between the ground floor and the rest of the residential floors through the use of a cornice feature, glass roll up doors, and metal canopies at both the commercial space entrance and garage entrance. • The middle of the building includes windows in rhythm with the base level, reflects proportionate shapes and patterns and is visually appealing through detailing, openings and materials. The middle of the proposed building meets these guidelines. • The use of fiber-cement panel siding allows the building to create a smooth transition to the single family neighborhood directly east of subject property. • For mixed use buildings, the use of balconies in the middle and upper sections adds visual interest to the streetwall. • Articulation is provided along the north and south faces through vertical bump-outs.
Building Top	• The proposed roof has been designed to distinction to the entire building. The cornice provides detailing that is in scale with the rest of the building. • The guidelines note the top of the building should be an expression of form as the building meets the sky and the roof should give distinction to the entire

	building. The proposed cornice along the Main Street façade gives distinction to the entire building.
Utility Considerations	• The design of maintenance, utility and service areas were integrated into the overall design of the building. • The incorporation of on-street parking on Main Street will provide both a visual and physical separation between pedestrians and vehicles.
Parking Facilities	N/A

COMPLIANCE WITH THE SUBDIVISION AND DEVELOPMENT ORDINANCE

The Subdivision Ordinance requires that developments requesting special use approval for multi-family developments provide park and school donations to offset the impact of new residential units. The proposed development will include 24 apartments (12 one bedroom units and 12 two bedroom units). Based upon the number of units and the number of bedrooms, the total donation is $154,984.92 ($132,081.96 to the Park District, $16,488.12 to Elementary School District 58, and $6,414.84 to High School District 99). Payment of these donations must be made to the Village prior to the issuance of any site development or building permits.

The existing 20,889 square foot site consists of three parcels. Section 28.11.020 of the Zoning Ordinance requires the construction of a principal structure to occur on a single lot of record. Should the proposed development be approved, the petitioner will be required to administratively consolidate the three lots pursuant to Section 20.507 of the Subdivision Ordinance prior to building permit issuance.

ENGINEERING/PUBLIC IMPROVEMENTS

Currently there are four on-street parking spaces on Main Street. The petitioner is proposing to improve Main Street by reducing the number of street cuts from three to one. This will allow for the total number of on-street parking remain at a total of four. The four spaces will provide a buffer between the traffic and the pedestrians walking along Main Street. A forty-foot long loading zone will be permanently designated to provide for off-hour restaurant deliveries as well as tenant moving trucks. The management company will coordinate resident move ins and outs to ensure loading zones are available.

Due to the anticipated location of the parking garage entrance along the north of the property, the petitioner will be removing one parkway tree as part of the proposed development. The Village is requiring the petitioner to provide a tree removal fee based upon the appraised value of each tree (as determined by the Village Forester) to be removed.

Based on the existing impervious area on the site and the proposed impervious area, the proposed development requires Post Construction Best Management Practices (PCBMPs). Detention for PCBMPs will be provided in a stormwater vault located beneath northeast side of the proposed development and storm sewer overflow pipe. Both items will treat runoff onsite for regularly occurring events. A mechanical water quality unit will be provided between the detention vault and the connection to the Village's storm sewer. The proposed development will comply with the Village's Stormwater and Flood Plain Ordinance.

A new water service and sanitary sewer service will be provided off of main lines located within Main Street. The Downers Grove Sanitary District conceptually approved the request for sanitary sewer service to this development. The public sidewalk along Main Street will be replaced and expanded to the inside of the existing curb. Main Street will be restored after utility connections have been completed.

TRAFFIC AND PARKING

A traffic impact study for the proposed development was completed by the petitioner. Based on the proposed improvements, the study found that the additional traffic generated from the development will

not significantly affect future conditions at the nearby intersections. Specifically, the proposed development generated traffic will have limited impact on Main Street intersections with Warren Avenue, Franklin Street, and Rogers Street.

While the study examined existing conditions in 2022, to ensure the traffic counts reflected normal traffic conditions, the counts were compared with previous counts conducted at these intersection in 2014. These counts were then adjusted using the 2050 Average Annual Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP).

With regards to the parking, the development will provide 34 residential parking spaces, in an underground parking garage. As such, the proposed development will provide parking at a ratio of 1.4 spaces per residential unit as required by the Zoning Ordinance. There is also an additional four parking stalls being proposed on Main Street. Per the petitioner and the submitted traffic and parking study; the parking stalls for residents will be assigned and thus deemed to have a low turnover parking rate.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division of the Fire Department has reviewed the application. Access for the Fire Department will be along both Main Street. All floors will be equipped with fire alarms and will be sprinkled, as required by Village regulations.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the subject property in addition to posting the public hearing sign and publishing a legal notice in the *Daily Herald.* Staff has not received any comments regarding the proposed development.

As required by the Zoning Ordinance, the petitioner held two neighborhood meetings. At the first meeting held on May 25, 2022 a total of five residents attended with various comments and questions. At the time of the meeting a five story high building design was presented. The comments varied, but included positive feedback about a new cohesive development north of the tracks, in addition to questions regarding stormwater management.

On August 10th, 2022 a second neighborhood meeting was held. At this second meeting the updated proposal with four stories was presented. A total of 12 residents attended the meeting. Public comments revolved around rental rates, building setbacks, Downtown Business Zoning District regulations, the future of property management, restaurant patio noise, and stormwater management. A summary of both meetings is attached.

STANDARDS OF APPROVAL

The petitioner is requesting a Special Use, Planned Unit Development and Rezoning approval for the development of a four-story mixed use building with commercial space on the ground floor and 24 residential units on the three floors above.

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:

Planned Unit Development
Section 28.12.040.C.6 Review and Approval Criteria

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

a. *The zoning map amendment review and approval criteria of Sec. 28.12.030.I.*
b. *Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.*
c. *Whether PUD development plan complies with the PUD overlay district provisions of Sec. 28.4.030.*
d. *Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.*
e. *Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*

Zoning Map Amendment
Section 12.030.I. Zoning Map Amendment Review and Approval Criteria
The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision-making bodies must consider at least the following factors:

1. *The existing use and zoning of nearby property.*
2. *The extent to which the particular zoning restrictions affect property values.*
3. *The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.*
4. *The suitability of the subject property for the zoned purposes.*
5. *The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.*
6. *The value to the community of the proposed use.*
7. *The comprehensive plan.*

Special Use
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 petitioner 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 August 22, 2022 meeting. Should the Plan Commission find that the request meets the standards of approval for a Planned Unit Development, accompanying Rezoning, and Special Use staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 22-PLC-0017:

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 Planned Unit Development, accompanying Rezoning, and 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 22-PLC-0017, subject to the following conditions:

1. The Special Use, Planned Unit Development and Rezoning shall substantially conform to the staff report, renderings, architecture plans prepared by Studio21 Architects, dated August 1, 2022, engineering plans prepared by RWG Engineering, LLC dated August 8, 2022, landscape plans prepared by Green Grass, and traffic plans prepared by KLOA dated August 16, 2022 except as such plans may be modified to conform to the Village codes and ordinances.
2. The petitioner shall consolidate the three lots into a single lot of record pursuant to Section 20.507 of the Subdivision Ordinance prior to the issuance of any site development or building permits.
3. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $154,984.92 ($132,081.96 to the Park District, $16,488.12 to Elementary School District 58, and $6,414.84 to High School District 99).
4. All signage for the apartment building and future restaurant shall conform to the Village's Sign Ordinance.
5. The building materials shall be substantially consistent with the approved plans as verified by the Village and consistent with the Downtown Design Guidelines.
6. Bicycle racks will be provided on the subject property as required by Village Code.
7. Prior to the issuance of any building or development permits, the petitioner shall pay to the Village tree removal permit fees subject to verification by the Village Forrester.

Staff Report Approved By:

Stan Popovich, AICP
Director of Community Development

-att

P:\P&CD\PROJECTS\PLAN COMMISSION\2022 PC Petition Files\22-PLC-0017 - 4915 Main - Planned Unit Development, Rezoning, Special Use, Lot Consolidation\22-PLC-0017 - Staff Report.doc


FRANKLIN ST
MAIN ST
HIGHLAND AVE
4900
4901
4900
4905
4905
4904
4910
4908
4912
4913
4905
4911
4914
4915
4917
4919
4920
4921
4923
4923
4924
R4
INP1
INP1
R4
FRANKLIN ST
DB
DB
MAIN ST
DB
R5
HIGHLAND AVE
R4
N
0 25 50 100
Feet
4915, 4919, 4923 Main Street - Location Map
Subject Property
Project Location

550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE : (630) 916-6262

Graphic Scale
20 10 5 0 20 40 60
(In Feet)
1"=20'

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

BY

GENTILE AND ASSOCIATES, INC.

PROFESSIONAL LAND SURVEYORS

SEE PAGE 2 OF 2 FOR TOPOGRAPHIC INFORMATION

LEGAL DESCRIPTION:

PARCEL 1:

THAT PART OF LOT 4, IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION SITUATED IN PART OF SECTION 5 AND 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, DESCRIBED AS FOLLOWS; COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 4, ALSO BEING THE EAST RIGHT OF WAY LINE OF MAIN STREET, AS NOW PLATTED AND RECORDED, A DISTANCE OF 111.6 FEET (DEED, 111.0 FEET CALC. & MEAS.) FOR A PLACE OF BEGINNING; THENCE EASTERLY A DISTANCE OF 115.0 FEET (DEED, 110.0 FEET CALC. & MEAS.); THENCE SOUTHERLY ALONG A LINE PARALLEL WITH THE SAID WEST LINE OF LOT 4 A DISTANCE OF 25.4 FEET MEASURED; THENCE EASTERLY ALONG A LINE PARALLEL WITH THE NORTH LINE OF LOT 4 TO A POINT 135 FEET WEST OF THE EAST LINE OF LOT 4; THENCE NORTHERLY TO A POINT ON THE NORTH LINE WHICH IS 135.0 FEET WEST OF THE NORTHEAST CORNER OF SAID LOT 4, A DISTANCE OF 82.0 FEET; THENCE WESTERLY ALONG SAID NORTH LINE OF LOT 4 TO A POINT ON THE AFORESAID WEST LINE OF LOT 4 (EAST RIGHT OF WAY LINE OF MAIN STREET, AS NOW PLATTED AND RECORDED); THENCE SOUTHERLY ALONG SAID WEST LINE OF LOT 4 TO THE PLACE OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOW AS 4915 MAIN STREET, DOWNERS GROVE, ILLINOIS 60515

PARCEL 2:

THE SOUTH 55 FEET OF THE NORTH 111.6 FEET OF THE WEST 110 FEET OF LOT 4 IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOW AS: 4919 MAIN STREET., DOWNERS GROVE, ILLINOIS 60515

PARCEL 3:

THE SOUTH 56.00 FEET OF THE WEST 110.00 FEET OF LOT 4 IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, IN DUPAGE COUNTY, ILLINOIS.

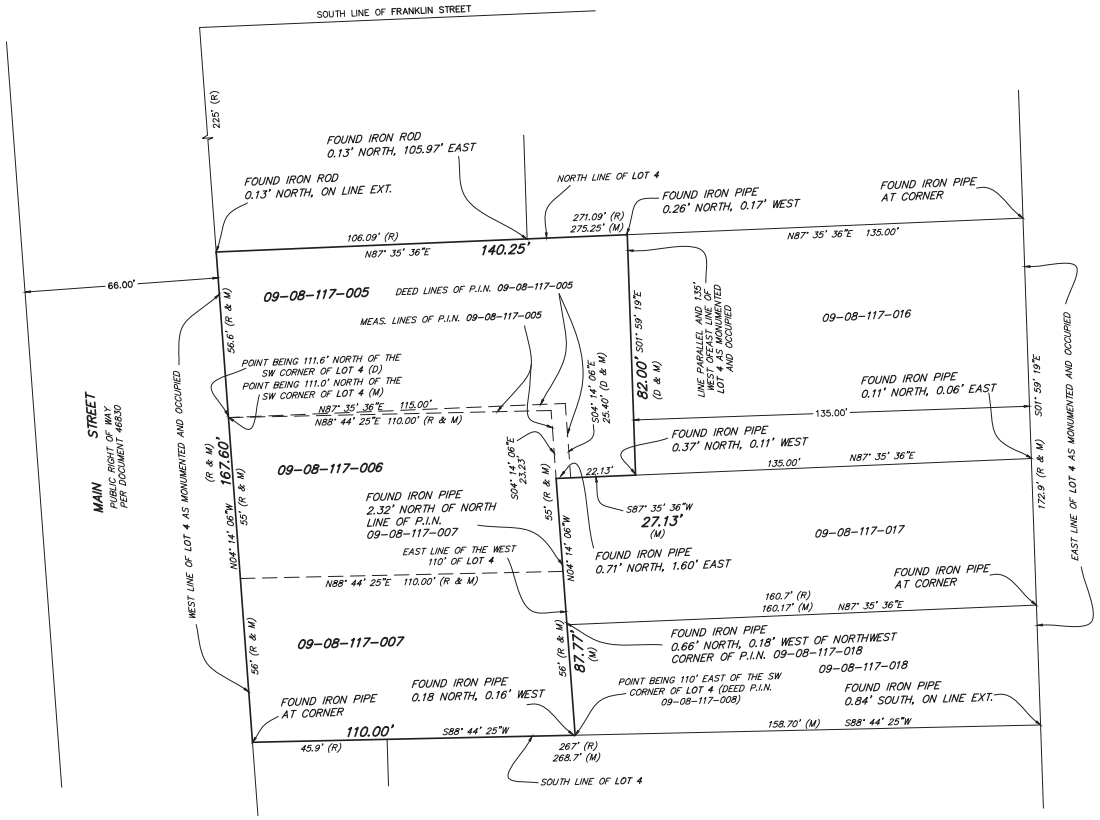
PROPERTY COMMONLY KNOWN AS: 4923 MAIN STREET, DOWNERS GROVE, ILLINOIS 60515

CONTAINING: PARCEL 1, 8,695.20 SQ. FT., 0.20 AC.

PARCEL 2, 6,041.85 SQ. FT., 0.14 AC

PARCEL 3, 6,151.70 SQ. FT., 014 AC

TOTAL, 20,888.58 SQ. FT., 0.48 AC. (MORE OR LESS)



ABREVIATIONS

(D)	DEED
(R)	RECORD
(M)	MEASURED

NOTES:

EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE: EASEMENTS OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF MAKING OF THIS SURVEY; BUILDING SETBACK LINES, RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND-USE REGULATIONS, AND ANY OTHER FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.

BASE SCALE : 1 INCH = 10 FEET
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF
ORDERED BY : RWG ENGINEERING, LLC
DRAWN BY : VAF
CHECKED BY : JFG
SURVEYED BY : JG-LR

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE. FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR ABSTRACT DEED, CONTRACT AND ZONING ORDINANCE.

ORDER NO. 22-22478

SHEET 1 OF 2

EACH OF THE ADDITIONAL TABLE "A" ITEMS LISTED IN SURVEYOR'S CERTIFICATE (AS REQUESTED BY CLIENT) HAVE BEEN ADDRESSED. THE FOLLOWING ITEMS NO'S. HAVE NO NOTATION ON THIS PLAT AS THE REFERENCED CONDITIONS DO NOT EXIST ON, OR APPLY TO SUBJECT PROPERTY:

_____

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

TO:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS

_____ OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON MARCH 24, A.D. 2022.

DATE OF PLAT: A.D. 2022.

BY: *PRELIMINARY*
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2022
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

Narrative Description and Statement of Intent
PUD Petition – 4915 - 4923 Main St.
Barriere Properties, Petitioner

The Petitioner is seeking approval of a PUD to construct a 4 story mixed-use building with commercial lease space on the ground floor and 24 residential units on the 3 floors above in the Downtown Business District (DB) zoned parcel of land located at addresses of 4915, 4919, and 4923 Main Street. The site is currently 3 individual properties each with an existing two story building, once single family homes, now converted into business offices.

Main Street, from Franklin Street to Maple Avenue is the central business corridor of Downtown Downers Grove. One of the key components of the aesthetic quality of this corridor is the streetscape created by buildings built close to the public walk, encouraging a vibrant, pedestrian friendly feel to the downtown. This streetscape begins to be lost once one heads north of the BNSF and Warren Avenue. The existing developments north of the BNSF are mostly decades old, with many lacking the pedestrian friendly feel that the downtown has south of the BNSF. For the most part, the buildings are individualistic, and lack cohesion. Many of the commercial buildings are of office type, with few retail or restaurant options in this area. Often times, each individual building is surrounded by paved parking with several curb cuts at each property giving this end of the downtown a less pedestrian friendly feel.

The Downtown Business District contains bulk regulations to setbacks, lot area per dwelling, and building height. The proposed development will meet all of these requirements, with the exception of the below grade parking and its proximity to the rear lot line. In order to properly layout a below grade parking structure with adequate ramp slope and length, parking stalls and drive aisles, it is necessary for the below grade parking structure to extend deeper into the lot than the above grade building structure. As designed, the outside face of the rear foundation wall of the below grade parking structure will be 3’-7” at its closest point to the non-perpendicular rear property line. Again the proper parking layout, maximizing the parking spaces for the development requires this deviation from the rear setback requirement, but it should be noted that this structure that extends beyond the required rear setback is entirely below grade and would not be seen or noticed by tenants of the property, the neighboring properties, or the general public. The proposed building visible above grade will meet all setback requirements on the property.

The proposed development will meet the other required zoning restrictions of the DB zoning district, see the table at the end of this narrative.

Per Table 5-1: Allowed Uses, multi-family apartment/condo units require a Special Use approval. Discussions with the planning staff concluded that the multi-family use on the floors above grade level would be keeping in line with the overall Comprehensive Development Plan for the main corridor of the Downtown Business District. It was cited that commercial use is necessary on the ground floor which is being proposed for all of the ground floor that is not taken by the residential parking access, lobby, and small resident amenity features.

Approximately 4,600 square feet of the ground floor will be leasable commercial tenant space, with the intention for the space to be a restaurant.

The subject property is relatively flat with a majority of the lot paved. The development of this site will not create any increase of storm water runoff. The intent is to create landscape areas along the rear of the property to buffer the existing residential lots behind the property, with additional landscaping on the patio area above the below grade parking structure.

Currently the site has 3 curb cuts accessing Main Street. the new proposal will only have one curb-cut.for one driveway access to the parking garage. This will add green space to the existing parkway, street parking spaces, while also creating a more pedestrian friendly public walk with less points of conflict with cars entering and leaving properties.

The proposed building is to be constructed of Type 1A podium style structure below grade and for the ground floor, with Type 3b fire rated wood construction for the 3 floors above the ground floor. The walls and floors between units will be constructed utilizing sound absorption materials that drastically eliminate sound transfer between units. The exterior of the building is a mix of updated traditional and contemporary styles. Materials along Main Street will include a combination of brick and block veneer as well as fiber-cement panel siding on the top floor and accents throughout the building. The sides and rear facades will consist of more traditional fiber cement siding to soften the aesthetic and transition to the residential neighborhood behind the property. The design of the building should fit in well with the transitional nature of the location, that should blend well with both the commercial frontage of Main Street, and the residential feel of the surrounding neighborhood to the north and east. Each unit along front has a recessed balcony with horizontal railings, units along the rear will each have a projecting balcony supported by cable rods. The color selections are an updated palette of earth tones, that keeps with current trends while still fitting in with traditional tones.

The proposed height of buildings is 46’ feet which will remain well in compliance with the DB District maximum of 72’. The roof is designed as a flat roof with a surrounding parapet to screen roof-top mechanical equipment.

All on-site parking will be provided below grade under the building and a portion of the rear yard. Access to the garage will be from curb-cut and short driveway located on the northern side of the property. Once a vehicle enters the overhead door into the building it will travel directly down a ramp to the lower parking level. This lower parking level will contain 34 parking spaces, which meets the requirement of 1.4 spaces per dwelling unit. Commercial space in the DB district does not require on-site parking. Two handicap parking space are provided, located closest to the stairwell and elevator lobby. Each of the 24 units will be assigned one parking space, an additional spot can be assigned to a unit for an additional rental charge. The proposed residential portion of the building is intended to be a 55+ year old community. With this demographic, it downplays the need for overnight guest parking that a rental building of a younger demographic may require. The applicant does intend to keep 2-3 spaces available to guests as needed.

Tenant move-ins and outs will be scheduled for day-time hours between 9a – 4p. Tenants will schedule their moving times with the building management. Other tenants of the building will be notified of scheduled moving times and potential conflicts with the passenger elevator. A loading zone will be provided in the parallel parking area along Main Street just south of the garage entrance. This zone will be used primarily for off-hours restaurant deliveries as well as for tenant moving truck purposes.

Trash enclosure is contained within the building and will be accessed from the outside on the west face of the building.

The building will be constructed with a fire suppression system and a fire alarm system for all floors. The fire suppression system will be a typical wet pipe sprinkler system.

The building will include an electronic access system tied to each unit, with keyless entry fobs for residents. Building access and entry communication systems will be the same at all access points. Security cameras at critical points with a DVR recording system.

The dwelling units are designed as an age 55+ community to appeal to median and higher end tenants that either work in Downers Grove, the surrounding areas, or commute via the BNSF rail line, or retired empty nesters looking to live in Downers Grove near family and friends while enjoying everything Downtown Downers Grove as to offer within walking distance. The units will have a more contemporary design and an open floor plan including a combined kitchen and living area with large windows and access to a private balcony. The units will be comparable to condominium units as they will have upscale finishes; including stainless steel appliances, in unit washer and dryers, separate heating and cooling units, stone and tile bath and kitchen finishes, hardwood flooring.

Conclusion and Statement of Intent:
The petitioner is requesting approval of a PUD for a mixed-use commercial and multi-family residential building, which has been designed in a manner to the best of the petitioner's ability to be consistent with the requirements of the DB Zoning District standards. Care and consideration has been given to the objectives for the development in the general area as they are expressed in the Village Comprehensive Plan. The Petitioner’s proposed project is believed to be a great fit for northern end of the downtown business corridor and hopes to be a catalyst for other developments on the north side of the BNSF to add to a beautiful and cohesive Downtown Downers Grove for all residents to enjoy.

The proposed development is a long term investment both for the Petitioner and for the Village, every effort will be made to develop and construct the proposed building to a high standard and source occupants that will be good residents of Downers Grove. The Petitioner intends to retain ownership of the project and have direct involvement in the management, operations and maintenance of the project.

Zoning Analysis

Project Name:	Mixed-Use Development			
Address:	4915 – 4923 Main Street			
PIN(s)	09-08-117-005 09-08-117-006 09-08-117-007			
Zoning District:	DB			
Existing Use:	Business - Office			
Proposed Use:	Mixed-Use – Commercial & Residential			
Petition Type:	Planned Unit Development (w/ Special Use)			
Deviation:	Rear Setback for below grade parking garage			
Requirement	Required	Proposed/Existing	Meets Req.?	Difference
Minimum Lot Area	-	20,889 sq. ft.	N/A	
Minimum Lot Width	-	167’-6”	N/A	
Setbacks:				
Street	- (does not abut R-zoned lot)		Y	
Side	- (does not abut R-zoned lot)		Y	
Rear	20’ + 1’ for height in excess of 20’	46’ abv. grade 3’ below grade	Y N	0’ -43’
Max. F.A.R.	-	1.77	N/A	
Max. Building Coverage	-	9,239 sq. ft.	N/A	
Building Height	70’ max. 32’ min.	46’	Y	-24’ +14’
Parking	1.4/unit – 24 x 1.4 = 34	34	Y	0
Min. Lot Area/Dwelling	800 sq. ft. / dwelling	20,889 / 24 = 870.4 sq. ft.	Y	
Build-to-Zone				
Min/Max. (feet)	0/10			
Min. % of building in Primary Street BTZ	80%	100%	Y	

Review and Approval Criteria

Zoning Map Amendments

(1) The existing uses and zoning of nearby property.

The property is surrounded two zoning districts; Downtown Business District to the north, south, and across Main Street to the west, and R-5 Residential to the east. The surrounding uses are commercial/business uses, mainly office type, on the DB zoned properties, and single family residential on the R-5 zoned properties.

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

The rear setback requirement of the DB district bounding a residential district, do not allow for a suitable way to create parking on the property. The additional 1' of setback for 1' of building height requires a large rear yard. The decision to go underground with parking allows the proposal to extend over the required setback out of sight of the public, while all visible above grade building would meet the intent of this required setback.

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

A fair market value for the purchase of this property is based on the development of the property as proposed while meeting parking requirements. The development will eliminate curb-cuts and create a more pedestrian friendly and cohesive development than the current three separate properties.

(4) The suitability of the subject property for the zoned purposes.

The subject property is well suited for a mixed-use commercial and multi-family development. Bringing more commercial and residential uses to the north end of the downtown is what the Village Comprehensive Plan is looking for.

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

Very little development has occurred north of the BNSF. The lack of cohesiveness, small property sizes create a haphazard feel to this part of Main Street. Consolidating properties and creating a cohesive development should be a catalyst for needed future development along the north end of the downtown corridor.

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

The PUD approval will allow zoning relief only for a non-visible portion of the building to extend over the required rear setback. All other aspects of the development meet the requirements of the DB district. New commercial and residential developments will bring more clientele to the existing downtown businesses, and a cohesive development can be a catalyst for future similar developments north of the BNSF.

(7) The Comprehensive Plan.

The proposed use is consistent with the ideas laid out in the Comprehensive Plan. An increase in both leasable commercial tenant space, and residential dwelling units within the downtown will only benefit other downtown businesses and residents.

Review and Approval Criteria

Planned Unit Development

1. The zoning map amendment review and approval criteria of Sec. 12.030.I.

See the analysis of zoning map amendment review and approval criteria in separate document.

2. Whether the proposed PUD development plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.

The proposed use is consistent with the ideas laid out in the Comprehensive Plan. An increase in both leasable commercial tenant space, and residential dwelling units within the downtown will only benefit other downtown businesses and residents.

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

The proposed development is in compliance with relevant provisions for a property of this location and size. The mixed-use of residential and non-residential uses is vital to the downtown business corridor, and is consistent with the ideas put forth in the Comprehensive Plan.

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

Without relief from the rear setback zoning restriction, a mixed-use development would not be feasible as the property would not be able to accommodate the necessary parking. By placing the portion of the building requesting relief below grade, we are eliminating any visible conflict with the zoning requirements. All elements of the building, above grade, and visible to the public will be in compliance with the DB zoning district requirements

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

By providing the parking below grade, we are eliminating any visible conflict with the zoning requirements, while also providing commercial space at grade level that otherwise would be parking. All above grade structure will comply with the zoning ordinance thus protecting the interests of surrounding property owners current and future.

Review and Approval Criteria

Special Uses

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

Multi-Family, apartment/condo, use is specifically listed as an allowed Special Use in the Downtown Business (DB) district per Table 5-1.

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 multi-family residential use is consistent with the ideas put forth in the Comprehensive Plan. Residents are vital to the downtown business corridor and the existing and future businesses along Main Street and the surrounding neighborhood. Bringing more residents within walking distance to the downtown will bring more patrons to the local businesses and restaurants.

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

The proposed residential use will not 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 north end of the Main Street corridor lacks new development. The area consists of many small lots with individual curb cuts for vehicle access at each property. This development will decrease the number of curb cuts, making for a safer, more pedestrian friendly public walk. The development will bring more residents to patronize the local businesses. The development should also be a catalyst for more development along this portion of Main Street only increasing the potential value of surrounding Main Street properties.

1st Neighborhood meeting summary

On May 11, 2022, letters were mailed to all property owners within 250' of the subject properties to invite them to take part in a neighborhood meeting to discuss the proposed development at 4915 – 4923 Main Street, Downers Grove. (See attached letter). The meeting was to be held May 25th at the office of Studio21 Architects.

Leading up to the meeting, it was determined by applicant that the proposed 5 story design with residential and commercial mixed on all floors of the building would not be backed by the bank. With this knowledge, Studio21 Architects and Barriere Properties knew that we must re-think the overall concept and develop a new proposal for a building with commercial on the ground floor only and residential units on the floors above.

There was not time to reach out to the property owners who were invited to the scheduled Neighborhood Meeting, so we decided that we would host the meeting regardless, show the original proposal and discuss the changes we intended to make to the design. We did reach out to those that had RSVP'd to the invite to let them know the status of the proposed design, and that we would be holding a future meeting to present the new design in case they wanted to wait for the second meeting.

On May 25th, we held the meeting at Studio21 Architects office. The following people attended the meeting:

- Bill Christensen; 4900 Main Street property
- Stephen Jagielo; 4908 Highland – RSVP'd but did not attend
- Vincent Barrett; 4921 Highland - Concerned about storm water directed to neighbor's property. Mentioned storm water vaults at property being constructed on Franklin
- Len Fisher; 4814 Highland
- Lisa ……; no other contact information
- Nick – no other contact information

The following were not able to attend but requested information. They were informed that the design would be changing and that they would be sent information and a new invite to the next neighborhood meeting when available.

- Michael Henkel <michael.henkel@dunelandmgmt.com>
- Stacey Salman salman71@sbcglobal.net
- Jeremy Shiliga 4932 Highland jeremyshiliga@gmail.com

The project was discussed with those in attendance, it was made clear that the building would be shrunk down to 4 stories and contain 24 units on the 2nd – 4th floors, and the ground floor would consist of a commercial space that would likely be food service.

Feedback was positive as most were happy to see that some type of new cohesive development would be happening on the north side of the rail, but most held back any major comments and were interested to see the new design when it was prepared.

Stormwater was the only true concern that was brought up, and it was relayed that full engineering and storm water management would be designed to meet the Village and County standards.

Currently, an invitation has gone out in the mail again to all of the property owners within 250’ of the subject properties, to invite them to the next Neighborhood Meeting that will be held on August 10th at the office of Studio21 Architects.

Shortly following that meeting, we will submit a summary report to the Village of Downers Grove.

2ND Neighborhood meeting summary

On July 26, 2022, letters were mailed to all property owners within 250' of the subject properties to invite them to take part in a neighborhood meeting to discuss the proposed development at 4915 – 4923 Main Street, Downers Grove. (See attached letter). The meeting was to be held August 10th at the office of Studio21 Architects.

On August 10th, we held the meeting at Studio21 Architects office. The following people attended the meeting:

Name	Address
Paul Glover	4929 Forest Ave, Downers Grove
Tim Hackett	4929 Forest Ave, Downers Grove
Catherine Shiliga	4932 Highland Ave, Downers Grove
Novu Sidlar	4929 Forest Ave, Downers Grove
Jeremy Jones	4921 Forest Ave, Downers Grove
Stephen Jagielo	4908 Highland Ave, Downers Grove
Len Fisher	4914 Highland Avenue, Downers Grove
Mary Lynn Fisher	4914 Highland Avenue, Downers Grove
Deb Weiss	4924 Forest Ave, Downers Grove
David Weiss	4924 Forest Ave, Downers Grove
Brian Barbato	4924 Highland Ave, Downers Grove
Joel Stava	4929 Forest Ave, Downers Grove

The following were not able to attend but requested information. They were informed of the proposed project, and were asked to provide any questions or concerns if they have any.

- Michael Henkel, owner of 4913, 4917, 4921 Forest Ave, Downers Grove

An overview of the project was presented to those in attendance, with open discussion following.

Feedback was generally positive from those who live or owned buildings on Forest Ave, more concern and questions were brought up from those who lived on Highland just east of the proposed properties.

The following is a list of questions and responses regarding the proposed development.

- What will the potential rental rates for the aparmtents be?
    - *Actual rates cannot be determined, the market and comparable developments upon completion will begin to dictate actual rental rates. The intention is for the units to be condo quality, with high-end finishes and in-unit amenities.*
- How far is the building back from the sidewalk?
    - *It was stated that the building varies from 10" from the sidewalk on the south to 6'-4" on the north.*
- Concern about zoning, is a proposed building of this size allowed in the zoning ordinance, and how long has it been allowed?
    - It was stated clearly that the building type, size, and height are allowed within the DB zoning district. We are asking for relief from the setback requirement for the

underground parking. We are not clear on when the DB district was established in the Downers Grove ordinance or when certain district regulations were put in place.

- Would the property be managed by an outside property manager?
    - *It was stated that the current intention was for the Barriere Group to own and manage the building.*
- Expressed concern over the restaurant patio in the rear of the building. What would the hours be? What buffers would be in place at the rear property line?
    - *It was stated that the restaurant space was being discussed with multiple potential restaurant tenants that would ultimately design the rear patio. Per the landscape plan, a row of tightly spaced arborvitaes would be planted in the area between the patio edge and the property line. A fence would be put in place as well.*
        - Follow up questions on what type of fencing, it was stated that there was concern over a wood fence that may not be maintained and age poorly over time. A masonry type fence was brought up as solution as a better visibility and noise buffer.
    - It was also discussed that green space could be incorporated into the patio with planter boxes or other methods to soften the hardscape and absorb ambient noise from the patio.
- Stormwater management was brought up.
    - It was stated that full engineering and storm water management would be designed to meet the Village and County standards.

During the open discussion, it was also expressed that the building's façade would be softened by proposed green features on the balconies and parapet lines. This will be updated in a subsequent rendering that will be provided to the Village with this summary.

RWG ENGINEERING, LLC
CIVIL ENGINEERING – REAL ESTATE CONSULTING – PROJECT MANAGEMENT
ILLINOIS PROFESSIONAL DESIGN FIRM #184-006370

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	◎	◉
STORM MANHOLE	◎	◉
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▶
CONCRETE HEADWALL	⊃	⊃
VALVE VAULT	⊗	⊗
VALVE BOX	▪	◪
FIRE HYDRANT	⊃	◗
BUFFALO BOX	▫	▪
CLEANOUT	⊠	◙
SANITARY SEWER		
FORCE MAIN		
STORM SEWER		
WATER MAIN		
CONSTRUCT WATER MAIN UNDER SEWER		
GRANULAR TRENCH BACKFILL		
STREET LIGHT		
ELECTRICAL CABLE	E	E
2" CONDUIT ENCASEMENT		
ELECTRICAL TRANSFORMER OR PEDESTAL	E	◪
POWER POLE		
STREET SIGN		
GAS MAIN	G	G
TELEPHONE LINE	T	T
CONTOUR	749	749
SPOT ELEVATION	×(750.00)	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
TREE WITH TRUNK SIZE		
SOIL BORING		
TOPSOIL PROBE		
FENCE LINE, WIRE OR SILT		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		

ABBREVIATIONS

BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CHORD OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTERLINE	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT-OF-WAY
EP	EDGE OF PAVEMENT	SAN	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FG	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FP	FLOODPLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TW	TOP OF WALK
L	LENGTH OF CURVE	WM	WATER MAIN
MH	MANHOLE	Δ	INTERSECTION ANGLE

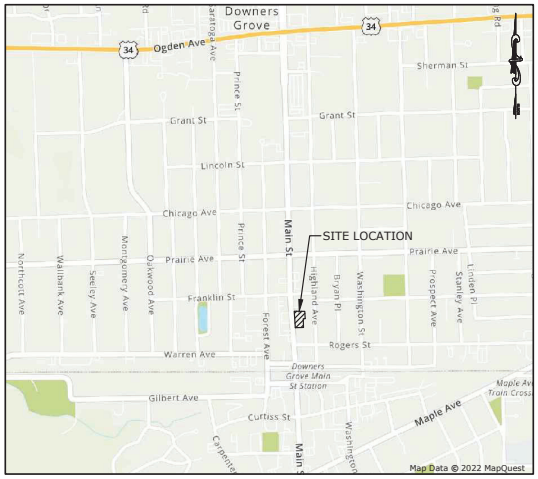
811 Know what's below. Call before you dig.

Formerly JULIE 1-800-892-0123

PRELIMINARY ENGINEERING
FOR
MAIN STREET APARTMENTS
4915 MAIN STREET
DOWNERS GROVE, ILLINOIS 60515

PLANS PREPARED FOR
STUDIO 21 ARCHITECTS
5012 FAIRVIEW AVENUE
DOWNERS GROVE, IL 60515
(630) 789-2513

LOCATION MAP



INDEX OF SHEETS

NOTE:
THERE SHALL BE NO STAGING OF ANY TYPE ON PUBLIC PROPERTY OF ANY TYPE, THIS INCLUDES TRUCKS WAITING IN FRONT ON THE STREETS OR IN THE PARKING LOTS ACROSS THE STREET. COORDINATION OF DELIVERIES WILL NEED TO BE OUTLINED IN GREAT DETAILS SO THAT THERE WILL NEVER BE A TRAFFIC PROBLEM ON MAIN STREET.

DOWNERS GROVE SANITARY DISTRICT NOTES

1. The Downers Grove Sanitary District Standards and Ordinances shall govern all sanitary sewer consturction.
2. The Sewer contractor shall schedule with the District inspections of the sanitary sewer construction 48 hours in advance of the start of the construction. (630-969-0664)
3. The constructed sewers shall pass all District requirements for air testing, televising and manhole vacuum tests (contractor to refer to DGSD specifications handout).
4. All sanitary sewers shall be PVC pipe with a SDR of 26, complying with ASTM D2241, 160 psi pressure pipe push-on bell and spigot type with rubber ring seal gasket ASTM D3139.
5. "Flex Seal" non-shear couplings (with stainless steel shear ring) shall be used to connect pipes of dissimilar material or size.
6. Service connections to existing sewers shall be made by:
   A) Machine tap with the connection made with a Geneco Sealtite Sewer Saddle Tee, or Cascade Sewer Saddle Tee, or approved equal.
   B) A new tee fitting shall be cut into the main with connection made to the main with non-shear couplings.

SURFACE WATER DRAINAGE STATEMENT

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I, ROBERT W. GUDMUNDSON, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND ROSS BUILDERS, INC, THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTY RESULTING FROM THE CONSTRUCTION OF THIS SUBDIVISION. I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS NOT LOCATED WITHIN A 100 YEAR SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. FLOODPLAIN MAP PANEL No. 17043C0186J, DATED AUGUST 01, 2019.

DATED THIS _____ DAY OF _____

_____
OWNER OR ATTORNEY

_____
ENGINEER

GENERAL NOTES

1. The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction:
   - Village of Downers Grove Engineering and Public Works Department (630-434-5500)
   - Downers Grove Sanitary District (630-969-0664)
2. The contractor shall notify all utility companies and arrange for their facilities to be located prior to work in any easement, right-of-way, or suspected utility location. Repair of any damage to existing facilities shall be the responsibility of the contractor. Utility locations shown herein are for graphic illustration only and are not to be relied upon.
3. Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
4. Elevations shown herein reflect NAVD 1988 datum.
5. The boundary and topographic survey data for this project is based on a field survey prepared by Gentile and Associates, Inc. dated May 15, 2020. The contractor shall verify existing conditions prior to commencing construction and shall immediately notify the engineer in writing of any differing conditions.
6. RWG Engineering, LLC, it's employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site. Neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
7. Except where modified by the contract documents, all work proposed hereon shall be in accordance with the following specifications, which are hereby made a part hereof:
   A. "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T. latest edition.
   B. "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
   C. "Illinois Recommended Standards for Sewage Works," as published by the I.E.P.A., latest edition.
   D. The subdivision and development codes and standards of the Village of Downers Grove, as published by the Municipality.
   E. "Illinois Accessibility Code" as published by the State of Illinois Capital Development Board, effective October 23, 2018.
   F. The National Electric Code.
   G. "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
8. The Village of Downers Grove Development Ordinance shall take precedence if a conflict in project specifications occurs.

BENCHMARKS

BENCHMARK:

DUPAGE COUNTY NO. 0006. P.I.D. DK3312
3.5" BRASS DISC SET IN CONCRETE +/- 2' ABOVE GRADE AT NE CORNER OF WASHINGTON ST. AND WARREN AVE. STATION IS 57.4' SE OF A POWER POLE, 49.5' E OF A LIGHT POLE AND 79.4' NE OF A FIRE HYDRANT.

ELEVATION 718.78 (NAVD 88 DATUM)

SITE BENCHMARKS:

1) TAG BOLT OF FIRE HYDRANT IN THE EAST SIDE OF MAIN STREET RIGHT OF WAY BETWEEN NO. 4919 AND 4923

ELEVATION 715.68

2) CROSS NOTCH SET IN PUBLIC WALK IN THE EAST SIDE OF MAIN STREET RIGHT OF WAY, 11.94' (MEASURED DIRECTLY) NORTHWEST OF THE NORTHWEST CORNER OF SUBJECT PROPERTY.

3) CROSS NOTCH SET IN PUBLIC WALK IN THE EAST SIDE OF MAIN STREET RIGHT OF WAY, 5.05' (MEASURED DIRECTLY) NORTHWEST OF THE SOUTHWEST CORNER OF SUBJECT PROPERTY.

ELEVATION 713.64

ROBERT W. GUDMUNDSON 38423 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

EXPIRATION DATE: 11/30/21

Drawing: S:\66815621 - 4915 MAIN STREET APTS\300_ENGINEERING\310_CADD\FINAL\066_BASE.DWG August 16, 2022 1:45:48 p.m. AcadVer:22.0s (LMS Tech)

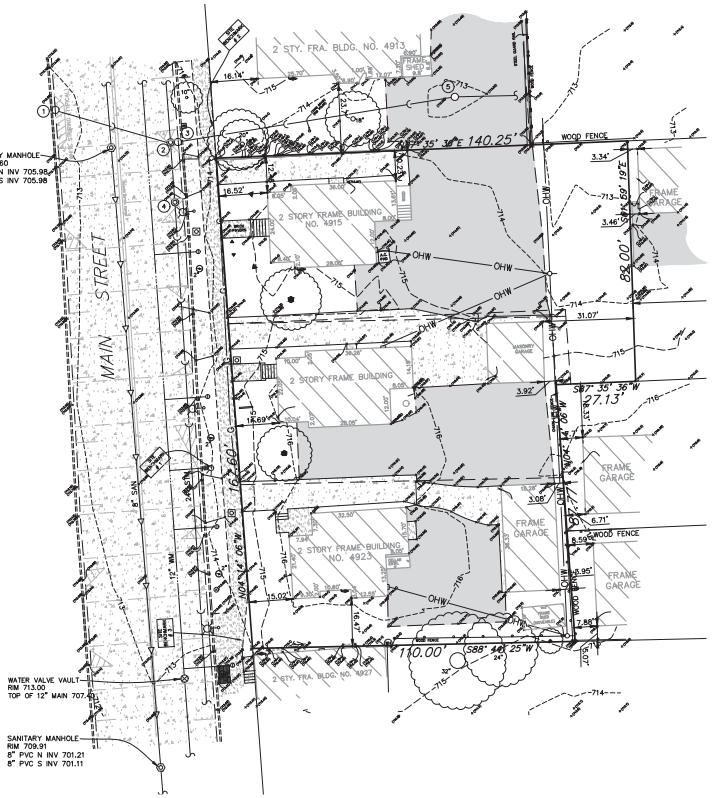
DATE	REVISION	DRAWN BY
1 08/01/22	PER VILLAGE COMMENTS	DJA
2 08/08/22	PER VILLAGE COMMENTS	NEK
3 08/16/22	PER VILLAGE COMMENTS	TLM

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
TITLE SHEET

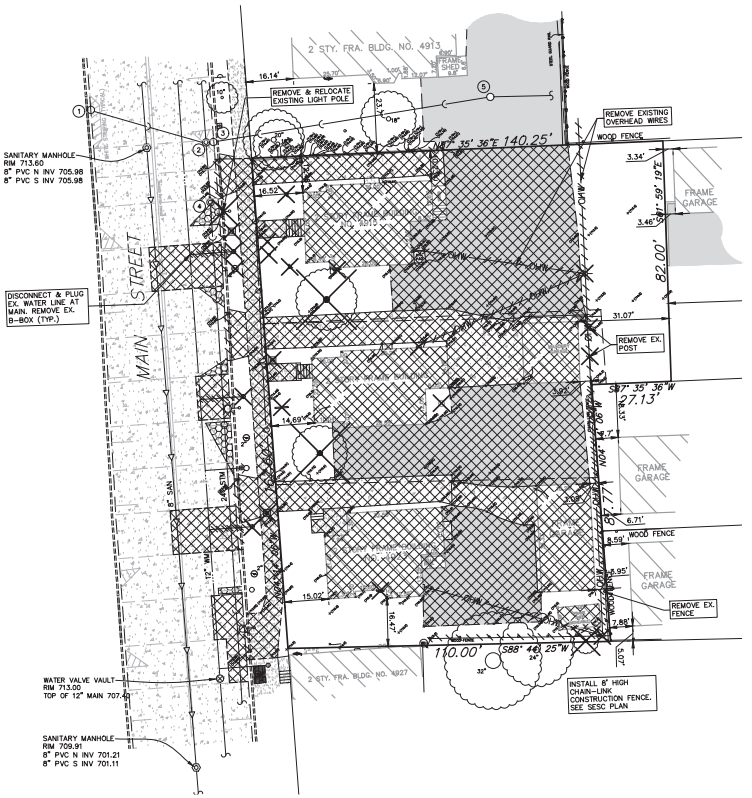
RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consultants ◆ Project Management
975 E. 22nd St. Suite 400
Winfield, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 66815621
DATE 07/01/22
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. NEK
DRAWN BY TLM

SHEET 1 OF 8



EXISTING CONDITIONS



DEMOLITION PLAN

LEGAL DESCRIPTION:

PARCEL 1:

THAT PART OF LOT 4, IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION SITUATED IN PART OF SECTION 5 AND 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RESUBDIVISION, RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 4, ALSO BEING THE EAST RIGHT OF WAY LINE OF MAIN STREET, AS NOW PLATTED AND RECORDED, A DISTANCE OF 111.6 FEET (DEED, 111.0 FEET CALC. & MEAS.) FOR A PLACE OF BEGINNING; THENCE EASTERLY A DISTANCE OF 115.0 FEET (DEED, 110.0 FEET CALC. & MEAS.); THENCE SOUTHERLY ALONG A LINE PARALLEL WITH THE SAID WEST LINE OF LOT 4 A DISTANCE OF 25.4 FEET MEASURED; THENCE EASTERLY ALONG A LINE PARALLEL WITH THE NORTH LINE OF LOT 4 TO A POINT 135 FEET WEST OF THE EAST LINE OF LOT 4; THENCE NORTHERLY TO A POINT ON THE NORTH LINE WHICH IS 135.0 FEET WEST OF THE NORTHEAST CORNER OF SAID LOT 4, A DISTANCE OF 82.0 FEET; THENCE WESTERLY ALONG SAID NORTH LINE OF LOT 4 TO A POINT ON THE AFORESAID WEST LINE OF LOT 4 (EAST RIGHT OF WAY LINE OF MAIN STREET, AS NOW PLATTED AND RECORDED); THENCE SOUTHERLY ALONG SAID WEST LINE OF LOT 4 TO THE PLACE OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOW AS 4915 MAIN STREET, DOWNERS GROVE, ILLINOIS 60515

PARCEL 2:

THE SOUTH 55 FEET OF THE NORTH 111.6 FEET OF THE WEST 110 FEET OF LOT 4 IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOW AS:4919 MAIN STREET, DOWNERS GROVE, ILLINOIS 60515

PARCEL 3:

THE SOUTH 56.00 FEET OF THE WEST 110.00 FEET OF LOT 4 IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOWN AS: 4923 MAIN STREET, DOWNERS GROVE, ILLINOIS 60515

CONTAINING: PARCEL 1, 8,695.20 SQ. FT., 0.20 AC.

PARCEL 2, 6,041.85 SQ. FT., 0.14 AC

PARCEL 3, 6,151.70 SQ. FT., 014 AC

TOTAL, 20,888.58 SQ. FT., 0.48 AC. (MORE OR LESS)

EXISTING UTILITY SCHEDULE	
STORM SEWER	
① EX. CURB INLET RIM=712.50 INV=709.82 (12" DIP SE)	② EX. STORM MANHOLE RIM= 712.50 INV=708.49 (12" DIP NW) INV=708.54 (24" RCP N) INV=708.49 (24" RCP S)
③ EX. CURB INLET RIM= 712.50 INV=709.01 (6" PVC NE) INV=708.23± (24" RCP W)	④ EX. STORM MANHOLE RIM=713.46 INV=708.41 (24" RCP N) INV=708.36 (24" RCP S)
⑤ EX. CATCH BASIN RIM=712.60 INV=710.40 (6" PVC SW) INV=710.40 (4" PVC E)	

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

DEMOLITION NOTES:

1. EROSION CONTROL INSTALLATION SHALL BE DONE PRIOR TO COMMENCEMENT OF ANY DEMOLITION ACTIVITY
2. EXISTING ELECTRICAL AND PHONE CABLES MAY BE LOCATED WITHIN THE PROPOSED IMPROVEMENT AREA. APPROXIMATE KNOWN LOCATIONS ARE SHOWN HEREON. THE CONTRACTOR SHALL ARRANGE FOR PRECISE LOCATION OF EXISTING CABLE SERVICES AND EXERCISE EXTREME CARE WHEN WORKING AROUND THE SAME.
3. ALL STRUCTURAL PAVEMENT MATERIALS (ASPHALT, CONCRETE SIDEWALK, CURB/GUTTER) THAT CANNOT BE CRUSHED TO AN APPROVED IDOT SPECIFICATION FOR USE AS STRUCTURAL FILL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN OFFSITE LOCATION. RE-USE OF MILLED ASPHALT AND PROPERLY CRUSHED CONCRETE AS STRUCTURAL FILL IS ACCEPTABLE AND ENCOURAGED.
4. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO EXISTING AMENITIES SCHEDULED TO REMAIN. PROPER SAWCUTTING SHALL BE ACCOMPLISHED AT ALL POINTS OF CONNECTION OR INTERFACE BETWEEN EXISTING AND PROPOSED IMPROVEMENTS.
5. CONTRACTOR SHALL BE RESPONSIBLE TO HAVE ALL UNDERGROUND UTILITIES (EVEN IF NOT SHOWN ON THESE PLANS) LOCATED PRIOR TO DEMOLITION WORK. SANITARY SERVICE, WATERMAIN SERVICE, GAS, ELECTRIC, ETC SHALL BE CUT-OFF. CONTRACTOR TO COORDINATE WITH RESPECTIVE MUNICIPAL AGENCY TO ARRANGE FOR DISCONNECT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO EXISTING UTILITIES, STREET LIGHTS, SIGNS, ETC. THAT ARE NOT INTENDED TO BE PERMANENTLY REMOVED.
7. CONTRACTOR SHALL NOTIFY THE DOWNERS GROVE PUBLIC WORKS DEPARTMENT, DOWNERS GROVE SANITARY DISTRICT, ALL UTILITY COMPANIES, AND THE FIRE DEPARTMENT PRIOR TO START UP.
8. ONSITE DISTURBED AREAS TO REMAIN AS GREENSPACE SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SOD.
9. ALL EXISTING DRIVEWAY APRONS SHALL BE SAWCUT ALONG WITH REMOVAL OF ANY EXISTING DEPRESSED CURB AND GUTTER, AND NEW BARRIER CURB AND GUTTER (SIZED TO MEET EXISTING ADJACENT CONDITIONS) SHALL BE INSTALLED AND DOWELED INTO THE EXISTING ADJOINING CURB AND GUTTER.
10. PARKWAYS SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SOD
11. UTILITY LINES SCHEDULED FOR REMOVAL SHALL BE PROPERLY DISCONNECTED FROM FACILITIES THAT ARE TO REMAIN, SECURELY PLUGGED AT ALL CONNECTION POINTS, AND EITHER REMOVED OR FILLED WITH FLOWABLE FILL (LEAN CONCRETE MIXTURE) AND ABANDONED IN PLACE (REMOVE IF LOCATED UNDER NEW BUILDING PAD AREAS). IN THE CASE OF STRUCTURE ABANDONMENT, CASTINGS AND TOP SLABS AND CONE SECTIONS SHALL BE REMOVED PRIOR TO FILLING THE STRUCTURE (UNLESS THE STRUCTURE IS EASIER TO COMPLETELY REMOVE).
12. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET LONG CONCRETE/MORTAR PLUGS.
13. EXISTING METER AND MTU TO BE RETURNED TO VILLAGE OF DOWNERS GROVE PUBLIC WORKS DEPARTMENT.

DEMOLITION LEGEND

- REMOVE EXISTING PAVEMENT/SIDEWALK/STRUCTURE/C&G (INCL SAWCUT)
- PAVEMENT PAINT REMOVAL
- TREE/BUSH/STRUCTURE REMOVAL
- TREE PROTECTION FENCE
- REMOVE EXISTING UTILITY LINE
- REMOVE EXISTING CURB AND GUTTER

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

DATE	REVISIONS	DRAWN BY
1. 08/01/22	PER VILLAGE COMMENTS	DJA
2. 08/09/22	PER VILLAGE COMMENTS	NEK
3. 08/16/22	PER VILLAGE COMMENTS	TLM

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
EXISTING CONDITIONS/DEMOLITION PLANS

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwgengineering.com

PROJECT NO.___ 66815621
DATE ___ 07/01/22
SCALE ___ 1"=20'
PROJ. MGR.___ RWG
PROJ. ASSOC.___ NEK
DRAWN BY ___ TLM

SHEET
2 OF 8

August 16, 2022 1:48:09 p.m. AcadVer:22.0s (LMS Tech)
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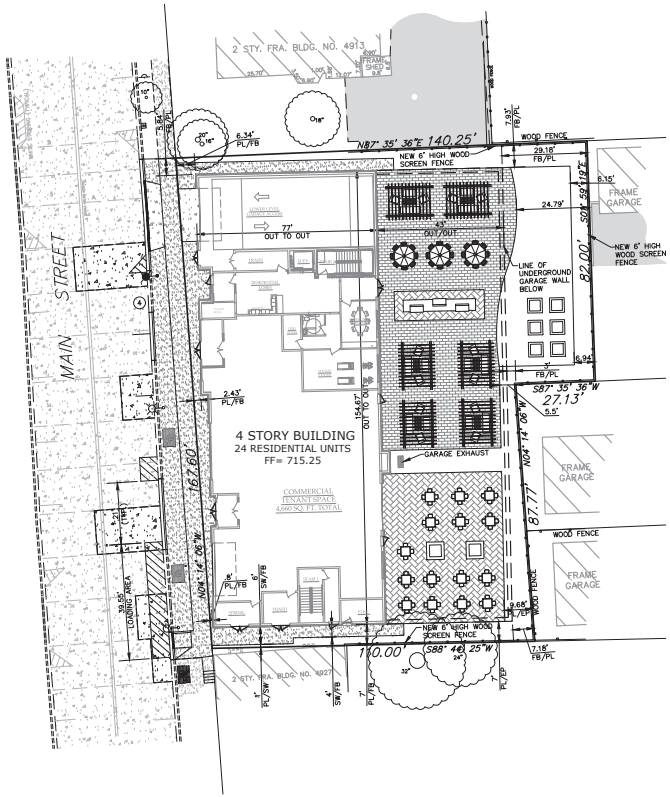
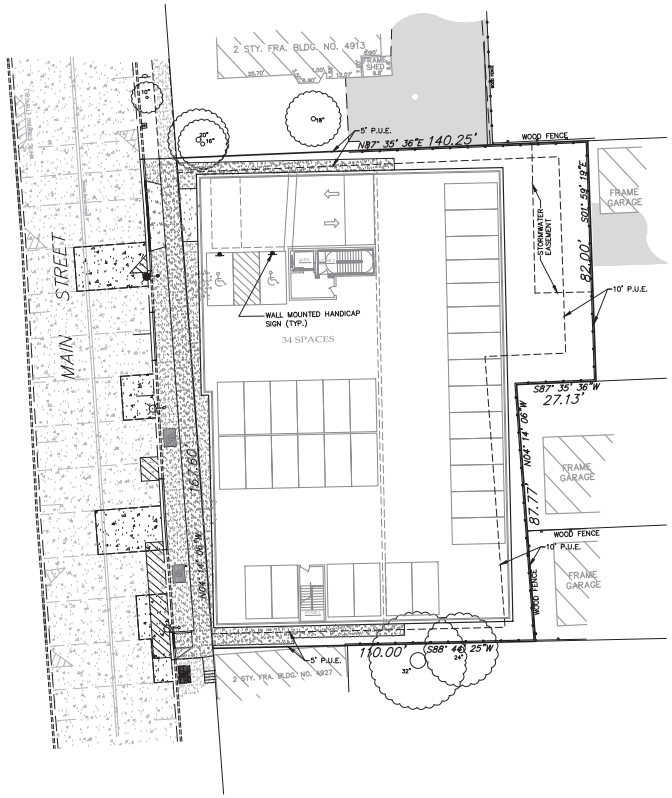


GROUND LEVEL



LOWER LEVEL

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS NOTED OTHERWISE ON THE PLAN, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB.
5. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. DATED 03/24/22.
6. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
8. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED, SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 1' INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.
11. IF A MINIMUM OF 9' OF THE ROADWAY (NOT INCLUDING GUTTER PAN) CANNOT BE MAINTAINED FOR VEHICULAR TRAVEL LANE, THEN A FULL CLOSURE AND DETOUR PLAN MUST BE SUBMITTED TO PUBLIC WORKS. PLEASE CONTACT THE VILLAGE'S TRAFFIC MANAGER AT 630-434-5460 FOR FURTHER INFORMATION AND TO COORDINATE DETOUR, PRIOR TO CLOSING THE STREET. A WRITTEN APPROVAL IS REQUIRED.
12. ALL CA-6 TRENCH BACKFILL, AGGREGATE BASE COURSE, AND HOT MIX ASPHALT (HMA) PLACED AS PART OF A STREET PATCH MUST BE TESTED FOR PROPER COMPACTION BY AN IDOT PRE-QUALIFIED TESTING FIRM. TESTING REPORTS MUST BE EMAILED TO THE VILLAGE AT CUT@downers.us PRIOR TO ACCEPTANCE OF THE WORK.
13. ANY CHANGES MADE TO THE SITE PLAN OR IN THE FIELD DURING CONSTRUCTION MUST BE SUBMITTED IN WRITING TO THE VILLAGE OF DOWNERS GROVE.
14. TWO HARD COPIES OF AN AS-BUILT FINAL GRADING SURVEY MUST BE SUBMITTED TO THE VILLAGE PRIOR TO SCHEDULING THE FINAL STORMWATER/RIGHT OF WAY INSPECTION FOR THE PROJECT. AS APPLICABLE, IT SHALL INCLUDE, BUT IS NOT LIMITED TO THE ITEMS LISTED IN SECTION 26.700.C. OF THE DOWNERS GROVE MUNICIPAL CODE.

SITE DATA:

TOTAL SITE SIZE	=	20,889 S.F. (0.48 AC)
EXISTING SITE CONDITIONS:		
EXISTING BUILDING FOOTPRINT	=	4,352 S.F. (20.83%)
EXISTING PAVT./SIDEWALK/WOOD PORCH	=	9,829 S.F. (47.05%)
EXISTING GREENSPACE	=	6,708 S.F. (32.12%)
EXISTING CONDITIONS IMPERVIOUS AREA	=	14,181 S.F. (0.33 AC)
PROPOSED SITE CONDITIONS:		
PROPOSED BUILDING FOOTPRINT	=	9,239 S.F. (44.23%)
PROPOSED CONC PAVT.,WALK,PATIO AREA,		
BUILDING LOWER LEVEL,PLANTER BOXES	=	7,965 S.F. (38.13%)
PROPOSED GREENSPACE	=	3,685 S.F. (17.64%)
PROPOSED CONDITIONS IMPERVIOUS AREA	=	17,204 S.F. (0.39 AC)
OUTSIDE PROPOSED PARKING SUMMARY:		
REGULAR STALLS	=	36 (PLUS 32 INSIDE BLDG)
ADA ACCESSIBLE STALLS	=	2 (INSIDE BLDG)
TOTAL STALLS PROVIDED	=	38 (PLUS 32 INSIDE BLDG)

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

DATE	REVISIONS	DRAWN BY
1. 08/01/22	PER VILLAGE COMMENTS	DJA
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DOWNERS GROVE, ILLINOIS
SITE GEOMETRIC AND PAVING PLAN

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DRAWN BY TLM

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3 OF 8

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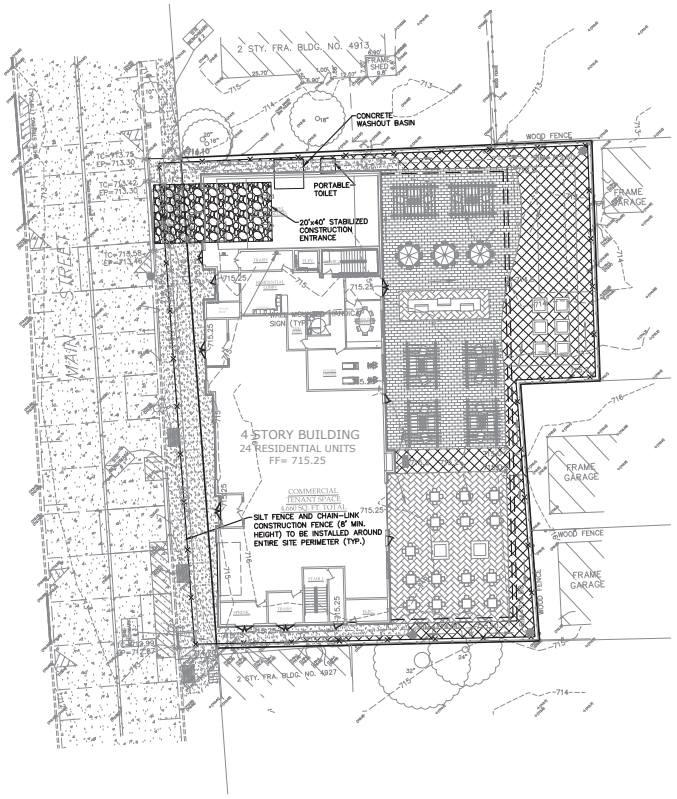
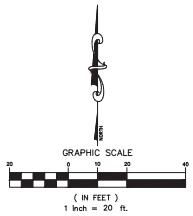




DOWNERS GROVE EROSION CONTROL NOTES:

A. AN INITIAL SEDIMENTATION AND EROSION CONTROL INSPECTION IS REQUIRED PRIOR TO STARTING CONSTRUCTION. THE APPLICANT IS DIRECTED TO CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT AT 630-434-5529 TO SCHEDULE THIS INSPECTION; THIS NOTIFICATION SHALL BE AT LEAST 24 HOURS IN ADVANCE OF CONSTRUCTION.

B. THE SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE ANY LAND IS DISTURBED ON THE SITE.

C. STOCKPILES OF SOIL SHALL NOT BE LOCATED WITHIN ANY DRAINAGEWAYS, FLOODPLAINS, WETLANDS, BUFFERS OR LPDAs.

D. SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR ANY SOIL STOCKPILE IF IT IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS INCLUDING A DOUBLE ROW OF SILT FENCE OR CURB ROLL.

E. PROPERTIES DOWNSTREAM FROM THE SITE SHALL BE PROTECTED FROM EROSION IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION.

F. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION

G. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN SEVEN DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN SEVEN DAYS AFTER THE FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN SEVEN DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.

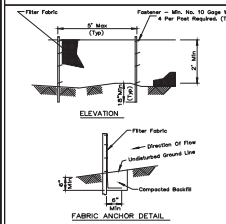
H. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.

I. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED TO PREVENT THE DEPOSITION OF SOIL ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY.

J. ALL TEMPORARY EROSION CONTROL MEASURES NECESSARY TO MEET THE REQUIREMENTS OF THE VILLAGE OF DOWNERS GROVE STORMWATER AND FLOOD PLAIN ORDINANCE SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION AND CONTROL MEASURES ARE OPERATIONAL.

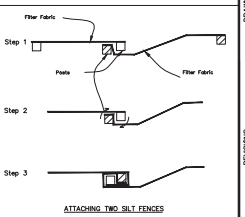
K. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.

SILT FENCE PLAN

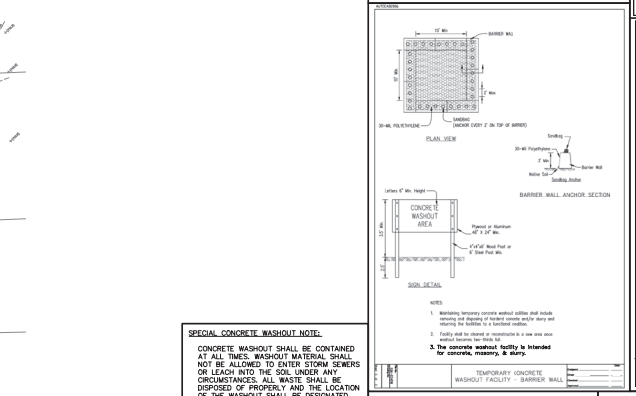


NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. ft.

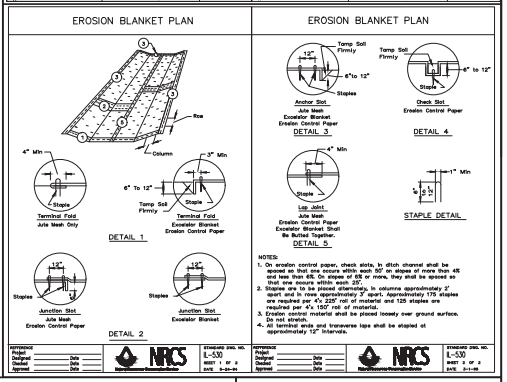
SILT FENCE



NOTES:
1. Place the end post of the second fence inside the end post of the first fence, or fasten both posts at less than 90 degrees to a standside direction to create a tight seal with the fabric material.
2. Drive both posts a minimum of 18 inches into the ground and bury the flap.



EROSION BLANKET PLAN



EROSION BLANKET PLAN

NOTES:
1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 1' apart. Approximately 175 staples are required per 4'x 100' roll of blanket and 125 staples are required per 4'x 100' roll of material.
3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
4. All terminal ends and transverse laps shall be stapled at approximately 12" intervals.

SPECIAL CONCRETE WASHOUT NOTE:

CONCRETE WASHOUT SHALL BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHALL NOT BE ALLOWED TO ENTER STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ALL WASTE SHALL BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHALL BE DESIGNATED WITH PROPER SIGNAGE (SEE PLAN).

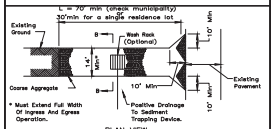
PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

P	=	PAVEMENT
R	=	RIM (OR RADIUS)
TC	=	TOP OF CURB
SW	=	WALK (OR TOP OF WALK)
FF	=	FINISHED FLOOR
EP	=	EDGE OF PAVEMENT
FL	=	FLOW LINE
TW	=	TOP OF WALL ELEV
BW	=	BOTTOM OF WALL (GRADE) ELEV
TDC	=	TOP OF DEPRESSED CURB

SOIL EROSION AND SEDIMENT CONTROL SCHEDULE

1. UPDATE EROSION CONTROL AS NECESSARY THROUGHOUT CONSTRUCTION UNTIL FINAL STABILIZATION.
2. CONDUCT EROSION AND SEDIMENT CONTROL PRECONSTRUCTION MEETING WITH APPROPRIATE AGENCIES AND CONTRACTORS.
3. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
4. INSTALL PERIMETER SEDIMENT CONTROL MEASURES.
5. INSTALL PROTECTION FOR EXISTING INLET STRUCTURES.
6. BEGIN SEDIMENT AND EROSION CONTROL OBSERVATIONS ON A WEEKLY BASIS, AS WELL AS AFTER EVERY 1/2" PRECIPITATION EVENT.
7. REMOVE EXISTING VEGETATION AS NEEDED FOR GRADING. VEGETATION SHOULD REMAIN IN AREAS THAT WILL NOT UNDERGO INITIAL GRADING.
8. CONDUCT SITE GRADING, INCLUDING STABILIZATION OF ALL STEEP SLOPES, DRAINAGE CHANNELS, AND ALL DISTURBED AREAS AS THEY ARE COMPLETED; I.E., SEED, BLANKET, MULCH, RIPRAP, ETC.
9. STABILIZE TOPSOIL STOCKPILES WITH PERIMETER PROTECTION AND TEMPORARY SEED IF NOT IN USE FOR OVER 14 DAYS.
10. CONDUCT UTILITY INSTALLATION AND INSTALLATION OF INLET PROTECTION.
11. TEMPORARILY SEED ALL AREAS THAT WILL NOT BE WORKED ON FOR OVER 14 DAYS.
12. CONDUCT ROAD AND CURB INSTALLATION; CONDUCT CONCRETE WASHOUT INSTALLATION. IMPLEMENT STREET CLEANING PROGRAM.
13. CONDUCT BUILDING CONSTRUCTION AND PERMANENT SEEDING OR SODDING AS AREAS ARE COMPLETED.

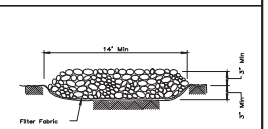
STABILIZED CONSTRUCTION ENTRANCE PLAN



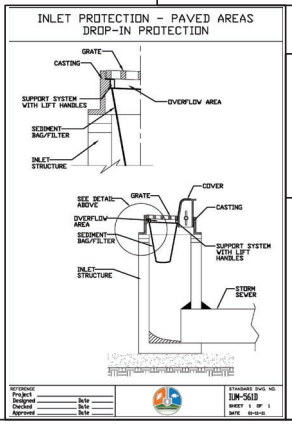
* Must Extend Full Width Of Ingress And Egress Operation.

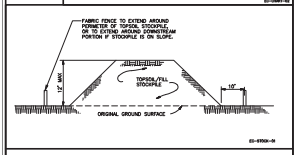
NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class , (all) and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

STABILIZED CONSTRUCTION ENTRANCE PLAN



INLET PROTECTION – PAVED AREAS
DROP-IN PROTECTION





STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDING			A *									
DORMANT SEEDING	B										B	
TEMPORARY SEEDING			C *				D					
SODDING			E**									
MULCHING	F											

A. KENTUCKY BLUEGRASS 90 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS/ACRE

B. KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 40 LBS/ACRE + 2 TONS STRAW MULCH/ACRE

C. SPRING OATS 100 LBS/ACRE

D. WHEAT OR CEREAL RYE 150 LBS/ACRE

E. SOD

F. STRAW MULCH 2 TONS/ACRE

* IRRIGATION NEEDED DURING JUNE AND JULY

** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

CONSTRUCTION PHASING

1. INSTALL CHAIN LINK FENCE AND EROSION FENCE
2. DEMO EXISTING BUILDING, CANOPY, AND PORTION OF EXISTING ASPHALT PER BUILDING DEMOLITION PLAN
3. CREATE BUILDING PAD AND START BUILDING CONSTRUCTION
4. REMOVE PORTION OF EXISTING ASPHALT AS CONSTRUCTION STAGING AREA AND ONLY REMOVE AS NECESSARY.
5. INSTALL UTILITIES
6. INSTALL BINDER COURSE PAVEMENT
7. INSTALL NEW PAVEMENT
8. INSTALL LANDSCAPE & RESTORE SITE.

NOTE: CONSTRUCTION TRAFFIC MUST ENTER PROJECT SITE UPON ARRIVAL. THERE SHALL BE NO CONSTRUCTION TRAFFIC WAITING ON VILLAGE ROADS.

LEGEND

- STORM DRAINAGE STRUCTURE
- INLET PROTECTION
- TREE PROTECTION
- SILT FENCE W/CHAIN LINK FENCE ADJACENT
- STABILIZED CONSTRUCTION ENTRANCE
- TOPSOIL RESPREAD, PERMANENT SEEDING AND EROSION CONTROL BLANKET OR SODDING (TOPSOIL AND SOD WITHIN R.O.W.)

DRAWN BY	
	DJA
	NEK
	TLM

DATE	REVISIONS
1. 08/01/22	PER VILLAGE COMMENTS
2. 08/08/22	PER VILLAGE COMMENTS
3. 08/16/22	PER VILLAGE COMMENTS

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
SOIL EROSION AND SEDIMENT CONTROL PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 66815621
DATE 07/01/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. NEK
DRAWN BY TLM

SHEET
4 OF 8

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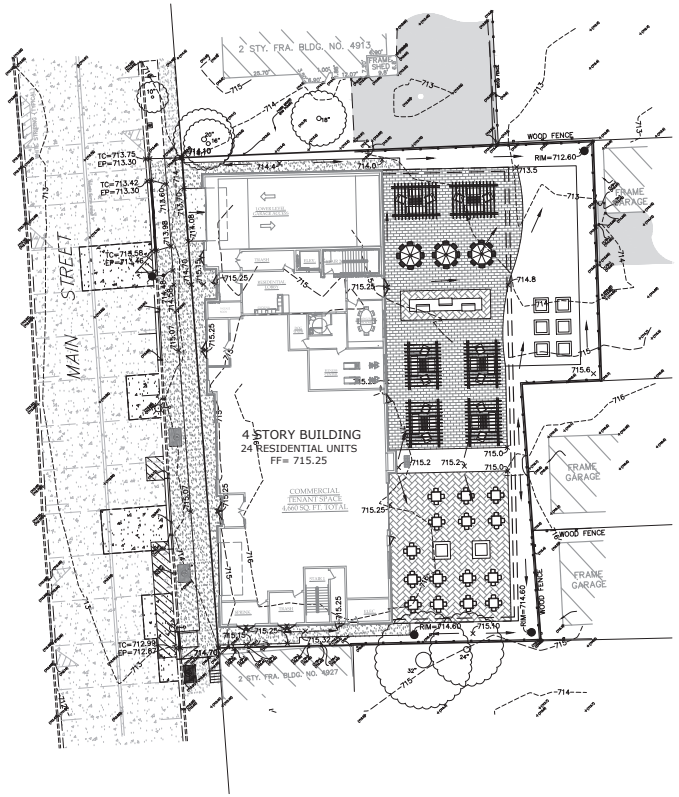
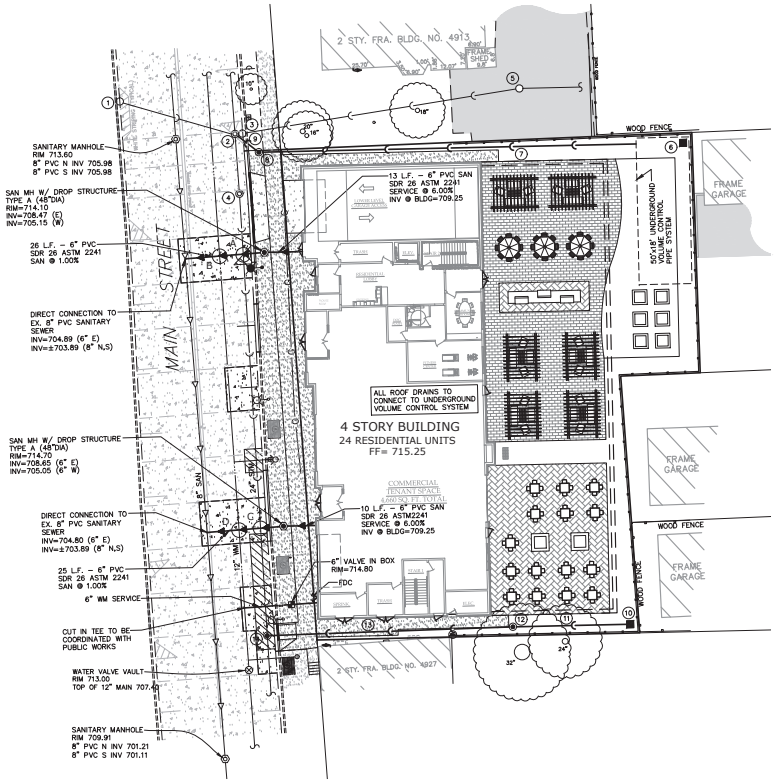


GRADING PLAN



UTILITY PLAN

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

P	=	PAVEMENT
R	=	RIM (OR RADIUS)
TC	=	TOP OF CURB
SW	=	WALK (OR TOP OF WALK)
FF	=	FINISHED FLOOR
EP	=	EDGE OF PAVEMENT
FL	=	FLOW LINE
TW	=	TOP OF WALL ELEV
BW	=	BOTTOM OF WALL (GRADE) ELEV
TDC	=	TOP OF DEPRESSED CURB

GRADING LEGEND

	EXISTING	PROPOSED
CONCRETE HEADWALL	⊃	⊃
PRECAST FLARED END SECTION	▷	▶
STORM DRAINAGE STRUCTURE	○	●
RETAINING WALL		
CONTOUR	714	714
5' CONTOUR	710	710
SPOT ELEVATION	x(750.00)	x750.00
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

GRADING NOTES:

1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
2. HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%
3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER PROPERTY LINES.
4. THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
5. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).
7. SLOPES ACROSS OPEN SPACE AREAS SHALL NOT EXCEED 3:1.
8. PAVEMENT SLOPES SHALL NOT EXCEED 8%
9. AREAS TO BE GRADED AND PREPARED FOR SEEDING OR SOD SHALL INDICATE A MINIMUM OF FOUR (4) INCHES OF TOPSOIL.

NOTE: A FINAL GRADING SURVEY IS REQUIRED AT THE COMPLETION OF THE PROJECT, INCLUDING AN ELECTRONIC COPY (.TIFF FORMAT). IT SHALL INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS:

A) TOP OF FOUNDATION ELEVATIONS FOR ALL NEW STRUCTURES

B) SPOT GRADES ADJACENT TO THE FOUNDATIONS OF ALL NEW STRUCTURES

C) ALL NEW IMPERVIOUS AREAS INCLUDING THOSE MADE OF CONCRETE, ASPHALT AND BRICK

D) STOOPS OUTSIDE OF DOORWAYS

E) PROVIDE UPDATED CALCULATIONS OF THE AS-BUILT IMPERVIOUS AREAS. TABULATE TO SHOW THE NET INCREASE IN IMPERVIOUS AREA (ANY INCREASE IN IMPERVIOUS AREA FROM THE PROPOSED WILL RESULT IN AN ADDITIONAL FEE).

UTILITY NOTES:

1. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE)
2. UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION – IE INCLUDING LENGTH OF FLARED END SECTION)
3. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
4. CONNECTIONS TO EXISTING SEWERS OR WATERMAINS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
5. EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
6. SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 2' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS.
7. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
8. ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.
9. EXISTING WATER SERVICE DISCONNECTION AND THE PROPOSED WATER SERVICE CONNECTION SHALL BOTH BE MADE AT THE MAIN.
10. THE PROPOSED SERVICE LOCATION MUST BE AT LEAST 18" FROM THE EXISTING SERVICE DISCONNECTION.
11. PROPOSED WATER SERVICE MUST MAINTAIN A MINIMUM HORIZONTAL SEPARATION OF 10' FROM SANITARY SERVICE.
12. NEW WATER SERVICE MUST BE A MINIMUM OF 4' FROM A FIRE HYDRANT.

UTILITY SCHEDULE

STORM SEWER

(1) EX. CURB INLET RIM=712.50 INV=709.82 (12" DIP SE)	(2) EX. STORM MANHOLE RIM= 712.50 INV=709.49 (12" DIP NW) INV=708.54 (24" RCP N) INV=708.49 (24" RCP S) INV=708.65 (12" RCP SE)
(3) EX. CURB INLET RIM= 712.50 INV=709.01 (6" PVC NE) INV=708.23± (24" RCP W)	(4) EX. STORM MANHOLE RIM=713.46 INV=708.41 (24" RCP N) INV=708.36 (24" RCP S)
(5) EX. CATCH BASIN RIM=712.60 INV=710.40 (6" PVC SW) INV=710.40 (4" PVC E)	(6) STORM INLET TYPE A (24" DIA.) RIM=712.60 INV=710.10
(7) 129 L.F. – 12" RCP @ 1.05%	(8) STORM MH TYPE C (48" DIA.) RIM=714.10 INV=708.75
(9) 10 L.F. – 12" RCP @ 1.00%	(10) STORM INLET TYPE A (24" DIA.) RIM=714.60 INV=712.10
(11) 41 L.F. – 12" RCP @ 1.00%	(12) STORM MH TYPE C (48" DIA.) RIM=714.60 INV=711.69
(13) 80 L.F. – 12" RCP @ 1.00%	(14) STORM MH TYPE C (48" DIA.) RIM= INV=710.89 (12" E) INV=±708.25 (24" N,S) (VERIFY IN FIELD)

UTILITY CROSSING SCHEDULE

CROSSING	SIZE (IN.)	MATERIAL	UTILITY	BOTTOM OF PIPE	TOP OF PIPE	CLEARANCE
A	24	RCP	STM	708.11		2.53'
	6	PVC	SAN		705.58	
B	12	DIP	WM	707.00		1.50'
	6	PVC	SAN*		705.50	
C	24	RCP	STM	708.05		2.58'
	6	PVC	SAN		705.47	
D	12	DIP	WM	706.90		1.50'
	6	PVC	SAN*		705.40	

* SEWER PIPE TO BE WATER MAIN EQUIVALENT STANDARDS FOR APPROPRIATE WATER MAIN PROTECTION

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

DATE	REVISIONS	DRAWN BY
1. 06/01/22	PER VILLAGE COMMENTS	DJA
2. 08/08/22	PER VILLAGE COMMENTS	NDK
3. 08/16/22	PER VILLAGE COMMENTS	TLM

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
GRADING AND UTILITY PLANS

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PROJECT NO. 66815621
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PROJ. MGR. RWG
PROJ. ASSOC. NDK
DRAWN BY TLM

SHEET
5 OF 8

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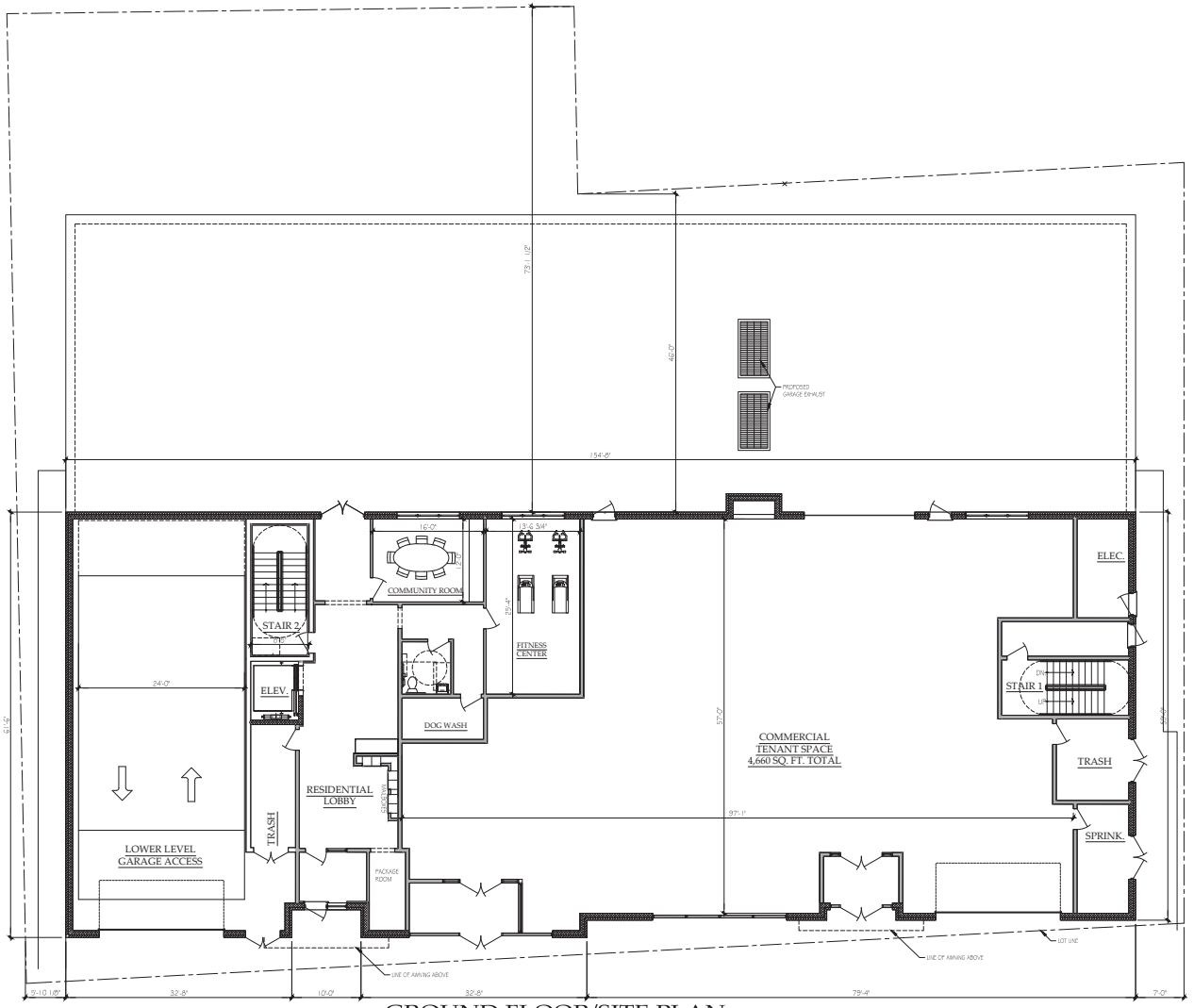

GROUND FLOOR/SITE PLAN

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

Mixed-Use Development
4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties
4915 Main Street, Downers Grove, IL 60515
(630) 918-2083

5012 Fairview Ave.
Downers Grove, IL 60515
630.789.2513
studio21architects.com

DATE
08/01/22

REVISIONS

PROJECT
21186

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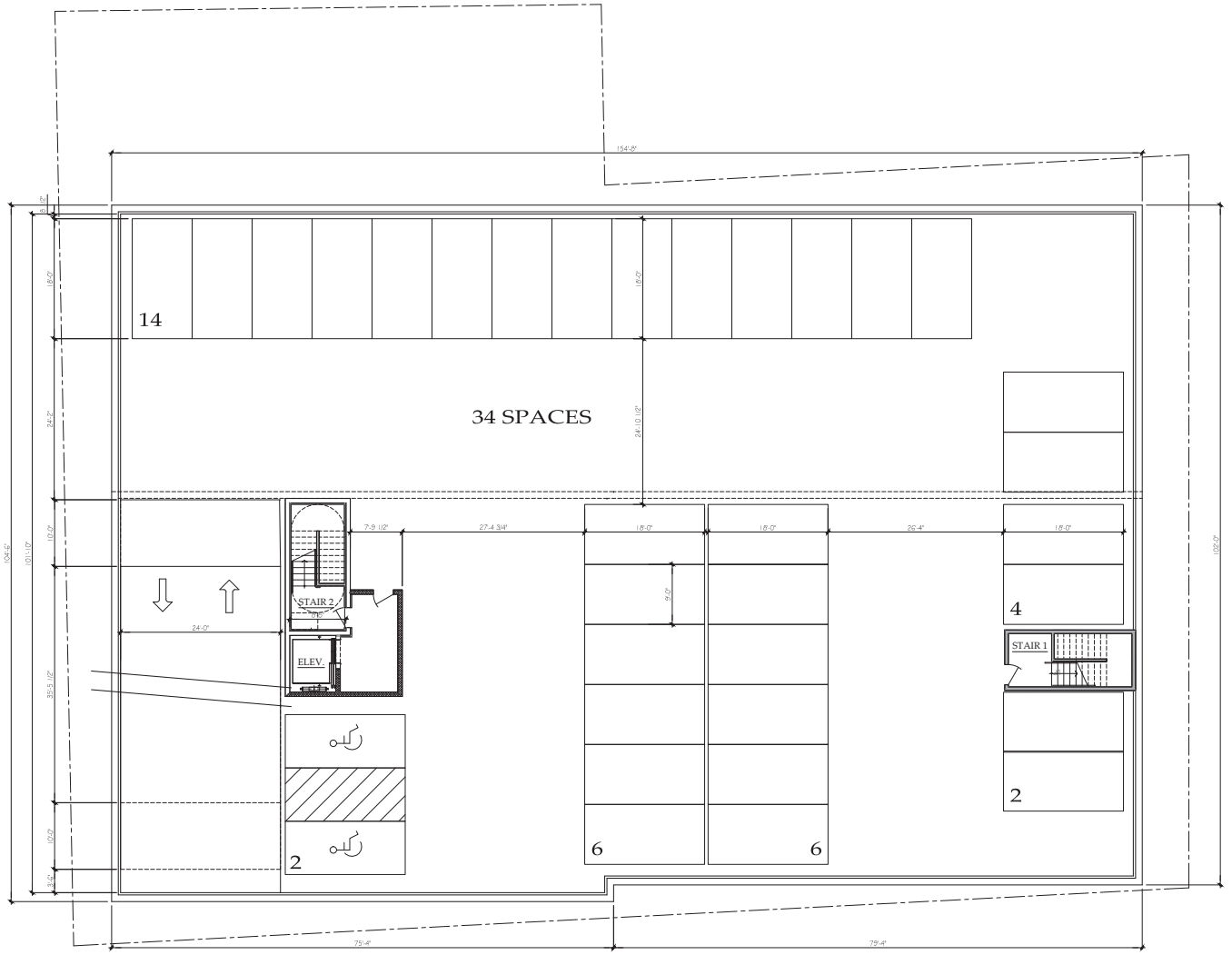

PARKING LL1
SCALE: 1/8" = 1'-0"

Mixed-Use Development
4915 - 4923 Main Street, Downers Grove, IL 60515
Barriere Properties
4915 Main Street, Downers Grove, IL 60515
(630) 918-2083

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DATE
08/01/22

REVISIONS

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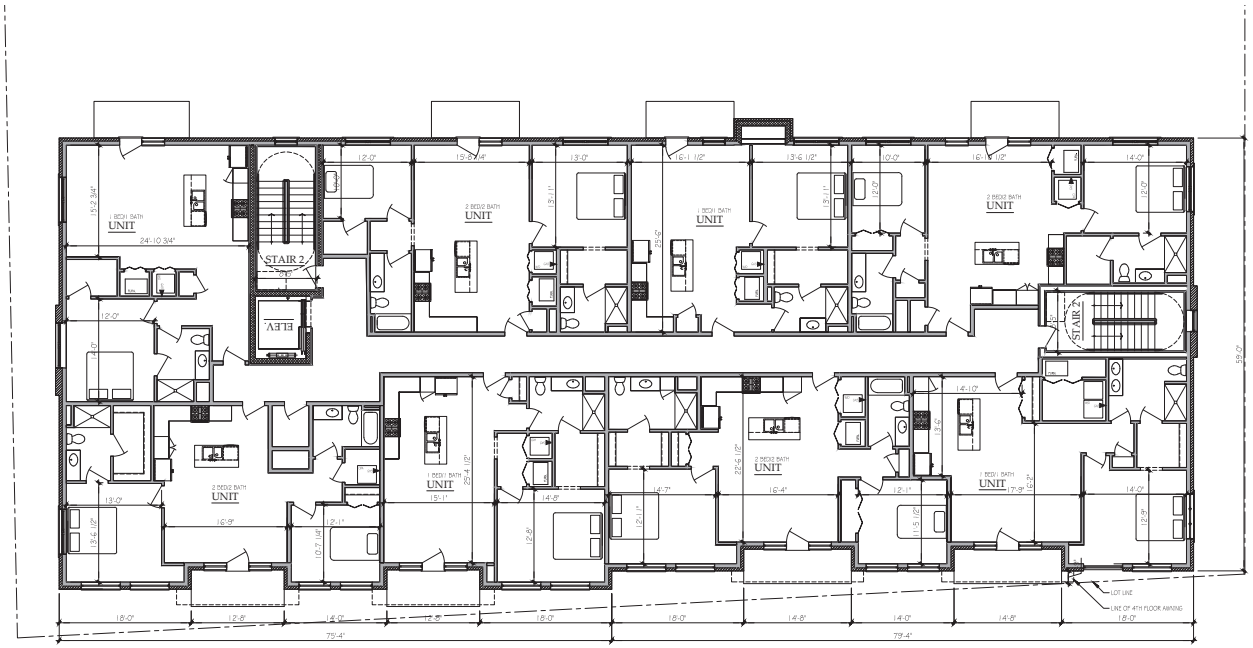

4 - TWO BED, 4 - ONE BED

RESIDENTIAL UNIT FLOOR 2, 3, & 4

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

Mixed-Use Development
4915 - 4923 Main Street, Downers Grove, IL 60515

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DATE
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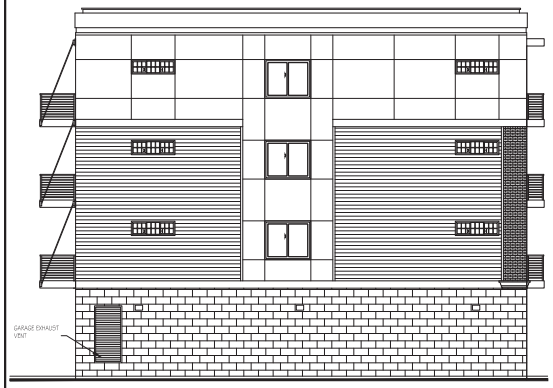
REVISIONS

PROJECT
21186

SHEET
A2.0



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

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

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

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

Mixed-Use Development
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Barriere Properties
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studio21architects.com

DATE
08/01/22

REVISIONS

PROJECT
21186

SHEET
A3.0

Building Rendering

Rear Of Building Rendoring

Inspiration Building

Inspiration Building

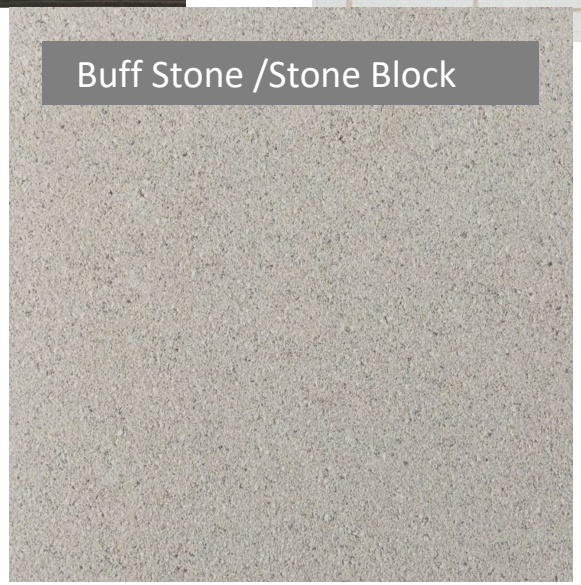
Front Of Building Selections Option One

Aspen White Utility Brick

Matt Black Over Hangs

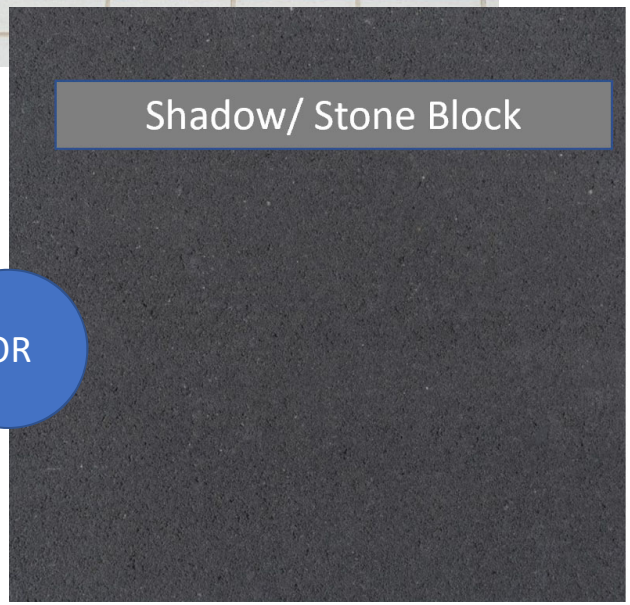
Accent color

Buff Stone /Stone Block



OR

Shadow/ Stone Block



Black Windows

Front of Building Option Two

Accent color

White Stone Brick

Matt Black Over Hangs

Black Windows

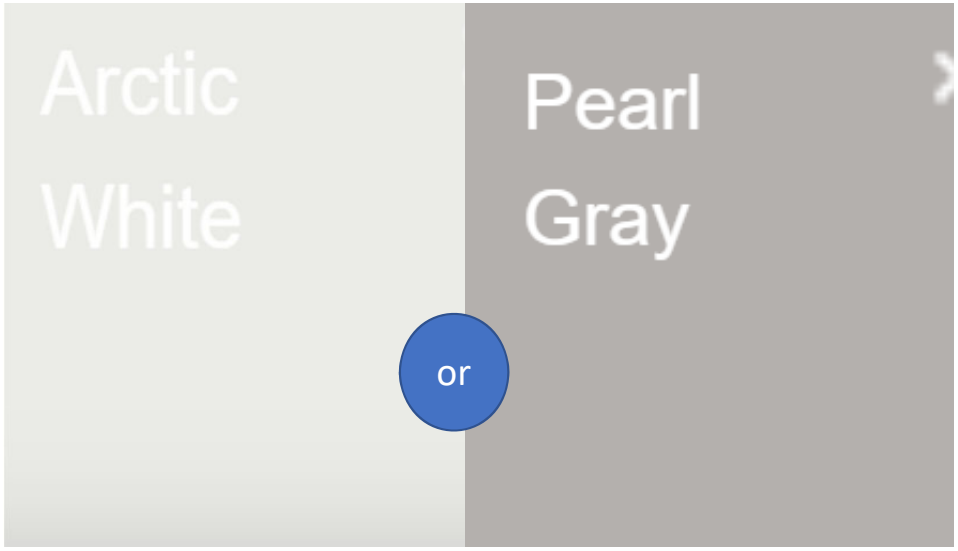
Charlotte Tan /Stone Block

Shadow/ Stone Block

OR

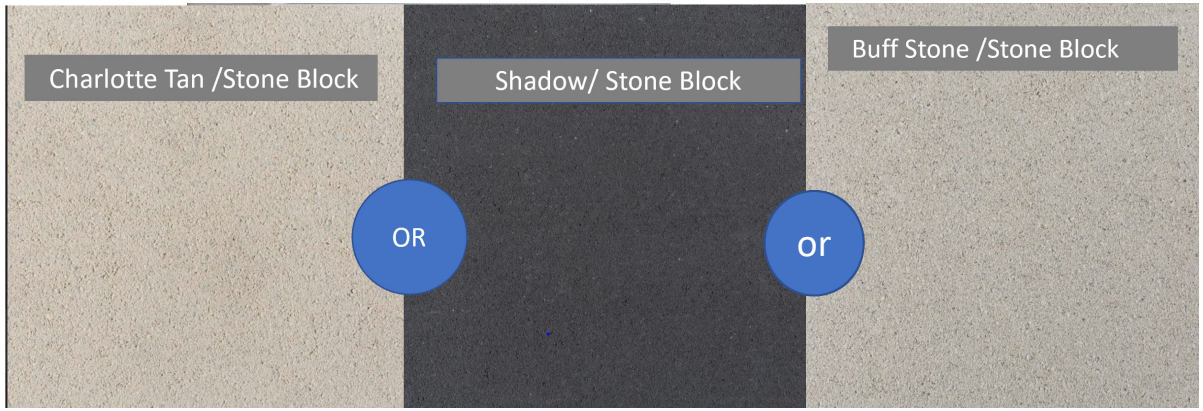
Rear Of Building Selections

Siding Color



Accent color

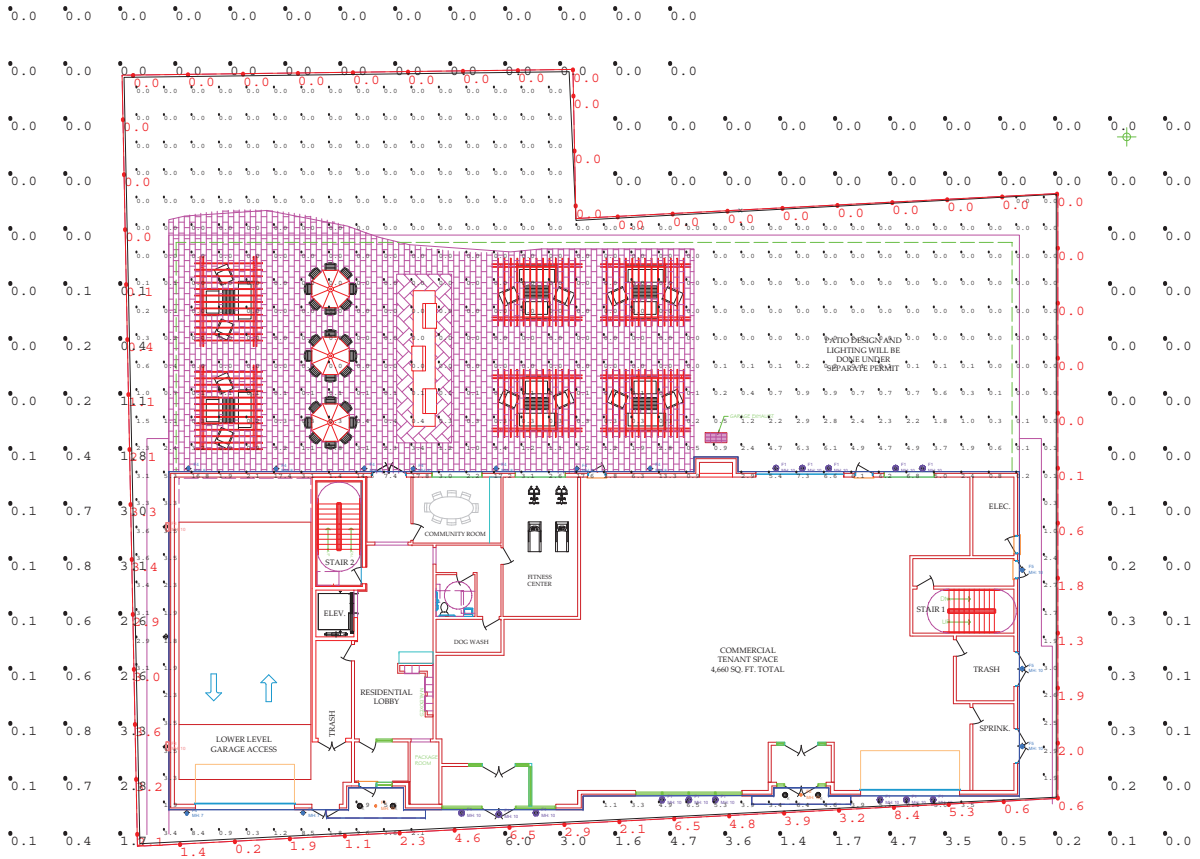
Black Windows



Matt Black Over Hangs

Luminaire Schedule			
Symbol	Tag	Qty	Description
	F1	14	512 - 41 - LVE01 - 1000lm
	F2	2	HC405D010-HM40525835-41MDH
	F3	2	IST-SA1A-740-U-T2
	F4	9	WS-W9102
	F5	3	WS-W9201

Calculation Summary					
Label	CalcType	Avg	Max	Min	Max/Min
BEYOND PERIMETER	Illuminance	0.43	6.0	0.0	N.A.
ENTRANCE 1	Illuminance	4.80	4.8	4.8	1.00
ENTRANCE 2	Illuminance	5.65	5.7	5.6	1.02
GARAGE ENTRY	Illuminance	5.02	12.4	0.3	41.33
OVERALL SITE	Illuminance	1.08	17.8	0.0	N.A.
PERIMETER	Illuminance	1.44	8.4	0.0	N.A.
REAR OF BUILDING	Illuminance	4.45	9.9	0.0	N.A.
SIDE ENTRY	Illuminance	2.05	3.5	0.1	35.00
SIDE OF BUILDING	Illuminance	3.56	4.4	2.4	1.83
STOREFRONT	Illuminance	5.83	7.7	3.8	2.03
STOREFRONT_1	Illuminance	6.23	7.7	4.7	1.64



GROUND FLOOR/SITE PLAN

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

FORCE PARTNERS

#	Date	Comments

Revisions

Drawn By: BOSM
Checked By:
Date: 8/12/2022
Scale:

4915 MAIN ST

Traffic Impact Study
Main Street Apartments

Downers Grove, Illinois

Prepared For:

BARRIERE CONSTRUCTION
Future-Focused, High-Performance, Luxury Homes

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

August 16, 2022

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Main Street Apartments building to be located on the east side of Main Street, between Franklin Street and Rogers Street in downtown Downers Grove, Illinois. As proposed the site, which is currently occupied by three houses, will be developed to provide a four-story apartment building with ground-level commercial space and an underground parking garage. The plans call for 24 apartment units, 4,970 square feet of commercial space, and 34 parking spaces within the garage. Access to the underground parking garage will be provided via an access ramp drive off Main Street.

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

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

The sections of this report present the following:

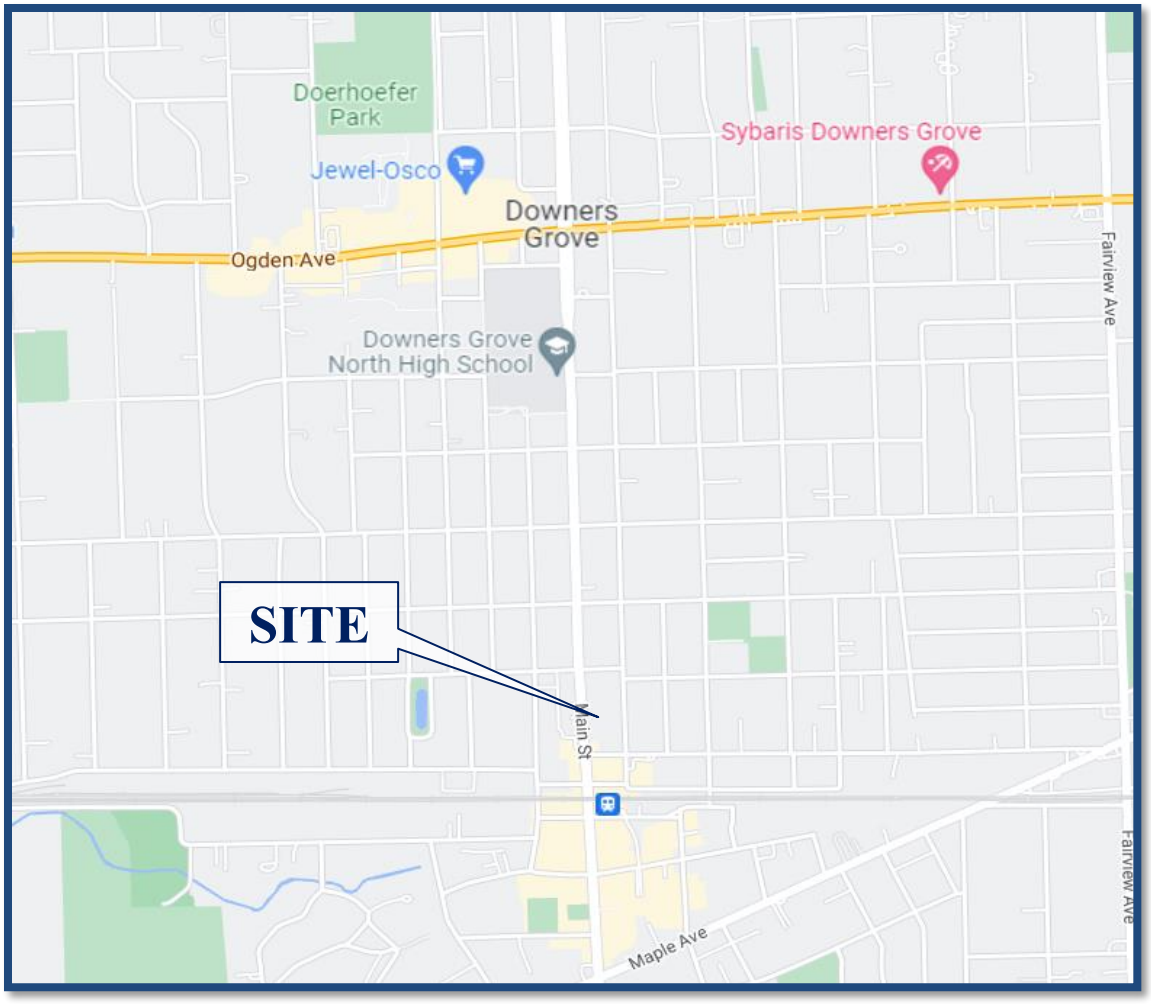
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening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

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

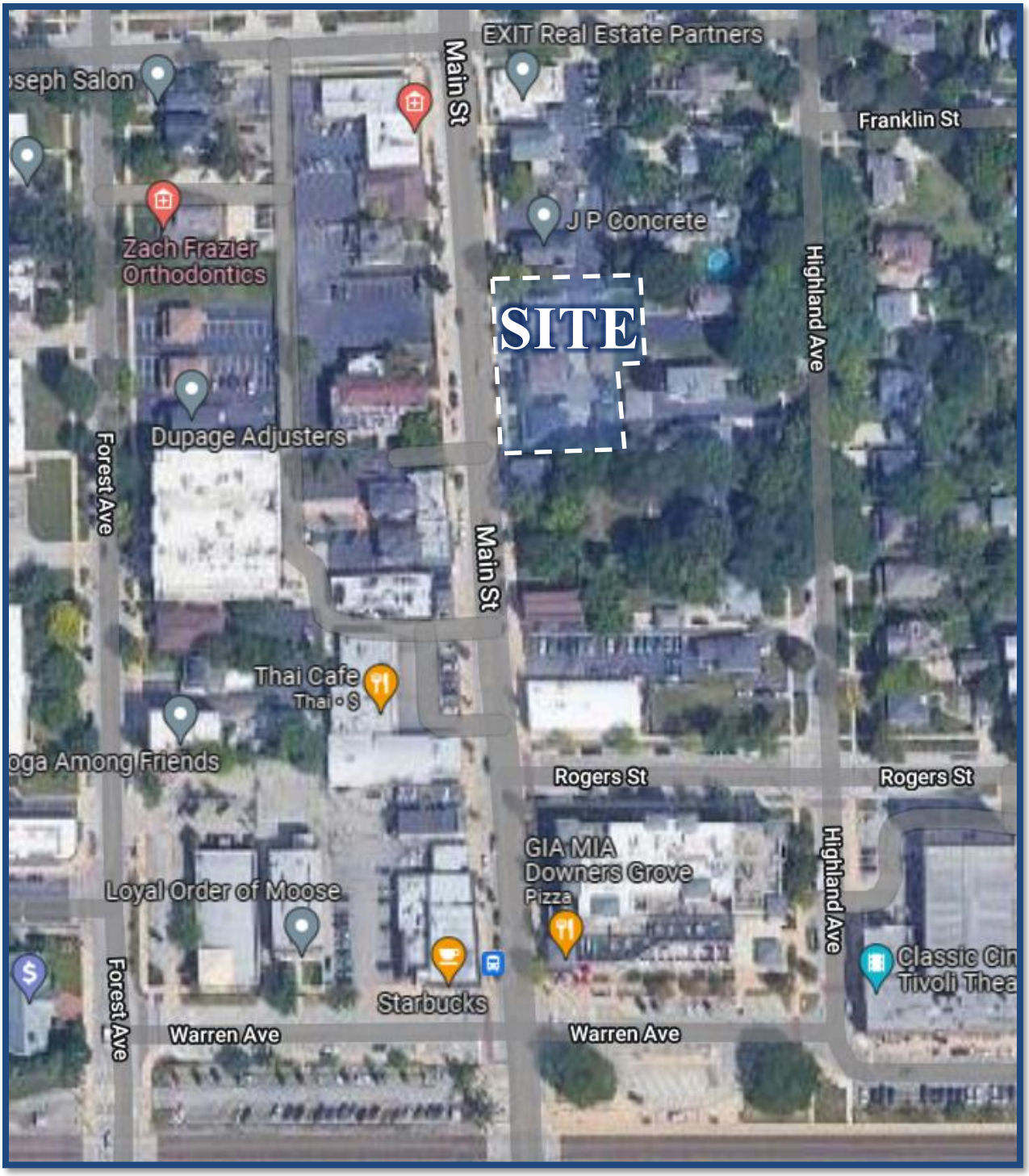
1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing traffic volumes increased by an ambient growth factor (growth not attributable to any particular development) as well as any area developments.

3. Future Conditions – Analyzes the projected traffic volumes which includes the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) as well as any area developments and the traffic estimated to be generated by the proposed subject development.



Site Location **Figure 1**



Aerial View of Site Location **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

Site Location

The site, which is currently occupied by three houses, is located on the east side of Main Street, approximately midway between Franklin Street and Rogers Street within downtown Downers Grove, Illinois. The site is located approximately ¾ mile south of Ogden Avenue (US Route 34), a major thoroughfare within the village. Land uses in the vicinity of the site include commercial to the west and south and residential to the north and east. The BNSF Metra line Downers Grove station is approximately 700 feet south of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Main Street is a north-south minor arterial roadway that provides one lane in each direction. At its signalized intersection with Warren Avenue, Main Street provides on the northbound approach a through lane and a right-turn lane and on the southbound approach provides a left-turn lane and a combined through/right-turn lane. A standard-style crosswalk is provided on the north leg of the intersection. At its signalized intersection with Franklin Street, Main Street provides on the northbound approach a combined left-turn/through lane and on the southbound approach provides a through lane and a right-turn lane. A high-visibility crosswalk is provided on the north leg of the intersection and a standard-style crosswalk is provided on the south leg of the intersection. At its unsignalized intersection with Rogers Street, Main Street provides on the northbound approach a combined through/right-turn lane and on the southbound approach provides a left-turn lane and a through lane. Main Street carries an average annual daily traffic (AADT) volume of 6,800 vehicles (IDOT AADT 2020). Main Street is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 miles per hour.

Warren Avenue is an east-west local roadway that provides one lane in each direction. At its signalized intersection with Main Street, Warren Avenue provides on the eastbound approach a combined left-turn/through lane and a right-turn lane. On the westbound approach, Warren Avenue provides a through lane and a right-turn lane. Standard-style crosswalks are provided on the east and west legs of the intersection. Warren Avenue is under jurisdiction of the Village of Downers Grove.

Franklin Street is an east-west local roadway. East of Main Street, Franklin Street is a westbound one-way street providing two travel lanes. West of Main Street, Franklin Street provides one lane in each direction. At its signalized intersection with Main Street, Franklin Street on the eastbound approach provides a left-turn lane and a right-turn lane. On the westbound approach, Franklin Street provides a left-turn lane and a combined through/right-turn lane. A standard-style crosswalk is provided on the west leg of the intersection and a high-visibility crosswalk is provided on the east leg of the intersection. Franklin Street is under jurisdiction of the Village of Downers Grove.

Rogers Street is an east-west local roadway that provides one lane in each direction. At its unsignalized intersection with Main Street, Rogers Street provides a combined left-turn/right-turn lane that is under stop sign control. Rogers Street is under jurisdiction of the Village of Downers Grove.

Public Transportation

The area is served by two modes of public transportation, Metra commuter rail and the Pace Bus system. The following summarizes the public transportation services provided to the area:

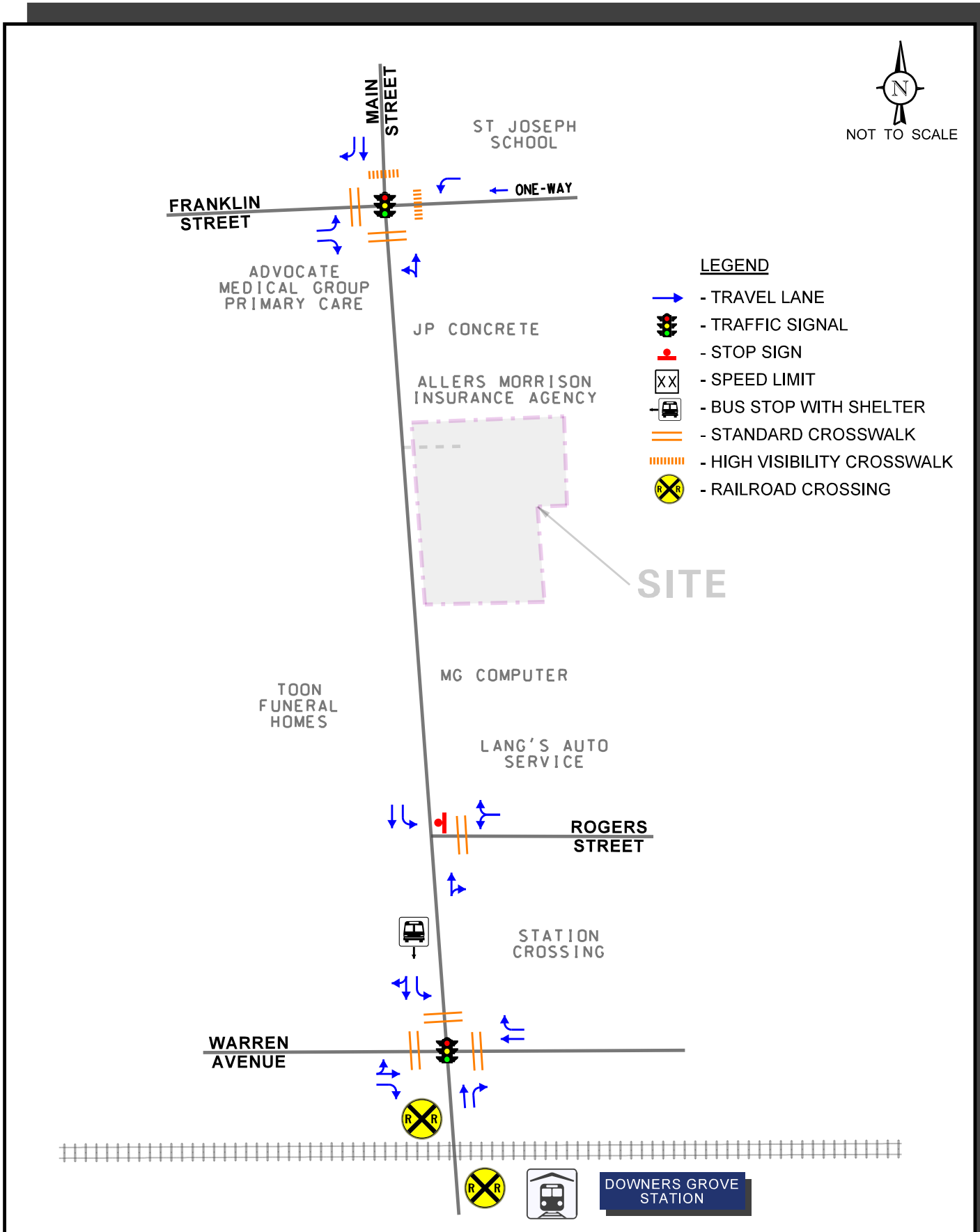
- The Downers Grove Metra Station is located south of the site and provides daily rail service on the BNSF line between Aurora, Illinois and Union Station in Chicago.

- *Pace Bus Route 834 – Joliet-Downers Grove* runs from Joliet to Downers Grove via Lombard. This line provides weekday service between the Joliet Gateway Center in downtown Joliet and Branding/Finley, just south of Butterfield Road. Points of interest along the route include the Will County Courthouse, downtown Lockport, Lewis University, Romeoville High School, Promenade Bolingbrook, Ikea, Woodridge Town Centre, downtown Downers Grove, Good Samaritan Hospital, Blue Cross Blue Shield, and Yorktown Center. Service is provided on weekdays and Saturdays from early morning to early evening.

Pedestrian and Bicycle Facilities

Sidewalks are generally provided on both sides of the roadways throughout the downtown area, including along Main Street in the vicinity of the site. Marked crosswalks are generally provided at intersections throughout the downtown area.

Per the Downers Grove Village Bikeway Plan, Main Street is designated as a bike route. Bike racks are provided throughout the downtown area, with the nearest rack to the site located on the northeast corner of Main Street with Warren Avenue.



Main Street Apartments
Downers Grove, Illinois

Existing Roadway Characteristics

KLOA
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Job No: 22-142 Figure: 3

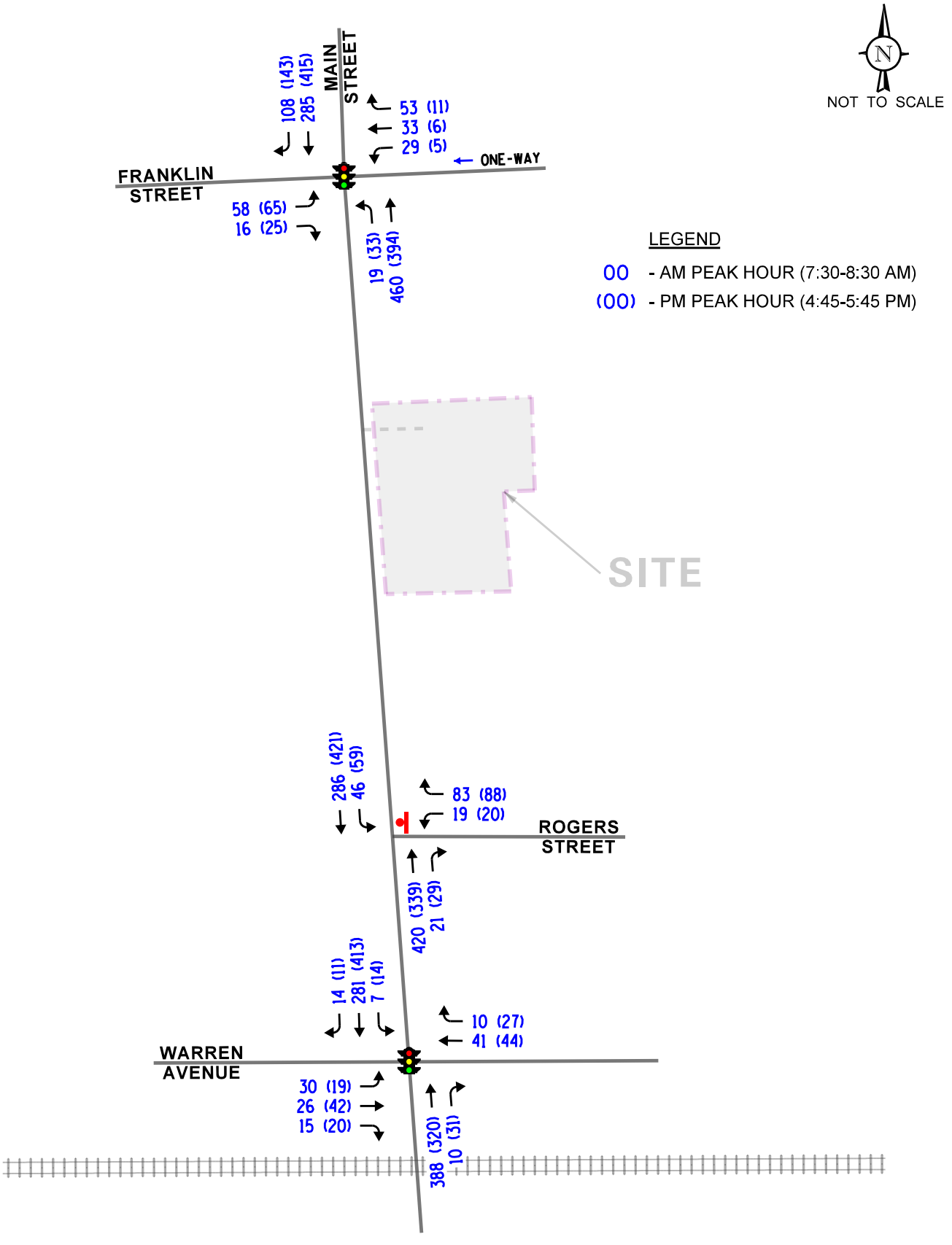
Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Tuesday, May 17, 2022, during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Main Street with Warren Avenue
- Main Street with Franklin Street
- Main Street with Rogers Street

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M. Copies of the traffic count summary sheets are included in the Appendix.

To ensure the traffic counts reflect normal traffic conditions, the counts were compared with previously conducted counts taken in 2014. The 2014 counts were adjusted to 2022 using an annual growth rate (as will be discussed later in the report). The comparison determined that the morning peak hour volumes taken in 2022 were 25 percent lower than those previously conducted and the evening peak hour volumes taken in 2022 were 15 percent lower than those previously conducted. As such, to represent the Year 2022 base conditions, the counts were adjusted accordingly. **Figure 4** illustrates the Year 2022 base traffic volumes.



Main Street Apartments
Downers Grove, Illinois

Year 2022 Base Traffic Volumes

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Job No: 22-142 Figure: 4

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the plans call for a 24-unit apartment building with ground-floor commercial space at 4915 Main Street in downtown Downers Grove, Illinois. The building will be 4 stories with an underground parking garage. The building will provide 12 two-bedroom units and 12 one-bedroom units. All living units will be located on the 2nd, 3rd, and 4th floors. The ground floor of the building will include a lobby, community room, and 4,970 square feet of commercial space. The commercial space is expected to be occupied by a casual sit-down restaurant. The parking garage will provide 34 parking spaces, exclusive of use for residents, restaurant employees, and resident guests of the apartment building. The parking garage will provide 32 standard parking spaces and 2 accessible parking spaces, the latter of which are located nearest the elevator. Access to the garage will be provided via an access drive ramp off Main Street on the north side of the building. The access drive will provide one inbound lane and one outbound lane, with outbound movements under stop sign control. The garage will be accessed via a garage door that residents and employees will have transponder access to enter. This will therefore minimize the amount of time required for traffic to enter the garage A portion of the street fronting the building will be designated as a loading zone for deliveries and residential moving activities. This loading zone will replace approximately one parking space along Main Street. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

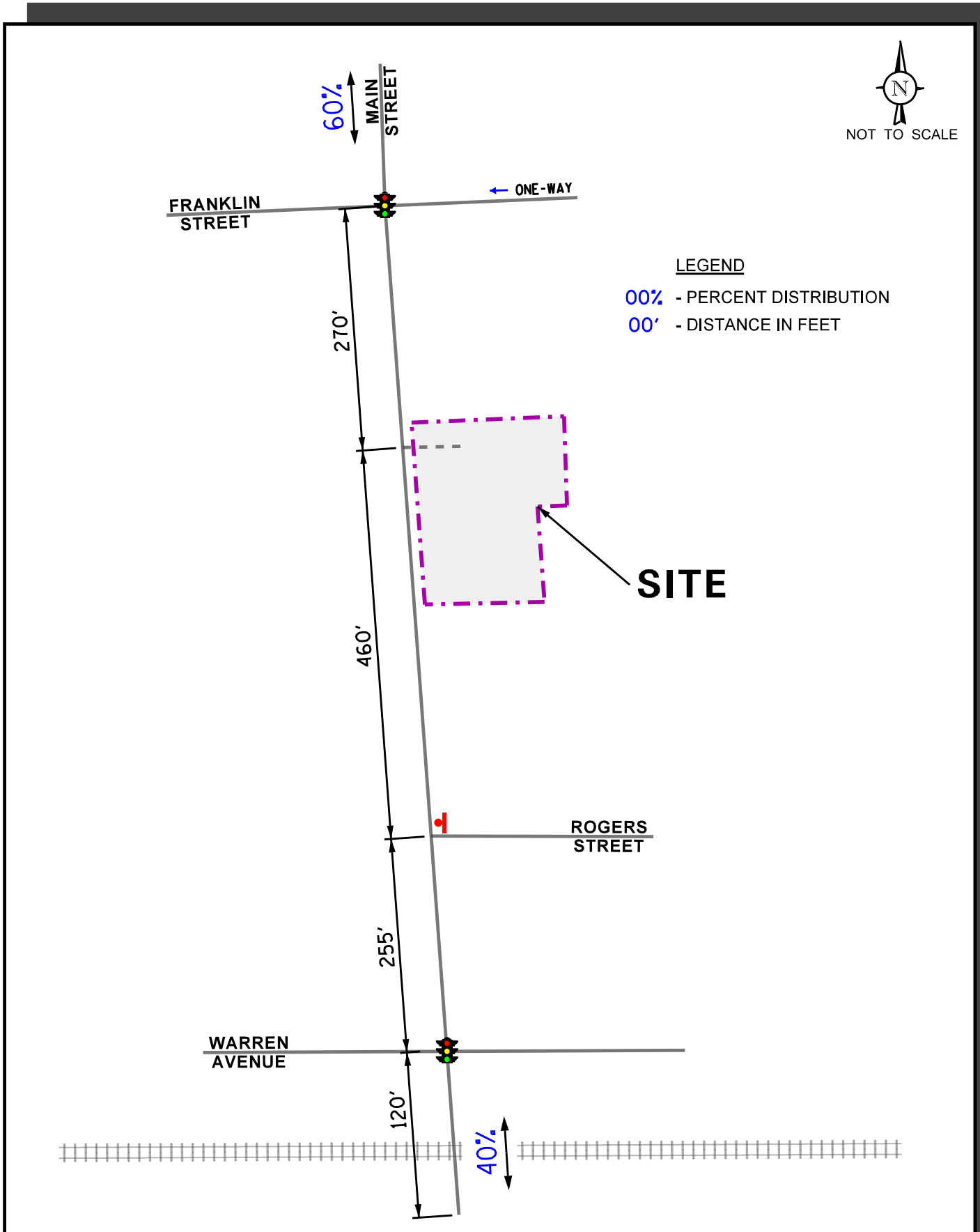
The directions from which residents of the proposed development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The volume of traffic generated be the proposed Main Street Apartments development was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. The "Multifamily Housing (Low Rise)" (Land-Use Code 220) was used for the apartment units. The "High-Turnover (Sit-Down) Restaurant" (Land-Use Code 932) was used for the commercial space intended to be a restaurant. **Table 1** tabulates the vehicle trips anticipated for this development.

Table 1
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
220	Multifamily Housing (Low-Rise) (24 Units)	3	6	9	9	6	15	57	57	114
932	High-Turnover (Sit-Down) Restaurant (4,970 s.f.)	26	22	48	27	18	45	267	267	534
	Total	**29**	**28**	**57**	**36**	**24**	**60**	**324**	**324**	**648**



Main Street Apartments
Downers Grove, Illinois

Directional Distribution

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Job No: 22-142 Figure: 5

4. Projected Traffic Conditions

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

Development Traffic Assignment

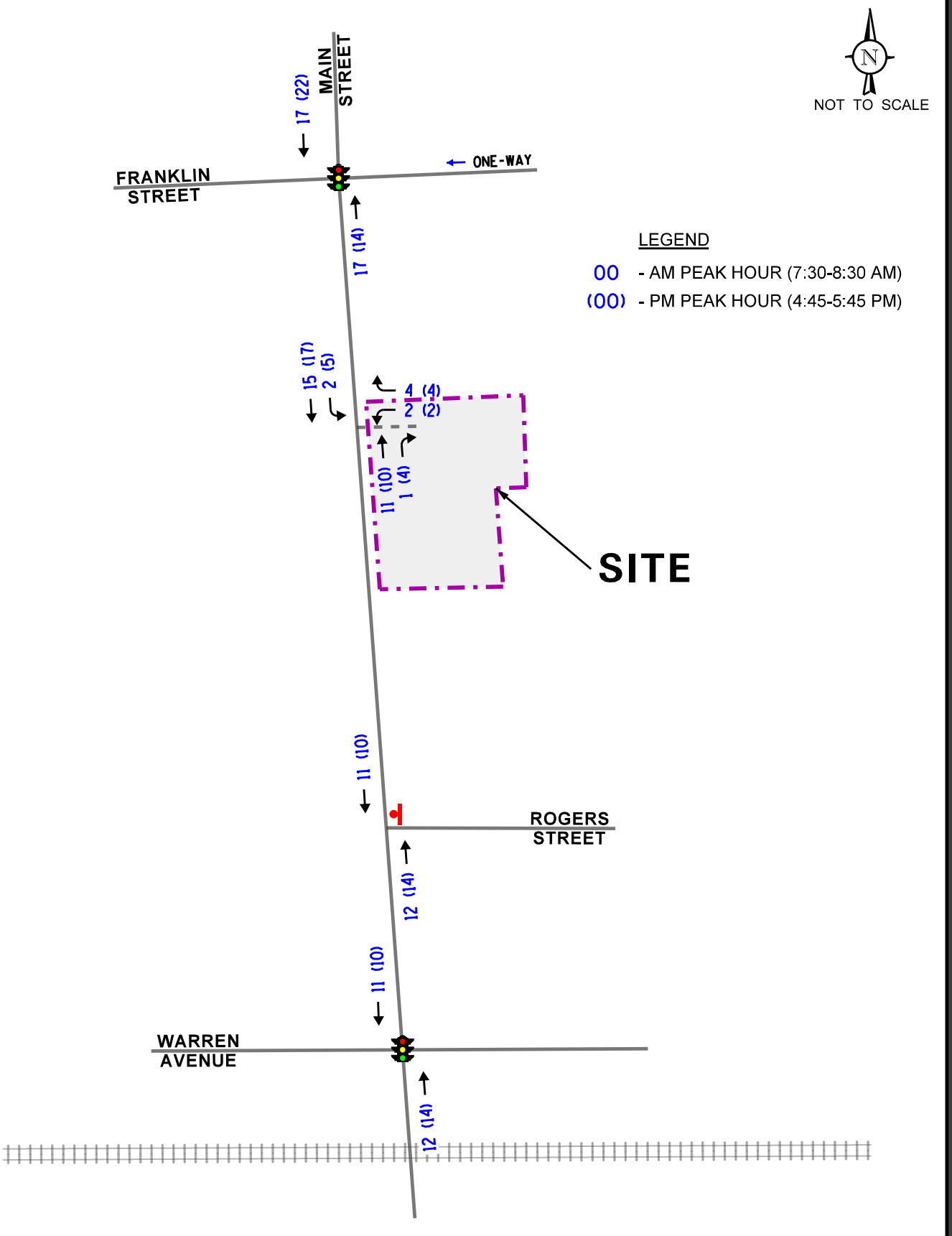
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The total new traffic assignment for the residential development is illustrated in **Figure 6**. It should be noted that since parking for the restaurant use will not be provided on site, it was assumed that these vehicles will park at the existing parking facilities in the downtown area.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated July 13, 2022, the existing traffic volume were increased by an annually compounded growth rate of 0.4 percent for five years (one-year buildout plus five years) totaling approximately two percent to represent Year 2028 no-build conditions. Also included in the no-build traffic volumes is the traffic that will be generated by other area developments. This includes the Downers Grove Village Hall-Police Station redevelopment, Fairview Station Flats and the Maple/Washington Apartment building A copy of the CMAP 2050 projections letter is included in the Appendix. **Figure 7** illustrates the no-build traffic volumes.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the existing traffic volumes increased by a regional growth factor (Figure 7) to determine the Year 2028 total projected traffic volumes, as illustrated in **Figure 8**.



Main Street Apartments
Downers Grove, Illinois

Site-Generated Traffic Volumes

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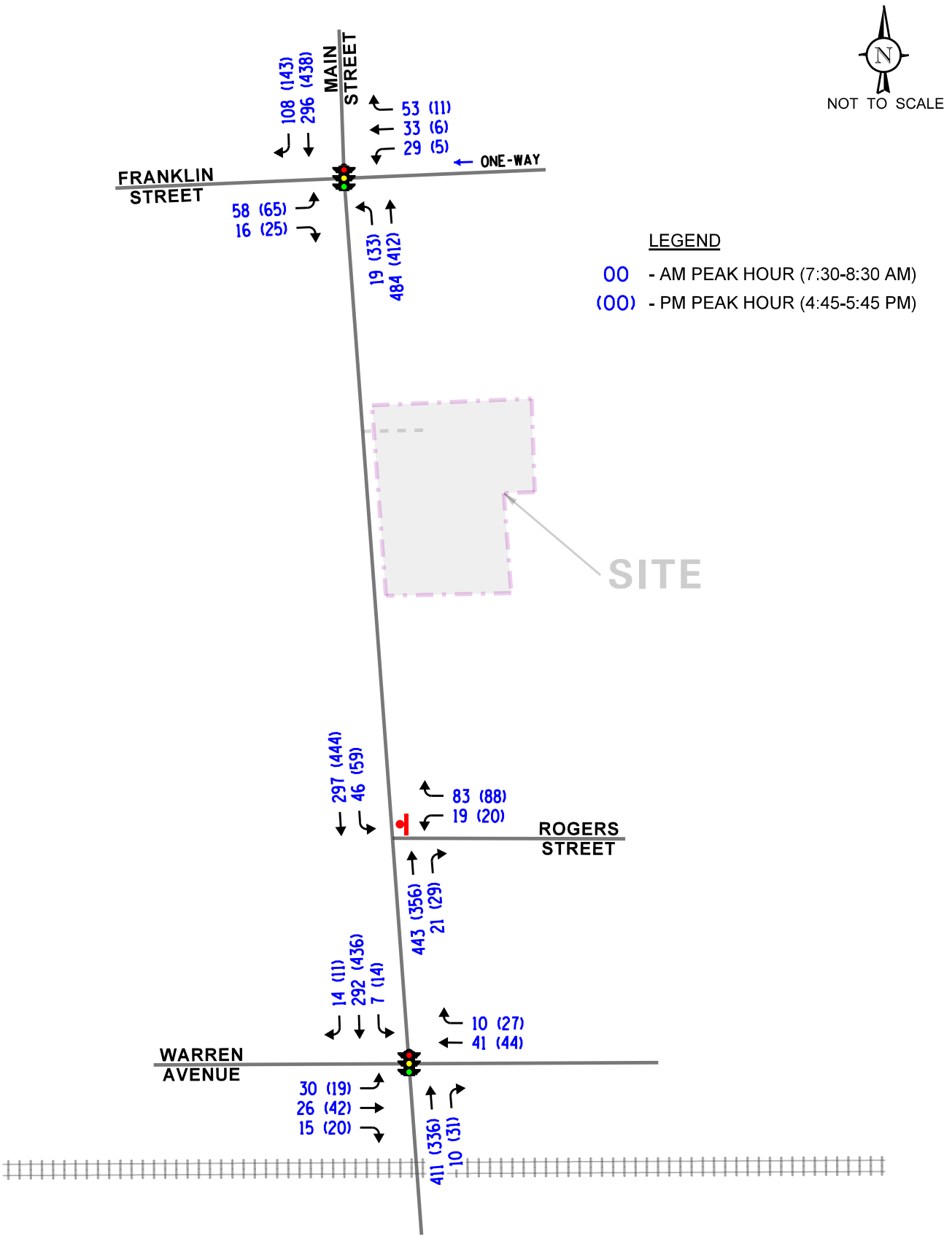

Main Street Apartments
Downers Grove, Illinois

Year 2028 No-Build Traffic Volumes

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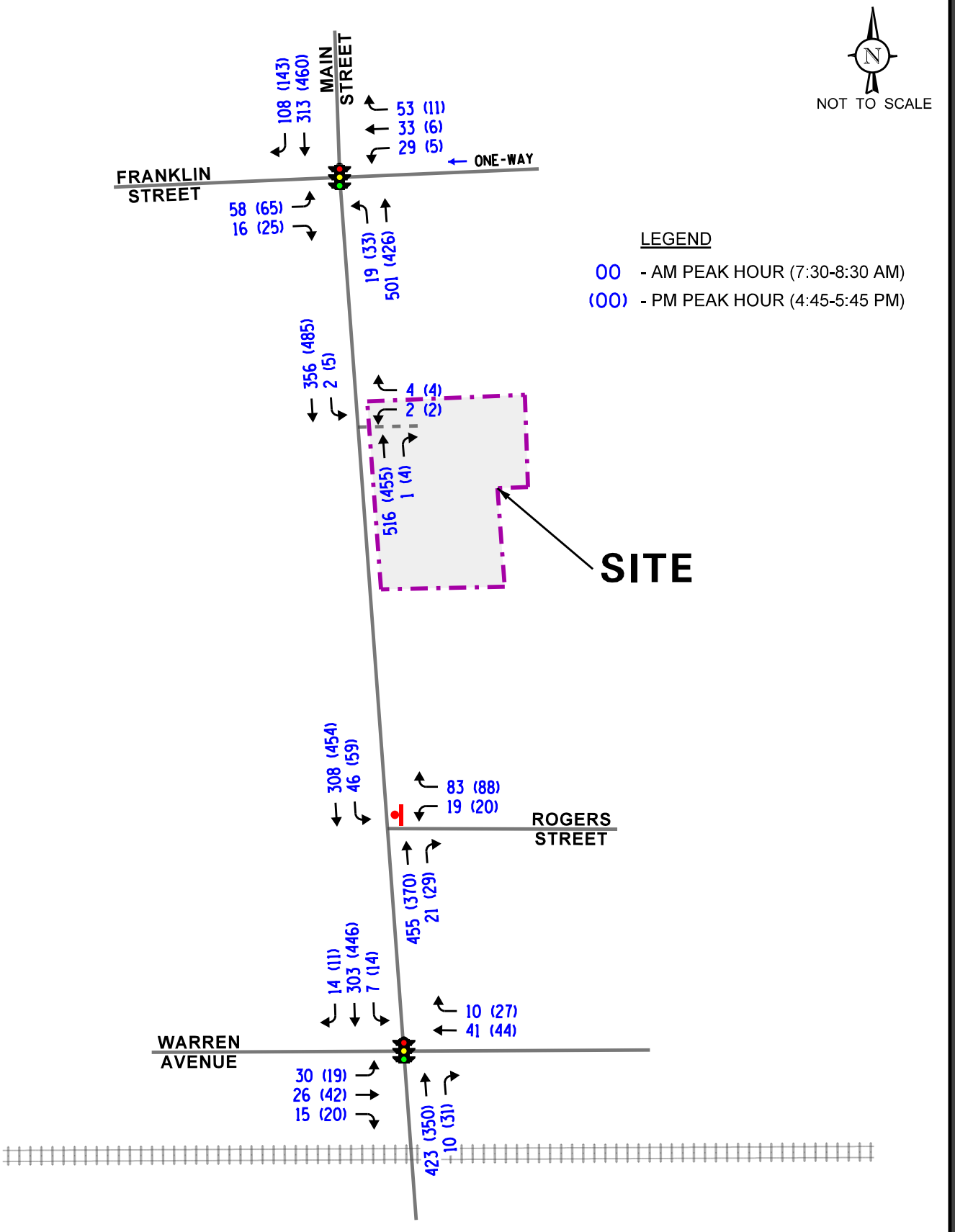
Job No: 22-142 Figure: 7



Main Street Apartments
Downers Grove, Illinois

Year 2028 Total Projected Traffic Volumes

KLOA
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Job No: 22-142 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the base Year 2022, Year 2028 no-build, and Year 2028 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 6th Edition and analyzed using Synchro/SimTraffic 11 computer software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the base, no-build, and total projected conditions are presented in **Tables 2** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
MAIN STREET WITH WARREN AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L/T	R	T	R	T	R	L	T/R	
Year 2022 Base Conditions	Weekday Morning	D 46.0	B 16.5	D 39.2	B 12.2	A 9.0	A 1.4	A 2.1	A 2.4	B 10.7
		D – 39.7		C – 34.0		A – 8.8		A – 2.4		
	Weekday Evening	D 45.0	B 16.6	D 39.5	B 15.3	A 7.4	A 1.9	A 2.4	A 2.9	A 9.5
		D – 38.0		C – 30.2		A – 6.9		A – 2.9		
Year 2028 No-Build Conditions	Weekday Morning	D 46.0	B 16.5	D 39.2	B 12.2	A 9.5	A 1.4	A 2.1	A 2.4	B 10.8
		D – 39.7		C – 34.0		A – 9.3		A – 2.4		
	Weekday Evening	D 45.0	B 16.6	D 39.5	B 15.3	A 7.7	A 1.9	A 2.3	A 3.0	A 9.4
		D – 38.0		C – 30.2		A – 7.2		A – 3.0		
Year 2028 Projected Conditions	Weekday Morning	D 46.0	B 16.5	D 39.2	B 12.2	A 9.8	A 1.4	A 2.1	A 2.5	B 10.8
		D – 39.7		C – 34.0		A – 9.6		A – 2.5		
	Weekday Evening	D 45.0	B 16.6	D 39.5	B 15.3	A 7.9	A 1.9	A 2.4	A 3.1	A 9.5
		D – 38.0		C – 30.2		A – 7.5		A – 3.0		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 3
MAIN STREET WITH FRANKLIN STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound			Southbound		Overall
		L	R	L	T/R	L	T	R	T	R	
Year 2022 Base Conditions	**Weekday Morning**	D 48.9	B 16.2	D 35.9	C 20.9	A – 3.2			A 2.8	A 0.7	A 7.8
		D – 41.7		C – 24.6					A – 2.2		
	Weekday Evening	D 46.0	B 14.5	C 33.2	C 21.5	A – 3.1			A 3.1	A 0.7	A 6.0
		D – 37.3		C – 24.1					A – 2.4		
Year 2028 No-Build Conditions	**Weekday Morning**	D 48.9	B 16.2	D 35.9	C 20.9	A – 3.3			A 2.8	A 0.7	A 7.7
		D – 41.7		C – 24.6					A – 2.3		
	Weekday Evening	D 46.0	B 14.5	C 33.2	C 21.5	A – 3.1			A 3.1	A 0.7	A 5.9
		D – 37.3		C – 24.1					A – 2.5		
Year 2028 Projected Conditions	**Weekday Morning**	D 48.9	B 16.2	D 35.9	C 20.9	A – 3.3			A 2.9	A 0.7	A 7.6
		D – 41.7		C – 24.6					A – 2.3		
	Weekday Evening	D 46.0	B 14.5	C 33.2	C 21.5	A – 3.2			A 3.2	A 0.7	A 5.9
		D – 37.3		C – 24.1					A – 2.6		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 4
YEAR 2022 BASE CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Main Street with Rogers Street[1]				
• Westbound Approach	B	12.9	B	12.6
• Southbound Left Turn	A	8.6	A	8.2

LOS = Level of Service 1 – Two-way stop control
Delay is measured in seconds.

Table 5
YEAR 2028 NO-BUILD CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Main Street with Rogers Street[1]				
• Westbound Approach	B	13.2	B	13.1
• Southbound Left Turn	A	8.6	A	8.3

LOS = Level of Service 1 – Two-way stop control
Delay is measured in seconds.

Table 6
YEAR 2028 TOTAL PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Main Street with Rogers Street[1]				
• Westbound Approach	B	13.4	B	13.5
• Southbound Left Turn	A	8.7	A	8.3
Main Street with Proposed Access Drive[1]				
• Westbound Approach	B	11.9	B	12.7
• Southbound Left Turn	A	8.7	A	8.4

LOS = Level of Service 1 – Two-way stop control
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements to accommodate the development traffic.

Main Street with Warren Avenue

The results of the capacity analysis indicate that the intersection currently operates overall at level of service (LOS) B during the weekday morning peak hour and at LOS A during the weekday evening peak hour. The northbound and southbound approaches currently operate at LOS A during the peak hours. The eastbound and westbound approaches currently operate at an acceptable LOS D or better during both peak hours.

Under Year 2028 no-build conditions, the intersection is projected to continue operating at LOS B during the weekday morning peak hour and at LOS A during the weekday evening peak hour, with increases in delay of approximately less than one second over the Year 2022 base conditions. All approaches are projected to continue operating at LOS D or better during the peak hours, with increases in delay of approximately less than one second over the Year 2022 base conditions.

Under Year 2028 total projected conditions, the intersection is projected to continue operating at LOS B during the weekday morning peak hour and at LOS A during the weekday evening peak hour, with increases in delay of approximately less than one second over the Year 2022 base conditions. All approaches are projected to continue operating at LOS D or better during the peak hours, with increases in delay of approximately less than one second over the Year 2022 base conditions. 95th percentile queues on the northbound and southbound approaches are projected to be four to five vehicles during the peak hours. The proposed Main Street Apartments development is projected to only increase the traffic traversing the intersection by approximately three percent or less over the no-build conditions.

It should be noted that this intersection is located approximately 120 feet north of the BNSF railroad crossing. Metra BNSF trains utilize the crossing approximately three times during the weekday morning and weekday evening peak hours. The signal at Main Street with Warren Avenue is interconnected with the railroad crossing signal. This results in longer green times for northbound traffic so that they clear the railroad crossing. During a train event, the southbound queues at the crossing can extend through the intersection with a 95th percentile queue of approximately 10 vehicles. It was observed that trains stop for approximately two minutes, and once the crossing gates are up, traffic clears the crossing and the intersection of Main Street with Warren Avenue within approximately one cycle length.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed Main Street Apartment development and no roadway or traffic signal improvements will be required.

Main Street with Franklin Street

The results of the capacity analysis indicate that the intersection currently operates overall at level of service (LOS) A during the weekday morning and weekday evening peak hours. The northbound and southbound approaches currently operate at LOS A during the peak hours. The eastbound and westbound approaches currently operate at an acceptable LOS D or better during both peak hours.

Under Year 2028 no-build conditions, the intersection is projected to continue operating at LOS A during the weekday morning and weekday evening peak hours, with increases in delay of approximately less than one second over the Year 2022 base conditions. All approaches are projected to continue operating at their current levels of service D or better during the peak hours.

Under Year 2028 total projected conditions, is projected to continue operating at LOS A during the weekday morning and weekday evening peak hours, with increases in delay of approximately less than one second over the Year 2028 no-build conditions. All approaches are projected to continue operating at their current levels of service D or better during the peak hours. The proposed development is only projected to increase traffic through the intersection by approximately three percent over the no-build traffic. As such, the intersection has sufficient reserve to accommodate the traffic estimated to be generated by the proposed Main Street Apartments development and no additional roadway or traffic signal modifications are needed.

Main Street with Rogers Street

The results of the capacity analysis indicate that the westbound approach currently operates at level of service (LOS) B during the weekday morning and weekday evening peak hours. The southbound left turn currently operates at LOS A during the peak hours. Under Year 2028 no-build conditions, the westbound approach is projected to continue operating at LOS B during the weekday morning and weekday evening peak hours, with increases in delay of approximately less than one second over the Year 2022 base conditions. The southbound left turn is projected to continue operating at LOS A during the peak hours. Under Year 2028 total projected conditions, the westbound approach is projected to continue operating at LOS B during the weekday morning and weekday evening peak hours, with increases in delay of approximately less than one second over the Year 2028 no-build conditions. The southbound left turn is projected to continue operating at LOS A during the peak hours. As such, no roadway or traffic control improvements are required at this intersection in conjunction with the proposed Main Street Apartments development.

Main Street with Proposed Access Drive

The results of the capacity analysis indicate that under Year 2028 total projected conditions, the westbound approach from the proposed access drive is projected to operate at level of service (LOS) B during the weekday morning and weekday evening peak hours. The southbound left turn into the proposed access drive is projected to operate at LOS A during both peak hours. As such, the intersection should provide flexible and efficient access to the site and no additional roadway or traffic signal improvements are required.

Parking Evaluation

As previously indicated, the apartment building will provide 24 residential units, a 4,970 square foot restaurant, and an underground parking garage providing 34 parking spaces for the exclusive use of residents, restaurant employees, and guests of the apartment building.

Per the Village of Downers Grove Municipal Code, apartments/condos in the downtown zoning district are required to provide 1.4 parking spaces per dwelling unit. With 24 residential units in the proposed apartment building, the parking garage should provide approximately 34 parking spaces which is equate to the number of parking spaces proposed.

Restaurant customers will be able to utilize on-street parking in the site vicinity as well as in the commuter lots and in the public parking garage all of which are in close proximity to the site.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The traffic that will be generated by the proposed Main Street Apartments development can be accommodated by the existing area roadway system.
- The proposed development generated traffic will have a limited impact on the operations of Main Street with Warren Avenue, Main Street with Franklin Street, and Main Street with Rogers Street.
- The proposed access system will be adequate and efficient in serving the traffic estimated to be generated by the Main Street Apartments development.
- The proposed parking supply within the parking garage meets the village requirements for the number of parking spaces required for an apartment building located within the downtown zoning district.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

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

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Main St with Warren Ave
Site Code:
Start Date: 05/17/2022
Page No: 1

Turning Movement Data

Start Time	Warren Ave Eastbound						Warren Ave Westbound						Main St Northbound						Main St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	7	3	1	15	11	0	1	5	6	0	12	0	1	47	0	4	48	0	0	19	3	8	22	93
7:15 AM	0	5	3	5	9	13	0	0	10	3	7	13	0	0	69	2	4	71	0	3	45	2	9	50	147
7:30 AM	0	10	8	2	5	20	0	0	6	4	0	10	0	0	89	1	2	90	0	4	66	4	2	74	194
7:45 AM	0	10	9	5	5	24	0	0	13	4	10	17	0	1	64	2	1	67	0	2	53	3	8	58	166
Hourly Total	0	32	23	13	34	68	0	1	34	17	17	52	0	2	269	5	11	276	0	9	183	12	27	204	600
8:00 AM	0	5	7	2	6	14	0	0	12	2	4	14	0	0	74	4	0	78	1	0	61	3	7	65	171
8:15 AM	0	5	2	6	13	13	0	0	10	0	8	10	0	0	83	3	0	86	0	0	45	4	14	49	158
8:30 AM	0	4	1	6	5	11	0	0	11	1	6	12	0	1	66	2	2	69	0	0	49	8	7	57	149
8:45 AM	0	2	0	2	14	4	0	0	8	1	4	9	0	0	73	3	0	76	0	1	52	7	9	60	149
Hourly Total	0	16	10	16	38	42	0	0	41	4	22	45	0	1	296	12	2	309	1	1	207	22	37	231	627
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	5	14	1	14	20	0	0	12	5	6	17	0	0	81	8	6	89	0	2	100	2	13	104	230
4:15 PM	0	7	14	5	9	26	0	0	14	4	7	18	0	0	60	5	0	65	0	2	74	3	11	79	188
4:30 PM	0	7	8	3	4	18	0	0	9	5	7	14	0	0	68	4	2	72	0	1	84	1	13	86	190
4:45 PM	0	5	11	2	12	18	0	1	13	7	18	21	0	0	68	7	8	75	0	6	103	4	22	113	227
Hourly Total	0	24	47	11	39	82	0	1	48	21	38	70	0	0	277	24	16	301	0	11	361	10	59	382	835
5:00 PM	0	8	17	6	4	31	0	0	13	4	3	17	0	0	75	14	3	89	0	4	89	3	11	96	233
5:15 PM	0	2	4	7	16	13	0	0	7	8	21	15	0	2	67	1	3	70	0	3	63	0	9	66	164
5:30 PM	0	4	10	5	5	19	0	0	11	8	7	19	0	0	68	9	0	77	0	1	104	4	8	109	224
5:45 PM	0	6	8	6	11	20	0	1	22	4	5	27	0	1	47	13	5	61	0	0	71	3	16	74	182
Hourly Total	0	20	39	24	36	83	0	1	53	24	36	78	0	3	257	37	11	297	0	8	327	10	44	345	803
Grand Total	0	92	119	64	147	275	0	3	176	66	113	245	0	6	1099	78	40	1183	1	29	1078	54	167	1162	2865
Approach %	0.0	33.5	43.3	23.3	-	-	0.0	1.2	71.8	26.9	-	-	0.0	0.5	92.9	6.6	-	-	0.1	2.5	92.8	4.6	-	-	-
Total %	0.0	3.2	4.2	2.2	-	9.6	0.0	0.1	6.1	2.3	-	8.6	0.0	0.2	38.4	2.7	-	41.3	0.0	1.0	37.6	1.9	-	40.6	-
Lights	0	90	114	54	-	258	0	3	169	63	-	235	0	3	1057	75	-	1135	1	28	1042	50	-	1121	2749
% Lights	-	97.8	95.8	84.4	-	93.8	-	100.0	96.0	95.5	-	95.9	-	50.0	96.2	96.2	-	95.9	100.0	96.6	96.7	92.6	-	96.5	96.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	16	0	-	16	0	0	13	0	-	13	29
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.5	0.0	-	1.4	0.0	0.0	1.2	0.0	-	1.1	1.0
Single-Unit Trucks	0	2	1	2	-	5	0	0	1	1	-	2	0	0	19	1	-	20	0	0	19	3	-	22	49
% Single-Unit Trucks	-	2.2	0.8	3.1	-	1.8	-	0.0	0.6	1.5	-	0.8	-	0.0	1.7	1.3	-	1.7	0.0	0.0	1.8	5.6	-	1.9	1.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	7	2	-	9	0	0	3	1	-	4	13
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	2.6	-	0.8	0.0	0.0	0.3	1.9	-	0.3	0.5
Bicycles on Road	0	0	4	8	-	12	0	0	6	2	-	8	0	3	0	0	-	3	0	1	1	0	-	2	25

% Bicycles on Road	-	0.0	3.4	12.5	-	4.4	-	0.0	3.4	3.0	-	3.3	-	50.0	0.0	0.0	-	0.3	0.0	3.4	0.1	0.0	-	0.2	0.9
Pedestrians	-	-	-	-	147	-	-	-	-	-	113	-	-	-	-	-	40	-	-	-	-	-	167	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Main St with Warren Ave
Site Code:
Start Date: 05/17/2022

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Warren Ave Eastbound						Warren Ave Westbound						Main St Northbound						Main St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	10	8	2	5	20	0	0	6	4	0	10	0	0	89	1	2	90	0	4	66	4	2	74	194
7:45 AM	0	10	9	5	5	24	0	0	13	4	10	17	0	1	64	2	1	67	0	2	53	3	8	58	166
8:00 AM	0	5	7	2	6	14	0	0	12	2	4	14	0	0	74	4	0	78	1	0	61	3	7	65	171
8:15 AM	0	5	2	6	13	13	0	0	10	0	8	10	0	0	83	3	0	86	0	0	45	4	14	49	158
Total	0	30	26	15	29	71	0	0	41	10	22	51	0	1	310	10	3	321	1	6	225	14	31	246	689
Approach %	0.0	42.3	36.6	21.1	-	-	0.0	0.0	80.4	19.6	-	-	0.0	0.3	96.6	3.1	-	-	0.4	2.4	91.5	5.7	-	-	-
Total %	0.0	4.4	3.8	2.2	-	10.3	0.0	0.0	6.0	1.5	-	7.4	0.0	0.1	45.0	1.5	-	46.6	0.1	0.9	32.7	2.0	-	35.7	-
PHF	0.000	0.750	0.722	0.625	-	0.740	0.000	0.000	0.788	0.625	-	0.750	0.000	0.250	0.871	0.625	-	0.892	0.250	0.375	0.852	0.875	-	0.831	0.888
Lights	0	30	25	10	-	65	0	0	39	9	-	48	0	1	298	8	-	307	1	6	214	12	-	233	653
% Lights	-	100.0	96.2	66.7	-	91.5	-	-	95.1	90.0	-	94.1	-	100.0	96.1	80.0	-	95.6	100.0	100.0	95.1	85.7	-	94.7	94.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	2	0	-	2	4
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.6	0.0	0.0	0.9	0.0	-	0.8	0.6
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	8	1	-	9	0	0	8	1	-	9	20
% Single-Unit Trucks	-	0.0	3.8	0.0	-	1.4	-	-	2.4	0.0	-	2.0	-	0.0	2.6	10.0	-	2.8	0.0	0.0	3.6	7.1	-	3.7	2.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	1	-	3	0	0	1	1	-	2	5
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.6	10.0	-	0.9	0.0	0.0	0.4	7.1	-	0.8	0.7
Bicycles on Road	0	0	0	5	-	5	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	7
% Bicycles on Road	-	0.0	0.0	33.3	-	7.0	-	-	2.4	10.0	-	3.9	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	1.0
Pedestrians	-	-	-	-	29	-	-	-	-	-	22	-	-	-	-	-	3	-	-	-	-	-	31	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Main St with Warren Ave
Site Code:
Start Date: 05/17/2022

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Warren Ave Eastbound						Warren Ave Westbound						Main St Northbound						Main St Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	5	11	2	12	18	0	1	13	7	18	21	0	0	68	7	8	75	0	6	103	4	22	113	227
5:00 PM	0	8	17	6	4	31	0	0	13	4	3	17	0	0	75	14	3	89	0	4	89	3	11	96	233
5:15 PM	0	2	4	7	16	13	0	0	7	8	21	15	0	2	67	1	3	70	0	3	63	0	9	66	164
5:30 PM	0	4	10	5	5	19	0	0	11	8	7	19	0	0	68	9	0	77	0	1	104	4	8	109	224
Total	0	19	42	20	37	81	0	1	44	27	49	72	0	2	278	31	14	311	0	14	359	11	50	384	848
Approach %	0.0	23.5	51.9	24.7	-	-	0.0	1.4	61.1	37.5	-	-	0.0	0.6	89.4	10.0	-	-	0.0	3.6	93.5	2.9	-	-	-
Total %	0.0	2.2	5.0	2.4	-	9.6	0.0	0.1	5.2	3.2	-	8.5	0.0	0.2	32.8	3.7	-	36.7	0.0	1.7	42.3	1.3	-	45.3	-
PHF	0.000	0.594	0.618	0.714	-	0.653	0.000	0.250	0.846	0.844	-	0.857	0.000	0.250	0.927	0.554	-	0.874	0.000	0.583	0.863	0.688	-	0.850	0.910
Lights	0	19	39	19	-	77	0	1	44	26	-	71	0	0	271	31	-	302	0	14	349	11	-	374	824
% Lights	-	100.0	92.9	95.0	-	95.1	-	100.0	100.0	96.3	-	98.6	-	0.0	97.5	100.0	-	97.1	-	100.0	97.2	100.0	-	97.4	97.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	0.3	0.0	-	0.3	0.2
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	1	-	1	0	0	4	0	-	4	0	0	6	0	-	6	12
% Single-Unit Trucks	-	0.0	0.0	5.0	-	1.2	-	0.0	0.0	3.7	-	1.4	-	0.0	1.4	0.0	-	1.3	-	0.0	1.7	0.0	-	1.6	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	2	0	-	2	4
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.6	-	0.0	0.6	0.0	-	0.5	0.5
Bicycles on Road	0	0	3	0	-	3	0	0	0	0	-	0	0	2	0	0	-	2	0	0	1	0	-	1	6
% Bicycles on Road	-	0.0	7.1	0.0	-	3.7	-	0.0	0.0	0.0	-	0.0	-	100.0	0.0	0.0	-	0.6	-	0.0	0.3	0.0	-	0.3	0.7
Pedestrians	-	-	-	-	37	-	-	-	-	-	49	-	-	-	-	-	14	-	-	-	-	-	50	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Main St with Franklin St
Site Code:
Start Date: 05/17/2022
Page No: 1

Turning Movement Data

Start Time	Franklin St Eastbound						Franklin St Westbound						Main St Northbound						Main St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	5	0	5	0	10	0	1	1	1	1	3	0	7	59	0	0	66	0	0	36	13	1	49	128
7:15 AM	0	7	0	1	1	8	0	3	4	13	0	20	0	5	86	0	0	91	0	0	45	16	7	61	180
7:30 AM	0	12	0	3	1	15	0	19	19	18	0	56	0	3	109	0	1	112	0	0	53	18	20	71	254
7:45 AM	0	15	0	1	3	16	0	5	10	20	1	35	0	5	93	0	1	98	0	0	66	34	2	100	249
Hourly Total	0	39	0	10	5	49	0	28	34	52	2	114	0	20	347	0	2	367	0	0	200	81	30	281	811
8:00 AM	0	12	0	7	1	19	0	5	4	12	4	21	0	6	85	0	1	91	0	0	56	27	5	83	214
8:15 AM	0	19	0	5	0	24	0	0	0	3	1	3	0	5	81	0	6	86	0	0	53	29	0	82	195
8:30 AM	0	13	1	4	0	18	0	0	1	0	0	1	0	2	88	0	2	90	0	0	55	17	0	72	181
8:45 AM	0	18	0	6	1	24	0	0	2	2	0	4	0	8	73	0	2	81	0	0	60	29	0	89	198
Hourly Total	0	62	1	22	2	85	0	5	7	17	5	29	0	21	327	0	11	348	0	0	224	102	5	326	788
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	23	0	5	8	28	0	0	5	4	2	9	0	15	89	0	2	104	0	0	93	44	1	137	278
4:15 PM	0	19	0	5	2	24	0	2	4	4	3	10	0	6	74	0	2	80	0	0	84	38	0	122	236
4:30 PM	0	19	0	5	0	24	0	0	5	3	0	8	0	16	87	0	3	103	0	0	88	45	3	133	268
4:45 PM	0	16	0	6	2	22	0	1	1	5	3	7	0	6	73	0	3	79	0	0	96	35	3	131	239
Hourly Total	0	77	0	21	12	98	0	3	15	16	8	34	0	43	323	0	10	366	0	0	361	162	7	523	1021
5:00 PM	0	20	0	5	1	25	0	2	4	3	1	9	0	13	102	0	0	115	0	0	83	34	0	117	266
5:15 PM	0	5	0	7	3	12	0	2	1	1	0	4	0	7	81	0	1	88	0	0	96	37	1	133	237
5:30 PM	0	24	0	7	0	31	0	0	0	2	0	2	0	7	87	0	2	94	0	0	86	37	0	123	250
5:45 PM	0	9	0	1	1	10	0	1	0	0	1	1	0	2	60	0	1	62	0	0	78	31	0	109	182
Hourly Total	0	58	0	20	5	78	0	5	5	6	2	16	0	29	330	0	4	359	0	0	343	139	1	482	935
Grand Total	0	236	1	73	24	310	0	41	61	91	17	193	0	113	1327	0	27	1440	0	0	1128	484	43	1612	3555
Approach %	0.0	76.1	0.3	23.5	-	-	0.0	21.2	31.6	47.2	-	-	0.0	7.8	92.2	0.0	-	-	0.0	0.0	70.0	30.0	-	-	-
Total %	0.0	6.6	0.0	2.1	-	8.7	0.0	1.2	1.7	2.6	-	5.4	0.0	3.2	37.3	0.0	-	40.5	0.0	0.0	31.7	13.6	-	45.3	-
Lights	0	235	0	70	-	305	0	38	60	80	-	178	0	112	1285	0	-	1397	0	0	1089	478	-	1567	3447
% Lights	-	99.6	0.0	95.9	-	98.4	-	92.7	98.4	87.9	-	92.2	-	99.1	96.8	-	-	97.0	-	-	96.5	98.8	-	97.2	97.0
Buses	0	1	0	1	-	2	0	3	1	8	-	12	0	0	15	0	-	15	0	0	9	0	-	9	38
% Buses	-	0.4	0.0	1.4	-	0.6	-	7.3	1.6	8.8	-	6.2	-	0.0	1.1	-	-	1.0	-	-	0.8	0.0	-	0.6	1.1
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	1	16	0	-	17	0	0	24	6	-	30	48
% Single-Unit Trucks	-	0.0	0.0	1.4	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.9	1.2	-	-	1.2	-	-	2.1	1.2	-	1.9	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	8	0	-	8	0	0	3	0	-	3	11
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	-	-	0.6	-	-	0.3	0.0	-	0.2	0.3
Bicycles on Road	0	0	1	1	-	2	0	0	0	3	-	3	0	0	3	0	-	3	0	0	3	0	-	3	11

% Bicycles on Road	-	0.0	100.0	1.4	-	0.6	-	0.0	0.0	3.3	-	1.6	-	0.0	0.2	-	-	0.2	-	-	0.3	0.0	-	0.2	0.3
Pedestrians	-	-	-	-	24	-	-	-	-	-	17	-	-	-	-	-	27	-	-	-	-	-	43	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Main St with Franklin St
Site Code:
Start Date: 05/17/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Franklin St Eastbound						Franklin St Westbound						Main St Northbound						Main St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	12	0	3	1	15	0	19	19	18	0	56	0	3	109	0	1	112	0	0	53	18	20	71	254
7:45 AM	0	15	0	1	3	16	0	5	10	20	1	35	0	5	93	0	1	98	0	0	66	34	2	100	249
8:00 AM	0	12	0	7	1	19	0	5	4	12	4	21	0	6	85	0	1	91	0	0	56	27	5	83	214
8:15 AM	0	19	0	5	0	24	0	0	0	3	1	3	0	5	81	0	6	86	0	0	53	29	0	82	195
Total	0	58	0	16	5	74	0	29	33	53	6	115	0	19	368	0	9	387	0	0	228	108	27	336	912
Approach %	0.0	78.4	0.0	21.6	-	-	0.0	25.2	28.7	46.1	-	-	0.0	4.9	95.1	0.0	-	-	0.0	0.0	67.9	32.1	-	-	-
Total %	0.0	6.4	0.0	1.8	-	8.1	0.0	3.2	3.6	5.8	-	12.6	0.0	2.1	40.4	0.0	-	42.4	0.0	0.0	25.0	11.8	-	36.8	-
PHF	0.000	0.763	0.000	0.571	-	0.771	0.000	0.382	0.434	0.663	-	0.513	0.000	0.792	0.844	0.000	-	0.864	0.000	0.000	0.864	0.794	-	0.840	0.898
Lights	0	57	0	14	-	71	0	29	33	51	-	113	0	18	354	0	-	372	0	0	217	107	-	324	880
% Lights	-	98.3	-	87.5	-	95.9	-	100.0	100.0	96.2	-	98.3	-	94.7	96.2	-	-	96.1	-	-	95.2	99.1	-	96.4	96.5
Buses	0	1	0	1	-	2	0	0	0	0	-	0	0	0	3	0	-	3	0	0	2	0	-	2	7
% Buses	-	1.7	-	6.3	-	2.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	-	-	0.8	-	-	0.9	0.0	-	0.6	0.8
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	1	6	0	-	7	0	0	8	1	-	9	17
% Single-Unit Trucks	-	0.0	-	6.3	-	1.4	-	0.0	0.0	0.0	-	0.0	-	5.3	1.6	-	-	1.8	-	-	3.5	0.9	-	2.7	1.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	1	0	-	1	4
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	-	-	0.8	-	-	0.4	0.0	-	0.3	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	2	-	2	0	0	2	0	-	2	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0	3.8	-	1.7	-	0.0	0.5	-	-	0.5	-	-	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	-	27	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Main St with Franklin St
Site Code:
Start Date: 05/17/2022

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Franklin St Eastbound						Franklin St Westbound						Main St Northbound						Main St Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	16	0	6	2	22	0	1	1	5	3	7	0	6	73	0	3	79	0	0	96	35	3	131	239
5:00 PM	0	20	0	5	1	25	0	2	4	3	1	9	0	13	102	0	0	115	0	0	83	34	0	117	266
5:15 PM	0	5	0	7	3	12	0	2	1	1	0	4	0	7	81	0	1	88	0	0	96	37	1	133	237
5:30 PM	0	24	0	7	0	31	0	0	0	2	0	2	0	7	87	0	2	94	0	0	86	37	0	123	250
Total	0	65	0	25	6	90	0	5	6	11	4	22	0	33	343	0	6	376	0	0	361	143	4	504	992
Approach %	0.0	72.2	0.0	27.8	-	-	0.0	22.7	27.3	50.0	-	-	0.0	8.8	91.2	0.0	-	-	0.0	0.0	71.6	28.4	-	-	-
Total %	0.0	6.6	0.0	2.5	-	9.1	0.0	0.5	0.6	1.1	-	2.2	0.0	3.3	34.6	0.0	-	37.9	0.0	0.0	36.4	14.4	-	50.8	-
PHF	0.000	0.677	0.000	0.893	-	0.726	0.000	0.625	0.375	0.550	-	0.611	0.000	0.635	0.841	0.000	-	0.817	0.000	0.000	0.940	0.966	-	0.947	0.932
Lights	0	65	0	24	-	89	0	5	6	11	-	22	0	33	334	0	-	367	0	0	353	143	-	496	974
% Lights	-	100.0	-	96.0	-	98.9	-	100.0	100.0	100.0	-	100.0	-	100.0	97.4	-	-	97.6	-	-	97.8	100.0	-	98.4	98.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	3
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	-	-	0.3	-	-	0.6	0.0	-	0.4	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	0	2	0	-	2	7
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.5	-	-	1.3	-	-	0.6	0.0	-	0.4	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	2	0	-	2	4
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	-	-	0.5	-	-	0.6	0.0	-	0.4	0.4
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	4
% Bicycles on Road	-	0.0	-	4.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	-	-	0.3	-	-	0.6	0.0	-	0.4	0.4
Pedestrians	-	-	-	-	6	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Main St with Rogers St
Site Code:
Start Date: 05/17/2022

Turning Movement Data

Start Time	Rogers St Westbound					Main St Northbound					Main St Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	2	14	5	16	0	54	7	2	61	1	6	25	2	32	109
7:15 AM	0	5	25	3	30	0	63	9	0	72	0	11	39	0	50	152
7:30 AM	0	5	21	0	26	0	94	9	0	103	1	8	68	1	77	206
7:45 AM	0	4	24	1	28	0	77	5	0	82	0	12	58	0	70	180
Hourly Total	0	16	84	9	100	0	288	30	2	318	2	37	190	3	229	647
8:00 AM	1	3	18	5	22	0	79	2	2	81	0	14	59	0	73	176
8:15 AM	0	6	20	12	26	0	86	5	1	91	0	11	44	1	55	172
8:30 AM	0	4	17	7	21	0	62	4	2	66	0	10	52	0	62	149
8:45 AM	1	7	17	5	25	0	73	5	1	78	0	7	56	0	63	166
Hourly Total	2	20	72	29	94	0	300	16	6	316	0	42	211	1	253	663
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	6	13	4	19	0	87	4	1	91	0	7	98	0	105	215
4:15 PM	0	3	13	6	16	0	66	5	0	71	1	11	76	2	88	175
4:30 PM	0	3	25	0	28	0	70	8	0	78	0	11	81	0	92	198
4:45 PM	0	7	16	3	23	1	66	8	0	75	1	8	105	0	114	212
Hourly Total	0	19	67	13	86	1	289	25	1	315	2	37	360	2	399	800
5:00 PM	0	8	34	6	42	0	82	10	0	92	0	16	86	8	102	236
5:15 PM	0	0	19	1	19	0	74	4	0	78	0	20	72	0	92	189
5:30 PM	0	5	19	3	24	0	72	7	0	79	0	14	103	0	117	220
5:45 PM	0	5	19	5	24	0	51	2	0	53	0	11	62	0	73	150
Hourly Total	0	18	91	15	109	0	279	23	0	302	0	61	323	8	384	795
Grand Total	2	73	314	66	389	1	1156	94	9	1251	4	177	1084	14	1265	2905
Approach %	0.5	18.8	80.7	-	-	0.1	92.4	7.5	-	-	0.3	14.0	85.7	-	-	-
Total %	0.1	2.5	10.8	-	13.4	0.0	39.8	3.2	-	43.1	0.1	6.1	37.3	-	43.5	-
Lights	2	68	308	-	378	1	1111	89	-	1201	4	168	1047	-	1219	2798
% Lights	100.0	93.2	98.1	-	97.2	100.0	96.1	94.7	-	96.0	100.0	94.9	96.6	-	96.4	96.3
Buses	0	1	2	-	3	0	13	3	-	16	0	1	12	-	13	32
% Buses	0.0	1.4	0.6	-	0.8	0.0	1.1	3.2	-	1.3	0.0	0.6	1.1	-	1.0	1.1
Single-Unit Trucks	0	3	2	-	5	0	19	1	-	20	0	6	20	-	26	51
% Single-Unit Trucks	0.0	4.1	0.6	-	1.3	0.0	1.6	1.1	-	1.6	0.0	3.4	1.8	-	2.1	1.8
Articulated Trucks	0	0	0	-	0	0	9	0	-	9	0	0	2	-	2	11
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.8	0.0	-	0.7	0.0	0.0	0.2	-	0.2	0.4
Bicycles on Road	0	1	2	-	3	0	4	1	-	5	0	2	3	-	5	13
% Bicycles on Road	0.0	1.4	0.6	-	0.8	0.0	0.3	1.1	-	0.4	0.0	1.1	0.3	-	0.4	0.4
Pedestrians	-	-	-	66	-	-	-	-	9	-	-	-	-	14	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Main St with Rogers St
Site Code:
Start Date: 05/17/2022
Page No: 2

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Rogers St Westbound					Main St Northbound					Main St Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	5	21	0	26	0	94	9	0	103	1	8	68	1	77	206
7:45 AM	0	4	24	1	28	0	77	5	0	82	0	12	58	0	70	180
8:00 AM	1	3	18	5	22	0	79	2	2	81	0	14	59	0	73	176
8:15 AM	0	6	20	12	26	0	86	5	1	91	0	11	44	1	55	172
Total	1	18	83	18	102	0	336	21	3	357	1	45	229	2	275	734
Approach %	1.0	17.6	81.4	-	-	0.0	94.1	5.9	-	-	0.4	16.4	83.3	-	-	-
Total %	0.1	2.5	11.3	-	13.9	0.0	45.8	2.9	-	48.6	0.1	6.1	31.2	-	37.5	-
PHF	0.250	0.750	0.865	-	0.911	0.000	0.894	0.583	-	0.867	0.250	0.804	0.842	-	0.893	0.891
Lights	1	18	80	-	99	0	321	21	-	342	1	43	218	-	262	703
% Lights	100.0	100.0	96.4	-	97.1	-	95.5	100.0	-	95.8	100.0	95.6	95.2	-	95.3	95.8
Buses	0	0	1	-	1	0	2	0	-	2	0	1	2	-	3	6
% Buses	0.0	0.0	1.2	-	1.0	-	0.6	0.0	-	0.6	0.0	2.2	0.9	-	1.1	0.8
Single-Unit Trucks	0	0	0	-	0	0	8	0	-	8	0	1	8	-	9	17
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	2.4	0.0	-	2.2	0.0	2.2	3.5	-	3.3	2.3
Articulated Trucks	0	0	0	-	0	0	3	0	-	3	0	0	1	-	1	4
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.9	0.0	-	0.8	0.0	0.0	0.4	-	0.4	0.5
Bicycles on Road	0	0	2	-	2	0	2	0	-	2	0	0	0	-	0	4
% Bicycles on Road	0.0	0.0	2.4	-	2.0	-	0.6	0.0	-	0.6	0.0	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	18	-	-	-	-	3	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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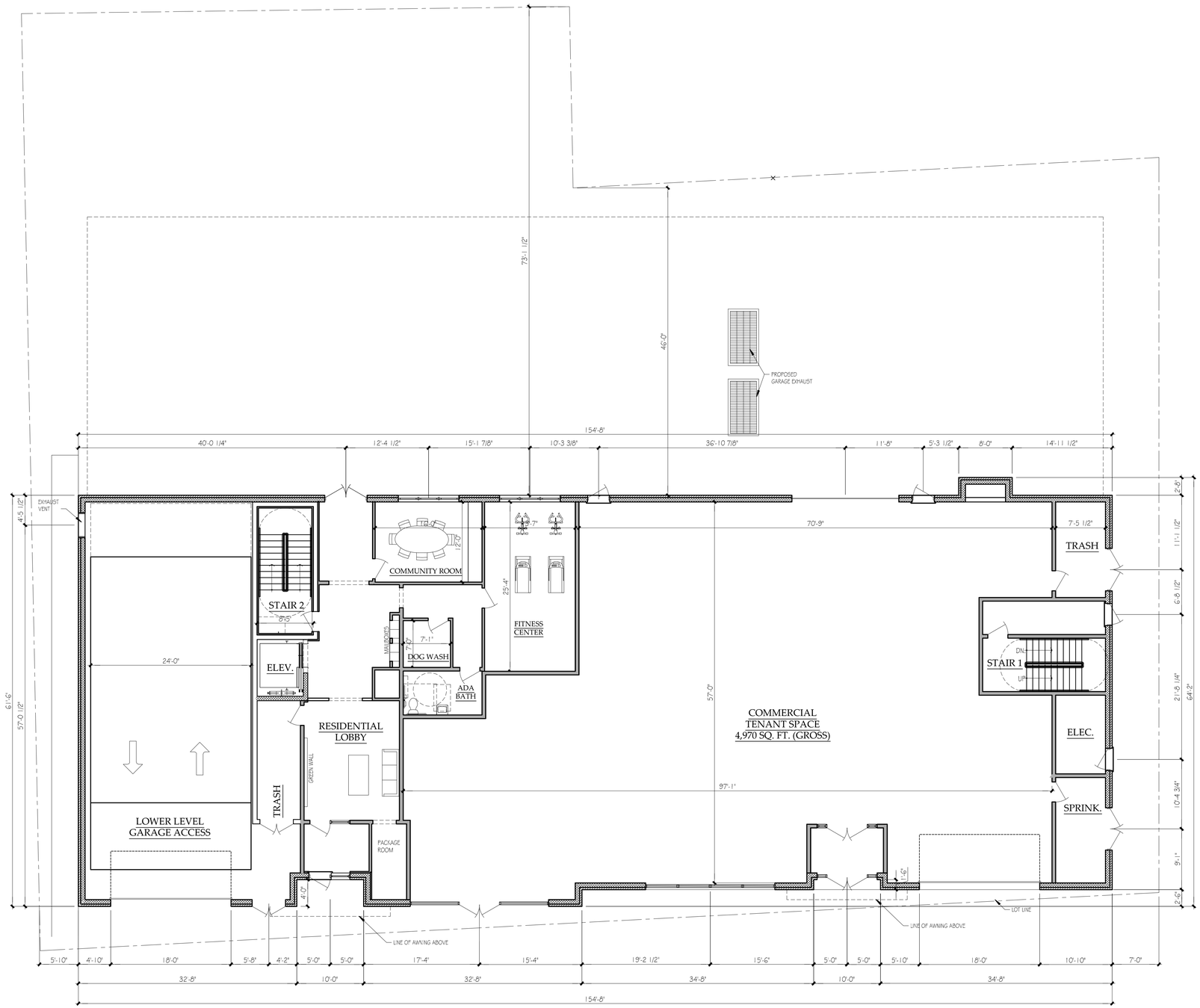
Count Name: Main St with Rogers St
Site Code:
Start Date: 05/17/2022
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Rogers St Westbound					Main St Northbound					Main St Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:45 PM	0	7	16	3	23	1	66	8	0	75	1	8	105	0	114	212
5:00 PM	0	8	34	6	42	0	82	10	0	92	0	16	86	8	102	236
5:15 PM	0	0	19	1	19	0	74	4	0	78	0	20	72	0	92	189
5:30 PM	0	5	19	3	24	0	72	7	0	79	0	14	103	0	117	220
Total	0	20	88	13	108	1	294	29	0	324	1	58	366	8	425	857
Approach %	0.0	18.5	81.5	-	-	0.3	90.7	9.0	-	-	0.2	13.6	86.1	-	-	-
Total %	0.0	2.3	10.3	-	12.6	0.1	34.3	3.4	-	37.8	0.1	6.8	42.7	-	49.6	-
PHF	0.000	0.625	0.647	-	0.643	0.250	0.896	0.725	-	0.880	0.250	0.725	0.871	-	0.908	0.908
Lights	0	20	88	-	108	1	284	29	-	314	1	56	357	-	414	836
% Lights	-	100.0	100.0	-	100.0	100.0	96.6	100.0	-	96.9	100.0	96.6	97.5	-	97.4	97.5
Buses	0	0	0	-	0	0	1	0	-	1	0	0	2	-	2	3
% Buses	-	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.5	-	0.5	0.4
Single-Unit Trucks	0	0	0	-	0	0	5	0	-	5	0	0	4	-	4	9
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	1.7	0.0	-	1.5	0.0	0.0	1.1	-	0.9	1.1
Articulated Trucks	0	0	0	-	0	0	3	0	-	3	0	0	1	-	1	4
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	1.0	0.0	-	0.9	0.0	0.0	0.3	-	0.2	0.5
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	2	2	-	4	5
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.3	0.0	3.4	0.5	-	0.9	0.6
Pedestrians	-	-	-	13	-	-	-	-	0	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

Site Plan



GROUND FLOOR/SITE PLAN

Mixed-Use Development

4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties

4915 Main Street, Downers Grove, IL 60515

(630) 918-2083

studio21 architects

5012 Fairview Ave.
Downers Grove, IL 60515

630.789.2513
studio21architects.com

DATE
08/15/22

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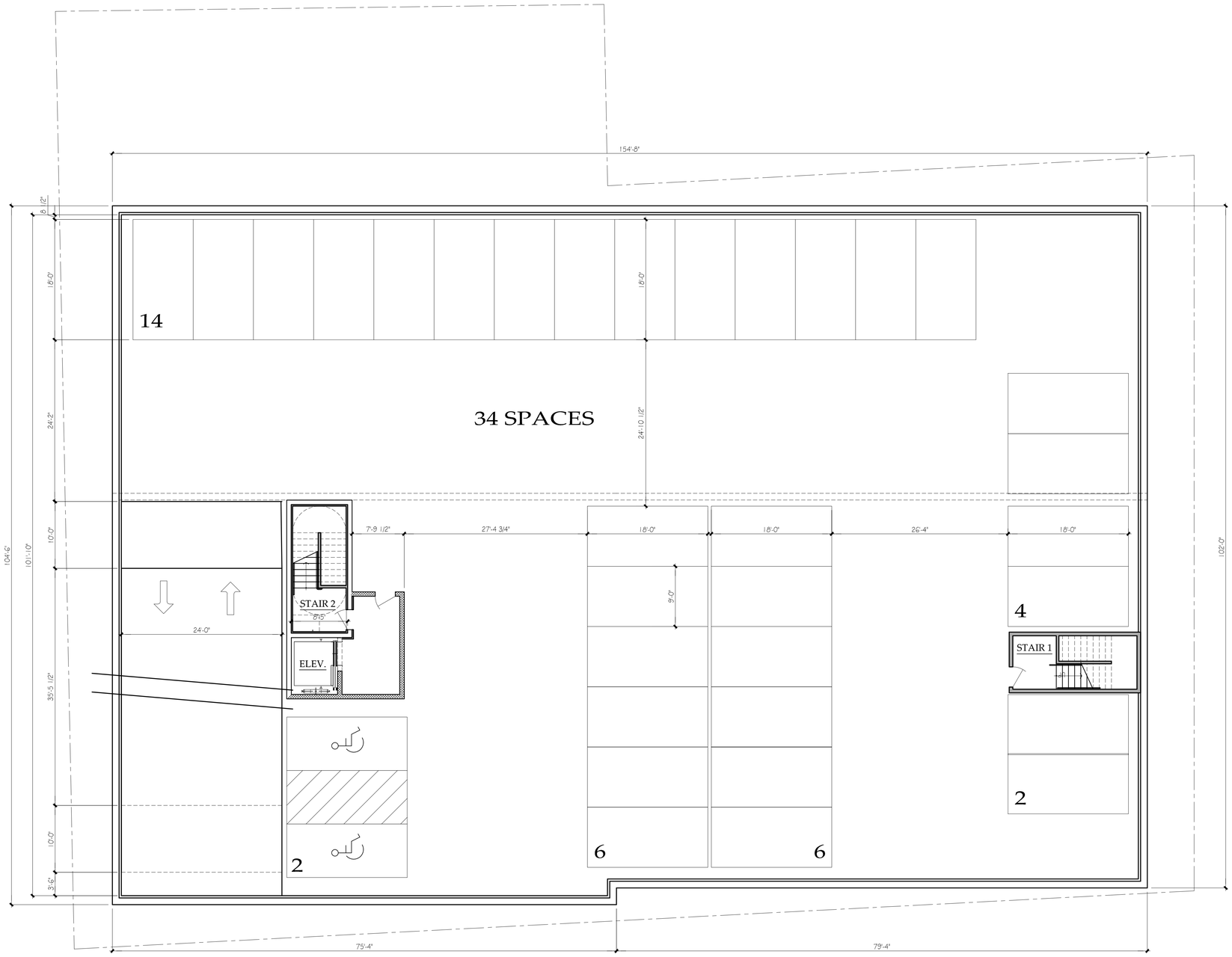
SHEET
A1.0



PARKING LL1

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

Mixed-Use Development

4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties

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4 - TWO BED, 4 - ONE BED

RESIDENTIAL UNIT FLOOR 2, 3, & 4

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

9,160 SQ. FT. (GROSS)

Mixed-Use Development

4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties

4915 Main Street, Downers Grove, IL 60515

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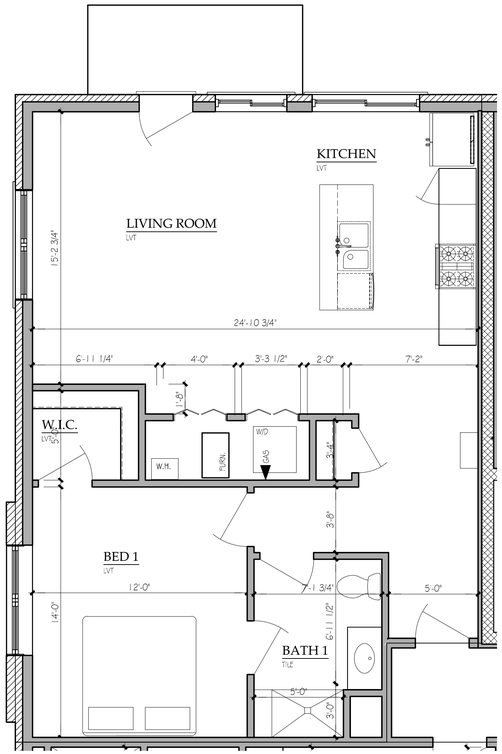
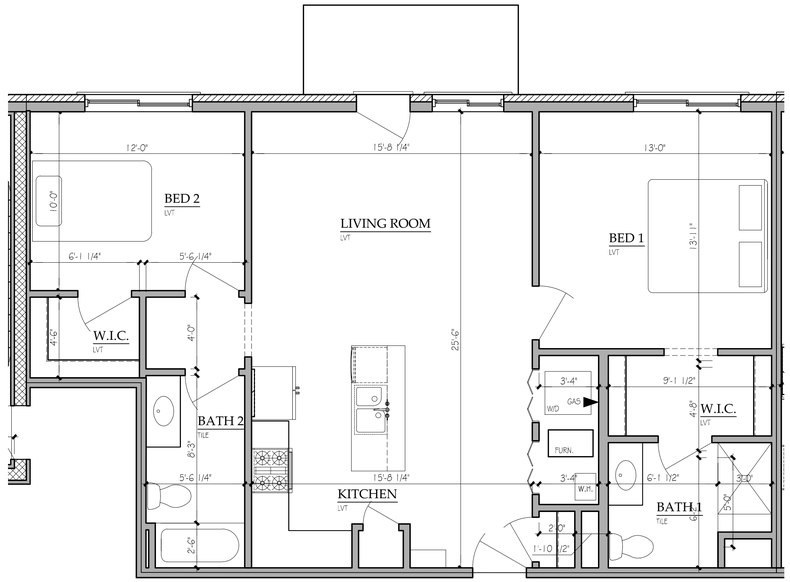
SHEET
A2.0



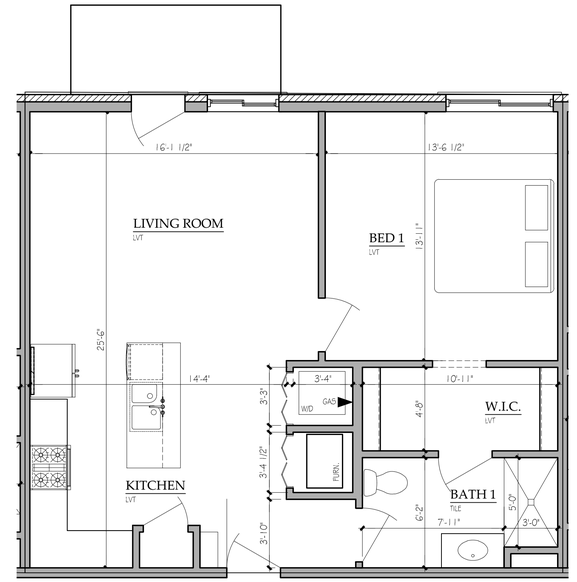
1 UNIT PLAN - 201, 301, 401

SCALE: 1/4"=1'-0" — 1 BEDROOM / 1 BATH, 914 SQ. FT.



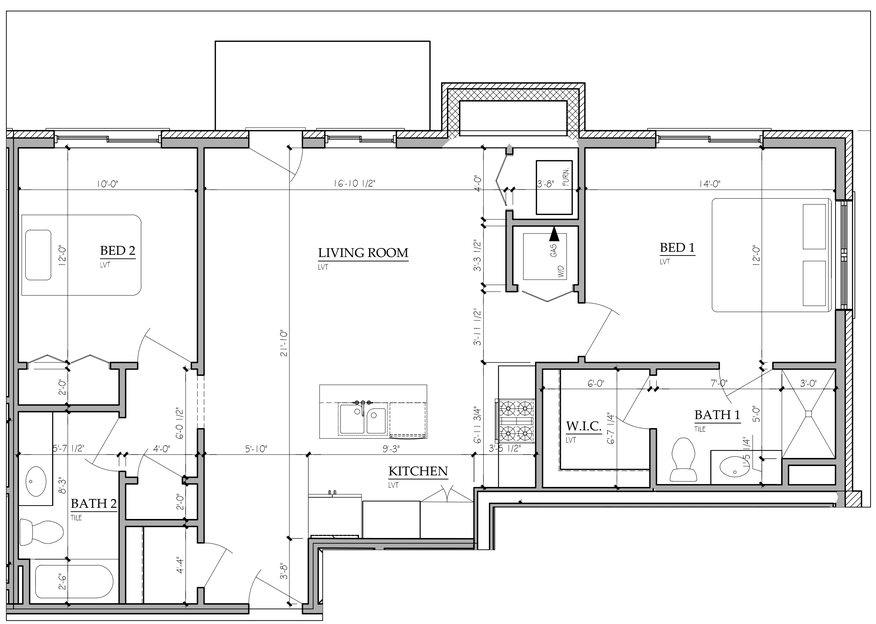
2 UNIT PLAN - 202, 302, 402

SCALE: 1/4"=1'-0" — 2 BEDROOM / 2 BATH, 1,052 SQ. FT.



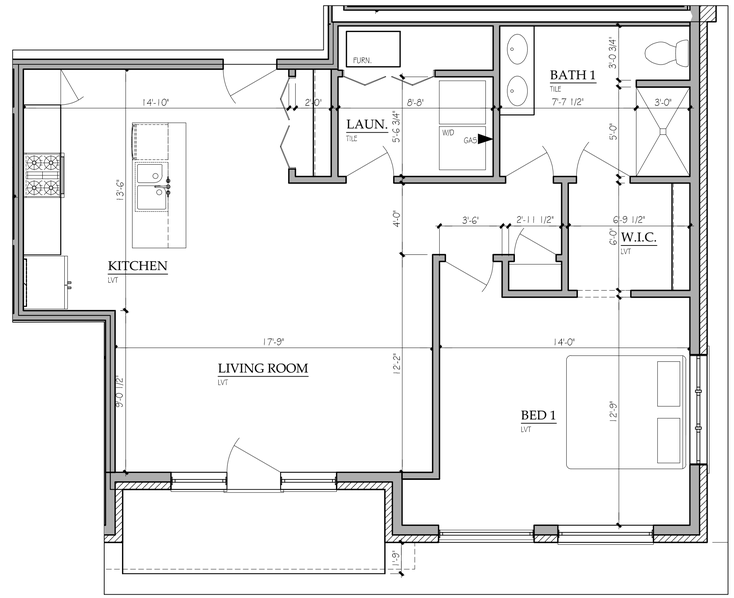
3 UNIT PLAN - 203, 303, 403

SCALE: 1/4"=1'-0" — 1 BEDROOM / 1 BATH, 805 SQ. FT.



4 UNIT PLAN - 204, 304, 404

SCALE: 1/4"=1'-0" — 2 BEDROOM / 2 BATH, 1,082 SQ. FT.



5 UNIT PLAN - 205, 305, 405

SCALE: 1/4"=1'-0" — 1 BEDROOM / 1 BATH, 967 SQ. FT.

Mixed-Use Development

4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties

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Downers Grove, IL 60515

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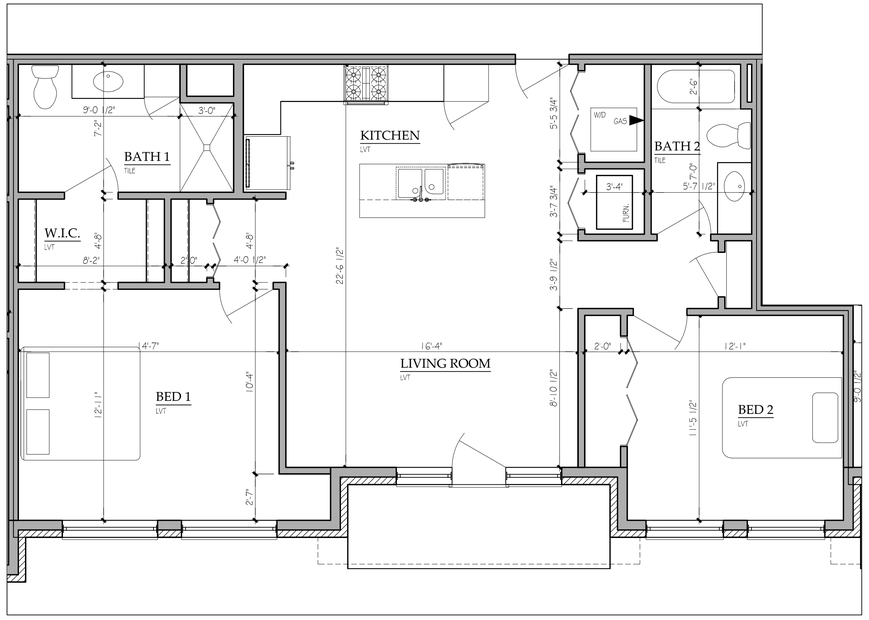
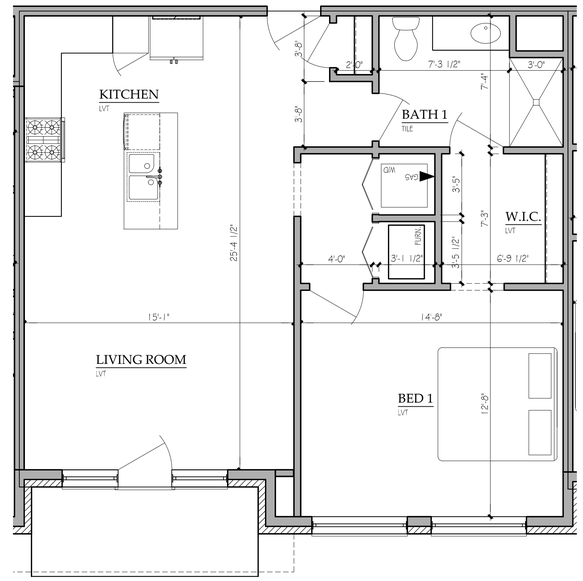
A2.1



6 UNIT PLAN - 206, 306, 406

SCALE: 1/4"=1'-0"

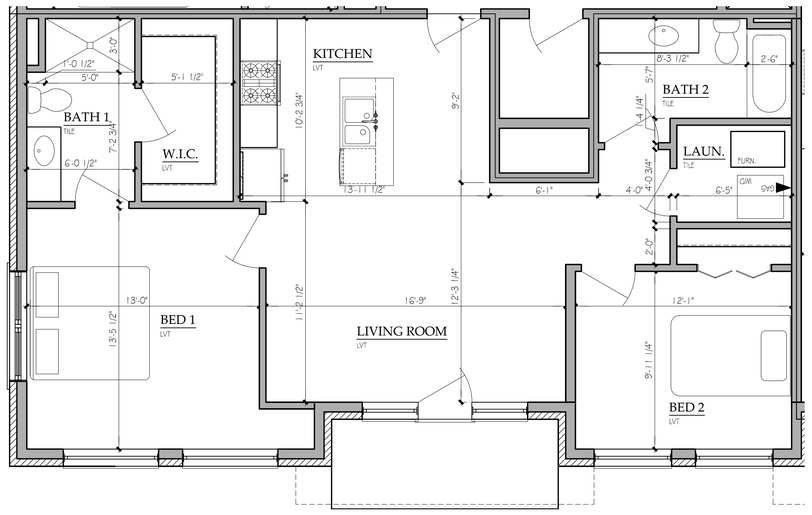
2 BEDROOM / 2 BATH
1,134 SQ. FT.



7 UNIT PLAN - 207, 307, 407

SCALE: 1/4"=1'-0"

1 BEDROOM / 1 BATH
863 SQ. FT.



8 UNIT PLAN - 208, 308, 408

SCALE: 1/4"=1'-0"

2 BEDROOM / 2 BATH
1,030 SQ. FT.

Mixed-Use Development

4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties

4915 Main Street, Downers Grove, IL 60515

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Downers Grove, IL 60515

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A2.2

NORTH ELEVATION

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

EAST ELEVATION

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

SOUTH ELEVATION

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

WEST ELEVATION

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

Mixed-Use Development
4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties
4915 Main Street, Downers Grove, IL 60515

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Downers Grove, IL 60515
630.789.2513
studio21architects.com

DATE
07/05/22

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21186

SHEET
A3.0

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

July 13, 2022

Brendan S. May
Senior Consultant
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Main Street / Rodgers Street Apartment Complex
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated July 12, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Main St south of Franklin St (2021, VDG)	10,700	11,500
Main St south of Franklin St	6,800	7,800
Warren Ave east of Forest Ave	1,400	1,600
Warren Ave west of Forest Ave	1,500	1,700
Rodgers St east of Main St	1,400	1,600
Forest Ave north of Warren Ave	400	450
Forest Ave b/w N and S legs of Warren Ave	3,400	3,900
Forest Ave south of Warren Ave	4,200	4,800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.
If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2022_ForecastTraffic\DownersGrove\du-34-22\du-34-22.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

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

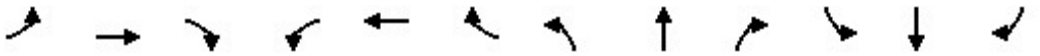
Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Base Year 2022 Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	26	15	0	41	10	0	388	10	7	281	14
Future Volume (vph)	30	26	15	0	41	10	0	388	10	7	281	14
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		60	0		55	0		0	60		0
Storage Lanes	0		1	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.993	
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	1817	1615	0	1961	1615	0	1923	1346	1805	1789	0
Flt Permitted		0.806								0.503		
Satd. Flow (perm)	0	1504	1615	0	1961	1615	0	1923	1346	956	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18			18			18		5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		405			420			116			254	
Travel Time (s)		11.0			11.5			3.2			6.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	2%	2%	0%	2%	4%	20%	0%	5%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	17	0	46	11	0	436	11	8	332	0
Turn Type	Perm	NA	Prot		NA	Perm		NA	Perm	Perm	NA	
Protected Phases		4	4		8			2			6	
Permitted Phases	4					8			2	6		
Detector Phase	4	4	4		8	8		2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	
Total Split (s)	30.0	30.0	30.0		30.0	30.0		60.0	60.0	60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%	66.7%	66.7%	
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None		C-Min	C-Min	C-Min	C-Min	
Act Effct Green (s)		8.9	8.9		8.9	8.9		75.0	75.0	75.0	75.0	
Actuated g/C Ratio		0.10	0.10		0.10	0.10		0.83	0.83	0.83	0.83	

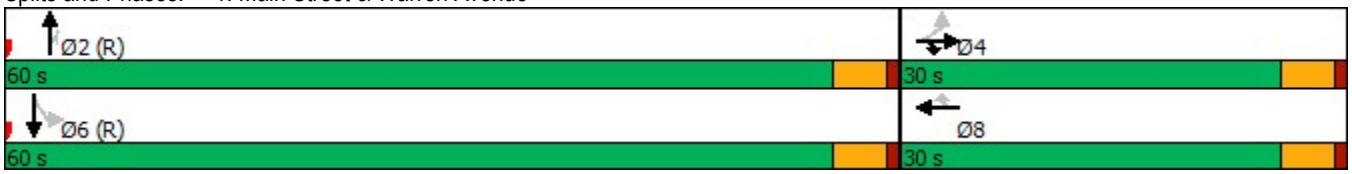
Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022

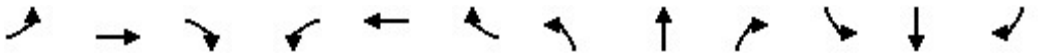
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.42	0.10		0.24	0.06		0.27	0.01	0.01	0.22	
Control Delay		46.0	16.5		39.2	12.2		2.9	0.9	2.1	2.4	
Queue Delay		0.0	0.0		0.0	0.0		6.1	0.5	0.0	0.0	
Total Delay		46.0	16.5		39.2	12.2		9.0	1.4	2.1	2.4	
LOS		D	B		D	B		A	A	A	A	
Approach Delay		39.7			34.0			8.8			2.4	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		34	0		25	0		47	0	1	30	
Queue Length 95th (ft)		71	18		55	12		89	3	3	57	
Internal Link Dist (ft)		325			340			36			174	
Turn Bay Length (ft)			60			55				60		
Base Capacity (vph)		426	470		555	470		1602	1124	796	1491	
Starvation Cap Reductn		0	0		0	0		1098	1006	0	0	
Spillback Cap Reductn		0	0		0	0		0	0	0	0	
Storage Cap Reductn		0	0		0	0		0	0	0	0	
Reduced v/c Ratio		0.15	0.04		0.08	0.02		0.87	0.09	0.01	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Main Street & Warren Avenue



Lanes, Volumes, Timings
2: Main Street & Franklin Street 08/16/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	0	16	29	33	53	19	460	0	0	285	108
Future Volume (vph)	58	0	16	29	33	53	19	460	0	0	285	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	35		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.908							0.850
Flt Protected	0.950			0.950				0.998				
Satd. Flow (prot)	1770	0	1429	1805	1725	0	0	1840	0	0	1905	1599
Flt Permitted	0.651			0.950				0.983				
Satd. Flow (perm)	1213	0	1429	1805	1725	0	0	1812	0	0	1905	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18		59							120
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		345			382			736			418	
Travel Time (s)		9.4			10.4			20.1			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	13%	0%	0%	0%	5%	3%	2%	2%	5%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	0	18	32	96	0	0	532	0	0	317	120
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2					6
Detector Phase	4		4	8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0		8.0	8.0			8.0	8.0
Minimum Split (s)	22.5		22.5	22.5	22.5		22.5	22.5			22.5	22.5
Total Split (s)	30.0		30.0	30.0	30.0		60.0	60.0			60.0	60.0
Total Split (%)	33.3%		33.3%	33.3%	33.3%		66.7%	66.7%			66.7%	66.7%
Yellow Time (s)	3.5		3.5	3.0	3.0		3.0	3.0			3.0	3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5		4.5	4.0	4.0			4.0			4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None	None	None		C-Min	C-Min			C-Min	C-Min
Act Effct Green (s)	9.8		9.8	10.2	10.2			74.5			74.5	74.5
Actuated g/C Ratio	0.11		0.11	0.11	0.11			0.83			0.83	0.83

Lanes, Volumes, Timings
2: Main Street & Franklin Street

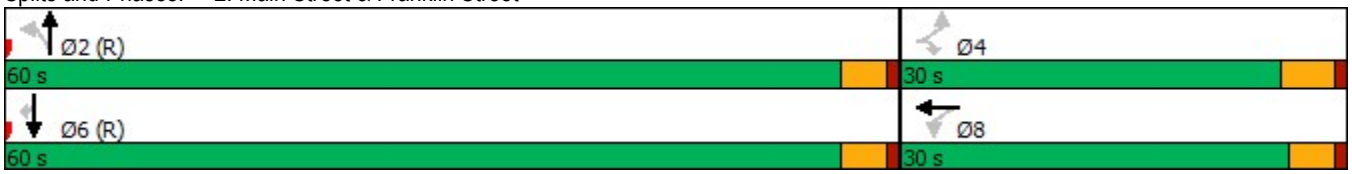
08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.48		0.10	0.16	0.39			0.35			0.20	0.09
Control Delay	48.9		16.2	35.9	20.9			3.2			2.8	0.7
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	48.9		16.2	35.9	20.9			3.2			2.8	0.7
LOS	D		B	D	C			A			A	A
Approach Delay		41.7			24.6			3.2			2.2	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	35		0	17	19			60			33	0
Queue Length 95th (ft)	72		19	41	61			94			69	11
Internal Link Dist (ft)		265			302			656			338	
Turn Bay Length (ft)	35											
Base Capacity (vph)	343		417	521	540			1499			1576	1343
Starvation Cap Reductn	0		0	0	0			0			0	0
Spillback Cap Reductn	0		0	0	0			0			0	0
Storage Cap Reductn	0		0	0	0			0			0	0
Reduced v/c Ratio	0.19		0.04	0.06	0.18			0.35			0.20	0.09

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 7.8 Intersection LOS: A
Intersection Capacity Utilization 56.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Main Street & Franklin Street



HCM 6th TWSC
3: Main Street & Rogers Street 08/16/2022

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	83	420	21	46	286
Future Vol, veh/h	19	83	420	21	46	286
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	1	4	0	4	5
Mvmt Flow	21	93	472	24	52	321

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	909	484	0	0	496	0
Stage 1	484	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.236	-
Pot Cap-1 Maneuver	*319	*715	-	-	*1058	-
Stage 1	*676	-	-	-	-	-
Stage 2	*705	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*303	*715	-	-	*1058	-
Mov Cap-2 Maneuver	*303	-	-	-	-	-
Stage 1	*676	-	-	-	-	-
Stage 2	*670	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	571 *	1058	-
HCM Lane V/C Ratio	-	-	0.201	0.049	-
HCM Control Delay (s)	-	-	12.9	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Capacity Analysis Summary Sheets

Base Year 2022 Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	42	20	0	44	27	0	320	31	14	413	11
Future Volume (vph)	19	42	20	0	44	27	0	320	31	14	413	11
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		60	0		55	0		0	60		0
Storage Lanes	0		1	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.996	
Flt Protected		0.985								0.950		
Satd. Flow (prot)	0	1872	1538	0	2000	1553	0	1942	1615	1805	1839	0
Flt Permitted		0.877								0.550		
Satd. Flow (perm)	0	1666	1538	0	2000	1553	0	1942	1615	1045	1839	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			30			34		3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		405			420			116			254	
Travel Time (s)		11.0			11.5			3.2			6.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	5%	2%	0%	4%	2%	3%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	22	0	48	30	0	352	34	15	466	0
Turn Type	Perm	NA	Prot		NA	Perm		NA	Perm	Perm	NA	
Protected Phases		4	4		8			2			6	
Permitted Phases	4					8			2	6		
Detector Phase	4	4	4		8	8		2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	
Total Split (s)	30.0	30.0	30.0		30.0	30.0		60.0	60.0	60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%	66.7%	66.7%	
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None		C-Min	C-Min	C-Min	C-Min	
Act Effct Green (s)		8.8	8.8		8.8	8.8		75.1	75.1	75.1	75.1	
Actuated g/C Ratio		0.10	0.10		0.10	0.10		0.83	0.83	0.83	0.83	

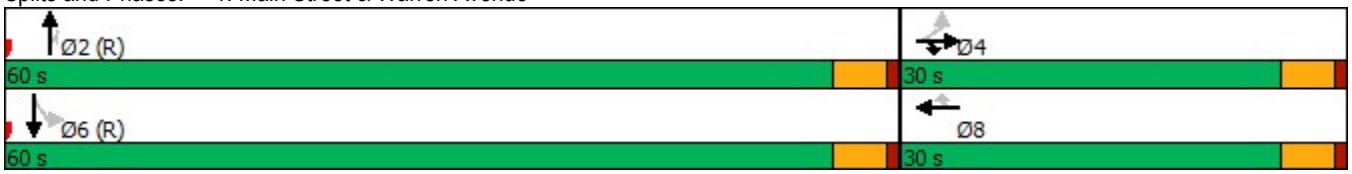
Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.41	0.13		0.25	0.17		0.22	0.03	0.02	0.30	
Control Delay		45.0	16.6		39.5	15.3		2.6	0.9	2.4	2.9	
Queue Delay		0.0	0.0		0.0	0.0		4.8	1.0	0.0	0.0	
Total Delay		45.0	16.6		39.5	15.3		7.4	1.9	2.4	2.9	
LOS		D	B		D	B		A	A	A	A	
Approach Delay		38.0			30.2			6.9			2.9	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		37	0		26	0		35	0	1	51	
Queue Length 95th (ft)		75	22		57	25		69	6	5	94	
Internal Link Dist (ft)		325			340			36			174	
Turn Bay Length (ft)			60			55				60		
Base Capacity (vph)		472	451		566	461		1620	1353	872	1535	
Starvation Cap Reductn		0	0		0	0		1184	1198	0	0	
Spillback Cap Reductn		0	0		0	0		0	0	0	0	
Storage Cap Reductn		0	0		0	0		0	0	0	0	
Reduced v/c Ratio		0.14	0.05		0.08	0.07		0.81	0.22	0.02	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Main Street & Warren Avenue



Lanes, Volumes, Timings
2: Main Street & Franklin Street

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	0	25	5	6	11	33	394	0	0	415	143
Future Volume (vph)	65	0	25	5	6	11	33	394	0	0	415	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	35		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.900							0.850
Flt Protected	0.950			0.950				0.996				
Satd. Flow (prot)	1805	0	1615	1805	1710	0	0	1858	0	0	1961	1615
Flt Permitted	0.746			0.950				0.950				
Satd. Flow (perm)	1417	0	1615	1805	1710	0	0	1772	0	0	1961	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27		12							154
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		345			382			736			418	
Travel Time (s)		9.4			10.4			20.1			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	0	27	5	18	0	0	459	0	0	446	154
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2					6
Detector Phase	4		4	8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0		8.0	8.0			8.0	8.0
Minimum Split (s)	22.5		22.5	22.5	22.5		22.5	22.5			22.5	22.5
Total Split (s)	30.0		30.0	30.0	30.0		60.0	60.0			60.0	60.0
Total Split (%)	33.3%		33.3%	33.3%	33.3%		66.7%	66.7%			66.7%	66.7%
Yellow Time (s)	3.5		3.5	3.0	3.0		3.0	3.0			3.0	3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5		4.5	4.0	4.0			4.0			4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None	None	None		C-Min	C-Min			C-Min	C-Min
Act Effct Green (s)	9.8		9.8	10.2	10.2			74.5			74.5	74.5
Actuated g/C Ratio	0.11		0.11	0.11	0.11			0.83			0.83	0.83

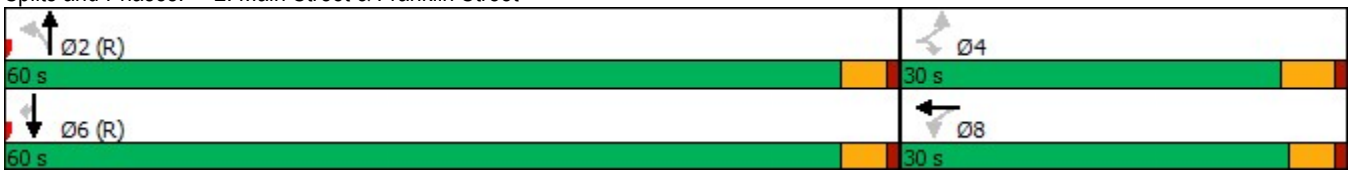
Lanes, Volumes, Timings
2: Main Street & Franklin Street

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.45		0.14	0.02	0.09			0.31			0.27	0.11
Control Delay	46.0		14.5	33.2	21.5			3.1			3.1	0.7
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	46.0		14.5	33.2	21.5			3.1			3.1	0.7
LOS	D		B	C	C			A			A	A
Approach Delay		37.3			24.1			3.1			2.4	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	38		0	3	3			50			49	0
Queue Length 95th (ft)	76		23	12	22			97			100	12
Internal Link Dist (ft)		265			302			656			338	
Turn Bay Length (ft)	35											
Base Capacity (vph)	401		476	521	502			1467			1623	1363
Starvation Cap Reductn	0		0	0	0			0			0	0
Spillback Cap Reductn	0		0	0	0			0			0	0
Storage Cap Reductn	0		0	0	0			0			0	0
Reduced v/c Ratio	0.17		0.06	0.01	0.04			0.31			0.27	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 6.0		Intersection LOS: A	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Main Street & Franklin Street



HCM 6th TWSC
3: Main Street & Rogers Street 08/16/2022

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	88	339	29	59	421
Future Vol, veh/h	20	88	339	29	59	421
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	3	0	0	2
Mvmt Flow	22	97	373	32	65	463

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	982	389	0	0	405	0
Stage 1	389	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	296	793	-	-	1185	-
Stage 1	753	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	280	793	-	-	1185	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	592	1185	-
HCM Lane V/C Ratio	-	-	0.2	0.055	-
HCM Control Delay (s)	-	-	12.6	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-

Capacity Analysis Summary Sheets

Year 2028 No-Build Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	26	15	0	41	10	0	411	10	7	292	14
Future Volume (vph)	30	26	15	0	41	10	0	411	10	7	292	14
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		60	0		55	0		0	60		0
Storage Lanes	0		1	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.993	
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	1817	1615	0	1961	1615	0	1923	1346	1805	1790	0
Flt Permitted		0.806								0.488		
Satd. Flow (perm)	0	1504	1615	0	1961	1615	0	1923	1346	927	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18			18			18		5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		405			420			116			254	
Travel Time (s)		11.0			11.5			3.2			6.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	2%	2%	0%	2%	4%	20%	0%	5%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	17	0	46	11	0	462	11	8	344	0
Turn Type	Perm	NA	Prot		NA	Perm		NA	Perm	Perm	NA	
Protected Phases		4	4		8			2			6	
Permitted Phases	4					8			2	6		
Detector Phase	4	4	4		8	8		2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	
Total Split (s)	30.0	30.0	30.0		30.0	30.0		60.0	60.0	60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%	66.7%	66.7%	
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None		C-Min	C-Min	C-Min	C-Min	
Act Effct Green (s)		8.9	8.9		8.9	8.9		75.0	75.0	75.0	75.0	
Actuated g/C Ratio		0.10	0.10		0.10	0.10		0.83	0.83	0.83	0.83	

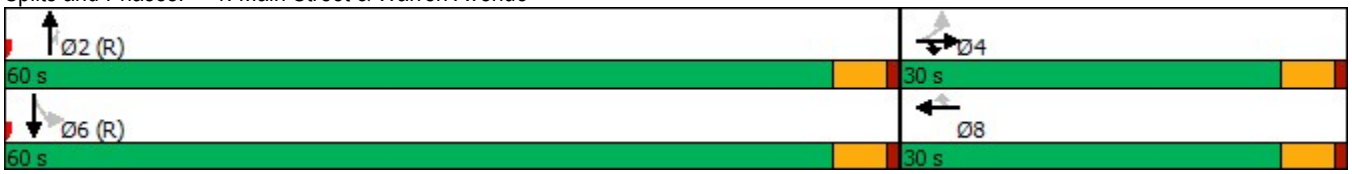
Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.42	0.10		0.24	0.06		0.29	0.01	0.01	0.23	
Control Delay		46.0	16.5		39.2	12.2		2.9	0.9	2.1	2.4	
Queue Delay		0.0	0.0		0.0	0.0		6.6	0.5	0.0	0.0	
Total Delay		46.0	16.5		39.2	12.2		9.5	1.4	2.1	2.4	
LOS		D	B		D	B		A	A	A	A	
Approach Delay		39.7			34.0			9.3			2.4	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		34	0		25	0		50	0	1	31	
Queue Length 95th (ft)		71	18		55	12		96	3	3	59	
Internal Link Dist (ft)		325			340			36			174	
Turn Bay Length (ft)			60			55				60		
Base Capacity (vph)		426	470		555	470		1602	1124	772	1492	
Starvation Cap Reductn		0	0		0	0		1077	1006	0	0	
Spillback Cap Reductn		0	0		0	0		0	0	0	0	
Storage Cap Reductn		0	0		0	0		0	0	0	0	
Reduced v/c Ratio		0.15	0.04		0.08	0.02		0.88	0.09	0.01	0.23	

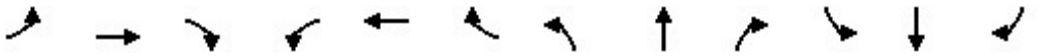
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Main Street & Warren Avenue



Lanes, Volumes, Timings
2: Main Street & Franklin Street

08/16/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	0	16	29	33	53	19	484	0	0	296	108
Future Volume (vph)	58	0	16	29	33	53	19	484	0	0	296	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	35		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.908							0.850
Flt Protected	0.950			0.950				0.998				
Satd. Flow (prot)	1770	0	1429	1805	1725	0	0	1840	0	0	1905	1599
Flt Permitted	0.651			0.950				0.983				
Satd. Flow (perm)	1213	0	1429	1805	1725	0	0	1812	0	0	1905	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18		59							120
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		345			382			736			418	
Travel Time (s)		9.4			10.4			20.1			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	13%	0%	0%	0%	5%	3%	2%	2%	5%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	0	18	32	96	0	0	559	0	0	329	120
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2					6
Detector Phase	4		4	8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0		8.0	8.0			8.0	8.0
Minimum Split (s)	22.5		22.5	22.5	22.5		22.5	22.5			22.5	22.5
Total Split (s)	30.0		30.0	30.0	30.0		60.0	60.0			60.0	60.0
Total Split (%)	33.3%		33.3%	33.3%	33.3%		66.7%	66.7%			66.7%	66.7%
Yellow Time (s)	3.5		3.5	3.0	3.0		3.0	3.0			3.0	3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5		4.5	4.0	4.0			4.0			4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None	None	None		C-Min	C-Min			C-Min	C-Min
Act Effct Green (s)	9.8		9.8	10.2	10.2			74.5			74.5	74.5
Actuated g/C Ratio	0.11		0.11	0.11	0.11			0.83			0.83	0.83

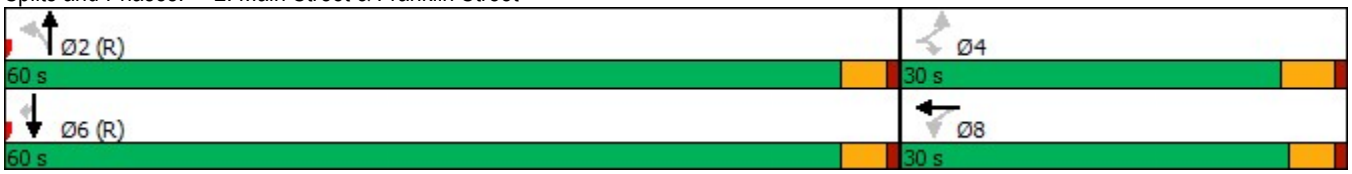
Lanes, Volumes, Timings
2: Main Street & Franklin Street

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.48		0.10	0.16	0.39			0.37			0.21	0.09
Control Delay	48.9		16.2	35.9	20.9			3.3			2.8	0.7
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	48.9		16.2	35.9	20.9			3.3			2.8	0.7
LOS	D		B	D	C			A			A	A
Approach Delay		41.7			24.6			3.3			2.3	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	35		0	17	19			64			34	0
Queue Length 95th (ft)	72		19	41	61			105			72	11
Internal Link Dist (ft)		265			302			656			338	
Turn Bay Length (ft)	35											
Base Capacity (vph)	343		417	521	540			1499			1576	1343
Starvation Cap Reductn	0		0	0	0			0			0	0
Spillback Cap Reductn	0		0	0	0			0			0	0
Storage Cap Reductn	0		0	0	0			0			0	0
Reduced v/c Ratio	0.19		0.04	0.06	0.18			0.37			0.21	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Main Street & Franklin Street



HCM 6th TWSC
3: Main Street & Rogers Street 08/16/2022

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	83	443	21	46	297
Future Vol, veh/h	19	83	443	21	46	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	1	4	0	4	5
Mvmt Flow	21	93	498	24	52	334

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	948	510	0	0	522	0
Stage 1	510	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.236	-
Pot Cap-1 Maneuver	*291	*715	-	-	1047	-
Stage 1	*676	-	-	-	-	-
Stage 2	*693	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*276	*715	-	-	1047	-
Mov Cap-2 Maneuver	*276	-	-	-	-	-
Stage 1	*676	-	-	-	-	-
Stage 2	*658	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	552	1047	-
HCM Lane V/C Ratio	-	-	0.208	0.049	-
HCM Control Delay (s)	-	-	13.2	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Capacity Analysis Summary Sheets

Year 2028 No-Build Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	42	20	0	44	27	0	336	31	14	436	11
Future Volume (vph)	19	42	20	0	44	27	0	336	31	14	436	11
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		60	0		55	0		0	60		0
Storage Lanes	0		1	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.996	
Flt Protected		0.985								0.950		
Satd. Flow (prot)	0	1872	1538	0	2000	1553	0	1942	1615	1805	1839	0
Flt Permitted		0.877								0.542		
Satd. Flow (perm)	0	1666	1538	0	2000	1553	0	1942	1615	1030	1839	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			30			34		3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		405			420			116			254	
Travel Time (s)		11.0			11.5			3.2			6.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	5%	2%	0%	4%	2%	3%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	22	0	48	30	0	369	34	15	491	0
Turn Type	Perm	NA	Prot		NA	Perm		NA	Perm	Perm	NA	
Protected Phases		4	4		8			2			6	
Permitted Phases	4					8			2	6		
Detector Phase	4	4	4		8	8		2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	
Total Split (s)	30.0	30.0	30.0		30.0	30.0		60.0	60.0	60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%	66.7%	66.7%	
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None		C-Min	C-Min	C-Min	C-Min	
Act Effct Green (s)		8.8	8.8		8.8	8.8		75.1	75.1	75.1	75.1	
Actuated g/C Ratio		0.10	0.10		0.10	0.10		0.83	0.83	0.83	0.83	

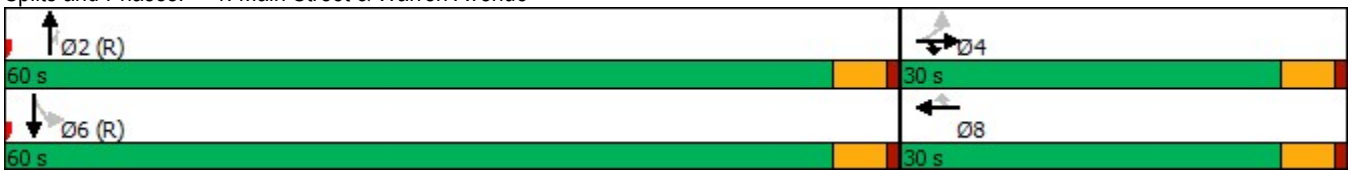
Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.41	0.13		0.25	0.17		0.23	0.03	0.02	0.32	
Control Delay		45.0	16.6		39.5	15.3		2.6	0.9	2.3	3.0	
Queue Delay		0.0	0.0		0.0	0.0		5.0	1.0	0.0	0.0	
Total Delay		45.0	16.6		39.5	15.3		7.7	1.9	2.3	3.0	
LOS		D	B		D	B		A	A	A	A	
Approach Delay		38.0			30.2			7.2			3.0	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		37	0		26	0		37	0	1	55	
Queue Length 95th (ft)		75	22		57	25		73	6	5	100	
Internal Link Dist (ft)		325			340			36			174	
Turn Bay Length (ft)			60			55				60		
Base Capacity (vph)		472	451		566	461		1620	1353	859	1535	
Starvation Cap Reductn		0	0		0	0		1170	1198	0	0	
Spillback Cap Reductn		0	0		0	0		0	0	0	0	
Storage Cap Reductn		0	0		0	0		0	0	0	0	
Reduced v/c Ratio		0.14	0.05		0.08	0.07		0.82	0.22	0.02	0.32	

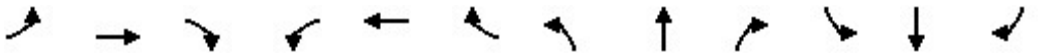
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 41.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Main Street & Warren Avenue



Lanes, Volumes, Timings
2: Main Street & Franklin Street

08/16/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	0	25	5	6	11	33	412	0	0	438	143
Future Volume (vph)	65	0	25	5	6	11	33	412	0	0	438	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	35		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.900							0.850
Flt Protected	0.950			0.950				0.996				
Satd. Flow (prot)	1805	0	1615	1805	1710	0	0	1858	0	0	1961	1615
Flt Permitted	0.746			0.950				0.950				
Satd. Flow (perm)	1417	0	1615	1805	1710	0	0	1772	0	0	1961	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27		12							154
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		345			382			736			418	
Travel Time (s)		9.4			10.4			20.1			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	0	27	5	18	0	0	478	0	0	471	154
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2					6
Detector Phase	4		4	8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0		8.0	8.0			8.0	8.0
Minimum Split (s)	22.5		22.5	22.5	22.5		22.5	22.5			22.5	22.5
Total Split (s)	30.0		30.0	30.0	30.0		60.0	60.0			60.0	60.0
Total Split (%)	33.3%		33.3%	33.3%	33.3%		66.7%	66.7%			66.7%	66.7%
Yellow Time (s)	3.5		3.5	3.0	3.0		3.0	3.0			3.0	3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5		4.5	4.0	4.0			4.0			4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None	None	None		C-Min	C-Min			C-Min	C-Min
Act Effct Green (s)	9.8		9.8	10.2	10.2			74.5			74.5	74.5
Actuated g/C Ratio	0.11		0.11	0.11	0.11			0.83			0.83	0.83

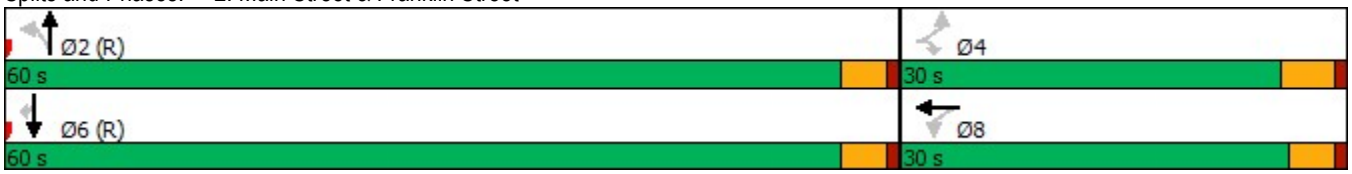
Lanes, Volumes, Timings
2: Main Street & Franklin Street

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.45		0.14	0.02	0.09			0.33			0.29	0.11
Control Delay	46.0		14.5	33.2	21.5			3.1			3.1	0.7
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	46.0		14.5	33.2	21.5			3.1			3.1	0.7
LOS	D		B	C	C			A			A	A
Approach Delay		37.3			24.1			3.1			2.5	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	38		0	3	3			53			53	0
Queue Length 95th (ft)	76		23	12	22			102			107	12
Internal Link Dist (ft)		265			302			656			338	
Turn Bay Length (ft)	35											
Base Capacity (vph)	401		476	521	502			1467			1623	1363
Starvation Cap Reductn	0		0	0	0			0			0	0
Spillback Cap Reductn	0		0	0	0			0			0	0
Storage Cap Reductn	0		0	0	0			0			0	0
Reduced v/c Ratio	0.17		0.06	0.01	0.04			0.33			0.29	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Main Street & Franklin Street



HCM 6th TWSC
3: Main Street & Rogers Street 08/16/2022

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	88	356	29	59	444
Future Vol, veh/h	20	88	356	29	59	444
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	3	0	0	2
Mvmt Flow	22	97	391	32	65	488

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1025	407	0	0	423	0
Stage 1	407	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*260	*789	-	-	1172	-
Stage 1	*744	-	-	-	-	-
Stage 2	*575	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*246	*789	-	-	1172	-
Mov Cap-2 Maneuver	*246	-	-	-	-	-
Stage 1	*744	-	-	-	-	-
Stage 2	*543	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	560	1172	-
HCM Lane V/C Ratio	-	-	0.212	0.055	-
HCM Control Delay (s)	-	-	13.1	8.3	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

Notes

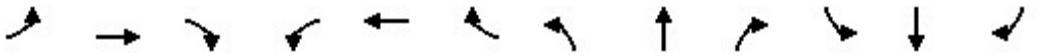
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	26	15	0	41	10	0	423	10	7	303	14
Future Volume (vph)	30	26	15	0	41	10	0	423	10	7	303	14
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		60	0		55	0		0	60		0
Storage Lanes	0		1	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.993	
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	1817	1615	0	1961	1615	0	1923	1346	1805	1790	0
Flt Permitted		0.806								0.481		
Satd. Flow (perm)	0	1504	1615	0	1961	1615	0	1923	1346	914	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18			18			18		5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		405			420			116			254	
Travel Time (s)		11.0			11.5			3.2			6.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	2%	2%	0%	2%	4%	20%	0%	5%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	17	0	46	11	0	475	11	8	356	0
Turn Type	Perm	NA	Prot		NA	Perm		NA	Perm	Perm	NA	
Protected Phases		4	4		8			2			6	
Permitted Phases	4					8			2	6		
Detector Phase	4	4	4		8	8		2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	
Total Split (s)	30.0	30.0	30.0		30.0	30.0		60.0	60.0	60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%	66.7%	66.7%	
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None		C-Min	C-Min	C-Min	C-Min	
Act Effct Green (s)		8.9	8.9		8.9	8.9		75.0	75.0	75.0	75.0	
Actuated g/C Ratio		0.10	0.10		0.10	0.10		0.83	0.83	0.83	0.83	

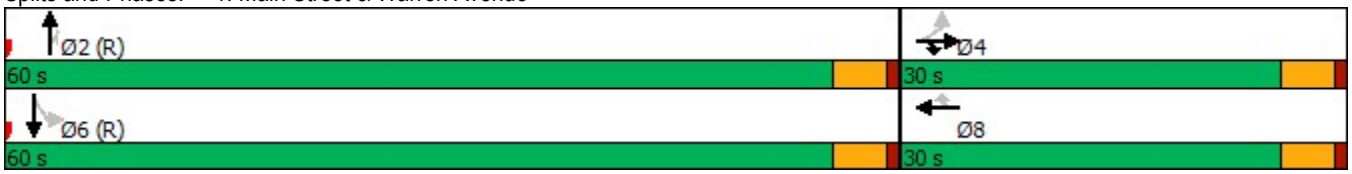
Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.42	0.10		0.24	0.06		0.30	0.01	0.01	0.24	
Control Delay		46.0	16.5		39.2	12.2		3.0	0.9	2.1	2.5	
Queue Delay		0.0	0.0		0.0	0.0		6.8	0.5	0.0	0.0	
Total Delay		46.0	16.5		39.2	12.2		9.8	1.4	2.1	2.5	
LOS		D	B		D	B		A	A	A	A	
Approach Delay		39.7			34.0			9.6			2.5	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		34	0		25	0		52	0	1	33	
Queue Length 95th (ft)		71	18		55	12		99	3	3	63	
Internal Link Dist (ft)		325			340			36			174	
Turn Bay Length (ft)			60			55				60		
Base Capacity (vph)		426	470		555	470		1602	1124	761	1492	
Starvation Cap Reductn		0	0		0	0		1066	1006	0	0	
Spillback Cap Reductn		0	0		0	0		0	0	0	0	
Storage Cap Reductn		0	0		0	0		0	0	0	0	
Reduced v/c Ratio		0.15	0.04		0.08	0.02		0.89	0.09	0.01	0.24	

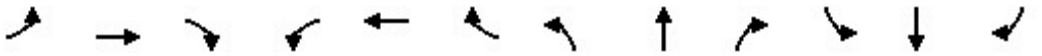
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Main Street & Warren Avenue



Lanes, Volumes, Timings
2: Main Street & Franklin Street

08/16/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	0	16	29	33	53	19	501	0	0	313	108
Future Volume (vph)	58	0	16	29	33	53	19	501	0	0	313	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	35		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.908							0.850
Flt Protected	0.950			0.950				0.998				
Satd. Flow (prot)	1770	0	1429	1805	1725	0	0	1840	0	0	1905	1599
Flt Permitted	0.651			0.950				0.983				
Satd. Flow (perm)	1213	0	1429	1805	1725	0	0	1812	0	0	1905	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18		59							120
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		345			382			271			418	
Travel Time (s)		9.4			10.4			7.4			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	13%	0%	0%	0%	5%	3%	2%	2%	5%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	0	18	32	96	0	0	578	0	0	348	120
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2					6
Detector Phase	4		4	8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0		8.0	8.0			8.0	8.0
Minimum Split (s)	22.5		22.5	22.5	22.5		22.5	22.5			22.5	22.5
Total Split (s)	30.0		30.0	30.0	30.0		60.0	60.0			60.0	60.0
Total Split (%)	33.3%		33.3%	33.3%	33.3%		66.7%	66.7%			66.7%	66.7%
Yellow Time (s)	3.5		3.5	3.0	3.0		3.0	3.0			3.0	3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5		4.5	4.0	4.0			4.0			4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None	None	None		C-Min	C-Min			C-Min	C-Min
Act Effct Green (s)	9.8		9.8	10.2	10.2			74.5			74.5	74.5
Actuated g/C Ratio	0.11		0.11	0.11	0.11			0.83			0.83	0.83

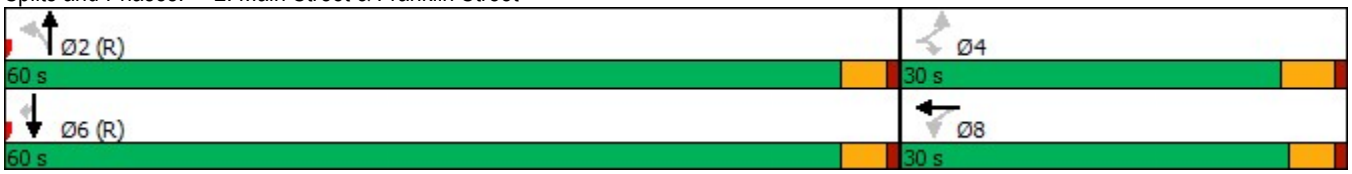
Lanes, Volumes, Timings
2: Main Street & Franklin Street

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.48		0.10	0.16	0.39			0.39			0.22	0.09
Control Delay	48.9		16.2	35.9	20.9			3.3			2.9	0.7
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	48.9		16.2	35.9	20.9			3.3			2.9	0.7
LOS	D		B	D	C			A			A	A
Approach Delay		41.7			24.6			3.3			2.3	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	35		0	17	19			67			36	0
Queue Length 95th (ft)	72		19	41	61			109			77	11
Internal Link Dist (ft)		265			302			191			338	
Turn Bay Length (ft)	35											
Base Capacity (vph)	343		417	521	540			1499			1576	1343
Starvation Cap Reductn	0		0	0	0			0			0	0
Spillback Cap Reductn	0		0	0	0			0			0	0
Storage Cap Reductn	0		0	0	0			0			0	0
Reduced v/c Ratio	0.19		0.04	0.06	0.18			0.39			0.22	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Main Street & Franklin Street



HCM 6th TWSC
3: Main Street & Rogers Street 08/16/2022

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	83	455	21	46	308
Future Vol, veh/h	19	83	455	21	46	308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	1	4	0	4	5
Mvmt Flow	21	93	511	24	52	346

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	973	523	0	0	535	0
Stage 1	523	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.236	-
Pot Cap-1 Maneuver	285	703	-	-	1030	-
Stage 1	666	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	271	703	-	-	1030	-
Mov Cap-2 Maneuver	271	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	542	1030	-
HCM Lane V/C Ratio	-	-	0.211	0.05	-
HCM Control Delay (s)	-	-	13.4	8.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

HCM 6th TWSC
4: Main Street & Proposed Access Drive 08/16/2022

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	4	516	1	2	356
Future Vol, veh/h	2	4	516	1	2	356
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	5	0
Mvmt Flow	2	4	543	1	2	375

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	923	544	0	0	544	0
Stage 1	544	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	*374	*660	-	-	*971	-
Stage 1	*623	-	-	-	-	-
Stage 2	*755	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*373	*660	-	-	*971	-
Mov Cap-2 Maneuver	*373	-	-	-	-	-
Stage 1	*623	-	-	-	-	-
Stage 2	*752	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	525	* 971	-
HCM Lane V/C Ratio	-	-	0.012	0.002	-
HCM Control Delay (s)	-	-	11.9	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	42	20	0	44	27	0	350	31	14	446	11
Future Volume (vph)	19	42	20	0	44	27	0	350	31	14	446	11
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		60	0		55	0		0	60		0
Storage Lanes	0		1	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850		0.996	
Flt Protected		0.985								0.950		
Satd. Flow (prot)	0	1872	1538	0	2000	1553	0	1942	1615	1805	1839	0
Flt Permitted		0.877								0.533		
Satd. Flow (perm)	0	1666	1538	0	2000	1553	0	1942	1615	1013	1839	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			30			34		3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		405			420			116			254	
Travel Time (s)		11.0			11.5			3.2			6.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	5%	2%	0%	4%	2%	3%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	22	0	48	30	0	385	34	15	502	0
Turn Type	Perm	NA	Prot		NA	Perm		NA	Perm	Perm	NA	
Protected Phases		4	4		8			2			6	
Permitted Phases	4					8			2	6		
Detector Phase	4	4	4		8	8		2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	
Total Split (s)	30.0	30.0	30.0		30.0	30.0		60.0	60.0	60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%	66.7%	66.7%	
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None		None	None		C-Min	C-Min	C-Min	C-Min	
Act Effct Green (s)		8.8	8.8		8.8	8.8		75.1	75.1	75.1	75.1	
Actuated g/C Ratio		0.10	0.10		0.10	0.10		0.83	0.83	0.83	0.83	

Lanes, Volumes, Timings
1: Main Street & Warren Avenue

08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.41	0.13		0.25	0.17		0.24	0.03	0.02	0.33	
Control Delay		45.0	16.6		39.5	15.3		2.7	0.9	2.4	3.1	
Queue Delay		0.0	0.0		0.0	0.0		5.3	1.0	0.0	0.0	
Total Delay		45.0	16.6		39.5	15.3		7.9	1.9	2.4	3.1	
LOS		D	B		D	B		A	A	A	A	
Approach Delay		38.0			30.2			7.5			3.0	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		37	0		26	0		39	0	1	56	
Queue Length 95th (ft)		75	22		57	25		77	6	m5	104	
Internal Link Dist (ft)		325			340			36			174	
Turn Bay Length (ft)			60			55				60		
Base Capacity (vph)		472	451		566	461		1620	1353	845	1535	
Starvation Cap Reductn		0	0		0	0		1157	1198	0	0	
Spillback Cap Reductn		0	0		0	0		0	0	0	0	
Storage Cap Reductn		0	0		0	0		0	0	0	0	
Reduced v/c Ratio		0.14	0.05		0.08	0.07		0.83	0.22	0.02	0.33	

Intersection Summary

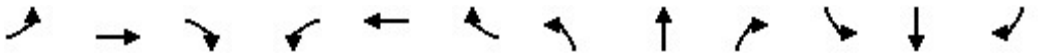
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 9.5 Intersection LOS: A
Intersection Capacity Utilization 41.6% ICU Level of Service A
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Main Street & Warren Avenue

Lanes, Volumes, Timings
2: Main Street & Franklin Street

08/16/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	0	25	5	6	11	33	426	0	0	460	143
Future Volume (vph)	65	0	25	5	6	11	33	426	0	0	460	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	35		0	0		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.900							0.850
Flt Protected	0.950			0.950				0.996				
Satd. Flow (prot)	1805	0	1615	1805	1710	0	0	1858	0	0	1961	1615
Flt Permitted	0.746			0.950				0.950				
Satd. Flow (perm)	1417	0	1615	1805	1710	0	0	1772	0	0	1961	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27		12							154
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		345			382			271			418	
Travel Time (s)		9.4			10.4			7.4			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	0	27	5	18	0	0	493	0	0	495	154
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases	4		4	8			2					6
Detector Phase	4		4	8	8		2	2			6	6
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0		8.0	8.0			8.0	8.0
Minimum Split (s)	22.5		22.5	22.5	22.5		22.5	22.5			22.5	22.5
Total Split (s)	30.0		30.0	30.0	30.0		60.0	60.0			60.0	60.0
Total Split (%)	33.3%		33.3%	33.3%	33.3%		66.7%	66.7%			66.7%	66.7%
Yellow Time (s)	3.5		3.5	3.0	3.0		3.0	3.0			3.0	3.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5		4.5	4.0	4.0			4.0			4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None	None	None		C-Min	C-Min			C-Min	C-Min
Act Effct Green (s)	9.8		9.8	10.2	10.2			74.5			74.5	74.5
Actuated g/C Ratio	0.11		0.11	0.11	0.11			0.83			0.83	0.83

Lanes, Volumes, Timings
2: Main Street & Franklin Street

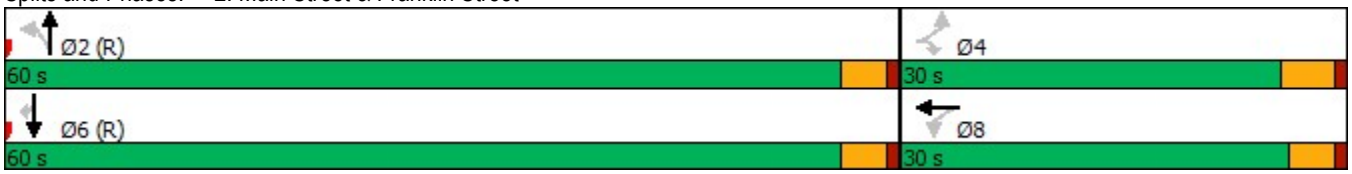
08/16/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.45		0.14	0.02	0.09			0.34			0.30	0.11
Control Delay	46.0		14.5	33.2	21.5			3.2			3.2	0.7
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	46.0		14.5	33.2	21.5			3.2			3.2	0.7
LOS	D		B	C	C			A			A	A
Approach Delay		37.3			24.1			3.2			2.6	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	38		0	3	3			56			57	0
Queue Length 95th (ft)	76		23	12	22			101			113	12
Internal Link Dist (ft)		265			302			191			338	
Turn Bay Length (ft)	35											
Base Capacity (vph)	401		476	521	502			1467			1623	1363
Starvation Cap Reductn	0		0	0	0			0			0	0
Spillback Cap Reductn	0		0	0	0			0			0	0
Storage Cap Reductn	0		0	0	0			0			0	0
Reduced v/c Ratio	0.17		0.06	0.01	0.04			0.34			0.30	0.11

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 5.9 Intersection LOS: A
Intersection Capacity Utilization 66.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: Main Street & Franklin Street



HCM 6th TWSC
3: Main Street & Rogers Street 08/16/2022

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	88	370	29	59	454
Future Vol, veh/h	20	88	370	29	59	454
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	3	0	0	2
Mvmt Flow	22	97	407	32	65	499

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1052	423	0	0	439	0
Stage 1	423	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	248	778	-	-	1151	-
Stage 1	736	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	234	778	-	-	1151	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	544	1151	-
HCM Lane V/C Ratio	-	-	0.218	0.056	-
HCM Control Delay (s)	-	-	13.5	8.3	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

HCM 6th TWSC
4: Main Street & Proposed Access Drive 08/16/2022

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	4	455	4	5	485
Future Vol, veh/h	2	4	455	4	5	485
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	2	4	479	4	5	511

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1002	481	0	0	483	0
Stage 1	481	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*286	*717	-	-	*1075	-
Stage 1	*676	-	-	-	-	-
Stage 2	*642	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*284	*717	-	-	*1075	-
Mov Cap-2 Maneuver	*284	-	-	-	-	-
Stage 1	*676	-	-	-	-	-
Stage 2	*638	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	475	* 1075	-
HCM Lane V/C Ratio	-	-	0.013	0.005	-
HCM Control Delay (s)	-	-	12.7	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
SEPTEMBER 12, 2022 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
22-PLC-0017 4915 Main Street, 4919 Main Street, and 4923 Main Street	Special Use, Planned Unit Development, and Rezoning	Jason Zawila, AICP Planning Manager

BACKGROUND

The petitioner is requesting approval of a Special Use, Planned Unit Development and Rezoning from DB (Downtown Business) to DB/PUD (Downtown Business/Planned Unit Development) to permit the construction of a four-story mixed use building with commercial space on the ground floor and 24 residential units on the three floors above.

The initial public hearing for 22-PLC-0017 was held on August 22, 2022. The Plan Commission ultimately found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan and meets all standards for approval of a Planned Unit Development, associated Zoning Map Amendment and Special Use found, respectively in Section 28.12.030, Section 28.12.040 and Section 28.12.050. In preparation for the Village Council consideration of the case, it was identified that an additional deviation to the Zoning Ordinance should have been documented with the petitioner's request.

Information about the petitioner, property and the original request can be found in the August 22, 2022 packet. Meeting minutes for the August 22, 2022 meeting are also attached to this packet. The Compliance with Zoning Ordinance and Compliance with the Comprehensive Plan sections from the August 22, 2022 packet have been updated and are included below.

ANALYSIS

The proposal includes combining the three lots and redeveloping the property with a four-story building. The building will provide for 4,600 square feet of ground floor commercial space. The intention for this commercial space is occupation by a restaurant, but could also be divided into smaller commercial units. The remaining area on the ground floor will incorporate apartment amenities including a residential lobby, dog wash area, fitness room and a community room. The 24 units are located on the second, third, and fourth floors above and will include a mix of one- and two-bedroom units, which are intended for a 55+ year old community. East of the building will include an outdoor amenity patio for the residences and outdoor dining for a potential restaurant. The ground floor will also provide access to the underground 34 space resident parking garage with access at the far northern side of the Main Street facade.

As noted above it was identified that an additional deviation to the Zoning Ordinance should have been summarized with the petitioner's request.

COMPLIANCE WITH THE ZONING ORDINANCE

The three properties are zoned DB, Downtown Business. Per Section 28.5.010 of the Zoning Ordinance, apartments are allowed as Special Uses in the DB zoning district. The petitioner is requesting a Planned

Unit Development designation. Compliance with the applicable bulk and parking requirements of the Zoning Ordinance are highlighted in the table below:

Table 1: Zoning Requirements

Maple and Washington	Downtown Business Bulk Requirements	Proposed
Lot Area per Dwelling Unit	800 sq. ft. (min)	870.4 sq. ft.
Side Setback – North property line (DB)	0 feet	6.34 feet
Side Setback – South property line (DB)	0 feet	7 feet (45 foot portion of above ground levels)
Side Setback – South property line (R5)	37. 2 feet	**7 feet (below grade parking)* 7 feet (13.88 foot portion of above ground building)***
Rear Setback – East property line (R5)	46 feet	**3 feet (below grade parking)*** 46 feet (above ground building)
Build-to Zone (BTZ)		
Min/Max	0/10 feet	0.8 to 6.3 feet
Build-to Zone – West property line Main Street	80 percent	92 percent
Building Height	32 feet (min) / 70 feet (max)	46 feet
Parking Spaces	34	34 (residential parking)

* Indicates a deviation from the Zoning Ordinance Requirements

The Zoning Requirement table was updated to note a deviation is requested for the interior side setback for a portion of the lot that is adjacent to a property zoned R-5 - Residential Attached House 5. With the initial review of the project, the Downtown Business District interior side setback was applied for the entirety of the southern property line. The Main Street facing parcel immediately adjacent to the subject property is zoned DB, Downtown Business. For this 45.9 foot portion of the southern property line adjacent to the DB zoning district a zero (0) foot setback is required. For the remaining 64.1 feet of the southern property line, which is adjacent to the R-5 zoning district, a 37.2 foot setback is required. A side setback is required when abutting the side or rear lot line of an R-zoned lot.

Similar to the request for a deviation for the building setback for the below grade parking garage from the east property line, an interior setback deviation is also requested for the below grade parking garage and a 13.88-foot portion of the above ground levels.

Building and Site Modifications
Recognizing concerns made during the August 22, 2022 Plan Commission meeting, the petitioner has modified the site plan and certain building elements to lessen potential impacts to the immediately adjacent residential properties to the east and south.

- An 8 foot tall privacy fence is shown on the plans and will be installed around the rear of the property.
- The petitioner has agreed to limit hours of operations for the outdoor patio to 9PM, Sunday through Thursday, and 10PM on Friday and Saturday.
- The proposed restaurant seating area was modified to be set back from the west and north property lines of the adjacent R-5 properties 13.45 feet and 37.2 feet respectively.
- A window was removed for each floor on the eastern facade, closest to the southern property line.
- The proposed southernmost balconies were shifted north, outside of the required interior setback.

- The chimney for the proposed restaurant space was relocated further south to further screen the proposed balconies.
- Transom windows are provided along the southern building wall, in the portion of the building that encroaches in the required setback.

Planned Unit Development Request
A Planned Unit Development is intended to accommodate development that may be difficult to carry out under applicable zoning standards and results in public benefits that are at least commensurate with the degree of flexibility provided. Examples of development types that are appropriate for PUD approval, per Section 4.030.A.1 of the Zoning Ordinance include:

- Developments that provide housing variety
- Mixed- and Multi-use Developments. Developments that contain a complementary mix of residential and nonresidential uses or that provide for a range of land use types.
- Developments that are consistent with the goals and policies of the Comprehensive Plan

The proposed development provides housing variety by providing a variety of apartments intended for those 55+ years of age with different numbers of bedrooms. Additionally, the development continues to provide an amenity package that is currently limited in the downtown, thus creating additional housing variety in the Village. The residential development helps advance the goals of the Comprehensive Plan as described above.

A PUD will also achieve a variety of planning goals as outlined in Section 28.4.030.A.2 of the Zoning Ordinance:

- Implementation of and consistency with the comprehensive plan and other relevant plans and policies.
- Variety in housing types and sizes to accommodate households of all ages, sizes, incomes and lifestyle choices.
- Compact, mixed-use development patterns where residential, commercial, civic and open spaces are located in close proximity to one another.
- High-quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping.

The proposed development meets the provisions of a Planned Unit Development. The requested rear and interior side yard setback deviations allow for the parking requirements to be met below grade and provide for a minimal above grade encroachment. The fact that the subject property is adjacent to two different zoning districts, is a unique situation that was not contemplated with the Zoning Ordinance. The illustrative examples provided in the Zoning Ordinance assumes that properties are one consistent zoning district when adjacent to a particular property. It should be noted that the southern adjacent residential lot has a greater depth than any other property located along Highland Avenue, adjacent to this portion of Main Street. This creates a situation where a mixed use development such as the one proposed cannot be constructed without certain relief. A vast majority of the building will meet all other required setbacks. Lastly, the petitioner made further design changes for the portion of the building and outdoor, which will minimize the impact to adjacent properties, while balancing the development of a mixed use, transit oriented development.

The building strengthens the northern gateway into downtown. The development provides a mix of bedroom counts that are intended accommodate households in the 55+ year old community. The development is in close proximity to other institutional and civic spaces in the downtown. Lastly, the development provides a high-quality building and improvements that are compatible with the surrounding area.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

At the August 22, 2022 Plan Commission meeting, there was significant discussion related to the Comprehensive Plan recommendations and the underlying zoning for the subject property. As stated in the Village's Comprehensive Plan, the plan *"serves as a foundation for decision making in a community and is not a mandate. The Plan is intended to inform regulatory tools (such as a zoning ordinance) and also a community's decisions, as leaders determine courses of action and the most appropriate forms of development and growth for a community."* The Comprehensive Plan is an aspirational document that provides a vision for the future while offering a variety of recommendations for land uses, transportation, parks and community facilities. The Zoning Ordinance is the regulatory tool that dictates how a property owner may use and develop their lot(s).

From 2016 through 2018, the Village undertook a multi-year effort to update the downtown portion of the Comprehensive Plan. The Village approved an update to the Comprehensive Plan in June 2017. Based on the Comprehensive Plan's goals for downtown, the Village undertook the development of a Downtown Regulatory Framework that was approved in January 2018, which facilitated the rezoning of several downtown properties, which were approved in September 2018. The subject properties were not rezoned as part of this multi-year project.

Before this project the Village only had two downtown zoning districts (Downtown Business and Downtown Transition). The project resulted in a third downtown zoning district (Downtown Core) and several properties were rezoned. The project also involved amendments to the bulk regulations for the Downtown Business and Downtown Transition District, in addition to rezoning of a couple of areas from Downtown Business to Downtown Transition. The subject property was reviewed as an area to rezone from Downtown Business to Downtown Transition. The Village Council decided that the subject property was to remain DB and that is the underlying zoning designation for the property, not Downtown Transition. This entire process occurred over approximately 30 public meetings.

The proposed development will provide a strong presence and strengthen the northern gateway into the downtown. The development is oriented towards Main Street and strengthens the building streetwall along this key thoroughfare. Additionally, the design of the building with commercial and active space along the Main Street façade provides a pedestrian friendly environment. The materials and modern design of the development continues the Village's commitment to quality architecture. The massing of the building takes into account the adjacent developments along Main Street. While the side and rear setbacks for the underground parking are not met, the above ground levels adhere to the required rear and interior setbacks, with the exception of a 13.88-foot section of the building at the southeast corner. As noted above a large majority of the building is adjacent to a property zoned DB.

The Downtown Focus Area key concepts include:

- Development that is pedestrian-oriented and walkable
- Maintain a sense of enclosure
- Maintain a commitment to quality architecture

The Comprehensive Plan also places the subject site within the Downtown Functional Subarea - Downtown Transition. This area should be understood as:

- A transition between more intensive uses in the Downtown Core and Downtown Edge into the neighborhoods that surround the Downtown.

The Comprehensive Plan, additionally, identified the following key concepts for this subarea:

- The built form of the Downtown Transition area should buffer nearby residential areas from taller and denser developments and should consist of buildings that are smaller than what is found in the Core and Edge subareas.

- This subarea should be denser compared to the surrounding neighborhoods outside of the downtown, but should be respectful of the height of surrounding neighborhoods.
- The built form should be consistent with transit-oriented development.

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

- Reinforces the walkable nature of downtown by orienting the building towards Main Street.
- Promotes a mix of uses in the Downtown.
- Provides additional residents in close proximity to the downtown commercial core.
- Senior housing in convenient locations to accommodate the needs of senior citizens to allow them to age in place and remain in the community.

The Comprehensive Plan also encourages transit oriented development to take advantage of transportation opportunities. The proposed development is consistent with the transit oriented development approach as it provides higher density residential uses within a 10-minute walk of the Main Street Metra station.

Lastly, the Residential Policy Recommendations in the Comprehensive Plan notes that future multi-family development should be located near significant activity centers. The proposed mixed-use development is located in the downtown and will attract additional households to the downtown to promote a vibrancy and energy in the downtown.

The proposed development is consistent with the intent of the Comprehensive Plan.

STANDARDS OF APPROVAL

The petitioner is requesting a Special Use, Planned Unit Development and Rezoning approval for the development of a four-story mixed use building with commercial space on the ground floor and 24 residential units on the three floors above.

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:

Planned Unit Development
Section 28.12.040.C.6 Review and Approval Criteria

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

a. The zoning map amendment review and approval criteria of Sec. 28.12.030.I.
b. Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.
c. Whether PUD development plan complies with the PUD overlay district provisions of Sec. 28.4.030.
d. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.
e. Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.

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

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

1. *The existing use and zoning of nearby property.*
2. *The extent to which the particular zoning restrictions affect property values.*
3. *The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.*
4. *The suitability of the subject property for the zoned purposes.*
5. *The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.*
6. *The value to the community of the proposed use.*
7. *The comprehensive plan.*

Special Use
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 petitioner 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

At the August 22, 2022 Plan Commission Meeting, both staff and the Plan Commission recommended that the approval of the petition as presented to the Village Council. The Plan Commission ultimately found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan and meets all standards for approval of a Planned Unit Development, associated Zoning Map Amendment and Special Use.

Based on the findings provided and the petitioners updated and revised plans and supporting documents, staff continues to recommend the Plan Commission forward a **positive recommendation** to the Village Council regarding the requested Planned Unit Development, Rezoning and Special Use as requested in case. 22-PLC-0017:

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 Planned Unit Development, accompanying Rezoning, and 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 22-PLC-0017, subject to the following conditions:

1. The Special Use, Planned Unit Development and Rezoning shall substantially conform to the staff report, renderings, architecture plans prepared by Studio21 Architects, dated August 1, 2022, engineering plans prepared by RWG Engineering, LLC dated August 8, 2022, landscape plans prepared by Green Grass, and traffic plans prepared by KLOA dated August 16, 2022 except as such plans may be modified to conform to the Village codes and ordinances.

2. The petitioner shall consolidate the three lots into a single lot of record pursuant to Section 20.507 of the Subdivision Ordinance prior to the issuance of any site development or building permits.
3. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $154,984.92 ($132,081.96 to the Park District, $16,488.12 to Elementary School District 58, and $6,414.84 to High School District 99).
4. All signage for the apartment building and future restaurant shall conform to the Village's Sign Ordinance.
5. The building materials shall be substantially consistent with the approved plans as verified by the Village and consistent with the Downtown Design Guidelines.
6. Bicycle racks will be provided on the subject property as required by Village Code.
7. Prior to the issuance of any building or development permits, the petitioner shall pay to the Village tree removal permit fees subject to verification by the Village Forester.
8. An 8-foot tall fence shall be constructed on the subject property.
9. The use of outdoor seating for a commercial use shall be set back west and north 13.45 feet and 37.2 feet respectively from the adjacent R-5 properties.
10. The hours of operations for the outdoor patio will be limited to 9PM, Sunday through Thursday, and 10PM on Friday and Saturday.

Staff Report Approved By:

_____
Stan Popovich, AICP
Director of Community Development

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N

0 25 50 100 Feet

4915, 4919, 4923 Main Street - Location Map

Subject Property

Project Location

Narrative Description and Statement of Intent
PUD Petition – 4915 - 4923 Main St.
Barriere Properties, Petitioner
(updated 8/29/22)

The Petitioner is seeking approval of a PUD to construct a 4 story mixed-use building with commercial lease space on the ground floor and 24 residential units on the 3 floors above in the Downtown Business District (DB) zoned parcel of land located at addresses of 4915, 4919, and 4923 Main Street. The site is currently 3 individual properties each with an existing two story building, once single family homes, now converted into business offices.

Main Street, from Franklin Street to Maple Avenue is the central business corridor of Downtown Downers Grove. One of the key components of the aesthetic quality of this corridor is the streetscape created by buildings built close to the public walk, encouraging a vibrant, pedestrian friendly feel to the downtown. This streetscape begins to be lost once one heads north of the BNSF and Warren Avenue. The existing developments north of the BNSF are mostly decades old, with many lacking the pedestrian friendly feel that the downtown has south of the BNSF. For the most part, the buildings are individualistic, and lack cohesion. Many of the commercial buildings are of office type, with few retail or restaurant options in this area. Often times, each individual building is surrounded by paved parking with several curb cuts at each property giving this end of the downtown a less pedestrian friendly feel.

The Downtown Business District contains bulk regulations to setbacks, lot area per dwelling, and building height. The proposed development will meet all of these requirements, with the exception of the below grade parking and its proximity to the rear lot line, and a partial side setback on the south lout line because of a unique configuration of the two lots adjacent to the south.

In order to properly layout a below grade parking structure with adequate ramp slope and length, parking stalls and drive aisles, it is necessary for the below grade parking structure to extend deeper into the lot than the above grade building structure. As designed, the outside face of the rear foundation wall of the below grade parking structure will be 3’-7” at its closest point to the non-perpendicular rear property line. Again the proper parking layout, maximizing the parking spaces for the development requires this deviation from the rear setback requirement, but it should be noted that this structure that extends beyond the required rear setback is entirely below grade and would not be seen or noticed by tenants of the property, the neighboring properties, or the general public.

The proposed building visible above grade will meet all setback requirements on the property, with the exception of an approximately 436 sq. ft. section the SE corner of the building. The south property line of the subject property abuts two other properties. Starting from the SW corner of the subject property, the first 45.9’ of the property line abuts another DB zoned commercial property. The remaining 64.1’ of the property line abuts an R-5, Residential Attached House, district. Having an interior side property line on Main Street abutting two

properties is unique, and happens because the property at 4932 Highland is much deeper than its adjacent neighbors on the same street, and the property at 4927 Main Street is exceptionally shallow compared to other Main Street properties. Because the lot line abuts an R-5 district along the eastern 64.1' of its length, the setback required goes from 0' where it abuts the DB zoned property, to 37.2' where it abuts the R-5 zoned property. This places an approximately 14' x 30' portion of the buildings proposed SE corner, above grade, within the required setback.

Again the below grade parking and carrying the structure above are reason behind keeping the SE corner squared off with the remainder of the rear of the building. Jogging the corner of the building in at this corner would require a complex transfer of loads to avoid losing parking stalls to columns in the lower level, or would require losing 1-2 parking stalls. Keeping the rear of the building in one linear plane allows for a simpler linear structure within the lower level parking garage that in-turn allows for maximization of parking stalls.

In order to combat the possible negative effects of having a portion of the building built within the setback, we the design of the fenestration in this area has been configured to minimize the views and noise directed toward the R-5 property from tenant spaces. On the ground floor, there will be no glass in within the exterior walls that are in the setback. On the above tenant floors, the windows facing south will be high, transom type windows with sills at 6'-0" above the floor to limit views down. This corner, however, does contain bedrooms, and will require a larger, egress sized window that will be placed facing east. We have shifted the proposed chimney for the future restaurant exhaust into this area of the east facing wall in order to then shift the windows and balconies of the corner units as far from the south property line as possible. The proposed balconies will in fact be behind the required side setback so as to maximize the distance toward residential property lines.

It should be noted that the home situated on the 4932 Highland property is approximately 107' from the rear property line to the rear face of the home. The entirety of the existing primary residence and detached garage appear to be east of rear lot line of the subject property if it were to extend south rather than jog for the unique size of the 4932 Highland property. Several large trees exist on the 4932 Highland property along its rear and abutting side property lines that should heavily obscure the views to and from the subject property, especially during the non-winter months. The SE corner of the proposed building will be approximately 104' from the nearest portion of the home at 4932 Highland, and approximately 94' from the homes rear deck. For reference these distances are greater than the distances between the existing structures that back-to-back on 4913 Main Street and 4908 Highland, which is currently 64' apart, and the distance between 4919 Main Street and 4920 Highland, which is currently 98' apart. (These dimensions are approximations taken from the Downers Grove GIS Parcel Viewer Map)

Beyond the underground parking setback in the rear, and the SE corner of the building described above, the remainder of the proposed development will meet the other required zoning restrictions of the DB zoning district, see the table at the end of this narrative.

Per Table 5-1: Allowed Uses, multi-family apartment/condo units require a Special Use approval. Discussions with the planning staff concluded that the multi-family use on the floors above grade level would be keeping in line with the overall Comprehensive Development Plan for the main corridor of the Downtown Business District. It was cited that commercial use is necessary on the ground floor which is being proposed for all of the ground floor that is not taken by the residential parking access, lobby, and small resident amenity features. Approximately 4,600 square feet of the ground floor will be leasable commercial tenant space, with the intention for the space to be a restaurant.

The subject property is relatively flat with a majority of the lot paved. The development of this site will not create any increase of storm water runoff. The intent is to create landscape areas along the rear of the property to buffer the existing residential lots behind the property, with additional landscaping on the patio area above the below grade parking structure.

Currently the site has 3 curb cuts accessing Main Street. the new proposal will only have one curb-cut.for one driveway access to the parking garage. This will add green space to the existing parkway, street parking spaces, while also creating a more pedestrian friendly public walk with less points of conflict with cars entering and leaving properties.

The proposed building is to be constructed of Type 1A podium style structure below grade and for the ground floor, with Type 3b fire rated wood construction for the 3 floors above the ground floor. The walls and floors between units will be constructed utilizing sound absorption materials that drastically eliminate sound transfer between units. The exterior of the building is a mix of updated traditional and contemporary styles. Materials along Main Street will include a combination of brick and block veneer as well as fiber-cement panel siding on the top floor and accents throughout the building. The sides and rear facades will consist of more traditional fiber cement siding to soften the aesthetic and transition to the residential neighborhood behind the property. The design of the building should fit in well with the transitional nature of the location, that should blend well with both the commercial frontage of Main Street, and the residential feel of the surrounding neighborhood to the north and east. Each unit along front has a recessed balcony with horizontal railings, units along the rear will each have a projecting balcony supported by cable rods. The color selections are an updated palette of earth tones, that keeps with current trends while still fitting in with traditional tones.

The proposed height of buildings is 46’ feet which will remain well in compliance with the DB District maximum of 72’. The roof is designed as a flat roof with a surrounding parapet to screen roof-top mechanical equipment.

All on-site parking will be provided below grade under the building and a portion of the rear yard. Access to the garage will be from curb-cut and short driveway located on the northern side of the property. Once a vehicle enters the overhead door into the building it will travel directly down a ramp to the lower parking level. This lower parking level will contain 34 parking spaces, which meets the requirement of 1.4 spaces per dwelling unit. Commercial space in the DB district does not require on-site parking. Two handicap parking space are provided, located

closest to the stairwell and elevator lobby. Each of the 24 units will be assigned one parking space, an additional spot can be assigned to a unit for an additional rental charge. The proposed residential portion of the building is intended to be a 55+ year old community. With this demographic, it downplays the need for overnight guest parking that a rental building of a younger demographic may require. The applicant does intend to keep 2-3 spaces available to guests as needed.

Tenant move-ins and outs will be scheduled for day-time hours between 9a – 4p. Tenants will schedule their moving times with the building management. Other tenants of the building will be notified of scheduled moving times and potential conflicts with the passenger elevator. A loading zone will be provided in the parallel parking area along Main Street just south of the tenant lobby entrance. This zone will be used primarily for off-hours restaurant deliveries as well as for tenant moving truck purposes.

Trash enclosure is contained within the building and will be accessed from the outside on the west face of the building.

The building will be constructed with a fire suppression system and a fire alarm system for all floors. The fire suppression system will be a typical wet pipe sprinkler system.

The building will include an electronic access system tied to each unit, with keyless entry fobs for residents. Building access and entry communication systems will be the same at all access points. Security cameras at critical points with a DVR recording system.

The dwelling units are designed as an age 55+ community to appeal to median and higher end tenants that either work in Downers Grove, the surrounding areas, or commute via the BNSF rail line, or retired empty nesters looking to live in Downers Grove near family and friends while enjoying everything Downtown Downers Grove as to offer within walking distance. The units will have a more contemporary design and an open floor plan including a combined kitchen and living area with large windows and access to a private balcony. The units will be comparable to condominium units as they will have upscale finishes; including stainless steel appliances, in unit washer and dryers, separate heating and cooling units, stone and tile bath and kitchen finishes, hardwood flooring.

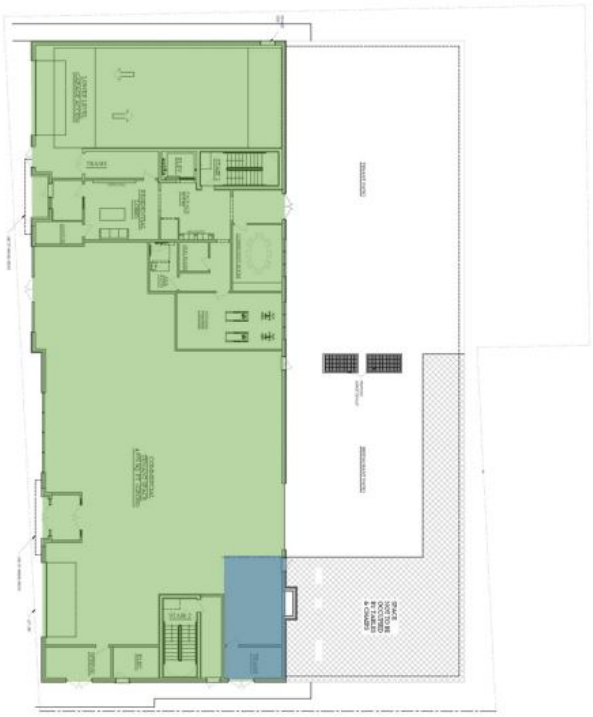
Conclusion and Statement of Intent:
The petitioner is requesting approval of a PUD for a mixed-use commercial and multi-family residential building, which has been designed in a manner to the best of the petitioner's ability to be consistent with the requirements of the DB Zoning District standards. Care and consideration has been given to the objectives for the development in the general area as they are expressed in the Village Comprehensive Plan. The Petitioner’s proposed project is believed to be a great fit for northern end of the downtown business corridor and hopes to be a catalyst for other developments on the north side of the BNSF to add to a beautiful and cohesive Downtown Downers Grove for all residents to enjoy.

The proposed development is a long term investment both for the Petitioner and for the Village, every effort will be made to develop and construct the proposed building to a high standard and source occupants that will be good residents of Downers Grove. The Petitioner intends to retain ownership of the project and have direct involvement in the management, operations and maintenance of the project.

Zoning Analysis

Project Name:	Mixed-Use Development			
Address:	4915 – 4923 Main Street			
PIN(s)	09-08-117-005 09-08-117-006 09-08-117-007			
Zoning District:	DB			
Existing Use:	Business - Office			
Proposed Use:	Mixed-Use – Commercial & Residential			
Petition Type:	Planned Unit Development (w/ Special Use)			
Deviation:	Rear Setback for below grade parking garage			
Requirement	Required	Proposed/Existing	Meets Req.?	Difference
Minimum Lot Area	-	20,889 sq. ft.	N/A	
Minimum Lot Width	-	167’-6”	N/A	
Setbacks:				
Street	- (does not abut R-zoned lot)		Y	
Side (north)	- (does not abut R-zoned lot)		Y	
Side (south)	SW corner to 45.9’ in – 0’ 45.9’ in to SE corner – 37.2’	7.42’	Front 45.1’ – Y Back 13.88’ - N	0’ -29.8’
Rear	20’ + 1’ for height in excess of 20’	46’ abv. grade 3’ below grade	Y N	0’ -43’
Max. F.A.R.	-	1.77	N/A	
Max. Building Coverage	-	9,239 sq. ft.	N/A	
Building Height	70’ max. 32’ min.	46’	Y	-24’ +14’
Parking	1.4/unit – 24 x 1.4 = 34	34	Y	0
Min. Lot Area/Dwelling	800 sq. ft. / dwelling	20,889 / 24 = 870.4 sq. ft.	Y	
Build-to-Zone				
Min/Max. (feet)	0/10			
Min. % of building in Primary Street BTZ	80%	100%	Y	

LOWER LEVEL



GROUND FLOOR LEVEL

Over Rear Setback (underground)

Over Side Setback

Compliant with all Setbacks

EAST ELEVATION

SOUTH ELEVATION

Over Side Setback

Glazing in Setback

Review and Approval Criteria

Zoning Map Amendments

(1) The existing uses and zoning of nearby property.

The property is surrounded two zoning districts; Downtown Business District to the north, south, and across Main Street to the west, and R-5 Residential to the east. The surrounding uses are commercial/business uses, mainly office type, on the DB zoned properties, and single family residential on the R-5 zoned properties.

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

The rear setback requirement of the DB district bounding a residential district, do not allow for a suitable way to create parking on the property. The additional 1' of setback for 1' of building height requires a large rear yard. The decision to go underground with parking allows the proposal to extend over the required setback out of sight of the public, while all visible above grade building would meet the intent of this required rear setback. Also, the unique configuration of lots 4927 Main Street and 4932 Highland cause a jog in the required side setback of the subject property. While the front 45.9’ of the subject property abut a DB zoned property to the south which requires a 0’ side setback, the remainder of the subject properties south line abuts an R-5 property which requires a side setback of 37.2’. The unique shift in the rear property lines of these two properties from the other back-to-back properties on Main Street and Highland make it difficult to develop a cohesive building on the south side of the subject property.

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

A fair market value for the purchase of this property is based on the development of the property as proposed in order to meet sufficient parking requirements and a cohesive development. The development will eliminate curb-cuts and create a more pedestrian friendly and cohesive development than the current three separate properties.

(4) The suitability of the subject property for the zoned purposes.

The subject property is well suited for a mixed-use commercial and multi-family development. Bringing more commercial and residential uses to the north end of the downtown is what the Village Comprehensive Plan is looking for.

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

Very little development has occurred north of the BNSF. The lack of cohesiveness, small property sizes create a haphazard feel to this part of Main Street. Consolidating properties and creating a cohesive development should be a catalyst for needed future development along the north end of the downtown corridor.

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

The PUD approval will allow zoning relief for mostly non-visible portion of the building to extend over the required rear setback. All other aspects of the development, other than 436 sq. ft. of the SE corner of the building will meet the requirements of the DB district. New commercial and residential developments will bring more clientele to the existing downtown businesses, and a cohesive development can be a catalyst for future similar developments north of the BNSF.

(7) The Comprehensive Plan.

The proposed use is consistent with the ideas laid out in the Comprehensive Plan. An increase in both leasable commercial tenant space, and residential dwelling units within the downtown will only benefit other downtown businesses and residents.

Review and Approval Criteria

Planned Unit Development

1. The zoning map amendment review and approval criteria of Sec. 12.030.I.

See the analysis of zoning map amendment review and approval criteria in separate document.

2. Whether the proposed PUD development plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.

The proposed use is consistent with the ideas laid out in the Comprehensive Plan. An increase in both leasable commercial tenant space, and residential dwelling units within the downtown will only benefit other downtown businesses and residents.

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

The proposed development is in compliance with relevant provisions for a property of this location and size. The mixed-use of residential and non-residential uses is vital to the downtown business corridor, and is consistent with the ideas put forth in the Comprehensive Plan.

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

Without relief from the rear setback zoning restriction and the unique side setback requirement, a mixed-use development would not be feasible as the property would not be able to accommodate the necessary parking. By placing the parking portion of the building below grade, we are eliminating almost all visible conflict with the zoning requirements. Keeping the rear of the building square rather than jogging to accommodate the partial side setback required allows for a simplified structure that will maximize the below grade parking. All elements of the building, above grade, and visible to the public will be in compliance with the DB zoning district requirements

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

By providing the parking below grade, we are eliminating visible conflict with the zoning requirements, while also providing commercial space at grade level that otherwise would be parking. The above grade structure will comply with the required rear setback of the zoning ordinance thus keeping the building as far from the residential building behind as feasible for the development, thus protecting the interests of surrounding property owners current and future.

Review and Approval Criteria

Special Uses

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

Multi-Family, apartment/condo, use is specifically listed as an allowed Special Use in the Downtown Business (DB) district per Table 5-1.

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 multi-family residential use is consistent with the ideas put forth in the Comprehensive Plan. Residents are vital to the downtown business corridor and the existing and future businesses along Main Street and the surrounding neighborhood. Bringing more residents within walking distance to the downtown will bring more patrons to the local businesses and restaurants.

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

The proposed residential use will not 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 north end of the Main Street corridor lacks new development. The area consists of many small lots with individual curb cuts for vehicle access at each property. This development will decrease the number of curb cuts, making for a safer, more pedestrian friendly public walk. The development will bring more residents to patronize the local businesses. The development should also be a catalyst for more development along this portion of Main Street only increasing the potential value of surrounding Main Street properties.

RWG ENGINEERING, LLC
CIVIL ENGINEERING – REAL ESTATE CONSULTING – PROJECT MANAGEMENT
ILLINOIS PROFESSIONAL DESIGN FIRM #184-006370

LIMITATION OF WARRANTY OF ENGINEER'S INSTRUMENTS OF SERVICE

THE ENGINEER AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	◎	◉
STORM MANHOLE	◎	◉
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▶
CONCRETE HEADWALL	⊃	⊃
VALVE VAULT	⊗	⊗
VALVE BOX	⊕	⊕
FIRE HYDRANT	⊃	⊃
BUFFALO BOX	⊕	●
CLEANOUT	⊠	◉
SANITARY SEWER	—S—	—S—
FORCE MAIN	—S—	—S—
STORM SEWER	—C—	—C—
WATER MAIN	—W—	—W—
CONSTRUCT WATER MAIN UNDER SEWER	—W—	—W—
GRANULAR TRENCH BACKFILL		
STREET LIGHT	—☼—	—☼—
ELECTRICAL CABLE	—E—	—E—
2" CONDUIT ENCASEMENT		
ELECTRICAL TRANSFORMER OR PEDESTAL	E	◢
POWER POLE	—○—	—●—
STREET SIGN	▷	▶
GAS MAIN	—G—	—G—
TELEPHONE LINE	—T—	—T—
CONTOUR	—749—	—749—
SPOT ELEVATION	×(750.00)	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
TREE WITH TRUNK SIZE		
SOIL BORING		
TOPSOIL PROBE		
FENCE LINE, WIRE OR SILT		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		

ABBREVIATIONS

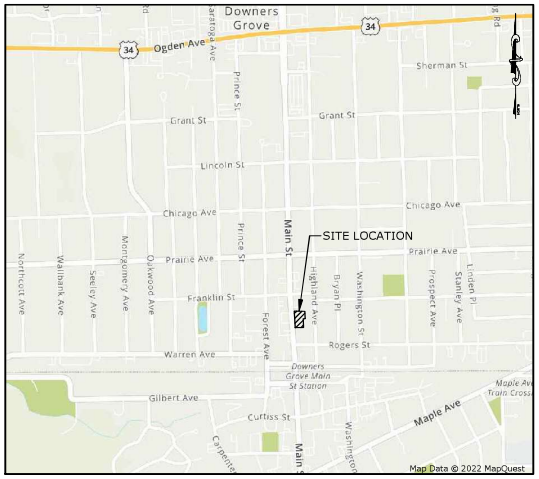
BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CHORD OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTERLINE	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT-OF-WAY
EP	EDGE OF PAVEMENT	SAN	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FG	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FP	FLOODPLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TW	TOP OF WALK
L	LENGTH OF CURVE	WM	WATER MAIN
MH	MANHOLE	Δ	INTERSECTION ANGLE

811 Know what's below. Call before you dig.
Formerly JULIE 1-800-892-0123

PRELIMINARY ENGINEERING
FOR
MAIN STREET APARTMENTS
4915 MAIN STREET
DOWNERS GROVE, ILLINOIS 60515

PLANS PREPARED FOR
STUDIO 21 ARCHITECTS
5012 FAIRVIEW AVENUE
DOWNERS GROVE, IL 60515
(630) 789-2513

LOCATION MAP



INDEX OF SHEETS

NOTE:
THERE SHALL BE NO STAGING OF ANY TYPE ON PUBLIC PROPERTY OF ANY TYPE. THIS INCLUDES TRUCKS WAITING IN FRONT ON THE STREETS OR IN THE PARKING LOTS ACROSS THE STREET. COORDINATION OF DELIVERIES WILL NEED TO BE OUTLINED IN GREAT DETAILS SO THAT THERE WILL NEVER BE A TRAFFIC PROBLEM ON MAIN STREET.

DOWNERS GROVE SANITARY DISTRICT NOTES

1. The Downers Grove Sanitary District Standards and Ordinances shall govern all sanitary sewer construction.
2. The Sewer contractor shall schedule with the District inspections of the sanitary sewer construction 48 hours in advance of the start of the construction. (630-969-0664)
3. The constructed sewers shall pass all District requirements for air testing, televising and manhole vacuum tests (contractor to refer to DGSD specifications handout).
4. All sanitary sewers shall be PVC pipe with a SDR of 26, complying with ASTM D2241, 160 psi pressure pipe push-on bell and spigot type with rubber ring seal gasket ASTM D3139.
5. "Flex Seal" non-shear couplings (with stainless steel shear ring) shall be used to connect pipes of dissimilar material or size.
6. Service connections to existing sewers shall be made by:
   A) Machine tap with the connection made with a Geneco Sealtite Sewer Saddle Tee, or Cascade Sewer Saddle Tee, or approved equal.
   B) A new tee fitting shall be cut into the main with connection made to the main with non-shear couplings.

SURFACE WATER DRAINAGE STATEMENT
STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS

I, ROBERT W. GUDMUNDSON, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND ROSS BUILDERS, INC, THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTY RESULTING FROM THE CONSTRUCTION OF THIS SUBDIVISION. I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS NOT LOCATED WITHIN A 100 YEAR SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY; FLOODPLAIN MAP PANEL No. 17043C0186J, DATED AUGUST 01, 2019.

DATED THIS _____ DAY OF _____, 2019.

_____
OWNER OR ATTORNEY

_____
ENGINEER

GENERAL NOTES

1. The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction:
   - Village of Downers Grove Engineering and Public Works Department (630-434-5500)
   - Downers Grove Sanitary District (630-969-0664)
2. The contractor shall notify all utility companies and arrange for their facilities to be located prior to work in any easement, right-of-way, or suspected utility location. Repair of any damage to existing facilities shall be the responsibility of the contractor. Utility locations shown herein are for graphic illustration only and are not to be relied upon.
3. Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
4. Elevations shown herein reflect NAVD 1988 datum.
5. The boundary and topographic survey data for this project is based on a field survey prepared by Gentile and Associates, Inc. dated May 15, 2020. The contractor shall verify existing conditions prior to commencing construction and shall immediately notify the engineer in writing of any differing conditions.
6. RWG Engineering, LLC, it's employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site. Neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
7. Except where modified by the contract documents, all work proposed hereon shall be in accordance with the following specifications, which are hereby made a part hereof:
   A. "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T. latest edition.
   B. "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
   C. "Illinois Recommended Standards for Sewage Works," as published by the I.E.P.A., latest edition.
   D. The subdivision and development codes and standards of the Village of Downers Grove, as published by the Municipality.
   E. "Illinois Accessibility Code" as published by the State of Illinois Capital Development Board, effective October 23, 2018.
   F. The National Electric Code.
   G. "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
8. The Village of Downers Grove Development Ordinance shall take precedence if a conflict in project specifications occurs.

BENCHMARKS

BENCHMARK:

DUPAGE COUNTY NO. 0006. P.I.D. DK3312
3.5" BRASS DISC SET IN CONCRETE +/- 2' ABOVE GRADE AT NE CORNER OF WASHINGTON ST. AND WARREN AVE. STATION IS 57.4' SE OF A POWER POLE, 49.5' E OF A LIGHT POLE AND 79.4' NE OF A FIRE HYDRANT.

ELEVATION 718.78 (NAVD 88 DATUM)

SITE BENCHMARKS:

1) TAG BOLT OF FIRE HYDRANT IN THE EAST SIDE OF MAIN STREET RIGHT OF WAY BETWEEN NO. 4919 AND 4923

ELEVATION 715.68

2) CROSS NOTCH SET IN PUBLIC WALK IN THE EAST SIDE OF MAIN STREET RIGHT OF WAY, 11.94' (MEASURED DIRECTLY) NORTHWEST OF THE NORTHWEST CORNER OF SUBJECT PROPERTY.

3) CROSS NOTCH SET IN PUBLIC WALK IN THE EAST SIDE OF MAIN STREET RIGHT OF WAY, 5.05' (MEASURED DIRECTLY) NORTHWEST OF THE SOUTHWEST CORNER OF SUBJECT PROPERTY.

ELEVATION 713.64

ROBERT W. GUDMUNDSON
38423
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS
EXPIRATION DATE: 11/30/21

September 01, 2022 4:44:45 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\6681562 - 4915 MAIN STREET APTS\300_ENGINEERING\350_CADD\FINAL\668_BASE.DWG

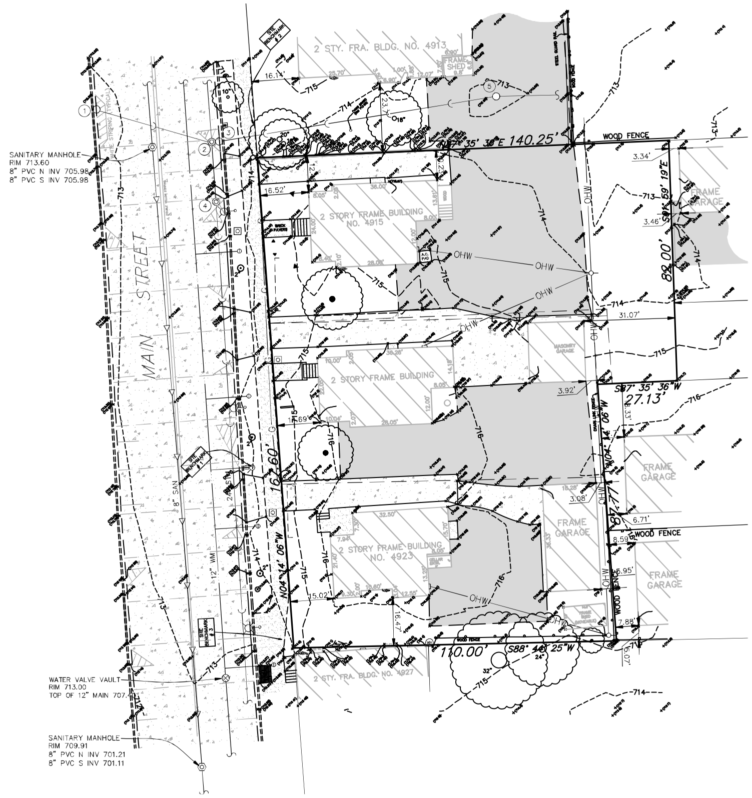
NO.	DATE	REVISION	DRAWN BY
1.	08/01/22	PER VILLAGE COMMENTS	DJA
2.	08/08/22	PER VILLAGE COMMENTS	NEK
3.	08/16/22	PER VILLAGE COMMENTS	TLM
4.	09/01/22	PER VILLAGE COMMENTS	TLM
5.	09/07/22	PER VILLAGE COMMENTS	TLM

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
TITLE SHEET

RWG Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 6681562
DATE 07/01/22
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. NEK
DRAWN BY TLM

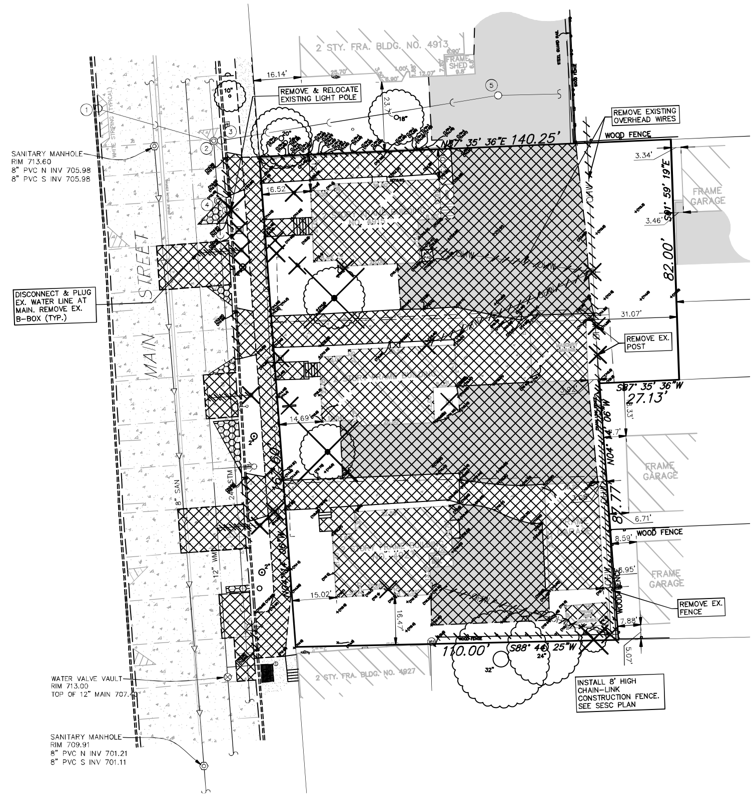
SHEET 1 OF 8



EXISTING CONDITIONS

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.



DEMOLITION PLAN

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

LEGAL DESCRIPTION:

PARCEL 1:

THAT PART OF LOT 4, IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION SITUATED IN PART OF SECTION 5 AND 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, DESCRIBED AS FOLLOWS; COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 4, ALSO BEING THE EAST RIGHT OF WAY LINE OF MAIN STREET, AS NOW PLATTED AND RECORDED, A DISTANCE OF 111.6 FEET (DEED, 111.0 FEET CALC. & MEAS.) FOR A PLACE OF BEGINNING; THENCE EASTERLY A DISTANCE OF 115.0 FEET (DEED, 110.0 FEET CALC. & MEAS.); THENCE SOUTHERLY ALONG A LINE PARALLEL WITH THE SAID WEST LINE OF LOT 4 A DISTANCE OF 25.4 FEET MEASURED; THENCE EASTERLY ALONG A LINE PARALLEL WITH THE NORTH LINE OF LOT 4 TO A POINT 135 FEET WEST OF THE EAST LINE OF LOT 4; THENCE NORTHERLY TO A POINT ON THE NORTH LINE WHICH IS 135.0 FEET WEST OF THE NORTHEAST CORNER OF SAID LOT 4, A DISTANCE OF 82.0 FEET; THENCE WESTERLY ALONG SAID NORTH LINE OF LOT 4 TO A POINT ON THE AFORESAID WEST LINE OF LOT 4 (EAST RIGHT OF WAY LINE OF MAIN STREET, AS NOW PLATTED AND RECORDED); THENCE SOUTHERLY ALONG SAID WEST LINE OF LOT 4 TO THE PLACE OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOW AS 4915 MAIN STREET, DOWNERS GROVE, ILLINOIS 60515

PARCEL 2:

THE SOUTH 55 FEET OF THE NORTH 111.6 FEET OF THE WEST 110 FEET OF LOT 4 IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOW AS: 4919 MAIN STREET., DOWNERS GROVE, ILLINOIS 60515

PARCEL 3:

THE SOUTH 56.00 FEET OF THE WEST 110.00 FEET OF LOT 4 IN THE RESUBDIVISION OF BLOCK 5 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 24, 1891 AS DOCUMENT 46830, IN DUPAGE COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOWN AS: 4923 MAIN STREET, DOWNERS GROVE, ILLINOIS 60515

CONTAINING: PARCEL 1, 8,695.20 SQ. FT., 0.20 AC.
PARCEL 2, 6,041.85 SQ. FT., 0.14 AC
PARCEL 3, 6,151.70 SQ. FT., 014 AC
TOTAL, 20,888.58 SQ. FT., 0.48 AC. (MORE OR LESS)

EXISTING UTILITY SCHEDULE	
STORM SEWER	
(1) EX. CURB INLET RIM=712.50 INV=709.82 (12" DIP SE)	(2) EX. STORM MANHOLE RIM= 712.50 INV=709.49 (12" DIP NW) INV=708.54 (24" RCP N) INV=708.49 (24" RCP S)
(3) EX. CURB INLET RIM= 712.50 INV=709.01 (6" PVC NE) INV=708.23± (24" RCP W)	(4) EX. STORM MANHOLE RIM=713.46 INV=708.41 (24" RCP N) INV=708.36 (24" RCP S)
(5) EX. CATCH BASIN RIM=712.60 INV=710.40 (6" PVC SW) INV=710.40 (4" PVC E)	

DEMOLITION NOTES:

1. EROSION CONTROL INSTALLATION SHALL BE DONE PRIOR TO COMMENCEMENT OF ANY DEMOLITION ACTIVITY
2. EXISTING ELECTRICAL AND PHONE CABLES MAY BE LOCATED WITHIN THE PROPOSED IMPROVEMENT AREA. APPROXIMATE KNOWN LOCATIONS ARE SHOWN HEREON. THE CONTRACTOR SHALL ARRANGE FOR PRECISE LOCATION OF EXISTING CABLE SERVICES AND EXERCISE EXTREME CARE WHEN WORKING AROUND THE SAME.
3. ALL STRUCTURAL PAVEMENT MATERIALS (ASPHALT, CONCRETE SIDEWALK, CURB/GUTTER) THAT CANNOT BE CRUSHED TO AN APPROVED IDOT SPECIFICATION FOR USE AS STRUCTURAL FILL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN OFFSITE LOCATION. RE-USE OF MILLED ASPHALT AND PROPERLY CRUSHED CONCRETE AS STRUCTURAL FILL IS ACCEPTABLE AND ENCOURAGED.
4. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO EXISTING AMENITIES SCHEDULED TO REMAIN. PROPER SAWCUTTING SHALL BE ACCOMPLISHED AT ALL POINTS OF CONNECTION OR INTERFACE BETWEEN EXISTING AND PROPOSED IMPROVEMENTS.
5. CONTRACTOR SHALL BE RESPONSIBLE TO HAVE ALL UNDERGROUND UTILITIES (EVEN IF NOT SHOWN ON THESE PLANS) LOCATED PRIOR TO DEMOLITION WORK. SANITARY SERVICE, WATERMAIN SERVICE, GAS, ELECTRIC, ETC SHALL BE CUT-OFF. CONTRACTOR TO COORDINATE WITH RESPECTIVE MUNICIPAL AGENCY TO ARRANGE FOR DISCONNECT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO EXISTING UTILITIES, STREET LIGHTS, SIGNS, ETC. THAT ARE NOT INTENDED TO BE PERMANENTLY REMOVED.
7. CONTRACTOR SHALL NOTIFY THE DOWNERS GROVE PUBLIC WORKS DEPARTMENT, DOWNERS GROVE SANITARY DISTRICT, ALL UTILITY COMPANIES, AND THE FIRE DEPARTMENT PRIOR TO START UP.
8. ONSITE DISTURBED AREAS TO REMAIN AS GREENSPACE SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SOD.
9. ALL EXISTING DRIVEWAY APRONS SHALL BE SAWCUT ALONG WITH REMOVAL OF ANY EXISTING DEPRESSED CURB AND GUTTER, AND NEW BARRIER CURB AND GUTTER (SIZED TO MEET EXISTING ADJACENT CONDITIONS) SHALL BE INSTALLED AND DOWELED INTO THE EXISTING ADJOINING CURB AND GUTTER.
10. PARKWAYS SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SOD
11. UTILITY LINES SCHEDULED FOR REMOVAL SHALL BE PROPERLY DISCONNECTED FROM FACILITIES THAT ARE TO REMAIN, SECURELY PLUGGED AT ALL CONNECTION POINTS, AND EITHER REMOVED OR FILLED WITH FLOWABLE FILL (LEAN CONCRETE MIXTURE) AND ABANDONED IN PLACE (REMOVE IF LOCATED UNDER NEW BUILDING PAD AREAS). IN THE CASE OF STRUCTURE ABANDONMENT, CASTINGS AND TOP SLABS AND CONE SECTIONS SHALL BE REMOVED PRIOR TO FILLING THE STRUCTURE (UNLESS THE STRUCTURE IS EASIER TO COMPLETELY REMOVE).
12. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET LONG CONCRETE/MORTAR PLUGS.
13. EXISTING METER AND MTU TO BE RETURNED TO VILLAGE OF DOWNERS GROVE PUBLIC WORKS DEPARTMENT.

DEMOLITION LEGEND

- REMOVE EXISTING PAVEMENT/SIDEWALK/STRUCTURE/C&G (INCL SAWCUT)
- PAVEMENT PAINT REMOVAL
- TREE/BUSH/STRUCTURE REMOVAL
- TREE PROTECTION FENCE
- REMOVE EXISTING UTILITY LINE
- REMOVE EXISTING CURB AND GUTTER

September 01, 2022 4:44:45 p.m. AcadVer:22.0s (LMS Tech)
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NO.	DATE	REVISIONS	DRAWN BY
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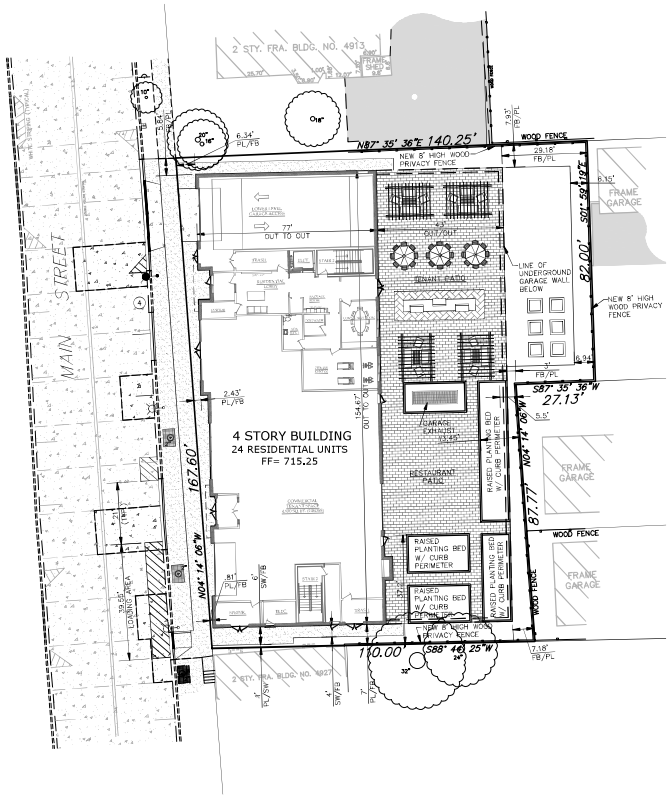
2	08/08/22	PER VILLAGE COMMENTS	NEK
3	08/16/22	PER VILLAGE COMMENTS	TLM
4	08/25/22	PER VILLAGE COMMENTS	TLM
5	09/01/22	PER VILLAGE COMMENTS	TLM

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
EXISTING CONDITIONS/DEMOLITION PLANS

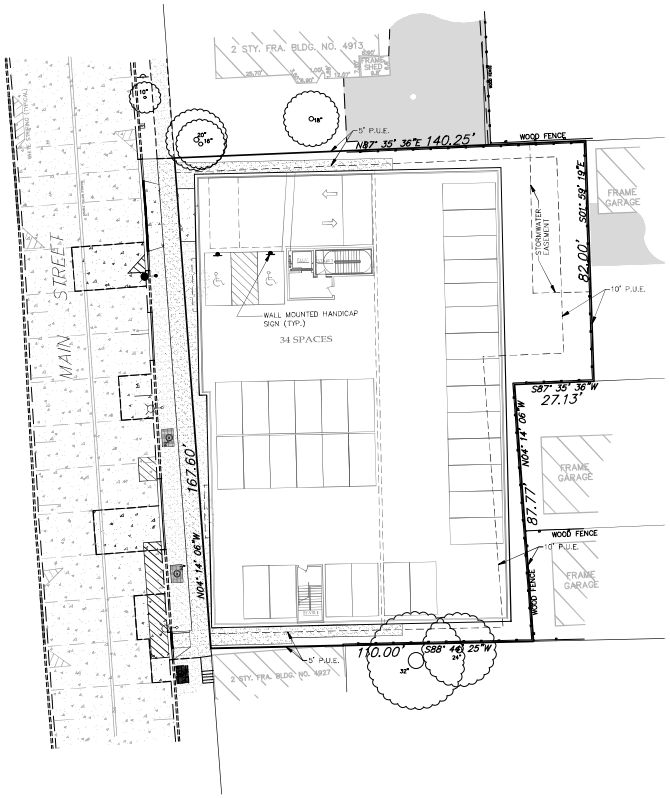
RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 66815621
DATE 07/01/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. NEK
DRAWN BY TLM

SHEET 2 OF 8



GROUND LEVEL



LOWER LEVEL

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS NOTED OTHERWISE ON THE PLAN, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER.
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB.
5. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. DATED 03/24/22.
6. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY - REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
8. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED. SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 1' INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.
11. IF A MINIMUM OF 9' OF THE ROADWAY (NOT INCLUDING GUTTER PAN) CANNOT BE MAINTAINED FOR VEHICULAR TRAVEL LANE, THEN A FULL CLOSURE AND DETOUR PLAN MUST BE SUBMITTED TO PUBLIC WORKS. PLEASE CONTACT THE VILLAGE'S TRAFFIC MANAGER AT 630-434-5460 FOR FURTHER INFORMATION AND TO COORDINATE DETOUR, PRIOR TO CLOSING THE STREET A WRITTEN APPROVAL IS REQUIRED.
12. ALL CA-6 TRENCH BACKFILL AGGREGATE BASE COURSE, AND HOT MIX ASPHALT (HMA) PLACED AS PART OF A STREET PATCH MUST BE TESTED FOR PROPER COMPACTION BY AN IDOT PRE-QUALIFIED TESTING FIRM. TESTING REPORTS MUST BE EMAILED TO THE VILLAGE AT CUT@downers.us PRIOR TO ACCEPTANCE OF THE WORK.
13. ANY CHANGES MADE TO THE SITE PLAN OR IN THE FIELD DURING CONSTRUCTION MUST BE SUBMITTED IN WRITING TO THE VILLAGE OF DOWNERS GROVE.
14. TWO HARD COPIES OF AN AS-BUILT FINAL GRADING SURVEY MUST BE SUBMITTED TO THE VILLAGE PRIOR TO SCHEDULING THE FINAL STORMWATER/RIGHT-OF-WAY INSPECTION FOR THE PROJECT. AS APPLICABLE, IT SHALL INCLUDE, BUT IS NOT LIMITED TO THE ITEMS LISTED IN SECTION 26.700.C. OF THE DOWNERS GROVE MUNICIPAL CODE.

SITE DATA:

TOTAL SITE SIZE	=	20,889 S.F. (0.48 AC)
EXISTING SITE CONDITIONS:		
EXISTING BUILDING FOOTPRINT	=	4,352 S.F. (20.83%)
EXISTING PAVT./SIDEWALK/WOOD PORCH	=	9,829 S.F. (47.05%)
EXISTING GREENSPACE	=	6,708 S.F. (32.12%)
EXISTING CONDITIONS IMPERVIOUS AREA	=	14,181 S.F. (0.33 AC)
PROPOSED SITE CONDITIONS:		
PROPOSED BUILDING FOOTPRINT	=	9,239 S.F. (44.23%)
PROPOSED CONC PAVT./WALK/PATIO AREA, BUILDING LOWER LEVEL/PLANTER BOXES	=	7,838 S.F. (37.52%)
PROPOSED GREENSPACE	=	3,812 S.F. (18.25%)
PROPOSED CONDITIONS IMPERVIOUS AREA	=	17,077 S.F. (0.39 AC)
OUTSIDE PROPOSED PARKING SUMMARY:		
REGULAR STALLS	=	36 (PLUS 32 INSIDE BLDG)
ADA ACCESSIBLE STALLS	=	2 (INSIDE BLDG)
TOTAL STALLS PROVIDED	=	38 (PLUS 32 INSIDE BLDG)

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

	DATE	REVISIONS	DRAWN BY
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MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
SITE GEOMETRIC AND PAVING PLAN

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PROJECT NO. 66815621
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PROJ. MGR RWG
PROJ. ASSOC NEK
DRAWN BY TLM

SHEET
3 OF 8

September 07, 2022 11:44:45 a.m. AcadVer:22.0s (LMS Tech)
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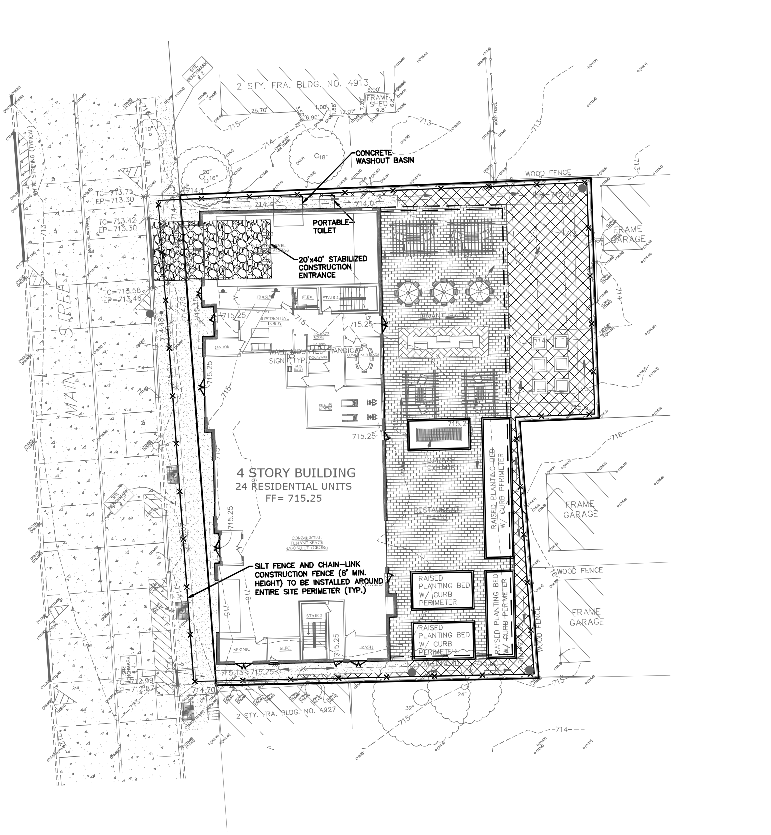
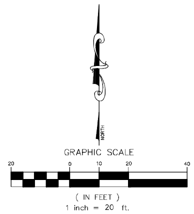




DOWNERS GROVE EROSION CONTROL NOTES:

A. AN INITIAL SEDIMENTATION AND EROSION CONTROL INSPECTION IS REQUIRED PRIOR TO STARTING CONSTRUCTION. THE APPLICANT IS DIRECTED TO CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT AT 630-434-5529 TO SCHEDULE THIS INSPECTION; THIS NOTIFICATION SHALL BE AT LEAST 24 HOURS IN ADVANCE OF CONSTRUCTION.

B. THE SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE ANY LAND IS DISTURBED ON THE SITE.

C. STOCKPILES OF SOIL SHALL NOT BE LOCATED WITHIN ANY DRAINAGEWAYS, FLOODPLAINS, WETLANDS, BUFFERS OR LPDAs.

D. SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR ANY SOIL STOCKPILE IF IT IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS INCLUDING A DOUBLE ROW OF SILT FENCE OR COIR ROLL.

E. PROPERTIES DOWNSTREAM FROM THE SITE SHALL BE PROTECTED FROM EROSION IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION.

F. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION

G. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN SEVEN DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN SEVEN DAYS AFTER THE FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN SEVEN DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.

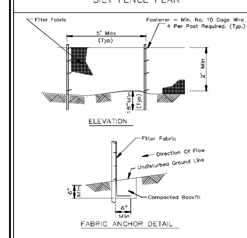
H. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.

I. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED TO PREVENT THE DEPOSITION OF SOIL ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY.

J. ALL TEMPORARY EROSION CONTROL MEASURES NECESSARY TO MEET THE REQUIREMENTS OF THE VILLAGE OF DOWNERS GROVE STORMWATER AND FLOOD PLAIN ORDINANCE SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION AND CONTROL MEASURES ARE OPERATIONAL.

K. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.

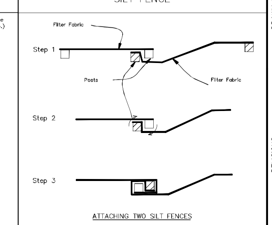
SILT FENCE PLAN



NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

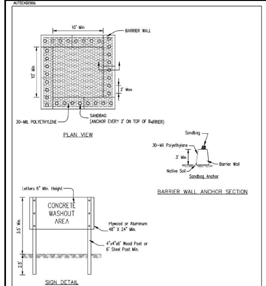
NRCS — STANDARD DWG. NO. IL-620, SHEET 1 OF 2, DATE 11-20-01

SILT FENCE



NOTES:
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Drive both posts a minimum of 18 inches into the ground and bury the flap.

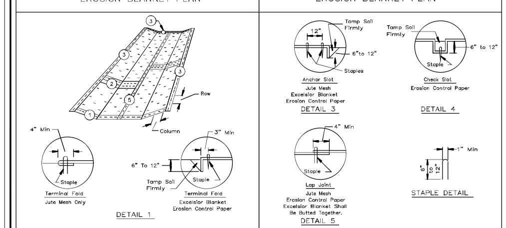
NRCS — STANDARD DWG. NO. IL-620-2, SHEET 2 OF 2, DATE 1-29-99



NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the faciliities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. The concrete washout facility is intended for concrete, masonry, & slurry.

TEMPORARY CONCRETE WASHOUT FACILITY – BARRIER WALL

EROSION BLANKET PLAN



NOTES:
1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x 225' roll of material and 125 staples are required per 4'x 150' roll of material.
3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
4. All terminal ends and transverse laps shall be stapled at approximately 12" intervals.

NRCS — STANDARD DWG. NO. IL-530, SHEET 1 OF 2, DATE 5-24-94; STANDARD DWG. NO. IL-530, SHEET 2 OF 2, DATE 3-1-95

SPECIAL CONCRETE WASHOUT NOTE:

CONCRETE WASHOUT SHALL BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHALL NOT BE ALLOWED TO ENTER STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ALL WASTE SHALL BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHALL BE DESIGNATED WITH PROPER SIGNAGE (SEE PLAN).

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

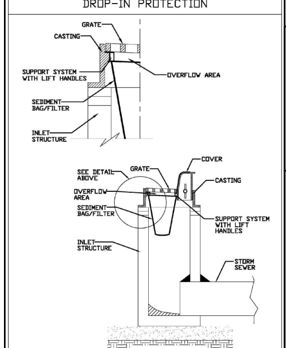
- P = PAVEMENT
- R = RIM (OR RADIUS)
- TC = TOP OF CURB
- SW = WALK (OR TOP OF WALK)
- FF = FINISHED FLOOR
- EP = EDGE OF PAVEMENT
- FL = FLOW LINE
- TW = TOP OF WALL ELEV
- BW = BOTTOM OF WALL (GRADE) ELEV
- TDC = TOP OF DEPRESSED CURB

SOIL EROSION AND SEDIMENT CONTROL SCHEDULE

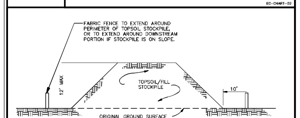
1. UPDATE EROSION CONTROL AS NECESSARY THROUGHOUT CONSTRUCTION UNTIL FINAL STABILIZATION.
2. CONDUCT EROSION AND SEDIMENT CONTROL PRECONSTRUCTION MEETING WITH APPROPRIATE AGENCIES AND CONTRACTORS.
3. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
4. INSTALL PERIMETER SEDIMENT CONTROL MEASURES.
5. INSTALL PROTECTION FOR EXISTING INLET STRUCTURES.
6. BEGIN SEDIMENT AND EROSION CONTROL OBSERVATIONS ON A WEEKLY BASIS, AS WELL AS AFTER EVERY 1/2" PRECIPITATION EVENT.
7. REMOVE EXISTING VEGETATION AS NEEDED FOR GRADING. VEGETATION SHOULD REMAIN IN AREAS THAT WILL NOT UNDERGO INITIAL GRADING.
8. CONDUCT SITE GRADING, INCLUDING STABILIZATION OF ALL STEEP SLOPES, DRAINAGE CHANNELS, AND ALL DISTURBED AREAS AS THEY ARE COMPLETED; I.E., SEED, BLANKET, MULCH, RIPRAP, ETC.
9. STABILIZE TOPSOIL STOCKPILES WITH PERIMETER PROTECTION AND TEMPORARY SEED IF NOT IN USE FOR OVER 14 DAYS.
10. CONDUCT UTILITY INSTALLATION AND INSTALLATION OF INLET PROTECTION.
11. TEMPORARILY SEED ALL AREAS THAT WILL NOT BE WORKED ON FOR OVER 14 DAYS.
12. CONDUCT ROAD AND CURB INSTALLATION; CONDUCT CONCRETE WASHOUT INSTALLATION. IMPLEMENT STREET CLEANING PROGRAM.
13. CONDUCT BUILDING CONSTRUCTION AND PERMANENT SEEDING OR SODDING AS AREAS ARE COMPLETED.

EC-CHART-02

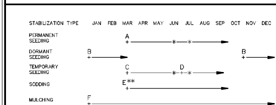
INLET PROTECTION – PAVED AREAS DROP-IN PROTECTION



STANDARD DWG. NO. IUM-561D, SHEET 1 OF 1, DATE 01-11-11



EC-STOCK-01



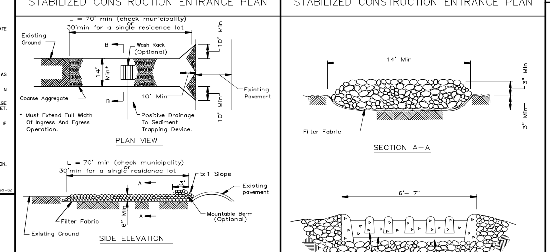
A. KENTUCKY BLUEGRASS 90 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS/ACRE
B. KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE + 2 TONS STRAW MULCH/ACRE
C. SPRING OATS 100 LBS/ACRE
D. WHEAT OR CEREAL RYE 150 LBS/ACRE
E. SOD
F. STRAW MULCH 2 TONS/ACRE

* IRRIGATION NEEDED DURING JUNE AND JULY

** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

EC-SEED-03

STABILIZED CONSTRUCTION ENTRANCE PLAN



NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class , I orII and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

NRCS — STANDARD DWG. NO. IL-630A, SHEET 1 OF 2, DATE 8-18-94; STANDARD DWG. NO. IL-630B, SHEET 2 OF 2, DATE 8-18-94

CONSTRUCTION PHASING

1. INSTALL CHAIN LINK FENCE AND EROSION FENCE
2. DEMO EXISTING BUILDING, CANOPY, AND PORTION OF EXISTING ASPHALT FOR BUILDING CONSTRUCTION.
3. CREATE BUILDING PAD AND START BUILDING CONSTRUCTION.
4. USE EAST PORTION OF EXISTING ASPHALT AS CONSTRUCTION STAGING AREA AND ONLY REMOVE AS NECESSARY.
5. INSTALL UTILITIES
6. GRADE FOR NEW PAVEMENT
7. INSTALL NEW PAVEMENT
8. INSTALL LANDSCAPE & RESTORE SITE.

NOTE: CONSTRUCTION TRAFFIC MUST ENTER PROJECT SITE UPON ARRIVAL. THERE SHALL BE NO CONSTRUCTION TRAFFIC WAITING ON VILLAGE ROADS.

LEGEND

- STORM DRAINAGE STRUCTURE
- INLET PROTECTION
- TREE PROTECTION
- SILT FENCE W/CHAIN LINK FENCE ADJACENT
- STABILIZED CONSTRUCTION ENTRANCE
- TOPSOIL RESPREAD, PERMANENT SEEDING AND EROSION CONTROL BLANKET OR SODDING (TOPSOIL AND SOD WITHIN R.O.W.)

September 01, 2022 4:44:45 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66815621 – 4915 MAIN STREET APTS\300_ENGINEERING\310_CADD\FINAL\668_BASE.DWG

	DATE	REVISIONS	DRAWN BY
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2	08/08/22	PER VILLAGE COMMENTS	NEK
3	08/16/22	PER VILLAGE COMMENTS	TLM
4	08/30/22	PER VILLAGE COMMENTS	TLM
5	09/01/22	PER VILLAGE COMMENTS	TLM

MAIN STREET APARTMENTS
DOWNERS GROVE, ILLINOIS
SOIL EROSION AND SEDIMENT CONTROL PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
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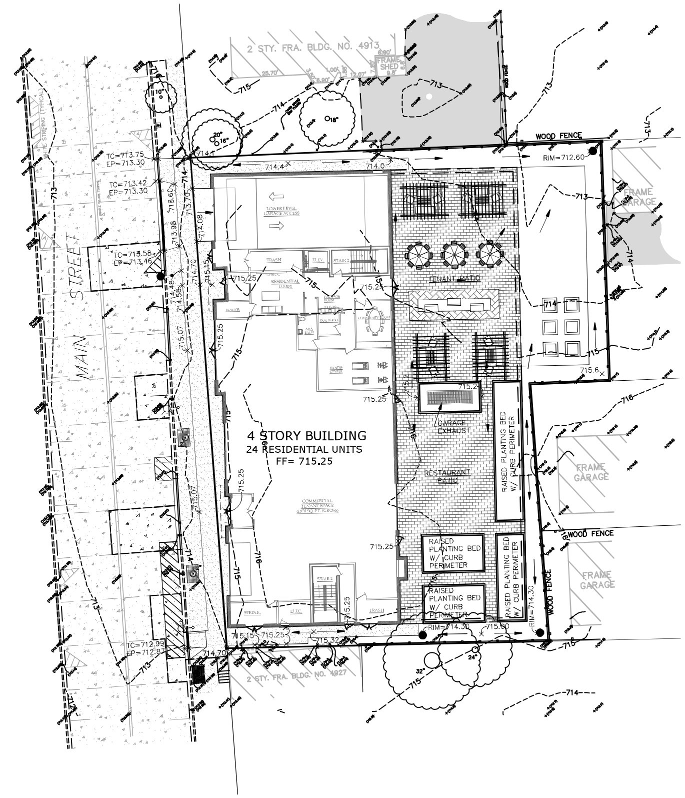
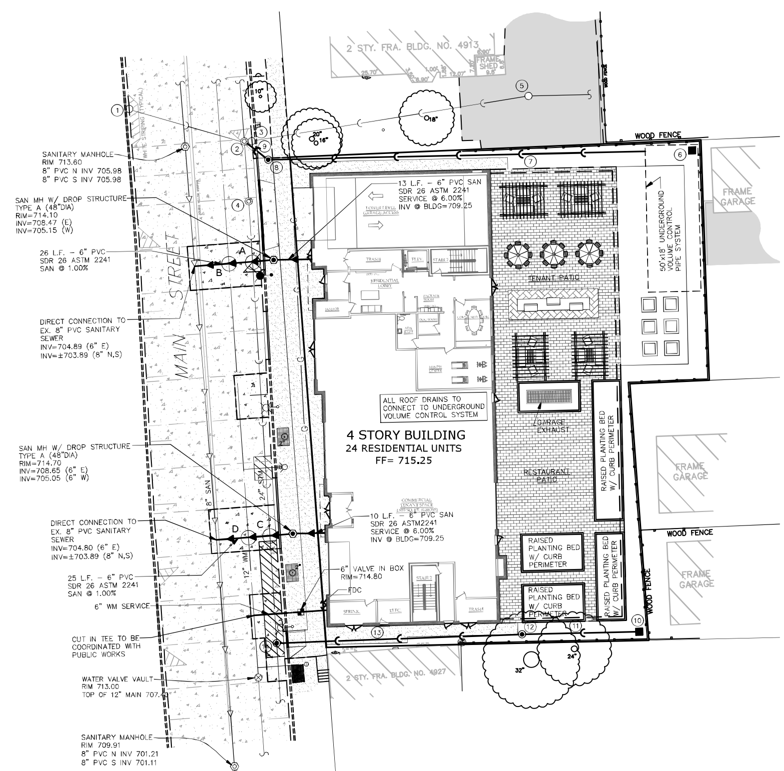
630.480.7889
www.rwg-engineering.com

PROJECT NO. 66815621
DATE 07/01/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. NEK
DRAWN BY TLM

SHEET 4 OF 8



GRADING PLAN



UTILITY PLAN

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

UTILITY NOTES:

1. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE)
2. UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION – IE INCLUDING LENGTH OF FLARED END SECTION)
3. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
4. CONNECTIONS TO EXISTING SEWERS OR WATERMAINS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
5. EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
6. SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 2' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS.
7. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
8. ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.
9. EXISTING WATER SERVICE DISCONNECTION AND THE PROPOSED WATER SERVICE CONNECTION SHALL BOTH BE MADE AT THE MAIN.
10. THE PROPOSED SERVICE LOCATION MUST BE AT LEAST 18" FROM THE EXISTING SERVICE DISCONNECTION.
11. PROPOSED WATER SERVICE MUST MAINTAIN A MINIMUM HORIZONTAL SEPARATION OF 10' FROM SANITARY SERVICE.
12. NEW WATER SERVICE MUST BE A MINIMUM OF 4' FROM A FIRE HYDRANT.

UTILITY SCHEDULE	
STORM SEWER	
(1) EX. CURB INLET RIM=712.50 INV=709.82 (12" DIP SE)	(2) EX. STORM MANHOLE RIM= 712.50 INV=709.49 (12" DIP NW) INV=708.54 (24" RCP N) INV=708.49 (24" RCP S) **INV=708.65 (12" RCP SE)**
(3) EX. CURB INLET RIM= 712.50 INV=709.01 (6" PVC NE) INV=708.23± (24" RCP W)	(4) EX. STORM MANHOLE RIM=713.46 INV=708.41 (24" RCP N) INV=708.36 (24" RCP S)
(5) EX. CATCH BASIN RIM=712.60 INV=710.40 (6" PVC SW) INV=710.40 (4" PVC E)	**(6) STORM INLET TYPE A (24" DIA.) RIM=712.60 INV=710.10**
(7) 129 L.F. – 12" RCP @ 1.05%	**(8) STORM MH TYPE C (48" DIA.) RIM=714.10 INV=708.75**
(9) 10 L.F. – 12" RCP @ 1.00%	**(10) STORM INLET TYPE A (24" DIA.) RIM=714.60 INV=712.10**
(11) 41 L.F. – 12" RCP @ 1.00%	**(12) STORM MH TYPE C (48" DIA.) RIM=714.60 INV=711.69**
(13) 80 L.F. – 12" RCP @ 1.00%	**(14) STORM MH TYPE C (48" DIA.) RIM= INV=710.89 (12" E) INV=±708.25 (24" N,S) (VERIFY IN FIELD)**

UTILITY CROSSING SCHEDULE

CROSSING	SIZE (IN.)	MATERIAL	UTILITY	BOTTOM OF PIPE	TOP OF PIPE	CLEARANCE
A	24	RCP	STM	708.11		2.53'
	6	PVC	SAN		705.58	
B	12	DIP	WM	707.00		1.50'
	6	PVC	SAN*		705.50	
C	24	RCP	STM	708.05		2.58'
	6	PVC	SAN		705.47	
D	12	DIP	WM	706.90		1.50'
	6	PVC	SAN*		705.40	

* SEWER PIPE TO BE WATER MAIN EQUIVALENT STANDARDS FOR APPROPRIATE WATER MAIN PROTECTION

NOTE: A FINAL GRADING SURVEY IS REQUIRED AT THE COMPLETION OF THE PROJECT, INCLUDING AN ELECTRONIC COPY (.TIFF FORMAT). IT SHALL INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS:

A) TOP OF FOUNDATION ELEVATIONS FOR ALL NEW STRUCTURES

B) SPOT GRADES ADJACENT TO THE FOUNDATIONS OF ALL NEW STRUCTURES

C) ALL NEW IMPERVIOUS AREAS INCLUDING THOSE MADE OF CONCRETE, ASPHALT AND BRICK

D) STOOPS OUTSIDE OF DOORWAYS

E) PROVIDE UPDATED CALCULATIONS OF THE AS-BUILT IMPERVIOUS AREAS. TABULATE TO SHOW THE NET INCREASE IN IMPERVIOUS AREA (ANY INCREASE IN IMPERVIOUS AREA FROM THE PROPOSED WILL RESULT IN AN ADDITIONAL FEE).

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

P = PAVEMENT
R = RIM (OR RADIUS)
TC = TOP OF CURB
SW = WALK (OR TOP OF WALK)
FF = FINISHED FLOOR
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TW = TOP OF WALL ELEV
BW = BOTTOM OF WALL (GRADE) ELEV
TDC = TOP OF DEPRESSED CURB

GRADING LEGEND

	EXISTING	PROPOSED
CONCRETE HEADWALL		
PRECAST FLARED END SECTION	▷	▶
STORM DRAINAGE STRUCTURE	○	●
RETAINING WALL		
CONTOUR	749	749
5' CONTOUR	750	750
SPOT ELEVATION	×(750.00)	×750.00
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

GRADING NOTES:

1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
2. HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%
3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER PROPERTY LINES.
4. THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
5. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).
7. SLOPES ACROSS OPEN SPACE AREAS SHALL NOT EXCEED 3:1
8. PAVEMENT SLOPES SHALL NOT EXCEED 8%
9. AREAS TO BE GRADED AND PREPARED FOR SEEDING OR SOD SHALL INDICATE A MINIMUM OF FOUR (4) INCHES OF TOPSOIL.

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2	08/08/22	PER VILLAGE COMMENTS	NEK
3	08/16/22	PER VILLAGE COMMENTS	TLM
4	08/30/22	PER VILLAGE COMMENTS	TLM
5	09/01/22	PER VILLAGE COMMENTS	TLM

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GRADING AND UTILITY PLANS

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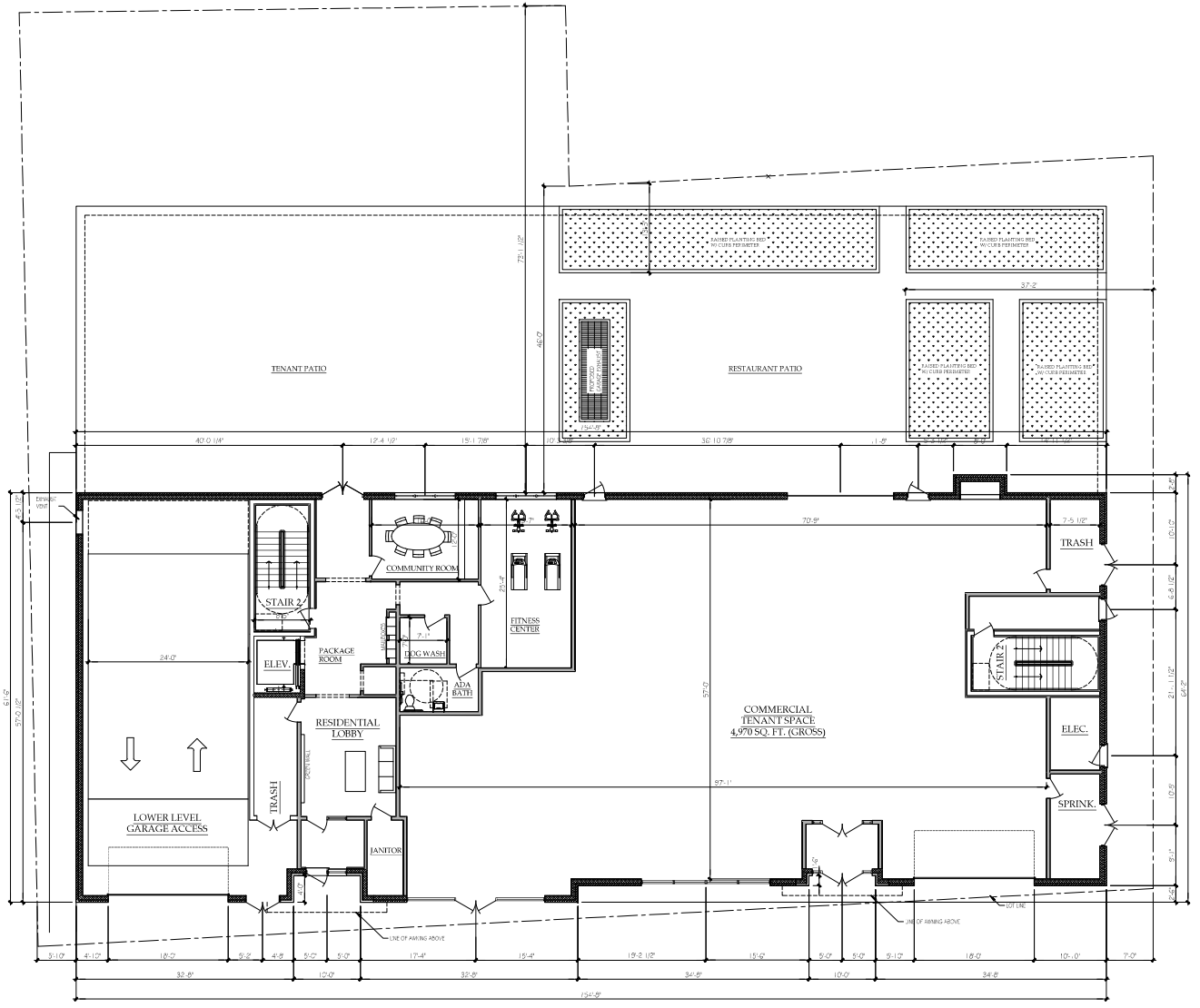
SHEET
5 OF 8



GROUND FLOOR/SITE PLAN

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

9,258 SQ. FT. (GROSS)

Mixed-Use Development
4915 - 4923 Main Street, Downers Grove, IL 60515

Barriere Properties
4915 Main Street, Downers Grove, IL 60515
(630) 918-2083

studio21 architects
5012 Fairview Ave.
Downers Grove, IL 60515
630.789.2513
studio21architects.com

DATE
09/02/22

REVISIONS

PROJECT
21186

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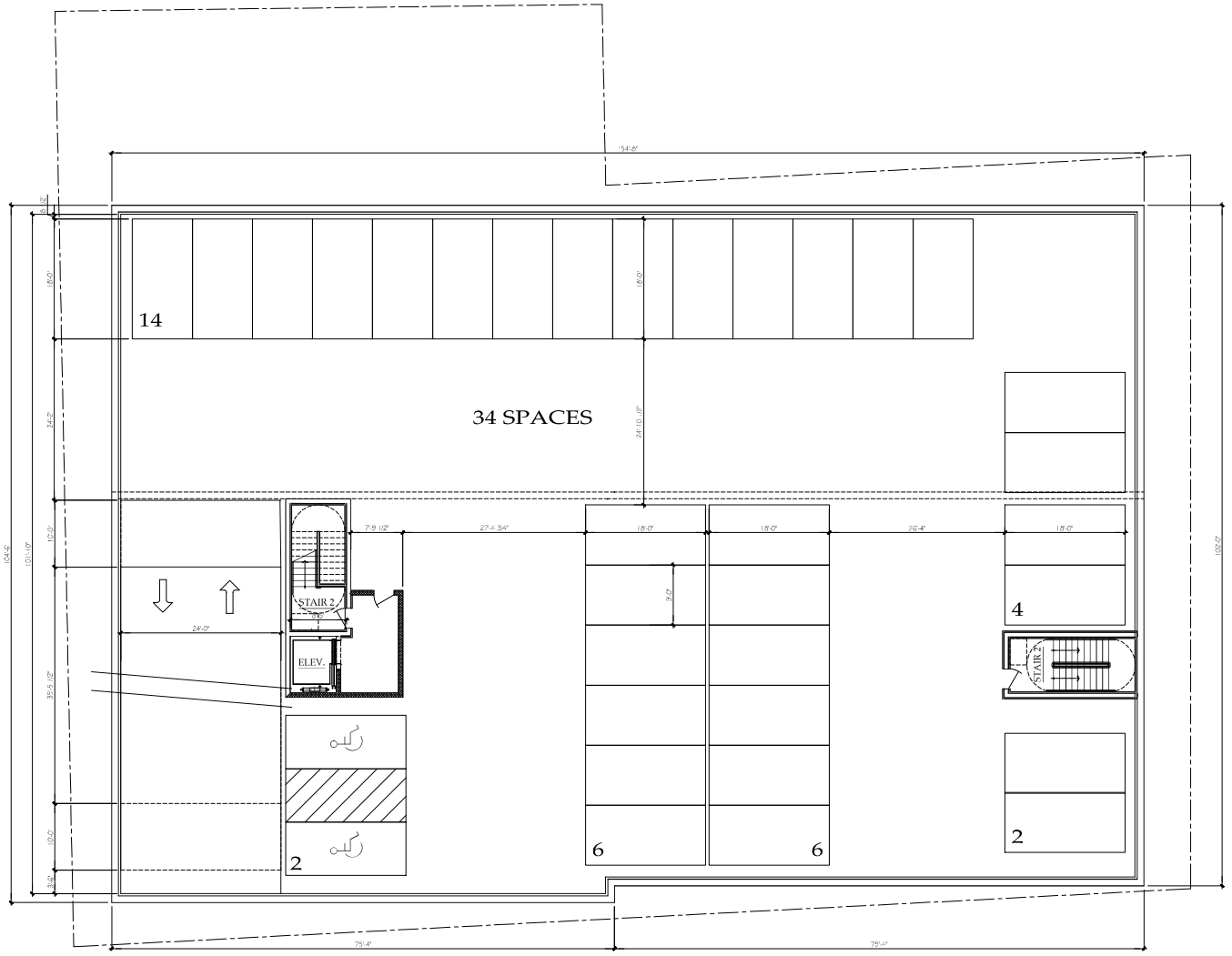

PARKING LL1

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

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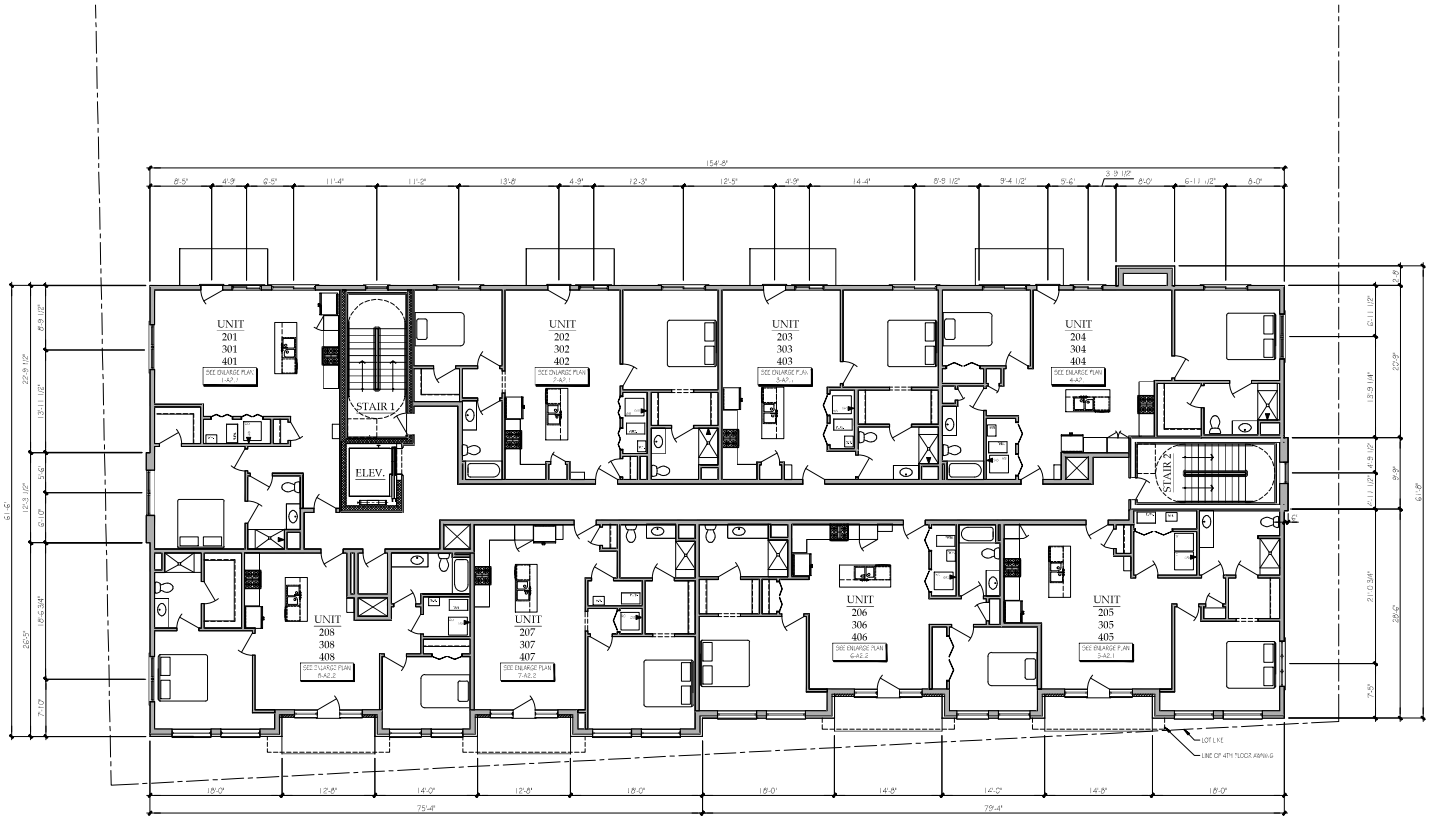

4 - TWO BED, 4 - ONE BED

RESIDENTIAL UNIT FLOOR 2 & 3

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

9,160 SQ. FT. (GROSS)

Mixed-Use Development
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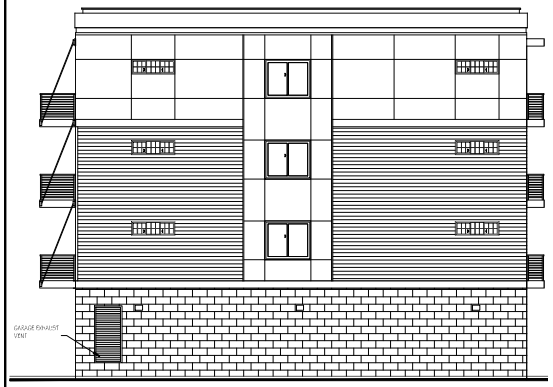
DATE 09/02/22

REVISIONS

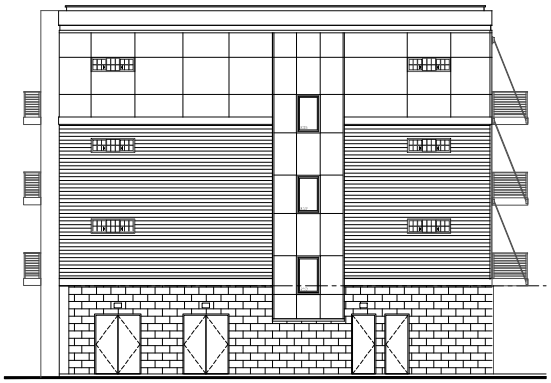
PROJECT 21186

SHEET A2.0



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

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



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

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

Mixed-Use Development
4915 - 4923 Main Street, Downers Grove, IL 60515
Barriere Properties
4915 Main Street, Downers Grove, IL 60515
(630) 918-2083

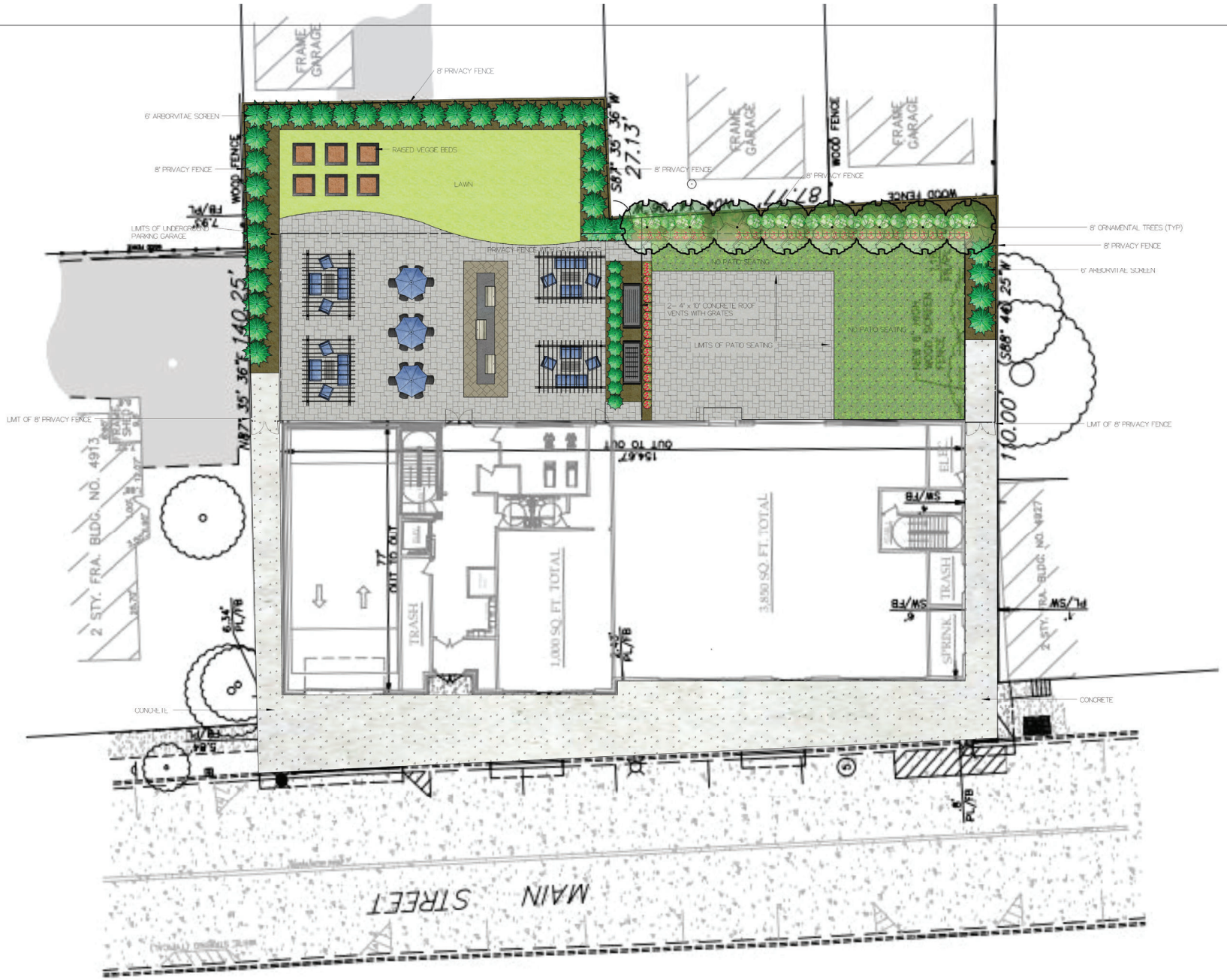
studio21 architects
5012 Fairview Ave.
Downers Grove, IL 60515
630.789.2513
studio21architects.com

DATE
09/02/22

REVISIONS

PROJECT
21186

SHEET
A4.0



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Scale: 1" = 10'
Date: 6/21/22
Drawn: bk

Revised:
7.28.22
8.31.22
9.6.22

4915 Main Street, Downers Grove

Conceptual Landscape Plan

GREEN GRASS landscape architecture & construction
www.greengrasslandscape.com
1597 Warren Ave
Downers Grove, IL 60515
Phone: 630.353.1709

APPROVED

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

August 22, 2022, 7:00 P.M.

FILE 22-PLC-0017: A PETITION SEEKING APPROVAL OF A PLANNED UNIT DEVELOPMENT, A REZONING FROM DB TO DB/PUD AND A SPECIAL USE TO CONSTRUCT A 4-STORY MIXED USE BUILDING WITH COMMERCIAL SPACE ON THE GROUND FLOOR AND 24 RESIDENTIAL UNITS ON THE 3 UPPER STORIES. THE PROPERTY IS LOCATED 270 FEET NORTHEAST OF THE INTERSECTION OF ROGERS STREET AND MAIN STREET, COMMONLY KNOWN AS 4915 MAIN STREET, 4919 MAIN STREET AND 4923 MAIN STREET, DOWNERS GROVE, IL (PIN 09-08-117-005, -006, AND -007. BARRIERE PROPERTIES, LLC AND URS-JDJAC25 LLC, OWNERS AND ADAM BARRY, PETITIONER.

Adam Barry, 1908 Hitchcock, introduced himself as the petitioner and owner of Barriere Properties. He indicated that the he is seeking approval of a PUD to construct a four story mixed us building that will have 24 residential units and commercial on the first floor. The current property is zoned Downtown Business and currently has two story commercial uses in former single-family homes. He feels that the properties north of the BNSF are decades old and lacks a pedestrian feel, with buildings that lack cohesion. Many of the commercial buildings are offices and lack restaurant options. Most buildings in this area are surrounded by parking and use many curb cuts, which doesn't have a downtown feel.

Mr. Barry then provided an overview of the proposed building including the architecture of the project. He indicated that the development will meet all zoning requirements, with the exception of the underground parking garage and provided an overview of the associated setbacks. He indicated that multiple discussions occurred with Village staff on the project and multi-family with the addition of commercial space was determined to be the best use. He then provided an overview of the outdoor amenities located in the rear, which included separate patios for both the restaurant and the residential uses. He then proceeded to provide an overview of the street side improvements included the reduction of access points to one and an expansion of the existing sidewalk. Mr. Barry then provided an overview of the construction and material selection for the building.

Mr. Barry then provided overview of the height stating that the building will be constructed to 46 feet, under the 70-foot requirement. A summary of the underground parking garage was then provided including confirmation that the parking would meet Village Code. He then stated that the building will be targeted for a 55 plus old community and the apartments would be upscale similar to recent downtown developments. He concluded that he is seeking approval of the PUD for the mixed-use building and that the request meets all standards and consistent with the objectives of the Comprehensive Plan. He hopes that this will serve as a catalyst for future development in the area and the north side of the tracks. The development is a long-term investment and appreciates the counsel of the commission and nearby residents for this project. He then stated that he is open to any questions the commission may have.

Commissioner Dmytryszyn requested that he provide a summary of how stormwater will be handled for the project. Mr. Barry provided an overview of the stormwater facility and

infrastructure that will be provided and referenced the facility location on the northeast corner of the site.

Commissioner Boyle clarified the location of the outdoor seating. Mr. Barry provided an overview of the outdoor amenities for the restaurant and the apartments. Commissioner Boyle then inquired if restaurant operators were consulted on the proposed space and if there was concern about parking. Mr. Barry indicated that there is parking available in Village parking lots such as near the Tivoli and across from Starbucks, that are free after certain hours, similar to what other businesses get to use in the area. Commissioner Boyle then inquired about the layout of the residential units. Mr. Barry provided an overview of the units and referenced his presentation, indicated there would be a mixture of 1 and 2 bedroom units. Lastly, Commissioner Boyle clarified what variances are being requested. It was indicated, that at the deviation for the rear setback is being requested for the underground parking garage.

Commissioner Patel inquired if there was going to be a loading area for deliveries and move ins and how that would work with traffic. Mr. Barry provided an overview of the loading zone that will be provided on the street, and would also be open to turning restrictions for residents leaving the building.

Chairman Rickard invited for any additional public comment.

Jeremy Shilga indicated that his backyard is immediately south of the project and he purchased his home 2 years ago in hopes of restoring his home. He indicated that 46 feet of the southern border of the property is zoned DB, but the remaining 64 feet is adjacent to residential and 10 to 15 feet of the building border a residential property line. His other stated concern is that this side of the tracks lacks the infrastructure that the south side of the tracks offers. The 2017 Comprehensive Plan indicated that the Starbucks property would become public parking. He stated he is also concerned that there is no precedent to have outdoor seating adjacent to residential and concerned about the hours of operation. He is also concerned about the proposed fencing is not sufficient for the outdoor area that is 7 feet from the property line.

Leonard Fisher indicated that he is concerned about the location and depth of the proposed stormwater facility and that with the proposed fencing he does not have sufficient space to access the rear of his garage.

Scott Richardson, stated it was not clear how access would occur for the project and is concerned about the amount of development that is occurring in the downtown and the traffic impact. He says it very difficult to travel along Main Street and all the town cares about is tax dollars. He feels this project is too big and too dense.

Vincent Barrett stated he has lived here his whole life and mentioned in the past a realtor acquired 4917 Highland and attempted to build a parking lot in a residential backyard and his family banded together to save the neighborhood. He agreed with one of the previous speakers that the outdoor area should not be seven feet from somebody's backyard with children and was concerned about the hours of operation. He feels the petitioner is not asking for a special use, but he is asking for precedent and the next building may be five stories with two restaurants and projects like this will tear apart the neighborhood and he is against this development.

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Joe Burkett said he moved here a year and a half ago and loves Downers Grove because it combines the best things about Paris such as the walkability and commercial activity, that is very close and also features big yards like you see in Atlanta. He feels prior Plan Commissions have done a great job and when he first heard about this development, it was a bit concerning. He wasn't aware that this was zoned Downtown Business, but when he went through the regulations it says that Downtown Transition is meant to accommodate and promote transitional land use and development patterns between the DB and DC zoning districts and low density residential areas. He then reviewed the zoning map and could not find one spot that was downtown business right next to single-family properties. It does not make sense to him that this would be zoned for 70 foot buildings right next to residential. He could not find any other examples of a 40-foot building right next to single family. He feels that there is many things that can be done with this property and that the proposed parking is at the bare minimum and voiced concerned about the size of the proposed restaurant. Concern was also stated about there being insufficient parking on the north side of downtown.

Stephanie Lucas stated her concern about recent development activity but found solace that the code provides for downtown transitional. In reference to the Comprehensive Plan she indicated that the downtown business area is uniquely located adjacent to the downtown core district with denser commercial development in the downtown transition district in residential neighborhoods with residential characteristics. She stated that she has no idea why we have no transition on this block and recognized that is not the issue to be discussed today; but considering the definition of downtown transition, the guidelines are intended to help prevent intensive downtown development from encroaching into stable residential appearance. She reviewed the Comprehensive Plan and understands that the document is part of the Commission's research and data, but she offered observational data. She stated that the parking that is in the area is already used by St. Joseph and the Tivoli Theater, in addition to other businesses. There is not parking available for an additional restaurant. She then further stated that she is concerned about stormwater management and appreciates the development considered this, but anecdotally she feels the neighborhood is experiencing increased water issues. She then also stated that there will be concern for the lights that will emit from the balconies and people hanging out on their balconies looking in their backyards. Lastly, she stated that the development is inconsistent with the building surrounding the development and that the building massing and height should be proportionate to adjacent buildings.

Charles Stava agrees with all the previous comments and has concern about the proposed traffic. He has always been concerned about the truck traffic for deliveries such as by Starbucks, in addition to not enough parking. He feels that the Plan Commission is disrespecting the residents, just like what happen with the Marquee Condo building that had two large apartment buildings constructed right next to it and how close those buildings are to each other.

Steven Jagielo stated his property runs adjacent to the subject property. He stated he was really engaged with the downtown zoning that occurred in 2018 and communicated with Village Staff, including Stan Popovich. He noted that the subject property is one of two unique properties that is located in the downtown, as it is zoned Downtown Business, but is recommended as Downtown Transition in the Comprehensive Plan. The other is the West Suburban Bank building. He stated that the Village Council left the properties as Downtown Business, because the Downtown Transition District would not allow for the uses that already existed on the block. He is asking that the commission consider this area as downtown transitional and keep it in line with the guidelines

that recommend downtown transition, such as building height, that allowed for no higher than 36 feet or three stories, whichever is less. He then passed out pictures to show what this could look from the residential properties located on Highland.

Margie Anderson asked if she could have a copy of the traffic study. Chairman Rickard indicated that the traffic study was included as part of the packet, which is available online.

Jonathan Klausa agrees with the other concerns that have been stated this evening and was concerned about the precedent this would set and the underground garage would complicated the already underperforming stormwater situation on his block. He was also concerned about the impact the outdoor seating would have on the single-family homes.

Jayne Jaramillo indicated that she is newest homeowner on the block and felt that this development was very discouraging to hear about. She previously lived in luxury condos and what drew here to Downers Grove was the older homes and preserving them. She feels the neighborhood feel will be lost with the placement of apartments that don't help grow families. She also stated concern about the number of patrons that the restaurant would draw.

Jeremy Shilga returned to the podium and stated that that he is commissioner with the traffic and parking commission for the last two years. He made the point that a traffic study has not been completed north of the tracks.

Deborah Stava feels that Main Street is a nightmare and that they have a senior building right across the street from them and ambulances and fire trucks are constantly coming that building. When there are festivals and Main Street is closed down, the traffic pours down their street. With this project the traffic is not only going to affect Highland, but the two blocks in each direction. She also stated concern about the restaurant and every time the fire alarm goes off, the whole building will need to evacuate. She asked that the Plan Commission think about safety first before money or anything else.

David See stated that they have concern about the zoning and that another tall structure will be built in town. He stated that on Gilbert they have many beautiful homes that are being torn down like the townhomes that were built there. He inquired about how much more tax dollars does the Village want to grab and what about the precedent that this will set. He was also concerned about the amount of transients, the occupancy rates of other new apartment buildings and the creep of the rezoning.

Brian Barbato, agrees that there this a lack of infrastructure on the north side of the tracks and that this is the wrong building for this part of town. He feels this building does not look like anything else and would be looking for something similar to Georgia Courts.

An inquiry was made regarding a light study and if it was conducted for the project. Chairman Rickard indicated that was completed for the project and they would need to follow Village Ordinance.

Chairman Rickard then invited staff to make their presentation.

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Ms. Flora Leon, Senior Planner, summarized the request stating that the petitioner was requesting approval for a special use, planned unit development, and rezoning. She noted that the proposed scope of work included the construction of a four story mixed-use building with commercial space on the ground and 24 units on the floors above. She provided both a downtown context map and a location map and noted that the subject property was located south of Franklin Street and east of Main Street. She then shared a photo of the public hearing sign that was posted and noted that a phone call was received inquiring more information about the petition. Ms. Leon then provided existing conditions of the parcels and stated that while all the buildings were residential they were currently occupied by commercial office uses.

Ms. Leon provided the parking level plan and summarized the proposed work. She noted that there would be a reduction in curb cuts from three to one. The proposed garage entrance would be located along the north side of the building. Four parallel parking spaces along Main Street will be proposed along with a 40-foot long loading zone for restaurant deliveries and tenant moving trucks. Additionally, the sidewalks along Main Street will be expanded to the inside of the curb. Ms. Leon then provided the ground floor plan for review. She noted that there would be dedicated commercial space with the intention for this space to be occupied by a restaurant. She then highlighted the rear setback and noted that while the required was 46 feet the garage below grade was only 3 feet setback. This requested deviation was highlighted in table two of the staff report. Next, she presented the front elevation and noted the proposed materials included glass roll up doors, limestone block face, decorative lighting, and metal canopies. Along the rear and side of the proposed building the petitioner proposed the use of fiber cement panel siding to create a smooth transition to the single family residential neighborhood. Ms. Leon then noted that the proposed development was deemed to be in substantial compliance with the Downtown Design Guidelines. She then directed the Plan Commission to pages 5 and 6 of the staff report for detailed notes on the design.

Ms. Leon also noted that the development was consistent with the Comprehensive Plan.
She then provided the criteria for the rezoning, planned unit development, and special use and noted that staff believed the criteria had been met. If the board agreed Ms. Leon indicated that a draft motion could be found on page 8 of the staff report for the Commission's review.

Chairman Rickard confirmed that the there are no parking requirements for the commercial portion of the project and what was required for the residential portion. Ms. Leon confirmed that there was no parking required for the commercial and that residential required 1.4 parking spaces per unit.

Chairman Rickard then inquired what the separation was supposed to be for the outdoor area. Ms. Leon indicated that the minimum setback is 5 feet. The proposed plans have a seven-foot setback for the patio on the south side of the property and an approximate 25-foot setback to the east for the amenity patio for the apartment use. Chairman Rickard also clarified what the fence requirements are for the outdoor area. Ms. Leon clarified that a 6-foot solid fence is required.

Chairmen Rickard then confirmed if a landscape plan was required. Ms. Leon indicated that a landscape plan was required per the PUD. This was provided in the packet.

Commissioner Dmytryszyn confirmed that the curb cut would lead to an underground garage. Ms. Leon confirmed that was correct.

Commissioner Maurer, commented that he appreciated everyone coming here this evening and the only reason we are here is because the applicant is requesting a PUD, which we used when the project needs to deviate from the underlying zoning code. In this case the developer is building everything else to code, but the rear setback for the parking garage, which code requires a 46 foot setback and the below grade parking will be three feet from property line. We are here to give a recommendation and everyone in attendance can also attend the Village Council, which will make the final decision. He then inquired that they are only here because of the three foot setback. Ms. Leon clarified that this application is in front of the Plan Commission because of a mixture of things. The PUD offers flexibility and the ability to develop a mixed-use building, and not just because of the deviation.

Planning Manager Zawila further added that the development in front of the Plan Commission is also asking for a special use for the multi-family component. The Commission must utilize the standards in front of them to review the special use in addition to the PUD. That's something that. The PUD is being requested not only for the deviation, but the development itself as a mixed-use building. The site plan and associated elevations are also being reviewed by the Commission this evening.

Chairman Rickard clarified for the public that many comments were made this evening regarding stormwater and he summarized how that is reviewed and that is always addressed as part of the building permit review. Mr. Zawila further added that stormwater concerns are commonly brought up at these type of meetings and confirmed that staff reviews all development, not just the ones requesting zoning approvals under the same code. It is an administrative technical review and the Village, as full waiver community administers the DuPage County Stormwater Ordinance with our own local amendments. He then provided a brief history of recent updates to the Village Code, related to stormwater. Commissioner Maurer further stated that when these developments are approved and constructed, sites are brought up to code and they are in a better condition then they were before.

Chairman Rickard requested clarification on the zoning for the property. Ms. Leon confirmed that all three properties are zoned Downtown Business, although all existing structures have a residential appearance.

Commissioner Maurer confirmed if apartments are allowed special uses in the DB Zoning District. Ms. Leon confirmed that is correct. Commissioner Maurer then confirmed that the three requests in front of the Plan Commission this evening is for the special use, the PUD and the Map Amendment. Ms. Leon confirmed that is correct.

Mr. Zawila then further offered an overview of a PUD. He stated that the PUD, according to our zoning ordinance is an overlay district. It’s almost like its own zoning district and that’s why it's a map amendment in addition an approval that offers certain entitlements, with certain conditions and deviations from the Zoning Ordinance. It is intended to accommodate developments that may be difficult, if not impossible to carry out under otherwise applicable zoning district standards and the results, public benefits that are at least commensurate with the degree of the developments and flexibility provided. He then further stated that in our code, we list several types of development that might be appropriate for approval. As it relates to this development, this a mixed use developments, which contain a complimentary mix of residential and non-residential uses. As part of the recommendation the Plan Commission will be recommending approval of a PUD site plan,

which includes the site plan, building elevations and site specific deviations. The PUD, again, is not just for the deviations but the related site plans and related drawings.

Chairman Rickard inquired if a restaurant was not placed on the ground floor and the patio was not used, would the applicant need to come back for an amendment or is there additional conditions that can be placed. Mr. Zawila indicated conditions can be placed, but the Plan Commission should be aware of the underlying zoning rights that a DB property may have and care should be made when requiring parking, when it is not normally required in the downtown for most uses.

Commissioner Maurer again reiterated that they are here this evening because of the special use the deviation that is requested as part of the setback. Mr. Zawila reiterated that the special use, PUD and Map amendment request is why the application is in front of the Plan Commission this evening. To give the public perspective, if this building was just a commercial use that met all zoning requirements it would not have to go in front of Plan Commission, but would still require design review in front of the Historic Preservation and Design Review Board.

Commissioner Toth confirmed that the traffic study needed to estimate the amount of current traffic based on the fact that traffic is still lower then the past with the pandemic. Ms. Leon confirmed that is true and the Plan Commission has reviewed traffic studies that used a similar method over the last two years. He then further inquired what were the general conclusions of the study. Ms. Leon stated that the existing infrastructure could handle the proposed development. Mr. Zawila further added that the Village's Traffic Manager reviews the traffic study just like any other project and agreed with the conclusions of the study. Commissioner Toth further inquired if the study included traffic generation from the restaurant. It was confirmed the study did include that as part of its analysis.

Commissioner Boyle inquired if there are other developments in a transitional district that would allow for daylight between lots similar to the proposed development. Mr. Zawila attempted to clarify the question and Commissioner Boyle further explained that with PUDs the Plan Commission has some latitude with development and whether it is consistent with the Comprehensive Plan and impacts on the neighborhood. He is trying to evaluate the impact of having a patio adjacent to the backyards of abutting residential neighborhoods and if this would be a benefit to the existing landowner or the surrounding community. In response, Mr. Zawila stated that this Plan Commission has certainly reviewed commercial cases that are adjacent to single family residential and if it the Plan Commission's desire they may place additional conditions on to a development to minimize the impacts. Mr. Zawila stated that there have been several cases where fence height has been increased or the landscaping buffer was further expanded to help screen commercial uses from single-family residential. He further added that every case should be reviewed on its own merits, but wanted to provide examples on what was provided previously.

Chairman Rickard confirmed what is allowed with the outdoor dining program. Mr. Zawila confirmed that the Village does have an outdoor dining program which limits when outdoor dining can be used throughout the year. He mentioned that the Plan Commission did previously review a restaurant proposal in the downtown, adjacent to residential that did request year round use of a patio. That was not the case with development and it would be subject to the same requirements as other outdoor dining areas on private property.

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Commissioner Maurer confirmed that this development is being constructed to the allowable density. Mr. Zawila confirmed that was true. Commissioner Maurer then summarized the development request as it relates to the bulk regulations for the Downtown Business District.

Commissioner Dymtryszn asked staff what they felt was a reasonable height for a building that is located in the Downtown Business District that is allowed a 70 foot building height, but has a recommendation in the Comprehensive Plan for Downtown Transition and what would set precedent. Mr. Zawila clarified that the DB Zoning District allows for up to 70 feet, but must also have a minimum height of 32 feet. He then stated that staff will never use the word precedent and that every case is reviewed on its own merits. By not maximizing the height of the building, staff felt that the proposal in front of the Plan Commission was in line with recommendations of the Comprehensive Plan and supports the proposed height for this project.

Chairman Rickard invited the petitioner to return to the dais to offer closing statement and to address the questions from the evening.

Mr. Barry returned to the podium and stated that the original proposal was for a 57 foot building, but discussing the project with staff and with input from their first neighborhood meeting the height was reduced, in consideration of the neighbors. In regards to the stormwater plan for the project he invited his engineer to the podium to provide an overview of the plan.

Robert Gudmundson, stated he is the engineer for the project and indicated that the project will follow the Villages stormwater ordinance and provided a brief overview of the plan. Chairman Rickard confirmed if the stormwater control will be better then it is today. Mr. Gudmundson, confirmed that is correct.

Mr. Barry returned to the podium and agreed with his engineers findings. He then invited his architect to the podium to further talk about the proposed restaurant, related parking concerns and the building architecture and massing.

Bill Styczynski stated he is the architect for the project, and he has heard a lot of concerns about parking as it relates to the proposed restaurant use. He felt it was important to state that a restaurant can be constructed on this site by right with a building permit and would not be required to provide any parking. He then further discussed the massing of the project indicating that a four story building could also be built by right on the property and the deviation was necessary in order get the sufficient ramp space into the garage and the required parking. He believes his client would also be open to a taller fence and additional landscaping.

Mr. Barry returned to the podium and stated that the traffic study that was review by staff, concluded that there would be no discernable impact that would result from this project with the restaurant.

Commissioner Maurer stated that there are two reasons why we are here tonight, one of which is the special use for the multi-family and the second is related to the setback. The other factors that we have heard tonight related to zoning, screening, lighting will be taken care of with the building permit review, so in terms of that, it is hard to argue against this. He stated he is not a big fan of traffic downtown, but nobody this evening has mentioned transit oriented development. Because of the location of this building in relation to the train station, the traffic impact should be minimal.

Commissioner Patel supports the underground parking setback, since it will not be seen and it appears it will not affect the engineering of the project.

Commissioner Dymtryszn stated that he has concern about parking and that is challenge and Village Council needs to look at additional parking solutions, but he does not think that necessary applies to this specific development. He further stated that when he look at the definition of a PUD and what we're trying to improve, there's a couple of benefits that are at least commensurate with a degree of flexibility that will provide the zoning standards and the degree of flexibilities to do multifamily and to give a slight easing on the rear setback and thinks those benefits are sufficient.

Commissioner Maurer referenced that the multi-family is an allowed special use in the district and that Plan Commission is a recommending body and appreciates everyone's comments this evening.

Discussion then occurred on what additional conditions may be placed on the project. It was recommended that a condition should be placed on the approvals to increase the fence height to 8 feet, in addition to working with Village staff on hours of operation limitations ahead of Village Council consideration of the project.

Chairman Rickard stated the development seems reasonable to them. He noted there has been a lot of talk about traffic, congestion and parking, but thinks that is actually a good think for the north side of the tracks. He then provided an overview of the zoning about this property and the fact that multiple public hearings were held and it was ultimately determined that the zoning for this property should remain downtown business. He feels that the north side of track needs something to spur some economic development activity. He stated he lives on Main Street and other the rush hour the traffic is not bad. The project meets the height requirements and the variances they are asking for is not detrimental. The only thing that he struggles with is the outdoor patio element adjacent to residential properties and would be concerned about noise, but that being said a resident can have several people in their backyard, late at night and referenced his home as an example. He feels that controls should be placed on the hours of operation. He intends to support the project, with the idea that the fence height is increased and limitations of hours are placed on the outdoor patio.

Commissioner Boyle stated that at the very least a more significant fence should be placed adjacent to the patio area. He feels that this is a creative solution to keep the parking underground, with the requested relief, otherwise the parking would be above ground adjacent to the neighbors. Referencing the property to the immediate south, he is not sure was could be constructed there or what precedents may be set. From a transitional land use recommendation, he struggles that this might not accomplish what the Comprehensive Plan recommended. He is not sure he can support this project, but if this were to move forward, he strongly encouraged that some sort of buffer between the residents and business should be placed.

Further discussion then occurred related to the wording of conditions for the hours of operation limitation and increased fencing height.

WITH RESPECT TO FILE 22-PLC-0017 AND BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, COMMSSIONER DMYTRYSZYN MADE A MOTION THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A PLANNED UNIT DEVELOPMENT,

APPROVED

ACCOMPANYING REZONING, AND 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 22-PLC-0017, SUBJECT TO THE FOLLOWING CONDITIONS:

1. **THE SPECIAL USE, PLANNED UNIT DEVELOPMENT AND REZONING SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT, RENDERINGS, ARCHITECTURE PLANS PREPARED BY STUDIO21 ARCHITECTS, DATED AUGUST 1, 2022, ENGINEERING PLANS PREPARED BY RWG ENGINEERING, LLC DATED AUGUST 8, 2022, LANDSCAPE PLANS PREPARED BY GREEN GRASS, AND TRAFFIC PLANS PREPARED BY KLOA DATED AUGUST 16, 2022 EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES.**
2. **THE PETITIONER SHALL CONSOLIDATE THE THREE LOTS INTO A SINGLE LOT OF RECORD PURSUANT TO SECTION 20.507 OF THE SUBDIVISION ORDINANCE PRIOR TO THE ISSUANCE OF ANY SITE DEVELOPMENT OR BUILDING PERMITS.**
3. **PRIOR TO ISSUING ANY SITE DEVELOPMENT OR BUILDING PERMITS, THE PETITIONER SHALL MAKE PARK AND SCHOOL DONATIONS IN THE AMOUNT OF $154,984.92 ($132,081.96 TO THE PARK DISTRICT, $16,488.12 TO ELEMENTARY SCHOOL DISTRICT 58, AND $6,414.84 TO HIGH SCHOOL DISTRICT 99).**
4. **ALL SIGNAGE FOR THE APARTMENT BUILDING AND FUTURE RESTAURANT SHALL CONFORM TO THE VILLAGE'S SIGN ORDINANCE.**
5. **THE BUILDING MATERIALS SHALL BE SUBSTANTIALLY CONSISTENT WITH THE APPROVED PLANS AS VERIFIED BY THE VILLAGE AND CONSISTENT WITH THE DOWNTOWN DESIGN GUIDELINES.**
6. **BICYCLE RACKS WILL BE PROVIDED ON THE SUBJECT PROPERTY AS REQUIRED BY VILLAGE CODE.**
7. **PRIOR TO THE ISSUANCE OF ANY BUILDING OR DEVELOPMENT PERMITS, THE PETITIONER SHALL PAY TO THE VILLAGE TREE REMOVAL PERMIT FEES SUBJECT TO VERIFICATION BY THE VILLAGE FORRESTER.**
8. **THE FENCE HEIGHT FOR THE DEVELOPMENT SHALL BE INCREASED TO 8 FEET TALL.**
9. **EVALUATE THE HOURS OF OPERATION FOR THE PATIO.**

SECOND BY COMMISSIONER PATEL. ROLL CALL:

AYE: COMMISSIONERS DMYTRYSZYN, PATEL, MAURER, ROCHE, PATEL, AND CHAIRMAN RICKARD
NAY: COMMISSIONERS BOYLE

MOTION PASSED. VOTE: 6-1

DRAFT

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

September 12, 2022, 7:00 P.M.

FILE 22-PLC-0017: A PETITION SEEKING APPROVAL OF A PLANNED UNIT DEVELOPMENT, A REZONING FROM DB TO DB/PUD AND A SPECIAL USE TO CONSTRUCT A 4-STORY MIXED USE BUILDING WITH COMMERCIAL SPACE ON THE GROUND FLOOR AND 24 RESIDENTIAL UNITS ON THE 3 UPPER STORIES. THE PROPERTY IS LOCATED 270 FEET NORTHEAST OF THE INTERSECTION OF ROGERS STREET AND MAIN STREET, COMMONLY KNOWN AS 4915 MAIN STREET, 4919 MAIN STREET AND 4923 MAIN STREET, DOWNERS GROVE, IL (PIN 09-08-117-005, -006, AND -007. BARRIERE PROPERTIES, LLC AND URS-JDJAC25 LLC, OWNERS AND ADAM BARRY, PETITIONER.

Gregg Stahr, Architect with Studio 21, introduced himself and acknowledged that this is the second presentation of this project to the Plan Commission. He reiterated that the request is for a Planned Unit Development (PUD) for the three properties in the petition, and wants to maintain the Downtown Business (DB) zoning regulation on the properties while introducing the PUD overlay. Mr. Stahr explained that the petitioner is requesting a variance for setback requirements. He further explained the difference in property length on the residential property to the southeast, which requires the variance for the setback, as it is a deeper lot than other properties directly east of the petitioned properties. Mr. Stahr used a visual aid to diagram the portion of the building that would be encroaching into the southeastern setback. He clarified that the encroachment would be a 14 by 30 foot section of the building.

Mr. Stahr then addressed a photo of properties on Rogers Street that was circulated in public and presented at the last public hearing. He noted that the area shows what appears to be zero foot setbacks between what appears to be single family homes and a multifamily development. He notes that between these two properties, the multifamily development is zoned DB and the single family buildings are zoned Downtown Transitional (DT), which do not have the same setback requirements as residential zoned properties adjacent to downtown zoned properties. He clarified that this photo has been circulating as an example of the development being discussed this evening, and that it is an inaccurate representation of the proposed development. Mr. Stahr then displayed a rendering of the proposed development and pointed out the setbacks and green space that would be present between the building and the adjacent property lines.

Mr. Stahr stated that he next wanted to clarify comments that had been made related to traffic. He reiterated that this development would not propose any changes to traffic configurations along Main Street. He noted that the proposal meets the ordinance requirements for parking, and that this petition is not requesting any deviation from the existing parking requirements.

Mr. Stahr stated he would like to also clarify comments regarding the commercial space on the ground floor of the development, which is a proposed restaurant. He acknowledged comments related to the square footage of the space and the proposed seating. He stated that based on the

current calculations, they are proposing 150 to 175 indoor seats with an additional 40 to 50 proposed for an outdoor patio.

Mr. Stahr added that the proposal meets the Village density requirements, and further clarified that the average dwelling unit square footage is 872 square feet.

Mr. Stahr stated that a professional traffic study was conducted, and indicated that the proposed development would not significantly impact Main Street, and would provide adequate parking. He also added that this is a transit-oriented development, located a short walk from the Metra train station, and walking distance from many amenities located in the downtown area. He indicated that further conversations are expected between the project team and Village staff related to the proposed loading zone on Main Street, and that the loading zone may only be regulated during certain hours of the day.

Mr. Stahr noted that Barriere Properties held three neighborhood meetings prior to finalizing the development proposal to engage nearby residents. He noted that the Village held over 30 public meetings between 2016 and 2018 related to the downtown zoning updates. He noted that this petition is related to the three properties only and that no future proposals are considered to change the residential neighborhood surrounding the properties. He noted that many comments regarding the development have been made online, and reiterated that the proposal is not suggesting any changes to Highland Avenue or any lots currently zoned residential.

Mr. Stahr stated that the petitioners are only looking for relief related to the required setbacks. He stated that the proposed development is for a 55 and older community, intended to expand housing options for current residents who may be looking to downsize. He stated that the proposed development is in line with the comprehensive plan. He explained again where the development is proposing to encroach on the setbacks, using a visual aid to show where the parking garage is encroaching underground, and where the building is encroaching above ground. He noted that the project team made changes to the development to lessen the impact on the neighbors, including reducing window sizes along the southern side of the development, moving the chimney and restaurant exhaust, adjusting balconies, and reducing the patio size for the proposed commercial space. In addition to reducing the patio size, it was noted that the landscaping plan would include privacy planting along the patio and the rear property line.

Mr. Stahr introduced Adam Barry, who is the lead developer for the project. Adam reiterated the changes that were made to the development in response to comments and concerns posed during and after the last Plan Commission meeting. Mr. Barry stated that he believed this is the highest and best use of the property.

Chairman Rickard thanked Mr. Barry, and asked the Commission to present questions.

Commissioner Dmtryszyn asked if only the underground parking garage was encroaching on the setback. Jason Zawila, Planning Manager, clarified that there are two setbacks being encroached. The rear setback is proposed to encroach only underground, and the portion of the southern side setback that abuts the residential zoned property will also encroach.

Commissioner Maurer asked for further clarification on which direction encroaches above grade. Adam Barry explained that approximately 426 square feet will encroach on the back southeast corner setback. This setback is different than the southwest corner due to the Downtown Business zoned property directly to the south of the petitioning properties. The residential property, addressed on Highland Avenue, abuts to the southeast corner of the petitioning property, and has different setback requirements.

Commissioner Dmtryszyn inquired about the property owner on Highland Avenue who was concerned about accessing their garage in the back of their property. Mr. Barry explained that he spoke with him and shared a solution.

Chairman Rickard invited for any additional public comment.

Mr. Jeremy Shilga, noted that he was the owner of the property that abuts the southeast of the petitioning property. He stated he appreciates the changes and acknowledgement of the missing setback. Mr. Shilga said that he wants the zoning requirements to be upheld, specifically the setback requirements. Additionally, he mentioned concerns with the underground parking garage encroachment. He stated that three of the five homes adjacent to the property were built in the 1880s, and he is worried about the structures being able to withstand construction in close proximity. Mr. Shilga stated that outdoor seating in the rear yard of the building is not found anywhere else in Downers Grove. He said parking requirements are barely met, and asked how that is acceptable. He also expressed concerns related to the electrical infrastructure and if the power grid can handle more development, and wayfinding and signage in the norther portion of downtown particularly related to the location of downtown's existing parking garage.

Mr. Vincent Barrett thanked the commissioners, and requested that the public should receive a second commenting opportunity after the petitioner's response. He quoted Mr. Barry stating that this project is "the highest and best use" of the property and said he did not agree. He commented that smaller windows and patios are not solutions. He stated that he attended meetings in the past for the Station Crossing development and said that variances just allow the village to make any decision they want. He said he absolutely opposes this project.

Mr. Dennis De Bruler stated concern about building heights. He asked where the public can access the comprehensive plan. Chairman Rickard explained that a copy can be borrowed at the public library or accessed online.

Ms. Robin Tryloff stated she was concerned about the precedent this case could set. She commented that commercial buildings with outdoor space should not be seven feet from residential property. She said that this proposed development is not consistent with surrounding buildings and should meet existing building heights. She stated the property should be zoned downtown transitional. She stated concern with traffic and parking, and said that no traffic study has been completed for downtown Downers Grove north of the train tracks. She expressed worry about the lack of parking on the north side of the train tracks. She also stated concern regarding stormwater management. She asked the commission to be sensitive to the community members that want to maintain tree-lined streets rather than increase density.

Mr. Joseph Birkett said he reviewed the code, and understood the setback to be 47 feet, and that there is a calculation error. He mentioned that he reviewed the comprehensive plan, and quoted from the text that "the size and scale of the development should match its surrounding development." He stated that there should be downtown transitional zones between the residentially zoned properties and the downtown business district. He stated concern with the R5 zoning district, which uses the term "attached" housing and feels that threatens his property's longevity as a single family property. He added that he was concerned about the balconies' encroachment into the setbacks.

Ms. Heather Yeager inquired as to why all proposed buildings are such large scale. She explained that her property backs up to St. Joseph's Creek, and stated that flooding has increased 10 fold. She stated that she challenges builders to include more greenspace and to think more creatively to develop in ways that do not increase impervious surface.

Mr. Scott Richards noted that he agreed with the statements made by Ms. Yeager. He expressed concern about future developments in downtown Downers Grove. He said he is worried about development specifically north of the train tracks, specifically residential housing turning into large multifamily. He also expressed his major concern is traffic. He stated that he did not understand how traffic will not be effected by a denser use on this property, and said that Main Street becomes congested quickly as it is.

Mr. Steven Jagielo explained that he has two properties that share lot lines along the proposed development. He said that three neighborhood meetings were not held, explained that one was canceled, one was held, and one only notified a portion of the neighborhood. He stated that setbacks were made to protect the surrounding properties. He stated there is a 63% violation of one setback, and 81% setback violation below ground, and a 43% violation to the east lot line. He shared that he provided comment at the last plan commission meeting stating that just because the violation is underground doesn't mean that it doesn't matter. He quoted a portion of the development code related to planned unit developments, "decision making bodies must ensure that the appropriate terms and conditions have been considered regarding the interests of the residents and the general public." He concluded by stating he does not believe this development satisfies this portion of the code and that it is too large to be proposed next to single family homes.

Mr. Tom Barry shared that he was here on behalf of his son, Mr. Adam Barry. He stated he was also a developer and supported this development. He offered that in situations like this petition, developers work closely with the local municipality to determine the best use for the property. He explained that most new developments improve drainage conditions in the neighborhood by providing property drains and collecting the water to be routed into storm sewers. He noted that older communities are often the quietest neighbors. He stated that adjustments to the project have been made based on residents' comments, and shared that the materials proposed in this development are high quality. He concluded by stating that if a builder cannot work with the village to complete a project, what kind of project can be developed on the property?

Ms. Jennifer Hall asked what is involved in revising a comprehensive plan. She said it sounds like the plan is not achieving the overall goals of the residents. She state concern about drainage

and noted the increased flow of St. Joseph's creek causing issues in her neighborhood. She stated concern about the parking garage, and stated that disturbing that much ground is a three dimensional issue, and that building below ground removes the ability for trees and soil to take care of water. Chairman Rickard responded to Ms. Hall's initial question related to revising the comprehensive plan. He stated that it is updated once a decade and the process is heavily influenced by the public. He explained how the zoning map and text interact with the comprehensive plan. Chairman Rickard took the opportunity to respond to public comments that the comprehensive plan update was not properly advertised, and mentioned the series of opportunities that were available during the plan update period. Ms. Hall responded by saying that development is happening now, and the residents are responding to the development in real time. Chairman Rickard suggested that the public review the Village's zoning map and text so they have an understanding of the type of development permitted across the Village. Ms. Hall reiterated that people are not happy with the development happening in the downtown.

Mr. Marshall Schmitt stated that he has been involved with the Village of Downers Grove in some capacity since 1975, and that he wanted to discuss vision and process. He feels overdevelopment has been happening overtime and that the process has been distorted. He finds the comprehensive plan proposes a good vision but expressed concern that developers cherry pick ideas from the plan to move their development through the plan commission. He stated that developers do not consider if they appeal to who they are marketing to. He stated that the Commission and Village staff do not consider the projects as a whole. He claimed the project as a whole is inconsistent with the comprehensive plan. He stated that the commission should consider what is desirable, not just what is allowed.

Mr. Austin Barry introduced himself as Adam Barry's brother. He shared that the developers are local residents and care about the community. He noted that as a younger person, he is excited about the changes through downtown and that people are moving to Downers Grove.

Mr. Joe Anderson requested that a new traffic study be conducted. He stated that the study was conducted May 17, 2022, when the pandemic was still restricting activity and that this study would not accurately reflect existing conditions.

Mr. Bryan Ogdon stated that he does not understand why a building of this size on this lot is inevitable. He finds that it is a conscious decision that doesn't have to be made. He asks how fences and bushes help with the encroachment issue.

Ms. Martha Mulligan stated that she is very upset that it is inevitable that something will be built on the property. She stated that she doesn't mind change, but she finds this building does not fit the downtown aesthetics.

Ms. Jayne Jaramillo stated that she wanted to reiterate all prior comments. She said a town can be progressive while still appreciating what it has. She finds traffic to be large issue and heavily considered, and concluded by stating that climate change is real.

Ms. Margie Anderson inquired about noise levels that would be posed by the A/C units and asked if the mechanicals will consider in the design review. She also expressed concern about the light pollution.

Ms. Lisa Leon stated concern about the residents' homes being directly affected by the development. She asked who would want a building like this built next to their property. She stated that this development will really change the Village. She asked if the residents were considered in the development proposal.

Ms. Michelle Deruller shared that she has lived in Downers Grove since 1976 and that Main Street has changed a lot since she moved in. She feels this development does not reflect the downtown character, and that the building is ugly. She stated concern about this development changing the small town feel. Mr. Adam Barry requested to respond to the public comments. Chairman Rickard stated that he would have the opportunity after the staff presented.

Chairman Rickard then invited staff to make their presentation.

Mr. Zawila, offered a summary of the petitioner's request. It was stated that the initial public hearing for the case was held on August 22, 2022. The Plan Commission ultimately found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan and meets all standards for approval of a Planned Unit Development, associated Zoning Map Amendment and Special Use.

Mr. Zawila stated that in preparation for the Village Council consideration of the case, it was identified that an additional deviation to the Zoning Ordinance should have been documented with the petitioner's request. With the initial review of the project, the Downtown Business District interior side setback was applied for the entirety of the southern property line. The Main Street facing parcel immediately adjacent to the subject property is zoned DB, Downtown Business.

Mr. Zawila then provided a brief history of zoning changes that have occurred for downtown and the subject property, including the public outreach efforts. He then further detailed that from 2016 through 2018, the Village undertook a multi-year effort to update the downtown portion of the Comprehensive Plan. This whole process took place over nearly 40 public meetings. It was stated that the subject properties were not rezoned as part of this multi-year project. The subject property was reviewed as an area to rezone from Downtown Business to Downtown Transition. The Village Council decided that the subject property was to remain DB and that is the underlying zoning designation for the property, not Downtown Transition. He stated that staff notes this again, because it is important that this development is reviewed against the Downtown Business Zoning District requirements and not another zoning district; that is not the application in front of the Plan Commission.

Mr. Zawila, then stated recognized concerns made during the August 22, 2022 Plan Commission meeting, and provided a summary of the petitioner' efforts to modify the site plan and certain building elements to lessen potential impacts to the immediately adjacent residential properties to the east and south.

Mr. Zawila then recognized that several comments were made regarding traffic. The petitioner provided a traffic study that was reviewed by Village staff. The local roadway network can handle the proposed development and there was no indication that this would have a severe impact to the network. This was provided as part of the Plan Commission's consideration and was vetted by qualified professionals. He then acknowledged that there has been public discourse related to reducing the lanes down from 4 to 2 lanes. That has nothing to do with this development and is part of separate study that was undertaken as part of the District 99 High School Safety Study for improvements near North and South High. Nothing has been approved for that project and it at this point is just recommendations.

Mr. Zawila also acknowledged that much discussion has occurred on Planned Unit Development' this evening and a rezoning of the property. He stated that bottom line the property will remain DB. The request in front of you is for a zoning overlay district. He then proceeded to provide a summary and parameters of a PUD as written in the Village Code.

Mr. Zawila then explained that no violation of the zoning ordinance is occurring here. The applicant is going through the proper zoning procedures for their development entitlements. This is similar to other developments located in the downtown that seek approvals for transit oriented development. In other cases Village relief was sought for density, parking requirements and building setbacks. He then summarized how the PUD will also achieve a variety of planning goals as outlined in Section 28.4.030.A.2 of the Zoning Ordinance and that the proposed development meets the provisions of a Planned Unit Development. The requested rear and interior side yard setback deviations allow for the parking requirements to be met below grade and provide for a minimal above grade encroachment.

Mr. Zawila then stated that the Comprehensive Plan also encourages transit oriented development to take advantage of transportation opportunities. The proposed development is consistent with the transit oriented development approach as it provides higher density residential uses within a 10-minute walk of the Main Street Metra station. The proposed development is consistent with the intent of the Comprehensive Plan.

Mr. Zawila then concluded his presentation by stated that at the August 22, 2022 Plan Commission Meeting, both staff and the Plan Commission recommended that the approval of the petition as presented to the Village Council. The Plan Commission ultimately found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan and meets all standards for approval of a Planned Unit Development, associated Zoning Map Amendment and Special Use.

Commissioner Toth asked staff why they feel that the additional side yard setback should be allowed. Mr. Zawila explained that deviation is necessary as part of the request to construct a uniformed mixed use building and the requested relief is minimal, with the appropriate transition provide to adjacent properties.

Mr. Joe Birkett requested if it could be clarified about the allowable encroachment for balconies. Mr. Zawila stated that balconies are an allowable encroachment.

Ms. Margie Anderson inquired if the lighting and sound from the air conditioning was reviewed. Mr. Zawila stated that a photometric plan is reviewed as part of the building permit submission. Air conditioning units are also required to be screened per Village Ordinance and in certain cases the screening actually helps buffer the noise that emits from the units.

Commissioner Rector asked staff to comment on how building code and landscaping is enforced with developments like this. Mr. Zawila stated that if this development is approved, the approved improvements will have to remain and be maintained such as fences and landscaping. The Community Development Department also has a code enforcement division that ensures properties are not in violation, or are addressed, in cases where properties may come in disrepair.

Commissioner Maurer confirmed the deviations that are being requested and the requests for the evening including the PUD, map amendment and the special use. He further clarified that the above ground portion of the building in the setback is 13.88 feet. Mr. Zawila confirmed that was correct. Commissioner Maurer then clarified the rear setback of the above ground portion of the building is 46 feet. Mr. Zawila confirmed that the respective setbacks of the building are respectively 7 feet and 3 feet from the property line and the references in the report are for the above ground and the below ground portions of the building. He then referenced the presentation slides and showed in the drawings where the placement of the building was in relation to the setbacks. Mr. Zawila then offered the specific regulations as it relates to setbacks in the Downtown Business district and how it applied to the project. Lastly, Mr. Zawila confirmed that balconies are allowed a 10 foot encroachment in rear yards.

Chairman Rickard then offer the petitioner an opportunity to respond to any comments or questions made.

Mr. Barry returned to the podium and offered clarification regarding the traffic study and indicated the study did account for COVID and increased the counts. He also clarified that the traffic study did account for the restaurant, as this was brought up at the previous meeting.

Mr. Barry then provided an overview of several of the building features and site design. He noted that the proposed building is actually placed further than the existing structures currently exist on the site, and this will be an improvement. He then noted that the air conditioning will be placed on the roof, with screening which will assist with sound. He then noted that the stormwater management will be better, because there is currently no stormwater management on the site and the provided a summary of the stormwater management system. He then referenced the fact that the building is in the Downtown Business District and they can have up to 70 feet and have no parking provided if he did offices. He believed this was the highest and best use for the property and tried to accommodate the neighbors and everyone else. He believes the back of the properties are an improvement as it currently is all concrete.

Mr. Barry then noted that it was mentioned what the extreme circumstances were that we needed relief. The relief relates to the parking setback, in order to build the building properly and accommodate the required parking. He noted they previously looked at constructing a five story building, with two levels of underground parking. The proposal's garage is similar to the depth

of a basement for a single family home. He also noted that the additional relief needed for the interior setback and that was missed and he takes the blame. There is no way around building the parking garage without the relief. He concluded by stating that he knows people think change is bad, but he thinks change is good for communities and if they don't redevelopment they die. People want to move to Downers Grove and he believes his 55 year old mixed use development will help create a multi-generational communities and the current properties on the site do not benefit the community in any way.

Vince Barrett returned to the podium and asked the Plan Commission if they have an opportunity to respond. Chairman Rickard indicated that the public comment portion of the meeting is completed, but allowed the public member to ask his question. Mr. Barrett indicated that there were items that were brought up by the petitioner that are going to just lay there and can't be touched and that is not fair. He asked that the public be able to respond to some of the comments provided by the petitioner. Chairman Rickard indicated that if there was potentially new evidence that was presented he could see an opportunity for a rebuttal, but feels that nothing new has been presented that has not already been stated. Mr. Barrett then further stated that the only reason they are not constructing a five story building because they couldn't get the financing. Mr. Barret then proceeded to comment that he does not hear discretion as it relates to the codes, approvals, etc. from the Plan Commission, staff, the petitioner or the architect. Mr. Rickard reminded Mr. Barrett that the public comment portion of the meeting is over and not going back to that again, and the Plan Commission is attempting to deliberate on the case. Everyone had an opportunity to speak, the petitioner had an opportunity to respond and staff gets to provide comments.

Commission Toth clarified if there is any reason why the plan can't be adjusted to accommodate the above grade side yard setbacks at the southeast corner. Chairman Rickard stated that a recommendation can be made to alter the plan, in essence denying the relief for the current that portion of the setback and the petitioner would need to decide at that point if they want to move forward. It is certainly appropriate for the Plan Commission to make recommendations on this and put that in the form of a motion.

Commissioner Toth stated that they felt the below grade setbacks are acceptable. They believe that is in line with the intent of keep large buildings from encroaching on other properties, but as far as the above ground setback, not meeting the requirements, I am not in agreement with that and that there are some extenuating circumstances that couldn't allow that.

Commissioner Maurer stated that they would like to echo what some have said. When development of this scale is constructed, things such as water, and drainage are take care of and generally, if not always far better than the current conditions. This is the part of the beauty of downtown Downers Grove, where I own a property myself that is 100 years old. When I had to work on it I had to follow the same provisions of drainage and stormwater review that are neighbors from Turvey and Highland brought up here. Stormwater control will be improved by this development and the plan will go under engineering scrutiny. He stated that he hopes this brings some comfort to our neighbors.

Commissioner Dmytryszyn stated that they share Commissioner Toth's view. He thinks they have to be sensitive to setbacks when they are so close to residential areas and think given the new information presented around the setbacks, it's a challenge to get behind supporting the project. He believes they need to amend the proposal or otherwise he can't support it and needs to consider the public benefits are greater than or equal to the relief necessary. He shares the community's frustration around having a building like this in your backyard, but it is zoned Downtown Business. He noted, as discussed at the last meeting, you could put up a 70 foot building that does not require any relief and it would not come in front of the Plan Commission and that should be recognized. When we look at the relief we have to be cognizant of the area surrounding it.

Commissioner Rector stated that when look at what's in the purview, they feel this is an appropriate use and that the applicant has met that criteria. When it comes to the setbacks they agree with Commissioner Dmytryszyn and need to account for the residents in the area that stated this does encroach into the setback. She feels this partially meets the development requests, but we need to take a closer look at the setback relief that's being asked. She then shared that she sat through a lot of comprehensive plan discussions and went over every detail thinking about what the impact would be on various parts of the community and hopes that a project like this people involved in the process and bring their good ideas to the table.

Commissioner Patel stated that they share the same concerns regarding the residential setback and would like to better understand why this could not be configured differently and to also understand the parking constraints.

Mr. Zawila provided a clarification of the relief being sought. Mr. Zawila confirmed that the respective setbacks of the building are respectively 7 feet and 3 feet from the property line and the references in the report are for the above ground and the below ground portions of the building.

Commissioner Rector then further stated that the above ground portion is what they are most concerned about and the below grade setback is not of concern, when it comes to setbacks. Rector was in agreement with the setbacks and the stated concerns.

Chairman Rickard stated that they agree with above ground setback and this could have been probably designed to avoid that. They personally don't have a problem with the east side with the parking garage underground. He understands that there is often infrastructure underground and some are subject to setbacks, but it essentially invisible. There have been several comments about the south end and feels that is a high percentage of the building in that setback for something this visible. He then further stated that there were comments about this being appropriate based on the height and why the building is so big. He further stated the type of development we see and there are going to be many opinions on the look of the building, but that is subjective. The bulk of the building is what the Village is looking for here. The Village is looking for mixed use development that is denser and this project meets the density requirements perfectly. He feels like the southeast corner of the building could be revised to eliminate the variance and could be incorporated. The special use meets the standards for approval and this the type of development that is in the Comprehensive Plan, with a transit oriented development,

higher density and mixed use. He could support this whole petition with the elimination of the above ground setback relief on the south side of the building.

Chairman Rickard continued by stating having said all this, the Planned Unit Development is accused of being used to increase density, or project further into a setback and that the PUD should be used to allow more give and take. In this case he noted that there is some weight to the fact that they greatly reduced the allowable height and feels like the development is a plus to the community as a whole with the height reduced, especially the residents that live near.

Commissioner Rector stated that the other item we have not talked about is density and we have had a lot of petitions come in asking for relief and there is room between this building and the neighbors, especially if the southeast corner can be taken into account.

Further discussion then occurred to clarify the required setbacks. Mr. Zawila then clarified the area again for where the above ground portion of the building was in the interior setback.

Commissioner Roche noted that when looking at the lots south of here which extremely shallow. Even though it is zoned DB, the lot may be difficult to develop, but it's also important to protect the residential setbacks or we will end up with dead space as you move closer into the downtown area.

WITH RESPECT TO FILE 22-PLC-0017 AND BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, COMMSSIONER RECTOR MADE A MOTION THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A PLANNED UNIT DEVELOPMENT, ACCOMPANYING REZONING, AND 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 22-PLC-0017, SUBJECT TO THE FOLLOWING CONDITIONS:

1. **THE SPECIAL USE, PLANNED UNIT DEVELOPMENT AND REZONING SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT, RENDERINGS, ARCHITECTURE PLANS PREPARED BY STUDIO21 ARCHITECTS, DATED AUGUST 1, 2022, ENGINEERING PLANS PREPARED BY RWG ENGINEERING, LLC DATED AUGUST 8, 2022, LANDSCAPE PLANS PREPARED BY GREEN GRASS, AND TRAFFIC PLANS PREPARED BY KLOA DATED AUGUST 16, 2022 EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES.**
2. **THE PETITIONER SHALL CONSOLIDATE THE THREE LOTS INTO A SINGLE LOT OF RECORD PURSUANT TO SECTION 20.507 OF THE SUBDIVISION ORDINANCE PRIOR TO THE ISSUANCE OF ANY SITE DEVELOPMENT OR BUILDING PERMITS.**
3. **PRIOR TO ISSUING ANY SITE DEVELOPMENT OR BUILDING PERMITS, THE PETITIONER SHALL MAKE PARK AND SCHOOL DONATIONS IN THE AMOUNT OF $154,984.92 ($132,081.96 TO THE PARK DISTRICT, $16,488.12**

TO ELEMENTARY SCHOOL DISTRICT 58, AND $6,414.84 TO HIGH SCHOOL DISTRICT 99).

4. **ALL SIGNAGE FOR THE APARTMENT BUILDING AND FUTURE RESTAURANT SHALL CONFORM TO THE VILLAGE'S SIGN ORDINANCE.**
5. **THE BUILDING MATERIALS SHALL BE SUBSTANTIALLY CONSISTENT WITH THE APPROVED PLANS AS VERIFIED BY THE VILLAGE AND CONSISTENT WITH THE DOWNTOWN DESIGN GUIDELINES.**
6. **BICYCLE RACKS WILL BE PROVIDED ON THE SUBJECT PROPERTY AS REQUIRED BY VILLAGE CODE.**
7. **PRIOR TO THE ISSUANCE OF ANY BUILDING OR DEVELOPMENT PERMITS, THE PETITIONER SHALL PAY TO THE VILLAGE TREE REMOVAL PERMIT FEES SUBJECT TO VERIFICATION BY THE VILLAGE FORESTER.**
8. **AN 8-FOOT TALL FENCE SHALL BE CONSTRUCTED ON THE SUBJECT PROPERTY.**
9. **THE USE OF OUTDOOR SEATING FOR A COMMERCIAL USE SHALL BE SET BACK WEST AND NORTH 13.45 FEET AND 37.2 FEET RESPECTIVELY FROM THE ADJACENT R-5 PROPERTIES.**
10. **THE HOURS OF OPERATIONS FOR THE OUTDOOR PATIO WILL BE LIMITED TO 9PM, SUNDAY THROUGH THURSDAY, AND 10PM ON FRIDAY AND SATURDAY.**

SECOND BY COMMISSIONER ROCHE. ROLL CALL:

AYE: COMMISSIONERS MAURER, CHAIRMAN RICKARD
NAY: COMMISSIONERS DMYTRYSZYN, PATEL, MAURER, ROCHE, PATEL, AND

MOTION FAILED. VOTE: 2-5

/s/ Village Staff
Recording Secretary
(As transcribed by MP-3 audio)