VILLAGE OF DOWNERS GROVE
Report for the Village

SUBJECT: 3/11/2025	SUBMITTED BY:
826 Warren Avenue - Zoning Map Amendment	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting a Zoning Map Amendment to rezone the property at 826 Warren Avenue from DT, Downtown Transition to DB, Downtown Business. The petioner is also seeking a Special Use to permit the construction of a 20-unit apartment building at 826 and 830 Warren Avenue.

STRATEGIC PLAN ALIGNMENT

The goals for 2023-2025 include *Strong, Diverse Local Economy*.

FISCAL IMPACT

N/A

RECOMMENDATION

UPDATE & RECOMMENDATION

This item was discussed at the March 4, 2025 Village Council meeting. Based upon that discussion, the petitioner has provided the following updates to the building:

- The north elevation now contains a wall sconce light adjacent to both juliet balconies on the first floor.
- The brick material that surrounded the main entrance has been changed to stone to provide additional articulation at the entrance.

These revised items appear immediately following this report on page 3 of this PDF.

Staff recommends approval on the March 11, 2025 Active Agenda.

Approval on the March 11, 2025 active agenda per the Planning and Zoning Commission's unanimous 8:0 positive recommendation. The Planning and Zoning Commission found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan and meets all standards for approval of a Zoning Map Amendment and a Special Use respectively in Section 28.12.030 and Section 28.12.050 of the Municipal Code.

BACKGROUND

Property Information and Zoning Request

The petitioner is requesting approval of a rezoning of 826 Warren Avenue from DT, Downtown Transition to DB, Downtown Business and a Special Use for 826 and 830 Warren Avenue to permit the construction

of a four story, 20-unit apartment building. The apartments are a mix of studios, one-, two- and three-bedroom units.

The building will be primarily clad with warm tones of brick, textured panels and a panelized fiber cement system that will include stone and metal panel accents. The first level is clad entirely in brick to create a uniform base for the building. A parking area is located on the ground level and is composed of covered parking beneath the second floor and surface parking along the northern portion of the lot. The development will provide 27 residential parking spaces. The combined parking will include standard, handicap, and EV ready stalls. The proposed development will include a permanently designated 35-foot wide loading zone along Warren Avenue be used for deliveries, moving, ride share, loading and garbage collection.

Compliance with the Zoning Ordinance

The subject property includes 826 Warren Avenue, zoned DT, Downtown Transition and 830 Warren Avenue, zoned DB, Downtown Business. The proposal includes a request for a Zoning Map Amendment for 826 Warren Avenue to amend the zoning of the property from DT, Downtown Transition to DB, Downtown Business. The proposal also includes a request for a Special Use for apartments. Per Section 28.5.010 of the Zoning Ordinance, apartments are allowed as Special Uses in the DB zoning district. The bulk requirements of the proposed development in the DB zoning district are summarized in Table 1 of the Planning and Zoning Commission staff report. No variances are requested for the proposed development.

Compliance with the Comprehensive Plan

The proposed development meets the Comprehensive Plan's key concepts for the Downtown Focus Area and Downtown Functional subarea as summarized in the Planning and Zoning Commission staff report, including such recommendations as developing key sites that are pedestrian-oriented, promoting vibrant and energetic downtowns with greater density, and providing for additional residents in close proximity to the downtown commercial core. The proposed development is consistent with the Comprehensive Plan.

Compliance with the Downtown Design Guidelines

The 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. The proposed development meets the guidelines as demonstrated in Table 2 of the Planning and Zoning Commission staff report.

Public Comment

The petitioner held a neighborhood meeting, a summary of which is provided in the Planning and Zoning Commission packet. During the public hearing, a resident to the north of the proposed development expressed their support. Another individual expressed that they would prefer to see more landscaping placed around the new development.

ATTACHMENTS

Presentation
Aerial Map
Ordinance
Staff Report with attachments dated February 3, 2025
Draft Minutes of the Planning and Zoning Commission Hearing dated February 3, 2025

SOUTH ELEVATION - WARREN AVE.

SCALE: 1/4" = 1' 0"

S.G. Architects Inc.
ARCHITECTS-PLANNERS

1401 BRANDING, SUITE 270
DOWNERS GROVE, IL 60515
ph. 630.969.9279
sgarchitects.com

BUILDING DEPARTMENT NOTE

THESE DOCUMENTS (PLANS & SPECIFICATIONS) ARE VALID FOR PERMITS ONLY WHEN THE ARCHITECTS ORIGINAL SEAL AND SIGNATURE APPEARS AND IS AFFIXED. AND UNLESS OTHERWISE PROVIDED IN WRITING, ARE INTENDED AS A PERMIT SUBMITTAL FOR ONE (1) BUILDING ONLY.

THESE DRAWINGS HAVE BEEN PREPARED BY MY OFFICE UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE CONFORM TO THE CODES AND ORDINANCES OF THE STATE, COUNTY, CITY, OR VILLAGE TO WHICH THEY ARE SUBMITTED.

(VALID ONLY IF SIGNATURE APPEARS IN BLUE INK)

S.G. ARCHITECTS, INC

STEPHEN L. GANLY - PRINCIPLE
No. 001-010162 EXP. 11-30-25

CORPORATE LICENSE
No. 184.000922 EXP. 04-30-25

PROJECT:

WARREN AVE APARTMENTS

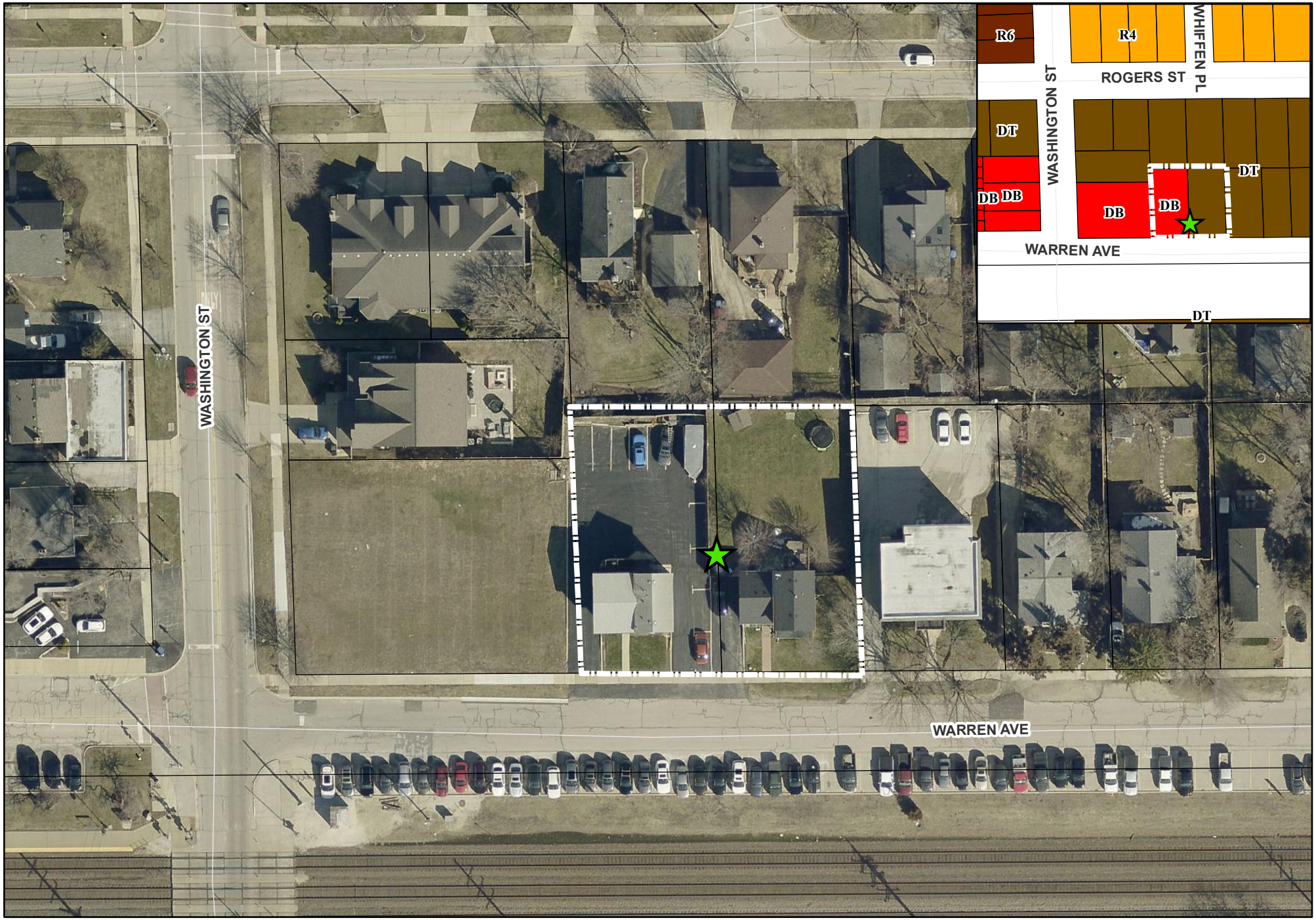
828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-22-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >SOUTH ELEVATION	2 OF 12



N

0 25 50 Feet

826 and 830 Warren Avenue - Location Map

Subject Property

Project Location

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Village Attorney (Name) **DATE:** March 11, 2025

RECOMMENDATION FROM: Planning & Zoning Commission (Board or Department) **FILE REF:** 24-PCE-0032

NATURE OF ACTION:

_X_ Ordinance

__ Resolution

__ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE REZONING CERTAIN PROPERTY LOCATED AT 826 WARREN AVENUE, as presented.

SUMMARY OF ITEM:

Adoption of the attached ordinance shall rezone 826 Warren Florence Avenue from DT, Downtown Transition to DB, Downtown Business.

RECORD OF ACTION TAKEN:

_____

_____

_____

l\mw\cas.25\826-Warren-Rzn-24-PCE-0032

ORDINANCE NO. _____

AN ORDINANCE REZONING CERTAIN PROPERTY
LOCATED AT 826 WARREN AVENUE

WHEREAS, the real estate located approximately 135 feet east of the intersection of Washington Street and Warren Avenue, Commonly known as 826 Warren Avenue, Downers Grove, Illinois, 60515 PIN 09-08-124-015, hereinafter described has been classified as "DT, Downtown Transition" pursuant to 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 "DB, Downtown Business"; and

WHEREAS, such petition was referred to the Planning and Zoning Commission of the Village of Downers Grove, and said Planning and Zoning Commission has given the required public notice, has conducted a public hearing respecting said petition on February 3, 2025 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, Downtown Business" the zoning classification of the following described real estate, to wit:

PARCEL 2: THE SOUTHEAST 1/4 OF LOT 7 IN BEARDSLEY'S ADDITION TO THE TOWN OF DOWNERS GROVE, A SUBDIVISION IN THE NORTHWEST 1/4 OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 16, 1868 AS DOCUMENT 9654, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 826 Warren Avenue, Downers Grove, IL 60515
PIN: 09-08-124-015

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. The Zoning Map Amendment and Special Use shall substantially conform to the staff report dated February 3, 2025, renderings, architecture plans prepared by S.G. Architects, Inc. dated January 24, 2025, engineering plans prepared by Morris Engineering, Inc. dated January 15, 2025, landscape plans prepared by Morris Engineering dated January 15, 2025 and traffic plans prepared by KLOA dated December 18, 2024 except as such plans may be modified to conform to the Village codes and ordinances.

2. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $203,372.29 ($143,463.42 to the Park District, $44,065.04 to Elementary School District 58, and $15,843.83 to High School District 99).

3. A recorded plat of consolidation is required prior to building permit issuance.

4. A recorded plat of easement is required prior to the building permit issuance.

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.25\826-830 Warren-Rezone-PCE-0032

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLANNING AND ZONING COMMISSION
FEBRUARY 3, 2025 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
24-PCE-0032 826 and 830 Warren Avenue	Special Use and Map Amendment	Flora León, AICP Senior Planner

REQUEST
The petitioner is requesting approval of a Special Use to permit the construction of a 20-unit apartment building and a Zoning Map Amendment from DT, Downtown Transition to DB, Downtown Business located 130 feet east of the intersection of Warren Avenue and Washington Street, commonly known as 826 and 830 Warren Avenue.

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

GENERAL INFORMATION

OWNERS: Susan and Louis Rodriguez
830 Warren Avenue
Downers Grove, IL 60515

PETITIONER: Michael Gatto
Rosewood Signature Homes
4745 Main Street
Lisle, IL 60532

PROPERTY INFORMATION

EXISTING ZONING: DT, Downtown Transition and DB, Downtown Business
EXISTING LAND USE: Single Family and Commercial
PROPERTY SIZE: 0.40 (17,455 square feet)
PINS: 09-08-125-014 and -015

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	DT, Downtown Transition	Downtown
SOUTH:	DT/PD #66, Downtown Transition/ Planned Unit Development #66	Downtown
EAST:	DT, Downtown Transition	Downtown
WEST:	DB, Downtown Business	Downtown

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. Project Narrative
3. Approval Criteria
4. Location Map
5. Plats of Survey
6. Engineering Plans
7. Architectural Drawings
8. Landscape Plans
9. Renderings
10. Building Material Samples
11. Neighborhood Meeting Summaries
12. Traffic Impact Study

PROJECT DESCRIPTION

The petitioner is requesting approval of a Special Use and a rezoning from DT, Downtown Transition to DB, Downtown Business to permit the construction of a four story, 20-unit apartment building approximately 135 feet east of the intersection of Washington Street and Warren Avenue. The subject site consists of two lots that are proposed to be consolidated into one lot. The western lot is known as 830 Warren Avenue, is zoned DB, Downtown Business and is currently occupied by commercial building. The eastern lot is known as 826 Warren Avenue, is zoned DT, Downtown Transition and is currently occupied by a single family home. The petitioner is requesting:

- A Special Use to permit the construction of a multi-family residential development.
- A Zoning Map Amendment to rezone one parcel from DT, Downtown Transition to DB, Downtown Business

The petitioner is proposing to construct a four-story, multi-family residential development consisting of 20 residential units. The apartments are a mix of studios, one-, two- and three-bedroom units. Pedestrian access for the apartments is located along the southern façade of the building.

The recessed entry and canopy along with aluminum cladded doors highlight the building's main entrance along Warren Avenue. The building will be primarily clad with warm tones of brick, textured panels and a panelized fiber cement system that will include stone and metal panel accents. The first level is clad entirely in brick to create a uniform base for the building.

A parking area is located on the ground level and is composed of covered parking beneath the second floor and surface parking along the northern portion of the lot. The development will provide 27 residential parking spaces. The combined parking will include standard, handicap, and EV ready stalls. The proposed development will include a permanently designated 35-foot wide loading zone along Warren Avenue be used for deliveries, moving, ride share, loading and garbage collection.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan designates the subject property within the Downtown Focus Area.

The Downtown Focus Area key concepts include:

- Redevelopment of key sites
- 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:

- The built form should buffer nearby residential areas from taller and denser developments; and
- An area of greater residential density to facilitate a vibrant and energetic downtown while being respectful of the height of surrounding neighborhoods.

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

- Residential development, generally of greater density than elsewhere in the Village should be the predominant desired land use.
- 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 Warren Avenue.
- Promotes a mix of uses in the Downtown.
- Provides additional residents in close proximity to the downtown commercial core.

The proposed development will provide a transition from the downtown to the nearby residential areas. The massing of the building in the street yard takes into account the adjacent developments along Warren Avenue. Respecting the existing single-family residential neighborhood directly north and east, the proposed design incorporates distinct tiers each set back from the one below. The materials and modern design of the development continues the Village's commitment to quality architecture.

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 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 THE ZONING ORDINANCE

The two properties include 830 Warren Avenue, zoned DB, Downtown Business and 826 Warren Avenue, zoned DT, Downtown Transition. The proposal includes a request for a Zoning Map Amendment for 826 Warren Avenue to change the zoning of the property from DT, Downtown Transition to DB, Downtown Business. Per Section 28.5.010 of the Zoning Ordinance, apartments are allowed as Special Uses in the DB zoning district. Compliance with the applicable bulk and parking requirements of the Zoning Ordinance are highlighted in the table below:

Table 1: Zoning Requirements Bulk Regulations (Downtown Business)

826 & 830 Warren Avenue	**Downtown Business Bulk Requirements**	**Proposed**
Lot Area per Dwelling Unit	800 sq. ft. (min)	872.75 sq. ft.
Side Setback – East property line	0 feet	25 feet
Side Setback – West property line	0 feet	1 foot
Rear Setback – North property line	0 feet	5.08 feet (parking) 42 feet (residence levels)
Build-to Zone (BTZ)		
Min/Max	0/10 feet	9.16 feet
Build-to Zone – South property line Warren Avenue	80 percent	80 percent
Building Height	32 feet (min) / 70 feet (max)	49 feet
Parking Spaces	27	27

Parking
The Village Zoning Ordinance requires 28 parking stalls for the 20 dwelling unit proposal, or 1.4 stalls per dwelling unit. The proposed development is providing 27 parking spaces. However, the Zoning Ordinance allows for the reduction of one parking space or up to five percent (5%) of the total number of required spaces, whichever is greater, when a parking space is reserved for use by electrical vehicle parking. The number of required motor vehicle parking spaces is reduced by one (1) space for every parking space that is dedicated for electrical vehicle parking, thus 27 spaces are required instead of 28 as noted above. The petitioner is compliant with the number of required parking spaces.

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 DOWNTOWN DESIGN GUIDELINES

The 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 2: Downtown Design Guidelines Review

Downtown Design Guideline Elements	**Summary of Compliance**
Site Design	• The apparent mass and bulk of the building is reduced by structural articulation, windows or other architectural and functional elements, and by landscaping. • A pedestrian walkway is provided to the main entrance on the south side of the building from the existing sidewalk along Warren Avenue.
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. • Windows line the Warren Avenue facade and the materials at this base level wrap around all four facades. • The Warren Avenue façade, in addition the eastern and northern facade each provides multiple planes which provides a visually appealing façade. • The facade facing Warren Avenue stands out as a different expression with

	the incorporation of a tiered floor plan. • The provision of balconies create visual appeal and interest, and follow rhythmically up the vertical plane of the building.
Building Base	• The building's base provides windows, juliet balconies, cast stone bands, stone panels, decorative lighting, landscaping, and a front entry canopy to create a friendly pedestrian space. • The recessed front entry has been designed as prominent feature of the base providing human scale with a canopy while adding visual interest as it helps to define the center of the building. • Light fixtures are placed below the entry canopy to add visual interest while highlighting building details.
Building Middle	• Horizontal expressions are established in the second floor and third floors through the use of a second flat textured panel siding, cornice features, a recessed staircase, and partially tiered building walls. • The middle of the building includes windows in rhythm with the base level, reflect proportionate shapes and patterns and is visually appealing through detailing, openings and materials. The middle of the proposed building meets these guidelines. • The windows and protruding balconies are in rhythm with the base level and provide proportionate shapes. • The use of brick allows the building to create a smooth transition to the single family and multi-family neighborhood directly north and east of the subject property. • The concrete bands above the face brick sections of the south façade help differentiate the buildings middle section while complimenting the concrete bands found at the base of the building. • The top floor is differentiated with different cladding and is stepped back from the floors below.
Building Top	• 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 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 guidelines note that with redevelopment, care shall be taken with screening and the location of utilities. The proposed utility equipment will be screened with landscaping.
Parking Facilities	• Proposed parking includes parking below the second floor and surface parking. These areas are screened with an 8-foot solid fence and landscaping.

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 20 apartments (4 studios, 3 one bedroom units, 2 two bedroom units, and 11 three bedroom units). Based upon the number of units and the number of bedrooms, the total donation is $203,372.29 ($143,463.42 to the Park District, $44,065.04 to Elementary School District 58, and $15,843.83 to High School District 99). Payment of these donations must be made to the Village prior to the issuance of any site development or building permits.

ENGINEERING/PUBLIC IMPROVEMENTS

The petitioner is proposing to improve the Warren Avenue right-of-way by providing: a 35-foot wide loading zone, curb and gutter, a new sidewalk, and restoration of the remaining parkway area. The management company will coordinate resident move ins and outs to ensure the loading zone is available.

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 will be provided via a drywell located at the rear (north) portion of the lot beneath the proposed surface parking. The drywell includes a storm sewer overflow pipe to be installed within a proposed easement on 835 Rogers Street. The overflow pipe will then connect to the existing storm sewer on the south side of Rogers Street. 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 the main lines located within Warren Avenue. The Downers Grove Sanitary District conceptually approved the request for sanitary sewer service to this development. Warren Avenue will require re-patching and re-stripping.

TRAFFIC AND PARKING

The petitioner analyzed the proposed development, and found that the traffic generated by the development can be accommodated by the existing area roadway system. With regards to the parking, the development will provide 27 residential parking spaces, via a covered parking area and a surface parking lot. One parking stall will provide an EV charging station while twelve other parking stalls are designated as electrical vehicle charging ready stalls. There is also an additional 35-foot wide loading zone proposed on Warren Avenue. Based on the rates published in the ITE Parking Generational Manual, residential uses less than 0.5 miles to rail transit require a parking ratio of 1.14 spaces per dwelling unit. It should be noted that this parking ratio is inclusive of guest parking. Under these standards the proposed development supply of 27 parking spaces exceeds the ITE's requirement of 23 parking stalls.

Lastly, it should be noted that the subject property is strategically located next to several public parking lots and on-street parking spaces that can temporarily accommodate guests. Moreover, the Village contains an established parking lot system where overnight guests can park their vehicles in designated spaces for a nominal fee. There is capacity to accommodate future guests generated by this proposed project.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division reviewed the proposal. Access for the Fire Department will be along Warren Avenue. A fire hydrant will be provided within 100 feet of the fire department connection. 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 did not receive any questions from the public.

As required by the Zoning Ordinance, the petitioner held a neighborhood meeting on January 13, 2025. A total of two residents attended with various comments and questions. A summary of the meeting and the petitioner's responses from that meeting are attached.

STANDARDS OF APPROVAL

The petitioner is requesting a Special Use and a Zoning Map Amendment for the development of a 20-unit multi-family building in the DB zoning district. The review and approval criterion for each request is listed below.

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

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.*

Zoning Map Amendment Request
Section 28.12.030(i) Review and Approval Criteria for Zoning Map Amendments
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; and*
7. *the comprehensive plan.*

DRAFT MOTION

Staff will provide a recommendation at the February 3, 2025 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for a Zoning Map Amendment and Special Use staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommended approval of 24-PCE-0032:

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 Zoning Map Amendment 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 Planning and Zoning Commission recommend to the Village Council approval of 24-PCE-0032, subject to the following conditions:

1. The Zoning Map Amendment and Special Use shall substantially conform to the staff report, renderings, architecture plans prepared by S.G. Architects, Inc. dated January 24, 2025, engineering plans prepared by Morris Engineering, Inc. dated January 15, 2025, landscape plans prepared by Morris Engineering dated January 15, 2025 and traffic plans prepared by KLOA dated December 18, 2024 except as such plans may be modified to conform to the Village codes and ordinances.
2. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $203,372.29 ($143,463.42 to the Park District, $44,065.04 to

Elementary School District 58, and $15,843.83 to High School District 99).

3. A recorded plat of consolidation is required prior to building permit issuance.
4. A recorded plat of easement is required prior to the building permit issuance.

Staff Report Approved By:

_____

Stan Popovich, AICP
Director of Community Development

-att

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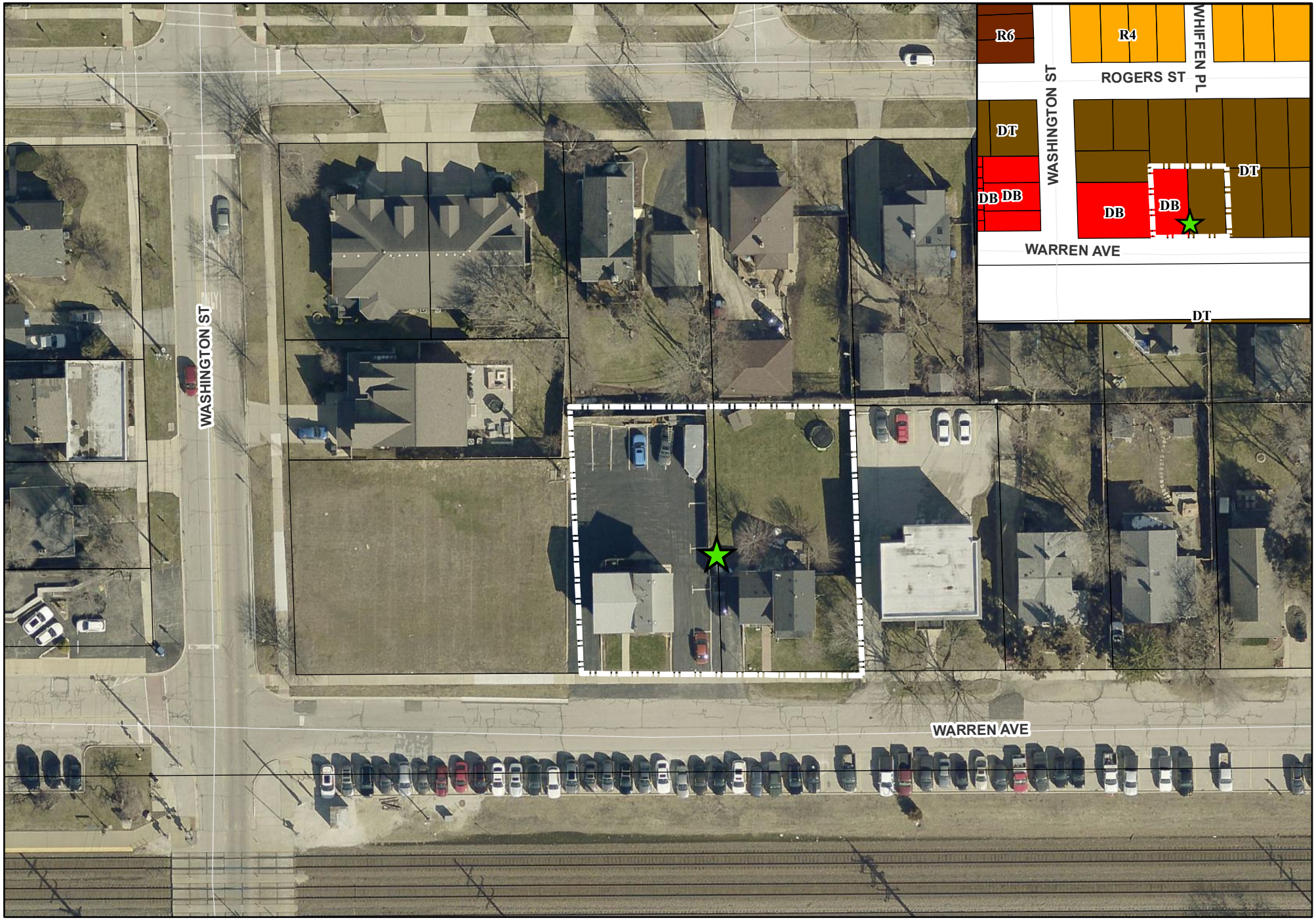

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826 and 830 Warren Avenue - Location Map

Subject Property

Project Location

Project Narrative
830 Warren Ave.

The petitioner is proposing to construct a 21,945 square foot, four-story, 20-unit apartment building at 826-830 Warren Ave. The petitioner is requesting approval of a map text amendment on one of the two lots, and a special use to permit the construction of the multifamily residential structure. An apartment building is an allowable special use in both the DB zoning district (proposed) and the DT zoning district (current) per section 5.010 of the Zoning Ordinance and the Special Use is appropriate based on the proposed development providing additional housing variety that promotes the goals and the policies of the Comprehensive Plan.

The subject site consists of two lots. The eastern lot, 826 Warren Ave., is currently used as a for rent single family home and is currently zoned DT. The western lot, 830 Warren Ave. is currently used as an commercial office building and is currently zoned DB. Both lots have shared ownership for the past two decades.

The petitioner is proposing to consolidate the two lots and redevelop the property with a four-story multifamily building containing 20 apartment units with the following features and amenities:

- 4 Studio Units
- 3 One Bedroom Units
- 2 Two Bedroom Units
- 11 Three Bedroom Units
- 28 parking spaces located behind the building in an access controlled parking lot
- Four penthouse units with large outdoor terraces
- EV charging stations
- Quartz countertops and stainless steel appliances
- Common area security and monitoring systems
- Secured package room

The project will be managed and maintained post construction by the Highpoint Living team. The firm currently owns and manages 717 Rogers St. This has given them unique perspectives on how the Downers Grove marketplace functions. In regards to on site parking, all spaces are assigned to specific unit. Any guests will need to park in the spaces assigned the visiting unit, or in the public parking spaces located in close proximity to the project. Additionally all move ins and move outs are scheduled in advance with Highpoint. The move ins will be scheduled between the hours of 9AM to 7PM . The elevator will be reserved for the specific parties during their moving process.

The building design carefully follows the intent of the Village zoning ordinance while respecting the Downtown Transitional zoning to the North and East. The design incorporates four stories along the Warren Ave. frontage with a tiered down rear elevation, a 42' rear yard setback, and a 24' setback from the East lot line. This design has been attentively crafted to create a smaller scale massing on the areas of the proposed building that abut the DT zoning district.

The Downers Grove design guidelines and Comprehensive Plan goals are referenced and followed extensively to help create a high quality and appropriately scaled building. The development incorporates attractive exterior finishes combining high quality materials and details. The exterior is clad in brick, limestone, profiled architectural panels, composite siding, metal accents, and oversized premium glazing.

Part of the unique hurdle on this project is balancing the border of two zoning districts across the proposed development site. Unifying the zoning into the DB district while trying to maintain a reduced massing more consistent with the DT zoning district has been implemented effectively. The design of the building has been crafted to create a healthy balance between these districts through the use of rear and side yard setbacks exceeding the DT zoning district standards, and reducing the height 30% from the allowed height in the DB zoning district.

The development of this site dramatically improves the current conditions. In addition to the luxury market-rate apartment living, the building has a contemporary exterior that will anchor the Northeast corner of the DB zoning district.

Thank you for your consideration

Michael Gatto
Director of Development
Highpoint Downers Grove on Warren

HIGHPOINT
DOWNERS GROVE ON WARREN

HP Ventures Group LLC
830 Downers Grove Project

Chicago's Middle-Market, Multi-Family Real Estate Specialists

Zoning Table
830 Warren Ave.

Project Name:	830 Warren Ave.				
Address:	826-830 Warren Ave.				
PIN(s):	0908125014; 0908125015				
Zoning District:	DB and DT				
Existing Use:	Office Building; Single Family Home				
Proposed Use:	20 Unit Apartment Building				
Petition Type:	Special Use; Map Amendment				
Deviations:	No Deviations				
Requirement	*Factor*	*Required*	*Proposed*	*Meets Requirement*	*Difference*
Lot Area per Dwelling Unit	Maximum	800	872.75	Yes	72.5
Street Setback- Warren	Minimum	0'	5'	Yes	8'
Street Build to Zone- Warren	Minimum	0-10'	5	Yes	
Street Build to Zone %- Warren	Minimum	80%	80%	Yes	
Side Setback- West	Minimum	0'	1'	Yes	1'
Side Setback- East	Minimum	0'	25'	Yes	25'
Rear Setback- North	Minimum	0'	42'	Yes	42'
Building Height	Maximum	70'	49'	Yes	21'

Special Uses

Form #PC02

Review and Approval Criteria

Address of Project Site: _____

A detailed response to all of the standards shall be provided, specifying how each standard is or is not met.

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

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

   The proposed use, 20 unit multi-family building, is expressly authorized as a special use within the DB zoning district.

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

   The proposed multy-family building is desirable to provide a facility that is in the interest of public convenience and will contribute to the general welfare of the community. Redevelopment of this site will enhance the character of the downtown. The proposed building will provide additional housing opportunities for people wishing to live in the downtown in close proximity to public transit and the vibrant Downers Grove business community. The increase in the number of residents in the downtown has the potential to increase the desireability of the downtown for retailers looking to locate in the area.
   The proposed plan meets many of the goals and policies outlined in the Comprehensive Plan.

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 multifamily development will not have a negative impact on the health, safety or general welfare of the general vicinity. The development will contribute to the general welfare of the community by providing a variety of housing options in close proximity to the downtown to support nearby businesses. With upscale rental as is being proposed, the product will provide a housing option that appeals to younger households and residents of all ages which is a goal of the Comprehensive Plan.

Zoning Map Amendments
Review and Approval

1. The existing uses and zoning of nearby property.

Direction	Zoning District	Current use
West	DB	Vacant Lot
North	DT	Single Family
East	DT	Multi-Family
South	DT	Civic Use

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

The proposed rezoning to DB is consistent with the adjacent DB zoning and will not negatively impact property values. The proposed multi-family building may improve property values as this development will replace two underutilized structures. The design guidelines will ensure a high quality building is constructed on the site.

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

The proposed rezoning will not negatively impact property values or the public health, safety, and welfare of the community or neighborhood.

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

Currently, the property is zoned DT with the proposal to rezone to DB. Multi-family is an allowable Special Use in both zoning districts. The development spans two lots that straddle the DB-DT zoning boundary. Unifying the zoning into the DB district is suitable for the area and will help promote a vibrant downtown and provide diverse housing options in the downtown near the Metra train station.

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

The subject property is not vacant. The overall property is currently underutilized and would benefit from improvements as promoted in the comprehensive plan

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

The redevelopment of this site will add value to the downtown and the community. The project will remove two tired and underutilized buildings and replace them with an attractive luxury multi-family building that incorporates the Downtown Design Guidelines. Additionally, unifying the zoning across contiguous lots with shared ownership creates an opportunity for comprehensive redevelopment.

7. The Comprehensive Plan.

As noted above, the proposed development meets many of the Comprehensive Plan's goals and objectives, including but not limited to:

1. The Plan prioritizes the redevelopment of key sites in order to maximize the Downtown's potential while evaluating opportunities to expand the boundaries (page 104). This project would further that goal both by expanding the boundary of the district.
2. The proposed mutlifamily use is a consistent use category across the existing zoning district and the proposed zoning district.
3. Multi-family is specifically called out as a transitional land use category to act as a buffer from the commercial district (pg 37). Specifically The Plan recognizes the need for greater residential density in order to help facilitate a "vibrant and energetic downtown" (pg 106).
4. Creates a development that is pedestrian-oriented
5. Provides additional residents in close proximity to the downtown
6. Modernizes two underutilized buildings through redevelopment (pg 38)
7. Further diversifies the housing stock and provides additional options for the residents of the community (pg 151)

HP Ventures- 828 Warren Ave. Proposed Development

Neighborhood Meeting 1/13/25- Summary

Efforts to Notify

- Mailed out invitations to the event one week prior to the meeting to all neighbors within a 300 ft radius of the project
- Hand delivered invitations to the surrounding residential neighbors and took the opportunity to introduce the project details to those at home.
- Will host a follow up zoom call on Thursday 1/16/25 for anyone that was unable to attend the physical neighborhood meeting

Information Shared

- Front elevation, site location map in satellite, site location map in zoning map were mailed out and hand delivered
- Elevations, site plan, and color renderings shared during the neighborhood meeting

People Involved in Discussions:

- Outside of the neighborhood meeting, We spoke to the following neighbors directly
    - Mr Deegan- 846 Rogers St.
    - Mrs. Kyser- 840 Rogers St.
    - Mrs. Scalia- 838 Rogers St.
    - Mr Furbush- 845 Rogers St.
    - Daniel Odonnell- 835 Rogers St
    - Joe Mcyntire- 829 Rogers St
    - Scott Uloswech- 5007 Washington St.
    - Todd Davies- 844 Warren Ave.
    - Ms Whiting- 814 Warren Ave.
    - Mr Chen- 813 Rogers St.
    - Chris Johnson- Multiple addresses on Washington
- At the neighborhood meeting, we spoke to the following neighbors directly
    - Daniel Odonnell- 835 Rogers St
    - Scott Uloswech- 5007 Washington St.

Suggestions and Concerns Raised

- Concerns raised outside of the neighborhood meeting
    - Contiguous neighbors to the north and west have existing storm water issues exacerbated by the current site pitch and design that they hope to be rectified/mitigated through the future development (835 Rogers St, 829 Rogers St, and 5007 Washington St.)
- Concerns raised at the neighborhood meeting
    - Incorporating a screening tree/evergreen into the northwest corner of the parking lot to decrease transparency from backyard to project (5007 Washington St.)

BOUNDARY SURVEY

OF

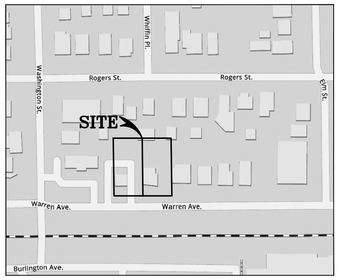
830 WARREN AVENUE
THE WEST HALF OF THE SOUTH 1/2 OF LOT 7 IN BEARDSLEY'S ADDITION TO THE TOWN OF DOWNERS GROVE IN THE NORTHWEST 1/4 OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 16, 1868 AS DOCUMENT 9654, IN DUPAGE COUNTY, ILLINOIS.

LAND AREA = 8,182 SF OR 0.188 ACRES MORE OR LESS

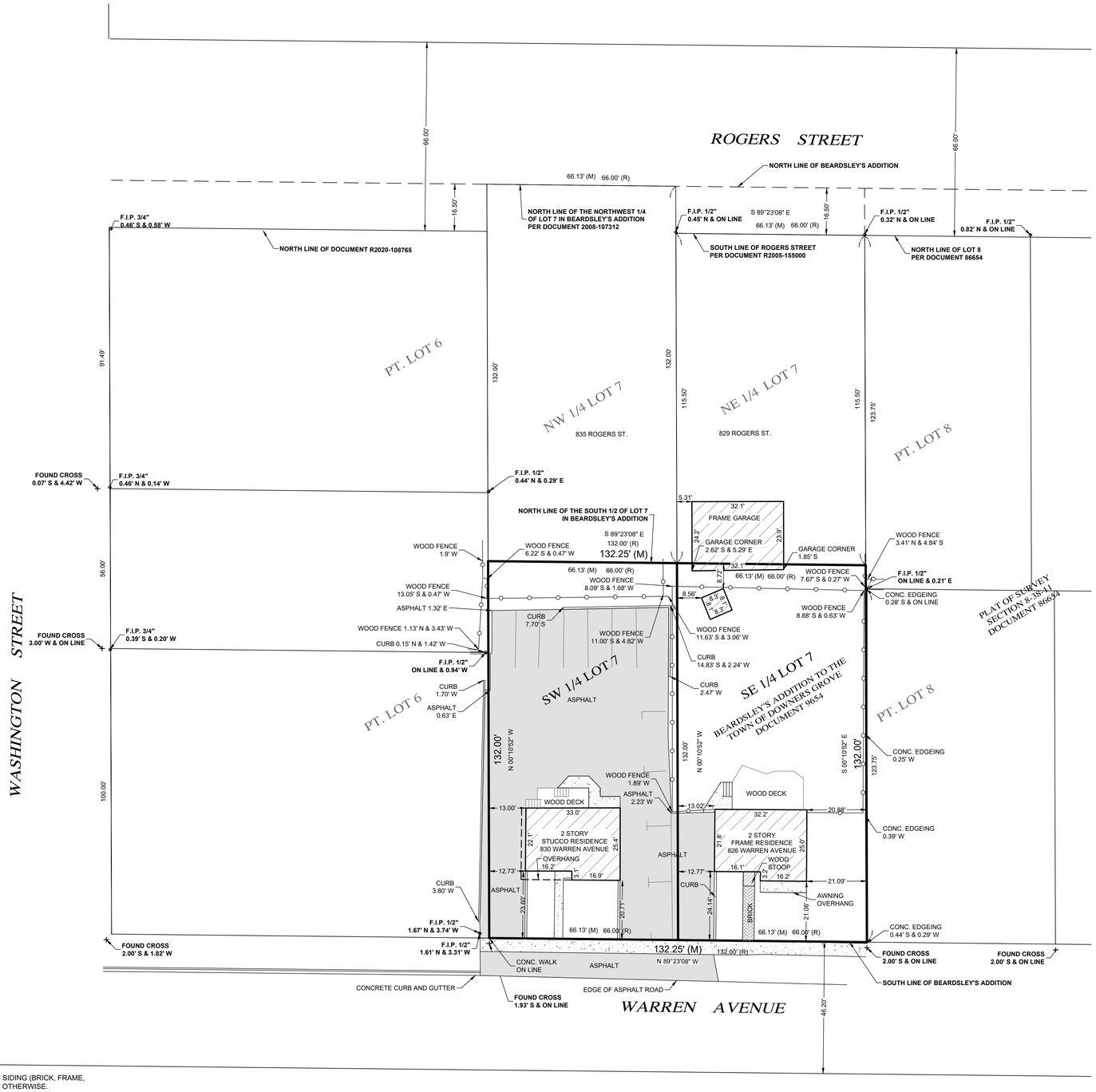
826 WARREN AVENUE
THE SOUTHEAST 1/4 OF LOT 7 IN BEARDSLEY'S ADDITION TO THE TOWN OF DOWNERS GROVE, A SUBDIVISION IN THE NORTHWEST 1/4 OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 16, 1868 AS DOCUMENT 9654, IN DUPAGE COUNTY, ILLINOIS.

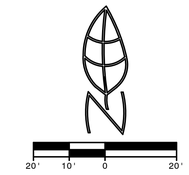
LAND AREA = 8,182 SF OR 0.188 ACRES MORE OR LESS

TOTAL LAND AREA = 16,364 SF OR 0.376 ACRES MORE OR LESS



LOCATION MAP





BASIS OF BEARING:
NORTHERLY LINE LINE AS OF WARREN AVENUE AS FOUND MONUMENTED AND OCCUPIED.
N 89°23'08" W (ASSUMED)

LEGEND

	EXISTING BOUNDARY		MANHOLE
	EXISTING EASEMENT		EXIST. CATCH BASIN
	EXISTING SETBACK		EXIST. CURB INLET
	EXISTING CHAIN LINK FENCE		STORM SEWER
	EXISTING WOOD FENCE		SANITARY SEWER
	EXISTING METAL FENCE		COMBINED SEWER
	EXISTING VINYL FENCE		WATER VALVE
	EXISTING BUILDING		BUFFALO BOX (B-BOX)
	CENTER LINE		WATER VALVE & VAULT
B.L.	BUILDING LINE		FIRE HYDRANT
F.I.P.	FOUND IRON PIPE		WATER METER
T/F	TOP OF FOUNDATION		WELL
F/F	FINISHED FLOOR		WATER LINE
G/F	GARAGE FLOOR ELEVATION		GAS METER
(C)	CALCULATED		GAS VALVE
(R/M)	RECORD/MEASURED		GAS LINE
SF	SQUARE FEET		ELECTRIC METER
	ASPHALT SURFACE		ELECTRIC PEDESTAL
	BUILDING/STRUCTURE		HANDHOLE
	CONCRETE SURFACE		OVERHEAD WIRES
	BRICK SURFACE		UNDERGROUND ELECTRIC
	DECIDUOUS TREE		UTILITY POLE
	DECIDUOUS BUSH		PHONE PEDESTAL
	CONIFEROUS TREE		PHONE MANHOLE
	CONIFEROUS BUSH		UNDERGROUND TELEPHONE
			CABLE TV PEDESTAL
			CABLE HANDHOLE
			CABLE METER
			UNDERGROUND CABLE
			LIGHT POST
			STREET SIGN
			DOWNSPOUT
			BOLLARD
			MAILBOX

GENERAL NOTES:
1. ALL TIES SHOWN ON THIS SURVEY ARE MEASURED TO THE BUILDING'S SIDING (BRICK, FRAME, STUCCO, METAL, ETC.) AND NOT TO THE FOUNDATION, UNLESS NOTED OTHERWISE.
2. ROOF LINES AND OVERHANGS ARE TYPICALLY NOT SHOWN HEREON.
3. COMPARE ALL DISTANCES AND POINTS IN FIELD AND REPORT ANY DISCREPANCIES TO SURVEYOR AT ONCE.
4. NO DIMENSIONS SHALL BE ASSUMED BY SCALING.

STATE OF ILLINOIS
COUNTY OF DUPAGE

I, THE UNDERSIGNED, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT "THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY," AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

FIELD WORK WAS COMPLETED ON 7/17/2024

DATED, THIS 25TH DAY OFJULY, A.D., 2024, AT LISLE, ILLINOIS.

Thomas J Cseal

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-2205
MY LICENSE EXPIRES NOVEMBER 30, 2024.
ILLINOIS PROFESSIONAL DESIGN FIRM PROFESSIONAL ENGINEERING CORPORATION NO. 184-001245

CLIENT: HIGHPOINT VENTURES GROUP LLC

THOMAS J. CSEAL
2205
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
LISLE, ILLINOIS

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

DATE
1 2 3 4 5 6

BOUNDARY SURVEY
826 AND 830 WARREN AVENUE
DOWNERS GROVE, ILLINOIS

Morris Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
FAX: (630) 271-0774
Website: www.ecivil.com

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FIELD CREW:	BV/DA/MM
DRAWN BY:	CJS
CHECKED BY:	TS
APPROVED BY:	TS
DATE:	7/22/2024
SCALE:	HORIZ 1"=20'
	VERT NONE

SHEET **1** OF 1 SHEETS

PROJ # 24-PR-1007

826 AND 830 WARREN AVENUE

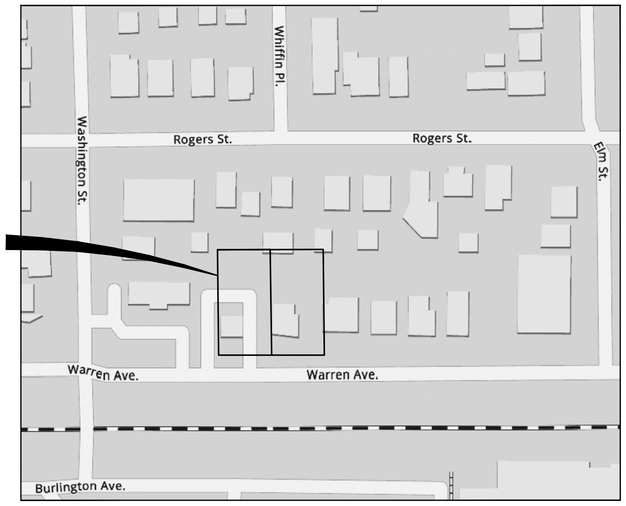
DOWNERS GROVE, ILLINOIS

LEGEND

EXISTING		PROPOSED
	MANHOLE	
	CATCH BASIN	
	INLET	
	CLEANOUT	
	FLARED END SECTION	
	WATER VALVE BOX	
	BUFFALO BOX (B.BOX)	
	WATER VALVE & VAULT	
	FIRE HYDRANT	
	WELL	
	GAS VALVE	
	GAS METER	
	COMMUNICATION CANISTER	
	COMMUNICATION HANDHOLE	
	COMMUNICATION MANHOLE	
	ELECTRIC CANISTER	
	ELECTRIC HANDHOLE	
	ELECTRIC MANHOLE	
	ELECTRIC METER	
	TRAFFIC SIGNAL	
	TRAFFIC HANDHOLE	
	TRAFFIC CONTROL BOX	
	UTILITY POLE	
	UTILITY POLE W/ LIGHT	
	STREET LIGHT	
	STREET SIGN	
	BORING LOCATION	
	MAILBOX	
+ 699.5	SPOT ELEVATIONS	+699.74
	PROPERTY LINE	
	ADJACENT PROPERTY LINE	
	EASEMENT LINE	
	SETBACK LINE	
	RIGHT OF WAY LINE	
	STORM SEWER LINE	
	SANITARY SEWER LINE	
W	WATERMAIN LINE	W
UG	UNDERGROUND GAS LINE	UG
UT	UNDERGROUND COMM. LINE	UT
UE	UNDERGROUND ELECTRIC	UE
OH	OVERHEAD UTILITY	OH
	FENCE LINE	
	GUARDRAIL LINE	
	CONTOUR LINE	

	DECIDUOUS TREE
	EVERGREEN TREE
	OVERLAND FLOOD ROUTE
	DRAINAGE ROUTE
	DOWNSPOUT
	SILT FENCE LINE
	INLET SILT PROTECTION
	COIR LOG SILT PROTECTION
	DEPRESSED CURB
	SOIL EROSION GEOTEXTILE PROTECTION
	CONCRETE
	BRICK
	ASPHALT
	BUILDING
	GRAVEL
	STONE

PROJECT LOCATION



PROJECT LOCATION MAP

INDEX OF SHEETS

1. COVER SHEET
2. GENERAL NOTES
3. EXISTING CONDITIONS AND DEMOLITION PLAN
4. SITE PLAN
5. UTILITY PLAN
6. GRADING PLAN
7. SWPPP PLAN
8. SWPPP NOTES
9. DETAILS
10. DETAILS
11. DETAILS

SOURCE BENCHMARK

DESIGNATION – 0006
PID – DK3312
STATE/COUNTY – IL/DU PAGE
USGS QUAD – WHEATON (2018)

DESCRIPTION: THE MONUMENT IS A 3.5 INCH BRASS DISK SET IN CONCRETE 0.2 FT ABOVE GRADE AT NORTHEAST CORNER OF WASHINGTON STREET AND WARREN AVENUE. THE STATION IS 57.4 FT SOUTHEAST OF A POWER POLE, 49.5 FT EAST OF A LIGHT POLE, AND 79.4 FT NORTHEAST OF A FIRE HYDRANT.

NAVD88 ELEVATION: 718.78

SITE BENCHMARK #1

CROSS IN SIDEWALK 2.00' SOUTH OF THE SOUTHEAST PROPERTY CORNER OF 826 WARREN AVENUE.

ELEVATION = 725.41

SITE BENCHMARK #2

SOUTHEAST BOLT TAG ON HYDRANT ON THE SOUTHWEST CORNER OF WASHINGTON STREET AND WARREN AVENUE.

ELEVATION = 722.26

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

PREPARED FOR

HP VENTURES GROUP LLC
4954 N. CHRISTIANA AVENUE
CHICAGO, ILLINOIS 60625

NOTICE TO CONTRACTORS

EXISTING UTILITIES

WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF OVERHEAD AND/OR UNDERGROUND UTILITY FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE ENGINEER AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER. THE ENGINEER AND THE OWNER ASSUME NO RESPONSIBILITY WHATSOEVER IN RESPECT TO THE SUFFICIENCY OR VERACITY OF THE INFORMATION SHOWN ON THE PLANS RELATIVE TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES OR THE MANNER IN WHICH THEY ARE TO BE REMOVED OR ADJUSTED. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES. HE SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR REMOVING OR ADJUSTING THEM.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL PUBLIC AND PRIVATE UTILITY COMPANIES WHICH MAY HAVE OVERHEAD OR UNDERGROUND FACILITIES IN THE AREA BEFORE CONSTRUCTION BEGINS. (SEE SPECIFICATIONS)

ENGINEER'S CERTIFICATION

STATE OF ILLINOIS)
SS.
COUNTY OF DuPAGE)

I, ERIC FOYTIK, A REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY MORRIS ENGINEERING, INC. 515 WARRENVILLE ROAD, LISLE, ILLINOIS, 60532 UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS. I FURTHER STATE THAT THE PROPOSED IMPROVEMENTS WILL NOT CAUSE PONDING OR FLOODING ON THE PROPERTY OR ADJACENT PROPERTIES.

DATED THIS 17TH DAY OF JANUARY, A.D. 20 25.

ERIC FOYTIK 062-068043 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS

ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-068043
MY REGISTRATION EXPIRES ON NOVEMBER 30, 2025

DATE	
1	10/23/2024 PER VILLAGE COMMENTS
2	12/17/2024 PER VILLAGE COMMENTS
3	1/15/2025 PER VILLAGE COMMENTS
4	
5	
6	

COVER SHEET

826 AND 830 WARREN AVENUE
DOWNERS GROVE, ILLINOIS

Morris Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
FAX: (630) 271-0774
Website: www.ecivil.com

MEI MORRIS INFRASTRUCTURE DESIGN IMPROVEMENTS BETTER LIFE! BETTER ENVIRONMENTS

FIELD CREW:	PW
DRAWN BY:	CJS
CHECKED BY:	AS
APPROVED BY:	EF
DATE:	9/24/2024
SCALE:	HORIZ –
	VERT –

SHEET 1 OF 11 SHEETS

PROJ # 24-PR-1007


NW 1/4 LOT 7
NE 1/4 LOT 7
SW 1/4 LOT 7
SE 1/4 LOT 7
PT. LOT 6
PT. LOT 8
NORTH LINE OF THE SOUTH 1/2 OF LOT 7 IN BEARDSLEY'S ADDITION
N 89°30'42" E
132.00' (R)
132.25' (M)
BEARDSLEY'S ADDITION TO THE TOWN OF DOWNERS GROVE DOCUMENT 9654
PLAT OF SURVEY SECTION 8-38-11 DOCUMENT 86654
FRAME GARAGE
GARAGE CORNER 2.62' S & 5.29' E
GARAGE CORNER 2.15' S
BRICK PATIO
WOOD FENCE 1.9' W
WOOD FENCE 6.22' S & 0.47' W
TO BE REMOVED
WOOD FENCE 8.09' S & 1.68' W
WOOD FENCE 7.67' S & 0.27' W
VINYL FENCE 3.41' N & 4.84' S
F.I.P. 1/2" ON LINE & 0.21' E
CONC. EDGEING 0.28' S & ON LINE
WOOD FENCE 13.05' S & 0.47' W
ASPHALT 1.32' E
8" PVC CLEANOUT RIM 719.38
WOOD FENCE 11.00' S & 4.82' W
WOOD FENCE 11.63' S & 3.06' W
CURB 14.83' S & 2.24' W
WOOD FENCE 8.88' S & 0.63' W
CURB 0.15' N & 1.42' W
WOOD FENCE 1.13' N & 3.43' W
F.I.P. 1/2" ON LINE & 0.94' W
CURB 1.70' W
CURB 2.47' W
ASPHALT 0.63' E
10" SEWER CLEANOUT RIM 721.02
N 01°17'02" W
S 01°17'02" E
132.00'
CONC. EDGEING 0.25' W
WOOD DECK
BASEMENT FLOOR 718.89
2-STORY STUCCO RESIDENCE 830 WARREN AVENUE
2 STORY FRAME RESIDENCE 826 WARREN AVENUE
3 STORY BRICK RESIDENCE 822 WARREN AVENUE
CONC. EDGEING 0.35' W
TREE TO BE REMOVED (TYPICAL)
T/F 725.86
T/F 727.07
F/F 726.94
F/F 726.75
WOOD STOOP
OVERHANG
AWNING OVERHANG
CURB 3.80' W
F.I.P. 1/2" 1.67' N & 3.74' W
F.I.P. 1/2" 1.61' N & 3.31' W
CONC. EDGEING 0.44' S & 0.29' W
66.13' (M) 66.00' (R)
132.25' (M) (132.00' (R))
S 89°30'42" W
TYPE 1 BARRICADES
CONC. WALK ON LINE
FOUND CROSS 1.93' S & ON LINE
FOUND CROSS 2.00' S & ON LINE
EXISTING B-BOX TO BE COMPLETELY REMOVED
SOUTH LINE OF BEARDSLEY'S ADDITION
CONCRETE CURB & GUTTER
CONCRETE CURB AND GUTTER
VALVE VAULT RIM 719.40 T/VALVE 714.99 T/PIPE 714.07 N&S&W
EDGE OF ASPHALT ROAD
EXISTING SANITARY SERVICE TO BE REMOVED
SITE BENCHMARK #1 FOUND CROSS 2.00' S & ON LINE NAVD88 ELEV. 725.41
WARREN AVENUE
8' x 8' PAVEMENT PATCH
INLET RIM 725.65 INV 723.11 S-6" PVC
SANITARY MH RIM 725.99 INV 700.51
SANITARY MH RIM 720.15 INV 699.58 E&NW
SITE BENCHMARK SE BOLT TAG ON FH NAVD88 ELEV 722.26
SOUTH LINE OF WARREN AVENUE
DEPRESSED CURB
48.20'
10' 5' 0 10'
1/17/2025 9:19:47 AM
C:\Users\Eric\Desktop\1007 - 826-830 Warren Ave, Downers Grove\Engineering\Plans\Rev-3\24-PR-1007_SITE_2025-01-16.dwg

	DATE	
1	10/23/2024	PER VILLAGE COMMENTS
2	12/17/2024	PER VILLAGE COMMENTS
3	1/15/2025	PER VILLAGE COMMENTS
4		
5		
6		

EXISTING CONDITIONS AND DEMOLITION PLAN

826 AND 830 WARREN AVENUE DOWNERS GROVE, ILLINOIS

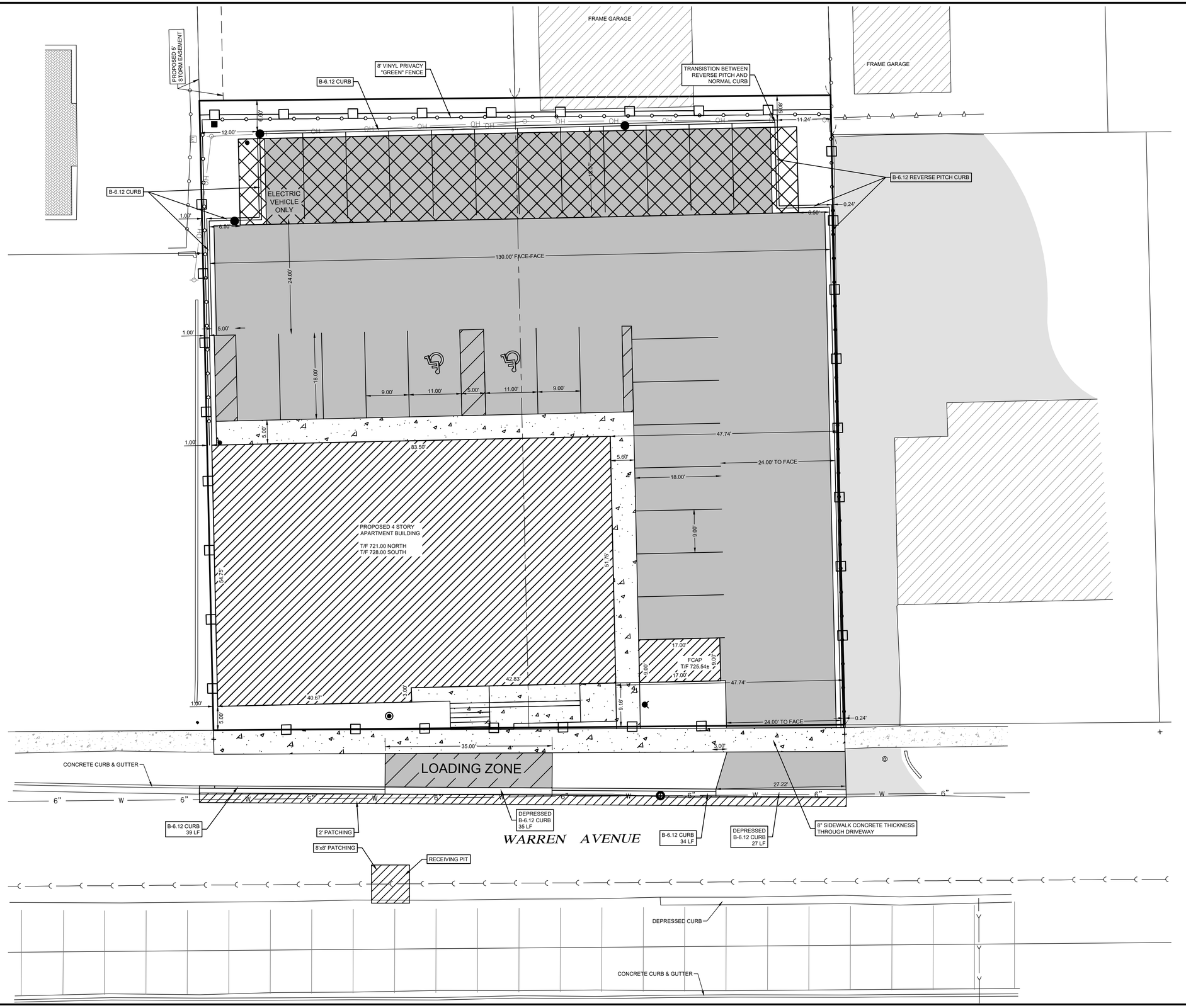
Morris Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
FAX: (630) 271-0774
Website: www.ecivil.com

BETTER INFRASTRUCTURE BETTER ENVIRONMENTS BETTER LIFE!

FIELD CREW:	PW
DRAWN BY:	CJS
CHECKED BY:	AS
APPROVED BY:	EF
DATE:	9/24/2024
SCALE:	HORIZ 1"=10' VERT –

SHEET
3
OF 11 SHEETS

PROJ # 24-PR-1007



NOTE:
PAVEMENT IN RIGHT OF WAY
PENDING VILLAGE APPROVAL.

	DATE	
1	10/23/2024	PER VILLAGE COMMENTS
2	12/17/2024	PER VILLAGE COMMENTS
3	1/15/2025	PER VILLAGE COMMENTS
4		
5		
6		

SITE PLAN

826 AND 830 WARREN AVENUE
DOWNERS GROVE, ILLINOIS

Morris Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
FAX: (630) 271-0774
Website: www.ecivil.com

MEI BUILDING INFRASTRUCTURE BETTER ENVIRONMENTS BETTER LIFE!

FIELD CREW:	PW
DRAWN BY:	CJS
CHECKED BY:	AS
APPROVED BY:	EF
DATE:	9/24/2024
SCALE:	HORIZ 1"=10'
	VERT –

SHEET
4
OF 11 SHEETS

PROJ # 24-PR-1007

1/20/2025 2:46:20 PM
C:\Users\Eric\Documents\ConnectWiseControl\Files\Rev-3\24-PR-1007_SITE_2025-01-16.dwg

W 8" W 8" W

12" SAN.

ROGERS STREET

48" SAN.

24" STORM

7" PVC CLEANOUT RIM 715.43

4' DIA. CB OVER EXISTING PIPE RIM 714.60 INV 707.91± E&W INV 711.42 S

BLOCK WALL

12"

FLAGSTONE WALL

INLET RIM 713.85 INV 710.65 NW 12" PVC INV 710.43 S 12" PVC

FENCE POST

2 STORY FRAME BUILDING

CONC. WALL

FENCE POST

WOOD STOOP

FENCE POST

FLAGSTONE PATIO

INLET RIM 712.98 INV 710.90 N 12" PVC INV 710.83 W 8" PVC BOTTOM 710.50

24"

18"

MATCH LINE SEE RIGHT

PROPOSED 5' STORM EASEMENT

10" PVC AUGERED 137 LF @ 1.6%

2FT DIA INLET RIM 717.00 INV 715.74 SE INV 713.56 N

6" PVC 8 LF @ 3.2%

MATCH LINE SEE LEFT

10" PVC AUGERED 137 LF @ 1.6%

PROPOSED 5' STORM EASEMENT

2FT DIA INLET RIM 717.00 INV 715.74 SE INV 713.56 N

CLEANOUT/OVERFLOW RIM 717.50 INV 716.00

6" PVC 8 LF @ 3.2%

CATCH BASIN TYPE C, 2' DIA. RIM 716.85 INV 714.35

12" CMP 2 LF @ 1.0%

12" CMP 2 LF @ 1.0%

ELECTRIC VEHICLE ONLY

PCBMP T/STONE = 716.00 B/STONE = 713.70

6" PERF. PVC 117 LF @ 0%

ELECTRIC SERVICE

CATCH BASIN TYPE C, 2' DIA. RIM 718.45 INV 714.35

6" PVC 46 LF

CLEANOUT RIM 721.00

83.50'

PROPOSED 4 STORY APARTMENT BUILDING

T/F 721.00 NORTH

T/F 728.00 SOUTH

54.76'

51.76'

FRAME GARAGE

CATCH BASIN TYPE C, 2' DIA. RIM 718.85 INV 714.35

12" CMP 2 LF @ 1.0%

FRAME GARAGE

17.00'

3.00'

3.00'

FCAP T/F 725.54± 17.00'

FIRE HYDRANT WITH AUX VALVE IN BOX

6" DIP WATER SERVICE 6" WATER METER

INSPECTION MANHOLE RIM 726.40 INV 722.98

40.67'

3.00'

42.83'

LOADING ZONE

GUTTER

VALVE VAULT RIM 719.00 T/VALVE 714.99 T/PIPE 714.07 N&S&W

6" W 6" W 6" W 6" W 6" W 6" W 6"

B-6.12 CURB 39 LF

SANITARY SERVICE TO BE WATER MAIN QUALITY PIPE 10' EITHER SIDE OF CROSSING

6" WATERMAIN PER VILLAGE GIS

6" VALVE IN 5' DIA. VAULT RIM 726.17

B-6.12 CURB 34 LF

DEPRESSED B-6.12 CURB 27 LF

CROSSING B/SERVICE 722.75 T/WATERMAIN 720.42

6" SDR26 PVC SANITARY SERVICE 41 LF @ 1.0% MIN TO BE AUGERED UNDER THE ROADWAY

WARREN AVENUE

33" SANITARY SEWER MAIN PER VILLAGE GIS

INLET RIM 725.65 INV 723.11 S 6" PVC

SANITARY MH RIM 725.99 INV 700.51

692'

SANITARY MH RIM 720.15 INV 699.58 E&NW

DEPRESSED CURB

CONCRETE CURB & GUTTER

10' 5' 0 10'

TOTAL LOT AREA = 17,455 SF

EXISTING IMPERVIOUS
BUILDINGS = 1,616 SF
PATIOS, WALKS & DRIVES = 7,938 SF
TOTAL = 9,554 SF

PROPOSED IMPERVIOUS
BUILDING = 4,443 SF
PARKING & WALKS = 11,192 SF
EXISTING GARAGE = 77 SF
TOTAL = 15,712 (90.01%)

NET NEW IMPERVIOUS AREA = 6,158 SF

REQUIRED PCBMP 1.25" x 15,712 = 1,636.7 CF
PROPOSED PCBMP 117 x 18 x 2.3FT = 1,743.8CF

DISTURBED AREA = 0.395 ACRES

ESHGWL AT PCBMP LOCATION ~ 709.4
PER GEOTECHNICAL REPORT INCLUDED IN THE STORM REPORT

	DATE	
1	10/23/2024	PER VILLAGE COMMENTS
2	12/17/2024	PER VILLAGE COMMENTS
3	1/15/2025	PER VILLAGE COMMENTS
4		
5		
6		

UTILITY PLAN

826 AND 830 WARREN AVENUE
DOWNERS GROVE, ILLINOIS

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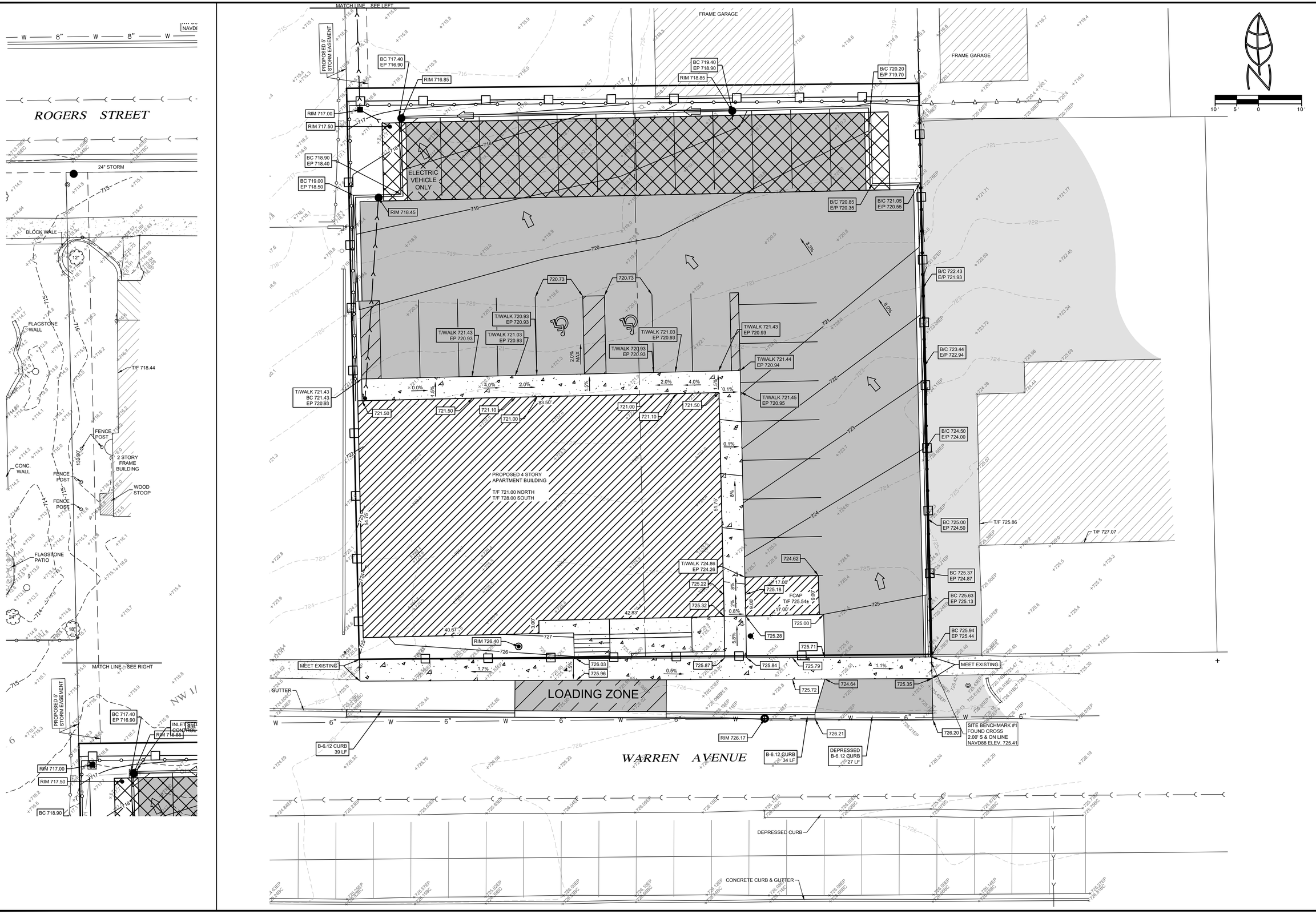
FAX: (630) 271-0774
Website: www.ecivil.com

BETTER INFRASTRUCTURE BETTER ENVIRONMENTS BETTER LIFE!

FIELD CREW: PW
DRAWN BY: CJS
CHECKED BY: AS
APPROVED BY: EF
DATE: 9/24/2024
SCALE: HORIZ 1"=10'
VERT –

SHEET 5 OF 11 SHEETS

PROJ # 24-PR-1007



DATE	
1	10/23/2024 PER VILLAGE COMMENTS
2	12/17/2024 PER VILLAGE COMMENTS
3	1/15/2025 PER VILLAGE COMMENTS
4	
5	
6	

GRADING PLAN

826 AND 830 WARREN AVENUE DOWNERS GROVE, ILLINOIS

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Civil Engineering • Consulting
Land Surveying
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Phone: (630) 271-0770
Survey: (630) 271-0599
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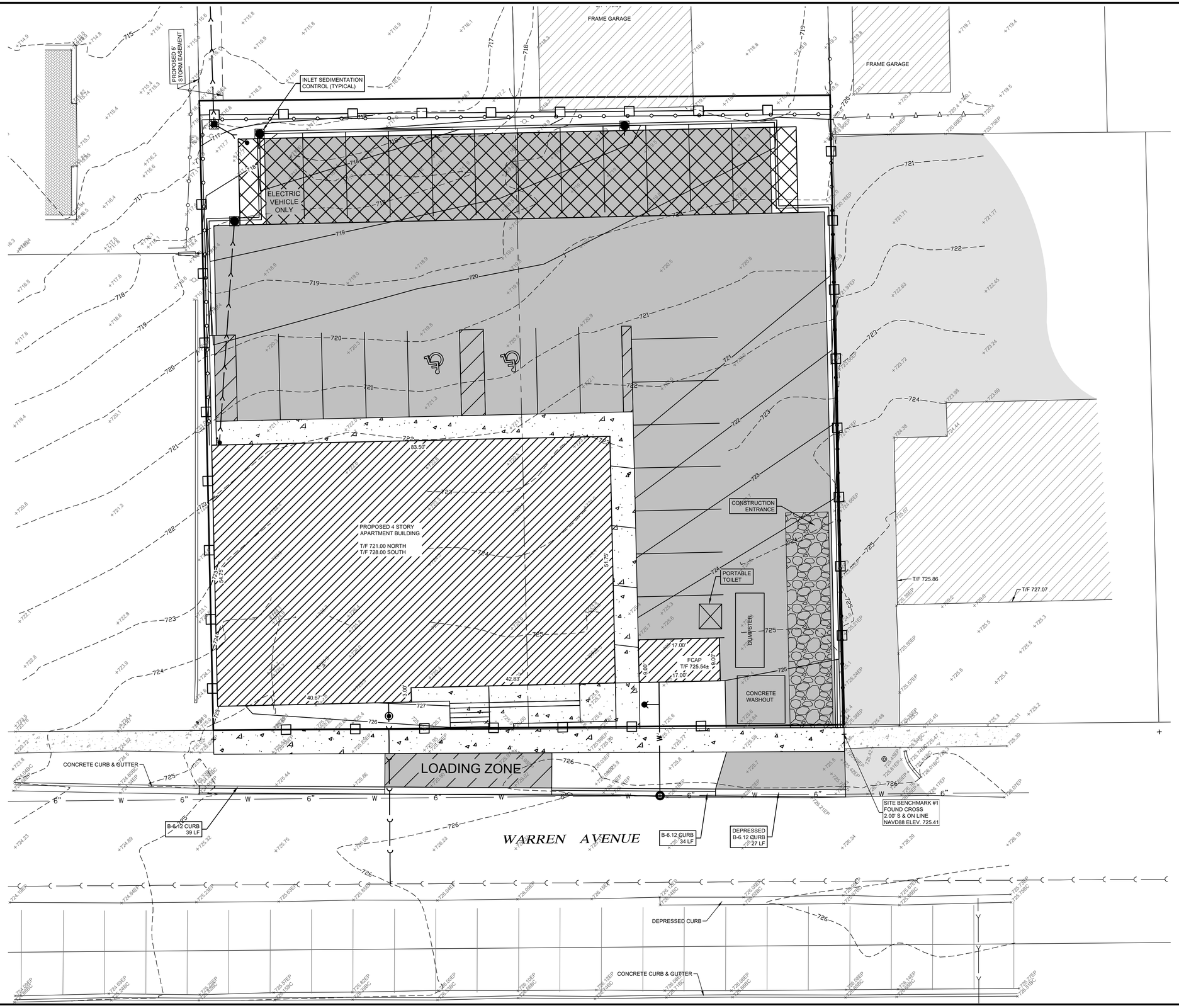
Website: www.ecivil.com

MEI BETTER INFRASTRUCTURE BETTER IMPROVEMENTS BETTER LIFE!

FIELD CREW:	PW
DRAWN BY:	CJS
CHECKED BY:	AS
APPROVED BY:	EF
DATE:	9/24/2024
SCALE:	HORIZ 1"=10'
	VERT –

SHEET **6** OF 11 SHEETS

PROJ # 24-PR-1007



	DATE	
1	10/23/2024	PER VILLAGE COMMENTS
2	12/17/2024	PER VILLAGE COMMENTS
3	1/15/2025	PER VILLAGE COMMENTS
4		
5		
6		

SWPPP PLAN

826 AND 830 WARREN AVENUE
DOWNERS GROVE, ILLINOIS

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MEI
BETTER INFRASTRUCTURE BETTER ENVIRONMENTS BETTER LIFE!

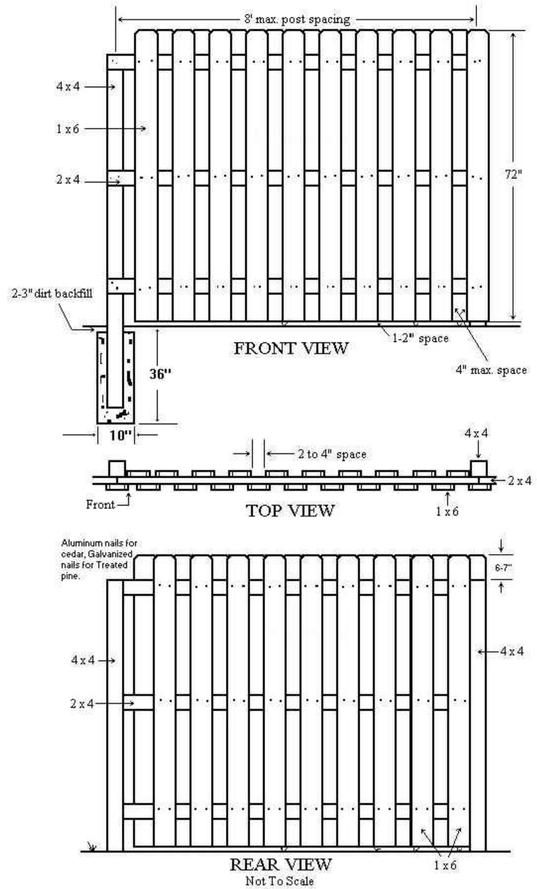
FIELD CREW:	PW
DRAWN BY:	CJS
CHECKED BY:	AS
APPROVED BY:	EF
DATE:	9/24/2024
SCALE:	HORIZ 1"=10'
	VERT –

SHEET **8** OF 11 SHEETS

PROJ # 24-PR-1007

Straight Shadowbox

Red Cedar or Treated Pine

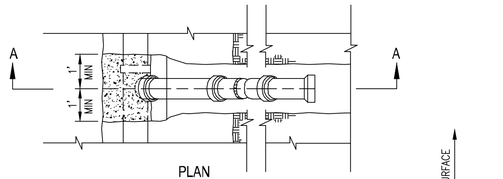


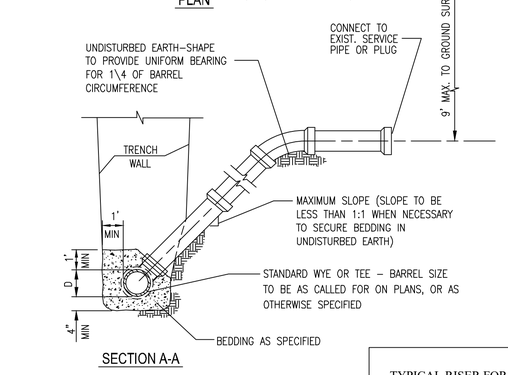
Not To Scale

Number of boards will vary depending on space between boards and actual width of boards

WOOD FENCE DETAIL

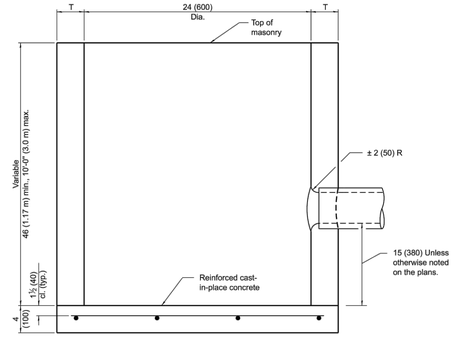
N.T.S.





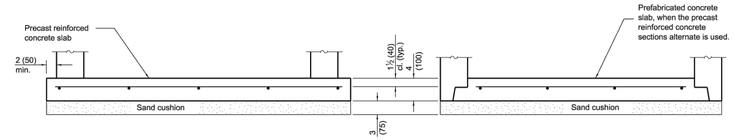
TYPICAL RISER FOR SANITARY SERVICE LATERAL

STANDARD DRAWING NO.7san



ALTERNATE MATERIALS FOR WALLS	T (min)
Precast Reinforced Concrete Section	3 (75)
Concrete Masonry Unit	5 (125)
Cast-in-Place Concrete	6 (150)
Brick Masonry	8 (200)

ELEVATION



ALTERNATE BOTTOM SLAB

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.27 sq. in./ft. (570 sq. mm/m) in both directions with a maximum spacing of 9 (230).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF POLICY AND PROCEDURES
Michael Brand
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

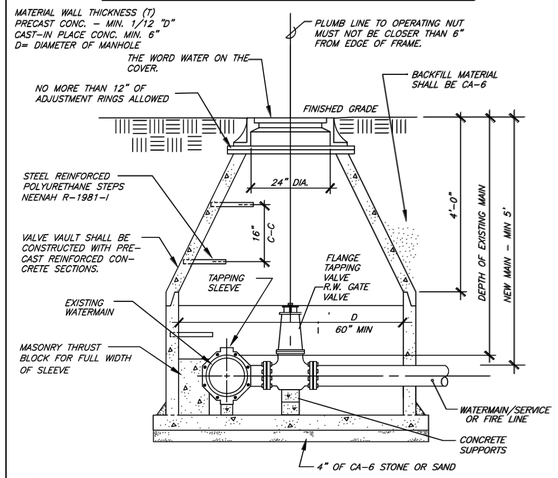
DATE	REVISIONS
1-1-11	Detailed rein. in slabs. Added
	max limit to height. Added
	general notes.
1-1-09	Switched units to English (metric).

CATCH BASIN TYPE C

STANDARD 602011-02

TYPICAL WATERMAIN PRESSURE CONNECTION

N.T.S.



NOTES:
D = DIAMETER OF MANHOLE
VALVE VAULT DIAMETER SHALL BE 60" FOR VALVES 6" – 8"
VALVE VAULT DIAMETER SHALL BE 72" FOR VALVES 10" AND LARGER

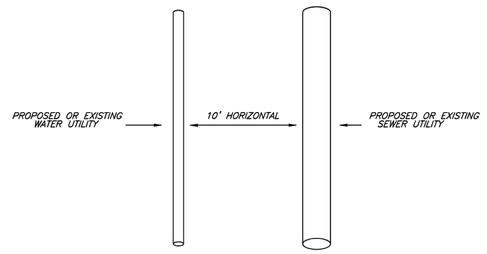
ALL FITTINGS SHALL BE MEGALUG AND ALL BOLTS & NUTS SHALL BE STAINLESS STEEL 304 T–BOLTS & 316 NUTS.

ALL OPENINGS ON PRECAST VALVE VAULT SHALL BE BLOCKED AND MORTARED

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
Village of DOWNERS GROVE Founded in 1873	02/20/07		W.J.M.	M.D.M.	WATERMAIN PRESSURE CONNECTION
	03/25/11		S.A.V.	A.J.S.	
	03/01/15		S.A.V.	A.J.S.	
	01/01/17		N.R.H.	J.M.W.	
	01/01/18		N.R.H.	J.M.W.	
	DRAWING NO. WTR–09				
	I:\LIBRARY\DETAILS\WATER\WTR–09				

HORIZONTAL SEPARATION

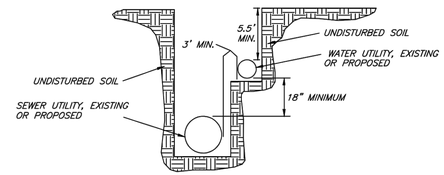
PROPOSED SEWER (OR WATER) IS LOCATED 10 FEET OR MORE FROM EXISTING WATER (SEWER)



PLAN VIEW

VERTICAL/SHELVED SEPARATION

PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10 FEET FROM EXISTING WATER (OR SEWER)



N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
Village of DOWNERS GROVE Founded in 1873	02/20/07		W.J.M.	M.D.M.	WATER AND SEWER SEPARATION REQUIREMENTS HORIZONTAL SEPARATION
	03/25/11		S.A.V.	A.J.S.	
	03/01/15		S.A.V.	A.J.S.	
	01/01/17		N.R.H.	J.M.W.	
	01/01/18		N.R.H.	J.M.W.	
	DRAWING NO. WTR–02				
	I:\LIBRARY\DETAILS\WATER\WTR–02				

DATE	
1	10/23/2024 PER VILLAGE COMMENTS
2	12/17/2024 PER VILLAGE COMMENTS
3	1/15/2025 PER VILLAGE COMMENTS
4	
5	
6	

DETAIL SHEET

826 AND 830 WARREN AVENUE
DOWNERS GROVE, ILLINOIS

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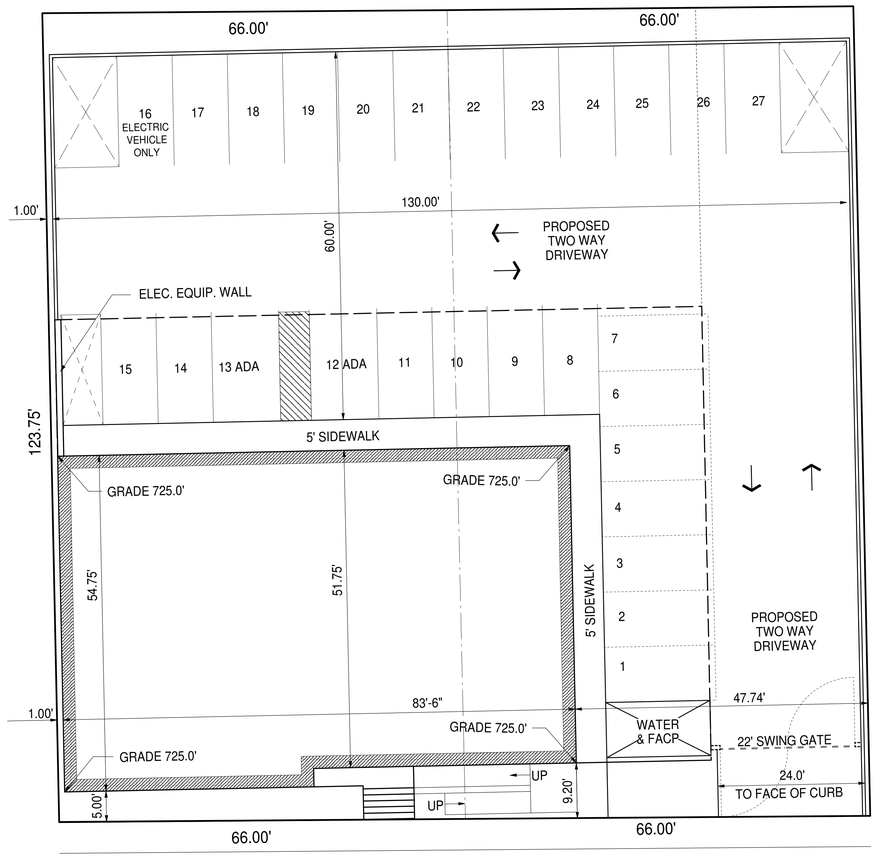
FIELD CREW: PW
DRAWN BY: CJS
CHECKED BY: AS
APPROVED BY: EF
DATE: 9/24/2024
SCALE: HORIZ –
VERT –

SHEET 11 OF 11 SHEETS

PROJ # 24-PR-1007



WARREN AVENUE

LOT COVERAGE TABULATION
LOT AREA = 17,455.00
25.97% BUILDING FOOTPRINT = 4,534.10

FOLLOW SITE/GRADING PLAN BY OTHERS
ARCHITECTURAL SITE PLAN ONLY HEREON

PROPOSED
4 STORY APARTMENT BUILDING

VARIES= 4534.1 SF GRADE FOOTPRINT
105'-6" X 72'= 7596 SF 2ND, 3RD FLOORS
105'-6" X 54' = 5697 SF 4TH FLOOR
25,423.1 SF TOTAL ALL FLOORS

North

PRELIMINARY SITE PLAN

SCALE: 1" = 10' 0"

BUILDING DEPARTMENT NOTE:

> THIS DRAWING HAS BEEN PREPARED FOR USE ON THE PROJECT NOTED AND REPRODUCTION IN PART OR WHOLE IS PROHIBITED UNLESS AUTHORIZED IN WRITING BY S.G ARCHITECTS, INC.
> OWNER/CONTRACTOR ASSUME ALL LIABILITY IN CONJUNCTION WITH THE USE OF THESE DOCUMENTS AND THE INFORMATION CONTAINED HEREON
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> THIS DRAWING IS VALID FOR PERMIT ONLY WHEN SEAL IS AFFIXED AND IS INTENDED FOR CONSTRUCTION OF ONE BUILDING ONLY.

GENERAL NOTE:

> SUBSTITUTION FROM LUMBER GRADES DESIGNATED HEREON MUST BE APPROVED BY THE ARCHITECT PRIOR TO CONSTRUCTION.
> ARCHITECT FEES INCURRED DO TO FAILURE TO COMPLY WILL BE THE RESPONSIBILITY OF APPROPRIATE CONTRACTOR.

ADOPTED BUILDING CODES:

THE DRAWINGS AND SPECIFICATIONS HEREON HAVE BEEN PREPARED IN ACCORDANCE WITH THE VILLAGE OF DOWNERS GROVE CODES AND AMENDMENTS AS LISTED BELOW.

> CURRENT DOWNERS GROVE ZONING ORDINANCE
> CURRERNTY DOWNERS GROVE STORMWATER & FLOOD PLIAN ORD.
> 2021 INTERNATIONAL BUILDING CODE WITH D.G. AMENDMENTS
> 2020 NATIONAL ELECTRICAL CODE W/ D.G. AMENDMENTS
> CURRENT STATE OF ILLINOIS PLUMBING CODE W/ D.G. AMENDMENTS
> 2021 INTERNATIONAL MECHANICAL CODE W/ D.G. AMENDMENTS
> 2021 INTERNATIONAL FUEL GAS CODE W/ D.G. AMENDMENTS
> 2021 INTERNATIONAL ENERGY CONSERVATION CODE W/ D.G. AMENDMENTS AND STATE OF ILLINOIS AMMENDMENTS
> 2021 INTERNATIONAL PROPERTY MAINTENANCE CODE W/ D.G. AMENDMENTS
> 2021 INTERNATIONAL FIRE CODE W/ D.G. AMENDMENTS
> 2021 INTERNATIONAL SWIMING POOL AND SPA CODED W/ D.G. AMENDMENTS
> 2015 LIFE SAFETY - NFPA 101
> CURRENT STATE OF ILLINOIS ACCESSIBILITY CODE

BUILDING WILL BE TYPE 3B CONSTRUCTION.

S.G. Architects, Inc.
ARCHITECTS-PLANNERS

1401 BRANDING, SUITE 270
DOWNERS GROVE, IL 60515
ph. 630.969.9279
fax 630.969.0692

BUILDING DEPARTMENT NOTE

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THESE DRAWINGS HAVE BEEN PREPARED IN MY OFFICE UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE CONFORM TO THE CODES AND ORDINANCES OF THE STATE, COUNTY, CITY, OR VILLAGE TO WHICH THEY ARE SUBMITTED.

(VALID ONLY IF SIGNATURE APPEARS IN BLUE INK)

S.G. ARCHITECTS, INC.

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-010162 EXP: 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP: 04-30-25

PROJECT:

WARREN AVE
APARTMENTS

828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT
LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-22-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >SITE PLAN	1 OF 12

SOUTH ELEVATION - WARREN AVE.

SCALE: 1/4" = 1' 0"

S.G. Architects, Inc.
ARCHITECTS-PLANNERS

1401 BRANDING, SUITE 270
DOWNERS GROVE, IL 60515

ph. 630.969.9279
fax 630.969.0692

BUILDING DEPARTMENT NOTE

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S.G. ARCHITECTS, INC.

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-01152 EXP. 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP. 04-30-25

PROJECT:

WARREN AVE APARTMENTS

828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-22-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >SOUTH ELEVATION	2 OF 12

EAST ELEVATION

SCALE: 1/8" = 1' 0"

S.G. Architects, Inc.
ARCHITECTS-PLANNERS

1401 BRANDING, SUITE 270
DOWNERS GROVE, IL 60515

ph. 630.969.9279
fax 630.969.0692

BUILDING DEPARTMENT NOTE

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WARREN AVE
APARTMENTS

828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT
LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-22-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >EAST ELEVATION	3 OF 12

WEST ELEVATION

SCALE: 1/4" = 1' 0"

GLAZING AREA = 288 SF.
EXTERIRO WALL AREA = 3225 SF.
GLAZING = 8.9% OF WALL AREA

S.G. Architects, Inc.
ARCHITECTS-PLANNERS

1401 BRANDING, SUITE 270
DOWNERS GROVE, IL 60515

ph. 630.969.9279
fax 630.969.0692

BUILDING DEPARTMENT NOTE

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(VALID ONLY IF SIGNATURE APPEARS IN BLUE INK)

S.G. ARCHITECTS, INC.

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-010152 EXP: 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP: 04-30-25

PROJECT:

WARREN AVE
APARTMENTS

828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT
LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-22-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >NORTH ELEVATION	4 OF 12

NORTH ELEVATION

SCALE: 1/4" = 1' 0"

GLAZING AREA AT GARAGE LEVEL = 240 SF.
EXTERIRO WALL AREA AT GARAGE LEVEL = 1567 SF.
GLAZING = 15% OF WALL AREA

S.G. Architects, Inc.
ARCHITECTS-PLANNERS

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DOWNERS GROVE, IL 60515
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BUILDING DEPARTMENT NOTE

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(VALID ONLY IF SIGNATURE APPEARS IN BLUE INK)

S.G. ARCHITECTS, INC.

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-010162 EXP: 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP: 04-30-25

PROJECT:

WARREN AVE APARTMENTS

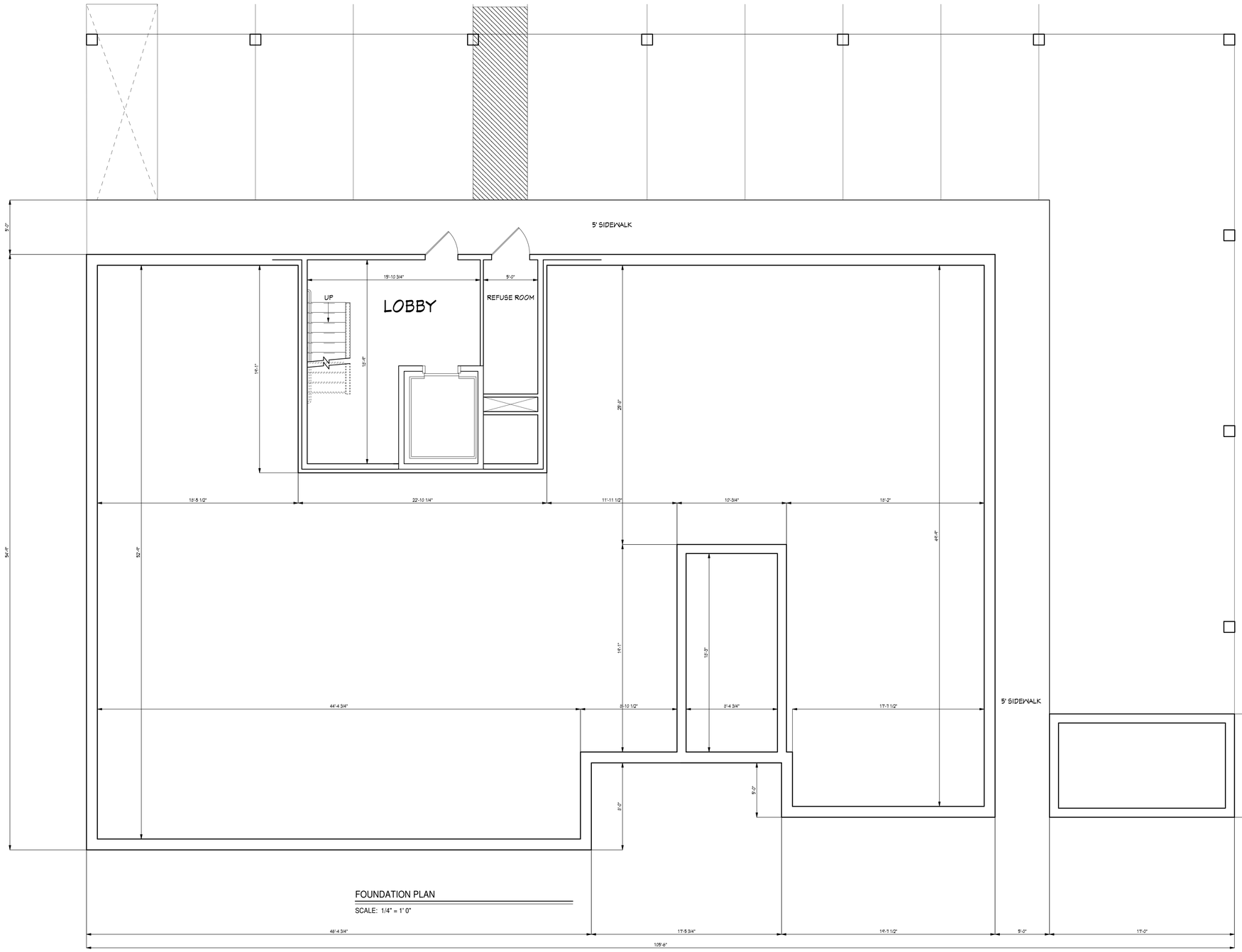
828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-02-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >WEST ELEVATION	5 OF 12



FOUNDATION PLAN

SCALE: 1/4" = 1' 0"

S.G. Architects, Inc.
ARCHITECTS-PLANNERS

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DOWNERS GROVE, IL 60515

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S.G. ARCHITECTS, INC.

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-010162 EXP. 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP. 04-30-25

PROJECT:

WARREN AVE
APARTMENTS

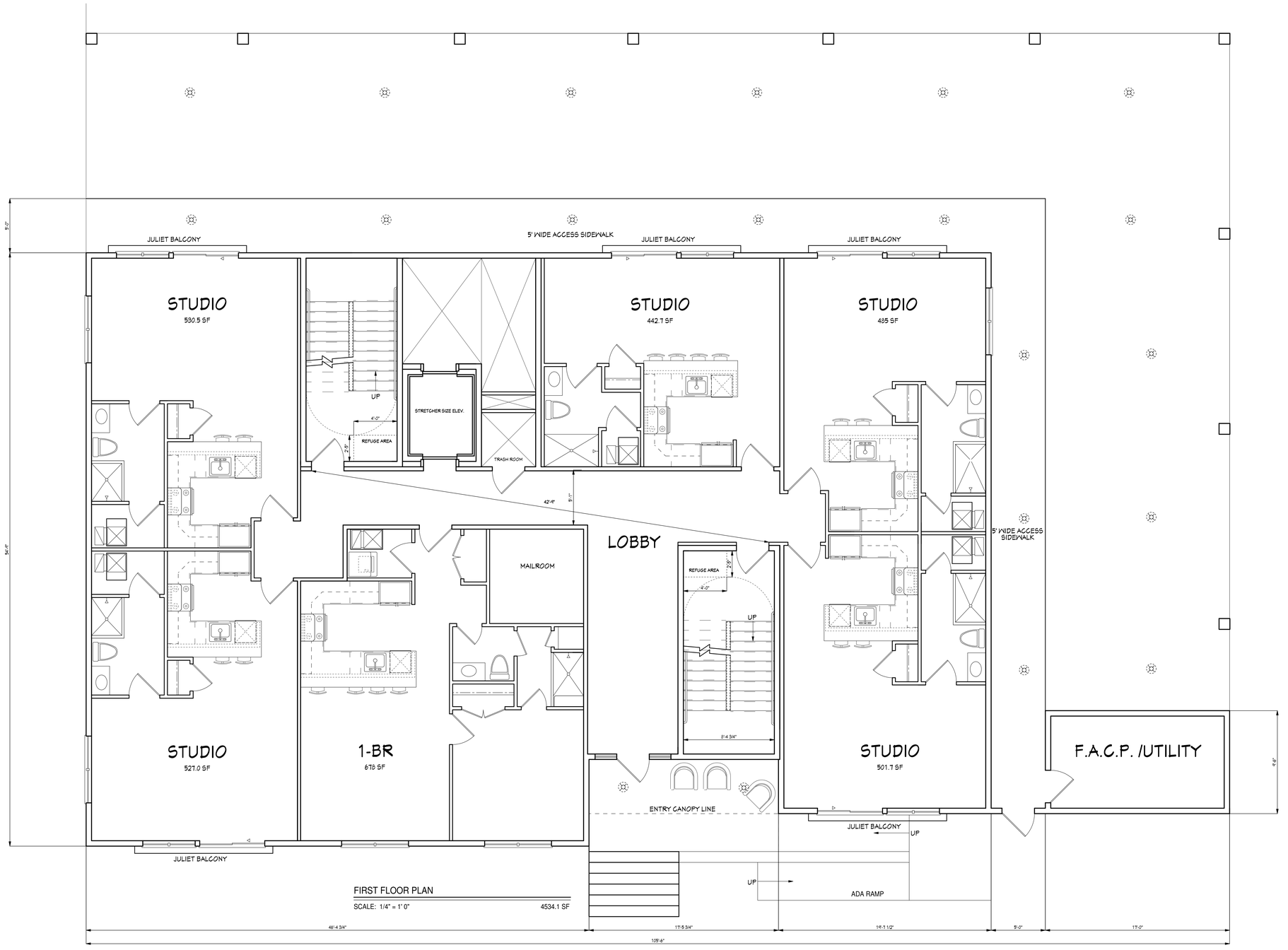
828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT
LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-22-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >FOUNDATION PLAN	6 OF 12



FIRST FLOOR PLAN

SCALE: 1/4" = 1' 0" 4534.1 SF

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S.G. ARCHITECTS, INC.

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-010162 EXP: 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP: 04-30-25

PROJECT:

WARREN AVE APARTMENTS

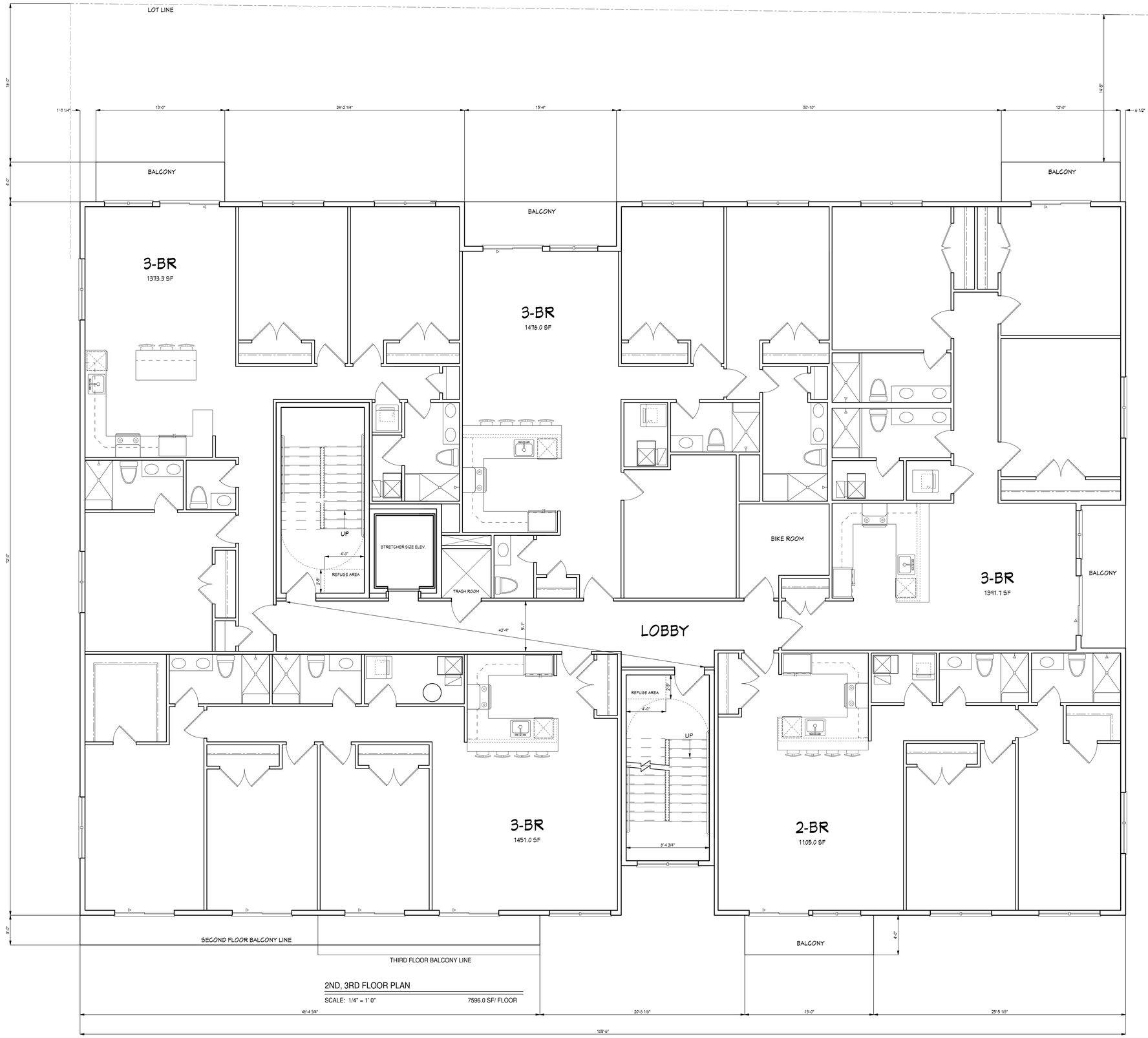
828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-22-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >FIRST FLOOR PLAN	7 OF 12



2ND, 3RD FLOOR PLAN

SCALE: 1/4" = 1' 0" 7596.0 SF/ FLOOR

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S.G. ARCHITECTS, INC.

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-010162 EXP: 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP: 04-30-25

PROJECT:

WARREN AVE APARTMENTS

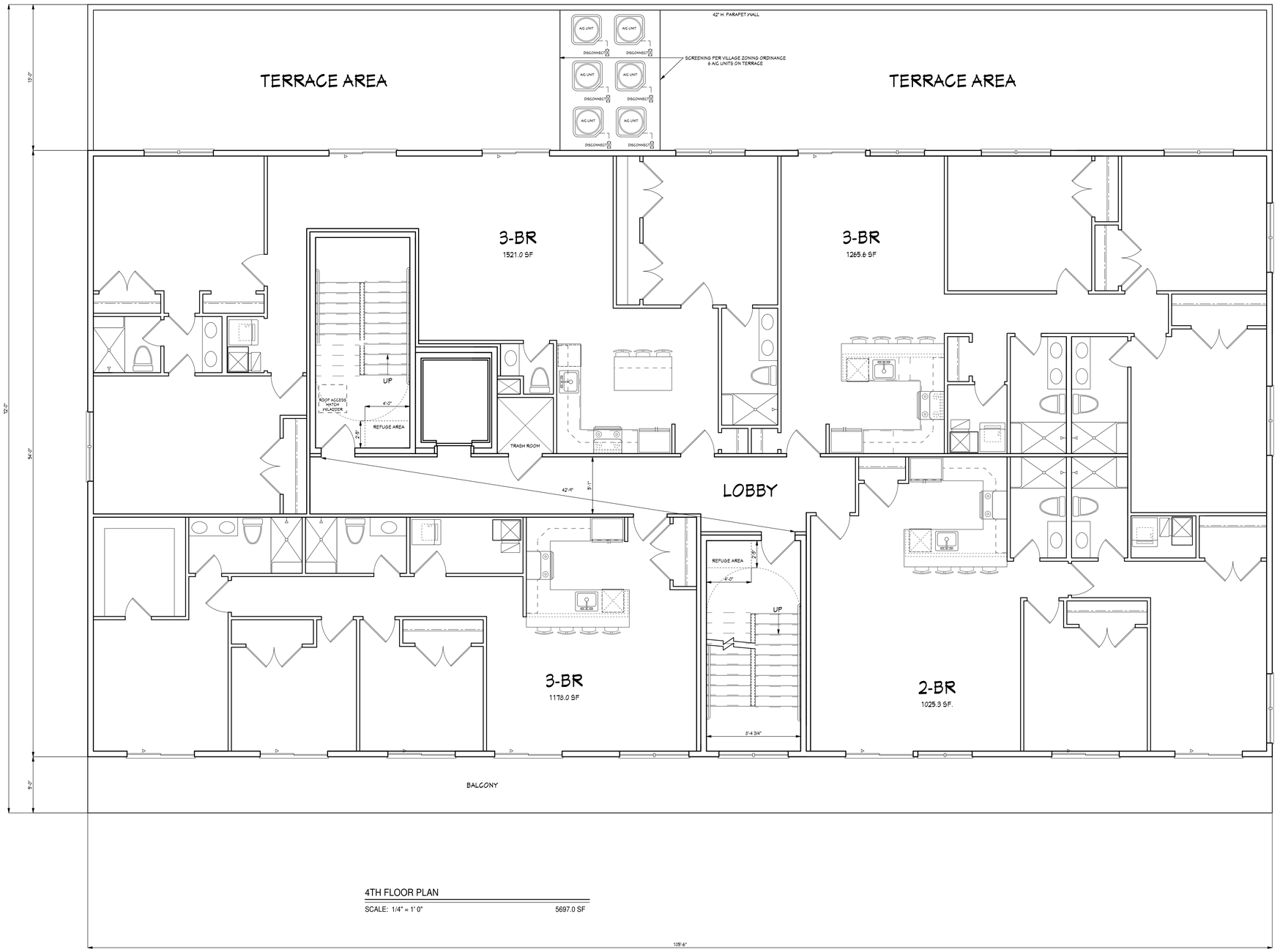
828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-22-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >2ND AND 3RD >FLOOR PLAN	8 OF 12



4TH FLOOR PLAN

SCALE: 1/4" = 1' 0" 5697.0 SF

S.G. Architects, Inc.
ARCHITECTS-PLANNERS

1401 BRANDING, SUITE 270
DOWNERS GROVE, IL 60515
ph. 630.969.9279
fax 630.969.0692

BUILDING DEPARTMENT NOTE

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S.G. ARCHITECTS, INC.

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-010162 EXP: 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP: 04-30-25

PROJECT:

WARREN AVE APARTMENTS

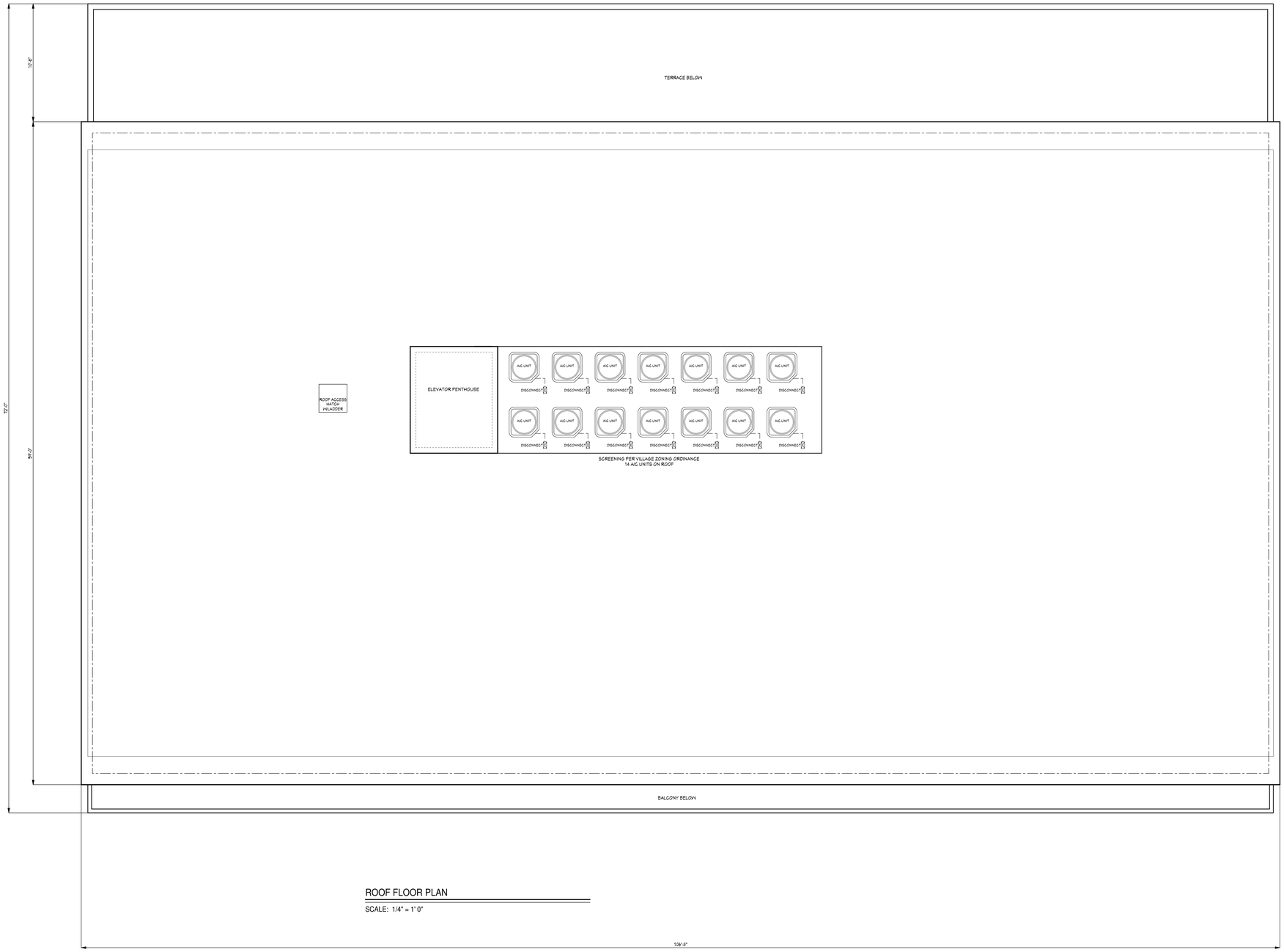
828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-02-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >4TH FLOOR PLAN	9 OF 12



ROOF FLOOR PLAN

SCALE: 1/4" = 1' 0"

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S.G. ARCHITECTS, INC.

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-010162 EXP: 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP: 04-30-25

PROJECT:

WARREN AVE
APARTMENTS

828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT
LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-22-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-28-24	SLG
	REV. SITE TO ENGINEER	
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	REV. PLANS & ELEVATIONS	
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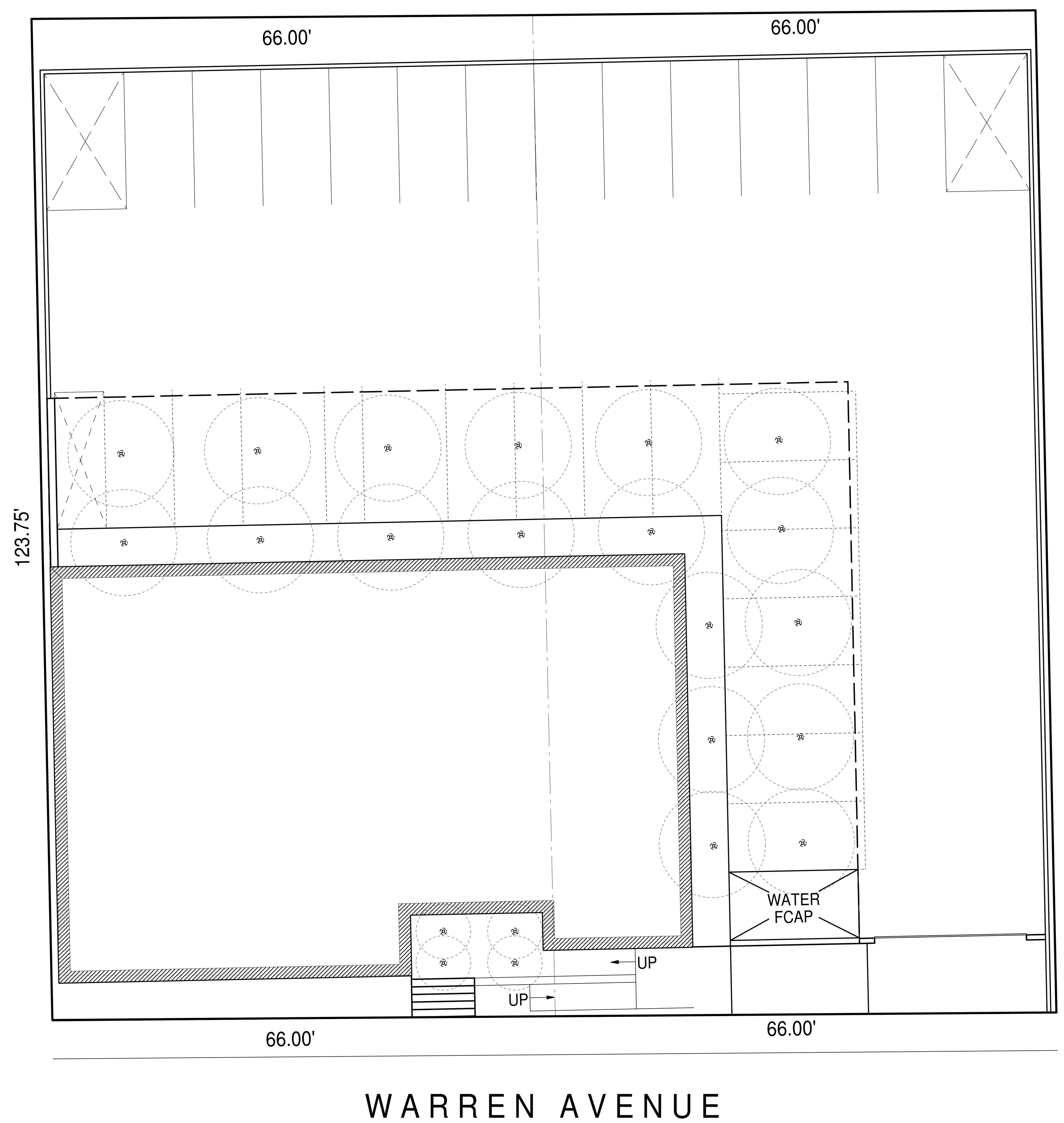
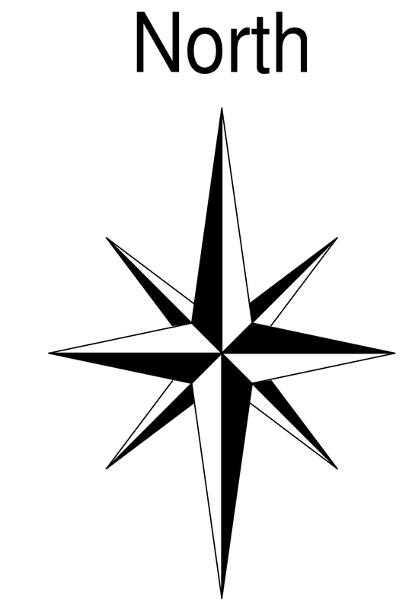
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >ROOF PLAN	10 OF 12





LUMINAIRE SCHEDULE					
LOCATION	NO. OF LAMPS/TYPE	DESCRIPTION	MOUNTING HT.	WORK PLANE	WATTS/FIXTURE
EXTERIOR CAN/ENTRY	4-QTY LED	L1540-G2 LITHONIA	9'	GRADE	42
EXTERIOR CAN PARKING	18-QTY LED	L1540-G2 LITHONIA	18'	GRADE	42

PHOTOMETRIC PLAN

SCALE: 1" = 10' 0"

S.G. Architects, Inc.
ARCHITECTS-PLANNERS

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DOWNERS GROVE, IL 60515
ph. 630.969.9279
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BUILDING DEPARTMENT NOTE

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S.G. ARCHITECTS, INC

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-010162 EXP. 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP. 04-30-25

PROJECT:

WARREN AVE
APARTMENTS

828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT
LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-22-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
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	REV. SITE TO ENGINEER	
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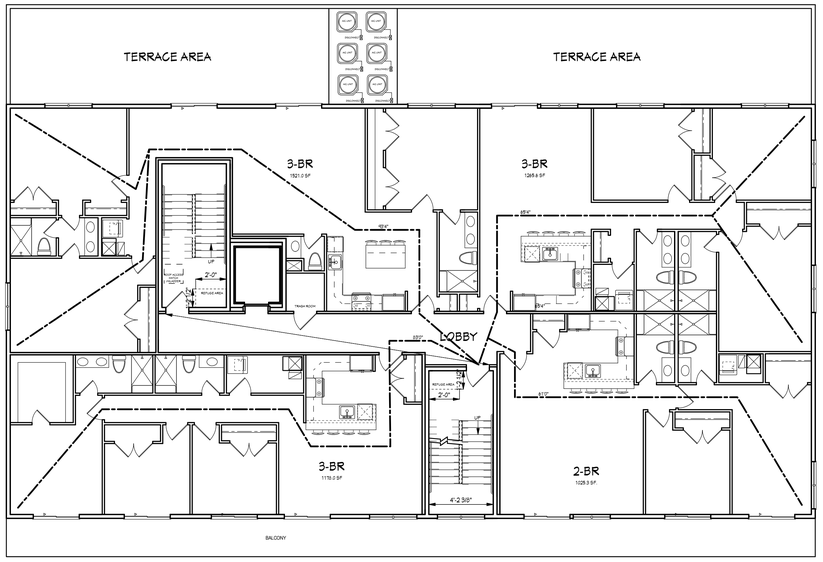
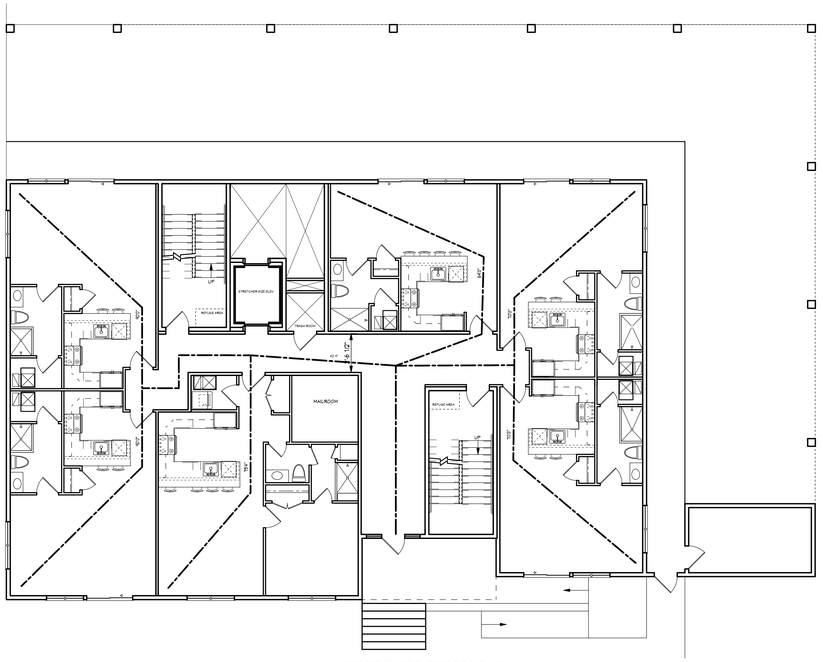
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. PHOTOMETRIC PLAN	11 OF 12



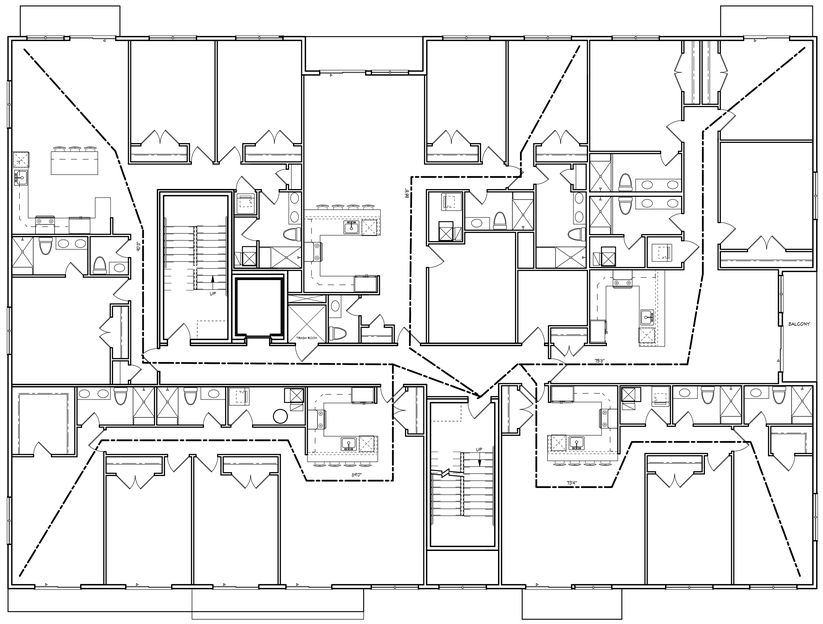
4TH FLOOR EGRESS PLAN

SCALE: 1/8" = 1' 0"



FIRST FLOOR EGRESS PLAN

SCALE: 1/8" = 1' 0"



2ND & 3RD FLOOR EGRESS PLAN

SCALE: 1/8" = 1' 0"

S.G. Architects, Inc.
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S.G. ARCHITECTS, INC.

STEPHEN L. GAWLIK - PRINCIPLE
No. 001-010162 EXP: 11-30-26

CORPORATE LICENSE
No. 184-000582 EXP: 04-30-25

PROJECT:

WARREN AVE
APARTMENTS

828 WARREN AVE.
DOWNERS GROVE, IL.

OWNER/DEVELOPER:

HIGH POINT
LIVING

NO.	DATE:	BY:
	ISSUES AND REVISIONS:	
	09-9-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-15-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-22-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-23-24	SLG
	PRELIMINARY CONCEPT PLAN	
	09-25-24	SLG
	CONCEPT PLAN & ELEVATIONS	
	10-02-24	SLG
	REVISE SITE PLAN	
	10-24-24	SLG
	REV. PLAN / ELEVATIONS	
	10-29-24	SLG
	REV. SITE TO ENGINEER	
	11-15-24	SLG
	REV. PLANS & ELEVATIONS	
	12-02-24	SLG
	REV. PLANS & ELEVATIONS	
	12-17-24	SLG
	REV. PLANS & ELEVATIONS	
	01-16-25	SLG
	REV. PLANS & ELEVATIONS	

JOB NO.	24047-BLDG
DATE:	07-08-24
DRAWN BY:	SLG
SCALE:	AS NOTED
SHEET NO. >EGRESS PLANS	12 OF 12

826

Warren Avenue

NORTH-WEST

826

Warren Avenue

SOUTH-EAST

RED SUNSET MAPLE
Acer Rubrum 'Franksred'
NORWAY MAPLE
Acer Plantanoides
3 EA. (1 EA TYPE) 2.5" dia tree caliper

ALPINE CURRANT
Ribes alpinum
7 EA. #3 pot

EMERALD GREEN ARBORVITAE
Thuja occidentalis
GOLDEN GLOBE
Thuja Occidentalis
AMERICAN ARBORVITAE
Thuja Occidentalis
BERKMAN'S GOLD ARBORVITAE
Thuja Orientalis
29 EA. 3-4' BB, 36" O.C.

FIRE CHIEF ARBORVITAE
Thuja occidentalis x. Fire Chief
17 EA. #2 pot

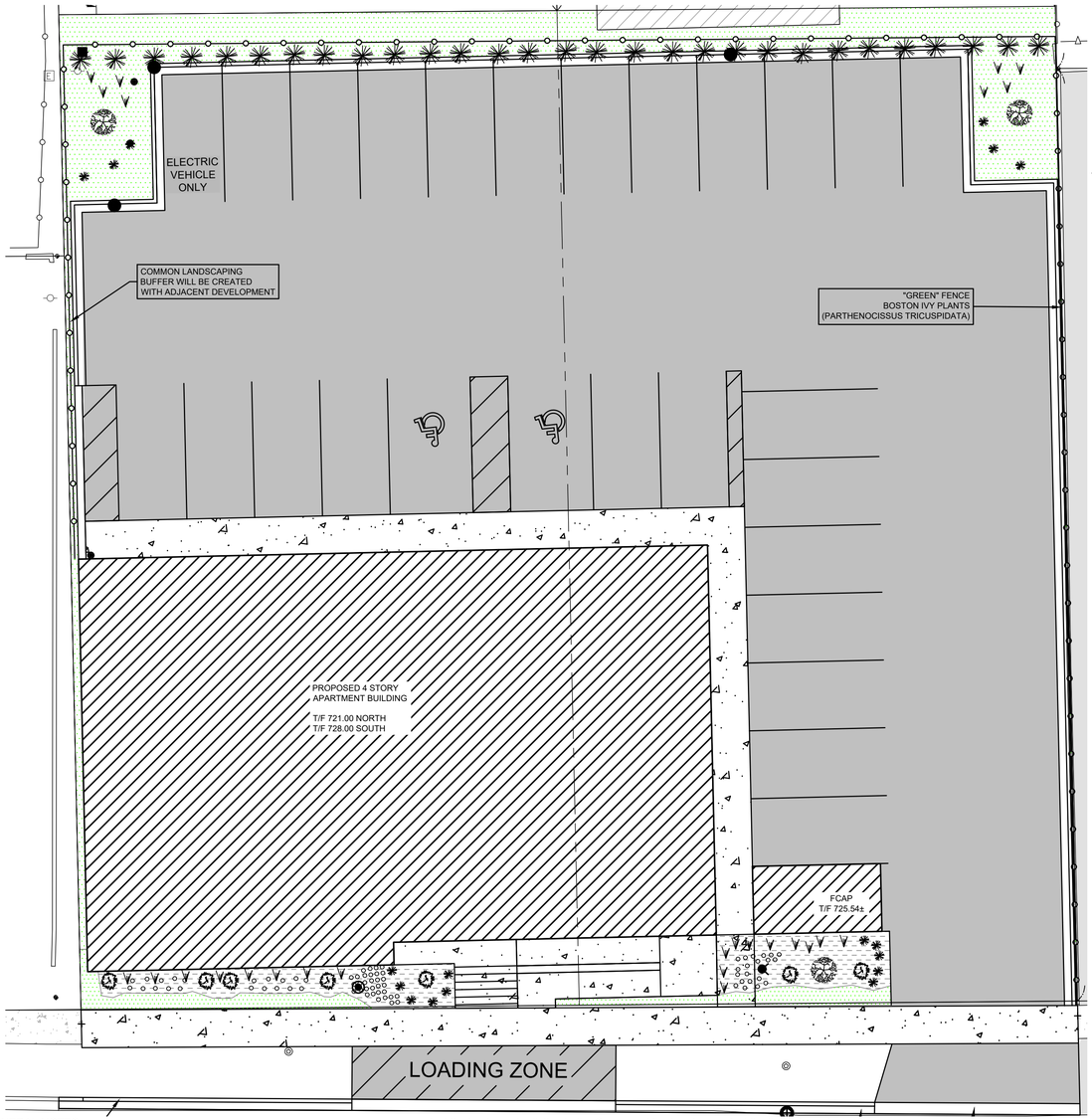
DAYLILIES (To be installed with triangular spacing

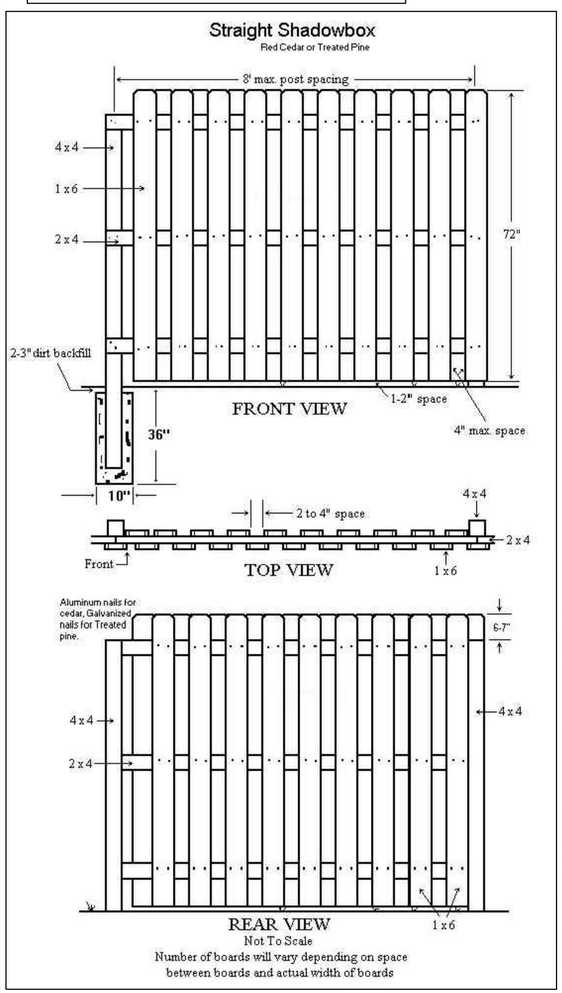
"KARL FOERSTER"
FEATHER REED GRASS
25 EA. #1 pot, 36" O.C.

SOD

MULCH

"GREEN" FENCE, BOSTON IVY PLANTS
(PARTHENOCISSUS TRICUSPIDATA)





GENERAL NOTES:
Plant material shall be nursery grown and be either balled and burlapped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

Any materials with damaged or crooked/disfigured leaders, bark abrasion, sun scald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant
list as multi-stem or clump (cl.).

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site, and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consent of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements, Plant symbols illustrated on this plan are a graphic representation of
proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123 and any other public or private agency necessary for utility location.

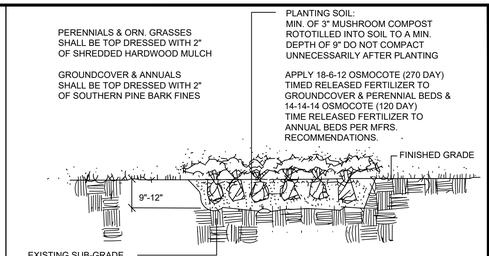
All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

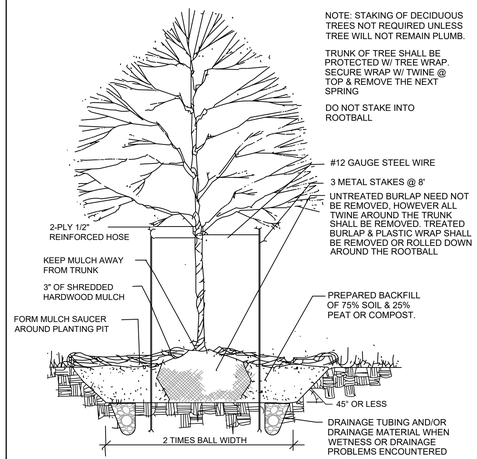
Sod shall be mineral base only.

All plant material shall be guaranteed for one (1) year from the date of acceptance.

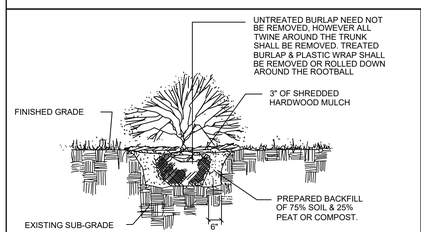
All completed planting beds and tree saucers, except for groundcover beds, shall be mulched with three (3) inches of un-dyed shredded hardwood bark. All groundcover beds shall be mulched with three (3) inches of pine bark fines.



BED PLANTING DETAIL
(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVER & ANNUALS)
NTS



DECIDUOUS TREE
NTS



SHRUBS
NTS

	DATE	
1	10/23/2024	PER VILLAGE COMMENTS
2	12/17/2024	PER VILLAGE COMMENTS
3	1/15/2025	PER VILLAGE COMMENTS
4		
5		
6		

LANDSCAPING PLAN

826 AND 830 WARREN AVENUE
DOWNERS GROVE, ILLINOIS

Morris Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
FAX: (630) 271-0774
Website: www.ecivil.com

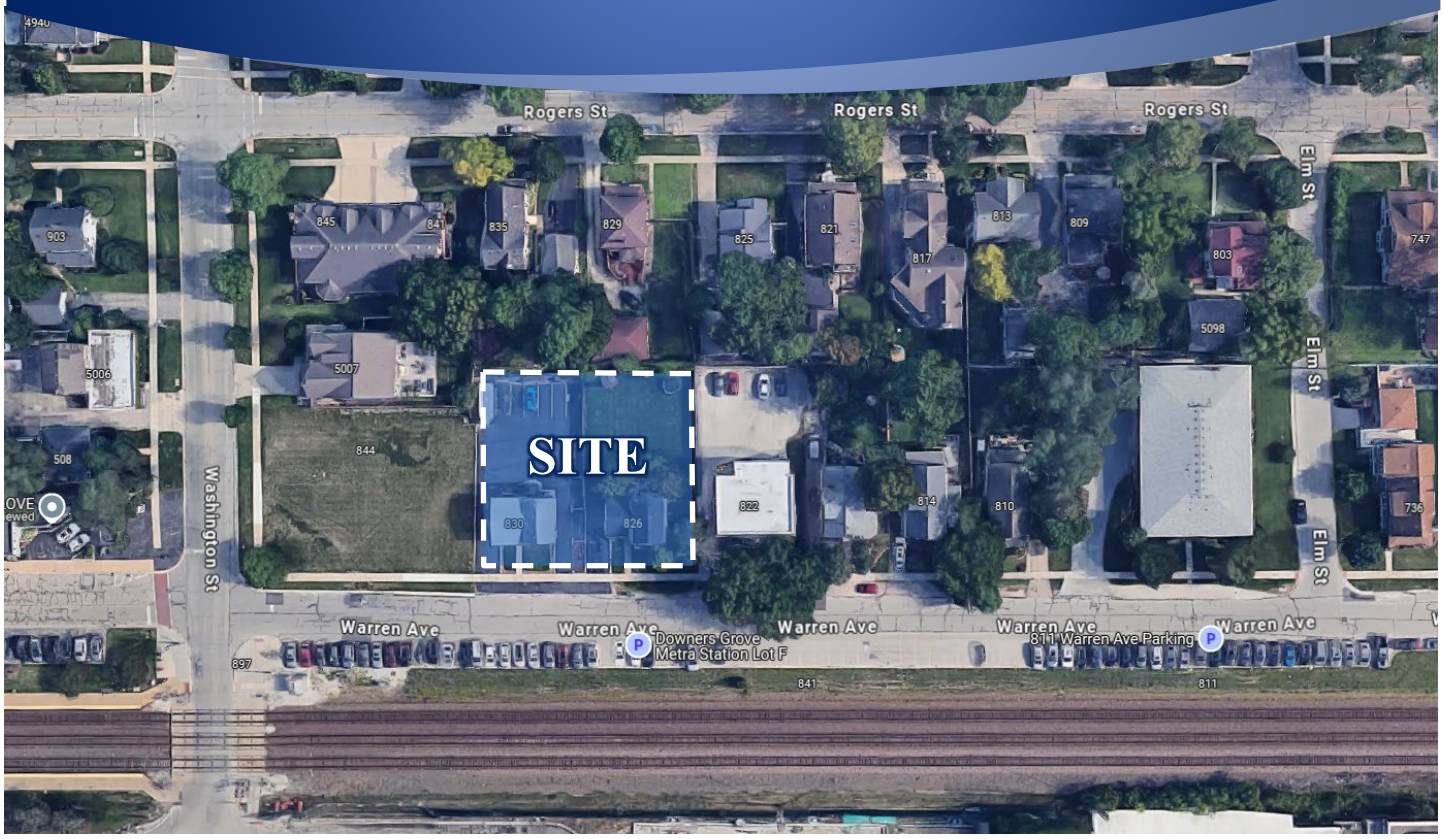
MEI BETTER INFRASTRUCTURE BETTER ENVIRONMENTS BETTER LIFE!

FIELD CREW:	PW
DRAWN BY:	CJS
CHECKED BY:	AS
APPROVED BY:	EF
DATE:	9/24/2024
SCALE:	HORIZ 1"=10'
	VERT –

SHEET
LS
OF 11 SHEETS

PROJ # 24-PR-1007

Traffic Impact Study
830 Warren Avenue
Downers Grove, Illinois



Prepared For:

MORRIS ENGINEERING, INC.

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

December 18, 2024

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 a proposed condominium development to be located in Downers Grove, Illinois. The site is located at 826 and 830 Warren Avenue and is proposed to contain 20 condominium units and 27 parking spaces with access provided off Warren Avenue.

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 the development-generated traffic.

Figure 1 shows the location of the site in relation to the area roadway system and **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 evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the parking supply

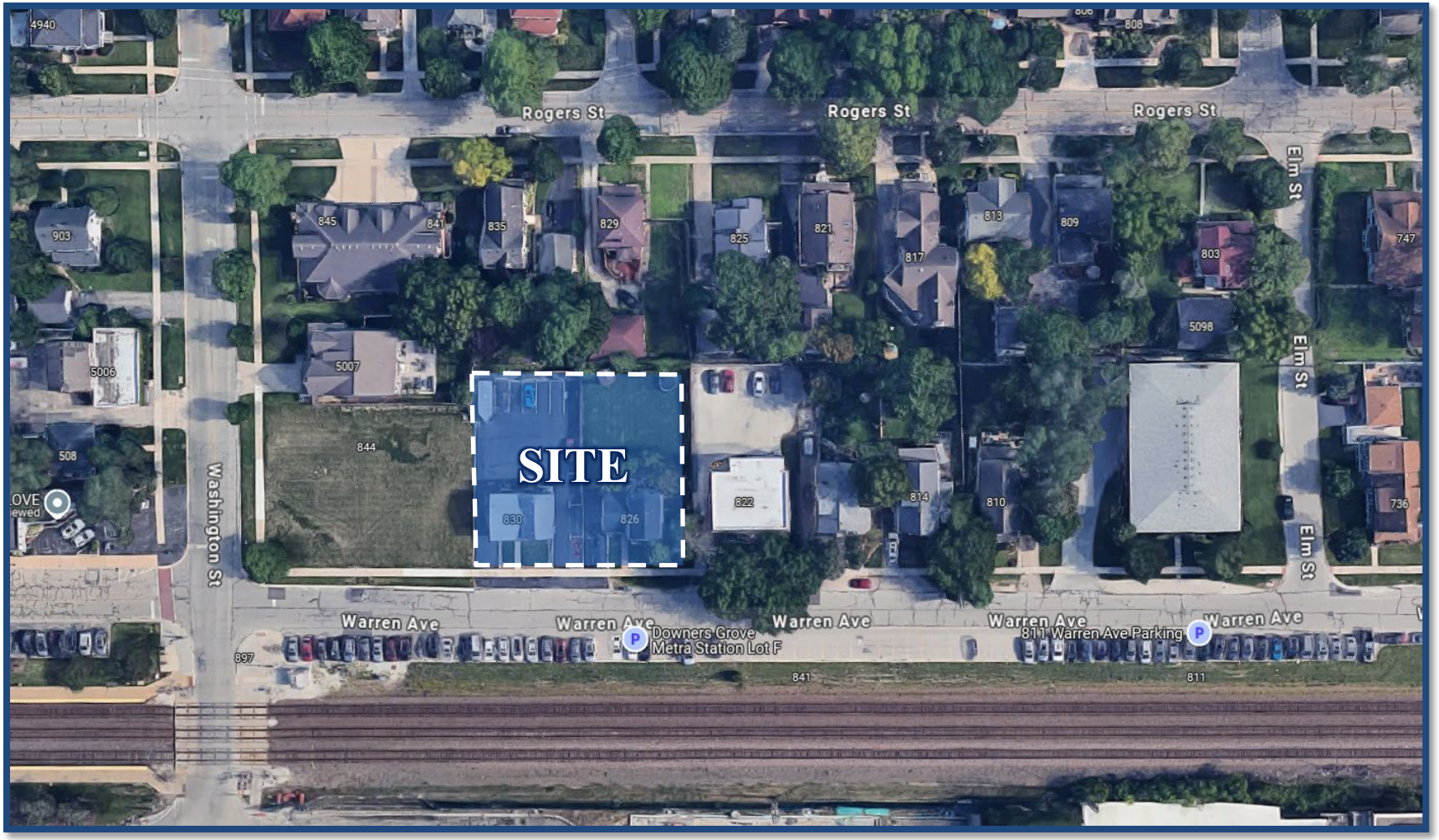
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

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

2. Year 2030 No-Build Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes increased by an ambient traffic growth rate.

3. Year 2030 Total Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the background traffic volume, and the traffic estimated to be generated by the proposed development.

Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing 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 two single-family houses, is located at 826 and 830 Warren Avenue in Downers Grove. Land uses in the vicinity of the site are primarily residential to the east, west, and north of the site with Watts of Love charity located to the west. The site is located approximately 100 feet north of the BNSF Commuter Railway. Downers Grove Police Department and Downers Grove Civic Center are located to the south of the railroad. It should be noted that a restaurant is proposed to be built directly to the west of the site.

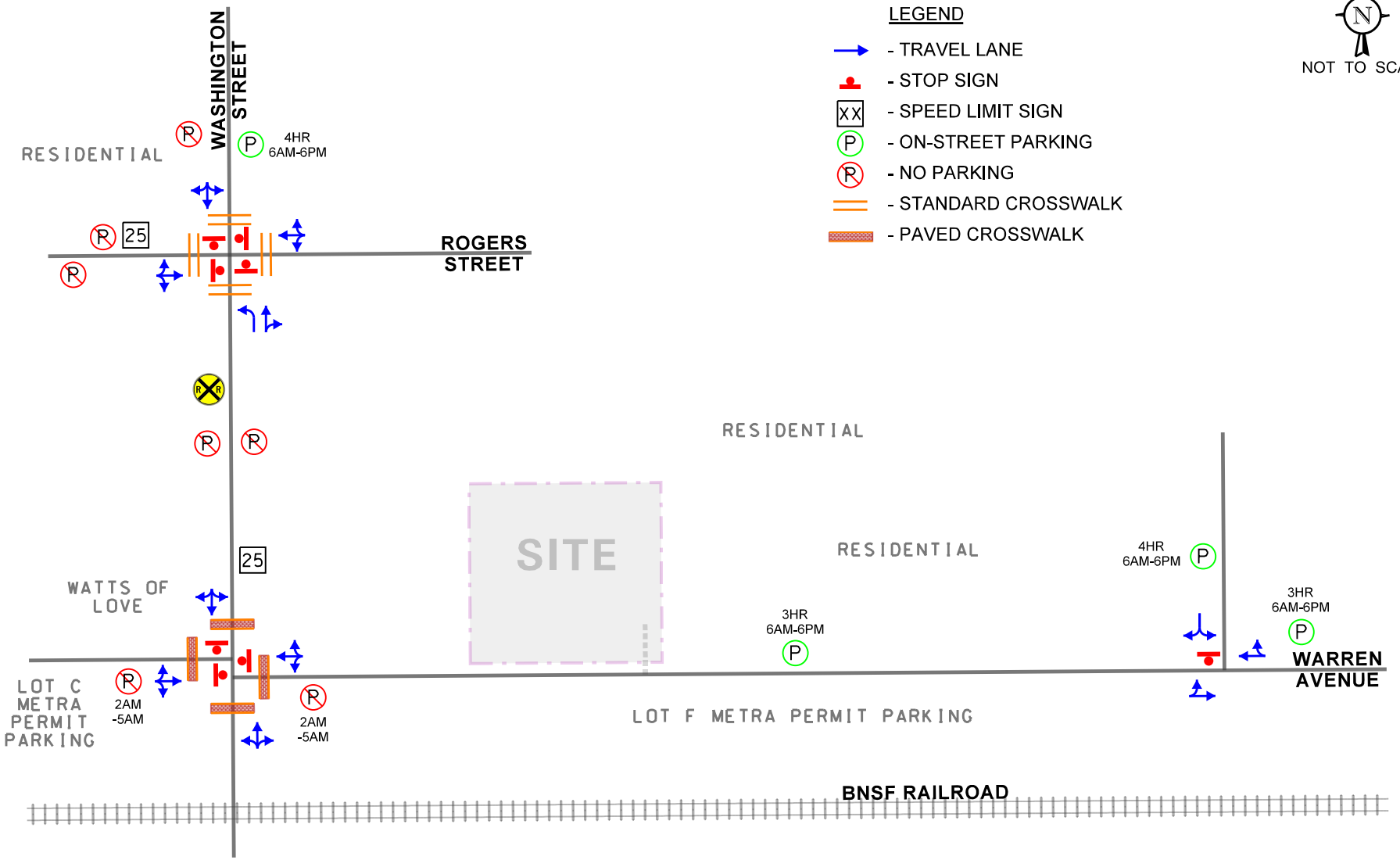
Existing Roadway System Characteristics

The characteristics of the existing roadways near the proposed development are described below and illustrated in **Figure 3**.

Warren Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Washington Street, Warren Avenue provides a shared left-turn/through/right-turn lane on both approaches. Paved crosswalks are provided on all four legs of this intersection. At its unsignalized intersection with Elm Street, Warren Avenue provides a shared left-turn/through lane on the eastbound approach and a shared through/right-turn lane on the westbound approach. Warren Avenue is under the jurisdiction of the Village of Downers Grove, carries an Annual Average Daily Traffic (AADT) of 1,400 vehicles (Illinois Department of Transportation [IDOT], 2020), and has a posted speed limit of 25 miles per hour.

Washington Street is a north-south minor collector roadway that provides one travel lane in each direction. At its unsignalized intersection with Warren Avenue, Washington Street provides a shared left-turn/through/right-turn lane on both approaches. At its unsignalized intersection with Roger Street, Washington Street provides a shared left-turn/through lane on the northbound and southbound approaches. Washington Street is under the jurisdiction of the Village of Downers Grove, carries an AADT of 2,500 vehicles (IDOT, 2020), and has a posted speed limit of 25 miles per hour.

Rogers Street is a north-south minor collector roadway that provides one travel lane in each direction. At its unsignalized intersection with Washington Street, Rogers Street provides an exclusive left-turn lane and a shared through/right-turn lane on the northbound approach and a shared left-turn/through/right-turn lane on the southbound approach. Standard style crosswalks are provided on all four legs of this intersection. Rogers Street is under the jurisdiction of the Village of Downers Grove, carries an AADT of 1,400 vehicles (IDOT, 2020), and has a posted speed limit of 25 miles per hour.



830 Warren Avenue
Downers Grove, Illinois

Existing Roadway Characteristics

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

Job No: 24-257 Figure: 3

Elm Street is a north-south local roadway that provides one travel lane in each direction. At its unsignalized "T" intersection with Warren Avenue, Elm Street provides a shared left-turn/right-turn lane on both approaches. Elm Street is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 miles per hour.

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts using Miovision Video Scout Collection Units at the following intersections:

- Warren Avenue with Washington Street
- Warren Avenue with Elm Street
- Washington Street with Rogers Street

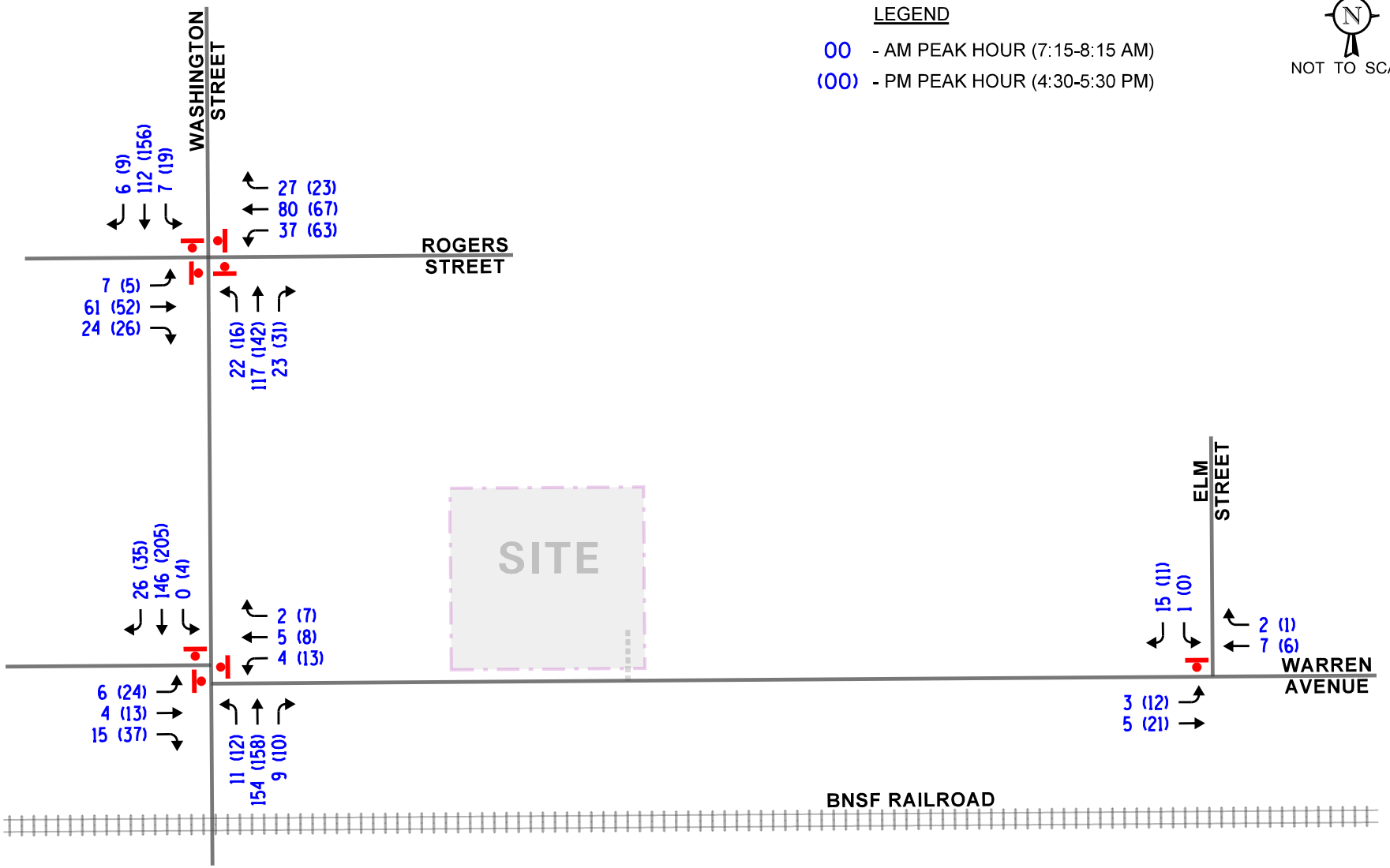
The traffic counts were conducted on Tuesday, October 8, 2024 during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:15 A.M. and 8:15 A.M. during the weekday morning peak period and between 4:30 P.M. and 5:30 P.M. during the weekday evening peak period. Copies of the traffic count summary sheets are included in the Appendix. **Figure 4** illustrates the existing traffic volumes.

Crash Data Summary

KLOA, Inc. obtained crash data[1] for the most recent available five years (2019 to 2023) for the study area intersections. **Tables 1** and **2** show a summary of the crash data at the intersections of Washington Street with Warrenville Avenue and Rogers Street. A review of the crash data indicated the following:

- The intersection of Warren Avenue with Washington Street experienced two crashes during the review period.
- The intersection of Washington Street with Rogers Street experienced two crashes during the review period.
- No crashes were reported at the intersection of Warren Avenue with Elm Street.
- No fatalities were reported at any of the study area intersections between 2019 and 2023

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).



830 Warren Avenue
Downers Grove, Illinois

Existing Traffic Volumes

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Job No: 24-257 Figure: 4

Table 1
WASHINGTON STREET WITH ROGERS STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
2022	1	0	0	0	0	0	0	1
2023	0	0	1	0	0	0	0	1
Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**
Average	**<1.0**	**--**	**<1.0**	**--**	**--**	**--**	**--**	**<1.0**

Table 2
WASHINGTON STREET WITH WARREN AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	1	0	1
2022	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	1	1
Total	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
Average	**--**	**--**	**--**	**--**	**--**	**<1.0**	**<1.0**	**<1.0**

BNSF Right-of-Way and At-Grade Crossings

The BNSF Railway has a three-track right-of-way that runs east-west through downtown Downers Grove. At-grade crossings are provided at Warren Avenue and Washinton Street approximately 100 feet south of Warren Avenue. Based on the Illinois Commerce Commission's (ICC) inventory, an average of 132 trains traverse these crossings on a daily basis. Of these, approximately 33 trains are inbound Metra trains and approximately 37 are outbound Metra trains. There are an additional eight Amtrak trains that traverse these crossings daily. Every at-grade crossing provides signage, lights, gates, and signals.

Observations of train activities were conducted during the weekday morning and weekday evening peak periods. These observations indicated the following:

- Seven train events occurred during the weekday morning peak hour. The gates were down for an average of two minutes during the events.

- Eight train events occurred during the evening peak hour. The gates were down for an average of 100 seconds during the events.

- During the morning peak hour the longest observed queue on the southbound approach at the intersection of Washington Street with Warren Avenue was 14 vehicles which occurred once during which three vehicles extended through the intersection of Washington Street with Rogers Street. This queue cleared the intersection of Washington Street with Warren Avenue within approximately 90 seconds after the gates were open.

- During the evening peak hour the longest observed queue on the southbound approach at the intersection of Washington Street with Warren Avenue was 12 vehicles which occurred once during which only one vehicle extended through the intersection of Washington Street with Rogers Street. This queue cleared the intersection of Washington Street with Warren Avenue within approximately 75 seconds after the gates were open.

- The westbound approach at the intersection of Washington Street with Warren Avenue, experienced a maximum queue of approximately three vehicles during the train events.

3. Traffic Characteristics of 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 site will be redeveloped to provide a four-story residential building with 20 condominium units and 27 parking spaces. Access to the parking spaces will be provided via a full movement access drive Warren Avenue, located approximately 275 feet east of Washington Avenue. This access drive will provide one inbound lane and one outbound lane. A copy of the preliminary site plan depicting the proposed development is included in the Appendix.

Directional Distribution

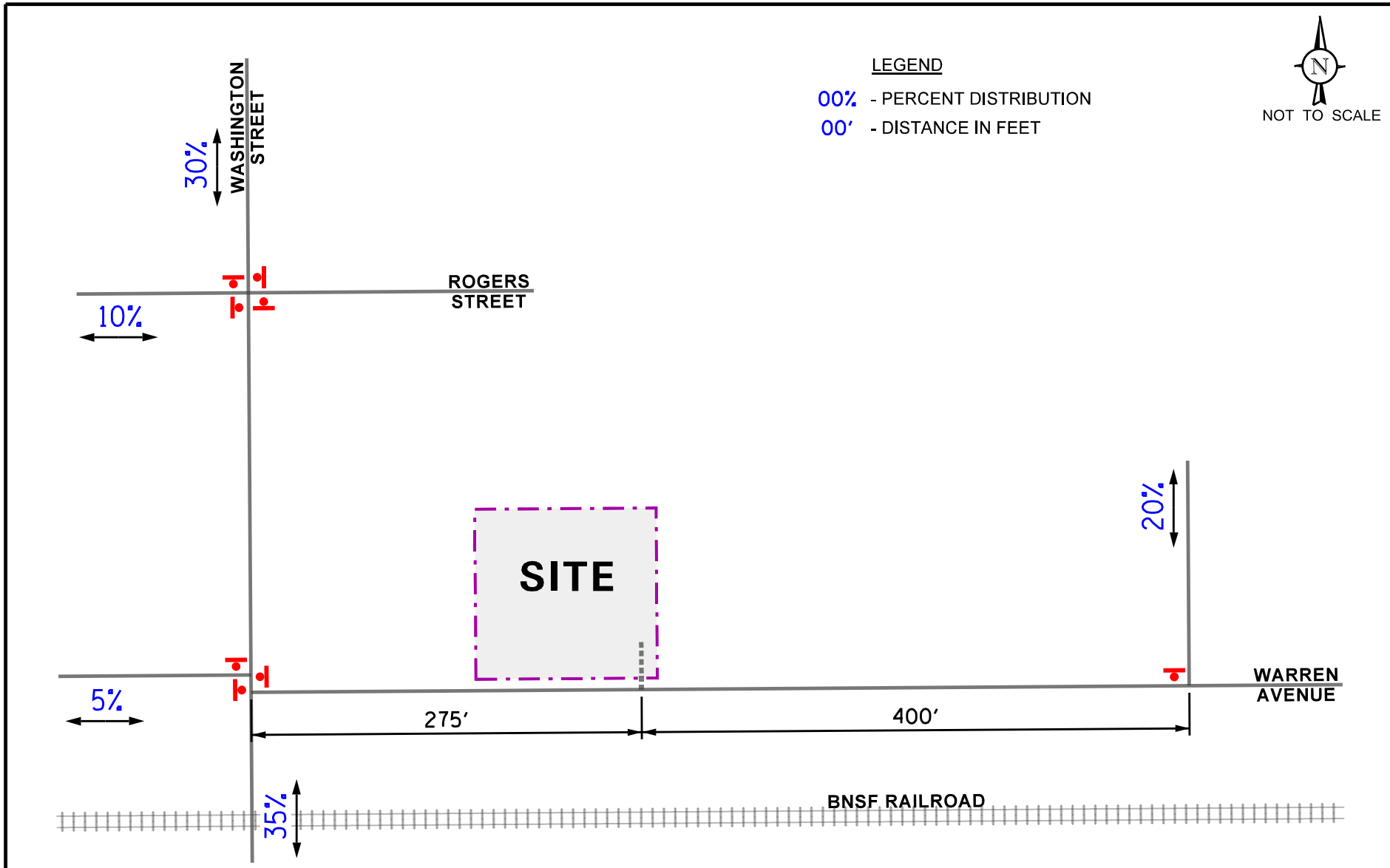
The directions from which residents and visitors of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic to be generated by the proposed development.

Development Traffic Generation

The vehicle trip generation for the residential development was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. However, the rates utilized represent suburban locations which rely on the use of a personal vehicle. However, given the location of the site is in close proximity to the Metra train station, this site fits the criterion of a Transit Oriented Development (TOD) which has less dependence on automobile use. Based on census data for the area, approximately 15 percent of residents utilize public transportation, bicycle, or walk to work and 20 to 30 percent of residents work from home. However, in order to provide a conservative analysis, no reduction was applied to account for alternative modes of transportation. **Table 3** shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours as well as daily traffic. Copies of the ITE trip generation worksheets are included in the Appendix.

Table 3
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
221	Multifamily Housing (Mid-Rise) – 20 units	2	5	7	5	3	8	50



830 Warren Avenue
Downers Grove, Illinois

Directional Distribution

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

Job No: 24-257 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

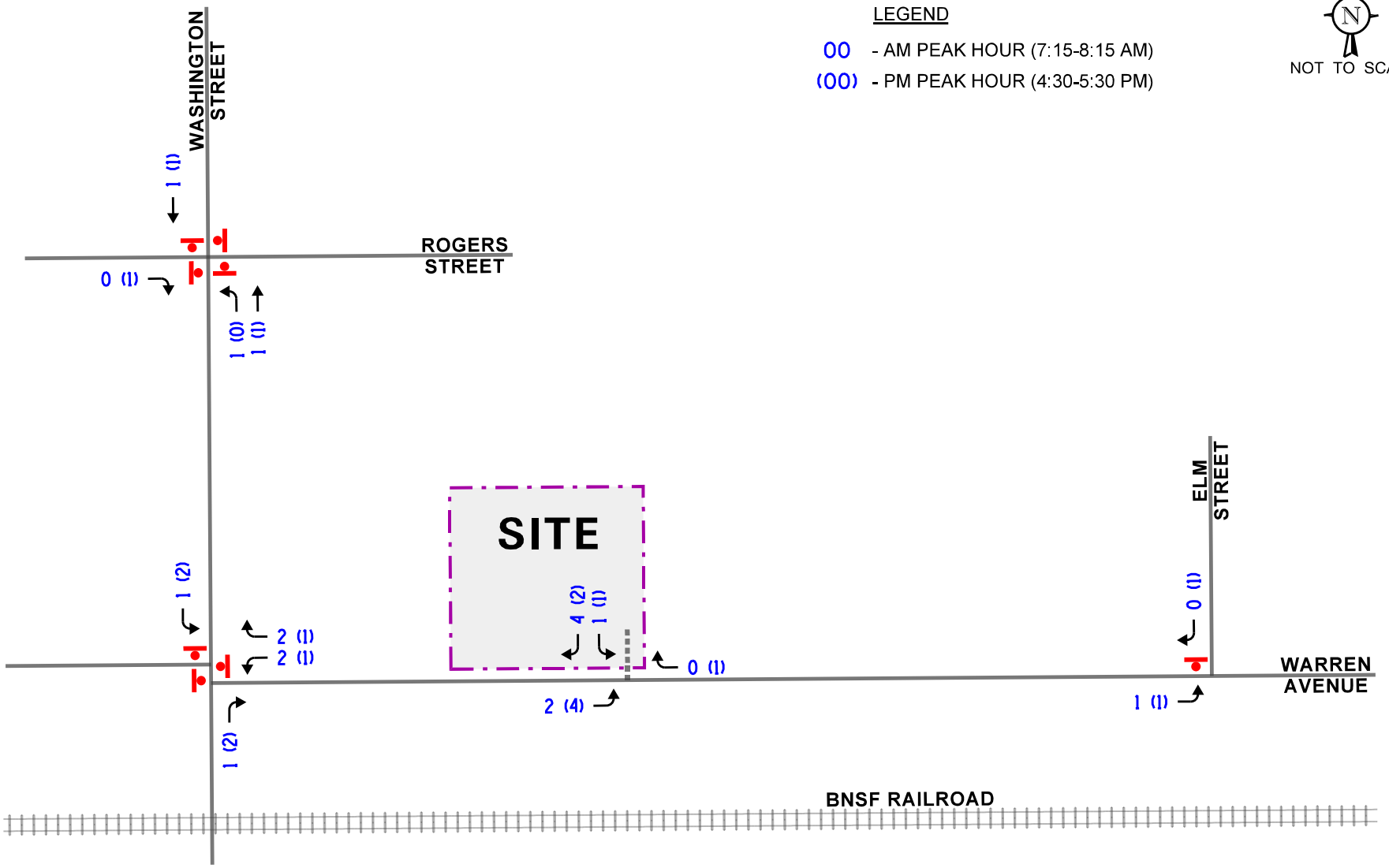
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the vehicle traffic volumes to be generated by the proposed development.

Background (No-Build) 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 February 12, 2024, the existing traffic volumes were increased by an annually compounded growth rate for six years (one-year buildout plus five years) totaling approximately three percent to represent Year 2030 total projected conditions. A copy of the CMAP 2050 projections letter is included in the Appendix. **Figure 7** shows the Year 2030 no-build traffic volumes.

Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2030 no-build traffic volumes, and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2030 total projected traffic volumes.



830 Warren Avenue
Downers Grove, Illinois

Site-Generated Traffic Volumes

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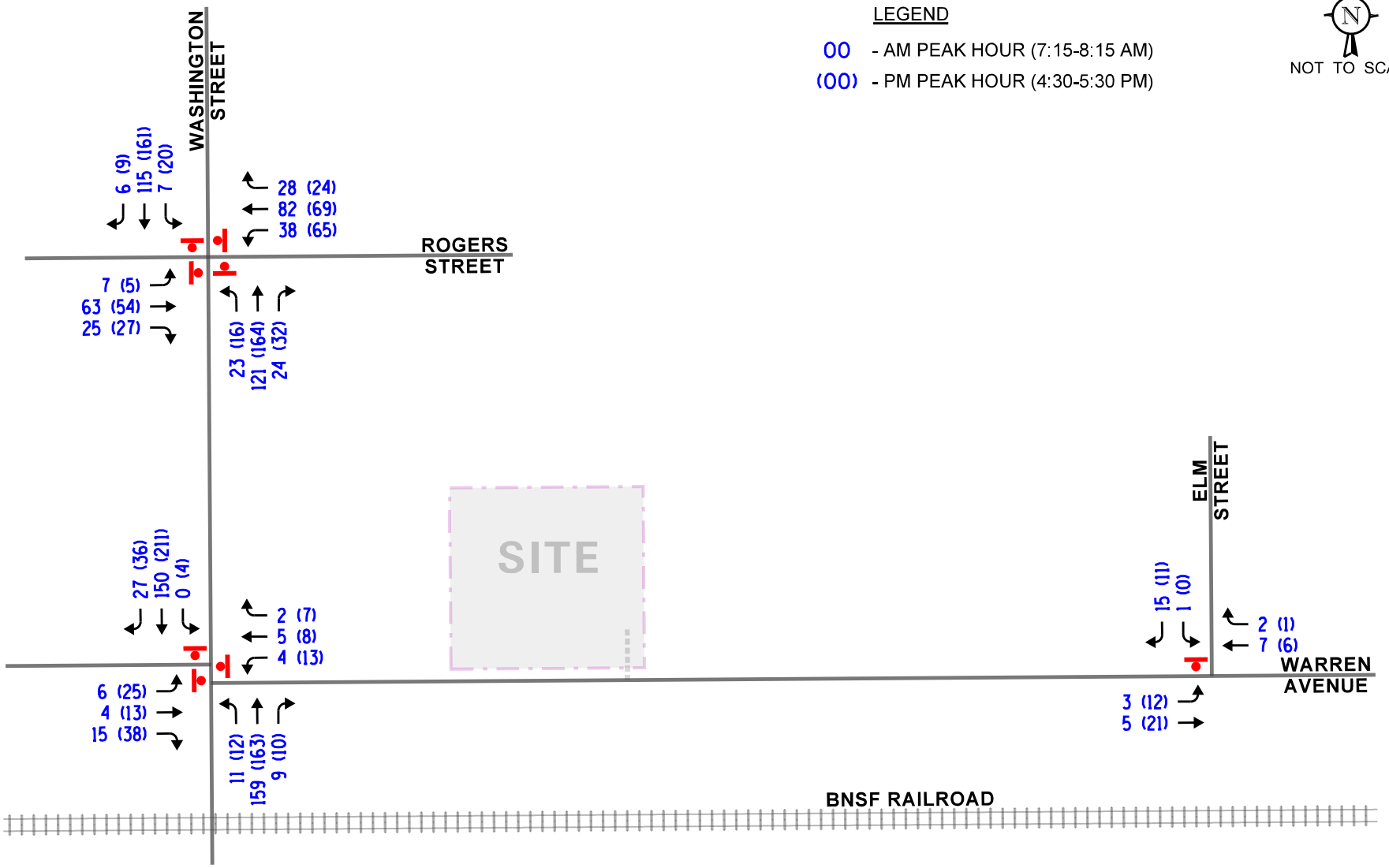
Job No: 24-257 Figure: 6



830 Warren Avenue
Downers Grove, Illinois

Year 2030 No-Build Traffic Volumes

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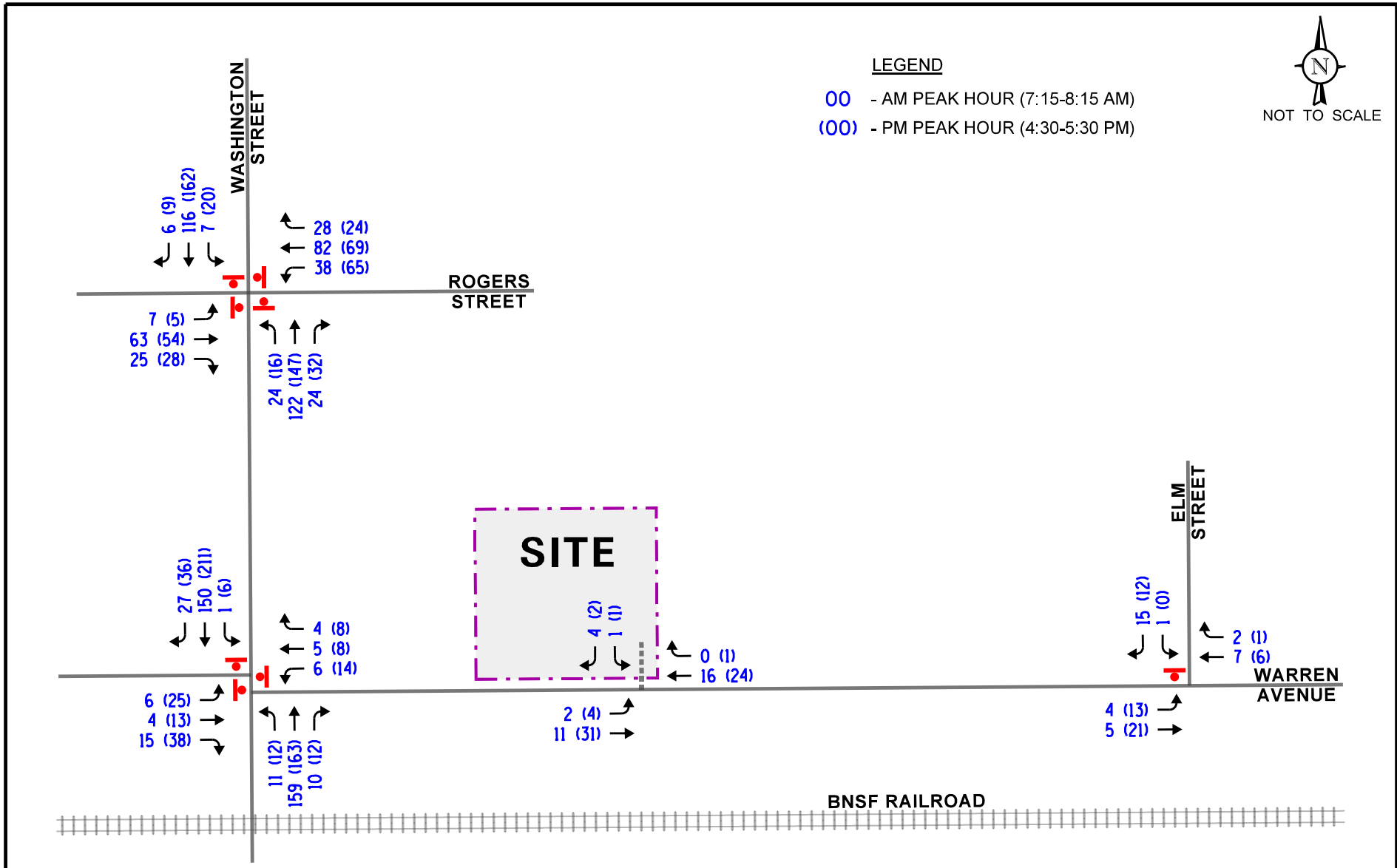
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 24-257 Figure: 7



830 Warren Avenue
Downers Grove, Illinois

Year 2030 Total Traffic Volumes

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

Job No: 24-257 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and 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 modifications are required.

Traffic Analyses

Intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2024) and future projected (Year 2030) 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 11 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.

Due to the unique traffic control configuration at the intersection of Warren Avenue with Washington Street, this intersection could not be analyzed using HCM procedures. As such, the intersection was analyzed using the Intersection Capacity Utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity. A description of these configurations, their purpose, and operations are included later in the report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2030 total projected conditions are presented in **Tables 4** and **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Warren Avenue with Washington Street[1]				
• ICU Level of Service	A	27.7%	A	27.3%
Warren Avenue with Elm Street[2]				
• Southbound Approach	A	8.6	A	8.4
• Eastbound Left Turn	A	7.2	A	7.2
Washington Street with Rogers Street[3]				
• Overall	A	8.9	B	10.1
• Eastbound Approach	A	8.4	A	9.1
• Westbound Approach	A	9.0	B	10.1
• Northbound Approach	A	9.1	B	10.4
• Southbound Approach	A	8.8	B	10.4

LOS = Level of Service
Delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.
2 – Two-way stop sign control
3 – All-way stop sign control

Table 5
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDTIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Warren Avenue with Washington Street[1]				
• ICU Level of Service	A	28%	A	27.7%
Warren Avenue with Elm Street[2]				
• Southbound Approach	A	8.6	A	8.4
• Eastbound Left Turn	A	7.2	A	7.2
Washington Street with Rogers Street[3]				
• Overall	A	9.0	B	10.4
• Eastbound Approach	A	8.5	A	9.3
• Westbound Approach	A	9.0	B	10.4
• Northbound Approach	A	9.2	B	10.7
• Southbound Approach	A	8.9	B	10.7

LOS = Level of Service
Delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.
2 – Two-way stop sign control
3 – All-way stop sign control

Table 6
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Warren Avenue with Washington Street[1]				
• ICU Level of Service	A	26.8%	A	27.0%
Warren Avenue with Elm Street[2]				
• Southbound Approach	A	8.6	A	8.4
• Eastbound Left Turn	A	7.2	A	7.2
Washington Street with Rogers Street[3]				
• Overall	A	9.0	B	10.4
• Eastbound Approach	A	8.5	A	9.3
• Westbound Approach	A	9.1	B	10.4
• Northbound Approach	A	9.2	B	10.7
• Southbound Approach	A	8.9	B	10.7
Warren Avenue with Access Drive[2]				
• Southbound Approach	A	8.4	A	8.6
• Eastbound Left Turn	A	7.2	A	7.3

LOS = Level of Service
Delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.
2 – Two-way stop sign control
3 – All-way stop sign control

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Warren Avenue with Washington Street

Given the existence of the BNSF railroad at grade crossing at this intersection, and the limitations of the HCM procedures, the intersection was analyzed using the Intersection Capacity Utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 30 percent or less of the capacity of the intersection. Under Year 2030 no-build and total conditions, it is projected that the intersection will continue to utilize approximately 30 percent or less of the capacity of the intersection. Additionally, it should be noted that the proposed development will increase the traversing traffic at this intersection by less than two percent (six vehicles during both peak hours). As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvement or traffic control modifications are required.

Warren Avenue with Elm Street

The results of the capacity analysis indicate that the southbound approach and the eastbound left-turn movement currently operate at Level of Service (LOS) A during the weekday morning and weekday evening peak hours and will continue to do so under Year 2030 no-build and total projected conditions with minimal increases in delay. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvement or traffic control modifications are required.

Washington Street with Rogers Street

The results of the capacity analyses indicate that this intersection currently operates at an overall LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. All the approaches currently operate at LOS B or better during both peak hours.

Under Year 2030 no-build and total projected conditions, the intersection is projected to operates at an overall LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour with increases in delay of increases in delay of less than one second over the existing conditions. All the approaches are projected to operate at LOS B or better during both peak hours with increases in delay of less than one second over the existing conditions. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvement or traffic control modifications are required.

Warren Avenue with Access Drive

The results of the capacity analyses indicate that the outbound movements from this access drive are projected to operate at LOS A during the weekday morning and weekday evening peak hours. Additionally, the eastbound left-turn movement is projected to operate at LOS A with a 95th percentile queue of one to two vehicles during both peak hours which will not interrupt the traffic flow along Warren Avenue. As such, this access drive will be adequate to accommodate the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided to the site.

Parking Evaluation

As proposed, the development will provide 27 parking spaces for 20 units resulting in a parking ratio of approximately 1.4 spaces per unit. Parking for guests will be accommodated via the area public parking spaces. It should be noted that two parking spaces will be accessible, and 12 parking spaces will be dedicated to electric vehicles.

Village of Downers Grove Parking Requirements

Based on the Village of Downers Grove Zoning Ordinance, residential developments located within the Downtown Business district are required to provide parking at a ratio of 1.4 parking spaces per unit which translates into 28 parking spaces for the proposed 20 units. It should be noted that the development is proposed to dedicate 12 parking spaces to electric vehicles which results in getting one parking space credit based on the Village of Downers Grove requirements. As such, the proposed 27 parking spaces will meet the requirements of the Village's Zoning Ordinance.

ITE Parking Generation Manual

In reviewing the survey data published in the Institute of Transportation Engineers' (ITE) 6th Edition of the *Parking Generation Manual*, mid-rise multifamily housing buildings (Land-Use Code 221) that contain two or more bedroom dwelling units and are located close to rail transit have projected peak parking demands of 1.14 spaces per unit. It should be noted that this parking ratio is inclusive of guest parking. As such, the proposed development requires 21 parking spaces per ITE parking rates.

Other Transit-Oriented Development Data

The proposed development is considered a Transit-Oriented Development (TOD) due to its close proximity to the Downers Grove Metra station, other nearby modes of travel, and the availability of goods and services within a walkable distance. Parking studies conducted of similar TOD developments in the area show that car ownership is less for residents in a TOD development.

The proposed development will provide parking at a ratio of 1.4 on-site spaces per unit. This is higher than or consistent with other residential developments (built or planned) in the Chicago area that are located within proximity to train stations. A review of the parking supply at similar developments indicates that the parking supply averaged approximately 1.25 spaces per unit. A

summary table of the location, number of units, and parking spaces provided for these developments is shown in **Table 4**.

Table 4
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio
Dash Downers Grove	Downers Grove	167	234	1.40
Forest & Gilbert	Downers Grove	89	102	1.15
100 North Addison	Elmhurst	165	199	1.21
Midtown Square	Glenview	138	160	1.16
The Reserve at Glenview	Glenview	239	333	1.39
Uptown La Grange	La Grange	254	336	1.32
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Wheaton 121	Wheaton	306	400	1.31
	Average	**207**	**258**	**1.25**

Evaluation

The proposed parking supply is greater than the projected peak parking demand of the development based on ITE. In addition, the development provides parking at a similar or higher ratio compared to other similar developments in the Chicago area. Further, given the proximity of the proposed development to the Downers Grove Metra station, the number of residents who will own vehicles will likely be reduced. As such, the proposed 27 parking spaces will adequately accommodate the parking demand of the proposed development.

6. Conclusion

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

- The volume of the trips generated by the proposed residential development will be low.
- The number of trips estimated to be generated by the proposed development will be reduced due to its proximity to the Metra station.
- All of the study area intersections will operate at acceptable levels of service with minimal increases in overall delay.
- Access to the residential development will be provided via a proposed access drive off Warren Avenue.
- The proposed access drive will adequately accommodate site-generated traffic and ensure that efficient and flexible access to and from the site is provided.
- The proposed 27 parking spaces meet the ITE and Village of Downers Grove parking requirements.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Summary Sheets
CMAP 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

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(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Rogers Street with Washington Street TMC
Site Code:
Start Date: 10/08/2024

Turning Movement Data

Start Time	Rogers Street Eastbound						Rogers Street Westbound						Washington Street Northbound						Wasington Street 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	
6:00 AM	0	0	1	0	0	1	0	3	4	0	0	7	0	1	4	0	1	5	0	0	1	0	0	1	14
6:15 AM	0	0	2	1	3	3	0	3	2	1	4	6	0	1	4	4	1	9	0	1	9	0	1	10	28
6:30 AM	0	0	9	1	0	10	0	1	12	3	2	16	0	0	2	5	0	7	0	1	10	0	0	11	44
6:45 AM	0	1	11	4	3	16	0	7	18	3	4	28	0	2	18	4	1	24	0	3	21	1	0	25	93
Hourly Total	0	1	23	6	6	30	0	14	36	7	10	57	0	4	28	13	3	45	0	5	41	1	1	47	179
7:00 AM	0	1	19	2	1	22	0	7	12	3	2	22	0	2	20	7	3	29	0	2	13	0	2	15	88
7:15 AM	0	2	14	5	6	21	0	13	32	2	6	47	0	4	21	7	1	32	0	1	33	1	3	35	135
7:30 AM	0	2	15	7	1	24	0	7	11	8	3	26	0	9	24	6	1	39	0	3	28	1	2	32	121
7:45 AM	0	1	20	9	2	30	0	8	21	5	4	34	0	3	29	5	1	37	0	0	27	3	1	30	131
Hourly Total	0	6	68	23	10	97	0	35	76	18	15	129	0	18	94	25	6	137	0	6	101	5	8	112	475
8:00 AM	0	2	12	3	0	17	0	9	16	12	1	37	0	6	43	5	0	54	0	3	24	1	1	28	136
8:15 AM	0	0	15	8	2	23	0	8	15	7	3	30	0	3	29	6	5	38	0	3	32	0	2	35	126
8:30 AM	0	2	10	4	2	16	0	9	16	6	4	31	0	2	38	6	0	46	0	6	22	0	1	28	121
8:45 AM	0	2	7	2	3	11	0	9	13	5	4	27	0	2	18	3	2	23	0	1	20	0	1	21	82
Hourly Total	0	6	44	17	7	67	0	35	60	30	12	125	0	13	128	20	7	161	0	13	98	1	5	112	465
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	9	4	1	14	0	12	20	3	5	35	0	8	20	4	4	32	1	3	28	3	1	35	116
4:15 PM	0	1	12	2	10	15	0	21	25	6	3	52	0	7	24	8	0	39	0	4	31	0	7	35	141
4:30 PM	0	1	13	9	2	23	0	17	11	4	1	32	0	3	33	9	1	45	0	6	38	1	4	45	145
4:45 PM	0	2	14	3	1	19	0	15	11	3	1	29	0	1	26	5	1	32	0	5	49	3	4	57	137
Hourly Total	0	5	48	18	14	71	0	65	67	16	10	148	0	19	103	26	6	148	1	18	146	7	16	172	539
5:00 PM	0	0	12	8	15	20	0	16	31	9	2	56	0	3	54	12	5	69	0	4	32	3	8	39	184
5:15 PM	0	2	13	6	11	21	0	15	14	7	3	36	0	9	29	5	1	43	0	4	37	2	5	43	143
5:30 PM	0	4	21	4	3	29	0	9	17	6	4	32	0	5	31	1	0	37	0	2	45	2	1	49	147
5:45 PM	0	0	6	8	5	14	0	10	24	4	3	38	0	9	31	6	1	46	0	3	39	0	6	42	140
Hourly Total	0	6	52	26	34	84	0	50	86	26	12	162	0	26	145	24	7	195	0	13	153	7	20	173	614
6:00 PM	0	2	19	3	5	24	0	9	12	6	0	27	0	6	27	17	2	50	0	7	26	1	4	34	135
6:15 PM	0	2	16	5	1	23	0	16	21	3	0	40	0	3	23	9	2	35	0	0	37	2	0	39	137
6:30 PM	0	2	12	5	5	19	0	11	22	5	4	38	0	2	41	10	3	53	0	2	23	3	4	28	138
6:45 PM	0	0	12	1	0	13	0	8	12	1	1	21	0	3	29	6	0	38	0	3	20	2	1	25	97
Hourly Total	0	6	59	14	11	79	0	44	67	15	5	126	0	14	120	42	7	176	0	12	106	8	9	126	507
Grand Total	0	30	294	104	82	428	0	243	392	112	64	747	0	94	618	150	36	862	1	67	645	29	59	742	2779
Approach %	0.0	7.0	68.7	24.3	-	-	0.0	32.5	52.5	15.0	-	-	0.0	10.9	71.7	17.4	-	-	0.1	9.0	86.9	3.9	-	-	-
Total %	0.0	1.1	10.6	3.7	-	15.4	0.0	8.7	14.1	4.0	-	26.9	0.0	3.4	22.2	5.4	-	31.0	0.0	2.4	23.2	1.0	-	26.7	-
Lights	0	29	286	101	-	416	0	238	375	111	-	724	0	93	607	145	-	845	1	67	635	29	-	732	2717

% Lights	-	96.7	97.3	97.1	-	97.2	-	97.9	95.7	99.1	-	96.9	-	98.9	98.2	96.7	-	98.0	100.0	100.0	98.4	100.0	-	98.7	97.8
Buses	0	0	2	0	-	2	0	2	7	0	-	9	0	0	2	1	-	3	0	0	0	0	-	0	14
% Buses	-	0.0	0.7	0.0	-	0.5	-	0.8	1.8	0.0	-	1.2	-	0.0	0.3	0.7	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	3	1	-	4	0	2	4	1	-	7	0	1	3	1	-	5	0	0	2	0	-	2	18
% Single-Unit Trucks	-	0.0	1.0	1.0	-	0.9	-	0.8	1.0	0.9	-	0.9	-	1.1	0.5	0.7	-	0.6	0.0	0.0	0.3	0.0	-	0.3	0.6
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	2	2	-	5	0	1	6	0	-	7	0	0	6	2	-	8	0	0	8	0	-	8	28
% Bicycles on Road	-	3.3	0.7	1.9	-	1.2	-	0.4	1.5	0.0	-	0.9	-	0.0	1.0	1.3	-	0.9	0.0	0.0	1.2	0.0	-	1.1	1.0
Pedestrians	-	-	-	-	82	-	-	-	-	-	64	-	-	-	-	-	36	-	-	-	-	-	59	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Rogers Street with Washington Street TMC
Site Code:
Start Date: 10/08/2024

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Rogers Street Eastbound						Rogers Street Westbound						Washington Street Northbound						Washington Street 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	
7:15 AM	0	2	14	5	6	21	0	13	32	2	6	47	0	4	21	7	1	32	0	1	33	1	3	35	135
7:30 AM	0	2	15	7	1	24	0	7	11	8	3	26	0	9	24	6	1	39	0	3	28	1	2	32	121
7:45 AM	0	1	20	9	2	30	0	8	21	5	4	34	0	3	29	5	1	37	0	0	27	3	1	30	131
8:00 AM	0	2	12	3	0	17	0	9	16	12	1	37	0	6	43	5	0	54	0	3	24	1	1	28	136
Total	0	7	61	24	9	92	0	37	80	27	14	144	0	22	117	23	3	162	0	7	112	6	7	125	523
Approach %	0.0	7.6	66.3	26.1	-	-	0.0	25.7	55.6	18.8	-	-	0.0	13.6	72.2	14.2	-	-	0.0	5.6	89.6	4.8	-	-	-
Total %	0.0	1.3	11.7	4.6	-	17.6	0.0	7.1	15.3	5.2	-	27.5	0.0	4.2	22.4	4.4	-	31.0	0.0	1.3	21.4	1.1	-	23.9	-
PHF	0.000	0.875	0.763	0.667	-	0.767	0.000	0.712	0.625	0.563	-	0.766	0.000	0.611	0.680	0.821	-	0.750	0.000	0.583	0.848	0.500	-	0.893	0.961
Lights	0	7	59	24	-	90	0	36	72	27	-	135	0	22	115	22	-	159	0	7	107	6	-	120	504
% Lights	-	100.0	96.7	100.0	-	97.8	-	97.3	90.0	100.0	-	93.8	-	100.0	98.3	95.7	-	98.1	-	100.0	95.5	100.0	-	96.0	96.4
Buses	0	0	2	0	-	2	0	1	5	0	-	6	0	0	1	1	-	2	0	0	0	0	-	0	10
% Buses	-	0.0	3.3	0.0	-	2.2	-	2.7	6.3	0.0	-	4.2	-	0.0	0.9	4.3	-	1.2	-	0.0	0.0	0.0	-	0.0	1.9
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	0	0	1	0	-	1	3
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	1.3	0.0	-	0.7	-	0.0	0.9	0.0	-	0.6	-	0.0	0.9	0.0	-	0.8	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	4	0	-	4	6
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	2.5	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	-	0.0	3.6	0.0	-	3.2	1.1
Pedestrians	-	-	-	-	9	-	-	-	-	-	14	-	-	-	-	-	3	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Rogers Street with Washington Street TMC
Site Code:
Start Date: 10/08/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Rogers Street Eastbound						Rogers Street Westbound						Washington Street Northbound						Washington Street 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
4:30 PM	0	1	13	9	2	23	0	17	11	4	1	32	0	3	33	9	1	45	0	6	38	1	4	45	145
4:45 PM	0	2	14	3	1	19	0	15	11	3	1	29	0	1	26	5	1	32	0	5	49	3	4	57	137
5:00 PM	0	0	12	8	15	20	0	16	31	9	2	56	0	3	54	12	5	69	0	4	32	3	8	39	184
5:15 PM	0	2	13	6	11	21	0	15	14	7	3	36	0	9	29	5	1	43	0	4	37	2	5	43	143
Total	0	5	52	26	29	83	0	63	67	23	7	153	0	16	142	31	8	189	0	19	156	9	21	184	609
Approach %	0.0	6.0	62.7	31.3	-	-	0.0	41.2	43.8	15.0	-	-	0.0	8.5	75.1	16.4	-	-	0.0	10.3	84.8	4.9	-	-	-
Total %	0.0	0.8	8.5	4.3	-	13.6	0.0	10.3	11.0	3.8	-	25.1	0.0	2.6	23.3	5.1	-	31.0	0.0	3.1	25.6	1.5	-	30.2	-
PHF	0.000	0.625	0.929	0.722	-	0.902	0.000	0.926	0.540	0.639	-	0.683	0.000	0.444	0.657	0.646	-	0.685	0.000	0.792	0.796	0.750	-	0.807	0.827
Lights	0	5	50	26	-	81	0	63	65	23	-	151	0	16	137	30	-	183	0	19	156	9	-	184	599
% Lights	-	100.0	96.2	100.0	-	97.6	-	100.0	97.0	100.0	-	98.7	-	100.0	96.5	96.8	-	96.8	-	100.0	100.0	100.0	-	100.0	98.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	3.2	-	0.5	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	2	0	-	2	0	0	2	0	-	2	0	0	5	0	-	5	0	0	0	0	-	0	9
% Bicycles on Road	-	0.0	3.8	0.0	-	2.4	-	0.0	3.0	0.0	-	1.3	-	0.0	3.5	0.0	-	2.6	-	0.0	0.0	0.0	-	0.0	1.5
Pedestrians	-	-	-	-	29	-	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
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Count Name: Warren Avenue with Elm Street
TMC
Site Code:
Start Date: 10/08/2024
Page No: 1

Turning Movement Data

Start Time	Elm Street Eastbound					Warren Avenue Westbound					Elm Street Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
6:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3
6:15 AM	1	0	1	0	2	0	3	0	0	3	0	0	6	2	6	11
6:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
6:45 AM	0	0	3	0	3	0	2	0	0	2	0	0	8	1	8	13
Hourly Total	1	2	4	0	7	0	5	1	0	6	0	0	16	3	16	29
7:00 AM	0	0	1	0	1	0	1	0	0	1	0	0	2	0	2	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	6	1	6	7
7:30 AM	0	1	2	0	3	0	2	0	0	2	0	0	2	1	2	7
7:45 AM	0	1	1	0	2	0	4	1	0	5	1	0	6	0	7	14
Hourly Total	0	3	4	0	7	0	7	1	0	8	1	0	16	2	17	32
8:00 AM	0	0	2	0	2	0	1	1	0	2	0	0	1	0	1	5
8:15 AM	0	0	1	0	1	0	1	0	0	1	0	1	1	3	2	4
8:30 AM	0	0	1	0	1	0	3	0	0	3	0	1	0	1	1	5
8:45 AM	0	0	3	0	3	0	3	0	0	3	0	1	0	2	1	7
Hourly Total	0	0	7	0	7	0	8	1	0	9	0	3	2	6	5	21
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	2	0	4	0	5	1	0	6	0	0	0	0	0	10
4:15 PM	0	1	2	0	3	0	5	0	0	5	0	0	2	0	2	10
4:30 PM	0	1	4	0	5	0	3	1	0	4	0	0	2	2	2	11
4:45 PM	0	2	4	0	6	0	0	0	0	0	0	0	3	2	3	9
Hourly Total	0	6	12	0	18	0	13	2	0	15	0	0	7	4	7	40
5:00 PM	0	8	8	1	16	0	1	0	0	1	0	0	2	7	2	19
5:15 PM	0	1	4	0	5	0	2	0	0	2	0	0	4	0	4	11
5:30 PM	0	3	9	1	12	0	4	0	0	4	0	1	1	6	2	18
5:45 PM	0	1	1	0	2	0	3	0	0	3	0	0	0	1	0	5
Hourly Total	0	13	22	2	35	0	10	0	0	10	0	1	7	14	8	53
6:00 PM	0	8	3	0	11	0	0	0	0	0	0	0	0	5	0	11
6:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	4	0	4	8
6:30 PM	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	5
6:45 PM	0	0	0	0	0	0	1	0	1	1	0	1	1	0	2	3
Hourly Total	0	10	7	0	17	0	4	0	1	4	0	1	5	5	6	27
Grand Total	1	34	56	2	91	0	47	5	1	52	1	5	53	34	59	202
Approach %	1.1	37.4	61.5	-	-	0.0	90.4	9.6	-	-	1.7	8.5	89.8	-	-	-
Total %	0.5	16.8	27.7	-	45.0	0.0	23.3	2.5	-	25.7	0.5	2.5	26.2	-	29.2	-
Lights	1	29	46	-	76	0	42	4	-	46	0	5	46	-	51	173
% Lights	100.0	85.3	82.1	-	83.5	-	89.4	80.0	-	88.5	0.0	100.0	86.8	-	86.4	85.6

Buses	0	0	1	-	1	0	0	0	-	0	1	0	1	-	2	3
% Buses	0.0	0.0	1.8	-	1.1	-	0.0	0.0	-	0.0	100.0	0.0	1.9	-	3.4	1.5
Single-Unit Trucks	0	0	1	-	1	0	0	1	-	1	0	0	0	-	0	2
% Single-Unit Trucks	0.0	0.0	1.8	-	1.1	-	0.0	20.0	-	1.9	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	5	8	-	13	0	5	0	-	5	0	0	6	-	6	24
% Bicycles on Road	0.0	14.7	14.3	-	14.3	-	10.6	0.0	-	9.6	0.0	0.0	11.3	-	10.2	11.9
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	34	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Warren Avenue with Elm Street
TMC
Site Code:
Start Date: 10/08/2024

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Elm Street Eastbound					Warren Avenue Westbound					Elm Street Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	6	1	6	7
7:30 AM	0	1	2	0	3	0	2	0	0	2	0	0	2	1	2	7
7:45 AM	0	1	1	0	2	0	4	1	0	5	1	0	6	0	7	14
8:00 AM	0	0	2	0	2	0	1	1	0	2	0	0	1	0	1	5
Total	0	3	5	0	8	0	7	2	0	9	1	0	15	2	16	33
Approach %	0.0	37.5	62.5	-	-	0.0	77.8	22.2	-	-	6.3	0.0	93.8	-	-	-
Total %	0.0	9.1	15.2	-	24.2	0.0	21.2	6.1	-	27.3	3.0	0.0	45.5	-	48.5	-
PHF	0.000	0.750	0.625	-	0.667	0.000	0.438	0.500	-	0.450	0.250	0.000	0.625	-	0.571	0.589
Lights	0	3	3	-	6	0	7	2	-	9	0	0	13	-	13	28
% Lights	-	100.0	60.0	-	75.0	-	100.0	100.0	-	100.0	0.0	-	86.7	-	81.3	84.8
Buses	0	0	1	-	1	0	0	0	-	0	1	0	1	-	2	3
% Buses	-	0.0	20.0	-	12.5	-	0.0	0.0	-	0.0	100.0	-	6.7	-	12.5	9.1
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	-	1	0	0	0	-	0	0	0	1	-	1	2
% Bicycles on Road	-	0.0	20.0	-	12.5	-	0.0	0.0	-	0.0	0.0	-	6.7	-	6.3	6.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Warren Avenue with Elm Street
TMC
Site Code:
Start Date: 10/08/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Elm Street Eastbound					Warren Avenue Westbound					Elm Street Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	1	4	0	5	0	3	1	0	4	0	0	2	2	2	11
4:45 PM	0	2	4	0	6	0	0	0	0	0	0	0	3	2	3	9
5:00 PM	0	8	8	1	16	0	1	0	0	1	0	0	2	7	2	19
5:15 PM	0	1	4	0	5	0	2	0	0	2	0	0	4	0	4	11
Total	0	12	20	1	32	0	6	1	0	7	0	0	11	11	11	50
Approach %	0.0	37.5	62.5	-	-	0.0	85.7	14.3	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	24.0	40.0	-	64.0	0.0	12.0	2.0	-	14.0	0.0	0.0	22.0	-	22.0	-
PHF	0.000	0.375	0.625	-	0.500	0.000	0.500	0.250	-	0.438	0.000	0.000	0.688	-	0.688	0.658
Lights	0	10	16	-	26	0	6	1	-	7	0	0	8	-	8	41
% Lights	-	83.3	80.0	-	81.3	-	100.0	100.0	-	100.0	-	-	72.7	-	72.7	82.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Road	0	2	4	-	6	0	0	0	-	0	0	0	3	-	3	9
% Bicycles on Road	-	16.7	20.0	-	18.8	-	0.0	0.0	-	0.0	-	-	27.3	-	27.3	18.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	11	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Washington Street with Warren Avenue TMC
Site Code:
Start Date: 10/08/2024

Turning Movement Data

Start Time	Warren Avenue Eastbound						Warren Avenue Westbound						Washington Street Northbound						Washington Street 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	
6:00 AM	0	0	0	2	1	2	0	0	0	0	0	0	0	1	5	1	2	7	0	1	1	1	0	3	12
6:15 AM	0	1	1	2	4	4	0	1	1	0	6	2	0	0	9	2	3	11	0	2	9	3	1	14	31
6:30 AM	0	0	0	2	2	2	0	0	0	1	2	1	0	2	4	0	0	6	0	1	11	0	0	12	21
6:45 AM	0	2	4	1	8	7	0	1	1	3	3	5	0	2	21	3	1	26	1	3	23	5	3	32	70
Hourly Total	0	3	5	7	15	15	0	2	2	4	11	8	0	5	39	6	6	50	1	7	44	9	4	61	134
7:00 AM	0	0	1	3	0	4	0	3	0	0	1	3	0	0	27	0	1	27	0	0	19	2	0	21	55
7:15 AM	0	3	2	3	16	8	0	2	1	0	9	3	0	4	30	4	3	38	0	0	39	11	1	50	99
7:30 AM	0	0	0	3	2	3	0	0	2	0	2	2	0	2	39	2	0	43	0	0	39	3	1	42	90
7:45 AM	0	2	0	5	3	7	0	1	2	1	7	4	0	4	30	2	3	36	0	0	36	8	2	44	91
Hourly Total	0	5	3	14	21	22	0	6	5	1	19	12	0	10	126	8	7	144	0	0	133	24	4	157	335
8:00 AM	0	1	2	4	2	7	0	1	0	1	2	2	0	1	55	1	1	57	0	0	32	4	0	36	102
8:15 AM	0	0	0	2	12	2	0	1	0	0	3	1	0	1	34	1	3	36	0	1	30	12	2	43	82
8:30 AM	0	1	3	4	3	8	0	1	2	1	7	4	1	3	44	0	1	48	0	0	37	3	2	40	100
8:45 AM	0	1	2	3	6	6	0	1	1	0	4	2	0	1	22	2	2	25	0	0	24	6	1	30	63
Hourly Total	0	3	7	13	23	23	0	4	3	2	16	9	1	6	155	4	7	166	0	1	123	25	5	149	347
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	4	0	10	2	14	0	3	3	2	2	8	0	2	26	2	5	30	0	0	40	5	0	45	97
4:15 PM	0	5	1	6	8	12	0	3	6	2	2	11	0	2	34	1	10	37	0	0	43	8	3	51	111
4:30 PM	0	6	2	10	2	18	0	3	3	1	1	7	0	1	37	4	5	42	0	2	52	9	0	63	130
4:45 PM	0	3	3	6	4	12	0	2	2	1	0	5	0	3	29	2	0	34	0	1	60	6	0	67	118
Hourly Total	0	18	6	32	16	56	0	11	14	6	5	31	0	8	126	9	20	143	0	3	195	28	3	226	456
5:00 PM	0	10	3	11	2	24	0	4	1	4	1	9	0	3	57	4	1	64	0	1	49	9	5	59	156
5:15 PM	0	5	5	10	4	20	0	4	2	1	5	7	0	5	35	0	7	40	0	0	44	11	1	55	122
5:30 PM	0	4	3	4	2	11	0	4	1	0	6	5	0	5	34	2	0	41	0	0	57	5	2	62	119
5:45 PM	0	5	0	10	7	15	0	0	3	1	3	4	0	9	40	0	7	49	0	0	54	4	4	58	126
Hourly Total	0	24	11	35	15	70	0	12	7	6	15	25	0	22	166	6	15	194	0	1	204	29	12	234	523
6:00 PM	0	6	3	10	6	19	0	1	0	1	2	2	0	3	44	0	0	47	0	0	31	5	2	36	104
6:15 PM	0	1	0	6	1	7	0	1	5	0	1	6	0	7	30	0	0	37	0	1	39	15	0	55	105
6:30 PM	0	8	1	20	2	29	0	2	1	1	5	4	0	2	46	1	3	49	0	0	34	7	1	41	123
6:45 PM	0	5	0	10	2	15	0	1	0	0	1	1	0	7	31	0	1	38	0	0	20	6	1	26	80
Hourly Total	0	20	4	46	11	70	0	5	6	2	9	13	0	19	151	1	4	171	0	1	124	33	4	158	412
Grand Total	0	73	36	147	101	256	0	40	37	21	75	98	1	70	763	34	59	868	1	13	823	148	32	985	2207
Approach %	0.0	28.5	14.1	57.4	-	-	0.0	40.8	37.8	21.4	-	-	0.1	8.1	87.9	3.9	-	-	0.1	1.3	83.6	15.0	-	-	-
Total %	0.0	3.3	1.6	6.7	-	11.6	0.0	1.8	1.7	1.0	-	4.4	0.0	3.2	34.6	1.5	-	39.3	0.0	0.6	37.3	6.7	-	44.6	-
Lights	0	68	28	144	-	240	0	39	30	21	-	90	1	70	752	33	-	856	0	13	816	138	-	967	2153

% Lights	-	93.2	77.8	98.0	-	93.8	-	97.5	81.1	100.0	-	91.8	100.0	100.0	98.6	97.1	-	98.6	0.0	100.0	99.1	93.2	-	98.2	97.6
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	3	1	-	4	0	0	2	0	-	2	7
% Buses	-	0.0	0.0	0.0	-	0.0	-	2.5	0.0	0.0	-	1.0	0.0	0.0	0.4	2.9	-	0.5	0.0	0.0	0.2	0.0	-	0.2	0.3
Single-Unit Trucks	0	1	1	2	-	4	0	0	0	0	-	0	0	0	3	0	-	3	1	0	4	2	-	7	14
% Single-Unit Trucks	-	1.4	2.8	1.4	-	1.6	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.4	0.0	-	0.3	100.0	0.0	0.5	1.4	-	0.7	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	4	7	1	-	12	0	0	7	0	-	7	0	0	4	0	-	4	0	0	1	8	-	9	32
% Bicycles on Road	-	5.5	19.4	0.7	-	4.7	-	0.0	18.9	0.0	-	7.1	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.1	5.4	-	0.9	1.4
Pedestrians	-	-	-	-	101	-	-	-	-	-	75	-	-	-	-	-	59	-	-	-	-	-	32	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Washington Street with Warren Avenue TMC
Site Code:
Start Date: 10/08/2024

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Warren Avenue Eastbound						Warren Avenue Westbound						Washington Street Northbound						Washington Street 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
7:15 AM	0	3	2	3	16	8	0	2	1	0	9	3	0	4	30	4	3	38	0	0	39	11	1	50	99
7:30 AM	0	0	0	3	2	3	0	0	2	0	2	2	0	2	39	2	0	43	0	0	39	3	1	42	90
7:45 AM	0	2	0	5	3	7	0	1	2	1	7	4	0	4	30	2	3	36	0	0	36	8	2	44	91
8:00 AM	0	1	2	4	2	7	0	1	0	1	2	2	0	1	55	1	1	57	0	0	32	4	0	36	102
Total	0	6	4	15	23	25	0	4	5	2	20	11	0	11	154	9	7	174	0	0	146	26	4	172	382
Approach %	0.0	24.0	16.0	60.0	-	-	0.0	36.4	45.5	18.2	-	-	0.0	6.3	88.5	5.2	-	-	0.0	0.0	84.9	15.1	-	-	-
Total %	0.0	1.6	1.0	3.9	-	6.5	0.0	1.0	1.3	0.5	-	2.9	0.0	2.9	40.3	2.4	-	45.5	0.0	0.0	38.2	6.8	-	45.0	-
PHF	0.000	0.500	0.500	0.750	-	0.781	0.000	0.500	0.625	0.500	-	0.688	0.000	0.688	0.700	0.563	-	0.763	0.000	0.000	0.936	0.591	-	0.860	0.936
Lights	0	6	4	15	-	25	0	3	5	2	-	10	0	11	151	8	-	170	0	0	144	22	-	166	371
% Lights	-	100.0	100.0	100.0	-	100.0	-	75.0	100.0	100.0	-	90.9	-	100.0	98.1	88.9	-	97.7	-	-	98.6	84.6	-	96.5	97.1
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	2	1	-	3	0	0	1	0	-	1	5
% Buses	-	0.0	0.0	0.0	-	0.0	-	25.0	0.0	0.0	-	9.1	-	0.0	1.3	11.1	-	1.7	-	-	0.7	0.0	-	0.6	1.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.6	-	-	0.7	0.0	-	0.6	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	4	-	4	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	15.4	-	2.3	1.0
Pedestrians	-	-	-	-	23	-	-	-	-	-	20	-	-	-	-	-	7	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

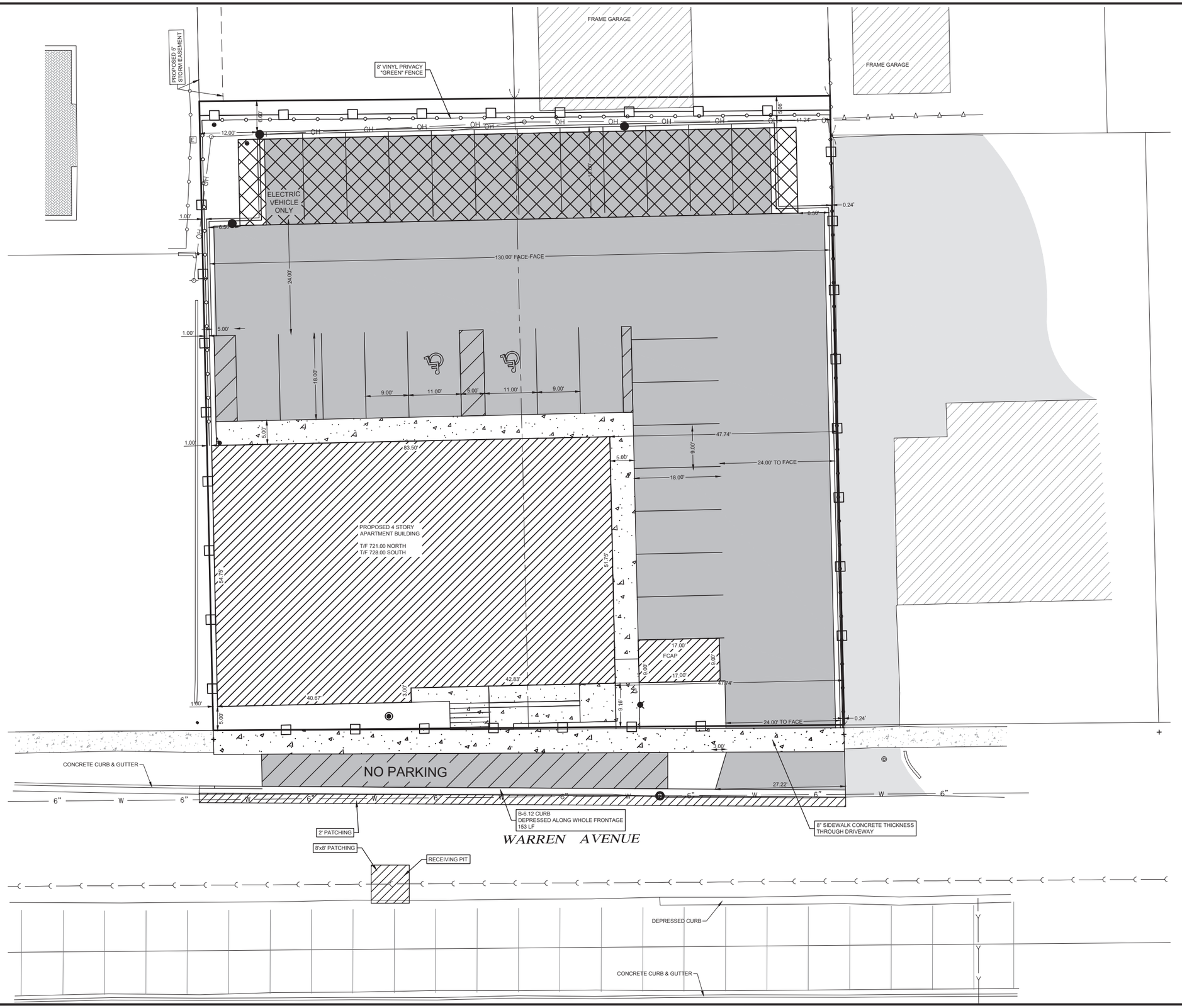
Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Washington Street with Warren Avenue TMC
Site Code:
Start Date: 10/08/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Warren Avenue Eastbound						Warren Avenue Westbound						Washington Street Northbound						Washington Street 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	
4:30 PM	0	6	2	10	2	18	0	3	3	1	1	7	0	1	37	4	5	42	0	2	52	9	0	63	130
4:45 PM	0	3	3	6	4	12	0	2	2	1	0	5	0	3	29	2	0	34	0	1	60	6	0	67	118
5:00 PM	0	10	3	11	2	24	0	4	1	4	1	9	0	3	57	4	1	64	0	1	49	9	5	59	156
5:15 PM	0	5	5	10	4	20	0	4	2	1	5	7	0	5	35	0	7	40	0	0	44	11	1	55	122
Total	0	24	13	37	12	74	0	13	8	7	7	28	0	12	158	10	13	180	0	4	205	35	6	244	526
Approach %	0.0	32.4	17.6	50.0	-	-	0.0	46.4	28.6	25.0	-	-	0.0	6.7	87.8	5.6	-	-	0.0	1.6	84.0	14.3	-	-	-
Total %	0.0	4.6	2.5	7.0	-	14.1	0.0	2.5	1.5	1.3	-	5.3	0.0	2.3	30.0	1.9	-	34.2	0.0	0.8	39.0	6.7	-	46.4	-
PHF	0.000	0.600	0.650	0.841	-	0.771	0.000	0.813	0.667	0.438	-	0.778	0.000	0.600	0.693	0.625	-	0.703	0.000	0.500	0.854	0.795	-	0.910	0.843
Lights	0	21	9	37	-	67	0	13	7	7	-	27	0	12	154	10	-	176	0	4	203	35	-	242	512
% Lights	-	87.5	69.2	100.0	-	90.5	-	100.0	87.5	100.0	-	96.4	-	100.0	97.5	100.0	-	97.8	-	100.0	99.0	100.0	-	99.2	97.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	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	0.0	-	0.0	0.2
Bicycles on Road	0	3	4	0	-	7	0	0	1	0	-	1	0	0	3	0	-	3	0	0	1	0	-	1	12
% Bicycles on Road	-	12.5	30.8	0.0	-	9.5	-	0.0	12.5	0.0	-	3.6	-	0.0	1.9	0.0	-	1.7	-	0.0	0.5	0.0	-	0.4	2.3
Pedestrians	-	-	-	-	12	-	-	-	-	-	7	-	-	-	-	-	13	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Site Plan



NOTE:
PAVEMENT IN RIGHT OF WAY
PENDING VILLAGE APPROVAL.

	DATE	
1	10/23/2024	PER VILLAGE COMMENTS
2	12/16/2024	PER VILLAGE COMMENTS
3		
4		
5		
6		

SITE PLAN

826 AND 830 WARREN AVENUE
DOWNERS GROVE, ILLINOIS

Morris Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
FAX: (630) 271-0774
Website: www.ecivil.com

FIELD CREW:	PW
DRAWN BY:	CJS
CHECKED BY:	AS
APPROVED BY:	EF
DATE:	9/24/2024
SCALE:	HORIZ 1"=10'
	VERT –

SHEET
4
OF 11 SHEETS

PROJ # 24-PR-1007

ITE Trip Generation Summary Sheets

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

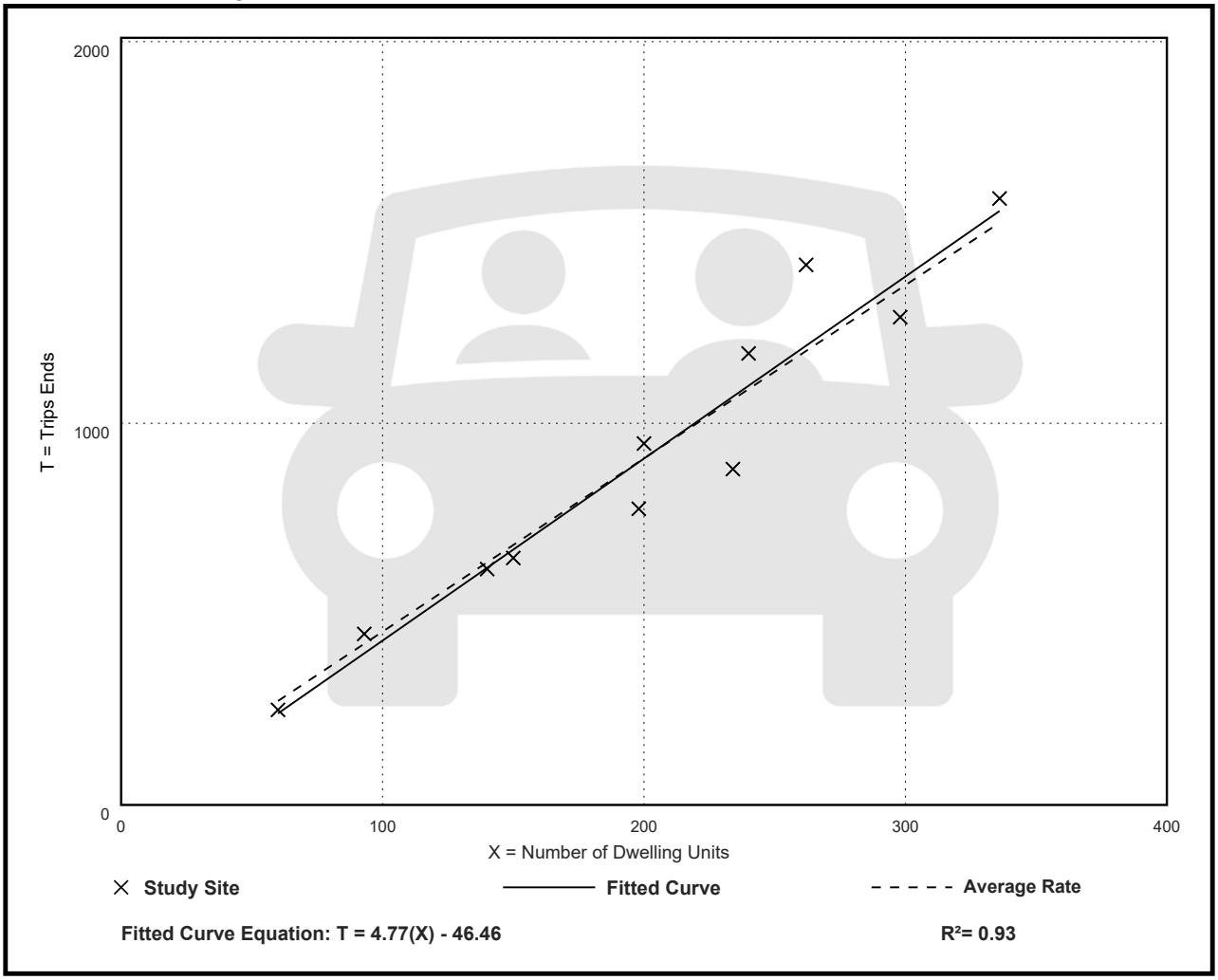
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



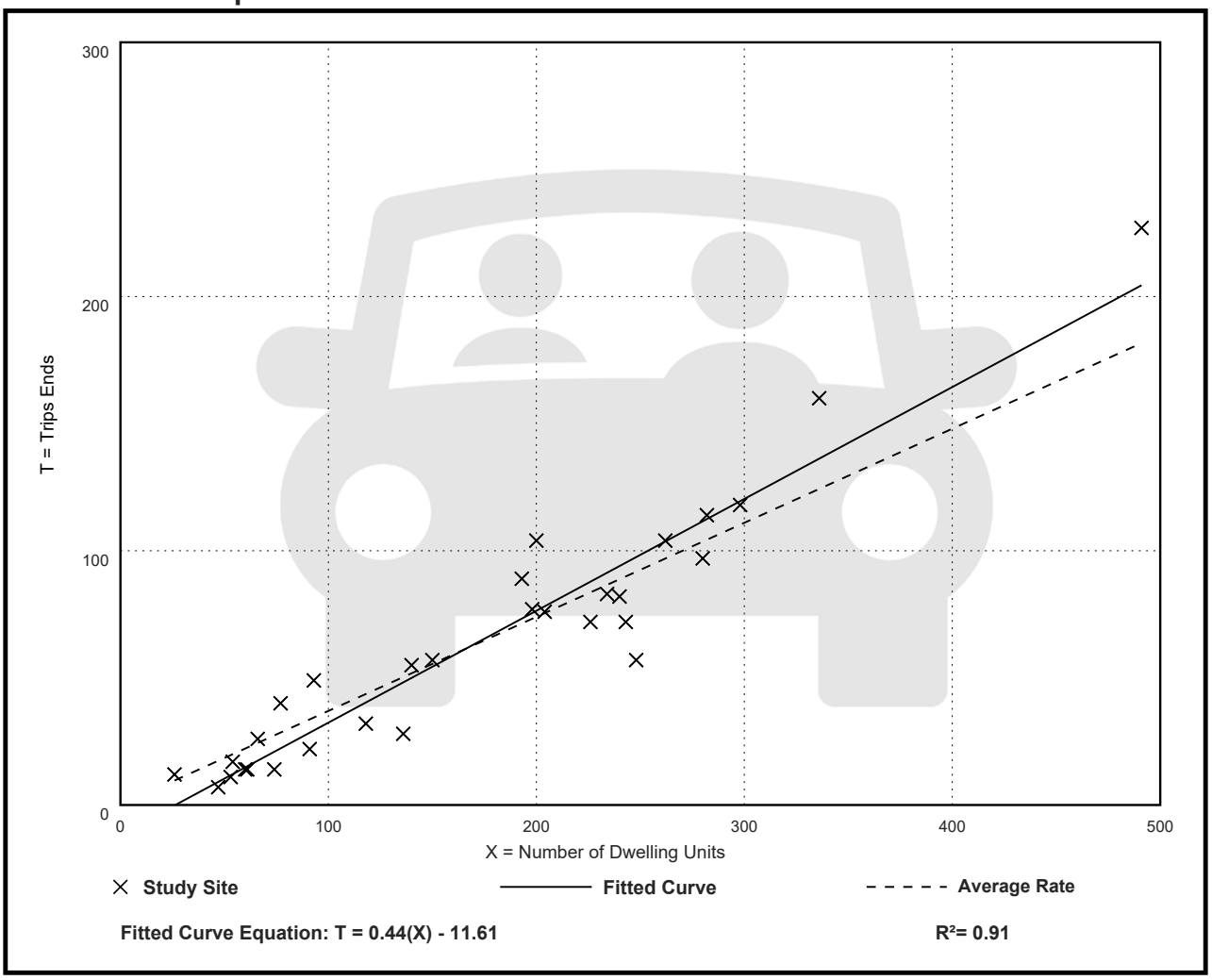
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



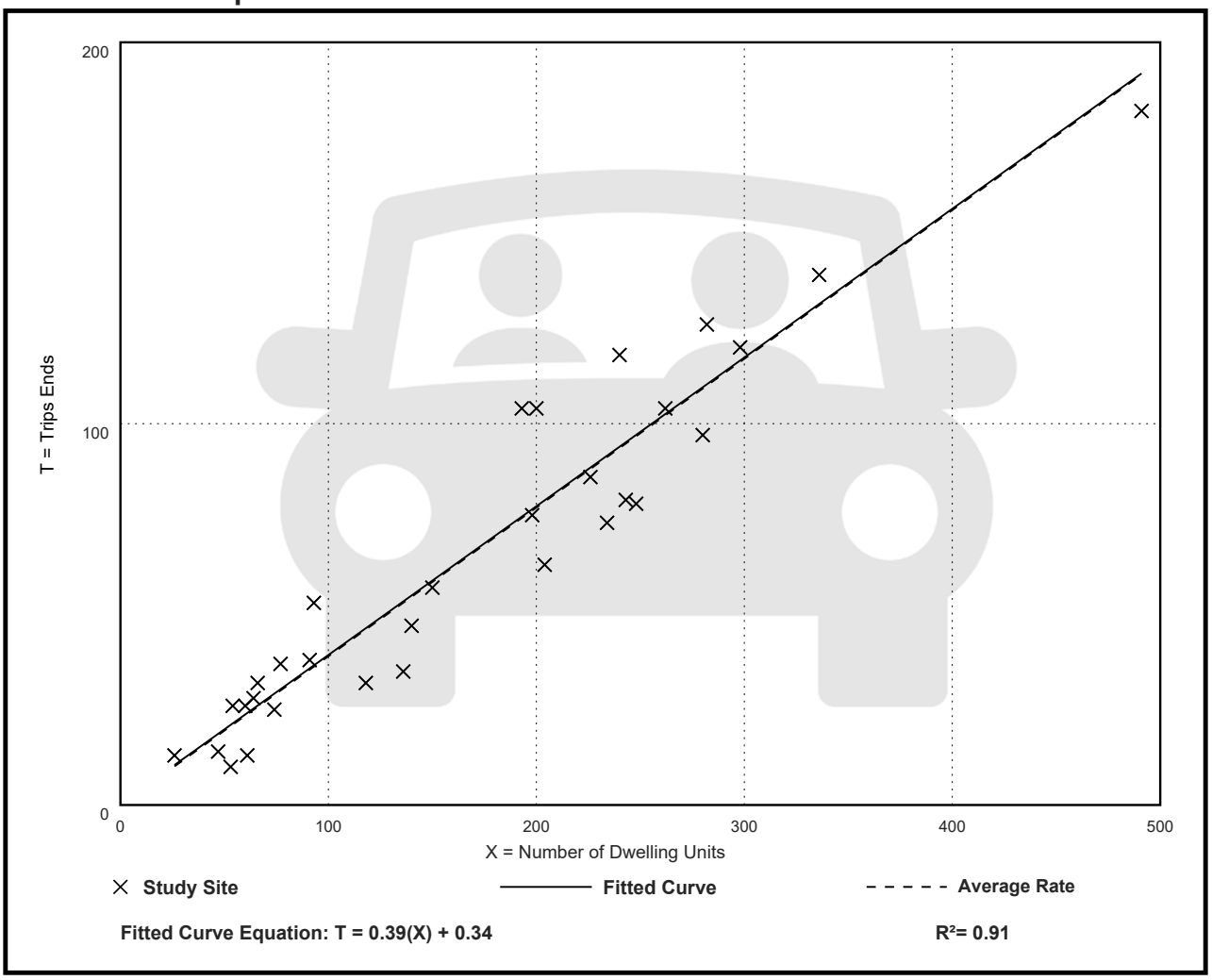
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

October 1, 2024

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Washington St, Rogers St, Warren Ave
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated September 30, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2020)	Year 2050 ADT
Washington St, at Rogers St	2,500	2,950
Rogers St, at Washington St	1,400	1,650
Warren Ave, at Washington St	1,400	1,650

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2024 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 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
\2024_TrafficForecasts\DownersGrove\du-45-24\du-45-24.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

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*, 6th Edition.

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

HCM 6th AWSC
3: Washington Street & Rogers Street 11/04/2024

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

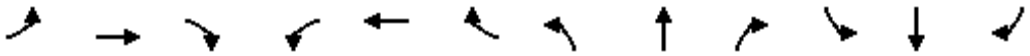
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	61	24	37	80	27	22	117	23	7	112	6
Future Vol, veh/h	7	61	24	37	80	27	22	117	23	7	112	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	3	0	3	8	0	0	2	4	0	1	0
Mvmt Flow	7	64	25	39	83	28	23	122	24	7	117	6
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	8.4	9	9.1	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	8%	26%	6%
Vol Thru, %	0%	84%	66%	56%	90%
Vol Right, %	0%	16%	26%	19%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	140	92	144	125
LT Vol	22	0	7	37	7
Through Vol	0	117	61	80	112
RT Vol	0	23	24	27	6
Lane Flow Rate	23	146	96	150	130
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.036	0.208	0.125	0.198	0.173
Departure Headway (Hd)	5.711	5.126	4.685	4.745	4.788
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	626	699	762	755	746
Service Time	3.458	2.873	2.733	2.788	2.837
HCM Lane V/C Ratio	0.037	0.209	0.126	0.199	0.174
HCM Control Delay	8.7	9.2	8.4	9	8.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.8	0.4	0.7	0.6

Intersection Capacity Utilization
6: Washington Street & Warren Avenue

11/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	4	15	4	5	2	11	154	9	0	146	26
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	25	0	0	11	0	0	174	0	0	172	0
Lane Utilization 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
Turning Factor (vph)	0.95	0.90	0.85	0.95	0.96	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	1708	0	0	1815	0	0	1879	0	0	1857	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1473		0	1139		0	980		0	1857	
Reference Time A (s)	0.0	2.0		0.0	1.2		0.0	21.3		0.0	11.1	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	8.4	9.8		8.3	8.7		NA	NA		NA	NA	
Reference Time (s)		2.0			1.2			21.3			11.1	
Adj Reference Time (s)		8.0			8.0			25.3			15.1	
Split Option												
Ref Time Combined (s)	0.0	1.8		0.0	0.7		0.0	11.1		0.0	11.1	
Ref Time Seperate (s)	0.4	0.3		0.3	0.3		0.7	9.8		0.0	9.4	
Reference Time (s)	1.8	1.8		0.7	0.7		11.1	11.1		11.1	11.1	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		15.1	15.1		15.1	15.1	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	8.0	25.3	
Split Option (s)	16.0	30.2	
Minimum (s)	8.0	25.3	33.3

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	27.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

HCM 6th TWSC
9: Warren Avenue & Elm Street 11/01/2024

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	7	2	1	15
Future Vol, veh/h	3	5	7	2	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	20	0	0	100	7
Mvmt Flow	5	8	12	3	2	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	15	0	-	0	32	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.1	-	-	-	7.4	6.27
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.2	-	-	-	4.4	3.363
Pot Cap-1 Maneuver	1616	-	-	-	781	1052
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1616	-	-	-	779	1052
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	801	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1616	-	-	-	1029
HCM Lane V/C Ratio	0.003	-	-	-	0.026
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

HCM 6th AWSC
3: Washington Street & Rogers Street 11/04/2024

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	52	26	63	67	23	16	142	31	19	156	9
Future Vol, veh/h	5	52	26	63	67	23	16	142	31	19	156	9
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	3	0	0	0
Mvmt Flow	6	63	31	76	81	28	19	171	37	23	188	11
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	9.1	10.1	10.4	10.4
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	6%	41%	10%
Vol Thru, %	0%	82%	63%	44%	85%
Vol Right, %	0%	18%	31%	15%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	173	83	153	184
LT Vol	16	0	5	63	19
Through Vol	0	142	52	67	156
RT Vol	0	31	26	23	9
Lane Flow Rate	19	208	100	184	222
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.032	0.308	0.145	0.264	0.309
Departure Headway (Hd)	5.949	5.318	5.215	5.148	5.019
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	596	669	692	689	707
Service Time	3.746	3.114	3.215	3.24	3.116
HCM Lane V/C Ratio	0.032	0.311	0.145	0.267	0.314
HCM Control Delay	8.9	10.5	9.1	10.1	10.4
HCM Lane LOS	A	B	A	B	B
HCM 95th-tile Q	0.1	1.3	0.5	1.1	1.3

Intersection Capacity Utilization
6: Washington Street & Warren Avenue

11/04/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	24	13	37	13	8	7	12	158	10	4	205	35
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	74	0	0	28	0	0	180	0	0	244	0
Lane Utilization 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
Turning Factor (vph)	0.95	0.91	0.85	0.95	0.94	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	1729	0	0	1786	0	0	1878	0	0	1858	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1517		0	1160		0	1144		0	1741	
Reference Time A (s)	0.0	5.9		0.0	2.9		0.0	18.9		0.0	16.8	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	9.6	13.1		8.9	9.9		NA	NA		NA	NA	
Reference Time (s)		5.9			2.9			18.9			16.8	
Adj Reference Time (s)		9.9			8.0			22.9			20.8	
Split Option												
Ref Time Combined (s)	0.0	5.1		0.0	1.9		0.0	11.5		0.0	15.8	
Ref Time Seperate (s)	1.6	0.9		0.9	0.5		0.8	10.1		0.3	13.2	
Reference Time (s)	5.1	5.1		1.9	1.9		11.5	11.5		15.8	15.8	
Adj Reference Time (s)	9.1	9.1		8.0	8.0		15.5	15.5		19.8	19.8	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	9.9	22.9	
Split Option (s)	17.1	35.3	
Minimum (s)	9.9	22.9	32.7

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	27.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

HCM 6th TWSC
9: Warren Avenue & Elm Street 11/01/2024

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	20	6	1	0	11
Future Vol, veh/h	12	20	6	1	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	30	9	2	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	76	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1621	-	-	-	932	1077
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1621	-	-	-	922	1077
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	962	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1621	-	-	-	1077
HCM Lane V/C Ratio	0.011	-	-	-	0.015
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets
Year 2030 No-Build Weekday Morning Peak Hour

HCM 6th AWSC
3: Washington Street & Rogers Street 11/04/2024

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

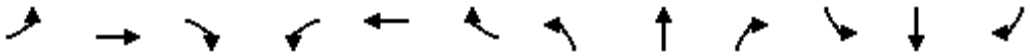
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	63	25	38	82	28	23	121	24	7	115	6
Future Vol, veh/h	7	63	25	38	82	28	23	121	24	7	115	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	3	0	3	8	0	0	2	4	0	1	0
Mvmt Flow	7	66	26	40	85	29	24	126	25	7	120	6
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	8.5	9	9.2	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	7%	26%	5%
Vol Thru, %	0%	83%	66%	55%	90%
Vol Right, %	0%	17%	26%	19%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	145	95	148	128
LT Vol	23	0	7	38	7
Through Vol	0	121	63	82	115
RT Vol	0	24	25	28	6
Lane Flow Rate	24	151	99	154	133
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.038	0.216	0.13	0.204	0.178
Departure Headway (Hd)	5.735	5.149	4.717	4.775	4.817
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	623	695	757	749	741
Service Time	3.484	2.898	2.765	2.819	2.869
HCM Lane V/C Ratio	0.039	0.217	0.131	0.206	0.179
HCM Control Delay	8.7	9.3	8.5	9	8.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.8	0.4	0.8	0.6

Intersection Capacity Utilization
6: Washington Street & Warren Avenue

11/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	4	15	4	5	2	11	159	9	0	150	27
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	25	0	0	11	0	0	179	0	0	177	0
Lane Utilization 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
Turning Factor (vph)	0.95	0.90	0.85	0.95	0.96	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	1708	0	0	1815	0	0	1880	0	0	1857	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1473		0	1139		0	994		0	1857	
Reference Time A (s)	0.0	2.0		0.0	1.2		0.0	21.6		0.0	11.4	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	8.4	9.8		8.3	8.7		NA	NA		NA	NA	
Reference Time (s)		2.0			1.2			21.6			11.4	
Adj Reference Time (s)		8.0			8.0			25.6			15.4	
Split Option												
Ref Time Combined (s)	0.0	1.8		0.0	0.7		0.0	11.4		0.0	11.4	
Ref Time Seperate (s)	0.4	0.3		0.3	0.3		0.7	10.1		0.0	9.7	
Reference Time (s)	1.8	1.8		0.7	0.7		11.4	11.4		11.4	11.4	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		15.4	15.4		15.4	15.4	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	8.0	25.6	
Split Option (s)	16.0	30.9	
Minimum (s)	8.0	25.6	33.6

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	28.0%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

HCM 6th TWSC
9: Warren Avenue & Elm Street 11/01/2024

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	7	2	1	15
Future Vol, veh/h	3	5	7	2	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	20	0	0	100	7
Mvmt Flow	5	8	12	3	2	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	15	0	-	0	32	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.1	-	-	-	7.4	6.27
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.2	-	-	-	4.4	3.363
Pot Cap-1 Maneuver	1616	-	-	-	781	1052
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1616	-	-	-	779	1052
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	801	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1616	-	-	-	1029
HCM Lane V/C Ratio	0.003	-	-	-	0.026
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets
Year 2030 No-Build Weekday Evening Peak Hour

HCM 6th AWSC
3: Washington Street & Rogers Street 11/04/2024

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

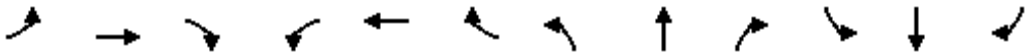
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	54	27	65	69	24	16	146	32	20	161	9
Future Vol, veh/h	5	54	27	65	69	24	16	146	32	20	161	9
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	3	0	0	0
Mvmt Flow	6	65	33	78	83	29	19	176	39	24	194	11
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	9.3	10.4	10.7	10.7
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	6%	41%	11%
Vol Thru, %	0%	82%	63%	44%	85%
Vol Right, %	0%	18%	31%	15%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	178	86	158	190
LT Vol	16	0	5	65	20
Through Vol	0	146	54	69	161
RT Vol	0	32	27	24	9
Lane Flow Rate	19	214	104	190	229
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.033	0.325	0.152	0.28	0.328
Departure Headway (Hd)	6.093	5.46	5.272	5.291	5.164
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	589	661	681	680	698
Service Time	3.811	3.178	3.304	3.314	3.183
HCM Lane V/C Ratio	0.032	0.324	0.153	0.279	0.328
HCM Control Delay	9	10.8	9.3	10.4	10.7
HCM Lane LOS	A	B	A	B	B
HCM 95th-tile Q	0.1	1.4	0.5	1.1	1.4

Intersection Capacity Utilization
6: Washington Street & Warren Avenue

11/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	25	13	38	13	8	7	12	163	10	4	211	36
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	76	0	0	28	0	0	185	0	0	251	0
Lane Utilization 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
Turning Factor (vph)	0.95	0.91	0.85	0.95	0.94	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	1729	0	0	1786	0	0	1878	0	0	1858	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1511		0	1170		0	1153		0	1741	
Reference Time A (s)	0.0	6.0		0.0	2.9		0.0	19.3		0.0	17.3	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	9.7	13.3		8.9	9.9		NA	NA		NA	NA	
Reference Time (s)		6.0			2.9			19.3			17.3	
Adj Reference Time (s)		10.0			8.0			23.3			21.3	
Split Option												
Ref Time Combined (s)	0.0	5.3		0.0	1.9		0.0	11.8		0.0	16.2	
Ref Time Seperate (s)	1.7	0.9		0.9	0.5		0.8	10.4		0.3	13.6	
Reference Time (s)	5.3	5.3		1.9	1.9		11.8	11.8		16.2	16.2	
Adj Reference Time (s)	9.3	9.3		8.0	8.0		15.8	15.8		20.2	20.2	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	10.0	23.3	
Split Option (s)	17.3	36.0	
Minimum (s)	10.0	23.3	33.3

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	27.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

HCM 6th TWSC
9: Warren Avenue & Elm Street 11/01/2024

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	21	6	1	0	11
Future Vol, veh/h	12	21	6	1	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	32	9	2	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	78	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1621	-	-	-	930	1077
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1621	-	-	-	920	1077
Mov Cap-2 Maneuver	-	-	-	-	920	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1621	-	-	-	1077
HCM Lane V/C Ratio	0.011	-	-	-	0.015
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets
Year 2030 Total Projected Weekday Morning Peak Hour

HCM 6th AWSC
3: Washington Street & Rogers Street 11/04/2024

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	63	25	38	82	28	24	122	24	7	116	6
Future Vol, veh/h	7	63	25	38	82	28	24	122	24	7	116	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	3	0	3	8	0	0	2	4	0	1	0
Mvmt Flow	7	66	26	40	85	29	25	127	25	7	121	6
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	8.5	9.1	9.2	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	7%	26%	5%
Vol Thru, %	0%	84%	66%	55%	90%
Vol Right, %	0%	16%	26%	19%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	146	95	148	129
LT Vol	24	0	7	38	7
Through Vol	0	122	63	82	116
RT Vol	0	24	25	28	6
Lane Flow Rate	25	152	99	154	134
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.04	0.218	0.13	0.205	0.18
Departure Headway (Hd)	5.736	5.15	4.724	4.782	4.82
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	622	695	755	748	740
Service Time	3.488	2.902	2.777	2.83	2.874
HCM Lane V/C Ratio	0.04	0.219	0.131	0.206	0.181
HCM Control Delay	8.7	9.3	8.5	9.1	8.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.8	0.4	0.8	0.7

Intersection Capacity Utilization
6: Washington Street & Warren Avenue

11/04/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	6	4	15	6	5	4	11	159	10	1	150	27
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	25	0	0	15	0	0	180	0	0	178	0
Lane Utilization 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
Turning Factor (vph)	0.95	0.90	0.85	0.95	0.94	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	1708	0	0	1788	0	0	1878	0	0	1856	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1516		0	1066		0	1070		0	1812	
Reference Time A (s)	0.0	2.0		0.0	1.7		0.0	20.2		0.0	11.8	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	8.4	9.8		8.4	9.0		NA	NA		NA	NA	
Reference Time (s)		2.0			1.7			20.2			11.8	
Adj Reference Time (s)		8.0			8.0			24.2			15.8	
Split Option												
Ref Time Combined (s)	0.0	1.8		0.0	1.0		0.0	11.5		0.0	11.5	
Ref Time Seperate (s)	0.4	0.3		0.4	0.3		0.7	10.1		0.1	9.7	
Reference Time (s)	1.8	1.8		1.0	1.0		11.5	11.5		11.5	11.5	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		15.5	15.5		15.5	15.5	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	8.0	24.2	
Split Option (s)	16.0	31.0	
Minimum (s)	8.0	24.2	32.2

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	26.8%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

HCM 6th TWSC
9: Warren Avenue & Elm Street 11/01/2024

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	7	2	1	15
Future Vol, veh/h	4	5	7	2	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	20	0	0	100	7
Mvmt Flow	7	8	12	3	2	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	15	0	-	0	36	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	4.1	-	-	-	7.4	6.27
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.2	-	-	-	4.4	3.363
Pot Cap-1 Maneuver	1616	-	-	-	777	1052
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1616	-	-	-	774	1052
Mov Cap-2 Maneuver	-	-	-	-	774	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1616	-	-	-	1029
HCM Lane V/C Ratio	0.004	-	-	-	0.026
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
11: Warren Avenue & Proposed Access Drive 11/01/2024

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	11	16	0	1	4
Future Vol, veh/h	2	11	16	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	0	0	0	0
Mvmt Flow	2	12	17	0	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	17	0	-	0	33	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1613	-	-	-	986	1068
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1613	-	-	-	985	1068
Mov Cap-2 Maneuver	-	-	-	-	985	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1613	-	-	-	1050
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets
Year 2030 Total Projected Weekday Evening Peak Hour

HCM 6th AWSC
3: Washington Street & Rogers Street 11/04/2024

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	54	28	65	69	24	16	147	32	20	162	9
Future Vol, veh/h	5	54	28	65	69	24	16	147	32	20	162	9
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	3	0	0	0
Mvmt Flow	6	65	34	78	83	29	19	177	39	24	195	11
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	9.3	10.4	10.7	10.7
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	6%	41%	10%
Vol Thru, %	0%	82%	62%	44%	85%
Vol Right, %	0%	18%	32%	15%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	179	87	158	191
LT Vol	16	0	5	65	20
Through Vol	0	147	54	69	162
RT Vol	0	32	28	24	9
Lane Flow Rate	19	216	105	190	230
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.033	0.328	0.154	0.28	0.331
Departure Headway (Hd)	6.101	5.469	5.276	5.301	5.172
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	589	660	679	680	697
Service Time	3.817	3.185	3.31	3.327	3.19
HCM Lane V/C Ratio	0.032	0.327	0.155	0.279	0.33
HCM Control Delay	9	10.8	9.3	10.4	10.7
HCM Lane LOS	A	B	A	B	B
HCM 95th-tile Q	0.1	1.4	0.5	1.1	1.4

Intersection Capacity Utilization
6: Washington Street & Warren Avenue

11/04/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	25	13	38	14	8	8	12	163	12	6	211	36
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	76	0	0	30	0	0	187	0	0	253	0
Lane Utilization 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
Turning Factor (vph)	0.95	0.91	0.85	0.95	0.94	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	1729	0	0	1781	0	0	1876	0	0	1857	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1514		0	1163		0	1224		0	1686	
Reference Time A (s)	0.0	6.0		0.0	3.1		0.0	18.3		0.0	18.0	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	9.7	13.3		8.9	10.0		NA	NA		NA	NA	
Reference Time (s)		6.0			3.1			18.3			18.0	
Adj Reference Time (s)		10.0			8.0			22.3			22.0	
Split Option												
Ref Time Combined (s)	0.0	5.3		0.0	2.0		0.0	12.0		0.0	16.3	
Ref Time Seperate (s)	1.7	0.9		0.9	0.5		0.8	10.4		0.4	13.6	
Reference Time (s)	5.3	5.3		2.0	2.0		12.0	12.0		16.3	16.3	
Adj Reference Time (s)	9.3	9.3		8.0	8.0		16.0	16.0		20.3	20.3	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	10.0	22.3	
Split Option (s)	17.3	36.3	
Minimum (s)	10.0	22.3	32.4

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	27.0%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

HCM 6th TWSC
9: Warren Avenue & Elm Street 11/01/2024

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	21	6	1	0	12
Future Vol, veh/h	13	21	6	1	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	32	9	2	0	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	82	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1621	-	-	-	925	1077
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1621	-	-	-	913	1077
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1621	-	-	-	1077
HCM Lane V/C Ratio	0.012	-	-	-	0.017
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
11: Warren Avenue & Proposed Access Drive 11/01/2024

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	31	24	1	1	2
Future Vol, veh/h	4	31	24	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	0	0	0	0
Mvmt Flow	4	33	25	1	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	26	0	-	0	67	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1601	-	-	-	943	1056
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1601	-	-	-	940	1056
Mov Cap-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	1014
HCM Lane V/C Ratio	0.003	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

VILLAGE OF DOWNERS GROVE
PLANNING AND ZONING COMMISSION MEETING

February 3, 2025, 7:00 P.M.

FILE 24-PCE-0032: A PETITION SEEKING APPROVAL FOR A SPECIAL USE FOR APARTMENTS AND A MAP AMENDMENT FROM DT, DOWNTOWN TRANSITION TO DB, DOWNTOWN BUSINESS. THE PROPERTY IS LOCATED 132 FEET NORTHEAST OF THE INTERSECTION OF WASHINGTON STREET AND WARREN AVENUE, COMMONLY KNOWN AS 826 AND 830 WARREN AVENUE, DOWNERS GROVE, IL (PINS: 09-08-125-014 AND 09-08-125-015). MICHAEL GATTO, PETITIONER, SUSAN AND LOUIS RODRIGUEZ, OWNERS

Michael Gatto, petitioner, explained that he is the petitioner for the proposed apartment building at 826 and 830 Warren. He then provided a site location map demonstrating where project is in the downtown and then proceeded to provide an overview of the 20 apartment home project. He provided an overview of how the project met the criteria for a Map Amendment and Special Use. Mr. Gatto then proceeded to provide an overview of the architectural elevations, demonstrating adherence to the Downtown Design Guidelines. Mr. Gatto concluded the presentation by offering a summary of the neighborhood meetings and interactions that were held and indicated there appeared to be general support for the project.

Chairman Rickard asked for questions for the petitioner.

Chairman Rickard asked for public input.

Scott Richards, stated that a lot of the development is “boxy” and would prefer to see more landscaping placed around the new developments.

Chairman Rickard asked for the staff report.

Flora Leon, Senior Planner, presented on the request for a special use and Map Amendment for at 826 and 830 Warren. She displayed a location map and the public hearing notice sign. He stated that staff sent out mailed notices to all property owners within 250 feet, and received one comment, which general in nature, in addition to the two comments that were received ahead of publication of the agenda. Ms. Leon then proceeded to present the proposed map amendment request and indicated the existing zoning for each parcel involved with the project. She then provided an overview of the site plan and location of the loading zones, parking and proposed screening for the project. Ms. Leon than provided an overview of the proposed elevations and stated that the project meets the Downtown Design Guidelines. Then Ms. Leon provided an overview of how the project met the Comprehensive Plan’s recommendations for the Downtown. Lastly, Ms. Leon presented the map amendment and special use criteria, which staff did find the petitioner met and recommended that the Planning and Zoning Commission recommend approval of the proposed requests.

Chairman Rickard asked for questions for staff.

Commissioner Eberhardt asked how the regulations of DT compare to the DB Zoning District and what the petitioner would need to do meet the DT requirements, specifically density and parking requirements. Staff clarified the zoning requirements of DT and DB.

Commissioner Boyle asked how stormwater would be handled on the site. An overview of the stormwater requirements was provided by staff and it was indicated that just like every case that is reviewed by the Planning and Zoning Commission, during the building permit review every project is reviewed against the Village's stormwater requirements.

Chairman Rickard asked the petitioner to return to the podium to address any comments that were made and to provide a closing statement.

Mr. Gatto returned to the podium. He also emphasized that the the map amendment was necessary to make the project financially feasible and that he would also not be able to construct the project over two different zoning districts. He reiterated that the petition meets the standards for approval and thanked the Planning and Zoning Commission for their time.

Chairman Rickard asked for discussion from the commissioners.

General discussion occurred and the Commission did feel that standards were met and support for the project. One member wanted clarification of the DT Zoning requirements. Upon receipt of that information Chairman Rickard opened up the meeting to additional public comment.

Daniel O' Donnell, said he was the resident that lives directly behind the proposed development and is in support of the project.

Scott Richards, noted that he wished the development included additional landscaping.

Further discussion occurred by the Planning and Zoning Commission in support of the project.

Chairman Rickard asked if anyone wanted to make a motion.

WITH RESPECT TO THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, I FIND THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A ZONING MAP AMENDMENT AND SPECIAL USE AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IS IN THE PUBLIC INTEREST AND THEREFORE, COMMISSIONER EBERHARDT MOVED THAT THE PLANNING AND ZONING COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF 24-PCE-0032, SUBJECT TO THE FOLLOWING CONDITIONS (1) THE ZONING MAP AMENDMENT AND SPECIAL USE SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT, RENDERINGS, ARCHITECTURE PLANS PREPARED BY S.G. ARCHITECTS, INC. DATED JANUARY 24, 2025, ENGINEERING PLANS PREPARED BY MORRIS ENGINEERING, INC. DATED JANUARY 15, 2025, LANDSCAPE PLANS PREPARED BY MORRIS ENGINEERING DATED JANUARY 15, 2025 AND TRAFFIC PLANS PREPARED BY KLOA DATED DECEMBER 18, 2024 EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES. (2) PRIOR TO ISSUING

ANY SITE DEVELOPMENT OR BUILDING PERMITS, THE PETITIONER SHALL MAKE PARK AND SCHOOL DONATIONS IN THE AMOUNT OF $203,372.29 ($143,463.42 TO THE PARK DISTRICT, $44,065.04 TO ELEMENTARY SCHOOL DISTRICT 58, AND $15,843.83 TO HIGH SCHOOL DISTRICT 99). (3) A RECORDED PLAT OF CONSOLIDATION IS REQUIRED PRIOR TO BUILDING PERMIT ISSUANCE. (4) A RECORDED PLAT OF EASEMENT IS REQUIRED PRIOR TO THE BUILDING PERMIT ISSUANCE.

SECOND BY COMMISSIONER LINCOLN

ROLL CALL:

AYE: BOYLE, FRANKOVIC, K. PATEL, RUTLEDGE, LINCOLN, EBERHARDT, TOTH CHAIRMAN RICKARD

NAY: NONE

MOTION APPROVED. VOTE: 8-0

/s/ Village Staff
Recording Secretary