VILLAGE OF DOWNERS GROVE
Report for the Village
9/9/2025

SUBJECT:	SUBMITTED BY:
100 39th Street - Talon Preserve – Annexation, Planned Unit Development, Zoning Map Amendment, Plat of Subdivision, Subdivision Improvement Agreement	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is seeking approvals of the following items related to the property at 100 39th Street:

1. A Plat of Annexation
2. A Planned Unit Development
3. A Zoning Map Amendment (upon annexation) to rezone the subject property from R-1, Residential Detached House 1 to R-3/PUD, Residential Detached House 3/Planned Unit Development
4. A Final Plat of Subdivision
5. A Subdivision Improvement Agreement

STRATEGIC PLAN ALIGNMENT

The goals for 2023-2025 include *Exceptional Municipal Services*.

FISCAL IMPACT

N/A

RECOMMENDATION

Approval on the September 16, 2025 active agenda per the Planning and Zoning Commission's 6:1 recommendation. The dissenting Planning and Zoning Commission (PZC) member felt that the petitioner did not provide sufficient rationale for the requested deviations associated with the operational items (Temporary Real Estate Office, Temporary Development Signs, and Temporary Construction Trailers) listed in Table 1 of the PZC report.

The PZC discussed this petition at its August 25, 2025 meeting and 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, associated Planned Unit Development, and Plat of Subdivision, found respectively in Section 28.12.030, Section 28.12.040 and Section 20.301 and 20.305 of the Municipal Code. Staff also finds that the annexation meets all standards for approval per the Boundaries and Annexation of Property to the Village of Downers Grove Policy (Resolution #1996-40).

BACKGROUND

Property Information and Zoning Request

The subject property is located on the north side of 39th Street between Cumnor Road and Williams Street. It is currently unincorporated and is classified as R-4, Single Family (DuPage County). Currently the 18.57 acre property is vacant and was previously improved with three radio broadcast towers and two supporting operation and maintenance buildings that were demolished earlier this summer.

The owner of the subject property has petitioned the Village for a voluntary annexation as the subject property is contiguous to the Village's municipal boundary. If approved, the newly annexed property will be assigned the default zoning classification of R-1, Residential Detached House 1. As such, the petitioners are requesting Planned Unit Development approval in addition to a zoning map amendment to rezone the property to R-3/PUD, Residential Detached House 3/Planned Unit Development. The petitioner is also requesting approval of a Final Plat of Subdivision to subdivide the subject property into thirty-five residential lots with three outlots and a new road, Pierce Drive. Lastly, a subdivision improvement agreement has been drafted and agreed upon by the petitioner that provides the terms for development of the subdivision. Approval of the entitlements would allow the construction of thirty-five single family detached homes on the new lots.

Compliance with the Comprehensive Plan

The petitioner's application was submitted before the recently adopted Guiding DG Comprehensive Plan and was reviewed in accordance with the 2017 Comprehensive Plan recommendations. The Plan notes residential areas should provide a variety of housing and dwelling unit types and densities, generally organized by dwelling types and lot sizes. Redevelopment should be sensitive to and consistent with existing neighborhood character. The proposed lot sizes are consistent in width and area with other single-family residential lots in the neighborhood. With respect to stormwater management, the Comprehensive Plan calls for improvement in all residential areas. The proposed stormwater basins will add to the existing stormwater management of the area. The proposed subdivision is consistent with the Comprehensive Plan. In the 2017 Comprehensive Plan the future land use designation for the subject property was Institutional/Public because of the radio broadcast towers that were previously located on the site. It should be noted with the Guiding DG Comprehensive Plan the subject property is designated as Single-Family Detached Residential.

Compliance with the Zoning Ordinance

The property is zoned R-4, Single Family in DuPage County. If approved, the newly annexed property will be assigned the default zoning classification of R-1, Residential Detached House 1. The petitioners are requesting a zoning map amendment to rezone the property to R-3/PUD, Residential Detached House 3/Planned Unit Development. The subdivision of the subject property into thirty-five lots with the proposed zoning classification allows for the construction of thirty-five single family homes. The proposal includes an interim use for up to four model homes and one sales office with one associated parking lot. A list of proposed improvements that require relief from the Zoning Ordinance regulations is outlined in Table 1 of the PZC report.

Compliance with the Subdivision Ordinance

The majority of the thirty-five new residential lots comply with the minimum lot area, lot width, and lot depth as noted in Table 2 of the PZC report. Two of the lots include requests to deviate from these standards. Outlots A and B, will be used to contain the common stormwater management area, while Outlot C will serve as a landscape buffer. The required park and school donations for the new single family homes will be paid prior to the Village executing the Final Plat of Subdivision.

Engineering and Public Improvements

The petitioner is proposing to construct a new road, Pierce Drive, through the center of the site connecting to 39th Street and Williams Street. The petitioner will be dedicating land for the improvement of Williams Street and Cumnor Road. With the additional right-of-way, both Cumnor Road and Williams Street will be widened by the petitioner. The following is a summary of public improvements that will be constructed as part of the proposed subdivision:

- All public improvements (street pavement, curb and gutter, public sidewalks, Village water system extensions, sanitary sewer line connections, stormwater management facilities, street lighting, and payment for public area vegetation) as required by the Subdivision Ordinance will be completed.
- A new watermain will be installed within the north side of the 39th Street right-of-way. The existing water main on the south side of 39th Street will be abandoned in place.
- The petitioner will provide new water service lines from the new 39th Street watermain to each homes' new buffalo box for the following properties: 11-161 39th Street and 3900 Williams Street.
- A new water main will be installed along Pierce Drive and Williams Street.
- A new ten foot wide shared-use path will be installed on the north side of 39th Street and connect north on the west side of Pierce Drive connecting to the 10' wide shared-use path proposed through Outlot A.
- Stormwater management will be provided in the form of three natively planted surface basins within Outlots A and B.
- A new storm structure, at the northwest corner of the site, is proposed to connect to the Village of Oak Brook's storm sewer system within the 38th Street right-of-way. This connection is made possible via an executed Agreement and Covenant between the Village of Oak Brook and M/I Homes of Chicago, LLC.

If the Final Plat of Subdivision is approved, the petitioner will create a homeowners association which will be responsible for maintenance of all common areas including the three outlots. The Village will establish a Special Service Area (SSA) for the subdivision. In case of default by the homeowners association, the Village will maintain the stormwater detention facility and the SSA will enable the Village to impose a tax on the property owners within the subdivision for the cost of the maintenance. Lastly, a subdivision improvement agreement has been drafted and agreed upon with the petitioner that provides the terms for development of the subdivision.

Public Comments

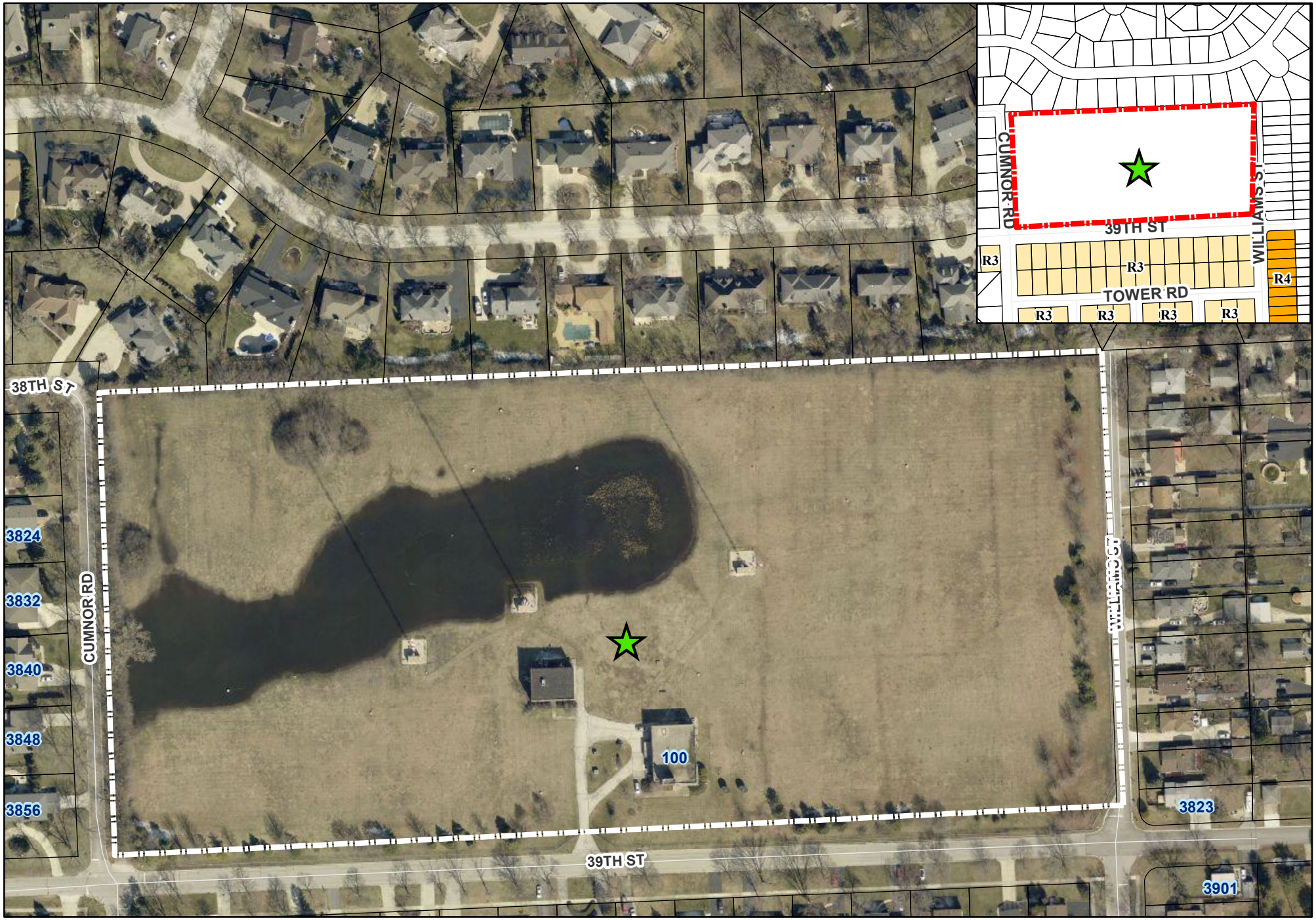
During the PZC meeting, 17 members of the public spoke at the meeting. Seven members indicated support for the project. A summary of the comments is as follows:

Public Comment/Concern	Response
Water Quality Testing - A board member of the Saddle Brook subdivision in neighboring Oak Brook, requested the petitioner agree to water quality testing by the Saddle Brook Community Association.	The petitioner offered to discuss this request in more detail with the Association.
Grade Changes (Northeast Corner) - Another member of the Saddle Brook Subdivision expressed concern over the grade change between Oakbrook and the northeast corner of the site and suggested that the commission consider prohibiting the construction of two level decks and above ground pools.	The petitioner noted that two level decks and above ground pool was not an option.
Phasing and Access - Several members of the public had questions regarding construction phasing and access to existing homes and mailboxes.	The petitioner shared that if approved, the plan would be to start land development the Fall of 2025 and this would include mass earthwork including installation of stormwater improvements. The

	petitioner added that they would be starting construction on 39th Street and they would move on to widening Cumnor Road and Williams Street before starting construction on the homes. The petitioner shared that during the widening of Cumnor Road and Williams Street one open lane of traffic would be maintained to ensure residents have access to their driveways. Additionally, with the approval from the Postmaster General, the petitioner would cover the cost to relocate existing mailboxes on the east side of Cumnor Road over to the west side of Cumnor Road.
Marketing Signage - Another member of the public shared that the large marketing banners placed on the site did not meet the Zoning Ordinance requirements and that relief should not be granted for this.	Staff explained that the subject property is currently unincorporated and that the signs fall under the jurisdiction of the DuPage County. If annexed, all marketing signage will meet the Zoning Ordinance requirements. Staff further clarified that the deviation requests did not include the existing signs and instead made reference to the timing of future marketing signs that would need to meet the Village Zoning Ordinance requirements. The petitioner added that they previously received the public's comments regarding the banners and had those banner removed.
Flooding - Multiple members of the public expressed concerns over the existing wetland and tendency for the area to flood.	Staff explained that there were two storm sewer connections proposed leading from the stormwater detention areas over to 38th Street and to 39th Street. The petitioner confirmed the proposed storm structure connections and explained in detail how the stormwater detention areas would function.
Permeable Pavers - One member asked if permeable pavers were proposed for the driveways or the right of way.	The petitioner shared that permeable pavers were not a part of the proposed design.
Traffic - Members of the public also communicated their concerns over increased traffic associated with three car garages.	The petitioner noted that single family detached housing is one of the lowest trip generators in terms of land use categories. Furthermore, they highlighted that the majority of the homes would have access outward on to the existing street system helping distribute traffic throughout the development versus if everything was flipped internally and all of the traffic would then come out of one point.

ATTACHMENTS

Aerial Map
Resolution
Staff Report with Attachments dated August 25, 2025
Draft Minutes of the Planning and Zoning Commission Hearing dated August 25, 2025



N

0 100 200 Feet

100 39th Street - Location Map

Subject Property

Site Location

Plat of Subdivision
25-PZC-0012

RESOLUTION NO. _____

A RESOLUTION APPROVING A PLAT OF SUBDIVISION FOR 100 39TH STREET (TALON PRESERVE PLANNED UNIT DEVELOPMENT #72)

WHEREAS, application has been made pursuant to the provisions of Chapter 20 of the Downers Grove Municipal Code for the approval of a Plat of Subdivision to build a new residential subdivision, consisting of 35 single family homes for the Talon Preserve Planned Unit Development #72 located at the northeast corner of 39th Street & Cumnor Road, commonly known as 100 39th Street, Downers Grove, Illinois, legally described as follows:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE VILLAGE OF DOWNERS GROVE, COUNTY OF DU PAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 02 DEGREES 06 MINUTES 01 SECONDS WEST, ALONG THE EAST OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING: THENCE SOUTH 87 DEGREES 38 MINUTES 55 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 1326.36 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33; THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST, ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CUMNOR ROAD, 609.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE SOUTH LINE OF SADDLE BROOK UNIT 4, AS MONUMENTED AND OCCUPIED; THENCE NORTH 87 DEGREES 38 MINUTES 08 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTH LINE OF SADDLE BROOK UNIT 3 AND SADDLE BROOK UNIT 4, 1325.89 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33; THENCE SOUTH 02 DEGREES 06 MINUTES 01 SECONDS EAST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 609.83 FEET TO THE POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 100 39th Street, Downers Grove, IL 60515
PIN: 06-33-300-006

WHEREAS, notice has been given and a public hearing has been held before the Planning & Zoning Commission on August 25, 2025 for this plat of subdivision pursuant to the requirements of the Downers Grove

Municipal Code; and,

WHEREAS, Village staff has reviewed and recommends approval of the petition for Plat of Subdivision for the Talon Preserve Subdivision located at 100 39th Street, Downers Grove, Illinois, as requested, subject to certain conditions; and,

NOW, THEREFORE, BE IT RESOLVED by the Village Council of the Village of Downers Grove that the Plat of Subdivision for the Talon Preserve Subdivision located at 100 39th Street, Downers Grove, Illinois, is hereby approved subject to the following conditions:

1. The final plat of subdivision shall substantially conform to the Final Plat of Subdivision for the Talon Preserve Subdivision and PUD Site Plan as prepared by Thomson Surveying Ltd., dated March 19, 2025, last revised on July 14, 2025 except as such plans may be modified to conform to Village Codes and Ordinances.

2. The petitioner shall develop the subdivision in accordance with the Site Improvement Plans prepared by SPACECO, Inc., dated March 24, 2025, last revised August 11, 2025, the Final Landscape Plan prepared by Gary R. Weber Associates, Inc., dated March 21, 2025, last revised August 29, 2025, the Site Plan prepared by Gary R. Weber Associates, Inc., dated March 26, 2025, last revised August 11, 2025, and deviations depicted thereon incorporated into the Entitlements by reference except as such plans may be modified to conform to Village Codes and Ordinances.

3. A Special Service Area shall be established and recorded to ensure adequate maintenance of the stormwater detention area prior to issuance of any single family home occupancy permits

4. The Homeowners Association Declaration of Covenants, Conditions and Restrictions document for the subdivision shall be recorded with the plat of subdivision.

5. The petitioner shall pay $843,550.40 ($394,890.65 for the Park District, $305,348.40 for School District 58 and $143,311.35 for School District 99) to the Village prior to executing the final plat of subdivision.

6. A permit will be required from IEPA for the new water main. A copy of the permit must be provided to the Village prior to the Village issuing a permit for water main work.

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

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

_____
Mayor

Passed:
Attest:_____
Village Clerk

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLANNING AND ZONING COMMISSION
AUGUST 25TH, 2025 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
25-PZC-0012 100 39th Street	Annexation, Planned Unit Development, Zoning Map Amendment (Upon Annexation), and Final Plat of Subdivision	Flora León, AICP Senior Planner

REQUEST
The petitioner is requesting approval of the following items to construct a new residential subdivision, consisting of 35 single family homes, located north of 39th Street between Cumnor Road and Williams Street, commonly known as 100 39th Street:

1. A Plat of Annexation
2. A Planned Unit Development
3. A Map Amendment (upon annexation) to rezone the subject property from R-1, Residential Detached House 1 to R-3/PUD, Residential Detached House 3/Planned Unit Development
4. A Final Plat of Subdivision

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

GENERAL INFORMATION

OWNERS: M/I Homes of Chicago LLC
2135 City Gate Lane, Suite 620
Naperville, IL 60563

PETITIONERS: Vincent M. Rosanova
445 Jackson Avenue, Suite 200
Naperville, IL 60540

PROPERTY INFORMATION

EXISTING ZONING: R-4, Single Family (DuPage County)
R-1, Residential Detached House 1 (upon annexation)
EXISTING LAND USE: Vacant (Previous Radio Tower Site)
PROPERTY SIZE: 18.57 acres (809,020 square feet)
PINS: 06-33-300-006

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	R-4, Single-Family Detached Residence (Oak Brook)	Single Family Residential (Oak Brook)

SOUTH	R-3, Residential Detached House 3	Single Family Detached
EAST:	R-4 Single Family (DuPage County)	Single Family 0-5 (DuPage County)
WEST:	R-4 Single Family (DuPage County)	Single Family 0-5 (DuPage County)

ANALYSIS

SUBMITTALS

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

1. Petition for Public Hearing
2. Petition for Annexation
3. Project Narrative
4. Location Map
5. Plat of Survey
6. Plat of Annexation
7. Plat of Subdivision
8. Planned Unit Development Site Plan
9. Preliminary Site Engineering Plans
10. Stormwater Report
11. Architectural Plans
12. Landscape Plans
13. Approval Criteria
14. Summary of Neighborhood Meeting
15. Traffic Impact Study

PROJECT DESCRIPTION

The subject property is located on the north side of 39th Street between Cumnor Road and Williams Street. It is currently unincorporated and is classified as R-4, Single Family (DuPage County). Currently the 18.57 acre property is vacant and was previously improved with three radio broadcast towers and two supporting operation and maintenance buildings. The buildings and towers were demolished earlier this summer.

The owner of the subject property has petitioned the Village for a voluntary annexation as the subject property is contiguous to the Village's municipal boundary. If approved, the newly annexed property will be assigned the default zoning classification of R-1, Residential Detached House 1. As such, the petitioners are requesting Planned Unit Development approval in addition to a zoning map amendment to rezone the property to R-3/PUD, Residential Detached House 3/Planned Unit Development. The R-3 zoning is consistent with the zoning classification of the neighboring properties to the south.

The petitioner is also requesting approval of a Final Plat of Subdivision to subdivide the subject property into thirty-five residential lots with three outlots and a new road, Pierce Drive. Approval of the subdivision would allow the construction of thirty-five single family detached homes on the new lots.

The petitioner will provide stormwater detention via three ponds in the proposed Outlots A and B for the subdivision. The project will also include a 10 foot shared use path that will connect the subdivision to planned connections as recommended in the recently approved Guiding DG Active Transportation Plan.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The existing neighborhood is composed of single family residential properties. The proposed subdivision

will allow for an additional thirty-five new single family homes to be constructed. The proposed construction meets the Comprehensive Plans' goal to ensure quality housing stock remains a staple of the community.

Per the Comprehensive Plan, residential areas should provide a variety of housing and dwelling unit types and densities, generally organized by dwelling types and lot sizes. Additionally, when redevelopment occurs, it should be sensitive to and consistent with existing neighborhood character. The proposed lot sizes are consistent in width and area with other single-family residential lots in the neighborhood. With respect to stormwater management, the Comprehensive Plan calls for improvement in all residential areas. The proposed stormwater basins will add to the existing stormwater management of the area. The proposed subdivision is consistent with the Comprehensive Plan.

The petitioner's application was submitted before the recently adopted Guiding DG Comprehensive Plan and was reviewed in accordance with the 2017 Comprehensive Plan recommendations, as provided above. In the 2017 Comprehensive Plan the future land use designation for the subject property was Institutional/Public because of the radio broadcast towers that were previously located on the site. It should be noted with the Guiding DG Comprehensive Plan the subject property is designated as Single-Family Detached Residential.

COMPLIANCE WITH THE ZONING ORDINANCE

The property is zoned R-4, Single Family in DuPage County. If approved, the newly annexed property will be assigned the default zoning classification of R-1, Residential Detached House 1. The petitioners are requesting a zoning map amendment to rezone the property to R-3/PUD, Residential Detached House 3/Planned Unit Development. The subdivision of the subject property into thirty-five lots with the proposed zoning classification allows for the construction of thirty-five single family homes. A detached house is an allowable use in the R-3/PUD zoning district. The petitioner will be required to comply with all zoning bulk regulations (e.g. height, setbacks, lot coverage) for each home being built. Village staff will confirm compliance with these regulations at time of permit application.

The proposal includes an interim use for up to four (4) model homes and one sales office with one associated parking lot. The sales office will be located in the model home on Lot 31. The model home parking lot will be located on Lot 30. The following improvements require relief from the Zoning Ordinance regulations:

Table 1: Deviation Requests and Petitioner' Rationale

Improvement	Relief Request	Petitioner's Rationale
Lot Width	Requirement: Lot Width: 75 ft. *Proposed Lot Width):* *61 ft. (Lot 18) and 73 ft. (Lot 19).*	The objective was to provide a low density residential community, preserved open space wetland areas, provide path connectivity, provide buffering along the north property line, and create a complimentary streetscape. As a result Lots 18 and 19 have a slight curvature as they front Pierce Drive.
Street Frontage	Requirement: Street Frontage: 40 ft. *Proposed Street Frontage:* *27 ft. (Lot 19)*	The objective was to provide a low density residential community, preserved open space wetland areas, provide path connectivity, provide buffering along the north property line, and create a complimentary streetscape. As a result Lot 19 has a

Improvement	Relief Request	Petitioner's Rationale
		slight curvature as it fronts Pierce Drive.
Street Setback	Requirement: Street Setback: 30 ft. *Proposed Street Frontage:* *25 ft. (Lot 24)*	The deviation has been requested to maximize and increase the separation and landscape buffer between the proposed subdivision and the homes to the north. Lots 23 & 24 were originally oriented facing east on Williams Street without deviations. The Village of Oak Brook requested the lots be oriented facing south. In order to accommodate their request without reducing lot count, the deviation is proposed. Without reducing the required street setback from 30' to 25', the buildable width of Lot 24 would be 45' and the narrowest proposed home width is 50'
Lot Area	Requirement: Lot Area: 10,500 sq. ft. *Proposed Lot Area:* *10, 325 sq. ft. (Lot 19)*	The objective was to provide a low density residential community, preserved open space wetland areas, provide path connectivity, provide buffering along the north property line, and create a complimentary streetscape. As a result Lot 19 has a slight curvature as it fronts Pierce Drive.
Street Right-of-Way Width	Requirement: Right-of-Way Width: 66 ft. *Proposed Right-of-Way Width: 46 ft.*	As part of the overall development plans, the petitioner will be improving Williams Drive to a 28' wide pavement section north of Pierce Drive and dedicating land to create a 46' wide right-of-way which is sufficient to provide for said 28' wide pavement section. There are five (5) homes on the east side of Williams Drive that will use and benefit from this improvement pavement section. South of Pierce Drive connecting to 39th Street, there will be a 66' wide right-of-way and a 31' wide pavement sections.
Temporary Real Estate Offices: Permit Termination	Requirement: Permit Termination: Permits for temporary sales offices cease and terminate automatically with no further action on behalf of the Village, when: (i) building permits for eighty-five percent (85%) or more of the total number of lots in the subject subdivision have been issued by the Village, or (ii) fewer than six (6) lots remain in the subdivision for which building permits have not been	This will allow M/ Homes to continue to effectively market the Talon Preserve during the building out of the majority of homes on site. Effective marketing through the duration of the build-out of Talon Preserve will benefit all parties. Only permitting model homes until 85% of the homes are issued a build permit, will leave M/I homes without a model home to showcase the homes and will hinder

Improvement	Relief Request	Petitioner's Rationale
	issued or applied for, whichever occurs later. *Proposed Permit Termination: Model homes and sales office to remain until occupancy permits have been issued for thirty-two (32) homes (90% of certificates of occupancy) to be constructed on the Subject Property without any required annual extension of this permitted right.*	completion of Talon Preserve.
Temporary Development Signs	Requirement: Temporary Real Estate Office Permit Termination: Development signs must be removed when at least seventy-five percent (75%) of the final certificates of occupancy have been issued. *Proposed Temporary Real Estate Permit Termination: Permit all temporary marketing signs to remain until occupancy permits have been issued for thirty-two (32) homes (90% of the certificates of occupancy) to be constructed on the subject property without any required annual extensions.*	This will allow M/ Homes to continue to effectively market the Talon Preserve during the building out of the majority of homes on site. Effective marketing through the duration of the build-out of Talon Preserve will benefit all parties. Only permitting model homes until 85% of the homes are issued a build permit, will leave M/I homes without a model home to showcase the homes and will hinder completion of Talon Preserve.
Temporary Construction Storage Trailers	Temporary Storage Period Requirement: Containers may be temporarily stored for a period not exceeding an aggregate of ninety (90) days (which may or may not be consecutive) within any period of twelve (12) consecutive months. At the sole discretion of the Community Development Director, an additional maximum of ninety (90) days may be granted. *Proposed Temporary Storage Period Requirement: To permit construction storage trailers to remain until 100% of certificates of occupancy have been issued for the homes on the Subject Property without any required annual extension of this permitted right.*	This will allow M/I Homes to continue to effectively manage construction activities and material within Talon Preserve during the entire buildout of all homes on the Subject Property. Effective construction management through the duration of the build-out of Talon Preserve will benefit all parties.

COMPLIANCE WITH SUBDIVISION ORDINANCE

The majority of the thirty-five new residential lots comply with the minimum lot area, lot width, and lot depth as noted in Table 2. Two of the lots include requests to deviate from these standards. Outlots A and

B, will be used to contain the common stormwater management area, while Outlot C will serve as a landscape buffer.

Table 2: Subdivision Regulations

Talon Preserve Subdivision	Lot Width (Req. 75 ft.)	Lot Depth (Req. 140 ft.)	Lot Area (Req. 10,500 sq. ft.)
Lot 1	75 ft.	140 ft.	10,500 sq. ft.
Lot 2	75 ft.	140 ft.	10,500 sq. ft.
Lot 3	75 ft.	140 ft.	10,500 sq. ft.
Lot 4	75 ft.	140 ft.	10,500 sq. ft.
Lot 5	75 ft.	140 ft.	10,500 sq. ft.
Lot 6	75 ft.	140 ft.	10,500 sq. ft.
Lot 7	100.48 ft.	140 ft.	13,875 sq. ft.
Lot 8	75 ft.	140 ft.	10,500 sq. ft.
Lot 9	75 ft.	140 ft.	10,500 sq. ft.
Lot 10	75 ft.	140 ft.	10,500 sq. ft.
Lot 11	75 ft.	140 ft.	10,500 sq. ft.
Lot 12	75 ft.	140 ft.	10,500 sq. ft.
Lot 13	75 ft.	140 ft.	10,500 sq. ft.
Lot 14	75 ft.	140 ft.	10,500 sq. ft.
Lot 15	90 ft.	140 ft.	12,600 sq. ft.
Lot 16	75 ft.	140 ft.	10,500 sq. ft.
Lot 17	88.63 ft.	140 ft.	11,180 sq. ft.
Lot 18	**61.6 ft. ***	155.47 ft.	11,429 sq. ft.
Lot 19	**73.4 ft. ***	140.67 ft.	**10,325 sq. ft.***
Lot 20	75 ft.	141 ft.	10,563 sq. ft.
Lot 21	75 ft.	141.33 ft.	10,588 sq. ft.
Lot 22	75 ft.	141.67 ft.	10,613 sq. ft.
Lot 23	75 ft.	142 ft.	10,638 sq. ft.
Lot 24	85 ft.	142.38 ft.	12,086 sq. ft.
Lot 25	75 ft.	140 ft.	10,500 sq. ft.
Lot 26	75 ft.	140 ft.	10,500 sq. ft.
Lot 27	75 ft.	168.28 ft.	12,557 sq. ft.
Lot 28	82 ft.	165.52 ft.	14,872 sq. ft.
Lot 29	75 ft.	165 ft.	12,375 sq. ft.
Lot 30	90 ft.	140 ft.	12,600 sq. ft.
Lot 31	75 ft.	140 ft.	10,500 sq. ft.
Lot 32	75 ft.	140 ft.	10,500 sq. ft.
Lot 33	75 ft.	140 ft.	10,500 sq. ft.
Lot 34	75 ft.	140 ft.	10,500 sq. ft.
Lot 35	100 ft.	140 ft.	14,000 sq. ft.
Outlot A	59.33 ft.	629.5 ft.	280,101 sq. ft.
Outlot B	56.66 ft.	292.72 ft.	46,106 sq. ft.
Outlot C	20 ft.	535.09 ft.	10,695 sq. ft.

*The asterisks denotes a deviation from the regulations outlined in the Zoning Ordinance. See Table 1 for the petitioner's rationale for lot dimension deviations.

The petitioner is providing the required five-foot wide public utility and drainage easements along the side lot lines and the ten-foot wide public utility and drainage easements along the rear lot lines, as applicable. Park and school donations are required for the new single family homes. The total donation

amount of $843,550.40 ($394,890.65 for the Park District, $305,348.40 for School District 58 and $143,311.35 for School District 99) is required to be paid to the Village prior to executing the final plat of subdivision.

ENGINEERING/PUBLIC IMPROVEMENTS

As noted above, the property is located on the north side of 39th Street between Williams Street and Cumnor Road. The petitioner is proposing to construct a new road, Pierce Drive, through the center of the site connecting to 39th Street and Williams Street. The petitioner will be dedicating land for the improvement of Williams Street and Cumnor Road. To create a 66-foot wide Cumnor Road right-of-way, the petitioner will dedicate 14-feet. Similarly, on Williams Street, the petitioner will dedicate 33-feet from 39th Street to Pierce Drive to provide a 66-foot right-of-way. The petitioner will dedicate 13 feet of land along Williams Street north of Pierce Drive to provide a 46-foot wide right-of-way. With the additional right-of-way, both Cumnor Road and Williams Street will be widen by the petitioner.

Twenty-one homes will have direct access off of Cumnor Road, 39th Street, and Williams Street. Pierce Drive will provide access to 14 homes. A traffic impact study for the proposed development was completed by KLOA. The study examined the existing and future traffic conditions based on the impact of proposed development. The petitioner's traffic study indicates that the proposed residential development will contain 35 single-family homes and will be a low traffic generator. The traffic impact study found that the traffic generated by the development can be accommodated by the existing area roadway system.

The following is a summary of public improvements that will be constructed as part of the proposed subdivision:

- All public improvements (street pavement, curb and gutter, public sidewalks, Village water system extensions, sanitary sewer line connections, stormwater management facilities, street lighting, and payment for public area vegetation) as required by the Subdivision Ordinance will be completed.
- A new watermain will be installed within the north side of the 39th Street right-of-way. The existing water main on the south side of 39th Street will be abandoned in place.
- The petitioner will provide new water service lines from the new 39th Street watermain to each homes' new buffalo box for the following properties: 11-161 39th Street and 3900 Williams Street.
- A new water main will be installed along Pierce Drive and Williams Street.
- A new ten foot wide shared-use path will be installed on the north side of 39th Street and connect north on the west side of Pierce Drive connecting to the 10' wide shared-use path proposed through Outlot A.
- A new storm structure, at the northwest corner of the site, is proposed to connect to the Village of Oak Brook's storm sewer system within the 38th Street right-of-way. This connection is made possible via an executed Agreement and Covenant between the Village of Oak Brook and M/I Homes of Chicago, LLC.

The petitioner will also be required to obtain a stormwater permit for overall site grading and stormwater management, including the detention basins and stormwater infrastructure which is required to be fully functioning before any building permits will be issued. All required detention storage is proposed to be provided on-site. Because the storage is provided in native planted basins no additional Best Management Practices (BMPs) are required for the residential development. The additional required residential stormwater storage (300 cubic feet per lot) is also provided in the basins. The following is a summary of the stormwater improvements proposed for the site:

- Stormwater management is provided in the form of three natively planted surface basins within Outlots A and B.
- On Outlot A, two stormwater basins will be constructed. The southern basin, Basin 2, is restricted to fill and discharge into the existing wetland. From here the wetland is restricted to fill and will then discharge into Basin 1. Basin 1 is restricted to an allowable release rate and will outlet at the northwest corner of the property via a newly proposed storm structure to an existing storm sewer on 38th Street in the Village of Oakbrook.
- On Outlot B, at the southeast corner of the site, Basin 3 is restricted to an allowable release rate and will outlet to the existing storm sewer on 39th Street.

If the Final Plat of Subdivision is approved, the petitioner will create a homeowners association which will be responsible for maintenance of all common areas including the three outlots. The Village will establish a Special Service Area (SSA) for the subdivision. In case of default by the homeowners association, the Village will maintain the stormwater detention facility and the SSA will enable the Village to impose a tax on the property owners within the subdivision for the cost of the maintenance.

Lastly, Outlot C is dedicated as a twenty foot wide landscape easement along the northeast section of the subject property. As proposed, Outlot C would serve as a landscape buffer between the new development and the neighboring Oak Brook residents to the north.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention division reviewed the proposal and had no comments.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the subject property in addition to posting three (3) public hearing signs and publishing a legal notice in the *Daily Herald.* Staff received four calls from the public. The questions were general in nature and staff shared the proposed scope of work. There was concern over the size of the existing temporary marketing signage. Staff shared that the property is currently unincorporated and as such the signage is regulated DuPage County.

As required by the Zoning Ordinance, the petitioner held a neighborhood meeting on April 30th, 2025. A total of forty 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 approval of a Plat of Annexation, a Planned Unit Development, a Zoning Map Amendment to rezone the subject property from R-1, Residential Detached House 1 to R-3/PUD, Residential Detached House 3/Planned Unit Development upon annexation and a Plat of Subdivision. The review and approval criteria for the Zoning Map Amendment and Planned Unit Development are 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:

Final Plat of Subdivision Request

Section 20.301(c) of the Subdivision Ordinance provides for the minimum lot dimension standards.

Zoning Map Amendment Request

Section 28.12.030(i) Review and Approval Criteria

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

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

Planned Unit Development
Section 28.12.040.C.5 Review and Approval Criteria
The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

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

DRAFT MOTION

Staff will provide a recommendation at the August 25th, 2025 meeting. Should the Planning and Zoning Commission find that the request is consistent with the Comprehensive Plan and meets the requirements of the Zoning and Subdivision Ordinances, staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommended approval of 25-PZC-0012:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Final Plat of Subdivision as required by the Village of Downers Grove Zoning and Subdivision Ordinances and is in the public interest and therefore, I move that the Planning and Zoning Commission recommend to the Village Council approval of 25-PCE-0012, subject to the following conditions:

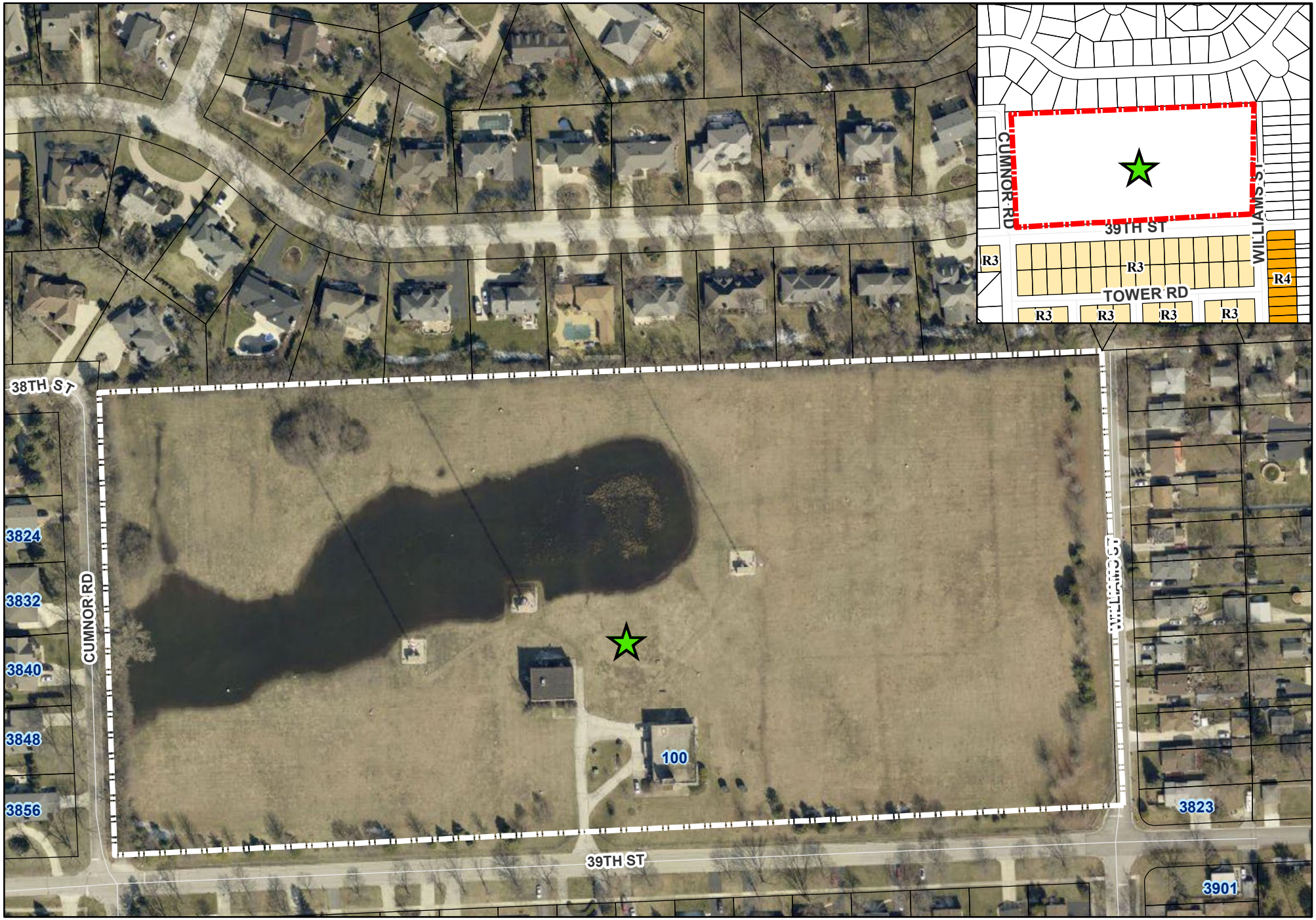
1. The final plat of subdivision shall substantially conform to the Final Plat of Subdivision for the Talon Preserve Subdivision and PUD Site Plan as prepared by Thomson Surveying Ltd., dated March 19th, 2025, last revised on July 14th, 2025 except as such plans may be modified to conform to Village Codes and Ordinances.
2. The petitioner shall develop the subdivision in accordance with the Site Improvement Plans prepared by SPACECO, Inc., dated March 24, 2025, last revised August 11th, 2025, the Final Landscape Plan prepared by Gary R. Weber Associates, Inc., dated March 21, 2025, last revised August 11th, 2025, the Site Plan prepared by Gary R. Weber Associates, Inc., dated March 26,

2025, last revised August 11th, 2025, and deviations depicted thereon incorporated into the Entitlements by reference except as such plans may be modified to conform to Village Codes and Ordinances.

3. A Special Service Area shall be established and recorded to ensure adequate maintenance of the stormwater detention area prior to issuance of any single family home occupancy permits.
4. The Homeowners Association Declaration of Covenants, Conditions and Restrictions document for the subdivision shall be recorded with the plat of subdivision.
5. The petitioner shall pay $843,550.40 ($394,890.65 for the Park District, $305,348.40 for School District 58 and $143,311.35 for School District 99) to the Village prior to executing the final plat of subdivision.
6. A permit will be required from IEPA for the new water main. A copy of the permit must be provided to the Village prior to the Village issuing a permit for water main work.
7. The petitioner shall pay the Village $42,815 for all existing trees in the Village right-of-way that are proposed to be removed. The petitioner shall pay this amount for parkway trees prior to the issuance of any permits.

Staff Report Approved By:

_____
Stan Popovich, AICP
Director of Community Development



N

0 100 200 Feet

100 39th Street - Location Map

Subject Property

Site Location

STATE OF ILLINOIS)
)
COUNTY OF DUPAGE)
)
VILLAGE OF DOWNERS GROVE)

TALON PRESERVE

PETITION TO THE VILLAGE OF DOWNERS GROVE FOR DEVELOPMENT APPROVAL – TALON PRESERVE

THE UNDERSIGNED Petitioner, M/I Homes of Chicago, LLC, a Delaware limited liability company ("**Petitioner**"), as the owner of the property legally described on **Exhibit A** ("**Subject Property**"), respectfully petitions the Village of Downers Grove ("**Village**") to, upon annexation of the Property pursuant to a separate petition submitted by the Petitioner, grant the following entitlements pursuant to the appropriate provisions of the Village Code of Downers Grove ("**Village Code**"):

i) Approve a planned unit development ("**PUD**") and PUD site plan for the Subject Property to facilitate development of thirty-five (35) single-family homes with associated deviations as detailed below and as depicted on the final PUD site plan attached hereto as **Exhibit B** ("**PUD Plan**");

ii) Approve a map amendment to zone the Subject Property R-3/PUD "Residential Detached House 3" in the Village of Downers Grove;

iii) Approve a final plat of subdivision, attached hereto as **Exhibit C** ("**Subdivision Plat**"); and

iv) Approve such other relief from the Village Code as may be deemed necessary and appropriate to develop the Subject Property consistent with the plans submitted herewith.

In support of this Petition, the Petitioner states to the Village as follows:

1. Petitioner, M/I Homes of Chicago, LLC, a Delaware limited liability company with offices located at 2135 City Gate Lane, Suite 620, Naperville, IL 60563, is owner of the Subject Property.

2. Petitioner separately filed a petition for annexation to annex the Subject Property to the Village ("**Annexation Petition**").

3. The Subject Property consists of approximately 18.57 acres of land located at the northeast corner of 39th Street and Cumnor Road in unincorporated DuPage County.

4. Petitioner seeks to develop a residential subdivision in the Village comprised of thirty-five (35) single-family detached homes to be known as Talon Preserve ("**Talon Preserve**" or "**Development**").

5. The existing land uses surrounding the Subject Property are as follows:

   a. North: R-4 "Single-Family Detached Residence" (Saddle Brook Subdivision) in the Village of Oak Brook;

   b. East: R-4 "Single-Family Residence District" (Liberty Park Subdivision) in unincorporated DuPage County;

   c. South: R-3 "Residential Detached House 3" (Long Meadow Subdivision) in the Village of Downers Grove;

   d. West: R-4 "Single-Family Residence District" (Sunny Hills Estates Subdivision) in unincorporated DuPage County;

6. The Subject Property is currently zoned R-4 "Single-Family Residence District" in unincorporated DuPage County and is contiguous to the Village.

7. Pursuant to Section Sec 28.1.110 of Village Code, when land is annexed into the zoning jurisdiction of the Village, it may be assigned a zoning classification based on the

comprehensive plan, existing land uses, approved development agreements or other relevant land use planning criteria.

8. Consistent with the aforementioned criteria, Petitioner seeks approval of a PUD, PUD Plan, and a map amendment to zone the Subject Property R-3/PUD "Residential Detached House 3" upon its annexation to the Village to facilitate development of the Subject Property with thirty-five (35) single-family detached homes.

9. The proposed entitlement requests meet all Village and State requirements for the development of property and will facilitate the beneficial use of the Subject Property as stated below.

SUMMARY OF DEVELOPMENT

The Petitioner and builder is M/I Homes of Chicago, LLC ("**M/I**"). M/I has been building homes since 1976 and has become a top homebuilder in Illinois, with many active communities throughout the Chicagoland area including Naperville, Woodridge, Hawthorn Woods, Plainfield, and Aurora, among others. M/I brings decades of construction and development experience to each project and has found success building communities that offer quality housing options in infill locations like Downers Grove. M/I looks forward to providing a new upscale single-family community for existing Downers Grove residents looking for new homes as well as those that would like to move to a well-regarded municipality with excellent schools, a robust downtown, and easy access to transportation and employment.

At the time Petitioner acquired the Subject Property, the Subject Property was occupied by three (3) radio broadcast towers and two (2) supporting operation and maintenance buildings, which were out of character and detracted from the residential nature of the area and have since been removed. The towers and supporting buildings had been inactive since October 2024, when

the previous owner relocated its radio transmission operations to a different site. Petitioner acquired the Subject Property in early 2025, and demolition of the towers and buildings has now occurred. The Subject Property as it exists today remains underutilized and visually unappealing despite significant development in the surrounding area.

The Subject Property is surrounded by residential uses, including the Saddle Brook, Liberty Park, Long Meadow, and Sunny Hills Estates subdivisions located immediately adjacent to the Subject Property. In addition to the surrounding residential uses, the Subject Property benefits from its close proximity to shopping districts, recreational amenities, and employment centers located in downtown Downers Grove, the Yorktown Center, the Oakbrook Center, and along the IL Route 32 corridor (Ogden Ave). Within a 2-mile radius, there are a large variety of retail establishments, groceries, restaurants, entertainment opportunities, and recreational amenities. Nearby employment corridors will further offer future residents the additional feature of conveniently located employment opportunities.

The proposed development is consistent with the general residential trend of development in the area and direction provided in the Village of Downers Grove Comprehensive Plan adopted October 4, 2011, last updated in 2017 ("**Comprehensive Plan**"), which highlights diversity of housing options in the community and allowing residents to stay in the Village through all stages of life. Since its incorporation in 1873, Downers Grove has developed predominantly as a residential community, nearly 80% of which is single-family and owner-occupied. The Comprehensive Plan recommends that single-family residential continue to be the predominant land use in the Village and that single-family residential neighborhoods continue to be located throughout the Village. While the Village's Future Land Use Map designates the future use of the Subject Property as "Institutional/Public," at the time the Comprehensive Plan was last updated in

2017, it was not anticipated the radio broadcast towers previously located on the Subject Property would become inactive. Additionally, the on-going "Guiding Downers Grove" project and discussions with Village Council have suggested support for a revised Future Land Use designation of "Single Family Residential" for the Subject Property. The Village Council is not expected to adopt the new Comprehensive Plan until August 2025, so the 2017 Comprehensive Plan is still in effect as of the date of this Petition.

As noted in the Comprehensive Plan, residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. The proposed redevelopment of the Subject Property will convert otherwise underutilized property to a new, attractive residential use for the Subject Property's highest and best use, eliminating the existing incompatible use and potential safety hazard. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock. Talon Preserve will provide the Village with another quality housing option to promote and enhance the Village's diverse and well-maintained housing stock consistent with the Comprehensive Plan.

The Comprehensive Plan also prioritizes ensuring compatibility between new and existing residential development and maintaining the Village's character and identity. Historically, as residential development occurred near the Village's downtown, the traditional street grid was continued. Newer residential subdivisions, on the other hand, on the northern and southern areas of the Village have introduced more contemporary development features. In keeping consistent with the Comprehensive Plan, the proposed residential development has been strategically designed with a more modern approach to land planning, including creation of larger contiguous spaces to be shared by the community that maximize open space and minimize any negative impact

to the Subject Property's natural features and the surrounding residential subdivisions. The result is a community configuration with ample open space and landscape buffering complementary to the adjacent neighborhoods.

The natural features on the Subject Property guide the layout and design on the proposed Development. Approximately 40% of the proposed development's acreage is dedicated to open space. As depicted on the PUD Plan, the single-family homes have been strategically placed to create an open space area and path network internal to the Subject Property. While the Subject Property is bound by roadways on the east, west and south sides, significant landscape buffering is planned along the Subject Property's north property line where the Development is immediately adjacent to the Saddle Brook Subdivision. Orienting homes facing Cumnor Road, 39th Street, and Williams Street will provide a consistent and complementary streetscape and enhance the neighborhood feel.

Petitioner has taken extra care to avoid and minimize impact to the existing wetland located on the Subject Property to minimize ecological disturbance. Three (3) naturalized stormwater basins have been designed throughout the development that will ultimately support the continued function of the wetland area on the Subject Property and continue to improve water quality with modern stormwater management practices. The basins have been designed with native plantings, making them complementary to the wetland area. Post development, the combination of the wetlands and associated native detention basins will improve drainage, water and floristic quality, and create new bird and pollinator habitats for the benefit of the broader community.

An asphalt multi-use path is also planned along 39th Street, heading north along Pierce Drive from 39th Street, and continues along the northwest portion of the Subject Property, which path will meander between the proposed Development's largest detention basin and the existing

wetland area to provide interconnectivity throughout the Development to provide an integrated, walkable community with recreational opportunities above and beyond applicable regulations. The streetscape and landscape have also been designed to thoughtfully enhance the aesthetic appeal of the proposed Development and surrounding area.

The Development will consist of thirty-five (35) total homes. With regard to home layout and architecture, each home type will offer flexibility and modern design. The proposed two-story traditional single-family homes will offer different floorplans, each with several elevation options to provide for variety and differentiation throughout the community. The typical lot size for the single-family homes will be 75 ft. x 140 ft. (10,500 square feet), in compliance with Village zoning requirements. The homes will range from approximately 3,000 to 4,000 square feet with a variety of floorplan and designer options to meet buyers' individual needs. The homes are anticipated to sell in the $1.2M to $1.6M price range.

The proposed homes will offer a rich and full complement of upscale interior fit and finish options and attractive exterior architecture in keeping with current new construction design in the Downers Grove area. In addition to the multitude of floorplans and stylized elevations, different exterior color collections will be offered, with each collection having a variety of trim and metalwork color options. The use of quality materials will ensure lasting value in the community, anchored by a predominance of Hardie siding in various styles and masonry accents. With the varying housing options, the Development will add to the diversity of the Village's housing stock and meet the various needs/desires of a broad buyer pool, including move-up professional homebuyers.

The Development will be subject to a single homeowners' association ("**HOA**") for the entire community to ensure uniform maintenance of all common areas, pathways, and landscape

buffers. The HOA will be responsible for the stormwater management areas.

In anticipation of annexing to and becoming part of the Downers Grove community, M/I has also worked with the Village of Oak Brook to obtain Oak Brook's support of the proposed single-family development.

APPROVAL OF A PLANNED UNIT DEVELOPMENT AND PUD SITE PLAN

A planned unit development is required to establish a site plan for the development and to approve deviations from the Code as more specifically detailed herein. Per Section 28.12.040.C.6 of the Village Code, in making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

a. The zoning map amendment review and approval criteria of Sec. 28.12.030.I.

The zoning map amendment review and approval criteria of Sec. 12.030.I has been satisfied as set forth below.

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

The proposed Development is consistent with the Comprehensive Plan. Since its incorporation in 1873, Downers Grove has developed predominantly as a residential community, nearly 80% of which is single-family and owner-occupied. The Comprehensive Plan recommends that single-family residential continue to be the predominant land use in the Village and that single-family residential neighborhoods continue to be located throughout the Village. While the Village's Future Land Use Map designates the future use of the Subject Property as "Institutional/Public," at the time the Comprehensive Plan was last updated in 2017, it was not

anticipated the radio broadcast towers previously located on the Subject Property would become inactive. Additionally, the on-going "Guiding Downers Grove" project and discussions with Village Council have suggested support for a revised Future Land Use designation of "Single Family Residential" for the Subject Property. The Village Council is not expected to adopt the new Comprehensive Plan until August 2025, so the 2017 Comprehensive Plan is still in effect as of the date of this Petition. As noted in the Comprehensive Plan, residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. The proposed redevelopment will convert an otherwise obsolete and unattractive use of the Subject Property to a new, modern residential use for the Subject Property to promote its highest and best use. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock. Talon Preserve will provide the Village with another quality housing option to promote and enhance the Village's diverse and well-maintained housing stock consistent with the Comprehensive Plan.

The Comprehensive Plan also prioritizes ensuring compatibility between new and existing residential development and maintaining the Village's character and identity. Historically, as residential development occurred near the Village's downtown, the traditional street grid was continued. Newer residential subdivisions, on the other hand, on the northern and southern areas of the Village have introduced more modern development practices. In keeping consistent with the Comprehensive Plan, the proposed residential development has been strategically designed with a more environmentally sensitive approach to land planning, including creation of larger contiguous spaces to be shared by the community that maximize open space and minimize any negative impact to the Subject Property's natural features and surrounding residential subdivisions.

The result is a community configuration with ample open space, landscape buffering, and shared streetscapes between the Development and adjacent uses.

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

The PUD plan complies with the PUD overlay district provisions of Section 4.030. As noted in Section 4.030, stated objectives of the PUD overlay district include: implementation of and consistency with the Comprehensive Plan; flexibility and creativity in response to changing social, economic and market conditions allowing greater public benefits; furtherance of variety in housing types to accommodate households of different ages, sizes, incomes, and lifestyle choices; the protection of open space amenities and natural resource features; and promotion of attractive, high-quality landscaping, lighting, architecture, and signage. The proposed Development satisfies these objectives in all regards.

Petitioner intends to redevelop the Subject Property with thirty-five (35) single-family detached homes. The Subject Property was formerly occupied by three (3) radio broadcast towers and two (2) supporting operation and maintenance buildings, which were out of character for the residential nature of the neighborhood and have been removed. The towers and supporting buildings had been inactive since October 2024, when the previous owner relocated its radio transmission operations to a different site. The Subject Property was inconsistent with the residential nature of the area and remains underutilized despite significant development in the area.

The Subject Property is surrounded by residential uses, including the Saddle Brook, Liberty Park, Long Meadow, and Sunny Hills Estates subdivisions located immediately adjacent to the Subject Property. In addition to the surrounding residential uses, the Subject Property benefits from its proximity to shopping districts, recreational amenities, and employment centers located in downtown Downers Grove, the Yorktown Center, the Oakbrook Center, and the IL Route 32

corridor (Ogden Ave). Within a 2-mile radius, there are a large variety of retail establishments, groceries, restaurants, entertainment opportunities, and recreational amenities. Nearby employment corridors will further offer future residents the additional feature of conveniently located employment opportunities.

Redevelopment of the Subject Property is consistent with the Comprehensive Plan, which highlights diversity of housing options in the community and allowing residents to stay in the Village through all stages of life. Each home type will offer flexibility and modern design for a variety of homebuyers. The proposed two-story traditional single-family homes will provide different floorplans, each with several elevation options to provide for variety and differentiation throughout the community. The typical lot size for the single-family homes will be 75 ft. x 140 ft. (10,500 square feet), in compliance with Village zoning requirements. The homes will range from approximately 3,000 to 4,000 square feet with a variety of floorplan and designer options to meet buyers' individual needs. The homes are anticipated to sell in the $1.2M to $1.6M price range.

The proposed homes will offer a rich and full complement of upscale interior fit and finish options and attractive exterior architecture in keeping with current new construction design in the Downers Grove area. In addition to the multitude of floorplans and stylized elevations, different exterior color collections will be offered, with each collection having a variety of trim and metalwork color options. The use of quality materials will ensure lasting value in the community, anchored by a predominance of Hardie siding in various styles and masonry accents. With the varying housing options, the Development will add to the diversity of the Village's housing stock and meet the various needs/desires of a broad buyer pool, including move-up professional homebuyers.

The proposed residential development has been strategically and creatively designed with

a more modern approach to land planning, including creation of larger contiguous spaces to be shared by the community that maximize open space and minimize any negative impact to the Subject Property's natural features and the surrounding residential subdivisions. The result is a community configuration with ample open space, landscape buffering, and shared streetscapes between the Development and adjacent uses.

The natural features on the Subject Property guide the layout and design on the proposed Development. Approximately 40% of the proposed development's acreage is dedicated to open space. As depicted on the PUD Plan, the single-family homes have been strategically placed to minimize impact on the wetland area. Areas of consolidated open space and buffering are located throughout the community to transition between the homesites and adjacent subdivisions. The homes along the perimeter of the Development have been oriented towards the street to provide a residential feel, and significant landscape buffering is planned along the Subject Property's north property line where the Development is immediately adjacent to the Saddle Brook Subdivision.

Petitioner has taken extra care to avoid and minimize impact to the existing wetland located on the Subject Property. Through preservation of the wetland area, the development will minimize ecological disturbance. Three (3) naturalized stormwater basins have been designed throughout the development that will ultimately support the continued function of the wetland area on the Subject Property. The basins have been designed with wetland plantings, making them complementary to the wetland area. Post development, the combination of the wetlands and associated native detention basins will improve drainage, water and floristic quality, and create new bird and pollinator habitats for the benefit of the broader community.

An asphalt multi-use path is also planned for the northwest portion of the Subject Property, which path will meander between the proposed Development's largest detention basin and the

existing wetland area to provide interconnectivity throughout the Development and to provide an integrated, walkable community with recreational opportunities above and beyond applicable regulations. Finally, the streetscape and landscape have also been designed to thoughtfully enhance the aesthetic appeal of the proposed Development.

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

The proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations. The proposed PUD will facilitate a Development that will provide significant value to the community. The Subject Property was previously occupied by three (3) radio broadcast towers and two (2) supporting operation and maintenance buildings, which have been removed. The towers and supporting buildings had been inactive since 2024, when the previous owner relocated its radio transmission operations to a different site. Since then, the Subject Property has provided little to no benefit to the Village or surrounding community. The proposed redevelopment of the Subject Property will convert this otherwise underutilized property to a new, attractive residential use for the Subject Property's highest and best use. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock. In addition to providing the Village with another quality housing option to enhance the Village's housing stock and strategically enhance the residential market, the Development will simultaneously enhance the Village's real estate tax base by infusing the local economy with additional income and thereby supporting the nearby commercial and retail uses.

e. Whether appropriate terms and conditions have been imposed on the approval to

protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.

Appropriate terms and conditions have been imposed to protect the interests of surrounding property owners and residents, existing and future residents of the PUD, and the general public. The proposed single-family development is the optimal land use to complement the surrounding homes, preserve property values, and improve the existing condition by eliminating the current incompatible use of the Subject Property. As noted, the Subject Property is surrounded by residential uses, including the Saddle Brook, Liberty Park, Long Meadow, and Sunny Hills Estates subdivisions located immediately adjacent to the Subject Property. The Development will also be subject to a single HOA for the entire community. The HOA will be responsible for common area and detention area maintenance in the Development to ensure these areas remain upkept and sightly.

The Subject Property is bound by roadways on it east, west, and south property lines. Significant landscape buffering treatments are planned along the Subject Property's north property line where the Development is immediately adjacent to the Saddle Brook Subdivision to provide these neighbors with privacy and separation between the subdivisions. For future residents of the Development, an asphalt multi-use path is planned for the northwest portion of the Subject Property, which path will meander between the proposed Development's largest detention basin and the existing wetland area to provide interconnectivity throughout the Development and to provide an integrated, walkable community with recreational opportunities above and beyond applicable regulations.

Petitioner also conducted a traffic study dated March 13, 2025 by Kenig, Lindgren, O'Hara, Aboona, Inc. ("**Traffic Study**") to ensure the Development would not have any negative impact

on the surrounding area. Per the Traffic Study, the Development will be a low traffic generator, and the capacity analysis indicates the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the Development. Additionally, the proposed roadway widening and sidewalk improvements on Cumnor Road and Williams Street will significantly improve vehicular and pedestrian circulation along existing streets.

APPROVAL OF A MAP AMENDMENT

A map amendment is required to establish an R-3/PUD zoning designation for the Subject Property upon its annexation to the Village. Per Section 28.12.030.I of the Village Code, in making recommendations and decisions about zoning map amendments, review and decision-making bodies must consider at least the following factors:

a. The existing uses and zoning of nearby property.

The proposed Development is entirely consistent with the existing uses and zoning of nearby properties. The Subject Property is surrounded completely by single-family detached residential subdivisions – the property to the north is zoned R-4 "Single-Family Detached Residence" in the Village of Oak Brook and comprises the Saddle Brook subdivision, the property to the east is zoned R-4 "Single-Family Residence District" in unincorporated DuPage County and comprises the Liberty Park subdivision, the property to the south is zoned R-3 "Residential Detached House 3" in the Village of Downers Grove and comprises the Long Meadow subdivision, and the property to the west is zoned R-4 "Single-Family Residence District" in unincorporated DuPage County and comprises the Sunny Hills Estates subdivision.

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

The current zoning restrictions negatively impact property values. The Subject Property is

currently zoned R-4 "Single-Family Residence District" in unincorporated DuPage County. While the Subject Property could be developed in the County with 10,000 sq. ft. single-family detached lots, annexation to the Village will increase property values for future residents in the Development, the Village, and the surrounding area given the Village's reputation as a well-respected municipality with excellent schools, a robust downtown, and easy access to transportation and employment. Incorporating and rezoning the Subject Property will not only increase the property values of the future homes in the Development, but will increase the property values of homes in the area through providing the community with a new, contemporary housing option. Further, the Development will also enhance the Village's real estate tax base by infusing the local economy with additional income and increased land value, thereby supporting the nearby commercial and retail uses.

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

The proposed Development will not cause any diminution in property value. To the contrary, the Development will increase public health, safety, and welfare. The Subject Property was formerly occupied by three (3) radio broadcast towers and two (2) supporting operation and maintenance buildings, which have been removed. The towers and supporting buildings had been inactive since October 2024, when the previous owner relocated its radio transmission operations to a different site. The Petitioner acquired the Subject Property in early 2025 and the towers and buildings were removed by M/I to eliminate any potential safety concerns. The Subject Property as it existed was inconsistent with the residential nature of the area and remains underutilized despite significant development in the area. The proposed redevelopment of the Subject Property will convert otherwise underutilized property to a new, attractive residential use for the Subject

Property's highest and best use. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock. Talon Preserve will provide the Village with another quality housing option to promote and enhance the Village's diverse and well-maintained housing stock consistent with the Comprehensive Plan.

The Comprehensive Plan also prioritizes ensuring compatibility between new and existing residential development and maintaining the Village's character and identity. In keeping consistent with the Comprehensive Plan, the proposed residential development has been strategically designed with a more modern approach to land planning, including creation of larger contiguous spaces to be shared by the community that maximize open space and minimize any negative impact to the Subject Property's natural features and the surrounding residential subdivisions. The result is a community configuration with ample open space, landscape buffering, and shared streetscapes between the Development and adjacent uses. Further, Petitioner's demolition of objectionable radio towers and maintenance buildings will serve to bolster surrounding property values.

In context of the surrounding area, the proposed Development is significantly more consistent with land development in the area than the historical use on the Subject Property. The Subject Property is surrounded by residential uses, including the Saddle Brook, Liberty Park, Long Meadow, and Sunny Hills Estates subdivisions. In addition to the surrounding residential uses, the Subject Property benefits from its close proximity to shopping districts, recreational amenities, and employment centers located in downtown Downers Grove, the Yorktown Center, the Oakbrook Center, and the IL Route 32 corridor (Ogden Ave). Within a 2-mile radius, there are a large variety of retail establishments, groceries, restaurants, entertainment opportunities, and recreational amenities. The Development will enhance the Village's real estate tax base by

infusing the local economy with additional income and thereby supporting these nearby commercial and retail uses.

Finally, per the Traffic Study, the Development will be a low traffic generator, and the capacity analysis indicates the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the Development, not to mention the Petitioner's proposed widening of Cumnor Road and Williams Street to improve vehicular circulation.

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

The Subject Property is suitable for the zoned purposes. The Subject Property is currently zoned R-4 "Single-Family Residence District" in unincorporated DuPage County. However, Petitioner seeks to rezone the Subject Property to R-3/PUD "Residential Detached House 3" in the Village of Downers Grove, which zoning designation is consistent with the surrounding area. Single-family detached homes are a permitted use in the R-3 zoning district. Except as otherwise set forth herein, Petitioner does not request any deviations to the requirements set forth in Village Code.

e. 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 was formerly occupied by three (3) radio broadcast towers and two (2) supporting operation and maintenance buildings, which have been removed. The towers and supporting buildings had been inactive since October 2024, when the previous owner relocated its radio transmission operations to a different site. In context of the surrounding area, the proposed Development is significantly more consistent with land use in the area than the historical use on the Subject Property. The Subject Property is surrounded by residential uses, including the Saddle Brook, Liberty Park, Long Meadow, and Sunny Hills Estates subdivisions. The proposed

redevelopment of the Subject Property will convert otherwise underutilized property to a new, modern residential use for the Subject Property's highest and best use. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock. Talon Preserve will provide the Village with another quality housing option to promote and enhance the Village's diverse and well-maintained housing stock consistent with the Comprehensive Plan.

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

The proposed Development will provide significant value to the community. The Comprehensive Plan identifies detached single-family land uses as one of the most important factors that contribute to the Village's character and identity, and redevelopment of the Subject Property in accordance with the proposed plans will not only improve the Village's tax base by adding thirty-five (35) residences, but also eliminate the three radio broadcast towers that blight the Subject Property and Village's skyline. Finally, in addition to providing the Village with another quality housing option to enhance the Village's housing stock and strategically enhance the Village's the residential market, the Development will also enhance the Village's real estate tax base by infusing the local economy with additional income and thereby supporting the nearby commercial and retail uses.

g. The Comprehensive Plan.

The proposed Development is consistent with the Village's Comprehensive Plan. The Comprehensive Plan recommends that single-family residential continue to be the predominant land use in the Village and that single-family residential neighborhoods continue to be located throughout the Village. While the Village's Future Land Use Map designates the future use of the Subject Property as "Institutional/Public," at the time the Comprehensive Plan was last updated in

2017, it was not anticipated the radio broadcast towers previously located on the Subject Property would become inactive. Additionally, the on-going "Guiding Downers Grove" project and discussions with Village Council have suggested support for a revised Future Land Use designation of "Single Family Residential" for the Subject Property. The Village Council is not expected to adopt the new Comprehensive Plan until August 2025, so the 2017 Comprehensive Plan is still in effect as of the date of this Petition. As noted in the Comprehensive Plan, residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. The proposed redevelopment of the Subject Property will convert otherwise underutilized property to a new, modern residential use for the Subject Property's highest and best use. As the Comprehensive Plan notes, Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock. Talon Preserve will provide the Village with another quality housing option to promote and enhance the Village's diverse and well-maintained housing stock consistent with the Comprehensive Plan.

The Comprehensive Plan also prioritizes ensuring compatibility between new and existing residential development and maintaining the Village's character and identity. Historically, as residential development occurred near the Village's downtown, the traditional street grid was continued. Newer residential subdivisions, on the other hand, on the northern and southern areas of the Village have introduced more contemporary development features. In keeping consistent with the Comprehensive Plan, the proposed residential development has been strategically designed with a more modern approach to land planning, including creation of larger contiguous spaces to be shared by the community that maximize open space and minimize any negative impact to the Subject Property's natural features and the surrounding residential subdivisions. The result

is a community configuration with ample open space, landscape buffering, and shared streetscapes between the Development and surrounding uses.

APPROVAL OF A FINAL PLAT OF SUBDIVISION

Petitioner seeks approval of the Subdivision Plat, a copy of which has been submitted herewith, to subdivide the Subject Property to allow the construction of thirty-five (35) single-family homes and associated outlots that will be maintained by a homeowner's association that will be formed for the subdivision. The proposed Subdivision Plat meets the standards for a subdivision consistent with the standards set forth in the Village Code, such that Petitioner requests approval of the same.

DEVIATION REQUESTS

Per Section 28.4.030(E) and Section 28.4.030(F) of the Village Code, the Village Council is authorized to approve PUDs that deviate from strict compliance with specified zoning regulations and development standards, and the lot and building regulations of the base zoning district may be modified as part of the PUD approval. As such, Petitioner requests approval of the following deviations:

- **A deviation to Section 28.2.030 to permit a minimum lot width for a detached house of sixty-one feet (61') (applied to Lots 18 and 19 only).** The overall objective of the land plan was to provide a low density residential community of less than 2 homes per acre, preserve the open space wetland areas within the Subject Property, provide path connectivity through the open space area, provide additional buffering along the north property line, and create a complimentary streetscape to the surrounding homes along all perimeter roadways. All said objectives have been achieved pursuant to the land plan and site engineering. As a result, Lots 18 &19 have a slight curvature as they front along Peirce drive. Other than the portion of Lots 18 & 19 that abuts Pierce Drive, the remainder of Lots 18 & 19 meets the Village 75' width requirement, have ample room for a driveway and 3-car garage, and are generally large lots with greater than 10,000 square feet.

- **A deviation to Section 28.2.030 to permit a minimum street frontage of twenty-seven feet (27') (applies to Lot 19 only).** The overall objective of the land plan was to provide a low density residential community of less than 2 homes per acre, preserve the open space wetland areas within the site, provide path connectivity through the open space area, provide additional buffering along the north property line and create a

complimentary streetscape to the surrounding homes along all perimeter roadways. All said objectives have been achieved pursuant to the land plan and site engineering. As a result Lot 19 has a slight curvature at its front along Peirce drive. Other than the portion of Lot 19 that abuts Pierce Drive, the remainder of Lot 19 meets the Village 75' width requirement, has ample room for a driveway and 3-car garage and is generally a large lot with greater than 10,000 square feet.

- **A deviation to Section 28.2.030 to permit a minimum setback from the street of twenty-five feet (25') (applies to the corner side yard of Lot 24 only).** The deviation has been requested to maximize and increase the separation and landscape buffer between the proposed subdivision and the homes to the north. Lots 23 & 24 were originally oriented facing east on Williams Street without deviations. The Village of Oak Brook requested the lots be oriented facing south. In order to accommodate their request without reducing lot count, the deviation was proposed and supported by Village Staff. Without reducing the required street setback from 30' to 25', the buildable width of Lot 24 would be 45' and the narrowest proposed home width is 50'.

- **A deviation to Section 28.2.030 to permit a minimum lot area of ten thousand three hundred twenty-five square feet (10,325 sq. ft.) (applies to Lot 19 only).** The overall objective of the land plan was to provide a low density residential community of less than 2 homes per acre, preserve the open space wetland areas within the site, provide path connectivity through the open space area, provide additional buffering along the north property line, and create a complimentary streetscape to the surrounding homes along all perimeter roadways. All said objectives have been achieved pursuant to the land plan and site engineering. As a result, Lot 19 has a slight curvature at its front along Peirce drive. Other than the portion of Lot 19 that abuts Pierce Drive, the remainder of Lot 19 meets the Village 75' width requirement, has ample room for a driveway and 3-car garage, and is generally a large lot with greater than 10,000 square feet.

- **A deviation to Section 20.303(d)(3) to permit a minimum local street right-of-way of forty-six feet (46') and minimum pavement width of twenty-eight feet (28') from back of curb to back of curb.** The overall objective of the land plan was to provide a low density residential community of less than 2 homes per acre, preserve the open space wetland areas within the site, provide path connectivity through the open space area, provide additional buffering along the north property line and create a complimentary streetscape to the surrounding homes along all perimeter roadways. All said objectives have been achieved pursuant to the land plan and site engineering. Williams Drive current and future condition is a dead-end roadway. As part of the overall development plans, Petitioner will be improving Williams Drive to a 28' wide pavement section north of Pierce Drive and dedicating land to create a 46' wide right-of-way which is sufficient to provide for said 28' wide pavement section. There are five (5) homes on the east side of Williams Drive that will use and benefit from this improved pavement section. South of Pierce Drive connecting to 39th Street, there will be a 66' wide right-of-way and a 31' wide pavement section.

- **A deviation to Section 28.6.140(c)(5) to permit model homes and sales office to remain until occupancy permits have been issued for thirty-two (32) homes (90% of certificates of occupancy) to be constructed on the Subject Property without any required annual extensions of this permitted right in lieu of the code requirement that said permits automatically terminate upon the later to occur of 85% of building permits have been issued by the Village, or fewer than 6 lots remain in the subdivision for which building permits have not been issued or applied for.** The deviation request to allow the models to remain until 90% of occupancy permits have been issued, will allow M/I Homes to continue to effectively market the Talon Preserve during the entire buildout of all homes on site. Effective marketing through the duration of the build-out of Talon Preserve will benefit all parties including M/I Homes, the Village and the surrounding neighborhood and reduce the amount of time it takes to complete Talon Preserve. Only permitting model homes until 85% of the homes are issued a building permit will leave M/I Homes without a model home to showcase the homes for the last three (3) homes which will hinder completion of Talon Preserve.

- **A deviation to Section 28.9.040 to permit all temporary marketing signs to remain until occupancy permits have been issued for all thirty-two (32) homes (90% of certificates of occupancy) to be constructed on the Subject Property without any required annual extensions of this permitted right in lieu of the code requirement that said temporary marketing signs be removed when at least 75% of the certificates of occupancy have been issued.** The deviation request to allow the temporary marketing signs to remain until 90% of occupancy permits have been issued will allow M/I Homes to continue to effectively market the Talon Preserve during the entire buildout of all homes on the Subject Property. Effective marketing through the duration of the build-out of Talon Preserve will benefit all parties including M/I Homes, the Village and the surrounding neighborhood and reduce the amount of time it takes to complete Talon Preserve. Only permitting temporary marketing signs until 85% of the homes are issued a building permit will leave M/I Homes without targeted marketing to showcase the homes for the last three (3) homes which will hinder completion of Talon Preserve.

- **A deviation to Section 28.6.150 to permit temporary construction storage trailers to remain until 100% of certificates of occupancy have been issued for the homes on the Subject Property.** The deviation request to allow the temporary construction trailers to remain until 100% of the occupancy permits have been issued will allow M/I Homes to continue to effectively manage construction activities and materials within Talon Preserve during the entire buildout of all homes on the Subject Property. Effective construction management through the duration of the build-out of Talon Preserve will benefit all parties including M/I Homes, the Village and the surrounding neighborhood and reduce the amount of time it takes to complete Talon Preserve.

WHEREFORE, by reason of the foregoing, the undersigned Petitioner requests the Village Board and Plan Commission take the necessary steps to:

i) Approve a PUD and PUD Plan for the Subject Property for development of thirty-five (35) single-family homes with the associated deviations as depicted on the PUD Plan;

ii) Approve a map amendment to zone the Subject Property R-3/PUD "Residential Detached House 3" in the Village of Downers Grove;

iii) Approve a Subdivision Plat; and

iv) Approve such other relief from the Village Code as may be deemed necessary and appropriate to develop the Subject Property consistent with the plans submitted herewith.

RESPECTFULLY SUBMITTED this 18th day of August, 2025.

PETITIONER:

M/I HOMES OF CHICAGO, LLC,
a Delaware limited liability company

Vincent M. Rosanova
Attorney for the Petitioner

EXHIBIT A
Subject Property

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE VILLAGE OF DOWNERS GROVE, COUNTY OF DU PAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 02 DEGREES 06 MINUTES 01 SECONDS WEST, ALONG THE EAST OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING: THENCE SOUTH 87 DEGREES 38 MINUTES 55 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 1326.36 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33; THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST, ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CUMNOR ROAD, 609.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE SOUTH LINE OF SADDLE BROOK UNIT 4, AS MONUMENTED AND OCCUPIED; THENCE NORTH 87 DEGREES 38 MINUTES 08 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTH LINE OF SADDLE BROOK UNIT 3 AND SADDLE BROOK UNIT 4, 1325.89 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33; THENCE SOUTH 02 DEGREES 06 MINUTES 01 SECONDS EAST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 609.83 FEET TO THE POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PIN: 06-33-300-006-0000
COMMONLY KNOWN AS: 100 39TH STREET, DOWNERS GROVE, IL 60515

EXHIBIT B
PUD Plan

EXHIBIT C
Subdivision Plat

American National

Commercial Real Estate
Due Diligence Management

3465 South Arlington Rd Suite E#183
Akron, OH 44312

866.290.8121
www.amnational.net

ALTA/NSPS Land Title Survey

FOR
Downers Grove
100 39th Street
Downers Grove, IL 60515
County of DuPage

SURVEYOR'S CERTIFICATION:

To: Chicago Title Insurance Company;
M/I HOMES OF CHICAGO, LLC, a Delaware limited liability company;
and American National, LLC,

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6a, 6b, 7a, 7b1, 7c, 8, 9, 12, 13, 14, 16, 17, and 18 of Table A thereof. The fieldwork was completed on 12/19/2024.

BY: _____
KEVIN C. LEWIS
ILLINOIS PROFESSIONAL LAND SURVEYOR #3681
LICENSE EXPIRES: NOVEMBER 30, 2026

DATE OF PLAT OR MAP: 12/27/2024
DATE LAST REVISED: 01/24/2025
NETWORK REFERENCE #: 20242520-001
SURVEY UPDATES: surveys@amnational.net

CONSULTING, INC.
CONSULTING CIVIL ENGINEERS & LAND SURVEYORS
300 MARQUARDT DRIVE, WHEELING, ILLINOIS 60090
PH. (847) 215-1133
FAX (847) 215-1177

1129 MAIN STREET, UNION GROVE, WISCONSIN 53182
PH. (262) 878-6200
E-MAIL: ig@gconsulting.net

JOB #24169

FIRM NO. 184-001330

Zoning Information

STATUS	ZONING REPORT NOT PROVIDED AT TIME OF SURVEY		STATUS
ITEM	REQUIRED		Contact info:
	HM		
MIN. LOT SIZE			
MIN. LOT WIDTH FRONTAGE AND DEPTH			
MAX. DENSITY			
MAX. BUILDING HEIGHT			
FRONT SETBACK			
STREET SIDE SETBACK			
INTERIOR SIDE SETBACK			
REAR SETBACK			
OPEN STORAGE SETBACK			
MIN. NUMBER OF PARKING SPACES REQUIRED			
MAX. NUMBER OF PARKING SPACES ALLOWED			
EXISTING PARKING COUNT			

Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE VILLAGE OF DOWNERS GROVE, COUNTY OF DUPAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS.

DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN AS ESTABLISHED PER DOCUMENT R2012-057773;

THENCE NORTH 02 DEGREES 06 MINUTES 01 SECOND WEST, ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 87 DEGREES 38 MINUTES 55 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF, AND PARALLEL WITH, THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 1326.36 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33;

THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST, ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CUMNOR ROAD, 609.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE SOUTH LINE OF SADDLE BROOK UNIT 4, AS MONUMENTED AND OCCUPIED;

THENCE NORTH 87 DEGREES 38 MINUTES 08 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTH LINE OF SADDLE BROOK UNIT 3 AND SADDLE BROOK UNIT 4, 1325.89 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33;

THENCE SOUTH 02 DEGREES 06 MINUTES 01 SECOND EAST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 609.83 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, ALL IN DUPAGE COUNTY, ILLINOIS.

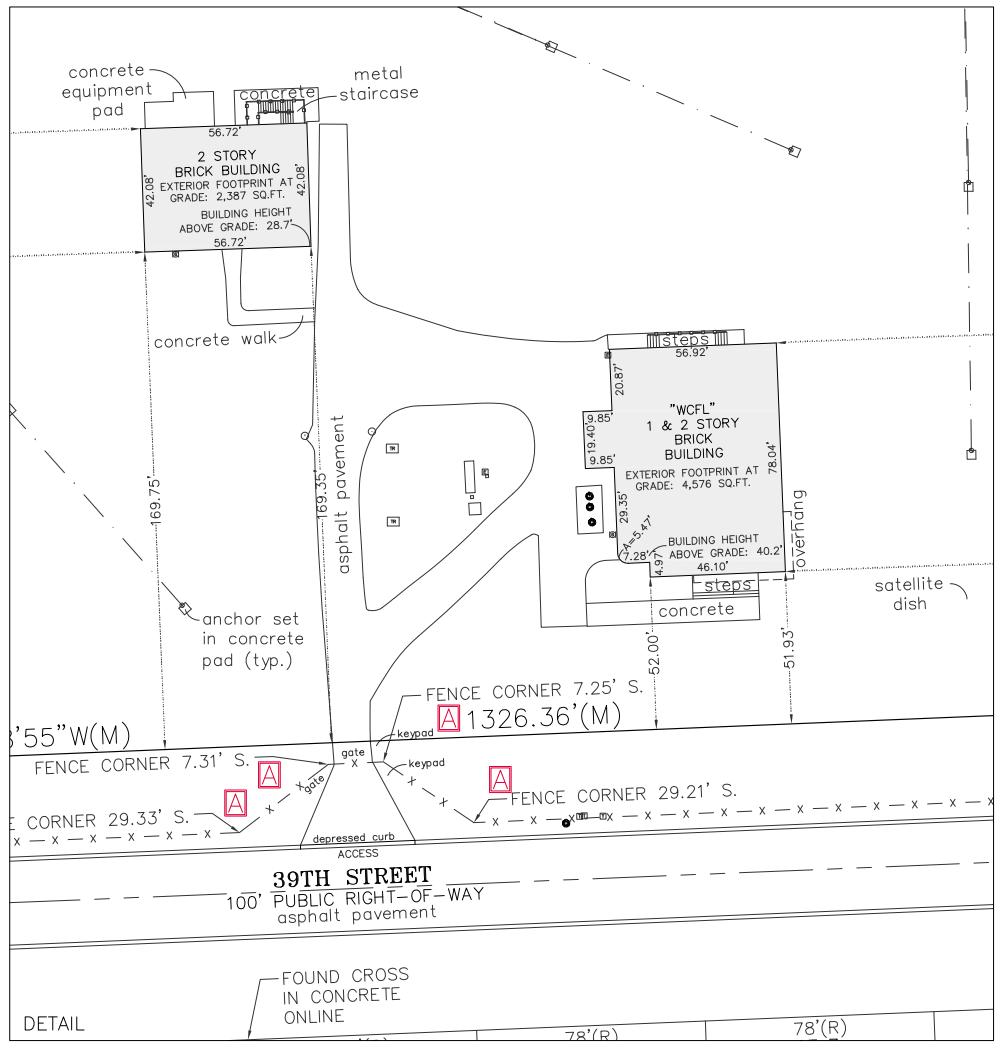
Notes Corresponding to Schedule B Part II

CONTAINS NO PLOTTABLE SURVEY MATTERS.

Legend of Symbols & Abbreviations

(R) RECORD
(M) MEASURED
SIGN POST
BOLLARD / POLE / POST
RADIO TOWER ANCHOR
LIGHT POLE
ELECTRIC BOX / METER
COMMUNICATIONS PEDESTAL
GAS METER
TR TRANSFORMER
MANHOLE
COMMUNICATIONS MANHOLE
SANITARY MANHOLE
INLET
CATCH BASIN
OVER HEAD WIRE(S)
HAND RAIL
GUARD RAIL
CHAIN-LINK FENCE
EASEMENT LINE
BUILDING SETBACK LINE
PROPERTY LINE

GRAPHIC SCALE
30' 0 15' 30' 60' 120'
(IN FEET)
1 inch = 30 ft.



Utility Notes

THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE ON OR ABOVE GROUND APPURTENANCES ONLY OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK, WHICH MAY INDICATE UTILITIES LOCATED ON, OVER, OR BENEATH THE SURVEYED PROPERTY.

General Notes

1. ONLY THOSE BUILDING LINE RESTRICTIONS OR EASEMENTS SHOWN ON A RECORDED SUBDIVISION PLAT ARE SHOWN HEREON UNLESS THE DESCRIPTIONS ORDERED TO BE SURVEYED CONTAINS A PROPER DESCRIPTION OF THE REQUIRED BUILDING LINES OR EASEMENTS.
2. ALL DISTANCES IN FEET AND DECIMAL PARTS THEREOF. NO DIMENSIONS TO BE ASSUMED FROM SCALING.
3. COMPARE YOUR DESCRIPTION AND SITE MARKINGS WITH THIS PLAT AND AT ONCE REPORT ANY DISCREPANCIES WHICH YOU MAY FIND.
4. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARKING, PARTY WALLS, EASEMENTS, SERVITUDES AND POSSIBLE ENCROACHMENTS; ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
5. NO RECORD EVIDENCE OF CEMETERIES, BURIAL GROUNDS OR GRAVESITES WAS PROVIDED TO SURVEYOR, NOR WAS EVIDENCE OBSERVED AT THE TIME OF SURVEY.
6. THE PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN THE REFERENCED TITLE COMMITMENT.
7. BASIS OF BEARINGS IS STATE PLANE COORDINATE SYSTEM, ILLINOIS EAST ZONE.
8. THE PROPERTY HAS DIRECT VEHICULAR ACCESS TO 39TH STREET, BEING A PUBLIC RIGHT OF WAY.
9. THE PROPERTY DESCRIPTION AS MEASURED FORMS A MATHEMATICALLY CLOSED FIGURE WITH NO GAPS, GORES, OR OVERLAPS.
10. TWO TO THREE INCHES OF SNOW COVER AT THE TIME OF SURVEY.
11. SUPPLEMENTAL LEGAL DESCRIPTION IS PROVIDED TO CLARIFY THE NORTH PROPERTY LINE AS MONUMENTED AND OCCUPIED SINCE AT LEAST 1969, BASED ON A SURVEY PROVIDED FROM THAT YEAR.

    THE APPARENT INTENT OF THE MONUMENTATION AND OCCUPATION SHOWING THAT THE SOUTH 10 CHAINS (660.0') AND THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER WERE INTENDED TO BE THE SAME LINE ON THE GROUND.

    SUBJECT TO A COMPLETE TITLE SEARCH PROVIDING INFORMATION OF THE ORIGINAL DIVISION OF THE LAND, WHICH WAS NOT PROVIDED AT THE TIME OF SURVEY.
12. TABLE A ITEMS:

    TABLE A #2: THE ADDRESS OF THE SUBJECT PROPERTY AS OBSERVED AT TIME OF SURVEY IS: #100 39TH STREET, DUPAGE, ILLINOIS.

    TABLE A #4: GROSS LAND AREA: 808,752 SQ. FT. OR 18.57 ACRES

    TABLE A #7: EXTERIOR BUILDING DIMENSIONS AT GROUND LEVEL ARE PLOTTED HEREON. #7(B)(1): EXTERIOR BUILDING AREAS AT GROUND LEVEL ARE PLOTTED HEREON. #7(C): BUILDING HEIGHTS ABOVE GRADE ARE PLOTTED HEREON WHERE MEASURED.

    TABLE A #9: NO STRIPED PARKING SPACES WERE OBSERVED AT THE TIME OF SURVEY.

    TABLE A #13: ADJOINING OWNER INFORMATION PER DUPAGE COUNTY WEB SITE https://gis.dupageco.org/parcelviewer/ AND SHOWN HEREON.

    TABLE A #14: THE SUBJECT PROPERTY LIES AT THE NEAREST STREET INTERSECTION.

    TABLE A #16: THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, LANDSCAPING, OR PAVING WORK ON SITE OBSERVED AT THE TIME OF THIS SURVEY. NO BUILDING CONSTRUCTION OR BUILDING ADDITION WORK WAS OBSERVED AT THE TIME OF SURVEY.

    TABLE A #17: NO RECORD EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES WAS PROVIDED TO THE SURVEYOR, NOR WAS EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OR OF COMPLETED CHANGES IN STREET RIGHT OF WAY LINES OBSERVED AT THE TIME OF SURVEY.

    TABLE A #18: NO PLOTTABLE OFFSITE EASEMENTS WERE DISCLOSED IN DOCUMENTS PROVIDED TO, OR OBTAINED BY, THE SURVEYOR AT THE TIME OF SURVEY.

FLOOD NOTE:
By graphic plotting only, this property is in ZONE X UNSHADED of the Flood Insurance Rate Map,Community Panel No. 17043-C-0178-J ,which bears an effective date of 08/01/2019 and is not in a Special Flood Hazard Area.

Possible Encroachments Statement

A FENCE LIES UP TO 29.14' SOUTH OF SOUTH LINE.
B GUARD RAIL LIES UP TO 3.61' WEST OF EAST LINE.
C CURB LINE LIES UP TO 10.37' WEST OF EAST LINE.

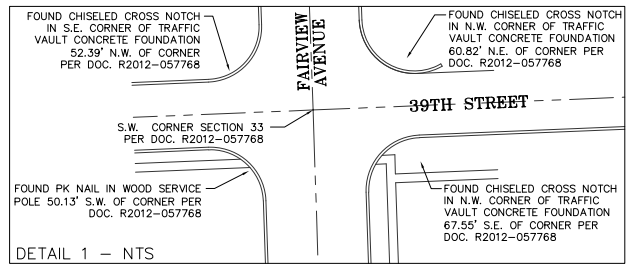
Vicinity Map – NTS

Commercial Real Estate
Due Diligence Management

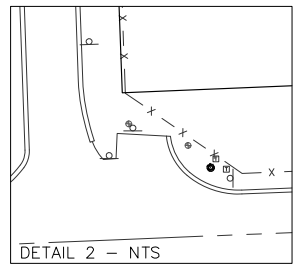
3465 South Arlington Rd Suite E#183
Akron, OH 44312

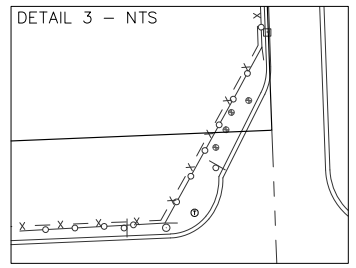
866.290.8121
www.amnational.net

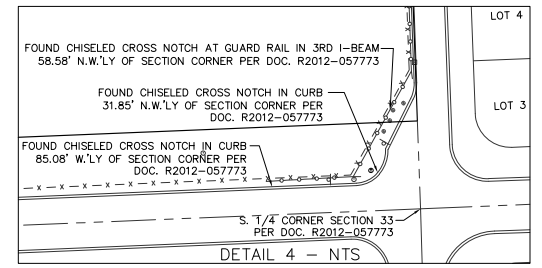
GRAPHIC SCALE
50' 0 25' 50' 100' 20'
(IN FEET)
1 inch = 50 ft.



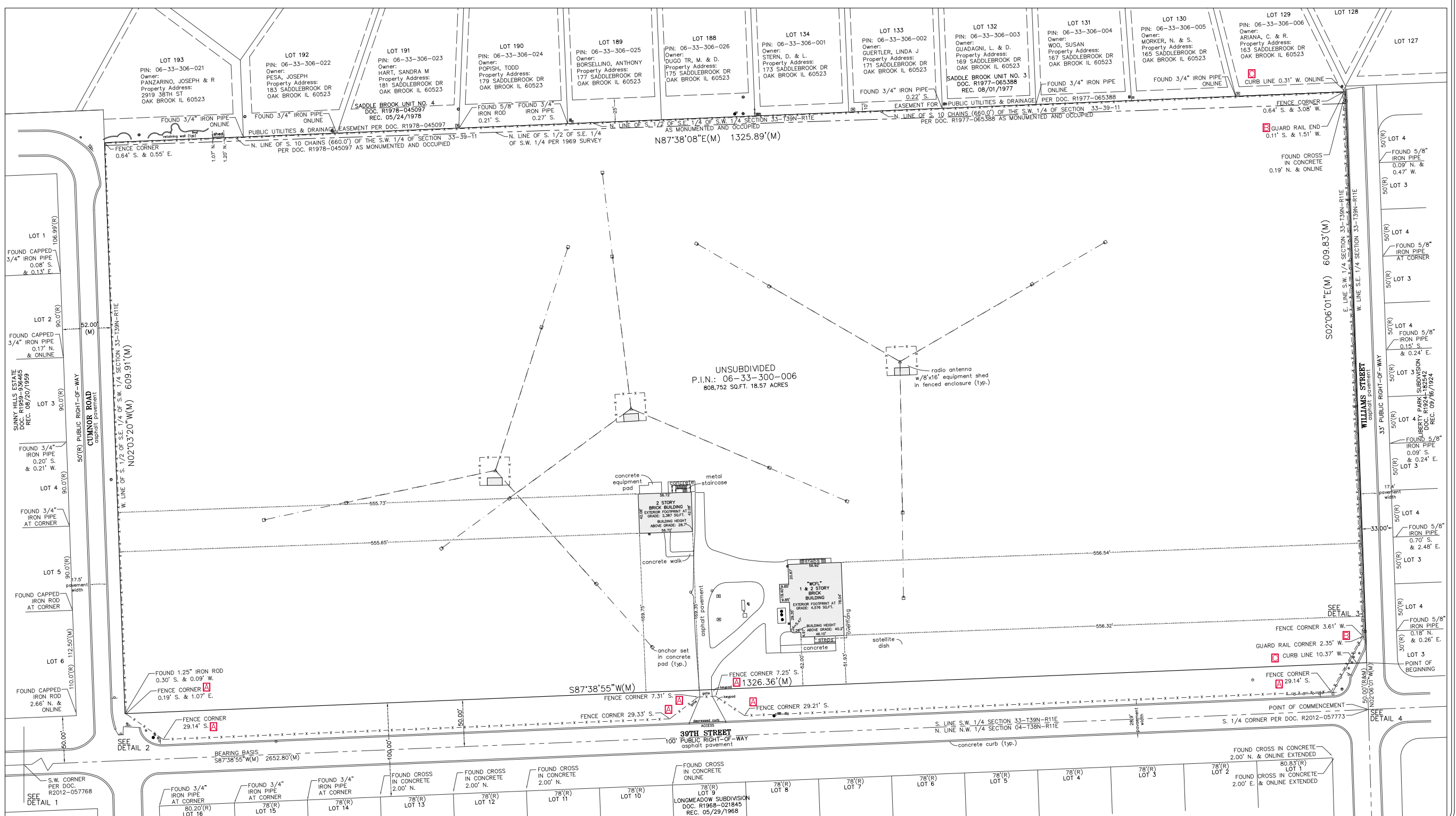
DETAIL 1 – NTS


DETAIL 2 – NTS


DETAIL 3 – NTS



DETAIL 4 – NTS



STATE OF ILLINOIS)
) SS.
COUNTY OF DUPAGE)

PETITION FOR ANNEXATION

TO: The Mayor and Village Council of the
Village of Downers Grove
801 Burlington Avenue
Downers Grove, Illinois 60515

THE PETITIONER, M/I Homes of Chicago, LLC, a Delaware limited liability company, as owner of the approximately 18.57 acres located in DuPage County, unincorporated Downers Grove, Illinois, which property is legally described on **Exhibit A**, attached hereto and made a part hereof (the "Property"), hereby requests that the Village of Downers Grove take the necessary and appropriate action, pursuant to state and local law, to annex the Property to the Village of Downers Grove (the "Village") subject to the terms of a mutually agreeable development agreement.

In support of this Petition for Annexation, the undersigned hereby swears to the following under oath and penalty of perjury:

1. Petitioner is the sole owner of the Property legally described on Exhibit A, attached hereto;
2. The Property is unincorporated and is not presently located in the jurisdiction of any other municipality;
3. The Property is contiguous or will be contiguous to the Village of Downers Grove at the time of annexation; and
4. There are no electors residing on the Property.

WHEREFORE, Petitioner hereby respectfully requests that the Village take such action as is necessary and appropriate to annex the Property to the Village of Downers Grove, which annexation shall be subject to and conditioned upon M/I Homes of Chicago, LLC, a Delaware limited liability company, or its assign, entering into a binding development agreement with the Village.

PETITIONER/OWNER

M/I Homes of Chicago, LLC,
a Delaware limited liability company

By: _____

Name: Scott Barenbrugge

Title: Vice President

STATE OF ILLINOIS)
) SS.
COUNTY OF DUPAGE)

I, the undersigned, a Notary Public in and for the County and State aforesaid, DO HEREBY CERTIFY THAT Scott Barenbrugge, personally known to me to be the same person whose name is subscribed to the foregoing document, appeared before me this day in person and acknowledged to me that, as the Vice President of M/I Homes of Chicago, LLC, he/she was duly authorized and signed and delivered the foregoing document as his/her free and voluntary act by and on behalf of M/I Homes of Chicago, LLC for the uses and purpose therein set forth.

Given under my hand and Notarial Seal as of this 18 day of March, 2025.

_____
Notary Public

MCKENNA THOMAS
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
March 08, 2027

My Commission expires: March 8, 2027

EXHIBIT A
LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE VILLAGE OF DOWNERS GROVE, COUNTY OF DU PAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 02 DEGREES 06 MINUTES 01 SECONDS WEST, ALONG THE EAST OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING: THENCE SOUTH 87 DEGREES 38 MINUTES 55 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 1326.36 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33; THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST, ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CUMNOR ROAD, 609.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE SOUTH LINE OF SADDLE BROOK UNIT 4, AS MONUMENTED AND OCCUPIED; THENCE NORTH 87 DEGREES 38 MINUTES 08 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTH LINE OF SADDLE BROOK UNIT 3 AND SADDLE BROOK UNIT 4, 1325.89 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33; THENCE SOUTH 02 DEGREES 06 MINUTES 01 SECONDS EAST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 609.83 FEET TO THE POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PIN: 06-33-300-006-0000
COMMONLY KNOWN AS: 100 39TH STREET, DOWNERS GROVE, IL 60515

Zoning Map Amendments

Form #PZC3

Review and Approval Criteria

Address of Project Site: 100 39TH STREET, DOWNERS GROVE, IL 60515

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

Section 28.12.030.I. Review and Approval Criteria (Zoning Map Amendments - Rezonings)
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 uses and zoning of nearby property.
   Please see attached Response to Standards Development Petition.

2. The extent to which the particular zoning restrictions affect property values.
   Please see attached Response to Standards Development Petition.

3. The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.
   Please see attached Response to Standards Development Petition.

4. The suitability of the subject property for the zoned purposes.
   Please see attached Response to Standards Development Petition.

5. The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.
   Please see attached Response to Standards Development Petition.

6. The value to the community of the proposed use.
   Please see attached Response to Standards Development Petition.

7. The Comprehensive Plan.
   Please see attached Response to Standards Development Petition.

Rosanova & Whitaker

Rosanova & Whitaker, Ltd.
445 Jackson Avenue, Suite 200
Naperville, Illinois 60540
Phone: 630-355-4600
Fax: 630-352-3610
www.rw-attorneys.com

May 6, 2025

Village of Downers Grove
Flora Leon, AICP
850 Curtiss Street
Downers Grove, IL 60515

RE: NEIGHBOR MEETING SUMMARY – TALON PRESERVE – 100 39TH STREET.

Dear Ms. Leon,

As you know, this firm represents M/I Homes of Chicago, LLC with regards to the proposed "Talon Preserve" development, which development is planned to consist of thirty-five (35) single-family detached homes located on approximately 18.57 acres at the northeast corner of 39th Street and Cumnor Road. In connection with the proposed development, we hosted a resident meeting to introduce the project to surrounding neighbors and property owners, answer questions, and provide the opportunity for neighbor feedback. Neighbors were provided notice of the meeting via USPS first class mail on April 18, 2025, using the 250' (exclusive of right-of-way) notice parameters contained in the Village's zoning ordinance as our base. In total, one hundred twenty-five (125) notice letters were mailed, which letter included a copy of the site plan for the development and the time, date, and location of the neighbor meeting.

The neighbor meeting was held on April 30, 2025 from 6 - 8 PM at the Hilton Chicago/Oak Brook Hills Resort & Conference Center's "Sugar Maple Room" located at 3500 Midwest Road, Oak Brook, Illinois, 60523. Approximately forty (40) residents/property owners attended our meeting throughout the evening. For reference, we have attached a copy of the invitation letter, the address list for invitees, as well as sign-in sheets from the meeting. The meeting was conducted in an open-house format, with fifteen (15) presentation boards set up for residents to circulate and talk through with members of our design team. Copies of the presentation boards have also been attached for reference. Attendance from our consulting team included:

- Scott Barenbrugge – M/I Homes – VP, Land
- Jason Polakow – M/I Homes – VP, Land Development
- Greg Collins – M/I Homes – Director, Land Acquisition
- Brian Ratajczak – Spaceco – Civil Engineer
- Anna Sutton – M/I Homes – Land Entitlement & Planning
- Brendan May – KLOA – Traffic Engineer
- Vince Rosanova – Rosanova & Whitaker, Ltd. – Attorney

Overall, the majority of the feedback we received was positive. Below are the comments of concern we discussed at our open house:

- General traffic concerns – trip generation, traffic congestion, existing speeding concerns on 39th Street, ATV usage, headlight pollution, ingress/egress to the development, request for additional signage (curve ahead on Cumnor, and speed limit posting), existing concerns about on-street parking, and a request for a 4-way stop at 39th and Williams Street
- A request for additional park space / rumors that Oak Brook would have preserved the site as a park
- A request for affordable housing
- Questions about construction timeline/noise/hours/construction traffic routing
- Questions regarding phasing of the project
- Questions regarding detention and flooding, standing water, groundwater, and site grading
- Questions relating to the location of water/sewer connections
- A request for a new fence along north property line, questions about timing of existing chain link fence removal
- A request that existing roads be kept clean during construction
- Concerns over being force annexed (unincorporated properties to the east and west)
- Concerns over coyote and bullfrog habitats

While many of the concerns were readily addressable, the most consistent concern heard from neighbors was traffic. We note that a traffic study dated March 13, 2025 was conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) to ensure the proposed development would not have any negative impact on the surrounding area. Per the traffic study, the development will be a low traffic generator, and the capacity analysis indicates the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated. Additionally, the proposed roadway widening and sidewalk improvements on Cumnor Road and Williams Street will significantly improve vehicular and pedestrian circulation along existing streets.

Please let us know if you need anything else from us in advance of the public hearing.

Sincerely,

Vince Rosanova

Vincent Rosanova, Rosanova & Whitaker, Ltd.
Attorney for Petitioner

Rosanova & Whitaker

Rosanova & Whitaker, Ltd.
445 Jackson Avenue, Suite 200
Naperville, Illinois 60540
Phone: 630-355-4600
Fax: 630-352-3610
www.rw-attorneys.com

April 18, 2025

Dear Neighbor:

I represent M/I Homes of Chicago, LLC, ("Petitioner") in regard to +/- 18.57 acres of land located along 39th Street and Cumnor Road ("Property"). The Property is located in unincorporated DuPage County. A petition was filed with the Village of Downers Grove seeking approval to construct a thirty-five (35) single-family detached home community along with open space areas to be known as the Talon Preserve subdivision.

You will be receiving formal notice of a public hearing before the Village of Downers Grove Planning & Zoning Commission anticipated to occur in the coming weeks at the Village of Downers Grove's Civic Center Council Chambers, located at 850 Curtiss Street, Downers Grove, Illinois, 60515.

Prior to the anticipated Planning and Zoning Commission meeting, M/I Homes of Chicago, LLC is hosting an informational meeting for surrounding neighbors to review plans and learn more about the project. The meeting will be held as an open house and representatives will be available to discuss details of the project and answer questions. The proposed site plan is enclosed for reference.

Informal Open House Meeting Information

Date:	**Wednesday, April 30, 2025**
Time:	**6 – 8 PM**
Place:	**Hilton Chicago/Oak Brook Hills Resort & Conference Center** **Sugar Maple Room**
Address:	**3500 Midwest Road, Oak Brook, Illinois, 60523**

Should you have any questions prior to the meeting, please feel free to contact me at 630-355-4600 or vince@rw-attorneys.com

Very truly yours,

Vince Rosanova

Vincent Rosanova, Rosanova & Whitaker, Ltd
Attorney for Petitioner

PROPOSED SITE PLAN

Map #	PIN	Name	Address	City, State, ZIP
1	06-33-302-025	GEYER, CATRINA N	3856 CUMNOR RD	DOWNERS GROVE IL 60515-1605
2	06-33-302-024	HENRIE, THOMAS & SUZANNE	3848 CUMNOR RD	DOWNERS GROVE IL 60515
3	06-33-302-023	ZVOLANEK, JAY	3840 CUMNOR AVE	DOWNERS GROVE IL 60515
4	06-33-302-022	SYLVESTER TTEE, LYNNE B	3832 CUMNOR RD	DOWNERS GROVE IL 60515
5	06-33-302-021	PALUMBO, MELISSA & T	3824 CUMNOR RD	DOWNERS GROVE IL 60515
6	06-33-302-020	DOUCETTE, THOMAS & MARY	3816 CUMNOR RD	DOWNERS GROVE IL 60515
7	06-33-302-012	WEXLER, JOANIE M	3004 38TH ST	OAK BROOK IL 60523-2689
8	06-33-302-013	HUENE, ANNA	3829 SCHOOL ST	DOWNERS GROVE IL 60515
9	06-33-302-014	KOHMAN, ANDREW	3833 SCHOOL ST	DOWNERS GROVE IL 60515
10	06-33-302-015	BOICE, RICHARD & MELINDA	3841 SCHOOL ST	DOWNERS GROVE IL 60515
11	06-33-302-011	SCALA, ANGELO & DIANA	3600 FAIRVIEW AVE	DOWNERS GROVE IL 60515
12	06-33-302-018	DE STEFANO, ANTHONY & T	224 39TH ST	DOWNERS GROVE IL 60515
13	06-33-302-019	DADABHOY, PORUS N & ZERIN	216 39TH ST	DOWNERS GROVE IL 60515
14	09-04-101-002	COYLE, DAN & JESS DYREK	217 39TH ST	DOWNERS GROVE IL 60515-1609
15	09-04-101-003	NIEKELSKI, BERNARD & P	209 39TH ST	DOWNERS GROVE IL 60515-1609
16	09-04-101-004	CHMELIR, SANDRA L	201 39TH ST	DOWNERS GROVE IL 60515
17	09-04-101-006	MANZO, ROCCO	224 HERBERT ST	DOWNERS GROVE IL 60515-2261
18	09-04-101-007	WITT, MATTHEW & JESSICA	216 HERBERT ST	DOWNERS GROVE IL 60515-2261
19	09-04-101-008	PATE, HEATHER	519 N STEWART AVE	LOMBARD IL 60148-1723
20	09-04-102-017	PODGORNI, ROBERT	3911 CUMNOR RD	DOWNERS GROVE IL 60515
21	09-04-102-018	RUPE, ASHLI & DAVID	162 TOWER RD	DOWNERS GROVE IL 60515
22	09-04-102-019	VESELY, ROBYN G	152 TOWER RD	DOWNERS GROVE IL 60515-2312
23	09-04-102-020	LENART, JENNIFER	142 TOWER RD	DOWNERS GROVE IL 60515
24	09-04-102-021	BENOIT, VICTOR A	132 TOWER RD	DOWNERS GROVE IL 60515
25	09-04-102-022	BRINKMAN, MARK J & ANN W	122 TOWER RD	DOWNERS GROVE IL 60515-2312
26	09-04-102-023	FAWCETT, BRICE & JEWEL	112 TOWER RD	DOWNERS GROVE IL 60515-2312
27	09-04-102-024	ALLENDORF, MICHAEL	102 TOWER RD	DOWNERS GROVE IL 60515
28	09-04-102-025	MONTAGUE, MICHAEL & KAREN	3922 ROSLYN	DOWNERS GROVE IL 60515
29	09-04-102-026	GABRIELSON, JEFFREY & E	62 TOWER RD	DOWNERS GROVE IL 60515
30	09-04-102-027	HANE, GUY J & CAROL A	52 TOWER RD	DOWNERS GROVE IL 60515-2314
31	09-04-102-028	CRAMER, CHARLENE	42 TOWER RD	DOWNERS GROVE IL 60515
32	09-04-102-029	KAISER, WALTER H & BONNIE	32 TOWER RD	DOWNERS GROVE IL 60515
33	09-04-102-030	HANDLEY, SCOTT & MICHELE	22 TOWER RD	DOWNERS GROVE IL 60515
34	09-04-102-031	CZAJKA, RONALD & LAURA	12 TOWER RD	DOWNERS GROVE IL 60515
35	09-04-102-032	CUSTOM CORP	600 CENTRAL AVE STE 290	HIGHLAND PARK IL 60035
36	09-04-102-016	SCHIRDEWAHN, ARTHUR & M	3900 WILLIAMS ST	DOWNERS GROVE IL 60515
37	09-04-102-015	PHILLIPS, THOMAS & LOUISE	11 39TH ST	DOWNERS GROVE IL 60515
38	09-04-102-014	DIAZ, ALFONSO J	21 39TH ST	DOWNERS GROVE IL 60515
39	09-04-102-013	HENNELLY, JAMEY KIP	31 39TH ST	DOWNERS GROVE IL 60515
40	09-04-102-012	JARZOMBEK, PAUL	41 39TH ST	DOWNERS GROVE IL 60515
41	09-04-102-011	PATRIC, T & A SHANTZ	51 39TH ST	DOWNERS GROVE IL 60515-1613
42	09-04-102-010	WOLF, JASON & JAMIE ZAVILA	61 39TH ST	DOWNERS GROVE IL 60515
43	09-04-102-009	JURGENS, KYLE & APRIL	71 39TH ST	DOWNERS GROVE IL 60515
44	09-04-102-008	RIESMEYER, WESLEY & JENNIFER	101 39TH ST	DOWNERS GROVE IL 60515
45	09-04-102-007	BATTERMAN, J & E FOISY	111 39TH ST	DOWNERS GROVE IL 60515-1611
46	09-04-102-006	MARTI, RACHAEL & JUSTIN	121 39TH ST	DOWNERS GROVE IL 60515
47	09-04-102-005	BOSSARD, NEIL & ANNE	131 39TH ST	DOWNERS GROVE IL 60515
48	09-04-102-004	DIRKSE, DAVID J & MALINDA	141 39TH ST	DOWNERS GROVE IL 60515
49	09-04-102-003	SUTHERLAND, DANIEL W	151 39TH ST	DOWNERS GROVE IL 60515
50	09-04-102-002	KARMAZIN, SARAH J	161 39TH ST	DOWNERS GROVE IL 60515
51	09-04-102-001	MOY, STEVEN	3901 CUMNOR RD	DOWNERS GROVE IL 60515-2336
52	06-33-300-006	SPORTS RADIO CHICAGO LLC	190 N STATE NO 7THFL	CHICAGO IL 60601
53	09-04-200-001	PARKER, EVAN & JORDAN	3901 WILLIAMS ST	DOWNERS GROVE IL 60515

54	09-04-200-002	GROENEWOLD, ANDREW	3903 WILLIAMS ST	DOWNERS GROVE IL 60515-2305
55	09-04-200-003	CARDIA, DONNA	3905 WILLIAMS ST	DOWNERS GROVE IL 60515
56	09-04-200-004	HILDEBRAND, BARBARA	3907 WILLIAMS ST	DOWNERS GROVE IL 60515-2305
57	09-04-200-005	KONEMANN, RONALD & JOANN	3909 WILLIAMS ST	DOWNERS GROVE IL 60515-2305
58	09-04-200-006	QUIRICONI, NEAL	3911 WILLIAMS ST	DOWNERS GROVE IL 60515
59	09-04-200-021	ZALESKI, MARY	3908 N PARK ST	WESTMONT IL 60559
60	09-04-200-020	YOUNG, JASON	3906 N PARK ST	WESTMONT IL 60559
61	09-04-200-019	YOUNG, JASON	3906 N PARK ST	WESTMONT IL 60559
62	09-04-200-018	HERDA, ROSE	3900 N PARK ST	WESTMONT IL 60559
63	09-04-200-017	HERDA, ROSE	3900 N PARK ST	WESTMONT IL 60559
64	06-33-401-024	CLARKE, BRENDALEE Y	3822 N PARK ST	WESTMONT IL 60559
65	06-33-401-023	SMITH, MARK	3820 N PARK ST	WESTMONT IL 60559-1004
66	06-33-401-022	BIELARSKI, JESSICA & K	3818 N PARK ST	WESTMONT IL 60559-1004
67	06-33-401-021	YOUNG, J & A FERRARINI	3816 N PARK ST	WESTMONT IL 60559-1004
68	06-33-401-020	MARQUEZ, ARMANDO	3814 N PARK AVE	WESTMONT IL 60559
69	06-33-401-019	SCHNEIDER, WILBERT C	3812 N PARK	WESTMONT IL 60559
70	06-33-401-018	DOMINGUEZ, G & M MEDINA	3810 N PARK ST	WESTMONT IL 60559-1004
71	06-33-401-025	TERAN, SALOMON O	3808 N PARK ST	WESTMONT IL 60559
72	06-33-401-029	HEIDEN, ROBT & LAURIE	3804 N PARK ST	WESTMONT IL 60559
73	06-33-401-014	GELARDI, LYNN & DONALD	3802 N PARK ST	WESTMONT IL 60559
74	06-33-401-027	LINHART TRUST, PAULA	3800 N PARK ST	WESTMONT IL 60559-1004
75	06-33-401-026	GUY, SANDRA G	3801 WILLIAMS ST	WESTMONT IL 60559
76	06-33-401-002	GREGORY, MELISSA	3803 N WILLIAMS ST	WESTMONT IL 60559-1006
77	06-33-401-003	ZAHID, ZAR & M	3805 N WILLIAMS ST	WESTMONT IL 60559-1006
78	06-33-401-028	HAHNE, MICHAEL & JO ANN	4040 GLENDENNING RD	DOWNERS GROVE IL 60515
79	06-33-401-005	AGUILERA, ELENA M	3809 N WILLIAMS ST	WESTMONT IL 60559-1006
80	06-33-401-006	POSKA, KUKAS	3811 N WILLIAMS ST	WESTMONT IL 60559-1006
81	06-33-401-007	OWENS, ASHLEY & DEBRA	3813 N WILLIAMS ST	WESTMONT IL 60559-1006
82	06-33-401-008	COLD RIVER LAND LLC	600 GALLERIA PKWY STE 300	ATLANTA GA 30339
83	06-33-401-009	PONCE, ARTURO G	3817 N WILLIAMS ST	WESTMONT IL 60559
84	06-33-401-010	JURKOWSKI, WALLY	3819 N WILLIAMS ST	WESTMONT IL 60559
85	06-33-401-011	PEREZ, J & M MARTINEZ	3821 N WILLIAMS ST	WESTMONT IL 60559-1006
86	06-33-401-012	DRECHNY, JEREMY & TINA	3823 WILLIAMS DR	WESTMONT IL 60559
87	06-33-408-017	WONG, ALEX & JANET	153 SADDLE BROOK DR	OAK BROOK IL 60523-2652
88	06-33-408-016	KOSKI, LINDSAY & BRIAN	155 SADDLE BROOK DR	OAK BROOK IL 60523-2652
89	06-33-408-015	YANG, I & H CHEN	157 SADDLEBROOK DR	OAK BROOK IL 60523
90	06-33-408-014	LIU, X & F HAN	159 SADDLE BROOK DR	OAK BROOK IL 60523-2652
91	06-33-408-013	UHLIR TR, RITA G	161 SADDLE BROOK DR	OAK BROOK IL 60523
92	06-33-306-006	ARIANA, CAROL & RON	163 SADDLE BROOK DR	OAK BROOK IL 60523-2652
93	06-33-306-005	MORKER, NEHA & SAMIP	165 SADDLE BROOK DR	OAK BROOK IL 60523-2652
94	06-33-306-004	WOO, SUSAN	167 SADDLE BROOK DR	OAK BROOK IL 60523
95	06-33-306-003	GUADAGNI, LAWRENCE & DIXIE	169 SADDLE BROOK DR	OAK BROOK IL 60523
96	06-33-306-002	GUERTLER, LINDA J	171 SADDLE BROOK DR	OAK BROOK IL 60523-2652
97	06-33-306-001	STERN, DANIEL & LESLIE	173 SADDLE BROOK DR	OAK BROOK IL 60523-2652
98	06-33-306-026	DUGO TR, MICHAEL & DIANE	175 SADDLE BROOK DR	OAK BROOK IL 60523
99	06-33-306-025	BORSELLINO, ANTHONY	177 SADDLE BROOK DR	OAK BROOK IL 60523-2652
100	06-33-306-024	POPISH, TODD & MICHELLE	179 SADDLE BROOK DR	OAK BROOK IL 60523-2652
101	06-33-306-023	HART, SANDRA M	181 SADDLE BROOK DR	OAK BROOK IL 60523
102	06-33-306-022	PESA, JOSEPH	183 SADDLE BROOK DR	OAK BROOK IL 60523-2652
103	06-33-306-015	BORSELLINO, JOSEPH & M	185 SADDLE BROOK DR	OAK BROOK IL 60523-2652
104	06-33-306-014	GIANNOLA, GIUSEPPE & V	187 SADDLEBROOK DR	OAK BROOK IL 60523
105	06-33-306-013	CALHAN, JOAN C TR	189 SADDLEBROOK DR	OAK BROOK IL 60523
106	06-33-306-012	STAWARZ, STEVEN P & JEAN	191 SADDLE BROOK DR	OAK BROOK IL 60523
107	06-33-306-011	BANSAL, PROMILLA TR	193 SADDLEBROOK DR	OAK BROOK IL 60523

108	06-33-306-010	NIKFAR, DINYAR & T F	22 HILLCREST RD	MARTINSVILLE NJ 88360
109	06-33-306-017	FILOPOULOS, BILL & M	3009 38TH ST	OAK BROOK IL 60523
110	06-33-306-018	KO, ANN	3005 38TH ST	OAK BROOK IL 60523
111	06-33-306-019	SMITH, RICHARD & ELLEN	3001 3BTH ST	OAK BROOK IL 60523
112	06-33-306-020	HARRINGTON, JOHN & AMANDA	2925 38TH ST	OAK BROOK IL 60523
113	06-33-306-021	PANZARINO, JOSEPH & R	2919 38TH ST	OAK BROOK IL 60523
114	06-33-305-033	SEQUEIRA, WINSTON	176 SADDLEBROOK DR	OAK BROOK IL 60523
115	06-33-305-048	KOVARIK, ALLEN & DOLORES	174 SADDLE BROOK DR	OAK BROOK IL 60523-2655
116	06-33-305-049	SHAQIRI, EGZON & ENXHI ZEKTHI	172 SADDLE BROOK DR	OAK BROOK IL 60523
117	06-33-305-050	PORCELLI, NANCY M	170 SADDLE BROOK DR	OAK BROOK IL 60523
118	06-33-305-051	PERGLER, KEILA & JOHN	168 SADDLE BROOK DR	OAK BROOK IL 60523-2655
119	06-33-305-022	SMURAWSKI, RICHARD & P	166 SADDLE BROOK DR	OAK BROOK IL 60523-2655
120	06-33-305-023	NAGARAJU, MYTHRA	164 SADDLEBROOK	OAK BROOK IL 60523-2655
121	06-33-305-024	OVIEDO, LUIS A	162 SADDLE BROOK DR	OAK BROOK IL 60523
122	06-33-305-025	HARRIS FAMILY TRUST	160 SADDLE BROOK DR	OAK BROOK IL 60523
123	06-33-305-026	KUMAR, S & M CHAUHAN	158 SADDLE BROOK DR	OAK BROOK IL 60523
124	06-33-305-027	MICALETTI, JOHN	156 SADDLE BROOK DR	OAK BROOK IL 60523-2655
125	06-33-305-028	LOYA, EDUARDO	154 SADDLE BROOK DR	OAK BROOK IL 60523-2655

Please Sign In Below

Thank you for attending our Neighbor Meeting

Name	Address	Phone Number	Email Address	Notes
Val Jurkowski	3819 Williams	[redacted]		
Andrey Lastola	3807 N. Washington			
Ingrid Dewald	3920 West End Rd		[redacted]	
Jean Slavny	191 Saddle Brook			
Jim Young	3816 N Park St	[redacted]	[redacted]	
Jason Young	3906 N Park St		[redacted]	
Anne Huene	3829 School St.			
Joanie Wexler	3004 35th St. Oak Brook			
Donna Cerdia	3905 Williams St DG	[redacted]		
Trevor & Amy Patrik	51 39th ST	[redacted]	[redacted]	
Barb Hattan	4112 Longmeadow D.G.		[redacted]	
Rick & Ellen Smith	3001 38th St	[redacted]	[redacted]	
Greg Summers	1200 Oak Brook Rd	[redacted]	[redacted]	
Ron Ariana	163 Saddle Brook DR	[redacted]	[redacted]	
Rosalia Panzarino	2919 38th St		[redacted]	
Hope Vecellio	4041 Longmeadow DG		[redacted]	
Tom & Suzanne Henkle	3848 Cumnor Rd	[redacted]	[redacted]	
Jason and Jamie	61 39th Street	[redacted]	[redacted]	
Dan + Leslie Stern	173 Saddle Brook	[redacted]	[redacted]	
Kyle Jurgens	71 39th St	[redacted]	[redacted]	
Bridget Smith	3905 Liberty Blvd		[redacted]	
Mike Benjamin	4027 N. Park		[redacted]	

Please Sign In Below

Thank you for attending our Neighbor Meeting

Name	Address	Phone Number	Email Address	Notes
Amelia Ferranni				
Victor Benoit	132 Tower Rd	[redacted]	[redacted]	
Julie Romenesko	4042 Longmeadow	[redacted]		
Alice Cagney	4121 Longmeadow	[redacted]	[redacted]	
Ron Smetana	~~1211~~ 3933 Biltmore Rd	[redacted]	[redacted]	
David Dirkse	141 39th St	[redacted]	[redacted]	
Carol Hane	52 Tower Rd.	[redacted]		
Jay Zvolanek	3840 Cumnor	[redacted]		
Leslie Zvolanek	3840 Cumnor	[redacted]		[redacted]

Please Sign In Below

Thank you for attending our Neighbor Meeting

Name	Address	Phone Number	Email Address	Notes
Barbara Hildebran	3907 Williams			
Cathy Wicks	4022 Longmeadow Rd	[redacted]		
Emily Foisy & Joe Batterman	111 39th St	[redacted]	[redacted]	

TALON PRESERVE

About M/I Homes...

Mel and Irving: A Caring Tradition

In 1976, Melvin and Irving Schottenstein founded M/I Homes and began building single family homes

ONE OF THE TOP HOMEBUILDERS IN CHICAGOLAND

- Opened Chicago Division in **2007**
- Diverse Array of **Single Family** Homes
- Committed to **Quality, Value, Integrity, Excellence, and Treating the Customer Right** at every stage of land development and homebuilding

M/I HOMES

CHICAGO DIVISION LAND TEAM

Scott Barenbrugge
VP, Land
sbarenbrugge@mihomes.com

Jason Polakow
VP, Land Development
jpolakow@mihomes.com

Greg Collins
Director, Land Acquisition
gcollins@mihomes.com

Zachary E. Kenitzer
Manager, Land Entitlement & Planning
zkenitzer@mihomes.com

Anna Sutton
Manager, Land Entitlement & Planning
asutton@mihomes.com

Ryan Champine
Land Analyst
rchampine@mihomes.com

With Our Supporting Consultants

Rosanova & Whitaker

GARY R. WEBER ASSOCIATES, INC.

Spaceco
Civil Engineering & Surveying

KLOA

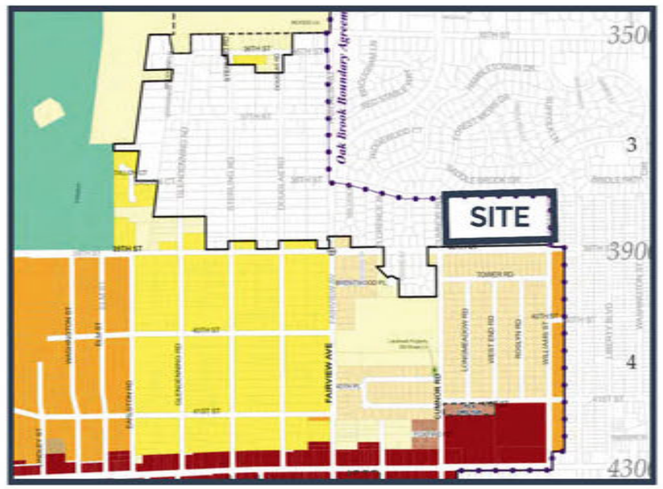
M/I HOMES

VILLAGE OF DOWNERS GROVE

COMPREHENSIVE PLAN

ZONING MAP

UNINCORPORATED DUPAGE COUNTY



PROPOSED ZONING

Modernization

Residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. Modernization helps to achieve a balance between the past and the future by providing incremental improvements to existing properties, including both sites and structures.

There are four levels of residential modernization:

- **Upkeep,** which includes the basic maintenance and repair of existing structures (e.g., new exterior paint or roof)
- **Renovation**, which includes small-scale projects to update portions of existing structures (e.g., kitchen or bathroom renovation)
- **Expansion,** which includes adding onto an existing structure (e.g., a rear or side addition)
- **Redevelopment,** which includes demolition of an existing structure to construct a new one (e.g., a residential teardown)

Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock and should not conflict with the promotion and protection of the Village's distinguishing character and historic resources.

Single-Family Detached Residential

Of the residential units in Downers Grove, nearly 80% are single-family and owner-occupied. The single-family detached residential neighborhoods are one of the Village's most cherished attributes and one of its most defining characteristics. As such, single-family residential development should continue to predominate.

Historically, as residential development occurred near downtown, the traditional street grid was continued. Newer residential subdivisions, on the other hand, on the northern and southern areas of the Village have introduced more contemporary development features including curvilinear streets and cul-de-sacs.

Single-family detached residential areas make up the single largest land use in the Village of Downers Grove. Much of the Village's character is derived from these neighborhoods and these distinguishing features should be preserved and enhanced.

Single-family residential areas must remain flexible and consider context. There may be situations where single-family attached and multi-family uses may be appropriate within single-family detached areas. For example, street frontage, lot depth, and the presence of neighboring non-residential uses should be considered on a case-by-case basis for other types of compatible residential development.

The Residential Areas Plan depicts the single-family residential areas of the Village and divides them into four categories based on lot size, density, access, and built form.

M/I HOMES

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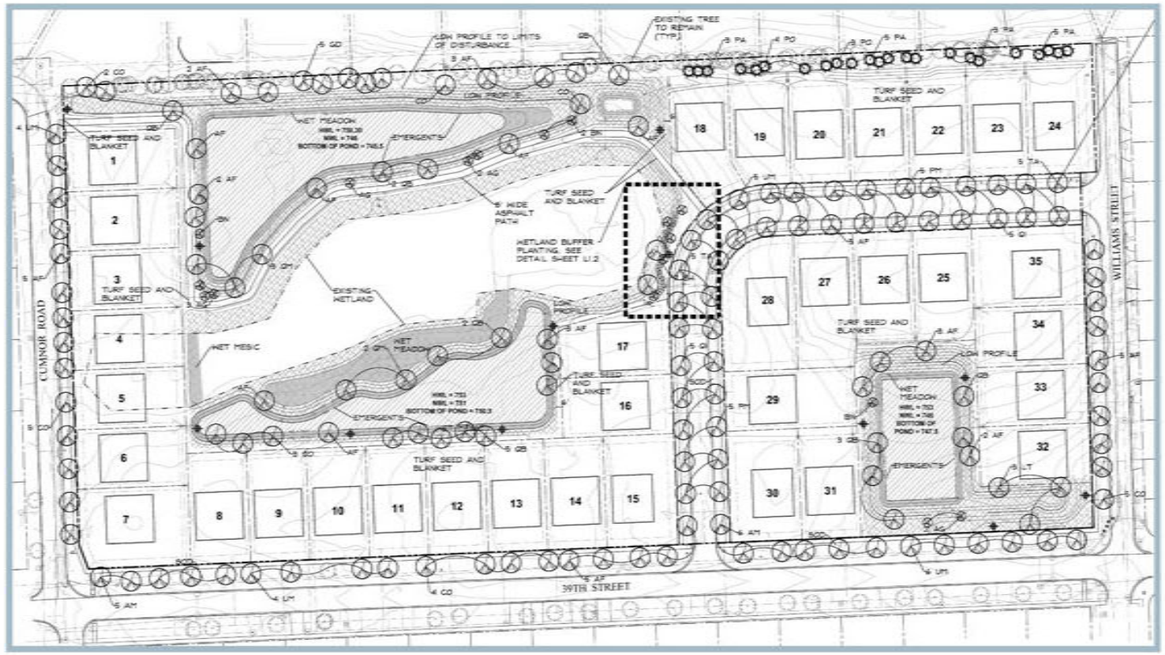
SITE DATA

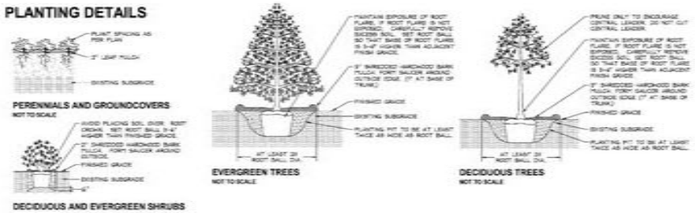
LAND USE	UNITS	ACRES
SINGLE FAMILY (75'x140')	35	10.5
DETENTION / OPEN SPACE		5.8
EXISTING WETLAND		1.7
ROAD DEDICATION (CUMNOR AND WILLIAMS)		0.6
TOTAL	35	18.6

M/I HOMES



LANDSCAPE PLAN

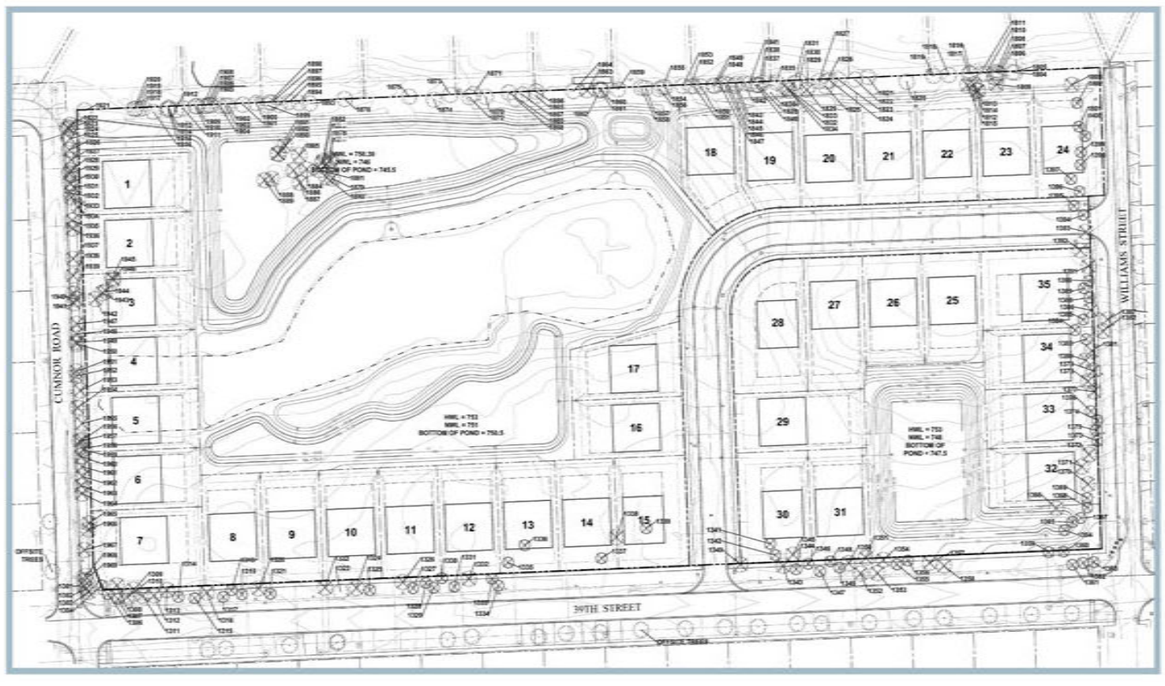
PLANTING DETAILS



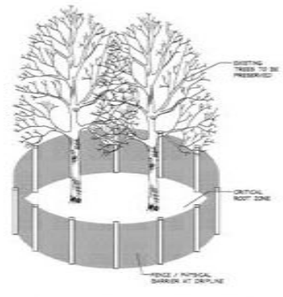
PARKWAY TREES: 3763.29 LF
Code: 20.401.8
1 PARKWAY TREE PER 40 LF.

LANDSCAPING REQUIRED:
94 PARKWAY TREES

LANDSCAPING PROVIDED
1 EXISTING PARKWAY TREE
93 PARKWAY TREES



TREE PRESERVATION PLAN



TREE PRESERVATION DETAIL
(NOT TO SCALE)
SEE NOTES

LEGEND

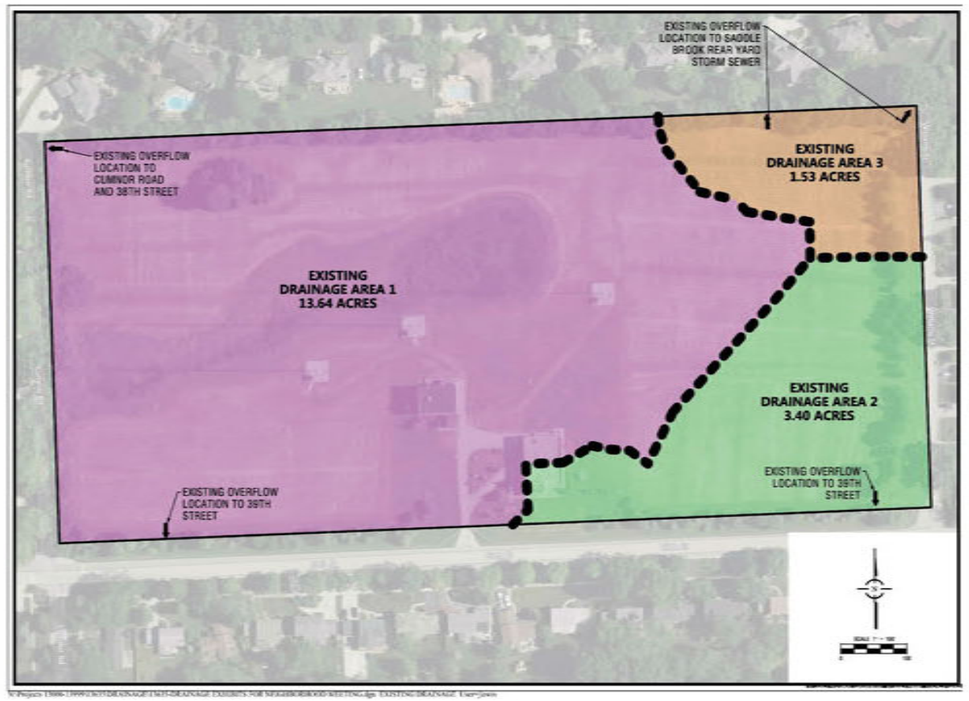
EXISTING TREE TO BE PRESERVED

EXISTING TREE TO BE REMOVED

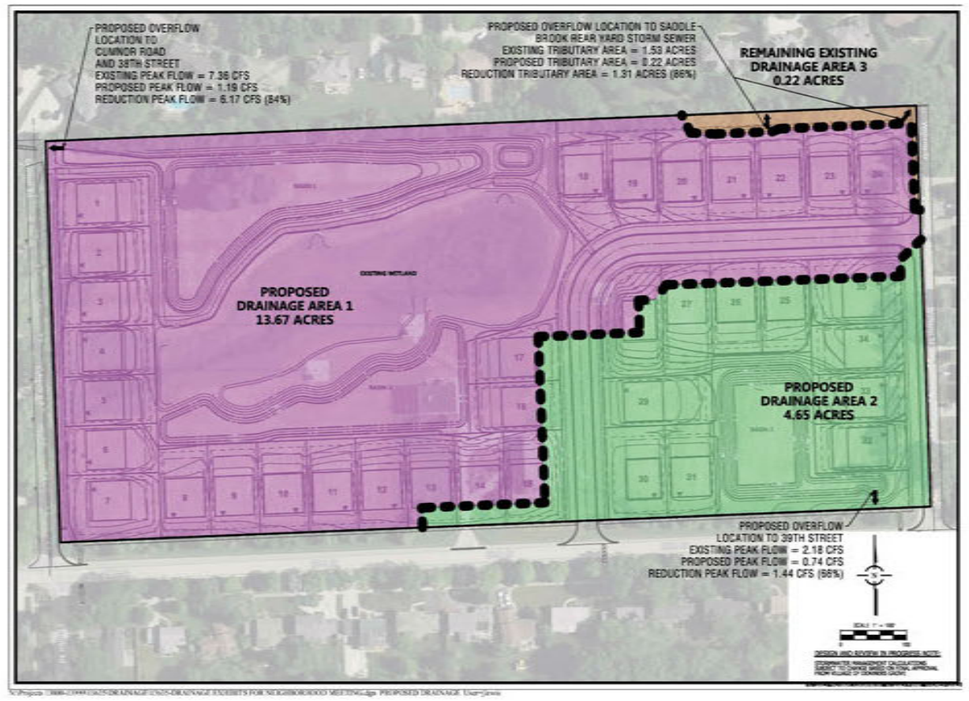
M/I HOMES

STORMWATER

EXISTING

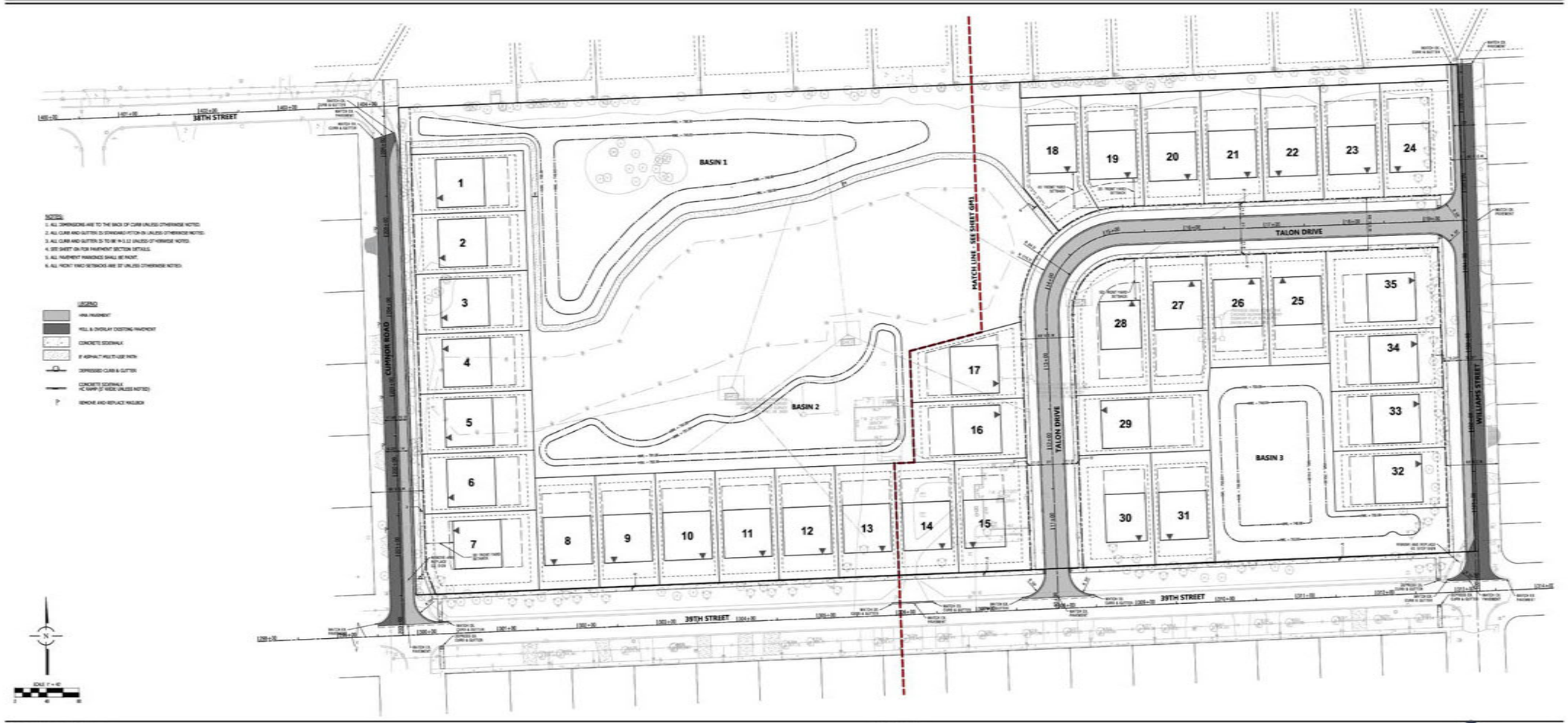


PROPOSED

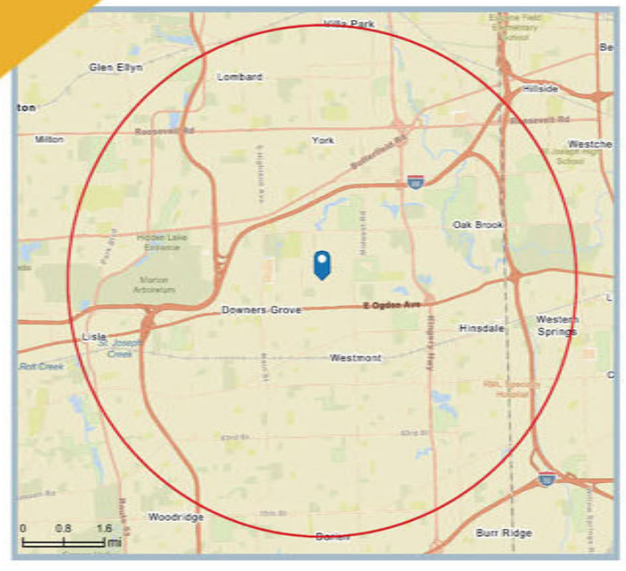


M/I HOMES

ROADWAY EXHIBIT



M/I HOMES



2024 Households by Income and Age of Householder							
	<25	25-34	35-44	45-54	55-64	65-74	75+
HH Income Base	1,684	12,523	17,818	17,767	19,372	18,195	15,688
<$15,000	287	674	514	502	993	1,286	1,850
$15,000-$24,999	130	299	234	256	547	845	1,541
$25,000-$34,999	137	531	394	313	619	993	1,577
$35,000-$49,999	252	1,022	829	701	1,062	1,441	2,195
$50,000-$74,999	315	1,733	1,637	1,499	1,957	3,283	2,933
$75,000-$99,999	228	1,745	1,902	1,545	1,860	2,464	1,708
$100,000-$149,999	189	2,467	3,499	3,315	3,379	3,112	1,509
$150,000-$199,999	91	1,742	2,953	2,903	2,887	1,795	1,071
$200,000+	56	2,310	5,856	6,732	6,068	2,974	1,303
Median HH Income	$51,976	$103,496	$147,961	$160,107	$135,810	$85,927	$54,164
Average HH Income	$70,957	$142,080	$192,401	$208,713	$184,007	$129,321	$88,550

2029 Households by Income and Age of Householder							
	<25	25-34	35-44	45-54	55-64	65-74	75+
HH Income Base	1,530	11,944	17,415	18,310	17,523	18,684	18,510
<$15,000	262	507	426	394	661	1,050	1,988
$15,000-$24,999	92	186	159	158	314	607	1,359
$25,000-$34,999	114	371	307	219	410	802	1,575
$35,000-$49,999	206	765	711	549	702	1,183	2,299
$50,000-$74,999	291	1,421	1,409	1,250	1,485	3,015	3,312
$75,000-$99,999	208	1,482	1,783	1,459	1,564	2,418	2,038
$100,000-$149,999	199	2,418	3,429	3,468	3,096	3,451	2,098
$150,000-$199,999	109	1,890	3,255	3,348	3,062	2,316	1,736
$200,000+	49	2,904	5,937	7,465	6,227	3,841	2,105

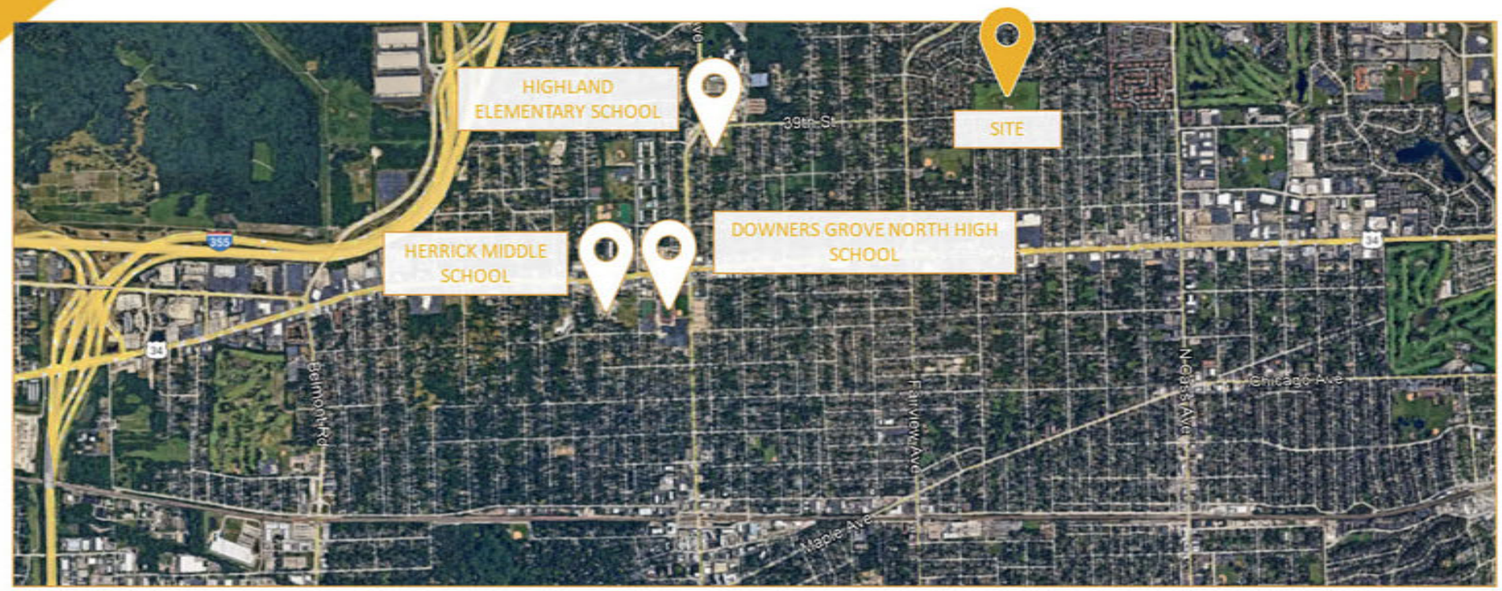
LOCAL BENEFITS

- **Housing Demand**
  - Meet current and future housing needs
  - Increases housing choices across the Village
- **Diversify Housing Options**
  - Single family options for families
  - Provides attractive option to keep Downers Grove residents in Downers Grove
- **Economic Development**
  - Job creation and tax revenue generation
  - Increase to local spending
- **Quality, Highly Maintained Housing**
  - High quality housing with single family quality of life

DOWNERS GROVE STATISTICS

Population: **50,247**
Median Age: **42.6**
Labor Force: **27,215**
Percent in Workforce: **65%**
Median Household Income: **$119,649**
Average owner-occupied household size: **2.63**

M/I HOMES

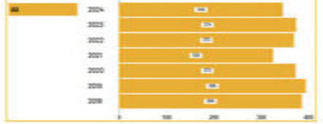


HIGHLAND ELEMENTARY SCHOOL

ENROLLMENT: 346

(DOWN 49 STUDENTS FROM PEAK ENROLLMENT)

(16 STUDENTS PROJECTED)



HERRICK MIDDLE SCHOOL

ENROLLMENT: 617

(DOWN 57 STUDENTS FROM PEAK ENROLLMENT)

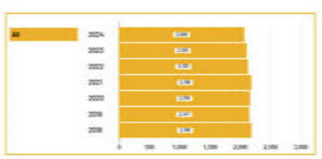
(9 STUDENTS PROJECTED)

DOWNERS GROVE NORTH HIGH SCHOOL

ENROLLMENT: 2,069

(DOWN 117 STUDENTS FROM PEAK ENROLLMENT)

(12 STUDENTS PROJECTED)



8.39% DECLINE IN STUDENT ENROLLMENT

DECLINED BY 437 STUDENTS SINCE 2018

6.42% DECLINE IN STUDENT ENROLLMENT

DECLINED BY 318 STUDENTS SINCE 2018

	Type of Unit	Pre-School 0 - 4 Yrs		Elementary Grades K-5		Junior High Grades 6-8		High School Grades 9-12		Adults 18-up		Total per Unit	
	Detached												
	Single-family												
	2-bedroom	0.113	0.000	0.136	0.000	0.048	0.000	0.020	0.000	1.700	0.000	2.017	0.000
	3-bedroom	0.292	0.000	0.369	0.000	0.173	0.000	0.184	0.000	1.881	0.000	2.899	0.000
20	4-bedroom	0.418	8.360	0.530	10.600	0.298	5.960	0.360	7.200	2.158	43.160	3.764	75.280
15	5-bedroom	0.283	4.245	0.345	5.175	0.248	3.720	0.300	4.500	2.594	38.910	3.770	56.550
	People Produced		12.605		15.775		9.680		11.700		82.070		131.830
								# of Students Generated =		37.155			

M/I HOMES

TOTAL ANNUAL TAXES: $878,791

DISTRICT	TAX RATE	TOTAL
COLLEGE DU PAGE 502	0.1907	$30,836.19
COUNTY OF DU PAGE	0.1473	$23,818.41
DOWNERS GROVE PARK	0.3409	$55,123.53
DU PAGE AIRPORT AUTH	0.0132	$2,134.44
FOREST PRESERVE DIST	0.1076	$17,398.92
GRADE SCHOOL DIST 58	2.3241	$375,806.97
HIGH SCHOOL DIST 99	1.9411	$313,875.87
WESTMONT SPEC SERV 2	0.2400	$38,808
YORK TOWNSHIP	0.0473	$7,648.41
648.YORK TWP ROAD	0.0463	$7,486.71
YORK TWP SPC POLICE	0.0362	$5,853.54
TOTAL TAXES	**5.4347**	**$878,791**

NUMBER OF HOMES: **35**

TOTAL FAIR MARKET VALUE: **$49,000,000**

FAIR MARKET VALUE PER UNIT: **$1,400,000**

TOTAL EQUALIZED ASSESSED MARKET VALUE: **$16,170,000**

EFFECTIVE TAX RATE: **5.4347**

ANTICIPATED ANNUAL TAXES PER UNIT: **$25,108.31**

SCHOOL DISTRICT TAX RATE	GSD 58 – 2.324100%
35 HOMES @ $1,400,000 (FMV)	$49,000,000
TOTAL EQUALIZED ASSESSED MARKET VALUE (EAV) *(33% x $49,000,000)*	$16,170,000
TAX RATE x EAV (ANNUAL REAL ESTATE TAXES TO DISTRICT GSD) *(2.324100% x $16,170,000)*	$375,807

ANNUAL PER CAPITAL STATE FUNDING = **$17,888**
($715.52 PER STUDENT x 25 PROJECTED STUDENTS)

SCHOOL DISTRICT TAX RATE	CHSD 99 – 1.941100%
35 HOMES @ $1,400,000 (FMV)	$49,000,000
TOTAL EQUALIZED ASSESSED MARKET VALUE (EAV) *(33% x $49,000,000)*	$16,170,000
TAX RATE x EAV (ANNUAL REAL ESTATE TAXES TO DISTRICT GSD) *(1.941100% x $16,170,000)*	$313,876

ANNUAL PER CAPITAL STATE FUNDING = **$10,318.80**
($859.90 PER STUDENT x 12 PROJECTED STUDENTS)

M/I HOMES

SINGLE FAMILY DETACHED HOME PRICES: $1.2M - $1.6M

HUDSON

LYNDALE

STOCKWELL

SUTCLIFF

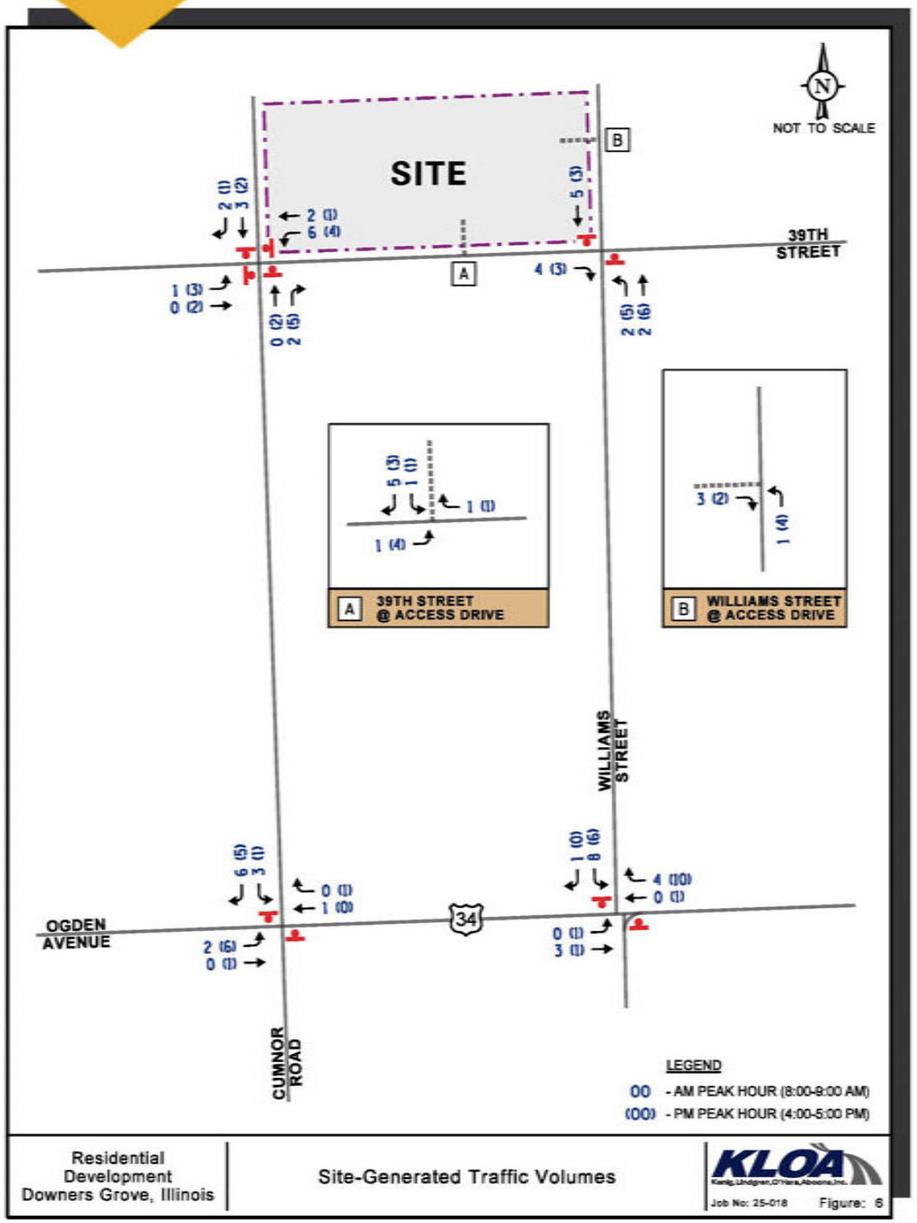


Table 1
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
210	Single-Family Detached Housing (35 units)	7	22	29	23	14	37

M/I HOMES

Crash Data

KLOA, Inc. obtained crash data[1] for the past five years (2019 to 2023) for the intersections of US 34 with Cumnor Road, US 34 with Williams Street, 39th Street with Cumnor Road and 39th Street with Williams Street. A review of the crash data indicated no fatalities were reported at the intersections during the review period. The crash data for the intersections is summarized in **Table 1** through **Table 4**.

Table1
US 34 WITH CUMNOR ROAD – 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	1	1
2021	0	0	0	0	0	1	0	1
2022	1	0	0	0	0	1	0	2
2023	0	0	0	0	0	0	0	0
Total	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**4**
Average	**<1.0**	**0**	**0**	**0**	**0**	**<1.0**	**<1.0**	**<1.0**

Table 2
US 34 WITH WILLIAMS STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	0	0	0	0	0	2	0	2
2020	0	0	0	0	0	1	1	2
2021	0	0	0	0	0	0	1	1
2022	0	0	0	0	0	4	0	4
2023	0	0	0	0	0	1	1	2
Total	**0**	**0**	**0**	**0**	**0**	**8**	**3**	**11**
Average	**0**	**0**	**0**	**0**	**0**	**1.6**	**<1.0**	**2.2**

[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).

Table 4
39TH STREET WITH WILLIAMS 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	1	1
2022	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Average	**0**	**0**	**0**	**0**	**0**	**0**	**<1.0**	**<1.0**

Table 5
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
210	Single-Family Detached Housing (35 units)	7	22	29	23	14	37

M/I HOMES

Table 6
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
US 34 (Ogden Avenue) with Cumnor Road[2]				
• Eastbound Left Turn	B	10.0	B	12.2
• Westbound Left Turn	B	11.9	B	12.0
• Northbound Approach	C	22.2	C	23.1
• Southbound Approach	B	14.6	C	16.8
US 34 (Ogden Avenue) with Williams Street/Access Drive[2]				
• Eastbound Left Turn	B	10.2	B	13.6
• Westbound Left Turn	B	11.9	B	11.8
• Northbound Approach	B	14.1	B	14.3
• Southbound Approach	C	22.2	C	25.9
39th Street with Cumnor Road[1]				
• Eastbound Approach	A	8.0	A	7.9
• Westbound Approach	A	7.7	A	7.7
• Northbound Approach	A	8.3	A	8.3
• Southbound Approach	A	7.6	A	7.6
39th Street with Williams Street[2]				
• Eastbound Left Turn	A	7.2	A	7.2
• Westbound Left Turn	A	7.3	A	7.4
• Northbound Approach	A	9.1	A	9.3
• Southbound Approach	A	9.4	A	9.7

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

Table 7
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
US 34 (Ogden Avenue) with Cumnor Road[2]				
• Eastbound Left Turn	B	10.2	B	12.8
• Westbound Left Turn	B	12.3	B	12.5
• Northbound Approach	C	23.9	D	26.8
• Southbound Approach	C	15.4	C	17.8
US 34 (Ogden Avenue) with Williams Street/Access Drive[2]				
• Eastbound Left Turn	B	10.4	B	14.3
• Westbound Left Turn	B	12.3	B	12.2
• Northbound Approach	B	14.6	B	14.8
• Southbound Approach	C	23.8	C	28.8
39th Street with Cumnor Road[1]				
• Eastbound Approach	A	7.2	A	8.0
• Westbound Approach	A	7.6	A	7.7
• Northbound Approach	A	7.8	A	8.3
• Southbound Approach	A	7.5	A	7.6
39th Street with Williams Street[2]				
• Eastbound Left Turn	A	7.2	A	7.2
• Westbound Left Turn	A	7.3	A	7.4
• Northbound Approach	A	9.1	A	9.4
• Southbound Approach	A	9.4	A	9.8

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

Table 8
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
US 34 (Ogden Avenue) with Cumnor Road[2]				
• Eastbound Left Turn	B	10.3	B	12.9
• Westbound Left Turn	B	12.3	B	12.5
• Northbound Approach	C	24.0	D	27.8
• Southbound Approach	C	16.1	C	18.3
US 34 (Ogden Avenue) with Williams Street/Access Drive[2]				
• Eastbound Left Turn	B	10.4	B	14.4
• Westbound Left Turn	B	12.4	B	12.2
• Northbound Approach	B	14.6	B	14.8
• Southbound Approach	D	26.2	D	34.0
39th Street with Cumnor Road[1]				
• Eastbound Approach	A	7.2	A	8.2
• Westbound Approach	A	7.7	A	7.8
• Northbound Approach	A	7.8	A	8.4
• Southbound Approach	A	7.4	A	7.6
39th Street with Williams Street[2]				
• Eastbound Left Turn	A	7.2	A	7.2
• Westbound Left Turn	A	7.3	A	7.4
• Northbound Approach	A	9.2	A	9.5
• Southbound Approach	A	9.5	A	9.8
39th Street with Proposed Access Drive[2]				
• Eastbound Left Turn	A	7.3	A	7.3
• Southbound Approach	A	8.7	A	8.8
Williams Street with Proposed Access Drive[2]				
• Northbound Left Turn	A	7.2	A	7.2
• Eastbound Approach	A	8.3	A	8.3

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

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

- The proposed residential development will contain 35 single-family homes and will be a low traffic generator.
- The results of the capacity analysis indicated that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed residential development.
- The proposed plan calls for an access road that will extend between 39th Street and Williams Street, which will provide access to some of the single-family lots.
- The remaining lots will front 39th Street, Williams Street, and Cumnor Road and will have individual driveways serving each home.
- Outbound movements from the access road onto 39th Street and Williams Street should be under stop sign control.

M/I HOMES

PLAT OF ANNEXATION
TO THE VILLAGE OF DOWNERS GROVE

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

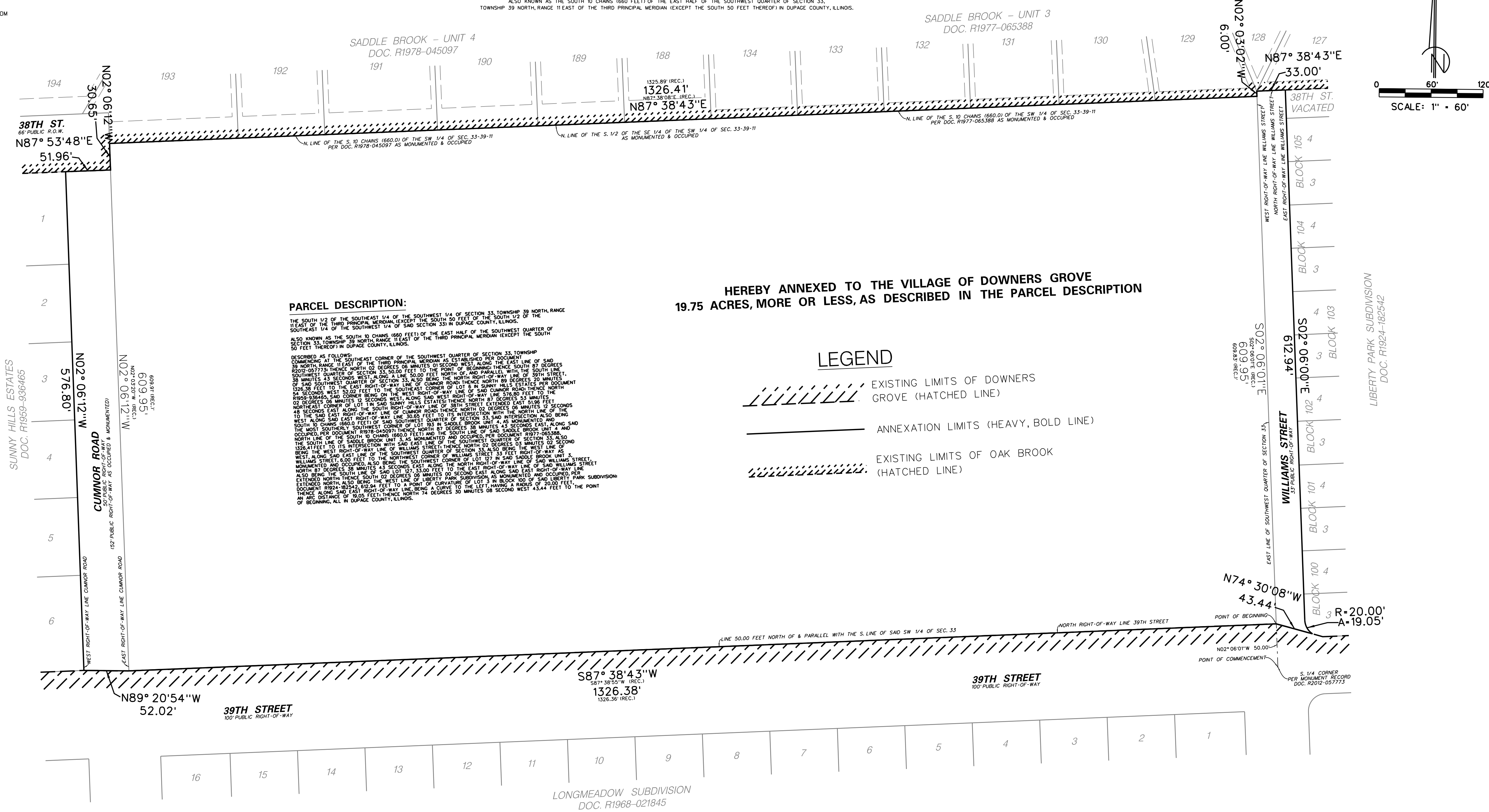
ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS.

GENERAL NOTES:

1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
2. COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND REPORT ANY DISCREPANCIES TO THE SURVEYOR AT ONCE.
3. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.
4. BEARINGS BASED UPON STATE PLANE COORDINATES ILLINOIS EAST ZONE.

SURVEYOR'S NOTE:

THE PARCEL BOUNDARIES AND ACREAGE SHOWN HEREON ARE BASED ON A PLAT OF SUBDIVISION PREPARED BY THOMSON SURVEYING LTD. DATED FEBRUARY 21, 2025.



PARCEL DESCRIPTION:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS.

DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN AS ESTABLISHED PER DOCUMENT R2012-057773; THENCE NORTH 02 DEGREES 06 MINUTES 01 SECOND WEST, ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 38 MINUTES 43 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF, AND PARALLEL WITH, THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE NORTH RIGHT-OF-WAY LINE OF 39TH STREET, 1326.38 FEET TO THE EAST RIGHT-OF-WAY LINE OF CUMNOR ROAD; THENCE NORTH 89 DEGREES 20 MINUTES 54 SECONDS WEST 52.02 FEET TO THE SOUTHEAST CORNER OF LOT 6 IN SUNNY HILLS ESTATES PER DOCUMENT R1959-936465, SAID CORNER BEING ON THE WEST RIGHT-OF-WAY LINE OF SAID CUMNOR ROAD; THENCE NORTH 02 DEGREES 06 MINUTES 12 SECONDS WEST, ALONG SAID WEST RIGHT-OF-WAY LINE 576.80 FEET TO THE NORTHEAST CORNER OF LOT 1 IN SAID SUNNY HILLS ESTATES; THENCE NORTH 87 DEGREES 53 MINUTES 48 SECONDS EAST ALONG THE SOUTH RIGHT-OF-WAY LINE OF 38TH STREET EXTENDED EAST 51.96 FEET TO THE SAID EAST RIGHT-OF-WAY LINE OF CUMNOR ROAD; THENCE NORTH 02 DEGREES 06 MINUTES 12 SECONDS WEST ALONG SAID EAST RIGHT-OF-WAY LINE 30.65 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, SAID INTERSECTION ALSO BEING THE MOST SOUTHERLY SOUTHWEST CORNER OF LOT 193 IN SADDLE BROOK UNIT 4, AS MONUMENTED AND OCCUPIED, PER DOCUMENT R1978-045097; THENCE NORTH 87 DEGREES 38 MINUTES 43 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) AND THE SOUTH LINE OF SAID SADDLE BROOK UNIT 4 AND THE SOUTH LINE OF SADDLE BROOK UNIT 3, AS MONUMENTED AND OCCUPIED, PER DOCUMENT R1977-065388, 1326.41 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST RIGHT-OF-WAY LINE OF WILLIAMS STREET; THENCE NORTH 02 DEGREES 03 MINUTES 02 SECOND WEST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 6.00 FEET TO THE NORTHWEST CORNER OF WILLIAMS STREET 33 FEET RIGHT-OF-WAY AS MONUMENTED AND OCCUPIED, ALSO BEING THE SOUTHWEST CORNER OF LOT 127 IN SAID SADDLE BROOK UNIT 3, NORTH 87 DEGREES 38 MINUTES 43 SECONDS EAST ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID WILLIAMS STREET, ALSO BEING THE SOUTH LINE OF SAID LOT 127, 33.00 FEET TO THE EAST RIGHT-OF-WAY LINE OF SAID WILLIAMS STREET EXTENDED NORTH; THENCE SOUTH 02 DEGREES 06 MINUTES 00 SECOND EAST ALONG SAID EAST RIGHT-OF-WAY LINE EXTENDED NORTH, ALSO BEING THE WEST LINE OF LIBERTY PARK SUBDIVISION, AS MONUMENTED AND OCCUPIED, PER DOCUMENT R1924-182542, 612.94 FEET TO A POINT OF CURVATURE OF LOT 3 IN BLOCK 100 OF SAID LIBERTY PARK SUBDIVISION; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE, BEING A CURVE TO THE LEFT, HAVING A RADIUS OF 20.00 FEET, AN ARC DISTANCE OF 19.05 FEET; THENCE NORTH 74 DEGREES 30 MINUTES 08 SECOND WEST 43.44 FEET TO THE POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
SS.
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT ______________________ IS THE OWNER OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED AND PLATTED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

MI HOMES OF CHICAGO LLC
2135 CITY GATE LANE
SUITE #620
NAPERVILLE, IL 60563

OWNER: ______________________

TITLE: ______________________

DATED THIS ____ DAY OF ______________, A.D., 20___.

ATTEST: ____________________________________

TITLE: ____________________________________

NOTARY'S CERTIFICATE

STATE OF ILLINOIS)
SS.
COUNTY OF DUPAGE)

I, __________________________, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT ______________, IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAME(S) ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THE ANNEXED PLAT AND ACCOMPANYING INSTRUMENTS FOR USES AND PURPOSES THEREIN SET FORTH AS HIS OR THEIR FREE AND VOLUNTARY ACT.
GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF ______________, 20 ___.

____
(NOTARY PUBLIC)

MY COMMISSION EXPIRES: ________________________________

DUPAGE COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

THIS INSTRUMENT ____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS,

ON THE __________ DAY OF ____________________ A. D. 2025

AT ____ O' CLOCK ____ M. AND WAS RECORDED IN BOOK ____

OF PLATS ON PAGE ____

____
COUNTY RECORDER

VILLAGE OF DOWNERS GROVE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS PLAT OF ANNEXATION IS IDENTIFIED AS THAT REAL ESTATE INCORPORATED AND MADE PART OF THE VILLAGE OF DOWNERS GROVE, DUPAGE COUNTY, BY ORDINANCE ______________ ADOPTED BY THE VILLAGE COUNCIL, AT A MEETING HELD ON THE ______ DAY OF __________, A.D., 2025.

BY: ______________________ MAYOR

ATTEST: ______________________ VILLAGE CLERK

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

WE, THOMSON SURVEYING, LIMITED, ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002768, DO HEREBY CERTIFY THAT THE PLAT SHOWN HEREON WAS PREPARED FOR THE PURPOSE OF ANNEXATION TO THE VILLAGE OF DOWNERS GROVE.

GIVEN UNDER BY HAND AND SEAL AT ROSEMONT, ILLINOIS
THIS 16th DAY OF MAY, A.D., 2025.

WALTER J. LUTZ, P.L.S.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3576
MY LICENSE EXPIRES NOVEMBER 30, 2026
DESIGN FIRM LICENSE EXPIRES APRIL 30, 2027

WALTER J. LUTZ 3576 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ROSEMONT, ILLINOIS

PROJECT NO. 5697
SHEET 1 OF 1
DRAWING NO. 5697 ANNEX PLN.DGN

TITLE: PLAT OF ANNEXATION
100 39TH STREET
DOWNERS GROVE, ILLINOIS

DSGN.	
DWN.	WJL
CHKD.	DMS
SCALE:	1" = 60'
DATE:	3-12-25

NO.	DATE	NATURE OF REVISION	CHKD.
3	6-23-25	VILLAGE COMMENT	
2	5-16-25	SURVEYOR'S NOTE REVISION	
1	4-16-25	VILLAGE COMMENTS	

CLIENT: MI HOMES OF CHICAGO, LLC
CITY GATE LANE, SUITE 620
NAPERVILLE, ILLINOIS
60563

Thomson Surveying Ltd.
9575 W. Higgins Road, Suite 850
Rosemont, IL. 60018
TEL:(847)318-9790
FAX:(847)318-9792
wlutz@thomsonltd.com

FINAL PLAT OF SUBDIVISION FOR TALON PRESERVE

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS.

TOTAL AREA OF SUBDIVISION

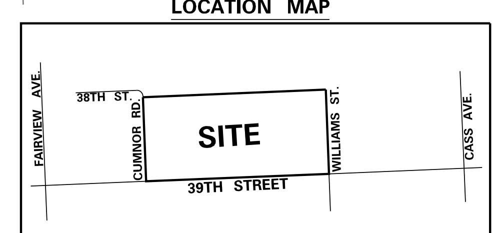
809,020 SQUARE FEET OR 18.57 ACRES, MORE OR LESS.

PERMANENT INDEX NUMBER:

P.I.N.# 06-33-300-006

THIS PLAT HAS BEEN SUBMITTED FOR RECORDING BY AND RETURN TO:
VILLAGE OF DOWNERS GROVE
850 CURTISS STREET
DOWNERS GROVE, ILLINOIS, 60515

LOCATION MAP



LEGEND

P.U.&D.E. PUBLIC UTILITY & DRAINAGE EASEMENT
PROPERTY/LOT LINE
ADJOINING PROPERTY/LOT LINE
EASEMENT LINE
SET CONCRETE MONUMENT
ROAD CENTERLINE
ROAD RIGHT-OF-WAY
BUILDING SETBACK LINE (B.S.L.)

SCALE: 1" = 50'

NOTE: THIS SHEET FOR EXISTING BOUNDARY MONUMENTATION AND GENERAL INFORMATION ONLY. SEE FOLLOWING SHEETS FOR PARTICULARS.

GENERAL NOTES:

1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
2. DIMENSIONS ALONG CURVES ARE ARC DISTANCES.
3. COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND REPORT ANY DISCREPANCIES TO THE SURVEYOR AT ONCE.
4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.
5. (REC.) = RECORD DIMENSION
6. IRON RODS (5/8" DIA. x 24" LENGTH) WILL BE SET AT ALL LOT CORNERS, UNLESS NOTED OTHERWISE, UPON COMPLETION OF CONSTRUCTION.
7. BEARINGS BASED UPON STATE PLANE COORDINATES ILLINOIS EAST ZONE.
8. PROPERTY REFERENCE: 100 39TH STREET, DOWNERS GOVE, IL 60515
9. ALL EASEMENTS ARE HEREBY GRANTED UNLESS NOTED OTHERWISE.
10. P.U.& D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT HEREBY GRANTED UNLESS NOTED OTHERWISE. SEE PROVISIONS CONTAINED HEREIN.
11. OUTLOTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION (HOA) UNLESS NOTED OTHERWISE.
12. ALL STREET RIGHT-OF-WAY NOTED ON THE PLAT AS HEREBY DEDICATED ARE HEREBY DEDICATED, CONVEYED, AND TRANSFERRED TO THE CITY OF DOWNERS GROVE FOR PUBLIC RIGHT-OF-WAY PURPOSES UNLESS NOTED OTHERWISE.

PROJECT NO. 5697
SHEET 1 OF 3
DRAWING NO. 5697 PLAT OF SUB.DGN

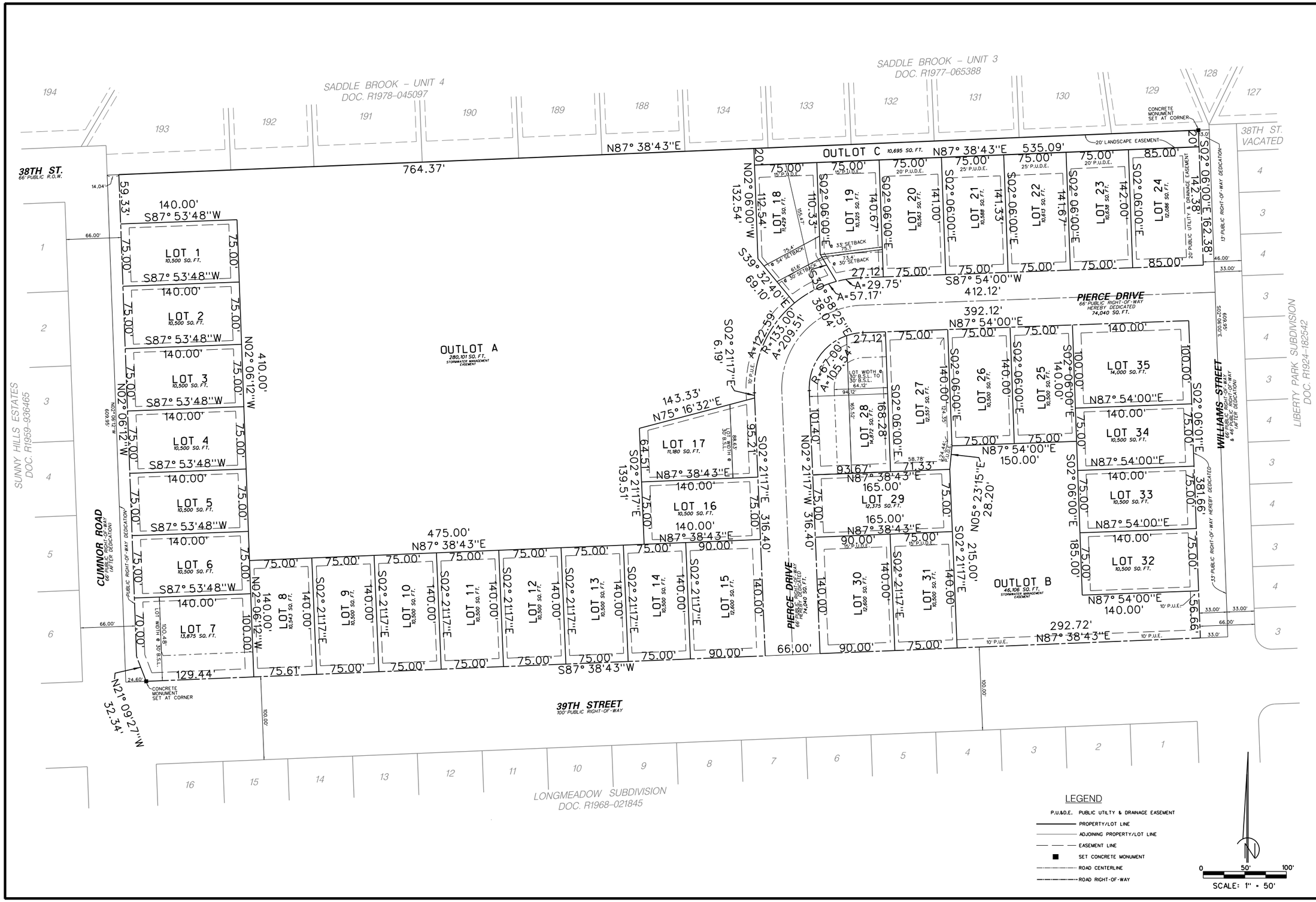
TITLE: FINAL PLAT OF SUBDIVISION TALON PRESERVE DOWNERS GROVE, ILLINOIS

DSGN.	
DWN.	WJL
CHKD.	DMS
SCALE:	1" = 50'
DATE:	3-26-25

5	7-14-25	PER VILLAGE COMMENTS	
4	6-30-25	PER VILLAGE COMMENTS	
3	5-19-25	EASEMENT ADDED	
2	5-9-25	ROAD NAME CHANGE, EASEMENT ADDED	
1	5-7-25	PER VILLAGE COMMENTS	

CLIENT: M/I HOMES OF CHICAGO, LLC
CITY GATE LANE, SUITE 620
NAPERVILLE, ILLINOIS 60563

Thomson Surveying Ltd.
9575 W. Higgins Road, Suite 850
Rosemont, IL 60018
TEL:(847)318-9790
FAX:(847)318-9792
WJT@thomsonltd.com



PROJECT NO. 5697
SHEET 2 OF 3
DRAWING NO. 5697 PLAT OF SUB.DGN

TITLE:
FINAL PLAT OF SUBDIVISION
TALON PRESERVE
DOWNERS GROVE, ILLINOIS

DSGN.	
DWN.	W.B.
CHKD.	DMS
SCALE:	1" = 50'
DATE:	3-26-25

5	7-14-25	PER VILLAGE COMMENTS
4	6-30-25	PER VILLAGE COMMENTS
3	5-19-25	EASEMENT ADDED
2	5-9-25	ROAD NAME CHANGE, EASEMENTS
1	5-7-25	PER VILLAGE COMMENTS

CLIENT:
M/I HOMES OF CHICAGO, LLC
CITY GATE LANE, SUITE 620
NAPERVILLE, ILLINOIS
60563

Thomson Surveying Ltd.
9575 W. Higgins Road, Suite 950
Rosemont, IL 60018
TEL:(847)318-9790
FAX:(847)318-9792
wu12@thomsonltd.com

OWNER'S CERTIFICATE

STATE OF________)
) SS
COUNTY OF ______)

THE UNDERSIGNED, DO HEREBY CERTIFY THAT IT IS THE OWNER OF THE HEREON DESCRIBED PROPERTY AND IT HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT HEREON DRAWN.

DATED THIS ____________DAY OF ____________________ , 20_____ .

BY:____

NAME:______________________________________

TITLE:_____________________________________

BY:____

NAME:______________________________________

TITLE:_____________________________________

BY:____

NAME:______________________________________

TITLE:_____________________________________

NOTARY'S CERTIFICATE

STATE OF ________)
) SS
COUNTY OF ______)

I,________________________, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE

AFORESAID, DO HEREBY CERTIFY THAT ______________________, BEING THE____________________ OF _________________________, PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS/HER OWN FREE AND VOLUNTARY ACT, AND AS THE FREE AND VOLUNTARY ACT OF SAID COMPANY FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS ____________ DAY OF ______________________, A.D. 20_____.

____
NOTARY PUBLIC

MY COMMISSION EXPIRES:________________

PLANNING AND ZONING CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED BY THE PLAN AND ZONING COMMISSION OF THE VILLAGE OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS, AT A MEETING HELD THIS________ DAY OF______________, A.D. 2025.

____
CHAIRMAN

ATTEST: ______________________________
SECRETARY

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT THE FOLLOWING DESCRIBED PROPERTY WAS SURVEYED AND SUBDIVIDED BY WE, THOMSON SURVEYING LTD., ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002768, IN THE STATE AND COUNTY AFORESAID, UNDER THE SUPERVISION OF WALTER J. LUTZ, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, AND THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE VILLAGE OF DOWNERS GROVE, COUNTY OF DUPAGE, STATE OF ILLINOIS AND IS DESCRIBED AS FOLLOWS:

THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE SOUTH 50 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 33) IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS THE SOUTH 10 CHAINS (660 FEET) OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE SOUTH 50 FEET THEREOF) IN DUPAGE COUNTY, ILLINOIS.

DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN AS ESTABLISHED PER DOCUMENT R2012-057773; THENCE NORTH 02 DEGREES 06 MINUTES 01 SECOND WEST, ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 50.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 87 DEGREES 38 MINUTES 55 SECONDS WEST, ALONG A LINE 50.00 FEET NORTH OF, AND PARALLEL WITH, THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 33, 1326.36 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 33; THENCE NORTH 02 DEGREES 03 MINUTES 20 SECONDS WEST, ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE EAST LINE OF CUMNOR ROAD, 609.91 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE SOUTH LINE OF SADDLE BROOK UNIT 4, MONUMENTED AND OCCUPIED; THENCE NORTH 87 DEGREES 38 MINUTES 08 SECONDS EAST, ALONG SAID NORTH LINE OF THE SOUTH 10 CHAINS (660.0 FEET) OF SAID SOUTHWEST QUARTER OF SECTION 33, AND THE SOUTH LINE OF SADDLE BROOK UNIT 3 AND SADDLE BROOK UNIT 4, 1325.89 FEET TO ITS INTERSECTION WITH SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33; THENCE SOUTH 02 DEGREES 06 MINUTES 01 SECOND EAST, ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, ALSO BEING THE WEST LINE OF WILLIAMS STREET, 609.83 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION, ALL IN DUPAGE COUNTY, ILLINOIS.

SAID PROPERTY CONTAINS 809,020 SQUARE FEET OR 18.57 ACRES, MORE OR LESS.

WE FURTHER CERTIFY THAT UPON COMPLETION OF CONSTRUCTION, IDENTIFIED CONCRETE MONUMENTS WILL BE SET, AND IRON RODS WILL BE PLACED AT ALL LOTS CORNERS AND POINTS OF CHANGE IN ALIGNMENTS, ACCORDING TO THE PLAT ACT AS AMENDED.

WE FURTHER CERTIFY THAT THIS PROPERTY IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD, AS SHOWN UPON THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP NO. 17043-C-0178-J, MAP DATE: AUGUST 1, 2019.

WE FURTHER DECLARE THAT THE LAND IS WITHIN THE VILLAGE OF DOWNERS GROVE WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND MAP AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY, AS APPLICABLE TO PLATS OF SUBDIVISION.

GIVEN UNDER MY HAND AND SEAL AT ROSEMONT, ILLINOIS
THIS 19TH DAY OF MAY A.D., 2025

DRAFT COPY FOR REVIEW PURPOSES ONLY

WALTER J. LUTZ
3576

WALTER J. LUTZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003576
LICENSE EXPIRES: NOVEMBER 30, 2026
ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002768
DESIGN FIRM LICENSE EXPIRES APRIL 30, 2027

DRAINAGE CERTIFICATE

I,______________________________, A REGISTERED PROFESSIONAL

ENGINEER IN ILLINOIS AND THE UNDERSIGNED, AS OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS AND PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION. FURTHER, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

DATED THIS ________ DAY OF ________________, 20_________.

REGISTERED PROFESSIONAL ENGINEER

____

LICENSE EXPIRES:__________________

BY:____

NAME:______________________________________

TITLE:_____________________________________

SCHOOL DISTRICT CERTIFICATE

STATE OF _______)
) SS
COUNTY OF _____)

THE UNDERSIGNED DO HEREBY CERTIFY THAT, AS OWNER OF THE PROPERTY DESCRIBED HEREON, AND KNOWN AS

"______________________________________" TO THE BEST OF OUR KNOWLEDGE, IS LOCATED WITHIN THE BOUNDARIES OF HIGH SCHOOL DISTRICT 99, AND DOWNERS GROVE 58 ELEMENTARY SCHOOL DISTRICT AND HIGH SCHOOL DISTRICT 99 IN DUPAGE COUNTY, ILLINOIS.

DATED AT __________________, __________________

THIS _________ DAY OF ________________, A.D. 20_____.

BY:____

NAME:______________________________________

TITLE:_____________________________________

MORTGAGEE'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _______)

THE UNDERSIGNED,________________________________, AS MORTGAGEE, UNDER THE PROVISIONS OF CERTAIN MORTGAGE DATED AND RECORDED IN THE RECORDER'S OFFICE

OF _____________ COUNTY, ILLINOIS ON THE __________ DAY OF ____________________, A.D. 20______

AS DOCUMENT NUMBER ____________________, HEREBY CONSENTS TO THE SUBDIVISION STATED HEREIN.

DATED THIS ___________ DAY OF _____________________, 20______.

____
BY

____
PRINTED NAME AND TITLE

____
ATTEST

MORTGAGEE'S NOTARY PUBLIC

STATE OF ILLINOIS)
) SS
COUNTY OF _______)

I,________________________________, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

____
OF SAID BANK WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _______ DAY OF ________________, 20_______.

____
NOTARY PUBLIC

MY COMMISSION EXPIRES:________________

VILLAGE COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DuPAGE)

I,______________________________, COLLECTOR FOR THE VILLAGE OF DOWNERS GROVE, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND, INCLUDED IN THIS PLAT.

DATE:______________________________

____
VILLAGE COLLECTOR

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DuPAGE)

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DuPAGE COUNTY, ILLINOIS, ON

THIS __________ DAY OF ________________, A.D. 20__________, AT __________

O'CLOCK ____M. AS DOCUMENT NUMBER __________________________.

____
RECORDER OF DEEDS

DOWNERS GROVE SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DuPAGE)

I,____, COLLECTOR OF THE DOWNERS GROVE SANITARY DISTRICT, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THIS PLAT

DATED THIS _________ DAY OF __________________, A.D. 20_____.

____
DOWNERS GROVE SANITARY DISTRICT COLLECTOR

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DuPAGE)

I,________________________________, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THIS PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THIS PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS,

THIS __________ DAY OF __________________, A.D. 20______.

____
COUNTY CLERK

VILLAGE COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

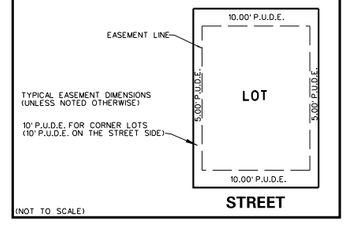
APPROVED THIS ________ DAY OF______________, A.D. 2025 BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE.

____
MAYOR

____
VILLAGE CLERK

TYPICAL EASEMENT DETAIL

P.U.D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT

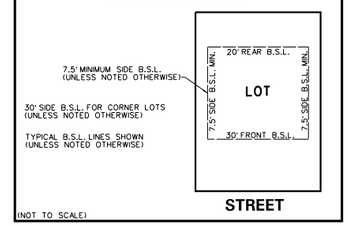


(NOT TO SCALE)

NOTE:
THIS LOT DETAIL IS PROVIDED AS A REFERENCE ONLY AND SHALL BE SUPERSEDED BY ANY ZONING ORDINANCES OR PUD APPROVALS OF THE VILLAGE WHICH MAY CONFLICT WITH SAID SHOW DETAILS. THIS LOT DETAIL SHALL NOT BE INTERPRETED OR ENFORCED AS A COVENANT THAT RUNS WITH THAT LAND ENFORCEABLE BY OWNERS WITHIN THE TALON PRESERVE SUBDIVISION. THE ZONING ORDINANCES OF THE VILLAGE SHALL PREVAIL.

BUILDING SETBACK DETAIL

B.S.L. = BUILDING SETBACK LINE



(NOT TO SCALE)

LANDSCAPE EASEMENT PROVISIONS

A PERMANENT AND PERPETUAL EASEMENT IS HEREBY GRANTED ON, UNDER AND ABOVE THOSE AREAS AS IDENTIFIED AS "LANDSCAPE EASEMENT" ON THIS PLAT OF SUBDIVISION. THE EASEMENT SHALL RUN TO THE BENEIFT OF THE HOMEOWNERS ASSOCIATION FOR THE SUBDIVISION (THE "ASSOCIATION"), ITS SUCCESSORS AND ASSIGNS, TO MAINTAIN, INSPECT, REPAIR, AND REPLACE CERTAIN LANDSCAPE IMPROVEMENTS LOCATED WITHIN THE EASEMENT AREA. THE ASSOCIATION SHALL BE SOLELY RESPONSIBLE FOR THE MAINTENANCE, REPAIR AND REPLACEMENT OF ALL TREES AND SHRUBS LOCATED IN THE LANDSCAPE EASEMENT AREA.

IN THE EVENT THE VILLAGE OF DOWNERS GROVE (THE "VILLAGE") DETERMINES, IN ITS SOLE AND ABSOLUTE DISCRETION, THAT MAINTENANCE OF THE LANDSCAPE MATERIALS OR RELATED IMPROVEMENTS IS NOT PERFORMED AT ANY TIME, THE VILLAGE, AFTER THIRTY (30) DAYS PRIOR WRITTEN NOTICE TO THE ASSOCIATION, MAY, BUT SHALL NOT BE OBLIGATED TO, ENTER UPON THE EASEMENT AREA FOR THE PURPOSE OF PERFORMING MAINTENANCE WORK ON AND TO THE LANDSCAPE IMPROVEMENTS.

IN THE EVENT THE VILLAGE SHALL CAUSE TO BE PERFORMED ANY WORK PURSUANT TO THESE PARAGRAPHS, THE VILLAGE SHALL HAVE THE RIGHT TO CHARGE THE ASSOCIATION AN AMOUNT SUFFICIENT TO DEFRAY THE ENTIRE COST OF SUCH WORK OR ACTION, INCLUDING ADMINISTRATIVE COSTS, EITHER BEFORE OR AFTER SUCH COST IS INCURRED. IF THE AMOUNT SO CHARGED IS NOT PAID BY THE ASSOCIATION WITHIN THIRTY (30) DAYS FOLLOWING A DEMAND IN WRITING BY THE VILLAGE FOR SUCH PAYMENT, SUCH CHARGE, TOGETHER WITH INTEREST AND COSTS OF COLLECTION, SHALL BECOME A LIEN UPON THE LANDSCAPE EASEMENT AREA AND ALL LOTS WITHIN THIS SUBDIVISION AND THE VILLAGE SHALL HAVE THE RIGHT TO COLLECT SUCH CHARGE, WITH INTEREST AND COSTS, AND TO ENFORCE SUCH LIEN AS IN FORECLOSURE PROCEEDINGS AS PERMITTED BY LAW.

NOTHING IN THESE PARAGRAPHS SHALL BE CONSTRUED TO CONSTITUTE A PUBLIC USE EASEMENT OR A DEDICATION OF ANY PORTION OF THE LANDSCAPE EASEMENT AREA TO, OR AN ACCEPTANCE THEREOF BY, THE VILLAGE.

DECLARATION OF RESTRICTIVE COVENANTS

THE UNDERSIGNED OWNER HEREBY DECLARES THAT THE REAL PROPERTY DESCRIBED IN AND DEPICTED ON THIS PLAT OF SUBDIVISION SHALL BE HELD, TRANSFERRED, SOLD, CONVEYED AND OCCUPIED SUBJECT TO THE FOLLOWING COVENANTS AND RESTRICTIONS:

(A) ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED WHOLLY UNDERGROUND, EXCEPT FOR TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE PRIOR TO RECORDING OF THIS PLAT OF SUBDIVISION.

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

SURVEYOR'S PERMISSION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

WE, THOMSON SURVEYING, LIMITED, ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002768, IN ACCORDANCE WITH PA87-0705 (THE PLAT ACT) DO HEREBY GRANT PERMISSION TO THE VILLAGE OF DOWNERS GROVE TO RECORD SAID FINAL PLAT OF SUBDIVISION AT THE OFFICE OF THE DUPAGE COUNTY RECORDER OF DEEDS.

GIVEN UNDER MY HAND AND SEAL THIS X DAY OF JUNE, 2025.

____
WALTER J. LUTZ, P.L.S.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3576
MY LICENSE EXPIRES NOVEMBER 30, 2026
DESIGN FIRM LICENSE EXPIRES APRIL 30, 2027.

WALTER J. LUTZ
3576

PERMANENT INDEX NUMBER:
P.I.N.# 06-33-300-006

ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED WHOLLY UNDERGROUND, EXCEPT FOR TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE PRIOR TO RECORDING OF THIS PLAT OF SUBDIVISION.

PUBLIC UTILITY AND DRAINAGE EASEMENT

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

WHEREAS, SAID LOTS WILL BE CONVEYED TO PURCHASERS SUBJECT TO THIS DECLARATION TO THE END THAT THE RESTRICTIONS IMPOSED SHALL INURE TO THE BENEFIT OF EACH AND ALL OF THE PURCHASERS OF SUCH LOTS WHETHER THEY SHALL HAVE BECOME SUCH BEFORE OR AFTER THE DATE THEREOF, AND THEIR RESPECTIVE HEIRS AND ASSIGNS, AND

WHEREAS, THE AFORESAID PROPERTY DESCRIBED ON THE ATTACHED PLAT IS LOCATED ENTIRELY WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, AND

WHEREAS, ALL OF THE PROVISIONS, RESTRICTIONS, CONDITIONS, COVENANTS, AGREEMENTS, AND CHARGES HEREIN CONTAINED SHALL RUN WITH AND BIND ALL OF SAID LOTS AND LAND AND SHALL INURE TO THE BENEFIT OF, AND BE ENFORCEABLE BY THE VILLAGE OF DOWNERS GROVE, ILLINOIS, AND THE OWNERS OR OWNER OF ANY OF THE LOTS OF LAND COMPRISED WITHIN SAID PLAT, AND THEIR RESPECTIVE HEIRS, EXECUTORS, ADMINISTRATORS, SUCCESSORS, GRANTEES AND ASSIGNS.

NOW, THEREFORE, ALL PERSONS, FIRMS OR CORPORATIONS NOW OWNING THE AFORESAID PROPERTY DO COVENANT AND AGREE THAT THEY OR ANY PERSON, FIRM OR CORPORATION HEREAFTER ACQUIRING ANY PROPERTY OR LOTS SHOWN UPON THE ATTACHED PLAT OF SUBDIVISION ARE HEREBY SUBJECTED TO THE FOLLOWING RESTRICTIONS RUNNING WITH SAID PROPERTY TO WHOMSOEVER OWNED, TO WIT:

PUBLIC UTILITY AND DRAINAGE EASEMENT

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

COMMONWEALTH EDISON COMPANY AND AT&T TELEHOLDINGS INCORPORATED, ILLINOIS A.K.A. ILLINOIS BELL TELEPHONE COMPANY, NICOR - NATURAL GAS, & COMMUNICATION PROVIDERS.

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES ON THE PLAT AND MARKED "P.U. & D.E.", THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS",
AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES" FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES MARKED "P.U.& D.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS"SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

STORMWATER MANAGEMENT EASEMENT

OWNER HEREBY GRANTS TO THE VILLAGE OF DOWNERS GROVE A STORMWATER MANAGEMENT EASEMENT MARKED AS "STORMWATER MANAGEMENT EASEMENT" FOR THE USE AND BENEFIT OF THE VILLAGE OVER THE STORMWATER FACILITIES WITHIN THE PROPERTY AND A RIGHT OF ACCESS TO PRIVATELY-OWNED LAND FOR THE REASONABLE EXERCISE OF THE RIGHTS GRANTED TO THE VILLAGE.

OWNER SHALL BE RESPONSIBLE TO INSPECT AND MAINTAIN THE STORMWATER FACILITIES ON THE PROPERTY. NO BUILDINGS OR STRUCTURES OF ANY KIND SHALL BE PLACED ON SAID EASEMENT NOR SHALL ANY OTHER CHANGE BE MADE ON THE PROPERTY THAT MIGHT MATERIALLY AFFECT THE PROPER MANAGEMENT, OPERATION OR CONTINUED MAINTENANCE OF ANY STORMWATER FACILITY; IMPEDE STORMWATER DRAINAGE IN OR ON THE PROPERTY; OR NEGATIVELY IMPACT THE WATER QUALITY OF THE STORMWATER FACILITIES.

IN THE EVENT THE VILLAGE DETERMINES, IN ITS SOLE AND ABSOLUTE DISCRETION, THAT THE PROHIBITIONS OF THE PRECEDING PARAGRAPH HAVE BEEN VIOLATED OR THAT PROPER MAINTENANCE OF THE STORMWATER FACILITIES IS NOT BEING PERFORMED OR THAT PROPER OPERATION OF THE STORMWATER FACILITIES IS NOT OCCURRING, ON THE PROPERTY AT ANY TIME, THE VILLAGE, AFTER TEN (10) DAYS PRIOR WRITTEN NOTICE TO THE OWNER, MAY, BUT SHALL NOT BE OBLIGATED TO, ENTER UPON ANY OR ALL OF THE PROPERTY FOR THE PURPOSES OF (A) CORRECTING ANY VIOLATION AND (B) PERFORMING MAINTENANCE WORK ON AND TO THE STORMWATER FACILITIES.

IN THE EVENT THAT THE VILLAGE SHALL PERFORM, OR CAUSE TO BE PERFORMED, ANY WORK PURSUANT TO THE STORMWATER MANAGEMENT EASEMENT, THE VILLAGE SHALL HAVE THE RIGHT TO CHARGE THE OWNER AN AMOUNT SUFFICIENT TO DEFRAY THE ENTIRE COST OF SUCH WORK, INCLUDING ADMINISTRATIVE COSTS, EITHER BEFORE OR AFTER SUCH COST IS INCURRED. IF THE AMOUNT SO CHARGED IS NOT PAID BY THE OWNER WITHIN THIRTY (30) DAYS FOLLOWING A DEMAND IN WRITING BY THE VILLAGE FOR SUCH PAYMENT, SUCH CHARGE, TOGETHER WITH INTEREST AND COSTS OF COLLECTION, SHALL BECOME A LIEN UPON THE PROPERTY AND THE VILLAGE SHALL HAVE THE RIGHT TO COLLECT SUCH CHARGE, WITH INTEREST AND COSTS, AND TO ENFORCE SUCH LIEN AS IN FORECLOSURE PROCEEDINGS AS PERMITTED BY LAW.

THE STORMWATER MANAGEMENT EASEMENT SHALL RUN WITH THE PROPERTY AND SHALL BE BINDING UPON AND INURE TO THE BENEFIT OF THE OWNER OF THE PROPERTY, THE OWNER'S SUCCESSORS, ASSIGNS AND GRANTEES, AND ALL PARTIES CLAIMING BY, THROUGH AND UNDER THEM. ENFORCEMENT OF THIS STORMWATER MANAGEMENT EASEMENT MAY BE SOUGHT BY THE VILLAGE BY ANY PROCEEDING AT LAW OR IN EQUITY AGAINST ANY PERSON OR PERSONS VIOLATING OR ATTEMPTING TO VIOLATE ANY PROVISION, EITHER TO RESTRAIN VIOLATION, TO COMPEL AFFIRMATIVE ACTION, OR TO RECOVER DAMAGES, AND AGAINST THE PROPERTY TO ENFORCE ANY LIEN CREATED BY THIS STORMWATER MANAGEMENT EASEMENT.

DATED THIS ________ DAY OF______________, A.D. 2025.

____
OWNER(S)

ATTEST:______________________________
NOTARY PUBLIC

PREPARED FOR:

**M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563**

SEND TAX BILL TO:

**M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563**

PROJECT NO. 5697
SHEET 3 OF 3
DRAWING NO. 5697 PLAT OF SUB.DGN

TITLE:
**FINAL PLAT OF SUBDIVISION
TALON PRESERVE**
DOWNERS GROVE, ILLINOIS

DSGN.	
DWN.	WJL
CHKD.	DMS
SCALE:	
DATE:	4-16-25

5	7-14-25	PER VILLAGE COMMENTS	
4	6-30-25	PER VILLAGE COMMENTS	
3	5-19-25	EASEMENT ADDED	
2	5-9-25	ROAD NAME CHANGE, EASEMENT ADDED	
1	5-7-25	PER VILLAGE COMMENTS	
			CHKD.

CLIENT:
**M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563**

Thomson Surveying Ltd.
9575 W. Higgins Road, Suite 850
Rosemont, IL. 60018
TEL:(847)318-9790
FAX:(847)318-9792
wlutz@thomsonltd.com

Project Name:	Talon Preserve (25-PZC-0012)				
Address:	100 39th St., Downers Grove, IL 60515				
PIN(s):	06-33-300-006				
Zoning District:	Existing: R-4 “Single-Family Residence District” (unincporporated DuPage County) Proposed: R-3/PUD “Residential Detached House 3” (Downers Grove)				
Existing Use:	Obsolete Radio Transmitter Towers				
Proposed Use:	35 Detached Single-Family Homes				
Petition Type:	Annexation, PUD, Map Amendment, Final Plat				
Deviations:	Lot Width, Lot Area, Street Frontage, Setback, ROW/Pavement Width				
Requirement	Factor	Required	Proposed/Existing	Meets Req.?	Difference
Lot Frontage	Minimum	40'	27' (Lot 19 only)	No	13' (Lot 19 only)
Lot Area*	Minimum	10,500	10,325 (Lot 19 only)	No	175 sq. ft. (Lot 19 only)
Lot Width	Minimum	75'	61' (Lots 18 & 19 only)	No	14' ((Lots 18 & 19 only)
Street Yard	Minimum	30'	25' (Lot 24 only)	No	5' (Lot 24 only)
Rear Yard	Minimum	20'	25'	Yes	-
Side Yard	Minimum	7.5' (10% Lot Width) or 6ft, whichever is greater.	7.5'	Yes	-
Height	Maximum	35' (Overall); 25' (Eave)	<35'(Overall); <25' (Eave)	Yes	-
Landscaped Open Space	Minimum	N/A	N/A	N/A	N/A
FAR	Maximum	N/A	N/A	N/A	N/A
Building Coverage	Maximum	32%	<32%	Yes	N/A
Parking	Minimum	2 spaces/dwelling unit	4 (2 garage, 2 driveway)	Yes	-
Donations*	Minimum	Cash-in-lieu TBD	Cash-in-lieu TBD	Yes	-
ROW Width	Minimum	66'	46'	No	20' (Williams Street at Lot 24 Only)

Remarks:

* Based on unit type/count

DEVELOPER
M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LN, SUITE 620
NAPERVILLE, IL 60563
PHONE (630) 577-5209

LAND PLANNER
GARY R. WEBER ASSOCIATES, INC.
402 W LIBERTY DR
WHEATON, IL 60187
PHONE: (630) 668-7197

LANDSCAPE ARCHITECT
GARY R. WEBER ASSOCIATES, INC.
402 W LIBERTY DR
WHEATON, IL 60187
PHONE: (630) 668-7197

SITE IMPROVEMENT PLANS
for
TALON PRESERVE

VILLAGE OF DOWNERS GROVE
DUPAGE COUNTY, ILLINOIS

PROJECT NO:13635

CALL J.U.L.I.E. 1-800-892-0123
WITH THE FOLLOWING:
COUNTY DUPAGE COUNTY
CITY, TOWNSHIP VILLAGE OF DOWNERS GROVE, YORK TOWNSHIP
SEC. & ¼ SEC. NO. SE 1/4 SEC. 33, T39N, R11E
48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN. & HOLIDAYS

BENCHMARK
ELEVATION:
DESCRIPTION: SEE SHEET GN1 FOR BENCHMARK INFORMATION

NOTE:
SPACECO, INC. IS TO BE NOTIFIED AT LEAST THREE (3) DAYS PRIOR TO STARTING CONSTRUCTION AND SHALL BE INCLUDED IN THE PRECONSTRUCTION MEETINGS

THE SEWER CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE DOWNERS GROVE SANITARY DISTRICT PRIOR TO THE START OF CONSTRUCTION AND SHALL SCHEDULE INSPECTIONS WITH THE SANITARY DISTRICT 48 HOURS IN ADVANCE OF THE START OF CONSTRUCTION

REVISIONS

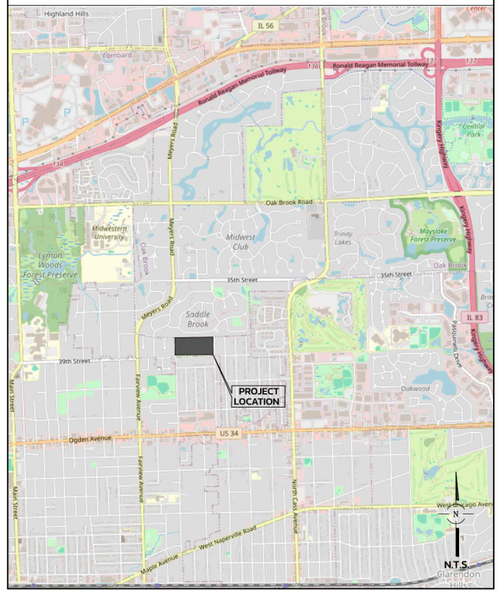
ORIGINAL PLAN DATE: MARCH 24, 2025

#	SHEET #	REMARKS	DATE
1	ALL	REVISIONS PER VILLAGE OF DOWNERS GROVE	06/06/25
2	3	REVISIONS PER SPACECO - MASS GRADING PAD DETAIL	06/10/25
3	8,12,22	REVISIONS PER VILLAGE OF OAK BROOK	06/19/25
4	2-3,8-14 22-23,27	REVISIONS PER VODG/SITE RAISE	07/01/25
5	1,12,24	REVISIONS PER DGSD	07/18/25
6	2-4,8-13,20 22-23,27	REVISIONS PER VILLAGE OF DOWNERS GROVE	07/25/25
7	2-3,8-14,22-23	REVISIONS PER VILLAGE OF DOWNERS GROVE	08/11/25

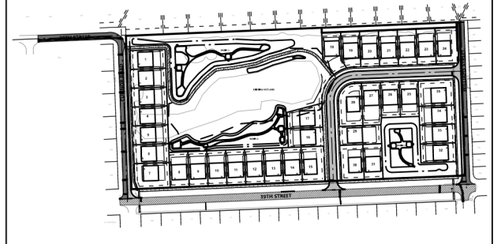
INDEX

SHEET #	SHEET I.D.	SHEET DESCRIPTION
1	C1	COVER SHEET
2-3	GN1-GN2	TYPICAL SECTIONS & GENERAL NOTES
4-5	ET1-ET2	EXISTING CONDITIONS
6-7	DEMO1-DEMO2	DEMOLITION PLANS
8-9	GM1-GM2	GEOMETRIC PLANS
10-11	GR1-GR2	GRADING PLANS
12-13	UT1-UT2	UTILITY PLANS
14	PP1	PLAN AND PROFILE - PIERCE DRIVE - STA. 10+00 TO STA. 19+72.58
15	PP2	PLAN AND PROFILE - WILLIAMS STREET - STA. 100+00 TO STA. 106+65.95
16	PP3	PLAN AND PROFILE - CUMNOR ROAD - STA. 200+00 TO STA. 206+95.52
17	PP4	PLAN AND PROFILE - 39TH STREET - STA. 299+00 TO STA. 306+00
18	PP5	PLAN AND PROFILE - 39TH STREET - STA. 306+00 TO STA. 313+50
19	PP6	PLAN AND PROFILE - 38TH STREET - STA. 400+00 TO STA. 404+50
20-23	SE1-SE4	SOIL EROSION & SEDIMENT CONTROL PLANS
24	SPEC	SPECIFICATIONS
25-28	D1-D4	DETAILS

LOCATION MAP



KEY MAP



ENGINEER _____ DATE _____
BRIAN C. RATAJCZAK, P.E.
ILLINOIS REGISTRATION NO.: 062-053203
EXPIRATION DATE: 11/30/2025

PROFESSIONAL DESIGN FIRM NO.: 184-001157
EXPIRATION DATE: 04/30/2027

THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT THE SIGNATURE, SEAL, AND EXPIRATION DATE OF SEAL OF THE ENGINEER

I LICENSED PROFESSIONAL ENGINEER
BRIAN C. RATAJCZAK
NO. 062-053203
ILLINOIS

TALON PRESERVE
DOWNERS GROVE, ILLINOIS

Rosemont Office
9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4060

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Civil Engineering & Surveying
spacecoinc.com
Rosemont, IL - Morris, IL - Indianapolis, IN

FILENAME: 13635-TITLE.DGN
DATE: 03/24/2025
JOB NO. 13635
SHEET C1
1 OF 28

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LEGEND

- STORM SEWER
- SANITARY SEWER
- COMBINED SEWER
- WATER MAIN
- GAS MAIN
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND CATV LINE
- OVERHEAD WIRE(S) ON UTILITY POLES
- FIBER OPTIC LINE
- RAILROAD
- FENCE
- GUARDRAIL
- WETLAND LIMITS
- AIR CONDITIONING UNIT
- BOLLARD
- HAND HOLE
- TRAFFIC SIGNAL BOX
- TRAFFIC SIGNAL
- ELECTRIC METER
- LIGHT POLE
- GUY WIRE ANCHOR
- LANDSCAPE LIGHT/FLOOD LIGHT
- UTILITY POLE
- ELECTRIC PEDESTAL
- ELECTRIC MANHOLE
- TELEPHONE PEDESTAL
- TELEPHONE MANHOLE
- CABLE PEDESTAL
- CABLE MANHOLE
- GAS METER
- GAS VALVE
- GAS MANHOLE
- COMBINATION MANHOLE
- SANITARY MANHOLE
- GREASE TRAP
- CLEANOUT
- DOWNSPOUT
- STORM MANHOLE
- CULVERT
- CATCH BASIN
- FLARED END SECTION
- INLET
- AUXILIARY VALVE
- BUFFALO BOX
- SIAMESE CONNECTION/AUTO SPRINKLER
- WATER VALVE
- FIRE HYDRANT
- WATER METER
- WELL
- VALVE AND VAULT
- MAILBOX
- SIGN
- FLAG POLE
- SATELLITE DISH
- UNIDENTIFIED PEDESTAL
- VENT PIPE
- UNIDENTIFIED MANHOLE
- STONE
- RIGHT OF WAY MONUMENT
- PK NAIL/MAG NAIL
- RAIL/REBAR SPIKE
- IRON ROD
- IRON PIPE
- CROSS
- CONCRETE MONUMENT
- DISC
- BORING
- TEST PIT
- TREE WITH SIZE
- EVERGREEN TREE WITH SIZE
- BUSH
- WINDOW WELL
- ASPHALT
- CONCRETE
- GRAVEL
- BRICK
- CONTOUR
- SPOT ELEVATION

NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

LAST DATE OF FIELD WORK: 01/13/2025

EXISTING TOPOGRAPHIC SURVEY PROVIDED BY THOMSON SURVEYING, LTD.

N

SCALE 1" = 40'

0 40 80

38TH STREET

39TH STREET

CUMNOR ROAD

MATCH LINE - SEE SHEET ET2

EX. 8" CPP STORM SEWER FROM CATCH BASIN ON WEST SIDE OF CUMNOR ROAD

PREVIOUS RADIO TOWER PER CHICAGO GUARANTEE SURVEY COMPANY PLAT OF SURVEY DATED APRIL 29, 2005

1 & 2-STORY BRICK BUILDING

201 39TH STREET

NO.	DATE	REMARKS
6	07/25/2025	REVISIONS PER VODG
1	08/06/2025	REVISIONS PER VODG

EXISTING CONDITIONS - 1

TALON PRESERVE

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DATE: 03/24/2025

JOB NO. 13635

SHEET ET1

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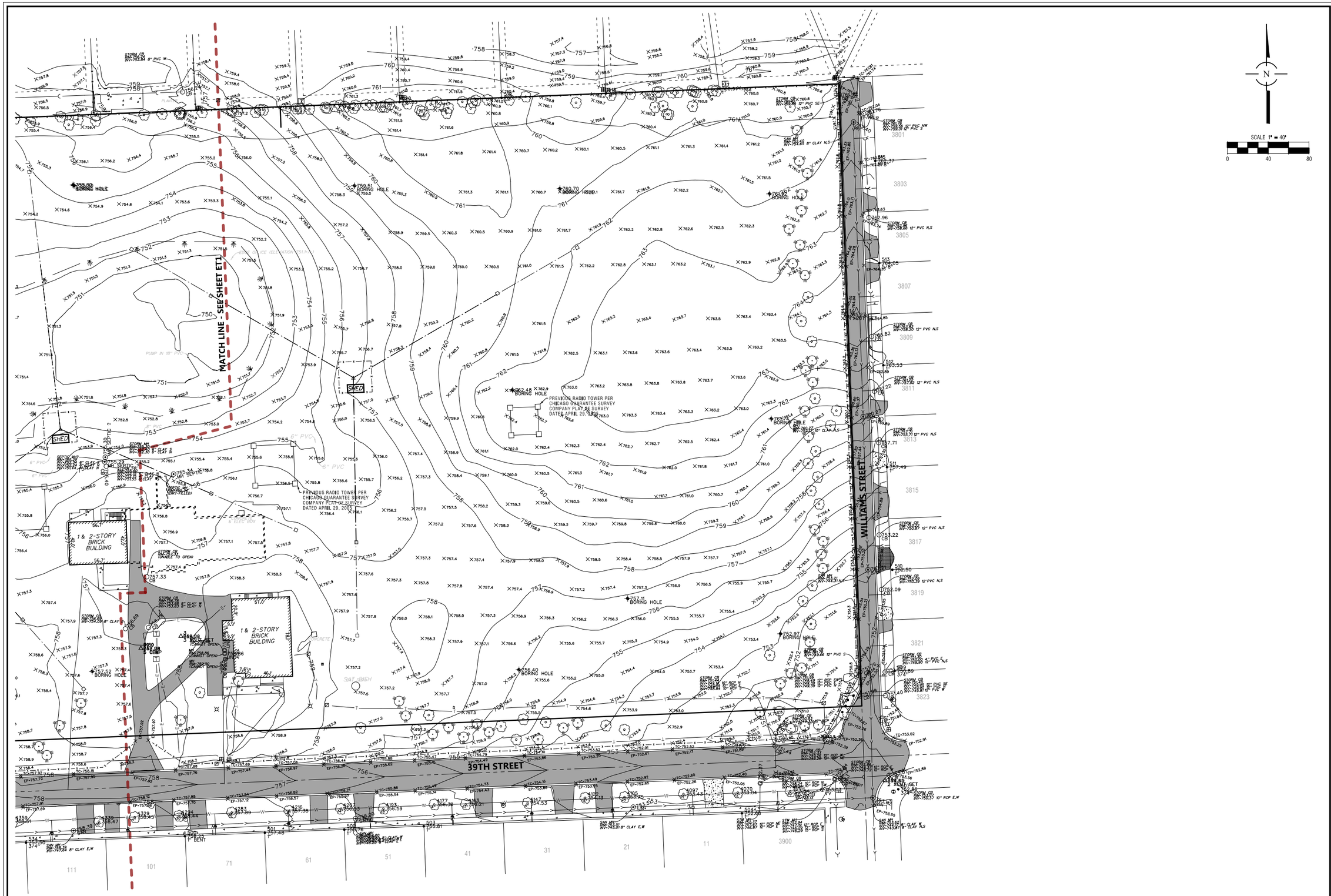

NO.	DATE	REMARKS
1	06/06/2025	REVISIONS PER VODG

EXISTING CONDITIONS - 2

TALON PRESERVE

DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

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FILENAME:
13635-ET02.DGN

DATE:
03/24/2025

JOB NO.
13635

SHEET
ET2
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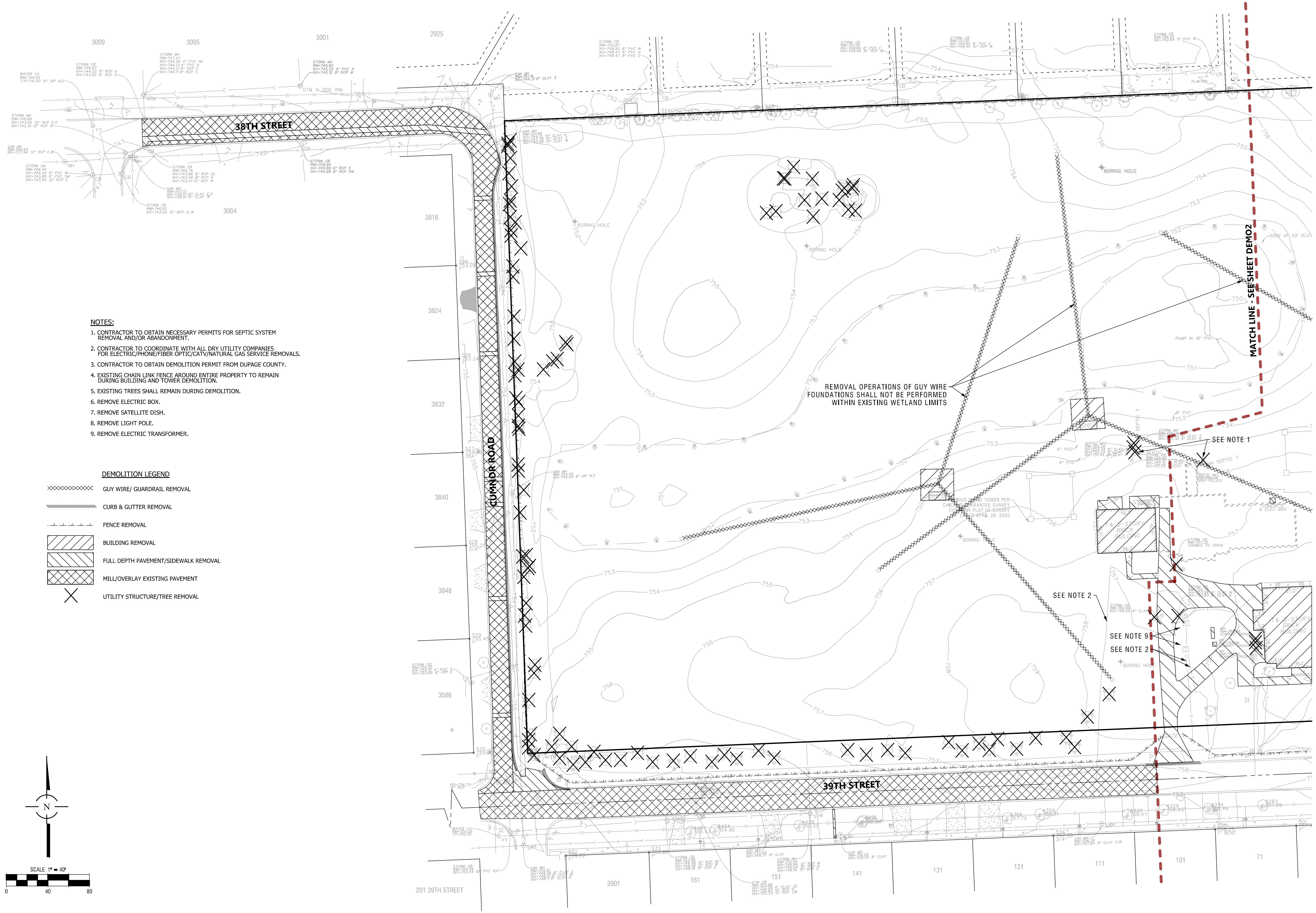

NOTES:

1. CONTRACTOR TO OBTAIN NECESSARY PERMITS FOR SEPTIC SYSTEM REMOVAL AND/OR ABANDONMENT.
2. CONTRACTOR TO COORDINATE WITH ALL DRY UTILITY COMPANIES FOR ELECTRIC/PHONE/FIBER OPTIC/CATV/NATURAL GAS SERVICE REMOVALS.
3. CONTRACTOR TO OBTAIN DEMOLITION PERMIT FROM DUPAGE COUNTY.
4. EXISTING CHAIN LINK FENCE AROUND ENTIRE PROPERTY TO REMAIN DURING BUILDING AND TOWER DEMOLITION.
5. EXISTING TREES SHALL REMAIN DURING DEMOLITION.
6. REMOVE ELECTRIC BOX.
7. REMOVE SATELLITE DISH.
8. REMOVE LIGHT POLE.
9. REMOVE ELECTRIC TRANSFORMER.

DEMOLITION LEGEND

- GUY WIRE/ GUARDRAIL REMOVAL
- CURB & GUTTER REMOVAL
- FENCE REMOVAL
- BUILDING REMOVAL
- FULL DEPTH PAVEMENT/SIDEWALK REMOVAL
- MILL/OVERLAY EXISTING PAVEMENT
- UTILITY STRUCTURE/TREE REMOVAL

NO.	DATE	REMARKS
1	06/06/2025	REVISIONS PER VODG

DEMOLITION PLAN - 1

TALON PRESERVE

DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

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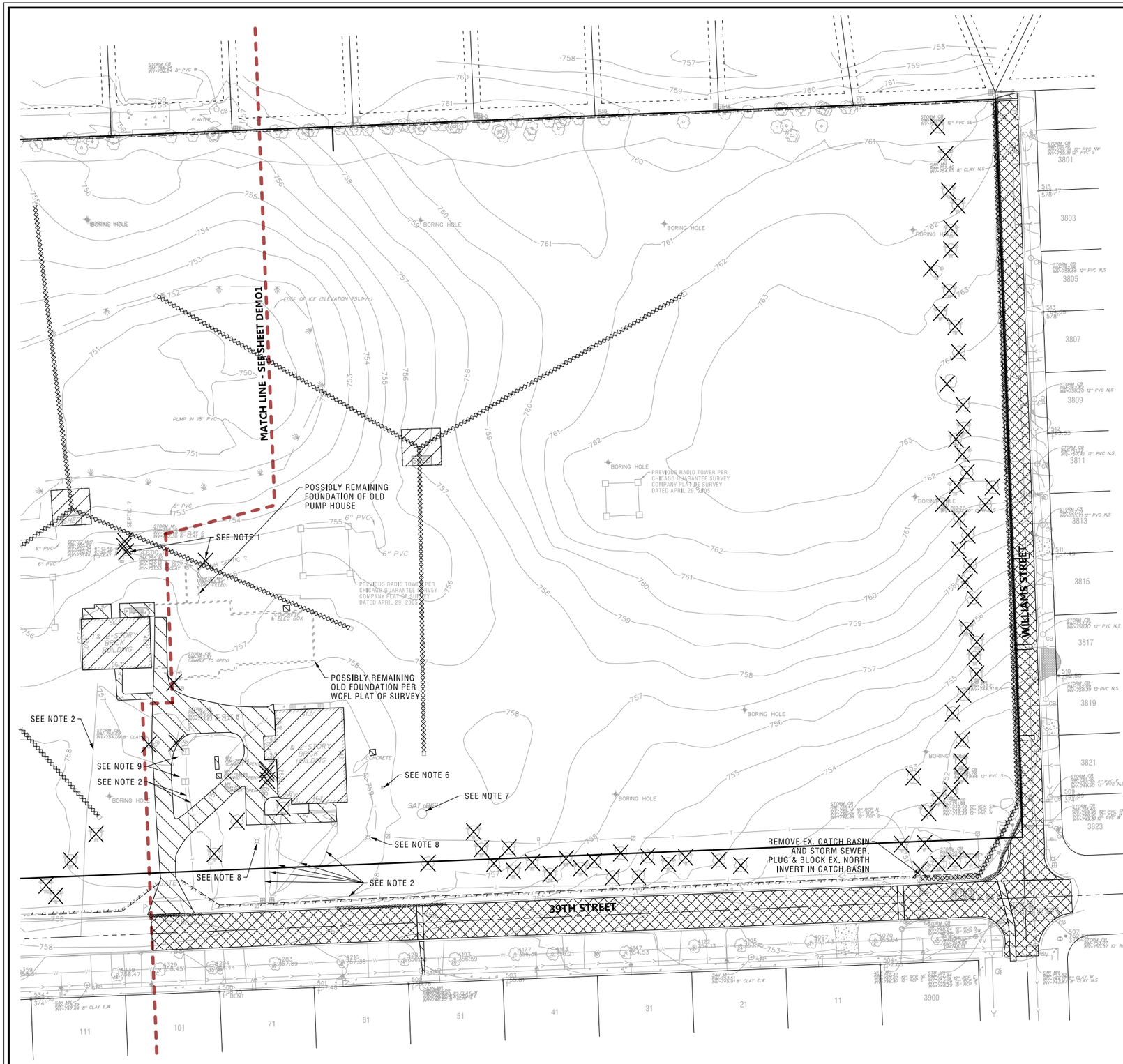
FILENAME: 13635-DEMO1.DGN

DATE: 03/24/2025

JOB NO. 13635

SHEET DEMO1 6 OF 28



NOTES:

1. SEE SHEET DEMO1 FOR NOTES AND LEGEND.

SCALE 1" = 40'

0 40 80

NO.	DATE	REMARKS

NO.	DATE	REVISIONS PER VDOG
1	06/06/2025	

DEMOLITION PLAN - 2

TALON PRESERVE

DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

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FILENAME: 13635-DEMO2.DGN

DATE: 03/24/2025

JOB NO. 13635

SHEET **DEMO2**

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NOTES:

1. ALL DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS STANDARD PITCH-IN UNLESS OTHERWISE NOTED.
3. ALL CURB AND GUTTER IS TO BE B-6.12 UNLESS OTHERWISE NOTED.
4. SEE SHEET GN FOR PAVEMENT SECTION DETAILS.
5. ALL PAVEMENT MARKINGS SHALL BE PAINT.
6. ALL FRONT YARD SETBACKS ARE 30' UNLESS OTHERWISE NOTED.
7. SIDEWALK SHALL BE 6" THICK AT DRIVEWAY APRONS. SEE SHEET D3 FOR SIDEWALK DETAIL.

LEGEND

- HMA PAVEMENT
- MILL & OVERLAY EXISTING PAVEMENT
- 39TH STREET RESURFACING PER AGREEMENT BETWEEN VILLAGE AND M/I HOMES
- CONCRETE SIDEWALK
- 10' CONCRETE MULTI-USE PATH
- 10' ASPHALT MUTLI-USE PATH
- REMOVE AND REPLACE EX. PAVEMENT FOR UTILITY INSTALLATION
- PAVEMENT SAWCUT
- DEPRESSED CURB & GUTTER
- CONCRETE SIDEWALK HC RAMP (5' WIDE UNLESS NOTED)
- REMOVE AND REPLACE MAILBOX

SIGN LEGEND;

① STOP — R1-1 30" x 30"

② STREET NAME SIGN — VILLAGE STANDARD STREET NAME SIGN

NOTES: 1. ①/② INDICATES SIGN ① MOUNTED ABOVE SIGN ② 2. ① AT ✖ INDICATES SIGN MOUNTED ON LIGHT POLE

N

SCALE 1" = 40'

0 40 80

38TH STREET

39TH STREET

CUMNOR ROAD

201 39TH STREET

BASIN 1

BASIN 2

EXISTING WETLAND

50' WETLAND BUFFER

MATCH LINE - SEE SHEET GM2

PROPOSED RETAINING WALL

10' P.U.E.

35' FRONT YARD SETBACK

REMOVE AND REPLACE EX. STOP SIGN

TRANSITION FROM PROPOSED B-6.12 CURB & GUTTER TO MATCH EX. M-3.12 CURB & GUTTER

EX. DRIVEWAY REPLACEMENT SHALL CONSIST OF 3" HMA SURFACE COURSE AND 6" CA-6 AGGREGATE BASE

PREVIOUS PLAT OF SURVEY CHICAGO TITLE LAND SURVEY COMPANY PLAT OF SURVEY DATED JULY 29, 2005

1 & 2-STORY BRICK BUILDING

NO.	DATE	REMARKS

NO.	DATE	REMARKS
7	08/11/2025	REVISIONS PER VODG
6	07/25/2025	REVISIONS PER VODG
4	07/01/2025	REVISIONS PER VOGS/SITE PLAN
3	06/19/2025	REVISIONS PER VOOB
1	06/06/2025	REVISIONS PER VODG

GEOMETRIC PLAN - 1

TALON PRESERVE

DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

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FILENAME: 13635-GM01DGN

DATE: 03/24/2025

JOB NO. 13635

SHEET GM1

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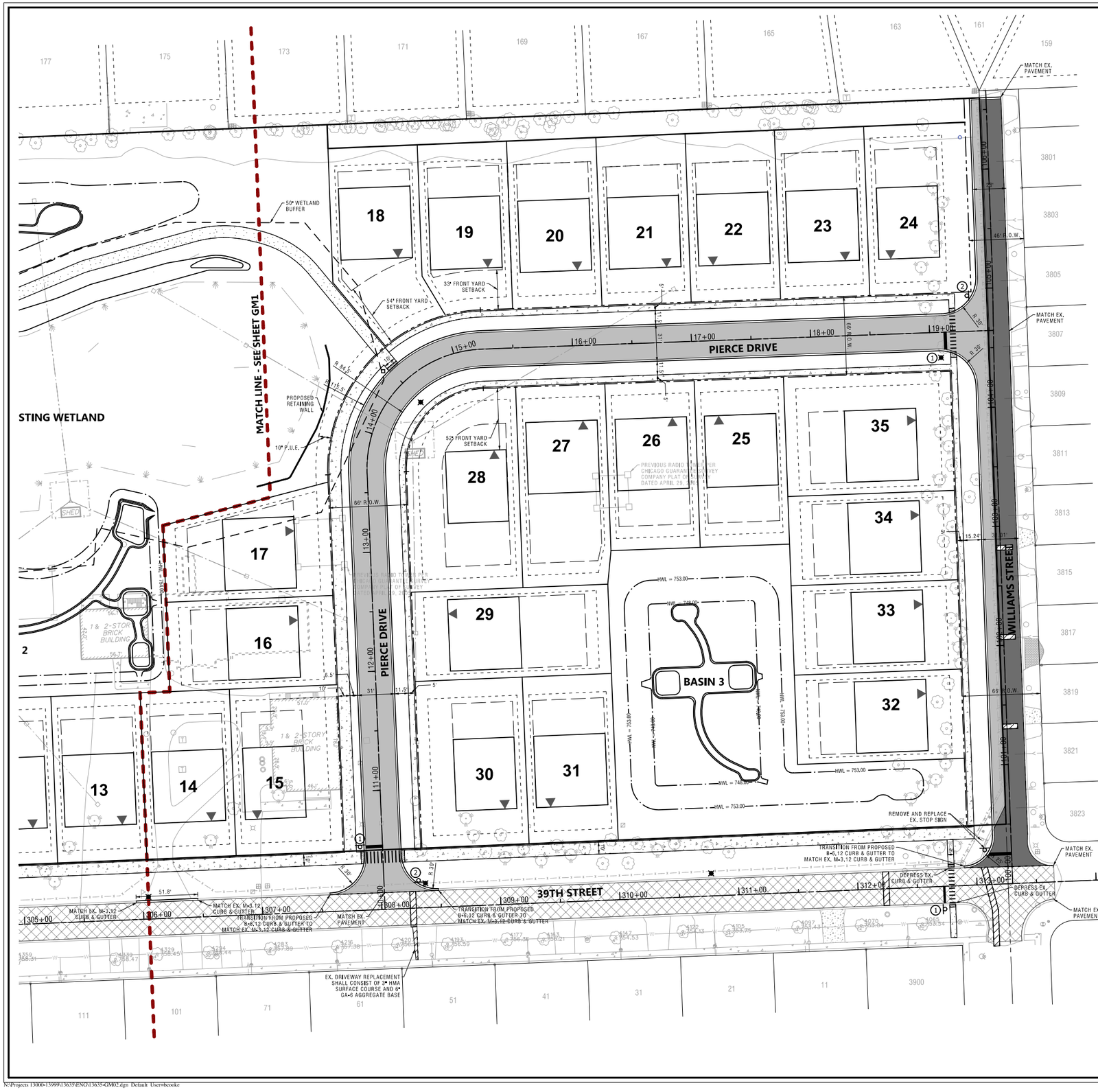

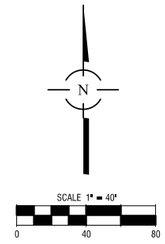

NOTES:

1. SEE SHEET GM1 FOR NOTES AND LEGEND.

NO.	DATE	REMARKS

NO.	DATE	REMARKS
7	08/11/2025	REVISIONS PER VODG
6	07/25/2025	REVISIONS PER VODG
4	07/01/2025	REVISIONS PER VODG/SITE BASE
1	06/06/2025	REVISIONS PER VODG

GEOMETRIC PLAN - 2

TALON PRESERVE

DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

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FILENAME: 13635-GM02.DGN

DATE: 03/24/2025

JOB NO. 13635

SHEET GM2

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CALCULATION TITLE: VOLUME CALCULATION
DESCRIPTION: VOLUME BASIN 1
SITE CONDITION: PROPOSED

DESCRIPTION	ELEV FT	AREA S.F.	AVG. AREA S.F.	D ELEV FT	VOLUME C.F.	VOLUME C.Y.	VOLUME ACRE-FT	ΣVOL. ACRE-FT
NWL	746.00	31,870						
	747.00	36,470	34,170	1.0	34,170	1,266	0.78	0.78
	748.00	41,470	38,970	1.0	38,970	1,443	0.89	1.68
	749.00	46,630	44,050	1.0	44,050	1,631	1.01	2.69
	750.00	53,880	50,255	1.0	50,255	1,861	1.15	3.84
HWL	750.30	55,800	54,840	0.3	16,452	609	0.38	**4.22**
	751.00	55,800	55,800	0.7	39,060	1,447	0.90	5.12
	751.30	55,800	55,800	0.3	16,740	620	0.38	5.50

TRIBUTARY AREA = 3.02 ACRES
AREA TO BE DETAINED = 2.69 ACRES
DETENTION VOLUME PROVIDED = 4.22 AC-FT

CALCULATION TITLE: VOLUME CALCULATION
DESCRIPTION: WETLAND
SITE CONDITION: PROPOSED

DESCRIPTION	ELEV FT	AREA S.F.	AVG. AREA S.F.	D ELEV FT	VOLUME C.F.	VOLUME C.Y.	VOLUME ACRE-FT	ΣVOL. ACRE-FT
	750.00	3,540						
	751.00	25,820	14,680	1.0	14,680	544	0.34	0.34
	752.00	89,922	57,871	1.0	57,871	2,143	1.33	1.67
	753.00	115,266	102,594	1.0	102,594	3,800	2.36	4.02

TRIBUTARY AREA = 5.37 ACRES
AREA TO BE DETAINED = 3.21 ACRES
DETENTION VOLUME PROVIDED = 2.35 AC-FT

CALCULATION TITLE: VOLUME CALCULATION
DESCRIPTION: VOLUME BASIN 2
SITE CONDITION: PROPOSED

DESCRIPTION	ELEV FT	AREA S.F.	AVG. AREA S.F.	D ELEV FT	VOLUME C.F.	VOLUME C.Y.	VOLUME ACRE-FT	ΣVOL. ACRE-FT
NWL	752.00	25,035						
	753.00	29,510	27,273	1.0	27,273	1,010	0.63	0.63
HWL	754.00	34,080	31,795	1.0	31,795	1,178	0.73	**1.36**
	754.10	34,080	34,080	0.1	3,408	126	0.08	1.43

TRIBUTARY AREA = 4.73 ACRES
AREA TO BE DETAINED = 4.73 ACRES
DETENTION VOLUME PROVIDED = 1.36 AC-FT

LEGEND

TF	TOP OF FOUNDATION
STD	STANDARD BASEMENT (BASEMENT TYPE IS STANDARD UNLESS STATED OTHERWISE)
LO	LOOKOUT BASEMENT
	LOOKOUT BASEMENT
	DROP SIDING
	PROPOSED 100-YEAR OVERLAND FLOW ROUTE
	LOCAL DRAINAGE
	LIMITS OF WETLAND
000.00 / 000.00 x	TOP OF CURB / EDGE OF PAVEMENT

NOTES:

1. ALL CURB AND GUTTER IS STANDARD PITCH UNLESS NOTED OTHERWISE.
2. ALL SPOT GRADES ALONG CURB LINE ARE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
3. GARAGES FOR THE FOLLOWING LOTS SHALL BE NOTED TO HAVE A DROP STEP OF 0.5': 8,9,13,14,19,29,32,33,34,35
4. HATCHING BELOW INDICATES NATIVE PLANTING AREAS. AREAS ARE SHOWN FOR REFERENCE ONLY. SEE LANDSCAPE PLANS FOR SPECIFIC SEEDING AND PLANTING ZONES/AREAS.

SCALE 1" = 40'
0 40 80

38TH STREET
39TH STREET
CUMNOR ROAD
201 39TH STREET

BASIN 1
DESIGN HWL=750.3
MODELED HWL=749.35
NWL=746.00

BASIN 2
DESIGN HWL=754
MODELED HWL=754.04
NWL=752.00

WETLAND
DESIGN HWL=753
MODELED HWL=752.64
NWL=752.00
BOT=750.00±

MATCH LINE - SEE SHEET GR2

NO.	DATE	REMARKS
1	06/06/2025	REVISIONS PER VDOG
4	07/01/2025	REVISIONS PER VDOG/SITE BASE
6	07/25/2025	REVISIONS PER VDOG
7	08/11/2025	REVISIONS PER VDOG

GRADING PLAN - 1

TALON PRESERVE
DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

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FILENAME: 13635-GR01.DGN
DATE: 03/24/2025
JOB NO. 13635
SHEET GR1
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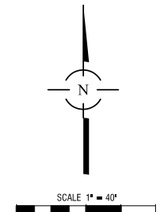

NOTES:

1. SEE SHEET GR1 FOR NOTES AND LEGEND.

CALCULATION TITLE: VOLUME CALCULATION
DESCRIPTION: VOLUME BASIN 3
SITE CONDITION: PROPOSED

DESCRIPTION	ELEV FT	AREA S.F.	AVG. AREA S.F.	D ELEV FT	VOLUME C.F.	VOLUME C.Y.	VOLUME ACRE-FT	ΣVOL. ACRE-FT
NWL	748.00	13,710						
	749.00	15,660	14,685	1.0	14,685	544	0.34	0.34
	750.00	17,680	16,670	1.0	16,670	617	0.38	0.72
	751.00	20,990	19,335	1.0	19,335	716	0.44	1.16
	752.00	24,190	22,590	1.0	22,590	837	0.52	1.68
HWL	753.00	27,480	25,835	1.0	25,835	957	0.59	**2.28**

TRIBUTARY AREA = 4.34 ACRES
AREA TO BE DETAINED = 4.34 ACRES
DETENTION VOLUME PROVIDED = 2.28 AC-FT

NO.	DATE	REMARKS

NO.	DATE	REMARKS
7	08/11/2025	REVISIONS PER VDOG
6	07/25/2025	REVISIONS PER VDOG
4	07/01/2025	REVISIONS PER VDOG/SITE BASE
1	06/06/2025	REVISIONS PER VDOG

GRADING PLAN - 2

TALON PRESERVE
DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

Spaceco
Civil Engineering & Surveying
Rosemont, IL - Morris, IL - Indianapolis, IN
spacecoinc.com

FILENAME: 13635-GR02.DGN
DATE: 03/24/2025
JOB NO. 13635
SHEET GR2
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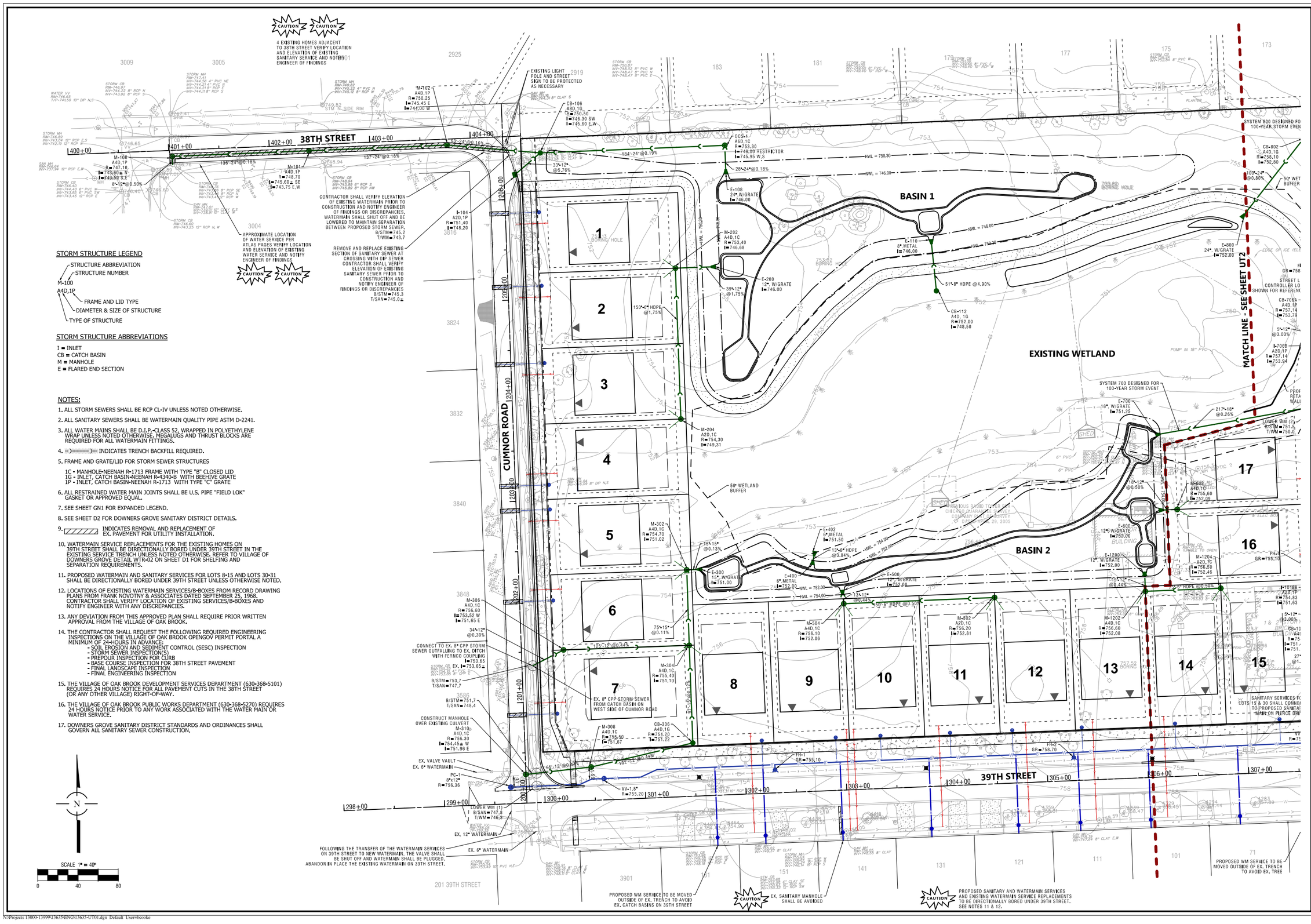


STORM STRUCTURE LEGEND

M-100
A4D,1P

- STRUCTURE ABBREVIATION
- STRUCTURE NUMBER
- FRAME AND LID TYPE
- DIAMETER & SIZE OF STRUCTURE
- TYPE OF STRUCTURE

STORM STRUCTURE ABBREVIATIONS

I = INLET
CB = CATCH BASIN
M = MANHOLE
E = FLARED END SECTION

NOTES:

1. ALL STORM SEWERS SHALL BE RCP CL-IV UNLESS NOTED OTHERWISE.
2. ALL SANITARY SEWERS SHALL BE WATERMAIN QUALITY PIPE ASTM D-2241.
3. ALL WATER MAINS SHALL BE D.I.P.-CLASS 52, WRAPPED IN POLYETHYLENE WRAP UNLESS NOTED OTHERWISE. MEGALUGS AND THRUST BLOCKS ARE REQUIRED FOR ALL WATERMAIN FITTINGS.
4. INDICATES TRENCH BACKFILL REQUIRED.
5. FRAME AND GRATE/LID FOR STORM SEWER STRUCTURES
   1C - MANHOLE-NEENAH R-1713 FRAME WITH TYPE "B" CLOSED LID
   1G - INLET, CATCH BASIN-NEENAH R-4340-B WITH BEEHIVE GRATE
   1P - INLET, CATCH BASIN-NEENAH R-1713 WITH TYPE "C" GRATE
6. ALL RESTRAINED WATER MAIN JOINTS SHALL BE U.S. PIPE "FIELD LOK" GASKET OR APPROVED EQUAL.
7. SEE SHEET GN1 FOR EXPANDED LEGEND.
8. SEE SHEET D2 FOR DOWNERS GROVE SANITARY DISTRICT DETAILS.
9. INDICATES REMOVAL AND REPLACEMENT OF EX. PAVEMENT FOR UTILITY INSTALLATION.
10. WATERMAIN SERVICE REPLACEMENTS FOR THE EXISTING HOMES ON 39TH STREET SHALL BE DIRECTIONALLY BORED UNDER 39TH STREET IN THE EXISTING SERVICE TRENCH UNLESS NOTED OTHERWISE. REFER TO VILLAGE OF DOWNERS GROVE DETAIL WTR-02 ON SHEET D1 FOR SHELFING AND SEPARATION REQUIREMENTS.
11. PROPOSED WATERMAIN AND SANITARY SERVICES FOR LOTS 8-15 AND LOTS 30-31 SHALL BE DIRECTIONALLY BORED UNDER 39TH STREET UNLESS OTHERWISE NOTED.
12. LOCATIONS OF EXISTING WATERMAIN SERVICES/B-BOXES FROM RECORD DRAWING PLANS FROM FRANK NOVOTNY & ASSOCIATES DATED SEPTEMBER 25, 1968. CONTRACTOR SHALL VERIFY LOCATION OF EXISTING SERVICES/B-BOXES AND NOTIFY ENGINEER WITH ANY DISCREPANCIES.
13. ANY DEVIATION FROM THIS APPROVED PLAN SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE VILLAGE OF OAK BROOK.
14. THE CONTRACTOR SHALL REQUEST THE FOLLOWING REQUIRED ENGINEERING INSPECTIONS ON THE VILLAGE OF OAK BROOK OPENGOV PERMIT PORTAL A MINIMUM OF 24-HOURS IN ADVANCE:
    - SOIL EROSION AND SEDIMENT CONTROL (SESC) INSPECTION
    - STORM SEWER INSPECTION(S)
    - PREPOUR INSPECTION FOR CURB
    - BASE COURSE INSPECTION FOR 38TH STREET PAVEMENT
    - FINAL LANDSCAPE INSPECTION
    - FINAL ENGINEERING INSPECTION
15. THE VILLAGE OF OAK BROOK DEVELOPMENT SERVICES DEPARTMENT (630-368-5101) REQUIRES 24 HOURS NOTICE FOR ALL PAVEMENT CUTS IN THE 38TH STREET (OR ANY OTHER VILLAGE) RIGHT-OF-WAY.
16. THE VILLAGE OF OAK BROOK PUBLIC WORKS DEPARTMENT (630-368-5270) REQUIRES 24 HOURS NOTICE PRIOR TO ANY WORK ASSOCIATED WITH THE WATER MAIN OR WATER SERVICE.
17. DOWNERS GROVE SANITARY DISTRICT STANDARDS AND ORDINANCES SHALL GOVERN ALL SANITARY SEWER CONSTRUCTION.

NO.	DATE	REMARKS
7	08/11/2025	REVISIONS PER VODG
6	07/25/2025	REVISIONS PER VODG
5	07/18/2025	REVISIONS PER DGSD
4	07/01/2025	REVISIONS PER VODG/SITE PLAN
3	06/19/2025	REVISIONS PER VODB
1	06/06/2025	REVISIONS PER VODG

UTILITY PLAN - 1

TALON PRESERVE
DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

Spaceco
Civil Engineering & Surveying
Rosemont, IL - Morris, IL - Indianapolis, IN
spacecoinc.com

FILENAME: 13635-UT01.DGN
DATE: 03/24/2025
JOB NO. 13635
SHEET UT1
12 OF 28

N:\Projects 13000-13999\13635\ENG\13635-UT01.dgn Default User=bcooke

NOTES:

1. SEE SHEET UT1 FOR NOTES AND LEGEND.

NO.	DATE	REMARKS
1	06/06/2025	REVISIONS PER VODG
4	07/01/2025	REVISIONS PER VODG/SITE BASE
6	07/25/2025	REVISIONS PER VODG
7	08/11/2025	REVISIONS PER VODG

UTILITY PLAN - 2

TALON PRESERVE

DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

Spaceco
Civil Engineering & Surveying
Rosemont, IL - Morris, IL - Indianapolis, IN
spacecoinc.com

FILENAME: 13635-UT02.DGN

DATE: 03/24/2025

JOB NO. 13635

SHEET UT2
13 OF 28

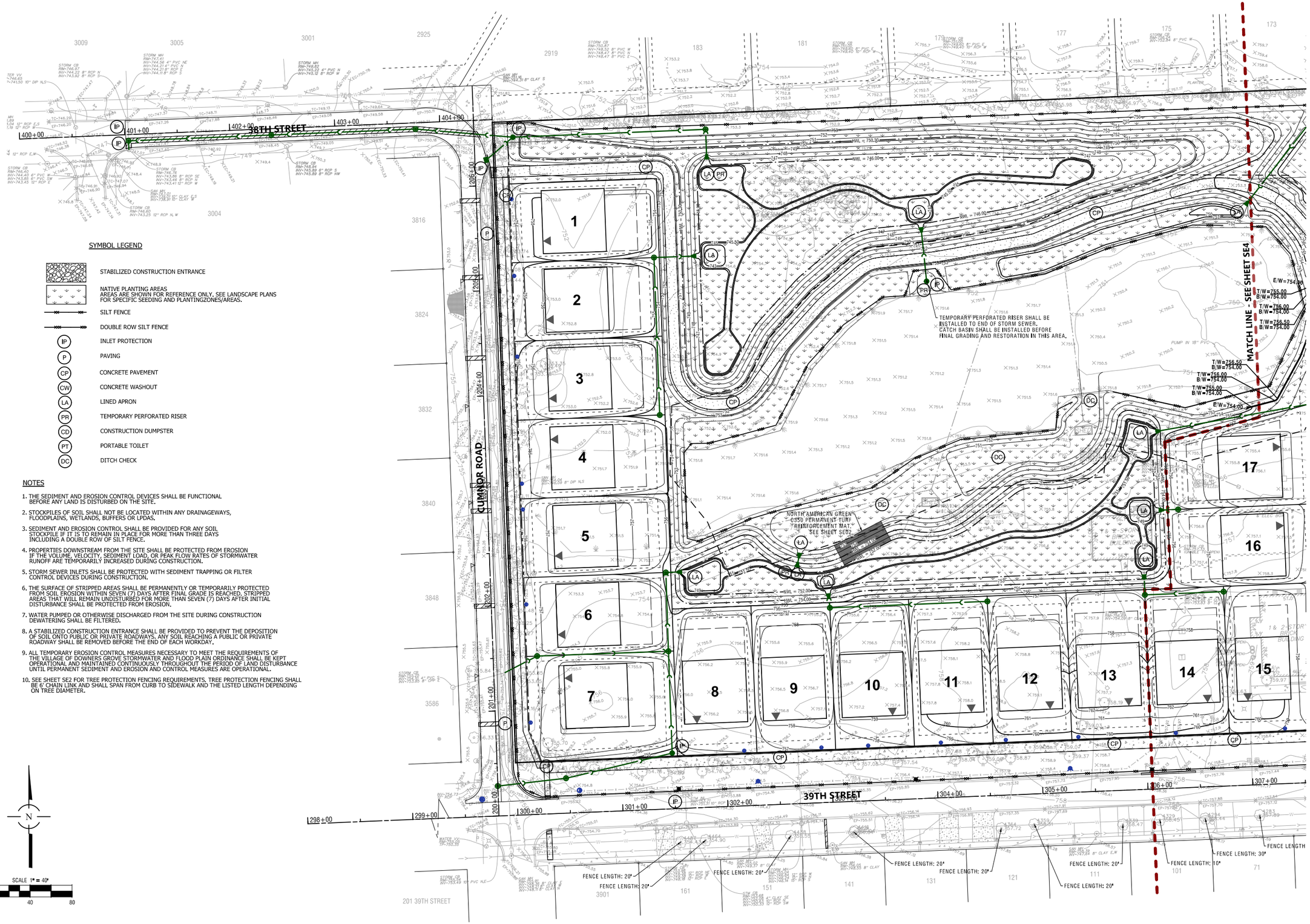
N:\Projects 13000-13999\13635\ENG\13635-UT02.dgn Default User=bcooke

SYMBOL LEGEND

- STABILIZED CONSTRUCTION ENTRANCE
- NATIVE PLANTING AREAS — AREAS ARE SHOWN FOR REFERENCE ONLY. SEE LANDSCAPE PLANS FOR SPECIFIC SEEDING AND PLANTINGZONES/AREAS.
- SILT FENCE
- DOUBLE ROW SILT FENCE
- (IP) INLET PROTECTION
- (P) PAVING
- (CP) CONCRETE PAVEMENT
- (CW) CONCRETE WASHOUT
- (LA) LINED APRON
- (PR) TEMPORARY PERFORATED RISER
- (CD) CONSTRUCTION DUMPSTER
- (PT) PORTABLE TOILET
- (DC) DITCH CHECK

NOTES

1. THE SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE ANY LAND IS DISTURBED ON THE SITE.
2. STOCKPILES OF SOIL SHALL NOT BE LOCATED WITHIN ANY DRAINAGEWAYS, FLOODPLAINS, WETLANDS, BUFFERS OR LPDAS.
3. SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR ANY SOIL STOCKPILE IF IT IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS INCLUDING A DOUBLE ROW OF SILT FENCE.
4. PROPERTIES DOWNSTREAM FROM THE SITE SHALL BE PROTECTED FROM EROSION IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION.
5. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.
6. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN SEVEN (7) DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.
7. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
8. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED TO PREVENT THE DEPOSITION OF SOIL ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY.
9. ALL TEMPORARY EROSION CONTROL MEASURES NECESSARY TO MEET THE REQUIREMENTS OF THE VILLAGE OF DOWNERS GROVE STORMWATER AND FLOOD PLAIN ORDINANCE SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION AND CONTROL MEASURES ARE OPERATIONAL.
10. SEE SHEET SE2 FOR TREE PROTECTION FENCING REQUIREMENTS. TREE PROTECTION FENCING SHALL BE 6' CHAIN LINK AND SHALL SPAN FROM CURB TO SIDEWALK AND THE LISTED LENGTH DEPENDING ON TREE DIAMETER.



SCALE 1" = 40'

0 40 80

NO.	DATE	REMARKS
7	08/11/2025	REVISIONS PER VODG
6	07/25/2025	REVISIONS PER VODG
4	07/01/2025	REVISIONS PER VODG/SITE PLAN
3	06/19/2025	REVISIONS PER VODG
1	06/06/2025	REVISIONS PER VODG

SOIL EROSION & SEDIMENT CONTROL PLAN - 3

TALON PRESERVE

DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

Spaceco
Civil Engineering & Surveying
Rosemont, IL - Morris, IL - Indianapolis, IN
spacecoinc.com

FILENAME: 13635-SE03.DGN

DATE: 03/24/2025

JOB NO. 13635

SHEET SE3

22 OF 28

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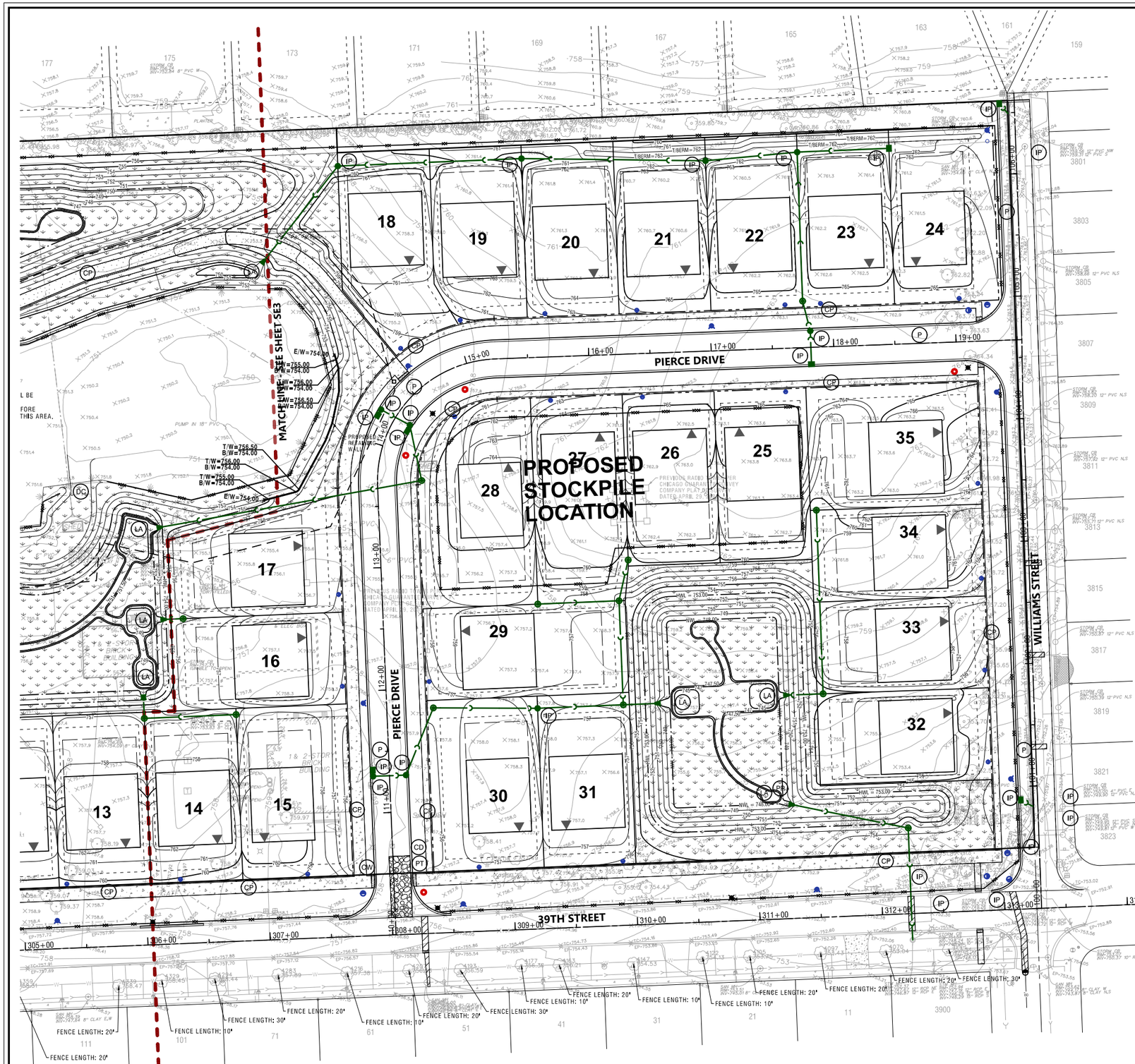

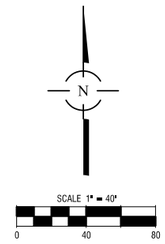

NOTES;

1. SEE SHEET SE3 FOR LEGEND.

NO.	DATE	REMARKS
7	08/11/2025	REVISIONS PER VDOG
6	07/25/2025	REVISIONS PER VDOG
4	07/01/2025	REVISIONS PER VDOG/SITE BASE
1	06/06/2025	REVISIONS PER VDOG

NO.	DATE	REMARKS

SOIL EROSION & SEDIMENT CONTROL PLAN – 4

TALON PRESERVE

DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS

Spaceco
Civil Engineering & Surveying
Rosemont, IL – Morris, IL – Indianapolis, IN
spacecoinc.com

FILENAME: 13635-SE04.DGN

DATE: 03/24/2025

JOB NO. 13635

SHEET SE4

23 OF 28

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Final Landscape Plan

TALON PRESERVE

Downers Grove, Illinois

August 11, 2025

CONSULTANTS:

LANDSCAPE ARCHITECT:

GARY R. WEBER ASSOCIATES, INC
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187

CIVIL ENGINEER:

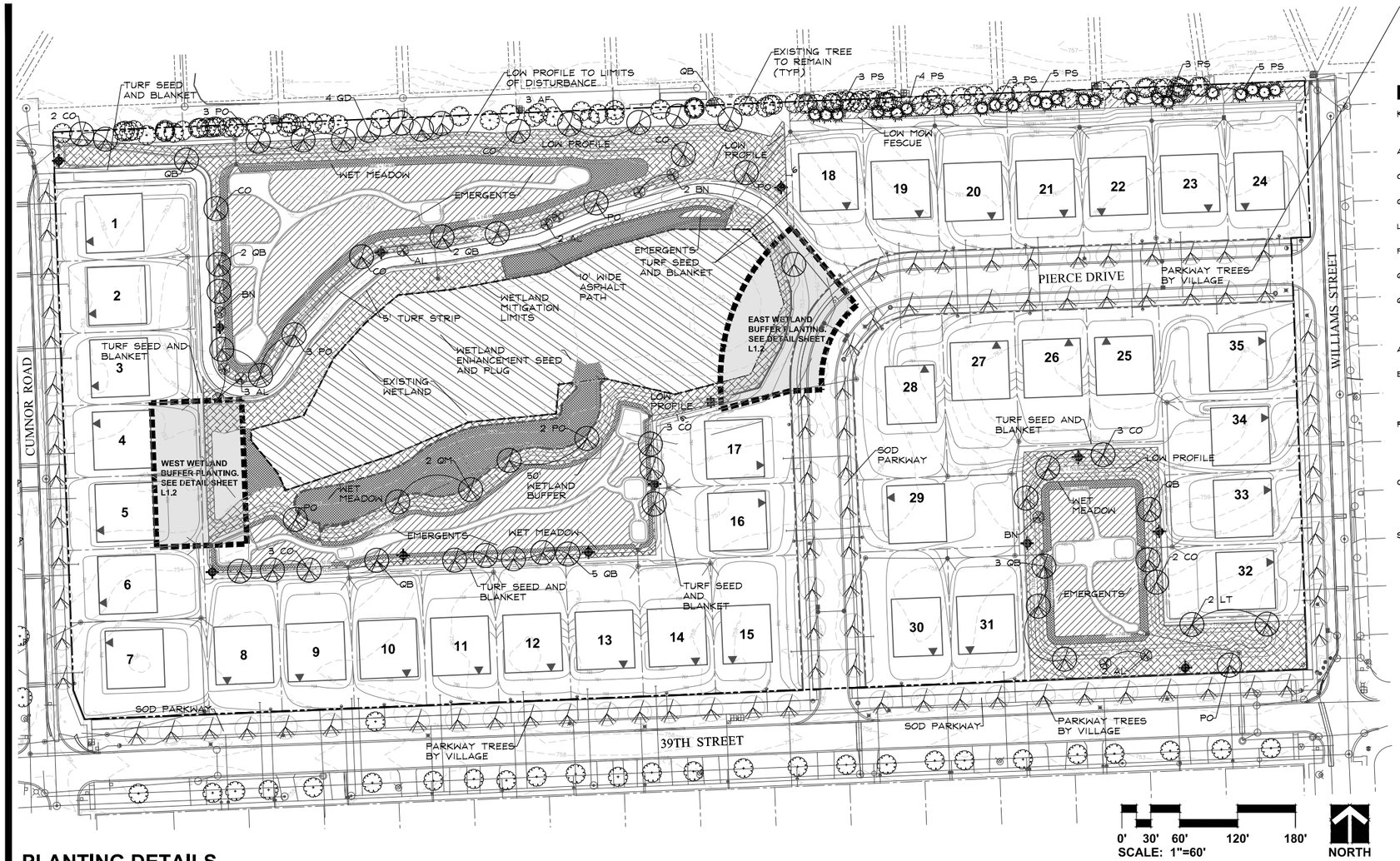
SPACECO INC.
9575 WEST HIGGINS ROAD, SUITE 700
ROSEMONT, ILLINOIS 60018

LOCATION MAP
SCALE: 1"=300'

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
L1.0	COVER SHEET
L1.1	LANDSCAPE PLAN
L1.2	LANDSCAPE DETAILS
L1.3	MODEL SIGNAGE PLAN
L1.4	MODEL LANDSCAPE PLAN
L1.5	TREE PRESERVATION PLAN
L1.6	TREE INVENTORY SHEET 1
L1.7	TREE INVENTORY SHEET 2
L1.8	LANDSCAPE SPECIFICATIONS

M/I HOMES



0' 30' 60' 120' 180'
SCALE: 1"=60'

NORTH

PARKWAY TREES: 3763.29 LF
Code: 20.401.8
1 PARKWAY TREE PER 40 LF.

PARKWAY TREES TO BE INSTALLED BY VILLAGE AFTER CONSTRUCTION IS COMPLETE.

PLANT LIST

Key	Qty	Botanical/Common Name	Size	Remarks
		SHADE TREES		
AF	3	Acer x freemanii 'Marmo' MARMO FREEMAN MAPLE	2 1/2" Cal.	
CO	17	Celtis occidentalis COMMON HACKBERRY	2 1/2" Cal.	NATIVE
GD	4	Gymnocladus dioicus 'Espresso-JFS' ESPRESSO KENTUCKY COFFEETREE	2 1/2" Cal.	
LT	3	Liriodendron tulipifera TULIPTREE	2 1/2" Cal.	NATIVE
PO	12	Platanus occidentalis SYCAMORE	2 1/2" Cal.	NATIVE
QB	16	Quercus bicolor SWAMP WHITE OAK	2 1/2" Cal.	NATIVE
QM	2	Quercus macrocarpa BUR OAK	2 1/2" Cal.	NATIVE
		ORNAMENTAL TREES		
AL	8	Amelanchier laevis ALLEGHENY SERVICEBERRY	6' Ht.	Clump Form NATIVE
BN	8	Betula nigra RIVER BIRCH	6' Ht.	Multi-Stem NATIVE
		EVERGREEN TREES		
PS	23	Pinus strobus WHITE PINE	10' Ht.	NATIVE
		DECIDUOUS SHRUBS		
CS	23	Cornus sericea RED-OSIER DOGWOOD	36" Tall	5' O.C. NATIVE
		ORNAMENTAL GRASSES		
SH	23	Sporobolus heterolepis PRAIRIE DROPSEED	#1	24" O.C. NATIVE
		MISC. MATERIALS		
	33	SHREDDED HARDWOOD MULCH	C.Y.	
	0.53	TURF SEED & EROSION CONTROL BLANKET	AC.	
	7,591	SOD	S.Y.	
	93	SPLIT RAIL CEDAR FENCE	LF	

95% TOTAL NATIVE PLANTING
5% TOTAL NON NATIVE PLANTING

LEGEND

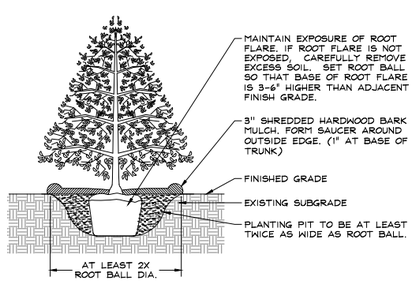
Key	Qty	Description
	1.21 AC	EMERGENT SEED AND PLUGS
	0.94 AC	WET MEADOW SEED
	2.19 AC	LOW PROFILE PRAIRIE SEED
	1.66 AC	WETLAND ENHANCEMENT SEED AND PLUG
	0.12 AC	LOW MOW FESCUE SEED
	1.97 AC	WETLAND MITIGATION LIMITS
	12	NATURALIZED STORMWATER MANAGEMENT AREA SIGN
	3	PROTECTED WETLAND AREA SIGN

73% TOTAL NATIVE GROUNDCOVER
27% TOTAL NON NATIVE GROUNDCOVER

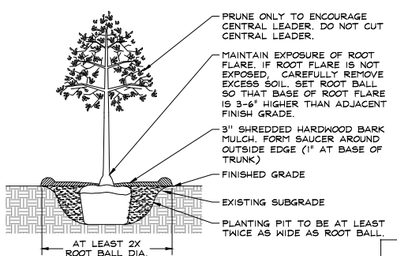
GENERAL LANDSCAPE NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect plant materials either at place of grouth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.

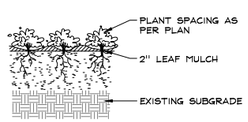
PLANTING DETAILS



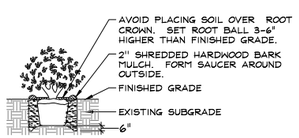
EVERGREEN TREES
NOT TO SCALE



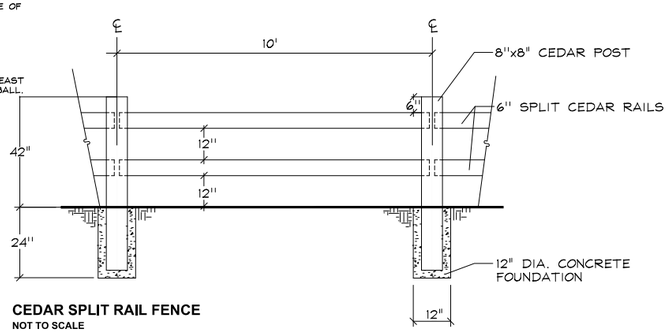
DECIDUOUS TREES
NOT TO SCALE



PERENNIALS AND GROUNDCOVERS
NOT TO SCALE



DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE



CEDAR SPLIT RAIL FENCE
NOT TO SCALE

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 WEST LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

CLIENT
M/I HOMES
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563

CIVIL ENGINEER
SPACECO INC.
9575 WEST HIGGINS ROAD, SUITE 700
ROSEMONT, IL 60018

TALON PRESERVE
DOWNERS GROVE, ILLINOIS

LANDSCAPE PLAN

4	08.11.2025
3	07.25.2025
2	07.01.2025
1	06.06.2025
REVISIONS	

DATE	03.21.2025
PROJECT NO.	MI24248
DRAWN	EAN
CHECKED	DHS
SHEET NO.	L1.1

Know what's below. Call before you dig.

NATIVE SEED MIXTURES

Temporary Cover Crop

Cover crops shall be installed in all planting areas containing dry mesic, mesic, and wet mesic soils to, stabilize soils, and combat weed pressure during the germination and establishement of the native seeding area.

Botanical Name	Common Name	lbs / AC
Cover Crop		
Avena sativa	Seed Oats	40.000

Emergent Plant Seed and Plug Mixture

Stormwater basin bottoms from NWL to 6" below NWL

Botanical Name	Common Name	lbs / AC	Plugs / AC.
Acorus americanus	Sweet Flag	0.500	494
Alisma subcordatum	Water Plantain	1.250	
Carex stricta	Tussock Sedge	0.060	
Eleocharis obtusa	Blunt Spike Rush	0.250	494
Iris virginica shrevei	Blue Flag	0.500	988
Juncus effusus	Common Rush	0.500	494
Leersia oryzoides	Rice Cut Grass	1.250	
Pontederia cordata	Pickerel Weed	0.250	988
Sagittaria latifolia	Common Arrowhead	1.250	494
Scirpus fluviatilis	River Bulrush	0.500	988
Scirpus cyperinus	Wool Grass	0.250	494
Schoenoplectus tabernaemontani	Softstem Bulrush	0.500	988
Sparganium eurycarpum	Bur Reed	1.000	988
	Total Emergent Wetland Mix	**8.060**	**7410**

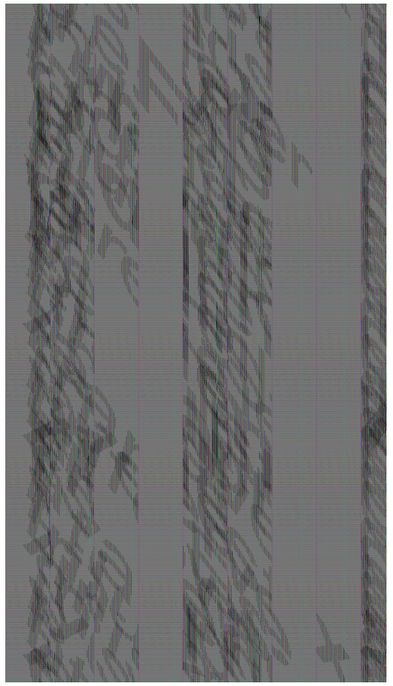
Wet Meadow Seed Mixture

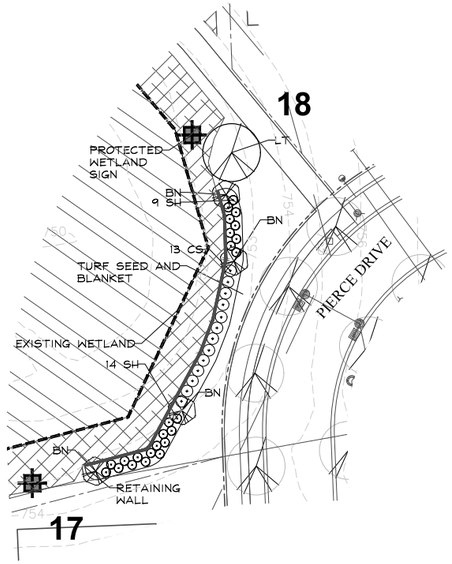
Lower slopes of basin

Botanical Name	Common Name	lbs / AC
Grasses / Sedges		
Carex bebbii	Bebbs Oval Sedge	0.250
Carex bicknellii	Bicknells Sedge	0.125
Carex brevior	Plains Oval Sedge	0.250
Carex cristatella	Crested Oval Sedge	0.060
Carex molesta	Field Oval Sedge	0.250
Carex normalis	Spreading Oval Sedge	0.015
Carex scoparia	Pointed Broom Sedge	0.190
Carex stipata	Common Fox Sedge	0.060
Carex vulpinoidea	Brown Fox Sedge	0.250
Elymus virginicus	Virginia Wild Rye	3.000
Glyceria striata	Fowl Manna Grass	0.130
Juncus dudleyi	Dudleys Rush	0.020
Juncus torreyi	Torreys Rush	0.031
Panicum virgatum	Switch Grass	3.000
Scirpus atrovirens	Dark Green Bulrush	0.060
Scirpus cyperinus	Wool Grass	0.030
	Total Grasses / Sedges	**7.721**
Wildflowers/Broadleaves		
Asclepias incarnata	Swamp Milkweed	0.125
Bidens cernua	Nodding Bur Marigold	0.190
Boltonia asteroids	False Aster	0.031
Eupatorium perfoliatum	Common Boneset	0.015
Euthamia grammifolia	Grassleaved Goldenrod	0.300
Helenium autumnale	Sneezeweed	0.063
Hibiscus laevis	Halberd-leaved Rose Mallow	0.380
Iris virginica shrevei	Blue Flag Iris	1.000
Lobelia siphilitica	Great Blue Lobelia	0.031
Mimulus ringens	Monkey Flower	0.031
Physostegia virginiana	Obedient Plant	0.031
Pycnanthemum virginianum	Common Mountain Mint	0.063
Solidago rigida	Stiff Godenrod	0.125
Symphyotrichium novae-angliae	New England Aster	0.250
Vernonia fasciculata	Common Ironweed	0.380
Verbena hastata	Blue Vervain	0.380
Zizia aurea	Golden Alexanders	0.500
	Total Forbs	**3.895**
	Total Wet Meadow Seed Mix	**11.616**

Wetland Enhancement Seed and Plug Mix

		LB/AC	Plugs AC
Acorus americanus	Sweet Flag	0.250	
Alisma subcordatum	Water Plantain	0.250	
Bulboschoenus fluviatilis {Scirpus f}	River Bulrush	0.125	
Carex comosa	Bottlebrush Sedge	0.375	494
Cephalanthus occidentalis	Button Bush	0.125	
Echinochloa crusgalli	Barnyard Grass	2.000	
Eleocharis acicularis	Needle Spikerush	0.031	
Eleocharis erythropoda {Ecalva}	Redrooted Spikerush	0.031	
Eleocharis palustris major	Marsh Spikerush	0.031	
Glyceria grandis	Reed Manna Grass	0.125	
Hibiscus laevis {Hmilitaris}	Halberdleaf Rose Mallow	0.063	494
Iris virginica shrevei	Blue Flag Iris	0.250	494
Juncus effusus	Soft Rush	0.125	
Juncus torreyi	Torreys Rush	0.188	
Leersia oryzoides	Rice Cut Grass	0.500	
Pontederia cordata	Pickerelweed	0.063	494
Sagittaria latifolia	Common Arrowhead	0.500	494
Schoenoplectus acutus {Scirpus a}	Hardstem Bulrush	0.063	
Schoenoplectus pungens {Scirpus p}	Chairmakers Rush	0.125	494
Schoenoplectus tabernaemontani {Scirpu	Great Bulrush	0.250	
Sparganium eurycarpum	Bur Reed	0.100	494
Spartina pectinata	Cord Grass	0.375	
Total		5.945	3458



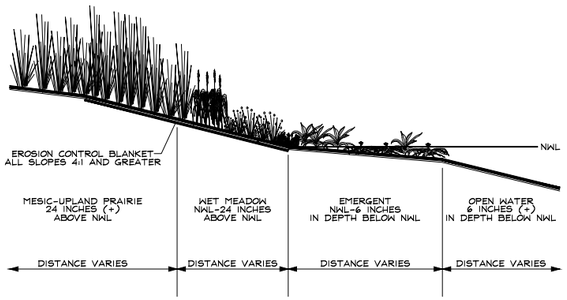


EAST WETLAND BUFFER PLANTING PLAN - EAST

0' 15' 30' 60' 90'

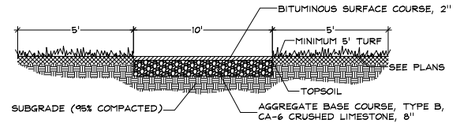
SCALE: 1"=30'

NORTH



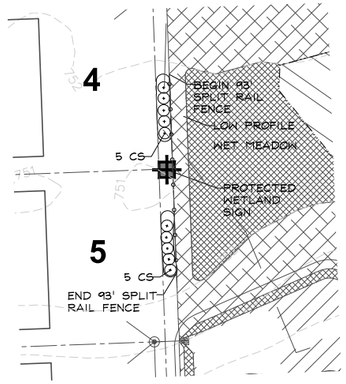
NOT TO SCALE

NATURALIZED STORMWATER BASIN SECTION



NOT TO SCALE

10' ASPHALT PATH



WEST WETLAND BUFFER PLANTING PLAN - WEST

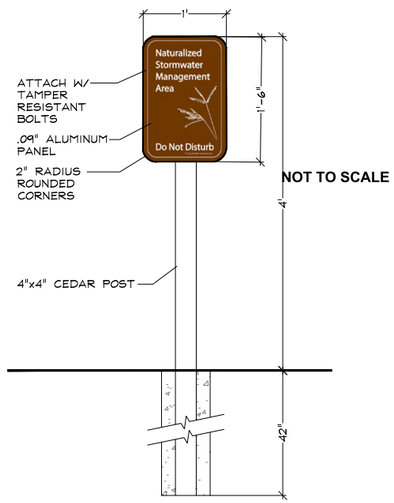
0' 15' 30' 60' 90'

SCALE: 1"=30'

NORTH

SIGN NOTES:

1. SIGN BACKGROUND COLOR: C=40, M=70, Y=100, K=28 SIGN FONT AND GRAPHIC COLOR: WHITE
2. FONT STYLE: MYRIAD PRO FONT SIZE: 116 PT.
3. SIGN ARTWORK SHALL BE PROVIDED BY GARY R. WEBER ASSOCIATES, INC.
4. CONTRACTOR TO SUBMIT SHOP DRAWING AND COLOR SAMPLE FOR THE STORMWATER MANAGEMENT AREA SIGN FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO FABRICATION AND INSTALLATION.

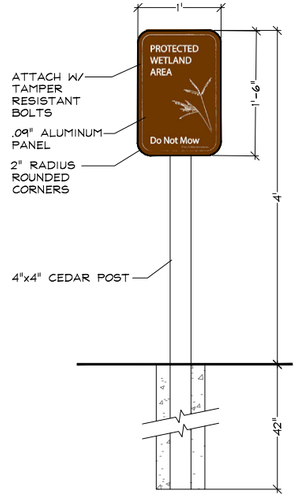


NOT TO SCALE

NATURALIZED AREA SIGN DETAIL

SIGN NOTES:

1. SIGN BACKGROUND COLOR: C=40, M=70, Y=100, K=28 SIGN FONT AND GRAPHIC COLOR: WHITE
2. FONT STYLE: MYRIAD PRO FONT SIZE: 116 PT.
3. SIGN ARTWORK SHALL BE PROVIDED BY GARY R. WEBER ASSOCIATES, INC.
4. CONTRACTOR TO SUBMIT SHOP DRAWING AND COLOR SAMPLE FOR THE STORMWATER MANAGEMENT AREA SIGN FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO FABRICATION AND INSTALLATION.



NOT TO SCALE

PROTECTED WETLAND AREA DETAIL

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ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 WEST LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

CLIENT
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2135 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563

CIVIL ENGINEER
SPACECO INC.
9575 WEST HIGGINS ROAD, SUITE 700
ROSEMONT, IL 60018

TALON PRESERVE

DOWNERS GROVE, ILLINOIS

LANDSCAPE DETAILS

4	08.11.2025
3	07.25.2025
2	07.01.2025
1	06.06.2025

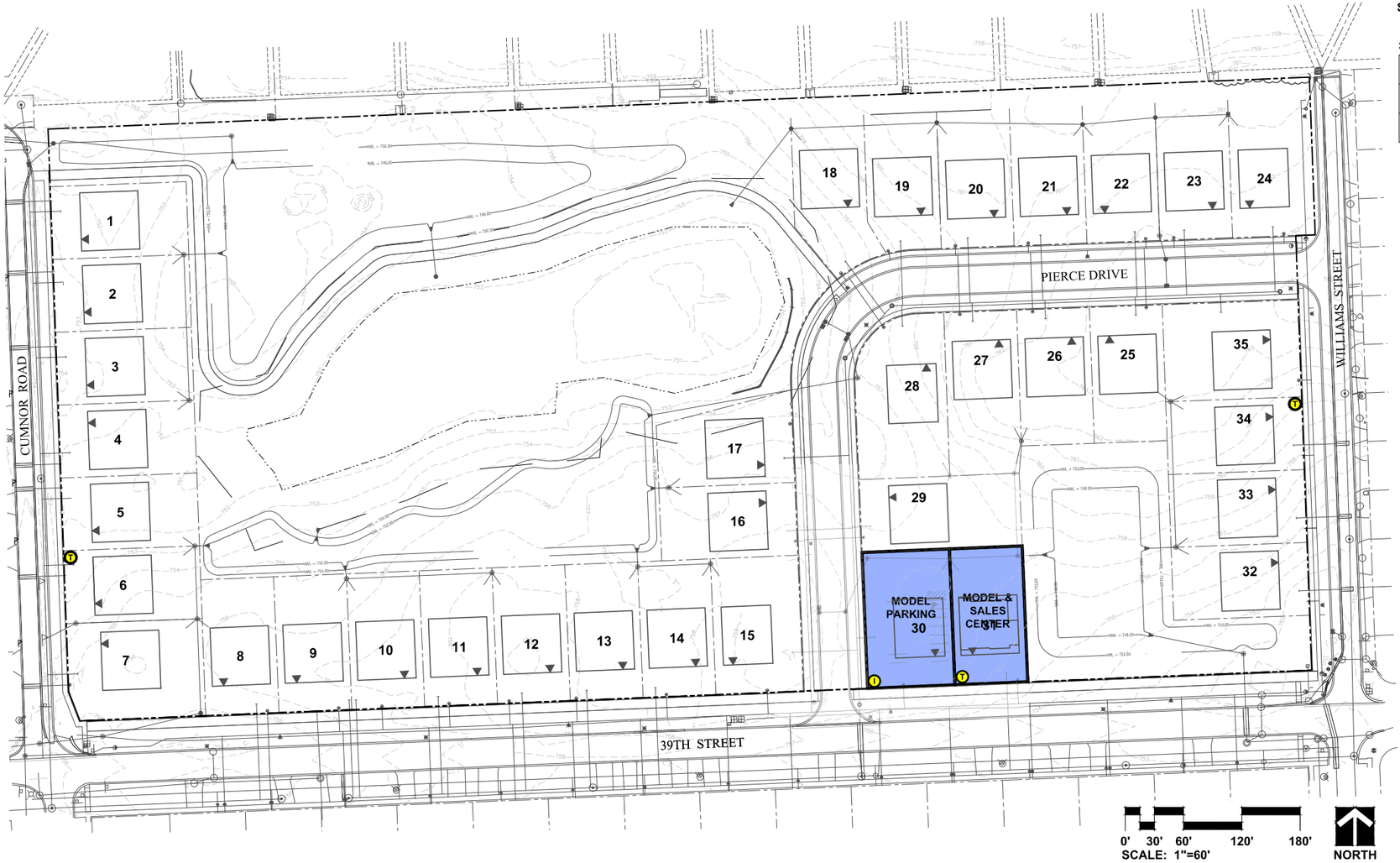
REVISIONS

DATE	03.21.2025
PROJECT NO.	MI24248
DRAWN	EAN
CHECKED	DHS
SHEET NO.	

L1.2

Know what's below. Call before you dig.

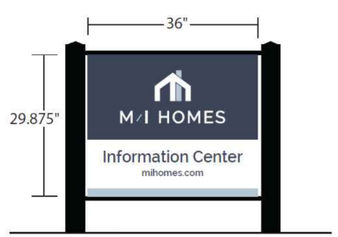
PLOT CONTD:



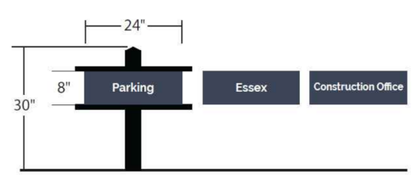
SIGNAGE TABLE

SYMBOL	SIGN	QUANTITY	DURATION
I	MODEL INFO CENTER SIGN	1	
T	PRODUCT PRICING SIGN	1	
M	MODEL PLACARD SIGN	1	

T PRODUCT PRICING SIGNS
NOT TO SCALE



I MODEL INFO CENTER SIGN
NOT TO SCALE



M MODEL PLACARD SIGN
NOT TO SCALE

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DOWNERS GROVE, ILLINOIS

MODEL SIGNAGE PLAN

4	08.11.2025
3	07.25.2025
2	07.01.2025
1	06.06.2025

REVISIONS

DATE	03.21.2025
PROJECT NO.	MI24248
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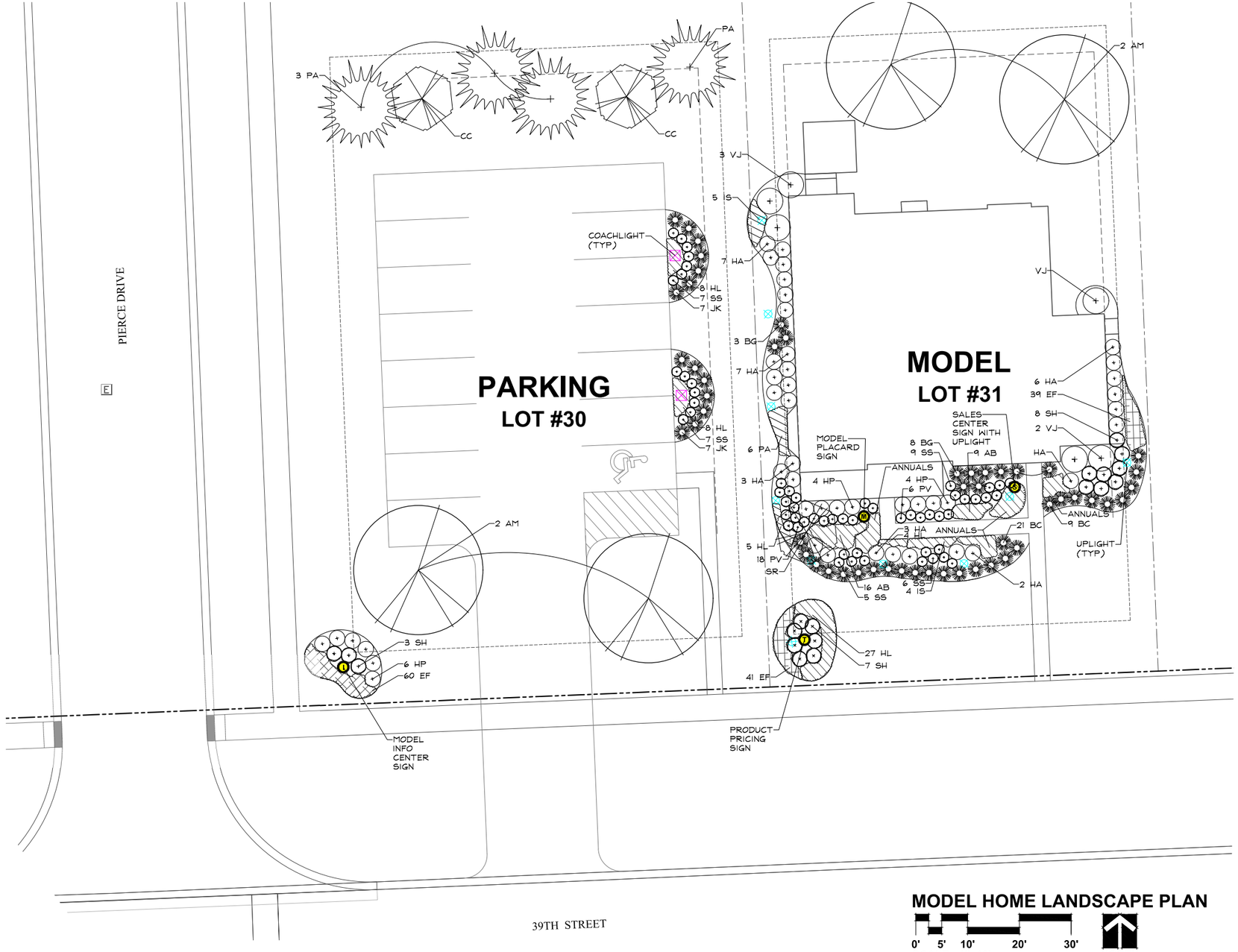
CHECKED	DHS

SHEET NO.

L1.3

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



MODEL HOME LANDSCAPE PLAN

0' 5' 10' 20' 30'

SCALE: 1"=10'

NORTH

LEGEND

- **MODEL INFO CENTER SIGN** — NOT TO SCALE
- **PRODUCT PRICING SIGN** — NOT TO SCALE
- **SALES CENTER SIGN** — NOT TO SCALE
- **MODEL PLACARD SIGN** — NOT TO SCALE
- **UPLIGHT**
- **COACHLIGHT**

PLANT LIST

Key	Qty	Botanical/Common Name	Size	Remarks
		SHADE TREES		
AM	4	Acer miyabei 'Morton' STATE STREET MAPLE	2 1/2" Cal.	
		ORNAMENTAL TREES		
CC	2	Cercis canadensis EASTERN REDBUD	6' Ht.	Multi-Stem
SR	1	Syringa reticulata 'Ivory Silk' IVORY SILK JAPANESE TREE LILAC	2" Cal.	Single Stem
		EVERGREEN TREES		
PA	4	Picea abies NORWAY SPRUCE	8' Ht.	
		DECIDUOUS SHRUBS		
HA	29	Hydrangea arborescens 'Abetwo' INCREDIBALL HYDRANGEA	24" Tall	3' O.C.
HP	14	Hydrangea paniculata 'SMHPLQF' LITTLE QUICK FIRE HYDRANGEA	24" Tall	3' O.C.
VJ	6	Viburnum x juddii JUDD VIBURNUM	36" Tall	4' O.C.
		EVERGREEN SHRUBS		
BG	11	Buxus 'Green Velvet' GREEN VELVET BOXWOOD	24" Wide	3' O.C.
BC	27	Buxus 'Glencoe' CHICAGOLAND GREEN BOXWOOD	24" Wide	3' O.C.
JK	14	Juniperus chinensis 'Kallays Compact' KALLAYS COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
		ORNAMENTAL GRASSES		
PV	24	Panicum virgatum 'Northwind' NORTHWIND SWITCHGRASS	#3	30" O.C.
SS	34	Schizachyrium scoparium 'Twilight Zone' TWILIGHT LITTLE BLUESTEM	#3	24" O.C.
SH	18	Sporobolus heterolepis PRAIRIE DROPSEED	#3	24" O.C.
		PERENNIALS		
AB	25	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#2	18" O.C.
HL	52	Hemerocallis 'Little Wine Cup' LITTLE WINE CUP DAYLILY	#2	18" O.C.
IS	9	Iris sibirica 'Cesars Brother' PATRIOT HOSTA	#2	24" O.C.
PA	6	Perovskia atriplicifolia RUSSIAN SAGE	#2	24" O.C.
		GROUNDCOVERS		
EF	140	Euonymus fortunei var. 'Coloratus' PURPLE WINTERCREEPER	#1	12" O.C.
		FALL/SPRING ANNUALS		
	110	RED MUMS	#1	12" O.C.
	450	RED TULIPS	BULB	6" O.C.
		SUMMER ANNUALS		
	220	YELLOW MARIGOLDS	4.5" POT	6" O.C.
		MISC. MATERIALS		
	14	SHREDDED HARDWOOD MULCH	C.Y.	
	3,150	SOD	S.Y.	
	0.06	TURF SEED & EROSION CONTROL BLANKET	AC.	

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TALON PRESERVE

DOWNERS GROVE, ILLINOIS

MODEL LANDSCAPE PLAN

4	08.11.2025
3	07.25.2025
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REVISIONS

DATE	03.21.2025
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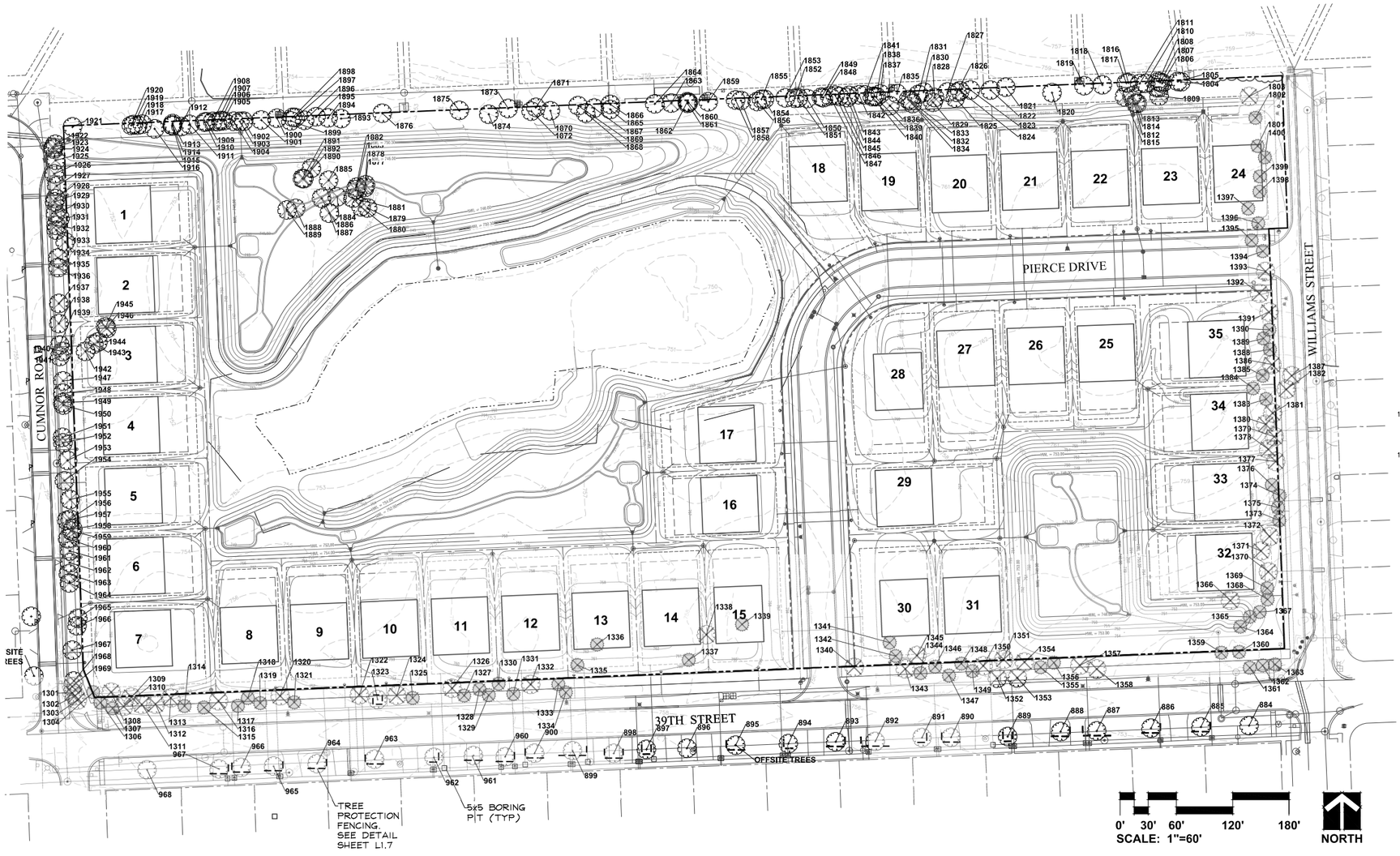
CHECKED	DHS
SHEET NO.	L1.4

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

SHEETS

PLOT COVERS



SEE SHEETS L1.6 AND L1.7 FOR TREE INVENTORY

TREE PRESERVATION NOTES

1. Property line shall be located and staked by a professional land surveyor prior to tree removal.
2. 48" high snow fence or wood barriers shall extend to the dripline of the tree or tree mass whenever possible, shall be installed before construction begins, and should not be removed until the completion of construction.
3. Contractor shall take extreme care to protect the root system of existing trees. Should root pruning be necessary it shall not exceed 25% of the tree's root system and shall be done in accordance with recognized horticulture practices under the supervision of a professional arborists, Landscape Architect or Horticulturist.
4. All accidental damage to existing trees that are to be preserved shall be promptly treated as required in accordance with recognized horticultural practices and the instructions of the professional Arborist, Landscape Architect or Horticulturist.
5. Broken or badly bruised branches shall be removed with a clean cut. If recommended by the professional Arborist, Landscape Architect or Horticulturist.
6. Care shall be exercised by the contractors to protect all overhead limbs and branches from damage by contact with material, machinery or equipment and by damage from engine exhaust.
7. Contractors shall protect trees and vegetation against spills or discharge of fuels,lubricating oils, hydraulic fluids, anti-freeze and coolants, calcium chloride, lime and all other similar hydrocarbons, organic chemicals, and other materials which can be harmful.
8. When underground utilities are proposed within 5' of a preserved tree trunk, they must be augered if possible.

LEGEND

1234 EXISTING TREE TO BE PRESERVED

1234 EXISTING TREE TO BE REMOVED

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TALON PRESERVE

DOWNERS GROVE, ILLINOIS

TREE PRESERVATION PLAN

4	08.11.2025
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REVISIONS	

DATE	03.21.2025
PROJECT NO.	MI24248
DRAWN	EAN
CHECKED	DHS
SHEET NO.	L1.5

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

BLUE COUNTY

RATING AND SURVEY CRITERIA

1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
2) All trees 6" DBH and above tagged. Dead trees were tagged for removal. Invasive shrubs were not tagged.
3) Health Rating:

Rating	Description	Criteria
1	Excellent	Less than 10% dead wood, typical growth for species, no observed defects
2	Good	Less than 20% dead wood, minor defects, sound structure, no decay
3	Fair	Less than 30% dead wood, minor crown die-back, miror trunk damage or cavities
4	Fair to Poor	Approximately 30-50% dead wood, lacking full crown, minor disease evidence, trunk damage
5	Poor	Over 50% dead wood, lacking full crown, disease or decay evident, structural damage/cavities
6	Dead	Less than 10% living wood, greater than 50% missing bark, adventitious growth only, decay

TAG NO.	SCIENTIFC NAME	COMMON NAME	DBH (inches)	CONDITION	STRUCTURE	HEALTH	PROPOSED ACTION	TRANSPLANT CANDIDATE
884	*Fraxinus spp.*	Ash	30	4 - Fair/Poor	Balanced Form	20% dead wood|Insect damage|Callus	OFF SITE - PRESERVE	
885	*Acer spp.*	Maple Cultivar	16	3 - Fair	Lean	10% dead wood|Trunk Damage|Callus	OFF SITE - PRESERVE	
886	*Acer saccharinum*	Silver Maple	16	2 - Good		Root Girdling	OFF SITE - PRESERVE	
887	*Fraxinus spp.*	Ash	28	5 - Poor		30% dead wood|Insect damage	OFF SITE - PRESERVE	
888	*Acer spp.*	Maple Cultivar	17	5 - Poor		Fungus-Stem|Hollow|Trunk Damage	OFF SITE - PRESERVE	
889	*Quercus rubra*	Red Oak	4	1 - Excellent			OFF SITE - PRESERVE	
890	*Acer spp.*	Maple Cultivar	18	5 - Poor		10% dead wood|Wood rot|Cavity|Trunk Damage	OFF SITE - PRESERVE	
891	*Acer spp.*	Maple Cultivar	2.5	3 - Fair	Root flare buried	20% dead wood|Dead Leader|Tip die-back	OFF SITE - PRESERVE	
892	*Quercus alba*	White Oak	29	4 - Fair/Poor		20% dead wood|Tip die-back|Callus|Suspected Oak Wilt	OFF SITE - PRESERVE	
893	*Acer spp.*	Maple Cultivar	19	3 - Fair		10% dead wood|Root Girdling	OFF SITE - PRESERVE	
894	*Acer spp.*	Maple Cultivar	2.5	2 - Good		Peeling Bark Possible insect acivty	OFF SITE - PRESERVE	
895	*Acer spp.*	Maple Cultivar	19	3 - Fair		10% dead wood|Tip die-back	OFF SITE - PRESERVE	
896	*Acer saccharinum*	Silver Maple	38	5 - Poor	V-shaped joint|Double Leader|Split Risk		OFF SITE - PRESERVE	
897	*Tilia americana*	American Basswood	3	2 - Good	waterbag installed		OFF SITE - PRESERVE	
898	*Acer saccharinum*	Silver Maple	23	3 - Fair	U-shaped joint|Lean		OFF SITE - PRESERVE	
899	*Quercus rubra*	Red Oak	27	2 - Good		10% dead wood|Tip die-back	OFF SITE - PRESERVE	
900	*Acer saccharinum*	Silver Maple	17	5 - Poor	Unbalanced	>50% dead wood|Dead Limbs|Dead Leader	OFF SITE - PRESERVE	
960	*Acer saccharinum*	Silver Maple	18	4 - Fair/Poor		20% dead wood|Dead Limbs|Tip die-back	OFF SITE - PRESERVE	
961	*Acer saccharinum*	Silver Maple	18	4 - Fair/Poor		30% dead wood|Tip die-back	OFF SITE - PRESERVE	
962	*Ulmus spp.*	Elm Cultivar	1.5	2 - Good			OFF SITE - PRESERVE	
963	*Acer spp.*	Maple Cultivar	15	4 - Fair/Poor		40% dead wood|Dead Limbs|Trunk Damage	OFF SITE - PRESERVE	
964	*Acer spp.*	Maple Cultivar	14	4 - Fair/Poor		30% dead wood|Cavity|Tip die-back	OFF SITE - PRESERVE	
965	*Aesculus hippocastanum*	Horse Chestnut	14	2 - Good	Lean	Callus	OFF SITE - PRESERVE	
966	*Acer spp.*	Maple Cultivar	16	2 - Good			OFF SITE - PRESERVE	
967	*Acer spp.*	Maple Cultivar	16	2 - Good			OFF SITE - PRESERVE	
968	*Gleditsia triacanthos*	Honey Locust	22	3 - Fair		Tip die-back	OFF SITE - PRESERVE	
1301	*Morus alba*	White Mulberry	10	5 - Poor		40% dead wood	REMOVE	
1302	*Morus alba*	White Mulberry	7	5 - Poor		40% dead wood	REMOVE	
1303	*Morus alba*	White Mulberry	6,7,5,6	5 - Poor	Multi Leader|Crown Lean	30% dead wood	REMOVE	
1304	*Pinus nigra*	Austrian Pine	8,40' Tall	5 - Poor		50% dead wood|Dead Limbs	REMOVE	
1306	*Pinus nigra*	Austrian Pine	10,50' Tall	4 - Fair/Poor	Split Leaders	30% dead wood	REMOVE	
1307	*Pinus nigra*	Austrian Pine	12,50' Tall	4 - Fair/Poor	Split Leaders	20% dead wood	REMOVE	
1308	*Acer saccharinum*	Silver Maple	8,12,6,8	3 - Fair	Multi Leader		REMOVE	
1309	*Pinus nigra*	Austrian Pine	9,40' Tall	3 - Fair	Split Leaders		REMOVE	
1310	*Pinus nigra*	Austrian Pine	13,10,50' Tall	3 - Fair	Split Leaders	20% dead wood	REMOVE	
1311	*Pinus nigra*	Austrian Pine	13,50' Tall	3 - Fair	Crown Lean		REMOVE	
1312	*Acer saccharinum*	Silver Maple	11,13,9,6	3 - Fair	Multi Leader		REMOVE	
1313	*Acer saccharinum*	Silver Maple	6,10,8,8	3 - Fair	Multi Leader		REMOVE	
1314	*Pinus nigra*	Austrian Pine	6,30' Tall	4 - Fair/Poor		40% dead wood	REMOVE	
1315	*Pinus strobus*	White Pine	6,40' Tall	4 - Fair/Poor	Crown Lean		REMOVE	
1316	*Quercus bicolor*	Swamp White Oak	12	2 - Good			PRESERVE	
1317	*Picea pungens*	Colorado Spruce	8,30' Tall	2 - Good			REMOVE	
1318	*Picea pungens*	Colorado Spruce	7,30' Tall	2 - Good			REMOVE	
1319	*Picea pungens*	Colorado Spruce	8,30' Tall	2 - Good			REMOVE	
1320	*Acer saccharinum*	Silver Maple	7,10,9,7,13	3 - Fair	Multi Leader		REMOVE	
1321	*Pinus strobus*	White Pine	10,40' Tall	5 - Poor	Strong lean		REMOVE	
1322	*Ulmus spp.*	Elm Cultivar	12	2 - Good			REMOVE	
1323	*Ulmus spp.*	Elm Cultivar	10	2 - Good			PRESERVE	YES
1324	*Ulmus spp.*	Elm Cultivar	13	2 - Good			REMOVE	
1325	*Pinus nigra*	Austrian Pine	16,50' Tall	2 - Good			REMOVE	
1326	*Fraxinus spp.*	Ash	10	4 - Fair/Poor			REMOVE	
1327	*Picea spp.*	Spruce	6,30' Tall	2 - Good			REMOVE	
1328	*Picea spp.*	Spruce	9,30' Tall	2 - Good			REMOVE	
1329	*Picea spp.*	Spruce	10,30' Tall	2 - Good			REMOVE	
1330	*Picea spp.*	Spruce	10,30' Tall	2 - Good			REMOVE	
1331	*Picea spp.*	Spruce	7,30' Tall	3 - Fair	Lean		REMOVE	
1332	*Malus spp.*	Crabapple	12	3 - Fair			REMOVE	
1333	*Pinus strobus*	White Pine	15,40' Tall	3 - Fair	Split Leaders		REMOVE	
1334	*Pinus strobus*	White Pine	14,50' Tall	3 - Fair	Lean		REMOVE	
1335	*Taxodium distichum*	Bald Cypress	9,40' Tall	4 - Fair/Poor		20% dead wood	REMOVE	
1336	*Taxodium distichum*	Bald Cypress	6,40' Tall	3 - Fair			REMOVE	
1337	*Pinus nigra*	Austrian Pine	6,30' Tall	3 - Fair			REMOVE	
1338	*Acer saccharinum*	Silver Maple	6	3 - Fair	Crown Lean		REMOVE	
1339	*Juniperus virginiana*	Eastern Red Cedar	20	6 - Dead		>50% dead wood	REMOVE	
1340	*Celtis occidentalis*	Hackberry	8	2 - Good			REMOVE	YES
1341	*Pinus nigra*	Austrian Pine	11,50' Tall	3 - Fair			REMOVE	
1342	*Pinus nigra*	Austrian Pine	11,50' Tall	3 - Fair			REMOVE	
1343	*Gymnocladus dioicus*	Kentucky Coffee Tree	8	2 - Good			REMOVE	YES
1344	*Picea pungens*	Colorado Spruce	10,30' Tall	2 - Good			REMOVE	
1345	*Malus spp.*	Crabapple	6	3 - Fair	Crown Lean		REMOVE	
1346	*Picea abies*	Norway Spruce	10,30' Tall	2 - Good			REMOVE	
1347	*Picea abies*	Norway Spruce	11,30' Tall	2 - Good			REMOVE	
1348	*Picea abies*	Norway Spruce	7,30' Tall	2 - Good			REMOVE	
1349	*Picea abies*	Norway Spruce	10,30' Tall	2 - Good			REMOVE	
1350	*Quercus muehlenbergii*	Chinkapin Oak	7	2 - Good			REMOVE	YES
1351	*Quercus muehlenbergii*	Chinkapin Oak	8	2 - Good			REMOVE	YES
1352	*Malus spp.*	Crabapple	6	5 - Poor	Strong lean		REMOVE	
1353	*Malus spp.*	Crabapple	6	5 - Poor	Lean	30% dead wood	REMOVE	
1354	*Quercus muehlenbergii*	Chinkapin Oak	10	2 - Good			REMOVE	YES
1355	*Pinus nigra*	Austrian Pine	12,50' Tall	4 - Fair/Poor		30% dead wood|Insect damage	REMOVE	
1356	*Pinus nigra*	Austrian Pine	10,50' Tall	4 - Fair/Poor		30% dead wood|Insect damage	REMOVE	
1357	*Ulmus pumila*	Siberian Elm	14	4 - Fair/Poor	Split Leaders|Crown Lean		REMOVE	
1358	*Ulmus pumila*	Siberian Elm	12	4 - Fair/Poor	Lean		REMOVE	
1359	*Taxodium distichum*	Bald Cypress	8,8,40' Tall	4 - Fair/Poor	Split Leaders	30% dead wood	REMOVE	
1360	*Taxodium distichum*	Bald Cypress	14,40' Tall	3 - Fair			REMOVE	
1361	*Taxodium distichum*	Bald Cypress	14,40' Tall	4 - Fair/Poor	Split Leaders		REMOVE	
1362	*Taxodium distichum*	Bald Cypress	16,40' Tall	3 - Fair			REMOVE	
1363	*Taxodium distichum*	Bald Cypress	14,40' Tall	3 - Fair		10% dead wood	REMOVE	
1364	*Taxodium distichum*	Bald Cypress	14,40' Tall	4 - Fair/Poor		30% dead wood	REMOVE	
1365	*Taxodium distichum*	Bald Cypress	12,40' Tall	3 - Fair			REMOVE	
1366	*Acer saccharinum*	Silver Maple	6,8,12,5,6,8	5 - Poor	Multi Leader		REMOVE	
1367	*Taxodium distichum*	Bald Cypress	15,40' Tall	3 - Fair			REMOVE	
1368	*Taxodium distichum*	Bald Cypress	12,40' Tall	3 - Fair			REMOVE	
1369	*Taxodium distichum*	Bald Cypress	12,40' Tall	3 - Fair			REMOVE	
1370	*Ulmus pumila*	Siberian Elm	10	4 - Fair/Poor	Split Leaders		REMOVE	
1371	*Fraxinus americana*	White Ash	14	3 - Fair	Unbalanced		REMOVE	
1372	*Fraxinus americana*	White Ash	14	3 - Fair			REMOVE	
1373	*Pinus strobus*	White Pine	20,50' Tall	2 - Good			REMOVE	
1374	*Pinus strobus*	White Pine	14,50' Tall	2 - Good	Crowded		REMOVE	
1375	*Pinus strobus*	White Pine	14,40' Tall	3 - Fair		Grown around wire	REMOVE	
1376	*Pinus strobus*	White Pine	18,40' Tall	3 - Fair		Grown around wire	REMOVE	
1377	*Betula papyrifera*	White Birch	5,4,4,3	3 - Fair	Multi Leader|Lean		REMOVE	
1378	*Betula papyrifera*	White Birch	5,5,4	3 - Fair	V-shaped joint|Multi Leader	Trunk Scar	REMOVE	
1379	*Betula papyrifera*	White Birch	4,4,3,3,3,2	3 - Fair	V-shaped joint|Multi Leader|Lean		REMOVE	
1380	*Betula papyrifera*	White Birch	4,4,3,3,3,2	3 - Fair	V-shaped joint|Multi Leader|Crowded		REMOVE	
1381	*Betula papyrifera*	White Birch	5,5,4,2,2	3 - Fair	Multi Leader|Lean		REMOVE	
1382	*Morus alba*	White Mulberry	7,7,7,6,6,5,5,4	5 - Poor	V-shaped joint|Multi Leader|Split Risk	30% dead wood|Dead Leader|Trunk Scar	REMOVE	
1383	*Pinus nigra*	Austrian Pine	15,50' Tall	3 - Fair		Grown around wire	REMOVE	
1384	*Pinus nigra*	Austrian Pine	16,50' Tall	3 - Fair		Grown around wire	REMOVE	
1385	*Pinus nigra*	Austrian Pine	23,50' Tall	3 - Fair		Grown around wire	REMOVE	
1386	*Acer platanoides*	Norway maple	16	2 - Good			REMOVE	
1387	*Morus alba*	White Mulberry	10,10,9	5 - Poor	V-shaped joint|Multi Leader|Split Risk|Crown Lean	30% dead wood	REMOVE	
1388	*Picea pungens*	Colorado Spruce	8,30' Tall	2 - Good			REMOVE	
1389	*Picea pungens*	Colorado Spruce	10,30' Tall	3 - Fair		Grown around wire	REMOVE	
1390	*Picea pungens*	Colorado Spruce	9,25' Tall	3 - Fair		Grown around wire	REMOVE	
1391	*Gleditsia triacanthos*	Honey Locust	14	2 - Good	Broken Limb		REMOVE	
1392	*Gleditsia triacanthos*	Honey Locust	9,9	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Risk	Dead Leader	REMOVE	
1393	*Gleditsia triacanthos*	Honey Locust	12,7	4 - Fair/Poor		Cavity|Trunk Scar	REMOVE	
1394	*Taxodium distichum*	Bald Cypress	12,40' Tall	2 - Good			REMOVE	
1395	*Taxodium distichum*	Bald Cypress	15,40' Tall	2 - Good			REMOVE	
1396	*Taxodium distichum*	Bald Cypress	20,40' Tall	2 - Good			REMOVE	
1397	*Taxodium distichum*	Bald Cypress	15,40' Tall	2 - Good			REMOVE	
1398	*Taxodium distichum*	Bald Cypress	13,40' Tall	2 - Good			REMOVE	
1399	*Gymnocladus dioicus*	Kentucky Coffee Tree	9	2 - Good			REMOVE	YES
1400	*Picea pungens*	Colorado Spruce	9,25' Tall	3 - Fair	Lean		REMOVE	
1401	*Picea pungens*	Colorado Spruce	9,25' Tall	2 - Good			REMOVE	
1402	*Picea pungens*	Colorado Spruce	7,20' Tall	2 - Good			REMOVE	
1403	*Quercus bicolor*	Swamp White Oak	8	2 - Good	Unbalanced|Crowded		REMOVE	YES
1404	*Morus alba*	White Mulberry	10,7,7,5	5 - Poor	V-shaped joint|Multi Leader|Split Risk|Strong lean	50% dead wood|Dead Leader	PRESERVE	
1405	*Morus alba*	White Mulberry	7,6,4,3,3	5 - Poor	V-shaped joint|Multi Leader|Split Risk	40% dead wood|Trunk Scar	PRESERVE	
1406	*Morus alba*	White Mulberry	9	3 - Fair	Lean|Crown Lean|Crowded		PRESERVE	
1407	*Morus alba*	White Mulberry	9	4 - Fair/Poor	Crown Lean|Crowded	30% dead wood	PRESERVE	
1408	*Morus alba*	White Mulberry	9	3 - Fair		20% dead wood	PRESERVE	
1409	*Morus alba*	White Mulberry	13	3 - Fair	Crown Lean|Crowded	10% dead wood	REMOVE	
1410	*Morus alba*	White Mulberry	12	4 - Fair/Poor	Lean	Trunk Scar	PRESERVE	
1411	*Morus alba*	White Mulberry	11,11,9	5 - Poor	V-shaped joint|Multi Leader|Split Risk|Crown Lean	Cavity	PRESERVE	
1412	*Pyrus calleryana*	Pear	11	4 - Fair/Poor	Crown Lean|Crowded	Trunk Scar	REMOVE	
1413	*Fraxinus americana*	White Ash	6	4 - Fair/Poor	Lean|Crown Lean	Trunk Scar	REMOVE	
1414	*Ulmus americana*	American Elm	6	4 - Fair/Poor	Strong lean|Unbalanced|Crown Lean		REMOVE	
1415	*Morus alba*	White Mulberry	12	4 - Fair/Poor	Strong lean|Crown Lean|Crowded	\Vines	REMOVE	
1416	*Morus alba*	White Mulberry	11	4 - Fair/Poor	Lean|Crown Lean|Broken Leader		PRESERVE	
1417	*Morus alba*	White Mulberry	9	4 - Fair/Poor	Lean|Crown Lean|Broken Leader		PRESERVE	
1418	*Morus alba*	White Mulberry	8,6,3	5 - Poor	V-shaped joint|Multi Leader|Split Risk	Dead Leader	PRESERVE	
1419	*Morus alba*	White Mulberry	7,3,2	5 - Poor	Lean|Crown Lean	Dead Leader	PRESERVE	
1420	*Acer saccharinum*	Silver Maple	12,9,7,6	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Risk|Lean		PRESERVE	
1421	*Morus alba*	White Mulberry	24,20	5 - Poor	V-shaped joint|Double Leader|Split Leacers	Wood rot|Cavity	PRESERVE	
1422	*Morus alba*	White Mulberry	11,7,6	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Risk|Crowded		PRESERVE	
1423	*Morus alba*	White Mulberry	10,6	4 - Fair/Poor	Strong lean|Crown Lean|Crowded	20% dead wood	PRESERVE	
1424	*Prunus serotina*	Black Cherry	16	3 - Fair	Lean	20% dead wood	PRESERVE	
1425	*Morus alba*	White Mulberry	8	4 - Fair/Poor	Strong lean|Crown Lean|Crowded		REMOVE	
1426	*Morus alba*	White Mulberry	11	3 - Fair	Lean|Crown Lean		PRESERVE	
1427	*Morus alba*	White Mulberry	‘2,10	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean	20% dead wood	PRESERVE	
1428	*Morus alba*	White Mulberry	‘3,13	5 - Poor	V-shaped joint|Double Leader|Split Risk|Strong lean		REMOVE	
1429	*Morus alba*	White Mulberry	9,5	4 - Fair/Poor	Lean|Crown Lean|Crowded		REMOVE	
1430	*Morus alba*	White Mulberry	10	3 - Fair	Lean		PRESERVE	
1431	*Morus alba*	White Mulberry	8	4 - Fair/Poor	Lean|Crown Lean|Crowded		PRESERVE	
1432	*Morus alba*	White Mulberry	8,6	5 - Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean|Crowded		REMOVE	
1433	*Morus alba*	White Mulberry	7	5 - Poor	Strong lean|Crown Lean|Crowded		REMOVE	
1434	*Morus alba*	White Mulberry	12	3 - Fair	Lean|Crown Lean		PRESERVE	
1435	*Morus alba*	White Mulberry	17,17,‘16,16	5 - Poor	V-shaped joint|Multi Leader|Split Risk	Cavity|Trunk Scar	PRESERVE	
1436	*Morus alba*	White Mulberry	8	4 - Fair/Poor	Lean|Crown Lean|Crowded		PRESERVE	
1437	*Prunus serotina*	Black Cherry	7	3 - Fair	Crown Lean	Trunk Scar	PRESERVE	
1438	*Prunus serotina*	Black Cherry	10	3 - Fair	Lean|Crown Lean		PRESERVE	
1439	*Morus alba*	White Mulberry	13	3 - Fair		20% dead wood	PRESERVE	
1440	*Morus alba*	White Mulberry	11,9	5 - Poor	V-shaped joint|Double Leader|Split Risk|Strong lean	30% dead wood|Trunk Damage	PRESERVE	
1841	*Prunus serotina*	Black Cherry	8	5 - Poor	Strong lean|Horizontal Growth		PRESERVE	
1842	*Morus alba*	White Mulberry	8	4 - Fair/Poor	Lean|Crown Lean|Crowded	20% dead wood	PRESERVE	
1843	*Morus alba*	White Mulberry	15	4 - Fair/Poor	Crown Lean|Crowded	Fungus-Stem|Trunk Damage	PRESERVE	
1844	*Prunus serotina*	Black Cherry	14	4 - Fair/Poor	Lean	20% dead wood|Fungus-Stem	PRESERVE	
1845	*Morus alba*	White Mulberry	7,7	4 - Fair/Poor	U-shaped joint|Double Leader|Crown Lean|Crowded	20% dead wood|Trunk Scar	PRESERVE	
1846	*Morus alba*	White Mulberry	8,6	5 - Poor	V-shaped joint|Double Leader|Split Risk	50% dead wood|Dead Leader	PRESERVE	
1847	*Prunus serotina*	Black Cherry	8	4 - Fair/Poor	Strong lean		PRESERVE	
1848	*Morus alba*	White Mulberry	10,6	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk	Trunk Scar	PRESERVE	
1849	*Morus alba*	White Mulberry	9	3 - Fair		20% dead wood	PRESERVE	
1850	*Morus alba*	White Mulberry	10,7	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Lean	30% dead wood|Trunk Scar	PRESERVE	
1851	*Morus alba*	White Mulberry	11,8,5,4	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Risk|Crown Lean	30% dead wood|Dead Leader	PRESERVE	
1852	*Morus alba*	White Mulberry	9,8	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean		PRESERVE	
1853	*Morus alba*	White Mulberry	23	4 - Fair/Poor	Lean|Crown Lean|Broken Limb	20% dead wood|Cavity	PRESERVE	
1854	*Morus alba*	White Mulberry	20,8	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk	20% dead wood	PRESERVE	
1855	*Morus alba*	White Mulberry	11	4 - Fair/Poor	Lean|Crowded	20% dead wood	PRESERVE	
1856	*Morus alba*	White Mulberry	7,3	4 - Fair/Poor	Lean|Crown Lean|Crowded	Trunk Scar	PRESERVE	
1857	*Morus alba*	White Mulberry	23,10	5 - Poor	V-shaped joint|Double Leader|Split Risk|Fused Leaders|Crown Lean	Trunk Scar	PRESERVE	
1858	*Morus alba*	White Mulberry	28,9	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Risk|Crown Lean		PRESERVE	
1859	*Morus alba*	White Mulberry	15,11,11,6	5 - Poor	V-shaped joint|Multi Leader|Split Risk	Cavity|Trunk Scar	PRESERVE	
1860	*Malus spp.*	Crabapple	6	4 - Fair/Poor	Lean|Crown Lean|Crowded|Broken Limb		PRESERVE	
1861	*Morus alba*	White Mulberry	20	3 - Fair	Lean|Crown Lean	20% dead wood	PRESERVE	
1862	*Prunus serotina*	Black Cherry	21	4 - Fair/Poor	Strong lean|Crown Lean	30% dead wood|Fungus-Stem	PRESERVE	
1863	*Fraxinus americana*	White Ash	13,11,8	6 - Dead			REMOVE	
1864	*Morus alba*	White Mulberry	18	3 - Fair	Lean|Crown Lean	10% dead wood	PRESERVE	

TREE INVENTORY CONT. SHEET L1.7

GR WA
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ROSEMONT, IL 60018

TALON PRESERVE
DOWNERS GROVE, ILLINOIS

TREE INVENTORY

4	08.11.2025
3	07.25.2025
2	07.01.2025
1	06.06.2025
REVISIONS	

DATE	03.21.2025
PROJECT NO.	MI24248
DRAWN	EAN
CHECKED	DHS
SHEET NO.	L1.6

Know what's below. Call before you dig.

TAG NO.	SCIENTIFC NAME	COMMON NAME	DBH (inches)	CONDITION	STRUCTURE	HEALTH	PROPOSED ACTION	TRANSPLANT CANDIDATE
1865	*Morus alba*	White Mulberry	11,11,7,7	5 - Poor	V-shaped joint|Multi Leader|Split Risk|Strong lean		PRESERVE	
1866	*Prunus serotina*	Black Cherry	12	3 - Fair	Crown Lean		PRESERVE	
1867	*Morus alba*	White Mulberry	13	4 - Fair/Poor	Lean|Crown Lean	20% dead wood	PRESERVE	
1868	*Morus alba*	White Mulberry	7	3 - Fair	Lean|Crown Lean|Crowded		PRESERVE	
1869	*Morus alba*	White Mulberry	22.8	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean	Cavity	PRESERVE	
1870	*Morus alba*	White Mulberry	10.9	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean	20% dead wood	PRESERVE	
1871	*Morus alba*	White Mulberry	33	4 - Fair/Poor	V-shaped joint|Split Risk|Fused Leaders|Lean		PRESERVE	
1872	*Morus alba*	White Mulberry	7.5	4 - Fair/Poor	V-shaped joint|Split Risk|Strong lean|Crown Lean|Crowded		PRESERVE	
1873	*Prunus serotina*	Black Cherry	14.4	5 - Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean	30% dead wood|Dead Limbs	PRESERVE	
1874	*Morus alba*	White Mulberry	11,9,8,6,6	5 - Poor	V-shaped joint|Multi Leader|Split Risk	Cavity	PRESERVE	
1875	*Morus alba*	White Mulberry	18,12	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean		PRESERVE	
1876	*Morus alba*	White Mulberry	6	4 - Fair/Poor	Lean|Crown Lean|Crowded		PRESERVE	
1877	*Acer saccharinum*	Silver Maple	7	2 - Good	Lean		REMOVE	
1878	*Morus alba*	White Mulberry	7	3 - Fair	Lean		REMOVE	
1879	*Morus alba*	White Mulberry	8.6	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean	Vines	REMOVE	
1880	*Morus alba*	White Mulberry	7	3 - Fair	Unbalanced|Crown Lean	Vines	REMOVE	
1881	*Morus alba*	White Mulberry	8.6	4 - Fair/Poor	V-shaped joint|Split Risk|Lean|Crown Lean	Fungus-Stem|Cavity	REMOVE	
1882	*Morus alba*	White Mulberry	6	3 - Fair			REMOVE	
1883	*Morus alba*	White Mulberry	6	3 - Fair	Lean|Crown Lean		REMOVE	
1884	*Morus alba*	White Mulberry	7.6	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean		REMOVE	
1885	*Morus alba*	White Mulberry	17,14	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Strong lean|Crown Lean		REMOVE	
1886	*Acer saccharinum*	Silver Maple	16,16	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean		REMOVE	
1887	*Populus deltoides*	Eastern Cottonwood	16	2 - Good	Crown Lean		REMOVE	
1888	*Acer saccharinum*	Silver Maple	43	3 - Fair	V-shaped joint|Double Leader|Crown Lean		REMOVE	
1889	*Ulmus americana*	American Elm	7.7	4 - Fair/Poor	U-shaped joint|Double Leader|Split Risk|Crown Lean		REMOVE	
1890	*Morus alba*	White Mulberry	6	3 - Fair	Crown Lean		REMOVE	
1891	*Morus alba*	White Mulberry	6	3 - Fair	Lean|Crown Lean		REMOVE	
1892	*Morus alba*	White Mulberry	6	3 - Fair	Crown Lean		REMOVE	
1893	*Malus spp.*	Crabapple	8.5	5 - Poor		>50% dead wood|Growing in fence	PRESERVE	
1894	*Morus alba*	White Mulberry	7	4 - Fair/Poor	Strong lean|Crown Lean|Crowded	Trunk Damage	PRESERVE	
1895	*Prunus serotina*	Black Cherry	14,12.7	5 - Poor	V-shaped joint|Multi Leader|Split Risk	50% dead wood|Dead Leader	PRESERVE	
1896	*Morus alba*	White Mulberry	8	4 - Fair/Poor	Lean|Crown Lean|Crowded		PRESERVE	
1897	*Morus alba*	White Mulberry	12	3 - Fair	Lean|Crown Lean|Crowded		PRESERVE	
1898	*Prunus serotina*	Black Cherry	16	4 - Fair/Poor	Lean	20% dead wood|Growing in fence	PRESERVE	
1899	*Morus alba*	White Mulberry	11	3 - Fair	Lean|Crown Lean|Crowded		PRESERVE	
1900	*Morus alba*	White Mulberry	18	4 - Fair/Poor	V-shaped joint|Split Risk|Split Leaders	20% dead wood	PRESERVE	
1901	*Morus alba*	White Mulberry	13.9	5 - Poor	V-shaped joint|Double Leader|Split Risk	20% dead wood|Cavity	PRESERVE	
1902	*Morus alba*	White Mulberry	15,15	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk	Trunk Scar	PRESERVE	
1903	*Morus alba*	White Mulberry	24	5 - Poor	V-shaped joint|Split Risk|Fused Leaders|Strong lean	Cavity	PRESERVE	
1904	*Morus alba*	White Mulberry	10	3 - Fair	Lean|Crown Lean		PRESERVE	
1905	*Morus alba*	White Mulberry	7.4	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean		PRESERVE	
1906	*Morus alba*	White Mulberry	11	3 - Fair	Lean|Crown Lean|Crowded		PRESERVE	
1907	*Morus alba*	White Mulberry	7.3	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Crown Lean		PRESERVE	
1908	*Morus alba*	White Mulberry	26	4 - Fair/Poor	V-shaped joint|Split Risk|Fused Leaders	20% dead wood	PRESERVE	
1909	*Prunus serotina*	Black Cherry	14	3 - Fair	Lean	20% dead wood	PRESERVE	
1910	*Morus alba*	White Mulberry	14	4 - Fair/Poor	Lean|Crown Lean|Crowded	30% dead wood	PRESERVE	
1911	*Morus alba*	White Mulberry	9	4 - Fair/Poor	Lean	30% dead wood|Trunk Scar	PRESERVE	
1912	*Morus alba*	White Mulberry	6	4 - Fair/Poor	Lean|Crown Lean|Crowded		PRESERVE	
1913	*Morus alba*	White Mulberry	11,10.7	5 - Poor	V-shaped joint|Multi Leader|Split Risk|Strong lean	Horizontal Growth	PRESERVE	
1914	*Morus alba*	White Mulberry	8	5 - Poor	Strong lean|Horizontal Growth		PRESERVE	
1915	*Prunus serotina*	Black Cherry	10	4 - Fair/Poor	Strong lean|Unbalanced|Crown Lean		PRESERVE	
1916	*Morus alba*	White Mulberry	9.9	5 - Poor	V-shaped joint|Double Leader|Split Risk|Strong lean	Cavity	PRESERVE	
1917	*Prunus serotina*	Black Cherry	12	5 - Poor	Strong lean|Unbalanced|Crown Lean		PRESERVE	
1918	*Morus alba*	White Mulberry	16,15	5 - Poor	V-shaped joint|Double Leader|Split Risk|Lean	20% dead wood|Trunk Scar	PRESERVE	
1919	*Morus alba*	White Mulberry	7	4 - Fair/Poor	Lean|Crown Lean|Crowded	Growing in fence	PRESERVE	
1920	*Morus alba*	White Mulberry	20	4 - Fair/Poor	Strong lean|Crown Lean|Crowded		PRESERVE	
1921	*Acer saccharinum*	Silver Maple	12	4 - Fair/Poor		Growing in fence	PRESERVE	
1922	*Morus alba*	White Mulberry	16,9,7,7,7	5 - Poor	V-shaped joint|Multi Leader|Split Risk|Lean	Trunk Scar	REMOVE	
1923	*Morus alba*	White Mulberry	8	3 - Fair	Crowded		REMOVE	
1924	*Morus alba*	White Mulberry	9	3 - Fair	Lean|Crowded		REMOVE	
1925	*Morus alba*	White Mulberry	8.7	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk		REMOVE	
1926	*Acer saccharinum*	Silver Maple	8,7,7,7.3	5 - Poor	V-shaped joint|Multi Leader|Split Risk	Trunk Scar|Growing in fence	REMOVE	
1927	*Malus spp.*	Crabapple	7	6 - Dead			REMOVE	
1928	*Morus alba*	White Mulberry	15	4 - Fair/Poor	V-shaped joint|Split Risk|Fused Leaders|Crown Lean		REMOVE	
1929	*Ulmus pumila*	Siberian Elm	14	3 - Fair			REMOVE	
1930	*Morus alba*	White Mulberry	10	4 - Fair/Poor	V-shaped joint|Split Risk|Fused Leaders|Crown Lean		REMOVE	
1931	*Morus alba*	White Mulberry	7	4 - Fair/Poor	Strong lean|Crown Lean|Crowded		REMOVE	
1932	*Morus alba*	White Mulberry	14,9,6.5,4	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Risk	Trunk Scar	REMOVE	
1933	*Morus alba*	White Mulberry	6.5	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Lean|Crown Lean		REMOVE	
1934	*Morus alba*	White Mulberry	6,6,4.3	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Risk|Lean|Crown Lean		REMOVE	
1935	*Morus alba*	White Mulberry	31,15	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Leaders|Fused Leaders	Cavity|Trunk Scar	REMOVE	
1936	*Morus alba*	White Mulberry	14,11,10	5 - Poor	V-shaped joint|Multi Leader|Split Risk|Lean	40% dead wood|Fungus-Stem	REMOVE	
1937	*Morus alba*	White Mulberry	15.8	5 - Poor	V-shaped joint|Double Leader|Split Risk|Lean	Cavity|Trunk Scar	REMOVE	
1938	*Acer saccharinum*	Silver Maple	8,8,7.5	5 - Poor	V-shaped joint|Multi Leader|Split Risk	Growing in fence	REMOVE	
1939	*Morus alba*	White Mulberry	13	3 - Fair			REMOVE	
1940	*Morus alba*	White Mulberry	8.6	4 - Fair/Poor	Lean|Crown Lean|Crowded	Fungus-Stem	REMOVE	
1941	*Fraxinus americana*	White Ash	9	4 - Fair/Poor	Lean|Crown Lean|Broken Limb		REMOVE	
1942	*Morus alba*	White Mulberry	12	3 - Fair	Lean|Crown Lean		REMOVE	
1943	*Morus alba*	White Mulberry	8.7	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk	20% dead wood	REMOVE	
1944	*Morus alba*	White Mulberry	18	4 - Fair/Poor	Lean|Unbalanced|Crown Lean	20% dead wood|Trunk Scar|Vines	REMOVE	
1945	*Malus spp.*	Crabapple	6,5.4	5 - Poor	V-shaped joint|Multi Leader|Split Risk	>50% dead wood	REMOVE	
1946	*Acer saccharinum*	Silver Maple	6	3 - Fair	Lean|Crown Lean		REMOVE	
1947	*Morus alba*	White Mulberry	7	4 - Fair/Poor	Lean|Crown Lean|Crowded	20% dead wood	REMOVE	
1948	*Morus alba*	White Mulberry	22	4 - Fair/Poor	V-shaped joint|Split Risk|Fused Leaders|Crown Lean	20% dead wood	REMOVE	
1949	*Morus alba*	White Mulberry	11,9.8	5 - Poor	V-shaped joint|Multi Leader|Split Risk|Crown Lean	Growing in fence	REMOVE	
1950	*Morus alba*	White Mulberry	7	3 - Fair	Lean|Crown Lean|Crowded		REMOVE	
1951	*Populus deltoides*	Eastern Cottonwood	22,14	3 - Fair	Lean|Crown Lean|Broken Limb		REMOVE	
1952	*Populus deltoides*	Eastern Cottonwood	21	4 - Fair/Poor	Lean|Crown Lean|Crowded|Broken Limb		REMOVE	
1953	*Morus alba*	White Mulberry	7	3 - Fair	Lean|Crown Lean		REMOVE	
1954	*Morus alba*	White Mulberry	11,10	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk	20% dead wood|Trunk Scar	REMOVE	
1955	*Acer saccharinum*	Silver Maple	12,12.4	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Risk|Lean	Growing in fence	REMOVE	
1956	*Morus alba*	White Mulberry	6.6	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Lean|Crown Lean		REMOVE	
1957	*Acer saccharinum*	Silver Maple	13,13.6	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Risk	Growing in fence	REMOVE	
1958	*Morus alba*	White Mulberry	12	5 - Poor	V-shaped joint|Split Risk|Fused Leaders|Crown Lean	Trunk Scar	REMOVE	
1959	*Morus alba*	White Mulberry	9	3 - Fair	Lean|Crown Lean		REMOVE	
1960	*Morus alba*	White Mulberry	22	5 - Poor	V-shaped joint|Multi Leader|Split Risk|Fused Leaders	30% dead wood|Trunk Scar	REMOVE	
1961	*Acer saccharinum*	Silver Maple	7	4 - Fair/Poor	Lean	Dead Leader	REMOVE	
1962	*Acer saccharinum*	Silver Maple	21	4 - Fair/Poor	Lean|Crown Lean	Trunk Scar	REMOVE	
1963	*Acer saccharinum*	Silver Maple	13.9	5 - Poor	V-shaped joint|Double Leader|Split Risk|Lean|Crown Lean	Growing in fence	REMOVE	
1964	*Acer saccharinum*	Silver Maple	13.9	4 - Fair/Poor	V-shaped joint|Double Leader|Split Risk|Lean		REMOVE	
1965	*Acer saccharinum*	Silver Maple	13,12,11,10,10	5 - Poor	V-shaped joint|Multi Leader|Split Risk|Lean		REMOVE	
1966	*Acer saccharinum*	Silver Maple	11,8,6.4	4 - Fair/Poor	V-shaped joint|Multi Leader|Split Risk|Crown Lean		REMOVE	
1967	*Morus alba*	White Mulberry	14,13,11.9	5 - Poor	V-shaped joint|Multi Leader|Split Leaders	Cavity	REMOVE	
1968	*Morus alba*	White Mulberry	11.8	4 - Fair/Poor	Double Leader|Lean|Crown Lean	20% dead wood|Trunk Scar	REMOVE	
1969	*Morus alba*	White Mulberry	9.7	4 - Fair/Poor	U-shaped joint|Double Leader|Strong lean|Crown Lean		REMOVE	

TREE INVENTORY CONT. SHEET L1.6

RATING AND SURVEY CRITERIA

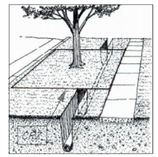
1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
2) All trees 6" DBH and above tagged. Dead trees were tagged for removal. Invasive shrubs were not tagged.
3) Health Rating:

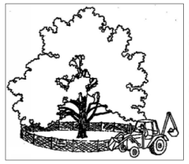
Rating	Description	Criteria
1	Excellent	Less than 10% dead wood, typical growth for species, no observed defects
2	Good	Less than 20% dead wood, minor defects, sound structure, no decay
3	Fair	Less than 30% dead wood, minor crown die-back, minor trunk damage or cavities
4	Fair to Poor	Approximately 30-50% dead wood, lacking full crown, minor disease evidence, trunk damage
5	Poor	Over 50% dead wood, lacking full crown, disease or decay evident, structural damage/cavities
6	Dead	Less than 10% living wood, greater than 50% missing bark, adventitious growth only, decay

Municipal Codes regarding trees, including tree protection requirements for public parkway trees, are located in Chapter 24 of the Downers Grove Municipal Code http://www.downers.us/code/chapters/24 . Parkway tree protection shall involve avoiding damage to both the above ground tree trunk, including the branches, and the below ground root system. Roots are the most vital part of a tree with the majority of nutrient and water absorbing roots in the upper 18 to 24 inches of soil. Tree roots must be protected from severing or changes in their soil environment (such as compaction or grade changes) to prevent irreversible tree decline or death in the coming years.

The Critical Root Zone, or CRZ, is the area immediately surrounding a tree that needs to be protected from damage. The size of this area, measured from the center of the tree, is ideally a circle with a radius of one foot for each inch of trunk diameter. The depth of the CRZ extends to 4 feet below the natural ground surface level. In a municipal parkway setting with utilities and paved or concrete surfaces, the CRZ cannot always be the ideal size. Instead, the CRZ has been adjusted to form a rectangle around the parkway tree trunk with the minimum dimensions listed in the following table. At a minimum, the listed CRZ shall be fenced with a 6 foot high temporary chain link construction fence secured to metal posts spaced no further than 10 feet apart. Whenever possible, the entire parkway shall be fenced in except where access has been permitted. Any exceptions shall be noted on the drawings submitted for a given permit.

PARKWAY TREE DIAMETER AT 4.5'	WIDTH FROM STREET TO (MINIMUM CURB TO SIDEWALK)	PROPERTY LENGTH ALONG STREET (MINIMUM)	DEPTH
0-12.0 INCHES	10.0 FEET	10 FEET	4 FEET
12.1-24.0 INCHES	10.0 FEET	20 FEET	4 FEET
24.1 OR MORE INCHES	10.0 FEET	30 FEET	4 FEET





For public parkway trees, roots located within the determined CRZ shall be protected from compaction, severing, and the storage of materials or equipment. Utilities must be augered underneath the tree as shown above. In cases when severing of roots within a portion of the CRZ may be unavoidable (ex. sidewalk installation, curb replacement, water main or sanitary main disconnects in the parkway), subject to the approval of the Village Forester, the smallest possible area shall be disturbed and sharp clean cuts shall be made on root ends to promote wound closure and root regeneration. All CRZ fencing shall be a 6 foot high temporary chain link construction fence secured to metal posts spaced no further than 10 feet apart, and shall be maintained daily in good condition. Any exceptions to the fence dimensions or parkway position shall be noted on the permit.

In addition to fines and citations that may be assessed for violations of any Chapter 24 municipal code (such as not maintaining fencing around the CRZ or unauthorized removal of parkway trees), violators may be subject to the following provisions:

- *issuance of an invoice for the monetary loss in tree value or partial value due to damage to either the above ground or below ground portions of the parkway tree, or unauthorized tree removal.*
- *forfeiture of bonds issued for the work should funds be sufficient to cover tree values and fines.*
- *costs of repairs, such as pruning or cabling, or costs for removal of the damaged parkway tree along with the stump if the tree cannot remain in the right-of-way.*
- *fines of $2,000 for the 1st offense; $3,000 for the 2nd offense; $5,000 for 3rd and subsequent offenses.*
- *each day during which a violation continues shall be construed as a separate and distinct offense.*

For more information, contact the Forestry Division at 630-434-5475 or 630-434-5476.

TREE CITY USA

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	03/03/25		S.A.V.	S.A.V.	PARKWAY TREE PROTECTION REQUIREMENTS

DRAWING NO. TRE-01
H:\LIBRARY\DETAILS\TREES\TRE-01

GARY R. WEBER ASSOCIATES, INC.
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TALON PRESERVE
DOWNERS GROVE, ILLINOIS
TREE INVENTORY

4	08.11.2025
3	07.25.2025
2	07.01.2025
1	06.06.2025
REVISIONS	

DATE	03.21.2025
PROJECT NO.	MI24248
DRAWN	EAN
CHECKED	DHS
SHEET NO.	L1.7

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LANDSCAPE WORK PART 1 - GENERAL

1.1 DESCRIPTION OF WORK

The work shall consist of furnishing, transporting and installing all seeds, plants and other materials required for:

1. The establishment of trees, shrubs, perennial, annual and lawn areas as shown on Landscape Plan;
2. The provision of post-planting management as specified herein;
3. Any remedial operations necessary in conformance with the plans as specified in this document;
4. The design, furnishing and installation of a complete underground sprinkler system; and
5. Permits which may be required.

1.2 QUALITY ASSURANCE

A. Work shall conform to State of Illinois Horticultural Standards and local municipal requirements.

B. Quality Control Procedures:

1. Ship landscape materials with certificates of inspection as required by governmental authorities. Comply with governing regulations applicable to landscape materials.

2. Do not make substitutions. If specified landscape material is not obtainable, submit to Landscape Architect proof of non-availability and proposal for use of equivalent material.

3. Analysis and Standards: Package standard products with manufacturers certified analysis.

C. Insect Control

1. For areas containing standing water less than 3-ft that persist for greater than 7 days, mosquito control may be necessary. Mosquito control should be limited to larvicides applications such as Natular or Vectolex FG, per the EPA and CDC guidance. Larvicide application should be provided by a qualified professional. Contract the North Shore Mosquito Abatement District for service.

1.3 SUBMITTALS

A. Planting Schedule

Submit three (3) copies of the proposed planting schedule showing dates for each type of planting

B. Maintenance Instruction - Landscape Work

Submit two (2) copies of typewritten instructions recommending procedures to be established by the Owner for the maintenance of landscape work for one full year. Submit prior to expiration of required maintenance periods.

Instructions shall include: watering, fertilizing, spraying, mulching and pruning for plant material and trimming groundcover. Instructions for watering, fertilizing and mowing grass areas shall be provided ten (10) days prior to request for inspection for final acceptance. Landscape Architect shall receive copies of all instructions when issued.

C. Submit two (2) samples of shredded hardwood bark mulch, erosion control blankets, and all other products and materials as specified on plans to Landscape Architect for review and written approval.

D. Nursery packing lists indicating the species and quantities of material installed must be provided to the Owner and/or City upon request.

1.4 JOB CONDITIONS

A. Examine and evaluate grades, soils and water levels. Observe the conditions under which work is to be performed and notify Landscape Architect of unsatisfactory conditions. Do not proceed with the work until unsatisfactory conditions have been corrected in an acceptable manner.

B. Utilities: Review underground utility location maps and plans; notify local utility location service; demonstrate an awareness of utility locations; and certify acceptance of liability for the protection of utilities during course of work. Contractor shall be responsible for any damage to utilities or property.

C. Excavation: When conditions detrimental to plant growth are encountered such as rubble fill, adverse drainage conditions or obstructions, notify Landscape Architect before planting.

1.5 GUARANTEES

A. Guarantee seeded and sodded areas through the specified maintenance period and until final inspection.

B. Guarantee trees, shrubs, groundcover and perennials for a period of one year after date of acceptance against defects including death and unsatisfactory growth, except for defects resulting from neglect by Owner, abuse or damage by others or unusual phenomena or incidents which are beyond Landscape Installer's control.

C. NatiVE BMP Planting Area Performance Criteria

1st Full Growing Season: 90% of cover crop shall be established. There shall be no bare areas greater than two (2) square feet in seeded areas. At least 25% of vegetation coverage shall be native, non-invasive species.

2nd Full Growing Season: All areas shall exhibit full vegetative cover. At least 50% of the vegetation coverage shall be native, non-invasive species.

3rd Full Growing Season: At least 75% of vegetation coverage shall be native, non-invasive species. Non-native species shall constitute no more than 25% relative aerial coverage of the planted area. Invasive species for this project shall include the following: Ambrosia artemisiifolia & trifida (Common & Giant Ragweed), Cirsium arvense (Canada Thistle), Dipsacus laciniatus (Cut-leaved Teasel), Dipsacus sylvestris (Common Teasel), Lythrum salicaria (Purple Loosestrife), Melilotus sp. (Sweet Clover), Phalaris arundinacea (Reed Canary Grass), Phragmites australis (Giant Reed), Fallopia japonica (Japanese Knotweed), Rhamnus cathartica & frangula (Common & Glossy Buckthorn), Typha sp. (Broadleaf, Narrowleaf, and Hybrid Cattail).

100% of trees and shrubs within the wetland buffer planting zone shall be alive and good condition at the of the monitoring period.

100% of trees and shrubs within the BMP and wetland buffer shall be alive and in good condition.

D. Wetland Creation and Enhancement Area Performance Criteria

1st/ Full Growing Season: 90% of cover crop shall be established. There shall be no bare areas greater than two (2) square feet in seeded areas. At least 25% of vegetation coverage shall be native, non-invasive species. At least 50% of the emergent species, if planted as plugs shall be alive and apparent.

2nd/ Full Growing Season: All areas with the exception of emergent zones shall exhibit full vegetative cover. At least 50% of the vegetation coverage shall be native, non-invasive species.

3rd/ - 5th/ Full Growing Season: At least 80% of vegetation coverage shall be native, non-invasive species. Non-native species shall constitute no more than 25% relative aerial coverage of the planted area.

The following Floristic Quality Index (FQI) standards shall be achieved:

a) Based on the results of the meander survey, the Native Mean-C value shall be 3.00.
b) Based on the meander survey, the Native Floristic Quality Index shall be 20.
c) Based on the results of the meander survey, the Native Mean-C value shall be 3.00.
d) Based on the meander survey, the Native Floristic Quality Index shall be 20.

Invasive species for this project shall include the following: Ambrosia artemisiifolia & trifida (Common & Giant Ragweed), Cirsium arvense (Canada Thistle), Dipsacus laciniatus (Cut-leaved Teasel), Dipsacus sylvestris (Common Teasel), Lythrum salicaria (Purple Loosestrife), Melilotus sp. (Sweet Clover), Phalaris arundinacea (Reed Canary Grass), Phragmites australis (Giant Reed), Fallopia japonica (Japanese Knotweed), Rhamnus cathartica & frangula (Common & Glossy Buckthorn), Typha sp. (Broadleaf, Narrowleaf, and Hybrid Cattail).

100% of trees and shrubs within the BMP and wetland buffer shall be alive and in good condition

Adaptive Management shall be implemented to address modifications needed to establish native plant communities in dynamic planting zones.

LANDSCAPE WORK PART 2 - PLANT MATERIALS

2.1 LAWN SOD

Provide strongly rooted sod, not less than two (2) years old and free of weeds and undesirable native grasses. Provide only sod capable of growth and development when planted (viable, not dormant) and in strips not more than 18" wide x 4' long. Provide sod composed of a 5-way blend of Kentucky Bluegrass such as: Midnight, Allure, Viva, Washington, Liberty.

2.2 LAWN SEED MIXTURE

Grass Seed: Provide fresh, clean, new crop seed complying with the tolerance for purity and germination established by the Official Seed Analysts of North America. Provide seed of the grass species, proportions and maximum percentage of weed seed, as specified.

A. Lawn Seed Mixture - 5 lbs. / 1,000 sq. ft.
50% Kentucky Bluegrass (98/85)
15% Cutter Perennial Ryegrass
10% Spartan Hard Fescue
10% Edge Perennial Ryegrass
10% Express Perennial Ryegrass
5% Pennlawn Creeping Red Fescue

B. Temporary Lawn Seed Mixture - 5 lbs. / 1,000 sq. ft.
40% Kentucky Bluegrass (98/85)
40% Perennial Ryegrass
20% Annual Ryegrass

C. Highlands Fescue Seed Mixture - Mixture-7 lbs. / 1,000 sq. ft.
25% Discovery Hard Fescue
25% Tiffany Chewings Fescue
25% Florentine Creeping Red Fescue
25% Bighorn Sheeps Fescue

D. Detention Seed Mixture - 7 lbs. / 1000 sq. ft.
70% Kentucky 31 Tall Fescue
30% Perennial Ryegrass

2.3 NATIVE PLANTING MIXTURES

Provide fresh, clean, new crop of the species and proportions as specified. Native seed and live plant material shall be obtained from a reputable supplier (approved by Landscape Architect) that has collected from sources east of the Mississippi River within the same EPA Level III Ecoregion as the project site (Central Corn Belt Plains). Any material sourced from outside this ecoregion must be approved by the Landscape Architect prior to installation.

For each species, the amount of seed indicated on the specifications shall mean the total amount of pure live seed (PLS) per acre. Seed tags and PLS testing information shall be provided to the Landscape Architect prior to seeding.

It is the sole responsibility of the Native Landscape Contractor to provide approved seed that meets industry-standard PLS requirements.

2.4 GROUNDCOVERS, PERENNIALS AND ANNUALS

Provide plants established and well-rooted in removable containers or integral peat pots and with not less than the minimum number and length of runners required by ANSI Z60.1 for the pot size shown or listed.

2.5 TREES AND SHRUBS

A. Name and Variety: Provide nursery grown plant material true to name and variety.

B. Quality: Provide trees, shrubs and other plants complying with the recommendations and requirements of ANSI Z60.1 "Standard for Nursery Stock" and as further specified.

C. Deciduous Trees: Provide trees of height and caliper listed or shown and with branching configuration recommended by ANSI Z60.1 for type and species required. Provide single stem trees except where special forms are shown or listed. Provide balled and burlapped (B&B) deciduous trees.

D. Deciduous Shrubs: Provide shrubs of the height shown or listed and with not less than the minimum number of canes required by ANSI Z60.1 for the type and height of shrub required. Provide balled and burlapped (B&B) deciduous shrubs.

E. Coniferous Evergreen: Provide evergreens of the sizes shown or listed. Dimensions indicate minimum spread for spreading and semi-spreading type evergreens and height for other types. Provide quality evergreens with well-balanced form complying with requirements for other size relationships to the primary dimension shown. Provide balled and burlapped (B&B) evergreen trees and containerized shrubs.

F. Inspection: All plants shall be subject to inspection and review at the place of growth or upon delivery and conformity to specification requirements as to quality, right of inspection and rejection upon delivery at the site or during the progress of the work for size and condition of balls or roots, diseases, insects and latent defects or injuries. Rejected plants shall be removed immediately from the site.

2.6 PLANTING SOIL MIXTURE

Provide planting soil mixture consisting of clean uncompacted topsoil (stockpiled at site) for all planting pits, perennial, annual and groundcover areas.

2.7 EROSION CONTROL

A. Lawn Seed Areas Erosion Control Blanket: North American Green DS75, or equivalent approved equal.

B. Native Areas Erosion Control Blanket: North American Green S150, or equivalent approved equal.

C. Shoreline and Sloped Berm Areas Erosion Control Blanket: North American Green SC150, or equivalent approved equal. To be installed per manufacturer's recommendations.

D. Refer to latest Engineering & Erosion Control Plans for any areas to receive permanent or long-term blanket installation.

E. Hydroseed Mulch: Conweb 2000 wood fiber mulch with tackifier. Other mulches may be used subject to approval of Landscape Architect.

2.8 MULCH

Provide mulch consisting of premium shredded hardwood bark. Provide sample to Landscape Architect for approval prior to ordering materials.

LANDSCAPE WORK PART 3 - EXECUTION

3.1 PLANTING SCHEDULE

At least thirty (30) days prior to the beginning of work in each area, submit a planting schedule for approval by the Landscape Architect.

3.2 PLANTINGS

A. Sodding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site, do not turn over into soil being prepared for lawns.

2. Till to a depth of not less than 6"; apply soil amendments as needed; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.

3. Sodded areas shall receive an application of commercial fertilizer at the rate of 10 lbs. per 1,000 sq. ft. and shall have an analysis of 16-8-8.

4. Lay sod within 24 hours from time of stripping.

5. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil into minor cracks between pieces of sod; remove excess to avoid smothering of adjacent grass.

6. Water sod thoroughly with a fine spray immediately after planting.

B. Seeding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site. Do not turn over into soil being prepared for lawns.

2. Till to a depth of not less than 6"; apply soil amendments; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.

3. Seeded lawn areas shall receive an application of commercial fertilizer at the rate of 5 lbs. per 1,000 sq. ft. and shall be 6-24-24. Fertilizer shall be uniformly spread and mixed into the soil to a depth of 1" inches.

4. Do not use wet seed or seed which is moldy or otherwise damaged in transit or storage.

5. Sow seed using a spreader or seeding machine. Do not seed when wind velocity exceeds five (5) miles per hour. Distribute seed evenly over entire area by sowing equal quantity in two directions at right angles to each other.

6. Sow not less than specified rate.

7. Rake lawn seed lightly into top 1" of soil, roll lightly and water with a fine spray.

8. After the seeding operation is completed, spray a wood fiber mulch (Conweb 2000 with tackifier or approved equal) over the entire grassed area at the rate of 2,000 lbs. per acre. Use a mechanical spray unit to insure uniform coverage. Exercise care to protect buildings, automobiles and people during the application of the mulch.

9. DO NOT MOW HIGHLANDS FESCUE SEED MIXTURE.

10. All seeding shall reach ninety percent (90%) minimum live coverage after the first growing season.

C. Seeding Native Areas

1. The period for planting prairie seed shall be from April 1 to May 15 or November 1 to just before the first frost. Seeding outside of these timeframes must be approved by the landscape architect. Native seed planted outside of specified timeframes must have at least 60 days of growth prior to frost. Dormant seeding in winter is possible if soil conditions allow.

2. The General Contractor and Native Landscape Contractor shall be responsible for performing all work necessary to achieve and maintain an acceptable seedbed prior to seeding. All areas must be properly prepared before seeding begins. Equipment having low unit pressure ground contact shall be utilized within the planting areas.

3. If present, compacted soils shall be disked or raked prior to seeding. Remedial measures for the access area may, at the direction of the Wetland Consultant, involve ripping from 12 to 18 inches of the soil horizon prior to disking.

4. Prior to seeding, planting areas shall have at least twelve inches of clean un-compacted topsoil. Clumps, clods, stones over 2" diameter, roots and other extraneous matter shall be removed and disposed of legally off-site.

5. Granular mycorrhizal inoculants shall be installed with the seed mix at a rate of 40lbs/ acre. Inoculant can be banded under seed, worked into seed or added into spray tanks. Native areas shall not receive fertilizer.

6. Contractor shall be solely responsible for the proper handling and storage of the seed according to the best seed handling and storage practices, including fungicide treatments and stratification considerations. Owner shall make no compensation for damage to the seed because of improper storage, cleaning, threshing, or screening operations.

7. Except where site conditions preclude their use, seeding shall be performed using a Truax drill, Truax Trillion seeder, or comparable equipment designed specifically for installation of native seed. For areas where site conditions preclude the use of specialized equipment, seed may be installed through hand broadcasting and followed by light raking. Hand broadcast seed shall be spread at twice the specified rate. Other methods of seed installation may be used with prior approval from the Landscape Architect.

8. Prior to starting work, all seeding equipment shall be calibrated and adjusted to sow seeds at the proper seeding rate. In general, the optimum seeding depth is 0.25 inch below the soil surface. Areas where the seed has not been incorporated into the soil to the proper depths will not be accepted, and no compensation for materials or labor for the rejected work will be made by the Owner.

9. Seeding and soil tracking/firming shall not be done during periods of rain, severe drought, high winds, excessive moisture, frozen ground, or other conditions that preclude satisfactory results.

10. Wet mesic and emergent areas shall be planted, and seed allowed to germinate (if possible), prior to flooding with significant amounts of water. Any areas of significant permanent water located within the planting area will receive live plugs in lieu of seed.

11. After the seeding operation is completed, install erosion control blanket per manufacturer's specifications.

12. Emergent plugs shall be planted in natural groupings within designed areas containing saturated soils or shallow inundation. Plants within groupings shall be planted at 2 foot centers.

13. Emergent plugs shall not be planted less than the specified rate and shall be protected with goose exclosures surrounding all natural groupings of plugs.

E. Groundcover and Perennial Beds

Groundcover, perennials, and annuals shall be planted in continuous beds of planting soil mixture a minimum of 8" deep. Install per spacing indicated on plan.

F. Trees and Shrubs

1. Set balled and burlapped (B&B) stock plumb and in center of pit or trench with top of ball at an elevation that will keep the root flare exposed upon backfill and mulching. Remove burlap from top and sides of balls; retain on bottoms. When set, place additional topsoil backfill around base and sides of ball and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.

2. Dish top of backfill to allow for mulching. Provide additional backfill berm around edge of excavations to form shallow saucer to collect water.

3. Mulch pits, trenches and planted areas. Provide not less than 3" thickness of mulch and work into top of backfill and finish level with adjacent finish grades. Maintain exposed root flare at all times.

4. Prune only injured or dead branches from flowering trees, if any. Protect central leader of tree during shipping and pruning operations. Prune shrubs to retain natural character in accordance with standard horticultural practices.

5. Remove and replace excessively pruned or ill-formed stock resulting from improper pruning.

6. The Contractor shall be wholly responsible for assuring that all trees are planted in a vertical and plumb position and remain so throughout the life of this contract and guarantee period. Trees may or may not be staked and guyed depending upon the individual preference of the Contractor; however, any bracing procedure(s) must be approved by the Owner prior to its installation.

3.3 INITIAL MAINTENANCE

A. Begin maintenance immediately after planting, continuing until final acceptance. A minimum of thirty (30) days.

B. Maintain planted and seeded areas by watering, rolling/regrading, replanting and implementing erosion control as required to establish vegetation free of eroded or bare areas.

C. Highlands Fescue and Native Planting areas are to be mowed only once per spring during the initial three year establishment period.

D. Review the site on a monthly basis and provide reports to the Owner's Land Development Manager.

E. Within thirty (30) days prior to expiration of the maintenance period, Contractor, Landscape Architect, HOA Property manager and Developer shall make final inspections to determine acceptability. After final acceptance at the time of survival period expiration, Developer will be responsible for maintenance. The maintenance period shall not expire until the final inspection is approved by a Developer's representative.

3.4 NATIVE LANDSCAPED AREAS
CONTINUED MONITORING & MAINTENANCE

C. Monitoring

The Owner shall notify the Village of Downers Grove upon completion of plantings. The Owner's Environmental Specialist shall inspect the plantings and provide the Village of Downers Grove with a copy of the planting locations, species, and quantities for verification by the Village of Downers Grove.

The Owner's Environmental Specialist shall inspect the plantings at least twice per year during the three-year term of the Establishment and Maintenance Cash Bond or Letter of Credit, to determine compliance with the minimum annual performance criteria (See 1.5C Guarantees). A monitoring report will be provided to the Village of Downers Grove by January 31st following each inspection.

D. Maintenance:

First Season

With the exception of the emergent area, native seeding areas should be mowed to a height of 6" to control annual nonnative and invasive species early in the growing season. Mowing, including weed whipping, should be conducted during prior to weed seed production. Mowing height and timing may need to be adjusted per target species. Small quantities of undesirable plant species, shall be controlled by hand pulling prior to the development and maturity of the plant. Hand removal shall include the removal of all above-ground and below-ground stems, roots and flower masses prior to development of seeds. Herbicide should be applied as necessary by a trained and licensed operator that is competent in the identification of native and nonnative herbaceous plants. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Second Season

Control of undesirable plant species during the second growing season shall consist primarily of precise herbicide application. Mowing and weed whipping shall be conducted as needed during the early growing season and as needed to a height of 6 to 8 inches to prevent annual weeds from producing seed. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Third Year:

Seasonal mowing and herbicide will continue as above but should be reduced over time. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary. At the completion of the third growing season (dependent on fuel availability; dominance of graminoid species; and favorable weather conditions), fire may be introduced to the planted areas as a management tool.

State and local permits shall be required prior to controlled burning. Burning shall be conducted by trained professionals experienced in managing smoke in urban environments. Prior to a controlled burn, surrounding property owners as well as local fire and police departments shall be notified. A burn plan detailing preferred wind direction and speed, location of fire breaks, and necessary personnel and equipment shall be prepared and utilized in planning and burn implementation.

The initial burn shall be dependent on fuel availability which is directly related to the quantity and quality of grasses contained within the plant matrix. Timing of the burn shall be determined based on results of the annual monitoring indicating species composition of the management area and other analysis of management goals. Generally, burns shall be scheduled from spring to fall on a rotational basis. Burn frequency shall also be dependent on the species composition within the management area. Generally, a new prairie restoration area shall be burned annually for two years after the second or third growing season after planting and then every 2-3 years thereafter, burning 50-75% of the area.

E. Long Term Wetland and Prairie Management/Maintenance

A final compliance report and Long-Term Operation and Maintenance Plan shall be submitted by the Developer/Owner's Environmental Specialist no less than 60 days prior to the expiration of any landscape Cash Bond or Letter of Credit posted for the native areas. Final acceptance and release shall be determined by the Village of Downers Grove upon inspection of the site to verify compliance.

The Long -Term Operation and Maintenance Plan shall be written to include guidelines and schedules for burning, mowing, application of herbicide, debris/litter removal and inspection schedule for storm structures and sediment removal.

3.5 CLEAN UP AND PROTECTION

A. During landscape work, store materials and equipment where directed. Keep pavements clean and work areas and adjoining areas in an orderly condition.

B. Protect landscape work and materials from damage due to landscape operations, operations by other trades and trespassers. Maintain protection during installation and maintenance periods. Treat, repair or replace damaged landscape work as directed by Landscape Architect.

3.6 INSPECTION AND ACCEPTANCE

A. The Landscape Architect reserves the right to inspect seeds, plants, trees and shrubs either at place of growth or at site before planting for compliance with requirements for name, variety, size, quantity, quality and mix proportion.

B. Supply written affidavit certifying composition of seed mixtures and integrity of plant materials with respect to species, variety and source.

C. Notify the Landscape Architect within five (5) days after completing initial and/or supplemental plantings in each area.

D. When the landscape work is completed, including maintenance, the Landscape Architect will, upon request, make a final inspection to determine acceptability. After final acceptance, the Owner will be responsible for maintenance.

XREFS:

PLOT CONFIG:

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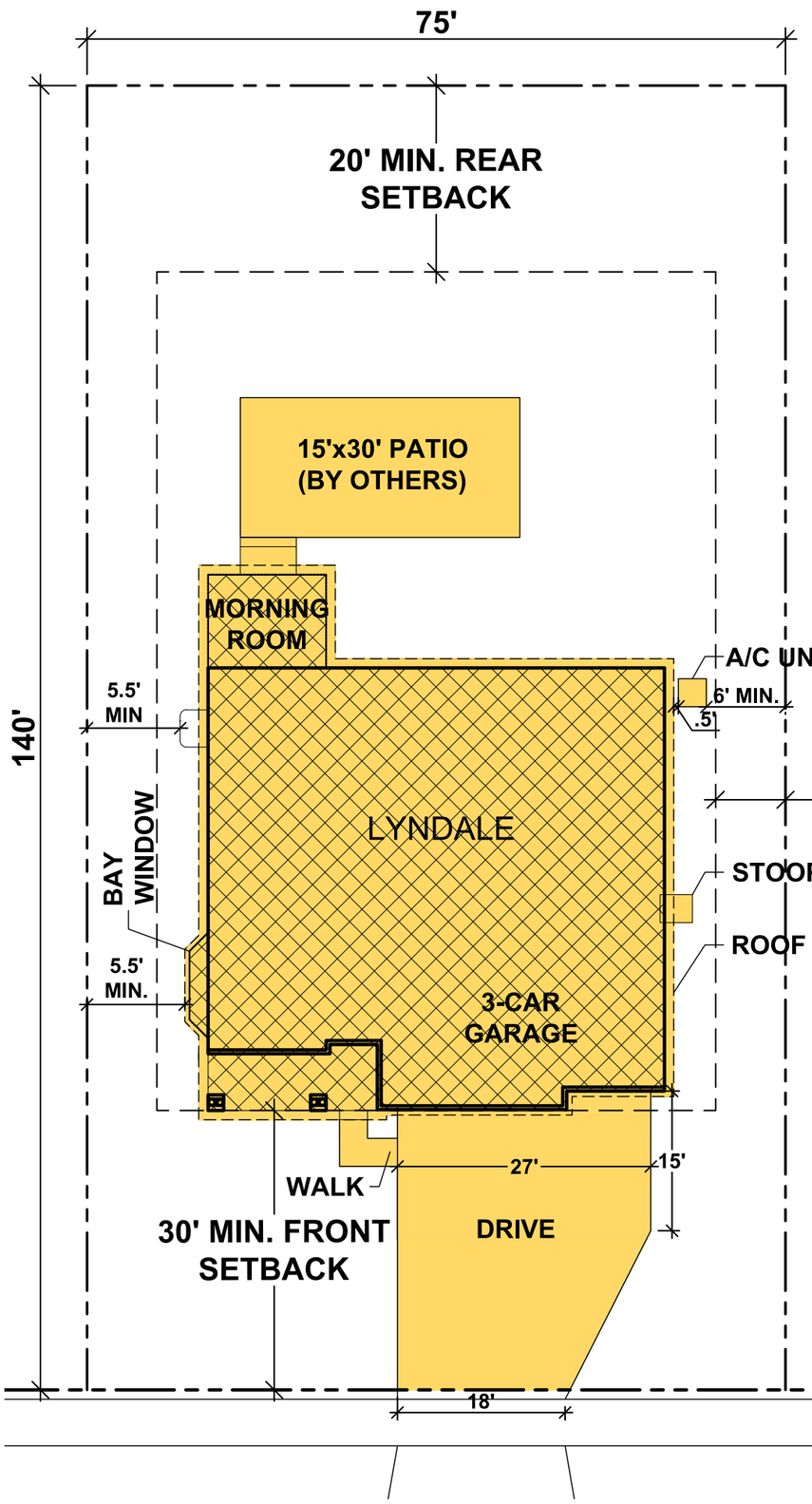
TALON PRESERVE
DOWNERS GROVE, ILLINOIS
LANDSCAPE SPECIFICATIONS

REVISIONS	
4	08.11.2025
3	07.25.2025
2	07.01.2025
1	06.06.2025

DATE	03.21.2025
PROJECT NO.	MI24248
DRAWN	EAN
CHECKED	DHS
SHEET NO.	L1.8



LOT COVERAGE DATA

BUILDING / OPTION	AREA	LOT COVERAGE %
(STANDARD):	2,304 S.F.	21.94%
BAY WINDOW OPTION:	19 S.F.	0.18%
MORNING ROOM OPTION:	127 S.F.	1.21%
BUILDING SUBTOTAL:	2,450 S.F.	23.33%
DRIVE:	762 S.F.	7.26%
WALK/STOOPS:	61 S.F.	0.58%
PATIO:	450 S.F	4.29%
A/C UNIT:	9 S.F.	0.09%
ROOF OVERHANG:	199 S.F.	1.90%
IMPERVIOUS SUBTOTAL:	1,481 S.F.	14.10%
TOTAL LOT COVER:	3,931 S.F.	37.44%
LOT - 75'W X 140'D:	10,500 S.F.	

LEGEND

USE

PRINCIPLE BUILDING

OTHER IMPERVIOUS AREA

0 10' 20'

SCALE: 1"=20'

NORTH

BUILDING COVERAGE DEFINITION:

Building coverage is measured as the area of the lot that is occupied by principal and accessory buildings and by structures with a surface area of more than four (4) square feet and a height of eighteen inches (18") or more, including pergolas and pools. All areas beneath a roof are counted for purposes of measuring building coverage, except on R-zoned lots with a lot width of sixty feet (60') or less, detached garages in the rear yard and rear-loading attached garages with a building footprint of five hundred (500) square feet or less are not counted towards overall building coverage provided that the detached garage in the rear yard or the rear-loading attached garage is the only garage on the subject property

IMPERVIOUS AREA DEFINITION:

Impervious area means area within a parcel which prevents or significantly impedes the infiltration of stormwater into the soil. Common impervious areas include, but are not limited to, buildings, rooftop areas including overhangs and eaves, paved walkways, bricks, concrete pavers (unless part of a permeable pavement system), swimming pools, decks, paved, gravel or stone areas, and other similar non-porous areas.

BUILDING COVERAGE EXHIBIT

TALON PRESERVE - LYNDALE

DOWNERS GROVE, ILLINOIS

08/11/2025

M/I HOMES

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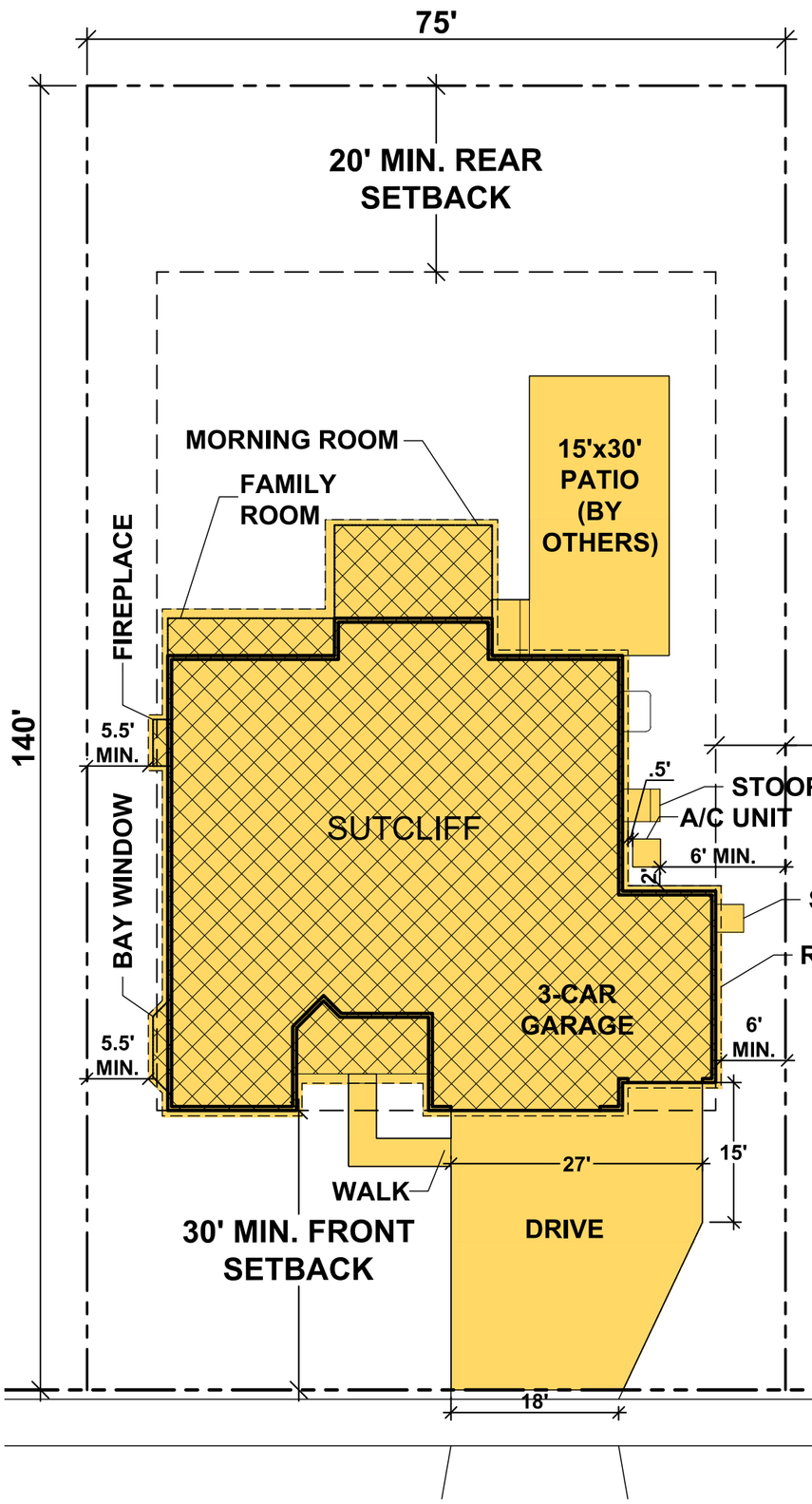

LOT COVERAGE DATA

BUILDING / OPTION	AREA	LOT COVERAGE %
(STANDARD):	2,602 S.F.	24.80%
BAY WINDOW OPTION:	17 S.F.	0.16%
FAMILY ROOM OPTION:	72 S.F.	0.68%
FIREPLACE OPTION:	10 S.F.	0.09%
MORNING ROOM OPTION:	169 S.F.	1.61%
BUILDING SUBTOTAL:	2,870 S.F.	27.33%
DRIVE:	759 S.F.	7.23%
WALK/STOOPS:	61 S.F.	0.58%
PATIO:	450 S.F.	4.29%
A/C UNIT:	9 S.F.	0.09%
ROOF OVERHANG:	233 S.F.	2.22%
IMPERVIOUS SUBTOTAL:	1,512 S.F.	14.4%
TOTAL:	4,382 S.F.	41.73%
LOT - 75'W X 140'D:	10,500 S.F.	

LEGEND

USE

PRINCIPLE BUILDING

OTHER IMPERVIOUS AREA

0 10' 20'

SCALE: 1"=20'

NORTH

BUILDING COVERAGE DEFINITION:

Building coverage is measured as the area of the lot that is occupied by principal and accessory buildings and by structures with a surface area of more than four (4) square feet and a height of eighteen inches (18") or more, including pergolas and pools. All areas beneath a roof are counted for purposes of measuring building coverage, except on R-zoned lots with a lot width of sixty feet (60') or less, detached garages in the rear yard and rear-loading attached garages with a building footprint of five hundred (500) square feet or less are not counted towards overall building coverage provided that the detached garage in the rear yard or the rear-loading attached garage is the only garage on the subject property

IMPERVIOUS AREA DEFINITION:

Impervious area means area within a parcel which prevents or significantly impedes the infiltration of stormwater into the soil. Common impervious areas include, but are not limited to, buildings, rooftop areas including overhangs and eaves, paved walkways, bricks, concrete pavers (unless part of a permeable pavement system), swimming pools, decks, paved, gravel or stone areas, and other similar non-porous areas.

BUILDING COVERAGE EXHIBIT

TALON PRESERVE - SUTCLIFF

DOWNERS GROVE, ILLINOIS

08/11/2025

M/I HOMES

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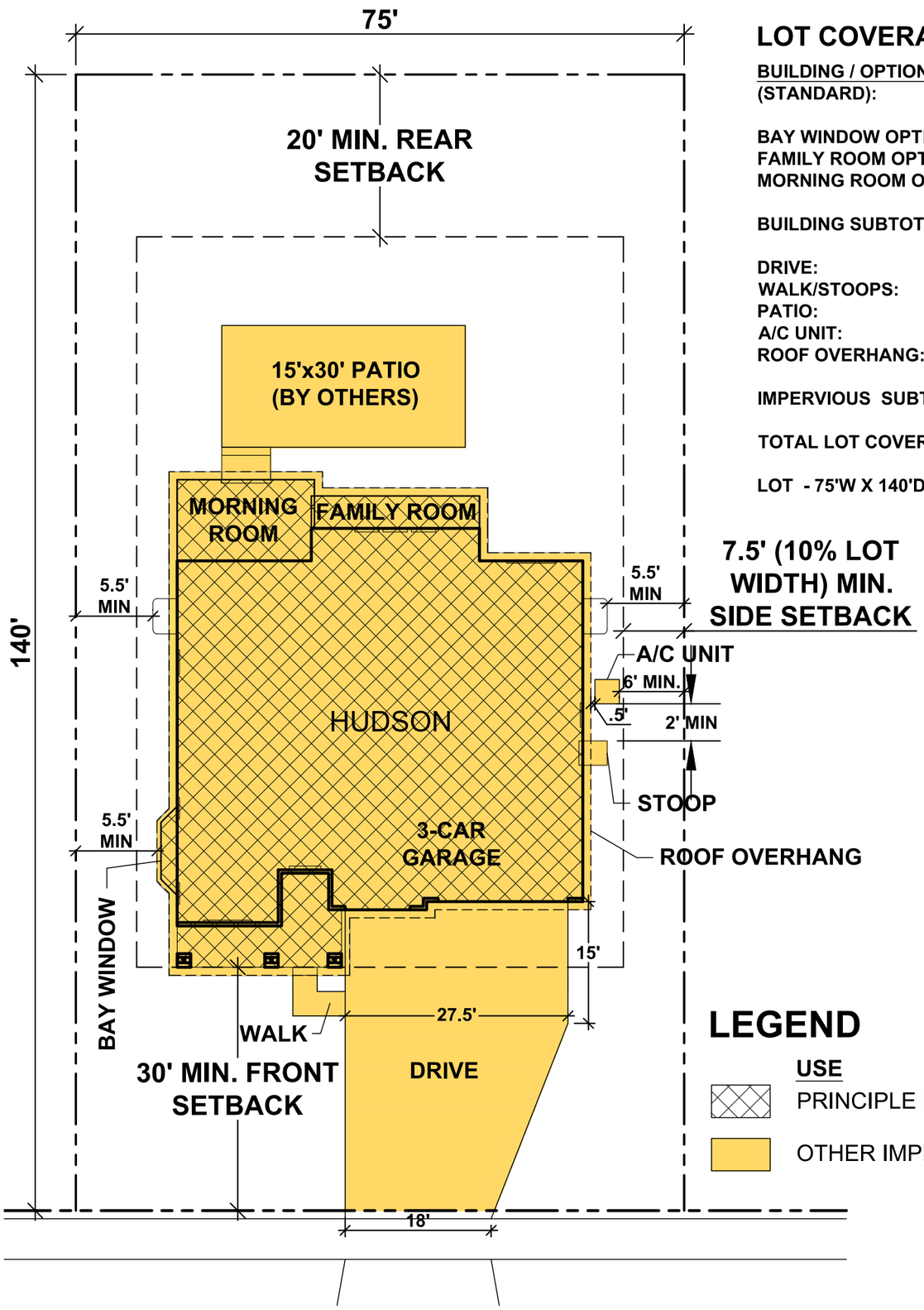

LOT COVERAGE DATA

BUILDING / OPTION	AREA	LOT COVERAGE %
(STANDARD):	2,357 S.F.	22.44%
BAY WINDOW OPTION:	18 S.F.	0.17%
FAMILY ROOM OPTION:	83 S.F.	0.79%
MORNING ROOM OPTION:	168 S.F.	1.60%
BUILDING SUBTOTAL	2,626 S.F.	25.00%
DRIVE:	931 S.F.	8.86%
WALK/STOOPS:	61 S.F.	0.58%
PATIO:	450 S.F.	4.29%
A/C UNIT:	9 S.F.	0.09%
ROOF OVERHANG:	220 S.F.	2.10%
IMPERVIOUS SUBTOTAL	1,671 S.F.	15.91%
TOTAL LOT COVER:	4,297 S.F.	40.92%
LOT - 75'W X 140'D:	10,500 S.F.	

LEGEND

USE

PRINCIPLE BUILDING

OTHER IMPERVIOUS AREA

0 10' 20'

SCALE: 1"=20'

NORTH

BUILDING COVERAGE DEFINITION:

Building coverage is measured as the area of the lot that is occupied by principal and accessory buildings and by structures with a surface area of more than four (4) square feet and a height of eighteen inches (18") or more, including pergolas and pools. All areas beneath a roof are counted for purposes of measuring building coverage, except on R-zoned lots with a lot width of sixty feet (60') or less, detached garages in the rear yard and rear-loading attached garages with a building footprint of five hundred (500) square feet or less are not counted towards overall building coverage provided that the detached garage in the rear yard or the rear-loading attached garage is the only garage on the subject property

IMPERVIOUS AREA DEFINITION:

Impervious area means area within a parcel which prevents or significantly impedes the infiltration of stormwater into the soil. Common impervious areas include, but are not limited to, buildings, rooftop areas including overhangs and eaves, paved walkways, bricks, concrete pavers (unless part of a permeable pavement system), swimming pools, decks, paved, gravel or stone areas, and other similar non-porous areas.

BUILDING COVERAGE EXHIBIT

TALON PRESERVE - HUDSON

DOWNERS GROVE, ILLINOIS

08/11/2025

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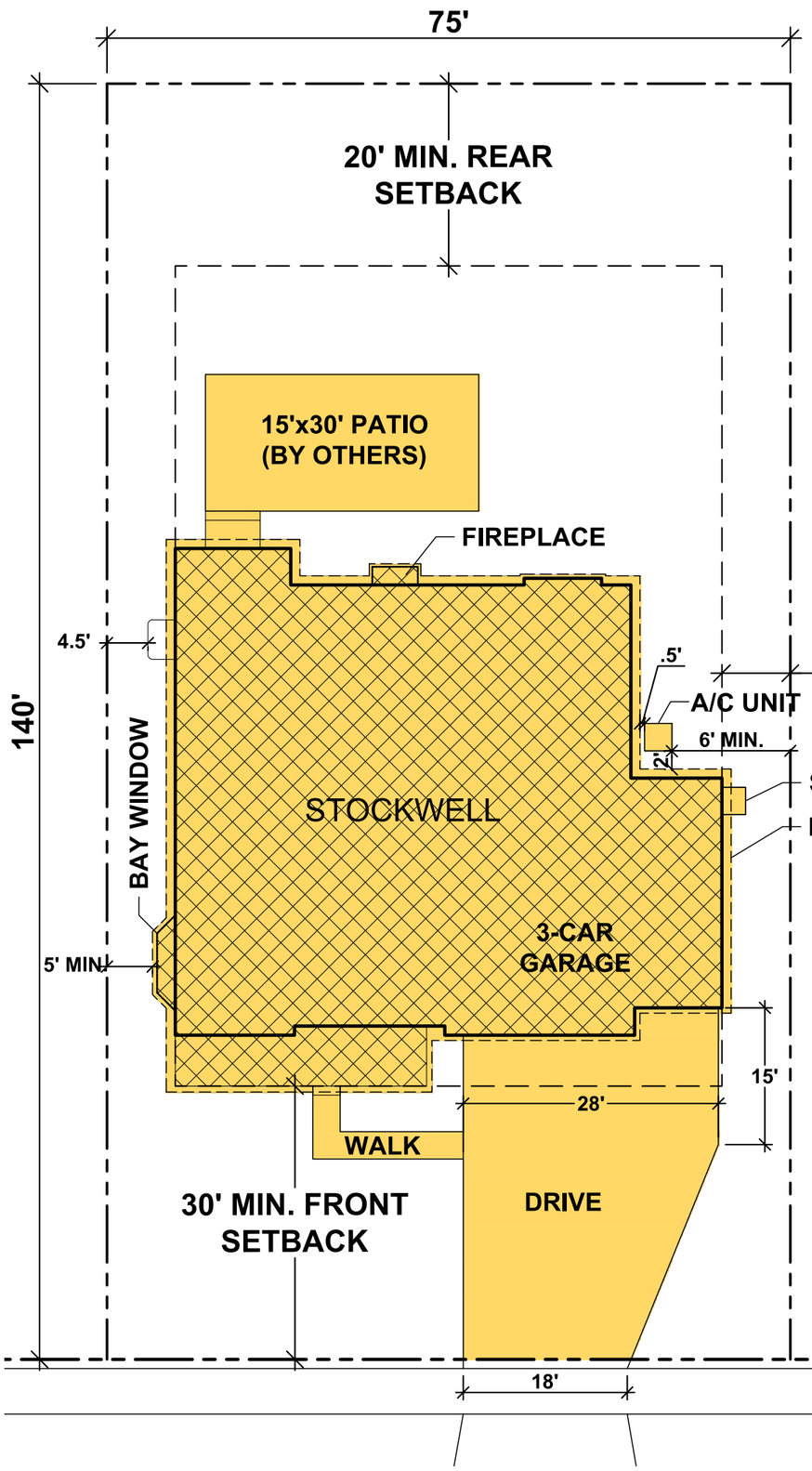

LOT COVERAGE DATA

BUILDING / OPTION	AREA	LOT COVERAGE %
(STANDARD):	2,939 S.F.	28.00%
BAY WINDOW OPTION:	13 S.F.	0.12%
FIREPLACE OPTION:	8 S.F.	0.07%
BUILDING SUBTOTAL	2,960 S.F.	28.19%
DRIVE:	893 S.F.	8.50%
WALK/STOOPS:	86 S.F.	0.82%
PATIO:	450 S.F.	4.29%
A/C UNIT:	9 S.F.	0.09%
ROOF OVERHANG:	205 S.F.	1.95%
IMPERVIOUS SUBTOTAL	1,643 S.F.	15.65%
TOTAL LOT COVER:	4,603 S.F.	43.83%
LOT - 75'W X 140'D:	10,500 S.F.	

7.5' (10% LOT WIDTH) MIN. SIDE SETBACK

LEGEND

USE

PRINCIPLE BUILDING

OTHER IMPERVIOUS AREA

0 10' 20'

SCALE: 1"=20'

NORTH

BUILDING COVERAGE DEFINITION:

Building coverage is measured as the area of the lot that is occupied by principal and accessory buildings and by structures with a surface area of more than four (4) square feet and a height of eighteen inches (18") or more, including pergolas and pools. All areas beneath a roof are counted for purposes of measuring building coverage, except on R-zoned lots with a lot width of sixty feet (60') or less, detached garages in the rear yard and rear-loading attached garages with a building footprint of five hundred (500) square feet or less are not counted towards overall building coverage provided that the detached garage in the rear yard or the rear-loading attached garage is the only garage on the subject property

IMPERVIOUS AREA DEFINITION:

Impervious area means area within a parcel which prevents or significantly impedes the infiltration of stormwater into the soil. Common impervious areas include, but are not limited to, buildings, rooftop areas including overhangs and eaves, paved walkways, bricks, concrete pavers (unless part of a permeable pavement system), swimming pools, decks, paved, gravel or stone areas, and other similar non-porous areas.

LOT COVERAGE EXHIBIT
TALON PRESERVE - STOCKWELL
DOWNERS GROVE, ILLINOIS
08/11/2025

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Front Elevation

Left Elevation

Rear Elevation

Right Elevation

Talon Preserve

Downers Grove, IL

Hudson

Elevation A

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation

Right Elevation

Talon Preserve

Downers Grove, IL

Hudson

Elevation B

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation

Right Elevation

Talon Preserve

Downers Grove, IL

Hudson

Elevation C

M/I HOMES

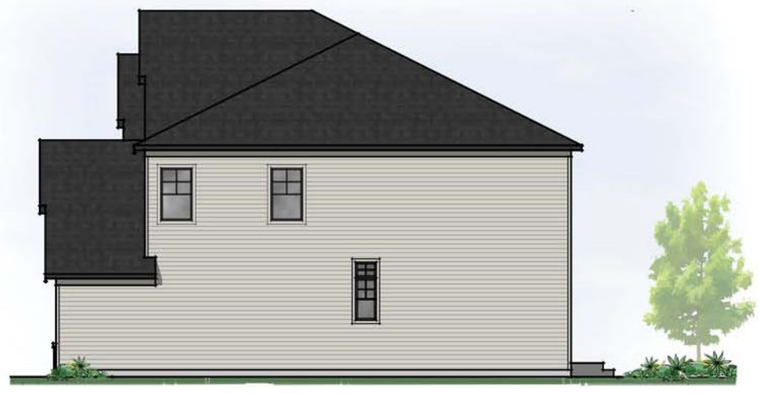
Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation



Right Elevation

Talon Preserve

Downers Grove, IL

Lyndale

Elevation A

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation

Right Elevation

Talon Preserve

Downers Grove, IL

Lyndale

Elevation B

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation

Right Elevation

Talon Preserve

Downers Grove, IL

Lyndale

Elevation C

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation

Right Elevation

Talon Preserve

Downers Grove, IL

Stockwell

Elevation A

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation

Right Elevation

Talon Preserve

Downers Grove, IL

Stockwell

Elevation B

M/I HOMES

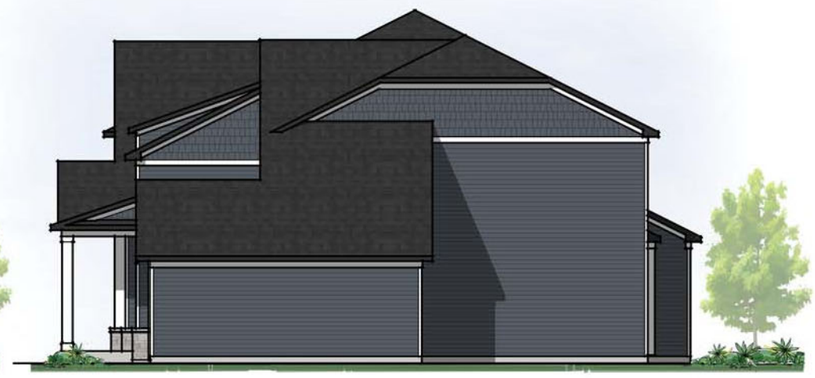
Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation



Right Elevation

Talon Preserve

Downers Grove, IL

Stockwell

Elevation C

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation

Right Elevation

Talon Preserve

Downers Grove, IL

Sutcliff

Elevation A

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation

Right Elevation

Talon Preserve

Downers Grove, IL

Sutcliff

Elevation B

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Front Elevation

Left Elevation

Rear Elevation

Right Elevation

Talon Preserve

Downers Grove, IL

Sutcliff

Elevation C

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Traffic Impact Study
Proposed Residential Development

Downers Grove, Illinois

Prepared For:

M/I HOMES

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

March 18, 2025

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 residential development to be located in Downers Grove, Illinois. The site is located on the north side of 39th Street between Williams Street and Cumnor Road and it is proposed to contain 35 single-family homes. An access road extending between 39th Street and Williams Street will provide access to some of the proposed homes, with the remainder having direct access on Cumnor Road, 39th Street and Williams Street.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate 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. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the proposed development.

3. 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

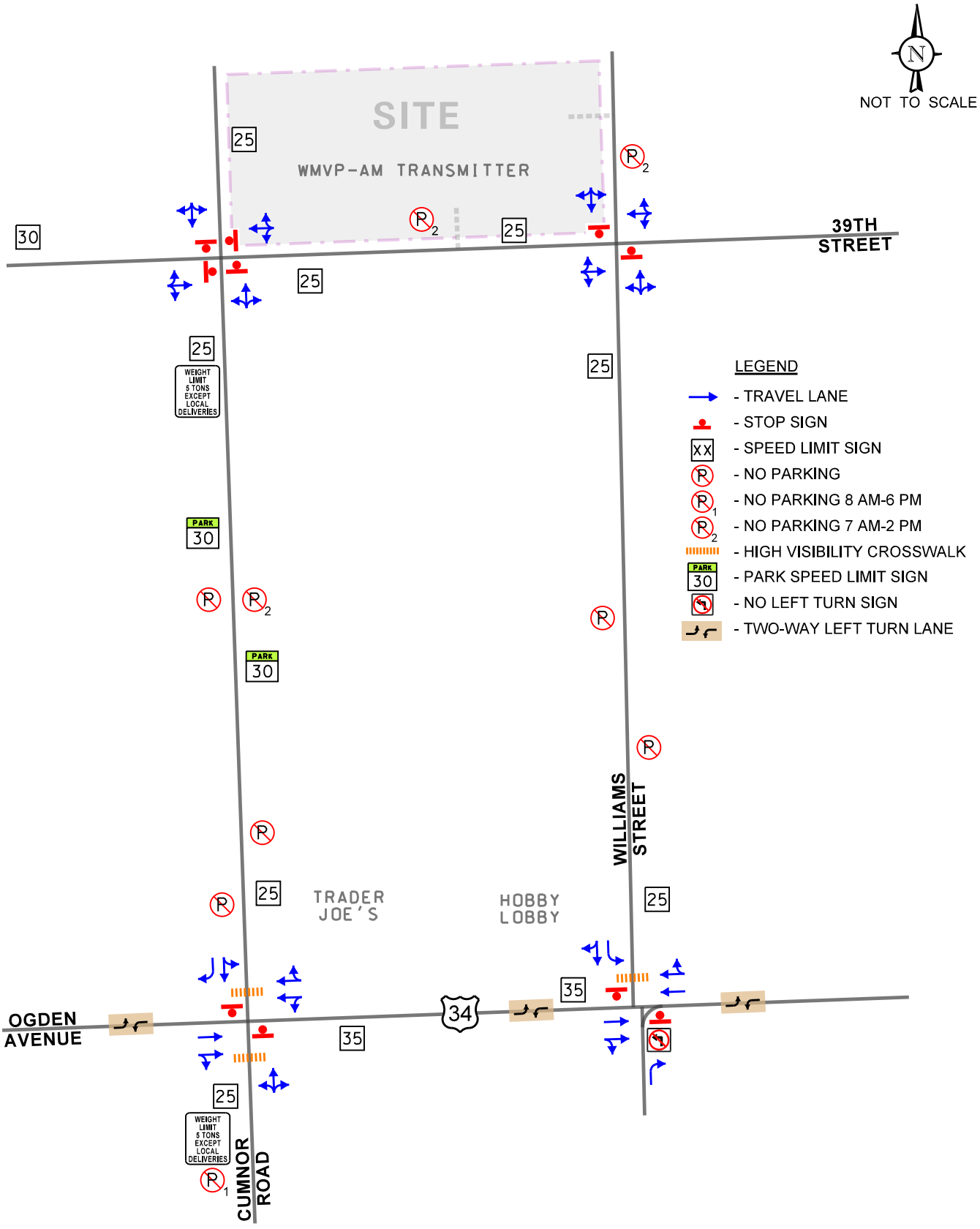
The site is currently occupied by the WMVP AM Transmitter. Land uses in the vicinity of the site include residential to the west, north, east, and south. Additionally, retail buildings are located approximately .40 miles south of the proposed development.

Existing Roadway System Characteristics

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

US 34 (Ogden Avenue) is an east-west other principal arterial roadway that provides two travel lanes in each direction. At its unsignalized intersection with Cumnor Road, US 34 provides a shared left-turn median lane, a through lane and a shared through/right-turn lane on the eastbound approach, while the westbound approach provides a shared left-turn/through lane and a shared through/right-turn lane. At its unsignalized intersection with Williams Street, US 34 provides a shared left-turn median lane, a through lane and a shared through/right-turn lane on both approaches. US 34 is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an AADT volume of 27,100 vehicles (IDOT 2023), and has a posted speed limit of 35 miles per hour.

39th Street is an east-west minor collector roadway west of Cumnor Road and a local roadway east of Cumnor Road that provides one travel lane in each direction. At its unsignalized intersection with Cumnor Road, 39th Street provides a shared left-turn/through/right-turn lane on both approaches that operate under stop sign control. At its unsignalized intersection with Williams Street, 39th Street provides a shared left-turn/through/right-turn lane on both approaches. Parking is generally permitted on both sides of the street, except on the north side of 39th Street west of Cumnor Road where parking is not permitted between 7:00 A.M. an 2:00 P.M. 39th Street is under the jurisdiction of the Village of Downers Grove, carries an AADT volume of 1,700 vehicles (IDOT 2020), and has a posted speed limit of 25 miles per hour east of Cumnor Road and 30 miles per hour west of Cumnor Road.



Residential Development
Downers Grove, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 25-018 Figure: 3

Cumnor Road is a north-south minor collector roadway south of 39th Street and a local roadway north of 39th Street that provides one travel lane in each direction. At its unsignalized intersection with 39th Street, Cumnor Road provides a shared left-turn/through/right-turn lane on both approaches that operate under stop sign control. At its unsignalized intersection with US 34, Cumnor Road provides shared left-turn/through lane and a right-turn lane on the southbound approach, while the northbound approach provides a shared left-turn/through/right-turn lane. High-visibility crosswalks are provided on both the north and the south leg of the intersection. Parking is generally not permitted on both sides of the street. Cumnor Road is under the jurisdiction of the Village of Downers Grove, carries an AADT volume of 1,150 vehicles (IDOT 2020), and has a posted speed limit of 25 miles per hour with a park zone speed limit of 20 miles per hour between 39th Street and US 34.

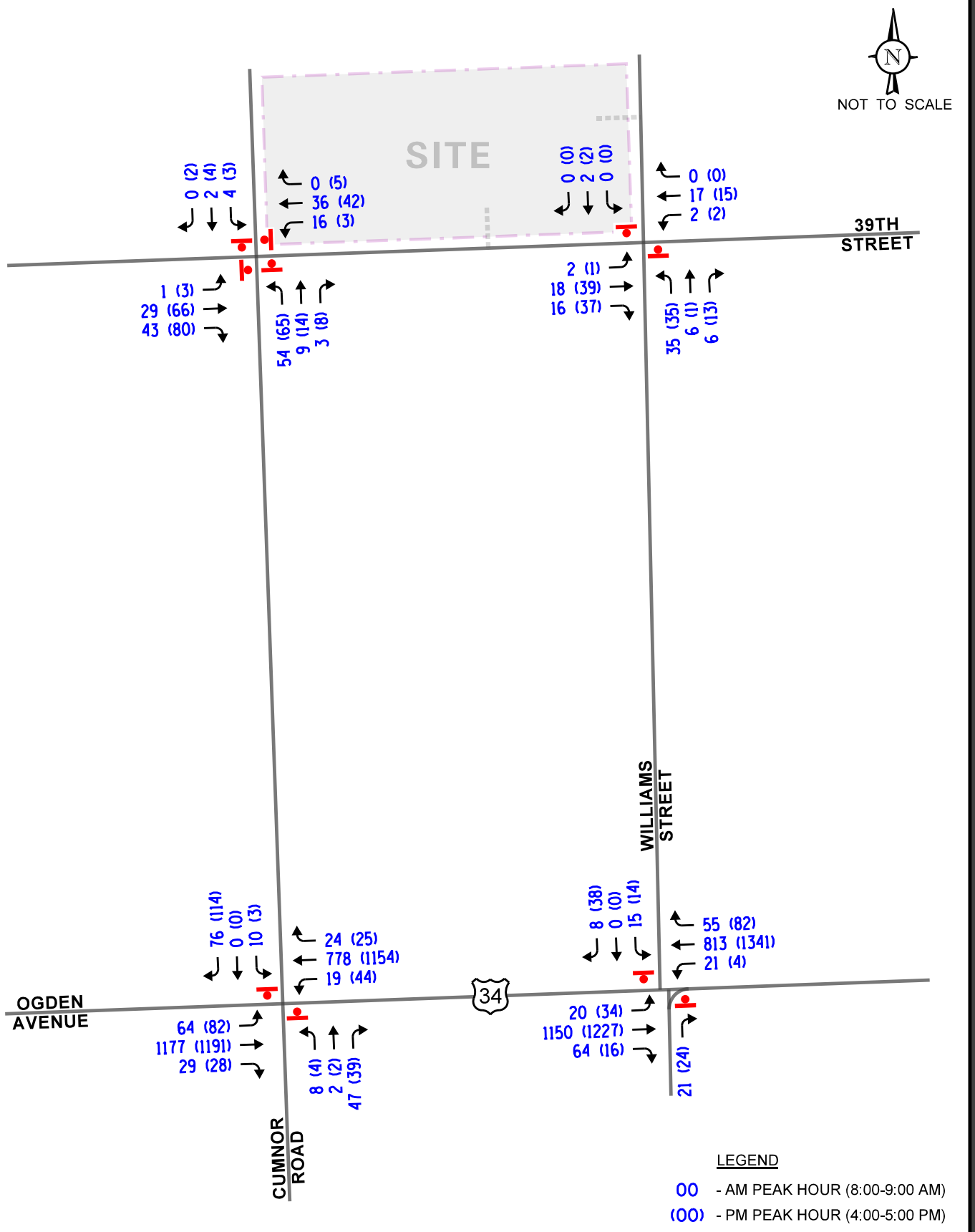
Williams Street is a north-south local roadway that provides one travel lane in each direction. At its unsignalized intersection with 39th Street, Williams Street provides a shared left-turn/through/right-turn lane on both approaches that operate under stop sign control. At its unsignalized intersection with US 34, Williams Street provides a left-turn lane and a shared through/right-turn lane on the southbound approach, while the northbound approach provides a right-turn lane. A high-visibility crosswalk is provided on the north leg of the intersection and parking is not permitted on both sides of the street between 39th Street and US 34. Williams 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:

- 39th Street with Cumnor Road (Thursday, January 23, 2025)
- 39th Street with Williams Street (Thursday, January 23, 2025)
- US 34 with Cumnor Road (Tuesday, January 28, 2025)
- US 34 with Williams Street (Thursday, January 23, 2025)

The traffic counts were conducted 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 8:00 A.M. and 9:00 A.M. during the weekday morning peak period and between 4:00 P.M. and 5:00 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.



Residential Development
Downers Grove, Illinois

Existing Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 25-018 Figure: 4

Crash Data

KLOA, Inc. obtained crash data[1] for the past five years (2019 to 2023) for the intersections of US 34 with Cumnor Road, US 34 with Williams Street, 39th Street with Cumnor Road and 39th Street with Williams Street. A review of the crash data indicated no fatalities were reported at the intersections during the review period. The crash data for the intersections is summarized in **Table 1** through **Table 4**.

Table1
US 34 WITH CUMNOR ROAD – 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	1	1
2021	0	0	0	0	0	1	0	1
2022	1	0	0	0	0	1	0	2
2023	0	0	0	0	0	0	0	0
Total	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**4**
Average	**<1.0**	**0**	**0**	**0**	**0**	**<1.0**	**<1.0**	**<1.0**

Table 2
US 34 WITH WILLIAMS STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	0	0	0	0	0	2	0	2
2020	0	0	0	0	0	1	1	2
2021	0	0	0	0	0	0	1	1
2022	0	0	0	0	0	4	0	4
2023	0	0	0	0	0	1	1	2
Total	**0**	**0**	**0**	**0**	**0**	**8**	**3**	**11**
Average	**0**	**0**	**0**	**0**	**0**	**1.6**	**<1.0**	**2.2**

[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).

Table 3
39TH STREET WITH CUMNOR ROAD – 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	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Average	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Table 4
39TH STREET WITH WILLIAMS 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	1	1
2022	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Average	**0**	**0**	**0**	**0**	**0**	**0**	**<1.0**	**<1.0**

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

The site is located on the north side of 39th Street between Williams Street and Cumnor Road. As proposed, the plans call for the site to be developed with 35 single-family homes.

Access to some of the proposed homes will be provided via an access road that will extend between 39th Street and Williams Street. The remaining homes will have direct access off Cumnor Road, 39th Street, and Williams Street. Outbound movements from the proposed access drives onto 39th Street and Williams Street should be under stop sign control.

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.

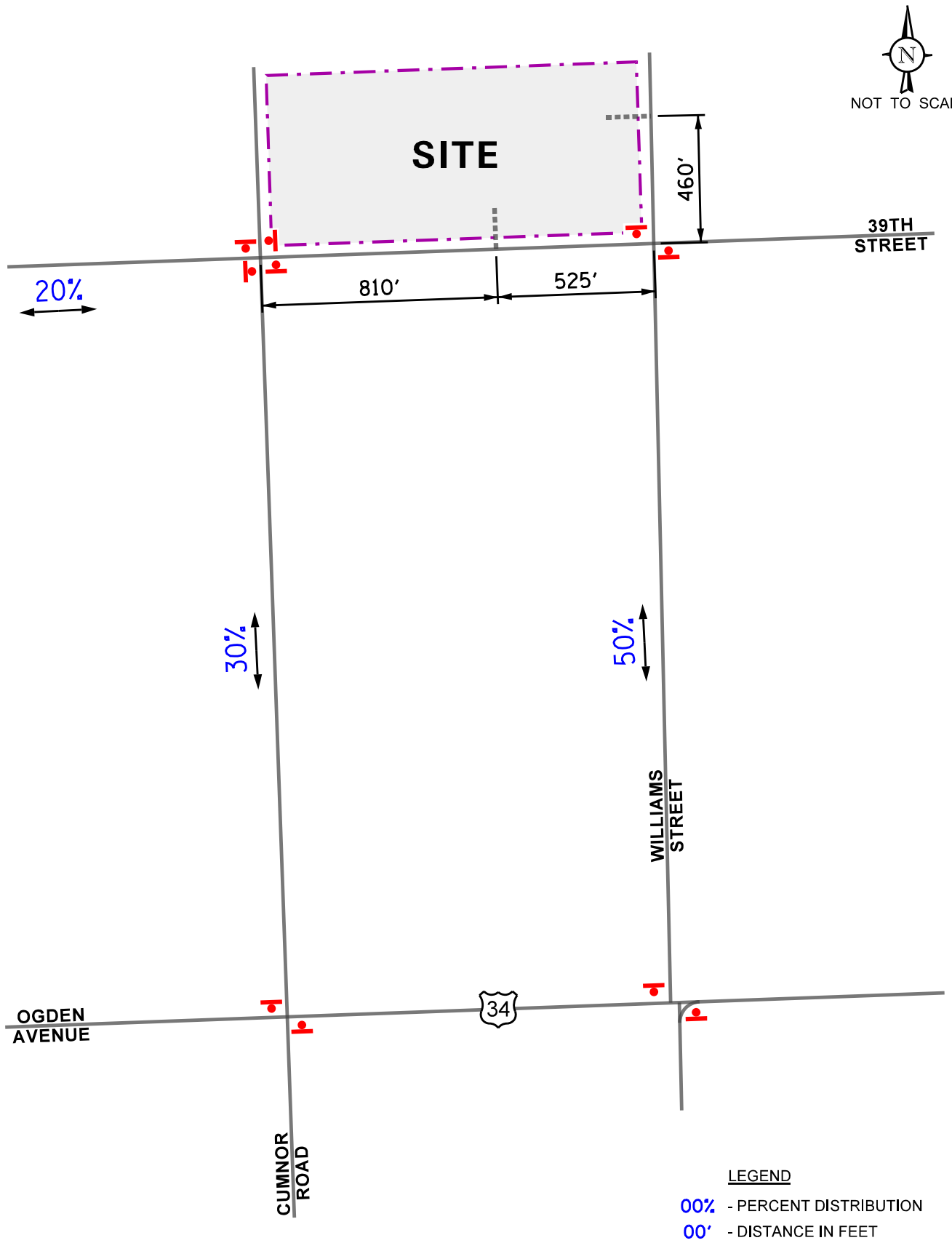
Development Traffic Generation

To determine the weekday morning and weekday evening peak hour vehicle trip generation for the proposed development, information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 11th Edition was utilized. ITE Land-Use Code 210 (Single-Family Detached Housing) rates were used for the proposed residential development.

Table 5 shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours. Copies of the ITE trip generation worksheets are included in the Appendix.

Table 5
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
210	Single-Family Detached Housing (35 units)	7	22	29	23	14	37



Residential Development
Downers Grove, Illinois

Directional Distribution

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 25-018 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

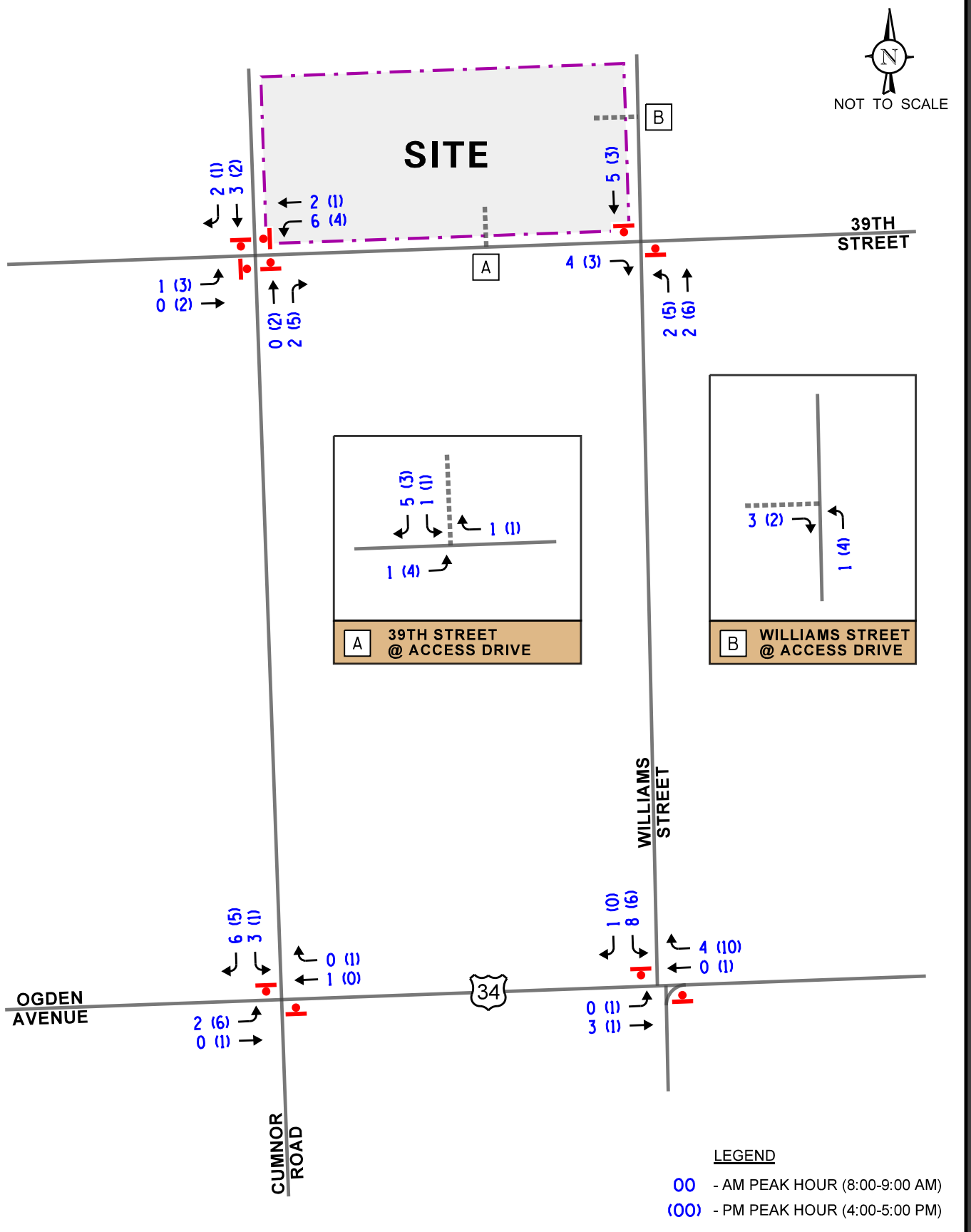
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the vehicle traffic volumes to be generated by the proposed development.

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 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of .833 percent per year for six years (buildout year plus five years) for a total of approximately five percent to project Year 2031 background (no-build) conditions, as illustrated in **Figure 7**. A copy of the CMAP letter is included in the Appendix.

Total Projected Traffic Volumes

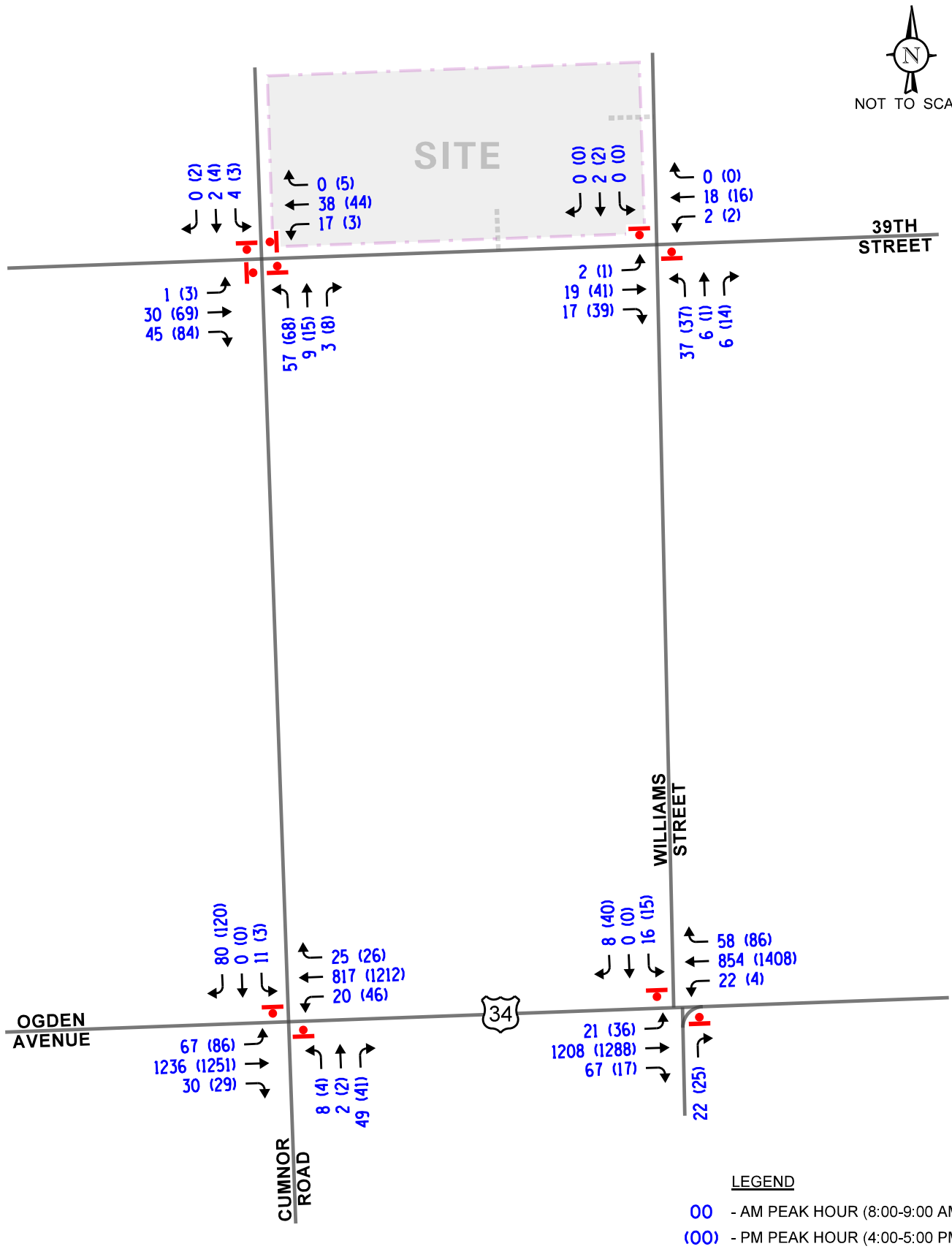
The total projected traffic volumes include the Year 2031 no-build traffic volumes and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2031 total projected traffic volumes.



Residential Development
Downers Grove, Illinois

Site-Generated Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 25-018 Figure: 6



Residential Development
Downers Grove, Illinois

Year 2031 No-Build Traffic Volumes

KLOA
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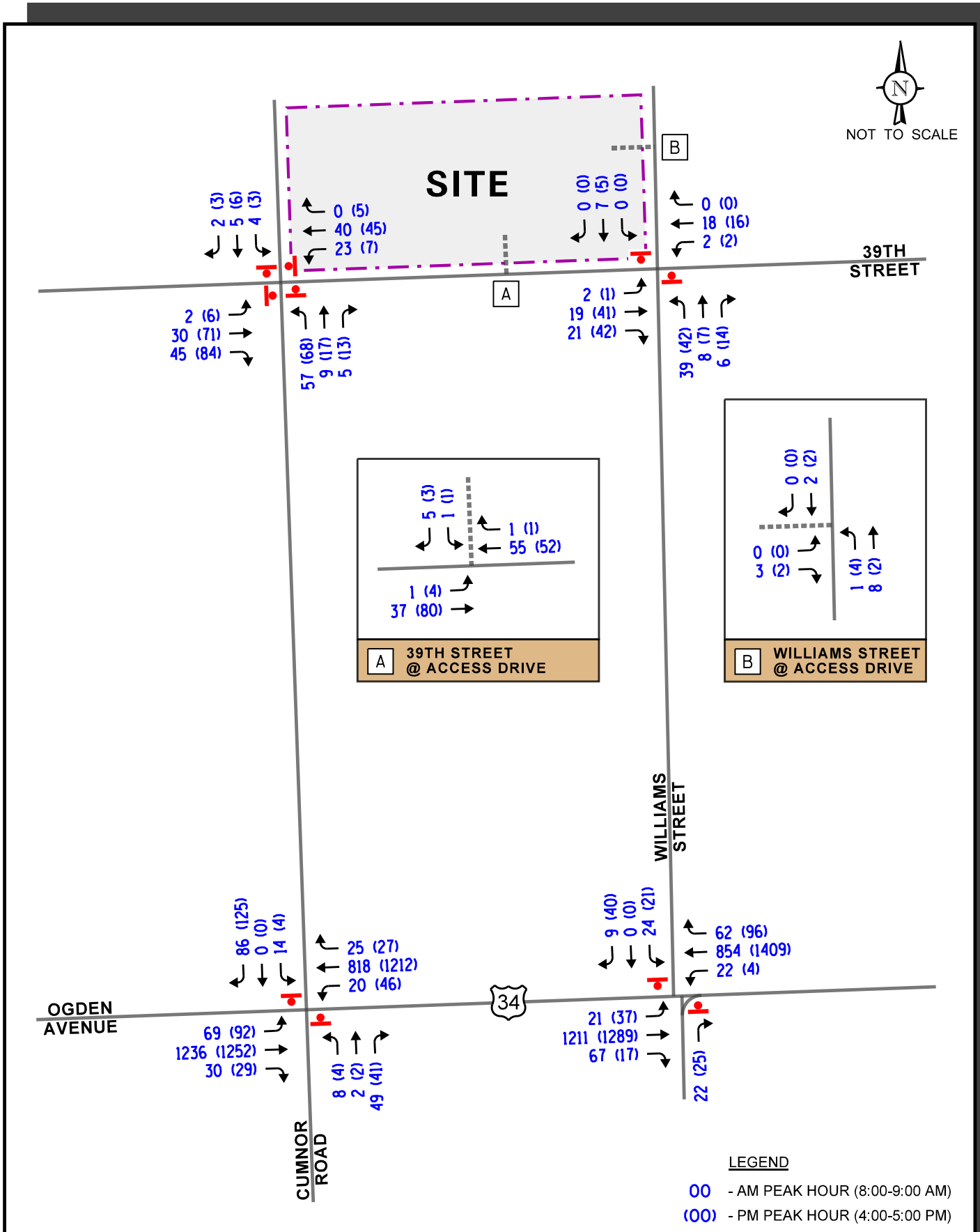
Job No: 25-018 Figure: 7



Residential Development
Downers Grove, Illinois

Year 2031 Total Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 25-018 Figure: 8

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours peak hours for the existing and Year 2031 no-build and total conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM), 6th Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections are accomplished using field measured lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2031 no-build and total conditions are presented in **Tables 6** through **8**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
US 34 (Ogden Avenue) with Cumnor Road[2]				
• Eastbound Left Turn	B	10.0	B	12.2
• Westbound Left Turn	B	11.9	B	12.0
• Northbound Approach	C	22.2	C	23.1
• Southbound Approach	B	14.6	C	16.8
US 34 (Ogden Avenue) with Williams Street/Access Drive[2]				
• Eastbound Left Turn	B	10.2	B	13.6
• Westbound Left Turn	B	11.9	B	11.8
• Northbound Approach	B	14.1	B	14.3
• Southbound Approach	C	22.2	C	25.9
39th Street with Cumnor Road[1]				
• Eastbound Approach	A	8.0	A	7.9
• Westbound Approach	A	7.7	A	7.7
• Northbound Approach	A	8.3	A	8.3
• Southbound Approach	A	7.6	A	7.6
39th Street with Williams Street[2]				
• Eastbound Left Turn	A	7.2	A	7.2
• Westbound Left Turn	A	7.3	A	7.4
• Northbound Approach	A	9.1	A	9.3
• Southbound Approach	A	9.4	A	9.7

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control

Table 7
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
US 34 (Ogden Avenue) with Cumnor Road[2]				
• Eastbound Left Turn	B	10.2	B	12.8
• Westbound Left Turn	B	12.3	B	12.5
• Northbound Approach	C	23.9	D	26.8
• Southbound Approach	C	15.4	C	17.8
US 34 (Ogden Avenue) with Williams Street/Access Drive[2]				
• Eastbound Left Turn	B	10.4	B	14.3
• Westbound Left Turn	B	12.3	B	12.2
• Northbound Approach	B	14.6	B	14.8
• Southbound Approach	C	23.8	C	28.8
39th Street with Cumnor Road[1]				
• Eastbound Approach	A	7.2	A	8.0
• Westbound Approach	A	7.6	A	7.7
• Northbound Approach	A	7.8	A	8.3
• Southbound Approach	A	7.5	A	7.6
39th Street with Williams Street[2]				
• Eastbound Left Turn	A	7.2	A	7.2
• Westbound Left Turn	A	7.3	A	7.4
• Northbound Approach	A	9.1	A	9.4
• Southbound Approach	A	9.4	A	9.8

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control

Table 8
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
US 34 (Ogden Avenue) with Cumnor Road[2]				
• Eastbound Left Turn	B	10.3	B	12.9
• Westbound Left Turn	B	12.3	B	12.5
• Northbound Approach	C	24.0	D	27.8
• Southbound Approach	C	16.1	C	18.3
US 34 (Ogden Avenue) with Williams Street/Access Drive[2]				
• Eastbound Left Turn	B	10.4	B	14.4
• Westbound Left Turn	B	12.4	B	12.2
• Northbound Approach	B	14.6	B	14.8
• Southbound Approach	D	26.2	D	34.0
39th Street with Cumnor Road[1]				
• Eastbound Approach	A	7.2	A	8.2
• Westbound Approach	A	7.7	A	7.8
• Northbound Approach	A	7.8	A	8.4
• Southbound Approach	A	7.4	A	7.6
39th Street with Williams Street[2]				
• Eastbound Left Turn	A	7.2	A	7.2
• Westbound Left Turn	A	7.3	A	7.4
• Northbound Approach	A	9.2	A	9.5
• Southbound Approach	A	9.5	A	9.8
39th Street with Proposed Access Drive[2]				
• Eastbound Left Turn	A	7.3	A	7.3
• Southbound Approach	A	8.7	A	8.8
Williams Street with Proposed Access Drive[2]				
• Northbound Left Turn	A	7.2	A	7.2
• Eastbound Approach	A	8.3	A	8.3

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop 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.

US 34 (Ogden Avenue) with Cumnor Road

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS C or better during both peak hours, The eastbound and westbound left turn movements currently operate at LOS B during both peak hours. Under Year 2031 no-build and projected conditions all the approaches, and critical movements are projected to continue to operate at the same LOS as existing conditions, except for the northbound approach during the weekday evening peak hour and the southbound approach during the morning peak hour which are projected to operate at LOS D and LOS C, respectively with an increase of delay of less than five seconds. As such, the traffic estimated to be generated by the residential development will have a limited impact on the operations of this intersection.

US 34 (Ogden Avenue) with Williams Street/Access Drive

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS D or better during both peak hours, The eastbound and westbound left turn movements currently operate at LOS B during both peak hours. Under Year 2031 no-build conditions all the approaches, and critical movements are projected to continue to operate at the same LOS as exiting conditions with an increase in delay of less than 3 seconds. Under Year 2031 projected conditions all the approaches, and critical movement are project to continue to operate at the same LOS as exiting conditions during both peak hours, except for the southbound approach which is projected to operate at LOS D during both peak hours with an increase in delay of less than nine seconds. As such, the traffic estimated to be generated by the residential development will have a limited impact on the operations of this intersection.

39th Street with Cumnor Road

The results of the capacity analyses indicate that all the approaches and critical movements currently operate at LOS A during both the weekday morning and weekday evening peak hours. Under Year 2031 no-build and projected conditions this intersection is projected to continue to operate at the same LOS as exiting conditions with an increase in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated by the proposed development and no roadway or traffic control improvements will be required.

39th Street with Williams Street

The results of the capacity analyses indicate that all the approaches and critical movements currently operate at LOS A during both the weekday morning and weekday evening peak hours. Under Year 2031 no-build and projected conditions this intersection is projected to continue to operate at the same LOS as exiting conditions with an increase in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated by the proposed development and no roadway or traffic control improvements will be required.

39th Street and Williams Street with Proposed Access Drives

The results of the capacity analyses indicate that under Year 2031 projected conditions the access drives serving the residential development is projected to operate at LOS A for all the approaches and critical movements. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated by the proposed development and no roadway or traffic control improvements will be required.

6. Conclusion

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

- The proposed residential development will contain 35 single-family homes and will be a low traffic generator.
- The results of the capacity analysis indicated that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed residential development.
- The proposed plan calls for an access road that will extend between 39th Street and Williams Street, which will provide access to some of the single-family lots.
- The remaining lots will front 39th Street, Williams Street, and Cumnor Road and will have individual driveways serving each home.
- Outbound movements from the access road onto 39th Street and Williams Street should be under stop sign control.

Appendix

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

Traffic Count Summary Sheets

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(847)518-9990 mmendoza@kloainc.com

Count Name: 39th Street with Cumnor Road
TMC
Site Code:
Start Date: 01/23/2025
Page No: 1

Turning Movement Data

Start Time	39 st Eastbound						39 st Westbound						cumnor rd Northbound						cumnor rd 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	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	2	1	0	3	0	0	4	1	0	5	0	3	0	1	0	4	0	1	0	0	0	1	13
6:30 AM	0	0	2	3	0	5	0	1	10	0	0	11	0	3	0	0	0	3	0	0	0	0	0	0	19
6:45 AM	0	1	3	2	0	6	0	0	4	0	0	4	0	6	1	0	0	7	0	1	0	0	0	1	18
Hourly Total	0	1	8	6	0	15	0	1	19	1	0	21	0	12	1	1	0	14	0	2	0	0	0	2	52
7:00 AM	0	0	3	1	0	4	0	1	8	0	0	9	0	8	0	1	0	9	0	0	3	0	0	3	25
7:15 AM	0	0	3	6	1	9	0	1	10	0	0	11	0	5	0	1	1	6	0	0	0	0	0	0	26
7:30 AM	0	0	4	4	0	8	0	1	9	0	0	10	0	11	0	0	0	11	0	1	1	0	0	2	31
7:45 AM	0	0	3	4	0	7	0	2	14	0	0	16	0	9	1	3	1	13	0	1	2	1	0	4	40
Hourly Total	0	0	13	15	1	28	0	5	41	0	0	46	0	33	1	5	2	39	0	2	6	1	0	9	122
8:00 AM	0	1	7	8	0	16	0	0	7	0	0	7	0	11	2	1	0	14	0	1	1	0	0	2	39
8:15 AM	0	0	8	6	0	14	0	0	2	0	0	2	0	10	2	1	0	13	0	2	0	0	0	2	31
8:30 AM	0	0	8	6	0	14	0	0	9	0	0	9	0	6	1	0	1	7	0	0	0	0	0	0	30
8:45 AM	0	0	6	3	0	9	0	2	10	0	0	12	0	9	4	1	0	14	0	1	1	0	0	2	37
Hourly Total	0	1	29	23	0	53	0	2	28	0	0	30	0	36	9	3	1	48	0	4	2	0	0	6	137
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	10	8	0	19	0	2	9	1	0	12	0	12	0	1	1	13	0	1	0	0	0	1	45
4:15 PM	0	1	22	16	0	39	0	0	14	2	0	16	0	14	3	3	0	20	0	0	1	1	0	2	77
4:30 PM	0	1	14	12	0	27	0	0	10	2	0	12	0	9	4	1	1	14	0	1	2	1	0	4	57
4:45 PM	0	0	20	19	0	39	0	1	9	0	0	10	0	11	2	3	1	16	0	1	1	0	0	2	67
Hourly Total	0	3	66	55	0	124	0	3	42	5	0	50	0	46	9	8	3	63	0	3	4	2	0	9	246
5:00 PM	0	0	18	10	0	28	0	3	6	0	0	9	0	12	6	3	1	21	0	1	2	0	0	3	61
5:15 PM	0	1	19	12	0	32	0	2	5	2	0	9	0	8	3	0	0	11	0	1	1	0	0	2	54
5:30 PM	0	3	14	17	0	34	0	1	9	1	0	11	0	5	2	2	0	9	0	0	3	0	0	3	57
5:45 PM	0	1	9	17	0	27	0	0	6	1	0	7	0	19	1	1	0	21	0	0	2	1	0	3	58
Hourly Total	0	5	60	56	0	121	0	6	26	4	0	36	0	44	12	6	1	62	0	2	8	1	0	11	230
6:00 PM	0	0	11	15	0	26	0	2	13	0	0	15	0	14	5	2	0	21	0	3	3	0	0	6	68
6:15 PM	0	0	14	7	0	21	0	3	11	2	0	16	0	14	3	0	0	17	0	0	0	0	0	0	54
6:30 PM	0	0	12	7	0	19	0	0	5	0	0	5	0	12	2	3	0	17	0	0	0	0	0	0	41
6:45 PM	0	0	8	9	0	17	0	0	5	1	0	6	0	5	3	1	0	9	0	0	1	0	0	1	33
Hourly Total	0	0	45	38	0	83	0	5	34	3	0	42	0	45	13	6	0	64	0	3	4	0	0	7	196
Grand Total	0	10	221	193	1	424	0	22	190	13	0	225	0	216	45	29	7	290	0	16	24	4	0	44	983
Approach %	0.0	2.4	52.1	45.5	-	-	0.0	9.8	84.4	5.8	-	-	0.0	74.5	15.5	10.0	-	-	0.0	36.4	54.5	9.1	-	-	-
Total %	0.0	1.0	22.5	19.6	-	43.1	0.0	2.2	19.3	1.3	-	22.9	0.0	22.0	4.6	3.0	-	29.5	0.0	1.6	2.4	0.4	-	4.5	-
Lights	0	10	218	192	-	420	0	22	188	13	-	223	0	214	45	29	-	288	0	15	22	4	-	41	972

% Lights	-	100.0	98.6	99.5	-	99.1	-	100.0	98.9	100.0	-	99.1	-	99.1	100.0	100.0	-	99.3	-	93.8	91.7	100.0	-	93.2	98.9
Buses	0	0	1	1	-	2	0	0	1	0	-	1	0	1	0	0	-	1	0	0	2	0	-	2	6
% Buses	-	0.0	0.5	0.5	-	0.5	-	0.0	0.5	0.0	-	0.4	-	0.5	0.0	0.0	-	0.3	-	0.0	8.3	0.0	-	4.5	0.6
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	1	0	0	-	1	0	1	0	0	-	1	5
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.5	-	0.0	0.5	0.0	-	0.4	-	0.5	0.0	0.0	-	0.3	-	6.3	0.0	0.0	-	2.3	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	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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8:00 AM	0	1	7	8	0	16	0	0	7	0	0	7	0	11	2	1	0	14	0	1	1	0	0	2	39
8:15 AM	0	0	8	6	0	14	0	0	2	0	0	2	0	10	2	1	0	13	0	2	0	0	0	2	31
8:30 AM	0	0	8	6	0	14	0	0	9	0	0	9	0	6	1	0	1	7	0	0	0	0	0	0	30
8:45 AM	0	0	6	3	0	9	0	2	10	0	0	12	0	9	4	1	0	14	0	1	1	0	0	2	37
Total	0	1	29	23	0	53	0	2	28	0	0	30	0	36	9	3	1	48	0	4	2	0	0	6	137
Approach %	0.0	1.9	54.7	43.4	-	-	0.0	6.7	93.3	0.0	-	-	0.0	75.0	18.8	6.3	-	-	0.0	66.7	33.3	0.0	-	-	-
Total %	0.0	0.7	21.2	16.8	-	38.7	0.0	1.5	20.4	0.0	-	21.9	0.0	26.3	6.6	2.2	-	35.0	0.0	2.9	1.5	0.0	-	4.4	-
PHF	0.000	0.250	0.906	0.719	-	0.828	0.000	0.250	0.700	0.000	-	0.625	0.000	0.818	0.563	0.750	-	0.857	0.000	0.500	0.500	0.000	-	0.750	0.878
Lights	0	1	28	22	-	51	0	2	28	0	-	30	0	36	9	3	-	48	0	4	2	0	-	6	135
% Lights	-	100.0	96.6	95.7	-	96.2	-	100.0	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	-	100.0	98.5
Buses	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	3.4	4.3	-	3.8	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	1.5
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
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
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: 39th Street with Cumnor Road
TMC
Site Code:
Start Date: 01/23/2025
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Turning Movement Peak Hour Data (4:00 PM)

Start Time	39 st Eastbound						39 st Westbound						cumnor rd Northbound						cumnor rd 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
4:00 PM	0	1	10	8	0	19	0	2	9	1	0	12	0	12	0	1	1	13	0	1	0	0	0	1	45
4:15 PM	0	1	22	16	0	39	0	0	14	2	0	16	0	14	3	3	0	20	0	0	1	1	0	2	77
4:30 PM	0	1	14	12	0	27	0	0	10	2	0	12	0	9	4	1	1	14	0	1	2	1	0	4	57
4:45 PM	0	0	20	19	0	39	0	1	9	0	0	10	0	11	2	3	1	16	0	1	1	0	0	2	67
Total	0	3	66	55	0	124	0	3	42	5	0	50	0	46	9	8	3	63	0	3	4	2	0	9	246
Approach %	0.0	2.4	53.2	44.4	-	-	0.0	6.0	84.0	10.0	-	-	0.0	73.0	14.3	12.7	-	-	0.0	33.3	44.4	22.2	-	-	-
Total %	0.0	1.2	26.8	22.4	-	50.4	0.0	1.2	17.1	2.0	-	20.3	0.0	18.7	3.7	3.3	-	25.6	0.0	1.2	1.6	0.8	-	3.7	-
PHF	0.000	0.750	0.750	0.724	-	0.795	0.000	0.375	0.750	0.625	-	0.781	0.000	0.821	0.563	0.667	-	0.788	0.000	0.750	0.500	0.500	-	0.563	0.799
Lights	0	3	66	55	-	124	0	3	42	5	-	50	0	46	9	8	-	63	0	3	4	2	-	9	246
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0
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	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	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: 39th Street with Willams Road
TMC 2
Site Code:
Start Date: 01/23/2025
Page No: 1

Turning Movement Data

Start Time	39 st Eastbound						39 st Westbound						william st Northbound						williams st Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	3
6:15 AM	0	0	0	3	0	3	0	0	4	0	0	4	0	2	0	1	0	3	0	0	0	0	0	0	10
6:30 AM	0	0	1	1	0	2	0	0	7	0	0	7	0	2	0	0	0	2	0	0	0	1	0	1	12
6:45 AM	0	1	1	2	0	4	0	1	2	0	0	3	0	2	0	0	0	2	0	1	0	0	0	1	10
Hourly Total	0	1	3	6	0	10	0	1	13	0	0	14	0	7	0	1	0	8	0	1	1	1	0	3	35
7:00 AM	0	1	1	2	0	4	0	1	4	0	0	5	0	2	0	0	1	2	0	0	1	2	0	3	14
7:15 AM	0	0	1	3	0	4	0	1	5	0	0	6	0	5	0	0	0	5	0	0	0	0	0	0	15
7:30 AM	0	0	1	4	0	5	0	1	7	0	0	8	0	2	0	1	0	3	0	0	2	0	0	2	18
7:45 AM	0	0	4	3	0	7	0	1	8	1	0	10	0	5	0	0	0	5	0	0	3	1	0	4	26
Hourly Total	0	1	7	12	0	20	0	4	24	1	0	29	0	14	0	1	1	15	0	0	6	3	0	9	73
8:00 AM	0	0	4	4	0	8	0	1	4	0	0	5	0	0	2	0	0	2	0	0	1	0	0	1	16
8:15 AM	0	1	8	1	0	10	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	13
8:30 AM	0	1	2	4	0	7	0	0	6	0	0	6	0	3	0	1	0	4	0	0	0	0	0	0	17
8:45 AM	0	0	2	5	0	7	0	1	4	0	0	5	0	6	0	1	0	7	0	0	1	0	0	1	20
Hourly Total	0	2	16	14	0	32	0	2	15	0	0	17	0	11	2	2	0	15	0	0	2	0	0	2	66
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	7	4	0	11	0	0	4	0	0	4	0	6	1	3	0	10	0	0	2	0	1	2	27
4:15 PM	0	1	13	11	0	25	0	0	6	0	0	6	0	8	0	2	0	10	0	0	0	0	0	0	41
4:30 PM	0	0	8	7	0	15	0	1	3	0	0	4	0	6	0	0	0	6	0	0	0	0	0	0	25
4:45 PM	0	0	11	12	0	23	0	1	2	0	0	3	0	8	0	2	0	10	0	0	0	0	0	0	36
Hourly Total	0	1	39	34	0	74	0	2	15	0	0	17	0	28	1	7	0	36	0	0	2	0	1	2	129
5:00 PM	0	0	15	6	0	21	0	0	5	0	0	5	0	5	0	2	0	7	0	0	0	0	0	0	33
5:15 PM	0	0	12	8	0	20	0	0	2	0	0	2	0	5	0	4	0	9	0	0	1	0	0	1	32
5:30 PM	0	0	11	5	0	16	0	1	5	0	0	6	0	6	1	1	0	8	0	0	0	0	0	0	30
5:45 PM	0	0	6	5	0	11	0	1	4	0	0	5	0	5	1	1	0	7	0	0	1	0	0	1	24
Hourly Total	0	0	44	24	0	68	0	2	16	0	0	18	0	21	2	8	0	31	0	0	2	0	0	2	119
6:00 PM	0	0	9	6	0	15	0	1	4	0	0	5	0	7	1	1	0	9	0	0	0	0	0	0	29
6:15 PM	0	0	7	7	0	14	0	0	6	0	0	6	0	11	0	1	0	12	0	0	0	0	0	0	32
6:30 PM	0	0	8	7	0	15	0	0	0	0	0	0	0	4	1	0	0	5	0	1	0	0	0	1	21
6:45 PM	0	1	4	5	0	10	0	0	2	0	0	2	0	6	1	1	0	8	0	0	0	0	0	0	20
Hourly Total	0	1	28	25	0	54	0	1	12	0	0	13	0	28	3	3	0	34	0	1	0	0	0	1	102
Grand Total	0	6	137	115	0	258	0	12	95	1	0	108	0	109	8	22	1	139	0	2	13	4	1	19	524
Approach %	0.0	2.3	53.1	44.6	-	-	0.0	11.1	88.0	0.9	-	-	0.0	78.4	5.8	15.8	-	-	0.0	10.5	68.4	21.1	-	-	-
Total %	0.0	1.1	26.1	21.9	-	49.2	0.0	2.3	18.1	0.2	-	20.6	0.0	20.8	1.5	4.2	-	26.5	0.0	0.4	2.5	0.8	-	3.6	-
Lights	0	5	137	112	-	254	0	11	94	1	-	106	0	108	8	22	-	138	0	1	13	4	-	18	516

% Lights	-	83.3	100.0	97.4	-	98.4	-	91.7	98.9	100.0	-	98.1	-	99.1	100.0	100.0	-	99.3	-	50.0	100.0	100.0	-	94.7	98.5
Buses	0	0	0	1	-	1	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	3
% Buses	-	0.0	0.0	0.9	-	0.4	-	8.3	0.0	0.0	-	0.9	-	0.9	0.0	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	1	0	2	-	3	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	5
% Single-Unit Trucks	-	16.7	0.0	1.7	-	1.2	-	0.0	1.1	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	50.0	0.0	0.0	-	5.3	1.0
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	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 39th Street with Willams Road
TMC 2
Site Code:
Start Date: 01/23/2025
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	39 st Eastbound						39 st Westbound						william st Northbound						williams st Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
8:00 AM	0	0	4	4	0	8	0	1	4	0	0	5	0	0	2	0	0	2	0	0	1	0	0	1	16
8:15 AM	0	1	8	1	0	10	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	13
8:30 AM	0	1	2	4	0	7	0	0	6	0	0	6	0	3	0	1	0	4	0	0	0	0	0	0	17
8:45 AM	0	0	2	5	0	7	0	1	4	0	0	5	0	6	0	1	0	7	0	0	1	0	0	1	20
Total	0	2	16	14	0	32	0	2	15	0	0	17	0	11	2	2	0	15	0	0	2	0	0	2	66
Approach %	0.0	6.3	50.0	43.8	-	-	0.0	11.8	88.2	0.0	-	-	0.0	73.3	13.3	13.3	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	3.0	24.2	21.2	-	48.5	0.0	3.0	22.7	0.0	-	25.8	0.0	16.7	3.0	3.0	-	22.7	0.0	0.0	3.0	0.0	-	3.0	-
PHF	0.000	0.500	0.500	0.700	-	0.800	0.000	0.500	0.625	0.000	-	0.708	0.000	0.458	0.250	0.500	-	0.536	0.000	0.000	0.500	0.000	-	0.500	0.825
Lights	0	2	16	13	-	31	0	2	15	0	-	17	0	11	2	2	-	15	0	0	2	0	-	2	65
% Lights	-	100.0	100.0	92.9	-	96.9	-	100.0	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	-	100.0	-	-	100.0	98.5
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	7.1	-	3.1	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	1.5
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
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
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: 39th Street with Willams Road
TMC 2
Site Code:
Start Date: 01/23/2025

Turning Movement Peak Hour Data (4:00 PM)

Start Time	39 st Eastbound						39 st Westbound						william st Northbound						williams st Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	0	7	4	0	11	0	0	4	0	0	4	0	6	1	3	0	10	0	0	2	0	1	2	27
4:15 PM	0	1	13	11	0	25	0	0	6	0	0	6	0	8	0	2	0	10	0	0	0	0	0	0	41
4:30 PM	0	0	8	7	0	15	0	1	3	0	0	4	0	6	0	0	0	6	0	0	0	0	0	0	25
4:45 PM	0	0	11	12	0	23	0	1	2	0	0	3	0	8	0	2	0	10	0	0	0	0	0	0	36
Total	0	1	39	34	0	74	0	2	15	0	0	17	0	28	1	7	0	36	0	0	2	0	1	2	129
Approach %	0.0	1.4	52.7	45.9	-	-	0.0	11.8	88.2	0.0	-	-	0.0	77.8	2.8	19.4	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	0.8	30.2	26.4	-	57.4	0.0	1.6	11.6	0.0	-	13.2	0.0	21.7	0.8	5.4	-	27.9	0.0	0.0	1.6	0.0	-	1.6	-
PHF	0.000	0.250	0.750	0.708	-	0.740	0.000	0.500	0.625	0.000	-	0.708	0.000	0.875	0.250	0.583	-	0.900	0.000	0.000	0.250	0.000	-	0.250	0.787
Lights	0	1	39	34	-	74	0	2	15	0	-	17	0	28	1	7	-	36	0	0	2	0	-	2	129
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	-	100.0	-	-	100.0	100.0
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
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
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
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: 39th Street with Cumnor Road
TMC
Site Code:
Start Date: 01/23/2025
Page No: 1

Turning Movement Data

Start Time	39th Street Eastbound						39th Street Westbound						Cumnor Road Northbound						Cumnor Road 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	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	3
6:15 AM	0	0	0	3	0	3	0	0	4	0	0	4	0	2	0	1	0	3	0	0	0	0	0	0	10
6:30 AM	0	0	1	1	0	2	0	0	7	0	0	7	0	2	0	0	0	2	0	0	0	1	0	1	12
6:45 AM	0	1	1	2	0	4	0	1	2	0	0	3	0	2	0	1	0	3	0	1	0	0	0	1	11
Hourly Total	0	1	3	6	0	10	0	1	13	0	0	14	0	7	0	2	0	9	0	1	1	1	0	3	36
7:00 AM	0	1	1	2	0	4	0	1	4	0	0	5	0	2	0	0	1	2	0	0	1	2	0	3	14
7:15 AM	0	0	1	3	0	4	0	1	5	0	0	6	0	5	0	0	0	5	0	0	0	0	0	0	15
7:30 AM	0	0	1	4	0	5	0	1	7	0	0	8	0	1	0	1	0	2	0	0	2	0	0	2	17
7:45 AM	0	0	4	3	0	7	0	1	8	1	0	10	0	5	0	0	0	5	0	0	3	1	0	4	26
Hourly Total	0	1	7	12	0	20	0	4	24	1	0	29	0	13	0	1	1	14	0	0	6	3	0	9	72
8:00 AM	0	0	4	4	1	8	0	1	4	0	0	5	0	0	2	0	0	2	0	0	1	0	0	1	16
8:15 AM	0	1	8	1	0	10	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	13
8:30 AM	0	1	2	4	0	7	0	0	5	0	0	5	0	3	0	1	0	4	0	0	0	0	0	0	16
8:45 AM	0	0	2	5	0	7	0	1	4	0	0	5	0	6	0	1	0	7	0	0	1	0	0	1	20
Hourly Total	0	2	16	14	1	32	0	2	14	0	0	16	0	11	2	2	0	15	0	0	2	0	0	2	65
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	7	4	0	11	0	0	4	0	0	4	0	6	1	3	0	10	0	0	2	0	1	2	27
4:15 PM	0	1	13	11	0	25	0	0	7	0	0	7	0	8	0	2	0	10	0	0	0	0	0	0	42
4:30 PM	0	0	8	7	0	15	0	1	3	0	0	4	0	6	0	0	0	6	0	0	0	0	0	0	25
4:45 PM	0	0	11	12	0	23	0	1	2	0	0	3	0	8	0	0	0	8	0	0	0	0	0	0	34
Hourly Total	0	1	39	34	0	74	0	2	16	0	0	18	0	28	1	5	0	34	0	0	2	0	1	2	128
5:00 PM	0	0	14	6	0	20	0	0	5	0	0	5	0	6	0	2	0	8	0	0	0	0	0	0	33
5:15 PM	0	0	11	8	0	19	0	0	2	0	0	2	0	5	0	4	0	9	0	0	1	0	0	1	31
5:30 PM	0	0	11	5	0	16	0	1	5	0	0	6	0	6	1	1	0	8	0	0	0	0	0	0	30
5:45 PM	0	0	6	5	0	11	0	1	4	0	0	5	0	5	1	1	0	7	0	0	1	0	0	1	24
Hourly Total	0	0	42	24	0	66	0	2	16	0	0	18	0	22	2	8	0	32	0	0	2	0	0	2	118
6:00 PM	0	0	9	6	0	15	0	1	4	0	0	5	0	6	1	1	0	8	0	0	0	0	0	0	28
6:15 PM	0	0	6	7	0	13	0	0	6	0	0	6	0	12	0	1	0	13	0	0	0	0	0	0	32
6:30 PM	0	0	9	7	0	16	0	0	0	0	0	0	0	3	2	0	0	5	0	1	0	0	0	1	22
6:45 PM	0	2	4	5	0	11	0	0	0	0	0	0	0	6	1	1	0	8	0	0	0	0	0	0	19
Hourly Total	0	2	28	25	0	55	0	1	10	0	0	11	0	27	4	3	0	34	0	1	0	0	0	1	101
Grand Total	0	7	135	115	1	257	0	12	93	1	0	106	0	108	9	21	1	138	0	2	13	4	1	19	520
Approach %	0.0	2.7	52.5	44.7	-	-	0.0	11.3	87.7	0.9	-	-	0.0	78.3	6.5	15.2	-	-	0.0	10.5	68.4	21.1	-	-	-
Total %	0.0	1.3	26.0	22.1	-	49.4	0.0	2.3	17.9	0.2	-	20.4	0.0	20.8	1.7	4.0	-	26.5	0.0	0.4	2.5	0.8	-	3.7	-
Lights	0	6	135	112	-	253	0	11	92	1	-	104	0	106	9	21	-	136	0	1	13	4	-	18	511

% Lights	-	85.7	100.0	97.4	-	98.4	-	91.7	98.9	100.0	-	98.1	-	98.1	100.0	100.0	-	98.6	-	50.0	100.0	100.0	-	94.7	98.3
Buses	0	0	0	1	-	1	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	3
% Buses	-	0.0	0.0	0.9	-	0.4	-	8.3	0.0	0.0	-	0.9	-	0.9	0.0	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	1	0	2	-	3	0	0	1	0	-	1	0	1	0	0	-	1	0	1	0	0	-	1	6
% Single-Unit Trucks	-	14.3	0.0	1.7	-	1.2	-	0.0	1.1	0.0	-	0.9	-	0.9	0.0	0.0	-	0.7	-	50.0	0.0	0.0	-	5.3	1.2
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	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 39th Street with Cumnor Road
TMC
Site Code:
Start Date: 01/23/2025
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	39th Street Eastbound						39th Street Westbound						Cumnor Road Northbound						Cumnor Road 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
8:00 AM	0	0	4	4	1	8	0	1	4	0	0	5	0	0	2	0	0	2	0	0	1	0	0	1	16
8:15 AM	0	1	8	1	0	10	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	13
8:30 AM	0	1	2	4	0	7	0	0	5	0	0	5	0	3	0	1	0	4	0	0	0	0	0	0	16
8:45 AM	0	0	2	5	0	7	0	1	4	0	0	5	0	6	0	1	0	7	0	0	1	0	0	1	20
Total	0	2	16	14	1	32	0	2	14	0	0	16	0	11	2	2	0	15	0	0	2	0	0	2	65
Approach %	0.0	6.3	50.0	43.8	-	-	0.0	12.5	87.5	0.0	-	-	0.0	73.3	13.3	13.3	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	3.1	24.6	21.5	-	49.2	0.0	3.1	21.5	0.0	-	24.6	0.0	16.9	3.1	3.1	-	23.1	0.0	0.0	3.1	0.0	-	3.1	-
PHF	0.000	0.500	0.500	0.700	-	0.800	0.000	0.500	0.700	0.000	-	0.800	0.000	0.458	0.250	0.500	-	0.536	0.000	0.000	0.500	0.000	-	0.500	0.813
Lights	0	2	16	13	-	31	0	2	14	0	-	16	0	11	2	2	-	15	0	0	2	0	-	2	64
% Lights	-	100.0	100.0	92.9	-	96.9	-	100.0	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	-	100.0	-	-	100.0	98.5
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	7.1	-	3.1	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	1.5
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
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
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: 39th Street with Cumnor Road
TMC
Site Code:
Start Date: 01/23/2025
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

Start Time	39th Street Eastbound						39th Street Westbound						Cumnor Road Northbound						Cumnor Road 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	
4:00 PM	0	0	7	4	0	11	0	0	4	0	0	4	0	6	1	3	0	10	0	0	2	0	1	2	27
4:15 PM	0	1	13	11	0	25	0	0	7	0	0	7	0	8	0	2	0	10	0	0	0	0	0	0	42
4:30 PM	0	0	8	7	0	15	0	1	3	0	0	4	0	6	0	0	0	6	0	0	0	0	0	0	25
4:45 PM	0	0	11	12	0	23	0	1	2	0	0	3	0	8	0	0	0	8	0	0	0	0	0	0	34
Total	0	1	39	34	0	74	0	2	16	0	0	18	0	28	1	5	0	34	0	0	2	0	1	2	128
Approach %	0.0	1.4	52.7	45.9	-	-	0.0	11.1	88.9	0.0	-	-	0.0	82.4	2.9	14.7	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	0.8	30.5	26.6	-	57.8	0.0	1.6	12.5	0.0	-	14.1	0.0	21.9	0.8	3.9	-	26.6	0.0	0.0	1.6	0.0	-	1.6	-
PHF	0.000	0.250	0.750	0.708	-	0.740	0.000	0.500	0.571	0.000	-	0.643	0.000	0.875	0.250	0.417	-	0.850	0.000	0.000	0.250	0.000	-	0.250	0.762
Lights	0	1	39	34	-	74	0	2	16	0	-	18	0	28	1	5	-	34	0	0	2	0	-	2	128
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	-	100.0	-	-	100.0	100.0
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
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
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
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Ogden Avenue with Cumnor Road
TMC
Site Code:
Start Date: 01/28/2025
Page No: 1

Turning Movement Data

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Cumnor Road Northbound						Cumnor Road 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
6:00 AM	0	5	78	1	0	84	0	1	100	1	0	102	0	1	0	6	0	7	0	1	1	5	0	7	200
6:15 AM	0	3	99	0	1	102	0	1	74	1	0	76	0	0	0	2	0	2	0	2	0	5	0	7	187
6:30 AM	0	7	124	2	0	133	0	1	113	3	0	117	0	4	1	8	0	13	0	4	0	9	0	13	276
6:45 AM	0	7	166	2	0	175	0	0	128	3	0	131	0	2	1	3	0	6	0	1	0	8	0	9	321
Hourly Total	0	22	467	5	1	494	0	3	415	8	0	426	0	7	2	19	0	28	0	8	1	27	0	36	984
7:00 AM	0	10	161	3	0	174	0	3	136	5	0	144	0	1	0	8	0	9	0	4	1	17	0	22	349
7:15 AM	0	8	230	5	0	243	0	2	203	3	0	208	0	0	0	12	0	12	0	2	0	16	0	18	481
7:30 AM	0	12	227	7	0	246	0	2	200	3	0	205	0	0	1	11	1	12	0	3	0	23	1	26	489
7:45 AM	0	8	234	13	0	255	0	1	172	3	0	176	0	0	0	17	2	17	0	2	0	16	1	18	466
Hourly Total	0	38	852	28	0	918	0	8	711	14	0	733	0	1	1	48	3	50	0	11	1	72	2	84	1785
8:00 AM	0	13	227	6	0	246	0	5	198	7	0	210	0	2	0	15	0	17	0	3	0	23	0	26	499
8:15 AM	0	15	338	8	0	361	0	4	168	7	1	179	0	5	1	15	1	21	0	2	0	17	0	19	580
8:30 AM	0	22	309	9	0	340	0	2	171	4	0	177	0	0	1	7	0	8	0	4	0	16	0	20	545
8:45 AM	0	14	303	6	0	323	0	6	177	4	0	187	0	1	0	10	0	11	0	1	0	20	0	21	542
Hourly Total	0	64	1177	29	0	1270	0	17	714	22	1	753	0	8	2	47	1	57	0	10	0	76	0	86	2166
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	20	261	4	0	285	0	3	267	5	0	275	0	1	0	8	0	9	0	1	0	24	0	25	594
4:15 PM	0	27	311	7	0	345	0	10	227	6	0	243	0	0	1	5	1	6	0	1	0	36	0	37	631
4:30 PM	0	14	293	10	0	317	0	6	251	4	0	261	0	2	1	6	0	9	0	0	0	26	0	26	613
4:45 PM	0	21	306	7	0	334	0	5	249	10	0	264	0	1	0	10	0	11	0	1	0	28	0	29	638
Hourly Total	0	82	1171	28	0	1281	0	24	994	25	0	1043	0	4	2	29	1	35	0	3	0	114	0	117	2476
5:00 PM	0	22	297	4	0	323	0	11	263	7	0	281	0	1	0	12	1	13	0	0	0	23	1	23	640
5:15 PM	0	13	309	12	0	334	0	7	299	11	0	317	0	0	1	6	0	7	0	1	0	23	0	24	682
5:30 PM	0	30	265	6	0	301	0	5	257	7	0	269	0	0	0	10	0	10	0	2	0	21	0	23	603
5:45 PM	0	26	256	5	0	287	0	8	232	5	0	245	0	0	0	4	0	4	0	1	0	25	0	26	562
Hourly Total	0	91	1127	27	0	1245	0	31	1051	30	0	1112	0	1	1	32	1	34	0	4	0	92	1	96	2487
6:00 PM	0	16	201	12	0	229	0	10	246	8	0	264	0	1	1	11	0	13	0	2	0	33	0	35	541
6:15 PM	0	18	222	9	0	249	0	7	177	2	0	186	0	1	0	2	0	3	0	3	0	16	0	19	457
6:30 PM	0	14	180	3	0	197	0	10	193	4	0	207	0	2	0	9	0	11	0	1	0	14	0	15	430
6:45 PM	0	15	190	2	0	207	0	5	130	9	0	144	0	1	0	6	0	7	0	4	0	17	0	21	379
Hourly Total	0	63	793	26	0	882	0	32	746	23	0	801	0	5	1	28	0	34	0	10	0	80	0	90	1807
Grand Total	0	360	5587	143	1	6090	0	115	4631	122	1	4868	0	26	9	203	6	238	0	46	2	461	3	509	11705
Approach %	0.0	5.9	91.7	2.3	-	-	0.0	2.4	95.1	2.5	-	-	0.0	10.9	3.8	85.3	-	-	0.0	9.0	0.4	90.6	-	-	-
Total %	0.0	3.1	47.7	1.2	-	52.0	0.0	1.0	39.6	1.0	-	41.6	0.0	0.2	0.1	1.7	-	2.0	0.0	0.4	0.0	3.9	-	4.3	-
Lights	0	358	5519	137	-	6014	0	115	4558	121	-	4794	0	25	9	201	-	235	0	45	2	453	-	500	11543

% Lights	-	99.4	98.8	95.8	-	98.8	-	100.0	98.4	99.2	-	98.5	-	96.2	100.0	99.0	-	98.7	-	97.8	100.0	98.3	-	98.2	98.6
Buses	0	1	10	1	-	12	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	3	-	3	18
% Buses	-	0.3	0.2	0.7	-	0.2	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.6	0.2
Single-Unit Trucks	0	0	38	3	-	41	0	0	40	1	-	41	0	1	0	1	-	2	0	1	0	3	-	4	88
% Single-Unit Trucks	-	0.0	0.7	2.1	-	0.7	-	0.0	0.9	0.8	-	0.8	-	3.8	0.0	0.5	-	0.8	-	2.2	0.0	0.7	-	0.8	0.8
Articulated Trucks	0	1	20	2	-	23	0	0	30	0	-	30	0	0	0	0	-	0	0	0	0	2	-	2	55
% Articulated Trucks	-	0.3	0.4	1.4	-	0.4	-	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.4	-	0.4	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.5	-	0.4	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Ogden Avenue with Cumnor Road
TMC
Site Code:
Start Date: 01/28/2025
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Turning Movement Peak Hour Data (8:00 AM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Cumnor Road Northbound						Cumnor Road 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
8:00 AM	0	13	227	6	0	246	0	5	198	7	0	210	0	2	0	15	0	17	0	3	0	23	0	26	499
8:15 AM	0	15	338	8	0	361	0	4	168	7	1	179	0	5	1	15	1	21	0	2	0	17	0	19	580
8:30 AM	0	22	309	9	0	340	0	2	171	4	0	177	0	0	1	7	0	8	0	4	0	16	0	20	545
8:45 AM	0	14	303	6	0	323	0	6	177	4	0	187	0	1	0	10	0	11	0	1	0	20	0	21	542
Total	0	64	1177	29	0	1270	0	17	714	22	1	753	0	8	2	47	1	57	0	10	0	76	0	86	2166
Approach %	0.0	5.0	92.7	2.3	-	-	0.0	2.3	94.8	2.9	-	-	0.0	14.0	3.5	82.5	-	-	0.0	11.6	0.0	88.4	-	-	-
Total %	0.0	3.0	54.3	1.3	-	58.6	0.0	0.8	33.0	1.0	-	34.8	0.0	0.4	0.1	2.2	-	2.6	0.0	0.5	0.0	3.5	-	4.0	-
PHF	0.000	0.727	0.871	0.806	-	0.880	0.000	0.708	0.902	0.786	-	0.896	0.000	0.400	0.500	0.783	-	0.679	0.000	0.625	0.000	0.826	-	0.827	0.934
Lights	0	64	1151	27	-	1242	0	17	696	22	-	735	0	8	2	46	-	56	0	10	0	73	-	83	2116
% Lights	-	100.0	97.8	93.1	-	97.8	-	100.0	97.5	100.0	-	97.6	-	100.0	100.0	97.9	-	98.2	-	100.0	-	96.1	-	96.5	97.7
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	2	-	2	4
% Buses	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	-	2.6	-	2.3	0.2
Single-Unit Trucks	0	0	16	0	-	16	0	0	10	0	-	10	0	0	0	1	-	1	0	0	0	1	-	1	28
% Single-Unit Trucks	-	0.0	1.4	0.0	-	1.3	-	0.0	1.4	0.0	-	1.3	-	0.0	0.0	2.1	-	1.8	-	0.0	-	1.3	-	1.2	1.3
Articulated Trucks	0	0	9	2	-	11	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	18
% Articulated Trucks	-	0.0	0.8	6.9	-	0.9	-	0.0	1.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Ogden Avenue with Cumnor Road
TMC
Site Code:
Start Date: 01/28/2025
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Turning Movement Peak Hour Data (4:00 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Cumnor Road Northbound						Cumnor Road 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
4:00 PM	0	20	261	4	0	285	0	3	267	5	0	275	0	1	0	8	0	9	0	1	0	24	0	25	594
4:15 PM	0	27	311	7	0	345	0	10	227	6	0	243	0	0	1	5	1	6	0	1	0	36	0	37	631
4:30 PM	0	14	293	10	0	317	0	6	251	4	0	261	0	2	1	6	0	9	0	0	0	26	0	26	613
4:45 PM	0	21	306	7	0	334	0	5	249	10	0	264	0	1	0	10	0	11	0	1	0	28	0	29	638
Total	0	82	1171	28	0	1281	0	24	994	25	0	1043	0	4	2	29	1	35	0	3	0	114	0	117	2476
Approach %	0.0	6.4	91.4	2.2	-	-	0.0	2.3	95.3	2.4	-	-	0.0	11.4	5.7	82.9	-	-	0.0	2.6	0.0	97.4	-	-	-
Total %	0.0	3.3	47.3	1.1	-	51.7	0.0	1.0	40.1	1.0	-	42.1	0.0	0.2	0.1	1.2	-	1.4	0.0	0.1	0.0	4.6	-	4.7	-
PHF	0.000	0.759	0.941	0.700	-	0.928	0.000	0.600	0.931	0.625	-	0.948	0.000	0.500	0.500	0.725	-	0.795	0.000	0.750	0.000	0.792	-	0.791	0.970
Lights	0	82	1166	28	-	1276	0	24	988	25	-	1037	0	4	2	29	-	35	0	3	0	114	-	117	2465
% Lights	-	100.0	99.6	100.0	-	99.6	-	100.0	99.4	100.0	-	99.4	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.6
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	2	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Articulated Trucks	0	0	2	0	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.2	0.0	-	0.2	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Ogden Avenue with Williams Street TMC
Site Code:
Start Date: 01/23/2025
Page No: 1

Turning Movement Data

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Williams Street Northbound						Williams 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	82	1	0	83	0	0	90	1	0	91	0	0	0	0	0	0	0	3	0	2	0	5	179
6:15 AM	1	1	97	1	0	100	0	1	80	8	0	89	0	0	0	0	0	0	0	3	0	2	0	5	194
6:30 AM	0	1	136	3	0	140	0	0	117	3	0	120	0	0	0	0	0	0	0	3	0	2	0	5	265
6:45 AM	0	0	182	3	0	185	0	2	131	7	0	140	0	0	0	0	0	0	0	3	0	4	0	7	332
Hourly Total	1	2	497	8	0	508	0	3	418	19	0	440	0	0	0	0	0	0	0	12	0	10	0	22	970
7:00 AM	0	4	159	6	0	169	0	2	135	6	0	143	0	0	0	0	1	0	0	2	0	2	0	4	316
7:15 AM	0	6	214	8	0	228	0	1	145	7	0	153	0	0	0	1	0	1	0	3	0	3	0	6	388
7:30 AM	0	3	232	8	0	243	0	3	177	13	0	193	0	0	0	1	0	1	0	3	0	5	0	8	445
7:45 AM	0	4	289	8	0	301	0	5	165	13	0	183	0	0	0	0	0	0	0	9	0	6	0	15	499
Hourly Total	0	17	894	30	0	941	0	11	622	39	0	672	0	0	0	2	1	2	0	17	0	16	0	33	1648
8:00 AM	0	3	237	14	0	254	0	5	199	16	0	220	0	0	0	3	0	3	0	3	0	3	1	6	483
8:15 AM	0	3	270	11	0	284	0	6	175	7	0	188	0	0	0	4	0	4	0	2	0	1	0	3	479
8:30 AM	0	7	240	16	0	263	0	5	210	18	0	233	0	0	0	7	0	7	0	5	0	1	0	6	509
8:45 AM	0	7	251	15	0	273	0	5	229	14	1	248	0	0	0	7	0	7	0	5	0	3	1	8	536
Hourly Total	0	20	998	56	0	1074	0	21	813	55	1	889	0	0	0	21	0	21	0	15	0	8	2	23	2007
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	5	287	5	1	297	0	1	377	20	0	398	0	0	0	5	3	5	0	1	0	3	1	4	704
4:15 PM	0	13	321	3	0	337	0	1	345	22	0	368	0	0	0	6	0	6	0	9	0	14	0	23	734
4:30 PM	0	6	320	5	0	331	0	1	331	21	0	353	0	0	0	9	0	9	0	2	0	11	0	13	706
4:45 PM	0	10	299	3	0	312	0	1	288	19	0	308	0	0	0	4	1	4	0	2	0	10	1	12	636
Hourly Total	0	34	1227	16	1	1277	0	4	1341	82	0	1427	0	0	0	24	4	24	0	14	0	38	2	52	2780
5:00 PM	0	8	303	0	0	311	0	2	338	15	0	355	0	0	0	2	0	2	0	4	0	8	0	12	680
5:15 PM	0	3	326	0	0	329	0	2	337	15	0	354	0	0	0	4	1	4	0	7	0	7	0	14	701
5:30 PM	0	6	293	2	0	301	0	1	286	14	0	301	0	0	0	3	0	3	0	9	0	9	0	18	623
5:45 PM	0	7	271	2	0	280	0	1	301	16	0	318	0	0	0	2	0	2	0	4	0	5	0	9	609
Hourly Total	0	24	1193	4	0	1221	0	6	1262	60	0	1328	0	0	0	11	1	11	0	24	0	29	0	53	2613
6:00 PM	0	4	252	0	0	256	0	2	249	14	0	265	0	0	0	4	0	4	0	4	0	5	0	9	534
6:15 PM	0	7	234	1	0	242	0	0	262	10	0	272	0	0	0	1	0	1	0	6	0	3	0	9	524
6:30 PM	0	1	202	4	0	207	0	0	218	10	0	228	0	1	0	1	0	2	0	11	0	7	0	18	455
6:45 PM	0	7	211	0	0	218	0	0	194	11	0	205	0	0	0	2	0	2	0	7	0	3	0	10	435
Hourly Total	0	19	899	5	0	923	0	2	923	45	0	970	0	1	0	8	0	9	0	28	0	18	0	46	1948
Grand Total	1	116	5708	119	1	5944	0	47	5379	300	1	5726	0	1	0	66	6	67	0	110	0	119	4	229	11966
Approach %	0.0	2.0	96.0	2.0	-	-	0.0	0.8	93.9	5.2	-	-	0.0	1.5	0.0	98.5	-	-	0.0	48.0	0.0	52.0	-	-	-
Total %	0.0	1.0	47.7	1.0	-	49.7	0.0	0.4	45.0	2.5	-	47.9	0.0	0.0	0.0	0.6	-	0.6	0.0	0.9	0.0	1.0	-	1.9	-
Lights	1	115	5651	119	-	5886	0	47	5304	299	-	5650	0	1	0	66	-	67	0	110	0	118	-	228	11831

% Lights	100.0	99.1	99.0	100.0	-	99.0	-	100.0	98.6	99.7	-	98.7	-	100.0	-	100.0	-	100.0	-	100.0	-	99.2	-	99.6	98.9
Buses	0	0	10	0	-	10	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	20
% Buses	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	1	35	0	-	36	0	0	44	1	-	45	0	0	0	0	-	0	0	0	0	1	-	1	82
% Single-Unit Trucks	0.0	0.9	0.6	0.0	-	0.6	-	0.0	0.8	0.3	-	0.8	-	0.0	-	0.0	-	0.0	-	0.0	-	0.8	-	0.4	0.7
Articulated Trucks	0	0	12	0	-	12	0	0	21	0	-	21	0	0	0	0	-	0	0	0	0	0	-	0	33
% Articulated Trucks	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Start Date: 01/23/2025
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Turning Movement Peak Hour Data (8:00 AM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Williams Street Northbound						Williams 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	
8:00 AM	0	3	237	14	0	254	0	5	199	16	0	220	0	0	0	3	0	3	0	3	0	3	1	6	483
8:15 AM	0	3	270	11	0	284	0	6	175	7	0	188	0	0	0	4	0	4	0	2	0	1	0	3	479
8:30 AM	0	7	240	16	0	263	0	5	210	18	0	233	0	0	0	7	0	7	0	5	0	1	0	6	509
8:45 AM	0	7	251	15	0	273	0	5	229	14	1	248	0	0	0	7	0	7	0	5	0	3	1	8	536
Total	0	20	998	56	0	1074	0	21	813	55	1	889	0	0	0	21	0	21	0	15	0	8	2	23	2007
Approach %	0.0	1.9	92.9	5.2	-	-	0.0	2.4	91.5	6.2	-	-	0.0	0.0	0.0	100.0	-	-	0.0	65.2	0.0	34.8	-	-	-
Total %	0.0	1.0	49.7	2.8	-	53.5	0.0	1.0	40.5	2.7	-	44.3	0.0	0.0	0.0	1.0	-	1.0	0.0	0.7	0.0	0.4	-	1.1	-
PHF	0.000	0.714	0.924	0.875	-	0.945	0.000	0.875	0.888	0.764	-	0.896	0.000	0.000	0.000	0.750	-	0.750	0.000	0.750	0.000	0.667	-	0.719	0.936
Lights	0	19	981	56	-	1056	0	21	792	55	-	868	0	0	0	21	-	21	0	15	0	8	-	23	1968
% Lights	-	95.0	98.3	100.0	-	98.3	-	100.0	97.4	100.0	-	97.6	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.1
Buses	0	0	1	0	-	1	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	-	0.0	0.1	0.0	-	0.1	-	0.0	0.5	0.0	-	0.4	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	1	11	0	-	12	0	0	13	0	-	13	0	0	0	0	-	0	0	0	0	0	-	0	25
% Single-Unit Trucks	-	5.0	1.1	0.0	-	1.1	-	0.0	1.6	0.0	-	1.5	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.2
Articulated Trucks	0	0	5	0	-	5	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	9
% Articulated Trucks	-	0.0	0.5	0.0	-	0.5	-	0.0	0.5	0.0	-	0.4	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

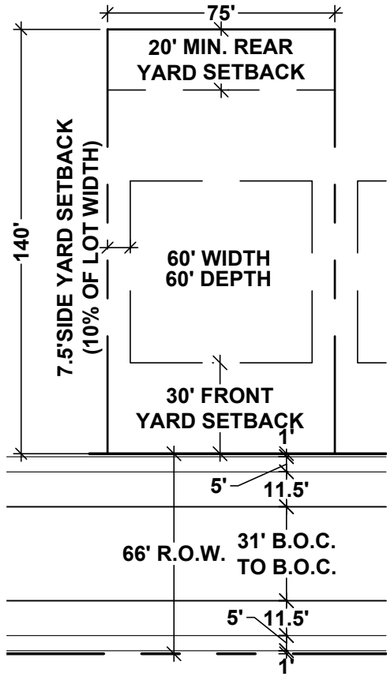
Rosemont, Illinois, United States 60018
(847)518-9990 mmendoza@kloainc.com

Count Name: Ogden Avenue with Williams Street TMC
Site Code:
Start Date: 01/23/2025
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Williams Street Northbound						Williams 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	
4:00 PM	0	5	287	5	1	297	0	1	377	20	0	398	0	0	0	5	3	5	0	1	0	3	1	4	704
4:15 PM	0	13	321	3	0	337	0	1	345	22	0	368	0	0	0	6	0	6	0	9	0	14	0	23	734
4:30 PM	0	6	320	5	0	331	0	1	331	21	0	353	0	0	0	9	0	9	0	2	0	11	0	13	706
4:45 PM	0	10	299	3	0	312	0	1	288	19	0	308	0	0	0	4	1	4	0	2	0	10	1	12	636
Total	0	34	1227	16	1	1277	0	4	1341	82	0	1427	0	0	0	24	4	24	0	14	0	38	2	52	2780
Approach %	0.0	2.7	96.1	1.3	-	-	0.0	0.3	94.0	5.7	-	-	0.0	0.0	0.0	100.0	-	-	0.0	26.9	0.0	73.1	-	-	-
Total %	0.0	1.2	44.1	0.6	-	45.9	0.0	0.1	48.2	2.9	-	51.3	0.0	0.0	0.0	0.9	-	0.9	0.0	0.5	0.0	1.4	-	1.9	-
PHF	0.000	0.654	0.956	0.800	-	0.947	0.000	1.000	0.889	0.932	-	0.896	0.000	0.000	0.000	0.667	-	0.667	0.000	0.389	0.000	0.679	-	0.565	0.947
Lights	0	34	1220	16	-	1270	0	4	1329	81	-	1414	0	0	0	24	-	24	0	14	0	37	-	51	2759
% Lights	-	100.0	99.4	100.0	-	99.5	-	100.0	99.1	98.8	-	99.1	-	-	-	100.0	-	100.0	-	100.0	-	97.4	-	98.1	99.2
Buses	0	0	2	0	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	-	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	5	0	-	5	0	0	8	1	-	9	0	0	0	0	-	0	0	0	0	1	-	1	15
% Single-Unit Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.6	1.2	-	0.6	-	-	-	0.0	-	0.0	-	0.0	-	2.6	-	1.9	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Site Plan



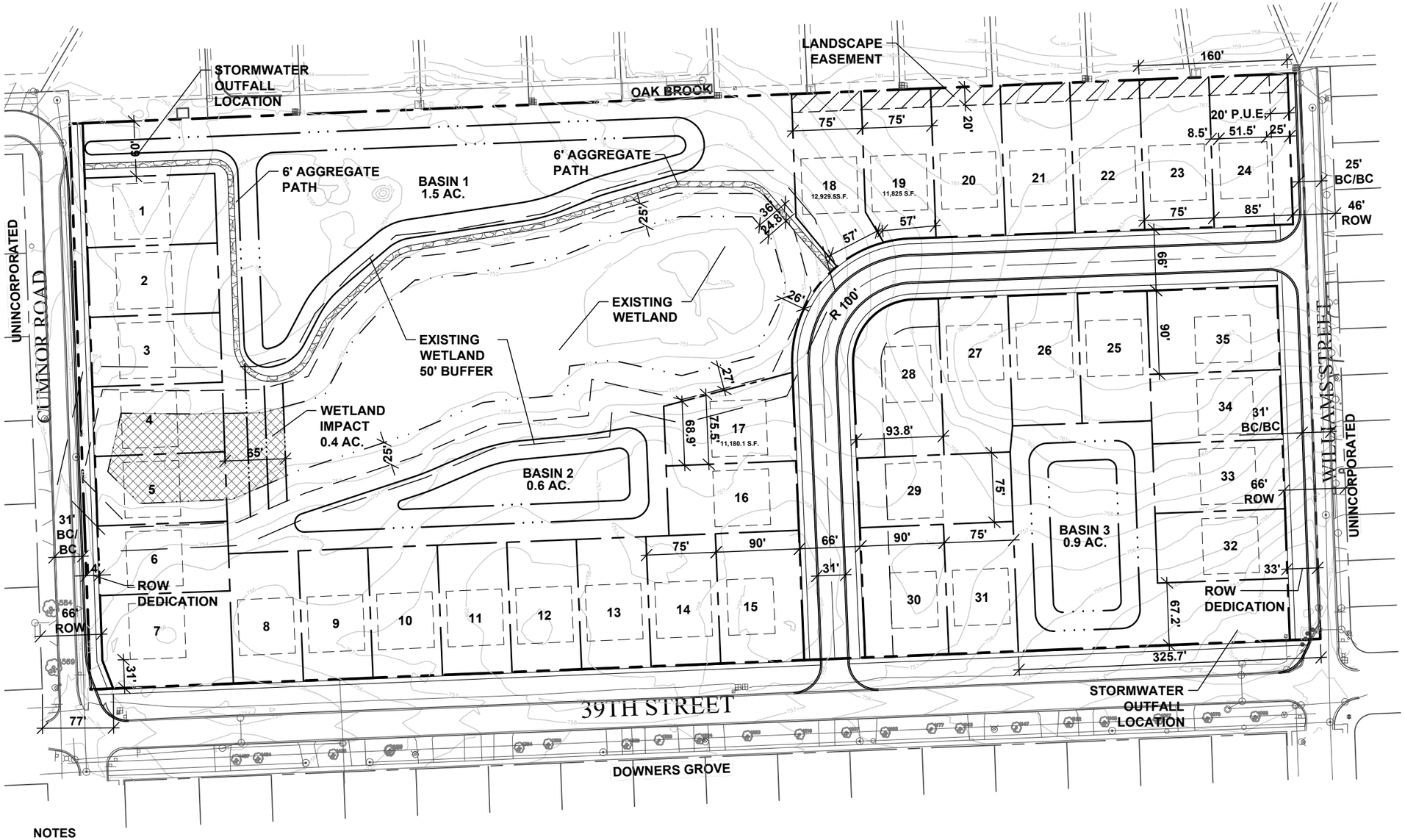
TYPICAL LOT
-NOT TO SCALE

SITE DATA

LAND USE	UNITS	ACRES
SINGLE FAMILY (75'x140')	35	10.5
DETENTION / OPEN SPACE		5.8
EXISTING WETLAND		1.7
ROAD DEDICATION (CUMNOR AND WILLIAMS)		0.6
TOTAL	35	18.6

R-3 DESIGN STANDARDS

	REQUIRED	PROPOSED	NOTES
SINGLE FAMILY			
MINIMUM LOT SIZE	10,500 SQ. FT.	10,500 SQ. FT.	28.2.0.0
MINIMUM LOT DIMENSIONS	75'x140'	75'x140'	28.2.0.0
MINIMUM LOT FRONTAGE	25'	25'	20.301.b.1
YARDS			
STREET (FRONT & CORNER)	30 FT.	30 FT.	28.2.0.0
(WILLIAMS ST. CORNER)	30 FT.	25 FT.	28.2.0.0
INTERIOR SIDE	10% LOT WIDTH	10% LOT WIDTH	28.2.0.0
REAR	20 FT.	20 FT.	28.2.0.0



0 60' 120' 240'

SCALE: 1"=120'

NORTH

TALON PRESERVE - SITE PLAN

DOWNERS GROVE, ILLINOIS

01/21/2025

M/I HOMES

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
WWW.GRWAINC.COM

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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

January 16, 2025

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

Subject: 39th Street and Fairview Avenue
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated January 15, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
39th Street west of Fairview Avenue	3,450	4,150
39th Street east of Fairview Avenue	1,700	2,050
Fairview Avenue at 39th Street	8,850	10,700
Ogden Avenue at Cumnor Road	27,100	30,500
Cumnor Road north of Ogden Avenue	1,150	1,400
Cumnor Road south of Ogden Avenue	900	1,080

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 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)
\2025_trafficForecasts\DownersGrove\du-02-25\du-02-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

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

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

HCM 6th AWSC
1: Cumnor Road & 39th Street 03/13/2025

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	29	43	16	36	0	54	9	3	4	2	0
Future Vol, veh/h	1	29	43	16	36	0	54	9	3	4	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	3	4	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	33	49	18	41	0	61	10	3	5	2	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.5	7.8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	82%	1%	31%	67%
Vol Thru, %	14%	40%	69%	33%
Vol Right, %	5%	59%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	73	52	6
LT Vol	54	1	16	4
Through Vol	9	29	36	2
RT Vol	3	43	0	0
Lane Flow Rate	75	83	59	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.089	0.086	0.068	0.008
Departure Headway (Hd)	4.288	3.737	4.168	4.34
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	830	949	853	816
Service Time	2.342	1.798	2.227	2.412
HCM Lane V/C Ratio	0.09	0.087	0.069	0.009
HCM Control Delay	7.8	7.2	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.2	0

HCM 6th TWSC
2: Williams Street & 39th Street 03/13/2025

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	18	16	2	17	0	35	6	6	0	2	0
Future Vol, veh/h	2	18	16	2	17	0	35	6	6	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	7	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	22	20	2	21	0	43	7	7	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	21	0	0	42	0	0	62	61	32	68	71	21
Stage 1	-	-	-	-	-	-	36	36	-	25	25	-
Stage 2	-	-	-	-	-	-	26	25	-	43	46	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1608	-	-	1580	-	-	938	834	1048	930	823	1062
Stage 1	-	-	-	-	-	-	985	869	-	998	878	-
Stage 2	-	-	-	-	-	-	997	878	-	976	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1608	-	-	1580	-	-	934	832	1048	916	821	1062
Mov Cap-2 Maneuver	-	-	-	-	-	-	934	832	-	916	821	-
Stage 1	-	-	-	-	-	-	984	868	-	997	877	-
Stage 2	-	-	-	-	-	-	993	877	-	960	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.8	9.1	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	932	1608	-	-	1580	-	-	821
HCM Lane V/C Ratio	0.061	0.002	-	-	0.002	-	-	0.003
HCM Control Delay (s)	9.1	7.2	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

HCM 6th TWSC
3: US-34 (Ogden Avenue) & Cumnor Road 03/13/2025

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	1177	29	19	778	24	8	2	47	10	0	76
Future Vol, veh/h	64	1177	29	19	778	24	8	2	47	10	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	7	0	2	0	0	0	2	0	0	4
Mvmt Flow	69	1266	31	20	837	26	9	2	51	11	0	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	863	0	0	1297	0	0	1879	2323	649	1662	2325	432
Stage 1	-	-	-	-	-	-	1420	1420	-	890	890	-
Stage 2	-	-	-	-	-	-	459	903	-	772	1435	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.94	7.5	6.5	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.32	3.5	4	3.34
Pot Cap-1 Maneuver	788	-	-	541	-	-	45	38	412	65	38	566
Stage 1	-	-	-	-	-	-	146	204	-	308	364	-
Stage 2	-	-	-	-	-	-	557	359	-	363	201	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	788	-	-	541	-	-	34	32	412	50	32	566
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	114	-	148	113	-
Stage 1	-	-	-	-	-	-	133	186	-	281	338	-
Stage 2	-	-	-	-	-	-	443	334	-	287	183	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.7	22.2	14.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	270	788	-	-	541	-	-	148	566
HCM Lane V/C Ratio	0.227	0.087	-	-	0.038	-	-	0.073	0.144
HCM Control Delay (s)	22.2	10	-	-	11.9	0.4	-	31.2	12.4
HCM Lane LOS	C	B	-	-	B	A	-	D	B
HCM 95th %tile Q(veh)	0.9	0.3	-	-	0.1	-	-	0.2	0.5

HCM 6th TWSC
4: Access Drive/Williams Street & US-34 (Ogden Avenue) 03/13/2025

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1150	64	21	813	55	0	0	21	15	0	8
Future Vol, veh/h	20	1150	64	21	813	55	0	0	21	15	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	145	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	21	1223	68	22	865	59	0	0	22	16	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	924	0	0	1291	0	0	-	-	646	1593	2272	462
Stage 1	-	-	-	-	-	-	-	-	-	939	939	-
Stage 2	-	-	-	-	-	-	-	-	-	654	1333	-
Critical Hdwy	4.2	-	-	4.1	-	-	-	-	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.25	-	-	2.2	-	-	-	-	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	717	-	-	544	-	-	0	0	419	73	41	552
Stage 1	-	-	-	-	-	-	0	0	-	288	345	-
Stage 2	-	-	-	-	-	-	0	0	-	427	225	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	717	-	-	544	-	-	-	-	419	65	38	552
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	174	128	-
Stage 1	-	-	-	-	-	-	-	-	-	280	331	-
Stage 2	-	-	-	-	-	-	-	-	-	392	218	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	14.1	22.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	419	717	-	-	544	-	-	174	552
HCM Lane V/C Ratio	0.053	0.03	-	-	0.041	-	-	0.092	0.015
HCM Control Delay (s)	14.1	10.2	-	-	11.9	-	-	27.8	11.6
HCM Lane LOS	B	B	-	-	B	-	-	D	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.3	0

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

HCM 6th AWSC
1: Cumnor Road & 39th Street 03/13/2025

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	66	80	3	42	5	65	14	8	3	4	2
Future Vol, veh/h	3	66	80	3	42	5	65	14	8	3	4	2
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	83	100	4	53	6	81	18	10	4	5	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.7	8.3	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	75%	2%	6%	33%
Vol Thru, %	16%	44%	84%	44%
Vol Right, %	9%	54%	10%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	149	50	9
LT Vol	65	3	3	3
Through Vol	14	66	42	4
RT Vol	8	80	5	2
Lane Flow Rate	109	186	62	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.137	0.199	0.075	0.014
Departure Headway (Hd)	4.535	3.943	4.319	4.485
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	916	833	802
Service Time	2.535	1.943	2.326	2.492
HCM Lane V/C Ratio	0.137	0.203	0.074	0.014
HCM Control Delay	8.3	7.9	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	0.2	0

HCM 6th TWSC
2: Williams Street & 39th Street 03/13/2025

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	39	37	2	15	0	35	1	13	0	2	0
Future Vol, veh/h	1	39	37	2	15	0	35	1	13	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	49	47	3	19	0	44	1	16	0	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	96	0	0	108	106	73	114	129	19
Stage 1	-	-	-	-	-	-	81	81	-	25	25	-
Stage 2	-	-	-	-	-	-	27	25	-	89	104	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1611	-	-	1510	-	-	876	788	995	868	765	1065
Stage 1	-	-	-	-	-	-	932	832	-	998	878	-
Stage 2	-	-	-	-	-	-	996	878	-	923	813	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1611	-	-	1510	-	-	871	784	995	850	761	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	871	784	-	850	761	-
Stage 1	-	-	-	-	-	-	929	830	-	995	876	-
Stage 2	-	-	-	-	-	-	991	876	-	904	811	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.9	9.3	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	899	1611	-	-	1510	-	-	761
HCM Lane V/C Ratio	0.069	0.002	-	-	0.002	-	-	0.003
HCM Control Delay (s)	9.3	7.2	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

HCM 6th TWSC
3: US-34 (Ogden Avenue) & Cumnor Road 03/13/2025

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	1191	28	44	1154	25	4	2	39	3	0	114
Future Vol, veh/h	82	1191	28	44	1154	25	4	2	39	3	0	114
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	85	1228	29	45	1190	26	4	2	40	3	0	118

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1216	0	0	1257	0	0	2098	2719	629	2078	2720	608
Stage 1	-	-	-	-	-	-	1413	1413	-	1293	1293	-
Stage 2	-	-	-	-	-	-	685	1306	-	785	1427	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	581	-	-	560	-	-	30	21	430	32	21	444
Stage 1	-	-	-	-	-	-	148	206	-	175	235	-
Stage 2	-	-	-	-	-	-	409	232	-	356	203	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	581	-	-	560	-	-	16	13	430	20	13	444
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	59	-	91	73	-
Stage 1	-	-	-	-	-	-	126	176	-	149	176	-
Stage 2	-	-	-	-	-	-	226	174	-	272	173	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.8	23.1	16.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	245	581	-	-	560	-	-	91	444
HCM Lane V/C Ratio	0.189	0.146	-	-	0.081	-	-	0.034	0.265
HCM Control Delay (s)	23.1	12.2	-	-	12	1.4	-	45.9	16
HCM Lane LOS	C	B	-	-	B	A	-	E	C
HCM 95th %tile Q(veh)	0.7	0.5	-	-	0.3	-	-	0.1	1.1

HCM 6th TWSC
4: Access Drive/Williams Street & US-34 (Ogden Avenue) 03/13/2025

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	1227	16	4	1341	82	0	0	24	14	0	38
Future Vol, veh/h	34	1227	16	4	1341	82	0	0	24	14	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	145	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	1	0	0	0	0	0	3
Mvmt Flow	36	1292	17	4	1412	86	0	0	25	15	0	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1498	0	0	1309	0	0	-	-	655	2181	2844	749
Stage 1	-	-	-	-	-	-	-	-	-	1463	1463	-
Stage 2	-	-	-	-	-	-	-	-	-	718	1381	-
Critical Hdwy	4.1	-	-	4.1	-	-	-	-	6.9	7.5	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	-	-	3.3	3.5	4	3.33
Pot Cap-1 Maneuver	454	-	-	535	-	-	0	0	413	26	17	352
Stage 1	-	-	-	-	-	-	0	0	-	137	195	-
Stage 2	-	-	-	-	-	-	0	0	-	391	213	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	454	-	-	535	-	-	-	-	413	23	16	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	92	95	-
Stage 1	-	-	-	-	-	-	-	-	-	126	194	-
Stage 2	-	-	-	-	-	-	-	-	-	338	196	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14.3	25.9
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	413	454	-	-	535	-	-	92	352
HCM Lane V/C Ratio	0.061	0.079	-	-	0.008	-	-	0.16	0.114
HCM Control Delay (s)	14.3	13.6	-	-	11.8	-	-	51.5	16.5
HCM Lane LOS	B	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.5	0.4

Capacity Analysis Summary Sheets

Year 2030 No-Build Weekday Morning Peak Hour

HCM 6th AWSC
1: Cumnor Road & 39th Street 03/13/2025

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	30	45	17	38	0	57	9	3	4	2	0
Future Vol, veh/h	1	30	45	17	38	0	57	9	3	4	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	3	4	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	34	51	19	43	0	65	10	3	5	2	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.6	7.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	83%	1%	31%	67%
Vol Thru, %	13%	39%	69%	33%
Vol Right, %	4%	59%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	76	55	6
LT Vol	57	1	17	4
Through Vol	9	30	38	2
RT Vol	3	45	0	0
Lane Flow Rate	78	86	62	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.094	0.09	0.073	0.008
Departure Headway (Hd)	4.303	3.744	4.177	4.354
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	826	947	850	812
Service Time	2.362	1.81	2.24	2.434
HCM Lane V/C Ratio	0.094	0.091	0.073	0.009
HCM Control Delay	7.8	7.2	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.2	0

HCM 6th TWSC
2: Williams Street & 39th Street 03/13/2025

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	19	17	2	18	0	37	6	6	0	2	0
Future Vol, veh/h	2	19	17	2	18	0	37	6	6	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	7	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	23	21	2	22	0	45	7	7	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	44	0	0	65	64	34	71	74	22
Stage 1	-	-	-	-	-	-	38	38	-	26	26	-
Stage 2	-	-	-	-	-	-	27	26	-	45	48	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1607	-	-	1577	-	-	934	831	1045	925	820	1061
Stage 1	-	-	-	-	-	-	982	867	-	997	878	-
Stage 2	-	-	-	-	-	-	996	878	-	974	859	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1577	-	-	930	829	1045	911	818	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	930	829	-	911	818	-
Stage 1	-	-	-	-	-	-	981	866	-	996	877	-
Stage 2	-	-	-	-	-	-	992	877	-	958	858	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.7	9.1	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	929	1607	-	-	1577	-	-	818
HCM Lane V/C Ratio	0.064	0.002	-	-	0.002	-	-	0.003
HCM Control Delay (s)	9.1	7.2	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

HCM 6th TWSC
3: US-34 (Ogden Avenue) & Cumnor Road 03/13/2025

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	1236	30	20	817	25	8	2	49	11	0	80
Future Vol, veh/h	67	1236	30	20	817	25	8	2	49	11	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	7	0	2	0	0	0	2	0	0	4
Mvmt Flow	72	1329	32	22	878	27	9	2	53	12	0	86

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	905	0	0	1361	0	0	1972	2438	681	1746	2441	453
Stage 1	-	-	-	-	-	-	1489	1489	-	936	936	-
Stage 2	-	-	-	-	-	-	483	949	-	810	1505	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.94	7.5	6.5	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.32	3.5	4	3.34
Pot Cap-1 Maneuver	760	-	-	512	-	-	38	32	393	56	32	549
Stage 1	-	-	-	-	-	-	132	189	-	289	346	-
Stage 2	-	-	-	-	-	-	539	342	-	344	186	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	760	-	-	512	-	-	28	26	393	41	26	549
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	103	-	134	101	-
Stage 1	-	-	-	-	-	-	119	171	-	262	316	-
Stage 2	-	-	-	-	-	-	415	312	-	266	168	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.8	23.9	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	253	760	-	-	512	-	-	134	549
HCM Lane V/C Ratio	0.251	0.095	-	-	0.042	-	-	0.088	0.157
HCM Control Delay (s)	23.9	10.2	-	-	12.3	0.5	-	34.5	12.8
HCM Lane LOS	C	B	-	-	B	A	-	D	B
HCM 95th %tile Q(veh)	1	0.3	-	-	0.1	-	-	0.3	0.6

HCM 6th TWSC
4: Access Drive/Williams Street & US-34 (Ogden Avenue) 03/13/2025

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	1208	67	22	854	58	0	0	22	16	0	8
Future Vol, veh/h	21	1208	67	22	854	58	0	0	22	16	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	145	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	22	1285	71	23	909	62	0	0	23	17	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	971	0	0	1356	0	0	-	-	678	1673	2386	486
Stage 1	-	-	-	-	-	-	-	-	-	986	986	-
Stage 2	-	-	-	-	-	-	-	-	-	687	1400	-
Critical Hdwy	4.2	-	-	4.1	-	-	-	-	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.25	-	-	2.2	-	-	-	-	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	688	-	-	514	-	-	0	0	399	64	35	533
Stage 1	-	-	-	-	-	-	0	0	-	270	328	-
Stage 2	-	-	-	-	-	-	0	0	-	408	209	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	688	-	-	514	-	-	-	-	399	57	32	533
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	162	117	-
Stage 1	-	-	-	-	-	-	-	-	-	261	313	-
Stage 2	-	-	-	-	-	-	-	-	-	372	202	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	14.6	23.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	399	688	-	-	514	-	-	162	533
HCM Lane V/C Ratio	0.059	0.032	-	-	0.046	-	-	0.105	0.016
HCM Control Delay (s)	14.6	10.4	-	-	12.3	-	-	29.8	11.9
HCM Lane LOS	B	B	-	-	B	-	-	D	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.3	0

Capacity Analysis Summary Sheets

Year 2030 No-Build Weekday Evening Peak Hour

HCM 6th AWSC
1: Cumnor Road & 39th Street 03/13/2025

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	69	84	3	44	5	68	15	8	3	4	2
Future Vol, veh/h	3	69	84	3	44	5	68	15	8	3	4	2
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	86	105	4	55	6	85	19	10	4	5	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.7	8.3	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	75%	2%	6%	33%
Vol Thru, %	16%	44%	85%	44%
Vol Right, %	9%	54%	10%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	156	52	9
LT Vol	68	3	3	3
Through Vol	15	69	44	4
RT Vol	8	84	5	2
Lane Flow Rate	114	195	65	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.144	0.214	0.078	0.014
Departure Headway (Hd)	4.556	3.951	4.344	4.516
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	789	913	827	794
Service Time	2.572	1.958	2.355	2.534
HCM Lane V/C Ratio	0.144	0.214	0.079	0.014
HCM Control Delay	8.3	8	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.8	0.3	0

HCM 6th TWSC
2: Williams Street & 39th Street 03/13/2025

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	41	39	2	16	0	37	1	14	0	2	0
Future Vol, veh/h	1	41	39	2	16	0	37	1	14	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	52	49	3	20	0	47	1	18	0	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	101	0	0	113	111	77	120	135	20
Stage 1	-	-	-	-	-	-	85	85	-	26	26	-
Stage 2	-	-	-	-	-	-	28	26	-	94	109	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1609	-	-	1504	-	-	869	783	990	860	760	1064
Stage 1	-	-	-	-	-	-	928	828	-	997	878	-
Stage 2	-	-	-	-	-	-	994	878	-	918	809	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1609	-	-	1504	-	-	864	779	990	840	756	1064
Mov Cap-2 Maneuver	-	-	-	-	-	-	864	779	-	840	756	-
Stage 1	-	-	-	-	-	-	925	826	-	994	876	-
Stage 2	-	-	-	-	-	-	989	876	-	897	807	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.8	9.4	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	893	1609	-	-	1504	-	-	756
HCM Lane V/C Ratio	0.074	0.002	-	-	0.002	-	-	0.003
HCM Control Delay (s)	9.4	7.2	0	-	7.4	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

HCM 6th TWSC
3: US-34 (Ogden Avenue) & Cumnor Road 03/13/2025

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	1251	29	46	1212	26	4	2	41	3	0	120
Future Vol, veh/h	86	1251	29	46	1212	26	4	2	41	3	0	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	89	1290	30	47	1249	27	4	2	42	3	0	124

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1276	0	0	1320	0	0	2202	2853	660	2181	2855	638
Stage 1	-	-	-	-	-	-	1483	1483	-	1357	1357	-
Stage 2	-	-	-	-	-	-	719	1370	-	824	1498	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	551	-	-	530	-	-	25	17	410	26	17	424
Stage 1	-	-	-	-	-	-	133	191	-	160	219	-
Stage 2	-	-	-	-	-	-	390	216	-	338	187	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	551	-	-	530	-	-	12	10	410	15	10	424
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	43	-	80	63	-
Stage 1	-	-	-	-	-	-	111	160	-	134	152	-
Stage 2	-	-	-	-	-	-	191	149	-	251	157	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	2.1	26.8	17.8
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	213	551	-	-	530	-	-	80	424
HCM Lane V/C Ratio	0.227	0.161	-	-	0.089	-	-	0.039	0.292
HCM Control Delay (s)	26.8	12.8	-	-	12.5	1.8	-	51.8	17
HCM Lane LOS	D	B	-	-	B	A	-	F	C
HCM 95th %tile Q(veh)	0.8	0.6	-	-	0.3	-	-	0.1	1.2

HCM 6th TWSC
4: Access Drive/Williams Street & US-34 (Ogden Avenue) 03/13/2025

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	1288	17	4	1408	86	0	0	25	15	0	40
Future Vol, veh/h	36	1288	17	4	1408	86	0	0	25	15	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	145	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	1	0	0	0	0	0	3
Mvmt Flow	38	1356	18	4	1482	91	0	0	26	16	0	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1573	0	0	1374	0	0	-	-	687	2290	2986	787
Stage 1	-	-	-	-	-	-	-	-	-	1536	1536	-
Stage 2	-	-	-	-	-	-	-	-	-	754	1450	-
Critical Hdwy	4.1	-	-	4.1	-	-	-	-	6.9	7.5	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	-	-	3.3	3.5	4	3.33
Pot Cap-1 Maneuver	425	-	-	506	-	-	0	0	394	22	14	332
Stage 1	-	-	-	-	-	-	0	0	-	124	180	-
Stage 2	-	-	-	-	-	-	0	0	-	372	198	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	425	-	-	506	-	-	-	-	394	19	13	332
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	82	87	-
Stage 1	-	-	-	-	-	-	-	-	-	113	179	-
Stage 2	-	-	-	-	-	-	-	-	-	316	180	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14.8	28.8
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	394	425	-	-	506	-	-	82	332
HCM Lane V/C Ratio	0.067	0.089	-	-	0.008	-	-	0.193	0.127
HCM Control Delay (s)	14.8	14.3	-	-	12.2	-	-	59.1	17.4
HCM Lane LOS	B	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.7	0.4

Capacity Analysis Summary Sheets

Year 2030 Total Projected Weekday Morning Peak Hour

HCM 6th AWSC
1: Cumnor Road & 39th Street 03/13/2025

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	30	45	23	40	0	57	9	5	4	5	2
Future Vol, veh/h	2	30	45	23	40	0	57	9	5	4	5	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	3	4	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	34	51	26	45	0	65	10	6	5	6	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.7	7.8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	80%	3%	37%	36%
Vol Thru, %	13%	39%	63%	45%
Vol Right, %	7%	58%	0%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	77	63	11
LT Vol	57	2	23	4
Through Vol	9	30	40	5
RT Vol	5	45	0	2
Lane Flow Rate	81	88	72	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.096	0.092	0.084	0.015
Departure Headway (Hd)	4.303	3.772	4.203	4.203
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	825	938	844	839
Service Time	2.372	1.844	2.271	2.291
HCM Lane V/C Ratio	0.098	0.094	0.085	0.014
HCM Control Delay	7.8	7.2	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.3	0

HCM 6th TWSC
2: Williams Street/Williams Street & 39th Street 03/13/2025

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	19	21	2	18	0	39	8	6	0	7	0
Future Vol, veh/h	2	19	21	2	18	0	39	8	6	0	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	7	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	23	26	2	22	0	48	10	7	0	9	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	49	0	0	71	66	36	75	79	22
Stage 1	-	-	-	-	-	-	40	40	-	26	26	-
Stage 2	-	-	-	-	-	-	31	26	-	49	53	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1607	-	-	1571	-	-	925	829	1042	920	815	1061
Stage 1	-	-	-	-	-	-	980	866	-	997	878	-
Stage 2	-	-	-	-	-	-	991	878	-	969	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1571	-	-	916	827	1042	904	813	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	916	827	-	904	813	-
Stage 1	-	-	-	-	-	-	979	865	-	996	877	-
Stage 2	-	-	-	-	-	-	980	877	-	950	854	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	9.2	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	914	1607	-	-	1571	-	-	813
HCM Lane V/C Ratio	0.071	0.002	-	-	0.002	-	-	0.011
HCM Control Delay (s)	9.2	7.2	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

HCM 6th TWSC
3: US-34 (Ogden Avenue) & Cumnor Road 03/13/2025

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	1236	30	20	818	25	8	2	49	14	0	86
Future Vol, veh/h	69	1236	30	20	818	25	8	2	49	14	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	7	0	2	0	0	0	2	0	0	4
Mvmt Flow	74	1329	32	22	880	27	9	2	53	15	0	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	907	0	0	1361	0	0	1977	2444	681	1752	2447	454
Stage 1	-	-	-	-	-	-	1493	1493	-	938	938	-
Stage 2	-	-	-	-	-	-	484	951	-	814	1509	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.94	7.5	6.5	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.32	3.5	4	3.34
Pot Cap-1 Maneuver	759	-	-	512	-	-	38	32	393	56	32	548
Stage 1	-	-	-	-	-	-	132	188	-	288	346	-
Stage 2	-	-	-	-	-	-	538	341	-	342	185	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	759	-	-	512	-	-	27	26	393	41	26	548
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	102	-	133	101	-
Stage 1	-	-	-	-	-	-	119	170	-	260	316	-
Stage 2	-	-	-	-	-	-	408	311	-	264	167	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.8	24	16.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	252	759	-	-	512	-	-	133	548
HCM Lane V/C Ratio	0.252	0.098	-	-	0.042	-	-	0.113	0.169
HCM Control Delay (s)	24	10.3	-	-	12.3	0.5	-	35.5	12.9
HCM Lane LOS	C	B	-	-	B	A	-	E	B
HCM 95th %tile Q(veh)	1	0.3	-	-	0.1	-	-	0.4	0.6

HCM 6th TWSC
4: Access Drive/Williams Street & US-34 (Ogden Avenue) 03/13/2025

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	1211	67	22	854	62	0	0	22	24	0	9
Future Vol, veh/h	21	1211	67	22	854	62	0	0	22	24	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	145	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	22	1288	71	23	909	66	0	0	23	26	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	975	0	0	1359	0	0	-	-	680	1676	2391	488
Stage 1	-	-	-	-	-	-	-	-	-	988	988	-
Stage 2	-	-	-	-	-	-	-	-	-	688	1403	-
Critical Hdwy	4.2	-	-	4.1	-	-	-	-	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.25	-	-	2.2	-	-	-	-	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	685	-	-	512	-	-	0	0	398	63	34	531
Stage 1	-	-	-	-	-	-	0	0	-	269	328	-
Stage 2	-	-	-	-	-	-	0	0	-	407	208	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	685	-	-	512	-	-	-	-	398	56	31	531
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	161	116	-
Stage 1	-	-	-	-	-	-	-	-	-	260	313	-
Stage 2	-	-	-	-	-	-	-	-	-	371	201	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	14.6	26.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	398	685	-	-	512	-	-	161	531
HCM Lane V/C Ratio	0.059	0.033	-	-	0.046	-	-	0.159	0.018
HCM Control Delay (s)	14.6	10.4	-	-	12.4	-	-	31.5	11.9
HCM Lane LOS	B	B	-	-	B	-	-	D	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.5	0.1

HCM 6th TWSC
5: 39th Street & Proposed Access Drive 03/13/2025

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	37	55	1	1	5
Future Vol, veh/h	1	37	55	1	1	5
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	40	60	1	1	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	103	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	895	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	894	1004
Mov Cap-2 Maneuver	-	-	-	-	894	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	980	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	984
HCM Lane V/C Ratio	0.001	-	-	-	0.007
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
6: Williams Street & Proposed Access Drive 03/13/2025

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	1	8	2	0
Future Vol, veh/h	0	3	1	8	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	1	9	2	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	13	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1006	1082	1620	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1005	1082	1620	-	-	-
Mov Cap-2 Maneuver	1005	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1620	-	1082	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.2	0	8.3	-	-
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
1: Cumnor Road & 39th Street 03/13/2025

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	71	84	7	45	5	68	17	13	3	6	3
Future Vol, veh/h	6	71	84	7	45	5	68	17	13	3	6	3
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	89	105	9	56	6	85	21	16	4	8	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	7.8	8.4	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	4%	12%	25%
Vol Thru, %	17%	44%	79%	50%
Vol Right, %	13%	52%	9%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	161	57	12
LT Vol	68	6	7	3
Through Vol	17	71	45	6
RT Vol	13	84	5	3
Lane Flow Rate	122	201	71	15
Geometry Grp	1	1	1	1
Degree of Util (X)	0.155	0.224	0.087	0.019
Departure Headway (Hd)	4.555	3.999	4.398	4.525
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	789	900	817	792
Service Time	2.574	2.012	2.415	2.548
HCM Lane V/C Ratio	0.155	0.223	0.087	0.019
HCM Control Delay	8.4	8.2	7.8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.9	0.3	0.1

HCM 6th TWSC
2: Williams Street/Williams Street & 39th Street 03/13/2025

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	41	42	2	16	0	42	7	14	0	5	0
Future Vol, veh/h	1	41	42	2	16	0	42	7	14	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	52	53	3	20	0	53	9	18	0	6	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	105	0	0	116	113	79	126	139	20
Stage 1	-	-	-	-	-	-	87	87	-	26	26	-
Stage 2	-	-	-	-	-	-	29	26	-	100	113	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1609	-	-	1499	-	-	865	781	987	852	756	1064
Stage 1	-	-	-	-	-	-	926	827	-	997	878	-
Stage 2	-	-	-	-	-	-	993	878	-	911	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1609	-	-	1499	-	-	856	777	987	826	752	1064
Mov Cap-2 Maneuver	-	-	-	-	-	-	856	777	-	826	752	-
Stage 1	-	-	-	-	-	-	923	825	-	994	876	-
Stage 2	-	-	-	-	-	-	984	876	-	882	804	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.8	9.5	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	872	1609	-	-	1499	-	-	752
HCM Lane V/C Ratio	0.091	0.002	-	-	0.002	-	-	0.008
HCM Control Delay (s)	9.5	7.2	0	-	7.4	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

HCM 6th TWSC
3: US-34 (Ogden Avenue) & Cumnor Road 03/13/2025

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	1252	29	46	1212	27	4	2	41	4	0	125
Future Vol, veh/h	92	1252	29	46	1212	27	4	2	41	4	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	95	1291	30	47	1249	28	4	2	42	4	0	129

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1277	0	0	1321	0	0	2215	2867	661	2194	2868	639
Stage 1	-	-	-	-	-	-	1496	1496	-	1357	1357	-
Stage 2	-	-	-	-	-	-	719	1371	-	837	1511	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	550	-	-	530	-	-	25	17	410	26	17	424
Stage 1	-	-	-	-	-	-	131	188	-	160	219	-
Stage 2	-	-	-	-	-	-	390	216	-	332	185	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	550	-	-	530	-	-	12	10	410	15	10	424
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	40	-	79	61	-
Stage 1	-	-	-	-	-	-	108	155	-	132	151	-
Stage 2	-	-	-	-	-	-	188	149	-	243	153	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	2.1	27.8	18.3
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	206	550	-	-	530	-	-	79	424
HCM Lane V/C Ratio	0.235	0.172	-	-	0.089	-	-	0.052	0.304
HCM Control Delay (s)	27.8	12.9	-	-	12.5	1.8	-	53.1	17.2
HCM Lane LOS	D	B	-	-	B	A	-	F	C
HCM 95th %tile Q(veh)	0.9	0.6	-	-	0.3	-	-	0.2	1.3

HCM 6th TWSC
4: Access Drive/Williams Street & US-34 (Ogden Avenue) 03/13/2025

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	1289	17	4	1409	96	0	0	25	21	0	40
Future Vol, veh/h	37	1289	17	4	1409	96	0	0	25	21	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	150	-	-	150	-	-	-	-	0	145	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	1	0	0	0	0	0	3
Mvmt Flow	39	1357	18	4	1483	101	0	0	26	22	0	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1584	0	0	1375	0	0	-	-	688	2299	2995	792
Stage 1	-	-	-	-	-	-	-	-	-	1542	1542	-
Stage 2	-	-	-	-	-	-	-	-	-	757	1453	-
Critical Hdwy	4.1	-	-	4.1	-	-	-	-	6.9	7.5	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	-	-	3.3	3.5	4	3.33
Pot Cap-1 Maneuver	421	-	-	505	-	-	0	0	393	~ 21	14	330
Stage 1	-	-	-	-	-	-	0	0	-	123	178	-
Stage 2	-	-	-	-	-	-	0	0	-	370	197	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	421	-	-	505	-	-	-	-	393	~ 18	13	330
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	81	86	-
Stage 1	-	-	-	-	-	-	-	-	-	112	177	-
Stage 2	-	-	-	-	-	-	-	-	-	313	179	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	14.8	34
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	393	421	-	-	505	-	-	81	330
HCM Lane V/C Ratio	0.067	0.093	-	-	0.008	-	-	0.273	0.128
HCM Control Delay (s)	14.8	14.4	-	-	12.2	-	-	65.4	17.5
HCM Lane LOS	B	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	1	0.4

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

HCM 6th TWSC
5: 39th Street & Proposed Access Drive 03/13/2025

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	80	52	1	1	3
Future Vol, veh/h	4	80	52	1	1	3
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, %	2	2	2	2	2	2
Mvmt Flow	4	84	55	1	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	56	0	-	0	148	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1549	-	-	-	844	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1549	-	-	-	841	1011
Mov Cap-2 Maneuver	-	-	-	-	841	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1549	-	-	-	962
HCM Lane V/C Ratio	0.003	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
6: Williams Street & Proposed Access Drive 03/13/2025

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	4	2	2	0
Future Vol, veh/h	0	2	4	2	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	4	2	2	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	12	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1008	1082	1620	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1006	1082	1620	-	-	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	4.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1620	-	1082	-	-
HCM Lane V/C Ratio	0.003	-	0.002	-	-
HCM Control Delay (s)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

DRAFT

VILLAGE OF DOWNERS GROVE
PLANNING AND ZONING COMMISSION MEETING

August 25, 2025, 7:00 P.M.

FILE 25-PZC-0012: A PETITIONER IS REQUESTING APPROVAL OF A PETITION SEEKING ANNEXATION, A MAP AMENDMENT (UPON ANNEXATION) FROM R-1, RESIDENTIAL DETACHED HOUSE 1 TO R-3/PUD, RESIDENTIAL DETACHED HOUSE 3/PLANNED UNIT DEVELOPMENT, A PLANNED UNIT DEVELOPMENT AND A FINAL PLAT OF SUBDIVISION TO CONSTRUCT A NEW RESIDENTIAL SUBDIVISION CONSISTING OF 35 SINGLE FAMILY HOMES, LOCATED NORTH OF 39TH STREET BETWEEN CUMNOR ROAD AND WILLIAMS STREET, COMMONLY KNOWN AS 100 39TH STREET (PIN: 06-33-300-006). VINCE ROSANOVA, PETITIONER, M/I HOMES OF CHICAGO, LLC, OWNER.

Vince Rosanova, Rosanova & Whitaker, complimented staff for their expertise and professionalism throughout this process and stated that M/I Homes is a well-respected, local homebuilder. He said the property consists of 18 acres and located north of 39th Street between Cumnor Road and Williams Street and within the Village's planning boundary and annexation with a logical extension of the Village's corporate boundary. The property was previously owned by the Walt Disney company and used by ESPN as a broadcast facility. It is currently zoned R-4, but upon the annexation, they are a seeking rezoning to R-3, which is consistent with the Village's Long Meadow Subdivision to the south. He noted that their project is consistent with the Guiding Downers Grove Plan and the proposed land use in the 2025 plan is single family detached residential, which they are also in alignment with. He displayed an aerial view of the area.

Mr. Rosanova went over the site plan, which consisted of new connections and sidewalks, the landscape plan, a 20 foot landscape easement to provide additional separation and privacy between the two subdivisions, significant roadway improvements, and architecture of the homes. He shared there will be four different floor plans offered that will range from 3,100 to 4,000 square feet and all include three-car garages. He noted they have worked closely with Village Staff and the design team on this and reached out to both school districts and there were no objections. He stated this is an opportunity to enhance the Village's housing stock, restore the residential nature of this neighborhood, and provide a significant investment in Downers Grove. He explained the nature of the request, including an annexation, map amendment for rezoning to R-3 Residential Detached House, Planned Unit Development site plan, and Final Plat of Subdivision with associated deviations. They submitted a comprehensive summary of findings and fact to support each request and tonight they are asking that those findings be incorporated into the record.

Commissioner Boyle asked for an explanation of the density calculation that got them to the 1.88 calculation and if it took into account the wetlands that were undisturbed. Mr. Rosanova responded that it is a gross calculation of 18.6 divided by 35 acres. They took the number of acres planted divided by the number of homes within the plat of subdivision, and 1.88 homes per acre is low density single family.

Commissioner Boyle voiced that he wanted to make sure there were proper solutions in mind in regard to what is natural occurring and what is going to be created as runoff from these homes.

Ellen Raimondi, Gary R. Weber Associates, wetland consultant, responded that the wetlands on the property are isolated and considered Waters of DuPage, and they are awaiting confirmation from the US Army Corps to call it an isolated wetland and complete the review for wetland minor modification through the Village.

Commissioner Toth asked how maintenance of the public areas of wetland would be handled. Mr. Rosanova answered through M/I homes until everything is matured, and then to a maintenance and monitoring program, and then to the Homeowners Association.

Commissioner Boyle inquired if Downers Grove or the County would be able to step in if the Homeowners Association did not maintain it. Mr. Rosanova responded yes, and the Village will also have a dormant special service area in the event that the areas are not properly maintained where they can do the work and then recoup their expenditures.

Chairman Rickard asked if Pierce Drive was a private or public street. Mr. Rosanova answered it will be a public street and built to the Village's standards.

It was further inquired if the path along the wetland area is considered private or public property. Mr. Rosanova responded it would be on private property, but they anticipate people using the path along Pierce Drive or sidewalks in close proximity will want to walk through there and they do not have an objection to that unless someone is causing a problem.

Commissioner Eberhardt voiced concern for the price, as one of the things they talked about in the Comprehensive Plan was to make the average cost of new housing affordable. Mr. Rosanova responded that the Comprehensive Plan does speak to a variety of housing options, but census data shows that in a five mile radius, there are very high household incomes with people who could afford those prices. Chairman Rickard pointed out this is all privately funded.

Chairman Rickard asked for public comment.

Jay Zvolanek expressed that he never heard anybody complain about the towers that were there previously. He asked what is going to happen to those that live on Cumnor Road while this construction is going on, how they are going to have access to their homes while they are tearing up the road and expanding it, and how long it is going to take to complete the project. He talked about the wetlands flooding and warned they would have a lot of problems with the water table there. Mr. Zvolanek also inquired what this would do to the home values in their neighborhoods, as some of the houses there go back to the 60s and it would be hard to compete with a $1.6 million, 3,900 square foot home. He expressed that he and many neighbors do not like this.

Alan Koren, President of the Saddle Brook Community Association Board, expressed that they are in favor of the annexation and rezoning. He requested permission to do water quality testing.

Bob Iverson also requested doing the pre and post construction water quality sampling of the wetlands to assistant with maintenance of their west pond at 35th and Fairview, which accepts water from the west two-thirds of this site. He said this would help them with future dredging they have to do for the pond.

Tina Drechny stated they miss the towers but welcome having new neighbors, She is concerned with the increase in traffic and wanted to know if they plan on reconditioning the roads first or do the housing first. She explained if the roads are wide enough, there will not be any issues for those living on Wiliams Street. She said there is concern about the wetlands because they do flood, so they need to make sure they put in proper sewage systems. She hopes the new neighbors enjoy the wildlife that live there.

Joe Rada voiced that his main concern is which direction the surface water and storm water are going to go, as he was flooded back in 2013 due to a retention pond in front of his home. He said the county put a couple of pumps in to take care of it, but the pond was at the max with the last rain they had, so he wanted to make sure there will be no more flooding.

Chairman Rickard noted that there would not be a lot of stormwater discussion from the Board, as that gets reviewed by the Engineering Department, and if this project is approved, they will be obligated to comply with the current storm water codes and the site will be designed to make those regulations and ordinances at that time. Mr. Zawila added that the Village adopted the DuPage Stormwater Ordinance but made local amendments over the last several years because of stormwater concerns throughout the entire community, so the Village's ordinance is more restrictive than DuPage County.

Donna Cardia expressed many concerns, including the square footage of the houses and garages, which puts them at 105 extra cars for the subdivision, and she has witnessed fire trucks and ambulances almost being hit at that intersections and multiple accidents. The average square footage of the homes in subdivisions around there are 1,200-2,000 square feet and the design they are proposing is against the aesthetic and design of the current homes. She also had concerns with the signs there, and noted that they said that their storage, signs, and trailers will stay there until at least 32 houses are sold. She noted she also has had an increase of animals already in her yard.

Ron Ariana explained that his home is at the northeast corner of the proposed development and the set of new homes will be backing up to the six homes on the Saddle Brook side. He added that he and his neighbors have been supportive and cooperative with this project, but noted that the foundation level of the new homes on the north side of the property will be at a 5-6 foot higher grade. He said that M/I agreed with putting in a 20 foot landscape easement there to create a buffer, but because of the change in the elevation, he asked that there not be any two level decks or above ground swimming pools allowed.

Leslie Zvolanek stated that she used to be a Village Board Member in a town in Wisconsin and thanked all of the commissioners for being on the board and everyone who came to give their opinion, as it means so much to what a town is. She pointed out that they did not mention anything about the water capabilities available for the new homes and the sewage treatment, and wondered if they checked the capabilities of the current resources available for treating influx of sewer and water gates.

Rhonda (last name inaudible), commented that Lots 4 and 5 are often submerged in water when she walks by, so she was concerned about the delineation and the wetlands being preserved. She stated that it seems like the wetlands extend into Lots 4 and 5 in the drawings that she has seen and felt the ability to hold that water will be impacted by building out Lots 4 and 5.

Richard Boice expressed that he was very happy to see this plan and there is a lot of green space that is being preserved, especially with wetlands.

Jeremy Drechny stated that water is the biggest concern in their neighborhood, and his lot is at the lowest point in the whole area. He said they did work with York Township to make sure water is diverted into the detention area, but he is concerned with the size of the detention area, what will happen when it fills and what the mediation will be for that.

Joe Panzarino asked if Cumnor Street is going to be widened, as it is a little too tight for two cars right now and if the sewer on his property that collects water from the wetlands will be a problem for him. He also asked if they are going to do landscaping of the trees and bushes over by his property. He noted that he does miss the towers, but happy the project is coming there.

Mark (last name inaudible), stated that they are widening the street and adding a sidewalk, so that will be more concrete area. He said in his observation after living here for 40 years, it would be more appropriate to have the detention area in Lots 2 and 3 rather than where they are showing it now.

Tom Henry shared that the water comes all the way up to the street on Lots 4 and 5 every year and keeps getting higher and higher. He said the water drains from 39th Street into the wetlands, but asked how that would happen if the street is going to be twice as wide, as there are no culverts that will drain it in there. He asked who is going to take care of the streets, keep it clean and police it with the construction going on. He expressed that he lived in Downers Grove for many years and always felt like he was knocking his head against the wall trying to get something done, and now that he is going to live across the street from Downers, he wants to know who is going to take care of what.

Ms. Zvolanek returned to the podium and added that she lives across the street from Lots 4 and 5, and the deepest part of the pond is right up to the road all way up to what is now 17 feet of Cumnor Road, and she did not understand how that part of the wetland could be taken away to build houses on it where it is that wet and consistent. She added that even during a dry period, it is still the one part that stays wet.

Lindsay Koski echoed that they are supportive of this development. She said she had seen previously where the driveways were exiting on 39th, Cumnor, and Williams, but did not see them here. She asked if that changed, and if so, which way would the driveways be facing. She pointed out that she also did not see any sidewalks on Williams and Cumnor.

Marcia Schirdewahn agreed that stormwater is a big concern and suggested going from R-1 to R-2 instead. She was also concerned about the 30 foot setback, as one side of 39th Street would be 50 feet from the street and the north side would only be 30 feet. She asked if they thought about permeable pavement for the street and the driveways, which would hopefully help. She asked what trees would be cut down, and said having a 10 foot walking path on 39th seemed very strange. She had questions about if during construction if the trucks would be directed to go 39th to Fairview or be allowed to use Cumnor south and Williams south.

Mr. Zvolanek returned to the podium to say one of the problems we will have during the road construction is where they are going to put their mailboxes, and the Downers Grove Post Office has

already said they do not like the idea of them moving mailboxes. He said Lots 4 and 5 is going to the birthplace of many lawsuits and the lot line goes right through his front door. He stated it is all clay and there is no way for the water be absorbed and it usually goes between the foundation and the lot. He said all the water has to run down the street on Cumnor, around the corner onto 38th for another 50 yards before getting to a storm grate, which is the same way to the south onto 39th. He expressed there is going to have be serious evaluation of the system there.

John Novak voiced that he was afraid if the water increases at his property, he will end up having to put in larger pumps to keep the water off his property and he was concerned about other problems water may cause in the area.

Chairman Rickard asked for the staff report.

Flora Leon, Senior Planner, explained the petition is for the annexation, Planned Unit Development, zoning map amendment upon annexation, and a Final Plat of Subdivision. She noted that PUD's typically include deviations and are structured to create more flexibility for a development, and there are deviations with this PUD. She displayed the location map, stating that it is currently unincorporated and zoned R-4 single family with DuPage County. Staff provided notices to all owners within 250 feet, posted three public hearing signs, and placed a notice in the newspaper, and received four calls with questions general in nature wanting to understand the proposed scope of work and concern for the existing temporary signage. She said because the property is unincorporated, all signage falls under the jurisdiction of DuPage County and highlighted that there is not a requested deviation for the marketing signage, and if the entitlement request is approved and the property is annexed, the subject property would have to meet the zoning regulation ordinance sign requirements and a separate permit would be required for that.

Ms. Leon noted that the petitioner hosted their neighborhood meeting as required and 40 residents attended with various comments and questions. She provided the plat of survey and discussed the entitlement request. She noted that upon annexation, the property would be automatically rezoned to R-1 Residential Deatched House 1, and with the requested map amendment, it would be rezoned to R-3/PUD Residential Detached House 3/Planned Unit Development. She went over the Plat of Subdivision request that would be subdivided into 35 residential lots, with three out lots, and a new road, Pierce Drive. She highlighted some of the improvements in the site plan, including the widening of Cumnor Road and Williams Street, Pierce Drive that will create access to the lots in the center and also for Wiliams Street and 39th Street, and proposed building footprints for the 35 new homes, and three lots requesting deviations from the subdivision lot dimension requirements. She noted that the petitioner is requesting a deviation for Lot 18 from the minimum lot width, for Lot 19 from the minimum lot width, lot area and street frontage, and for Lot 24 from the street setback.

Ms. Leon then proceed to talk about the two detention areas, the 20 foot wide landscape buffer, shared use path, and proposed sidewalks on Cumnor Road, Pierce Drive, and Williams Street. Ms. Leon discussed public improvements from the project, which consist of a new water mains and storm sewer connections. The application was submitted before the recently approved Guiding DG Plan and was reviewed in accordance with the 2017 plan, and the new comprehensive plan includes this property and designates it as Single Family Detached Residential, but the proposal adheres to both plans' goals. She went over the criteria for each entitlement request and staff found that all criteria had been met. She said a majority of the proposed lots meet the minimum lot area width and depth requirements, except for those three lots discussed earlier, and the petitioner will provide the

required public utility easements. She stated that with the plat of subdivision, there are associated school and park district fees totaling $843,550. Staff found all of the standards of approval were met and recommended approval.

Chairman Rickard asked for any questions for staff.

Commissioner Toth asked if anyone considered where Lots 18 through 24 are and if one of those lots would be omitted, is it true that none of those variances be required.

Mr. Zawila responded that variances are not being asked with this request and explained how deviations should be reviewed with the PUD request. Chairman Rickard stated that because it is a PUD, the rules are slightly different, and a good portion of this site is open space and deals with water. He asked if the 20 foot green space in the northeast corner of the property was common area or an easement on individual lots. Ms. Leon answered it is its only separate out lot maintained by the Homeowners Association.

Commissioner Boyle stated it is important that there is piping installed from the street at the northwest corner and southeast corner. He asked if the development will accept water from the neighborhood that was previously splashing into those zones, conveying it inland and discharging it into the detention. Commissioner Lincoln added that was a great point and inquired which direction the water was coming and going. Mr. Zawila deferred to the petitioner.

Commissioner Boyle voiced that they need to have some understanding of the engineering of how Lots 3, 4, and 5 can be built on and asked for a better explanation of that. He also asked if the lot sizes are more of a concern with the Comprehensive Plan versus the home size on the lot. Ms. Leon responded that the lot size is dictated by the subdivision ordinance and did not know if the Comprehensive Plan made comments on square footage for new homes. Mr. Zawila added that it does not particularly state that but does make recommendations for a variety of housing sizes.

Commissioner Boyle asked if the subdivision is created, if the new water would improve matters in regard to water or make matters worse. Ms. Leon answered her understanding is it would improve the water and the detention areas are sized for the road improvements and the future buildings. She added that is also storm sewer piping along the north side to make sure it is getting move to the detention areas as well.

Commissioner Eberhardt asked for clarification if the four items that are part of this request is in order of what they should accept or reject, meaning they do not have to accept all four items today. Mr. Zawila answered that they would be looking for recommendations for all four items today to go to Village Council. He noted that they cannot do the other three without an annexation, so that would need to be approved first. Commissioner Eberhardt inquired if number two, the Planned Unit Development, including all the deviations. Mr. Zawila responded that the PUD request included the deviations.

Commissioner Eberhardt asked if they could make recommendations on the deviations. Chairman Rickard voiced that they are not necessarily voting on the deviations but voting on the plan as a whole, but if they feel something is problematic, they can discuss that and express concerns.

Commissioner Lincoln came back to the first question on if there was one fewer lot on the north side and they spread that width out to all the other lots, would they still need to decide to have that one lot be narrower than the code allows. He said that is pertinent to this request. Chairman Rickard expressed that if someone purchases a lot, they know what they are buying. He added this is not different than a typical pie shaped cul-de-sac lot. Commissioner Lincoln said this was not about the person knowing it and buying it, but about the rules in their code and if they would be here having to extend this deviation if there was 18 to 23 instead of 18 to 24. Commissioner Boyle commented that is the tradeoff of a PUD, the ability to make exceptions or deviations in exchange for other improvements within the PUD, so overall that is something the petitioner needs to respond to versus staff.

Commissioner Lincoln agreed but said from a technical rule standpoint, would that meet the code and thus not have to have that special exception. He noted this is a matter of trying to understand the rules. Ms. Leon voiced that in regard to the deviation request for Lots 18 and 19, the way they measure lot width in their zoning ordinance is by measuring it at the street setback line and essentially offset the front lot line 30 feet and then take a measurement at that point. With Lots 18 and 19 the lots are falling short of the lot width requirement because it is tapered at the street curve. She added that with Lot 24, the petitioner came to an agreement with Oak Brook to create the additional buffer and not orient lots 23 and 24 facing Williams Street, so they decided to reorient the lots to face the new Pierce Drive Road.

Commissioner Rutledge inquired if there is a project timeline. Ms. Leon deferred to the petitioner.

Chairman Rickard gave the petitioner the opportunity to come back up and address any comments or questions or add a closing statement.

Mr. Rosanova stated that he felt Ms. Leon did a nice job on discussing roadway improvements, but said they were happy to elaborate on that if needed, and in regard to the sidewalks on one side of the street that was mentioned, they prefer to remain consistent with what staff requested on that. He said if they remove one of those home sites, the deviations would not be required, but they specifically worked with staff to do a Planned Unit Development here and gave enhanced design and amenity across the board and are improving the streetscapes, providing 40% open space, persevering environmentally sensitive areas, improving every perimeter roadway, incorporating BMPs, extensive landscape plans, installing water main on the north side of 39th Street, which will benefit everybody, and designed a community with low density and first class architecture, and they are only asking for three deviations relating to that one lot. He noted if they remove that one lot, they have given everything they possible could to be good partners and would not get anything in return. He stated he would follow up on the question about requirements for water quality testing.

Brad Earnest, ERA Consultants, added that as part of development, they take on robust permitting requirements and have a consultant who does robust reporting after every rainfall event and maintain their discharges off site. He said they were willing to find out more on what they are looking for specifically. Mr. Zawila commented that it is on the record now but he cautioned making it a condition, as he does not know what the Village legally can do in that case.

Scott Barenbrugge, M/I Homes Vice President, expressed that Lots 18 and 19 are 75 feet wide where the homes will be built and the lot is what triggered the technical deviation request and Lots 23 and 24 were originally oriented east to face Williams Street and would have been 100% code

compliant, so they reoriented that at the request of Village and Oak Brook staff through an agreement, which triggered the small deviation request for the corner side that will be five foot smaller than code. He went over phasing and timing, stating that they are looking to commence land development by the end of September and clarified that they will start working on 39th Street, and will then move on to Cumnor and Williams, which will be widened before the homes are built. He said they will maintain at least one open lane of traffic throughout the entire widening construction process so all existing residents have access to their driveways and will be relocating mailboxes for the Cumnor street residents from the east side to the west side, to which the postmaster general approved. Once the Cumnor and Williams construction is completed next year, they will proceed with constructing Pierce Drive, and will then take the existing wetland lot basins they are creating through a full maintenance and monitoring program and dedicate all public improvements to the Village, which will need to be reviewed and accepted. Mr. Barenbrugge voiced that once the detention improvements are done, they will do sanitary sewer and water main construction, and commence construction on their model home, and the first home closing is anticipated to start in summer or fall of 2026.

Commissioner Boyle asked what the billboards, trailers, and site conditions will be like throughout the construction. Mr. Barenbrugge responded that they had some banner screens on a chain linked fence, which there were objections to, so they were removed. He explained that their signage request through the petition is not related to those banners, but for model signage and code compliant one sign per road frontage. He stated they will maintain the sales office in the model home and will do staging areas to hide some of the ugly parts of construction.

Brian Ratajczak, Spaceco, gave an overview of stormwater management and the wetlands. He stated they are preserving the majority of the wetlands with the minor impact by Lots 4 and 5, so they are utilizing the existing wetland and that storage capability there. He mentioned there is compensatory storage volume in Lots 4 and 5, so the volume associated there is being replaced as part of the overall storm water management system and will not be lost, as it will be reincorporated into the basin. He noted that wetlands are indicative of poorly drained areas, which is the case here, and they will be improving that. In regard to the resident that lives adjacent to the northwest corner of the property, there is smaller size existing storm sewer in that area and the size and elevation there is not ideal, so they identified storm sewer downstream to the west at the 38th Street right-of-way that will be able to tie into that and provide an outlet. He talked about the concerns about drainage along Cumnor, and said at the intersection of 39th and Cumnor, there is an existing culvert under the roadway that is in poor condition, so they are picking that up with new storm sewer and routing that flow into the southern basin that are backing to lots 8 through 13. He noted that with the widening of Cumnor Road, there will be curb and gutter created and the road drains from south to north, and they are constructing another inlet at the north end in the curb to intercept drainage in that area. Mr. Ratajczak expressed that all the storm water management calculations are part of the county requirements, where they have to prove the amount of flow coming into the wetland, so they have made a storm water report that staff has reviewed. He discussed other outlets and control structures that will control the release rates.

Commissioner Boyle asked about the 100-year event and outflow. Mr. Ratajczak answered that the 100-year event is the design event, which is a 1% chance of happening on any given year, but it will all be detained on site up to that and controlled through an outlet control structure that controls the release rate.

Commissioner Lincoln asked for confirmation that no water from west of there will come in here but it will be going west and is a controlled outlet with a very slow release unless it gets to the top. Mr. Ratajczak responded that it will be going out of the northwest corner of the property. He added that at 39th and Cumnor, there is a culvert under the road that they are picking up and conveying through their system.

Commissioner Lincoln inquired if some flow would be coming from the neighborhood to the west into Basin 1 in certain circumstances. Mr. Ratajczak answered yes, from that culvert being picked up and when Cumnor gets improved with the curb and gutter, the pavement is designed to flow from south to north, so when the curb is put on, there will be a storm sewer structure placed where the outlet pipe comes to intercept that drainage and tie that into the downstream 38th Street storm sewer.

Commissioner Toth inquired about the question on if any permeable pavements would be used for the driveways or the street. Mr. Ratajczak voiced no, they are not in the design component. Mr. Barenbrugge added that they did design scenarios with staff to make sure the ponds were signed for any future improvements to an unlimited basis as long as people stay within setbacks with staff.

Brendan May, KOLA, traffic engineer, stated that they conducted the traffic impact study for the development and said the single family detached housing is one of the lowest vehicle trip generators when looking at land use categories. The majority of the homes are going to have access outwards on the existing street system and since Pierce Drive will have two different connections, residents internally can access 39th or Williams Street directly without having undue circulation through any one intersection. He said overall, this will have a limited impact on the 39th Street intersections.

Chairman Rickard asked the commissioners for discussion.

Commissioner Frankovic voiced that this is very thoroughly planned and thought out and she appreciated the amount of work that was done to mediate the stormwater issues and preserve the wetlands. She said her only complaint was that the housing would be more affordable, as that is what they need in this Village. She believed it would be a good improvement for the area, increase the surrounding home values and help out with some of the problems the current homeowners have.

Commissioner Toth appreciated all the time and expertise that went into the research and the clarity given on Lots 23 and 24. He expressed that as far as the use of the land, it is a conservative use, has minimum density and roadway improvements, and liked that it has three or four different floor plans.

Commissioner Patel also supported this and felt it was responsibly and logically put together and felt the standards had been met. He said the public had general concerns for stormwater management and traffic and the petitioner responded appropriately and effectively to that.

Commissioner Eberhardt thanked the developers for their work, as this is a very challenging site, and one of the biggest perks is the improvements to storm water management. She said the explanation on the 23 and 24 site regarding deviations and on the widths of Lots 18 and 19 were very helpful. She was curious why the density is so much lower than the surrounding areas and said it seems like it would give us an opportunity to have other types of housing, such as duplexes. She suggested putting in a stipulation to raise the density to get more variety of housing type.

Commissioner Lincoln supported the annexation and zoning change, but was still not sure about Lots 23 and 24. He understood the argument for it, but did not know that it is necessary. He mentioned that the wetlands being involved are maybe making it look like it is lower density than it is, so they need to be careful with comparing the numbers the way they are. He stated that he did not know if he was convinced that they have to have Lots 18 and 19 and grant the ability to narrow them down. He was also not sure why they are building homes on Lots 4 and 5, as there is a wetland there, and said maybe Lots 4 and 5 should not be platted out lots for building houses at all. He did not feel a strong enough argument was made for allowing the temporary signs being there longer than what the code says, as well as the storage trailers and the real estate office.

Commissioner Eberhardt mentioned Ms. Leon's earlier comments that Downers Grove cannot implement signage constraints until it is annexed.

Commissioner Lincoln recommended making a different motion to Council to remove those items that grant them these extra abilities that the code does not already provide to them, as the argument for them were not convincing and it seems like extra privileges.

Commissioner Rutledge disagreed on those points, as this is a very complex, involved project that will result in improvements to the existing community that will far exceed even the homes. She appreciated the way the petitioners addressed the issues with great information and patience. She acknowledged the residents and their questions and feedback, but she felt the standards were met and the investment and work that went into this project is exceptional.

Chairman Rickard agreed with Commissioner Rutledge and added that to have this low of density and preserve all that open space on a difficult sight with only a few deviations on the front end of a couple of lots is a major win and the beauty of a PUD. He noted that if they had every lot met every single zoning requirement, they would not have this open space.

Commissioner Boyle commended the developer, the community, and everyone who made this project what it is. He commented that change is going to be difficult for the neighborhood but having a developer with an open ear and line of communication is very beneficial. He felt the standards were met and supported the project.

Commissioner Lincoln asked again for the consideration to break this up in two different sections, one on the things they all agree on, and the other to debate separately. He felt they were lumping some of the extra items in because so many other things are good.

Chairman Rickard asked if his concerns could be addressed with a condition of the approval or putting the comment on record so it gets forwarded. Commissioner Lincoln explained that he was talking about making an amended motion from what staff provided with the temporary real estate signs and development signs omitted.

Commissioner Rutledge inquired why having an office on site was an area of concern for him for this project, as well as the signage for new construction. Commissioner Lincoln expressed that there are sections in the Village code that dictate how long someone is allowed to have signs, construction storage trailers, and allowed to have real estate offices, but they are asking to have it

longer than what is already allowed and he felt their argument for why they wanted it to be allowed longer was not strong. He said they should have to follow the rules of any other development.

Chairman Rickard suggested making a motion on all four of these collectively and noting the concerns about signage and the timing of the trailer to let the Village Council address that.

Mr. Zawila added that is what they have done in the past.

Commissioner Boyle pointed out that there are not very many 35 lots subdivisions so it is fairly unique, which is why he supporting it.

WITH RESPECT TO FILE 25-PZC-0012 BASED ON THE PETITIONER'S SUBMITTAL, STAFF REPORT, AND THE TESTIMONY PRESENTED, IT IS FOUND THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A FINAL PLAT OF SUBDIVISION AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING AND SUBDIVISION ORDINANCES AND IS IN THE PUBLIC INTEREST. THEREFORE, COMMISSIONER TOTH MADE A MOTION THAT THE PLANNING AND ZONING COMMISSION RECOMMEND THE VILLAGE COUNCIL APPROVAL OF FILE 25-PZC-0012, SUBJECT TO THE CONDITIONS AS LISTED IN THE STAFF REPORT.

SECOND BY COMMISSIONER RUTLEDGE

ROLL CALL:

AYE: RUTLEDGE, PATEL, TOTH, BOYLE, FRANKOVIC, EBERHARDT, CHAIRMAN RICKARD

NAY: LINCOLN

MOTION APPROVED. VOTE: 6-1

/s/ Celeste K. Weilandt
Recording Secretary

(As transcribed by Ditto Transcripts)