VILLAGE OF DOWNERS GROVE
PLANNING AND ZONING COMMISSION

VILLAGE OF DOWNERS GROVE CIVIC CENTER
850 CURTISS AVENUE

November 4, 2024
7:00 p.m.

AGENDA

1. **Call to Order**

    a. Pledge of Allegiance

2. **Roll Call**

3. **Approval of Minutes**

    a. September 16, 2024

4. **Public Hearings**

    a. 24-PCE-0028: A petition seeking Special Use approval to establish an accessory use (parking lot) before the principal use is established. The property is currently zoned B-3, General Services and Highway Business. The property is located at the northeast corner of Finley Road and Branding Avenue. (PIN: 06-30-409-009). Karolina Breithaupt, Petitioner and ETW Land LP, Owner.
    b. 24-PCE-0014: A petition seeking approval for a Special Use and PUD Amendment to construct an apartment building. The property is currently zoned DT/P.D.#66, Downtown Transition/Planned Unit Development #66. The property is located directly northwest of the intersection of Curtiss Street and Mackie Place, commonly known as 750 Curtiss Street. (PIN: 09-08-131-021). LCI Development Partners, Petitioner and Village of Downers Grove, Owner.

5. **Adjournment**

THIS TENTATIVE REGULAR AGENDA MAY BE SUBJECT TO CHANGE

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

September 16, 2024, 7:00 P.M.

Chairman Rickard called the September 16, 2024 meeting of the Downers Grove Plan Commission to order at 7:00 p.m. and led the Plan Commissioners and public in the recital of the Pledge of Allegiance.

ROLL CALL:

PRESENT: Chairman Rickard, Commissioners Boyle, Frankovic, K. Patel, V. Patel

ABSENT: Commissioners Roche and Toth

STAFF: Planning Manager Jason Zawila, Senior Planner Flora Leon, Planner Emily Hepworth

OTHERS PRESENT: Scott Richards, Ron Jalovec, Mark Dziedzic, Louis Imbrogno, Pam Bianco, Bill Miller, Jason Shirk, Tim Nash, Brandon Thiele, Jessica Quillia, Paul Quillia, John Super, Mary Super, Nicole Davis, Peter Cervanka, Ethan Roesch, Robert De La Fuente, Sherell Tyler, Michael Wood Daniel Schertz, Michael Worthman, Steve Shanholtzer. Robert De La Fuente, Chad Walz., Rob Roe, Kathleen Hayes, Tarik Tahini, Marc Fitzgibbon, Kirae Doshi, Alyssa Szponder, Mary Puccini, Frank Puccini, Matt Jameson, Kathy Johnson, Rob Johnson, Tyler Issak, Brett Paul, Adam Carr, Brett Webster, Matt Gugala, Brian Gay

APPROVAL OF MINUTES

Motion to approve by Commissioner Frankovic, seconded by Commissioner K. Patel.

PUBLIC HEARING

Chairman Rickard explained the protocol for the public hearing process and swore in those individuals that would be speaking during the public hearing.

FILE 24-PCE-0025: A PETITION SEEKING APPROVAL FOR A SPECIAL USE FOR A TRADE SCHOOL. THE PROPERTY IS CURRENTLY ZONED O-R-M/P.D. #20, OFFICE-RESEARCH-MANUFACTURING/PLANNED UNIT DEVELOPMENT #20. THE PROPERTY IS LOCATED APPROXIMATELY 1,439 FEET NORTHWEST OF THE INTERSECTION OF WOODCREEK DRIVE AND LACEY ROAD, WITH A COMMON ADDRESS OF 3110 WOODCREEK DRIVE. (PIN: 05-36-201-015). BRETT WEBSTER, PETITIONER AND SMART WOODCREEK LLC, OWNER.

Matt Gugala, President of SMART Local 265, explained they are a sheet metal company that does duct work, testing of ventilation systems, installation, repairs, and they train apprentices to do that work. He said they also do services for the community and put on a fire life safety class for

firefighters. He shared they are planning to invest six to seven million dollars in the building and project, mostly interior. He commented that they believe their presence will continue to significantly contribute to the economic success, safety, and well-being of the community, and they feel their proposal meets all the criteria for the special use permit.

Chairman Rickard asked the commissioners if they had any questions.

Commissioner V. Patel asked what will be the intended hours of operations for the facility. Mr. Gugala responded the attended hours of business are 6:30 a.m. to 3 p.m. for the school and union leaves at 4:30 p.m., with occasional night classes that will stay no later than 8:30 a.m.

Chairman Rickard asked for public input.

Brian Gay, with the Downers Grove Economic Development Corporation, voiced support for the project. He said continuing education in this area is extremely important for them.

Chairman Rickard then asked for the staff report.

Emily Hepworth, Planner, explained the petition is for a special use for a trade school. She said noticing requirements were all met and staff received one comment from the DuPage County Forest Preserve located south of the property with a question that was answered and resolved. The petitioner noted that in addition to the trade school, they will also house administrative offices at the property. Ms. Hepworth talked about the proposed site improvements, including renovating the interior, a new pedestrian connection to the main entrance, increasing open space, and moving the trash enclosure to rear of the property. The current parking design exceeds the required minimum parking ratio. She stated the Comprehensive Plan recommends office corporate campus land use areas in addition to certain improvements such as the screening of dumpster enclosures. She provided the standards of approval for their review and staff finds the petition has met all standards of approval.

Chairman Rickard asked for discussion or comments from the commissioners.

Chairman Rickard asked the petitioner to come up and discuss any questions or make a closing statement. The petitioner had no comments.

Chairman Rickard asked for discussion from the commissioners.

Commissioner Boyle commented that it seemed straightforward and met the standards.

Commissioner Frankovic said it was a great opportunity and was something needed in the area.

Commissioner V. Patel voiced it is a great investment in the community and the standards have been met.

Chairman Rickard agreed that the standards have been met and it is a welcomed project.

WITH RESPECT TO FILE 24-PCE-0025 AND BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, IT IS FOUNDED THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A

SPECIAL USE AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IS IN THE PUBLIC INTEREST, AND THEREFORE, COMMISSIONER BOYLE MADE A MOTION THAT THE PLAN COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF FILE 24-PCE-0025, SUBJECTIVE TO THE ONE CONDITION LISTED IN STAFF REPORT.

SECOND BY COMMISSIONER K. PATEL.

ROLL CALL:

AYE: CHAIRMAN RICKARD, BOYLE, FRANKOVIC, K. PATEL, V. PATEL

NAY: NONE

MOTION APPROVED. VOTE: 5-0

FILE 24-PCE-0026: A PETITION SEEKING APPROVAL FOR A ZONING MAP AMENDMENT FROM R-4, RESIDENTIAL DETACHED HOUSE 4 TO B-3, GENERAL SERVICES AND HIGHWAY BUSINESS, A SPECIAL USE TO ALLOW FOR A DRIVE-THROUGH AND A RIGHT-OF-WAY VACATION. THE PROPERTY IS CURRENTLY ZONED B-3, GENERAL SERVICES AND HIGHWAY BUSINESS AND R-4, RESIDENTIAL DETACHED HOUSE 4. THE PROPERTY IS LOCATED DIRECTLY NORTH OF OGDEN AVENUE AND 4244 ELM STREET, DOWNERS GROVE, IL (PIN: 09-05-120-009, -018 AND 09-05-120-019, -20, -021, -022, -023, AND -024). BRETT PAUL, PETITIONER AND K&M CORPORATION OF ARIZONA, OWNER

Brett Paul, Petitioner and President of XSITE Real Estate, discussed the proposal for an Andy's Frozen Custard at 818 Ogden Avenue. He gave an overview of their development team. He said they are requesting three different approvals, a zoning map amendment to zone two parcels from R-4 to B-3, a special use permit for the side-by-side drive-through for Andy's Frozen Custard, and right-of-way vacation for the alley behind the property. He noted the property has been vacant for over 15 years. He discussed the site plan that includes a patio area and double drive-through. The existing alley will be repaved and providing easement to the adjacent property to the east. Mr. Paul talked about the landscape plan, elevations of the building, and the alley vacation. He went over the questions and concerns they received. He said they would be doing a dimmed down version of Andy's lighting, bringing the existing fence up to standards and which will have a height of 8 feet on the northern boundary, in addition to landscaping on the northwest portion corner of the building to block lights. The development will also have security cameras inside and out of the property that will be monitored. The project will provide 25 to 35 part and full-time employment opportunities for students and managerial positions. They noted they will only be taking manual orders with no speaker box to keep noise volumes down. He noted that traffic seemed to be the biggest concern.

Michael Worthman, Traffic Engineer from KLOA, gave a brief summary of the traffic impact study. He talked about characteristics that will help reduce traffic, including the peak hours being in the evening when traffic volumes are much slower and the traffic for this property is a drop in a bucket compared to traffic on Ogden Avenue. He said access will be provided via the three existing access drives at the site and explained it will have two lanes, where they can accommodate 17 vehicles. He

felt the impact on the neighborhood will be limited. He also stated that they agreed to place turning restriction signage on the site to prevent northbound movements from Andy's.

Brett Paul discussed the standards related to the special use of a drive-through, the zoning map amendment to rezone the two north parcels from R-4 to B-3, and alley vacation.

Robert De La Fuente, Andy's representative, gave a background of Andy's and stated he would love to have his business here. He expressed they made all the changes that were requested to meet code. He said Andy's is a great place to work that allows good jobs for people in the community and a lot of promotion within.

Chairman Rickard asked the commissioners for any questions for the petitioner.

Commissioner Boyle asked if this is the typical configuration with the store facing the street front edge and the drive-through coming around towards that frontage. He also asked about the configuration of exiting on and off a side street and the intent there. Mr. La Fuente responded that they usually do not do a double stack drive, but they will have two people on iPads walking to the cars and showing the menu and once they hit the window they have their food within 90 seconds. The middle entrance off Ogden will be the main entrance and exit.

Commissioner Boyle asked if there will be a screening there to block headlights facing Ogden. Mr. Paul said that looking at the landscape plan; he noted that the bushes and trees around the perimeter that will help with screening.

Commissioner Boyle asked if the alley would be a private drive maintained by Andy's. Mr. Paul answered that is correct.

Commissioner Boyle inquired about how many cars typically travel north and southbound on the side streets. Mr. Worthman shared they do not have daily volume, but there was a neighborhood traffic study done in 2018 for that and a number of traffic calming techniques have been done there.

Chairman Rickard asked for public input.

Brian Gay, with the Downers Grove Economic Development Corporation, commented that this property was identified as a key strategic area in the 2021 Comprehensive Economic Development Strategic Plan and he has been working with the petitioner and the property owner over the last 18 months to work through this process. He found the site to be a great addition to positive economic impact and a great way to continue positive growth on Ogden Avenue.

Brandon Thiele, resident, said he was the one who filed the traffic-calming petition for Elm Street north of Ogden due to safety concerns. He stated that Elm Street is a residential street with many families and small children, and there are already multiple high traffic volume businesses in this area. He said Elm Street is used to bypass Ogden traffic during busy times and people are speeding through there. He stated that he has dumpsters within 200 feet of his house and they deal with illegal dumping constantly and their front yards are currently used as overflow parking and the empty lots of the proposed development are being used as parking areas for residents and patrons of nearby businesses, and removing those lots will only increase parking pressures on Elm Street and Washington Street. Mr. Thiele demonstrated several photos from different times of cars parked on Elm and Washington.

He voiced that pedestrian safety in this area is horrible and there is no safe way to cross Ogden here. He discussed environmental impacts, including cars idling in the drive-through, lights, noise from cars, water runoff due to total disrepair of the parking lot, and trash is already an issue. He noted that while he is all for the rundown buildings there to be improved upon, he thinks the use of the alley does not make sense.

Chad Walz discussed light pollution. He said the proposed location is supposed to have lighting under the canopy 24 hours a day and would like that addressed. He said the trees they want to remove gives them privacy and now they will see and hear everything. He added the no right hand or left hand turns do not work. Mr. Walz expressed he did his own traffic study and was told that putting in stop signs makes people drive faster.

Melodee Miller, resident, stated she lives 50 feet from this property and would like Downers Grove to step up and protect them from the increase in traffic and the corner of 41st and Washington is a nightmare and a major accident waiting to happen. She stated that she and her neighbors are tired of picking up dead bodies and taking their lives in their hands just to cross the streets. She shared that speed bumps would really help the residents of Elm and Washington, but she is told Downers Grove does not believe in speed bumps. She asked for the Commission to let her know if it was possible to get those. Ms. Miller suggested lighting at the corners of the street to help with safety in that area.

Chairman Rickard said it is becoming clear there a lot of concern about traffic throughout the neighborhood, but tonight they are tasked with reviewing an application for this project on this site and deal with impacts that it would create. He stated there have been efforts in the past to mitigate safety with lights at corners and other safety improvements, but that is not anything they are dealing with here today. He suggested approaching the Village Council with those issues or calling staff.

Mark Dziedzic stated that vacating an alleyway on the property and not restricting the traffic flow back onto the residential streets did not make sense to him, and they were not addressing the property configuration in that respect. He noted that there is signage in front of the site saying it is restricting turns from Ogden Ave during 6 a.m. and 9 a.m., and that has not been addressed in the proposal. He wanted to know how they will address that, because it is a traffic turn concern he had put in 30 years ago to protect his children. He expressed he is all for economic development in Downers Grove, but more concern should be given to the site and how it is configured to protect the residents.

Adam Carr commented that the configuration of the property makes no sense with an exit on both sides, and they need to reconfigure that. He added CVS is vacating their property on Ogden and Fairview and that would be an excellent location for Andy's instead.

Another resident approached the podium and said it was mentioned in the presentation that there was a curb cut in at Elm and Washington for the current alleyway, and he has never seen a car drive down that alley ever, so turning that into a drive-through is going to add traffic there. He recognized they proposed to have signs that say no left turn, but those do not stop anybody.

Tim Nash stressed that the way the drive-through is configured is a U, so to make it an exit back out onto Ogden, you would have to do a 180 degree turn right there to come back out, so all traffic will be exiting on residential streets.

Paul Quillia stated that if they have anybody coming in off of Ogden Avenue, the proposal is showing them making a left and turning directly into the traffic as you exit out of the drive-through, and that will delude the people that want to come in from Ogden and will be come from either Washington or Elm Street. He pointed out that Washington is supposed to be the Village's secondary route for any sort of emergency traffic. He said he also had not seen any other business in Downers Grove with three different entrances and exits, and recommended that if this is going to go through as proposed, they should look at closing off Elm and make it a dead-end street.

Alyssa Szponder expressed concerns on the traffic situation they currently have and the increasing problem she can see happening with this development. She said you often get a backup three to five cars waiting to turn onto Ogden Avenue and if she was coming out of Andy's and saw that backup, she would ignore the no turn sign and go through residential streets to find an alternate route out to Ogden Avenue. She said the other concern is the site will be open at late hours. She added that they see a lot of trash in their front yards from the businesses and foot traffic, and wants to know what they are going to ensure that is cleaned up. Ms. Szponder expressed she was also concerned about sewage and wants to see mitigation for that.

Ethan Roesch stated he has been battling flooding in his basement for 24 years, and so that is a big concern of his. He said there is not a sidewalk on the correct side of Washington Street, which is a huge safety concern. He added the street they are proposing people will pull in off of Washington Street is a hospital route that does not need to get backed up.

Jessica Quillia appreciates Andy's wanting to do things for the community and schools, but is concerned about school safety. She said the amount of traffic they get down their street is concerning and feels like they are giving up their emergency exit and entrance to the hospital. She has recently seen ambulances struggle to get past Downers North with all the construction going on. She agreed that at least Elm should be cut off, but there needs to be more things in place to protect residents of Washington Street as the secondary emergency exit. Ms. Quillia said the trash needed to be screened for rodents. Mrs. Guillia gave a suggestion to the Commission on things to change, including the entrance off of Ogden and parking. She is concerned why the establishment is staying open until 11 when the curfew is at 10. She suggested a brick wall to block out lights and noise.

Bill Miller, commercial owner on Washington and Ogden, stated it seems like all the traffic is going to be coming north on Washington to take a right. He said traffic is going to be backed up on Ogden and it does make sense to run everything in on Washington. At his store he can normally never get out of the lot without two people in front of him any time of the day and taking a left turn out of it is going to be a wait. Mr. Miller expressed his surprise that Downers Grove will give away property when normally they would be paying taxes if it is not being used as a thorough way.

Tarik Tahini said he has three kids and supports having an additional ice cream place, and it would be nice to be able to walk to get it instead of driving downtown.

Another resident approached the podium and shared his main concern is the Planning Commission giving up residential space to commercial business that impacts the neighborhood.

Peter Cervanka explained that his property borders the proposed property behind the fence line and he is concerned about reduction in his property value. He said he likes it the way it is right now without people and cars near his house. He noted that in the proposal it shows cars facing his house

and anticipates an issue with lights coming into the house. He shared his number one concern is the removal of the trees that gives all the shade in his yard right now and currently blocks out any noise from Ogden, because without the trees they will have no privacy. He said it sounded like the Village Council has already made up their mind on this issue, and asked the Plan Commission to review that, because a Village Council should not be getting involved in issues before it comes to them.

Another resident approached the podium and commented that as a parent it would be nice to have a local ice cream place.

Rob Johnson discussed people trying to turn left out of the UPS Store on Ogden. He said the entrance off Ogden into Andy's will back up cars and they will not be able to get out and will be a complete mess. He supports businesses coming in, but does not know how they can do it with three entrances. He added that there is no way for anybody south of Ogden to walk to Andy's safely.

Rob Roe talked about the inaccuracies with the petition, which does not accurately portray the traffic on Washington and Elm. He noted that the traffic study disregarded that Washington is an ambulance route. He talked about Andy's being open late with congestion until 11:30 in a residential neighborhood. He expressed the most important part is the congestion danger at an already hazardous intersection.

Jason Shirk stated he can see the store will benefit the community a little bit for people to take their kids out for ice cream, but it is a very disproportionate hit to the immediate neighborhood and not fair to them. He suggested asking Andy's what percent of their stores have three entrances and what does the dimming of the lights mean.

Pam Bianco commented that the existing Andy's property is loud, fun, happy, and it does not belong where it is going to be. She is concerned about the hospital and safety. She added the quality of life of the neighborhood is very important. She talked about her grandson being hit by a car on the way to school in this area when he was younger because there was so much traffic, the car did not see the pedestrians walking down.

Nicole Davis voiced that the big concerns for her is there is not a safe sidewalk to get into the Andy's property, especially for the residents living on Washington and Elm Street, and removal of the trees on the north side, and light exposure. She suggested putting in full size landscaping to replace what is being taken down. She added there should be some reconsideration about moving to a different part of Downers Grove.

Ronald Jalovec stated he has been driving and dealing with Washington and Ogden since 1967, but many people get scared about making the left turn there and will do anything to avoid the Washington intersection and take alternate routes whenever they can.

Mary Puccini respectfully requested that the Commission think of all the commentary they have heard. It is not necessary to have them spill out onto Elm and Washington.

Chairman Rickard then asked for the staff report.

[Recess was called at 8:59 and the hearing resumed at 9:05PM]

Flora Leon, Senior Planner, explained the petition requesting a zoning map amendment, special use, and right-of-way vacation and provided a location map for the Commission to review. She stated they sent out public hearing signs, sent out mailers to all neighbors within 200 feet, and the notice was placed in the newspaper. They received two separate calls wanting additional information, and after it was posted online, they received additional inquiries regarding the project and that was placed on the dias. She noted the petitioner held a separate neighborhood meeting. She provided the existing plat of survey, plat of vacation, and plat of consolidation. She said the petitioner included an access easement with their plat of consolidation. They are asking two residential properties on the proposed development be changed from R-4 to B-3. Ms. Leon discussed the map amendment request, right-of-way vacation of the alley, and the special use for the side by side drive-through. She walked through some of the proposed improvements, including access points, proposed footprint, canopy for outdoor seating, drive-through, pedestrian connections, removal of the Washington Street parking and additional landscaping, and moving trash enclosure. Ms. Leon said it does meet the regulations of the zoning ordinance. She discussed the landscape plan and signage. She provided key goals from the comprehensive plan, including a parking lot screening, properly screened dumpsters, providing buffer to nearby residential areas, consolidating multiple lots, beautification, ensuring materials and design are architecturally attractive, and enhance sales tax and improved pedestrian connectivity. Staff finds the standards have been met, special use criteria has been met, and map amendment criteria has been met, and staff recommends approval of the proposed development.

Chairman Rickard asked for questions for staff.

Commissioner V. Patel asked if fire and police had an opportunity to review these plans and any potential traffic going northbound on Washington. Ms. Leon said the plans were routed to the fire department and they did not express any concerns over the traffic.

Commissioner Frankovic inquired if there has been any discussion any reduction measures for Washington. Jason Zawila, Planning Manager responded that the Village is currently undergoing a set of four plans and one is a pedestrian plan that will offer recommendation on how to improve certain streets throughout the Village.

Commissioner Boyle asked to help him understand more about the compliance with the procedure to vacate the alley. Mr. Zawila stated the vacation is up to the discretion of the Council, and there were two property owners adjacent to the proposed vacation area were aware of the vacation request.

Commissioner Boyle asked if having three points of access is just specific to this site or are there other sites with that in the vicinity. Mr. Zawila said Fresh Thyme Market has three points of access, with two access points that go out to residential neighborhoods. He said they have several businesses with two points of access, one of which and it is almost directly across the street from this property, with access to a residential street.

Commissioner Frankovic inquired if the alleyway has to have two access points even if it is vacated, and if they closed off the access point on Washington would that alleviate some of the issues the neighborhood has. Ms. Flora said her understanding of the right-of-way vacation policy does not speak to that.

Chairman Rickard said there are currently two curb cuts off of Ogden. He asked if there are requirements up and down Ogden for minimal separation between curb cuts and driveways there.

Ms. Flora shared that the traffic engineer did not make any note or express any concerns about the separation distance, likely because it is an existing condition they are not making it any wider.

Chairman Rickard brought up that it has been mentioned several times on if people should be able to turn north to either Washington to Elm coming out of the property, and the petitioner mentioned the willingness to put up signage to prohibit that. He asked if that was the petitioner stating they are willing to do that or if it was a requirement from the Village. Ms. Flora answered it was not a requirement from the Village.

Chairman Richard stated he knows firsthand traffic can be crazy there at times, and questioned asking people who live just north of the development to head south on Ogden and loop around and come back into their neighborhood.

Chairman Rickard asked the petitioner for any comments or closing statement.

Mr. Paul said Andy's operates first class real estate and keep the property very clean. He said a sidewalk will be added where the parking is being removed that will be helpful for safety and the parking on the property is enough for Andy's and meets the codes and other parking in the area is not something they can deal with as a property owner. He noted the trash will be inside a trash enclosure and they will clean up the look.

Civil Engineer, Steve Shanholtzer, said the majority of the site drains down to the Ogden Ave right-of-way, and a small portion on the northeast that drains into Elm Street, so they are putting new storm sewer and drains to help promote drainage.

Mr. La Fuente said he appreciates all those that came out and their concerns, but feels a lot of existing conditions that are being attributed to them unfairly. He said they have done and met everything they could within the code. He noted they do not have 24/7 lighting and there are LED canopy lights that face directly down and the lighting fixtures around the building have been taken off to accommodate the code. He stated this should not affect property values, as there are three existing vacant buildings that have been there for 15 to 20 years.

Commissioner Frankovic asked if the access on Washington is something they would considered removing to mitigate concerns for hospital and traffic. She added it would also alleviate left turns coming in close proximity and so close to the intersection. Mr. La Fuente responded they may be able to tweak the entrance off of Ogden, but he would have to go back to see how that affects the entire site. He went over other properties that have three access points. Regarding taking away the left turn, he understands that Elm is a full access to serve the property owner on that corner, and did not know if they could minimize his full access.

Commissioner Frankovic responded she did not think it would affect the corner business there at all. Mr. Worthman asked which two left turns she is worried about. Commissioner Frankovic responded either one, as the point is to alleviate two lanes of left turning that close together.

Mr. Worthman stated they do not see any issue with it and current traffic using that existing access drive to the east is very low. He said they have also been working with IDOT and they have not had an issue with it and neither does staff. He suggested keeping it open and monitor it and decide at a later date if they want additional restrictions. He said they do not have a problem looking at it to

see what they can do. He understands what the community is feeling, but it is not a significant volume of traffic, and the amount in the neighborhood should be low. He stated as to the existing issues in the neighborhood, it was examined and a comprehensive study was done in the past. Mr. Worthman expressed their peak times are 7PM to 9PM, when it is slower on Ogden Ave. He said there are two or three cars waiting at a time, but you see that everywhere and you can make left turns onto Ogden. He explained they are providing three drives to maintain the alley that is an existing use and it helps to distribute the traffics over three different locations. He added there are also other restaurants that have access onto residential streets. They pulled accident data from IDOT, and in a five-year period, Elm and Ogden had two accidents, and Washington and Ogden had eight. He said they understand it is an emergency route, but they do not see it as being blocked or congested. Mr. Worthman discussed pedestrian access; including sidewalks provided on the west side of Washington Street and east side of Elm Street and the high visibility crosswalks there on Ogden.

Commissioner Frankovic asked if there was any possibility to maintain the trees instead of removing them for the homeowner. Mr. La Fuente said as long as there is no utility work or anything that has to happen there he is okay with that.

Chairman Rickard asked the Commission for discussion.

Chairman Rickard commented on the site layout. He feels it is more safe to have additional access off of Washington and Elm than people trying to get on and off of Ogden only. He said it does not make sense to force everybody south and put people on Ogden that do not need to get on Ogden. He said all three standards for approval have been met.

Commissioner Frankovic said it is a great addition potentially for the neighborhood, but the option to close the access point for Washington is mostly for the fact that it needs to stay an emergency access point for the hospital, and there is concern that people trying to turn into the drive-through could cause some potential backup. She added that keeping trees for the neighbors would be nice.

Chairman Rickard commented that no matter what type of business goes on that property, there will be a lot of the same concerns, and the real concern is people and kids on the south side of Ogden Avenue trying to make their way across to get there, but is not this petitioner's problem to solve and is a larger picture that needs to be addressed.

Commissioner Frankovic suggested making it a condition to have the signage to not go northbound on Elm and Washington.

Commissioner Boyle agreed with the sentiment of trying to keep people going into neighborhoods. He said the concerns being voiced here are no different from concerns he has in his own neighborhood with children going to school and people do not pay attention to signs. He agreed that keeping the trees there would be great and ask them to consider putting up a more substantial barrier. He agrees with putting more of the traffic towards Ogden where the noise already is. Commissioner Boyle noted that all standards have been met and they are meeting most of the obligations that are set forth before them. He supports putting signs up and enhancing the landscaping buffer.

Chairman Rickard said he is not opposed for the signs to go up, and not opposed to not turning northbound into the two residential streets, but it will not stop everybody and there are people that will need to go north.

Commissioner Boyle said there is a major update to the comprehensive plan with community meetings and community engagement and that is where people will be able to push for more compliance in terms of bike path, sidewalks, and compliance issues.

Commissioner V. Patel feels the standards for the three components have been met. He said restricting northbound traffic on Washington would be more problematic.

Commissioner K. Patel stated he did not know if there should be restrictions northbound, even though a little bit of thinning is better than none. He agrees with the other commissioners on the standards being met. He said putting speed bumps in is not in their purview here, but it sounds like that needs to be resolved. He urged everyone to continue to go to the meetings and stay engaged.

Chairman Rickard asked if anyone wanted to make a motion.

WITH RESPECT TO FILE 24-PCE-0026 AND BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, IT IS FOUNDED THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR THE ZONING MAP AMENDMENT FROM R-4 RESIDENTIAL DETACHED HOUSE TO BE B-3 GENERAL SERVICES AND HIGHWAY BUISNESS USE, SPECIAL USE TO ALLOW FOR A SIDE BY SIDE DRIVE-THROUGH, AND ALLEY VACATION AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IS IN THE PUBLIC INTEREST, AND THEREFORE, COMMISSIONER FRANKOVIC MADE A MOTION THAT THE PLAN COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF FILE 24-PCE-0026, SUBJECT TO THE FOLLOWING CONDITIONS:

1. **REZONING SPECIAL USE AND ALLEY VACATION TO SUBSQUENTLY CONFORM TO THE STAFF REPORT, ARCHITECTURAL DRAWINGS PREPARED BY HUFFT DATED AUGUST 9, 2024. LAST READ BY SEPTEMBER 9, 2024, AND LANDSCRAPE DRAWINGS PREPARED BY MANHARD CONSULTING DATED AUGUST 9, 2024. LAST TO ADVISE ON SPTEMBER 9, 2024. ACCEPT THAT SUCH CLAIMS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINNACES.**
2. **RECORDED ACCESS EASEMENT WILL BE REQUIRED PRIOR TO OCCUPANCY WITH APPROVAL.**
3. **PETITIONER SHALL ADMINSTRATIVELY CONSOLIDATE THE LOTS INTO ONE LOT OF RECORD PRIOR TO ISSUING A BUILDING PERMIT.**
4. **PRIOR TO THE EXECUTION OF THE VACATION PLAT, THE PEITIONER SHALL PAY THE VILLAGE A TOTAL $16,000 PER THE PETITIONER'S APPRAISAL.**
5. **SUBMIT A TREE RISK ASSESSMENT REPORT FROM CERTIFIED ARBORHISTS FOR TWO PARKWAY TREES LOCATED ON THE ELM STREET SIDE NEAREST WHERE THE HYDRANT WILL BE RELOCATED**
6. **AN 8-FOOT SOLID FENCE WILL BE INSTALLED ALONG THE ENTIRE LENGTH OF THE NORTH PROPRETY LINE.**
7. **ADDITIONAL SIGNAGE FOR NO NORTHBOUND TURNS ONTO WASHINGTON AND ELM STREET ON THE PROPERTY.**
8. **ADDITIONAL LANDSCAPE SCREEN ON NORTHERN PROPERTY LINE.**

SECOND BY COMMISSIONER V. PATEL

ROLL CALL:

AYE: CHAIRMAN RICKARD, BOYLE, FRANKOVIC, K. PATEL, V. PATEL

NAY: NONE

MOTION APPROVED. VOTE: 5-0

Chairman Rickard asked if there were any staff announcements.

THE MEETING WAS ADJOURNED. UPON MOTION BY COMMISSIONER FRANKOVIC, SECOND BY COMMISSIONER BOYLE. A VOICE VOTE FOLLOWED AND THE MOTION PASSED UNANIMOUSLY.

/s/ Celeste K. Weilandt
Recording Secretary

(As transcribed by Ditto Transcripts)

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
NOVEMBER 4TH, 2024 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
24-PCE-0028 3131 Finley Road	Special Use to Provide an Accessory Parking Lot	Flora León, AICP Senior Planner

REQUEST
The petitioner is requesting approval for a Special Use to establish an accessory use before the principal use is established at 3131 Finley Road.

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

GENERAL INFORMATION

OWNER: ETW Land LP
One World Trade Center, Suite 83G
New York, NY 10007

PETITIONER: Karolina Breithaupt
1431 Opus Place
Downers Grove, IL 60515

PROPERTY INFORMATION

EXISTING ZONING: B-3, General Services and Highway Business
EXISTING LAND USE: Vacant Restaurant
PROPERTY SIZE: 114,931.54 square feet (2.64 acres)
PINS: 06-30-409-009

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-3, General Services and Highway Business	Regional Commercial
SOUTH	O-R-M, Office, Research, and Manufacturing	Office Corporate Campus
EAST:	B-3, General Services and Highway Business	Regional Commercial
WEST:	B-3, General Services and Highway Business	Regional Commercial

ANALYSIS

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

1. Project Summary/Narrative

2. Special Use Criteria
3. Plat of Survey
4. Location Map
5. Ordinance 5817
6. Ordinance 5938 (First Extension)
7. Ordinance 5988 (Second Extension)

PROJECT DESCRIPTION

The petitioner is requesting approval of Special Use to continue using a 240 space off-site parking lot as an accessory use before the principal use of the property is in place at 3131 Finley Road. On June 16, 2020 the petitioner received approval to construct an off-site parking lot to provide accessory parking for Executive Towers West III located at 1400 Opus Place, directly south and adjacent to the existing parking lot. Per the Zoning Ordinance, a Special Use approval was required to establish the off-site parking lot as an accessory use before the principal use of the property was in place at 3131 Finley Road.

The approved Special Use from 2020 included the following condition:

> *The parking lot must be constructed within 6 months of passage of this ordinance. If within 12 months of construction of the parking lot, the parking lot is no longer used for 1400 Opus Place or a tenant is not secured that will utilize the parking lot, a building must be constructed on the property or the parking lot must be removed and the entire site restored to green space. The Village Council is authorized to extend the expiration period for good cause on up to 2 separate occasions, by up to 1 year each. Requests for extensions must be submitted to the Community Development Director and forwarded to the Village Council for a final decision*

Since their approval, the petitioner completed the construction of the parking lot on July 7, 2021. However, the petitioner was not been able to secure a tenant large enough to necessitate the use of the accessory parking lot. The petitioner has stated that due to the onset of the COVID-19 pandemic, there was a decrease in demand for office space. The Village Council approved two one year extensions on July 19, 2022 and June 29, 2023 respectively.

The petitioner is now requesting a new Special Use without the restriction related to the timing of securing a tenant. Removing this restriction would allow the petitioner the flexibility needed to pursue additional office tenants. If a new Special Use is not authorized, Ordinance No. 5817 requires a building be constructed on the property or the parking lot must be removed and the site restored to green space.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan designates the subject property as Regional Commercial, which is characterized by office uses that rely on the ability to draw a customer base from the larger region. The existing area currently is a mix of corporate office uses, large shopping centers, hotels, and big box development. The Comprehensive Plan identifies the Finley Road/Butterfield Road area as a Key Focus Area. It specifically suggests leveraging the unique location of this area, adjacent to two highways, to attract new retail and office tenants. To remain competitive and draw from the surrounding region, reinvestment should occur to improve the aesthetics and function of regional commercial uses, large shopping centers, hotels, and big box development.

Another goal for Commercial and Office Areas is to enhance the economic viability, productivity, and function of the Village's commercial properties. The objectives of this goal include promoting a mix of commercial and retail, in addition to encouraging campuses to offer spaces that are adaptable to market trends.

COMPLIANCE WITH THE ZONING ORDINANCE

The subject property is currently zoned B-3, General Services and Highway Business. The Special Use for the parking lot was originally approved on June 16, 20220 and extended twice for one year on July 19, 2022 and June 29, 2023. No changes are proposed that would affect the surface parking lot. The use is allowed as a Special Use in the B-3 Zoning District.

The surface parking lot includes 240 additional spaces. The aggregate of the parking stalls at 1400 Opus (782) and the proposed parking stalls at 3131 Finley (240) is 1,020 parking stalls. The existing building at 1400 Opus place has a total area of 228,069 square feet. The combined parking provides for a parking ratio of 4.5 parking spaces per 1,000 square feet, based off of gross building square footage.

ENGINEERING/PUBLIC IMPROVEMENTS

The petitioner is not proposing any changes to the surface parking lot that would result in public improvements. All required infrastructure exists and adequately services the property.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property line in addition to posting the public hearing sign and publishing a legal notice in the *Daily Herald.* Staff did not receive any inquiries.

STANDARDS OF APPROVAL

Special Use

The petitioner is requesting approval for a Special Use to establish an accessory use before a principal use, as required by Section 6.010(a)(3).

Section 28.12.050(h) Approval Criteria – Special Uses

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

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

DRAFT MOTION

Staff will provide a recommendation at the November 4th, 2024 meeting. Should the Plan Commission find that the request meets the standards of approval for a Special Use, staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 24-PCE-0028:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Special Use as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 24-PCE-0028, subject to the following conditions:

1. The Special Use shall substantially conform to the staff report, plans and documents attached to this report except as such plans may be modified to conform to the Village codes and ordinances.

Staff Report Approved By:

_____
Stanley J. Popovich, AICP
Community Development Director

Erin B. Davis
Vice President of Asset Management
445 Hutchinson Ave Suite 920
Columbus, OH 43235
614-568-6668 Ext 301

Via Electronic Mail

September 17, 2024

Mr. Jason Zawila, AICP
Planning Manager
Village of Downers Grove
801 Burlington Ave
Downers Grove, IL 60515

Re: Request for Amendment to 3131 Finley Ordinance 5988

Dear Mr. Zawila:

This letter is in regards to the property located at 3131 Finley, where a parking lot was constructed in July 2021 to support the occupants of 1400 Opus Place, in accordance with Ordinance No. 5817.

Since the parking lot's completion, the building has lost its anchor tenant, State Farm, and the ownership has encountered significant challenges in securing a tenant large enough to fully utilize the additional parking spaces, largely due to the ongoing impact of the COVID-19 pandemic and the continued difficulties in the office leasing market. Despite aggressive efforts to promote and lease the property, we have been unable to find a tenant that requires the available parking.

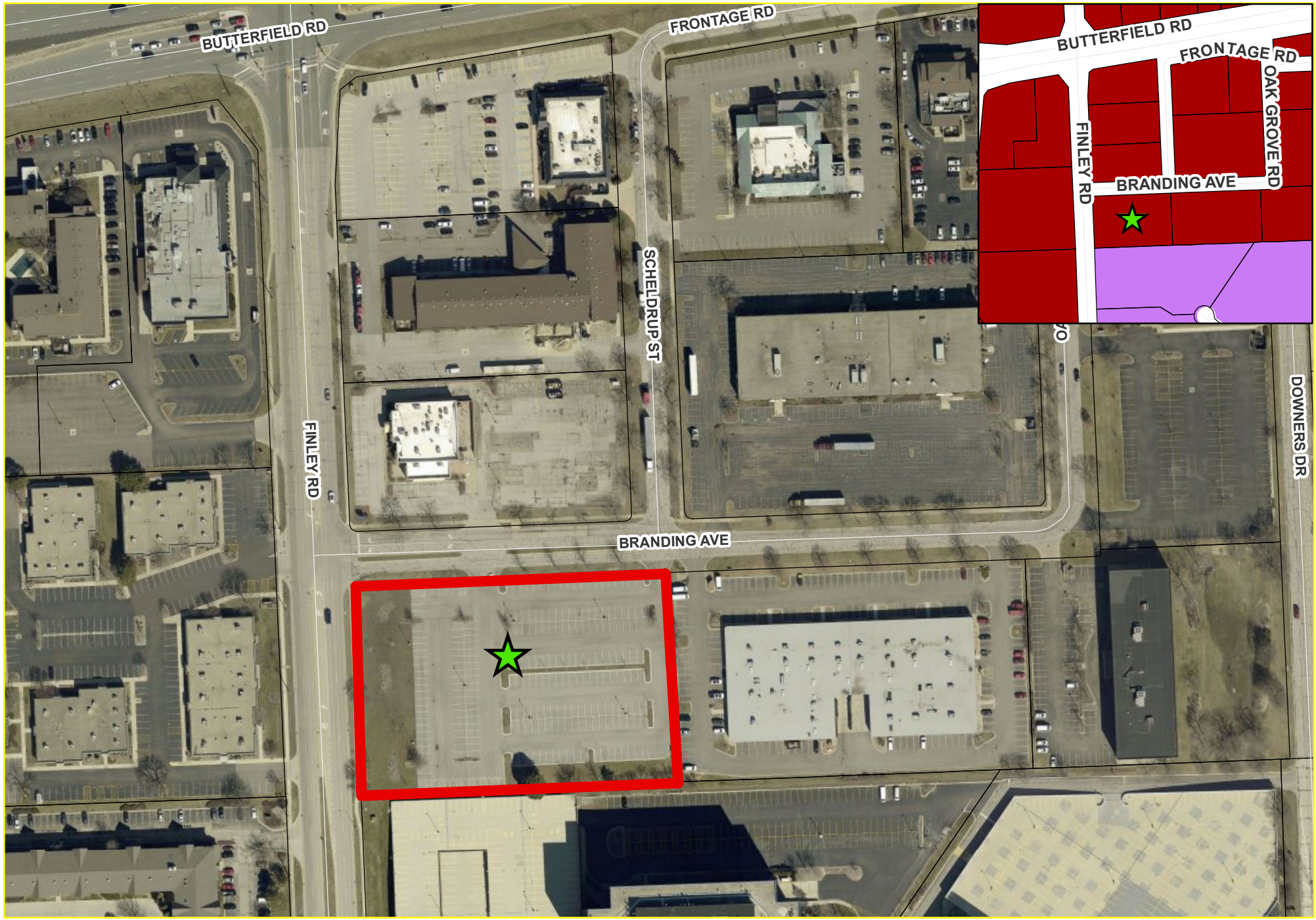
As a result of these challenges, we have extended the Special Use several times now to allow for more time to secure tenants. However, having exhausted all allowable extensions under the ordinance, we are now requesting an amendment to remove Section 2.3 ("Condition #3"), which stipulates a timeline for the parking lot's use before it must be returned to green space.

Additionally, we are actively pursuing a sale of the property, though no agreement has been reached at this time. The parking lot remains a critical asset for both future tenants and potential buyers, and the removal of the timing condition would provide much-needed flexibility to continue our efforts without the added pressure of converting the lot prematurely. Returning the lot to green space would result in unnecessary costs, especially if reconstruction becomes necessary once a tenant or buyer is secured.

We respectfully ask for your consideration of this request to remove the timing condition. This amendment will allow us to navigate the ongoing challenges in the commercial real estate market more effectively.

Respectfully,

Erin B. Davis
GroupRMC



N

0 500 1,000 Feet

3131 Finley Road - Location Map

Subject Property

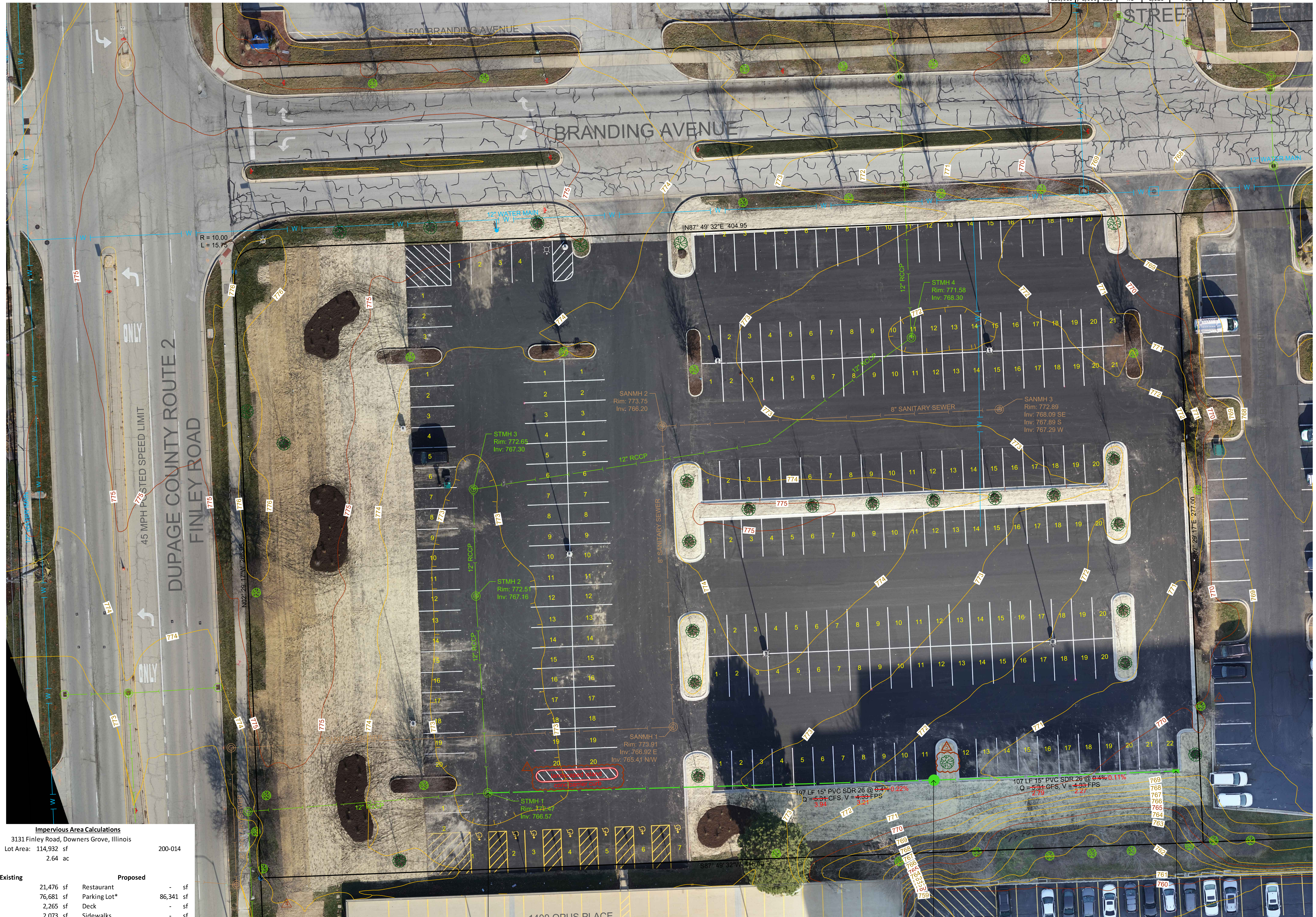
Project Location

3131 FINLEY ROAD, DOWNERS GROVE

Building SF			Parking Ratio	Spaces Allowed	Existing 1400 Opus	Additional Spaces Requested
228,069	/ 1,000	228	4.5	1,026	782	240

PARKING DATA

STANDARD:	233 STALLS
ADA:	7 STALLS
TOTAL:	240 STALLS



MACHINE CORE INTO EXISTING MH
INV: 766.57 - NO CHANGE

SS 2
48" RD CB TY A - 11
TC: ~~772.04~~ 771.60
INV: ~~767.37~~ 767.01
SUMP: ~~765.37~~ 765.01

SS1
24" INLET TY A - 11
TC: ~~769.72~~ 769.56
INV: ~~767.63~~ 767.13

Impervious Area Calculations

3131 Finley Road, Downers Grove, Illinois

Lot Area: 114,932 sf — 200-014

2.64 ac

Existing			Proposed		
Restaurant	21,476	sf	Restaurant	-	sf
Parking Lot*	76,681	sf	Parking Lot*	86,341	sf
Deck	2,265	sf	Deck	-	sf
Sidewalks	2,073	sf	Sidewalks	-	sf
Generators, Utility Pad	348	sf	Generators, Utility Pad	-	sf
Walls	58	sf	Walls	-	sf
Total	102,902	sf	Total	86,341	sf
	2.36	ac		1.98	ac
	90%			75%	

*Parking Lot Areas include driveway access to Branding Ave and existing parking areas that encroach on neighboring properties

BLECK
engineers | surveyors

Bleck Engineering Company, Inc.
1375 North Western Avenue
Lake Forest, Illinois 60045
T 847.295.5200 F 847.295.7081
www.bleckeng.com

3131 FINLEY ROAD

DOWNERS GROVE, IL

N

0' 10' 20' 40'
Scale 1" = 20'

	ISSUED DATE	ISSUED FOR
■	01.23.2020	Special Use Permit
△1	02.14.2020	Village Review #1
△2	02.25.2020	Village Review #2
△3	07.06.2020	Village Comment #3
△4	08.11.2020	Village Comment #4
■	12.18.2020	Record Drawing
△5	06.07.2021	SW Island and Tree Update

PROFESSIONAL SEAL

MICHAEL G. BLECK
062-046893
LICENSED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

Michael G. Bleck, PE 06.07.2021
License No. 062.046893 Expires 11/30/21

ALTOUNIAN CONSTRUCTION
13110 W HIGHWAY 176, SUITE ONE
LAKE BLUFF, ILLINOIS 60044

200-014	Project No.
MB	Drawn By
MGB	Checked By

Drawing No.

1

Drawing Name

TOPOGRAPHIC SURVEY

Special Uses

Review and Approval Criteria

Form #PC02

Address of Project Site: 3131 Finley Road 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 28.12.050.H. Approval Criteria (Special Uses)
No special use may be recommended for approval or approved unless the respective review or decision making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:

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

   According to the Village's zoning ordinance, the specific is listed as an authorized Special Use within the applicable zoning district. This designation indicates that the Village has already determined that such use is compatible with the surrounding area. Our request to amend the timing condition does not alter the nature of the use or its compliance with the Village's zoning regulations. The proposed use remains consistent with the intent of the zoning district and aligns with the objectives set forth in the Village's comprehensive plan and other applicable policies.

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

   3131 Finley Road was acquired to utilize as an additional parking facility for the Executive Towers West office complex. Additional Parking was critical at the time to attract large corporate users and to accommodate the existing tenant base. Since the COVID 19 Pandemic, office use of space has changed and the high density parking needs are not as prominent. While we continue to market to users who may need heavy parking, our efforts have now focused to marketing the property for sale. The existing investment in the demolition of the former dated building and the construction of a new parking lot enhances the marketability of the site. Removal of the parking lot will only devalue the property for ownership and a prospective buyer.

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

   The property is a surface parking lot and does not propose any health or safety issues to the surrounding area. This site in its current condition provides value to a prospective buyer for a new development which will add to the Downers Grove tax base.

ORDINANCE NO. 5817

AN ORDINANCE AUTHORIZING A SPECIAL USE TO ESTABLISH AN ACCESSORY USE BEFORE THE PRINCIPAL USE IS ESTABLISHED AT 3131 FINLEY ROAD

WHEREAS, the following described property, to wit:

LOT 1 IN OAK GROVE CENTRE OF COMMERCE UNIT THREE, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 2, 1978 AS DOCUMENT R78-09661 AND CORRECTED BY DOCUMENTS R78-27328, R78-94193 AND R78-123102 RESPECTIVELY, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 3131 Finley Road, Downers Grove, IL 60515
PINs: 06-30-409-009

(hereinafter referred to as the "Property") is presently zoned in the "B-3, General Services and Highway Business District" under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use be granted to establish an accessory use before the principal use is established; and

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing for the petition on March 2, 2020 and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

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

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

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

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

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

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

SECTION 1. That Special Use of the Property is hereby granted to establish an accessory use before the principal use is established.

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

1. The proposed Special Use shall substantially conform to the staff report dated March 2, 2020, engineering plans prepared by Bleck, originally on January 23, 2020 and revised on February 14, 2020, and to the photometric plans prepared by KSA originally submitted on January 31, 2020, except as such plans may be modified to conform to the Village codes and ordinances.

2. The parking lot must be constructed within six (6) months of passage of this ordinance.

3. If within twelve (12) months of construction of the parking lot or the parking lot is no longer used for 1400 Opus Place or a tenant is not secured that will utilize the parking lot, a building must be constructed on the property or the parking lot must be removed and the entire site restored to green space.

4. The Village Council is authorized to extend the expiration period for good cause on up to two separate occasions, by up to one (1) year each. Requests for extensions must be submitted to the Community Development Director and forwarded to the Village Council for a final decision.

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

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

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

Mayor

Passed: June 16, 2020
Published: June 17, 2020
Attest: _____
Village Clerk

I\mw\ord.20\SU-3131-Finley-20-PLC-0004

ORDINANCE NO. 5938

AN ORDINANCE AUTHORIZING THE EXTENSION OF SPECIAL USE ORDINANCE 5817 TO PERMIT AN ACCESSORY PARKING LOT USE BEFORE THE PRINCIPAL USE IS ESTABLISHED AT 3131 FINLEY ROAD TO JULY 7, 2023

WHEREAS, on June 16, 2020, the Village of Downers Grove has previously approved Ordinance No. 5817 entitled "AN ORDINANCE AUTHORIZING A SPECIAL USE TO ESTABLISH AN ACCESSORY USE BEFORE THE PRINCIPAL USE IS ESTABLISHED AT 3131 FINLEY ROAD"; and

WHEREAS, the construction of the subject parking lot was completed on July 7, 2021 and pursuant to Ordinance No. 5817 Section 2(3) if within twelve (12) months of construction of the parking lot or the parking lot is no longer used for 1400 Opus Place or a tenant is not secured that will utilize the parking lot, a building must be constructed or the parking lot must be removed and returned to green space; and

WHEREAS, pursuant to Ordinance No. 5817, Section 2(4), "The Village Council is authorized to extend the expiration period for good cause on up to two separate occasions, by up to one (1) year each. Requests for extensions must be submitted to the Community Development Director and forwarded to the Village Council for a final decision"; and

WHEREAS, the owner of the Property has made a request for an extension of the improvements authorized under Ordinance No. 5817; and

WHEREAS, the Village Council has considered such request and has determined that it is in the best interest of the Village of Downers Grove to extend the Special Use approval as requested.

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

SECTION 1. That the Special Use approval as set forth in Ordinance No. 5817, permitting an accessory parking lot use before the principal use is established at 3131 Finley Road, is hereby extended to July 7, 2023.

SECTION 2. That this ordinance shall be in full force an effect from and after its adoption in the manner provided by law.

Mayor

Passed: 07/19/2022
Published: 07/20/2022
Attest: _____
Village Clerk

Special Use Extension
3131 Finley
20-PLC-0004

ORDINANCE NO. 5988

AN ORDINANCE AUTHORIZING THE SECOND EXTENSION OF SPECIAL USE ORDINANCE 5817 TO PERMIT AN ACCESSORY PARKING LOT USE BEFORE THE PRINCIPAL USE IS ESTABLISHED AT 3131 FINLEY ROAD TO JULY 19, 2024

WHEREAS, on June 16, 2020, the Village of Downers Grove has previously approved Ordinance No. 5817 entitled "AN ORDINANCE AUTHORIZING A SPECIAL USE TO ESTABLISH AN ACCESSORY USE BEFORE THE PRINCIPAL USE IS ESTABLISHED AT 3131 FINLEY ROAD"; and

WHEREAS, the construction of the subject parking lot was completed on July 7, 2021 and pursuant to Ordinance No. 5817 Section 2(3) if within twelve (12) months of construction of the parking lot or the parking lot is no longer used for 1400 Opus Place or a tenant is not secured that will utilize the parking lot, a building must be constructed or the parking lot must be removed and returned to green space; and

WHEREAS, pursuant to Ordinance No. 5817, Section 2(4), "The Village Council is authorized to extend the expiration period for good cause on up to two separate occasions, by up to one (1) year each. Requests for extensions must be submitted to the Community Development Director and forwarded to the Village Council for a final decision"; and

WHEREAS, the owner of the Property has made a request for a second extension of the improvements authorized under Ordinance No. 5817; and

WHEREAS, the Village Council has considered such request and has determined that it is in the best interest of the Village of Downers Grove to extend the Special Use approval as requested.

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

SECTION 1. That the Special Use approval as set forth in Ordinance No. 5817, permitting an accessory parking lot use before the principal use is established at 3131 Finley Road, is hereby extended to July 19, 2024.

SECTION 2. That this ordinance shall be in full force an effect from and after its adoption in the manner provided by law.

Mayor

Passed: 07/18/2023
Published: 07/19/2023
Attest:
Village Clerk

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLANNING AND ZONING COMMISSION
NOVEMBER 4TH, 2024 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
24-PCE-0014 750 Curtiss Street	Special Use and Planned Unit Development Amendment	Flora León, AICP Senior Planner

REQUEST
The petitioner is requesting approval of a Special Use and a Planned Unit Development Amendment to permit the construction of a 138-residential unit apartment building located at the northwest corner of Curtiss Street and Mackie Place, commonly known as 750 Curtiss Street. The proposal consists of 133 apartments in addition to five two-bedroom townhomes located along the southern facade.

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

GENERAL INFORMATION

OWNERS: Village of Downers Grove
850 Curtiss Street
Downers Grove, IL 60515

PETITIONER: LCI Development Partners
Pat Hoyt
120 S. Riverside Plaza, Suite 2150
Chicago, IL 60606

PROPERTY INFORMATION

EXISTING ZONING: DT/P.U.D #66, Downtown Transition/Planned Unit Development #66
EXISTING LAND USE: Civic Center, Vacant, and Village Fleet
PROPERTY SIZE: 8.42 acres (366,893 square feet)
PINS: 09-08-131-020, 09-08-131-021, and 09-08-211-018

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	DT, Downtown Transition	Downtown
SOUTH:	DT, Downtown Transition	Downtown
EAST:	R4, Residential Detached House 4	Single Family Detached
WEST:	DB, Downtown Business	Downtown

ANALYSIS

SUBMITTALS

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

1. Application/Petition for Public Hearing
2. Project Narrative
3. Approval Criteria
4. Location Map
5. Plats of Survey
6. Engineering Plans
7. Architectural Drawings
8. Landscape Plans
9. Renderings
10. Building Material Samples
11. Neighborhood Meeting Summary
12. Traffic Impact Study

PROJECT DESCRIPTION

The petitioner is requesting to construct a new multi-family residential development at the northwest corner of Curtiss Street and Mackie Place. The new multi-family residential development will be located on a 1.34 acre lot which was previously the site of the Downers Grove Village Hall. The property is zoned DT/P.U.D #66, Downtown Transition/Planned Unit Development #66. The petitioner is requesting:

- A Planned Unit Development Amendment to permit the construction of a multi-family residential development.
- A Special Use to permit the construction of a multi-family residential development.

Currently, the PUD is composed of three lots of record:

- Lot 1: New Civic Center (850 Curtiss Street)
- Lot 2: Vacant (750 Curtiss Street)
- Lot 3: Fleet Management Facility and Telecommunications Tower (700 Curtiss Street)

The Village created the PUD in 2022 with the intent of constructing a new Civic Center building and associated parking lot on Lot 1, maintaining the Village fleet building and services on Lot 3 and anticipating a multi-family residential development on Lot 2. The PUD approval at that time noted that the petitioner would be required to finalize the proposed Lot 2 plans in detail and request approval of a PUD Amendment. The proposed amendment fulfills what was contemplated with the original PUD approval.

The petitioner is proposing to construct a six-story, multi-family residential development consisting of 138 residential units. The proposal consists of 133 apartments located on floors three through six. The apartments are a mix of studios, one-, two- and three-bedroom units. Additionally, there are five two-bedroom townhomes located along the southern facade. Pedestrian access for both the apartments and townhome units are located along the southern façade of the building. Architectural metal awnings and aluminum storefront doors are used to identify the building's main entrance along Curtiss Street.

The building will be primarily clad with warm tones of Endicott brick, precast textured panels and a panelized fiber cement system that will include stone and metal panel accents. The lowest two levels are clad entirely in brick-textured concrete to create a uniform base for the building. The apartment main entrance and townhome entrances each include a metal panel clad canopy.

Apartment amenities include a bike lounge on the first floor, in addition to a fitness room and pet spa on the second level leading to a ground level dog run along the northwestern side of the property. A

community room with a shared kitchen/activity area and an amenity terrace with a pool and outdoor cooking area are all located on the third level with the amenity terrace overlooking Curtiss Street.

A parking garage is located on levels one and two. Access to the garage is provided along the eastern facade and includes a drive aisle that connects to an existing apron and drive aisle located directly north of Mackie Place. An access easement will be required. The development will provide 178 residential parking spaces. The two parking levels will include standard, handicap, and EV ready stalls. The proposed development will include a permanently designated 50-foot wide loading zone along Curtiss Street to be used for deliveries, moving, ride share loading and garbage collection.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

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

The Downtown Focus Area key concepts include:

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

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

- A combination of transit-oriented development, a mixed use residential and commercial area that seeks to leverage access to public transportation; and
- An area of greater residential density to facilitate a vibrant and energetic downtown while providing economic sustainability to the core.

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

- Residential development, generally of greater density than elsewhere in the Village should be the predominant desired land use.
- The built form should be consistent with transit-oriented development.
- Buildings should exhibit residential neighborhood characteristics, such as larger buildings but they should include also include front and side setbacks to create open green space around the buildings.

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

- Reinforces the walkable nature of downtown by orienting the building towards Curtiss Street.
- Promotes a mix of uses in the Downtown.
- Provides additional residents in close proximity to the downtown commercial core.

The proposed development will provide a transition from the downtown to the nearby residential areas. The massing of the building in the street yard takes into account the adjacent developments along Curtiss Street. Respecting the existing single family residential neighborhood south of Curtiss Street, the proposed design incorporates five townhomes along Curtiss Street to bring down scale of the overall building while also concealing the proposed parking garage. The materials and modern design of the development continues the Village's commitment to quality architecture.

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

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

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

COMPLIANCE WITH THE ZONING ORDINANCE

The property is zoned DT/P.U.D #66, Downtown Transition/Planned Unit Development #66. The proposal includes a request for a Planned Unit Development Amendment to allow for the construction of a new multi-family residential development. Per Section 28.5.010 of the Zoning Ordinance, apartments are allowed as Special Uses in the DT zoning district. Compliance with the applicable bulk and parking requirements of the Zoning Ordinance are highlighted in the table below:

Table 1: 750 Curtiss Avenue – Bulk Regulations

750 Curtiss	Downtown Transition Bulk Requirements	Proposed
Lot Area per Dwelling Unit	1,800 sq. ft. (min)	**422.6 sq. ft.***
Street Setback – South property line	10 feet	10.30 feet
Side Setback – West property line	5 feet	10.7 feet
Side Setback – East property line	5 feet	5.58 feet
Rear Setback – West property line	20 feet	21.42 feet
FAR	2.5 (max)	2.34
Building Height	36 feet/ 3 stories (max)	**70 feet***
Parking Spaces	276	**178***

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

Table 2: Deviation Requests and Petitioner' Rationale

Improvement	Relief Request	Petitioner's Rationale
Lot Area Per Dwelling Unit	Requirement: 1,800 SF/DU *Proposed: 422.6 SF/DU*	The level of density is appropriate give the proximity to the train station and similar projects in the downtown.
Building Height	Maximum: 36 ft. or 3 stories, whichever is less *Proposed: 70 ft.*	The scale of the building is comparable to both the existing and recently completed multi-family downtown developments. It should be noted that 70 feet is the maximum allowable height in the Downtown Business Zoning District, which is located on the edge of the downtown.
Parking	Requirement: 276 *Proposed: 178*	The parking ratio of 1.29 parking spaces per unit is in line with industry standards and market comparisons for suburban apartments building proximate to train stations, in addition to similar buildings in the downtown.
Patio Encroachment	Maximum: 5ft *Proposed: 10 ft.*	An integral aspect of this building design are the duplex units that screen the parking garage and bring down the scale of the building. The proposed patio encroachment will allow these

		units to have private outdoors space along Curtiss Street and help activate the street frontage.
Retaining Wall	Setback Requirement: 1ft. *Setback Proposed: 0 ft.*	The site slopes approximately 10' from north to south and only has access to the public way along the southern frontage. Providing the required exterior egress paths from all building exits will require retaining walls along portions of the east and west property lines. Both walls vary in height but can be as tall as four feet in certain places.
Walkway	Setback Requirement: 1ft. *Setback Proposed: 0 ft.*	In order to have accessible width walkways and to maximize the space for plantings along the building, walkways will need to be located along the property line in a few locations.

Planned Unit Development Amendment Request
A Planned Unit Development is intended to accommodate development that may be difficult to carry out under applicable zoning standards and results in public benefits that are at least commensurate with the degree of flexibility provided. Examples of development types that are appropriate for PUD approval, per Section 28.4.030.A.1 of the Zoning Ordinance include:

- Developments that provide housing variety
- Developments that are consistent with the goals and policies of the Comprehensive Plan

The proposed development provides housing variety by providing a variety of apartments with different numbers of bedrooms and townhomes. Additionally, the development continues to provide an amenity package that is currently limited in the downtown, thus creating additional housing variety in the Village.

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

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

The proposed development meets the provisions of a Planned Unit Development Amendment. The original PUD, approved in 2022, envisioned a plan for a multi-family residential development on Lot 2 that would be complimentary of the new Civic Center building. The proposed amendment fulfills what was contemplated with the original approvals. The requested height, density, and parking deviations allow for increased numbers of households to locate near the downtown. The development provides a mix of bedroom counts that can accommodate households of different ages, sizes, incomes and lifestyles. The development is in close proximity to other institutional and civic spaces in the downtown.

The development provides a high-quality building and improvements that are compatible with the surrounding area and the Civic Center building. The massing of the proposed building respects the adjacent single family residential neighborhood south of Curtiss Street by incorporating five townhomes along Curtiss Street to reduce the scale of the overall building while also concealing the proposed parking garage. The building materials and modern design of the development continues the Village's commitment to quality architecture and compliments the recently completed Civic Center building.

Parking
The Village Zoning ordinance requires 276 parking stalls for the 138 residential unit proposal. The petitioner is providing 178 parking stalls and requesting a deviation from the Zoning Ordinance. This is further discussed under Traffic and Parking.

Signage
Signage is not part of this petition, and any signage proposed for the development shall comply with the Zoning Ordinance requirements through a separate sign permit application. Specifically, the aggregate sign area for the residential use shall not exceed 300 square feet in total surface area per Section 28.9.050.a.

COMPLIANCE WITH DOWNTOWN DESIGN GUIDELINES

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

Table 3: Downtown Design Guidelines Review

Downtown Design Guideline Elements	Summary of Compliance
Site Design	• The apparent mass and bulk of the combined facility is reduced by structural articulation, windows or other architectural and functional elements, and by landscaping. • A pedestrian walkway is provided to the main entrance on the south side of the building from the existing sidewalk along Curtiss Street
Building Design	• The façade is visually appealing through articulation, detailing, openings and materials of each elevation. • Consistent building materials and detailing on all sides of the structure that are open to public view has been provided. • Windows line the Curtiss Street facades and the materials at this base level wrap around all four facades. • The Curtiss Street façade, in addition the western and northern facade each provides multiple planes which provides a visually appealing façade. • The facade facing Curtiss Street stands out as a different expression with the incorporation of two-story townhomes. • The provision of balconies create visual appeal and interest, and follow rhythmically up the vertical plane of the building.
Building Base	• The building's base provides windows, cast stone bands, precast concrete base, decorative lighting, landscaping and cornice features that create a friendly pedestrian space. • Entries have been designed as prominent features of the base. • The front entrance is covered to provide human scale to the building and draw the eye. • Light fixtures are placed on the building to add visual interest while

	highlighting building details. • The townhomes' roofline lines up with the rest of the building's base and helps anchor the building. • The townhome's mental canopies provide a human scale to the building and the front patios offer interest to pedestrians promoting a catalyst for personal interaction.
Building Middle	• Horizontal expressions are established between the second floor and the rest of the residential floors through the use of cornice features, and metal canopies at pedestrian entrances. • The middle of the building includes windows in rhythm with the base level, reflect proportionate shapes and patterns and is visually appealing through detailing, openings and materials. The middle of the proposed building meets these guidelines. • The windows and protruding balconies are in rhythm with the base level and provide proportionate shapes. • The proposed townhomes and amenity deck at the center of the Curtiss Street facade provides a void space in the massing allowing the building to respect the character of residential buildings directly south of Curtiss Street. • The use of brick allows the building to create a smooth transition to the single family neighborhood directly south of the subject property and to the new Civic Center immediately west of the subject property • The concrete bands above the face brick sections of the south façade help differentiate the buildings middle section while complimenting the concrete bands found at the base of the building.
Building Top	• The guidelines note the top of the building should be an expression of form as the building meets the sky and the roof should give distinction to the entire building. The proposed cornices gives distinction to the entire building.
Utility Considerations	• The design of maintenance, utility and service areas were integrated into the overall design of the building. • The guidelines note that with redevelopment, care shall be taken with screening and the location of utilities. The proposed utility equipment will be screened with landscaping.
Parking Facilities	• All proposed parking is interior.

COMPLIANCE WITH THE SUBDIVISION AND DEVELOPMENT ORDINANCE

The Subdivision Ordinance requires that developments requesting special use approval for multi-family developments provide park and school donations to offset the impact of new residential units. The proposed development will include 138 residential units (33 studios, 56 one bedroom units, 39 two bedroom units, 5 two bedroom townhome units, and 5 three bedroom units). Based upon the number of units and the number of bedrooms, the total donation is $832,389.84 ($722,431.15 to the Park District, $80,045.52 to Elementary School District 58, and $29,913.17 to High School District 99). Payment of these donations must be made to the Village prior to the issuance of any site development or building permits.

ENGINEERING/PUBLIC IMPROVEMENTS

The petitioner is proposing to improve Curtiss Street by providing one permanently designated 50-foot wide loading zone. The loading zone will be used for deliveries, moving, ride share loading and garbage collection. The management company will coordinate resident move ins and outs to ensure the loading zone and western elevator are both reserved.

Due to the anticipated construction impacts on the existing parkway trees along Curtiss Street, the petitioner will be removing three existing parkway trees and keeping one existing parkway tree as part of the proposed development. The Village is requiring the petitioner to provide a tree removal fee based

upon the appraised value of each tree (as determined by the Village Forester) to be removed. In their place, the petitioner will be installing four parkway trees along Curtiss Street.

The existing property includes 48,744 square feet of impervious area, while the proposed design reflects 48,135 square feet, resulting in a decrease of 609 square feet of impervious area. As a result of decreasing the amount of impervious area on site, the proposed development does not require Post Construction Best Management Practices (PCBMPs). The proposed development will comply with the Village's Stormwater and Flood Plain Ordinance.

A new water service and sanitary sewer service will be provided off of main lines located within Curtiss Street. The Downers Grove Sanitary District conceptually approved the request for sanitary sewer service to this development. The public sidewalk along Curtiss Street will be replaced.

Lastly, the existing drive aisle north of Mackie Place and Curtiss Street will be slightly reconfigured to ensure adequate access is provided to the proposed development and the existing Fleet Management Facility and Telecommunications Tower property at 700 Curtiss Street. The Village will enter into a cross access agreement with the petitioner to ensure access to both properties.

TRAFFIC AND PARKING

A traffic impact study for the proposed development was completed by the applicant. The study examined the anticipated traffic increases along the street network; the relationship of the access drive in relationship to Curtiss Street and Mackie Place; and three intersections: Curtiss Street with Washington Street, Maple Avenue with Mackie Place, and Curtiss Street with Belden Avenue. During the weekday morning and evening peak hour traffic these intersections were found to currently operate at a Level of Service (LOS) B or better.

The study examined future conditions in 2030 and took into account projected growth throughout the area. Based on the proposed improvements, the study found that the additional traffic generated from the development can be accommodated by the street network and at the nearby intersections. The existing system will continue to operate at the same level of service as it is currently operating at. Moreover, vehicle trips generated by the proposed residential development would be reduced due to its proximity to the Metra station and adjacent employment and retail uses. The study also found the Curtiss Street and Mackie Place intersection should be converted to an all-way stop-sign control. This change would provide efficient access to the proposed residential development via an access drive just north of Mackie Place and continue to be adequate to serve the fleet management facility located to the east of the site. With regard to traffic and roadway impacts, staff concurs with the findings of the petitioner's traffic study.

With regards to the parking garage, the development will provide 178 residential parking spaces, in a two level parking garage. As such, the proposed development will provide parking at a ratio of 1.29 spaces per residential unit. There is also an additional 50-foot wide loading zone proposed on Curtiss Street. Based on the rates published in the ITE Parking Generational Manual, residential uses less than 0.5 miles to rail transit require a parking ratio of 1.14 spaces per dwelling unit. It should be noted that this parking ratio is inclusive of guest parking. Under these standards the proposed development supply of 178 parking spaces exceeds the ITE's requirement of 157 parking stalls.

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

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division of the Fire Department has reviewed the application. Access for the Fire Department will be along Curtiss Street. A fire hydrant will be provided within 100 feet of the fire department connection. All floors will be equipped with fire alarms and will be sprinkled, as required by Village regulations.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the subject property in addition to posting the public hearing sign and publishing a legal notice in the *Daily Herald.* Staff did not receive any questions from the public.

As required by the Zoning Ordinance, the petitioner held a neighborhood meeting on October 16, 2024. A total of ten residents attended with various comments and questions. The comments varied, but included traffic impacts, density, existing and proposed lighting, apartment appliances types, and rental rates.
A summary of the meeting and the petitioner's responses from that meeting are attached.

STANDARDS OF APPROVAL

The petitioner is requesting a Planned Unit Development Amendment and Special Use for the development of a 138-residential unit building in the DT/P.D. #66 zoning district. The review and approval criterion for each request is listed below.

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

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

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

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

Special Use
Section 28.12.050.H Approval Criteria – Special Uses

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

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

DRAFT MOTION

Staff will provide a recommendation at the November 4th, 2024 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for a Planned Unit Development Amendment, and Special Use staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommended approval of 24-PCE-0014:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Planned Unit Development Amendment and Special Use as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Planning and Zoning Commission recommend to the Village Council approval of 24-PCE-0014, subject to the following conditions:

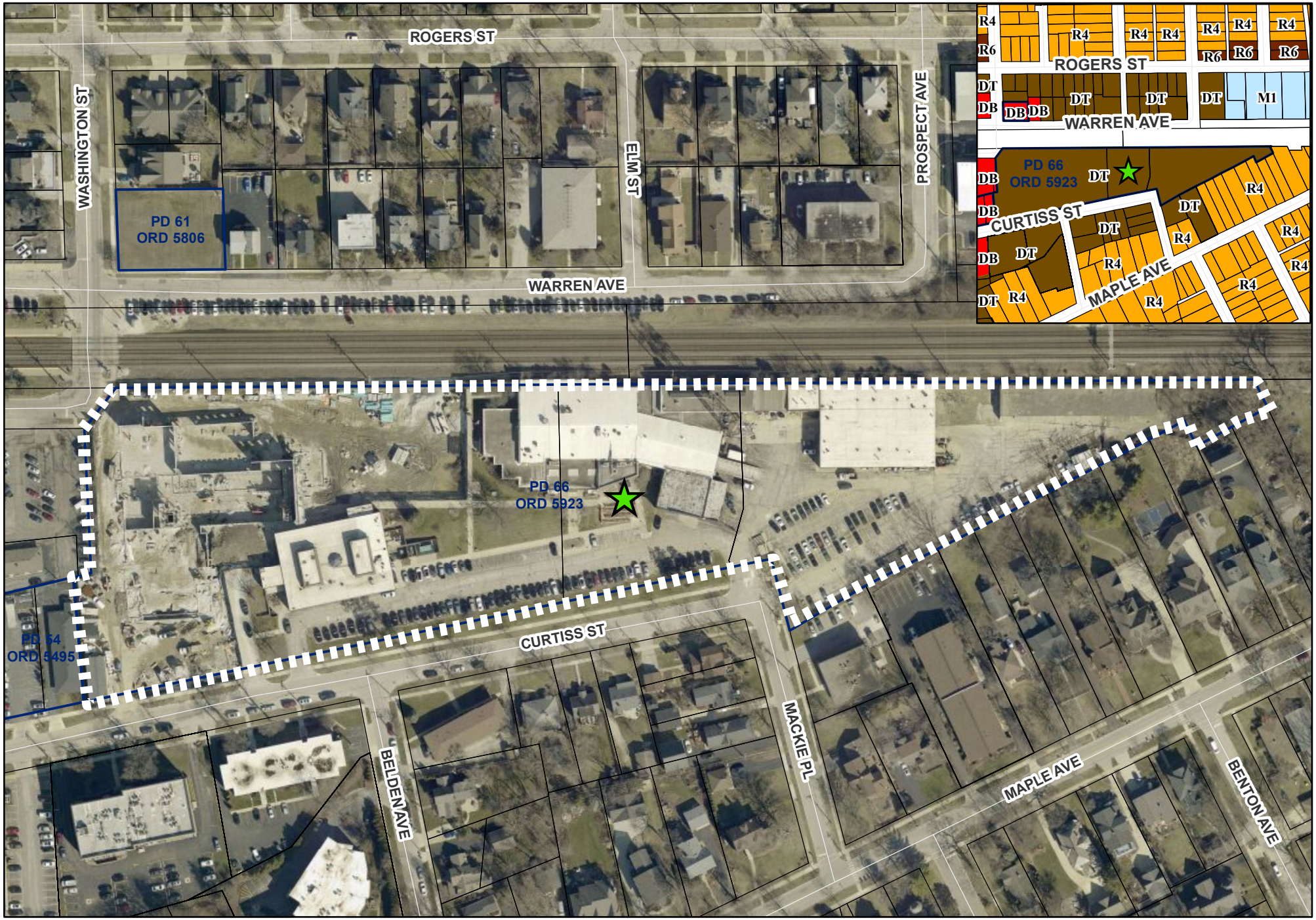
1. The Planned Unit Development Amendment and Special Use shall substantially conform to the staff report, renderings, architecture plans prepared by SVG Architecture and Design, dated October 24, 2024, engineering plans prepared by V3 Companies dated October 24, 2024, landscape plans prepared by OMNI Workshop dated October 24, 2024, and traffic plans prepared by KLOA dated October 24, 2024 except as such plans may be modified to conform to the Village codes and ordinances.
2. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $832,389.84 ($722,431.15 to the Park District, $80,045.52 to Elementary School District 58, and $29,913.17 to High School District 99).
3. The intersection of Curtiss Street and Mackie Place shall be converted to a four-way stop intersection.

Staff Report Approved By:

Stan Popovich, AICP
Director of Community Development

-att

P:\P&CD\PROJECTS\PLAN COMMISSION\2024 PC Petition Files\24-PCE-0014 - Lot 2 Civic Center\24-PCE-0014 _Staff Report.doc



N

0 100 200 Feet

750 Curtiss Street - Location Map

Subject Property

Project Location

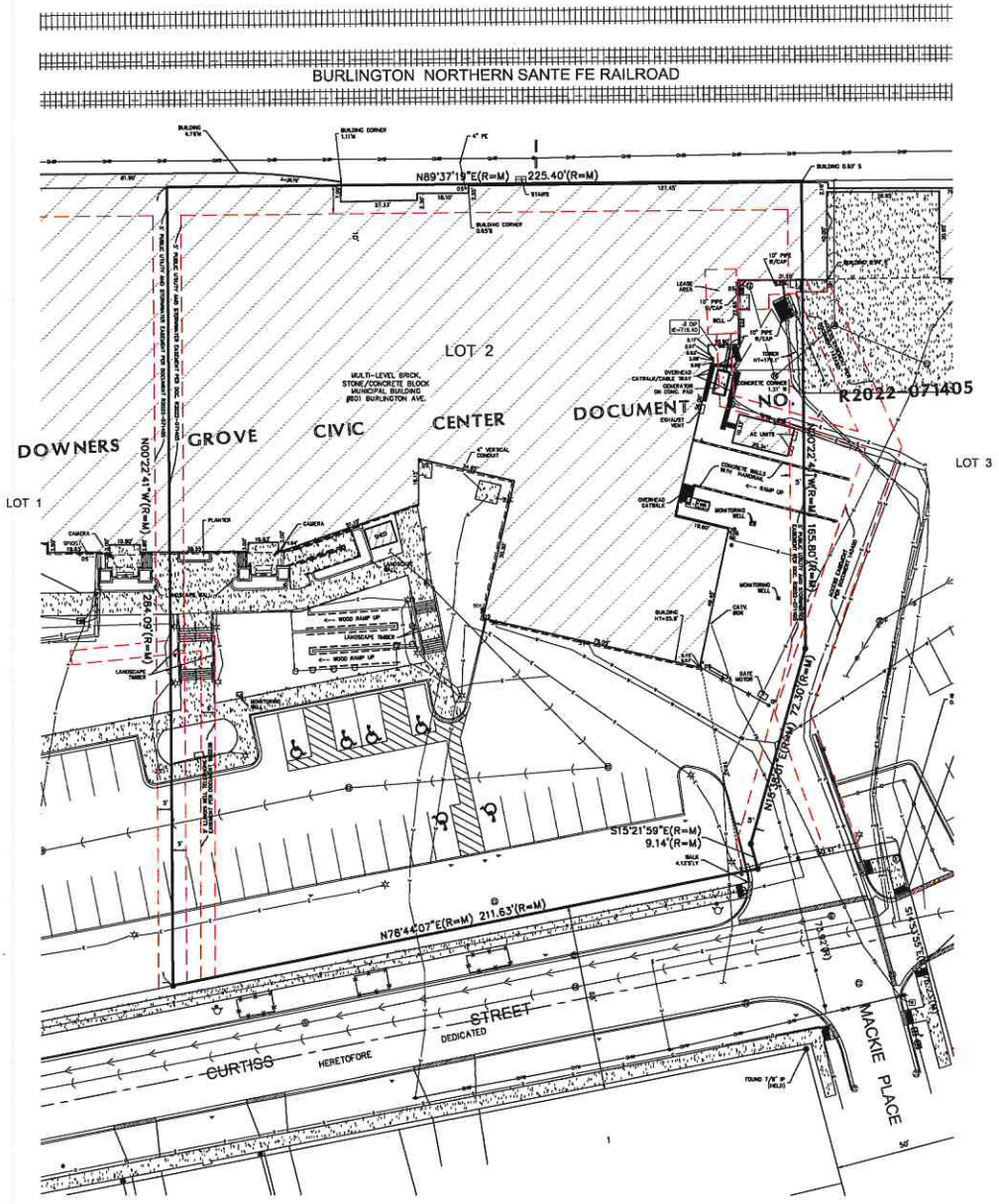
BOUNDARY SURVEY

GRAPHIC SCALE

(IN FEET)
1 inch = 20' ft.

LEGAL DESCRIPTION

LOT 2 IN DOWNERS GROVE CIVIC CENTER, BEING A SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 25, 2022 AS DOCUMENT R2022-070865 AND RE-RECORDED JULY 26, 2022 AS DOCUMENT R2022-071405 AND RE-RECORDED AUGUST 4, 2022 AS DOCUMENT R2022-073605, IN DUPAGE COUNTY, ILLINOIS.



LEGEND

- FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED (HELD LOCATION)
- CONCRETE MONUMENT
- CROSS IN CONCRETE
- MANHOLE
- STORM STRUCTURE
- SANITARY MANHOLE
- CLEANOUT
- FLARED END SECTION
- TRANSFORMER PAD
- ELECTRIC MANHOLE
- ELECTRIC BOX
- ELECTRIC PEDESTAL
- ELECTRIC MARKER
- ELECTRIC METER
- UTILITY POLE
- UTILITY POLE W/LIGHT
- UTILITY POLE W/TSP
- GUY POLE
- OVERHEAD TRAFFIC SIGNAL
- TRAFFIC SIGNAL MANHOLE
- LIGHT
- LIGHT POLE
- HAND HOLE
- VALVE VAULT
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- POST INDICATOR VALVE
- SIAMESE WATER CONNECTION
- WATER MARKER
- WATER METER
- VALVE BOX
- B/BOX
- SPRINKLER CONTROL VALVE
- TELEPHONE MANHOLE
- TELEPHONE NETWORK INTERFACE
- TELEPHONE MARKER
- TELEPHONE PEDESTAL
- CABLE TELEVISION PEDESTAL
- GAS METER
- GAS VALVE
- GAS MARKER
- DOWN SPOUT
- BORING HOLE
- MONITORING WELL
- GATE POST
- BOLLARD POLE
- SIGN
- FLAG POLE
- MAILBOX
- SANITARY SEWER
- STORM SEWER
- WATER MAIN
- GAS MAIN
- ELECTRIC LINE
- OVERHEAD WIRES
- TELEPHONE LINE
- CONIFEROUS TREE W/APPROX. DIAMETER
- DECIDUOUS TREE W/APPROX. DIAMETER MS=MULTI-STEM (DRIP LINE SHOWN IS APPROXIMATE)
- TREE LINE
- ELEVATION
- BITUMINOUS PAVEMENT
- CONCRETE SURFACE
- DEPRESSED CURB
- GRAVEL SURFACE
- LANDSCAPE AREA
- STONE SURFACE
- DETECTABLE TACTILE COATED SURFACE
- BRICK PAVERS
- WOOD FENCE
- CHAIN LINK FENCE
- METAL FENCE
- METAL GUARDRAIL
- OVERHEAD TRAFFIC SIGNAL ARM

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
TF = TOP OF FOUNDATION
FF = FINISHED FLOOR
FES = FLARED END SECTION
VCP = VITRIFIED CLAY PIPE
DIP = DUCTILE IRON PIPE
POC = POLYVINYL CHLORIDE
RCP = REINFORCED CONCRETE PIPE
CMP = CORRUGATED METAL PIPE
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(D) = DEED BEARING OR DISTANCE
N = NORTH
S = SOUTH
E = EAST
W = WEST
A = ARC LENGTH
R = RADIUS
CH = CHORD
CB = CHORD BEARING
B.S.L. = BUILDING SETBACK LINE
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND
- PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE

AREA SUMMARY

(TO HEAVY LINES)
58,320 SQUARE FEET
OR
1.339 ACRES
(BASED ON MEASURED VALUES)

SURVEYOR'S CERTIFICATION

STATE OF ILLINOIS }
COUNTY OF KANE } SS

THE ABOVE DESCRIBED PROPERTY WAS SURVEYED UNDER THE DIRECTION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR ON 4/10/2024. ALL DISTANCES SHOWN ARE IN FEET AND DECIMAL PARTS THEREOF.

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

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2025

BY: _____ DATE: 4/12/2024
SCOTT KREES
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509
LICENSE EXPIRES 11/30/2024

SCOTT G. KREES 35-3509 AURORA, ILLINOIS PROFESSIONAL LAND SURVEYOR

J:\FSDATA\2024 PROJECTS\24.0092\24.0092 BNDY.DWG

PROJ. NO. 24.0092	1 OF 1	SCALE: 1" = 20'	COMPASS SURVEYING LTD	PROJECT: DOWNERS GROVE CIVIC CENTER (LOT 2) DOWNERS GROVE, IL	DATE: 4/12/24 | PC JC | DRAWN BY BT/MRA | CHECKED BY SK | BOOK 592 PG 11-19
			ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING	CLIENT: LCI DEVELOPMENT PARTNERS 120 S. RIVERSIDE PLAZA, SUITE 2150 CHICAGO, IL 60606	NO. | REVISIONS | DATE | BY
			2631 GINGER WOODS PARKWAY, STE. 100 AURORA, IL 60502 PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM		

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM VISIBLE FIELD EVIDENCE AND EXISTING DRAWINGS, MAPS AND RECORDS SUPPLIED TO SURVEYOR. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE IS CERTAIN THAT THEY ARE APPROXIMATELY CORRECT. THE SURVEYOR IS NOT RESPONSIBLE FOR UTILITIES NOT PHYSICALLY LOCATED VISIBLE STRUCTURES, HOWEVER, HE HAS NOT PHYSICALLY LOCATED THE UNDERGROUND LINES.

Know what's below. Call before you dig.

J:\Projects\2024 Projects\24.0092\24.0092 Boundary.dwg, 4/12/2024 5:16:19 PM

LCI Development Partners

750 Curtiss St – Project Narrative

The petitioner is proposing to construct an approximately 213,000 square foot, six-story, 138-unit apartment building on the north side of Curtiss Street where it intersects Mackie Place. The subject site is the current location of Downers Grove Village Hall which will be demolished as part of the village's new Civic Center development. The petitioner is requesting a Special Use, Planned Unit Development Amendment, and a PUD Site Plan Approval to permit the construction of the multifamily residential structure. An apartment building is an allowable Special Use in the DT zoning district per Section 28.5.010 of the Zoning Ordinance and the PUD is appropriate based on the proposed development providing additional housing variety and additional density in the downtown district.

The proposed multifamily building will contain the following units, features, and amenities:

- 138 Units with the following mix:
  - 33 - Studio Units
  - 56 - One Bedroom Units
  - 39 - Two Bedroom Units
  - 5 - Two Bedroom Townhouse Units
  - 5 - Three Bedroom Units
- A minimum of 178 enclosed off-street parking spaces; the current plans show slightly more than 178 parking spaces, however some spaces shown on the current plans may be eliminated to accommodate the building structure as the design develops.
- Indoor bicycle storage
- Community room with shared kitchen and activity areas
- Roof deck amenity terrace with outdoor pool, seating areas, and grilling stations
- Fitness center
- Private outdoor pet relief area
- Indoor pet spa
- On-site management and maintenance

The proposed development will include a new curb cut for a curb-side loading space to be used for deliveries, moving, ride share loading and garbage collection. New residents will be provided move-in instructions by property management when their lease is signed. This reservation will also reserve the elevator that has been designated for move-in / move-out. The western elevator is double-sided and will have direct access from the designated loading zone. Per market standard, move-ins will be provided a two to three-hour time slot on Monday, Tuesday, Wednesday and Fridays from 9am – 5pm, Thursdays from 9 am to 6pm, Saturdays from 10:00 am to 4:00 pm, and Sundays from 12:00 pm – 5:00 pm. Three-hour windows are only given to two and three-bedroom units. Typically, the last move-in of the day is set approximately an hour prior to office closing so that staff can monitor move-

120 S Riverside Plaza, Suite 2150 / Chicago, Illinois 60606
office 312.298.1000 fax 312.298.1001

in progress and ensure everything is returned to original operating condition by the evening.

For guest parking, a limited number of overnight guest passes will be available within the proposed development's parking structure once all of the units have secured sufficient parking. Residents will be able to request guest parking passes from on-site staff. If no guest passes are available, guests will be given several options for public parking:

- Customers may request overnight, on-street parking using the Village's Frontline web site
- An overnight parking permit for Lot F (located downtown on the north side of the tracks along Warren Ave, east of Washington street).Cost for this option is $6 per night and permits must be purchased in advance at Village Hall.
- Overnight parking is allowed on Level 5 of the Downtown Parking Deck on Friday and Saturday evenings only. There is no permit fee. Customers must notify the Police Department prior to parking overnight by completing an online form or calling the Police Department.

The building design follows the intent of the Village zoning ordinance including the proposed density, height and parking variations from the public Request for Proposal (RFP), with special attention paid to how the scale of the building meets the single-family homes located across Curtiss Street. The south side of the building is lined with 2-story townhouse units to appropriately meet the scale of the homes across the street. The proposed building compliments the character of the new Civic Center building immediately to the west and is in line with the character, density and height of recent multi-family developments in the Downtown District. The increased density accomplishes several of the objectives set for the Downtown District in the Comprehensive Plan. With the increased density, the proposed development will create a variety in housing types and sizes to accommodate households of all ages, sizes, incomes and lifestyles. The density will also provide benefits to the local economy through increased patronage of local businesses.

The design of the building adheres to the Downers Grove downtown design guidelines to create a warm, welcoming and appropriately-scaled building. The building massing includes a 2-level concrete podium with four levels of wood framing above. The project incorporates attractive, high-quality materials and details. The facades are clad in warm tones of brick, painted precast concrete and a panelized fiber cement system and include stone and metal panel accents. The lowest two levels are clad entirely in brick-textured concrete to create a uniform base for the building.

Special Uses

Form #PC02

Review and Approval Criteria

Address of Project Site: 750 Curtiss St

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

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

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

   The underlying zoning for the proposed project is be Downtown Transition (PUD/DT). Section 28.5.010 of the zoning ordinance indicates that Apartment/Condo are allowable as a special use in DT districts.

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

   The proposed development will enhance the downtown district by creating greater density that will add o a vibrant and energetic downtown while providing economic sustainability to the downtown core. Additionally, residents will have easy access to the nearby Metra station.

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

   The proposed development will support the general welfare of the community by providing additional housing options adjacent to downtown and the local Metra station.

Planned Unit Development

Form #PC01

Review and Approval Criteria

Address of Project Site: 750 Curtiss St

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

Section 28.12.040.C.6. Review and Approval Criteria (Planned Unit Development)
The decision to amend the zoning map to approve a PUD 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. 12.030.I.
   See the analysis of zoning map amendment review and approval criteria in separate document.

   See attached for responses

2. 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 comprehensive plan calls for multi-family development on this specific site. Additionally, the Request for Proposal (RFP) for this property lists Multi-family residential as an expected use for the development.

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

   The proposed development is in-line with several of the objectives listed in Section 4.030, specifically: consistency with the comprehensive plan and other relevant plans and policies; Variety in housing types and sizes to accommodate households of all ages, sizes, incomes and lifestyle choices; Compact, mixed-use development patterns where residential, commercial, civic and open spaces are located in close proximity to one another; as well as high quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping.

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.

   The proposed development results in more density than conventional zoning which provides benefits to the local economy, local businesses, and improves the safety of the area. Additionally, revenue from the sale of the property and property tax increment from the proposed development of Lot 2 is planned to be used to help pay the annual debt service payments on the bonds issued for the construction of the new Civic Center.

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.

   Steps have been taken to ensure that the design of the proposed development is complimentary to the new Civic Center. Additionally, the scale of the the proposed development along Curtiss St has been designed to be in line with the single family homes on the south side of Curtiss St. Finally, the building will be designed to meet all applicable building and fire codes to protect the building residents and adjacent property owners.

LCI Development Partners

750 Curtiss St – Zoning Map Amendment Review and Approval Criteria

Question 1:
The existing use and zoning of nearby property

The existing property is home of the Downers Grove Village Hall and is currently zoned DT/PUD. The PUD was approved in 2022 to accommodate the Civic Center Redevelopment Plan. The property directly east of the proposed site is zoned Downtown Transition (DT) and is the site of the Downers Grove Civic Center. The property directly east of the site is zoned Downtown Transition (DT) and is the home of the Downers Grove Fleet Management Center. To the south of the property is a series of single-family homes that are also in the Downtown Transition (DT) zoning district. The proposed development is consistent with comprehensive plan and will not negatively impact the surrounding properties.

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

The proposed rezoning with not negatively impact property value of the adjacent properties.

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

The proposed rezoning will not negatively impact property value of the adjacent properties, the public health, safety or welfare. The revenue from the sale of the property as well as the property tax increment will be used by the Village of Downers Grove to help pay the annual debt service payments on the bonds issued for the construction of the new Civic Center.

Question 4:
The suitability of the subject property for the zoned purposes

Currently, the property is zoned for DT/PUD. It is included in the area of the Downtown Zone considered "Downtown Edge" within the comprehensive plan. The Comprehensive Plan calls for residential development that is of greater density than elsewhere in the village within Downtown Edge zone. Additionally, the proposed development is walkable to the downtown core as well as Metra station and will create additional foot traffic to local businesses and public transit.

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

The subject property is currently not vacant. It is currently the home of the Downers Grove Village Hall. In 2022, the Village of Downers Grove rezoned the property at DT/PUD as part of the Civic Center Redevelopment Plan with the intent to sell this property to a developer in order to create an attractive property that will add to the context of the downtown area.

120 S Riverside Plaza, Suite 2150 / Chicago, Illinois 60606
office 312.298.1000 fax 312.298.1001

Question 6:
The value to the community of the proposed use

The proposed development will provide additional housing opportunities as well as add to the vibrancy of the downtown district. It will bring additional foot traffic to downtown stores and restaurants that will help support local businesses. Additionally, revenues from the project will be used to support the construction of the Downers Grove Civic Center

Question 7:
The comprehensive plan

The Comprehensive Plan specifically notes the opportunity to redevelop the Civic Center to support an appropriate and well-designed transit-oriented development. As noted above, the proposed development meets many of the Comprehensive Plan's goals and objectives, including but not limited to:

- Development of multifamily residential with increased density within the Downtown Edge district
- Development that is pedestrian-oriented
- Provides additional residents in close proximity to the downtown commercial core
- Follows transit-oriented development guidelines for downtown redevelopment

PRELIMINARY ENGINEERING PLANS

FOR

750 CURTISS

DOWNERS GROVE, ILLINOIS

PROJECT TEAM

OWNER/DEVELOPER

LCI Development Partners
120 South Riverside Plaza, Suite 2150
Chicago, Illinois 60606
773 577 1471
Contact: Pat Hoyt

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Ryan Wagner, P.E.
rwagner@v3co.com
Project Engineer: Randy Andersen, P.E.
randersen@v3co.com

ARCHITECT

SGW Architecture and Design
444 N. Michigan Ave., Ste. 1850
Chicago, IL 60611
312 988 7412
Contact: Kevin Weckman, AIA

PROJECT BENCHMARKS

REFERRENCE BENCHMARK:

REFERENCE BENCHMARK #1
DUPAGE COUNTY GEODETIC SURVEY MONIMENT DK3312

3.5" DISK IN CONCRETE LOCATED AT THE NORTHEAST CORNER OF WASHINGTON STREET AND WARREN AVENUE.

DATUM: NAVD88
ELEVATION = 718.78

REFERENCE BENCHMARK #2
DUPAGE COUNTY GEODETIC SURVEY MONIMENT DK3311

3.5" DISK IN CONCRETE LOCATED AT THE NORTHEAST CORNER OF CURTISS STREET AND MACKIE PLACE.

DATUM: NAVD88
ELEVATION = 714.33

SITE BENCHMARKS:

SITE BENCHMARK #1
NORTHWEST BONNET BOLT OF 2ND FIRE HYDRANT EAST OF THE INTERSECTION OF WASHINGTON STREET AND CURTISS STREET IN THE NORTH RIGHT-OF-WAY.

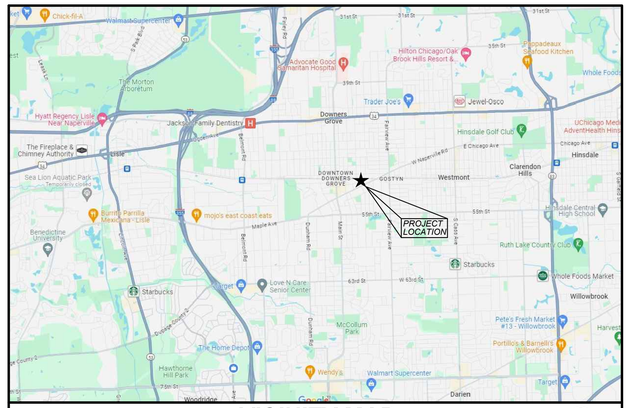
ELEVATION = 724.69

SITE BENCHMARK #2
NORTHWEST BONNET BOLT OF 2ND FIRE HYDRANT EAST OF THE INTERSECTION OF BELDEN AVENUE AND CURTISS STREET IN THE NORTH RIGHT-OF-WAY.

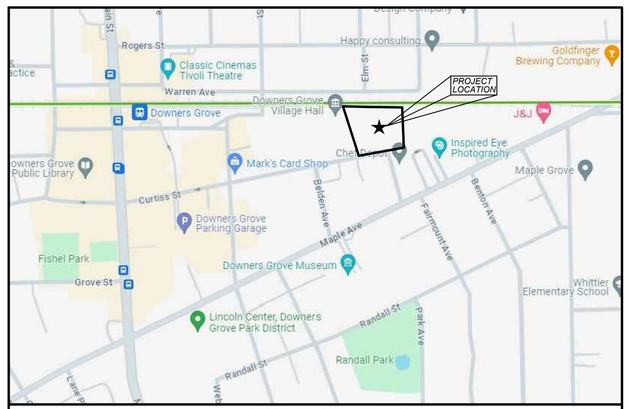
ELEVATION = 716.66

SITE BENCHMARK #3
CUT CROSS ON NORTH SIDE OF SIDEWALK NEAR NORTHWEST CORNER OF SITE.

ELEVATION = 726.68



VICINITY MAP
NO SCALE



LOCATION MAP
NO SCALE

INDEX

CIVIL ENGINEERING PLANS

DRAINAGE STATEMENT

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THERE ARE NO KNOWN LOCALIZED POOR DRAINING AREAS, FLOODPLAIN, WETLANDS AND/OR WETLAND BUFFERS THAT WILL BE IMPACTED BY THIS DEVELOPMENT. FEMA FLOOD MAPS, COUNTY WETLAND INVENTORIES, AND TOPOGRAPHIC SURVEYS HAVE BEEN UTILIZED TO MAKE THIS DETERMIN ATION..

SIGNED: _____

ILLINOIS REGISTRATION NO: 062-062713

DATE: _____

Call Before You Dig
JULIE
800.892.0123
Joint Utility Locating Information for Excavators
Call 48 hours before you dig

PROFESSIONAL ENGINEER'S CERTIFICATION

I, RYAN WAGNER, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF SGW ARCHITECTURE BY V3 COMPANIES, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS _____DAY OF_____, A.D., 2024.

_____
ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-062713
MY LICENSE EXPIRES ON NOVEMBER 30, 2025

ILLINOIS LICENSED DESIGN FIRM NO. 184-000902

REVISIONS

NO.	DATE	DESCRIPTION
1	06-13-24	PER VILLAGE REVIEW
2	09-25-24	PER VILLAGE REVIEW
	----	----

ORIGINAL ISSUE DATE: FEBRUARY 22, 2024

PROJECT NO: 240097
PROJECT MANAGER: RW
DESIGNED BY: RA
DRAWN BY: MI

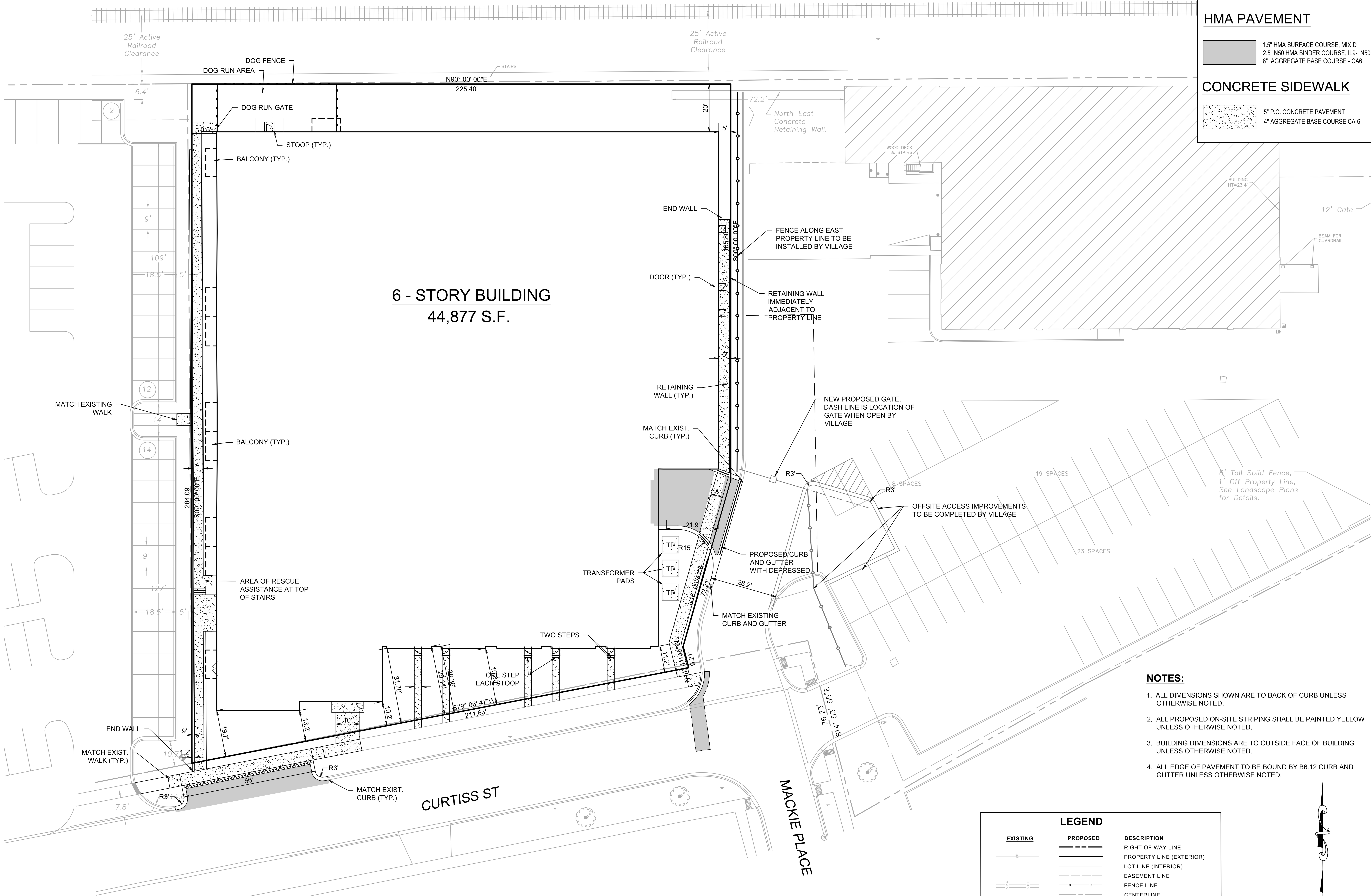
TITLE SHEET

750 CURTISS
DOWNERS GROVE
ILLINOIS

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

DRAWING NO.
C0.0

N:\2024\240097\Drawings\ACAD\LD\S03\Sheet Drawings\C0.0 TS240097.dwg 9/25/2024



PAVING LEGEND

HMA PAVEMENT

- 1.5" HMA SURFACE COURSE, MIX D
- 2.5" N50 HMA BINDER COURSE, IL9-, N50
- 8" AGGREGATE BASE COURSE - CA6

CONCRETE SIDEWALK

- 5" P.C. CONCRETE PAVEMENT
- 4" AGGREGATE BASE COURSE CA-6

NOTES:

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

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		RIGHT-OF-WAY LINE
		PROPERTY LINE (EXTERIOR)
		LOT LINE (INTERIOR)
		EASEMENT LINE
		FENCE LINE
		CENTERLINE
		B-6.12 CURB & GUTTER
		DEPRESSED CURB & GUTTER
		REVERSED PITCH B-6.12 CONCRETE CURB AND GUTTER

GRAPHIC SCALE
20 10 0 20
1" = 20'

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: FEBRUARY 22, 2024

NO.	DATE	DESCRIPTION
1	06-13-24	PER VILLAGE REVIEW
2	09-25-24	PER VILLAGE REVIEW

PROJECT NO.: 240097
PROJECT MANAGER: RW
DESIGNED BY: RA
DRAWN BY: MI

LAYOUT PLAN
750 CURTISS
DOWNERS GROVE ILLINOIS

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

DRAWING NO.
C3.0

NOTES:

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

6 - STORY BUILDING
44,877 S.F.
FF = 716.00

FF 716.00

FF 715.00

CURTISS ST

MACKIE PLACE

25' Active Railroad Clearance

FENCE BY DEVELOPER TO BE SHOWN - SEE LANDSCAPE PLANS FOR DETAILS

DOG RUN AREA

WALL TO BE LEFT IN PLACE

TO BE INSTALLED BY VILLAGE

North East Concrete Retaining Wall.

Tower to be Permitted Under Separate Cover.

Gate

8' Tall Solid Fence, 1' Off Property Line, See Landscape Plans for Details.

OFFSITE ACCESS IMPROVEMENTS TO BE COMPLETED BY VILLAGE

ONE STEP EACH STOOP

TWO STEPS

19 SPACES

8 SPACES

23 SPACES

LEGEND

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

GRAPHIC SCALE
20 10 0 20
1" = 20'

REVISIONS		
NO.	DATE	DESCRIPTION
1	06-13-24	PER VILLAGE REVIEW
2	09-25-24	PER VILLAGE REVIEW

ORIGINAL ISSUE DATE: FEBRUARY 22, 2024

PROJECT NO: 240097
PROJECT MANAGER: RW
DESIGNED BY: RA
DRAWN BY: MI

GRADING PLAN

750 CURTISS

DOWNERS GROVE ILLINOIS

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

DRAWING NO.
C4.0

N:\2024\240097\Drawings\ACAD\LD\S03\Sheet Drawings\C4.0-GRAD240097.dwg 9/25/2024

LEGEND

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

6 - STORY BUILDING
44,877 S.F.

25' Active Railroad Clearance
Cleanout Rim 727.00 Inv 722.90
Cleanout Rim 727.00 Inv 721.65
6.4'
OH
4" PE
STAIRS
N89° 37' 19"E 225.98'
2' INLET
ST 1-8
ST 1-7
ST 1-6
ST 1-5
6" HDPE
8" HDPE
6" HDPE
72.2'
North East Corner of Building
STORM STRUCTURE OPEN GRATE 2' DIA. CONCRETE RIM=719.01 IE=715.68(N)12"RCP IE=715.68(SW-SE)10"RCP FILLED WITH DEBRIS
WOOD DECK & STAIRS
GAS
ELEC
DS
STORM STRUCTURE OPEN GRATE 2' DIA. CONCRETE RIM=718.76 IE=715.56(NE)12"RCP
B/Stm 721.60
T/Wtr 720.10
2
c.o.
9'
109'
18.5'
12
14'
84
Cleanout Rim 724.00 Inv 721.50 (N) Inv 718.00 (S)
Cleanout Rim 721.35 Inv 717.85 (N) Inv 715.00 (S)
8" HDPE
165.77'
S00° 22' 27"E
ST 1-4
8" HDPE
STORM STRUCTURE CLOSED 2' DIA. CONCRETE RIM=718.38 IE=715.94(NW)10"RCP
WATER VALVE RIM=718.52
WATER VALVE RIM=717.74
WATER VALVE RIM=717.72
MONITORING WELL RIM=716.07
STORM CLOSED UNKNOWN RIM=71 IE=700
SANITARY MANHOLE CLOSED 2' DIA. CONCRETE RIM=718.80 IE=714.40(N-SW)6"UNKNOWN
19 SPACES
8' Tall Solid Fence, 1' Off Property Line, See Landscape Plans for Details.
8 SPACES
SANITARY MANHOLE CLOSED 5' DIA. CONCRETE RIM=716.75 IE=702.25(NE-SW)6"UNKNOWN
23 SPACES
STORM STRUCTURE CLOSED 4' DIA. CONCRETE RIM=712.78 IE=707.73(N)12"RCP IE=708.58(SE)12"RCP
WATER VALVE RIM=713.60
STORM STRUCTURE OPEN GRATE 2' DIA. CONCRETE RIM=712.19 IE=709.14(N)12"RCP
WATER VALVE RIM=712.38
284.18'
S00° 21' 55"E
Cleanout Rim 718.35 Inv 714.85 (N) Inv 712.40 (S)
244'-6" Perf. PVC @ 0.25%
9'
127'
18.5'
5'
2'ø INL-B2 Rim 715.75
2' INLET
ST 2-1
FIRE DEPARTMENT CONNECTION
6" WATER SERVICE
8" Valve in 60" Vault
8"x8" Tee Connection
2 LF - 6" PVC @ 4.77%
CO 1
42'-15" C433 RCP @ 10%
4'ø CB-S1 Rim 715.00 Inv 710.50 Installed with Neenah R4340-A F&G
PIPE AND STRUCTURE PROPOSED BY OTHERS
B/Wtr 709.60
T/Wtr 709.10
N78° 44' 07"E 212.27'
12" RCP
ST 1-1
WATER VALVE RIM=713.68
VALVE VAULT CLOSED 4' DIA. CONCRETE RIM=713.51 TP=708.11(E-W)8"DIP FILLED WITH WATER
RELOCATE WATER SERVICE
GAS LINE TO BE RELOCATED BY OTHERS
ST 1-3
TP
12" RCP
TP
TP
N15° 38' 04"E 75.51'
ST 1-2
N36° 38' 15"W 95.46'
S14° 53' 55"E 78.23'
8" HDPE
VV 1
28 LF - 6" PVC @ 2.00%
RIM=714.00 Inv=709.00
WATER VALVE RIM=713.82
B/Stm 710.40
T/San 705.7±
Connect 15" RCP to Ex. Storm Structure. Inv 710.33
CURTISS ST
MACKIE PLACE
FH 1
7.8'
21'-12" PVC @ 0.52%
2'ø INL-D2 Rim 714.55 Inv 710.52
RELOCATE HYDRANT WITH NEW HYDRANT. COORDINATE WATER SHUTDOWN WITH THE VILLAGE
PR 6" WYE INTO EX. SANITARY SEWER W/DROP CONNECTION PR IE: 706.42 EX IE: 704.59
B BOX RIM=713.82
SANITARY MANHOLE CLOSED 4' DIA. CONCRETE RIM=713.06 IE=704.59(E-W)10"PVC
STORM STRUCTURE CURB GRATE 2' DIA. CONCRETE RIM=712.45 IE=709.65(S)12"RCP
STORM STRUCTURE CLOSED UNKNOWN' DIA. CONCRETE RIM=712.96 IE=697.22(E-W)132"RCP
STORM STRUCTURE CURB GRATE 2' DIA. CONCRETE RIM=712.01 IE=709.57(NE)12"RCP
SANITARY MANHOLE CLOSED 4' DIA. CONCRETE RIM=713.11 IE=704.83(W)12"VCP
WATER VALVE RIM=712.96
STORM STRUCTURE CLOSED 4' DIA. CONCRETE RIM=713.12 IE=703.92(W)24"RCP IE=704.24(SE)12"RCP
STORM STRUCTURE OPEN GRATE 2' DIA. CONCRETE RIM=713.44 IE=710.26(E)10"RCP
STORM STRUCTURE OPEN GRATE 3' DIA. CONCRETE BLOCK RIM=713.46 IE=709.86(N)18"RCP IE=709.91(SE)10"PVC IE=710.21(W)10"RCP
STORM STRUCTURE OPEN GRATE 2' DIA. CONCRETE RIM=711.51 IE=708.36(NE)12"RCP
STORM STRUCTURE OPEN GRATE 2' DIA. CONCRETE RIM=712.56 IE=710.36(N)12"RCP

GRAPHIC SCALE
20 10 0 20
1" = 20'

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: FEBRUARY 22, 2024

NO.	DATE	DESCRIPTION
1	06-13-24	PER VILLAGE REVIEW
2	09-25-24	PER VILLAGE REVIEW

PROJECT NO: 240097
PROJECT MANAGER: RW
DESIGNED BY: RA
DRAWN BY: MI

UTILITY PLAN

750 CURTISS

DOWNERS GROVE ILLINOIS

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

DRAWING NO.
C5.0

NEW 6 STORY
RESIDENTIAL BUILDING (138 DWELLING UNITS)
W/ S-2 PARKING GARAGE (178 SPACES),
TYPE 1-A & 3-A CONSTRUCTION,
FULLY SPRINKLERED,
AT

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

OWNER:
LCI DEVELOPMENT PARTNERS

ARCHITECT:

SGW ARCHITECTURE & DESIGN

ABBREVIATIONS

ALT	ALTERNATE
A/C	AIR CONDITIONING
AFF	ABOVE FINISHED FLOOR
AL	ALUMINUM
ARF	ABOVE RAISED FLOOR
AT	ACOUSTIC TILE
BD	BOARD
BLD	BUILDING
BLKG	BLOCKING
BO	BOTTOM OF
BR	BRUSHED
BRG	BEARING
CA	CLEAR ANODIZED
CAB	CABINET
CPT	CARPET
CL	CENTERLINE
CLG	CEILING
CJ	CONTROL JOINT
CMU	CONC. MASONRY UNIT
CONC	CONCRETE
CONT	CONTINUOUS
CI	CAST IRON
CO	CLEAN OUT
CW	COLD WATER
CP	CEMENT PLASTER
CT	CERAMIC TILE
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIM	DIMENSION
DN	DOWN
DS	DOWNSPOUT
DET	DETAIL
DW	DRY WALL
DWG	DRAWING
EA	EACH
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM
ELECT	ELECTRICAL
EL	ELEVATION
EJ	EXPANSION JOINT
EP	EPOXY PAINT
EQ	EQUAL
EXIST	EXISTING
EXP	EXPOSED
EXT	EXTERIOR
EWC	ELECTRIC WATER COOLER
FEC	FIRE EXTINGUISHER CABINET
FHC	FIRE HOSE CABINET
FIN	FINISH
FD	FLOOR DRAIN
FLR	FLOOR
FOM	FACE OF MASONRY TO FACE OF MASONRY
FTG	FOOTING
GA	GAUGE
GALV	GALVANIZED
GB	GYPSUM BOARD
GL	GLASS
HDWD	HARDWOOD
HDWR	HARDWARE
HM	HOLLOW METAL
HR	HOUR
HT	HEIGHT
HW	HOT WATER
INT	INTERIOR
INSUL	INSULATION
JT	JOINT
LC	LIGHTWEIGHT CONC.
LAM	LAMINATED
LAV	LAVATORY
LH	LEFT HAND
MFR	MANUFACTURER
MO	MASONRY OPENING
MWK	MILLWORK
MTL	METAL
MULL	MULLION
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
OC	ON CENTER
OFCI	OWNER FURNISHED, CONTRACTOR TO INSTALL
OPP	OPPOSITE
PNT	PAINT
PR	PAIR
PLAM	PLASTIC LAMINATE
PL	PLATE
QT	QUARRY TILE
RAD	RADIUS
R	RISER
RH	RIGHT HAND
REQ'D	REQUIRED
RO	ROUGH OPENING
SB	SANDBLAST
SC	SOLID CORE
SCHED	SCHEDULE
SM	SHEET METAL
SHT	SHEET
SIM	SIMILAR
SS	STAINLESS STEEL
STD	STANDARD
THK	THICK
TRANS	TRANSPARENT
T	TREAD
TO	TOP OF
T & G	TONGUE AND GROOVE
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VCT	VINYL COMPOSITION TILE
VIF	VERIFY IN FIELD
WD	WOOD
WP	WALL PHONE
WWF	WELDED WIRE FABRIC

LEGEND

- ROOM NAME/NUMBER TAG (ROOM / #)
- ELEVATION TAG/MARK (FLOOR / EL: +X'-X")
- DRAWING REVISION TAG (#)
- NOTE TAG (-)
- DOOR TAG (###)
- WINDOW TAG (XX)
- WALL TYPE (XX)
- DETAIL TAG (DETAIL # / DWG #)
- INTERIOR ELEVATION TAG (ELEVATION # / SHEET #)
- EXTERIOR ELEVATION TAG (ELEVATION # / SHEET #)
- SECTION TAG (SECTION # / SHEET #)
- SURFACE MOUNT FEC W/ SIGN (FEC)
- ELECTRICAL PANEL
- FROST PROOF HOSE BIB (FPHB)
- SECURITY KEYPAD (KP)
- CEILING ELEVATION TAG (0'-0")
- CEILING MATERIAL (X-X)
- CEILING PAINT (XX-XX)
- SMOKE DETECTOR (SD)
- CARBON MONOXIDE DETECTOR (CO)
- NEW PARTITION - SEE PLANS FOR TYPE
- EXISTING CONSTRUCTION TO BE REMOVED
- EXISTING NIC
- EXISTING CONSTRUCTION TO REMAIN
- ACOUSTIC TILE
- ALUMINUM
- BATT INSULATION OR SOUND ATTENUATION BLANKET
- BRICK (PLAN & SECTION)
- CONCRETE
- CONCRETE MASONRY UNIT (CMU)
- EXISTING DOOR TO REMAIN
- WIRE MESH SECURITY NETTING
- X-BRACING, APPLY FIRE RESISTIVE SPRAY AS REQUIRED
- GLASS (ELEVATION)
- MORTAR, GROUT, THINSET OR CEMENT
- GYPSUM BOARD
- METAL LATH & PLASTER
- PLYWOOD
- QUARRY TILE OR CERAMIC TILE
- RIGID INSULATION
- STEEL
- TERRAZZO
- WOOD STYLE
- WOOD-ROUGH OR FRAMING
- ACOUSTICAL TILE CEILING
- GYPSUM BOARD CEILING/SOFFIT
- RECESSED CAN LIGHT FIXTURE
- 2'x2' LIGHT FIXTURE
- PENDANT OR SURFACE MOUNTED LIGHT FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- MECHANICAL SUPPLY GRILL
- MECHANICAL RETURN GRILL

ARCHITECT:
SULLIVAN GOULETTE WILSON, LTD.
444 N. MICHIGAN AVENUE - SUITE 1850
CHICAGO, IL 60611
TEL: (312) 988-7412
www.sgwarch.com

CIVIL ENGINEER:
V3 COMPANIES
7325 JANES AVENUE
WOODRIDGE, IL 60517
TEL: (630) 724-9200
www.v3co.com

DEVELOPER:
LCI DEVELOPMENT PARTNERS, LLC
5200 PRAIRIE STONE PARKWAY
HOFFMAN ESTATES, IL 60192
TEL: (847) 783-3000

LANDSCAPE ARCHITECT:
OMNI ECOSYSTEMS
4130 S. STATE STREET
CHICAGO, IL 60609
TEL: (773) 469-5189
www.omniecosystems.com

MECHANICAL ENGINEER:
ELARA ENERGY SERVICES, INC.
213 W. INSTITUTE PL. #702
CHICAGO, IL 60010
TEL: (708) 236-0300
www.elaraeng.com

STRUCTURAL ENGINEER:
THORNTON TOMASETTI
330 N. WABASH AVE, SUITE 1500
CHICAGO, IL 60611
TEL: (312) 596-2000
www.thorntontomasetti.com

LOCATION MAP

DRAWING INDEX

DWG#	DESCRIPTION	ISSUED FOR PUD PACKAGE 04/26/2024	ISSUED FOR REVISED PUD SUBMITTAL 10/24/2024
PD			
PD-00	TITLE SHEET & DRAWING INDEX	•	•
PD-01	FIRE SEPARATION, EXITING DIAGRAMS & UNIT MIX	•	•
PD-02	ACCESSIBILITY DIAGRAMS & ADA UNIT MIX	•	•
PD-03	AREA DIAGRAMS		•
PD-04	SITE PLAN	•	•
PD-05	FIRST FLOOR PLAN	•	•
PD-06	SECOND FLOOR PLAN	•	•
PD-07	THIRD FLOOR PLAN	•	•
PD-08	FOURTH - SIXTH FLOOR PLAN	•	•
PD-09	ROOF PLAN	•	•
PD-10	UNIT PLANS	•	•
PD-11	BUILDING ELEVATIONS	•	•
PD-12	BUILDING ELEVATIONS	•	•
PD-13	PARTIAL ELEVATIONS	•	•
PD-14	BUILDING SECTIONS	•	•
PD-15	RENDERINGS	•	•

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGW ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

TITLE SHEET & DRAWING INDEX

PLAN NORTH

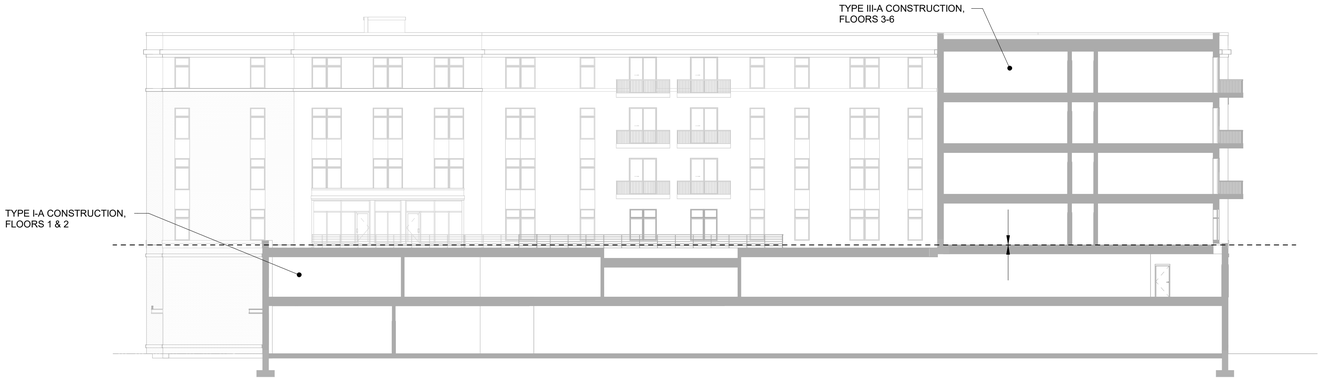
PD-00

Project Name	750 Curtiss
Address:	750 Curtiss Ave
PIN(s):	09-08-131-021
Zoning District:	DT/PUD
Existing Use:	Village Hall
Proposed Use:	Mulit-Family Development
Petition Type:	PUD Amendment/Special Use
Deviations:	Height Increase, Parking Reduction, Patio Encroachment, Retaining Wall Setback, Walkway Setback, Lot Area Per Dwelling Unit

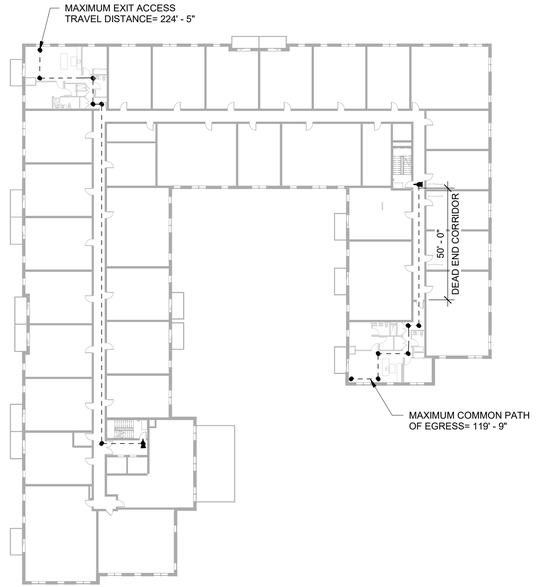
Requirement	Factor	Required	Proposed	Meets Req.?	Difference
Lot Frontage	Minimum	50'	211'	Yes	+161'
PUD Land Area		N/A	58,320sf		
Lot Width	Minimum	50'	211'	Yes	+161'
Street Yard	Minimum	10'	10'	Yes	0'
Rear Yard	Minimum	20'	20'	Yes	0'
Side Yard	Minimum	5'	5'	Yes	0'
Height	Maximum	36'/3 Stories	69.9'/6 Stories	No	+33.9'
Maximum Building Coverage		N/A	N/A		
Open Space		N/A	N/A		
Lot Area per Dwelling Unit	Minimum	1,800sf (32 Units)	422.6sf (138 Units)	No	-1,370sf
FAR	Maximum	2.5 (145,925 sf)	2.37 (138,055 sf) See sheet PD-03 for detailed breakdown	Yes	-7,870sf
Parking	Minimum	2 spaces/DU (276)	1.29 spaces/DU (178)	No	-98 spaces

Deviation Requests and Petitioner's Rationale

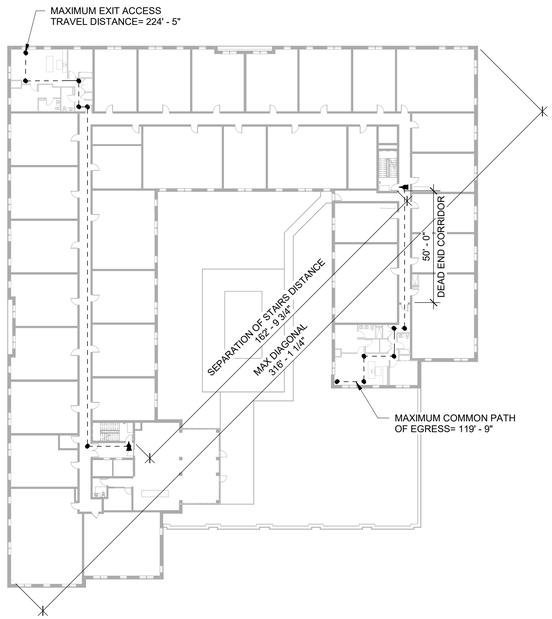
Relief Request	Petitioner's Rationale
Height Increase: Requirement - Max. 36' and 3 stories Provided - 69.9' and 6 stories	The proposed 6-story building is in line with the building height established in the RFP issued by the village. This scale of building is comparable to both existing and recently completed multifamily downtown developments.
Parking Reduction: Requirement - 2 spaces/DU Provided - 1.29 spaces/DU	The parking ratio of 1.29 parking spaces per unit is in line with industry standards and market comparisons for suburban apartment buildings proximate to train stations. Please see KLOA report for further data.
Lot Area Per Dwelling Unit: Requirement - 1,800 SF/DU Provided - 430 SF/DU	A reduction in the lot area per unit is required to provide a unit count yield that is appropriate for an apartment building. This level of density is appropriate given the proximity to the train station.
Patio Encroachment: Requirement - Max 5' encroachment in front setback Provided - 10' encroachment in front setback	An integral aspect of this building design is the duplex units that screen the parking garage and bring down the scale of the building. The proposed patio encroachment will allow these units to have private outdoor space and help activate the street frontage.
Retaining Wall Setback: Requirement - 1' setback Provided - 0' setback	This site slopes approxiamtely 10' from north to south and only has access to a public way along the southern frontage. Providing the required exterior egress paths from all building exits will require low (approximately 2' high) retaining walls along portions of the east and west property lines.
Walkway Setback	In order to have an accessible width walkways, and to maximize the space for planting along the building, walkways will need to be located along the property line in a few locations.



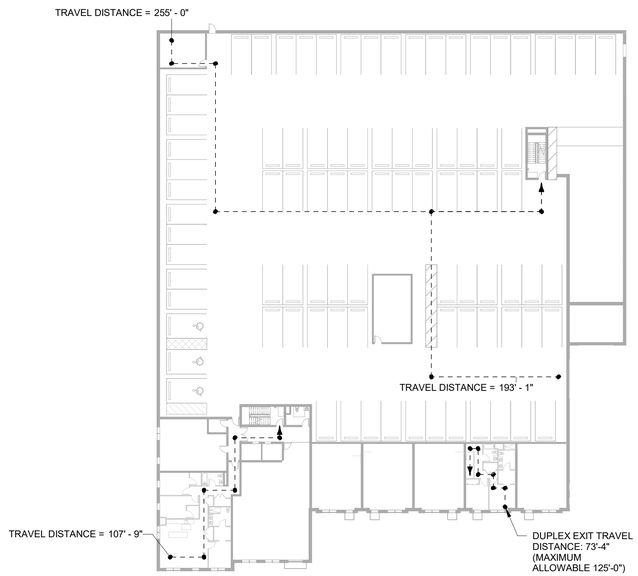
5 BUILDING SECTION NORTH-SOUTH
SCALE: 1/16" = 1'-0"



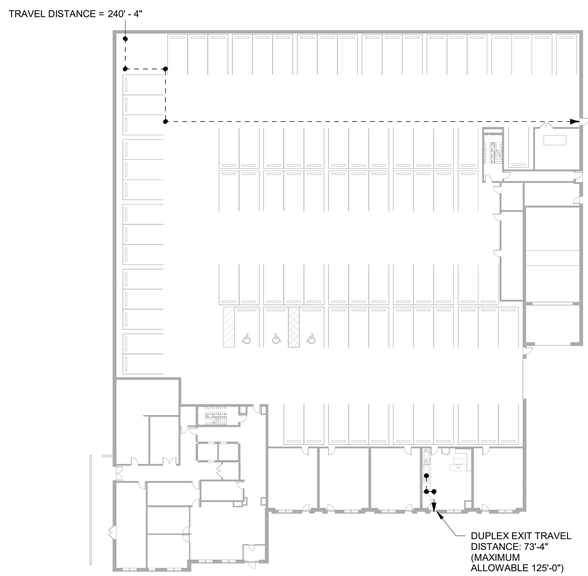
4 FOURTH- SIXTH FLOOR FIRE SEPARATION AND EXITING DIAGRAM
SCALE: 1/32" = 1'-0"



3 THIRD FLOOR FIRE SEPARATION AND EXITING DIAGRAM
SCALE: 1/32" = 1'-0"



2 SECOND FLOOR FIRE SEPARATION AND EXITING DIAGRAM
SCALE: 1/32" = 1'-0"



1 FIRST FLOOR FIRE SEPARATION AND EXITING DIAGRAM
SCALE: 1/32" = 1'-0"

FIRE SEPARATION GENERAL NOTES

A. REFER TO SHEET A4-01 FOR ALL WALL TYPE DESIGNATIONS AND CONSTRUCTION ASSEMBLIES, TYP

LEGEND

← — → = TRAVEL DISTANCE

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGW ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

FIRE SEPARATION, EXITING DIAGRAMS & UNIT MIX

PLAN NORTH

PD-01

ACCESSIBLE UNIT SCHEDULE				
UNIT TYPE	TOTAL # OF UNITS	REQUIRED # OF UNITS	ACTUAL # OF UNITS	LOCATION OF UNITS
TYPE A	138	20%	28	308, 313, 315, 317, 320, 322, 332, 408, 413, 415, 417, 420, 422, 432, 508, 513, 515, 517, 520, 522, 532, 602, 608, 613, 617, 620, 622, 632
TYPE B		ALL OTHERS	110	ALL UNITS EXCLUDING THOSE LISTED ABOVE
VISUAL ALARMS (CONDUIT ONLY)		20% TYPE A	6	322, 408, 432, 513, 517, 622
		20% TYPE B	22	302, 304, 307, 316, 318, 329, 402, 404, 407, 416, 429, 502, 504, 507, 516, 518, 529, 604, 607, 616, 618, 629
		TOTAL	28	

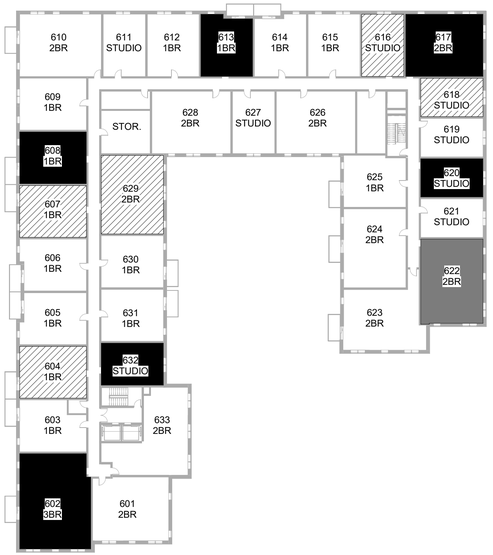
GENERAL NOTES
A. See enlarged unit plans for details.
B. See accessibility clearance diagrams on sheet H0-2 for clearance requirements at fixtures.

ACCESSIBLE UNIT DISTRIBUTION MATRIX										
	TOTAL UNITS					TYPE 'A' UNITS 20% OF TOTAL				
	STUDIO 1 BATH	1 BEDRM 1 BATH	2 BEDRM 2 BATH	3 BEDRM 2 BATH	DUPLEX 2 BEDRM	STUDIO 1 BATH	1 BEDRM 1 BATH	2 BEDRM 2 BATH	3 BEDRM 2 BATH	DUPLEX 2 BEDRM
NUMBER OF UNITS GROUND FLOOR	0	0	0	0	5	0	0	0	0	0
NUMBER OF UNITS SECOND FLOOR	0	1	0	1	0	0	0	0	0	0
NUMBER OF UNITS THIRD FLOOR	9	13	9	1	0	2	3	2	0	0
NUMBER OF UNITS FOURTH FLOOR	8	14	10	1	0	2	3	2	0	0
NUMBER OF UNITS FIFTH FLOOR	8	14	10	1	0	2	3	2	0	0
NUMBER OF UNITS SIXTH FLOOR	8	14	10	1	0	2	2	2	1	0
TOTAL	33	56	39	5	5	8	11	8	1	0
TOTAL PROJECT	138					28				
20% IAC COMPLIANCE	**27.6 UNITS REQUIRED - 28 UNITS PROVIDED**									

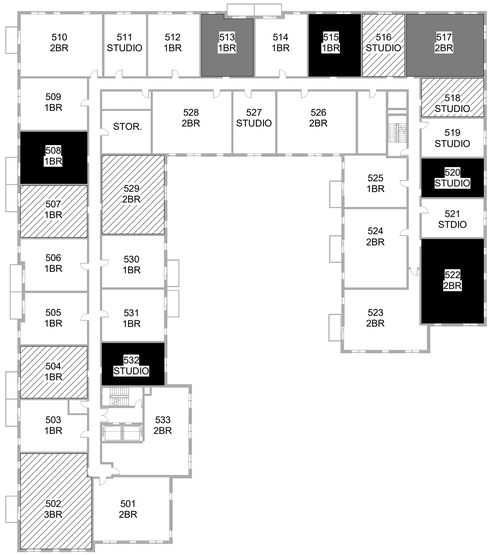
GENERAL NOTES
A. See floor plans for Type 'A' unit designations.

UNIT TYPE LEGEND

- = TYPE "A"
- = TYPE "A" W/ CONDUIT
- = TYPE "B"
- = TYPE "B" W/ CONDUIT

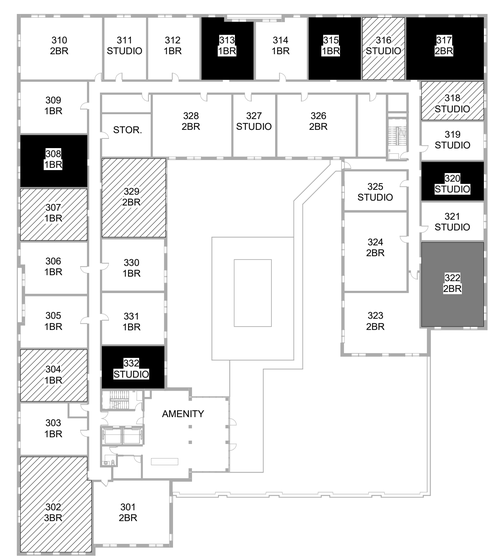


5 SIXTH FLOOR UNIT DIAGRAM
SCALE: 1/32" = 1'-0"



4 FIFTH FLOOR UNIT DIAGRAM
SCALE: 1/32" = 1'-0"

3 FOURTH FLOOR UNIT DIAGRAM
SCALE: 1/32" = 1'-0"



2 THIRD FLOOR UNIT DIAGRAM
SCALE: 1/32" = 1'-0"

1 PARTIAL SECOND FLOOR UNIT DIAGRAM
SCALE: 1/32" = 1'-0"

SGV ARCHITECTURE & DESIGN

Unit Data

750 Curtiss St

9/25/2024

Unit Type	Unit Label	Rentable Area	Count per Floor	Count per Building	Mix
Duplex 2BR			**5**	**5**	**4%**
	D1	**1,396**	**1**	**1**	
	D2	**1,396**	**1**	**1**	
	D3	**1,396**	**1**	**1**	
	D4	**1,396**	**1**	**1**	
	D5	**1,430**	**1**	**1**	
Studio			**9**	**33**	**24%**
	x11	**590**	**1**	**4**	
	x16	**590**	**1**	**4**	
	x18	**540**	**1**	**4**	
	x19	**540**	**1**	**4**	
	x20	**540**	**1**	**4**	
	x21	**540**	**1**	**4**	
	325	**550**	**1**	**1**	
	x27	**590**	**1**	**4**	
	x32	**593**	**1**	**4**	
1 Bedroom			**14**	**56**	**41%**
	x03	**662**	**1**	**5**	
	x04	**719**	**1**	**4**	
	x05	**719**	**1**	**4**	
	x06	**719**	**1**	**4**	
	x07	**719**	**1**	**4**	
	x08	**719**	**1**	**4**	
	x09	**744**	**1**	**4**	
	x12	**720**	**1**	**4**	
	x13	**720**	**1**	**4**	
	x14	**720**	**1**	**4**	
	x15	**720**	**1**	**4**	
	x25	**719**	**1**	**3**	
	x30	**720**	**1**	**4**	
	x31	**720**	**1**	**4**	
2 Bedroom			**10**	**39**	**28%**
	x01	**1,085**	**1**	**4**	
	x10	**1,078**	**1**	**4**	
	x17	**1,078**	**1**	**4**	
	x22	**1,168**	**1**	**4**	
	x23	**1,128**	**1**	**4**	
	x24	**1,079**	**1**	**4**	
	x26	**1,089**	**1**	**4**	
	x28	**1,089**	**1**	**4**	
	x29	**1,089**	**1**	**4**	
	x33	**1,162**	**1**	**3**	
3 Bedroom			**1**	**5**	**4%**
	x02	**1,414**	**1**	**5**	
Average Unit Size	**839**		**Total**	**138**	

0 8' 16' 32' 64'
SCALE: 1/32" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGV ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgvarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

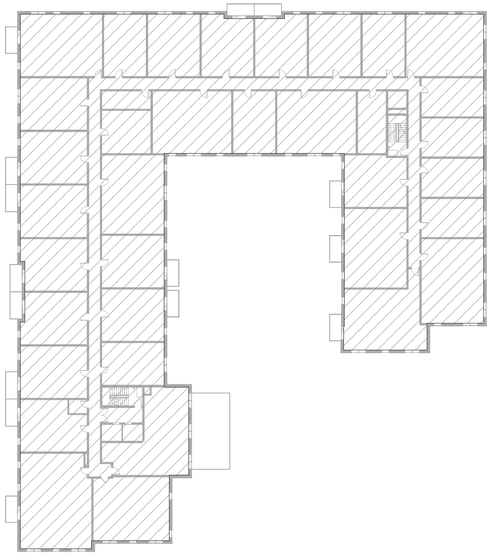
750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

ACCESSIBILITY DIAGRAMS & ADA UNIT MIX

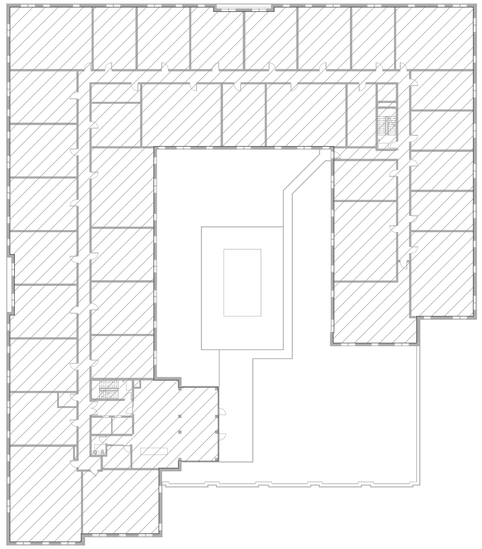
PLAN NORTH

PD-02



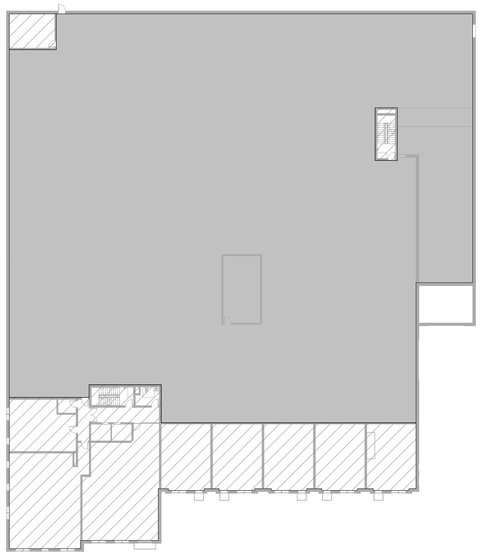
4 FOURTH - SIXTH FLOOR AREA DIAGRAM

SCALE: 1/32" = 1'-0"



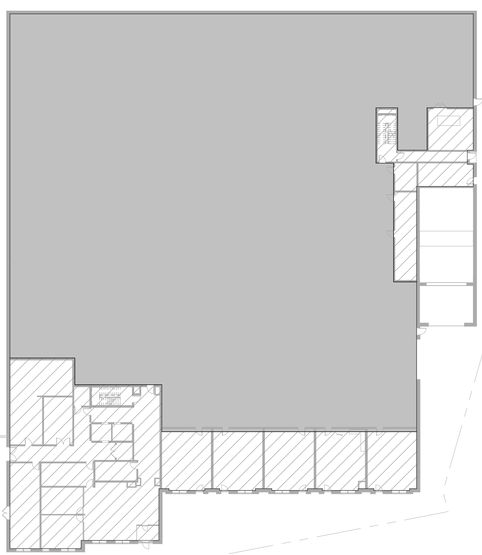
3 THIRD FLOOR AREA DIAGRAM

SCALE: 1/32" = 1'-0"



2 SECOND FLOOR AREA DIAGRAM

SCALE: 1/32" = 1'-0"



1 FIRST FLOOR AREA DIAGRAM

SCALE: 1/32" = 1'-0"

FLOOR AREA CALCULATION:

FIRST FLOOR (RESIDENTIAL)	= 9,770 SF
SECOND FLOOR (RESIDENTIAL)	= 8,623 SF
THIRD FLOOR (RESIDENTIAL)	= 30,355 SF
FOURTH-SIXTH FLOOR (RESIDENTIAL)	= 29,769 / FLOOR X3 FLOORS
TOTAL FAR	**= 138,055 SF**

INDICATES AREA COUNTED TOWARDS FAR

INDICATES AREA NOT COUNTED TOWARDS FAR

0 8' 16' 32' 64'

SCALE: 1/32" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGW ARCHITECTURE & DESIGN

444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

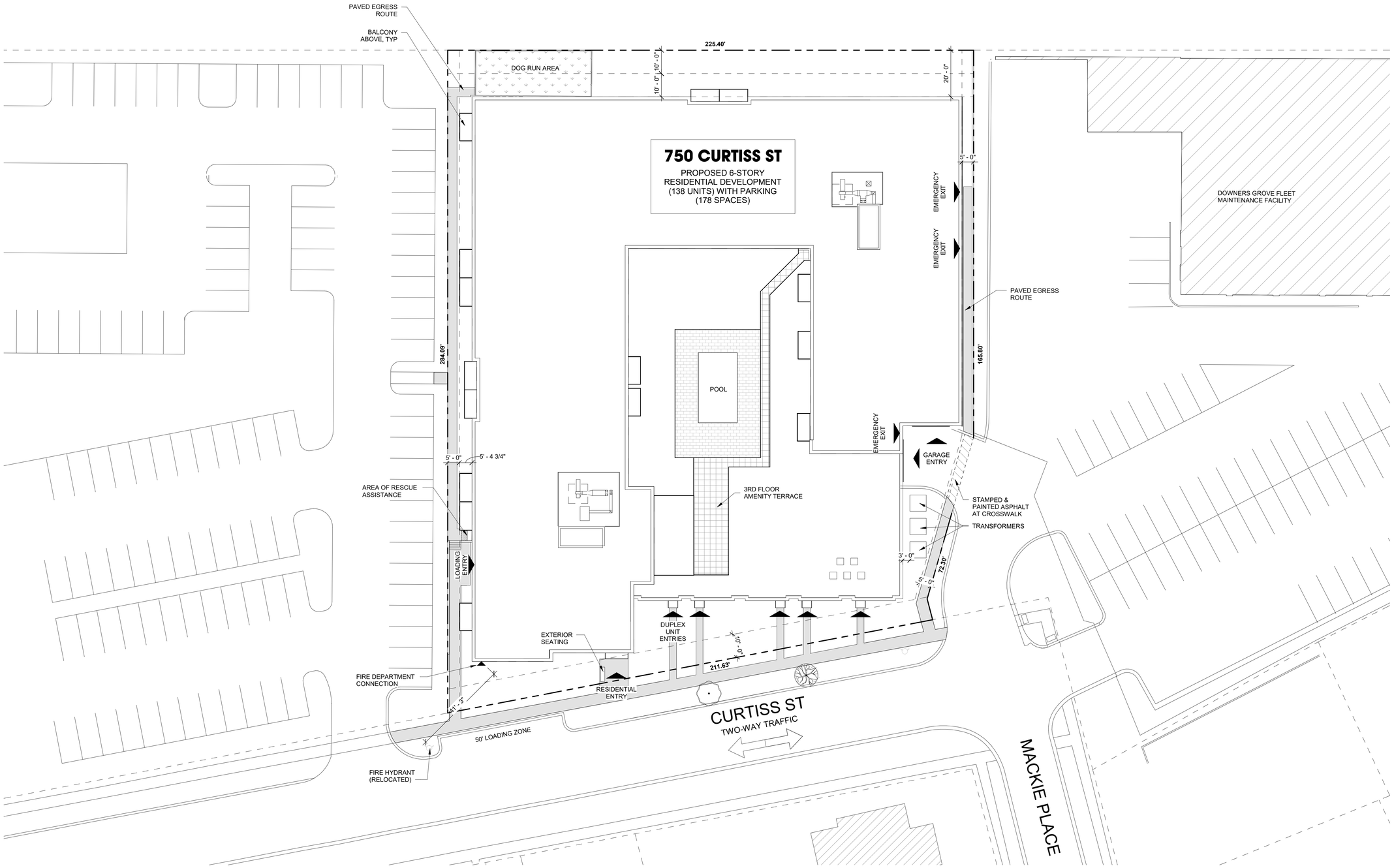
750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

AREA DIAGRAMS

PD-03

GENERAL NOTE:
SEE CIVIL AND LANDSCAPE
DRAWINGS FOR ADDITIONAL DETAILS.



1 ARCHITECTURAL SITE PLAN
SCALE: 1" = 20'-0"

0 5' 10' 20' 40'
SCALE: 1" = 20'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGV ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

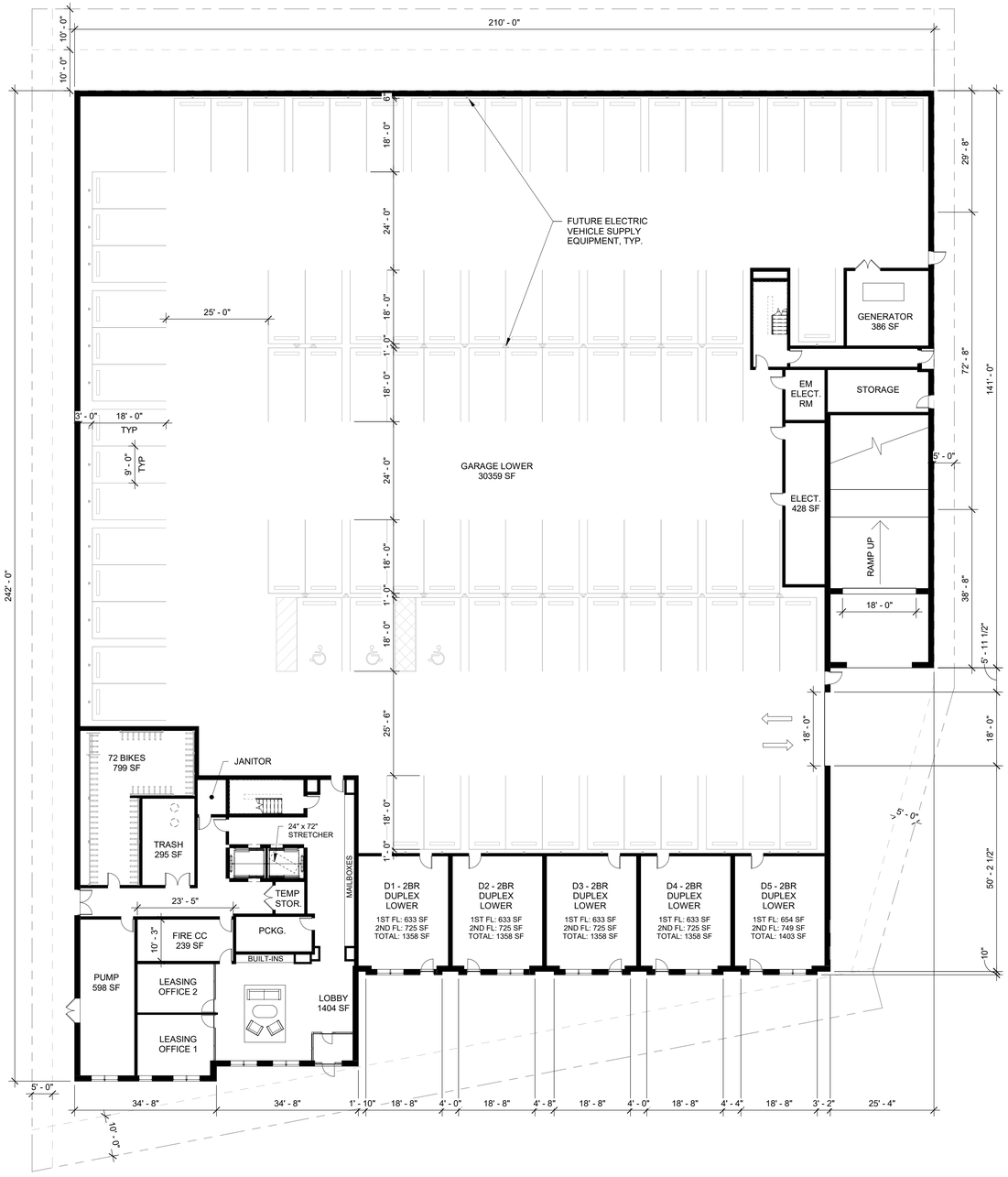
DOWNERS GROVE, ILLINOIS 60515

SITE PLAN

PLAN NORTH

PD-04

FOR REFERENCE ONLY



1 FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGW ARCHITECTURE & DESIGN

444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

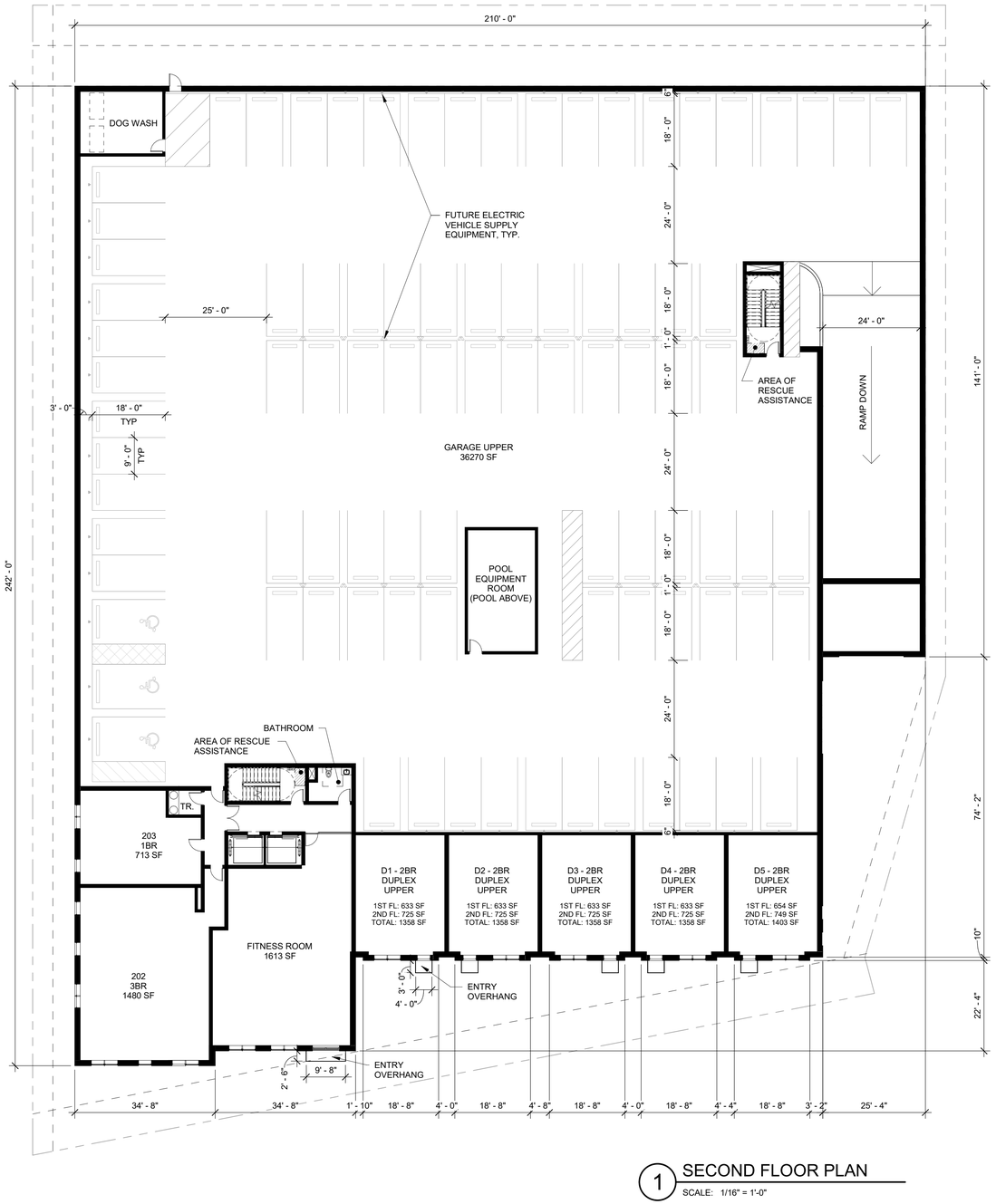
750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

FIRST FLOOR PLAN

PLAN NORTH

PD-05



1 SECOND FLOOR PLAN
SCALE: 1/16" = 1'-0"

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG
QC BY: Checker
P.M.: MS/KW
DRAWN BY: EB

SGW ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

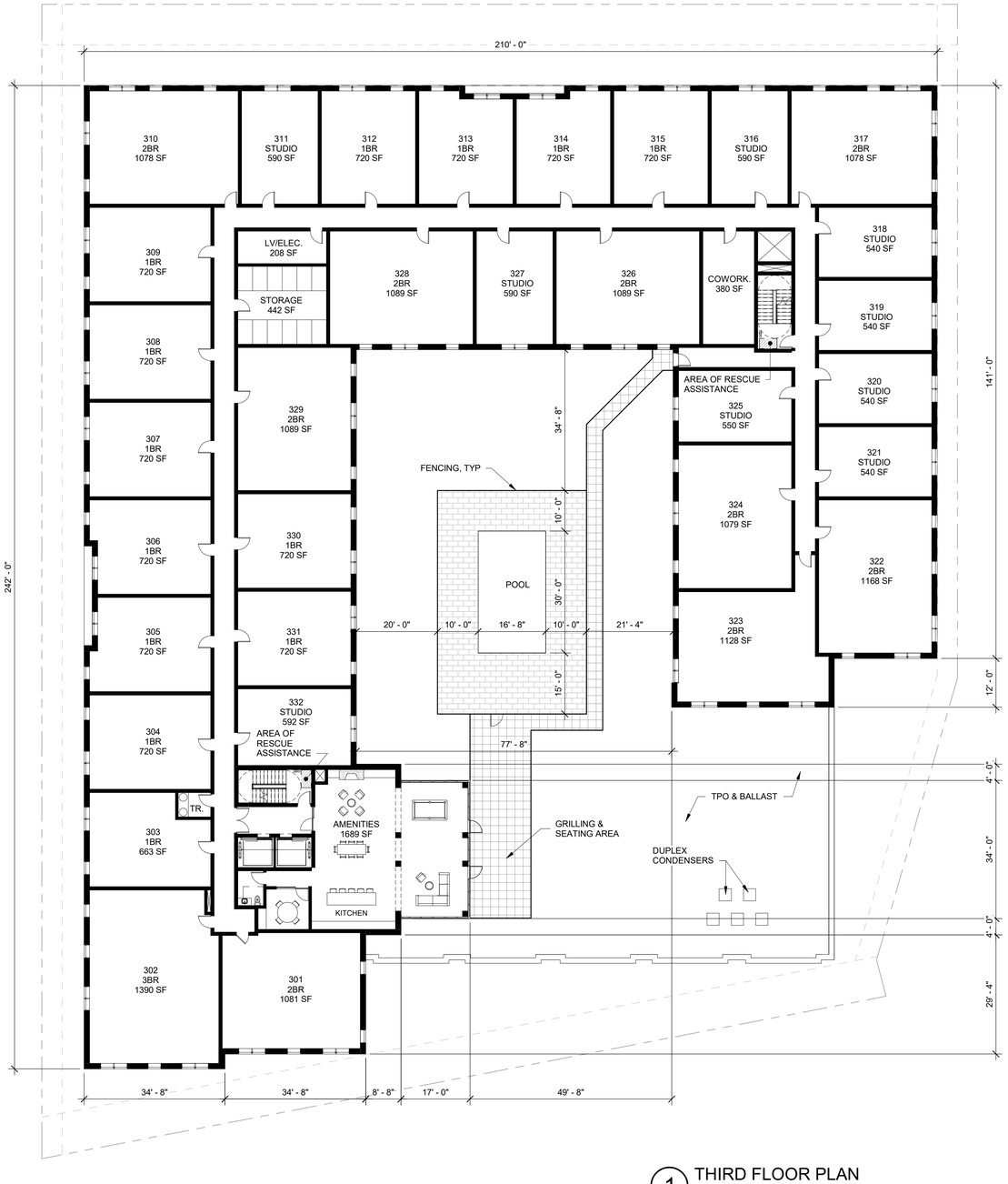
750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

SECOND FLOOR PLAN

PLAN NORTH

PD-06



1 THIRD FLOOR PLAN

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

0 4' 8' 16' 32'

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

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGW ARCHITECTURE & DESIGN

444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

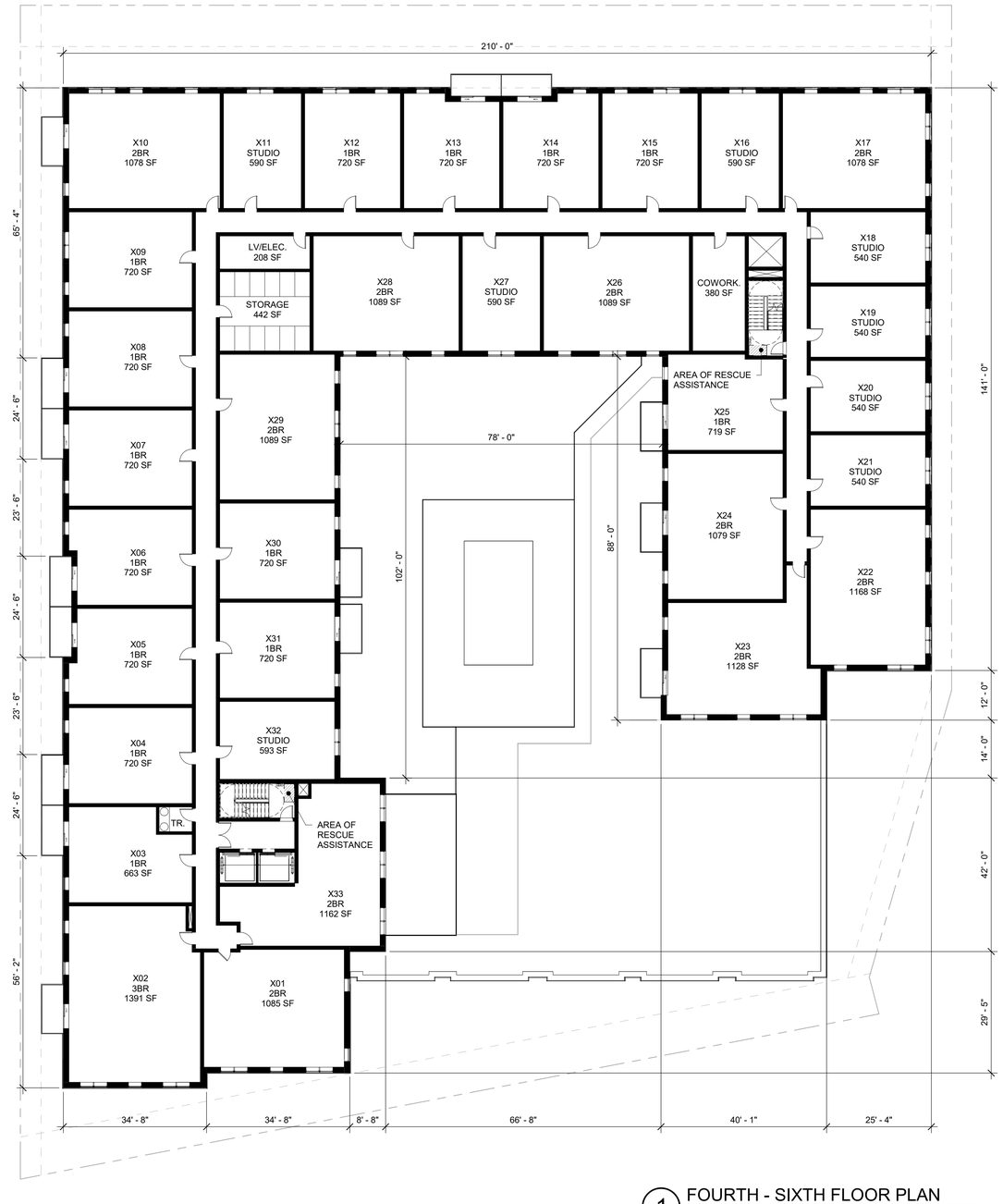
750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

THIRD FLOOR PLAN

PLAN NORTH

PD-07



1 FOURTH - SIXTH FLOOR PLAN
SCALE: 1/16" = 1'-0"

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGW ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

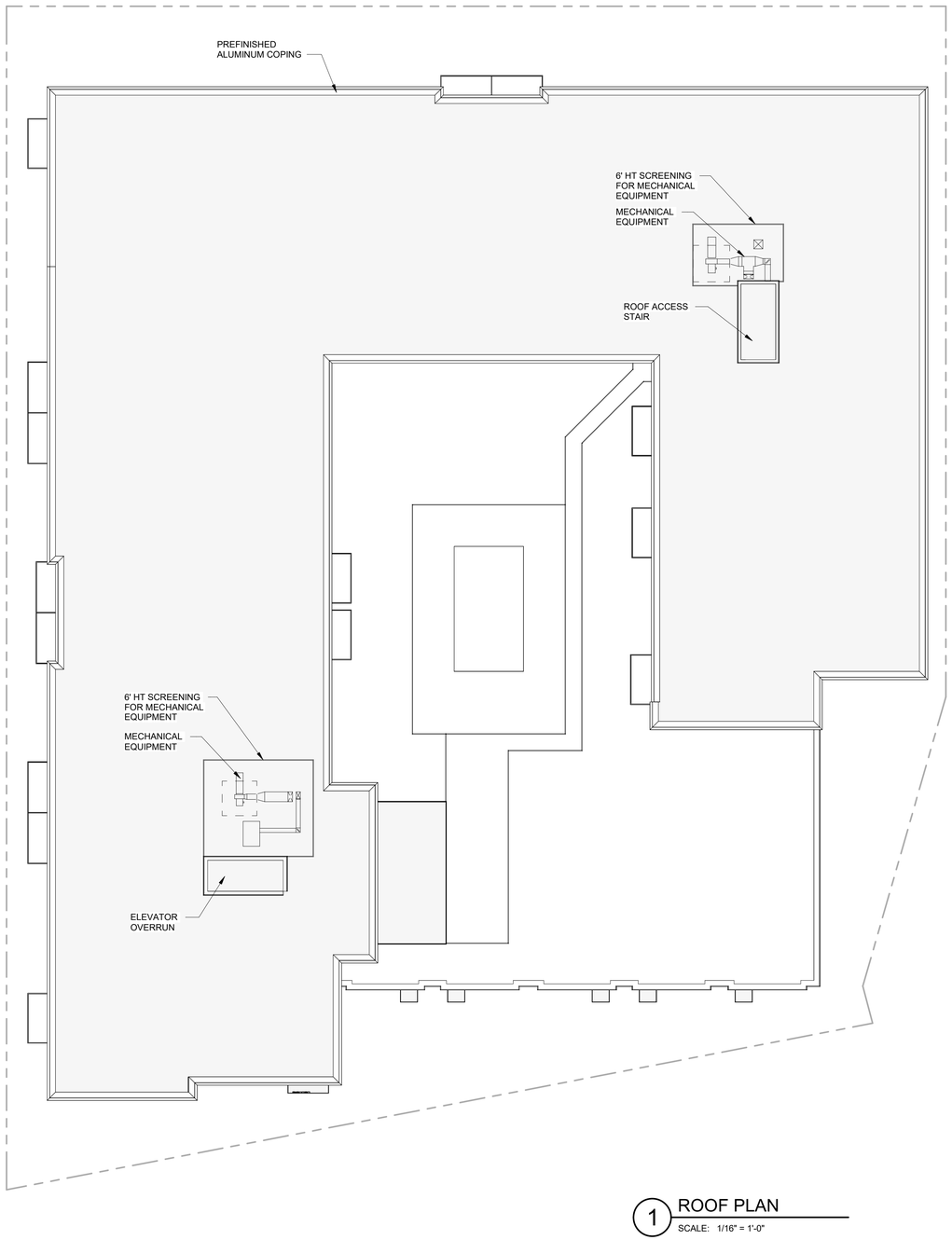
750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

FOURTH - SIXTH FLOOR PLAN

PLAN NORTH

PD-08



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

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGW ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

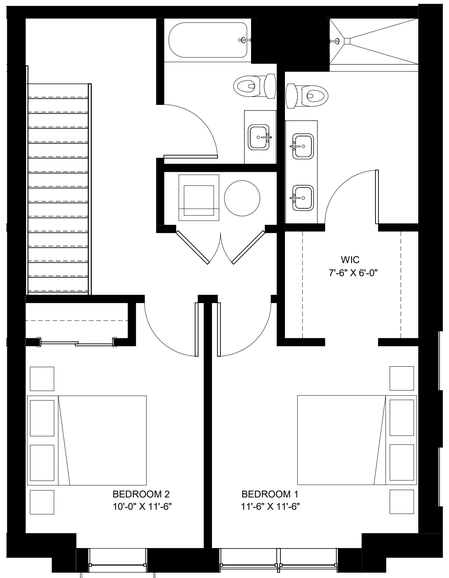
750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

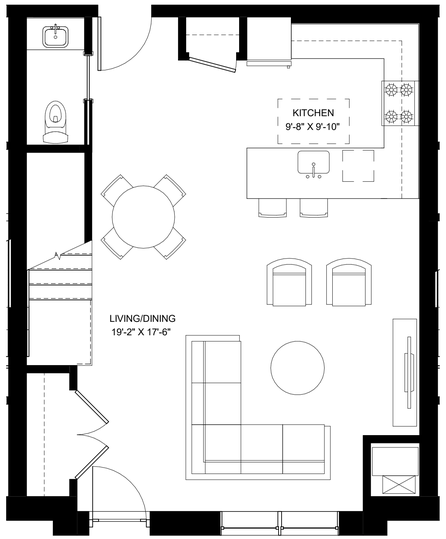
ROOF PLAN

PLAN NORTH

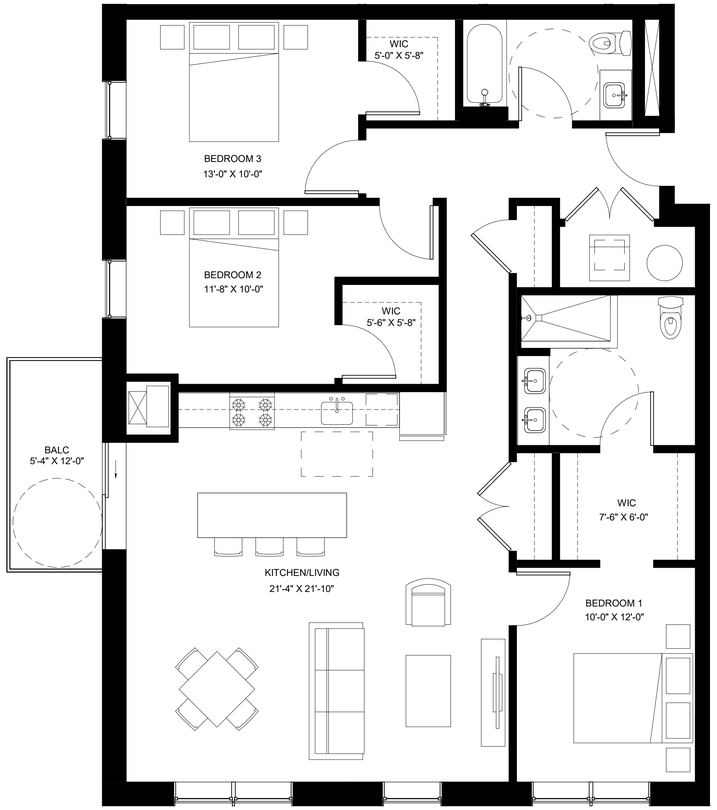
PD-09



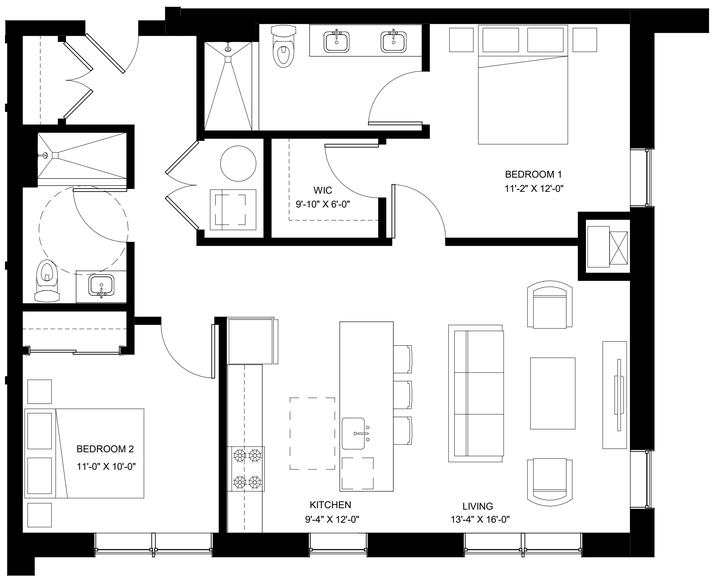
6 DUPLEX LEVEL 2
SCALE: 1/4" = 1'-0"



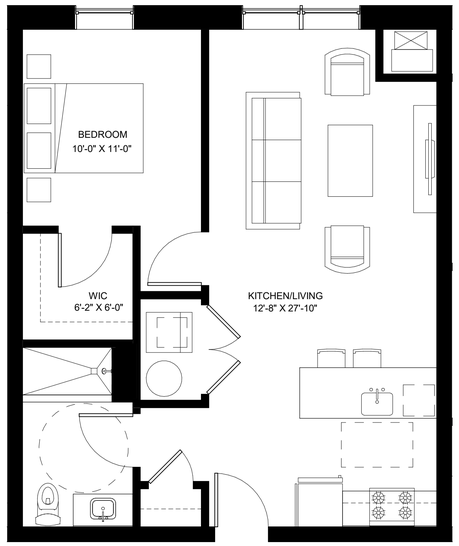
5 DUPLEX LEVEL 1
SCALE: 1/4" = 1'-0"



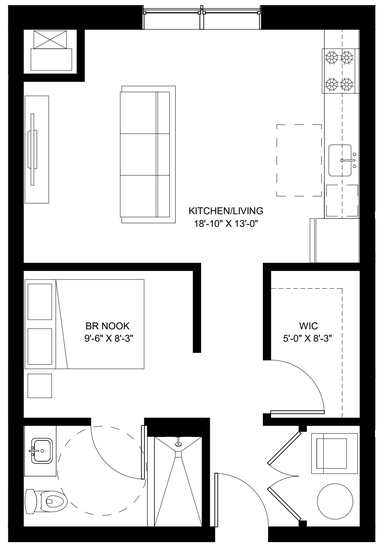
4 TYPICAL 3-BEDROOM FLOORPLAN
SCALE: 1/4" = 1'-0"



3 TYPICAL CORNER 2-BEDROOM FLOORPLAN
SCALE: 1/4" = 1'-0"



2 TYPICAL 1-BEDROOM FLOORPLAN
SCALE: 1/4" = 1'-0"



1 TYPICAL STUDIO UNIT FLOORPLAN
SCALE: 1/4" = 1'-0"

0 1' 2' 4' 8'
SCALE: 1/4" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

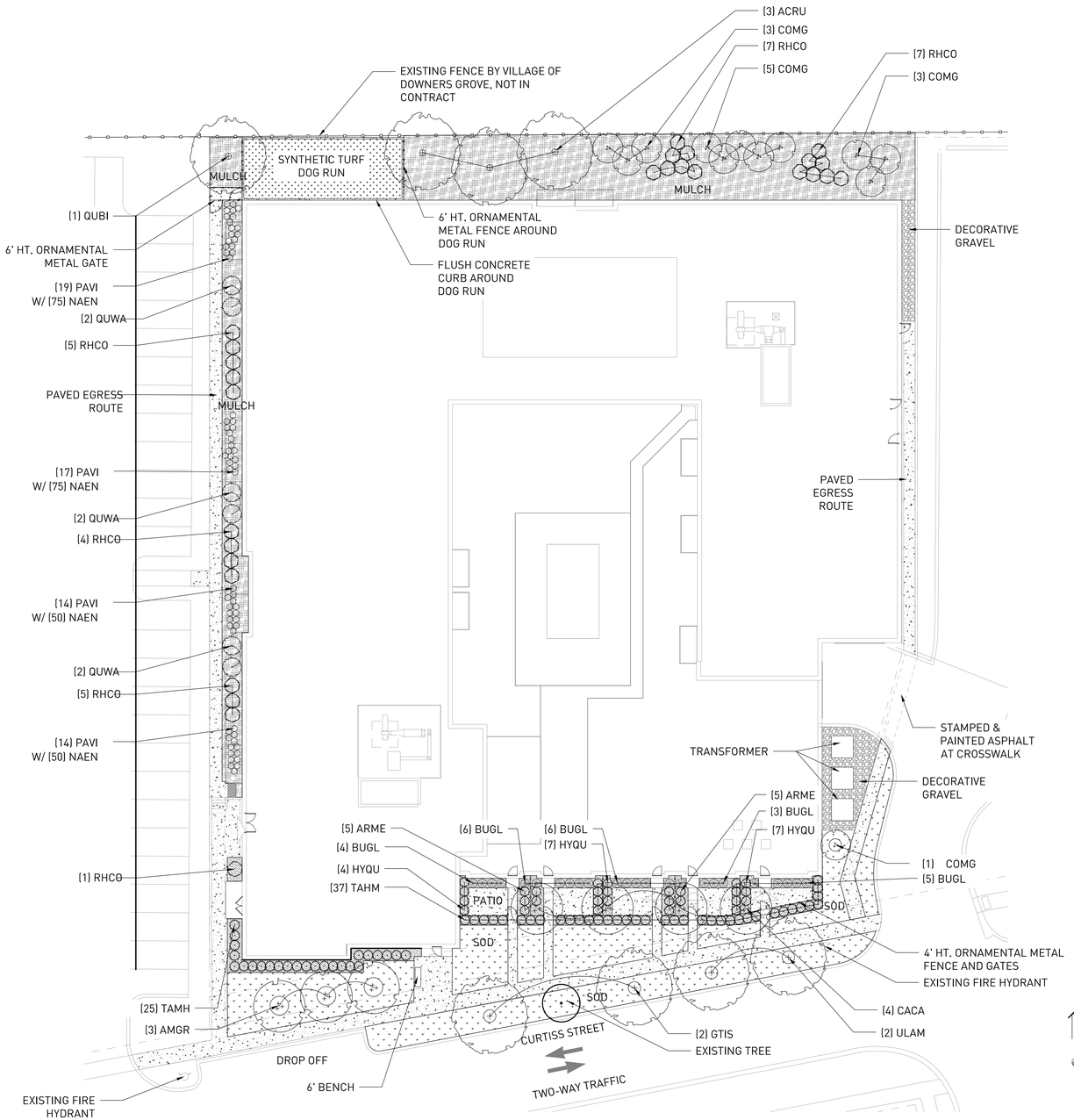
SGW ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

UNIT PLANS

PD-10



GENERAL NOTES:

1. PLANT MATERIAL SHALL BE NURSERY GROWN AND BE EITHER BALLED AND BUR-LAPPED OR CONTAINER GROWN. SIZES AND SPREADS ON PLANT LIST REPRESENT MINIMUM REQUIREMENTS.
2. THE REQUIREMENTS FOR MEASUREMENT, BRANCHING AND BALL SIZE SHALL CONFORM TO THE LATEST ADDITION OF ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
3. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUN SCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED.TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED FOR IN THE PLANT LIST AS MULTI-STEM.
4. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITH THE WORK PRODUCT, THE LANDSCAPE ARCHITECT SHALL BE PROMPTLY NOTIFIED SO THAT THEY HAVE THE OPPORTUNITY TO TAKE ANY STEPS NECESSARY TO RESOLVE THE ISSUE. FAILURE TO PROMPTLY NOTIFY THE LANDSCAPE ARCHITECT AND THE OWNER OF SUCH CONDITIONS SHALL ABSOLVE THEM FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE.
5. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE, AND REVIEWING ALL RELATED DOCUMENTS MENTIONED HEREIN, INCLUDING RELATED DOCUMENTS PREPARED BY THE PROJECT CIVIL ENGINEER AND ARCHITECT.
6. CIVIL ENGINEERING OR ARCHITECTURAL BASE INFORMATION HAS BEEN PROVIDED BY OTHERS. THE LOCATION OF VARIOUS SITE IMPROVEMENTS ON THIS SET OF DRAWINGS IS ONLY ILLUSTRATIVE AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES.
7. QUANTITY LISTS ARE SUPPLIED AS A CONVENIENCE. HOWEVER, BIDDERS AND THE INSTALLING CONTRACTOR SHOULD VERIFY ALL QUANTITIES. THE DRAWINGS SHALL TAKE PRECEDENCE OVER THE LISTS. ANY DISCREPANCIES SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT.
8. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT OF THE OWNER AND THE LANDSCAPE ARCHITECT OR IN CONTRADICTION TO THE OWNER AND THE LANDSCAPE ARCHITECT'S WORK PRODUCT OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE OWNER AND THE LANDSCAPE ARCHITECT, BUT FOR THE PARTIES RESPONSIBLE FOR THE TAKING OF SUCH ACTION.
9. REFER TO CIVIL ENGINEERING DOCUMENTS FOR DETAILED INFORMATION REGARDING SIZE, LOCATION, DEPTH AND TYPE OF UTILITIES, AS WELL AS LOCATIONS OF OTHER SITE IMPROVEMENTS, OTHER THAN LANDSCAPE IMPROVEMENTS,
10. PLANT SYMBOLS ILLUSTRATED ON THIS PLAN ARE A GRAPHIC REPRESENTATION OF PROPOSED PLANT MATERIAL TYPES AND ARE INTENDED TO PROVIDE FOR VISUAL CLARITY. HOWEVER, THE SYMBOLS DO NOT NECESSARILY REPRESENT ACTUAL PLANT SPREAD AT THE TIME OF INSTALLATION.
11. ALL PLANT SPECIES SPECIFIED ARE SUBJECT TO AVAILABILITY. MATERIAL SHORTAGES IN THE LANDSCAPE INDUSTRY MAY REQUIRE SUBSTITUTIONS. ALL SUBSTITUTIONS MUST BE APPROVED BY THE VILLAGE, LANDSCAPE ARCHITECT AND OWNER.
12. THE LANDSCAPE CONTRACTOR SHALL VERIFY LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO DIGGING BY CALLING "J.U.L.I.E." (JOINT UTILITY LOCATION FOR EXCAVATORS) 1-800-892-0123 AND ANY OTHER PUBLIC OR PRIVATE AGENCY NECESSARY FOR UTILITY LOCATION.
13. ALL BED LINES AND TREE SAUCERS SHALL REQUIRE A HAND SPADED EDGE BETWEEN LAWN AND MULCHED AREAS.
14. GRADING SHALL PROVIDE SLOPES WHICH ARE SMOOTH AND CONTINUOUS. POSITIVE DRAINAGE SHALL BE PROVIDED IN ALL AREAS. SOD SHALL BE MINERAL BASE ONLY.
15. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR ONE (1) YEAR FROM THE DATE OF ACCEPTANCE.
16. ALL COMPLETED PLANTING BEDS AND TREE SAUCERS, EXCEPT FOR GROUNDCOVER BEDS, SHALL BE MULCHED WITH THREE (3) INCHES OF UN-DYED SHREDDED HARDWOOD BARK. ALL GROUNDCOVER BEDS SHALL BE MULCHED WITH THREE (3) INCHES OF PINE BARK FINES.

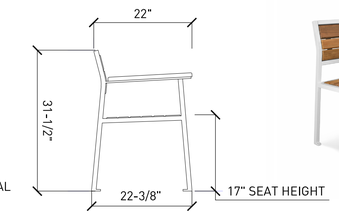
LANDSCAPE LEGEND-ON GRADE

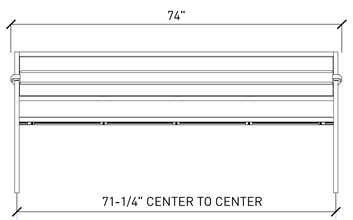
SYMBOL	DESCRIPTION	DETAIL
	SOD	
	PERENNIAL PLANTING	
	SHREDDED HARDWOOD BARK MULCH	
	SYNTHETIC TURF (DOG RUN)	
	SHADE TREE	
	ORNAMENTAL TREE	
	EVERGREEN TREE	
	EVERGREEN SHRUB	
	DECIDUOUS SHRUB	
	ORNAMENTAL GRASSES	
	ORNAMENTAL METAL FENCE (4' HT.)	
	CONCRETE PATIO	

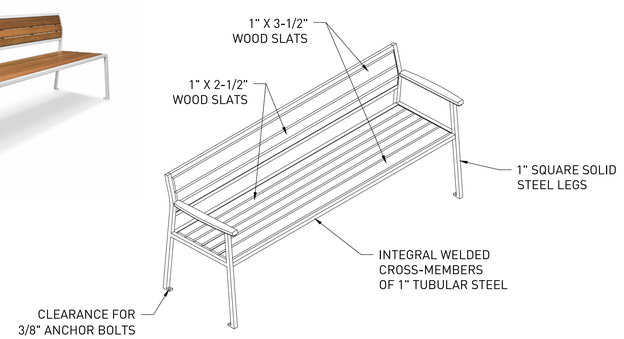
LANDSCAPE PLANT SCHEDULE

Prepared by Omni Workshop

Code	Quantity	Latin Name	Common Name	Size	Spacing	Notes
Shade Trees						
ACRU	3	*Acer rubrum 'Frank Jr.'*	Redpointe Red Maple	2.5" cal., B&B	on plans	Spring Dig only, speciman quality
GTIS	2	*Gleditsia triacanthos var. inermis 'Skyline'*	Skyline Thornless Honeylocust	3" cal., B&B	on plans	speciman quality
QUBI	1	*Quercus bicolor*	Swamp White Oak	3" cal., B&B	on plans	Spring Dig only, speciman quality
QUWA	6	*Quercus x warei 'Nadler'*	Kindred Spirit Oak	3" cal.	on plans	Spring Dig Only, Specimen Quality
ULAM	2	*Ulmus americana 'Princeton'*	Princeton Elm	3" cal.	on plans	Specimen Quality
Ornamental Trees						
AMGR	3	*Amelanchier x grandiflora 'Autumn Brilliance'*	Autumn Brilliance Serviceberry	6'-8' ht. multi-stem	on plans	Spring Dig Only, Specimen Quality, 5-7 stems
CACA	4	*Carpinus caroliniana 'JN Strain'*	Wisconsin Red American Hornbeam	3" cal., B&B	on plans	Specimen Quality
COMG	12	*Cornus mas 'Golden Glory'*	Golden Glory Cornelian Cherry Dogwood	6'-8' ht., B&B	on plans	Spring Dig Only, Specimen Quality
Evergreen Shrubs						
BUGL	24	*Buxus 'Glencoe'*	Chicagoland Green Boxwood	#3 cont.	36" o.c.	
TAMH	62	*Taxus x media 'Hicksii'*	Hicks Yew	#5 cont.	36" o.c.	
Deciduous Shrubs						
ARME	10	*Aronia melanocarpa 'Morton'*	Iroquois Beauty Black Chokeberry	#3 cont.	36" o.c.	
HYQU	18	*Hydrangea quercifolia 'Ruby Slippers'*	Ruby Slippers Oakleaf Hydrangea	#7 cont.	48" o.c.	
RHCO	29	*Rhus copallina var. latifolia 'Morton'*	Prairie Flame Shining Sumac	#7 cont.	60" o.c.	
Ornamental Grasses						
PAVI	64	*Panicum virgatum 'Shenandoah'*	Shenandoah Red Switch Grass	#2 cont.	24" o.c.	
Bulbs						
NAEN	250	*Narcissus 'Endless Sensation Mix'*	Endless Sensation Mix Daffodil	bulb	drifts	mix with PAVI







VICTORY STANLEY - STELLA OF SUNNE COLLECTION
6' LENGTH WOOD SLATS BENCH

0 5' 10' 20' 40'
SCALE: 1/20" = 1'-0"

OMNI WORKSHOP

NOT FOR CONSTRUCTION

NO	DATE	ISSUE DESCRIPTION
4	09/27/2024	REVISED PUD SUBMITTAL
3	06/14/2024	REVISED PUD SUBMITTAL
2	04/26/2024	PUD RE-SUBMITTAL
1	04/12/2024	PUD SUBMITTAL

PRINCIPAL: MS P.M.: ADW
QC BY: ADW DRAWN BY: YW

SGW ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

PRELIMINARY LANDSCAPE PLAN

PLAN NORTH

PD-L-100

2 WEST ELEVATION

SCALE: 3/32" = 1'-0"

1 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

0 2' 4' 8' 16'

SCALE: 3/32" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGW ARCHITECTURE & DESIGN

444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

BUILDING ELEVATIONS

PD-11

2 EAST ELEVATION
SCALE: 3/32" = 1'-0"

1 NORTH ELEVATION
SCALE: 3/32" = 1'-0"

0 2' 4' 8' 16'
SCALE: 3/32" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

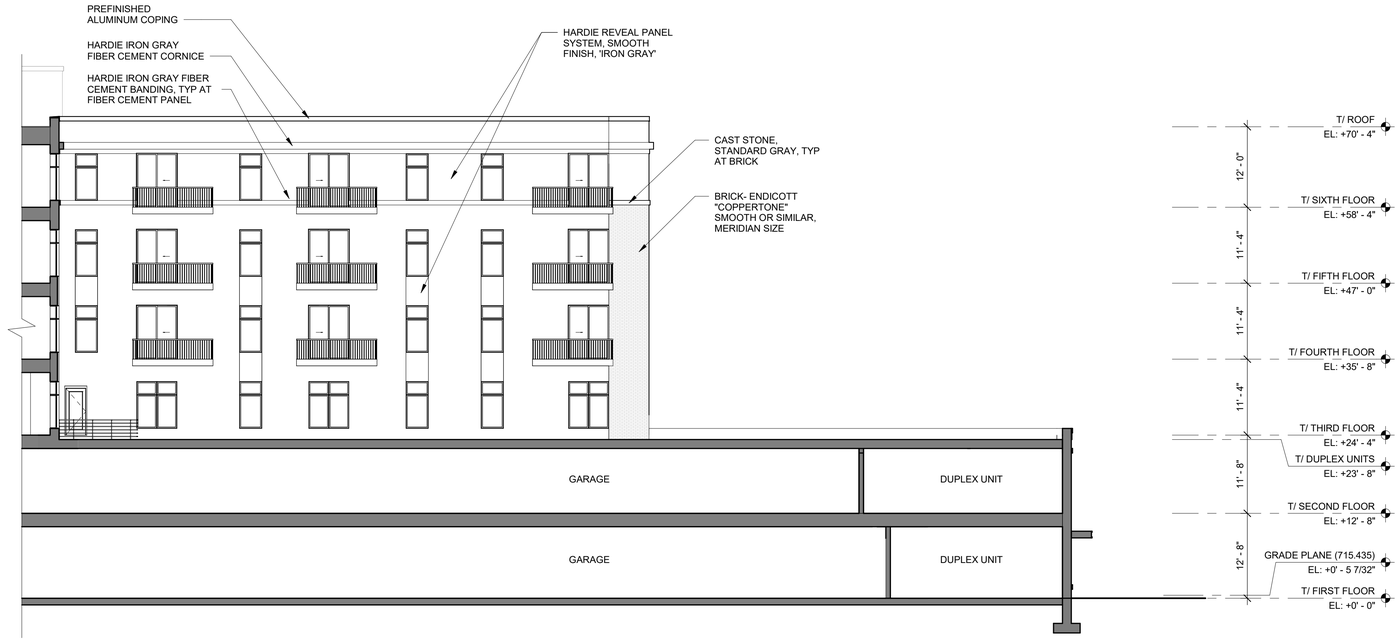
SGV ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

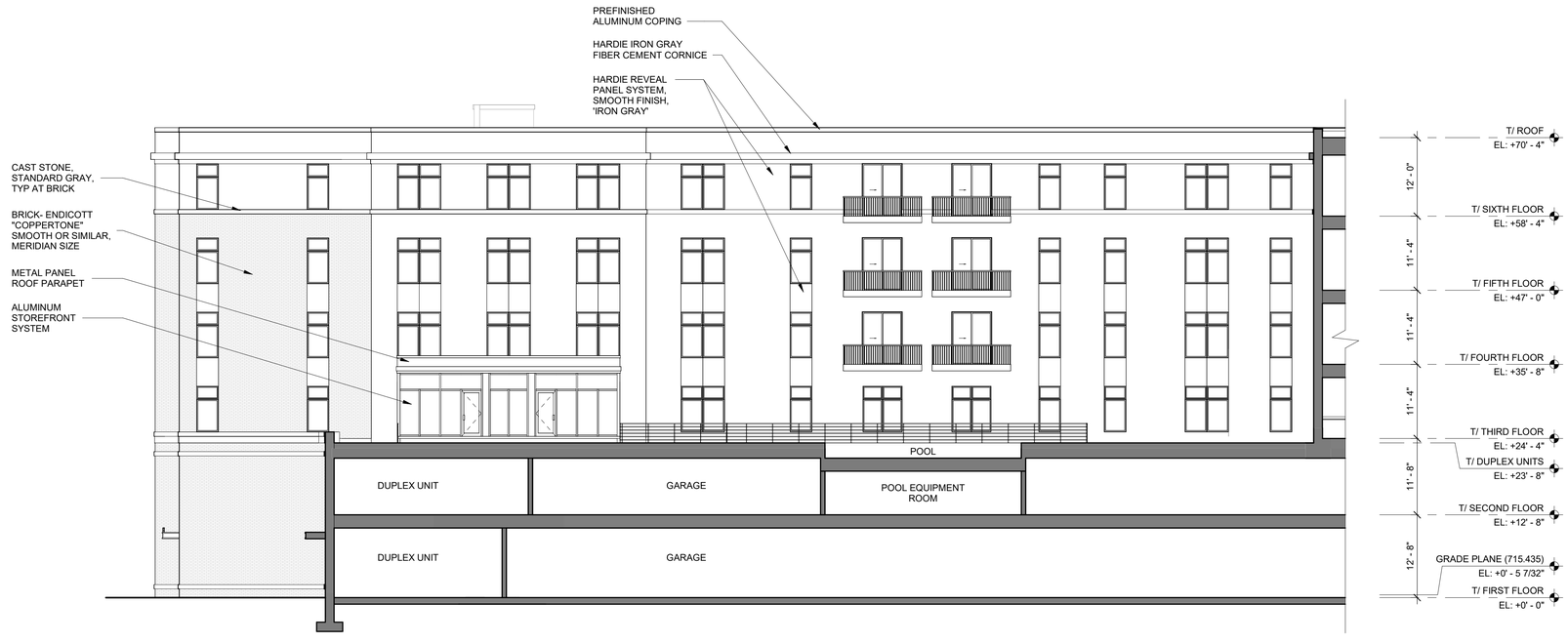
BUILDING ELEVATIONS

PD-12



2 COURTYARD ELEVATION - FACING EAST

SCALE: 3/32" = 1'-0"



1 COURTYARD ELEVATION - FACING WEST

SCALE: 3/32" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL:	JG	P.M.: MS/KW
QC BY:	Checker	DRAWN BY: EB

SGW ARCHITECTURE & DESIGN

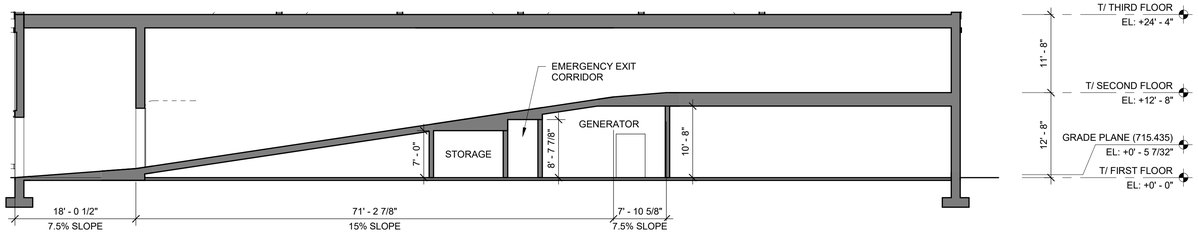
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

PARTIAL ELEVATIONS

PD-13

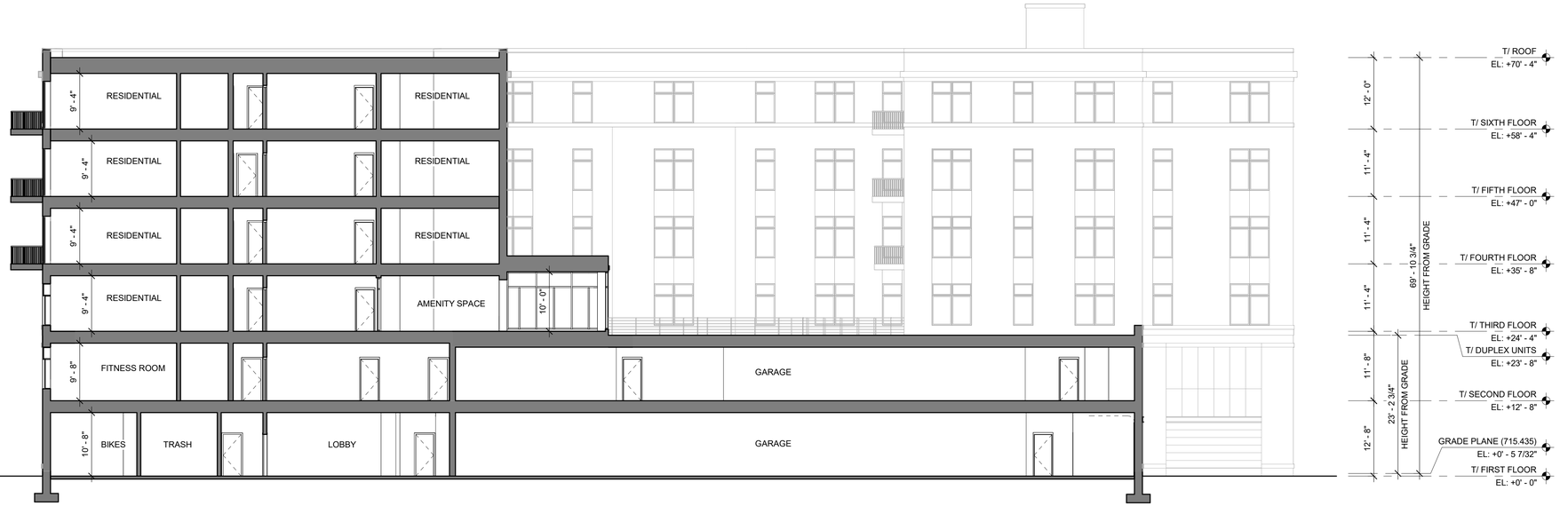


3 BUILDING SECTION THROUGH RAMP

SCALE: 3/32" = 1'-0"

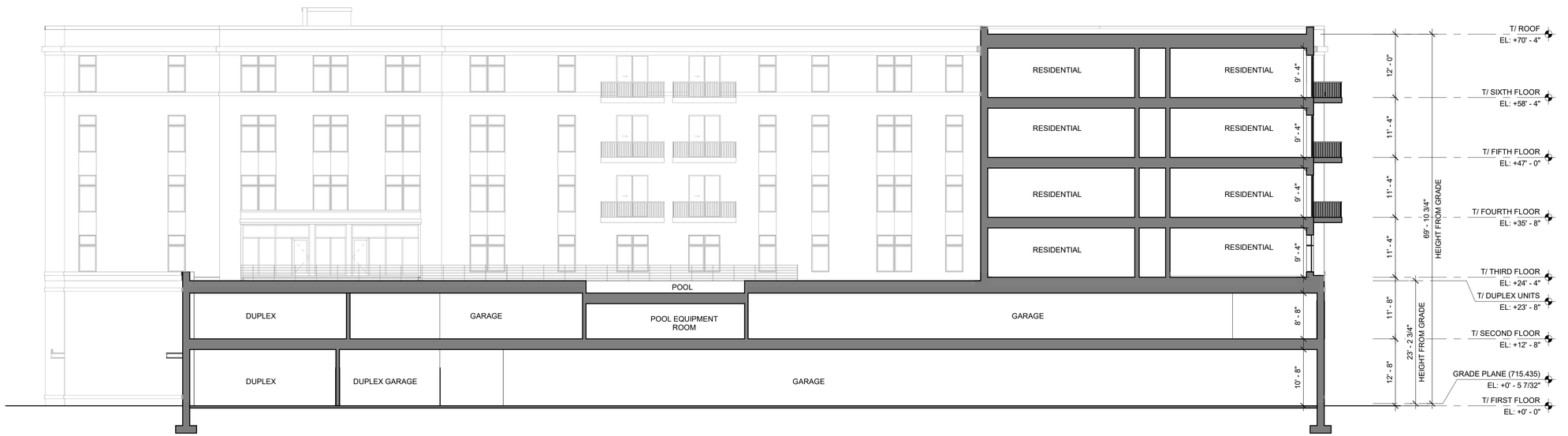
0 2' 4' 8' 16'

SCALE: 3/32" = 1'-0"



2 BUILDING SECTION EAST-WEST

SCALE: 3/32" = 1'-0"



1 BUILDING SECTION NORTH-SOUTH

SCALE: 3/32" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGV ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

BUILDING SECTIONS

PD-14

4 SOUTHEAST PERSPECTIVE
NOT TO SCALE

3 ENTRY PERSPECTIVE
NOT TO SCALE

2 NORTHWEST PERSPECTIVE
NOT TO SCALE

1 SOUTHWEST PERSPECTIVE
NOT TO SCALE

NO	DATE	ISSUE DESCRIPTION
5	10/24/2024	PUD COMMENTS
4	10/10/2024	PUD COMMENTS
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGW ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

RENDERINGS

PD-15

Traffic Impact Study
750 Curtiss Street
Downers Grove, Illinois

Prepared For:

LCI Development Partners

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

October 11, 2024

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Downers Grove, Illinois. The site is located at 750 Curtiss Street and is proposed to contain 138 apartments and 178 parking spaces with access provided off Curtiss Street aligned opposite Mackie Place.

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.

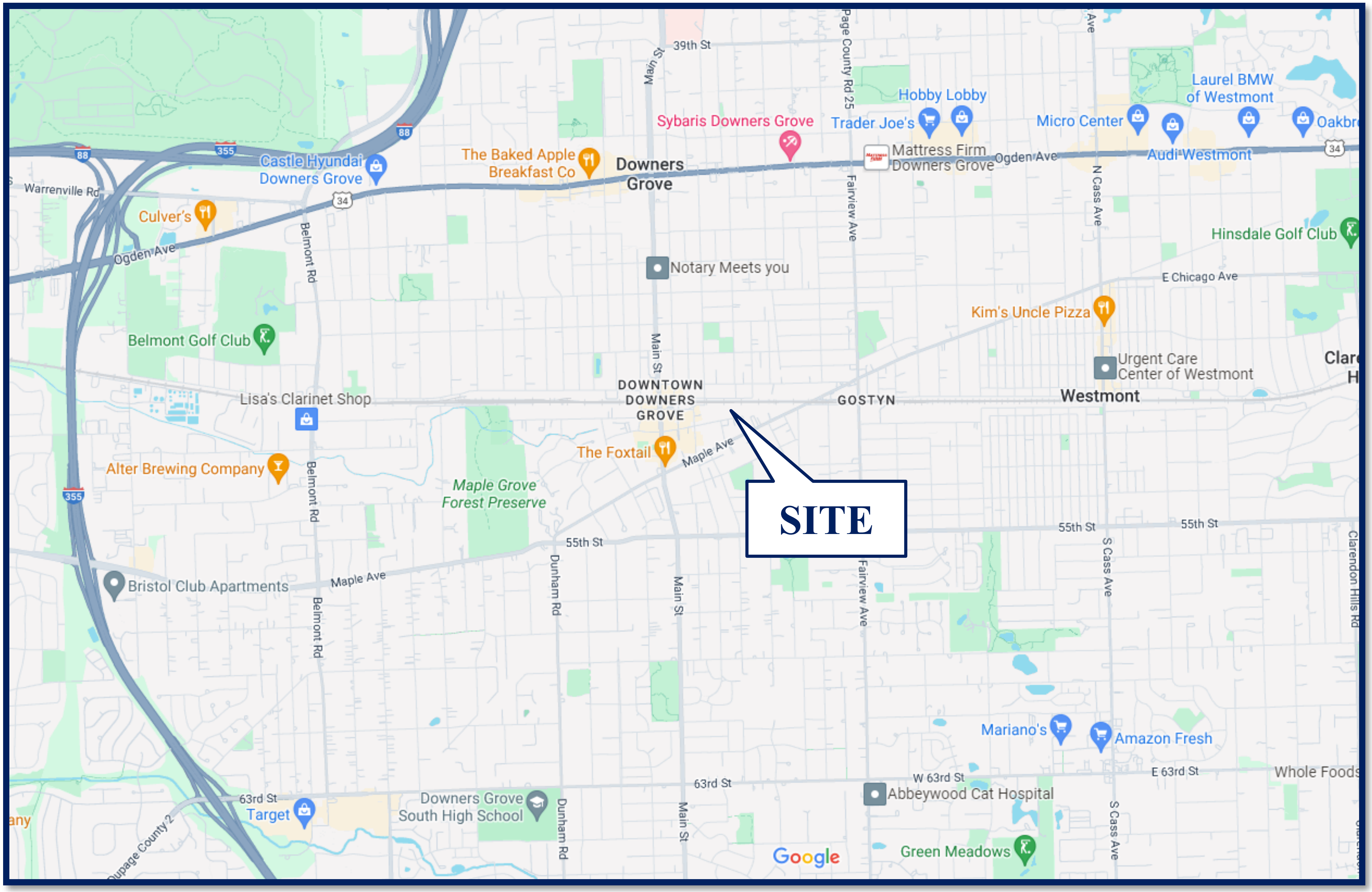
The sections of this report present the following:

- 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

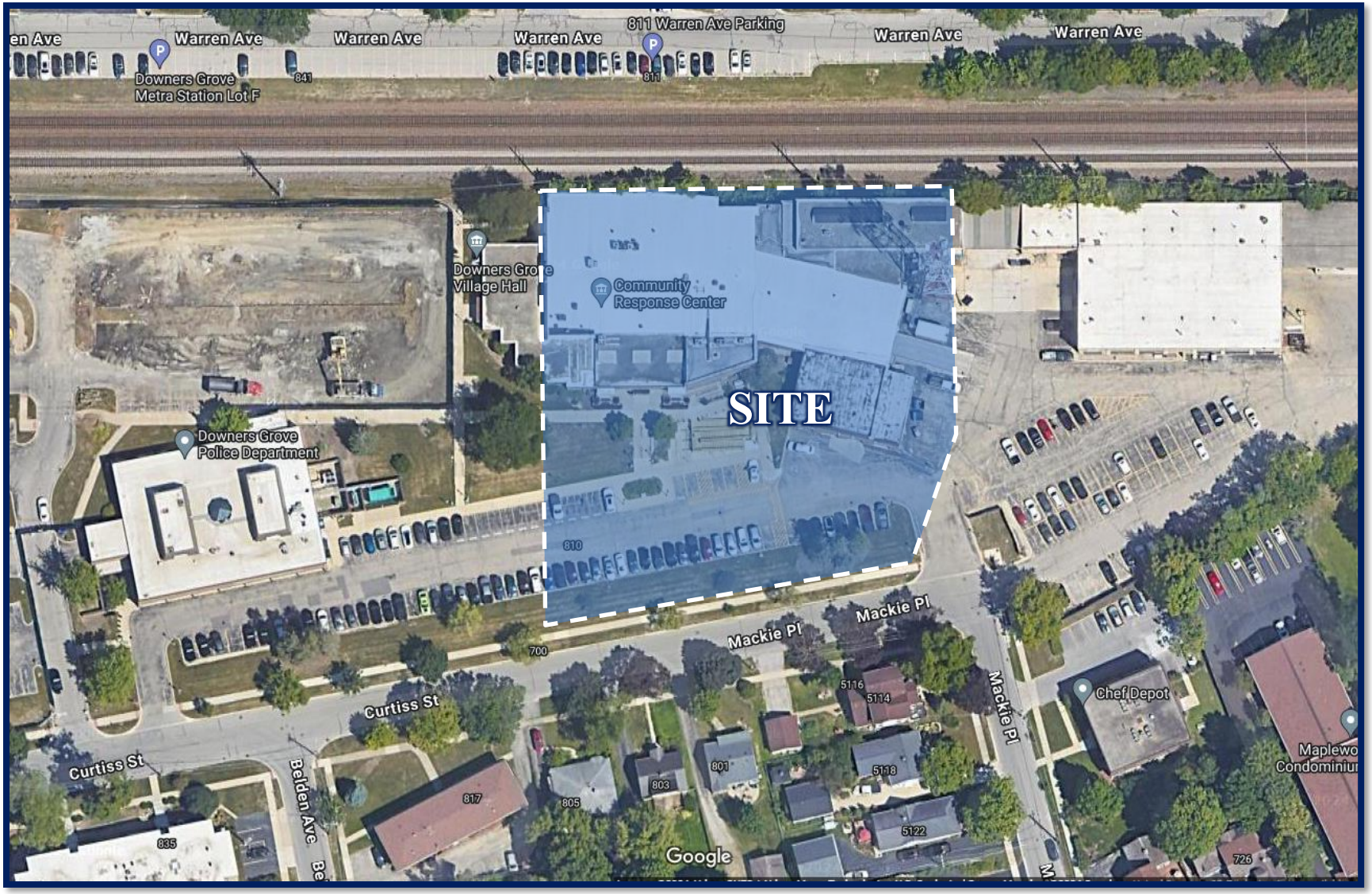
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

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

2. 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

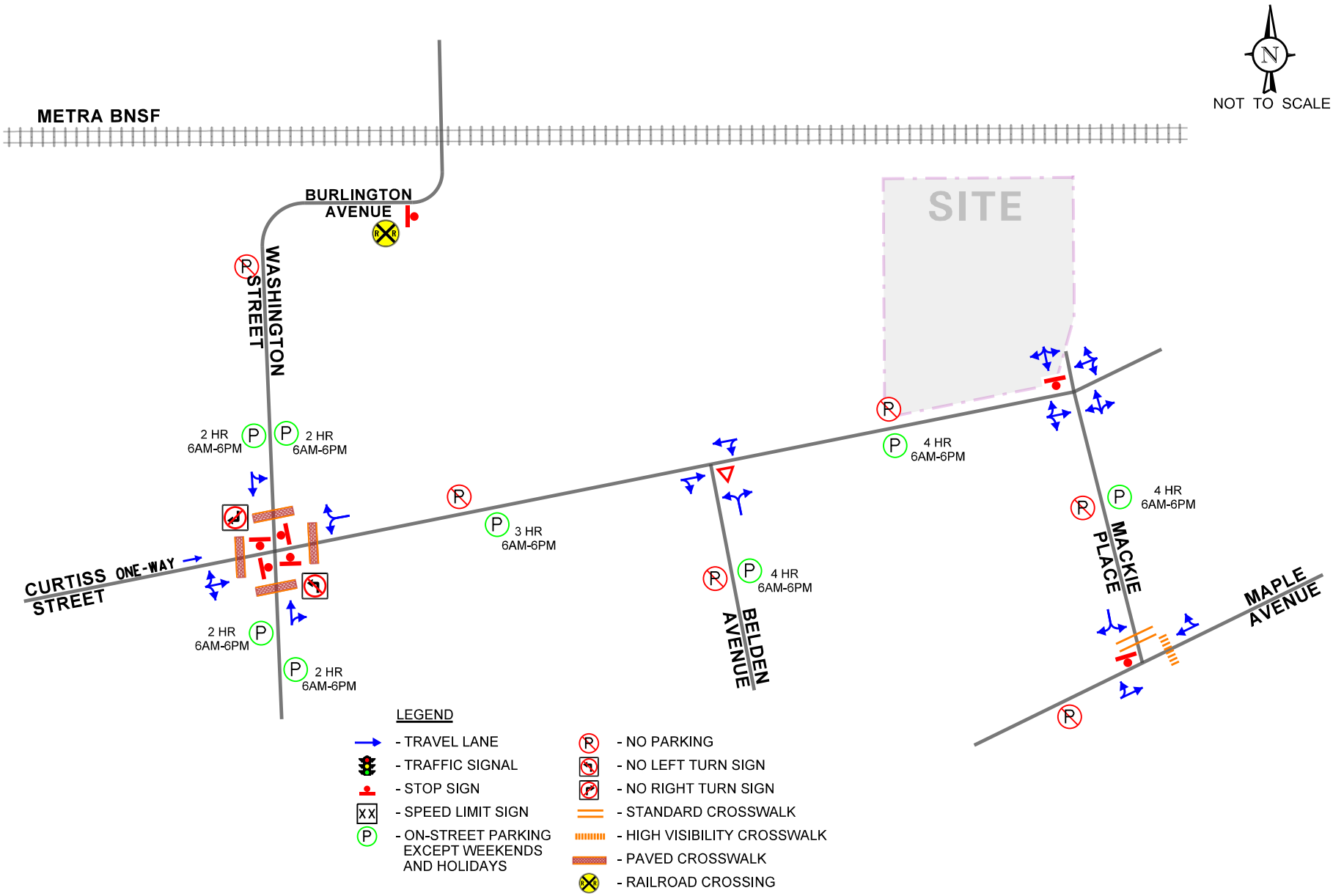
The site is currently occupied by the former Downers Grove civic center and its associated parking lot. Land uses in the vicinity of the site include the Metra Burlington Northern Santa Fe railway to the north, the Downers Grove fleet management yards to the east, the Downers Grove Civic Center to the west, and residential homes to the south. Furthermore, the site is located approximately 0.30 miles southeast of the Downers Grove Metra station for the BNSF Commuter Railway.

Existing Roadway System Characteristics

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

Curtiss Street is an east-west roadway. West of Washington Street, Curtiss Street is a one-way eastbound roadway that is classified as a major collector roadway. East of Washington Street, Curtiss Street is a two-way roadway that is classified as a local roadway. Curtiss Street has an all-way stop sign-controlled intersection with Washington Street where the Curtiss Street approaches provide a single lane. High visibility crosswalks are provided on both legs of the intersection. Curtiss Street operates under free-flow conditions at its unsignalized intersections with Belden Avenue and Mackie Place, where Curtiss Street allows for free-flow right turns onto Mackie Place. The north and east legs of the intersection of Curtiss Street with Mackie Place are access drives serving the Downers Grove fleet maintenance building and Village parking lot. Both entrances/exits are north of Curtiss Street and have stop signs for southbound traffic exiting the parking lot. Between Washington Street and Belden Avenue, parking is permitted on the south side of Curtiss Street with a three-hour parking limit between 6:00 A.M. and 6:00 P.M., except on weekends and holidays, and no parking allowed on the north side of Curtiss Street. Between Belden Avenue and Mackie Place, parking is allowed on the south side of Curtiss Street, with a four-hour parking limit between 6:00 A.M. and 6:00 P.M., except on weekends and holidays, with no parking permitted on the north side of Curtiss Street.

Washington Street is a north-south roadway that provides a single travel lane in each direction and is classified as a major collector street between Maple Avenue and Curtiss Street and as a minor collector roadway north of Curtiss Street. At its all-way stop-sign controlled intersection Curtiss Street the Washington Street approaches provide a single lane approach and high visibility crosswalk. Between Curtiss Street and Maple Avenue on the east side of Washington Street, parking is permitted for two hours between 6:00 A.M. and 6:00 P.M., except on weekends and holidays.



750 Curtiss Street
Downers Grove, Illinois

Existing Roadway Characteristics

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

Job No: 24-048

Figure: 3

On the west side of Washington Street, parking is permitted on the north half for two hours between 6:00 A.M. and 6:00 P.M., except on weekends and holidays, while parking is not permitted on the south half. Between Burlington Avenue and Curtiss Street, parking is permitted on both sides of Washington Street for two hours between 6:00 A.M. and 6:00 P.M., except on weekends and holidays. Washington Street carries an AADT volume of 2,500 vehicles (IDOT 2020).

Maple Avenue is an east-west major collector roadway that in the vicinity of the site provides one lane in each direction. At its unsignalized intersection with Mackie Place, Maple Street provides single-lane approaches. A high-visibility crosswalk is provided on the east side of Mackie Place. Parking is not permitted on either side of the road. Maple Avenue is under the jurisdiction of the Village of Downers Grove, carries an AADT volume of 4,050 vehicles (IDOT 2020), and has a posted speed limit of 30 miles per hour.

Belden Avenue is a north-south local roadway that extends between Curtiss Street and Maple Avenue, with one lane in each direction. At its unsignalized intersection with Curtiss Street, Belden Avenue features a yield sign for northbound traffic, granting the right of way to traffic on Curtiss Street. On the east side of Belden Avenue, parking is permitted for four hours between 6:00 A.M. and 6:00 P.M., except on weekends and holidays, while parking is not permitted on the west side of Belden Avenue.

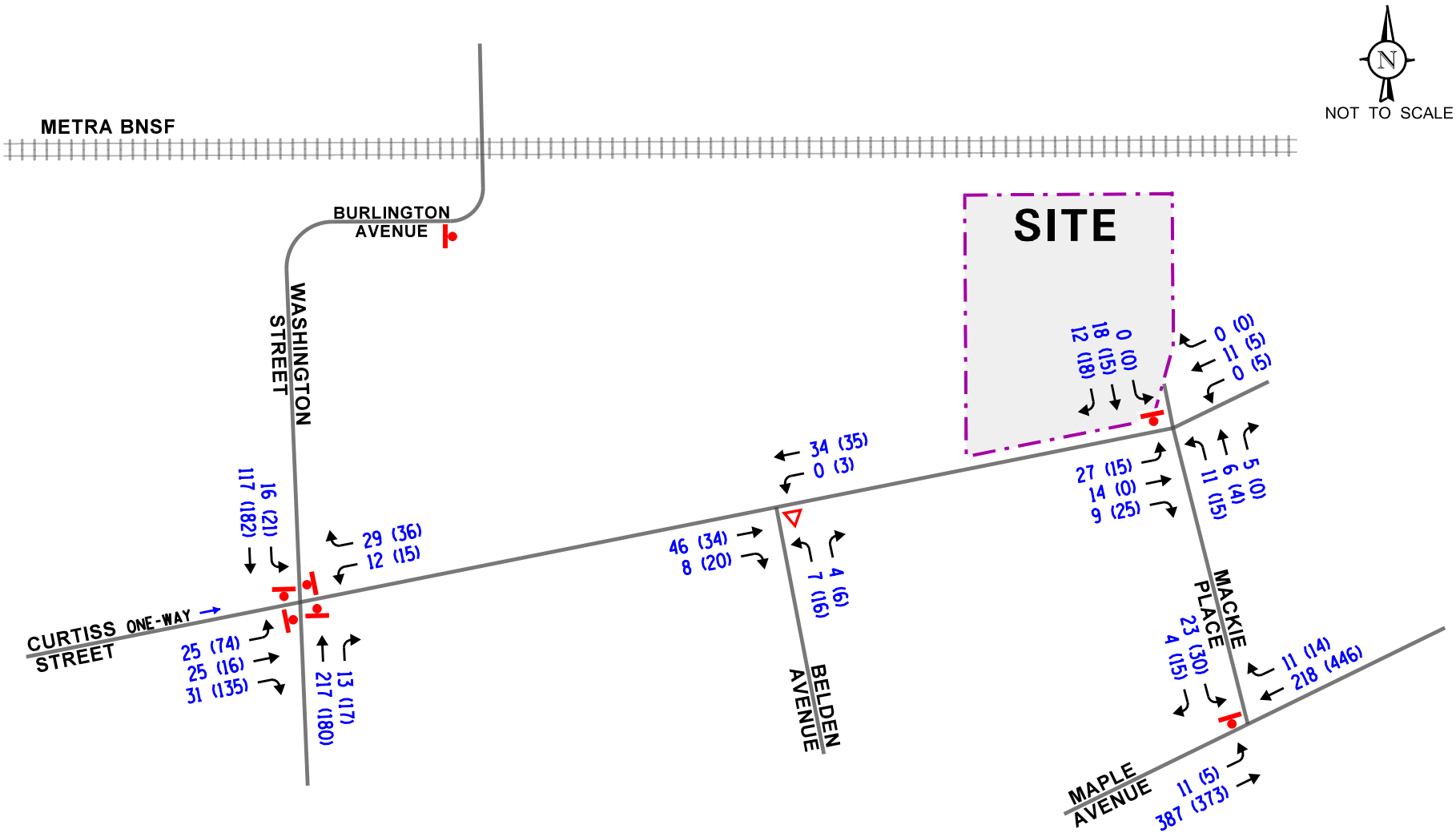
Mackie Place is a north-south local roadway that extends between Curtiss Street and Maple Avenue, with one lane in each direction. At its unsignalized intersection with Curtiss Street, there is an exit/entrance for the police parking lot on the north side, marked with a stop sign for exiting traffic. Northbound left-turn movements from Mackie Place onto Curtiss Street operate under free-flow conditions. At its unsignalized intersection with Maple Avenue, Mackie Place provides a single-lane approach that is under stop sign control and a standard style crosswalk. Parking is permitted on the east side of Mackie Place for four hours between 6:00 A.M. and 6:00 P.M., except on weekends and holidays, while parking is not permitted on the west side of the road.

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:

- Curtiss Street with Washington Street (Thursday, May 16, 2024)
- Curtiss Street with Belden Avenue (Wednesday, May 23, 2024)
- Curtiss Street with Mackie Place (Wednesday, May 23, 2024
- Mackie Place with Maple Avenue (Thursday, May 16, 2024)

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 7:15 A.M. and 8:15 A.M. during the weekday morning peak period and between 4:30 P.M. and 5:30 P.M. during the weekday evening peak period. Copies of the traffic count summary sheets are included in the Appendix. **Figure 4** illustrates the existing traffic volumes.



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:30-5:30 PM)

750 Curtiss Street Downers Grove, Illinois	Existing Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 24-048 Figure: 4

Crash Data Analysis

KLOA, Inc. obtained crash data[1] for the past five years (2018 to 2022) for the intersections of Curtiss Street with Belden Avenue, Curtiss Street with Mackie Place, Curtiss Street with Washington Street, and Mackie Place with Maple Avenue. A review of the crash data indicated that the intersection of Curtiss Street with Belden Avenue and Mackie Place experienced zero crashes during the review period. The intersection of Curtiss Street with Washington Street experienced one crash during the review period and the intersection of Mackie Place with Maple Avenue experienced two crashes during the review period. Furthermore, no fatalities were reported at any of these intersections between 2018 and 2022.

[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).

3. Traffic Characteristics of Proposed Development

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

Proposed Site and Development Plan

As proposed, the site will be redeveloped to provide 138 units for rent in one apartment building and 178 parking spaces. Access to the site will continue to be provided via the north leg of the intersection of Curtiss Street and Mackie Place, which formerly provided shared access to the municipal center and fleet management yard, but currently only provides access to the fleet management yard after the demolition of the municipal center. Outbound movements are currently under stop-sign control and should continue to be under stop sign control under future conditions. A copy of the preliminary site plan depicting the proposed development is included in the Appendix.

Directional Distribution

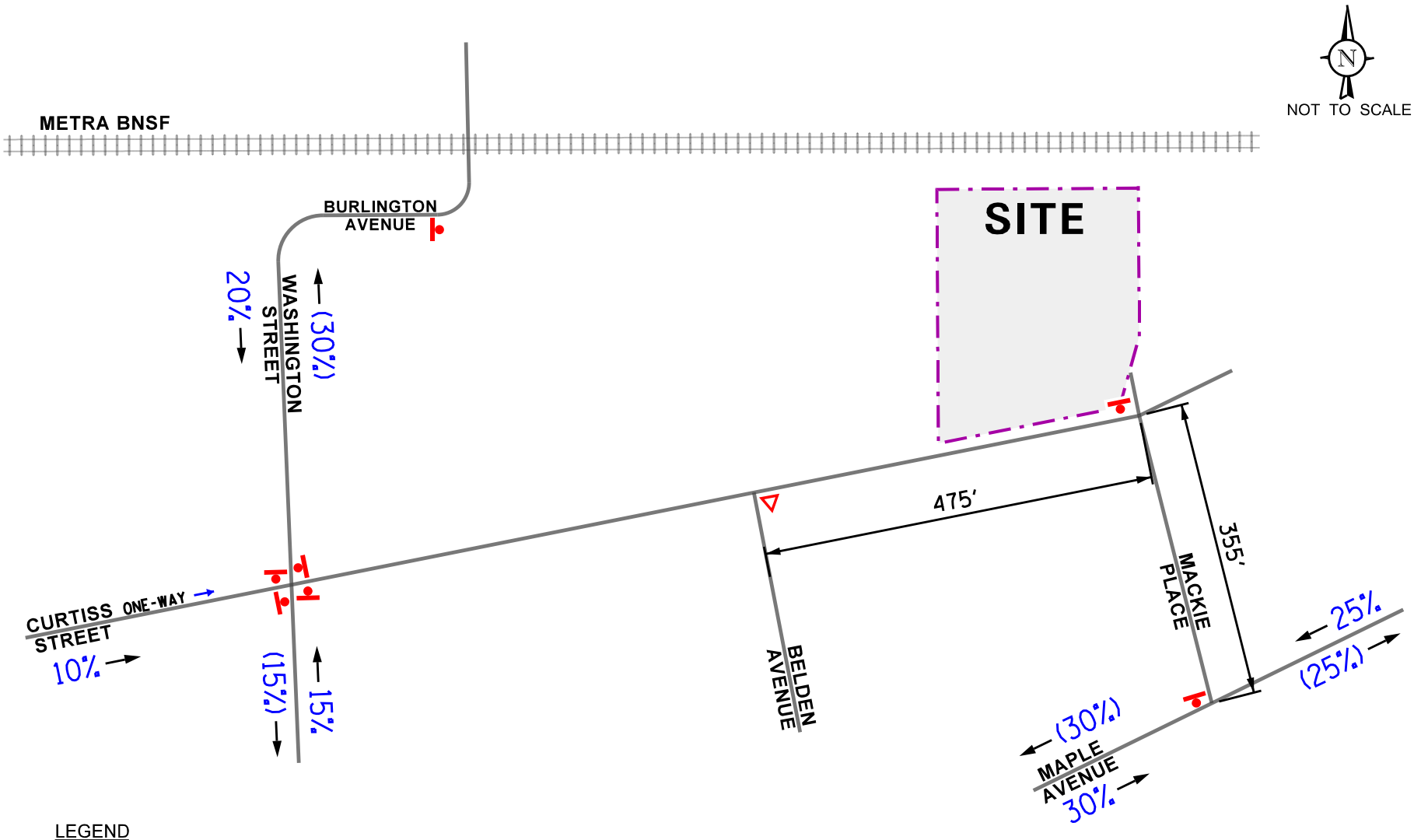
The directions from which residents and visitors of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic to be generated by the proposed development.

Development Traffic Generation

The vehicle trip generation for the residential development was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. However, the rates utilized represent suburban locations which rely on the use of a personal vehicle. However, given the location of the site is in close proximity to the Metra train station, this site fits the criterion of a Transit Oriented Development (TOD) which have less dependence on automobile use.

Based on census data for the area, approximately 15 percent of residents utilize public transportation, bicycle, or walk to work and 20 to 30 percent of residents work from home. As such, a 20 percent trip reduction was applied to the vehicle trips estimated to be generated by the proposed development.

Table 1 shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours as well as daily traffic. Copies of the ITE trip generation worksheets are included in the Appendix.



LEGEND

00% - PERCENT DISTRIBUTION - INBOUND

(00%) - PERCENT DISTRIBUTION - OUTBOUND

00' - DISTANCE IN FEET

750 Curtiss Street
Downers Grove, Illinois

Directional Distribution

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

Job No: 24-048

Figure: 5

Table 1
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
221	Multifamily Housing (Mid-Rise) – 138 units	11	38	49	33	21	54	612
	20 Percent Reduction[1]	*-2*	*-8*	*-10*	*-7*	*-4*	*-11*	*-122*
	Total New Trips	**9**	**30**	**39**	**26**	**17**	**43**	**490**

1 – Due to the proximity of the site to the Downers Grove Metra train station

4. Projected Traffic Conditions

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

Development Traffic Assignment

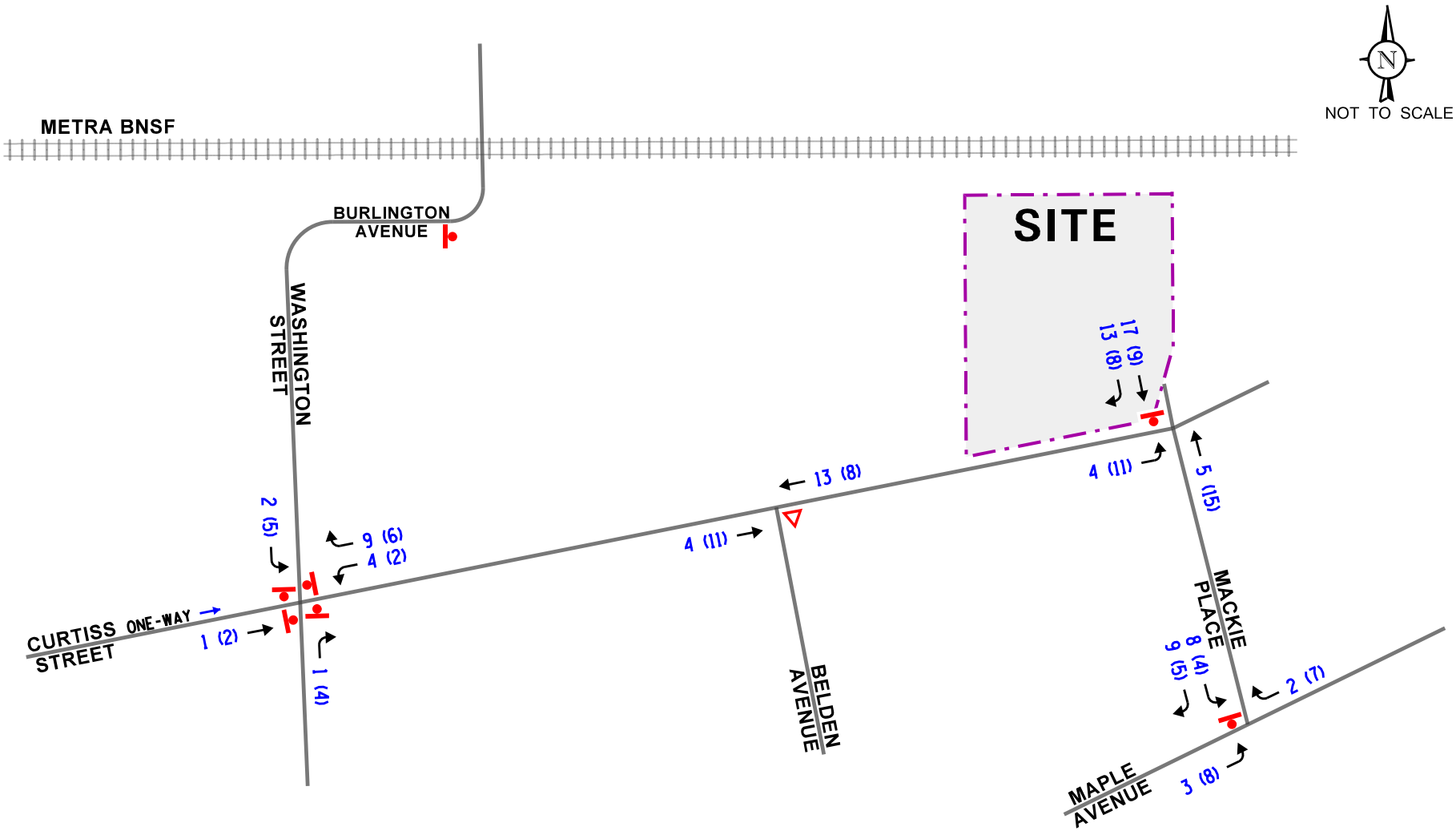
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the vehicle traffic volumes to be generated by the proposed development.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated February 12, 2024, the existing traffic volumes were increased by an annually compounded growth rate for six years (one-year buildout plus five years) totaling approximately 5.5 percent to represent Year 2030 total projected conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2030 no-build traffic volumes and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 7** shows the Year 2030 total projected traffic volumes.



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:30-5:30 PM)

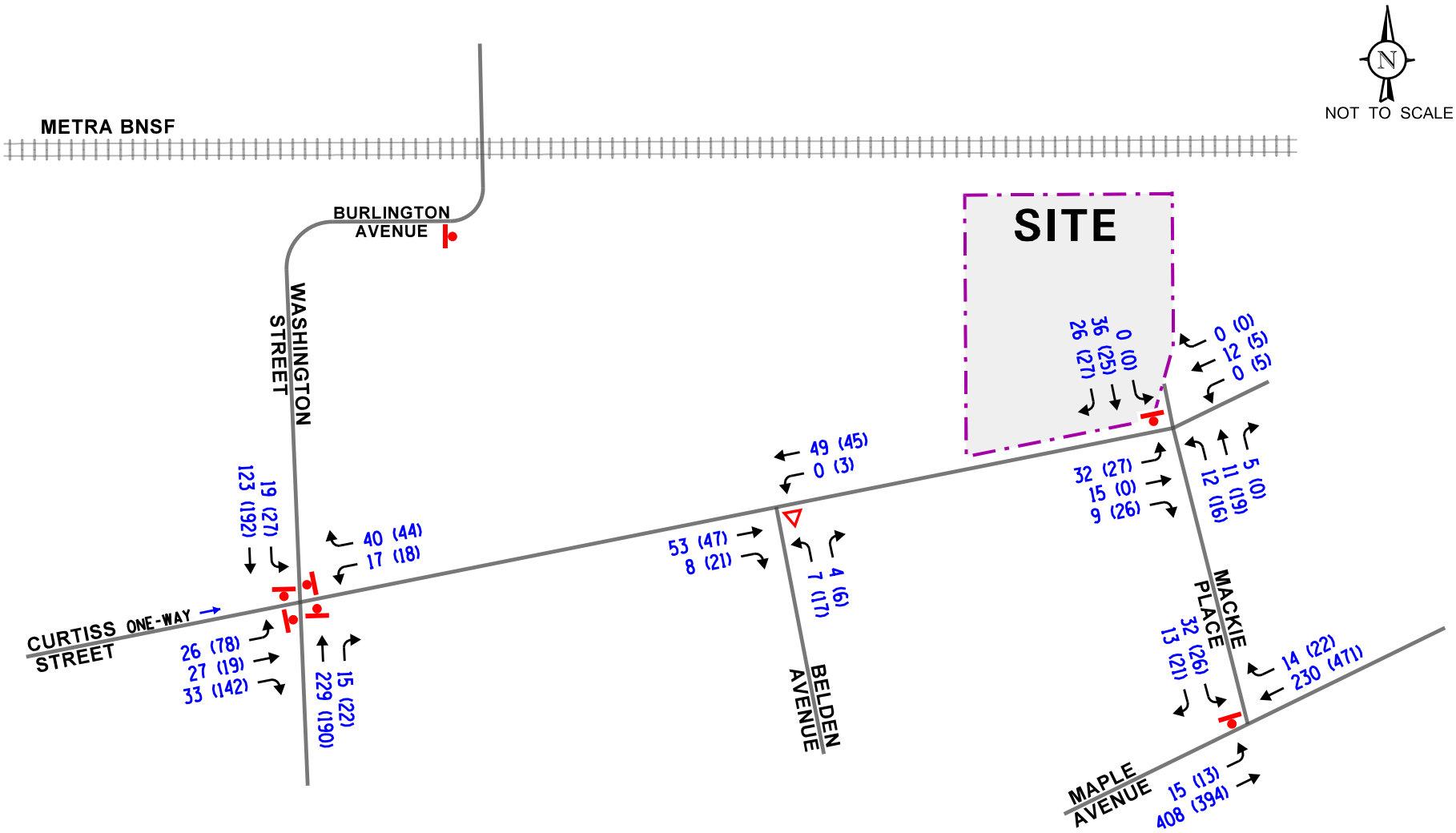
750 Curtiss Street
Downers Grove, Illinois

Site-Generated Traffic Volumes

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

Job No: 24-048

Figure: 6



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:30-5:30 PM)

750 Curtiss Street
Downers Grove, Illinois

Year 2030 Total Traffic Volumes

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

Job No: 24-048

Figure: 7

5. Traffic Analysis and Recommendations

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

Traffic Analyses

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

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

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2030 total projected conditions are presented in **Tables 2** and **3**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Curtiss Street with Washington Street				
• Overall	A	9.0	B	11.6
• Eastbound Approach	A	8.5	B	12.0
• Westbound Approach	A	7.9	A	9.2
• Northbound Approach	A	9.4	B	11.6
• Southbound Approach	A	9.0	B	11.9
Curtiss Street with Belden Avenue				
• Northbound Approach	A	9.1	A	9.0
• Westbound Left Turn	--	--	A	7.3
Curtiss Street with Mackie Place				
• ICU Level of Service[1]	A	24.0%	A	17.7%
Maple Avenue with Mackie Place				
• Southbound Approach	B	14.0	C	17.5
• Eastbound Left Turn	A	7.8	A	8.5

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

Table 3
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Curtiss Street with Washington Street				
• Overall	A	9.2	B	12.5
• Eastbound Approach	A	8.7	B	13.0
• Westbound Approach	A	8.1	A	9.6
• Northbound Approach	A	9.7	B	12.5
• Southbound Approach	A	9.2	B	12.9
Curtiss Street with Belden Avenue				
• Northbound Approach	A	9.2	A	9.2
• Westbound Left Turn	--	--	A	7.4
Curtiss Street with Mackie Place				
• Overall	A	7.6	A	7.4
• Eastbound Approach	A	8.0	A	7.4
• Westbound Approach	A	7.4	A	7.5
• Northbound Approach	A	7.4	A	7.6
• Southbound Approach	A	7.3	A	7.3
Maple Avenue with Mackie Place				
• Southbound Approach	B	14.0	C	19.5
• Eastbound Left Turn	A	7.9	A	8.6

LOS = Level of Service
Delay is measured in seconds.

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.

Curtiss Street with Washington Street

The results of the capacity analyses indicate that overall this intersection and all of the approaches currently operate at Level of Service (LOS) B or better during the weekday morning and weekday evening peak hours. Under projected conditions, this intersection overall and all of the approaches are projected to operate at LOS B or better during the peak hours with increases in delay of one second or less over existing conditions. 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.

Maple Avenue with Mackie Place

The results of the capacity analyses indicate that the southbound approach currently operates at LOS C or better during both peak hours and is projected to continue operating at LOS C or better under projected conditions. Eastbound left-turn movements from Maple Avenue onto Mackie Place are projected to continue to operate at LOS A during both peak hours. 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.

Curtiss Street with Belden Avenue

The results of the capacity analyses indicate that the northbound approach currently operates at LOS A during both peak hours and is projected to continue operating at LOS A under projected conditions. Westbound left-turn movements from Curtiss Street onto Belden Avenue are projected to continue to operate at LOS A during both peak hours. 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.

Curtiss Street with Mackie Place/Proposed Access Drive

Because of the existing traffic control configuration of this intersection where the eastbound and northbound traffic is free-flow and the southbound and westbound approaches are under stop sign control, the intersection could not be analyzed using HCM procedures.

Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 18 to 24 percent of the capacity during the peak hours.

Upon buildout of the proposed development, the north leg of this intersection is projected to be maintained and become the access drive to the proposed parking garage. This will result in an increase in eastbound left-turn movements from Curtiss Street onto the access drive and northbound through movements from Mackie Place onto the access drive, particularly during the weekday evening peak hour, which are conflicting free-flow movements. As such, in order to establish right of way at this intersection and to minimize interaction between free-flow traffic movements, this intersection should be converted to all-way stop-sign control.

Under future conditions, with the provision of all-way stop-sign control, this intersection overall and all of the approaches are projected to operate at LOS A during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated by the proposed development, will provide efficient access to the proposed residential development, and will continue to be adequate to serve the fleet management facility located to the east of the site.

Parking Evaluation

As proposed, the development will provide 178 parking spaces for 138 units resulting in a parking ratio of approximately 1.29 spaces per unit. Parking for guests will be accommodated within a limited number of guest parking spaces within the proposed parking garage. Furthermore, the development is located within proximity to other area on and off-street parking spaces that will be available for guests

Village of Downers Grove Parking Requirements

Based on the Village of Downers Grove Zoning Ordinance, apartment buildings are required to provide parking at a ratio of 2.0 spaces per dwelling unit. It should be noted that the proposed development is located within the Downtown Transition zoning district and does not qualify for the reduced parking ratios available for the Downtown Business or Downtown Core zoning districts. However, the walking distance for residents of the subject development to the Metra station is consistent (within approximately 200 feet) with residential developments located within the Downtown Business District located along Maple Avenue between Main Street and Washington Avenue. Residential developments within the Downtown Business district are required to provide parking at a ratio of 1.4 parking spaces per unit.

ITE Parking Generation Manual

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

Other Transit-Oriented Development Data

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

The proposed development will provide parking at a ratio of 1.29 on-site spaces per unit. This is higher than or consistent with other apartment developments (built or planned) in the Chicago area that are located within proximity to train stations. A review of the parking supply at similar developments indicates that approximately 80 percent of the reviewed apartment developments provide less than 1.55 spaces per unit. A summary table of the location, number of units, and parking spaces provided for these developments is shown in **Table 4**.

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

Development	Location	Units	Parking	Parking Ratio
Kingston Pointe	Des Plaines	144	228	1.58
Dash Downers Grove	Downers Grove	167	234	1.40
Forest & Gilbert	Downers Grove	89	102	1.15
100 North Addison	Elmhurst	165	199	1.21
Midtown Square	Glenview	138	160	1.16
The Reserve at Glenview	Glenview	239	333	1.39
Uptown La Grange	La Grange	254	336	1.32
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Wheaton 121	Wheaton	306	400	1.31
The Residences of Wilmette	Wilmette	75	117	1.56
	Average	**187**	**241**	**1.31**

Evaluation

The proposed parking supply is greater than the projected peak parking demand of the development based on ITE. In addition, the development provides parking at a similar or higher ratio compared to other similar developments in the Chicago area. Further, given the proximity of the proposed development to the Downers Grove Metra station, the number of residents who will own vehicles will likely be reduced. As such, the proposed 178 parking spaces will adequately accommodate the parking demand of the proposed development.

6. Conclusion

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

- The volume of single occupancy vehicle trips generated by the proposed residential development will be reduced due to its proximity to the Metra station and adjacent employment and retail uses.

- Access to the residential development will be provided via the existing access drive that creates the fourth leg to the intersection of Curtiss Street with Mackie Place.

- Under future conditions, to minimize the conflict points of free-flow traffic movements, the intersection of Curtiss Street with Mackie Place and the two existing access drives should be converted to all-way stop sign control.

- Based on the results of the capacity analyses, all of the study area intersections will operate at acceptable levels of service with minimal increases in overall delay.

- The proposed access drive will adequately accommodate site-generated traffic and ensure that efficient and flexible access to and from the site is provided.

- Parking will be accommodated via 178 on-site parking spaces. The proposed parking supply will be adequate in accommodating the estimated peak parking demand of the proposed development.

Appendix

Traffic Count Summary Sheets

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

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

Count Name: Washington+Street+with+Curtiss+Street TMC
Site Code:
Start Date: 05/16/2024

Turning Movement Data

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Washington Street Northbound						Washington Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	12	3	4	0	19	0	3	0	2	1	5	0	0	21	1	0	22	0	3	16	0	2	19	65
7:15 AM	0	4	8	7	9	19	0	3	0	5	5	8	0	0	67	2	3	69	0	9	26	0	1	35	131
7:30 AM	0	3	5	9	0	17	0	0	0	7	4	7	0	0	48	4	2	52	0	0	33	0	0	33	109
7:45 AM	0	4	7	6	5	17	0	5	0	8	3	13	0	0	48	4	5	52	0	6	32	0	2	38	120
Hourly Total	0	23	23	26	14	72	0	11	0	22	13	33	0	0	184	11	10	195	0	18	107	0	5	125	425
8:00 AM	0	14	5	9	4	28	0	4	0	9	0	13	0	0	54	3	1	57	0	1	26	0	1	27	125
8:15 AM	0	7	13	8	8	28	0	1	0	4	6	5	0	0	46	5	2	51	0	3	18	0	2	21	105
8:30 AM	0	5	2	14	2	21	0	2	0	8	1	10	0	0	26	3	4	29	0	3	32	0	3	35	95
8:45 AM	0	8	5	12	4	25	0	0	0	9	4	9	0	0	52	3	4	55	0	1	16	0	3	17	106
Hourly Total	0	34	25	43	18	102	0	7	0	30	11	37	0	0	178	14	11	192	0	8	92	0	9	100	431
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	21	8	25	7	54	0	5	0	7	2	12	0	0	34	2	3	36	0	3	47	1	6	51	153
4:15 PM	0	11	0	20	2	31	0	5	0	3	2	8	0	1	62	2	2	65	1	3	31	0	3	35	139
4:30 PM	0	19	6	36	8	61	0	3	0	10	14	13	0	0	34	4	3	38	0	6	48	0	8	54	166
4:45 PM	0	15	3	25	3	43	0	2	0	10	0	12	0	0	60	3	7	63	0	3	30	0	2	33	151
Hourly Total	0	66	17	106	20	189	0	15	0	30	18	45	0	1	190	11	15	202	1	15	156	1	19	173	609
5:00 PM	0	31	4	50	23	85	0	6	0	10	8	16	1	0	37	4	10	42	0	10	60	0	10	70	213
5:15 PM	0	9	3	24	23	36	0	4	0	6	6	10	0	0	49	6	10	55	1	2	44	0	12	47	148
5:30 PM	0	16	4	26	5	46	0	8	0	10	1	18	0	0	36	6	11	42	0	2	42	0	3	44	150
5:45 PM	0	13	5	21	6	39	0	7	0	5	4	12	0	0	49	7	9	56	0	4	50	0	6	54	161
Hourly Total	0	69	16	121	57	206	0	25	0	31	19	56	1	0	171	23	40	195	1	18	196	0	31	215	672
Grand Total	0	192	81	296	109	569	0	58	0	113	61	171	1	1	723	59	76	784	2	59	551	1	64	613	2137
Approach %	0.0	33.7	14.2	52.0	-	-	0.0	33.9	0.0	66.1	-	-	0.1	0.1	92.2	7.5	-	-	0.3	9.6	89.9	0.2	-	-	-
Total %	0.0	9.0	3.8	13.9	-	26.6	0.0	2.7	0.0	5.3	-	8.0	0.0	0.0	33.8	2.8	-	36.7	0.1	2.8	25.8	0.0	-	28.7	-
Lights	0	187	77	292	-	556	0	57	0	104	-	161	1	0	701	58	-	760	2	58	541	1	-	602	2079
% Lights	-	97.4	95.1	98.6	-	97.7	-	98.3	-	92.0	-	94.2	100.0	0.0	97.0	98.3	-	96.9	100.0	98.3	98.2	100.0	-	98.2	97.3
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.3	-	0.2	-	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	0.1
Single-Unit Trucks	0	4	0	1	-	5	0	1	0	2	-	3	0	0	11	0	-	11	0	0	3	0	-	3	22
% Single-Unit Trucks	-	2.1	0.0	0.3	-	0.9	-	1.7	-	1.8	-	1.8	0.0	0.0	1.5	0.0	-	1.4	0.0	0.0	0.5	0.0	-	0.5	1.0
Articulated Trucks	0	1	1	2	-	4	0	0	0	1	-	1	0	0	1	1	-	2	0	0	0	0	-	0	7
% Articulated Trucks	-	0.5	1.2	0.7	-	0.7	-	0.0	-	0.9	-	0.6	0.0	0.0	0.1	1.7	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	3	0	-	3	0	0	0	6	-	6	0	1	9	0	-	10	0	1	7	0	-	8	27

% Bicycles on Road	-	0.0	3.7	0.0	-	0.5	-	0.0	-	5.3	-	3.5	0.0	100.0	1.2	0.0	-	1.3	0.0	1.7	1.3	0.0	-	1.3	1.3
Pedestrians	-	-	-	-	109	-	-	-	-	-	61	-	-	-	-	-	76	-	-	-	-	-	64	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Washington+Street+with+Curtiss+Street TMC
Site Code:
Start Date: 05/16/2024

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Washington Street Northbound						Washington Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	4	8	7	9	19	0	3	0	5	5	8	0	0	67	2	3	69	0	9	26	0	1	35	131
7:30 AM	0	3	5	9	0	17	0	0	0	7	4	7	0	0	48	4	2	52	0	0	33	0	0	33	109
7:45 AM	0	4	7	6	5	17	0	5	0	8	3	13	0	0	48	4	5	52	0	6	32	0	2	38	120
8:00 AM	0	14	5	9	4	28	0	4	0	9	0	13	0	0	54	3	1	57	0	1	26	0	1	27	125
Total	0	25	25	31	18	81	0	12	0	29	12	41	0	0	217	13	11	230	0	16	117	0	4	133	485
Approach %	0.0	30.9	30.9	38.3	-	-	0.0	29.3	0.0	70.7	-	-	0.0	0.0	94.3	5.7	-	-	0.0	12.0	88.0	0.0	-	-	-
Total %	0.0	5.2	5.2	6.4	-	16.7	0.0	2.5	0.0	6.0	-	8.5	0.0	0.0	44.7	2.7	-	47.4	0.0	3.3	24.1	0.0	-	27.4	-
PHF	0.000	0.446	0.781	0.861	-	0.723	0.000	0.600	0.000	0.806	-	0.788	0.000	0.000	0.810	0.813	-	0.833	0.000	0.444	0.886	0.000	-	0.875	0.926
Lights	0	22	23	28	-	73	0	11	0	26	-	37	0	0	211	13	-	224	0	16	116	0	-	132	466
% Lights	-	88.0	92.0	90.3	-	90.1	-	91.7	-	89.7	-	90.2	-	-	97.2	100.0	-	97.4	-	100.0	99.1	-	-	99.2	96.1
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	3.2	-	1.2	-	0.0	-	0.0	-	0.0	-	-	0.5	0.0	-	0.4	-	0.0	0.0	-	-	0.0	0.4
Single-Unit Trucks	0	3	0	1	-	4	0	1	0	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	6
% Single-Unit Trucks	-	12.0	0.0	3.2	-	4.9	-	8.3	-	3.4	-	4.9	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	1.2
Articulated Trucks	0	0	0	1	-	1	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	3.2	-	1.2	-	0.0	-	3.4	-	2.4	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.4
Bicycles on Road	0	0	2	0	-	2	0	0	0	1	-	1	0	0	5	0	-	5	0	0	1	0	-	1	9
% Bicycles on Road	-	0.0	8.0	0.0	-	2.5	-	0.0	-	3.4	-	2.4	-	-	2.3	0.0	-	2.2	-	0.0	0.9	-	-	0.8	1.9
Pedestrians	-	-	-	-	18	-	-	-	-	-	12	-	-	-	-	-	11	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Washington+Street+with+Curtiss+Street TMC
Site Code:
Start Date: 05/16/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Washington Street Northbound						Washington Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	19	6	36	8	61	0	3	0	10	14	13	0	0	34	4	3	38	0	6	48	0	8	54	166
4:45 PM	0	15	3	25	3	43	0	2	0	10	0	12	0	0	60	3	7	63	0	3	30	0	2	33	151
5:00 PM	0	31	4	50	23	85	0	6	0	10	8	16	1	0	37	4	10	42	0	10	60	0	10	70	213
5:15 PM	0	9	3	24	23	36	0	4	0	6	6	10	0	0	49	6	10	55	1	2	44	0	12	47	148
Total	0	74	16	135	57	225	0	15	0	36	28	51	1	0	180	17	30	198	1	21	182	0	32	204	678
Approach %	0.0	32.9	7.1	60.0	-	-	0.0	29.4	0.0	70.6	-	-	0.5	0.0	90.9	8.6	-	-	0.5	10.3	89.2	0.0	-	-	-
Total %	0.0	10.9	2.4	19.9	-	33.2	0.0	2.2	0.0	5.3	-	7.5	0.1	0.0	26.5	2.5	-	29.2	0.1	3.1	26.8	0.0	-	30.1	-
PHF	0.000	0.597	0.667	0.675	-	0.662	0.000	0.625	0.000	0.900	-	0.797	0.250	0.000	0.750	0.708	-	0.786	0.250	0.525	0.758	0.000	-	0.729	0.796
Lights	0	74	16	135	-	225	0	15	0	32	-	47	1	0	174	17	-	192	1	21	177	0	-	199	663
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	-	88.9	-	92.2	100.0	-	96.7	100.0	-	97.0	100.0	100.0	97.3	-	-	97.5	97.8
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
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	-	2.2	0.0	-	2.0	0.0	0.0	0.0	-	-	0.0	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.6	0.0	-	0.5	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	4	-	4	0	0	1	0	-	1	0	0	5	0	-	5	10
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	-	11.1	-	7.8	0.0	-	0.6	0.0	-	0.5	0.0	0.0	2.7	-	-	2.5	1.5
Pedestrians	-	-	-	-	57	-	-	-	-	-	28	-	-	-	-	-	30	-	-	-	-	-	32	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Mackie+with+Maple TMC
Site Code:
Start Date: 05/16/2024

Turning Movement Data

Start Time	Maple Avenue Eastbound					Maple Avenue Westbound					Mackie Place Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	57	0	58	0	33	2	0	35	0	2	2	0	4	97
7:15 AM	0	2	83	0	85	0	40	3	1	43	0	9	2	0	11	139
7:30 AM	0	2	106	0	108	0	57	2	5	59	0	6	1	4	7	174
7:45 AM	0	3	110	0	113	0	55	3	1	58	0	2	0	2	2	173
Hourly Total	0	8	356	0	364	0	185	10	7	195	0	19	5	6	24	583
8:00 AM	0	4	88	0	92	0	66	3	1	69	0	6	1	1	7	168
8:15 AM	0	2	80	0	82	0	64	5	0	69	0	5	2	2	7	158
8:30 AM	0	1	67	0	68	0	49	3	2	52	0	2	0	1	2	122
8:45 AM	0	2	87	0	89	0	44	6	0	50	0	3	1	2	4	143
Hourly Total	0	9	322	0	331	0	223	17	3	240	0	16	4	6	20	591
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	80	0	80	0	91	5	3	96	0	4	7	1	11	187
4:15 PM	0	1	81	0	82	0	92	5	1	97	0	2	0	1	2	181
4:30 PM	0	0	93	0	93	0	106	3	1	109	0	10	2	2	12	214
4:45 PM	0	0	81	0	81	0	115	4	1	119	0	3	3	3	6	206
Hourly Total	0	1	335	0	336	0	404	17	6	421	0	19	12	7	31	788
5:00 PM	0	0	97	0	97	0	120	3	3	123	0	11	8	3	19	239
5:15 PM	0	5	102	0	107	0	105	4	2	109	0	6	2	2	8	224
5:30 PM	0	1	99	0	100	0	97	5	4	102	0	1	0	5	1	203
5:45 PM	0	1	59	0	60	0	73	3	3	76	0	6	0	4	6	142
Hourly Total	0	7	357	0	364	0	395	15	12	410	0	24	10	14	34	808
Grand Total	0	25	1370	0	1395	0	1207	59	28	1266	0	78	31	33	109	2770
Approach %	0.0	1.8	98.2	-	-	0.0	95.3	4.7	-	-	0.0	71.6	28.4	-	-	-
Total %	0.0	0.9	49.5	-	50.4	0.0	43.6	2.1	-	45.7	0.0	2.8	1.1	-	3.9	-
Lights	0	25	1359	-	1384	0	1191	53	-	1244	0	69	31	-	100	2728
% Lights	-	100.0	99.2	-	99.2	-	98.7	89.8	-	98.3	-	88.5	100.0	-	91.7	98.5
Buses	0	0	2	-	2	0	1	0	-	1	0	0	0	-	0	3
% Buses	-	0.0	0.1	-	0.1	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	8	-	8	0	10	1	-	11	0	1	0	-	1	20
% Single-Unit Trucks	-	0.0	0.6	-	0.6	-	0.8	1.7	-	0.9	-	1.3	0.0	-	0.9	0.7
Articulated Trucks	0	0	0	-	0	0	5	0	-	5	0	2	0	-	2	7
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.4	0.0	-	0.4	-	2.6	0.0	-	1.8	0.3
Bicycles on Road	0	0	1	-	1	0	0	5	-	5	0	6	0	-	6	12
% Bicycles on Road	-	0.0	0.1	-	0.1	-	0.0	8.5	-	0.4	-	7.7	0.0	-	5.5	0.4
Pedestrians	-	-	-	0	-	-	-	-	28	-	-	-	-	33	-	-
% 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

Count Name: Mackie+with+Maple TMC
Site Code:
Start Date: 05/16/2024

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Maple Avenue Eastbound					Maple Avenue Westbound					Mackie Place Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	2	83	0	85	0	40	3	1	43	0	9	2	0	11	139
7:30 AM	0	2	106	0	108	0	57	2	5	59	0	6	1	4	7	174
7:45 AM	0	3	110	0	113	0	55	3	1	58	0	2	0	2	2	173
8:00 AM	0	4	88	0	92	0	66	3	1	69	0	6	1	1	7	168
Total	0	11	387	0	398	0	218	11	8	229	0	23	4	7	27	654
Approach %	0.0	2.8	97.2	-	-	0.0	95.2	4.8	-	-	0.0	85.2	14.8	-	-	-
Total %	0.0	1.7	59.2	-	60.9	0.0	33.3	1.7	-	35.0	0.0	3.5	0.6	-	4.1	-
PHF	0.000	0.688	0.880	-	0.881	0.000	0.826	0.917	-	0.830	0.000	0.639	0.500	-	0.614	0.940
Lights	0	11	382	-	393	0	214	10	-	224	0	17	4	-	21	638
% Lights	-	100.0	98.7	-	98.7	-	98.2	90.9	-	97.8	-	73.9	100.0	-	77.8	97.6
Buses	0	0	2	-	2	0	1	0	-	1	0	0	0	-	0	3
% Buses	-	0.0	0.5	-	0.5	-	0.5	0.0	-	0.4	-	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	3	-	3	0	1	0	-	1	0	1	0	-	1	5
% Single-Unit Trucks	-	0.0	0.8	-	0.8	-	0.5	0.0	-	0.4	-	4.3	0.0	-	3.7	0.8
Articulated Trucks	0	0	0	-	0	0	2	0	-	2	0	2	0	-	2	4
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.9	0.0	-	0.9	-	8.7	0.0	-	7.4	0.6
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	3	0	-	3	4
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	9.1	-	0.4	-	13.0	0.0	-	11.1	0.6
Pedestrians	-	-	-	0	-	-	-	-	8	-	-	-	-	7	-	-
% 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

Count Name: Mackie+with+Maple TMC
Site Code:
Start Date: 05/16/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Maple Avenue Eastbound					Maple Avenue Westbound					Mackie Place Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	0	93	0	93	0	106	3	1	109	0	10	2	2	12	214
4:45 PM	0	0	81	0	81	0	115	4	1	119	0	3	3	3	6	206
5:00 PM	0	0	97	0	97	0	120	3	3	123	0	11	8	3	19	239
5:15 PM	0	5	102	0	107	0	105	4	2	109	0	6	2	2	8	224
Total	0	5	373	0	378	0	446	14	7	460	0	30	15	10	45	883
Approach %	0.0	1.3	98.7	-	-	0.0	97.0	3.0	-	-	0.0	66.7	33.3	-	-	-
Total %	0.0	0.6	42.2	-	42.8	0.0	50.5	1.6	-	52.1	0.0	3.4	1.7	-	5.1	-
PHF	0.000	0.250	0.914	-	0.883	0.000	0.929	0.875	-	0.935	0.000	0.682	0.469	-	0.592	0.924
Lights	0	5	371	-	376	0	444	12	-	456	0	29	15	-	44	876
% Lights	-	100.0	99.5	-	99.5	-	99.6	85.7	-	99.1	-	96.7	100.0	-	97.8	99.2
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	-	1	0	2	0	-	2	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.3	-	0.3	-	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	-	1	0	0	2	-	2	0	1	0	-	1	4
% Bicycles on Road	-	0.0	0.3	-	0.3	-	0.0	14.3	-	0.4	-	3.3	0.0	-	2.2	0.5
Pedestrians	-	-	-	0	-	-	-	-	7	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Mackie Place 07:47:07
Wednesday May 22, 2024 Passenger Vehicles Only

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 1 curtiss/mackie/cars

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
700	4	1	0	0	0	0	0	3	0	4	1	1	14
715	2	0	0	0	0	0	3	1	3	3	2	1	15
730	0	2	0	0	1	0	0	4	2	1	0	2	12
745	0	1	0	0	0	0	1	7	2	1	5	7	24
800	0	1	0	0	1	0	6	0	6	3	6	4	27
815	3	1	0	0	1	0	3	1	1	4	4	1	19
830	1	1	0	1	0	0	2	1	1	3	0	0	10
845	0	0	0	0	1	0	0	2	2	3	3	3	14
1600	2	3	0	0	0	1	0	0	1	4	1	2	14
1615	0	3	0	0	0	1	0	1	5	5	0	1	16
1630	1	5	0	0	0	0	0	1	3	6	0	1	17
1645	4	5	0	0	4	1	0	0	4	10	0	1	29
1700	10	7	0	0	1	4	0	1	1	6	0	1	31
1715	3	2	0	0	0	0	0	1	6	3	0	1	16
1730	0	2	0	0	0	0	0	1	1	3	0	2	9
1745	0	2	0	0	0	1	0	0	1	5	0	1	10
Total	30	36	0	1	9	8	15	24	39	64	22	29	277

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 1 curtiss/mackie/cars

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
700	5	0	3	6	4	1	5	4	14
715	2	0	7	6	2	5	3	5	15
730	2	1	6	3	6	0	3	3	12
745	1	0	10	13	14	6	2	2	24
800	1	1	12	13	4	12	4	7	27
815	4	1	5	9	2	7	5	5	19
830	2	1	4	3	2	2	4	2	10
845	0	1	4	9	5	3	3	3	14
1600	5	1	1	7	2	1	8	3	14
1615	3	1	6	6	2	0	9	5	16
1630	6	0	4	7	2	0	11	4	17
1645	9	5	4	11	1	0	16	12	29
1700	17	5	2	7	2	0	17	12	31
1715	5	0	7	4	2	0	5	9	16
1730	2	0	2	5	3	0	5	1	9
1745	2	1	1	6	1	0	8	1	10
Total	66	18	78	115	54	37	108	78	277

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Mackie Place 07:47:07
Wednesday May 22, 2024 Passenger Vehicles Only

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 1 curtiss/mackie/cars

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	16	4	0	0	0	0	0	12	0	16	4	4	56
715	8	0	0	0	0	0	12	4	12	12	8	4	60
730	0	8	0	0	4	0	0	16	8	4	0	8	48
745	0	4	0	0	0	0	4	28	8	4	20	28	96
800	0	4	0	0	4	0	24	0	24	12	24	16	108
815	12	4	0	0	4	0	12	4	4	16	16	4	76
830	4	4	0	4	0	0	8	4	4	12	0	0	40
845	0	0	0	0	4	0	0	8	8	12	12	12	56
1600	8	12	0	0	0	4	0	0	4	16	4	8	56
1615	0	12	0	0	0	4	0	4	20	20	0	4	64
1630	4	20	0	0	0	0	0	4	12	24	0	4	68
1645	16	20	0	0	16	4	0	0	16	40	0	4	116
1700	40	28	0	0	4	16	0	4	4	24	0	4	124
1715	12	8	0	0	0	0	0	4	24	12	0	4	64
1730	0	8	0	0	0	0	0	4	4	12	0	8	36
1745	0	8	0	0	0	4	0	0	4	20	0	4	40

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 1 curtiss/mackie/cars

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	20	0	12	24	16	4	20	16	56
715	8	0	28	24	8	20	12	20	60
730	8	4	24	12	24	0	12	12	48
745	4	0	40	52	56	24	8	8	96
800	4	4	48	52	16	48	16	28	108
815	16	4	20	36	8	28	20	20	76
830	8	4	16	12	8	8	16	8	40
845	0	4	16	36	20	12	12	12	56
1600	20	4	4	28	8	4	32	12	56
1615	12	4	24	24	8	0	36	20	64
1630	24	0	16	28	8	0	44	16	68
1645	36	20	16	44	4	0	64	48	116
1700	68	20	8	28	8	0	68	48	124
1715	20	0	28	16	8	0	20	36	64
1730	8	0	8	20	12	0	20	4	36
1745	8	4	4	24	4	0	32	4	40

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Mackie Place 07:47:07
Wednesday May 22, 2024 Passenger Vehicles Only

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 1 curtiss/mackie/cars

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	6	4	0	0	1	0	4	15	7	9	8	11	65
715	2	4	0	0	2	0	10	12	13	8	13	14	78
730	3	5	0	0	3	0	10	12	11	9	15	14	82
745	4	4	0	1	2	0	12	9	10	11	15	12	80
800	4	3	0	1	3	0	11	4	10	13	13	8	70
815	4	2	0	1	2	0	5	4	4	10	7	4	43*
830	1	1	0	1	1	0	2	3	3	6	3	3	24*
845	0	0	0	0	1	0	0	2	2	3	3	3	14*
1600	7	16	0	0	4	3	0	2	13	25	1	5	76
1615	15	20	0	0	5	6	0	3	13	27	0	4	93
1630	18	19	0	0	5	5	0	3	14	25	0	4	93
1645	17	16	0	0	5	5	0	3	12	22	0	5	85
1700	13	13	0	0	1	5	0	3	9	17	0	5	66
1715	3	6	0	0	0	1	0	2	8	11	0	4	35*
1730	0	4	0	0	0	1	0	1	2	8	0	3	19*
1745	0	2	0	0	0	1	0	0	1	5	0	1	10*

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 1 curtiss/mackie/cars

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	10	1	26	28	26	12	13	14	65
715	6	2	35	35	26	23	12	17	78
730	8	3	33	38	26	25	14	17	82
745	8	3	31	38	22	27	15	16	80
800	7	4	25	34	13	24	16	17	70
815	6	3	13	21	9	12	12	10	43*
830	2	2	8	12	7	5	7	5	24*
845	0	1	4	9	5	3	3	3	14*
1600	23	7	15	31	7	1	44	24	76
1615	35	11	16	31	7	0	53	33	93
1630	37	10	17	29	7	0	49	37	93
1645	33	10	15	27	8	0	43	34	85
1700	26	6	12	22	8	0	35	23	66
1715	9	1	10	15	6	0	18	11	35*
1730	4	1	3	11	4	0	13	2	19*
1745	2	1	1	6	1	0	8	1	10*

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Mackie Place 07:50:43
Wednesday May 22, 2024 Single Unit Trucks Only

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 2 curtiss/mackie/single

Begin Time	N-Approach RT	N-Approach TH	N-Approach LT	E-Approach RT	E-Approach TH	E-Approach LT	S-Approach RT	S-Approach TH	S-Approach LT	W-Approach RT	W-Approach TH	W-Approach LT	Int Total
700	2	0	0	0	0	0	1	0	0	0	0	0	3
715	0	0	0	0	1	1	0	1	0	1	1	1	6
730	0	0	0	0	1	0	0	0	0	0	0	0	1
745	0	0	0	1	0	1	0	2	0	0	0	0	4
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	1	0	0	1
1615	0	0	0	0	0	0	0	0	1	0	0	0	1
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	1	0	0	1
1745	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	1	2	2	1	3	1	3	1	1	17

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 2 curtiss/mackie/single

Begin Time	Approach Totals N	Approach Totals E	Approach Totals S	Approach Totals W	Exit Totals N	Exit Totals E	Exit Totals S	Exit Totals W	Int Total
700	2	0	1	0	0	1	0	2	3
715	0	2	1	3	2	1	2	1	6
730	0	1	0	0	0	0	0	1	1
745	0	2	2	0	3	0	1	0	4
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0
1600	0	0	0	1	0	0	1	0	1
1615	0	0	1	0	0	0	0	1	1
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0
1730	0	0	0	1	0	0	1	0	1
1745	0	0	0	0	0	0	0	0	0
Total	2	5	5	5	5	2	5	5	17

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Mackie Place 07:50:43
Wednesday May 22, 2024 Single Unit Trucks Only

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 2 curtiss/mackie/single

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	8	0	0	0	0	0	4	0	0	0	0	0	12
715	0	0	0	0	4	4	0	4	0	4	4	4	24
730	0	0	0	0	4	0	0	0	0	0	0	0	4
745	0	0	0	4	0	4	0	8	0	0	0	0	16
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	4	0	0	4
1615	0	0	0	0	0	0	0	0	4	0	0	0	4
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	4	0	0	4
1745	0	0	0	0	0	0	0	0	0	0	0	0	0

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 2 curtiss/mackie/single

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	8	0	4	0	0	4	0	8	12
715	0	8	4	12	8	4	8	4	24
730	0	4	0	0	0	0	0	4	4
745	0	8	8	0	12	0	4	0	16
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0
1600	0	0	0	4	0	0	4	0	4
1615	0	0	4	0	0	0	0	4	4
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0
1730	0	0	0	4	0	0	4	0	4
1745	0	0	0	0	0	0	0	0	0

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Mackie Place 07:50:43
Wednesday May 22, 2024 Single Unit Trucks Only

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 2 curtiss/mackie/single

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	2	0	0	1	2	2	1	3	0	1	1	1	14
715	0	0	0	1	2	2	0	3	0	1	1	1	11
730	0	0	0	1	1	1	0	2	0	0	0	0	5
745	0	0	0	1	0	1	0	2	0	0	0	0	4
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
1600	0	0	0	0	0	0	0	0	1	1	0	0	2
1615	0	0	0	0	0	0	0	0	1	0	0	0	1
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	1	0	0	1
1700	0	0	0	0	0	0	0	0	0	1	0	0	1
1715	0	0	0	0	0	0	0	0	0	1	0	0	1*
1730	0	0	0	0	0	0	0	0	0	1	0	0	1*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 2 curtiss/mackie/single

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	2	5	4	3	5	2	3	4	14
715	0	5	3	3	5	1	3	2	11
730	0	3	2	0	3	0	1	1	5
745	0	2	2	0	3	0	1	0	4
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0*
1600	0	0	1	1	0	0	1	1	2
1615	0	0	1	0	0	0	0	1	1
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	1	0	0	1	0	1
1700	0	0	0	1	0	0	1	0	1
1715	0	0	0	1	0	0	1	0	1*
1730	0	0	0	1	0	0	1	0	1*
1745	0	0	0	0	0	0	0	0	0*

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Belden Ave 07:54:49
Wednesday May 22, 2024 Passenger Vehicles Only

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 3 curtiss/belden/cars

Begin Time	N-Approach RT	N-Approach TH	N-Approach LT	E-Approach RT	E-Approach TH	E-Approach LT	S-Approach RT	S-Approach TH	S-Approach LT	W-Approach RT	W-Approach TH	W-Approach LT	Int Total
700	0	0	0	0	4	0	0	0	2	2	5	0	13
715	0	0	0	0	6	0	0	0	3	2	5	0	16
730	0	0	0	0	3	0	1	0	2	1	3	0	10
745	0	0	0	0	2	0	1	0	0	0	12	0	15
800	0	0	0	0	6	0	2	0	2	2	11	0	23
815	0	0	0	0	5	0	1	0	1	0	9	0	16
830	0	0	0	0	2	0	0	0	0	2	4	0	8
845	0	0	0	0	4	0	0	0	0	2	9	0	15
1600	0	0	0	0	5	0	1	0	3	3	6	0	18
1615	0	0	0	0	5	0	0	0	1	6	6	0	18
1630	0	0	0	0	4	0	2	0	2	4	4	0	16
1645	0	0	0	0	13	1	3	0	3	1	8	0	29
1700	0	0	0	0	10	2	1	0	1	5	6	0	25
1715	0	0	0	0	8	0	0	0	3	2	3	0	16
1730	0	0	0	0	3	0	0	0	3	6	8	0	20
1745	0	0	0	0	2	0	0	0	1	5	7	0	15
Total	0	0	0	0	82	3	12	0	27	43	106	0	273

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 3 curtiss/belden/cars

Begin Time	Approach Totals N	Approach Totals E	Approach Totals S	Approach Totals W	Exit Totals N	Exit Totals E	Exit Totals S	Exit Totals W	Int Total
700	0	4	2	7	0	5	2	6	13
715	0	6	3	7	0	5	2	9	16
730	0	3	3	4	0	4	1	5	10
745	0	2	1	12	0	13	0	2	15
800	0	6	4	13	0	13	2	8	23
815	0	5	2	9	0	10	0	6	16
830	0	2	0	6	0	4	2	2	8
845	0	4	0	11	0	9	2	4	15
1600	0	5	4	9	0	7	3	8	18
1615	0	5	1	12	0	6	6	6	18
1630	0	4	4	8	0	6	4	6	16
1645	0	14	6	9	0	11	2	16	29
1700	0	12	2	11	0	7	7	11	25
1715	0	8	3	5	0	3	2	11	16
1730	0	3	3	14	0	8	6	6	20
1745	0	2	1	12	0	7	5	3	15
Total	0	85	39	149	0	118	46	109	273

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Belden Ave 07:54:49
Wednesday May 22, 2024 Passenger Vehicles Only

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 3 curtiss/belden/cars

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	16	0	0	0	8	8	20	0	52
715	0	0	0	0	24	0	0	0	12	8	20	0	64
730	0	0	0	0	12	0	4	0	8	4	12	0	40
745	0	0	0	0	8	0	4	0	0	0	48	0	60
800	0	0	0	0	24	0	8	0	8	8	44	0	92
815	0	0	0	0	20	0	4	0	4	0	36	0	64
830	0	0	0	0	8	0	0	0	0	8	16	0	32
845	0	0	0	0	16	0	0	0	0	8	36	0	60
1600	0	0	0	0	20	0	4	0	12	12	24	0	72
1615	0	0	0	0	20	0	0	0	4	24	24	0	72
1630	0	0	0	0	16	0	8	0	8	16	16	0	64
1645	0	0	0	0	52	4	12	0	12	4	32	0	116
1700	0	0	0	0	40	8	4	0	4	20	24	0	100
1715	0	0	0	0	32	0	0	0	12	8	12	0	64
1730	0	0	0	0	12	0	0	0	12	24	32	0	80
1745	0	0	0	0	8	0	0	0	4	20	28	0	60

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 3 curtiss/belden/cars

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	16	8	28	0	20	8	24	52
715	0	24	12	28	0	20	8	36	64
730	0	12	12	16	0	16	4	20	40
745	0	8	4	48	0	52	0	8	60
800	0	24	16	52	0	52	8	32	92
815	0	20	8	36	0	40	0	24	64
830	0	8	0	24	0	16	8	8	32
845	0	16	0	44	0	36	8	16	60
1600	0	20	16	36	0	28	12	32	72
1615	0	20	4	48	0	24	24	24	72
1630	0	16	16	32	0	24	16	24	64
1645	0	56	24	36	0	44	8	64	116
1700	0	48	8	44	0	28	28	44	100
1715	0	32	12	20	0	12	8	44	64
1730	0	12	12	56	0	32	24	24	80
1745	0	8	4	48	0	28	20	12	60

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Belden Ave 07:54:49
Wednesday May 22, 2024 Passenger Vehicles Only

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 3 curtiss/belden/cars

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	15	0	2	0	7	5	25	0	54
715	0	0	0	0	17	0	4	0	7	5	31	0	64
730	0	0	0	0	16	0	5	0	5	3	35	0	64
745	0	0	0	0	15	0	4	0	3	4	36	0	62
800	0	0	0	0	17	0	3	0	3	6	33	0	62
815	0	0	0	0	11	0	1	0	1	4	22	0	39*
830	0	0	0	0	6	0	0	0	0	4	13	0	23*
845	0	0	0	0	4	0	0	0	0	2	9	0	15*
1600	0	0	0	0	27	1	6	0	9	14	24	0	81
1615	0	0	0	0	32	3	6	0	7	16	24	0	88
1630	0	0	0	0	35	3	6	0	9	12	21	0	86
1645	0	0	0	0	34	3	4	0	10	14	25	0	90
1700	0	0	0	0	23	2	1	0	8	18	24	0	76
1715	0	0	0	0	13	0	0	0	7	13	18	0	51*
1730	0	0	0	0	5	0	0	0	4	11	15	0	35*
1745	0	0	0	0	2	0	0	0	1	5	7	0	15*

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 3 curtiss/belden/cars

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	15	9	30	0	27	5	22	54
715	0	17	11	36	0	35	5	24	64
730	0	16	10	38	0	40	3	21	64
745	0	15	7	40	0	40	4	18	62
800	0	17	6	39	0	36	6	20	62
815	0	11	2	26	0	23	4	12	39*
830	0	6	0	17	0	13	4	6	23*
845	0	4	0	11	0	9	2	4	15*
1600	0	28	15	38	0	30	15	36	81
1615	0	35	13	40	0	30	19	39	88
1630	0	38	15	33	0	27	15	44	86
1645	0	37	14	39	0	29	17	44	90
1700	0	25	9	42	0	25	20	31	76
1715	0	13	7	31	0	18	13	20	51*
1730	0	5	4	26	0	15	11	9	35*
1745	0	2	1	12	0	7	5	3	15*

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Belden Ave 11:28:35
Wednesday May 22, 2024 Single Unit Trucks Only

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 4 curtiss/belden/single

Begin Time	N-Approach RT	N-Approach TH	N-Approach LT	E-Approach RT	E-Approach TH	E-Approach LT	S-Approach RT	S-Approach TH	S-Approach LT	W-Approach RT	W-Approach TH	W-Approach LT	Int Total
700	0	0	0	0	1	0	0	0	0	0	0	0	1
715	0	0	0	0	1	1	0	0	1	0	3	0	6
730	0	0	0	0	1	0	0	0	0	0	0	0	1
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	1	0	0	0	1
1600	0	0	0	0	0	0	0	0	0	0	1	0	1
1615	0	0	0	0	0	1	0	0	0	0	0	0	1
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	1	0	0	0	0	0	1
1745	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	2	1	0	2	0	4	0	12

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 4 curtiss/belden/single

Begin Time	Approach Totals N	Approach Totals E	Approach Totals S	Approach Totals W	Exit Totals N	Exit Totals E	Exit Totals S	Exit Totals W	Int Total
700	0	1	0	0	0	0	0	1	1
715	0	2	1	3	0	3	1	2	6
730	0	1	0	0	0	0	0	1	1
745	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0
845	0	0	1	0	0	0	0	1	1
1600	0	0	0	1	0	1	0	0	1
1615	0	1	0	0	0	0	1	0	1
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0
1730	0	0	1	0	0	1	0	0	1
1745	0	0	0	0	0	0	0	0	0
Total	0	5	3	4	0	5	2	5	12

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Belden Ave 11:28:35
Wednesday May 22, 2024 Single Unit Trucks Only

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 4 curtiss/belden/single

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	4	0	0	0	0	0	0	0	4
715	0	0	0	0	4	4	0	0	4	0	12	0	24
730	0	0	0	0	4	0	0	0	0	0	0	0	4
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	4	0	0	0	4
1600	0	0	0	0	0	0	0	0	0	0	4	0	4
1615	0	0	0	0	0	4	0	0	0	0	0	0	4
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	4	0	0	0	0	0	4
1745	0	0	0	0	0	0	0	0	0	0	0	0	0

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 4 curtiss/belden/single

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	4	0	0	0	0	0	4	4
715	0	8	4	12	0	12	4	8	24
730	0	4	0	0	0	0	0	4	4
745	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0
845	0	0	4	0	0	0	0	4	4
1600	0	0	0	4	0	4	0	0	4
1615	0	4	0	0	0	0	4	0	4
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0
1730	0	0	4	0	0	4	0	0	4
1745	0	0	0	0	0	0	0	0	0

Downers Grove, IL Weather: Warm and Dry 05/24/24
Curtiss St and Belden Ave 11:28:35
Wednesday May 22, 2024 Single Unit Trucks Only

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 4 curtiss/belden/single

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	3	1	0	0	1	0	3	0	8
715	0	0	0	0	2	1	0	0	1	0	3	0	7
730	0	0	0	0	1	0	0	0	0	0	0	0	1
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	1	0	0	0	1
815	0	0	0	0	0	0	0	0	1	0	0	0	1*
830	0	0	0	0	0	0	0	0	1	0	0	0	1*
845	0	0	0	0	0	0	0	0	1	0	0	0	1*
1600	0	0	0	0	0	1	0	0	0	0	1	0	2
1615	0	0	0	0	0	1	0	0	0	0	0	0	1
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	1	0	0	0	0	0	1
1700	0	0	0	0	0	0	1	0	0	0	0	0	1
1715	0	0	0	0	0	0	1	0	0	0	0	0	1*
1730	0	0	0	0	0	0	1	0	0	0	0	0	1*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*

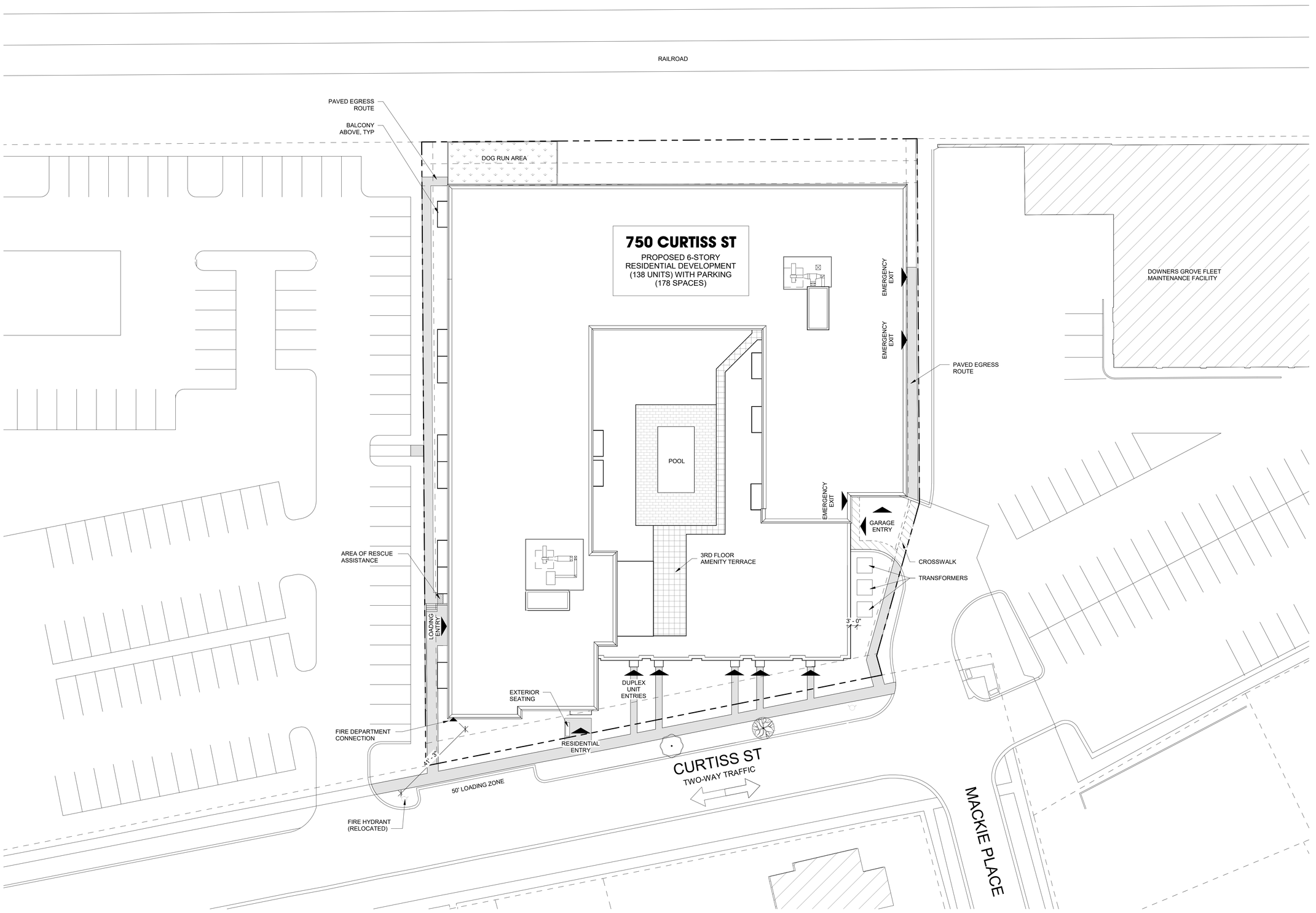
TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 4 curtiss/belden/single

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	4	1	3	0	3	1	4	8
715	0	3	1	3	0	3	1	3	7
730	0	1	0	0	0	0	0	1	1
745	0	0	0	0	0	0	0	0	0
800	0	0	1	0	0	0	0	1	1
815	0	0	1	0	0	0	0	1	1*
830	0	0	1	0	0	0	0	1	1*
845	0	0	1	0	0	0	0	1	1*
1600	0	1	0	1	0	1	1	0	2
1615	0	1	0	0	0	0	1	0	1
1630	0	0	0	0	0	0	0	0	0
1645	0	0	1	0	0	1	0	0	1
1700	0	0	1	0	0	1	0	0	1
1715	0	0	1	0	0	1	0	0	1*
1730	0	0	1	0	0	1	0	0	1*
1745	0	0	0	0	0	0	0	0	0*

Site Plan

GENERAL NOTE:
SEE CIVIL AND LANDSCAPE
DRAWINGS FOR ADDITIONAL DETAILS.



1 ARCHITECTURAL SITE PLAN
SCALE: 1" = 20'-0"

0 5' 10' 20' 40'
SCALE: 1" = 20'-0"

NO	DATE	ISSUE DESCRIPTION
3	09/27/2024	REVISED PUD SUBMITTAL
2	06/14/2024	REVISED PUD SUBMITTAL
1	04/26/2024	PUD SUBMITTAL

PRINCIPAL: JG P.M.: MS/KW
QC BY: Checker DRAWN BY: EB

SGW ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2025

750 CURTISS ST.

DOWNERS GROVE, ILLINOIS 60515

SITE PLAN

PLAN NORTH

PD-04

FOR REFERENCE ONLY

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

2/12/2024

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

Subject: Curtiss Street - Washington Street - Maple Avenue
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated 2/9/2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2020)	Year 2050 ADT
Curtiss St, @ Washington St	1,450	1,900
Washington St, @ Curtiss St	2,500	3,260
Maple Ave, @ Mackie Pl	4,050	5,300

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2023 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
2024_TrafficForecasts\DownersGrove\du-07-24\du-07-24.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

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*, 6th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	25	31	12	0	29	0	217	13	16	117	0
Future Vol, veh/h	25	25	31	12	0	29	0	217	13	16	117	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	4	9	14	0	0	6	0	0	0	14	2	0
Mvmt Flow	28	28	35	13	0	33	0	244	15	18	131	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	8.5	7.9	9.4	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	31%	29%	12%
Vol Thru, %	94%	31%	0%	88%
Vol Right, %	6%	38%	71%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	81	41	133
LT Vol	0	25	12	16
Through Vol	217	25	0	117
RT Vol	13	31	29	0
Lane Flow Rate	258	91	46	149
Geometry Grp	1	1	1	1
Degree of Util (X)	0.314	0.121	0.059	0.198
Departure Headway (Hd)	4.369	4.788	4.586	4.769
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	747	779	752
Service Time	2.396	2.826	2.626	2.8
HCM Lane V/C Ratio	0.314	0.122	0.059	0.198
HCM Control Delay	9.4	8.5	7.9	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.4	0.2	0.7

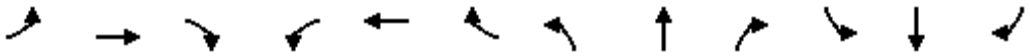
Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	8	0	34	7	4
Future Vol, veh/h	46	8	0	34	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	8	0	0	0	17	0
Mvmt Flow	61	11	0	45	9	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	112	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.1	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	2.2	-	3.653	3.3
Pot Cap-1 Maneuver	-	-	1541	-	850	1002
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	850	1002
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	900	-	-	1541	-
HCM Lane V/C Ratio	0.016	-	-	-	-
HCM Control Delay (s)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	14	9	0	11	0	11	6	5	0	18	12
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	50	0	0	11	0	0	22	0	0	30	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.94	0.85	0.95	0.94	0.85
Saturated Flow (vph)	0	1799	0	0	1900	0	0	1789	0	0	1786	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	193		0	1900		0	204		0	1786	
Reference Time A (s)	0.0	31.2		0.0	0.7		0.0	12.9		0.0	2.0	
Adj Saturation B (vph	0	0		0	1900		0	0		0	1786	
Reference Time B (s)	9.8	11.3		0.0	0.7		8.7	9.5		0.0	2.0	
Reference Time (s)		11.3			0.7			9.5			2.0	
Adj Reference Time (s)		15.3			8.0			13.5			8.0	
Split Option												
Ref Time Combined (s)	0.0	3.3		0.0	0.7		0.0	1.5		0.0	2.0	
Ref Time Seperate (s)	1.8	0.9		0.0	0.7		0.7	0.4		0.0	1.2	
Reference Time (s)	3.3	3.3		0.7	0.7		1.5	1.5		2.0	2.0	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	15.3	13.5	
Split Option (s)	16.0	16.0	
Minimum (s)	15.3	13.5	28.8

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

Intersection Summary			
Intersection Capacity Utilization	24.0%	ICU Level of Service	A

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	387	218	11	23	4
Future Vol, veh/h	11	387	218	11	23	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	0	3	0	0	100
Mvmt Flow	12	421	237	12	25	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	249	0	-	0	688	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	445	-
Critical Hdwy	4.18	-	-	-	6.4	7.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.272	-	-	-	3.5	4.2
Pot Cap-1 Maneuver	1282	-	-	-	415	605
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1282	-	-	-	410	605
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	650	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1282	-	-	-	431
HCM Lane V/C Ratio	0.009	-	-	-	0.068
HCM Control Delay (s)	7.8	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	16	135	15	0	36	0	180	17	21	182	0
Future Vol, veh/h	74	16	135	15	0	36	0	180	17	21	182	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	99	21	180	20	0	48	0	240	23	28	243	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	12	9.2	11.6	11.9
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	29%	10%
Vol Thru, %	91%	7%	0%	90%
Vol Right, %	9%	60%	71%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	225	51	203
LT Vol	0	74	15	21
Through Vol	180	16	0	182
RT Vol	17	135	36	0
Lane Flow Rate	263	300	68	271
Geometry Grp	1	1	1	1
Degree of Util (X)	0.384	0.427	0.103	0.4
Departure Headway (Hd)	5.26	5.129	5.47	5.316
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	683	702	653	677
Service Time	3.298	3.168	3.524	3.354
HCM Lane V/C Ratio	0.385	0.427	0.104	0.4
HCM Control Delay	11.6	12	9.2	11.9
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.8	2.1	0.3	1.9

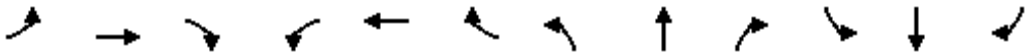
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	20	3	35	16	6
Future Vol, veh/h	34	20	3	35	16	6
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	42	25	4	43	20	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	67	0	106	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1547	-	897	1018
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	894	1018
Mov Cap-2 Maneuver	-	-	-	-	894	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	974	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	925	-	-	1547	-
HCM Lane V/C Ratio	0.029	-	-	0.002	-
HCM Control Delay (s)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	0	25	5	5	0	15	4	0	0	15	18
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	40	0	0	10	0	0	19	0	0	33	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.97	0.85	0.95	0.96	0.85	0.95	0.92	0.85
Saturated Flow (vph)	0	1690	0	0	1853	0	0	1825	0	0	1745	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1475		0	1260		0	144		0	1745	
Reference Time A (s)	0.0	3.3		0.0	1.0		0.0	15.9		0.0	2.3	
Adj Saturation B (vph	0	0		0	0		0	0		0	1745	
Reference Time B (s)	9.0	10.8		8.3	8.6		9.0	9.2		0.0	2.3	
Reference Time (s)		3.3			1.0			9.2			2.3	
Adj Reference Time (s)		8.0			8.0			13.2			8.0	
Split Option												
Ref Time Combined (s)	0.0	2.8		0.0	0.6		0.0	1.2		0.0	2.3	
Ref Time Seperate (s)	1.0	0.0		0.3	0.3		1.0	0.3		0.0	1.0	
Reference Time (s)	2.8	2.8		0.6	0.6		1.2	1.2		2.3	2.3	
Adj Reference Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	8.0	13.2	
Split Option (s)	16.0	16.0	
Minimum (s)	8.0	13.2	21.2

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

Intersection Summary			
Intersection Capacity Utilization	17.7%	ICU Level of Service	A

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	373	446	14	30	15
Future Vol, veh/h	5	373	446	14	30	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	6	429	513	16	34	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	529	0	-	0	962	521
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1048	-	-	-	286	559
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1048	-	-	-	284	559
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1048	-	-	-	340
HCM Lane V/C Ratio	0.005	-	-	-	0.152
HCM Control Delay (s)	8.5	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Capacity Analysis Summary Sheets

Year 2030 Total Projected Weekday Morning Peak Hour

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	27	33	17	0	40	0	229	15	19	123	0
Future Vol, veh/h	26	27	33	17	0	40	0	229	15	19	123	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	4	9	14	0	0	6	0	0	0	14	2	0
Mvmt Flow	29	30	37	19	0	45	0	257	17	21	138	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	8.7	8.1	9.7	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	30%	13%
Vol Thru, %	94%	31%	0%	87%
Vol Right, %	6%	38%	70%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	244	86	57	142
LT Vol	0	26	17	19
Through Vol	229	27	0	123
RT Vol	15	33	40	0
Lane Flow Rate	274	97	64	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.338	0.131	0.083	0.215
Departure Headway (Hd)	4.443	4.882	4.67	4.856
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	809	732	764	737
Service Time	2.476	2.926	2.718	2.895
HCM Lane V/C Ratio	0.339	0.133	0.084	0.217
HCM Control Delay	9.7	8.7	8.1	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.4	0.3	0.8

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	8	0	49	7	4
Future Vol, veh/h	53	8	0	49	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	8	0	0	0	17	0
Mvmt Flow	71	11	0	65	9	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	82	0	142	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.1	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	2.2	-	3.653	3.3
Pot Cap-1 Maneuver	-	-	1528	-	817	990
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	817	990
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	872	-	-	1528	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	9.2	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	15	9	0	12	0	12	11	5	0	36	26
Future Vol, veh/h	32	15	9	0	12	0	12	11	5	0	36	26
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	17	0	0	100	0	0	0	0	0	0	0	0
Mvmt Flow	46	22	13	0	17	0	17	16	7	0	52	38
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	7.4	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	57%	0%	0%
Vol Thru, %	39%	27%	100%	58%
Vol Right, %	18%	16%	0%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	56	12	62
LT Vol	12	32	0	0
Through Vol	11	15	12	36
RT Vol	5	9	0	26
Lane Flow Rate	41	81	17	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.046	0.1	0.02	0.096
Departure Headway (Hd)	4.118	4.446	4.189	3.849
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	801	844	919
Service Time	2.197	2.501	2.265	1.922
HCM Lane V/C Ratio	0.048	0.101	0.02	0.098
HCM Control Delay	7.4	8	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	408	230	14	32	13
Future Vol, veh/h	15	408	230	14	32	13
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, %	8	0	3	0	0	10
Mvmt Flow	16	443	250	15	35	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	265	0	-	0	733	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	475	-
Critical Hdwy	4.18	-	-	-	6.4	6.3
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.272	-	-	-	3.5	3.39
Pot Cap-1 Maneuver	1265	-	-	-	391	762
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	384	762
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	-	448
HCM Lane V/C Ratio	0.013	-	-	-	0.109
HCM Control Delay (s)	7.9	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Capacity Analysis Summary Sheets

Year 2030 Total Projected Weekday Evening Peak Hour

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	19	142	18	0	44	0	190	22	27	192	0
Future Vol, veh/h	78	19	142	18	0	44	0	190	22	27	192	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	104	25	189	24	0	59	0	253	29	36	256	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	13	9.6	12.5	12.9
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	29%	12%
Vol Thru, %	90%	8%	0%	88%
Vol Right, %	10%	59%	71%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	239	62	219
LT Vol	0	78	18	27
Through Vol	190	19	0	192
RT Vol	22	142	44	0
Lane Flow Rate	283	319	83	292
Geometry Grp	1	1	1	1
Degree of Util (X)	0.426	0.47	0.131	0.446
Departure Headway (Hd)	5.431	5.31	5.684	5.498
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	661	676	627	654
Service Time	3.487	3.365	3.758	3.552
HCM Lane V/C Ratio	0.428	0.472	0.132	0.446
HCM Control Delay	12.5	13	9.6	12.9
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.1	2.5	0.4	2.3

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	21	3	45	17	6
Future Vol, veh/h	47	21	3	45	17	6
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	58	26	4	56	21	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	84	0	135	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1526	-	863	997
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	964	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	860	997
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	892	-	-	1526	-
HCM Lane V/C Ratio	0.032	-	-	0.002	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	0	26	5	5	0	16	19	0	0	25	27
Future Vol, veh/h	27	0	26	5	5	0	16	19	0	0	25	27
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	0	40	8	8	0	25	29	0	0	38	42
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	7.4	7.5	7.6	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	51%	50%	0%
Vol Thru, %	54%	0%	50%	48%
Vol Right, %	0%	49%	0%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	53	10	52
LT Vol	16	27	5	0
Through Vol	19	0	5	25
RT Vol	0	26	0	27
Lane Flow Rate	54	82	15	80
Geometry Grp	1	1	1	1
Degree of Util (X)	0.064	0.09	0.019	0.085
Departure Headway (Hd)	4.255	3.985	4.329	3.832
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	890	818	926
Service Time	2.313	2.047	2.404	1.891
HCM Lane V/C Ratio	0.065	0.092	0.018	0.086
HCM Control Delay	7.6	7.4	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.3

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	394	471	22	36	21
Future Vol, veh/h	13	394	471	22	36	21
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	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	15	453	541	25	41	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	566	0	-	0	1037	554
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1016	-	-	-	258	536
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1016	-	-	-	253	536
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1016	-	-	-	314
HCM Lane V/C Ratio	0.015	-	-	-	0.209
HCM Control Delay (s)	8.6	0	-	-	19.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Neighborhood Summary Report

LCI Development Partners mailed an invitation via United States Postal Service on Thursday, September 26, 2024 to all neighbors within 250' of the subject property. A copy of this letter has been submitted to the Village and is attached below. The list of neighbors that this letter was mailed to has also been submitted to the Village. The letter notified our neighbors of our in-person town hall meeting that we would be hosting in the Council Chambers at The Downers Grove Civic Center at 850 Curtiss St on Wednesday, October 16, 2024 at 7:00 pm. Ten residents attended the meeting and are listed in the minutes of the meeting below.

The meeting began with a welcome and introduction by Justin Parr of LCI Development Partners followed by a PowerPoint presentation given by SGW Architects. The PowerPoint presentation included a site plan, floor plans, elevations, sections and color renderings. After the presentation was complete, the neighbors were given an opportunity to comment on the information. There were some questions asked during the open discussion portion of the presentation that were related to the Village of Downers Grove's current Civic Center Project. After the presentation from LCI Development Partners and SGW, Downers Grove City Manager, Dave Fieldman, addressed those comments. A summary of the comments is included below.

TOWN HALL MEETING ATTENDEES:
Steve Tombello
Sarah Dispaquale
Matt McDonald
Bob Barnett
Cary Barnett
5 residents did not sign guest list

Comment	Response
There was a concern raised regarding the impact the proposed development would have on traffic	LCI spoke about the traffic review study that was conducted by KLOA. The study took traffic counts of existing conditions over several days in the spring of 2024. Traffic projections in that study were based on comparable Transit Oriented Developments (TODs) that were completed in several other suburban Chicago locations, included other projects in Downers Grove. The finding of the traffic study concluded that all surrounding intersections will not be impacted by the proposed development.
There was a concern raised about the 6-story portion of the building that will be fronting Curtiss St.	LCI stated that the massing included in the current design is consistent with the massing shown in the RFP process. Additionally, of the 3 respondents to the RFP, LCI's proposed program was the least dense and was least impactful to Curtiss St.
One resident noted that the street has been very dark since construction of the Civic Center has started. Traditionally, parking lot lighting from the former police department parking added some level of light from the street. They inquired if street lighting would be added.	Dave Fieldman addressed this question and said there would not be any additional street lighting. However, the parking lot for the new Civic Center is not completed and the project will have lighting in the parking lot that should replicate the light levels from the former police department parking lot.
One resident questioned if the intersection of Mackie and Curtiss was going to receive additional stop signs.	Dave Fieldman stated that additional stop signs would be added to that intersection.
One resident inquired if the building would be 100% electric	LCI stated the project will have gas-fired ranges with the balance of the equipment being electric
One resident inquired rental rates for the project.	LCI stated that rent is projected at $1,800 per month for the studio units

LCI Development Partners

Dear Neighbors:

LCI Development Partners, a Chicago-based commercial real estate development company, is proposing a multifamily development at 750 Curtiss Street, directly east of the new Downers Grove Civic Center. The proposed development is planned for 138 luxury apartment homes as well as two levels of parking.

We are seeking the Village of Downers Grove's approval to move forward with this project, which is consistent with our RFP proposal from late 2023. As part of the Village process, we are hosting a neighborhood meeting on Wednesday, October 16, 2024 to share information about the project with you. We will conduct the meeting as follows:

Wednesday, October 16, 2024 at 7:00pm
Location: Civic Center, Council Chambers
Address: 850 Curtiss Street

The next step in the Village process after the Neighborhood Meeting will be a Plan Commission public hearing, tentatively scheduled for Monday, November 4, 2024, at 7:00pm. Please refer to the Village of Downers Grove website (www.downers.us) for additional details on the Plan Commission meeting. The packet for the project will be made available on the Village website no later than October 30th, 2024.

If you are unable to attend the neighborhood meeting in person but would like to learn more about this project, please contact us at crbroderick@lcidp.com.

We look forward to meeting you,

Chad Broderick
Managing Partner, LCI Development Partners

120 S Riverside Plaza, Suite 2150 / Chicago, Illinois 60606
office 312.298.1000 fax 312.298.1001

Name	Street Address	City	State	Zip
Bryan Hoff	1109 Lupine Dr.	Northfield	MN	55057
SKYWARD PROPERTIES LLC	115 E Ogden Ave. #105311	Naperville	IL	60563
HEALTHCARE CAPITAL GROUP	115 Walker Ave.	Clarendon Hills	IL	60514
747 ROGERS LLC	119 S Emerson St., #212	Mount Prospect	IL	60056
James & Marijane Kelly	1306 Everwood Ln.	Aurora	IL	60505
Peter & Donielle Xu	1414 Kings Xing rDr. SE	Caledonia	MI	49316
David Grady	1480 Graystone Dr	Aurora	IL	60502
IH3 PROPERTY ILLINOIS LP	1717 Main St.Unit 2000	Dallas	TX	75201
BCM LIMITED	2110 Ohio St	Lisle	IL	60532
Michael J Vlcek	2110 Ohio St	Lisle	IL	60532
Lorraine M Ross	2235 College Rd.	Downers Grove	IL	60516
William & Carole Blocker	24317 W 103rd St.	Naperville	IL	60564
COMMONWEALTH EDISON CO	3 Lincoln Centre, 4th Flr.	Oak Brook Terrace	IL	60181
CTLTC TR #8002390997	324 Shady Ln.	Downers Grove	IL	60515
Alexander & C Kallan	3303 Tamara St.	Plano	IL	60545
B & G PARTNERS	4455 Woodward Ave.	Downers Grove	IL	60515
HP VENTURES GROUP LLC	5000 W Lawrence Ave.	Chicago	IL	60630
IRONSWORM ENTERPRISES INC	510 66TH St.	Downers Grove	IL	60516
Kevin & Charlene Schwenk	5116 Mackie Pl.	Downers Grove	IL	60515
Jeffrey D Burgeson	5118 Mackie Pl.	Downers Grove	IL	60515
Gary & Catherine Darrah	5125 Belden Ave.	Downers Grove	IL	60515
Paul R Henning	5131 Belden Ave.	Downers Grove	IL	60515
Konrad C Miskowicz-Retz	5146 Belden Ave. NO 1-A	Downers Grove	IL	60515
Brad A Luecke	5146 Belden Ave. NO 2B	Downers Grove	IL	60515
Michael Miller	5146 Belden Ave. NO A3	Downers Grove	IL	60515
Susan A Slocum	5146 Belden Ave. NO F2	Downers Grove	IL	60515
Susan S Schoenberg	5146 Belden Ave. Unit 1D	Downers Grove	IL	60515
Barbara F Sherman	5146 Belden Ave. Unit 1-E	Downers Grove	IL	60515
Patricia J Scalzetti	5146 Belden Ave. Unit 1F	Downers Grove	IL	60515
Dominic J Scalzetti	5146 Belden Ave. Unit 2A	Downers Grove	IL	60515
Frances A Hoffman	5146 Belden Ave. Unit 2C	Downers Grove	IL	60515
Denise M Nelson	5146 Belden Ave. Unit 2D	Downers Grove	IL	60515
Sharon Resner	5146 Belden Ave. Unit 3B	Downers Grove	IL	60515
Sheila E Cusack	5146 Belden Ave. Unit 3C	Downers Grove	IL	60515
Anne Rienow Howie	5146 Belden Ave. Unit 3-F	Downers Grove	IL	60515
Werner & Sally Kiuntke	5146 Belden Ave. Unit C1	Downers Grove	IL	60515
John A Piliponis	5146 Belden Ave. Unit E2	Downers Grove	IL	60515
Mary S Burke	5146 Belden Ave. Unit E3	Downers Grove	IL	60515
Barbara J Valocik	5146 Belden Ave. Unit G1	Downers Grove	IL	60515
John & Norma Plummer	5146 Belden Ave. Unit G3	Downers Grove	IL	60515
Thomas & Minal Breier	5146 Belden Ave. Unit D-3	Downers Grove	IL	60515
Steve Sobkowiak	5216 Main St Unit A	Downers Grove	IL	60515
David & Dorothy Moorman	5416 Belden Ave. NO B-1	Downers Grove	IL	60515
CHICAGO TITLE 8002386052	5433 LEE Ave.	Downers Grove	IL	60515
CTLTC 8002387981	5433 LEE Ave.	Downers Grove	IL	60515
Stephen & M Simovits	5433 LEE Ave.	Downers Grove	IL	60515
Virginia M Burns	5462 S CORNELL Ave.	Chicago	IL	60615
Chester Slonina	548 GILBERT DR	Wood Dale	IL	60191
AIM MACKIE LLC	600 ENTERPRISE DRUnit 120	Oak Brook	IL	60521
Christine L Smith	6030 BELMONT RD	Downers Grove	IL	60516

Sarah DiPasquale	710 Maple Ave.	Downers Grove	IL	60515
Daniel & Julia Pitelka	718 PRAIRIE Ave.	Downers Grove	IL	60515
George A Hanna	720 Maple Ave. NO B	Downers Grove	IL	60515
Suzan T Ganzen	720 Maple Ave. NO J	Downers Grove	IL	60515
M & S Mlekowski Goryl	720 Maple Ave. NO O	Downers Grove	IL	60515
Susan R Kipley	720 Maple Ave. Unit C	Downers Grove	IL	60515
R & A Tan Harrington	720 Maple Ave. Unit E	Downers Grove	IL	60515
Eileen J Foreman	720 Maple Ave. Unit I	Downers Grove	IL	60515
William & Carol Koc	720 Maple Ave. Unit K	Downers Grove	IL	60515
M & J Leffelman Huck	720 Maple Ave. Unit L	Downers Grove	IL	60515
Stephen M Homner	724 Warren Ave. NO 203	Downers Grove	IL	60515
Alison Benis	724 Warren Ave. Unit 104	Downers Grove	IL	60515
Timothy Blaney	724 Warren Ave. Unit 202	Downers Grove	IL	60515
Robert Lee Massey	724 Warren Ave. Unit 302	Downers Grove	IL	60515
Gregory & William Barbre	4455 Woodward Ave.	Downers Grove	IL	60515
David M Cannek	724 Warren Ave. Unit 304	Downers Grove	IL	60515
Kevin & Kelsey Blazaitis	726 Maple Ave.	Downers Grove	IL	60515
Robert & Catherine Evans	727 Rogers St.	Downers Grove	IL	60515
Richard A Bubula	728 Warren Ave.	Downers Grove	IL	60515
Robert & Cary Barnett	730 Maple Ave.	Downers Grove	IL	60515
Marcelo & A Suarez	735 Rogers St.	Downers Grove	IL	60515
Lisa & Stephen Snart	736 Warren Ave.	Downers Grove	IL	60515
Kenneth & Faith Wolf	744 Maple Ave.	Downers Grove	IL	60515
Michael & N Modugno	745 Rogers St.	Downers Grove	IL	60515
Stephen J Trombello	801 Curtiss St.	Downers Grove	IL	60515
Village of Downers Grove	801 Burlington Ave.	Downers Grove	IL	60515
Kathleen Hebert	802 Maple Ave.	Downers Grove	IL	60515
Brian W Jacobs	803 Rogers St.	Downers Grove	IL	60515
Christopher & A Meyers	806 Maple Ave.	Downers Grove	IL	60515
J & Guy A Mousadis	806 Rogers St.	Downers Grove	IL	60515
Scott & Denise Lazar	808 Maple Ave.	Downers Grove	IL	60515
James L & S L Marshall	809 Rogers St.	Downers Grove	IL	60515
Angela Dibiase	810 Warren Ave.	Downers Grove	IL	60515
Samuel & Julie Chen	813 Rogers St.	Downers Grove	IL	60515
Barbara A Whiting	814 Warren Ave.	Downers Grove	IL	60515
David & Alicia Kemp	817 Rogers St.	Downers Grove	IL	60515
Jeffrey & Linda Bolam	818 Rogers St.	Downers Grove	IL	60515
Sarah Bacon Ehlers	818 Warren Ave.	Downers Grove	IL	60515
Timothy & Susan Staron	821 Rogers St.	Downers Grove	IL	60515
A & G Kenny Madonia	825 Rogers St.	Downers Grove	IL	60515
David & Geeta Wood	826 Maple Ave.	Downers Grove	IL	60515
Louis & Susan Rodriguez	830 Warren Ave.	Downers Grove	IL	60515
Prasanth Salla	9 Creekridge Ct.	San Mateo	CA	94402
Anthony Konopacki	900 Ogden Ave.	Downers Grove	IL	60515
BMTR HOLDINGS LLC	900 OGDEN Ave. Unit 417	Downers Grove	IL	60515
LL SCHULZ LLC	947 Maple Ave.	Downers Grove	IL	60515
RY ENTERPRISES INC	PO BOX 5261	Hinsdale	IL	60522